Maceo Design & Management limited
Engineering & Project Management

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Construction Management Plan
Jepco
Gedney Marsh H3 Agritech Road Project, UK

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1. Introduction

This report has been prepared in support of a planning application for a new Argi tech development at Jepco Norfolk

JEPCO occupies over 300 hectares of essentially flat and fertile land approximately 2.5km from the Lincolnshire coast and the Wash, an expansive protected area designated as a Special Area of Conservation, Special Protection Area and Site of Special Scientific Interest bordering the site to the North and East.



Figure 1 Site Location

Jepco intend to undertake a state-of-the-art Agri Tech development on circa 15 ha of their land adjacent to Norfolk House Farm on the B1359 to enhance their existing operations and increase yields in an economically and environmentally sustainable manner.

This Construction Management plan identifies an indicative sequence of the works from the initial enabling works through to sub-structure and superstructure construction.

Although final contractors have not as yet been appointed, one of the basis of their individual tenders will be the stipulations of this Construction Management Plan as agreed with South Holland District Council and Lincolnshire County Council and no contractor will be permitted to deviate from same without prior agreement of the aforementioned parties.

This Construction Management Plan defines the physical and legal limitations within which a person or persons can carry out development works that affect the existing nature of public roads, footpaths, and the surrounding environment for a duration of time.

2. CONSTRUCTION MANAGEMENT PLAN PRINCIPLES

2.1 Site location and Description

The subject site of this Planning permission is located to the east and adjoining the existing Norfolk Farm site and covers approximately 15 ha as per figure 1 above.
The site is currently in agricultural use and houses on its Western side one of a number of lagoons which are utilised as rainwater attenuation for storage in the growing processes.
The site is bounded on the North, East, and West by additional Jepco holdings and on its South by the B1359 local Road.

2.2 Proposed Development

The proposed development as outlined in figure 2 consists of the covering of 10 hectares of land to enable undercover growing within glasshouses and to support same with an integrated preparation, processing, storage and dispatch facility and the associated required infrastructure. The overall scope can therefore be sub divided into the following components as:

- Main Glasshouse Area containing Hydroponic Growing System.
- Glasshouse Annex containing Seeding and Germination processes
- Main Pack Building.
- Administration and Welfare Building
- Main Plant Room
- External Roads & Hardstandings

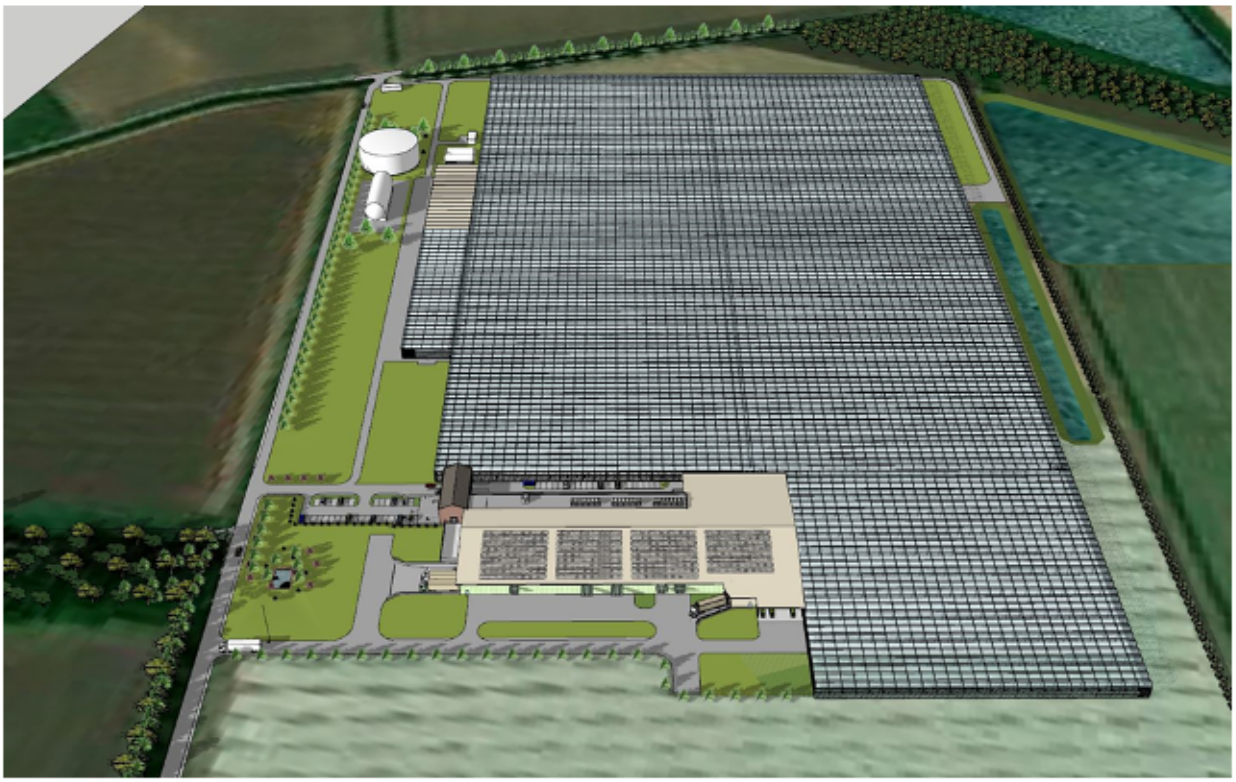


Figure 2 Proposed Agri Tech Development.

2.3 Extent of Works

The construction works may be further subdivided into the elements as outlined in figure 3 below, all of which will be managed by a dedicated Jepco Construction Management team for the full duration of the works supported by a senior management function within the individually contracted delivery teams.



Figure 3 Project Elements

It is considered that the project will take 18 months to complete and will involve an indicative sequence of works as outlined in figure 4 below. The intention of this Construction Management plan is to outline works which impact public spaces and to ensure that where this occurs it is with the agreement of South Holland District Council and Lincolnshire County Council

