



CONSTRUCTION MANAGEMENT PLAN

**ST. JOHNS COURT, PENSTONE CLOSE,
LANCING**

Residential Development

2025-12-18-6961

December 2025

Prepared on Behalf of Lincoln Estates



DOCUMENT CONTROL

Project: St. Johns Court, Penstone Close, Lancing Residential Development

Document: Construction Management Plan

Client: Lincoln Estates

Reference: 2025-12-18-6961

DOCUMENT CHECKING:C

Author:	SMO		Date:	06/11/25
Checked by:	ALB		Date:	12/11/2025
Approved by:	PMR		Date:	12/11/2025

STATUS:

Issue	Date	Status	Issued by
01	12/11/2025	Preliminary	ALB
02	18/12/2025	Final	ALB



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APPENDICES

Appendix A	Site Plan
Appendix B	HGV Routing Plans



1 INTRODUCTION

- 1.1.1 This Construction Management Plan (CMP) has been prepared on behalf of Lincoln Estates Ltd to identify the construction logistics and management strategy associated with construction works at St John's Court, Penstone Close, Lancing.
- 1.1.2 The works pertain to the erection of a three-storey side extension to St. Johns Court and recessed roof top extension to the whole of the building to accommodate 9 additional flats. The proposals also entails the demolition of existing garage block, reconfiguration of the existing car parking, proposed landscaping, and cycle/refuse storage. The works are permitted under Arun District Council planning AWD/0949/22.
- 1.1.3 The site location and proposed development plans are shown in **Figure 1.1** and **Appendix A**.

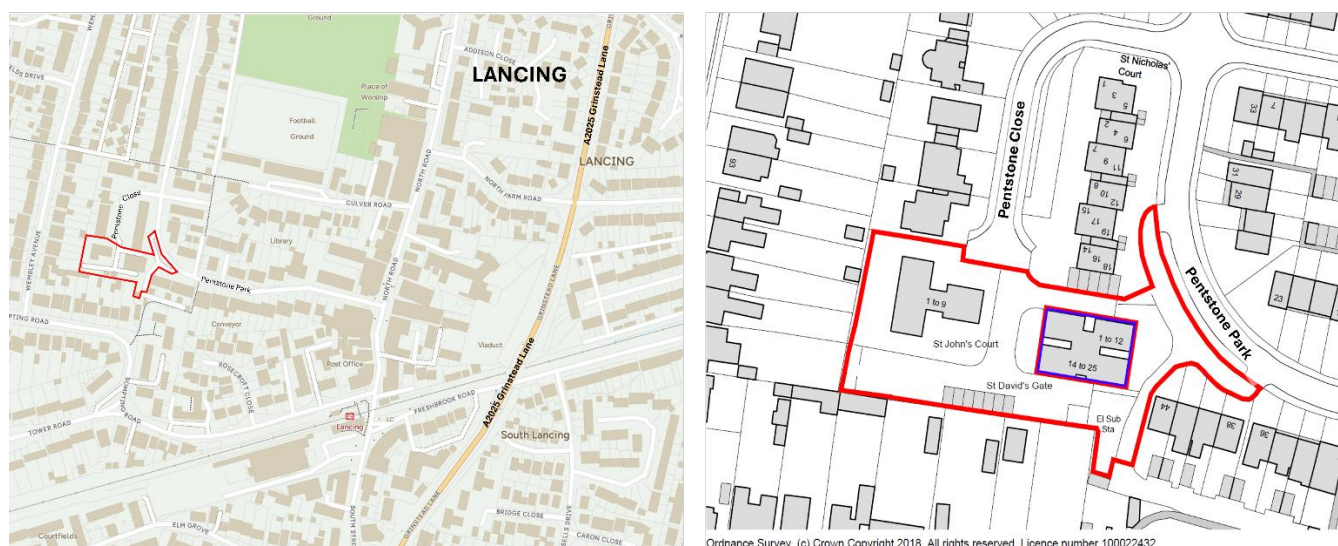


Figure 1.1: Site Location

- 1.1.4 This CMP has been provided to discharge Planning Condition 4 identified within the AWD/0949/22 Decision Notice. The Condition is worded as follows: -
- 'No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Management Plan and shall be adhered to throughout the construction period. The Plan shall provide for:-
- (i) the parking of vehicles of site operatives and visitors;
 - (ii) loading and unloading of plant and materials;
 - (iii) storage of plant and materials used in constructing the development;
 - (iv) the erection and maintenance of security hoarding;



(v) wheel-washing facilities;

(vi) measures to control the emission of dust and dirt during construction;

(vii) a scheme for recycling/disposing of waste resulting from demolition and construction works; and

(viii) details of resident liaison before and during the development

Reason: *In the interests of highway safety and amenity having regard to policies 28 and 34 of the Adur Local Plan.'*

1.2 Site Details

Site Name and Address:	St John's Court, Penstone Close, Lancing, West Sussex
Site Contact Name and Role:	Bill Dickie – Site Operations Manager
Contact Email:	williamrdickie@yahoo.co.uk" <williamrdickie@yahoo.co.uk>
Contact Number:	07900 685 680
Emergency Contact (24hr):	07900 685 680
Contractor Company and Office Contact Details:	4 Mason's Yard, 177 Westbourne Street, Hove, East Sussex, United Kingdom, BN3 5FB
Direct Telephone number for site enquiries by the public:	07900 685 680
Details of Construction Operation:	Conversion and construction of 9 no. residential apartments.
Date Works Commence:	1 st January 2026 – 1 st August 2026
Works Duration:	35 weeks
Site Hours:	Mon-Fri 0800 - 1800, Saturdays only if required 0900 - 1300, No Sundays or Bank Holidays. Deliveries would be restricted to the hours between 09:30 - 16:00 to avoid network peak hours

1.3 Site Context

- 1.3.1 The site is located at the far end of Pentstone Close, a residential road in a suburban area of Lancing. The carriageway has a no through status. The large apartment block adjacent to the site, St. David's Gate, does not form part of the site, although surrounding areas are with the control of the developer. St. David's Gate is also served from Pentstone Close, with pedestrian access taken from Pentstone Park. The access and parking requirements for the residents of St. David's Gate are accordingly accounted for within this CMP.
- 1.3.2 A service road is positioned at the front the site, spurring from the Pentstone Park. This principally serves as a parking area. Adjacent properties on Pentsone Park have access rights across this service road (vehicle access for numbers 38 – 44 and pedestrian access for apartments 15 – 19). The existing site context is demonstrated in **Figures 2.1**.



Figure 2.1: Existing Site Context

- 1.3.3 There are single yellow and double yellow line parking restrictions along Pentstone Park. Pentstone Close is not parking restricted and has presents a busy on-street parking scene. A garage block on the north boundary of the site, south of properties 14, 16 and 18 Pentstone Park, is accessed from the site.

1.4 Report Structure

- 1.4.1 The remainder of this report is comprised of the following: -
- i. **Section 2** reviews the sites phasing, general arrangement and setting out, and the access strategy;
 - ii. **Section 3** identifies the site's HGV routing strategy;
 - iii. **Section 4** considers the impact and management of the site's logistics strategy on the local road network;
 - iv. **Section 5** identifies a scheme for protecting nearby premises occupiers from environmental effects of the construction operation.



2 CONSTRUCTION PHASING & GENERAL ARRANGEMENT

2.1 Overview

2.1.1 From a logistics perspective, the construction operation can be broken into three broad phases, which are as follows: -

i. **Phase 1: Demolition & Enabling Works**

Demolition of garages to the south of the site and implementation of the southern half the car park. Provision of temporary access points to car parks and retained garages.

ii. **Phase 2: Main Works Program**

Extension of St. Johns Court building as per the planning permission, completion of the car park reconfiguration, and surrounding hard and soft landscaping.

iii. **Phase 3: Completion Works**

Removal of temporary access points and completion of surfacing and landscaping works at the site frontage.

2.2 Phase 1: Demolition and Enabling Works

Phase 1 General Arrangement Overview

2.2.1 During Phase 1, the existing garages to the south of the site would be demolished and southern proportion of the car park implemented (such that this area can be utilised for parking servicing and access during the Phase 2 Main Works). The phase 1 compound would be segregated from the public realm using Heras fencing. A gate would be located on the compound's northern boundary to the west of St. David's Gate and a second gate would be provided adjacent to no.44 Pentstone Park.

