



RIDGE

**VANHEA STUDENT RESIDENCES, BOGNOR REGIS
FRAMEWORK CONSTRUCTION LOGISTICS PLAN
VAHNEA MAROLDA INVESTMENTS
FEBRUARY 2022**

VANHEA STUDENT RESIDENCES, BOGNOR REGIS
VANHEA MAROLDA INVESTMENTS

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Prepared for

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APPENDIX A – DEVELOPMENT PLANS

APPENDIX B – WSCC ADVISORY LORRY ROUTE

1. INTRODUCTION

1.1. Background

- 1.1.1. Ridge & Partners LLP was commissioned by Vahnea Marolda Investments LLP to produce a Framework Construction Logistics Plan (FCLP) to support the planning application for the development of student accommodation above the existing Wilko store on London Road and Bedford Street, Bognor Regis. The development proposal is for six new floors of student accommodation above the existing retail unit, comprising 104 units.
- 1.1.2. A planning application for the same proposals was granted in June 2019. This application submitted under application reference BR/270/18/PL and was made in October 2018, being approved the following June subject to compliance with conditions and a Section 106 Agreement.
- 1.1.3. One of the conditions was: 'The development shall be begun before the expiration of 3 years from the date of this permission' to comply with Section 91 of the Town and Country Planning Act 1990.
- 1.1.4. This consent has not been implemented given the Covid 19 pandemic and will expire in June 2022. On that basis, this current application is being made to extend the previous consent.
- 1.1.5. This FCLP is being produced to support this application and is an updated version of the FCLP submitted in support of the planning application BR/270/18/PL.
- 1.1.6. This is a Framework Construction Logistics Plan and serves to provide an overview of the expected logistics activity and management during the construction phase of the scheme. Should planning permission be granted it is envisaged that West Sussex County Council (WSCC) will require the appointed contractor, by planning condition, to detail this CLP for submission and approval by WSCC prior to commencement of works.
- 1.1.7. The structure of this FCLP is as follows:
 - Chapter 2 provides background information regarding the site including existing and proposed land use, highway network and public transport network;
 - Chapter 3 summarises the construction details including construction programme, vehicle movements, site management and plant and material storage;
 - Chapter 4 details traffic management for the construction period including management of deliveries and collections;
 - Chapter 5 summarises the key policy surrounding CLPs and sets out best practice schemes;
 - Chapter 6 sets out the monitoring, compliance and reporting for the construction period and the management of the CLP

2. SITE INFORMATION

2.1. Site Location

- 2.1.1. The proposed development Site is located above the existing Wilko store located off London Road (the main pedestrianised retail street in Bognor Regis), with access from Bedford Street at the rear. The Site is bounded by London Road to the east, existing retail units to the north and south and to the west by Bedford Street. The indicative red line boundary on **Figure 1** shows the location of the site.