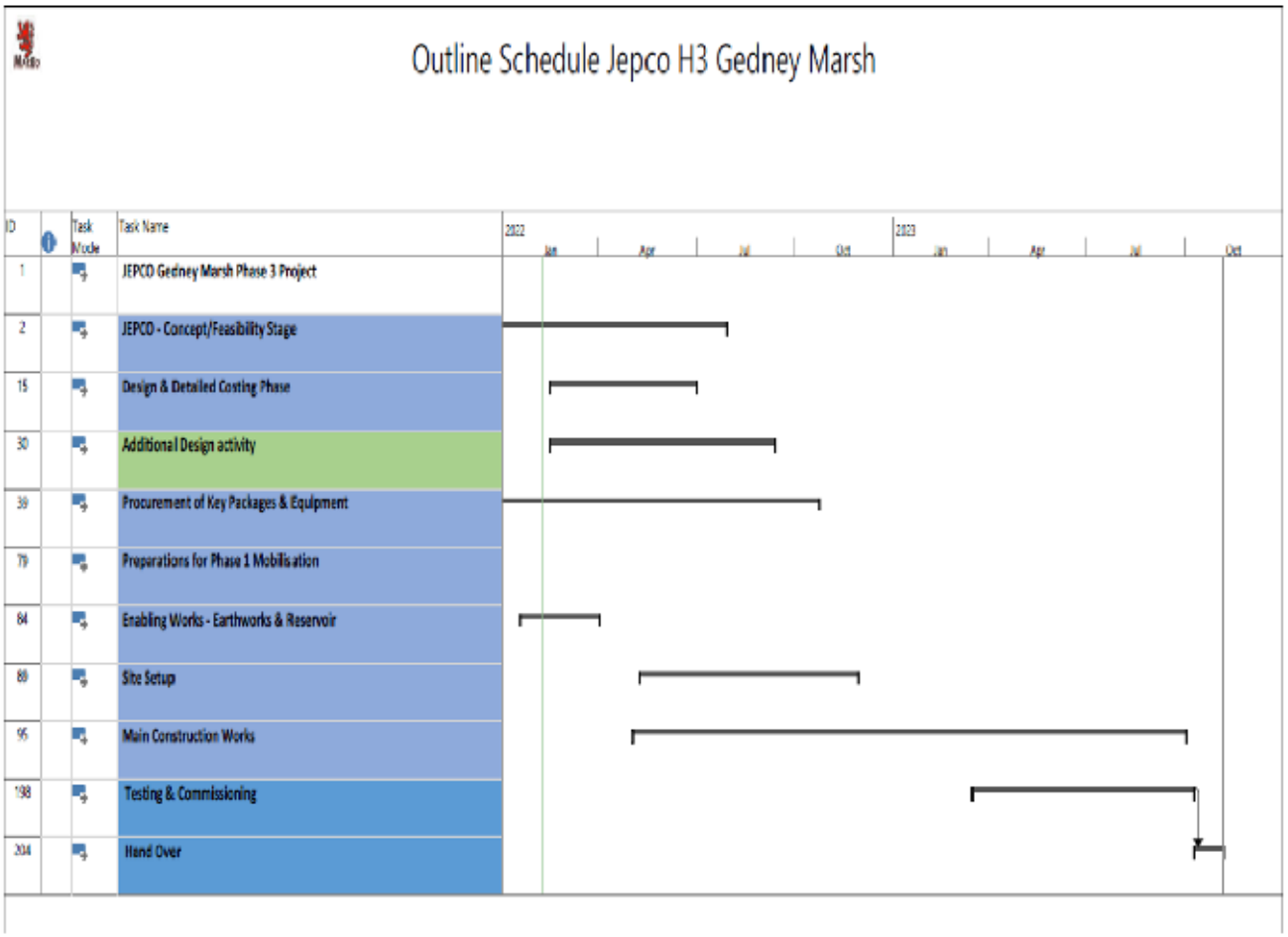


Figure 4 Preliminary Schedule

2.4 Implementation Policy:

The following outlines the principles and approach derived during the project instigation.
To expedite the project, it is intended to utilise a construction management approach where a Client appointed construction management team will manage and co-ordinate multiple trade contractors in the completion of their individual workscopes.

2.4.1 Hoarding, Site Set-up and Formation of Site Access / Egress Points

For the purposes of Site Security and Health and Safety it is intended to enclose the entire area within a secure enclosure remote from the main road and adjoining operations to minimise the impact of the site operations on the surrounding properties and businesses.

The site setup shall be sufficiently sized to cater for the approximately 100 site personnel anticipated to be on site at any one time and shall be arranged on an individual contractor basis with each individual contractor being self contained within canteen, welfare, office and storage facilities to minimise interaction between same. The individual trade contractors shall be managed by an overarching single site management team.

The site shall be arranged as per figure 5 below with car parking, Compound and lay down areas aligned along the Western side of the Area to leave the remainder and the site clear for development.

Access to the site shall be controlled from a Security Hut on the South West corner with the remainder of the site enclosed with a Herras Type fencing as per figure 6 below.

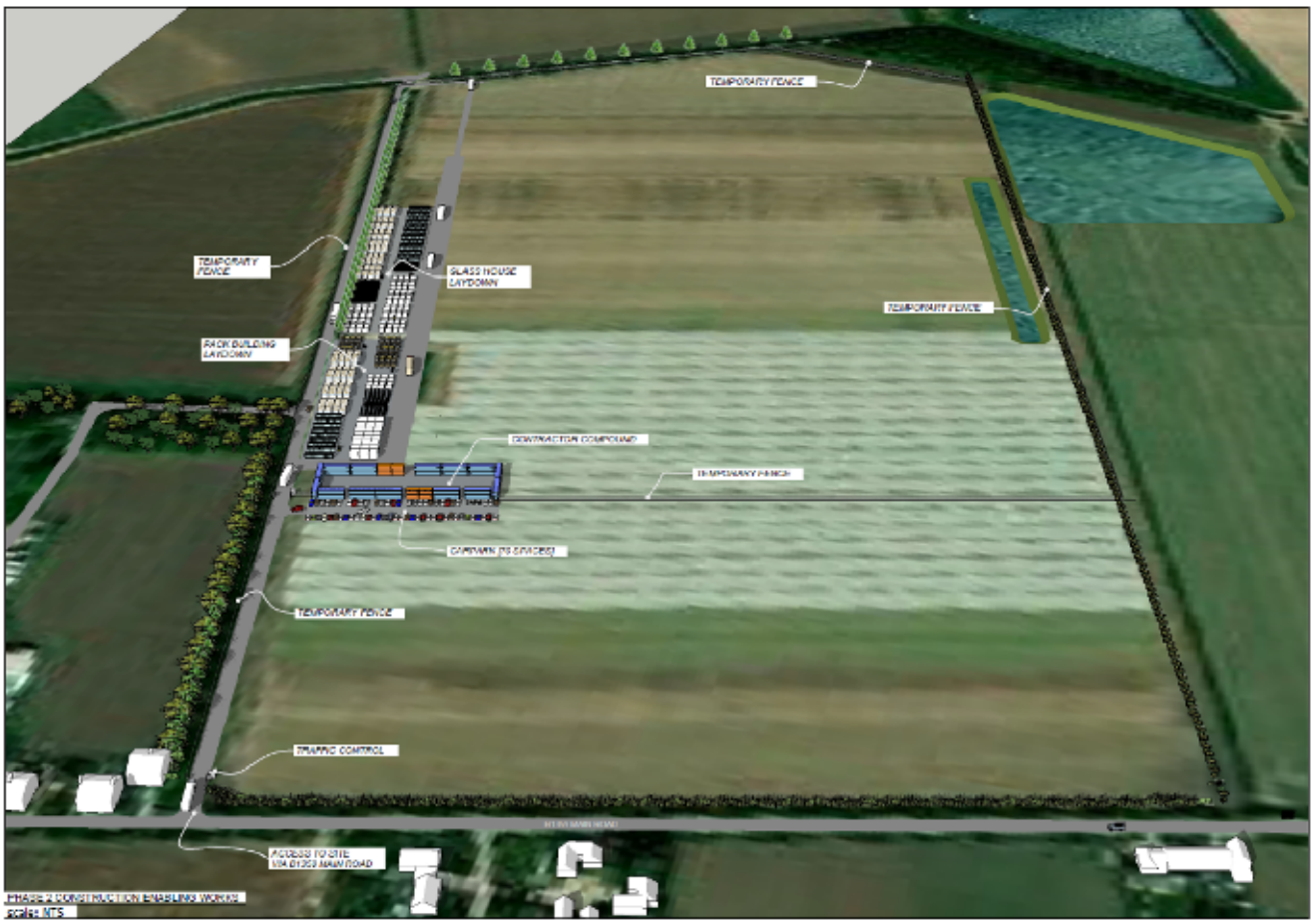


Figure 5 Construction Site Setup

On its Southern side this fence shall be covered with a screening net to minimise visibility onto the site. There is ample space on site for the storage of construction materials, waste and excavated material however the contractor will be discouraged from stockpiling such items in order to maintain the integrity and the security of the site.

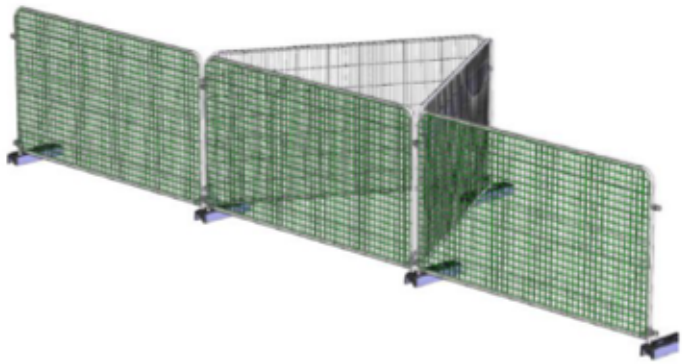


Figure 6 Site Fencing Detail

Given the level nature of the site and minimal excavations for slabs etc, it would generally be the intention to maintain excavated material on site for the construction of berms etc and that the removal of such material off site would be minimal, although within the prospective traffic volumes and element of removal has been catered for and included within Section 5 below.

A “Just in Time” approach will be required for the delivery of particular building materials such as concrete for bases etc and the extent and route of same shall be in accordance with the schedule of Vehicle movements as outlined within Section 5. For other building materials, specific lay down areas have been identified for both the Glasshouse and the general building works.

Throughout the Implementation Phase the Site Management team will:

- Operate a Site Induction Process for all site staff;
- Ensure all site staff shall have current 'Safe Pass' cards;
- Ensure the Installation and maintenance of adequate site hoarding to the site boundary.
- Maintain Site Security staff at all times;
- Install access security in the form of turn-styles and gates for staff;
- Separate public pedestrian access from construction vehicular access;
- Ensure restricted access is maintained to the works.

2.4.2 Site Clearance

A percentage of these works must be undertaken as an enabling or pre contract phase to clear the site and create access for the main contract works. These will include the widening of the existing entrance roadway and the creation of internal farm traffic routes to maintain Jepco Operations throughout the scheme development. In addition the main site compound area will be developed as above.

2.4.3 Bulk Excavation

The formation of floor slabs and new foundations will involve the excavation of substantial volumes of material, as previously outlined it is intended to maintain the majority of this material on site, however allowance has been made in the traffic figures to remove elements of same. A desk-top study of historic information relating to the vicinity notes the ground comprising of the following build-up

- Topsoil
- Sandy Silts

Rock will not be encountered on the site.

