

Construction & Environmental Management Plan

Prepared by:	JJR Designs Ltd
Client:	Regent Property
Principal Contractor:	Rishman Construction
Site Address:	2-10 The Hatters Inn, Queensway, Bognor Regis PO21 1QT
Development:	Three storey upward extension and redevelopment of the existing first and second floors to deliver 43 No flats along with associated cycle storage and waste/recycling provision in lieu of previously implemented and extant schemes for 24 No flats across five storeys (resubmission following BR/294/21/PL). This application may affect the setting of listed buildings, affects the character and appearance of The Steyne Conservation Area and is in CIL Zone 4 (Zero Rated) as flats

DOCUMENT CONTROL

Issue	Issue Date	Prepared by	Issued To
01	17.12.2025	Richard Stefanski	Arun District Council
01	17.12.2025	RS	Regent Property
01	17.12.2025	RS	Rishman Construction

Name: Richard Stefanski

Signature: RPS

Date:17.12.2025

1.1 Introduction

This Construction & Environmental Management Plan (CEMP) has been prepared by JJR Designs Ltd on behalf of the Client, Regent Property, in support of the proposed three-storey upward extension and redevelopment at 2–10 The Hatters Inn, Queensway, Bognor Regis, PO21 1QT.

The Plan has been submitted pursuant to Condition 4 of the planning permission and is intended to ensure that demolition and construction activities are undertaken in a manner that safeguards:

- The amenity of neighbouring residents and occupiers
- The safety of the public and site operatives
- The free and safe operation of the public highway
- The wider environmental quality of the area

The appointed Principal Contractor is Rishman Construction Ltd, who will be responsible for the day-to-day implementation, monitoring, and enforcement of the measures set out within this CEMP for the duration of the construction period.

This CEMP establishes a clear framework for managing construction impacts, including traffic movements, noise, dust, waste, site security, public engagement, and environmental controls. All works will be carried out in accordance with best practice, relevant British Standards, and guidance issued by Arun District Council, West Sussex County Council, and the Council's Environmental Health Officers.

The Plan is submitted as a pre-commencement document and no demolition or construction works shall take place until written approval has been obtained from the Local Planning Authority.

2. Site Description and Context

The application site comprises 2–10 The Hatters Inn, Queensway, Bognor Regis, PO21 1QT, and is located within a predominantly built-up urban area characterised by a mix of residential, commercial and leisure uses.

The ground floor of the building is currently occupied by The Hatters Inn public house, which is an operational commercial use and will remain open and trading throughout the construction period. The continued operation of the public house has been taken into account in the preparation of this CEMP.

- The Hatters Inn operates during the following hours:
- 08:00–00:00 (midnight) Sunday to Thursday
- 08:00–01:00 on Fridays and Saturdays

Construction activities will be managed to ensure that the ongoing operation of the public house can continue safely and without undue interference, with particular regard to customer access, servicing, noise management and public safety.

The site occupies a prominent position along Queensway, which forms a key local route within Bognor Regis and is subject to regular vehicular and pedestrian activity. Surrounding properties include residential flats, commercial premises and community uses, some of which are considered noise-sensitive receptors.

The site is bounded by the public highway to the frontage, with pedestrian footways immediately adjacent. There is limited scope for on-street loading or parking in the immediate vicinity, which necessitates a carefully managed approach to site access, deliveries and vehicle movements.

All construction access will be taken directly from Queensway, and no access will be permitted via surrounding residential streets. The constrained urban context of the site requires robust controls to ensure the safety of pedestrians, highway users and neighbouring occupiers throughout the construction period.

3. Site Management and Responsibilities

The development will be managed in accordance with this approved Construction & Environmental Management Plan to ensure that demolition and construction works are carried out safely, responsibly and with due regard to neighbouring amenity, highway safety and environmental considerations.

Client: Regent Property

The Client retains overall responsibility for ensuring that the development is undertaken in compliance with the approved planning permission and associated conditions.

