

## Historic Characterisation and Management Strategy

### EX3: Reservoir

A small area located towards the northern part of the Explosives Area, associated with the supply of water to the site. The area represents part of the original 1950s AWRE site.

Period:	Cold War: 1950s – 1980s Post Cold War
Form:	Open area with few buildings.
Buildings:	Reservoir, gatehouse, store and substation. None occupied
Survival:	As built, plan form intact
Condition:	Externally maintained
Complexity:	Continuous single use

The area is located next to Griffin Road, and is contained within the EX2 character area, although it is fenced off from it. It contains buildings associated with the supply of water to the site.

The access gate and substation date to the late 1950s and therefore represent surviving elements of earlier phases of the AWE use of the site. The other buildings date to the late 1980s and 1990s. Lighting in this area is of a type also seen in CT1, so it is assumed that the layout of this area is a survival of the early development of the site, although the buildings and current structures are later.

As in area EX2, there are long views of Aldermaston Court from EX3 facing north along Griffin Road.

### Values

Two of the buildings, and lighting within the area relate to the early development of the AWRE Aldermaston site.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

### Management

EX3 was originally used for functions relating to the 1950s AWRE site, and has been used for its current function since at least the 1980s.

The area demonstrates a high capacity for change.

**EX4: H Area**

A small area located towards the northern end of the Non-Metallic Components Area, containing storerooms, magazines, workshops and offices all associated with the development and testing of non-metallic components. The area also contains Fish Pond and associated mature deciduous trees and rhododendron bushes remaining from the Aldermaston Estate.

Period:	Post-medieval Cold War 1950 – 1959
Form:	Planned cluster of buildings set in woodland
Buildings:	Laboratory, offices, workshops, storerooms and magazines
Survival:	As built, plan form intact
Condition:	Some buildings still in use as laboratories, offices and workshops. Other buildings abandoned but externally maintained
Complexity:	Multiple uses, historic to present day

The area is separated from the Non-Metallic Components Area and is differentiated by the amount of woodland and vegetation. There is also a dramatic change in topography between EX2 and EX4 – the plateau falls away to reveal a sharp slope and uneven terrain.

The area is associated with the developing, testing and storing of non-metallic components. All the buildings within the area belong to the early 1950s development of the AWRE site.

Fish Pond and its associated mature deciduous trees and rhododendron bushes are remnants of the Aldermaston Estate. The pond also has the same tubular steel handrails, for both security and safety, which characterise all the ponds at AWE Aldermaston, and are also seen around Decoy Pond (A18), and Stock Pond (EX2).

The buildings are in three clusters, the northernmost cluster a flat roofed, steel framed set of offices on three levels, following the slope of the hillside. Ramps

and steps lead up to the other clusters of buildings. Other buildings on the southern and western side of Fish Pond are also sunken into the hillside, and are predominantly single or double storey steel frame, concrete and brick structures, some mounded. Original 1950s street furniture survives in these areas, and little modern development has taken place externally.

The tall buildings in EX4 are deliberately built in a depression. This has the effect of hiding the buildings



AWE - 24863-19 (H10.1)



AWE - 24863-20 (H6.1)



AWE - 24863-21 (H1.1)

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from external view, and also provides suddenly revealed vistas from the surrounding internal roads. To the west of these buildings are single storey flat-roofed red brick buildings that are characteristic of the wider site. The natural landscape in EX4 is used to hide the buildings, an effect that is enhanced by terracing, grass embankments, dense vegetation and mature trees. The overall effect is one of concealed buildings and of a modern designed landscape that exploits fully the natural topography.

**Values**

The buildings and their settings are related to the first phase of the 1950s AWRE development, and survive in their original form. The unusual landscape in this part of the site creates a distinct and isolated character for this area, which is quite unlike any of the other laboratory or administrative parts of the site, although many of the buildings are similar in form. The value of the area is also derived from its historic complexity, being one of the few areas of the site containing features dated to earlier than the 20th century.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

The area survives as built with the plan form intact, but has had multiple uses.

The area demonstrates a medium capacity for change, due to the survival of buildings and settings relating to the first phase of the 1950s AWRE development and its historic complexity. Change may affect the heritage significance of this area.

Prior to any development, it is recommended that the buildings and landscape within this Character Area have a detailed historic and photographic record prepared.

**EX5: Burning Ground**

An area lying outside the main AWE site, at the north eastern corner.

- Period: Cold War 1950 – 1959
- Form: Planned cluster of structures connected by roads and paths
- Buildings: Burning ground, non-metallic components, storerooms and firing range
- Survival: As built
- Condition: Externally maintained
- Complexity: Continuous single use

The area is located at the north eastern area of the AWE site, lying outside the main perimeter fence. The area is used as a burning ground, and testing area as evidenced by the presence of a firing range.

The area was not visited during the characterisation.

**Values**

The area was developed and secured as part of the 1957 development of the site, and still contain the firing range with associated storage rooms.

**Management**

The area is used for the same activities for which it was built.

The area demonstrates a medium capacity for change, to be evaluated prior to alteration. A basic photographic record may be required.



AWE - 24863-35 (B10.6)



AWE - 24863-36 (B10.6)



AWE - 24863-38 (B10.5)

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**EX6: Utilities**

The area is located at the eastern end of the site, and comprises buildings associated with the provision of utilities to B Area. The majority of the buildings are low rise, with the exception of F130.1, the boiler house, which has four large chimneys which dominate the surrounding areas.

Period:	Cold War 1950 – 1980 Post Cold War
Form:	Planned cluster of utility buildings and associated offices and mess fenced off from the rest of the site
Buildings:	Large boiler house with 4 chimneys, substations, tanks, hoppers and brick-built offices.
Survival:	As built
Condition:	Maintained for use
Complexity:	Continuous single use

The area lies immediately north of EX7, at the eastern end of the AWE Aldermaston. The area’s primary function is the provision of utilities, including heating and water, to the site.

The majority of EX6 was planned in the 1980s, when the dominating concrete boiler house and associated support buildings, tanks and hoppers were constructed. The main boiler house building (F130.1) with its 4 tall landmark chimneys dominates EX6 and the skyline within this part of the site, and can be seen from off-site. A number of smaller 1950s buildings of low interest are still present to the south of the boiler house, including a number of single storey flat-roofed red brick office buildings with rendering panelled walls. Large areas of gravel surfaces and undulating grass with scars of previous single storey buildings demonstrate where some of these have been demolished. Other forms of building include F86A, which has a concrete base, vertical tin panelled walls and gabled roof. There is also a wooden pitch roof building, which is unusual for the site.

There is no discernable aesthetic landscaping within EX6, although the natural landscape has been greatly altered, with modern roads and lighting giving it

an urban industrial feel. Trees in surrounding areas also provide a sense of enclosure to the space. EX6 lies next to the open grassed areas containing the explosivenon-metallic components storage structures in EX1 and EX2, so there is a more open feel at its southern boundary. The area sits against the eastern perimeter of the site, which is edged with mature pine, and entry to the area can be gained externally at this point, through the eastern fence. At the northern end of EX6 is an area delineated by wooden slatted fencing, creating a barrier. Immediately north of the fenced off area is a large drop down into EX2, at which point there is a formal plantation of trees, planted with aesthetics in mind.

EX6 and EX1 are linked by a very wide steel gate with vertical and horizontal square section steel posts and rails. Another gate at the northern end of the area, linking EX6 and EX2 has angled section gate frames.

There are various forms of lighting in EX6 including octagonal section steel lamp-posts, double headed lamps, and other older forms. The perimeter lighting is of a form consistent across the site.

The main perimeter road is modern and regular, made of tarmac with smooth concrete kerbstones. The paving becomes red tarmac heading north from the security gates, and there are areas of hardstanding its south-west. The perimeter fencing treatments confer a sense of delineation between site and its environs.



AWE - 24863-69 (F130.1)

### **Values**

There are surviving elements of the original AWRE site within this area, office, workshop, stores and mess buildings F27.1, F86.1, F86A and F93.1.

There are surviving elements of the original AWRE site within this area, office, workshop, stores and mess buildings F27.1, F86.1, F86A and F93.1, and their immediate settings.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

### **Management**

EX6 formerly functioned as part of the 1950s site, but has been in its current use since the majority of the area was built for utilities and services in the 1980s.

Despite the surviving AWRE elements in EX6, the area demonstrates a high capacity for change, primarily because the majority of buildings and their settings date to the 1980s and are of little heritage significance.

Prior to any development, it is recommended that the buildings and landscape within this Character Area have a basic historic and photographic record prepared.