Given the nature of the existing site being rural and agricultural, the design team have always been cognisant that the primary, if not only waste to be generated from the site is the soil and stone removed from its excavations.

This element has therefore been considered since the outset with a view to preventing generation of this stream in so far as possible. Hence as part of the design

- Cut and fill has been balanced on site to minimise the import and export of materials (topsoil) for site works and facilitate the use of excavated materials on site.
- Excavated materials have been reused as much as possible on site where possible in the formation of the Reed bed and the reservoirs as well as banks and landscaping.

Any excess soil will be spread within other local areas of the Client holding with anything leaving site being disposed of at an appropriately licensed land fill site. An element of off site removal ahs been catered for as a precaution within Section 5 Construction Traffic.

2.4.4 Construction Sequence of Substructure

The nature and type of the proposed development indicates that to prevent any potential risk of groundwater intrusion into foundation excavations appropriate pumps be available. It is not considered likely that tidal waters will enter in general however the area is prone to flooding so the risk associated will depend on the time of year the construction is undertaken. The concrete works will involve concrete deliveries to site and adequate wash down and wheel wash facilities will be provided for the concrete wagons. Foundations will be of pad bearing type to be confirmed on completion of site investigation which is currently ongoing.

2.4.5 Construction Sequence of Superstructure

The construction of the superstructure will involve complex sequencing of the activities associated with the elements contained in figure 3, and is broadly outlined in the schedule Figure 4 and appendix 1,

The nature of the building and the required implementation schedule means that the major components of same will be undertaken concurrently.

The Glasshouse shall commence at the South Eastern Corner with the Propagation and Seeding and continue through to complete the South East Quadrant of the Greenhouse proper to ensure that growing can commence in the shortest possible timeframe.

At the same time the Pack House and Administration area shall be commenced with the construction of the Structure of the Administration area which consists of a two storey precast concrete wall and floor arrangement which shall be followed by the structural steel frame to the main pack house and its clad enclosure. The individual contractors employed to complete the project will have some input into the final schedule however the broad plan will be adhered to in accordance with the overall Schedule.

The following outlines a general construction sequence for the superstructure:

Pack Building & Administration Structure:

- Construction of the foundations
- Installation of Precast Concrete Frame
- Installation of intermediate floors
- Erection of Main Steelwork
- Erection of Roof Cladding and soffits
- Casting of Ground floor slab.

Envelope / Cladding:

- Completion of envelope works when structure has been completed.
- Advancing of Cladding after installation of roof.
- Installation of internal walls

Mechanical & Electrical fit-out:

- First fix will commence at each level behind structure;
- This will be followed by the second fix and the final connections;

Equipment Fit out:

- Installation of equipment and associated connection to services;
- Completion of finishes.

Glass House Structure (concurrent with Pack House):

- Construction of the foundations
- Installation of frames
- Installation of glass
- Casting of Ground floor slab.
- Internal Screening
- Internal Services
- Internal Ponds

Service Area :

- Construction of the foundations
- Installation of frames
- Installation of covering
- Casting of Ground floor slab.
- Installation of Equipment
- Installation of Tanks

Commissioning:

- The final commissioning period will commence during fit-out.

The erection and maintenance of a tower crane is not considered appropriate for these works with mobile cranes attending site when necessary to complete individual workscopes ie Steelwork Erection, precast concrete panel erection and that all required permits will be addressed in advance of the requirement.

3 ENVIRONMENTAL ISSUES

The rural situation and relative distance from substantial populated areas mean that the affect of the day to day operations of the site on the local population will be minimal other than the construction traffic. Nevertheless as part of this Construction Management Plan the following minimum issues will be implemented.

3.1 Dust

Dust prevention measures shall be included for control of any site airborne particulate pollution. The Contractor shall put in place and monitor dust levels in the vicinity using a Bergerhoff gauge instrument. The minimum criteria to be maintained shall be the limit for Environmental Agency (EA) specification for licensed facilities in the UK which is 350mg/m2/day. The Contractor shall continuously monitor dust over the variation of weather and material disposal to ensure the limits are not breached throughout the project.

3.2 Dirt

Given the volumes of construction traffic generated by the Site Works at a minimum the following shall be provided.

3.2.1 A wheel wash facility is provided, given the confined nature of the site A “Full-Body Self Contained” wheel wash will not be possible so the contractor must make alternative and equally effective arrangements

3.2.2 All vehicles will be required to pass through the wheel wash before exiting the site to the public road network. The wheel wash must be kept in place and used throughout the construction works. If conditions require it then a manned power washer shall be put in place to assist the wheel wash system;

3.2.3 A dedicated road sweeper shall be retained for the duration of the haulage works and Water supplies shall be recycled for use in the wheel wash. All waters shall be drained through appropriate filter material prior to discharge from the site.

3.2.4 The existing Road gullies surrounding the site shall be protected from discharge from the site through the use of silt socks located around same.

3.3 Noise

The Contractor will be required to monitor base noise levels at the site location before commencement of the project. Given that most construction activity can generate noise levels up to 80-90dBA, noise monitoring will be required throughout the project. Variation of noise levels from those experienced as part of everyday life in an area can result in extreme disruption, in particular at this sensitive site in a highly visible area. The Contractor shall implement measures to eliminate where possible and reduce noise levels where not.

The proposed development shall comply with BS 5228 “Noise Control on Construction and open sites Part 1: Code of practice for basic information and procedures for noise control” (or such further limits as imposed by South Holland District Council).

3.4 Vibration

The Contractor shall provide and maintain vibration monitoring equipment for the duration of the works. Condition surveys of adjoining buildings will be required before excavations commence. Vibrations shall be monitored in accordance with BS 7385-1:1990 “Evaluation and Measurement for Vibration in Buildings”, with a limit of 5mm/s ppv.

3.5 Harmful Materials

Harmful materials shall be stored on site for use in connection with the construction works only. These materials shall be stored in a controlled manner. Where on site fuelling facilities are used there shall be a bunded filling area using a double bunded steel tank at a minimum.

4 CONSTRUCTION MANAGEMENT PLAN

As outlined in Section 2, it is intended to complete the works in a number of phases and areas on the large site, some of which will overlap and run concurrently. The majority of the works will be undertaken remote from the public domain however the first and most important task shall be to establish an appropriate sized and controlled access point to the site.
As part of the overall Planning application Phase 1 it is intended to widen and realign the existing farm road as noted which shall be under taken in two stages. Stage 1 shall consist of the general work to the subject roadway with Stage 2 involving the completion of the intersection with the B1359.

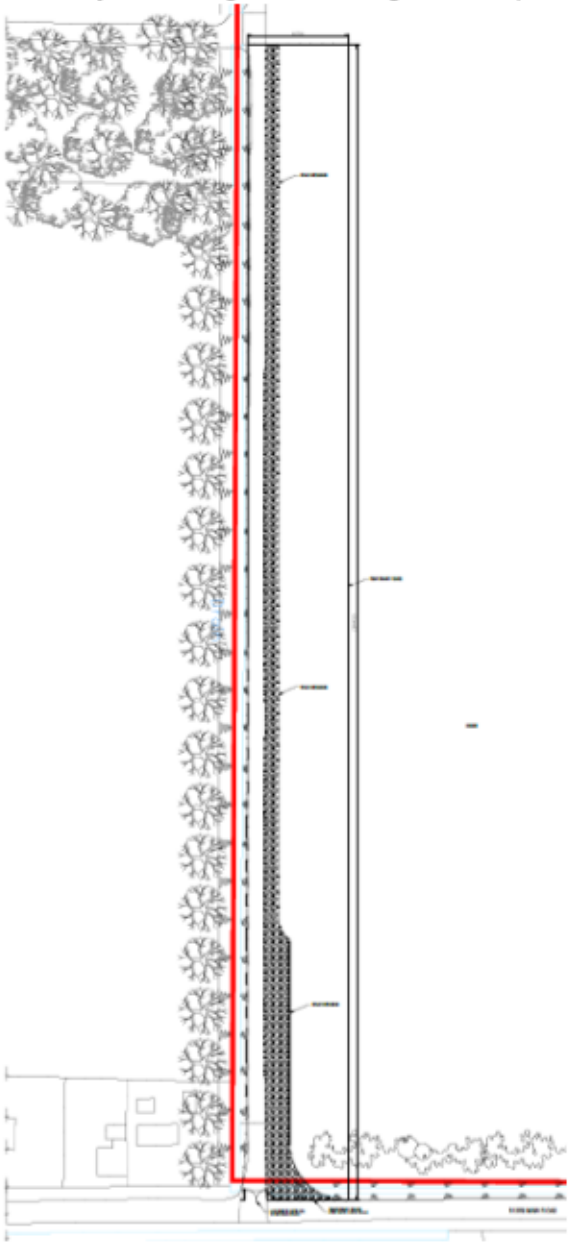


Figure 7

4.1 Phase 1 Stage 1

As indicated in Figure 7 above Stage 1 shall consist of the temporary fencing of the existing access roadway from the B1359 as far North as the Entrance to the Norfolk house farm yard.
A Controlled gate shall be installed at the junction of the B1359 with a second into the Norfolk house farm yard. The works shall consist of the local stripping of the topsoil to be retained on site and the installation of the new road drainage and kerbs along with the backfilling to underside of base course level to the temporary boundary without impinging on the Public roadway. The existing private roadway shall then be

prepared for to receive a new wearing course with the base course macadam being laid and the preparation of the existing roadway to receive a final wearing course.