2.2.2 Temporary welfare / storage would be set up within the Phase 1 compound. There would be minimal contractor parking required on site, but this would take place in the compound. Temporary parking areas for residents would be provided within the existing car park to the rear of the St. David's Gate apartments during the Phase 1 offering a total 17 spaces (including those adjacent to Pentstone Park).

2.2.3 The Phase 1 arrangement would involve all deliveries on / off-loading and turning within the compound. Vehicle access requirements would be limited during Phase 1 and the size (long wheel base vans at 7.3m; skip lorry at 6.3m) is such that the space available within the compound is sufficient for site turning. The general arrangement is shown in **Drawing 2025-6961-001** and **Figure 2.2**.

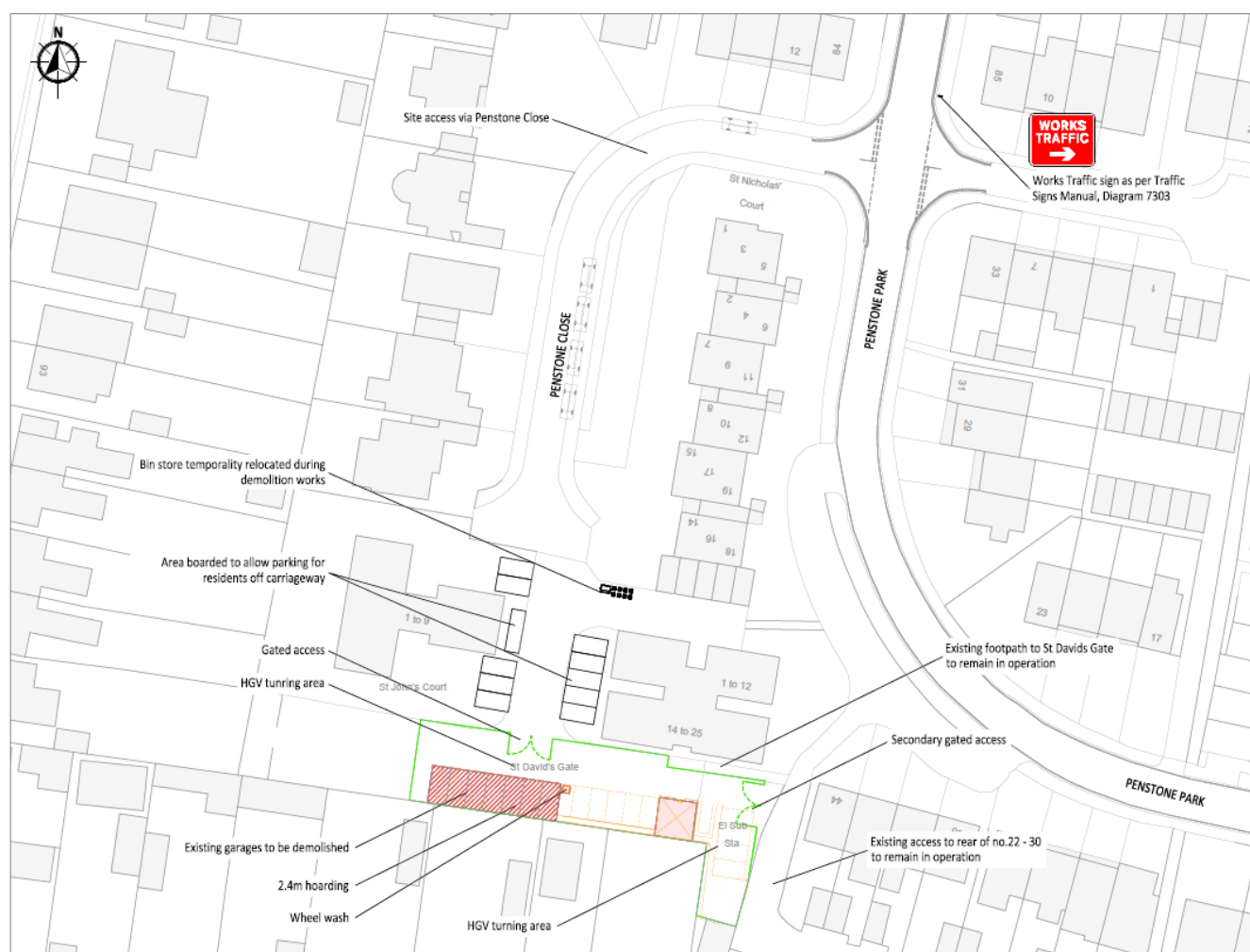


Figure 2.2 General Arrangement

Phase 1 Vehicle Swept Path Analysis Access

2.2.4 A vehicle swept path analysis has been undertaken to demonstrate construction vehicle movements and the impact on the adjacent road network during Phase 1. The vehicle swept paths include: -

- i. Access and egress to the Phase 1 compound by a ready mix lorry (8.3m) in **Drawing 2025-6961-002**
- ii. Access and egress to the Phase 1 compound by a 7.5t Box Van (8.0m) in **Drawing 2025-6961-003**
- iii. Access and egress to the Phase 1 compound by a Skip Lorry (6.3m) in **Drawing 2025-6861-004**.

Phase 1 Street Works

2.2.5 The Phase 1 arrangements have been reviewed in accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013). As the works are minimal and do not involve the use of the public highway the provisions are therefore minimal.



- i. 'WORKS ACCESS' (TSM ref. 7303) sign located in advance of the compound access at the Junction of Pentstone Close and Pentstone Park.

2.2.6 The site's signage arrangement is shown in **Drawing 2025-6961-001** and in **Figure 2.2**.

2.3 Phase 2: Main Works

Phase 2 General Arrangement Overview

- 2.3.1 Phase 2 would see the commencement of the main works program entailing the erection of a three-storey side extension and recessed roof top extension to St. John's Court to accommodate 9 additional flats as well as the remainder of the car park reconfiguration and landscaping.
- 2.3.2 The site and car park would be timber hoarded from Pentstone Close to the completed Phase 1 works area providing a site compound and delivery area. Welfare would be set up within the compound. Waste storage and material storage would be located to the east of the compound, and wheel wash facilities located in the vicinity of the vehicle gate. There would be 4 contractor parking spaces on site.
- 2.3.3 The completed Phase 1 works area would serve as parking for the residents St. Davids Gate and St Johns Court which would be served from an access to the south of the apartment blocks would offer 22 spaces in total (including those adjacent to Pentstone Park). A hoarded and covered access route would be provided from St Johns court to the car park. The garages to the north of St David's Gate would also be served from a temporary access route to the north east of St. Davids Gate.
- 2.3.4 Loading and unloading would take place from a delivery area in the centre of the compound. A turning head is provided within the compound so that delivery vehicles can arrive and depart in a forward gear. Building materials would be distributed around the site via telehandler to loading towers. A 1.5m scaffold easement has been allowed for on all facades of St. Johns Court, this leaves sufficient width for a telehandler to access all parts of the building. The general arrangement is shown in **Drawing 2025-6961-101** and **Figure 2.3**.