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**EX7: South East Corner**

The area is located in the south-eastern corner of the site, directly north-west of Grims Bank. The area comprises storage, laboratory and office buildings associated with the development, testing and storage of non-metallic components

- Period: Cold War 1950 – 1980  
Post Cold War
- Form: Planned cluster of laboratory and storage buildings
- Buildings: Grass mounded storage buildings, brick-built single-storey office and mess buildings, and steel framed laboratory and utility buildings.
- Survival: Buildings altered/extended but plan form intact
- Condition: Maintained for use; externally maintained
- Complexity: Continuous single use



AWE - 24863-14 (SB23.1)



AWE - 24863-15 (SB40.1)

The area lies immediately north-west of Grim’s Bank, and comprises a complex of material science laboratories, offices and storage buildings planned as part of the original AWRE site. Some of the original buildings have been demolished, and new buildings constructed in the 1960s and 1980s. Areas of hardstanding represent these previous structures in the area. The large buildings in the north-eastern part of EX7 dominate the area, and to the south, mounded non-metallic component storage buildings are laid out in the same pattern as in EX1, comprising a thematic link in the east of the site.

The built features are surrounded by grass lawns with several silver birch trees, as well as characteristic external pipe and duct work, and external fuel storage tanks. Original 1950s light fixtures survive within the area and simple disconnected timber telegraph poles are dispersed throughout the area as in EX1. Flows within the area are controlled by a narrow road and path network.

The open ground in EX7 is flat and heathy. The area has a utilitarian and industrial character quite contrasting to A19 to the south, with ad hoc service

structures built according to needs without a plan. This is in stark contrast to the patterned layout of the non-metallic component storage buildings. While there are no trees in EX7, the area is given a sense of enclosure by a fringe of trees on its northern and eastern boundaries. The eastern line of trees represents the Grim’s bank earthwork, which is also visible from EX7 as a bank and ditch. The perimeter fencing on the north-eastern boundary of the site is of a characteristic angled post type with barbed wire.

**Values**

The area represents a survival (although altered) of the original AWRE complex. The proximity of the area to Grim’s Bank, and the fact that there appears to be relatively undisturbed areas of land, means that there is some potential for the survival of buried archaeological remains.

Metal pipework in this area represents continuity with other areas and contributes to the wider character of the site.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

### **Management**

The area is used for the same activities for which it was built.

Despite the surviving AWRE elements in the area, EX7 demonstrates a high capacity for change, primarily because the majority of buildings and their layout have been altered over time and are of little remaining heritage significance.

Should development take place, archaeological watching briefs during initial construction works should be maintained within this area in order to record potential buried archaeological remains which may relate to Grim's Bank. It is recommended that the buildings and landscape within this Character Area have a basic historic and photographic record prepared.

As Grim's Bank is a Scheduled Monument it is a statutory requirement that English heritage are consulted on any changes that will affect it or its setting.

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**A1: Site Entrance**

The main entrance into AWE Aldermaston is the first point of contact for AWE employees and visitors and comprises a large car park, reception building, security gate, security staff accommodation and entrance road.

Period:	Cold War: 1950s - 1980s Post Cold War
Form:	Planned security entrance, with roads, car parks and security buildings
Buildings:	Main control and reception
Survival:	As built, plan form intact
Condition:	Maintained for use
Complexity:	Continuous single use

A1 comprises the main entrance to the site, consisting of a large exterior space providing car parking and a field of view for security purposes, a reception building and the main control building. Within the perimeter fence a dual carriageway controls access to the main administrative area with car parks to either side.

The area was planned in the early 1950s, with the main control building belonging to the initial phase of development. The reception buildings were built shortly afterwards in 1955.

The area's main emphasis is on security, but it also provides a welcoming area for visitors to AWE Aldermaston, and show off the public face of the organisation, with policy brochures and newsletters on display in main reception. This function, and the proximity of the main administrative area has resulted in the main gate becoming the focus of public demonstration over the last 50 years.

Landscaping outside the security fence is minimal, consisting of a few large planters close to the reception building. Otherwise the area is predominantly tarmac and pavement. Inside the security gate, the road is lined with mature deciduous trees, varied hedges and grass verges.

Views from the main entrance into the AWE site are dominated by building F6.1 in Area A2, the main administrative building, the monumentality of which

is accentuated by the grand entrance afforded it by deliberate planting, symmetrical flagpoles and the exotic planting of palm trees to its front..



AWE - 24863-64



AWE - 24863-65

**Values**

The value of the area lies in the retention of its original function as the main entrance to AWE Aldermaston and its role in public demonstration and interaction.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

The area is used for the same activities for which it was built.

If feasible, building F6.1 and its setting should be retained, in view of its high historical and social value, and the contribution that it makes towards the appreciation of the development of AWE Aldermaston. In light of this, area A1 demonstrates a low capacity for change as although F6.1 itself falls within area A2, area A1 contains buildings and layout which contribute to the wider character of this section of the site, and indeed draw attention to the formal nature of building F6.1 itself.

## A2: Administration and Amenity

This area is the focus of central administration and community centre for AWE Aldermaston. The main HQ building, restaurant and occupational therapy centre are the main focal points for AWE employees.

Period:	Cold War: 1950s – 1980s Post Cold War
Form:	Single to three-storey brick built buildings with flat roofs, extensive landscaping including ornamental trees and shrubs, flagpoles and planters.
Buildings:	HQ Building, restaurant, occupational therapy centre and offices
Survival:	As built, plan form intact
Condition:	Maintained for use
Complexity:	Continuous single use

Located opposite the Main Entrance, and extending along South Road towards the Tadley Gate, this area houses the main HQ building (F6.1), the Restaurant (F3.1), the Occupational Therapy Centre (F7.1), and assorted offices and laboratories set on a slight slope. Buildings and their settings date from the initial phase of site development through to development in the 1980s and 1990s.

A2 is the community and administrative hub of AWE Aldermaston, and its design deliberately contrasts with the more industrial feel of the wider site. The main South Road forms an avenue between the main entrance and other key parts of the site and forms the backbone of A2. On South Road are a series of large 2-3 storey buildings with flat roofs, and forecourt grass spaces fronting onto the road. Repetitive fenestration on the frontages of these buildings adds to the sense of formality and emphasises South Road as the hub of administration in the facility. An impressive lawned area lies to the front of the main HQ building (F6.1), consisting of ornamental trees and bushes, with planters containing coloured stones. Three flagpoles on the lawn and a marble D Day monument add to the feel of formality in the area. Similarly, the road layout around F6.1, comprising Charley Street and Baker Street is symmetrically arranged relative to the



AWE - 24863-66 (-F71-medical)

entrance road, a theme further emphasised by the symmetrical arrangement of steel crash barriers at the junction of the Main Entrance Road and South Road.

Where the character of the buildings and landscaping on South Road is regular and formal, the rear of these buildings, along Halstead Road are less regular and contrast with the parade of buildings on South Road. Only the rear of buildings F6.1 and D57.1 present a regular 3 storey grand elevation. To the west of D57.1 the buildings are irregular with low frontages to Halstead Road. The formal function of F6.1 also continues to be emphasised on its northern side by trees, bush plantations and relatively recent red brick planters, although these are not as grand as on the south side. Later buildings such as F126.1 deviate from the norm, as they do not have flat roofs and have vertical fenestration rather than strong horizontal lines. Other buildings on Halstead Road, such as the recent circular building F6.2 add to the irregularity of facades, but mimic the frontage of F6.1 stylistically. Furthermore, Halstead Road is narrower and buildings are much more varied in massing and in their alignment to the road, with some almost fronting the pavement and some set further back. The angle of Halstead Road relative to South Road also means that the north elevations of these buildings are staggered. The paving in A2 also varies with both newer smooth concrete paving slabs and larger concrete slabs with aggregate prominent. The latter type are more characteristic of Aldermaston. Pavements on Halstead Road have large concrete slab paving and mix of smooth and rough kerb stones. In contrast to these differences both roads share the same form of lighting.

The single storey restaurant in the south-west of A2 is set back from South Road and is fronted by a

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concrete patio with bushes planted along the front wall which give its entrance a welcoming feel. Little external alteration has occurred since its construction in 1961.

Other buildings in the area, situated away from F6.1 and the entrance area, are less distinctive. Indeed, the south-eastern part of A2 is more characteristic of the wider site, with a compound of single storey flat-roofed red brick buildings with flat roof extensions. At the western end of the area, low rise steel framed offices and laboratories open out onto an open space along Halstead Road. A single door, pitch roofed shed (empty) with 10 large windows is the most distinctive of the older buildings in the western area.