Traffic shall enter an leave the site through the controlled access point onto the B1359 which shall be manned at all times to ensure that there is no disruption from entering and leaving traffic on the existing public highway. A Road sweeper will be employed to ensure that the Public highway is kept in good order and warning signs shall be erected in each direction approaching the site.

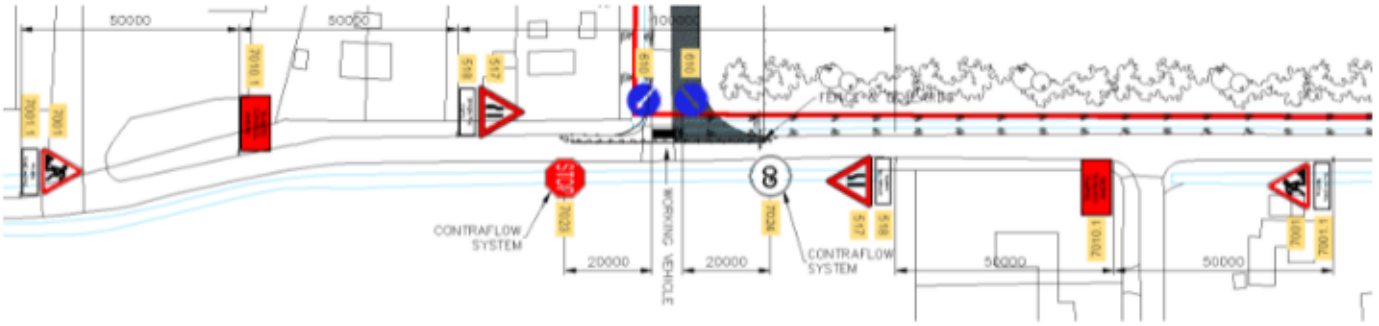


Figure 8

4.2 Phase 1 Stage 2

As indicated in Figure 8 above, Stage 2 shall consist of the temporary lane closure of the East Bound carriageway of the B1359 while the extended site entrance is completed. This shall involve the installation of the remaining hardcore stone and splayed kerbing along with the base course macadam out to the junction of the existing roadway.

Although the wearing course macadam will not be installed until the completion of the works, temporary road markings consisting of a Stop sign and line will be installed to control construction traffic through the main construction phases. In addition, a Stop and No Right Turn sign will be installed on the site exit, Figure 9.

On completion all fencing and temporary works will be removed with the Works Access ahead signs to be retained for the duration of the works. The expected duration of the works will be 5 days. The site team will liaise with South Holland District Council and Lincolnshire County Council.

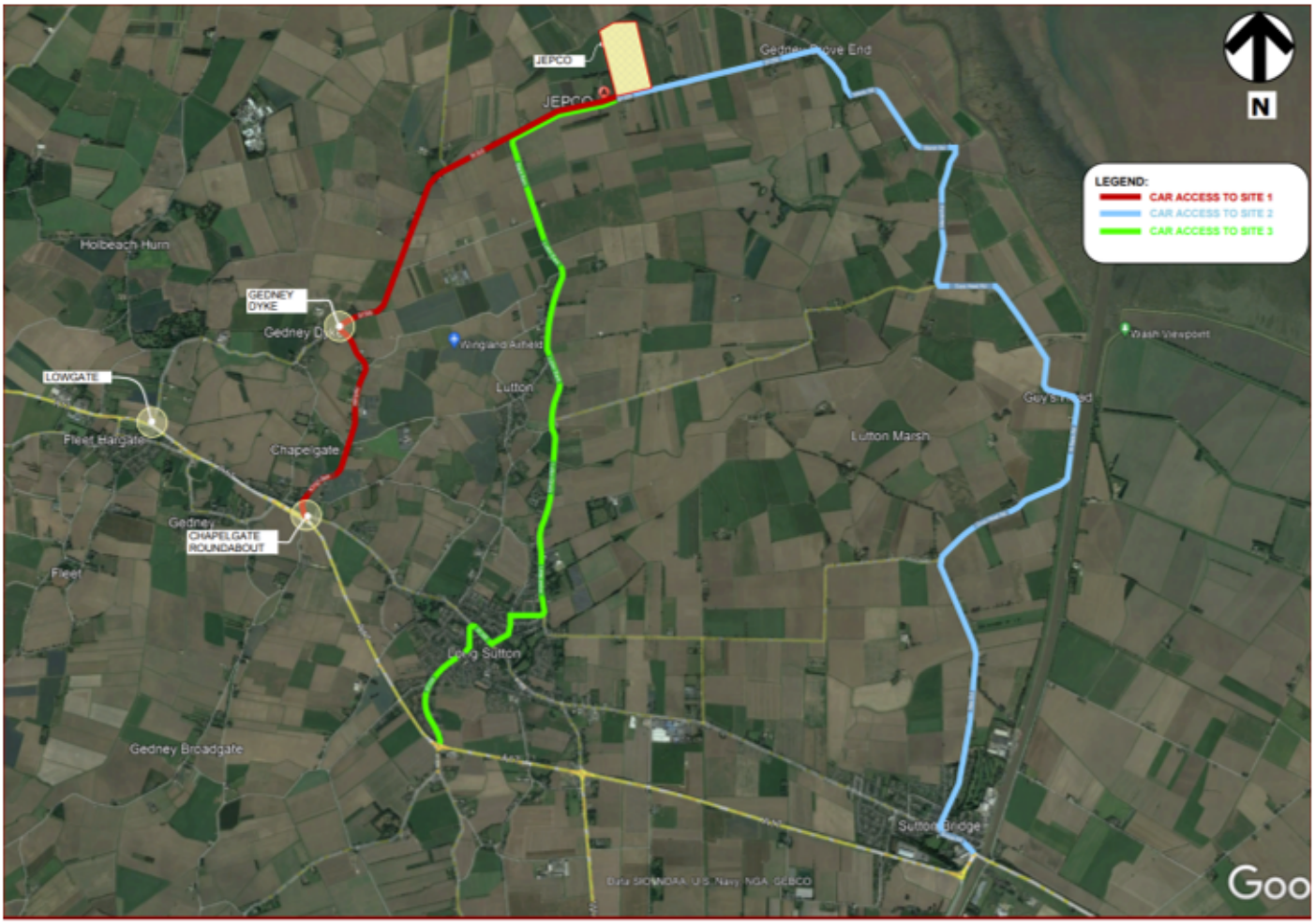


FIGURE 9

4.3 Phase 2 Construction Phase

Once the site access and egress point has been established, the site set up for the project proper may be established. As previously outlined, this shall consist of:

- Herras Fenced site Boundary to entire site
- Temporary Contractor Parking for up 70 small vehicles
- Contractors Compound of up 30 units of Temporary Accommodation consisting of Canteens, Offices, Toilets, Showers and Drying Rooms
- Contractor lay down areas including secure workshops and lock up units.
- Site Security Access Point, Barrier and Gate.

The site shall be secured on the Southern side of the Contractors compound with private cars remaining outside of same.

The remote nature of the overall site from the B1359 and the lack of a barrier at the junction of the roadway will ensure that Construction traffic arriving to the site will not be restricted from existing the roadway and hence will not represent an obstruction to other road users. As outlined in Section 5 below, all Construction traffic will arrive to the site from the West and hence there shall be no such vehicles causing an obstruction while waiting to turn right onto the site.

Construction traffic leaving the site shall be first controlled at the Site security hut the Contractors Compound, Where a controlled barrier shall prevent uncontrolled egress.

Further, at the junction with the B1359 a sign restricting HGVs to right turning only along with the requisite Stop sign shall be installed. As previous, throughout the construction period a Flag man shall be positioned at this junction to ensure that Construction vehicles exit the site safely and cause a minimum of disruption to the local road network.

4.4 Temporary Signage

Given the location of the Construction site remote from the B1359, the requirement for temporary signage along same will be minimal. It is intended as per **Figure 9** to locate two works ahead of signs in accordance with requirements of Chapter 8 of the Traffic Signs Manual.

