

National Health Innovation Campus (University of Huddersfield)

SOUTHGATE

OLD LEEDS ROAD

Proposed repositioning
of Huddersfield
University hoarding

For scaffold and
loading bay

Site Office & Welfare
units (Stacked)

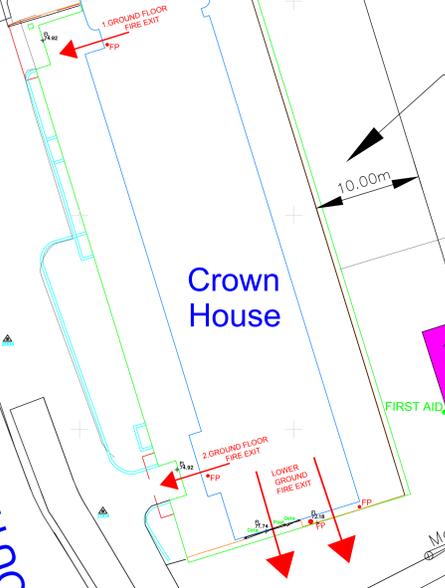
Toilets

Crown House

OLD LEEDS ROAD
TURNING AREA

(TRAFFIC TO PUBLIC HIGHWAY RULES)

**FIRE ASSEMBLY
POINT**



2.0 Site Access & Traffic Management

2.1 Primary Site Access
The sole designated access point for all construction vehicles, including HGVs, will be from Old Leeds Road. This road terminates in a hammerhead cut-de-sou to the side of the building, which provides a suitable turning area for larger vehicles.

2.2 Construction Vehicle Sizes and Routes

2.2.1 Vehicle Types and Dimensions
Construction vehicles will range in size. The primary types and their typical dimensions are:
 Articulated lorries (HGVs) For major material deliveries (steel, concrete, facade panels).
 Typical Size: 18.0m long, 2.55m wide, 4.2m high.
 Capacity: up to 32 tonnes Gross Vehicle Weight (GVW).
 Rigid Lorries (B-vehicles) For bulk materials (aggregate, spoil removal).
 Typical Size: 10m long, 2.2m wide, 3.0m high.
 Capacity: up to 18 tonnes GVW.
 Tractor trailers For excavator fuel and aggregate.
 Typical Size: 10m long, 2.5m wide.
 Concrete Mixers For concrete pours.
 Typical Size: 6.5m long, 2.5m wide.
 Service Vehicles / Vans For tradespeople and smaller equipment.
 Typical Size: 5.0m long, 2.0m wide.

2.2.2 Recommended Routes to Site
To minimise impact on Huddersfield's CBD, the following routes are prescribed for HGVs. These will be communicated to all suppliers and subcontractors via the Site Waste Management Plan (SWMP) and delivery documentation.
 Primary Inbound Route (from the M62 Motorway):
 M62 Junction 25 -> A644 Hammerhead Road -> A62 New North Road -> A62 St. George's Square -> Southgate Road -> Old Leeds Road (Site Access).
 Primary Outbound Route (to M62):
 Old Leeds Road -> A62 Leeds Road -> A625 New North Road -> A644 Wakefield Road -> M62 Junction 25.
 Routes will be kept under review and adjusted in liaison with Kirklees Council Highway Department if necessary.

2.3 Construction Vehicle Movements

2.3.1 Estimated Number and Times of Movements
Site working hours: 08:00 to 18:00, Monday to Friday. No construction vehicle deliveries or collections will be permitted outside these hours.
 Vehicle movements will be phased according to the project programme:
 - Phase 1: (Demolition/strip) & Site Setup (Weeks 1-20)
 - HGVs: 10-15 movements per day (primarily aggregate trucks for spoil removal).
 - Peak Times: 08:00 - 12:00 & 15:00 - 18:00.
 - Phase 2: Erection & Fit-out (Weeks 21-60)
 - HGVs: 10-15 movements per day (Spade materials, plant, and internal fit-out items).
 - Peak Times: 08:00 - 11:00.
 A detailed weekly delivery schedule will be maintained by the Site Manager.

2.4 HGV Waiting Area and Management
Given the constrained nature of the site, there is no on-site waiting area for HGVs.
 - Procedure:
 1. Safety Street Delivery: All HGV drivers must adhere to their pre-booked delivery time slot.
 2. One-Stop Delivery: All HGVs must arrive at the site with all materials and be restricted to wait further back along Old Leeds Road, away from the hammerhead and Southgate Road junction, where it is wider and can accommodate stationary vehicles without causing significant obstruction.
 3. One-Stop Collection: All HGVs must arrive at the site with all materials and be restricted to wait further back along Old Leeds Road, away from the hammerhead and Southgate Road junction, where it is wider and can accommodate stationary vehicles without causing significant obstruction.
 4. Banksmen: A trained banksmen will be present during all HGV movements into and out of the site to ensure safety and efficient turnaround.

3.0 Parking for Construction Workers
 - In later phases, the existing basement car park within Crown House will be utilised for construction staff and trade workers.
 - Later Phases: As the project progresses and the basement is required for storage or subsequent works, alternative arrangements will be implemented. The Project Manager will liaise and negotiate with neighbouring landowners, with a primary focus on the university area adjacent to the site, which is currently used as a laydown yard, to secure additional parking capacity.
 - Policy: All site personnel will be instructed that on-street parking in the immediate vicinity is prohibited to avoid disruption to local businesses and residents.

4.0 Loading and Unloading of Plant and Materials
 - Location: All loading and unloading will take place within the site compound, accessed from the hammerhead on Old Leeds Road.
 - Methodology:
 - Articulated: Heavy material loading will be at the established 20m buffer zone.
 - Materials will be off-loaded directly to their point of use by mobile plant (e.g. wheelbarrow, telescopic crane) or transferred to a pre-defined laydown area.
 - The University's approval must be obtained for any off-site temporary storage to ensure compliance.
 - Management: The Site Manager will oversee all loading/unloading operations to ensure they are conducted safely and efficiently, minimising the time HGVs are stationary on the public highway.

5.0 Temporary Drainage Arrangements

5.1 General Arrangements
 Temporary drainage will be installed to manage surface water runoff during construction.
5.2 Surface Water Disposal
 The primary method for disposing of surface water from the development will be via the existing manhole located at the corner of the site boundary, adjacent to Old Leeds Road. This will be used as the temporary outfall from the site.