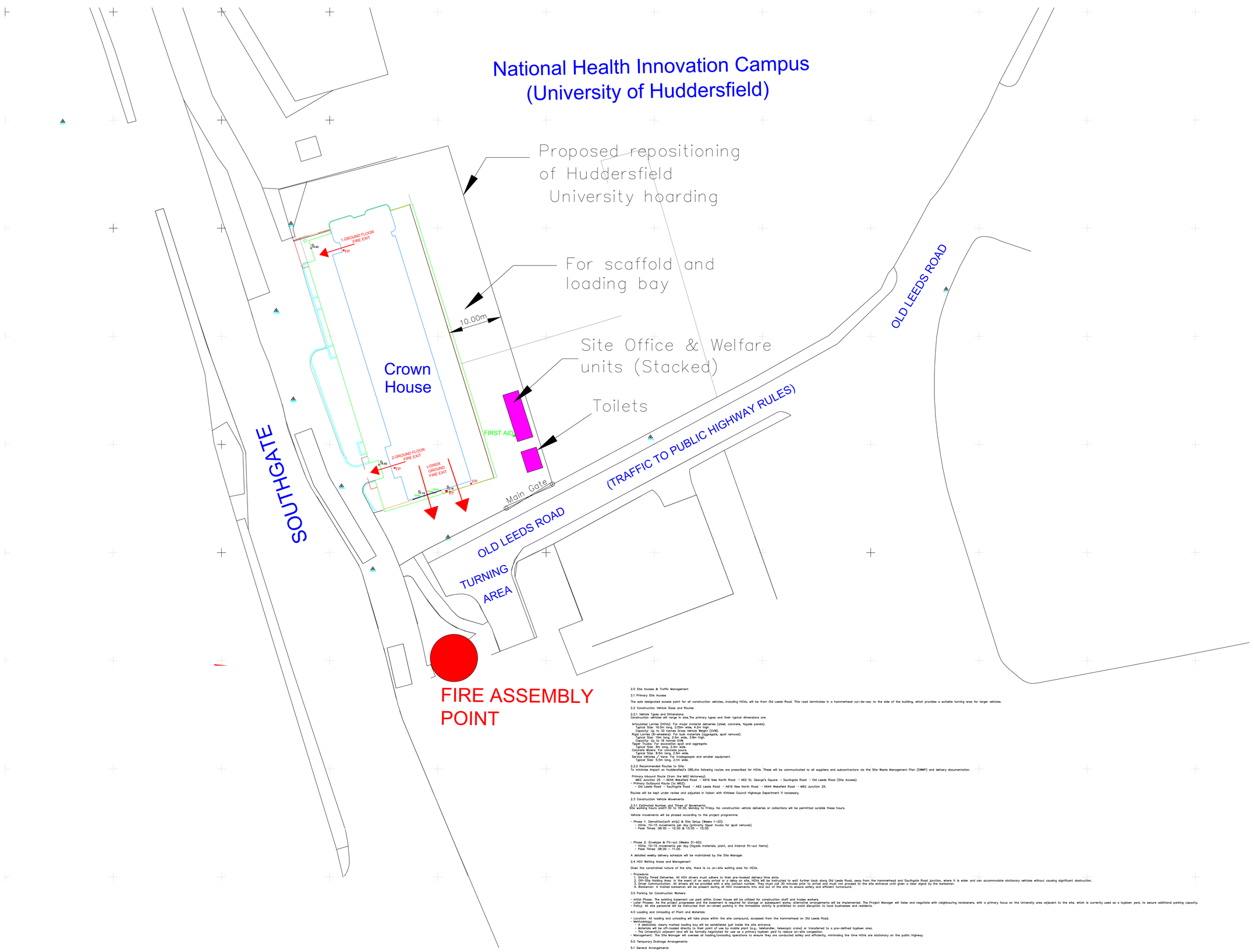

2.0 Site Access & Traffic Management

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 cul-de-sac 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, façade panels).
Typical Size: 16.5m long, 2.55m wide, 4.2m high.
Capacity: Up to 32 tonnes Gross Vehicle Weight (GVW).
Rigid Lorries (8-wheelers): For bulk materials (aggregate, spoil removal).
Typical Size: 8m long, 2.55m wide, 3.8m high.
Capacity: Up to 18 tonnes GVW.
Tipper Trucks: For excavation spoil and aggregate.
Typical Size: 8m long, 2.4m wide.
Concrete Mixers: For concrete pours.
Typical Size: 9m long, 2.5m wide.
Service Vehicles / Vans: For tradespeople and smaller equipment.
Typical Size: 5.5m long, 2.1m 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 Wakefield Road → A616 New North Road → A62 St. George's Square → Southgate Road → Old Leeds Road (Site Access).
- Primary Outbound Route (to M62):
  - Old Leeds Road → Southgate Road → A62 Leeds Road → A616 New North Road → A644 Wakefield Road → M62 Junction 25.

Routes will be kept under review and adjusted in liaison with Kirklees Council Highways Department if necessary.

2.3 Construction Vehicle Movements

2.3.1 Estimated Number and Times of Movements:
Site working hours are07:30 to 18:30, 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(soft strip) & Site Setup (Weeks 1–20):
  - HGVs: 10–15 movements per day (primarily tipper trucks for spoil removal).
  - Peak Times: 08:00 – 12:00 & 13:00 – 15:00.

- Phase 2: Envelope & Fit-out (Weeks 31–60):
  - HGVs: 10–15 movements per day (façade 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 Areas and Management

Given the constrained nature of the site, there is no on-site waiting area for HGVs.

- Procedure:
  1. Strictly Timed Deliveries: All HGV drivers must adhere to their pre-booked delivery time slots.
  2. Off-Site Holding Area: In the event of an early arrival or a delay on site, HGVs will be instructed 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. Radio Communication: Drivers will be provided with a radio to receive instructions from the Site Manager prior to entering the site, and must proceed to the site entrance until given a clear signal by the banksman.
  4. Banksman: A trained banksman 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

- Initial Phase: The existing basement car park within Crown House will be utilised for construction staff and trades 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:
  - A designated, clearly marked loading bay will be established just inside the site entrance.
  - Materials will be off-loaded directly to their point of use by mobile plant (e.g., telehandler, telescopic crane) or transferred to a pre-defined laydown area.
  - The University's adjacent land will be formally negotiated for use as a primary laydown yard to reduce on-site congestion.
- 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.