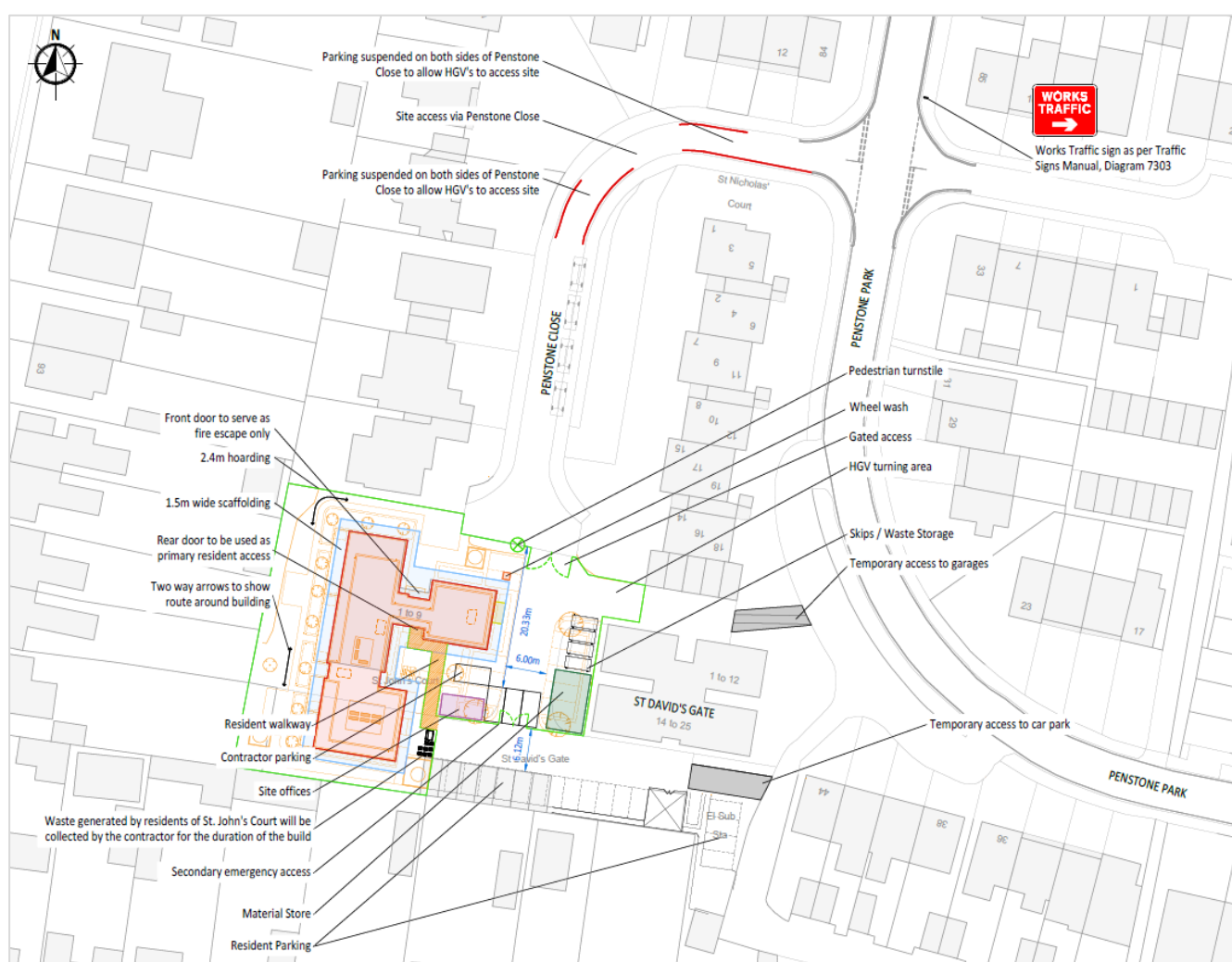


Figure 2.4: Phase 2 General Arrangement

2.3.5 The internal service area and turning head geometry can accommodate vehicles up to the size of a maximum legal length rigid lorry (12.0m length). The ability for vehicles to arrive and depart in a forward gear means that there is no need for vehicle banking or other traffic management on the local road network.

Phase 2 Vehicle Swept Path Analysis Access

2.3.6 A vehicle swept path analysis has been undertaken to demonstrate construction vehicle movements and the impact on the adjacent road network. The vehicle swept paths include: -

- i. Access and egress to the Phase 2 compound by a maximum legal length rigid HGV (12.0m) in **Drawing 2025-6961-102**.
- ii. Access and egress to the Phase 2 compound by a Concrete Mixer (8.3m) in **Drawing 2025-6961-103**.
- iii. A telehandler accessing the building façade in **Drawing 2025-6861-105**.



Phase 2 Street Works

- 2.3.7 The setting out and signage requirements on the local road network have been reviewed in accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013). The Phase 2 works do not require the use of road space, but would require a TRO suspend parking in the vicinity of the Pentstone Close / Annweir Avenue junction as shown in **Drawing 2025-6961-101**.
- 2.3.8 The signage requirements are set out below: -
- i. 'WORKS ACCESS' (TSM ref. 7303) sign located in advance of the compound access at the Junction of Pentstone Close and Pentstone Park.
 - ii. 'Parking Suspension' notification signs will be provided in advance of bay suspensions along Pentstone Close
- 2.3.9 The site's signage arrangement is shown in **Drawing 2024-6961-101** and in **Figure 2.4**.

2.4 Phase 3: Completion Works

Phase General Arrangement Overview

- 2.4.1 Phase 3 would entail the removal of temporary access provision from the site frontage and the completion of surfacing and landscaping works within the car park facilities towards the front of the site at the Pentstone Park frontage. St. John's Court will be occupied during this phase of works.
- 2.4.2 The works areas would have a light set up with segregation provided via heras fencing. Delivery and parking requirements would be provided via the site service road served from Pentstone Park. Waste storage and material storage requirements would be limited during Phase 3 and can be accommodated in vehicles or using a wait and load strategy for waste.
- 2.4.3 Pedestrian access to St. Davids Gate will be taken from the rear car park during Phase 3. The rear car park would be fully open during this phase. The general arrangement is shown in **Drawing 2025-6961-201** and **Figure 2.4**.

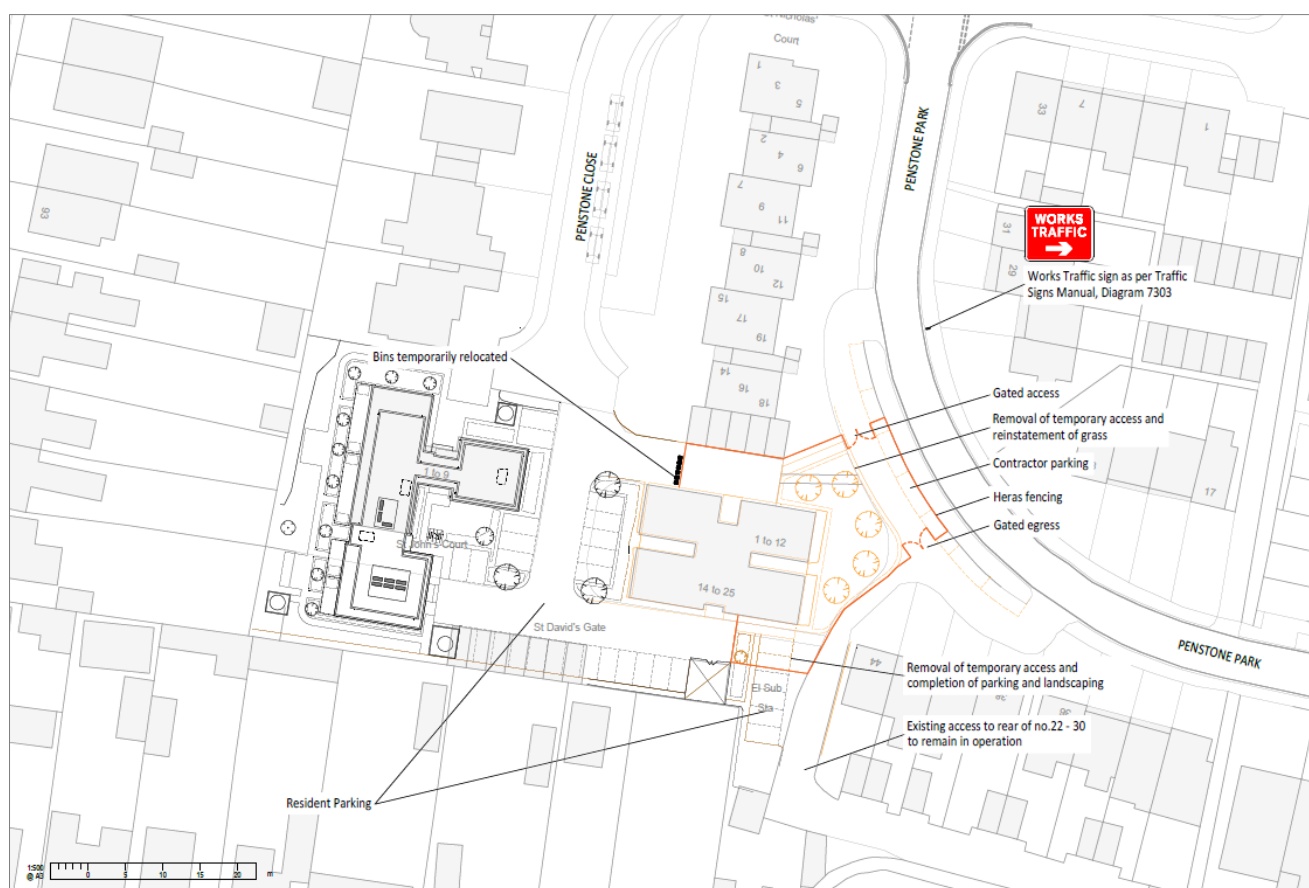


Figure 2.4: Phase 3 General Arrangement

Phase 3 Vehicle Swept Path Analysis Access

2.4.4 A vehicle swept path analysis has been undertaken to demonstrate construction vehicle movements and the impact on the adjacent road network. The vehicle swept paths include: -

- i. Access and egress to the Phase 3 works area by a skip lorry (6.3m) in **Drawing 2025-6961-202**

Phase 3 Street Works

2.4.5 The Phase 3 arrangements have been reviewed in accordance with the 'Traffic Signs Manual' (TSM) Chapter 8 Traffic Safety Measures and Signs for Road Works and Temporary Situations, and 'Safety at Street Works and Road Works: a Code of Practice' (2013). As the works are minimal and do not involve the use of the public highway the provisions are therefore minimal.