Figure 1: Site Location



Source: OS map

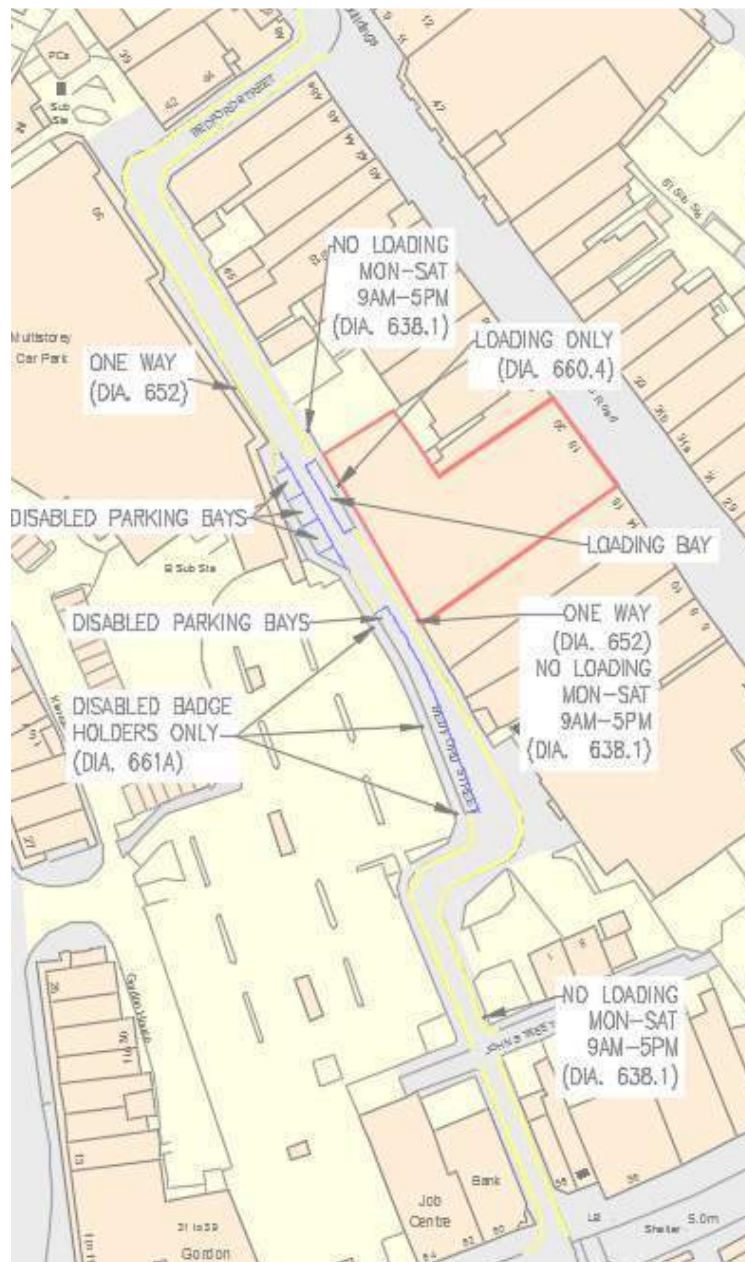
2.2. Existing and Proposed Land Use

- 2.2.1. The Site is occupied by a Wilko store, which has its main access from the pedestrianised section of London Road and secondary access from Bedford Road including deliveries.
- 2.2.2. The proposed development relates to the construction of five new floors of student accommodation and modifications to the ground and first floor of the Wilko store to provide 104 student residential units, accessed from Bedford Street. The Wilko store is largely unaltered by the proposals, which only provide an access at ground floor level and conversion of redundant ancillary space at first floor level.
- 2.2.3. A set of the proposed development plans is provided in **Appendix A**.

2.3. Local Highway Network

- 2.3.1. **Bedford Street** is a one-way street ranging from 4.3m to 5.3m in width subject to a 30mph speed restriction with street lighting. Bedford Street to the south connects to **High Street** and to the north the non-pedestrianised section of **London Road**. London Road in turn connects to the **B2166 Longford Road** and then onto the **B2259/A259** and **A29**. Parking restrictions including road markings for Bedford Street are shown in Figure 2.

Figure 2: Existing Parking Restrictions



- 2.3.2. In terms of the wider highway network to the west the A259 via B2259 provides a link to Chichester, approximately 9km north-west of the development. From Chichester the A259 provides a link to the **A27** connecting the development site to Havant and Portsmouth approximately 27km and 36km north-west of the development site respectively.
- 2.3.3. To the east, the A29 provides a link to the A27, connecting the site to Worthing and Brighton approximately 25km and 45km respectively.
- 2.3.4. A loading only bay is present on the eastern side of Bedford Street adjacent to the Wilko Collection Point (Photo 1). Disabled parking bays are present on the western side of the street (Photo 2) including within a layby adjacent to the Morrison store. North of these disabled bays, there is single yellow lining on the western side of Bedford Street up to the entrance of Morrisons.