### Values

The area is used by AWE employees as the focus for community activities as well as for administration and formal presentation to the outside world. The restaurant building is also used a lecture room and for displaying community notices, the only part of the AWE that performs this function, and it is widely used.

Area A2, and in particular building F6.1 and its setting represent a departure from the wider industrial character at AWE Aldermaston, as illustrated by its formal symmetrical layout, planting and wide avenues, and as such constitutes an important aspect of the architectural and social landscape at the site.

While there are modern buildings interspersed, the older buildings have not undergone any significant alterations and retain their original spacing and style, providing an important reflection of the processes and procedures in operation throughout the site's history. In particular D29.1, with its high ceilings, functioned as an early assembly area, and now contains the historical collection.

The buried archaeological potential of the area would be high in areas which have not been previously disturbed, in particular for remains associated with the WWII airfield, and with Aldermaston Park (including any remains of Park Farm).

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

### Management

The area is used for the same activities for which it was built.

If feasible, building F6.1 and its setting should be retained, in view of its high historical and social value, and the contribution that it makes towards the appreciation of the development of AWE Aldermaston. F6.1 has provided directors and senior administrative accommodation and meeting rooms since the early 1950s. In light of this, area A2 demonstrates a low capacity for change.

Should development take place, archaeological watching briefs during initial construction works should be maintained within this area in order to record potential buried archaeological remains, which may relate to Grim's Bank. It is recommended that the buildings and landscape within this Character Area have a detailed historic and photographic record prepared.

The provision of interpretational material, including historic photographs and other information in this area would provide AWE staff and visitors with a better appreciation of the WWII and Cold War heritage of the site. In A2, the Heritage Centre in D29.1 is a valuable educational resource, and could be better used through an improvement of awareness to AWE staff and opening access to greater numbers of visitors. There is the opportunity to present interpretational material within the lobby of F6.1 to complement the existing large site plan, pictures and plaques.

**A3: Training**

Located directly to the west of the site entrance, this Character Area comprises the apprentice training school and office buildings constructed during the 1950s.

- Period: Cold War 1950s
- Form: Planned cluster of 1950s 2-storey buildings.
- Buildings: Apprentice school and office
- Survival: Survival: Buildings survive as built with minor alterations. Large areas of car parking have compromised the original road/layout.
- Condition: Externally maintained, still in use
- Complexity: Continuous single use



AWE - 24863-12 (C9.1)



AWE - 24863-13 (C21)

A3 comprises the AWE Apprentice School, Drawing Office and large open areas of hard standing used as a car park.

The apprentice school was built in 1954, and the office block in 1958 in areas where former WWI buildings stood. The apprentice school building (C9.1) is of a different design to the office (C21.1). C9.1 resembles a WWII mess building, whilst C21.1 is a small gable roofed hut that respects the alignment of the former hangar in area A4, with which it was probably contemporary. C21.1 is also the same colour as the older WWII buildings in A4, and has windows similar to that of the former HQ. The area is distinct from the clusters of smaller buildings that characterise the former WWI airfield area immediately adjacent to the west.

**Values**

The area retains two buildings associated with the original AWRE site.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

A3 was formerly associated with the WWII airfield, but has been in continuous single use since development in the 1950s.

A3 demonstrates a medium capacity for change, as alteration of the surviving 1950s AWRE features may affect the heritage significance of the area to a small degree.

It is recommended that the buildings and landscape within this Character Area have a basic historic and photographic record prepared.

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**A4: WWII Airfield**

Located at the south western corner of AWE Aldermaston, A4 is an assemblage of WWII hangars and office/mess huts built in the early 1940s. The buildings survive as built but the plan has been altered by car parks and new facilities, as well as by the demolition of some key buildings.

Period:	WWII; Cold War 1950s – 1980s
Form:	Planned cluster of single storey huts with two large WWII aircraft hangars to the north
Buildings:	Huts and hangars
Survival:	Plan form compromised by modern infill, but buildings survive almost as built with few alterations
Condition:	Externally maintained, still in use
Complexity:	Multi-period, varying use to present day

A4 is located at the south western corner of the AWE site, and is the only surviving group of WWII huts, hangars and layout associated with the airfield. The main road in A4 is named Old Street, reflecting an appreciation of the oldest surviving part of the site.

The boundaries of A4 are well defined, as the style of the airfield buildings are markedly different from the 1950s brick-built buildings surrounding the area. In the north-west part of A4 are clumps of many mature trees, and a line of trees at the southern edge of the area delineate the boundary of the site.

The original road and path network has been partially compromised, but street furniture is predominantly of the 1950s. Areas have been cleared and widened to accommodate parking, and to create yards for the contractors occupying the huts.

Two of the three hangars originally in the area survive, but one has been demolished. A fourth hangar survives in much altered form between this area and the Tadley Gate. The arrangement of hangars confers a monumental feel and they dominate the landscape in this part of the site, a fact accentuated by the spaces around both hangars. The grassy space to the west of hangar F12.5 probably reflects the space required

around the building for its WWII function. Offices have also been added to the back of the westernmost hangar. The location of the former hangar is now an area of tarmac covered hardstanding respected by later buildings set around it.

Buildings and former buildings in the south of A4 (the F.75 group) respect the alignment of Old Street. Similarly the C7.1 and C13.1 compounds respect the alignment of Falcon and Carpenter Roads. These buildings are of a much smaller scale than the hangars, reflecting WWII use of the area when the population of the site was smaller. These small utilitarian buildings differ from the majority of more recent AWE buildings and have gabled double pitched roofs and distinctive early fenestration and tiled window sills that give the buildings a domestic character. The layout of these buildings also creates the effect of an inward facing enclosure. Some more recent structures in the area have followed the gabled roof theme.

The WWII buildings and former buildings generally front directly onto the pavement around Falcon Road and Old Street rather than being set behind large grass areas. They are interspersed with other forms of building including more recent flat roofed 2-3 storey structures and F68.1 and F13.5, which are large flat roofed single storey brick buildings. The alignments of more recent buildings also respect street layouts.



AWE - 24863-72 (C3)



AWE - 24863-73 (F75.4)

C3.1 and F13.1 (A5) form a distinctive group due to their proximity to each other and their dominance of the west of area A4 and area A5. The small scale and insubstantial form of the WWII buildings (with the exception of the hangars) in comparison with the larger AWRE and AWE buildings may reflect the relative importance of the post WWII buildings in the national defence psyche. The colours of these earlier buildings are also not characteristic of the rest of AWE, and are painted off white/cream.

Other more modern buildings in this area include an environmental testing building from the 1950s, steel framed with high windows.

A4 shares many of the features that characterise the wider site, including a variety of types of manhole covers, disconnected telegraph poles and the prominent external metal piping and gantries seen in other areas across the site belonging to the 1950s period onwards.

### Values

The value of this area lies in its unique assemblage of WWII buildings. Parts of the area have been cleared and demolished, including one of the hangars, but at least 50% of the buildings originally in the area survive. Other buildings associated with this period did exist outside of the site, in Tadley and to the north of the airfield. Few of these have survived expansion of the village, so the buildings on site are of particular importance.

The surviving hangars are good examples of steel framed WWII hangars. They are now used for storage purposes, and while their wider setting has been compromised by the construction of the rest of the AWE facility on the old flying field, spaces immediately around the structures do reflect their WWII function.

There is also the potential that buried archaeological remains associated with airfield survive in areas which have been cleared but not subsequently developed other than for car parking.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

### Management

A4 was formerly hub of the WWII airfield, but has since been used for varying purposes up to the present day.

If feasible, buildings C3.1 and F12.5 and their settings should be retained, in view of their high historical and social value, and the contribution that they make towards the appreciation of the development of the site. These two buildings are the only surviving WWII hangar buildings on site, and provide the context for the surviving runway layout, which is reflected in today's road network. Area A4 demonstrates a low capacity for change.

Should development take place, archaeological watching briefs during initial construction works should be maintained within this area in order to record potential buried archaeological remains, which may relate to the WWII airfield. It is recommended that the buildings and landscape within this Character Area have a detailed historic and photographic record prepared.

The provision of interpretational material, including historic photographs and other information relating to this area would provide AWE staff and visitors with a better appreciation of the WWII heritage of the area and the wider site. Greater awareness of the survival of airfield features could be promoted by the provision of interpretational material on site, perhaps along South Road.

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**A5: Derelict Airfield**

The area is located adjacent to Tadley Gate at the south-western end of the site. It currently comprises the terminals of South Road, Woolwich Road and West Road and support buildings, including garages and stores built in the late 1980s and early 1990s, as well as a much altered surviving hangar.