2.4.6 The signage requirements are set out below: -

- i. 'WORKS ACCESS' (TSM ref. 7303) sign located in advance of the compound access at the Junction of Pentstone Park and the access road adjacent the site.

2.4.7 The site's signage arrangement is shown in **Drawing 2024-6961-201** and in **Figure 2.4**.



3 CONSTRUCTION VEHICLE ROUTING

3.1 HGV Routing

3.1.1 Arrival and departure routes for HGVs have been considered to and from the Strategic Road Network from all potential approach directions. The routings take account of road geometry, carriageway restrictions, route efficiency and any major road works that may affect access. The identified routes are appropriate for vehicles up to the size of a 12.0m Maximum Legal Length Rigid HGV.

3.1.2 A summary of the HGV routing is identified in **Figure 3.1**. An overview of the local routing strategy is provided in **Figures 3.2** and **3.3**. Larger scale routing plans are attached at **Appendix C**.

Origin		Routing
West	Approach Route	From A27 (eastbound): - A27 (eastbound), A2050 Grinstead Lane, Crabtree Lane, Annweir Avenue, Pentstone Close
	Depart Route	To A27 (westbound): - Pentstone Close , Annweir Avenue, Crabtree Lane, A2050 Grinstead Lane, A27 (westbound)
East	Approach Route	From A27 (westbound): - A27 (westbound), A2050 Grinstead Lane, Crabtree Lane, Annweir Avenue, Pentstone Close
	Depart Route	To A27 (eastbound): - Pentstone Close , Annweir Avenue, Crabtree Lane, A2050 Grinstead Lane, A27 (eastbound)

Figure 3.1: Strategic Routing Summary

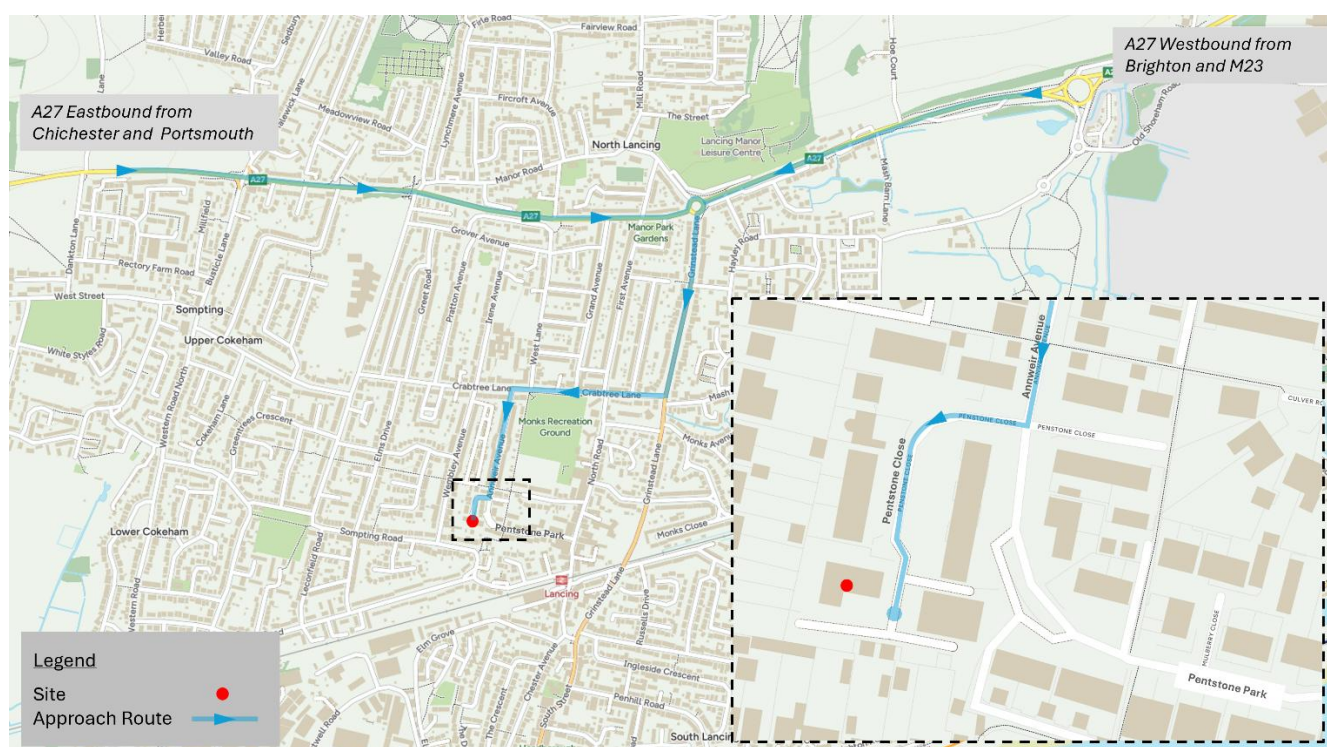


Figure 3.2: Strategic Routing Overview – Arrivals

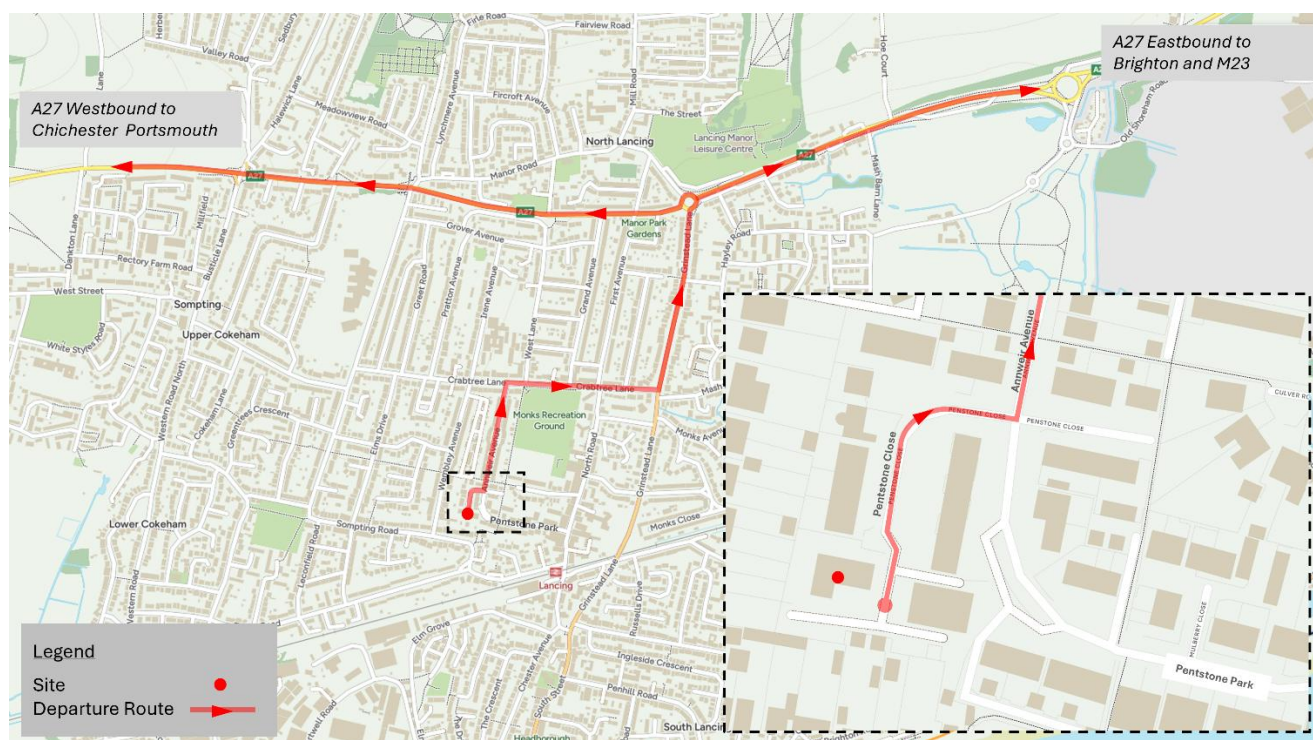


Figure 3.3: Strategic Routing Overview – Departures

3.2 Extended Vehicle Swept Path Analysis

3.2.1 To test the navigability of the proposed vehicle routing by HGV's, an extended vehicle swept paths have been undertaken at the junctions of:-