Photograph 1: Loading Bay on Bedford Road



Photograph 2: Existing Disabled Bays on Bedford Road



2.4. Access by Walking

- 2.4.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 26% for journeys that are 1.6km to 3.2km long also being undertaken on foot.
- 2.4.2. The National Travel Survey (NTS) 2015 (September 2016) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 18 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore

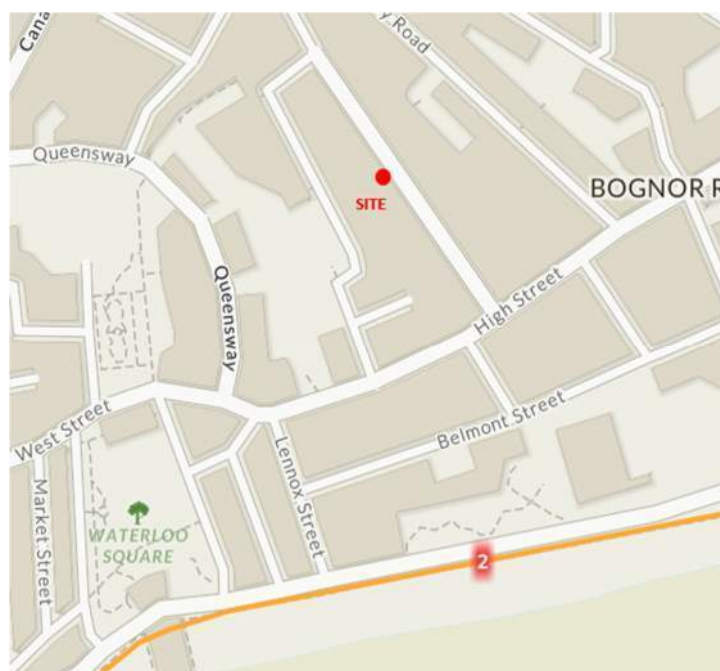
likely to walk to areas within approximately 1.5km of their origin. The NTS 2015 also identifies that 80% of all trips under 1.6km are made on foot, 31% for trips that are 1.6 to 3.2km in distance. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document thereby verifying the results.

- 2.4.3. The development Site is within Bognor Regis Town Centre fronting a pedestrian area and with access onto Bedford Road at the rear. Both streets have well-lit footways which provide access to local core facilities. The distance to core amenities is considered further in Section 2.8.

2.5. Access by Cycling

- 2.5.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.
- 2.5.2. The NTS 2016 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 24 minutes. Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface.
- 2.5.3. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g., manoeuvring through junctions). It is therefore considered that the average person is willing to cycle an average of 6.4km (24 minutes).
- 2.5.4. The NTS 2016 identifies that 79% of all cycle trips are up to 8km in distance, which is broadly similar with the IHT recommendation that 80% of all cycle trips are less than 8km. It is therefore considered that since 6.4km is the average, it is reasonable to consider that some future site users may cycle up to 8km with travelling to and from the site.
- 2.5.5. Therefore, cycling offers the potential to substitute for short car trips, particularly those less than 6.4km in length, or to form part of a longer journey when combined with public transport modes. These accepted distances mean that all of Bognor Regis is within the 3.2km cycling distance of the redevelopment Site. The wider urban area including Elmer, Felpham, Pagham and North Bersted are within 6.4km of the Site.
- 2.5.6. The National Cycle Network Route 2 (South Coast Cycle Route), a 359-mile route comprising of a mixture of traffic-free and on-road routes, which connects Dover to St Austell is located approximately 300m south of the development site running along the Esplanade as shown in **Figure 3**. This route offers the opportunity for longer distance trips along the coast in either direction.