Principal Contractor: Rishman Construction Ltd

The Principal Contractor shall be responsible for the day-to-day management of the site and for the implementation, monitoring and enforcement of the measures set out within this CEMP for the duration of the construction period.

CEMP Author / Planning Consultant: JJR Designs Ltd

JJR Designs Ltd has prepared this CEMP on behalf of the Client and will provide support as required in relation to planning condition compliance.

A suitably qualified Site Manager shall be appointed by the Principal Contractor and shall be present on site during all construction activities. The Site Manager shall act as the primary point of contact for the Local Planning Authority, West Sussex County Council, Environmental Health Officers, and members of the public.

All site operatives and subcontractors shall be inducted prior to commencing work on site. Site inductions shall include information relating to:

Approved working hours

Construction traffic routes and parking restrictions

Noise, dust and environmental control measures

Public safety requirements

Emergency procedures

Regular site inspections shall be undertaken by the Principal Contractor to ensure ongoing compliance with this CEMP. Any breaches or incidents shall be addressed promptly, and where necessary, corrective measures shall be implemented to prevent recurrence.

The CEMP shall be kept available on site at all times and shall be made available for inspection by officers of the Local Planning Authority or other relevant statutory bodies upon request.

4. Construction Programme

An indicative construction programme has been prepared to demonstrate the anticipated sequence and duration of the principal phases of development. The programme is indicative only and may be subject to minor change; however, all mitigation and management measures set out within this CEMP shall be implemented and maintained for the full duration of the works, irrespective of programme adjustments.

The anticipated construction programme is as follows:

- **Site set-up and enabling works:**

Establishment of site compound, erection of hoarding, installation of welfare facilities, implementation of highway protection measures and site inductions.

- **Demolition and strip-out work:**

Controlled demolition and removal of existing structures and internal elements, undertaken in accordance with agreed noise, dust and waste management measures.

- **Structural works and upward extension:**

Construction of the new structural frame and three-storey upward extension, including any temporary works, crane operations and associated deliveries.

- **External envelope works:**

Installation of roofing, external walls, windows and cladding to achieve a weather-tight building envelope.

- **Internal fit-out works**

Internal partitions, building services, finishes and installation of fixtures and fittings.

- **Completion and demobilisation**

Removal of temporary works, site clearance, final inspections and reinstatement of any affected areas of the public highway.

Construction activities will be planned and coordinated to minimise disruption to neighbouring occupiers and highway users. No deviation from the approved working hours or agreed construction management measures shall occur unless otherwise agreed in writing by the Local Planning Authority.##

5. Construction Traffic and Vehicle Movements

Construction traffic associated with the development will be carefully managed to minimise impacts on highway safety, pedestrian movement and the amenities of neighbouring occupiers. All vehicle movements will be controlled in accordance with this approved CEMP.

5.1 Anticipated Vehicle Numbers, Frequency and Types

The anticipated construction vehicle types during the demolition and construction phases include:

- Light goods vehicles and vans associated with site management, specialist subcontractors and small deliveries
- Rigid Heavy Goods Vehicles (HGVs) for the delivery of construction materials and removal of demolition and construction waste

- Occasional specialist vehicles, including concrete wagons and mobile cranes, where required for specific construction operations

Vehicle movements will vary depending on the stage of construction, with peak activity expected during demolition, structural works and major material deliveries. Where reasonably practicable, deliveries will be consolidated to reduce the overall number of vehicle movements.

5.2 Delivery Management and Timing

All deliveries and collections will be pre-booked and managed by the Site Manager. Deliveries shall be scheduled to avoid peak traffic periods on Queensway wherever practicable. No construction-related vehicle movements shall take place outside the approved working hours set out in this CEMP unless otherwise agreed in writing by the Local Planning Authority.

Drivers will be instructed not to arrive early or wait on the public highway. Vehicles arriving outside allocated delivery slots will be required to reschedule.

