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Jepco Norfolk House

Farm Salad Storage & Dispatch Upgrade

Gedney Marsh Spalding PE 12 9PB, UK

Outline Construction Management Plan

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1. INTRODUCTION

This Outline Construction Management Plan supports the proposed upgrade of the existing salad storage and dispatch facilities at Norfolk House Farm. The development will provide temperature-controlled crop intake, additional chilled storage, a dedicated dispatch area, tray-return and washing facilities, refrigeration plant rooms, improved vehicle access and hardstanding, and surface-water attenuation. Together, these measures will improve cold-chain integrity, operational efficiency, site circulation and environmental performance.

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.

Due North on the coast is the military weapons range of RAF Holbeach, which is also a designated low-flying area. Directly to the west of the site is an array of 6x 100m tall (to tip height) wind turbines and an associated weather monitoring mast. The Southern side of the site is bounded by similar Agricultural land.

The primary crops grown at the farm are green salad leaves, the growing of which is currently undertaken predominately in open fields, to be harvested and packed within dedicated building infrastructure on Norfolk House Farm. Growing currently occurs throughout the year, with yield fluctuation dependent on weather patterns.

In addition to its commitment to the production of high-quality fresh salad, JEPCO takes its environmental stewardship responsibilities seriously. JEPCO has dedicated 127 acres to two environmental schemes incorporating reed-bed recreation, new woodland, pollen and nectar mixes, and buffer strips alongside watercourses, with the aim of maintaining and improving the ecosystem.

These managed areas support a range of wetland, woodland, pollinator and riparian habitats across the wider holding. JEPCO also captures and conserves water through rainfall harvesting, seepage systems and technologies such as hydroponic growing, reducing the environmental impact of its operations.

The application site lies within the existing Norfolk House Farm complex on the B1359, between Gedney Drove End and Gedney Dyke. It is currently used as JEPCO's main processing facility and is bounded to the north, east and west by additional JEPCO landholdings and to the south by the B1359. The project will consolidate and improve existing infrastructure and operations within this established farm complex.

This Outline Construction Management Plan identifies an indicative sequence from enabling works through substructure, superstructure, fit-out and commissioning. Before construction commences, the appointed Contractor will prepare a project-specific Construction Management Plan and Construction Traffic Management Plan for agreement with South Holland District Council where required by the planning permission. Those documents will confirm the final programme, responsibilities, site layout, logistics, environmental controls, monitoring arrangements and interfaces with JEPCO's continuing operations.

1.1 Statutory and Local Requirements

The works will be planned and carried out in accordance with the planning permission and approved drawings, any conditions imposed by South Holland District Council, the requirements of Lincolnshire County Council as local highway authority, and all applicable legislation and guidance current at the time of construction. The final Construction Management Plan will be proportionate to the works and will not replace the Principal Contractor's statutory Construction Phase Plan.

The Construction (Design and Management) Regulations 2015 apply. Where more than one

contractor is involved, the Client will appoint a Principal Designer and Principal Contractor in writing. Before construction begins, the Principal Contractor will prepare, implement, monitor and keep under review a written Construction Phase Plan covering site rules, inductions, competence, welfare, emergency arrangements, fire precautions, excavations, lifting operations, work at height, temporary works, traffic routes, plant and vehicle movements, and segregation from JEPCO's live operations. The Client will determine whether the project meets the statutory F10 notification thresholds and arrange notification to the Health and Safety Executive where required.

Environmental controls will reflect the Environmental Protection Act 1990, including the statutory nuisance and waste duty-of-care regimes; the Control of Pollution Act 1974 in relation to construction noise; applicable environmental permitting requirements; and current Environment Agency pollution-prevention guidance. Waste will be securely contained, accurately described and transferred only to authorised carriers and permitted facilities, with records retained. Noise and vibration will be controlled using best practicable means and the principles of BS 5228. Any activity on or affecting the public highway will be agreed in advance with Lincolnshire County Council and designed, installed and maintained by competent persons in accordance with the Traffic Signs Regulations and General Directions 2016 and the current Traffic Signs Manual, including Chapter 8.