4.5 Temporary Road Markings

Although it is not intended to complete the final wearing course, the access road widening and kerbing associated with the new site Entrance will be installed as will the associated signage and road markings as figure 9 below. On completion of the works these installations shall be renewed if required and any construction affects on same repaired prior to handover to the client. The Construction Management Plan shall include proposals for any proposed Temporary Road Markings. These markings must conform to the requirements of Chapter 8 of the Traffic Signs Manual.

4.6 Operation of a Contra Flow

As previous, a contra flow system shall be installed for the period of the widening of the entrance and the installation of the new splayed entrance. It is estimated that this system will be in place for no more than 5 days.

4.7 Temporary Road Closure

No Temporary Road Closures are required to complete the works.

4.8 Temporary Traffic Signals

There are no proposals to operate Temporary Traffic Light Signals. Any proposals should conform to the requirements of Chapter 8 of the Traffic Signs Manual.

4.9 Arrangements for Local Access, Pedestrian and Cyclist Access

There are no proposals to alter the existing local access to the surrounding areas.

4.10 Proposed Lighting Arrangements

There are no proposals to alter the existing lighting arrangements in the area.

4.11 Proposed Use of Flag Man

Given the volume of construction traffic expected throughout the works Flag/Banks men shall be employed to direct vehicles accessing/egressing the site proper and at the junction with B1359. This requirement will be on a permanent basis during site opening times regardless of traffic movements and will ensure that there is a minimum time separation between vehicles to ensure that vehicles do not travel in convoy on the local roads departing the site. The method of control for access/egress traffic will be by means of a “stop/go” board. The recessed location of the site entrance proper will ensure that there is no restriction for traffic leaving the roadway

4.12 Proposed Use of Barriers

A barrier shall be used at the site entrance , with security recording the registration, drivers name, and loading destination of all existing vehicles.

5 CONSTRUCTION SITE SETUP & PHASING

The site setup shall be sufficiently sized to cater for the approximately 100 site personnel anticipated to be on site at any one time and shall be arranged on an individual contractor basis with each individual contractor being self contained within canteen, welfare, office and storage facilities to minimise interaction between same. The individual trade contractors shall be managed by an overarching single site management team.

Access to the site shall be controlled from a Security Hut on the South West corner which will direct traffic to the site compound
This Compound shall be approximately 120m x 60m as per figure 10 and shall be surrounded by covered Herras fencing with a gate onto proposed junction of the new Road and shall contain the following :

I. Site Security Office and Meeting Room
II. Wheel Wash Area
III. Construction Staff & Visitor Car parking
IV. Site Management Office
V. Staff Canteen Area (No Food Production)
VI. Staff Toilets incorporating serviced Foul Water tank.
VII. Staff Drying Room
VIII. Small tools and consumables Stores
IX. Laydown Area
X. Construction Material Storage

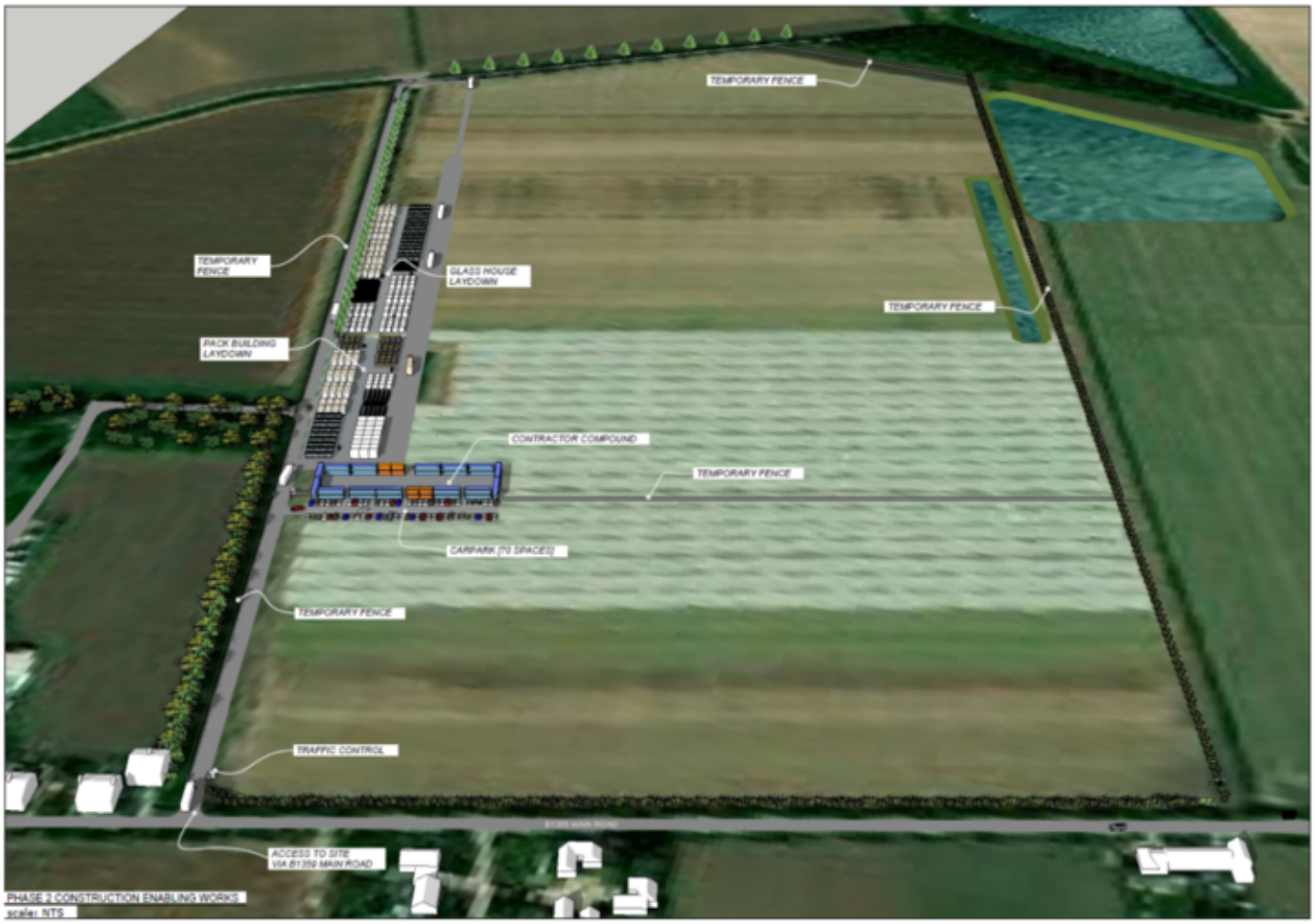


Figure 10 Site Construction Compound

As any excavated material will be either spread on other areas of the farm or removed from site there is no requirement for an area to stockpile same, and similarly imported stone will be placed and compacted on arrival to site and hence there will be no requirement for an area to store same.

The site compound shall be formed with min 600mm thk of permeable stone contained within an impermeable liner sheet to prevent and drained via 150mm terram wrapped land drain to a collection manhole and temporary oil interceptor to ensure that the construction operations do not affect the local environment. The rainwater shall then discharge to the existing adjacent drainage ditch.
During the implementation of the drainage and stoning of the roadway the stone hardstanding shall be exposed and allow rainwaters to permeate through naturally. Once the finish has been applied then the permanent site attenuation installation shall be operational.

6 CONSTRUCTION TRAFFIC

The overall scale and remote location of the proposed project present some real considerations in the planning and implementation of the works. Given the site is accessed by a local road system consisting exclusively of B standard roads which pass through small village areas on each approach warrants a great degree of forward planning and phasing of works to minimise the impact of the development on the local area. Although final contractors have not as yet been appointed, the individual workscopes have been scheduled and the associated deliveries to facilitate same estimated. From this study the team have been able to estimate a total number of vehicle movements to the site during the construction period and to further plan these movements across the project duration as demonstrated in figure 10 below and in Appendix.

