

## Appendix 3: Materials Management

Summary of material volumes (estimated)

Type of material	volume (m <sup>3</sup> )
Topsoil	82,755
Made Ground	13,568
Landfill (non-hazardous)	23,320
Alluvium	217,852
Organic rich alluvium / peat	16,520
Sands & gravels	38,640
Allowance for structure foundations	9,816
Overall total - all materials	402,471
Alluvium fill to embankments	12,220
Total to be removed from site	<b>390,251</b>

Proposed road vehicle movements (outline draft)

South Hinksey village is served by an existing interchange on the A34 road. Initial consultation with Highways England and the local council has taken place and no objections to the use of the A34 for removal of the materials have been raised. It is therefore proposed that a new spur is added to the interchange to allow vehicles to access the main area of the site from this interchange without the need to travel through South Hinksey village. Using a temporary haul road along the length of the channel this access could service all the materials movements for the areas between Botley Road and Old Abingdon Road.

For the area to the north of Botley Road vehicles would need to utilise a short section of Botley Road for part of the access route. It should be possible to minimise additional congestion on this road by setting up a one way system for construction traffic which would enter the site from an existing field access off the slip road from Botley interchange on the A34 and a temporary haul road to the site. Vehicles leaving the site would have to use the existing traffic light junction at the entrance to the Seacourt Park and Ride which would then use a short section of Botley Road in one direction to then access back to the A34.

The channel works around Old Abingdon Road and to the south of this area will need to be accessed via the A423 Southern Bypass, Old Abingdon Road and the Hinksey Hill interchange to gain access to the A34.

Works to the New Hinksey embankment will need accessed via Abingdon Road and the track to the north of the Four Pillars Hotel. This will add to congestion on Abingdon Road and may need traffic lights to be set up at the junction with the lane to allow safe access and egress and large vehicles. However these works are relatively limited and it should be possible to keep this disruption to Abingdon Road to a relatively short period.

It is known that the A34 can become congested at rush hour. Generally speaking it is considered that traffic is worse northbound, in the morning rush hour, and southbound in the evening rush hour. As such two sites for disposal of material would be required so that haulage vehicles could arrive at site prior to the rush hour and still be able to move the material out in a timely fashion during this period. This will also allow vehicles to be routed out of the site in different directions to minimise avoid disruption to production rates.