This document establishes the outline controls for construction activities that may affect JEPCO's continuing operations, neighbouring land, the B1359, local amenity and the environment. It should be read with the planning decision, approved drawings, technical reports and any subsequently approved discharge-of-condition documents.

2. OUTLINE CONSTRUCTION MANAGEMENT PLAN

Before mobilisation, the appointed Contractor will review the planning permission, approved drawings, utilities information, site investigation, drainage strategy, ecological requirements, fire and emergency information, asbestos information for affected existing structures, and JEPCO's operational constraints. The final plan will record the status of each item, identify outstanding approvals and surveys, and confirm that the relevant information has been incorporated into method statements, risk assessments and the construction programme.

The final Construction Management Plan will include a responsibilities and contacts schedule identifying the Client, Principal Designer, Principal Contractor, Site Manager, Traffic Management Coordinator and environmental lead. It will provide normal and out-of-hours contact details, emergency escalation routes, the complaints contact, and the persons authorised to liaise with South Holland District Council, Lincolnshire County Council, the Environment Agency, emergency services and JEPCO's operational management.

2.1 Site location and Description

The application site is within the existing Norfolk House Farm complex on the B1359, between Gedney Drove End and Gedney Dyke. The site is used as JEPCO's main processing facility and is bounded to the north, east and west by additional JEPCO landholdings and to the south by the B1359.



Figure 1 Site Location.

2.2 Proposed Development

The proposed development will create a dedicated chilled intake and product-administration area on the southern side of the existing building cluster, a new chill store within the existing loading area, and a separate temperature-controlled dispatch area on the northern side. It will also provide a tray-return and wash store, refrigeration plant rooms, truck hardstanding and internal access roadway, and surface-water attenuation. Harvested product will be unloaded, checked and weighed within a controlled environment and will remain in that environment through storage and dispatch, with refrigerated vehicles sealing against the dedicated loading area.



Figure 2 Proposed Site

The scheme is a proportionate upgrade of an established rural food-production and distribution

facility. It will improve cold-chain continuity, hygiene, circulation and operational resilience without increasing crop production, processing throughput or the volume of goods handled at the site.

All operational vehicle movements associated with the upgraded facility already occur as part of JEPCO's established operations. Staff cars, service vehicles, deliveries and HGV movements will therefore remain at current levels.

Dispatch vehicles will use the internal site road and the previously approved entrance road as an egress route. This will provide a clear route away from the operational yard, reduce interaction between departing HGVs and other internal movements, and improve circulation without adding trips to the local highway network. The proposal does not seek a new primary access or the separate access works associated with the adjoining approved development.

The additional storage and revised loading arrangements will provide the speed, resilience and controlled conditions required to preserve product freshness and quality. The proposal improves handling efficiency and cold-chain continuity; it does not rely on an increase in crop production or dispatch throughput.

2.3 Extent of Works

The final Construction Management Plan will include a live-site interface plan agreed with JEPCO. It will define construction exclusion zones, operational and construction traffic routes, pedestrian segregation, delivery windows, temporary closures, hygiene barriers, dust and pest controls, protection of chilled areas, service-isolation procedures, and arrangements for maintaining emergency access. Any work affecting production, refrigeration, loading, dispatch or food-safe enclosures will be subject to a coordinated permit and agreed shutdown or changeover procedure. The works will be delivered in phases so that JEPCO's existing food-production and dispatch operations can continue safely. The indicative sequence will comprise site set-up and segregation, localised enabling works, foundations and drainage, structural steelwork, insulated envelope construction, internal food-safe wall and ceiling systems, refrigeration and building-services installation, external hardstanding and access works, surface-water attenuation, testing and commissioning. The appointed Contractor will confirm the detailed programme and any activities affecting public roads or other public areas in the final Construction Management Plan submitted to and agreed with South Holland District Council before works commence.

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

The active works area will be secured by suitable hoarding or fencing appropriate to the risks and interfaces. The location and specification will be confirmed by the appointed Contractor and, where required by a planning condition, agreed with South Holland District Council. Hoarding and fencing will be inspected regularly, maintained in good order and kept free of unauthorised advertising.