Period:	WWII Cold War 1950s – 1980s Post Cold War
Form:	Open area occupied by small storage and contractors buildings, and car parking.
Buildings:	Garages, stores, hangar, offices and greenhouses
Survival:	Plan form compromised, large number of buildings removed and altered
Condition:	Externally maintained, roads maintained for use
Complexity:	Multi-period, varying use to present day

A5 is located directly to the west of Tadley Gate, and comprises an area previously occupied by WWII airfield buildings, which were demolished and significantly altered during the 1950s.

The original layout of the area, which was open space behind the first hangar, is no longer legible and is covered by 1950s stores and other buildings. The WWII hangar itself has been altered structurally, and does not retain any of its original character, setting or association with the main airfield technical area to the east. Lighting in A5 is the same as on the main runway

The southern part of A5 has a plantation of conifers on the site boundary with adjacent areas of grass.

**Values**

Within undisturbed parts of the area, there is the potential for buried remains associated with the WWII airfield.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

A5 was formerly associated with the WWII airfield, but has since been used for varying purposes up to the present day.

A5 demonstrates a high capacity for change, as the plan form has been significantly compromised and a large number of buildings have been demolished or altered, including significantly, the WWII hangar.

Should development take place, archaeological watching briefs during initial construction works should be maintained within this area in order to record potential buried archaeological remains, which may relate to the WWII airfield.

**A6: Tadley Gate**

Located at the south-western tip of the site, this area contains the Tadley Gate entrance and security fencing.

Period:	Cold War 1950s – 1980s Post Cold War
Form:	Security gate, with small guard hut and barriers.
Buildings:	Small guard hut
Survival:	As built
Condition:	Maintained for use
Complexity:	Single continuous use

Located at the south-western tip of AWE Aldermaston, the character area comprises the Tadley Gate entrance and an previously occupied by car parking and small buildings. There is a heli-pad at the very western end of the site.

The area historically formed the end of the runway now represented by Woolwich Road, and contained areas of hard standing for aircraft.

Tadley Gate lacks the reception infrastructure and formal character of the main site entrance, and is used mainly for site access by authorised vehicles, and as a less formal access point for AWE staff. The southern and western parts of A6 have dense tree cover with a less dense patch of trees to the north. The central and eastern section of the area is now a mix of tarmac, grass and open land, and there is a clear field of view back toward the base, from the end of the runway down its length. There are also major views of the hangars in areas A4 and A5, and a feature conifer tree is visible at the south-western tip of area A7, made more prominent as most of A7 comprises car parking and sports fields.

Fencing around the perimeter is the characteristic angle post fencing with barbed wire.

**Values**

The original plan form of the WWII runway is preserved as Woolwich Road.

Within undisturbed areas, there is the potential for buried remains associated with the WWII airfield.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

A6 was formerly used as part of the airfield, and has been used for its current purpose since the 1950s, although development has continued in the area into the 1980s.

A6 demonstrates a medium capacity for change, as development would only affect the heritage significance of the area to a small degree. A6 currently respects the lines of the airfield runway, this should continue to be respected as far as possible.

Should development take place, archaeological watching briefs during initial construction works should be maintained within this area in order to record potential buried archaeological remains, which may relate to the WWII airfield.

## Historic Characterisation and Management Strategy

**A7: Recreation**

An open area to the west of N Area and D58, containing sports fields. It is fenced off from the rest of the AWE site, and is in use by AWE and local sports clubs.

Period:	Cold War 1950s – 1990s Post Cold War
Form:	Open area containing sports fields and buildings.
Buildings:	Recreational buildings, including sports clubs and social clubs.
Survival:	As built, plan form intact
Condition:	Maintained for use
Complexity:	Continuous single use

The area is located at the south western corner of the site, and is used for recreational purposes and car parking by AWE staff and the local community when invited.

The boundaries are well defined by a fence which separates the area from the rest of the site and enables external access in the evenings. The playing fields provide a large open grass area and are completely flat, reflecting the former use as an airfield.

A7 was planned in the mid-1950s, to provide a social focus for site staff. The majority of buildings are now disused and the social club is the only remaining functioning building. However, the well tended playing fields are still used by AWE sports teams and the local community.

A7 is bisected by the former runway, now Woolwich Road, with an avenue of trees on either side. A line of trees is also present at the north-western boundary of the site, a stand of poplars divide the cricket pitch from the other playing fields, and a box hedge surrounds the cricket pavilion. These tree screens give A7 the feel of a group of enclosed spaces with a larger open space. At the south-western tip of A7 is a prominent feature conifer tree.

**Values**

This area is the social and recreational focus of AWE Aldermaston. The open area is a marked contrast to the surrounding industrial areas of the site.

Although the area is relatively undisturbed, the archaeological potential of the area is considered to be low as no features relating to the airfield, with the exception of the runway extended this far, and there are no particular indications that features of other periods will be present.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

A7 was originally part of the WWII airfield, but has been used for its current recreational purpose since the 1950s.

A7 demonstrates a high capacity for change, as development would not affect the heritage significance of the area, however, A7 currently respects the lines of the airfield runway and this should continue to be respected as far as possible.

**A8: N Area**

Located on the northern side of South Road, N Area was built during a secondary phase of development at AWE Aldermaston in the late 1950s.

Period: Cold War 1950s – 1960s

Form: Planned cluster of buildings including two tower blocks

Buildings: Formerly N Area towers, laboratories, offices and workshops

Survival: As built until 2005

Condition: N/A

Complexity: Single continuous use



*AWE - 24421-44 (N51)*

N Area is located at the western end of the site at Aldermaston, near the Tadley Gate, and is bounded by South Road, Woolwich Road, Newbury Road and Item Street.

The area was constructed during a secondary phase of development of AWRE Aldermaston. The buildings were functional in style and constructed predominantly of concrete. The associated administration buildings and offices were prefabricated.

Landscaping is minimal, there are no trees, shrubs or grassed areas within the complex, which is fenced off from the rest of the site.

A8 until recently contained towers, which stood out against the lack of other tall buildings in the area, and were visible from off-site. However, these have now been demolished to make way for new development. The area is now predominantly concrete and tarmac hardstanding.

The location of N Area reflected the former need for public access. Research students from Oxford University were invited to conduct experiments using AWRE's facilities in the 1950s and 1960s. The road layout around the area allowed access to the main buildings, but separated the area from the rest of the site.



*AWE - 24421-33 (N62)*



*AWE - 24421-31 (N62)*

## Values

The buildings that stood on this site and their associated layout were purpose built – no buildings existed which could accommodate the functions for which these were needed, and none similar have existed since in this combination or on this scale, in the world. The area has no remaining value now these buildings have been removed. Photographic records of the exteriors and interiors of the buildings were made prior to their demolition. Plans and other surviving documentation of the buildings and their settings are held by the AWE Site archive. The value of these former buildings may still be appreciated through the publication of these records and documents.

## Management

A8 was built during a secondary phase of development at the site in the late 1950s, and was in continuous single use until the demolition of many of the buildings in 2005.

A8 demonstrates a high capacity for change, as the significance of the area has been severely compromised, and further development will not affect heritage significance.

**A9: D 58**

Located directly to the north of the N Area towers, this fenced off complex contained electromagnetic pulse simulators and their associated office and generator buildings.

- Period: Cold War 1960s – 1970s
- Form: Planned complex of test structures, wood panelled generator buildings and small control room.
- Buildings: Wooden testing pads, wooden generator buildings, slab built control room.
- Survival: Demolished 2005
- Condition: N/A
- Complexity: Single continuous use



AWE - 24473-14 (PETS 1)



AWE - 24473-09 (PETS 2)

The structures, buildings and layout of A9 lay within a relatively open part of AWE Aldermaston at the junction between Woolwich Road and Halstead Road. Over a period of nearly 30 years, the facility housed three configurations of Electro Magnetic Pulse (EMP) simulators: PETS 1 and 2 (Phased Electromagnetic Threat Simulators), and a HEMP, a Horizontal Electromagnetic Pulse Simulator.

The main runway is blocked off when it hits A9 and its character is lost.

The boundaries of the area are defined by a wire link fence, with a large locked gate.

**Values**

The D58 facility was the first of its kind in the UK, and represents years of endeavour by AWE scientists in testing the effects of nuclear electromagnetic pulse on electronic equipment. The area has no value now this structure has been removed. A photographic record of the structure was made prior to demolition, and drawings of the equipment and technical manuals are held by the AWE Site Archive. The value of these former buildings may still be appreciated through the publication of these records and documents.