- i. Penstone Close / Annweir Avenue in **Drawing 2025-6961-002 and 102**
- ii. Annweir Avenue / Crabtree Lane in **Drawing 2025-6961-301**



4 HIGHWAYS IMPACT

4.1 Local Road Network, Operation & Safety

4.1.1 The potential effects of the construction activities on the local road network's operation and safety have been considered in this section of the CMP. The anticipated impact of the construction process and associated mitigation is set out below in **Figure 4.1**: -

Feature	Impact	Mitigation / Comment
Temporary Access Points	Potential safety issue associated with temporary vehicle access to the parking area and garages.	A vehicle swept path analysis visibility assessment has been undertaken for the temporary access points demonstrating operational safety as shown in Drawing 2025-6961-002,102 and 202 .
Access and Egress from Site Compound	Release of vehicles may cause additional hazard on the local road network	Qualified traffic marshalls will be in place to control the release of vehicles from the pitlane and ensure they are released when it is clear to do so.
Pedestrian Access to St. Davids Gate	Pedestrian access routes to and from St. Davids Gate may be compromised by works areas.	Pedestrian routes would be segregated and retained throughout the build including fire escapes as shown in Drawing 2025-6961-001,101 and 201
Bin Collection from St. Davids Gate	Bin collection arrangements would be altered as a result of the compound position and collection may be compromised.	The bin storage would be unaltered during phase 1 & 3 however bins would need to be collected from the site frontage via Pentstone Park through the temporary access road as shown in Drawing 2025-6961-001, and 201
Bin Collection	Bin collection arrangements would be altered as a result of construction works	During Phase 2 bin storage would be altered to provide private collection, managed by on-site contractor.
Emergency Vehicle Access to St. Davids Gate	The works area and compound may compromise the ability for emergency vehicles to access the existing building.	The Phase 1 and 2 compounds would provide secondary emergency access points allowing throughfare by emergency vehicles if necessary and allows access to all frontages without turning manoeuvres.



Local Road Network	Increased traffic and HGVs may cause delay on the local road network.	The scale of the build is such that traffic associated with the site would be relatively low with a maximum of 30 movements across the day anticipated, of which up to 3 would be HGV deliveries (6 movements). This level of trips would not be material to local road network capacity or operation. HGV movements would be restricted to times outside of peak traffic hours (09:30 – 16:00), further mitigating the potential impacts of site related traffic. Roads local to the site can appropriately support the required HGV construction traffic, as substantiated by the vehicle swept path analysis.
Local Road Network	Potential for deliveries to coincide resulting in waiting on the local road network causing and compromise of the network.	a 'Just in Time' delivery strategy would be used, ensuring vehicles should not arrive outside of scheduled delivery slots, thereby mitigating against multiple vehicles arriving on site at one time causing delay on the local road network.
Pentstone Close Parking	Parking loses as a result of the construction operation on Pentstone Close.	The vehicle swept path analysis identifies that the construction access arrangements and associated would only result in the loss of 3 parking spaces, which can be accommodated elsewhere on the local road network. The existing parking arrangements will be largely unaffected.

Figure 4.1: Local Road Network Impact Assessment

4.2 Emergency Access Arrangements

- 4.2.1 The geometry within the compound provides the minimum width required for fire tenders (3.7m) and would not necessitate reversing distance greater than 20.0m owing to the provision of the turning head and a secondary emergency access point. In the event of an emergency, if access were required to the site or pitlane, access would be duly granted.
- 4.2.2 The St. Davids Court bins are stored on the north boundary of the apartment block. The position of the compound is such that this arrangement need not be changed for Phase 1, however, collection during Phase 2 would be private, managed by on-site contractor and phase 3 would be taken from Pentstone Park as opposed to the rear of the site. Temporary refuse collection arrangements are demonstrated in **Drawing 2025-6961-001** and **101**.

4.3 Construction Trip Generation & Impact

- 4.3.1 Based on the construction program (**Appendix B**), it has been identified by the site's contractor that the peak vehicle trip generation would equate to 30 movements per day (15 journeys) associated with an anticipated peak of 10 deliveries per day.



- 4.3.2 It is anticipated that the following range of vehicles would be utilised during site construction: -
- i. 7.5T Panel vans (8.0)
 - ii. Skip Lorries (6.3)
 - iii. Ready Mix Lorry (8.4m)
 - iv. Large Muck Away Lorry (10.2m)
 - v. Large Ridged Flat Bed Lorry (12.0m) (maximum legal length)
- 4.3.3 The lead contractor has identified an HGV vehicle trip generation of up to 6 movements per day (3 deliveries per day) during its busiest phases.

4.4 Car Parking

- 4.4.1 Due to the site's accessible nature, operatives can travel via public transport to the site. Lancing Train Station and bus stops are located c.400m walking distance from the site. Lancing Station provides regular services between Brighton and Portsmouth. The Lancing Station bus stop provides regular services between Brighton, Worthing and Littlehampton.
- 4.4.2 There will be 4 contractor parking spaces within the site compound during the phase 2 Main Works Program. The remainder of spaces is required for deliveries and vehicle turning. If occasional parking is required, then parking can take place within town centre parking facilities at North Farm Road Car Park. During Phase 1 and 3 there will room for 1-3 vehicles to park on site within the respective compounds.

4.5 Delivery Arrangements

- 4.5.1 Delivery scheduling will require vehicles to arrive at the site during specific time windows to avoid multiple vehicles arriving which could necessitate undesirable manoeuvring / waiting on the local road network. The site could accommodate 1 HGV or 2 long wheel based vans within the pitlane. Deliveries are scheduled to account for this capacity. Deliveries would be restricted between 09:30, and 16:00 to avoid network peak traffic hours.
- 4.5.2 If vehicles were to arrive outside of their allotted delivery window, HGVs would be sent back out to holding areas until such time that the delivery could be made. Holding areas are located at Lancing Business park



4.6 Temporary Traffic Order & Street License Requirements

- 4.6.1 There would be a parking suspension required at the junction of Pentstone Close and Annweir Avenue to ensure HGV's can negotiate Pentstone Close and access the site. There are no other Temporary Traffic Orders (TTO) or highway related licensing indemnities required to deliver the build.

5 ENVIRONMENTAL IMPACT & MANAGEMENT

5.1 Introduction

5.1.1 This section of the CMP considers the impact of the works on the adjacent premises and the local environment and identifies how these are mitigated. The CMP will be shared with all parties working on the project and regularly reviewed to ensure it is effective and reflects the works being undertaken.