Site security fencing will be erected around the development area and set back from the B1359. The layout will maintain safe operational access within Norfolk House Farm and clear separation between construction activities, JEPCO staff and operational vehicle movements.

Materials, plant and waste will be stored only in designated areas within the site boundary, clear of operational routes, drainage features and sensitive boundaries. Stockpiling will be minimised; materials susceptible to dust, runoff or windblown debris will be covered or otherwise contained. Suitable excavated material will be reused where technically and environmentally appropriate, subject to classification and any necessary permits or exemptions.

A just-in-time approach will be used for concrete, structural steel, insulated panels and other large

or time-sensitive deliveries. The final plan will identify booking arrangements, delivery routes, unloading zones and laydown areas. No delivery vehicle will wait, load or unload on the B1359.

The Contractor will be responsible for the security of the site and will be required to:

- Operate a Site Induction Process for all site staff
- Ensure all site personnel hold appropriate, current competency cards and training for their roles
- Install adequate site hoarding to the site boundary
- Maintain site security arrangements proportionate to the risks and working hours
- Provide controlled and recorded access for personnel, visitors and deliveries
- Separate public pedestrian access from construction vehicular access
- Ensure restricted access is maintained to the works.

2.3.2 Site Clearance and Demolition

Before intrusive work begins, available utility records will be reviewed and the work area surveyed for electricity, gas, water, drainage, telecommunications, refrigeration and other process services. Services will be located, marked and treated as live until proved otherwise. Isolations, diversions and temporary supplies will be planned with JEPCO, undertaken by competent persons and controlled through permits, lock-off procedures and agreed contingency arrangements so that critical operations are not interrupted unintentionally.

Enabling works will be limited to the areas required for the building extensions, the enclosure of the existing loading area, localised foundations and services, the tray-return and wash-store extension, refrigeration plant rooms, hardstanding, the internal roadway connection and surface-water attenuation. Temporary segregation and traffic routes will be established to maintain JEPCO's operations and protect food-production activities throughout construction.

Before alteration or demolition of any existing fabric, the Contractor will confirm the scope and condition of the affected structures and obtain suitable asbestos information. Where required, a refurbishment and demolition asbestos survey will be completed before intrusive work. Demolition and strip-out will proceed under task-specific plans addressing structural stability, temporary works, service isolation, dust, noise, waste segregation, hidden materials and separation from JEPCO's live operations.

Existing areas within the external-works boundary will be prepared only as required for the proposed truck hardstanding, internal roadway connection, drainage and surface-water attenuation. Existing landscape and habitat features will be retained and protected wherever practicable, and any verge planting disturbed by the road connection will be reinstated and augmented with appropriate native planting.

2.3.3 Bulk Excavation

Excavation will be principally associated with localised pad foundations, drainage, hardstanding and the attenuation works. Excavated material will be characterised and, where suitable, reused on site to minimise off-site movements. Any surplus or unsuitable material will be removed by a registered carrier to an appropriately permitted facility in accordance with the Contractor's Construction and Demolition Waste Management Plan.

- Topsoil
- Sandy Silts

It is not anticipated that rock will be encountered. The Contractor will prepare a site-specific Construction and Demolition Waste Management Plan, classify all excavated material, maximise suitable reuse on site and ensure that surplus or unsuitable material is transported by registered carriers to appropriately permitted facilities. The final Construction Management Plan will also set out the arrangements for construction traffic.

2.3.4 Construction Sequence of Substructure

Final foundation design will follow the completed site investigation and structural design. Pad foundations are anticipated. Excavations will be inspected, supported or battered where necessary, protected against unauthorised access and managed in accordance with the Construction Phase Plan. Suitable pumps and standby measures will be available if groundwater or rainfall enters excavations; any dewatering discharge will be assessed, treated where necessary and made only to an approved location under any required consent or permit. Concrete washout will take place in a designated contained area and must not enter surface-water drains, watercourses or the ground.