Further surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

This area was in single continuous use from the 1960s, until its key features were demolished in 2005.

A9 demonstrates a high capacity for change, as further change will not affect the heritage significance of the area.

Historic Characterisation and Management Strategy

**A10: R & D Area**

A10 is located to the south of the CT1, in the centre of the Administration, Research and Development part of the site. It comprises several large laboratory buildings from the original AWRE site, as well as the much altered WWII airfield control tower, D7A1.

Period:	WWII
Cold War	1950s – 1960s
	Post Cold War
Form:	Planned cluster of laboratory and support buildings
Buildings:	1940s control tower, 1950s and 1960s laboratories and support buildings
Survival:	Some original buildings have been demolished or substantially altered
Condition:	Maintained for use, some externally maintained only
Complexity:	Single continuous use following AWRE development

Located at the centre of the Administration, Research and Development part of the site, A10 comprises several large laboratory buildings, which formed part of the original 1950s and early 1960s AWRE site complex.

A10 includes the only surviving building associated with the WWII airfield located north of the South Road, the control tower (D7A1). The post WWII function of the tower has resulted in its substantial alteration, and the loss of its airfield character, however, the tower continues to dominate the area, which largely comprises 1-2 storey offices set far back from the street behind clumps of trees on the north side of South Road. These buildings are surrounded by open space to the north, north-east and north-west, which ensures the historic field of view towards the former WWII runways is maintained. To the west of D3.2 and D32.1 the landscape is open with car parks, resulting in a further loss of WWII character.

The former Home Office laboratories along Woolwich Road and the laboratories north of Woolwich Road were added in a later phase of development. The

northern and western parts of A10 is now made up areas of hardstanding and grass, which result in a more open feel than the southern more built up section. Most of the buildings are 2 storey and are unoccupied. Building styles are fairly similar, most are brick-built with flat roofs. To the west of Fox Street the buildings fronting onto South Road display less of an active frontage to the street and consist of steel and brick flat roofed sheds, rather than offices, creating a utilitarian feel in the area.

The area is well served by the three main roads, Halstead Road, Woolwich Road and South Road, and flows within the area are maintained by a fairly extensive road and path network. The paths in A10 are concrete, and the roads are tarmac with rough kerb stones. There is not much in the way of surviving street furniture. Landscaping is minimal, in keeping with the utilitarian character of the area.



AWE - 24863-71 C16.1 (Helen)



AWE - 24863-52

## Values

The area contains elements of the original 1950s AWRE site and former airfield, in particular the WWII control tower, but many of these features are disused, in poor condition or have been substantially altered.

Historic views of runways survive from the former WWII control tower.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

## Management

The original use of A10 related to the WWII airfield, however, it has been in continuous single use since it was developed in the 1950s as part of the early AWRE complex.

A10 demonstrates a medium capacity for change, as further development may affect the heritage significance of the area to a small degree, therefore, prior to any development, it is recommended that the buildings and landscape within A10 have a basic historic and photographic record prepared.

## Historic Characterisation and Management Strategy

**A11: Open Space**

An area located to the west of the outer extents of character area A12. Previously occupied by temporary buildings used by site contractors. Prior to that the area formed part of the WWII airfield.

Period:	WWII Cold War 1950s – 1980s
Form:	Open area
Buildings:	None
Survival:	N/A
Condition:	N/A
Complexity:	N/A

A11 is located between Area A8 and A12 and comprises an open area of land that previously formed part of the WWII airfield. There are a few surviving fragments of concrete kerbs and varied forms of lighting. The area is currently undergoing development.

A11 also incorporates a stretch of the western perimeter road and boundary fencing, beyond which is a line of trees which partially screens the area from the outside. Between the site boundary and the perimeter road are a number of prefabs, brick buildings and large areas of tarmac.

**Values**

A11 has no value other than being one of the only undeveloped areas of the original airfield. Due to a lack of any airfield features surviving (such as the old perimeter road), it is not considered to be of archaeological potential.

**Management**

A10 demonstrates a high capacity for change, as it is of no heritage significance.

**A12: Cold War Research & CTI Technical North**

Located immediately south of CT1, A12 is associated with the original 1950s AWRE site, and was built at the same time. The area retains the original feel of the 1950s site, with minimal alterations. Building A6.1 is strongly associated with the development and manufacture of the first British nuclear test device.

- Period: Cold War 1950s, built in two phases.
- Form: Planned cluster of buildings based on a grid street plan.
- Buildings: Single and two-storey small laboratories, with associated administration buildings, as well as support structures such as sub stations and pump houses. .
- Survival: As built
- Condition: As built
- Complexity: Single continuous use

Landscaping is minimal, although AWE employees have placed flower boxes outside several laboratories. Roads and paths appear to be made of original materials. The roads in A12 are also at a higher level than the surrounding ground and have no kerb stones.

Views to the north are dominated by the four tall chimneys in CT1.



AWE - 24863-51 (A8.1)



AWE - 24863-42 (A29.1)

A12 is located next to the CT1 with access via Sixth Avenue and Ninth Street.

A12 is similar in layout to CT1 immediately to the north, and includes a dense cluster of small buildings surrounded by flat paved open areas, reflecting its former use as an airfield. The buildings are largely the characteristic single storey flat-roofed red brick buildings of the 1950s with single pitch sloping roofs seen across the site. The majority of these buildings retain original features such as sash metal framed 'crittell' type windows. Original lamp posts are positioned at various points within the area, and there is some original signage. There are no trees in A12 with the exception of a clump at the southern end of the area which screen a car park from the buildings.

Boundaries are defined by the regular appearance and close layout of the buildings, which are set along a grid, as in CT1.

The appearance and feel of A12 is much as it was originally, as there has been little alteration to the building exteriors, roads and path networks since the later 1950s.

**Historic Characterisation and Management Strategy****Values**

The value of this area lies in the excellent survival of the layout and plan of this key element of the 1950s AWRE Aldermaston site. Building A6.1 in particular was an intrinsic part of the complex responsible for developing the first British nuclear test device.

The buildings have not undergone any significant alterations and retain their original spacing and style, providing an important reflection of the processes and procedures in operation throughout the site's history.

**Management**

The area continues to be used for the same activities for which it was built.

The area demonstrates a low capacity for change, primarily due to the good preservation of the original layout and building A6.1, which relates to the development and manufacture of the first British nuclear test device.

If feasible, considering the working nature of the site, building A6.1 and the layout of the area should be retained in view of their high historical and technological value, and the contribution they make towards the appreciation of the development of the AWE site. Should development take place, it is recommended that the buildings and their settings within this Character Area have a detailed historic and photographic record prepared.

The excellent survival in the area also enhances the value of the area for future recording and interpretation, given that the area reflects the original planning of a key technical part of the site, but is not within the secure area, perhaps allowing more flexibility in terms of management.

**A13: Car Parking**

A linear area of car parking separating the southern extent of CT2 Technical South from the surrounding site.

Period: Cold War 1950 – 1980  
Post Cold War

Form: Three areas designated for car parking

Buildings: No buildings

Survival: As built

Condition: Maintained for use

Complexity: Single continuous use

A13 is hard surfaced with grass verges and contains no buildings. The car park is shielded from the rest of the site by low level trees and bushes. A roundabout at the junction of Halstead Road and the road leading to the Technical Area is planted with the only large trees in A13, or within any surrounding areas.

A13 is designated for parking for staff and visitors to the surrounding site, and to the technical areas, CT1 & CT2. Access is gained to the area from Halstead Road.

The car parks follow the line of Halstead Road and appear to have always formed part of the original road layout of the AWE site.

The car parks are bordered by shrubs.

**Values**

The area retains the layout of the original road network surrounding the Technical Area, which was planned as part of the 1950s AWRE development within the former airfield layout of roads and runways.

**Management**

This area has been in single continuous use since the 1950s when it was planned as part of the original AWRE development.

A13 demonstrates a high capacity for change, although future development should respect the original road layout as far as possible.

Historic Characterisation and Management Strategy

**A14: Emergency Services**

A14 is located at the junction of Griffin Road and Halstead Road, and comprises several 1950s and 1960s office buildings, with later 1980s emergency service depots and the MOD Police firing range. Other buildings within the area are associated with water management.

Period:	Cold War 1950s – 1980s Post Cold War
Form:	Cluster of buildings located on the junction of Griffin Road and Halstead Road.
Buildings:	Fire station, firing range, offices, workshops, pump house and associated water management infrastructure.
Survival:	As built; some buildings demolished
Condition:	Maintained for use
Complexity:	Multi-period, multiple use to present day

A14 is located at the junction of Halstead Road and Griffin Road, and comprises the fire station, offices, workshops and water management infrastructure. It lies behind the Administration and Amenity area, and is charged with providing emergency response services to the AWE site, and for the training and accommodation of the MOD Police Force.