5.2 Community Consultation & Liaison

5.2.1 The site's community and liaison strategy will include: -

- i. Prior consultation and approval from Adur DC and WSCC regarding the CMP;
- ii. Communication with the following affected residential, and commercial properties: -
 - a) All occupants of Pentstone Close;
 - b) Residents of no. 36, 38, 40, 42 and 44 Pentstone Park;
 - c) Residents of 40, 42, 44, 46, 50, 52, 54 and 56 Sompting Road;
 - d) Residents of 93, 95, 97, 99, 101, 103 and 105 Wembley Avenue;

5.2.2 The properties contacted are identified in **Figure 5.1**.



Figure 5.1: Community Liaison Extent



5.2.3 The following liaison strategy will be applied: -

- i. **Initial Consultation** - prior to the Main Programme works the site manager will liaise with local residents to give a briefing of the works. Briefings will include details of this CMP in a readily understandable form. The consultation will be undertaken through a notification letter or in-person liaison where necessary.
- ii. **On-Going Communication** – Monthly communication with neighbours and interested parties will be undertaken via an email newsletter, in order to keep neighbours informed about the progress of the planned works. The newsletter would be timed to allow neighbours time to plan around the works if necessary. The Newsletter would contain: -
 - a) The location of the planned works;
 - b) The type of planned works which are anticipated to give rise to effects on adjacent residents;
 - c) The duration of the planned works and the periods within which works will be undertaken (i.e. whether during normal working hours, during the evening or overnight);
 - d) The anticipated effects of the planned works;
 - e) The measures to be implemented in line with the CMP to mitigate the impact of the planned works;
 - f) Contact details for enquiries;
 - g) Details of the complaints procedure;
 - h) The contact details of the ADC's Environmental Health Officers (EHO).

5.2.4 Neighbours and interested parties will have the opportunity to feedback throughout the project via details within newsletters, in order to allow modification of activities to reduce impact where warranted. In addition to the monthly newsletter, a display board will be erected outside the site, which will identify key personnel, contact addresses, web site and telephone numbers, including complaint contact numbers as well as the latest fortnightly newsletter.

- i. **Other Consultation:** - Excluding planned communication, the following communication and liaison would take place: -
 - a) The Senior Site Manager will be contactable by ADC Ward Members, neighbours and interested parties in order to keep them informed of progress and address any potential complaints. A 24-hour call out emergency number is also provided for out of hours matters;
 - b) The Site Manager will notify / alert neighbours in advance of additional unplanned noisy works, where applicable;
 - c) Contact will be made with water utilities providers regarding wastewater generated from site activities;



- d) The building contractor is part of The Considerate Contractor Scheme (CCS) and will be evaluated by the Arun DC's EHO's for their level of co-operation and compliance with this Code of Practice.

5.3 Complaints Procedure

5.3.1 The building contractor will implement the following procedure for dealing with enquiries and complaints from the public: -

- i. Contact information including the site managers details, contact numbers (site office and 24hr emergency no), email and postal addresses for the enquiries and complaints will be available from the following: -
 - a. Displayed on the site notice board
 - b. Advised in the initial notification letter
 - c. published in monthly newsletters.
- ii. Where complaints are made, the Contractor will respond, investigating the complaint quickly and sympathetically, taking action to resolve where the complaint is justified.
- iii. If no resolution can be found the complaint will be referred to ADC EHO's for further consultation.
- iv. A designated complaints / incidents logbook and electronic register will be maintained covering:
 - a. the nature of the complaint;
 - b. the cause;
 - c. the remedial action taken (where appropriate);
 - d. complainant details

5.3.2 The complaints/incidents logbook will be available to ADC EHOs at any time.

5.4 Staff & Training

5.4.1 Dust and noise suppression training requirements will be evaluated on a trade-by-trade basis. To advise and mitigate against possible risks, trades and service providers are required to adhere to the building contractors training procedures which include: -

- i. Preliminary due diligence process and risk assessment for all contracted staff
- ii. Detailed method statements
- iii. Toolbox talks
- iv. Daily site briefings



5.4.2 The building contractor's site management staff are responsible for on-site air quality, noise and vibration training. The training schedule requires an induction to advise of the construction methods, core policies (including environmental policy) and a series of introductory toolbox talks. This is followed by weekly toolbox talks and reinforcement of previous talks relating to the environmental impact (air quality, noise and vibration). A toolbox talk record is kept advising on attendees and who delivered the talk.

5.5 Noise & Vibration Control Measures

5.5.1 Mitigation of noise through "best practical means" will be employed at all times in accordance with Section 72 of the Control of Pollution Act 1974. BS5228:2009 will also be followed, both parts 1, 2 and A12014 'Code of practice and noise vibration control on construction and open sites' as guidance and recommendations for methods and vibration control relating to construction works. Examples general means include: -

- i. The appropriate selection of the 'quietest' available plant and working methodologies (including the avoidance of percussive working methods, where practicable;
- ii. Controlling site operating hours (see **Section 1.2**), including the use of more restrictive hours for high impact working methods;
- iii. The implementation of engineering controls (e.g. the location/screening or plant, use of acoustic enclosures, etc.) to minimise sound propagation; and
- iv. The implementation of a noise/vibration monitoring regime to assist in identifying activities that may have an unexpectedly high impact on neighbouring noise sensitive uses, to enable additional mitigation to be considered.

5.5.1 Examples of specific methods employed to reduce the noise and vibration impact of the works will be:

- i. Designated site-based staff will be appointed to have the authority to take the necessary steps on behalf of the contractor to ensure that noise and vibration is adequately control and managed;
- ii. The contractor shall, at all times have regard to the practical guidance set out in BS 5228-1: 2009+A1: 2014 and BS 5228-2: 2009+A1: 2014.;
- iii. All plant shall be selected to be as quiet as possible when operating;
- iv. The use of electrically operated plant (which avoids the use of temporary power generation) shall be used, where practicable;
- v. All plant and machinery shall be properly silenced and maintained in accordance with the manufacturers' instructions. It is strongly recommended that plant and equipment is less than three years old in order to promote conformity with noise certification recommendations and the use of the most efficient and well-maintained machinery;



- vi. Any hire equipment shall be hired from a reputable hire company who are capable of supplying new, well-maintained plant;
- vii. Prior to the commencement of the works, an appropriate electricity supply shall be available at the site, to avoid the use of temporary diesel/petrol powered electricity generation;
- viii. Plant shall be operated at the lowest speed possible and incorporate automatic low speed idling;
- ix. All plant and equipment shall be switched off when not in use;
- x. All noise-generating fixed plant shall be located as far away as practicable from neighbouring noise sensitive premises;
- xi. All compressors, percussion tools and vehicles will be fitted with effective silencers.
- xii. Ensure that each potential noise generating activity is carried out with appropriate noise reduction equipment, and that baffles and silencers are used.
- xiii. If the use of generators is unavoidable, such plant shall be (a) selected with appropriate silencing, (b) be positioned as far as practicable from neighbouring noise sensitive receptors, and (c) make use of acoustic screening, as necessary, to minimise the noise impact on off-site receptors.
- xiv. Any unnecessary revving of engines and/or motor driven power tools or equipment shall be avoided; and
- xv. All plant shall be properly maintained (greased, blown silencers replaced, saw kept sharpened, teeth set and blades flat, worn bearings replaced, etc.)

Acoustic Barriers

- i. Consideration shall be given to the use acoustic sheds, enclosures and/or screens to minimise noise, in accordance with the principles set out in Appendix B of BS 5228: 2009+A1:2014. As noted above, the part retention of the existing building may offer opportunities for locating plant/equipment in locations that help provide inherent acoustic screening.
- ii. Where acoustic sheds are not practical, consideration should be given to the use of existing non-sensitive structures as shields and acoustic blankets;
- iii. Cutting of transmission pathways for vibration.

Steelworks

- i. Where practicable, all fabrication and cutting of steelwork will take place off-site;
- ii. Steelwork will be assembled / dis-assembled using handheld tools only. Where impact wrenches are necessary (e.g. to free ceased nuts) these will be electrically operated and used for the minimum amount of time necessary prior to completing the works with hand tools.



- iii. If in-situ steelwork requires cutting, this shall be deemed a “high impact” working methodology. In addition to restricting the hours of such works, the contractor shall consider the practical implementation of additional forms of mitigation (if practicable) to minimise noise generation.

Breaking Out

- i. Wherever possible, the removal/breaking up of concrete shall be undertaken using non-percussive methods;
- ii. Where percussive breakers need to be used, such “high impact” works shall only be undertaken between the “high impact” work hours;
- iii. In order to reduce the duration of breaking works, consideration shall be given to the use of multiple breakers. (Whilst this will increase the magnitude of noise generated, it can substantially reduce that actual duration of the works. Due regard to the general need for noise mitigation during such works (e.g. the location of plant, the use of acoustic screens, etc.) shall be had to minimise noise levels to the lowest practicable level.
- iv. Neighbouring noise and vibration sensitive receptors should be advised of the timing and duration of any proposed breaking out works using percussive tools.

Concreting Operations

- i. Concrete pours shall be designed and programmed to ensure that the required volume of concrete can be poured within permitted hours, making sufficient contingency to avoid overruns.

