JNB Project Code: N/A

Project Title: March Haigh Reservoir

Client: Canal & River Trust

Issue and Revision Record

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1 Introduction

The purpose of this document is to outline site access arrangements at March Haigh reservoir. This is to support any planned future maintenance and repair works to be completed, as well as any emergency works, 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^3 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 6 tonne dumpers to pass one another. The track has been designed for 7.5 tonne 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.

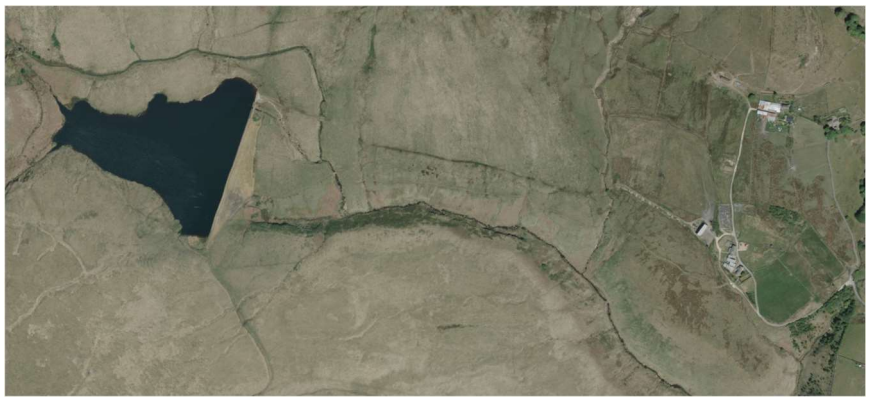

Figure 1 *- Aerial View of Reservoir*

2 Delivery Programme and Traffic Risks

From present information we estimate that there will be a requirement of 2000 tonnes of stone to be imported.

Due to the access restriction for large vehicular movements to the works area at March Haigh, a site compound is proposed to be set up approximately 180m along Blake Lea Lane.

Grid Reference: SE 02939 12231
Nearest Postcode: HD7 6NR
What3Words: nappy.covenants.fatter

***Figure 2** - Aerial View of Site Compound for Storage*

The stone will be delivered to the site compound using 20 tonne lorries, equating to approximately 100 vehicular movements to and from the site compound. Six deliveries are anticipated to take place each day; three in the morning and three in the afternoon, equating to 120 tonnes of stone delivery per day.

From the site compound, three 6 tonne dumpers will be used to transport the stone to the works area, as and when required. The total transportation of stone to the works area would equate to approximately 400 vehicle movements to and from the site compound. This assumes a load limit of approximately 5 tonne on the dumpers. It is anticipated that each dumper will make 8 journeys per day, each transporting 40 tonnes of stone to the top of Black Lea Lane.

The overall delivery of stone is expected to take 17 working days:

2000 tonnes / 120 tonnes = approx. 17 days + 3 days risk allowance = 20 days

There will also be the requirement of plant and machinery to be delivered to the start of the access track to allow for its construction. This machinery will include excavators, rollers, dumpers, welfare units, fuel and water bowsers – delivery vehicles will be requested during plant hire to include rigid 20 tonne lorries, ensuring no low loaders or articulated vehicles.

It is anticipated that the site team will comprise of the following:

- 5 x Operatives/General Foreman/Plant Operators, who will travel to and from site in a works van each.
- 1 x Site Supervisor, who will travel to and from site in a car.
- 1 x Site Manager, will travel to and from site in a car.

The site team will each complete one trip to and from site each working day; entering site at the start of the shift, and leaving site at the end of their shift.

- Until the site compound has been constructed, the site team will initially park at the bottom of Blake Lea Lane.
- Thereafter, the site team will park near the main road construction works.
- To keep daily vehicle numbers down, a minibus or welfare van may be used as an alternative method to travel to and from site.

3 Site Access Arrangements

3.1 Site Access Route

Access to the site will be via the A62, turning onto Town Gate at Marsden.