Buildings in A14 represent different styles and periods of development. The 1950s offices are two-storey, brick built structures, whilst the 1960s buildings are steel framed with flat steel walls. The MOD firing range is a long, single-storey steel frame building with corrugated steel walls. These utilitarian structures have associated functional concrete areas of hardstanding and concrete paths and are randomly arranged as a result of the area’s location in the angle between two runways.

The utilitarian character of A14 contrasts with the formal feel of the Administration and Amenity area immediately to the south, and reflects the activities within. The location of this area also enables the fast deployment of emergency vehicles along the main arteries of the site. Flows within A14 are controlled

by access routes leading from Halstead Road and Griffin Road.



AWE - 24863-60 (F104.8)

**Values**

Several of the buildings within the area are surviving examples from the original 1950s AWRE development.

Halstead Road is a surviving part of the WWII airfield runway, and there is a small potential for associated buried archaeological remains within undeveloped parts of the area.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

The area continues to be used for the same activities for which it was built.

The area demonstrates a medium capacity for change, due to the surviving layout and plan from the 1950s AWRE development.

Prior to any development, it is recommended that the buildings and landscape within this Character Area have a basic historic and photographic record prepared. Furthermore, should development take place, archaeological watching briefs during initial construction works should be maintained with this area in order to record potential buried archaeological remains, likely to date to the WWII airfield.

Future development should also respect the original road layout as far as possible.

**A15: Griffin Road**

Griffin Road is the main north-south road which separates the Research, Development and Administration Area from the Non-Metallic Components Storage area. It is faithful to the location of the original WWII airfield N-S runway.

Period:	WWII Cold War 1950s – 19080 Post Cold War
Form:	Road running in a north-south direction, with temporary buildings and car parks located along it's edges.
Buildings:	Small temporary buildings
Survival:	Plan form intact
Condition:	Maintained for use
Complexity:	Multi-period, varying use to present day

Griffin Road runs from the north to the south of the AWE site. It is the main access road to the Technical area, and to the northern part of the main site. The road follows the line of the original WWII airfield runway, parts of which may survive intact beneath current surfaces.

The majority of the area surrounding the road has been levelled in preparation for site development and lacks a defined character. Development already present along the road includes steel sheds, areas of hardstanding, and newly laid black tarmac car parking. The area does not retain its original pavements or street furniture.

The landscapes separated by Griffin Road differ enormously in character. To the west the landscape is open with large undulating expanses of grass and trees, while the east has an urban light industrial character, with relatively dense development.

The nature of A15 as a long stretch of open space affords views of many of the landmark features of AWE Aldermaston, including the four chimney Boiler House in EX6, the tower of Aldermaston Court, and the dominating historic buildings of CT1. Therefore, while the area itself is a large expanse of concrete

of quite bleak character, its role as one of the main thoroughfares of the site with views of many of the AWE landmarks lends it an important position in the hierarchy of spaces and areas within AWE.

**Values**

A15 is still used as the main north-south access road for the site, and retains the plan of the original WWII airfield runway. And as such is responsible for conserving the memory of the original airfield. The road's value also relies on the continued use of Woolwich Road and Halstead Road as major thoroughfares.

A15 also has value as the boundary between two distinctly different forms of landscape on the site. These landscapes represent different activities at Aldermaston – the research, development and process to the west of Griffin Road, and storage and testing to the east. Griffin Road is also an important point from which views of some of the major landmarks both off and on site are visible.

**Management**

The area has been used as a main thoroughfare since its use as a runway in WWII.

Griffin Road has a medium capacity for change, and future development should respect the layout of the former runway as far as possible.

Prior to any development, it is recommended that the buildings and landscape within this Character Area have a basic historic and photographic record prepared, with particular emphasis on the views to and from the area. Furthermore, should development take place, archaeological watching briefs during initial construction works should be maintained with this area in order to record potential buried archaeological remains, likely to date to the WWII airfield.

## Historic Characterisation and Management Strategy

**A16: Site Tip & Ponds**

The area is located to the north of The Technical area and comprises the AWE site tip and the north ponds.

Period: Cold War 1980s  
Post Cold War

Form: Large open area at the north of the site, holding the AWE site tip and the north ponds.

Buildings: Small infrastructure support buildings

Survival: As built

Condition: Maintained for use

Complexity: Single continuous use

**Management**

The area continues to be used for the same activities for which it was built.

A16 demonstrates a high capacity for change, in the sense that development will not affect the heritage value of the area.

Should development take place, archaeological watching briefs during groundworks that affect natural ground levels should be maintained in order to record potential buried archaeological remains.

A16 is located at the north of the site, adjacent to CT1, and spans the perimeter road. It contains part of the water management system commissioned in 1999, comprising a system of ponds that control discharges into local watercourses and are capable of dealing with a 'one in a hundred year' flood.

A16 is wasteland surrounded by dense woodland, providing stark contrast to the industrial character of the adjacent CT1. The height of site tip forms a visual barrier between the buildings of CT1 and the parkland and flat green expanses of EX2. The north-west of the road is terraced with deep banks, beyond which is a big drop into thick woodland immediately north of the area to the outside of the site.

The perimeter road is raised comprising concrete slabs and tarmac surfacing with smooth kerbstones. Lighting in A16 is the same as on Griffin Road to the south-east.

**Values**

The area has no perceived heritage value, other than possible archaeological potential relating to the former use of the area as a cricket ground, and part of Aldermaston Park (as visible on an estate map of 1941). Gravel quarrying in the mid 20th century is likely to have removed any archaeological remains.

**A17: Stores & Workshops**

The area is located at the south of Griffin Road, and comprises a planned cluster of transit buildings, offices, laboratories and associated infrastructure, the majority of which form part of the original 1950s AWRE site.

Period:	Cold War 1950s – 1980s Post Cold War
Form:	Planned cluster of buildings located either side of Keyser Road
Buildings:	2 storey, brick-built 1950s transit, office, assembly and laboratory buildings. Several 1980s and 1990s laboratory buildings
Survival:	As built
Condition:	Maintained for use
Complexity:	Continuous multiple use, historic to present



*AWE - 24863-39 (B9M1)*

A17 slopes slightly towards the main road to the south. There are occasional groups of trees, including deliberately planted Poplars. Outside the site to the south is wooded, giving the area the feel of an open space surrounded by woods. There are also views facing north of the grass and trees in the Non-Metallic Components Area.

**Values**

The area represents a good surviving element of the original 1950s AWRE site, with the majority of the buildings and road network surviving as built, but with significant modern infilling.

A17 contains rare street furniture including a red telephone box and distinctive lighthouse type ‘Keep Left’ posts. The area also contains features that are characteristic of AWE Aldermaston such as external piping and a number of single storey red brick flat roofed buildings.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

The area was constructed originally as the transit area for non-metallic components, and while it is no longer used for this purpose, it is currently home to research and development.

A17 demonstrates a medium capacity for change due to the survival of many original 1950s AWRE buildings and related setting and road layout, although the area has also seen much modern development.

Prior to development, it is recommended that the buildings and landscape within this Character Area have a basic historic and photographic record prepared.

The road layout and street furniture should be retained in situ if possible.

A17 was originally the transit area for non-metallic components being moved into the storage area. The plan form of the area survives intact, but there has been modern development among the 1950s low level brick buildings, primarily in the form of a large 1980s double storey building on the corner of Decoy Road and Griffin Road. The area is currently used for research and development.

The majority of the buildings within A17 are uniformly two-storeys high, brick-built and of the same ‘warehouse’ appearance with associated small areas of grass. The original road and pavement network survives unaltered, and there are surviving elements of original street furniture, including a red phone box in the north-west of the area. A number of lamp-post types reflect development from the 1950s to the 1990s, and bases of demolished buildings are still visible in places. The roundabout in the south-western corner of the area has unusual ‘Keep Left’ posts not seen elsewhere on the site. They comprise two similar forms – square section illuminated signs with heads that extend over pedestals, and smaller octagonal headed versions with ribbed webs. These are likely to date to the original 1950s AWRE site. The area also contains examples of features that are characteristic of the wider site, including single storey flat-roofed red brick buildings and black clad external pipework.

Historic Characterisation and Management Strategy

**A18: Decoy Pond**

Decoy Pond is a surviving part of the post-medieval Aldermaston Estate. It is located to the south of the Non-Metallic Components Area and retains a character that is distinct from the functional, industrial environment of the surrounding area.