5.3 Site Access and Approved Routing

- All construction vehicles shall access and egress the site directly from Queensway.
- Construction traffic shall not be routed through surrounding residential streets.
- All drivers shall be provided with written instructions identifying the approved access routes, delivery procedures and on-site arrangements.

5.4 On-Site Manoeuvring and Safety Measures

- Vehicles shall enter and leave the site in a forward gear where practicable.
- A trained banksman shall be present where required to manage vehicle movements and ensure pedestrian safety.
- Vehicles shall not queue or idle on the public highway.

5.5 Mobile Cranes, Abnormal Loads and Temporary Traffic Management

- Where mobile cranes or abnormal loads are required:
- Operations shall be planned in advance and undertaken in accordance with a detailed lift plan.
- Any requirement for temporary traffic management, footway closures or road space occupation shall be agreed in advance with West Sussex County Council Highways.
- Advance notice shall be provided to local residents and businesses where such operations may cause short-term disruption.

5.6 Monitoring and Review

Construction traffic arrangements shall be kept under regular review by the Principal Contractor. Should any issues arise in relation to highway safety or local amenity, appropriate corrective measures shall be implemented promptly.

These measures are intended to ensure that construction traffic is managed safely and efficiently and does not result in an unacceptable impact on the operation of the highway network or the amenities of nearby occupiers.##

6. Operative and Visitor Parking

The parking of construction operatives and visitors will be carefully managed to prevent obstruction of the public highway, avoid inconvenience to neighbouring occupiers and maintain highway safety at all times.

No on-street parking by site operatives or construction visitors will be permitted in the vicinity of the site. This requirement will be clearly communicated to all operatives and subcontractors as part of the site induction process and reinforced through on-site management.

The site is located within a town centre area where there is adequate public parking provision available within existing public car parks located within a short walking distance of the site. These car parks provide sufficient capacity to accommodate site management staff and essential visitors without reliance on on-street parking.

Site operatives will be encouraged to make use of:

- Public car parks within the town centre
- Public transport
- Car sharing

Parking arrangements will be actively monitored by the Site Manager. Any instances of unauthorised or inappropriate parking associated with the development will be addressed promptly, and corrective measures will be implemented as necessary to ensure ongoing compliance with this CEMP.

These measures are intended to ensure that construction-related parking does not result in adverse impacts on highway safety or the amenities of neighbouring residents and businesses.

7. Loading, Unloading, and Deliveries

All loading, unloading and delivery activities associated with the demolition and construction phases will be carefully managed to minimise disruption to the public highway, maintain pedestrian safety and protect the amenities of neighbouring occupiers.

Where practicable, all loading and unloading of plant, materials and waste shall take place within the site boundary. The use of the public highway or footway for loading or unloading shall be avoided wherever reasonably possible and shall only occur where unavoidable and for short durations.

All deliveries and collections will be:

- Pre-booked and coordinated by the Site Manager
- Scheduled to avoid peak traffic periods on Queensway wherever practicable
- Managed to prevent vehicles waiting or queuing on the public highway

A trained banksman shall be present where required to oversee loading and unloading operations, manage vehicle movements and ensure the safety of pedestrians and other highway users.

Loads shall be secured at all times, and vehicles shall not be overloaded. Skips and delivery vehicles shall be positioned so as not to obstruct emergency access routes, pedestrian desire lines or neighbouring accesses.

The timing and duration of loading and unloading activities shall be controlled to limit noise and disturbance, and no such activities shall take place outside the approved working hours unless otherwise agreed in writing by the Local Planning Authority.

These measures are intended to ensure that loading and delivery operations are undertaken safely and efficiently, without adverse impact on highway safety or residential amenity.

8. Storage of Plant and Materials

The storage of plant, equipment and construction materials will be carefully managed to ensure site safety, protect neighbouring amenity and prevent obstruction of the public highway.

All plant, machinery and materials shall be stored securely within the site boundary at all times. No storage of materials, plant or equipment shall take place on the public highway, footway or adjoining land.

