

JNB Project Code: xxx  
Project Title: March Haigh Reservoir  
Client: Canal & River Trust



## Issue and Revision Record

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JNB Project Code: xxx  
Project Title: March Haigh Reservoir  
Client: Canal & River Trust



## Contents

<b>1</b>	<b>Introduction</b>	<b>3</b>
1.1	Site Location	3
1.2	Scheme Overview	3
<b>2</b>	<b>Delivery Programme and Traffic Risks</b>	<b>4</b>
<b>3</b>	<b>Site Access Arrangements</b>	<b>4</b>
3.1	Site Access Route	4
3.2	Alternative Site Access Route	6
3.3	Construction Site Access	7
3.4	Site Working Hours and Delivery Plan	7
<b>4</b>	<b>Construction Traffic Generation</b>	<b>8</b>
4.1	Construction Staff	8
4.2	Parking Arrangements	8
4.3	Anticipated Impact on the Highway	8
<b>5</b>	<b>Control Measures</b>	<b>8</b>
5.1	Construction Environmental Management Plan	8
5.2	Community Engagement	8
5.3	Monitoring	8

## List of Figures

<b>Figure 1</b>	<b>Aerial View of Reservoir</b>	<b>4</b>
<b>Figure 2</b>	<b>Entrance to Blake Lea Lane</b>	<b>5</b>
<b>Figure 3</b>	<b>Narrowest Section of Blake Lea Lane</b>	<b>6</b>
<b>Figure 4</b>	<b>Narrowest Section on Alternative Route to Blake Lea Lane</b>	<b>7</b>

**JNB Project Code:** xxx  
**Project Title:** March Haigh Reservoir  
**Client:** Canal & River Trust



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## 1 Introduction

The purpose of this document is to outline site access arrangements at March Haigh reservoir, to allow for future maintenance and repair works, including access to emergency to take place on on behalf of Canal & River Trust.

### 1.1 Site Location

The site is located at March Haigh reservoir which is located approximately 3.5 km northwest of Marsden in the Metropolitan District of Kirklees, West Yorkshire. It was constructed in 1838 to provide improved water supplies to the heavily locked Huddersfield Narrow Canal, by impounding the Clough Haigh stream.

March Haigh reservoir has a maximum capacity of 240,070 m<sup>3</sup> of water and is formed behind a 300m long, 21m high dam.

The A62 Manchester Road is the nearest main road to the site.

**Grid Reference:** SE 01731 13067

**Nearest Postcode:** HD7 6NR

**What3Words:** ruffling.victory.disengage

### 1.2 Scheme Overview

The scheme consists of the construction of a permanent access track, new drainage at the right hand mitre and replacement of the left mitre drain. The proposed new track has been designed by Arcadis and assumes the route of an old stone access track which has become overgrown. Passing places have been allowed for in the design, to allow for 20-tonne dumpers to pass one another. The track has been designed for 28 tonne vehicles during construction, but will need the installation of road plates in certain areas which will be confirmed prior to the beginning of construction works. Road plates will be installed to increase protection of the ground and the peat beneath the track during construction.

The access track route will only be accessible via Blake Lea Lane. The route of the old track is visible from aerial photographs.

**JNB Project Code:** xxx  
**Project Title:** March Haigh Reservoir  
**Client:** Canal & River Trust



*Figure 1 - Aerial View of Reservoir*

## 2 Delivery Programme and Traffic Risks

At this stage, the full scope of works is unknown. As such, the delivery programme is yet to be completed. Any project risks, hazards and constraints will be reviewed by JN Bentley once the project scope has been finalised. Mitigation measures will be put in place as required, including specific risks associated with the flow and management of traffic.

## 3 Site Access Arrangements

### 3.1 Site Access Route

Access to the site will be via the A62. In Marsden turn onto Town Gate, then take the first left onto Church Lane. Traffic will then take the third left on to Station Road where the road crosses the canal. This section of the route is through Marsden with associated traffic and pedestrian hazards. The route then continues left along Reddisher Road and Waters Road, before arriving at Blake Lea Lane.