Period:	Post-medieval WWII Cold War 1950s – 1980s Post Cold War
Form:	A large pond surrounded by deciduous trees and grass.
Buildings:	Single fisherman’s hut built in 1956
Survival:	As built
Condition:	Maintained for use
Complexity:	Single continuous use

Decoy Pond is a surviving part of the post-medieval Aldermaston Estate. A decoy pond was a pond or pool with arms covered with nets into which wild birds were lured and caught. The pond has remained completely unaltered since the formation of the AWRE and AWE site, although the areas surrounding are now developed. The area retains its original character, and it still attracts a varied wildfowl including geese, swans and ducks.

There are no large buildings within the area, the only standing structure is a small wooden fisherman’s hut which was built in 1956. The hut is still used by the AWE fishing club. General AWE staff also use the pond as an amenity area as it is one of only three areas of open water on the site.

The pond is set 2M below the surrounding land and is set in a lawned area, with mature deciduous trees lining its northern extents. The southern extents have been truncated to a slight degree by Decoy Road which runs on a small bridge, although this has not significantly damaged the pond. A18 feels enclosed and rural, and surrounding buildings cannot be seen from the area except from the south-east. The trees and foliage are particularly dense in the summer.

Decoy Pond also has the tubular steel hand rails around the southern edge of the pond that characterise the ponds at AWE Aldermaston, and which can also be seen at Fish Pond (EX4) and Stock Pond (EX2).

**Values**

Decoy Pond is one of the only remaining Aldermaston Estate features surviving within the site, and as such contributes towards the site’s time depth. It is closely associated with Fish Pond at the north of the site, and with the Cwm Road area.

A18 is important in terms of its natural heritage with varied flora and fauna in the area. This is closely linked to A18’s value as an amenity area for site staff. There is only one other amenity area on site – A19 Grim’s Bank & Non-Metallic Components Stores.

**Management**

Although Decoy Pond is no longer used to catch wild birds, it has remained in its present form from the Post-medieval period until the present day.

A18 demonstrates a low capacity for change due to the pond having remained completely unaltered since the formation of the AWRE and AWE site, and its important role as a wildlife and amenity area.

The natural and historic heritage of Decoy Pond could be enhanced through the provision of interpretation boards showing information regarding the varied flora and fauna in the area, and the role of the pond in relation to the Aldermaston Estate.

Prior to development, it is recommended that the landscape within this Character Area have a basic historic and photographic record prepared. Furthermore, should development be unavoidable, archaeological watching briefs during initial construction works should be maintained in this area in order to record potential buried archaeological remains, likely to relate to the Aldermaston Estate.

### A19: Grim's Bank & Non-Metallic Components Stores

The area comprises the surviving earthworks of Grim's Bank, the empty explosive non-metallic components stores and the small conifer plantation at the eastern end of the AWE site.

Period:	Prehistoric Cold War 1950s
Form:	Linear bank and ditch surviving as an earthwork and nearby buildings
Buildings:	Huts and hangars
Survival:	Plan form compromised, buildings survive almost as built with few alterations
Condition:	Externally maintained
Complexity:	Multi-period, varying use to present day



AWE - 24863-17 (B9 V11)

The north-eastern corner of A19 is woodland, and contains unpaved paths.

The furniture in the area comprises early forms of lamp-post, likely to date to the 1950s, the simple timber disconnected telegraph poles seen sporadically across the site, and picnic tables, which highlight A19s value as a recreation area, providing a 'green lung' in the site, contrasting with the more industrial feel that many of the other character areas exhibit.

There is an interpretational sign next to the western terminal of Grim's Bank, which is due to be replaced by three interpretation boards in early 2007.

The ground in A19 is gently undulating, and there is no formal landscaping, although the area is currently actively managed to ensure that Grim's Bank and the bomb stores are not overgrown by the surrounding vegetation.

The character of A19 is distinctly non-regular, and comprises woodland, Grim's Bank, paths, areas of hardstanding, as well as the more regular line of non-metallic components storage buildings. Area EX1, to the west of Grim's Bank, is fenced off and of a more regular character.

### Values

A19 has the best surviving section of Grim's Bank in all of the surrounding counties. Archaeological potential, combined with a lack of development in the area indicates a high potential for the survival of further buried archaeological remains associated with the bank to be present.

A19 includes some of the oldest surviving features within AWE Aldermaston, Grim's Bank, an Iron Age earthwork and Scheduled Monument, and three early 1950s bomb stores (B9V1, B9V2 and B9V3). These features make the area one of the most historically complex on the site, together with the WWII airfield (Area A4) and northern Laboratories (Area EX4). These features are located within the relatively undisturbed easternmost part of the site, close to a small conifer plantation.

Archaeological investigations in the form of an auger survey and research excavation have helped determine the structure and construction of Grim's Bank, as well as evidence of an intact Prehistoric or Roman land surface still exists beneath the bank itself.

Access to the area is gained from Decoy Road, and a 1950s-60s side road leads from the access road to the interior of A19. The road is made of concrete slabs with distinctive pavement areas on either side. To the south-east of the road are the line of three characteristic mounded non-metallic components buildings, the chimneys of which give a distinctive rhythm to the layout. To the north of the road is the line of Grim's Bank, upon which a conifer plantation forms a barrier to and from the rest of the site.

**Historic Characterisation and Management Strategy**

The three bomb stores (B9V1, B9V2 and B9V3) are excellent surviving examples from the original AWRE site.

The area is one of the most historically complex areas of the site, comprising both 20th century and much earlier features.

As with Decoy Pond (A18), this area has an important role as an amenity area for site staff.

Surviving documentation relating to the bomb stores is likely to exist, but has not been viewed.

**Management**

A19 has varied in use to the present day. The bomb stores, although no longer in use represent original features from the AWRE site.

A19 demonstrates a low capacity for change, not least due to the presence of a Scheduled Monument, but also because of the three early 1950s bomb stores, and the amenity value of the area.

If feasible, the three bomb stores, and the layout of the areas in which they are located should be retained in view of their high historical, technological and social value, and the contribution they make towards the appreciation of the development of the AWE site. Should development be unavoidable, it is recommended that the three bomb stores and their settings have a detailed historic and photographic record prepared.

At Grim's Bank interpretation has until recently been limited to a single sign, however, three interpretational boards are due to be placed in the area in early 2007 to enhance the appreciation and understanding of the monument.

While development in the immediate vicinity of Grim's Bank is restricted by the scheduling of the monument, further development away from the bank in A19 should include archaeological evaluation prior to construction works in order to record archaeological remains, likely to be associated with the bank itself.

As Grim's Bank is a Scheduled Monument it is a statutory requirement that English heritage are

consulted on any changes that will affect it or its setting.

The bomb stores are excellent surviving examples of the original AWRE site.

The area is one of the most historically complex areas of the site, comprising both 20th century and much earlier features.

**A20: MOD Kennels**

Located at the north of the site, at the western end of Cwm Road, this area was developed in 1985 to house and train the MoD Police dogs. Set in deciduous woodland, the area is fenced off from the rest of the site, giving it an isolated character.

- Period: 1980s
- Form: Two buildings and surrounding open area
- Buildings: Kennels
- Survival: As built
- Condition: Maintained for use
- Complexity: Single, continuous use



*AWE - 24863-70 (F105)*

A20 is located adjacent to the northern extent of the Non-Metallic Components Area and is set back from Cwm Road. The area is enclosed to the west by trees, but overlooks the open space of EX2 to the south-east.

A20 comprises a small triangle of land containing a single-storey modern wooden building complex surrounded by grass, which houses and trains the MOD Police Dog Unit. The kennel building was built in 1985, prior to which the area was undeveloped.

**Values**

There are no perceived archaeological or historic values in this area due to its size and modern nature.

**Management**

The area continues to be used for the same activities for which it was built.

A20 demonstrates a high capacity for change, as it is of no heritage significance.

## AWE Burghfield Character Areas

### Overview of AWE Burghfield

AWE Burghfield is the final assembly site, where the components for Trident warheads are quality and safely checked before being assembled and dispatched ready for service.

Like AWE Aldermaston, Burghfield functions as a community in itself, although the size of the site, c225 acres, and the commonality of functions within the site means that this community is slightly less diverse than that at Aldermaston. The site retains a large number of its WWII Royal Ordnance Factory (ROF) buildings and features, which distinguishes it from Aldermaston, where most of the buildings have been built since the 1950s. The low rise, painted brick WWII buildings give the site its character, and provide an historic 'military village' atmosphere, particularly in Group, and west of the Gravel Gerties. In terms of landscaping, larger stands of trees can really only be found in the northern part of Group, south west of the Gravel Gerties, and leading out towards the Pingewood Gate. There is no sign on site of the original course of the Brook, which was diverted in the 1940s and now runs along the southern perimeter of the site.