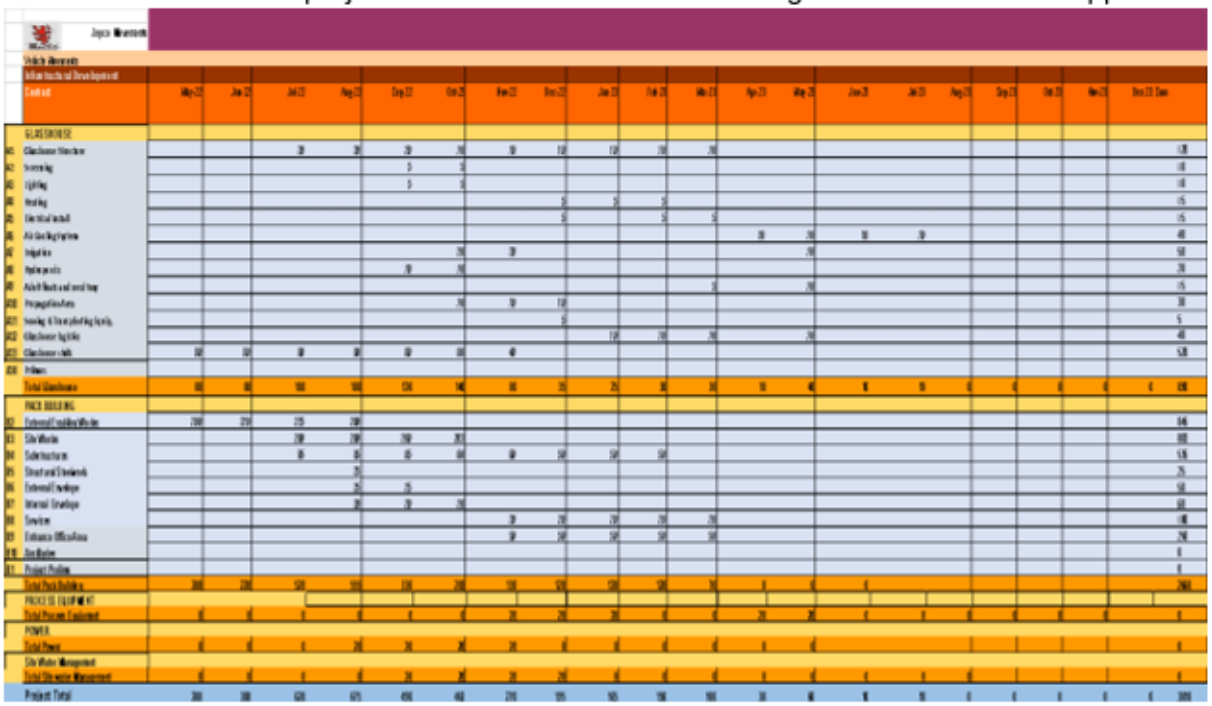


Figure 11

The numbers as stated are noted as a single arrival or departure and hence the number of trips associated with same is double as most vehicles will enter or depart empty.

5.1 Construction Traffic Impact

As evident in figure 10, and coinciding with the Project schedule, the number of HGV movements associated with the implementation of the project will increase in number and frequency from the outset to a high point over the third and fourth month of the schedule when the major activities such as excavation, sub structure and superstructure construction are in progress concurrently. Over this period and average of four vehicles per hour will be entering and leaving the site. Reference to Appendix 2 indicates the nature and number of the vehicles to be expected with these particular busy periods mostly consisting of stone and concrete deliveries in Rigid 8 wheeler vehicles. The movement of large earthworks equipment to the site will not impact on the overall figures as the prospective contractor for these works is local to the site.

The traffic volumes generated and the nature of this traffic, although not excessive from a Road network perspective, will place further pressure on the local roads, particularly during the summer months when farm traffic approaches its peak and particularly when traffic must traverse the local Villages such as Gedney Dyke and Gedney Drove End.

The Project team have therefore actively sought alternative solutions to minimise the effects on the local area

5.2 Haulage Routes

The key aspect in the transportation to and from the site is access to the A17 which at present can be achieved through one of three routes, Gedney Drove End, Black Barn or Gedney Dyke as noted on Figure XT below

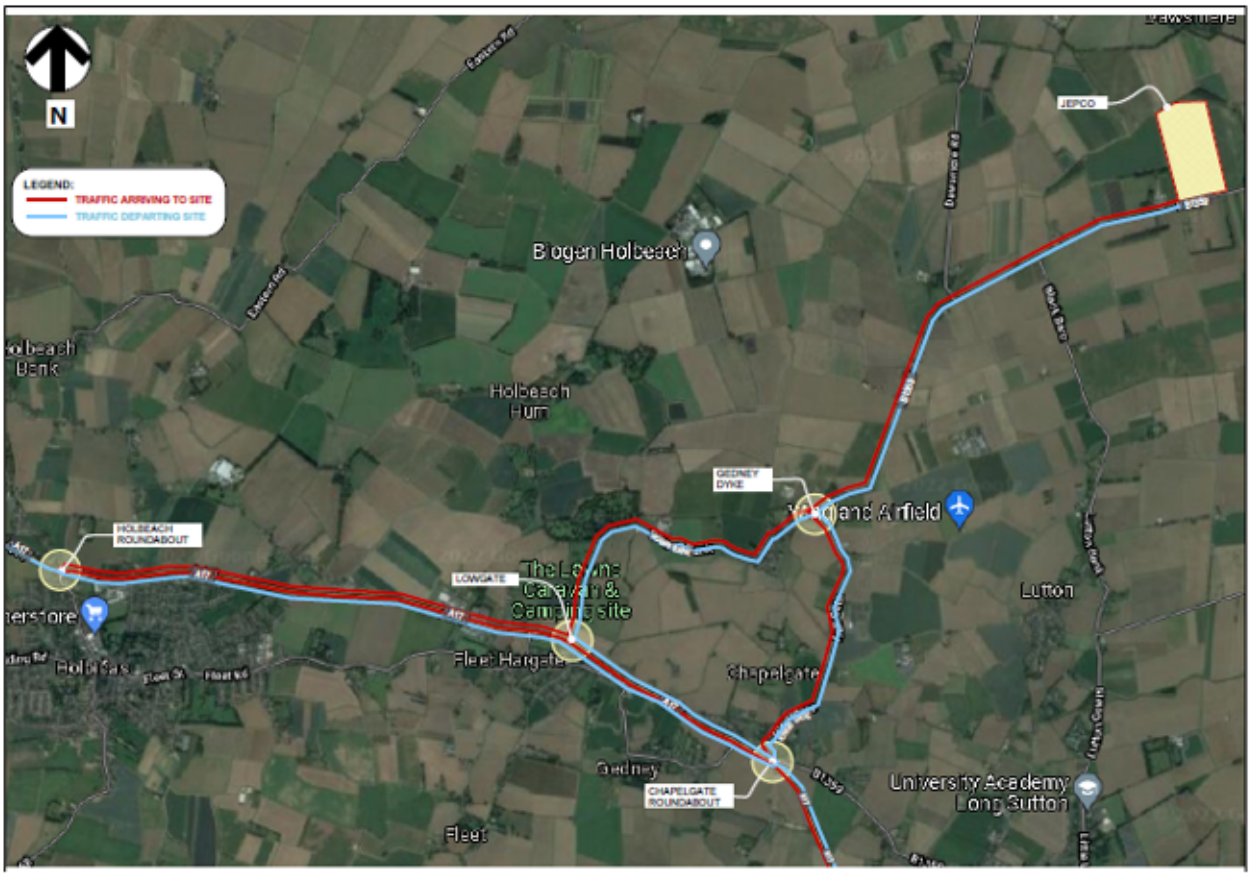


Figure 12

Of the three the shortest and most convenient route is Westwards through Gedney Dyke and onwards to the Chapelgate roundabout on the A17 where Southbound traffic can pick up the A10 at Kings Lynn and from there pick up the M11 at Cambridge and Northbound traffic can pick up the A1151 and hence A16 at Spalding to gain access to the A1(M). It does however route significant additional heavy traffic through the Village of Gedney Dyke over the duration of the project and hence Jepco have sought alternatives to this scenario.

Consequently, with their local partners have devised a scheme to construct a new haul road North of Gedney dyke and linking across to the existing private Wurth road and rejoining Roman Bank at the Hovenden Golf Club and hence joining the A17 at the Lowgate junction where the volumes and types of vehicle can be better accommodated.

