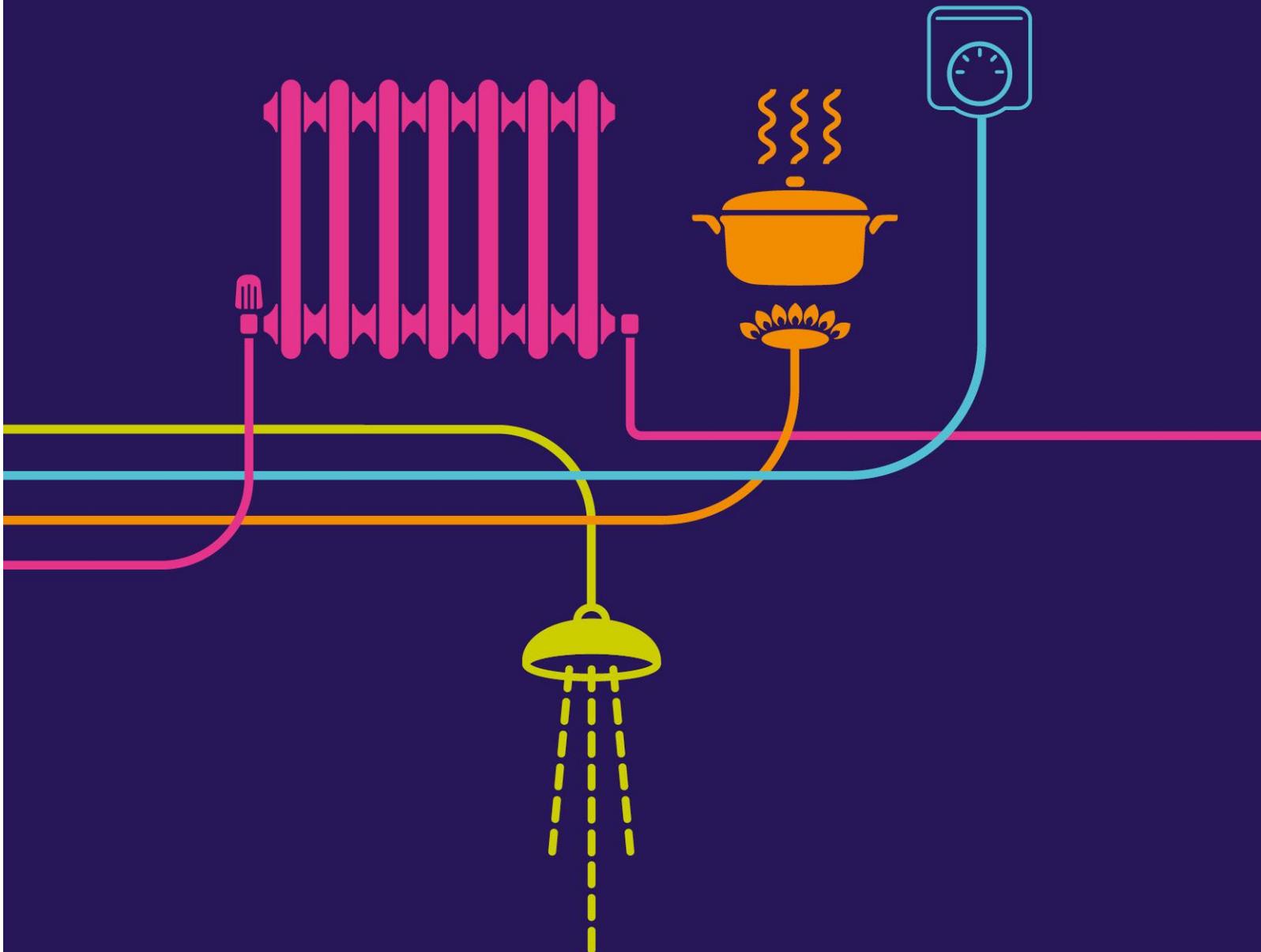


Annexure 2 to Hearing Action Checklist - Action 2 Traffic & Waste Summary

River Humber Gas Pipeline Replacement Project



8.17.2 Technical Note Regarding Spoil Volumes, Spoil Storage and Heavy Goods Vehicle Flow Rates

Spoil Volumes and Spoil Storage

Based on a bulking factor of 1.5 and an internal tunnel diameter of 3.65m the following arisings are predicted to occur as a result of the tunnelling activities:

- Volume of excavated chalk 40,000m³
- Volume of excavated glacial deposits 28,500m³
- Volume of excavated material (drive pit) 30,000m³
- Volume of excavated material (reception pit) 10,000m³ – this would be generated on the Paull side of the scheme.

Total: 108,500m³ (after bulking)

All spoil arisings from tunnelling would be returned to the Goxhill side of the Scheme for storage and removal from site (noting that the final end use for the material will be confirmed by the appointed Main Works Contractor during detailed design).

As shown on the indicative site layout plans (DCO Document Reference 2.4B) there is space allowed (101,600m³) within Work No. 10 of the Works Plans (DCO Document Reference 2.2B) to accommodate 98,500m³. Therefore, there is sufficient space allowed within the order limits to store the tunnel arisings on site.

The above volumes were also used to inform the development of traffic flows that informed the Transport Assessment (DCO Document Reference 7.2) and the Environmental Statement (ES). The ES assessed the worst case scenario of all material being removed from site.

Heavy Goods Vehicle Movements

National Grid has proposed that inbound construction HGV movements on the Goxhill side of the Scheme along Thornton Road, Ferry Road and East Marsh Road are limited to be 0900-15:15 hours during term time only. This was proposed to further reduce the effect of the HGV movements on sensitive receptors in Goxhill such as school bus movements and people travelling to work. This mitigation measure was also discussed with North Lincolnshire Council during pre-application meetings and is presented in the Initial Traffic Management Plan (TMP) (DCO Document Reference 7.2.1A).

Table 1 presents the peak weekday hourly flow with a 12 hour inbound flow and a 6.15 hour inbound flow and the difference between them in the worst case scenario of all material being removed from site.

It should be noted that peak flow is a worst case in terms of assessment of impacts as the peak flows would only occur during isolated periods during the overall construction period and this flow would not occur every month.

Table 1 – Peak Hourly Weekday Flows

Flow		Peak Weekday Construction Traffic Movements		
		12hr	6.15hr	difference
Hourly	HGV	5	10	+5
Every ten minutes	HGV	1	2	+1

Whilst the operation of the time restriction on the inbound route is predicted to increase the number of hourly movements by 5 HGVs it is considered that the measure would provide further mitigation for the Scheme's effects during school term time. National Grid Gas is able to operate either a 12 hour or a 6.15 hour inbound system but considers that the mitigation measure proposed in the Initial TMP (DCO Document Reference 7.2.1A) and the ES provides the most appropriate solution.