Storage areas will be clearly designated within the site layout and arranged to:

- Maintain safe pedestrian and vehicle routes within the site
- Prevent overspill onto neighbouring properties or the public realm
- Allow safe access for emergency services where required

Hazardous substances, including fuels, oils, chemicals and other potentially polluting materials, shall be stored in accordance with COSHH regulations and relevant best practice guidance. Such materials will be:

- Stored in clearly labelled, secure containers
- Kept within bunded areas where appropriate to prevent leakage or spillage
- Managed to minimise fire risk and environmental harm

Materials susceptible to wind-blown dispersal or dust generation shall be covered or otherwise secured. Loose materials will not be stored in a manner that could result in debris escaping the site boundary.

Regular inspections of storage areas shall be undertaken by the Site Manager to ensure that materials are stored safely and in accordance with this CEMP. Any unsafe or non-compliant storage practices shall be rectified promptly.

These measures are intended to ensure that the storage of plant and materials does not give rise to safety hazards, environmental impacts or adverse effects on the amenities of neighbouring occupiers

9. Hoarding, Security, and Site Set-Up

Prior to the commencement of any demolition or construction works, the site shall be securely set up to protect the public, neighbouring occupiers and site operatives, and to clearly delineate the construction area from the surrounding public realm.

Secure perimeter hoarding shall be erected around the site boundary before works commence. The hoarding shall:

- Be of a solid construction and an appropriate height for a town-centre location.
- Be maintained in a clean, safe and visually tidy condition for the duration of the works
- Prevent unauthorised access to the site

The hoarding layout shall be designed to:

- Maintain safe and unobstructed pedestrian routes along Queensway
- Protect adjacent footways and neighbouring property frontages
- Accommodate site access gates positioned to minimise disruption to highway users

All access points shall be controlled and kept secure outside working hours. Gates shall be closed when not in active use and shall not open onto the public highway where this would present a safety risk.

Appropriate warning signage shall be displayed on the hoarding, including:

- Construction site warning notices
- Emergency contact details for the Site Manager
- Out-of-hours contact information

Temporary welfare facilities, site offices and storage areas shall be established within the site boundary and arranged to ensure efficient site operation without encroachment onto the public highway or neighbouring land.

Regular inspections of the hoarding, access points and site set-up shall be undertaken by the Site Manager to ensure that all security and safety measures remain effective. Any damage or deterioration shall be repaired promptly.

These measures are intended to safeguard public safety, prevent unauthorised access and ensure that the construction site is managed in an orderly and responsible manner throughout the construction period.

10. Highway Protection

- Measures shall be implemented to prevent mud and debris being deposited on the highway.
- The public highway shall be inspected regularly and cleaned as required.
- Temporary Traffic Regulation Orders shall be obtained where required, in consultation with WSCC.

11. Working Hours

To safeguard the amenities of nearby residents and occupiers and to minimise disturbance arising from construction activities, all demolition and construction works shall be restricted to the following hours:

- 08:00–18:00 Monday to Friday
- 08:00–13:00 Saturdays
- No works on Sundays or Bank Holidays

These working hours shall apply to all construction-related activities on site, including (but not limited to) deliveries, loading and unloading, operation of plant and machinery, and associated vehicle movements.

No works outside the above hours shall take place unless otherwise agreed in writing by the Local Planning Authority. Any request for extended or exceptional working hours shall be submitted in advance and shall be fully justified.

The approved working hours shall be communicated to all site operatives and subcontractors as part of the site induction process and shall be actively monitored by the Site Manager to ensure compliance.

Adherence to these working hours is intended to minimise noise, disturbance and disruption to neighbouring properties and to ensure that the construction process is carried out in accordance with the interests of residential amenity and the policies of the Arun Local Plan.

12. Noise and Vibration Management

Noise and vibration arising from demolition and construction activities shall be controlled to minimise disturbance to neighbouring residents, occupiers and other noise-sensitive receptors. The principal contractor will liaise with Hatters prior to work starting.