Staff

- i. All site staff shall receive appropriate induction training to ensure they are appropriately apprised of the sensitivities of the site and need to minimise noise from their work activities (“quiet practices” training);
- ii. The use of radios (or other amplified equipment) on the site shall be prohibited (other than for communication purposes).

Vehicles

- i. The movement of plant and vehicles onto and around a site, and the delivery or collection of any materials, are within the permitted working hours of the site.
- ii. All vehicle drivers to be advised of agreed routes selected to minimise any noise impact arising from additional lorry movements.
- iii. Where practicable, all site vehicles (including third-party delivery vehicles supplying the site or muck-away, skip or other waste management vehicles servicing the site) shall be fitted with broad band (“white noise”) reversing alarms.
- iv. Vehicles shall be loaded or unloaded, and materials moved considerately to minimise noise impacts.



- v. All deliveries and other transport related activities shall be undertaken in accordance with any Transport Management Plans.

Control of Airborne Noise

- i. Given the low risk of the site, it is not considered necessary for automated noise monitoring to be undertaken.
- ii. It is, however, recommended that periodic site inspection are made by the contractor to monitor the works. Observations shall include:
 - a. Hours of working;
 - b. Presence of mitigation measures, equipment and use of screening;
 - c. Number and type of plant; and
 - d. Method of Construction.

Vibration

- 5.5.2 The potential significance of vibration experienced by occupants of buildings and the potential for structural damage can be assessed in line with guidance set out in Annex B of BS 5228-2, which indicates a value of around 15-20mm/s and vibration level of 12.5mm/s can therefore be taken as a reasonable and precautionary threshold for considering the potential for any building damage.
- 5.5.3 The threshold values potentially indicating cosmetic damage are significantly higher than those that would invoke an adverse human reaction to vibration. It is recommended that vibration from demolition and construction activities should not exceed a threshold trigger level of 1 mm/s (PPV).
- 5.5.4 Due to the scale and nature of the build, adverse vibration effects can be appropriately mitigation through the general requirement for works to be undertaken implementing best practicable means, e.g. the selection of plant and processes which generate least vibration, such as non-percussive / low impact working methodologies.

5.6 Air Quality Control Measures

- 5.6.1 Based on the risk of impacts, the dust control measures detailed below will be implemented to minimise airborne pollutants; these will include: -
 - i. Carefully selecting methods and plant to minimise creation of dust and emissions which affect air quality.
 - ii. Ideally, cutting, grinding and sawing should not be conducted on site and prefabricated material should be brought in where possible.



- iii. Where products are site cut, dust suppression / extraction must be used.
- iv. Use of netting or monarflex on the elevation scaffolding facing sensitive receptors.
- v. Use of hoarding and timber, plywood, and polythene screens.
- vi. Considering wind direction before undertaking activities and dampening material down in dry weather.
- vii. No engines left idle when plant is not in use
- viii. Enclosing stockpiles or keeping them securely sheeted
- ix. Covering / sheeting all loads entering or leaving the site
- x. Water will be used to minimise dust during demolition and cutting of masonry.
- xi. Dust extraction will be utilised where possible (e.g., wall chasing, cutting etc.)
- xii. At no time will the burning of any demolition materials be allowed on site
- xiii. Demolition work areas generating dust will be liberally damped down
- xiv. All demolition debris prior to being loaded on to conveyors or waste lorries will be damped down by the controlled use of fine water sprays.
- xv. Mechanical ventilation will be used to prevent build-up of dust within the site.

5.6.2 Generally, dust will be controlled using dust suppressant tools during construction. The site and surrounding premises will be kept tidy, materials will be properly stacked and rubbish will be removed promptly.

5.7 Waste Management

5.7.1 The site's waste is monitored and recorded using the SmartWaste online environmental reporting tool to help monitor and report on areas such as waste generation and management, site waste management plans, energy and water use, sustainable timber and material supply and carbon impacts from transport.

5.7.2 The principles of the waste management strategy are as follows: -

- i. The application of the waste hierarchy to eliminate waste, recycle and reuse
 - a. Design out waste through off-site design solutions.
 - b. Plan to reuse where practically possible.
 - c. commit to recycle 90%+ of waste generated through the project.



- ii. Ensure removal according to Duty of Care.
- iii. Prevent waste accidental escape such as lids on bins.
- iv. Regular waste disposal.
- v. Ensure skips are labelled.
- vi. Furniture to be donated for reuse at end of project.
- vii. Site materials stored to reduce wastage.
- viii. Waste Transfer Note and Waste Consignment Note (hazardous waste) kept on site.
- ix. Only approved waste management companies used and confirm they have valid waste carriers licence.
- x. Containers should be sited away from drains and un-surfaced areas.
- xi. Storage containers should be fit for purpose, regularly inspected and maintained.
- xii. Keep SWMP up to date.
- xiii. Contents of drip trays, plant nappies and rags contaminated with fuel to be disposed of as hazardous waste.
- xiv. Waste management will be monitored through the use of 'Smart Waste' software.

5.8 Wheel Washing Facilities

- 5.8.1 An on-site wheel washing facility will be established at the site access to ensure adjacent pavements are clean from construction waste and mud. Considerations will be made to avoid contaminating any storm drains or water bodies. The gatesman would be accountable for ensuring all vehicles are clean prior to leaving the confines of the project.

5.9 Pollution Emergencies

- 5.9.1 Pollution Emergency Plans, equipment and training are in place to address environmental incident / emergencies (e.g. a hazardous spillage). A summary of the plans is addressed in toolbox talks and induction process, are displayed around site, and understood by all workers.
- 5.9.2 Full details of any such incident and remedial actions undertaken will be provided to ADC EHO's and other relevant authorities and recorded in the site complaints/incidents log.



DRAWINGS

2025-6961-001	Phase 1 Overview
2025-6961-002	Phase 1 Concrete Mixer Vehicle Swept Path
2025-6961-003	Phase 1 7.5t Box Van Vehicle Swept Path
2025-6961-004	Phase 1 Small Skip Lorry Vehicle Swept Path
2025-6961-101	Phase 2 Overview
2025-6961-102	Phase 2 12.0m Rigid Truck Vehicle Swept Path
2025-6961-103	Phase 2 Large Tipper Vehicle Swept Path
2025-6961-104	Phase 2 Concrete Mixer Vehicle Swept Path
2025-6961-105	Phase 2 Telehandler Vehicle Swept Path
2025-6961-201	Phase 3 Overview
2025-6961-202	Phase 3 Skip Lorry Vehicle Swept Path
2025-6961-301	Crabtree Lane / Annweir Avenue Vehicle Swept Path



APPENDICES



Appendix A Site Plan



NOTE

Accommodation Schedule

St Davids Total Existing Flats: 24

St Johns Existing

9no. 2-Bedroom 3 Person Flats

Total Existing Flats: 9 Flats

St Johns New Build

7no. 1-Bedroom 2 Person Flats

2no. 2-Bedroom 3 Person Flats

Total New Build : 9 Flats

Overall Total: 42 Dwellings

Proposed Car Parking;

30 allocated spaces @ 0.71

1 visitor parking spaces @ 3%

Total : 31 parking spaces

Cycle Parking;

-9no. cycle spaces within shared store

-4no. cycle spaces via sheffield stands

Total : 13 no. Cycle spaces

Refuge storage;

4no. 1100 L Wheelie Bin within shared store

KEY:

1. Proposed vehicle site access.
2. Refuse storage
3. Substation
4. Cycle storage for 5 cycle spaces
5. Cycle storage for 4 cycle spaces

--- Site Boundary

--- Ownership Boundary
"not included in red line boundary"

P7	09.05.23	Layby visitors spaces are being removed. Total number of visitors spaces has been reduced.	AX	AK
P6	10.03.23	Cycle storage removed and replaced with landscaping. Enclosed cycle storage repositioned to the south west of the site.	AX	LT
P5	13.02.23	Bins and Cycle storage location amended. One extra parking space added.	AX	LT
P4	27.09.22	ASHP added	KT	LT
P3	27.07.22	Turning head indicator.	AX	LT
P2	06.06.22	Measurements added.	AX	LT
P1	27.05.22	Draft Planning Issue	AX	LT
Rev	Date	Revision Details	Dr	Ch