Figure 3: National Cycle Route



Source: Sustrans

2.6. Public Transport – Bus

- 2.6.1. The redevelopment Site is located within 150m of the main bus stops on the High Street and within 250m of the two stops on Queensway. These bus stop provide access to most of the local bus services that operate in Bognor Regis. **Table 1** provides a summary of the bus services that operate within close proximity of the Site. A number of services serve University of Chichester which is approximately 950m north-east of the Site as indicated by * in Table 1

Table 1: Summary of Bus Routes

BUS STOP	SERVICE	ROUTE	FREQUENCY	OPERATOR
High Street Stop A	66a	Bognor Regis – Yapton	4 per day	Compass
	66c	Bognor Regis – Yapton	3 per day	Compass
	Star	Bognor Regis – South and North Bersted	30 minutes	Stagecoach
	U7*	Bognor Regis Hotham Park - Chichester	8 per day	Stagecoach
High Street Stop B	61	Bognor Regis – Aldwick	6 per day	Stagecoach
	62	Bognor Regis – Aldwick	6 per day	Stagecoach
	68	Bersted - Bognor Regis - Pagham	4 per day	Stagecoach
	69*	Littlehampton–Bersted-Bognor Regis- Pagham	4 per day	Stagecoach
	600*	Elmer – Bognor Regis – Chichester	30 minutes	Stagecoach
Queensway Stop E	66a	Bognor Regis – Yapton	4 per day	Compass
	66c	Bognor Regis – Yapton	3 per day	Compass
	700*	Littlehampton – Bognor Regis - Portsmouth	30 minutes	Stagecoach
	Star	Bognor Regis – South and North Bersted	30 minutes	Stagecoach
	U7*	Bognor Regis Hotham Park - Chichester	8 per day	Stagecoach

Timetables correct as of January 2022

*Services that serve University of Chichester

2.7. Public Transport – Train

- 2.7.1. The redevelopment Site is located 300m from Bognor Regis Train Station, which equates to an approximate 4 minutes' walk northbound from the development. Bognor Regis Train Station has 4 platforms and is managed and served by Southern Railway.
- 2.7.2. During weekdays and on Saturday there are 4 services per hour departing the station with two trains travelling to London Victoria per hour via Horsham, and one train to Littlehampton and Barnham per hour respectively. On Sundays there is a reduced service comprising of two trains per hour; one towards London Victoria and one towards Littlehampton.
- 2.7.3. The station is staffed Monday to Saturday from 06.00 to 19.50 and on Sundays from 08.10 to 19.45. The station has ticket machines, toilets, waiting rooms and refreshment facilities. The station is provided with 184 cycle parking spaces and 95 car parking spaces with 4 accessible spaces.

2.8. Sustainability of Site Location

The redevelopment Site is located within Bognor Regis Town Centre and hence very accessible to core facilities and amenities and to public transport stops and routes. The sustainable location of the Site will minimise car trips to and from the proposed residential units. The approximate walking/cycling distances between amenities and the centre of the proposed redevelopment Site are summarised within **Table 2**.

Table 2: Distance of core amenities from proposed development

NAME	DISTANCE (M)	1.6KM WALKING ¹	6.4KM CYCLING ²
Retail			
Morrison's	50	✓	✓
Subway	200	✓	✓
Iceland	250	✓	✓
Tesco	260	✓	✓
Education			
Bognor Regis Library	400	✓	✓
St Mary's RC Primary School	500	✓	✓
Hotham Park	750	✓	✓
University of Chichester	950	✓	✓
Health			
Boots Pharmacy	190	✓	✓
Bognor Regis WM Hospital	1,200	✓	✓
Public Transport			
Bus Stop (High Street)	150	✓	✓
Bus Stop (Queensway)	250	✓	✓
Bognor Regis Station	300	✓	✓
Other			
ATM	200	✓	✓
Butlins	800	✓	✓
Bognor Regis Post Office	100	✓	✓

¹IHT Planning for Walking (April 2015) ²IHT Planning for Cycling (October 2015)

- 2.8.1. Based upon the data within **Table 2**, it can be concluded that the redevelopment Site is located in a highly sustainable location within excellent walking and cycling distances to core amenities. This will mean that during construction workers on the Site can access the Site by sustainable transport and public transport but will also have access to facilities during breaks and for lunch as required.