All works shall be carried out in accordance with the principles and best practice set out in BS 5228-1:2009+A1:2014 (Code of practice for noise and vibration control on construction and open sites – Noise) and BS 5228-2:2009+A1:2014 (Vibration).

12.1 General Noise Control Measures

- Plant and equipment shall be selected and operated with the objective of minimising noise and vibration.
- All plant and machinery shall be properly maintained and fitted with effective silencers where applicable.
- Noisy plant shall be located as far as reasonably practicable from neighbouring properties.
- Engines shall be switched off when not in active use.

12.2 Construction Methods

- Where vibration-generating activities are required, the method shall be selected to minimise vibration and disturbance.
- Temporary acoustic screening or barriers shall be installed where necessary to reduce noise transmission to nearby properties.

12.3 Monitoring and Management

- Noise-generating activities shall be planned and sequenced to minimise cumulative impacts.
- The Site Manager shall monitor site activities and respond promptly to any complaints relating to noise or vibration.
- Where necessary, additional mitigation measures shall be implemented to address identified issues.

12.4 Working Hours

All noise-generating construction activities shall be restricted to the approved working hours set out in Section 11 of this CEMP, unless otherwise agreed in writing by the Local Planning Authority.

These measures are intended to ensure that noise and vibration levels arising from the construction process are kept to the lowest practicable levels and do not result in an unacceptable impact on residential amenity.

13. Dust and Air Quality Control

Measures shall be implemented throughout the demolition and construction phases to control the emission of dust, dirt and airborne pollutants, in order to protect the amenities of neighbouring occupiers, local air quality and public health.

Dust control measures shall be applied proportionately, with particular emphasis during demolition, groundworks and dry or windy conditions.

13.1 General Dust Control Measures

The following measures shall be implemented as a minimum:

- Damping down of work areas, haul routes and stockpiles using water spray during dry or windy conditions
- Use of dust-suppressed cutting, grinding and drilling equipment where practicable
- Covering of skips, stockpiles and loose materials to prevent wind-blown dispersal
- Minimisation of drop heights when handling materials
- Prompt removal of waste and debris from site

13.2 Vehicle-Related Dust Control

- All vehicle loads entering or leaving the site shall be covered where necessary.
- Wheel washing or other appropriate measures shall be used where there is a risk of mud or dust being tracked onto the public highway.
- Hardstanding and access routes within the site shall be kept clean and free from excessive dust or debris.

13.3 Plant and Emissions

- All plant and machinery shall be well maintained and operated efficiently.
- Engines shall not be left idling unnecessarily.
- Wherever practicable, modern plant meeting current emissions standards shall be used.

13.4 Monitoring and Complaints Response

The Site Manager shall monitor dust levels on site on a regular basis and respond promptly to any complaints received from neighbouring occupiers or the Local Planning Authority.

Where dust emissions are identified as causing, or likely to cause, nuisance, additional mitigation measures shall be implemented immediately.

These measures are intended to ensure that dust and air quality impacts arising from the construction process are kept to an acceptable level and do not result in adverse effects on residential amenity or the surrounding environment.

14. Lighting

- Temporary site lighting shall be directional and downward facing.
- Lighting shall be positioned to avoid light spill to neighbouring properties.
- Lighting shall be switched off when not required.

15. Waste Management and Recycling

Waste arising from demolition and construction works shall be managed in a responsible and sustainable manner to minimise environmental impacts and to accord with best practice and relevant legislative requirements.

A site-specific waste management approach shall be adopted, with an emphasis on waste reduction, re-use and recycling wherever practicable.