1. Head north-east on Town Gate towards Church Lane.
2. Turn left onto Church Lane.
3. Take the third left onto Station Road.
4. Turn left onto Reddisher Road.
5. Continue straight onto Waters Road.
6. Continue onto Blake Lea Lane.

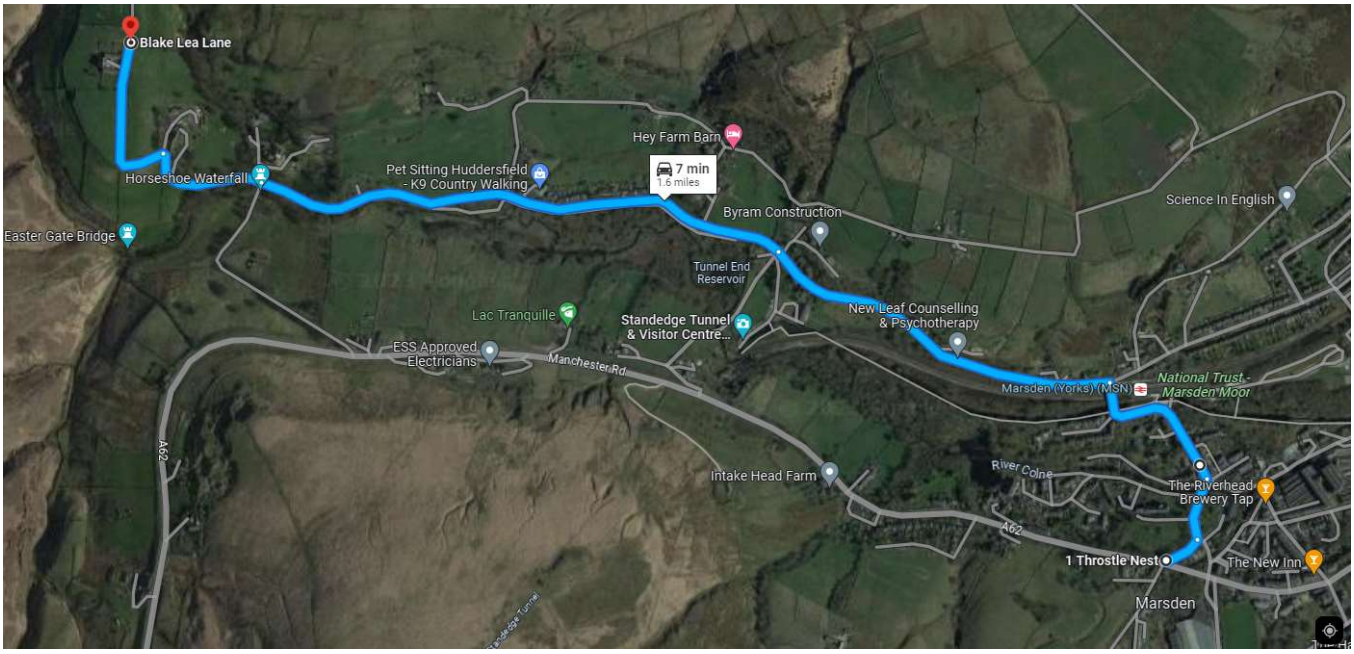

Figure 3 *- Site Access Route from A62 at Marsden towards Blake Lea Lane*

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.

Figure 4 *- 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.

Figure 5 *- Narrowest Section of Blake Lea Lane*

The proposed site route plan from Blake Lea Lake onwards is shown below:

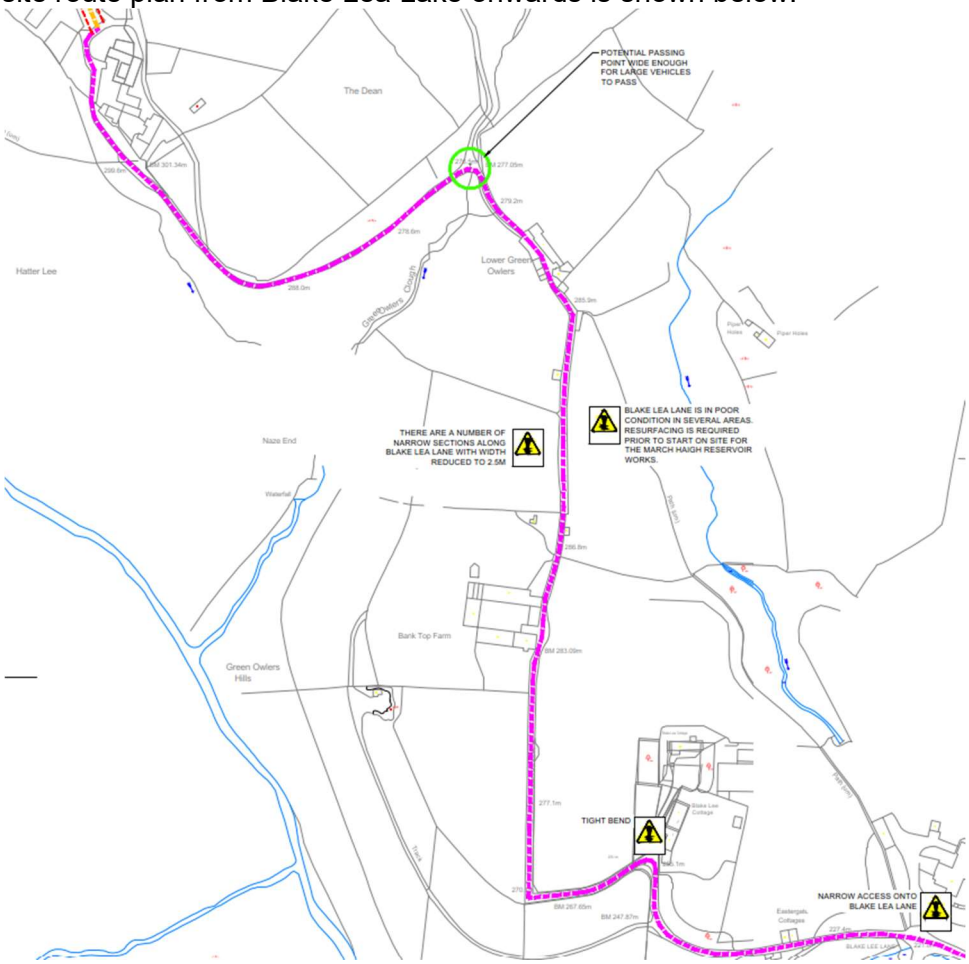

***Figure 6** - Overview of Proposed Site Route Plan*

Planning of deliveries will 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.

Due to the narrowness of Blake Lea Lane, it is proposed to use the junction at Waters Road and Blake Lea Lane for the potential passing of vehicles in opposite directions.

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.

Figure 7 *- 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.

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.

6 Risks and Constraints

The following risks and constraints have been identified:

- Due to the sharp inclines along the route, the dumpers may not be able to operate at maximum load capacity. In turn, increasing the number of vehicle movements to and from the site compound to the works area. A risk allowance of 3 days has been added in “Section 2”, however there could be the potential for this to increase even further.
- It is anticipated that localised vegetation clearance will be required from the bottom of Blake Lea Lane, up to the proposed site compound area. There is the risk of the vegetation being privately owned, and the owners not supporting this decision.
- Risk of public road usage including vehicles, pedestrians, farmers, and the local community. All delivery vehicle movements will be banked accordingly.
- The bridge at Horseshoe Waterfall is classed as a Historic Landmark, as it appears to be damaged due to temporary concrete barriers in place. There is the potential risk of the bridge failing/collapsing, and it is therefore proposed that the bridge is inspected prior to the start of any works.
- The proposed site compound is privately owned. It is assumed that the landowner will allow the use of land for the delivery of stone. A form of compensation may be required to be paid to the landowner for usage.