3. CONSTRUCTION DETAILS

3.1. Proposed Development

- 3.1.1. The scheme involves the construction of 104 residential units for student occupation across six floors, including 5 new floors above an existing building.
- 3.1.2. The construction will involve strengthening existing foundations or inserting perimeter piling/columns, steel frame and concrete composite deck bridging over the main building, metframe or similar pre-made pre-finished panel system and modular component bathrooms.

3.2. Main Issues or Challenges with the Site

- 3.2.1. The construction site is within Bognor Regis Town Centre, close to pedestrianised shopping areas and bus routes. The operation and management of the construction site will therefore require careful planning with WSCC and Arun District Council.
- 3.2.2. The issues to be considered at this stage are as follows
 - The site lies in a Bognor Regis Town Centre with access onto Bedford Street which is one way northbound. Location of and access to the site compound will need to be carefully considered to reduce adverse impacts.
 - The Site sits above a retail property and is in close proximity to other commercial properties. Access to and servicing of these properties will need to be maintained throughout the construction period. The developer will need to consult with key third parties (including Wilko which is directly below the Site and Morrisons which is opposite to the Site from an early stage to devise plans that limit any potential adverse effects.
 - It is likely that building materials will need to be stored on the public highway for part of the build and a mobile crane will likely be required to over sail the public highway, both of which will require licences from WSCC. Traffic management is likely to be required when the crane is in operation to ensure risk to road users is overcome.
 - Traffic Regulation Orders (TROs) will be required for the temporary restriction of parking on Bedford Street.
 - The construction of the Site may overlap with construction of development sites within the Town Centre and the contractors' operations will require co-ordination to minimise impacts.

3.3. Contractor Responsibility

- 3.3.1. The developer is aware of the challenges of the construction site and is committed to working closely with WSCC and Arun District Council to mitigate adverse impacts of the construction of the development.
- 3.3.2. The appointed contractor would expect to attend regular working group meetings to discuss construction and particular opportunities to collaborate to minimise disruption caused by the construction process.
- 3.3.3. During the execution of the works, the Principal Contractor will be tasked with ensuring all works are carried out safely and in such a way it will not inconvenience pedestrians or other road users and with a positive consideration to the needs of the local residents, site personnel and visitors as well as the general public.

- 3.3.4. The project itself would be registered under the Considerate Constructors Scheme (CCS) that sets standards to be achieved for mitigating the impact of construction projects on the local area. The Principal Contractor will be responsible for ensuring that the individual CCS requirements are adhered to.
- 3.3.5. The developer is also aware of Construction Logistics and Cycle Safety (CLOCS) guidance and currently promote the Freight Operator Recognition Scheme (FORS) for all their other construction sites. More information on best practice guidance is given in Chapter 5.

3.4. Construction Programme

- 3.4.1. The construction programme associated with the proposed development is expected to span 18-month period, starting in 2023. An indicative programme is set out below in **Table 3**. The exact sequence will be determined at a later date and will be subject to agreement with contractors at the time of their appointment.

Table 3: Indicative Construction Programme

ACTIVITY	APPROXIMATE START DATE	APPROXIMATE END DATE
Main Construction Works (18 months)	Q3 / Q4 2023	Q1/Q2 2025
Development in Full Operation	Spring / Summer 2025	