15.1 Waste Types

The principal waste streams anticipated during the demolition and construction phases include:

- Demolition arisings and inert materials
- Construction materials off-cuts and packaging
- Excavated materials (where applicable)
- General non-hazardous waste
- Hazardous waste, where generated (e.g. oils, solvents or contaminated materials)

15.2 Waste Storage and Segregation

- Waste shall be segregated on site where practicable to maximise opportunities for recycling.
- Clearly labelled skips and containers shall be provided for different waste streams.
- All skips shall be located within the site boundary and shall be covered when not in use to prevent wind-blown debris and unauthorised access.

15.3 Removal and Disposal

- Waste shall be removed from site on a regular basis to prevent accumulation.
- All waste shall be transported and disposed of by licensed waste carriers.
- Waste shall be taken only to appropriately permitted recycling or disposal facilities.

15.4 Hazardous Waste

- Any hazardous waste shall be identified, stored and disposed of in accordance with relevant legislation.
- Hazardous waste shall be stored in secure, clearly labelled containers and managed to prevent pollution or risk to health.

15.5 Monitoring and Compliance

The Site Manager shall be responsible for monitoring waste management practices on site and ensuring compliance with this CEMP. Records of waste transfers shall be retained and made available for inspection upon request.

These measures are intended to ensure that waste arising from the development is managed efficiently and sustainably, without adverse impact on the environment, neighbouring amenity or highway safety.

16. Pest Control

- Good site hygiene shall be maintained at all times.
- Waste shall be securely stored.
- A pest control contractor shall be appointed if required.

17. Public Safety and Engagement

Public safety shall be a primary consideration throughout the demolition and construction phases. All works shall be planned and undertaken to minimise risk to pedestrians, highway users, neighbouring occupiers and visitors to the surrounding area.

17.1 Public Safety Measures

The following measures shall be implemented to protect the public during construction:

- Secure hoarding and controlled access points shall be maintained at all times to prevent unauthorised entry to the site.
- Safe and clearly defined pedestrian routes shall be maintained adjacent to the site, with temporary protection provided where necessary.
- A trained banksman shall be present where construction vehicle movements may affect pedestrians or other highway users.
- Clear warning signage shall be displayed in prominent locations to alert the public to construction activities.
- All lifting operations and high-risk activities shall be planned, supervised and undertaken in accordance with relevant health and safety legislation and best practice guidance.

Emergency access routes shall be maintained at all times, and site arrangements shall not obstruct access for emergency services.

17.2 Public Engagement and Communication

The Principal Contractor shall ensure that effective communication is maintained with neighbouring residents, businesses and other affected parties throughout the construction period.

Measures shall include:

- Provision of a named site contact and telephone number displayed on site hoarding

- Advance notification to nearby occupiers of works likely to cause increased noise, traffic or short-term disruption (such as crane operations or significant deliveries)
- Prompt investigation and response to any complaints received

All complaints shall be logged, investigated and responded to in a timely manner, and where necessary, mitigation measures shall be implemented to address any identified issues.

These measures are intended to ensure that the development is carried out in a safe, considerate and well-managed manner, minimising disruption and risk to the public and neighbouring occupiers.##

18 Risk Assessment and Method Statements

Risk assessment is a fundamental component of the construction management approach for the development and will underpin all demolition and construction activities undertaken on site.

Prior to the commencement of any demolition or construction works, the Principal Contractor, Rishman Construction Ltd, shall prepare suitable and sufficient Risk Assessments and Method Statements (RAMS) for all activities associated with the works, in accordance with the Construction (Design and Management) Regulations 2015 (as amended) and all other relevant health and safety legislation and guidance.

