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# MEMORANDUM

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**To:** Clive Inwards  
Principal Planning Officer

**Our Ref:** 08/00954/COMIND

**From:** Paul Goddard  
Highways Development Control  
Team Leader

**Your Ref:** 08/00954/COMIND

**Extn:** 2207

**Date:** June 20<sup>th</sup> 2008

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**Land at AWE Burghfield**  
**Application 08/00954/COMIND**  
**Proposed 26,573 sqm of light industrial building**

1. The proposed building titled MENSA is a main process facility and support building, plant building and lightning conductor towers that will replace existing facilities with existing workers.

#### ACCESS AND LAYOUT

2. Details will need to be submitted of the location of the buildings that are to be demolished to ensure that facilities are not actually being increased that will increase traffic levels. Conditions may also be required to ensure that buildings intended for demolition are demolished.
3. The MENSA building will be central within the site with the building under construction surrounded by a proposed construction enclave where construction materials will be received and stored.
4. During construction existing operational staff will continue to access via Burghfield Road and The Mearings / James Lane.
5. Once completed the new facility will be accessed via the existing road layout.
6. I have no concerns regarding the proposed site layout
7. Access for construction traffic will be via Pingewood Gate via Amners Farm Road.
8. 300 car parking spaces for construction workers will be provided within the site near Pingewood Gate with workers being coached to the construction enclave. An additional 150 car parking spaces will be provided within AWE Burghfield and the construction enclave to give a total of 450 spaces. However during what will be a four year project, the number of construction workers will steadily grow from month 26 to month 50 from 450 workers to over 800 from months 44 to 46. I am therefore concerned that even with the existing AWE Travel Plan and the potential for car sharing that the number of car parking within the site may be insufficient. How will car parking be accommodated for such numbers of workers?

## TRAFFIC GENERATION

9. The main issue regarding this planning application is the intensity of construction traffic, which is anticipated to peak during 2012 /2013 with the following:
- During the AM peak 303 vehicle movements are projected with most vehicles arriving
  - During the PM peak 293 vehicle movements are projected with most vehicles leaving
  - Daily traffic flows are projected to be 1254 vehicle movements with 627 in and 627 out approximately.
10. The impact of these traffic flows are shown within the table below:

Section of Road	AM		PM		Daily	
A4 Bath Road towards Reading	1707 (94)	+38 +4	2080 (36)	+28 +0	28770 (1000)	+152 +26
A4 Bath Road towards M4 Junction 12	1898 (105)	+34 +0	2183 (42)	+37 +0	31001 (1122)	+134 +0
Burghfield Road towards Reading	1252 (106)	+70 + 4	1228 (22)	+64 + 0	10596 (388)	+296 +26
Reading Road towards Burghfield	993 (49)	+45 +0	914 (52)	+44 +0	8803 (88)	+183 +0
Amners Farm Road	451 (52)	+93 +4	587 (11)	+88 +4	3188 (303)	+392 +26
Burnthouse Lane	185 (6)	+101 +4	183 (4)	+94 (0)	1547 (24)	+426 +26
Fullers Lane	86 (2)	+56 +0	118 (4)	+56 +0	894 (9)	+238 +0
Palmers Lane	25 (2)	+76 +0	14 (0)	+74 +0	199 (2)	+314 +0
Goring Lane towards Burghfield Common	515 (0)	+89 +0	563 (4)	+87 +0	5663 (34)	+367 +0
Goring Lane at Grazeley Green	532 (2)	+93 +0	710 (7)	+91 +0	6919 (75)	+383 +0
Grazeley Green Road	677 (16)	+75 +0	703 (10)	+73 +0	7117 (74)	+304 +0

*Traffic flows in 2012 with additional MENSA Construction traffic*

*HGV's in brackets.*

11. The recently approved Small Scale Components Manufacturing (SSCM) and the Conventional Manufacturing Rationalisation (CMR) have been included within the existing traffic flow figures
12. HGV's will generally average around 40 in and out per day up to month 34 with a short peak of over 80 per day in and out between months 23 and 25.

## TRAFFIC IMPACT

13. Acknowledging the impact of the construction phase, the applicant's consultants RPS have given consideration to mitigation measures in the following locations. These measure have been reviewed as follows:

### **Amners Farm Road / Burnthouse Lane**

14. A number of passing places were approved with the recently consented CMR application along with works to improve the entrance to Pingewood gate. Changing priority at the Pingewood Lane / Amners Farm Road / Burnthouse Lane junction to give priority to Amners Farm Road and Burnthouse Lane.

### **Goring Lane**

15. RPS have proposed anti skid surfacing and speed reduction signage within the vicinity of The Old Bell PH. However following discussions with colleagues within Traffic Management improvements have already taken place here. It is recommended that improvements be provided to reduce speeds along Goring Lane within the vicinity of Goddards Green and Lockram Lane. RPS will need to give this item further consideration

### **Grazeley Green Road**

16. This road is within Wokingham District, who have been involved in pre application discussions. I assume the authority have been consulted regarding these proposals at planning application stage.

### **James Lane / Fullers Lane / Riders lane and Palmers Lane**

17. I consider that these roads are able to accommodate the additional small vehicle traffic.

### **The Mearings**

18. Is a private road where RPS intend to provide a bus shelter. AWE will need to arrange this privately

### **Burghfield Road**

19. RPS are proposing to provide a rural footway surfaced in a rolled smooth granular material from Church Lane to the M4 with a section south of the Cunning Man PH. A section is missing within the vicinity of the M4.
20. Such a footway facility will be welcome but the route needs to be continuous from Church Lane through to the Cunning Man PH, although from observations made on site, it will be difficult if not impossible to provide the route along some sections between the M4 and the Cunning Man PH. Any footway must be concluded at a logical location. I would request that RPS look into the route in more detail.

21. RPS are proposing to complete the footways within the vicinity of the Cunning Man PH and the Kennet & Avon Canal linking the area to the canal tow path. Over the canal bridge itself due to width restrictions, a coloured surface footway is provided flush with the carriageway. Again these new footways will be welcomed.
22. I understand that all works are to be secured by a Grampian condition rather than a legal agreements. I have no objection to this mechanism of providing these works. However supervision fees will still be necessary for Highway Development Control Engineers

## CONCLUSION

23. Details will need to be submitted of the location of the buildings that are to be demolished to ensure that facilities are not actually being increased that will increase traffic levels. Conditions may also be required to ensure that buildings intended for demolition are demolished. I am concerned that there may be insufficient car parking for the later stages of construction when there will be more than 450 construction workers on site. I recommend that the applicants consultants RPS reconsider their highway improvement to Goring Lane and ascertain whether a continuous footway can be provided from Burghfield to the Cunning man PH. If this is not possible then footways need to conclude at logical locations

**Paul Goddard**  
**Highways Development Control Team Leader**