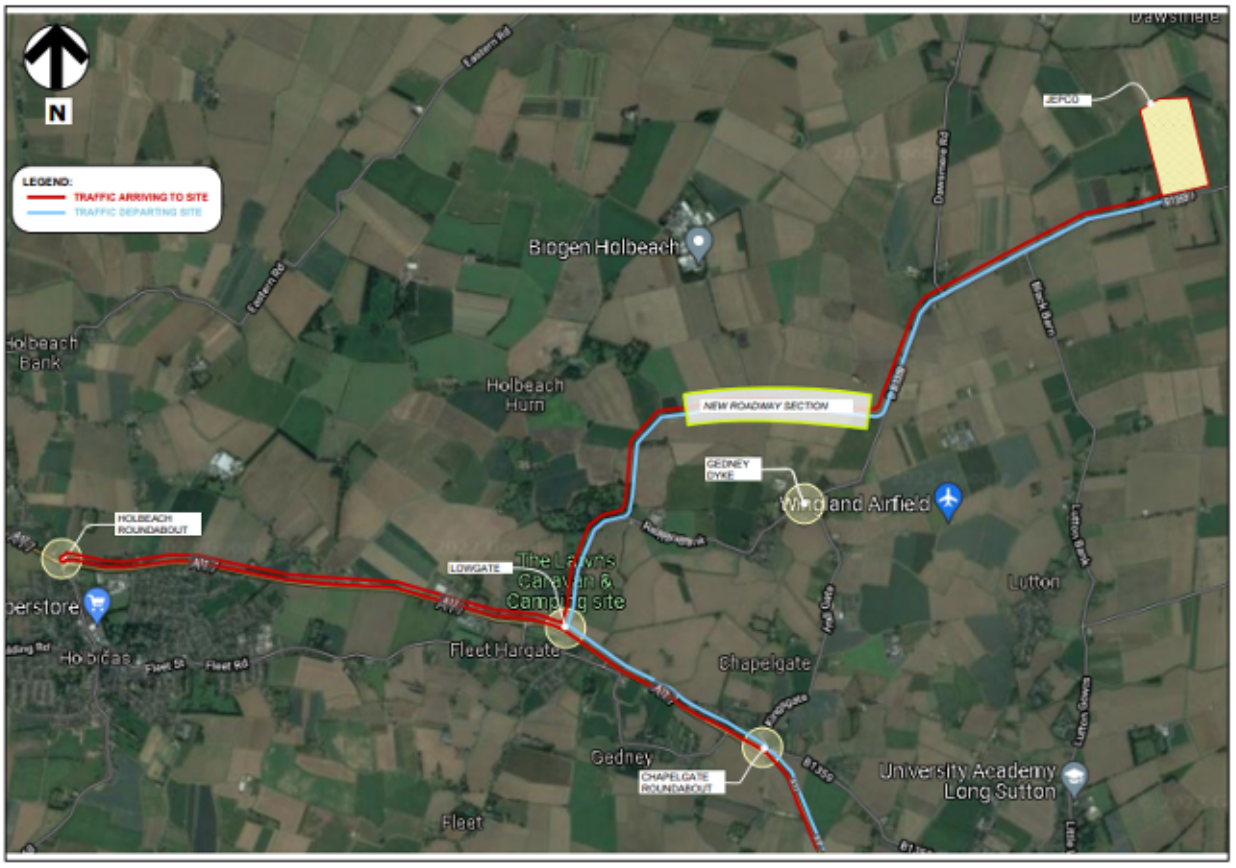


Figure 13

Given the nature of the Lowgate junction as a Tee junction onto the A17, vehicles turning North onto same and vehicles turning East from same currently experience some difficulty in crossing the carriageway and hence to avoid exacerbating this issue it is intended to impose a strict traffic regime on all vehicles entering and leaving the site to ensure a minimal impact on the operations of the A17.

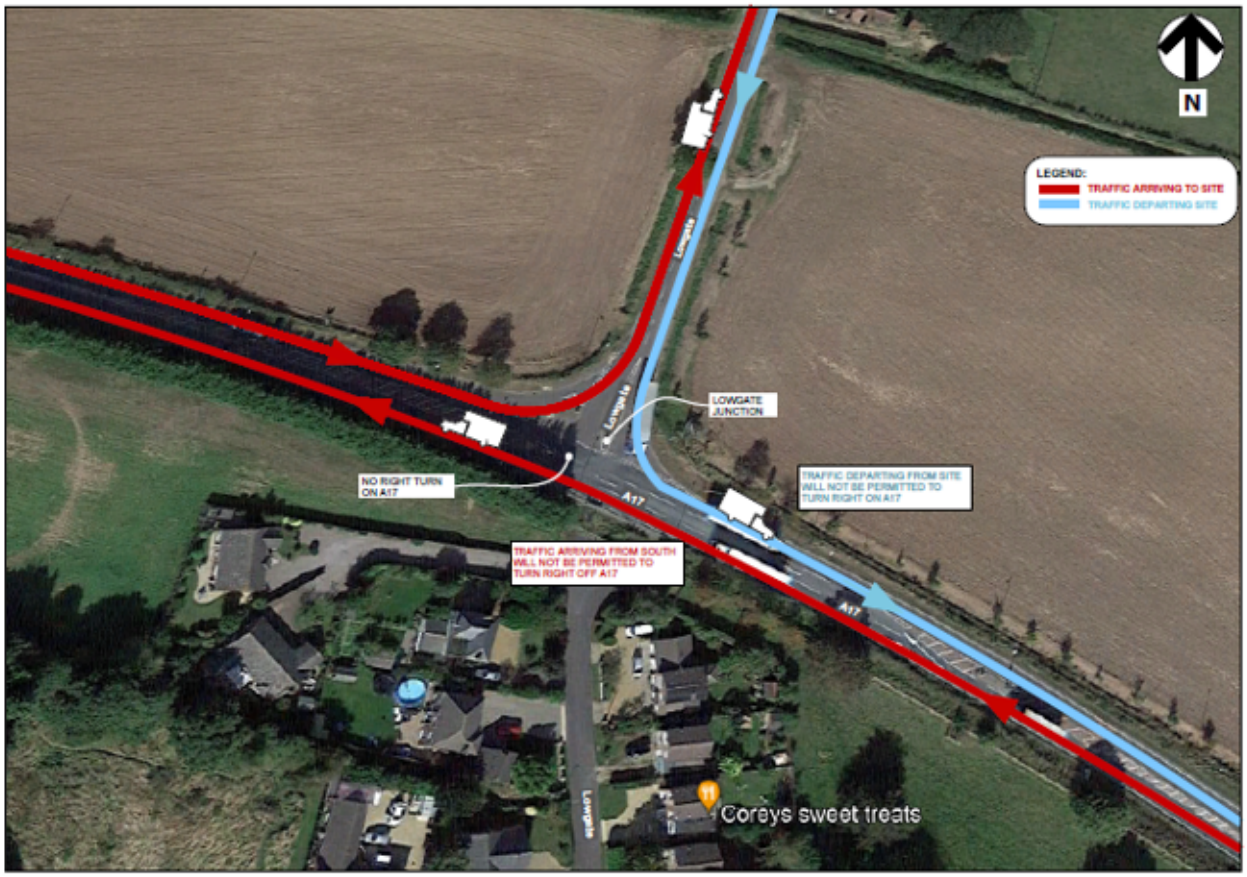


Figure 14

5.2.1 HGVs Arriving to Site

All goods vehicles arriving to the Jepco Construction site shall use the A17 corridor and exit same at the Lowgate junction. Traffic arriving from the North shall:

- Proceed Southwards through the Holbeach Roundabout at turn left at Lowgate.
- Continue onto Roman Bank and turn left onto the unnamed private road at Hovendan Golf Club.
- Follow private road and bear right until the road turns 90 degrees to the left.
- Enter temporary Haul Road created running eastwards over Fleet Haven.
- Turn left onto B1359.
- Follow B1359 and turn left into Jepco Construction Site.

Traffic arriving from the South on the A17 shall proceed Northwards past the Lowgate turn as far as the Holbeach Roundabout and then proceed South to turn left at Lowgate and thus following the same route as previous traffic.