Identification of Risks

Risk assessments shall identify foreseeable hazards arising from the construction process, having regard to the constrained, town-centre nature of the site and the presence of neighbouring residential and commercial occupiers. Particular consideration shall be given to risks affecting:

- Site operatives and subcontractors
- Members of the public and adjacent occupiers
- Pedestrians and highway users on Queensway
- The continued operation of the ground-floor commercial use (The Hatters Inn public house)
- Noise-sensitive and safety-sensitive receptors in the vicinity

Control Measures

Each risk assessment shall set out appropriate control measures to eliminate or reduce risks to the lowest reasonably practicable level. Control measures may include, but are not limited to:

- Sequencing and programming of works to reduce conflict with the public and neighbouring occupiers
- Physical controls such as hoarding, barriers, exclusion zones and temporary protection
- Use of banksmen and supervised vehicle movements
- Selection of suitable plant and construction methods
- Noise, vibration, dust and air quality mitigation measures
- Safe access and egress arrangements for both construction activities and public use

High-Risk Activities

Specific task-based risk assessments and method statements shall be prepared, where relevant, for higher-risk activities including (but not limited to):

- Demolition and structural alteration works
- Working at height
- Lifting operations and mobile crane activities
- Construction traffic movements, deliveries and loading/unloading
- Interface between construction activities and members of the public
- Works generating noise, vibration or dust
- Works undertaken in proximity to the operational public house

Communication and Site Induction

All site operatives, subcontractors and visitors shall be inducted prior to commencing work on site. Site inductions shall include briefing on relevant risk assessments and method statements, emergency procedures, public safety requirements and site-specific hazards.

Risk assessments and method statements shall be communicated clearly to those undertaking the works and shall be enforced by site management at all times.

Review and Availability

Risk assessments and method statements shall be reviewed and updated as necessary to reflect changes in site conditions, construction methods, programme or identified risks.

Copies of current RAMS shall be retained on site at all times and shall be made available for inspection by officers of the Local Planning Authority, West Sussex County Council, or the Council's Environmental Health Officers upon request.

19. Compliance Statement

This Construction & Environmental Management Plan (CEMP) has been prepared by JJR Designs Ltd on behalf of the Applicant/Client, Regent Property, to fully address and discharge the requirements of Condition 4 of the planning permission for the redevelopment of 2–10 The Hatters Inn, Queensway, Bognor Regis, PO21 1QT.

The CEMP provides comprehensive details relating to the management and mitigation of demolition and construction impacts, including construction traffic and deliveries, site access and parking, noise and vibration, dust and air quality, waste management, public safety, site security and environmental controls, in accordance with the matters specified within the condition.

Continued Operation of The Hatters Inn Public House

The ground floor of the building is currently occupied by The Hatters Inn public house, which will remain open and operational throughout the construction period. The preparation of this CEMP has taken full account of the need to maintain the safe and uninterrupted operation of this commercial use.

Construction activities will be managed to ensure that:

- Safe and clear access for patrons, staff and servicing of the public house is maintained at all times
- Construction traffic, deliveries and site set-up do not obstruct customer access or emergency routes
- Noise, vibration and disturbance arising from construction works are controlled so as not to unreasonably affect the ongoing operation of the premises during its permitted trading hours

The operational hours of The Hatters Inn are:

- 08:00–00:00 (midnight) Sunday to Thursday
- 08:00–01:00 on Fridays and Saturdays

Implementation and Monitoring

Upon approval by the Local Planning Authority, the measures set out within this CEMP shall be implemented in full prior to the commencement of any demolition or construction works and shall be adhered to for the entire duration of the construction period, unless otherwise agreed in writing by the Local Planning Authority.

The Principal Contractor, Rishman Construction Ltd, shall be responsible for the day-to-day implementation, monitoring and enforcement of the approved CEMP, with oversight by the Client. The CEMP shall be kept available on site at all times and shall be made available for inspection by officers of the Local Planning Authority, West Sussex County Council and the Council's Environmental Health Officers upon request.

The development shall be carried out in accordance with the approved CEMP in the interests of protecting the amenities of neighbouring residents and occupiers, ensuring the safety of the public and highway users, and safeguarding the general amenities of the area, in accordance with policies D DM1, QE SP1, QE DM1, QE DM2, QE DM3 and T SP1 of the Arun Local Plan and the National Planning Policy Framework.

The Local Planning Authority is therefore respectfully requested to confirm that Condition 4 has been satisfactorily discharged.