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LIDL

New Hey Road, Huddersfield

Road Conditions Report

Final Report for:



April 2025

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Document Control

Document: Road Conditions Report
Client: Lidl
Project Number: 16-046
Document Number: T002
Status: Final
Issue: 1

Prepared: TC
Checked: MC
Date: 7th April 2025

Issue Number:	Date:	Revision Details:
1	7 th April 2025	1 st Issue
2		
3		

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Road Conditions report has been prepared to support proposals for a new LIDL store located off New Hey Road in Huddersfield. **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location

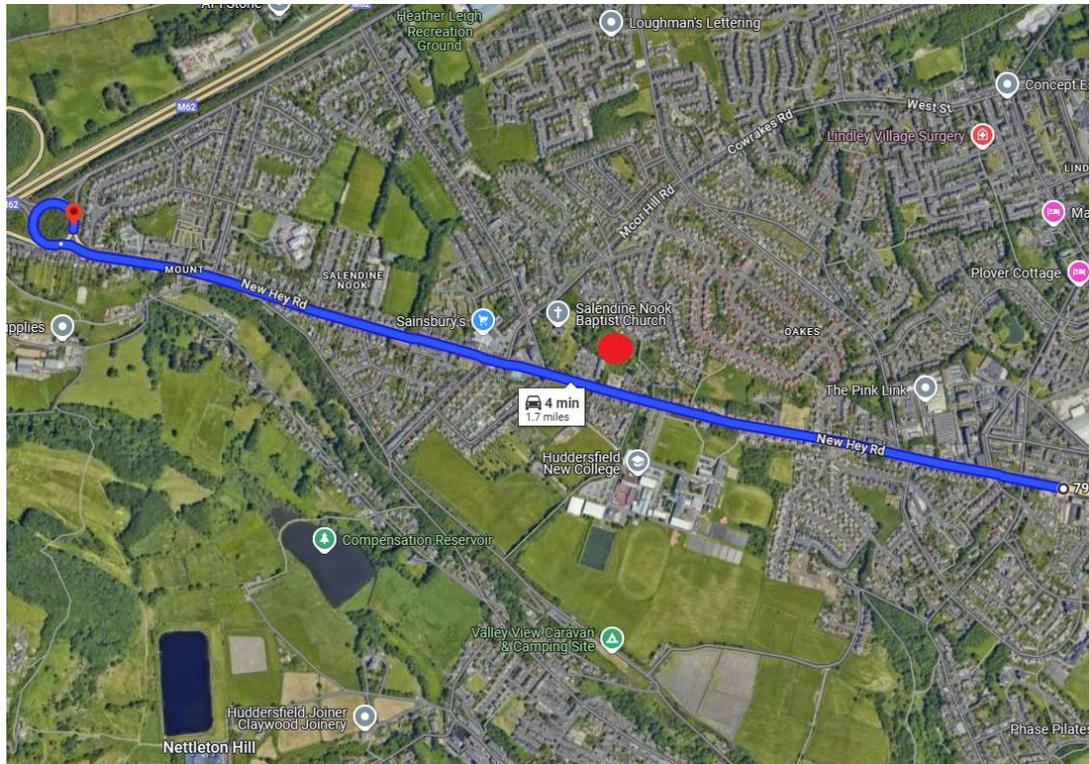


2.0 Road Condition

2.1 Video Survey

- 2.1.1 A video survey was conducted on Monday 31st March 2025 under dry conditions covering New Hey Road between M62 Junction 23 to the Aldi store west of Dean Street as shown in **Figure 2.1**. The video has been stored for reference to provide a comparison for future road condition reference. The video evidence is available upon request.

Figure 2.1: Extent of Road Condition Survey



2.2 Observations

- 2.2.1 In general the construction route was of average condition with minor defects including cracking, potholes, patching and surfacing failure within the observed lengths.
- 2.2.2 All signage and street furniture along the route were in average condition with some sign and bollard leanage.
- 2.2.3 It should be noted that New Hey Road are used by general HGVs, therefore, there needs to be clear evidence that future damage caused by construction vehicles are specifically associated with the proposed development.

2.2.4 The following provides general observations of existing defects.

Photo 1: M62 Junction 23 Roundabout – Eastbound Entry to New Hey Road (Direction Sign Leanage)



Photo 2: West of Hadrians Close – Eastbound (Bollard Leanage)



Photo 3: West of Celandine Avenue – Eastbound (Knocked Bollard)



Photo 4: West of Oaks Road South – Westbound (Knocked Bollard)



2.3 Recommendations

2.3.1 This condition survey provides the baseline condition for which future surface should be referenced to.

2.3.2 It is recommended that Lidl implements a Construction Traffic Management Plan (CTMP) which should include the following:

Instructions for Drivers

2.3.3 Drivers to ensure they minimise noise disturbance in the following areas:

- Brake applications;
- Engine revs;
- Gear selection;
- Opening / closing of cab doors; and
- Cab radios must be switched off.

2.3.4 Driver training and best practice will be deployed to ensure minimal noise disturbance from vehicles when departing the site.

Instructions for Staff

2.3.5 Throughout the day, the site manager should regularly check vehicle arrival times and numbers. Staff will be asked to follow these instructions:

- Always be mindful of neighbours whilst unloading vehicles and ensure that noise is kept to a minimum;
- Radios to be switched off / turned down while in the marshalling / unloading area;
- No shouting or whistling;
- Ensure that the compound area access road is clear of obstructions, so vehicles can move easily; and
- Make sure the delivery point is ready for the vehicle before it arrives to avoid vehicle idling.

Noise and Vibration

2.3.6 The contractor remains responsible for managing noise and vibration levels at the site. Mitigation measures may include but are not limited to:

- The use of well-maintained vehicles and equipment;
- Vibrations and noise from vehicle and plant movements to and from the site will be managed through the enforcement of the designated site access point and journey route.

Dust and Odour

2.3.7 The contractor will conduct material handling operations in a manner which:

- Minimises dust and odour generation, through the use of enclosed handling and off-loading facilities;

- Minimise dust from being carried beyond the periphery of the site through regular cleaning of roadways.

Mud, Litter and Debris

- 2.3.8 The contractor will ensure that site roadways are kept free of mud, litter or debris, to minimise the risk of carry over onto the public highway.
- 2.3.9 The contractor will provide facilities to ensure that, prior to departure from the site, all vehicles shall have wheels free from excessive mud or debris.