2.3.5 Construction Sequence of Superstructure

The superstructure will comprise structural-steel framing with insulated roof, wall and ceiling panels suited to a temperature-controlled food-production environment. The crop-intake and dispatch extensions will be formed as mono-pitched additions tied into the existing building, while the proposed store will be created within the existing envelope. Works will be sequenced to maintain safe separation from live operations and to preserve weather-tightness and hygiene controls.

As noted, the construction methodology and therefore the programme of the construction activities will be dictated by the Contractor.

The following outlines a general construction sequence for the superstructure:

Building Structure:

- o Construction of the foundations
- o Erection and temporary bracing of the structural-steel frame in accordance with the approved erection method statement
- o Casting of Ground floor slab.

Envelope / Cladding:

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

Mechanical & Electrical fit-out:

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

Fit out:

- o Initial installation of stud work when cladding is completed, and floor is weather tight
- o Installation of equipment and associated connection to services
- o Completion of finishes

Commissioning:

Installation and commissioning of refrigeration systems will be undertaken by competent specialists in accordance with the approved design and manufacturer's requirements. The final plan will address refrigerant storage and handling, leak prevention and testing, ventilation, pressure testing, isolation, emergency response and recovery of refrigerant. Commissioning will be coordinated with JEPCO's operations and supported by test records, operating information, maintenance requirements and staff training before handover.

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

The above is an indicative construction sequence. The final sequence will be dictated by the Contractor. The Contractor must issue a detailed construction programme outlining the various stages prior to commencement of works.

Mobile cranes, telehandlers and other lifting equipment may be used for structural steelwork, insulated panels, plant and materials. Lifting operations will be planned by a competent person, appropriately supervised and carried out in accordance with the Lifting Operations and Lifting Equipment Regulations 1998, with suitable exclusion zones and coordination with live-site activities.

The Contractor will obtain all permits, licences and consents required for the chosen methods, including any highway, drainage, dewatering, waste or abnormal-load approvals. Temporary works, access equipment and work-at-height arrangements will be designed, checked, installed, inspected and used by competent persons under documented procedures.

3. ENVIRONMENTAL ISSUES

The final plan will include coordinated emergency arrangements for fire, medical incidents, pollution, flooding, utility strikes, structural instability and refrigeration-related incidents. It will identify alarm and communication methods, muster points, emergency vehicle access, firefighting provisions, spill-response equipment, first-aid coverage, out-of-hours contacts and the interface with JEPCO's existing emergency procedures. Escape routes and emergency access will be maintained throughout each phase and reviewed whenever the site layout changes.

Before site clearance, the Contractor will review the approved ecological information and identify any seasonal restrictions, protected-species precautions, retained habitats and required supervision. Trees, hedgerows, watercourses and retained planting will be protected from storage, excavation, lighting, dust and runoff. Site personnel will be briefed on ecological constraints and stop-work procedures. Imported soils and planting materials will be sourced and handled to reduce the risk of invasive species, and disturbed verge planting will be reinstated with the approved native mix.

3.1 Dust

The Contractor will prepare and implement a risk-based dust management plan. Controls will include minimising drop heights, damping down exposed surfaces and haul routes when necessary, covering or sheeting dusty loads and stockpiles, enforcing suitable site speed limits, maintaining plant, and stopping or modifying activities during adverse weather. Visual inspections will be undertaken at the site boundary and near sensitive receptors, with records and corrective actions maintained. Instrument monitoring will be introduced where the risk assessment, planning conditions or South Holland District Council require it.

3.2 Dirt

The Contractor will prevent mud, debris and contaminated runoff from leaving the site. The final plan will specify the location and type of wheel-cleaning facilities, inspection arrangements and

escalation measures appropriate to ground and weather conditions.

- 3.2.1** Provide a suitable wheel-cleaning facility or equivalent measures before vehicles enter the public highway
- 3.2.2** Inspect departing vehicles and clean wheels and bodywork where necessary; strengthen controls during wet or muddy conditions
- 3.2.3** Inspect the site access and any affected highway regularly and deploy road sweeping promptly when required. Wheel-cleaning water will be recirculated where practicable and managed through settlement or filtration; it will not be discharged to a surface-water drain, watercourse or the ground without appropriate authorisation.
- 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.