Client's Name
Lincoln Estates Ltd

Drawing Title
Proposed Site Plan

Drawn
AX

Checked
LT

Date
17.03.2022

Job No
7130

Drawing No
PL-02

Rev
P7

Status

Job Title
**St Johns Court, Penstone Close
Lancing**

Scale
1:500 @ A3

metres 5 10 15 20

APPROVAL



Appendix B

HGV Routing Plans

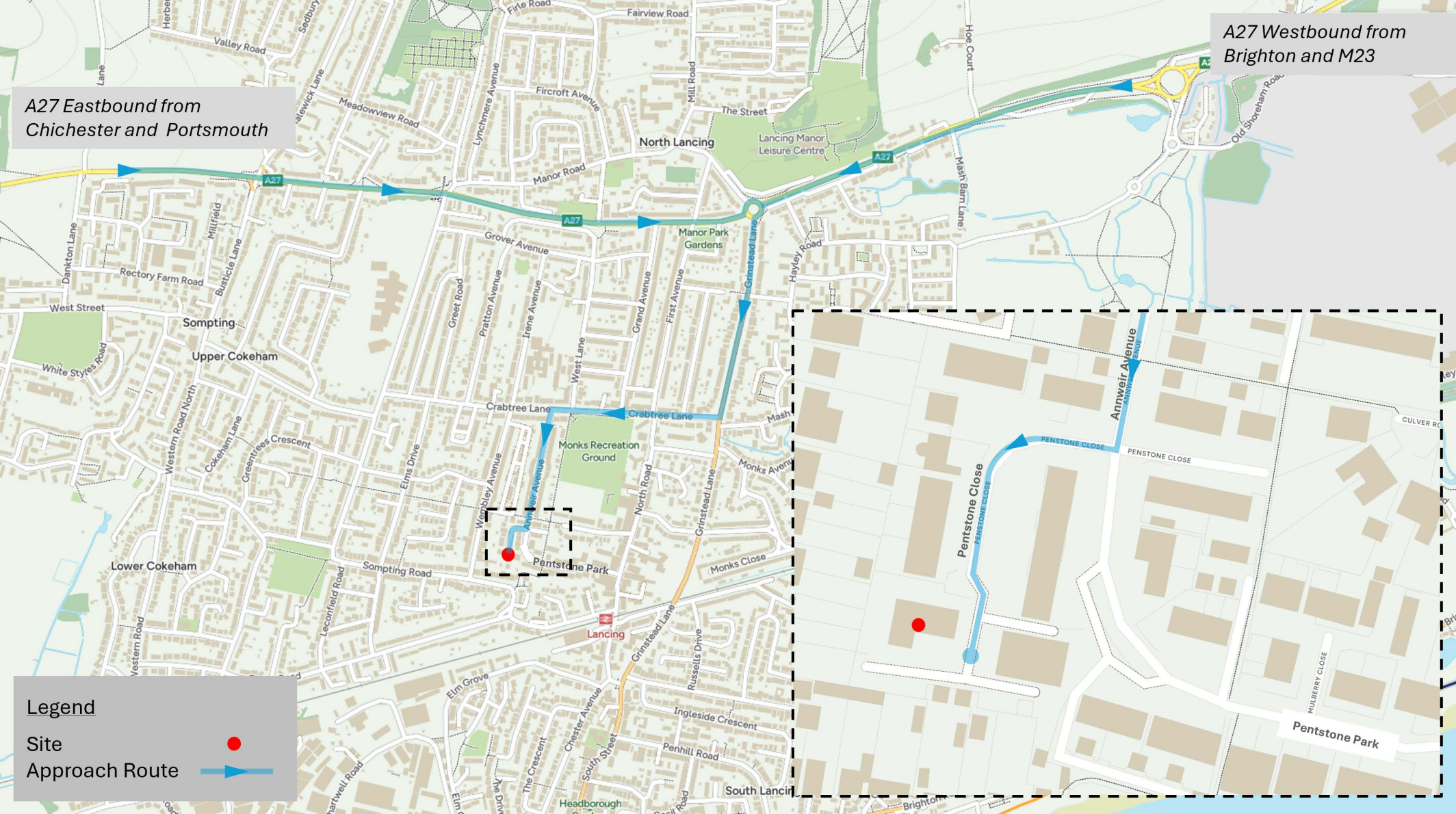
A27 Eastbound from
Chichester and Portsmouth

A27 Westbound from
Brighton and M23

Legend

Site 

Approach Route 



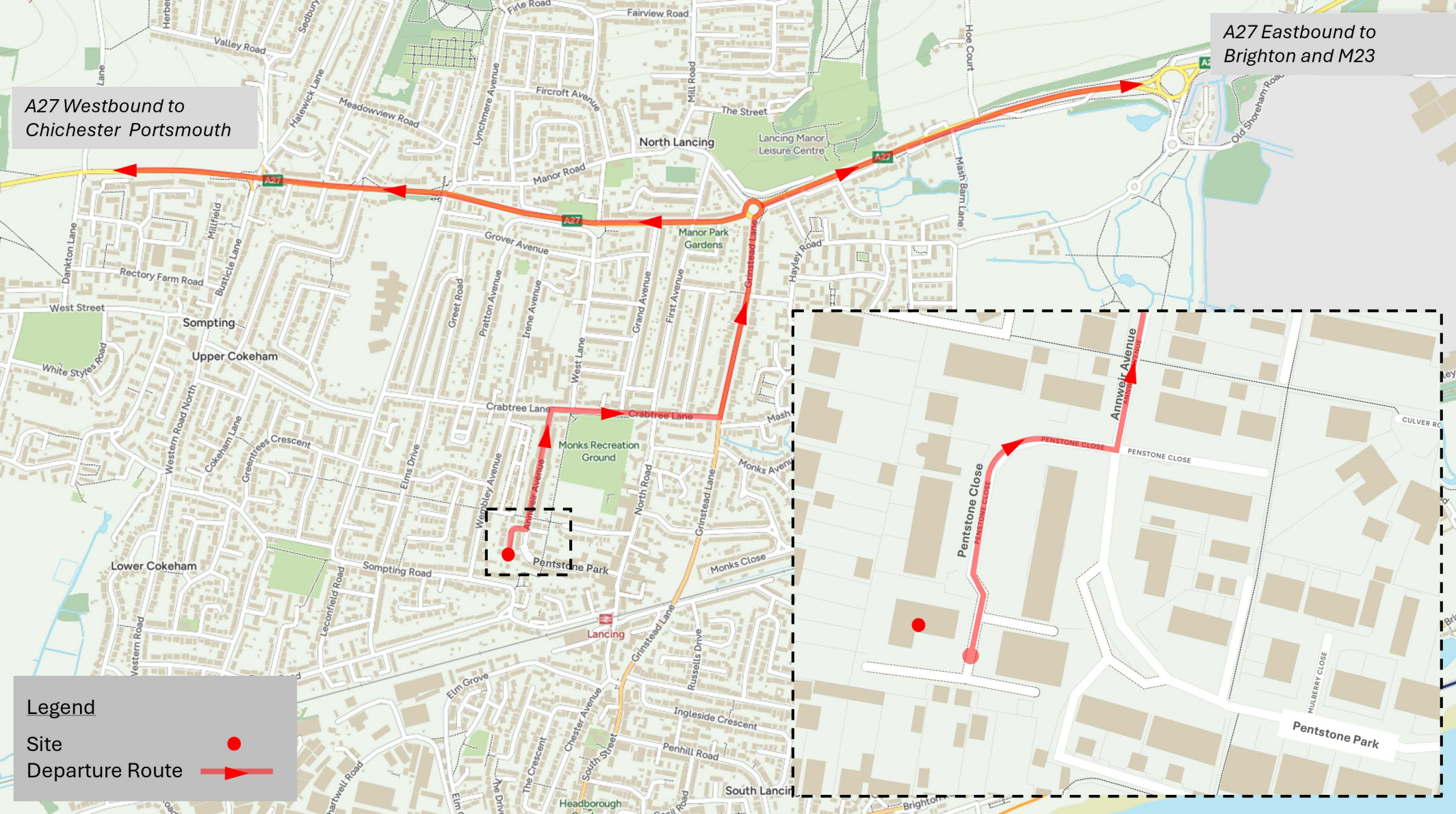
A27 Westbound to
Chichester Portsmouth

A27 Eastbound to
Brighton and M23

Legend

Site 

Departure Route 





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