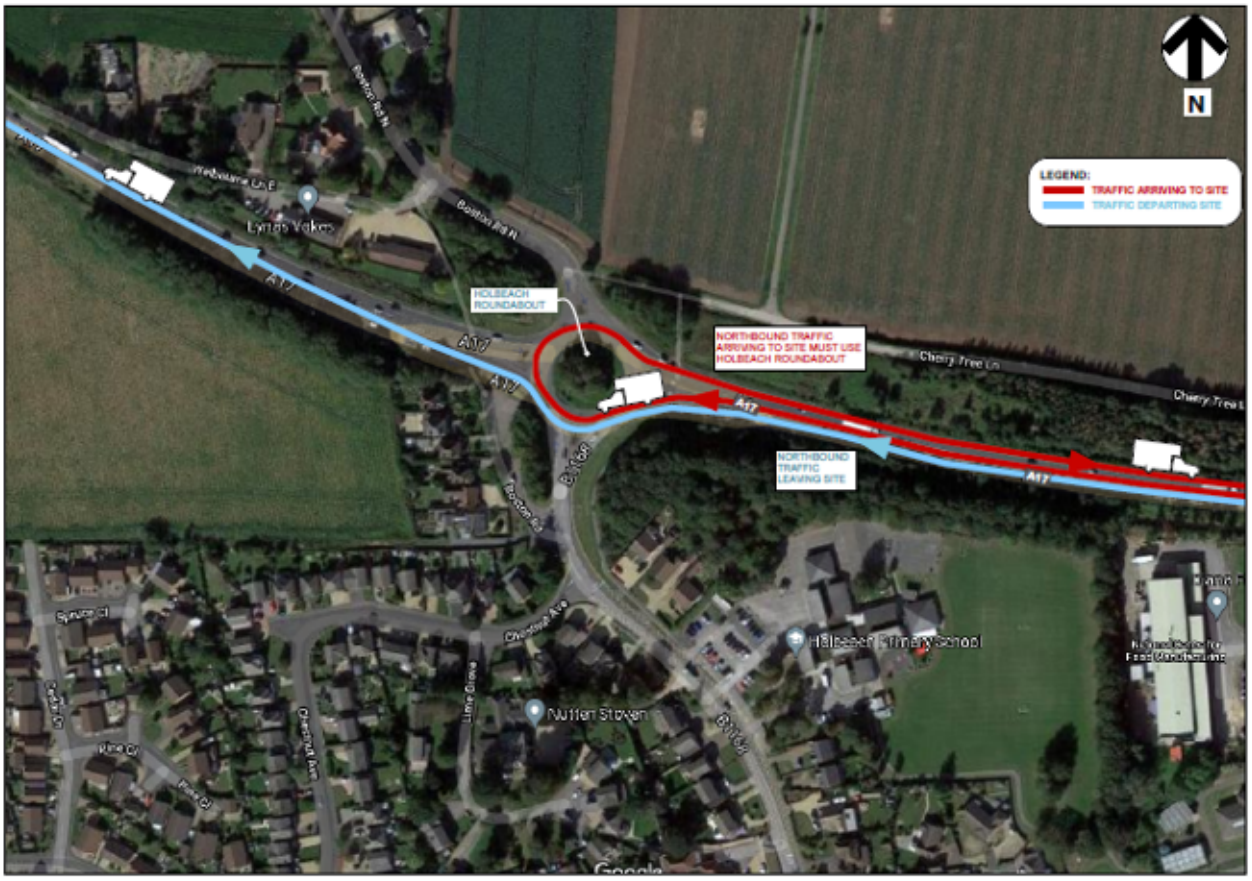


Figure 15

5.2.2 HGVs Leaving Site

All goods vehicles leaving the Jepco Construction site shall be directed to turn right only leaving the site and hence:

- Follow B1359 and turn right onto Haul Road North of Middle Drove.
- Follow Haul Road Westwards to Private road.
- Enter Private Road and bear left as far as Roman Bank.
- Turn right onto Roman Bank and proceed to Lowgate junction.
- Turn left onto A17 and proceed to Chapelgate junction.
- Southbound traffic to proceed straight on after roundabout.
- Northbound traffic to use roundabout to proceed to Northbound A17.

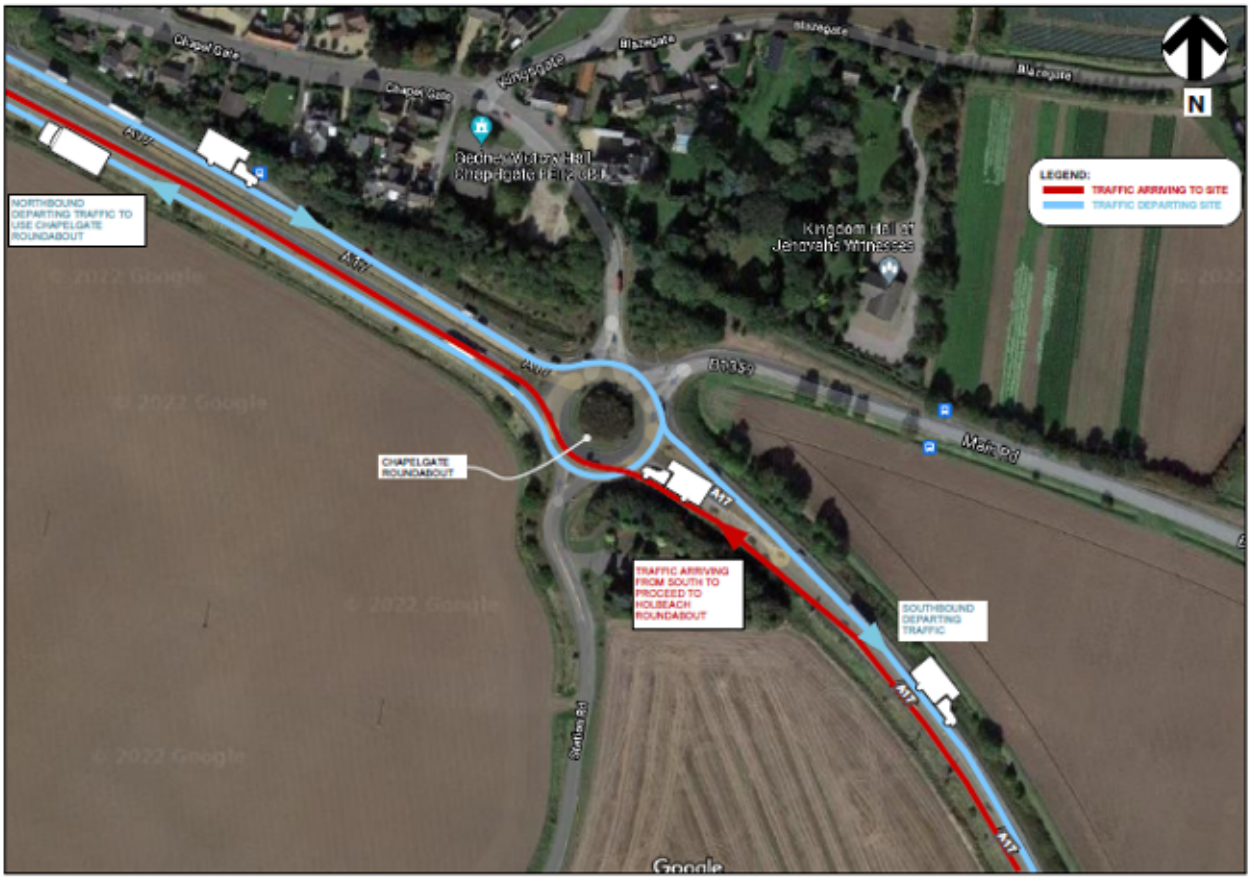


Figure 16

All contractors and suppliers shall, when submitting tenders be advised of the specific requirements for accessing and egressing the site and surveillance shall be put in place to ensure compliance with the plan.

In addition:

- Vehicles entering and leaving the site shall be logged in and out of same with the vehicles registration driver and timings recorded. This process shall be undertaken at the Site security hut remote from the B1359 at the contractors compound and shall separate the exit times of vehicles from the site.
- A Flag man/Banks man shall be employed at the junction of the site road and the B1359 and shall safely introduce exiting vehicles on the B1359.
- No HGVS will be permitted to turn left from the site exit.
- The haul road shall be barriered and manned at both ends and only vehicles associated with the Jepco Construction works will be permitted to access same.
- No Construction HGVs will be permitted to proceed through Gedney Dyke.
- A road Sweeper shall be retained at Jepco and shall periodically clean the junctions at the site entrance and both ends of the haul road.
- Construction vehicles will not be permitted to stop anywhere along the route to the A17.
- Haulage vehicles are not permitted to travel in convoys of greater than two vehicles at any time.
- Haulage vehicles must be spaced by a minimum of 250m at all times.
- It is envisaged that there will be a 100 construction workers on the site during the construction phase at peak, with 70 car spaces provided at the site.
- Private cars will not be required to use the Haul road or the lowgate junction to

minimise congestion at this point,.

- Given the remote nature of the site, Strictly at no time should haulage vehicles be parked or stopped on the road at the entrance to the site.
- All loading of excess material will occur within the site boundary.
- All off-loading of deliveries will take place within the site, away from the public road.

The increase in traffic although considerable from an existing road use perspective is relatively minor regarding network capacity and can be accommodated within the existing road network.

5.3 Working Hours

It is intended that the majority of the construction traffic will occur outside of peak background traffic hours within a six-day week with a view to minimising the impact on the operation of the existing road network. Contractors construction management plan the hours of operation are to be agreed with South Holland District Council prior to the start of works.

6.0 CONCLUSION

Jepco recognise that the implementation of a project of this scale in this type of rural location has the potential to temporarily result in disruption to the local environment and communities. Through early stage and frequent community engagement, Jepco have sought to identify the concerns of the local stakeholders and address same in their approach to the implementation of the project. The identified approach as outlined in this Construction Management plan will form part of the Selection process for each of the individual workscopes and will be strictly imposed upon the individual contractors in these undertakings. Jepco and their management team will, through all stages of the project continue to engage with all stakeholders to ensure a minimal impact on the local infrastructure and community.

Appendices