Temporary drainage and flood-risk controls will be installed before earthworks create exposed areas. Clean water will be kept separate from silty or contaminated water; drains and outfalls will be identified and protected; and stockpiles, fuels and washout areas will be located away from drainage routes. The Contractor will inspect controls before forecast heavy rainfall and after significant events, maintain attenuation capacity and safe exceedance routes, and record any pumping, treatment or authorised discharge. Permanent drainage and attenuation features will be protected during construction and commissioned before handover.

3.3 Noise

Construction noise will be controlled using best practicable means. Measures will include selecting quieter plant and methods, maintaining equipment, switching off idling engines, locating stationary plant away from sensitive receptors where practicable, using acoustic screening where beneficial, and programming particularly noisy activities for agreed hours. The Contractor will establish a complaints procedure and undertake baseline or ongoing monitoring where required by the risk assessment, planning conditions or South Holland District Council.

Noise and vibration management will follow BS 5228-1 and BS 5228-2, as applicable, together with any limits or working-hour restrictions imposed by planning condition or under the Control of Pollution Act 1974. If unusually noisy works are proposed, the Contractor will consider seeking prior consent under section 61 of that Act.

3.4 Vibration

Vibration-generating activities will be identified through the Contractor's risk assessment and controlled in accordance with BS 5228-2 and, where relevant, BS 7385-2. Pre-condition surveys and vibration monitoring will be undertaken where justified by the proximity and sensitivity of structures or services. Project-specific trigger and action levels will be set by a competent person rather than applying a single generic limit.

3.5 Harmful Materials

Fuels, oils, chemicals and other hazardous materials will be kept to the minimum practicable quantity, labelled and stored in secure areas on impermeable surfaces with suitable secondary containment. Safety data sheets, COSHH assessments and spill kits will be available. Refuelling will be supervised and undertaken away from drains and watercourses where practicable. Spill-response procedures, reporting routes and emergency contacts will be included in the Construction

Phase Plan, and any pollution incident will be contained and reported to the appropriate authority without delay.

4. CONTENTS OF CONTRACTORS CONSTRUCTION MANAGEMENT PLAN

The final plan will include an inspection and reporting schedule covering hoarding, access routes, wheel cleaning, drainage protection, dust, noise, lighting, fuel storage, waste, ecological controls and housekeeping. It will define inspection frequencies, trigger levels, responsible persons, record formats, corrective-action timescales and escalation routes. Complaints, incidents, exceedances and corrective actions will be logged, investigated and closed out, with records made available to the relevant authority on request.

4.0 Temporary Signage

The final Construction Traffic Management Plan will identify any temporary signs, markings, barriers or traffic-control measures required for works affecting the public highway. Where no highway intervention is required, this will be stated. Any measures that are required will be agreed with Lincolnshire County Council, installed and maintained by competent persons, inspected throughout their use and removed promptly when no longer needed.

4.1 Temporary Road Markings

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.

4.2 Operation of a Contra Flow

There are no proposals to operate a Contra Flow system.

4.3 Temporary Road Closure

No temporary road closure is currently proposed. If one becomes necessary, it will be subject to prior agreement with the relevant highway authority and will comply with Chapter 8 of the Traffic Signs Manual.

4.4 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.

4.5 Arrangements for Local Access, Pedestrian and Cyclist Access

The proposal does not alter public pedestrian or cyclist access in the surrounding area. Construction fencing and internal routes will be arranged to maintain safe access for JEPCO staff and operational vehicles and to prevent unauthorised entry to the works.

4.6 Proposed Lighting Arrangements

Temporary task and security lighting will be limited to that necessary for safe working. It will be directed downward and inward, fitted with appropriate controls and positioned to minimise glare, light spill and effects on neighbouring land, highway users and ecological receptors. Any lighting affecting the public highway or requiring approval under a planning condition will be agreed with the relevant authority before installation.