The route towards Blake Lea Lane is generally wide enough to accommodate the 2-way traffic flows, including the passing of large vehicles. However, the junction at Waters Road to Reddisher Road is narrow. As such, JN Bentley will implement restrictions for deliveries during peak times, to minimise potential congestion for local traffic.

Turning into Blake Lea Lane from Waters Road, the road narrows considerably; the entrance to Blake Lea Lane is approximately 3m wide.

**JNB Project Code:** xxx  
**Project Title:** March Haigh Reservoir  
**Client:** Canal & River Trust



*Figure 2 - Entrance to Blake Lea Lane*

Blake Lea Lane raises steeply and becomes narrow. There is only one location which is suitable for the passing of large vehicles along the 1300m road, at approximately 865m from Water Roads. The narrowest section of the road is 2.5m with stone walling on either side.

**JNB Project Code:** xxx  
**Project Title:** March Haigh Reservoir  
**Client:** Canal & River Trust



*Figure 3 - Narrowest Section of Blake Lea Lane*

Planning of deliveries will need to be carried out to prevent large vehicles meeting each other along this road. All deliveries to site, including materials, equipment and plant will be directed to the site compound using a banksman, where required.

Along Waters Road, there are two suitable places to allow for large vehicles to temporarily park and wait. Due to the narrowness of Blake Lea Lane, it is proposed to use these areas to ensure that only one large vehicle travels on this road at any given time.

### 3.2 Alternative Site Access Route

There is an alternative access route to Blake Lea Lane via Manchester Road, which avoids the town centre and Station Road traffic congestion. However, there will a requirement to allow for Traffic Management for the safe exiting/joining of vehicles from/onto the A62, due to the road junction and steep slope.

The 'private road' has a minimum width of 3.050m at the entrance but widens further down the road. The road has a bend at the bottom corner but is suitably wide enough for vehicles to pass. The road then follows a declined route to the entrance of Blake Lea Lane via a sharp left-hand junction turn.

**JNB Project Code:** xxx  
**Project Title:** March Haigh Reservoir  
**Client:** Canal & River Trust



*Figure 4 - Narrowest Section on Alternative Route to Blake Lea Lane*

### 3.3 Construction Site Access

Prior to the construction of the new access road to the reservoir, a site compound will be set up reduce the amount of construction workers needing to travel along this route. The site compound is proposed to be set up in line with drawing “10058105-ARC-GEN-ZZ-DR-CE-00008 - General Arrangement”. However, this will be confirmed closer to the construction period, after liaison with local landowners.

### 3.4 Site Working Hours and Delivery Plan

Deliveries to site will occur between 07:30 and 17:00. However, to minimise congestion on the local highways network, JN Bentley will look to plan deliveries outside of peak hours - between 09:30 and 15:00, where possible.

Normal site operating hours will be Monday to Friday from 07:30 to 18:00. Although, in some circumstances, construction activity may stop earlier.

**JNB Project Code:** xxx  
**Project Title:** March Haigh Reservoir  
**Client:** Canal & River Trust



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## 4 Construction Traffic Generation

### 4.1 Construction Staff

To reduce travelling and exposure to the road network, JN Bentley will look to utilise local staff for the March Haigh Reservoir project, where possible.

### 4.2 Parking Arrangements

Parking arrangements will be made at the site compound

### 4.3 Anticipated Impact on the Highway

At this stage, it is not anticipated that any road closures or temporary traffic management will be required.

## 5 Control Measures

### 5.1 Construction Environmental Management Plan

A Construction Environmental Management Plan (CEMP) will be prepared prior to the works taking place, including measures that will maintain highway safety during the construction period. For example, surfacing all compounds with stone hardcore to ensure that there is little or no transfer of mud onto the highway network.

If the Site Manager deems necessary, a wheel wash system or road sweeping will be used during the construction of the new access track.

### 5.2 Community Engagement

JN Bentley will communicate with the local community, residents and businesses in advance of the works, to ensure minimal disruption.

### 5.3 Monitoring

“The Construction Traffic Management Plan will be reviewed and updated periodically, when clarity on the full scope of works has been identified by Canal & River Trust and shared with JN Bentley.”