The site is surrounded with a perimeter fence and interior perimeter road. There are two external access gates – the Main Gate that gives access from the Mearings, Burghfield Place, and Pingewood Gate (not used) that would give access to the road to Grazely Green. The site is crossed by a grid network of paths and roads – many of which are part of the original ROF layout of the site. Whereas Aldermaston's roads are more often named, Burghfield's roads are more frequently known by their original ROF 'Street Numbers'. One of the most striking things about the site is the prevalence of external pipe and duct work, running along most of the main roads and across key areas of the site. Other features common to all areas include concrete markers identifying the locations of high voltage cables. Flag poles can be found outside main operational areas, used to indicate the nature and timing of activities being carried out, for safety and security reasons. The most striking structures on the site, visible from the Mearings, and from other areas outside the fence, are the lightning conductors

around the Gravel Gerties, and the boiler house near the main entrance.

The site is divided into 2 main functional areas, Assembly (at the northern end of the site) and Process (the larger, southern part of the site). The Assembly area is now the main point of focus for work at Burghfield.

### AWE Burghfield Character Areas

**B1 Site Entrance and Boiler house:** the only used point of entry to the site, comprising security gate with associated guardrooms and offices. The boiler house marks the entrance to the rest of the site.

**B2 Administration & Amenity:** the main administration and amenity area of the site comprising a mix of ROF and AWE buildings. This area has seen the majority of modern development on the site.

**B3 Technical:** The area contains the Gravel Gerties and associated infrastructure.

**B4 Process:** located within the centre of the site, and known as 'Group', this is the largest character area. The buildings within the area date from the time of the ROF through to the 1960s.

**B5 Stores:** located to the north of the site, the area is associated with the storage and disposal of non-metallic components.

**B6 ROF Accommodation:** now lying outside the boundary of the western part of the site, consisting of single and double storey houses used by staff of the original Royal Ordnance Factory.

**B7 Laboratories:** located to the east of the Assembly area, comprising laboratories and offices.

**B1: Site Entrance and Boiler House**

Located at the north-western end of the site, this is the only point of entry. The area outside the perimeter fence comprises a modern open car park and small 1960s reception building. Beyond the gateway and offices, the boiler house marks the entrance to the rest of the site.

Period:	WWII Cold War 1950s – 1980s Post Cold War
Form:	Planned clusters of buildings at entrance, with boiler house standing separately at the first cross roads.
Buildings:	Reception building, single-storey brick-built guard rooms and mess buildings, large scale boiler house with chimneys, visible from the rest of the site.
Survival:	As built
Condition:	As built
Complexity:	Continuous single use

entrance, together with a number of 2 or 3 room ROF buildings. The northernmost building in B1 is 10C35, an office building with a central asymmetric tower. The function of this building is emphasised by planting and by the arrangement of paths in its setting. The boiler house is the most striking of the buildings in B1, with its 6 tall chimneys dominating the landscape in this corner of the site, and also visible from the rest of AWE Burghfield and beyond. Behind the boiler house, the burning ground contains a number of small single cell buildings and a large open area for burning of contaminated materials. The road leading from this area into the site has been repaved with modern tarmac and it follows the original layout of the ROF site. Most of the buildings in B1 are set in grassed areas, giving an open feel despite the presence of imposing buildings such as the boiler house. Areas of hardstanding south-east of Street No. 3 represent the location of former buildings.

The western boundary of the site is bordered by mature trees, while the northern boundary also has a sporadic line of trees screening it from view from the outside.

Within B1, but outside the perimeter fence, a single storey 1960s reception building and visitors car park mark the entrance to the site as visible from the road. The main gates shield views of the site from the entrance and from public thoroughfares. In contrast to AWE Aldermaston, there are no landscaped areas, few public notices or immediately visible corporate identity on display at the Burghfield entrance, reflecting the site's role in the security conscious process of weapons assembly, and less the public face of weapons research.

This entrance was the more important of the two entrances in use when the site was a Royal Ordnance Factory, and is the only one currently in use.

The buildings and the layout in B1 range in date from the 1940s through to the 1960s, with surviving elements of the ROF site being evident, in particular the guards offices and mess. The ROF and early AWRE buildings are uniformly single storey and brick built. A number of temporary offices (portacabins) and a 1960s red brick canteen lie south-west of the main



## Historic Characterisation and Management Strategy

Outside of the security gates the roundabout and associated plantation provides a formal and pleasant entrance to the site. This area is characterised by large areas of tarmac and traffic management features, reflecting its status as the entrance. The floodlighting and main light in the roundabout are out of scale with the rest of the lighting in the facility, and accentuates the importance of the space.

### Values

The area has been used as the main entrance to the site since it was part of the Royal Ordnance Factory, and it retains several original ROF buildings. The Boiler House is a key feature of the area and of the site as a whole, differing in character from the rest of the low rise offices and accommodation, and with its chimneys clearly visible from the rest of the site and beyond.

There is the potential for buried archaeological remains in undisturbed areas of B1 relating to the early AWRE phase, the ROF or possibly earlier periods of history back to the Prehistoric period, in particular in the north-eastern section of the area, which has seen less development.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

### Management

The area has been used for a number of activities in its lifetime including its use as part of the ROF and early AWRE site. It continues to be used to the present day for varied functions.

B1 demonstrates a medium capacity for change, due to the survival of ROF and early AWRE buildings and layout.

Prior to any development, it is recommended that the buildings and landscape within this Character Area have a detailed historic and photographic record prepared. Furthermore, should development take place, archaeological watching briefs during initial construction works should be maintained within this area in order to record potential buried archaeological remains, likely to date to the early use of the site as a ROF or earlier.

**B2: Administration and amenity**

This area comprises the current administration and amenity area of the site. It contains ROF buildings, AWRE buildings and more recent AWE buildings from the 1990s.

Period:	WWII Cold War 1950s – 1980s Post Cold War
Form:	Within the original ROF layout, several ROF buildings (process building and canteen), interspersed with clusters of modern administration buildings, temporary 1960s office buildings and 1950s offices.
Buildings:	Brick built single-storey office buildings and canteen, panel built temporary office buildings and modern brick offices.
Survival:	Some alteration to accommodate modern development
Condition:	As built
Complexity:	Continuous single use

B2 comprises a strip of administrative buildings along the main road through the site. It includes surviving elements of the ROF site, original AWRE buildings and layout, and more recent AWE additions.

Key buildings in B2 include the modern pitched roof offices at the eastern end of the area, original ROF canteen (painted brick, flat roofed and single story with rooftop ventilation blocks) and adjacent ROF process building (the building with the largest floor space on site, with large windows and high ceilings). B2 is open to the north, with car parking and lawn areas with occasional semi-mature deciduous trees around the buildings.

The design of the buildings and their settings in B2 are linked, for example the top of 8Q1 is at the same height as the embankment around 8H1 to its north-east, and the later offices at the east side of B2 are built so their massing harmonises with the buildings to their west, as the eaves appear from distance to be on the same alignment. The buildings along Street No. 1 are also mostly set back from the road and have small

grass areas around them, 8Q1 for example appears as a typical administrative building, and presents a staggered frontage to the road with grass in front, indicating its function for amenity. Buildings 8S2 and 8Q1 also both share exterior visible steel frames.

Despite B2 containing the majority of new build at Burghfield, it has not been visually intrusive nor out of character with the site. Some elements of historic character are maintained by the pillbox and AWRE buildings, in particular the old canteen.

B2 also contains examples of the small brick security huts situated hard onto the road that control movement at Burghfield and are characteristic of the wider site. Metal piping, characteristic of AWE Aldermaston, is also prominent in the area and connects the character of the two sites.

**Values**

The area retains key ROF buildings and structures, in particular the old canteen, which provide of the area with historic time depth.

Surviving documentation relating to this area is likely to exist on site, but has not been viewed.

**Management**

The area has been used for a number of activities including its use as part of the ROF and early AWRE site and its later use as part of the modern AWE site.

B2 demonstrates a medium capacity for change, due to the survival of ROF and early AWRE buildings and layout, despite some alterations to accommodate modern development

Prior to any development, it is recommended that the buildings and landscape within this Character Area have a detailed historic and photographic record prepared.



*The old canteen, interior*