3.5. Licences

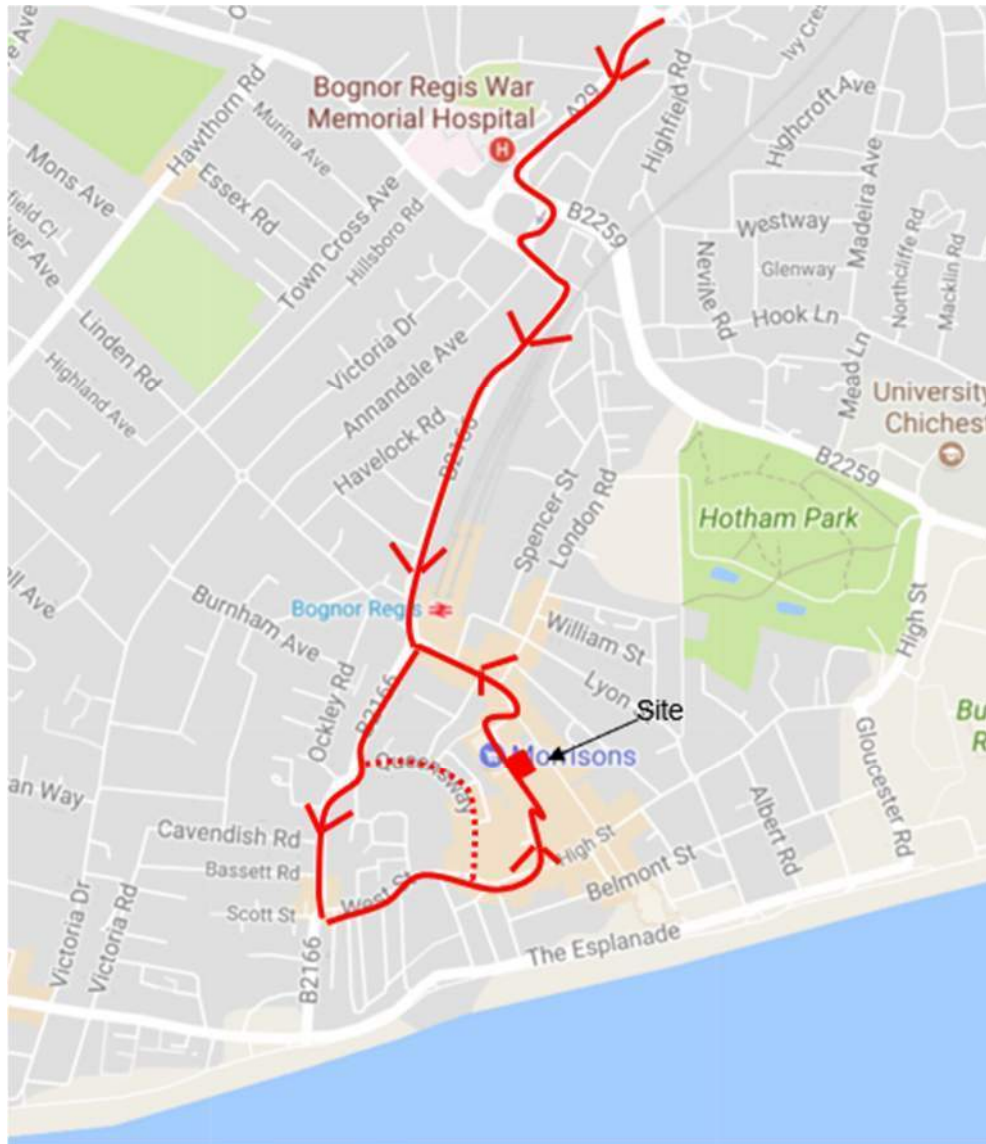
- 3.5.1. It is likely that due to the constrained nature of the site, the following licences will need to be obtained from WSCC:
- **Building Materials on the Highway Licence.** This is required where any building materials are placed on any part of the highway.
 - **Mobile Cranes and Tower Cranes Licence.** This is required by any contractor intending to place a mobile crane or tower crane on, lift from, and /or over sail the public highway. No work can commence on the public highway without an authorised licence. When the crane is in operation it is likely that appropriate traffic management measures will be implemented to ensure risk to road users is overcome.
 - **Traffic Regulation Order (TRO).** This is required to temporarily suspend parking on Bedford Road in order to accommodate deliveries and collections to and from the site. More information is given in Section 4.1.