4.7 Proposed Use of Flag Man

Trained banksmen will be used where required by the Contractor's risk assessments, including for reversing, abnormal deliveries and movements where visibility is restricted or construction traffic interacts with JEPCO's live operations. The final Construction Traffic Management Plan will define the control arrangements for each access and egress point.

4.8 Proposed Use of Barriers

The use of barriers is to be referred to in the Traffic Management Plan and the details of which are laid out in accordance with Chapter 8 of the Traffic Signs manual.

5. CONSTRUCTION TRAFFIC

5.1 Construction Traffic Impact

Construction traffic will arise from localised demolition and enabling works, foundations, structural-steel and insulated-panel deliveries, building-services installation, hardstanding, drainage and fit-out. The appointed Contractor will quantify vehicle movements and programme deliveries in the final Construction Traffic Management Plan. Deliveries will be coordinated to avoid conflict with JEPCO's operational traffic and, where practicable, peak periods on the local highway network.

Construction traffic will be temporary and will vary by phase. The appointed Contractor will quantify forecast daily and peak-hour movements, identify the largest and heaviest vehicles, and assess delivery timing against JEPCO's operational traffic and conditions on the B1359. The final Construction Traffic Management Plan will use that information to confirm booking controls, routing, access management and any measures required to avoid unacceptable effects on the local highway network.

5.2 Haulage Routes

The Contractor will prepare a Construction Traffic Management Plan for submission through the planning-condition process. Delivery and haulage routes, abnormal-load arrangements and any activity affecting the public highway will be agreed with Lincolnshire County Council as local highway authority, in consultation with South Holland District Council where required. Movements will be coordinated with JEPCO, and all waiting, loading and unloading will take place within the site.

- At no time should construction associated vehicles be stopped or parked along the route.
- Haulage vehicles should not travel in convoys of greater than two vehicles at any time
- Haulage vehicles should be spaced by a minimum of 250m at all times
- Strictly at no time should haulage vehicles be parked or stopped 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 and will access via the construction site access.

The final Construction Traffic Management Plan will identify the approved approach and departure routes between the site and the strategic road network. Routes will be selected having regard to road classification, geometry, weight or height restrictions, sensitive receptors, planned highway works and any requirements of Lincolnshire County Council. Drivers and suppliers will receive the approved route before travelling, and route compliance will be monitored by the Contractor.

All HGVs travelling to and from the site will use the National and Regional Road network:

- On Leaving Site they shall turn right only towards Gedney Dyke and follow the B1359 as far as Chapelgate where they shall join the A17.
- Travelling Southwards, traffic can pick up the A10 at Kings Lynn and from there pick up the M11 at Cambridge.
- Travelling Northwards traffic can pick up the A1151 and hence A16 at Spalding to gain access to the A1(M)

Exiting HGV traffic will avoid using the nearby B1359 East

The proposal will not increase operational traffic because crop production, processing throughput and dispatch volumes will remain unchanged. Construction traffic will be temporary and managed through programmed deliveries, agreed haulage routes and on-site loading and unloading.

5.3 Working Hours

Normal construction working and delivery hours will comply with the planning permission and any limits agreed with South Holland District Council. The final plan will state the approved hours, arrangements for exceptional or emergency work, and the procedure for notifying the Council and affected neighbours. Deliveries will be programmed, where practicable, to avoid peak traffic periods and conflict with JEPCO's operational movements.

6. CONCLUSION

This Outline Construction Management Plan sets out an indicative approach for delivering the salad storage and dispatch upgrade while JEPCO's existing operations continue. The works comprise the temperature-controlled crop-intake and dispatch extensions, additional chilled storage, tray-return and washing facilities, refrigeration plant rooms, hardstanding, the internal roadway connection, drainage and surface-water attenuation. The appointed Contractor will develop the final Construction Management Plan and Construction Traffic Management Plan for agreement with South Holland District Council before construction commences, including detailed phasing, segregation, delivery, environmental-control, waste and traffic-management measures.