3.6. Construction Vehicle Movements

- 3.6.1. The exact number of HGV's and LGV's accessing and egressing the site during the construction period is currently unknown as the exact sequencing of construction has yet to be finalised. However, vehicle access arrangements and proposed routing of construction vehicles will be in line with guidance set out by WSCC.
- 3.6.2. The Advisory Lorry Routes as set out by WSCC are provided in **Appendix B**. This shows that construction vehicles should be routed to the site via the A259 and then onto the A29 for local access to Bognor Regis.

- 3.6.3. Local access trips using roads not shown in Appendix A must be made in accordance with traffic signing. Figure 4 below shows possible local construction vehicle routing to the site from the A29, along the B2166, with the option to access the site via Queensway or West Street. Construction routes will be agreed with the Local Planning Authority and would be the subject of a planning condition or legal agreement associated with any planning approval.

Figure 4: Local Construction Traffic Routing



- 3.6.4. Overnight lorry parking is provided at London Road Lorry Park, which is accessed from the A259.
- 3.6.5. All heavy and abnormal loads are required to notify the County Council in advance of any abnormal load movement. The Council will check the proposed route to ensure its suitability for abnormal loads. A vehicle will be classed as an abnormal load where one or more of the vehicle dimensions are exceed:
- 44,000 kilograms weight
 - 2.9 metres wide
 - 18.65 metres long

- 3.6.6. Hauliers should also contact the police for approval and to provide escort where necessary.
- 3.6.7. It will be the responsibility of the site manager to ensure that vehicles visiting the site are dealt with in an efficient manner. Through the purchase agreements, suppliers will be requested to deliver or collect materials at set times which will be planned by the managers on-site.

3.7. Site Management

- 3.7.1. A Vehicle Banksman will be the main point of contact for all vehicles wishing to access the site. The banksman will meet vehicles either at the site compound or on street and direct them as required. They will also assist vehicles leaving the site if required when joining the existing traffic along Queensway or Bedford Road.
- 3.7.2. The anticipated core working hours for construction traffic are:
- 08.00 -17.00 Monday to Friday
 - 08.00 – 13.00 Saturday; and
 - No working on Sundays, bank or public holidays unless with specific agreement with WSCC.
- 3.7.3. Any work outside of these hours will be subject to prior agreement with WSCC and relevant stakeholders with sufficient notice period given to consider the application.
- 3.7.4. Working hours will be agreed with the Local Planning Authority and would be conditioned on any planning approval.

3.8. Plant and Materials Storage

- 3.8.1. Due to the restricted location of the Site, all required plant and materials will be accommodated within a site compound. Initial discussions have been undertaken between the client and Morrisons (relating to part of the car park area) and also with the tenant of the adjacent land immediately to the north of the development Site with regards to the potential site compound location and size. These discussions will continue post planning when a more detailed programme of works, and full detailed Construction Logistics Plan are produced.
- 3.8.2. These discussions will also need to include access to the compound. There may be a requirement to have a dedicated construction access from Bedford Street to the potential Site on the Morrisons car park to minimise conflict and ensure pedestrian access and safety is maintained. A final Site plan indicating the agreed on-site compound and storage area as well as pedestrian access routes along Bedford Street and access to retail units will be provided in the detailed CLP served by planning condition submitted post-planning.
- 3.8.3. It is envisaged that all deliveries to the Site will take place on Bedford Street, as discussed in Chapter 4. General non-site traffic will continue to use Bedford Street as normal, with servicing of the other retail units using the existing loading/unloading bay on the eastern side of the Street.
- 3.8.4. Whilst a crane is unloading and transferring deliveries to the site level, temporary traffic management would be required, to be agreed with WSCC, which would ensure the safety of traffic and pedestrians using that section of Bedford Street.

3.9. Staff Travel

- 3.9.1. There will be no on-site parking provided for staff / contractors during the construction phase. All Site staff will be encouraged to use sustainable modes. The contractor will be required to consider operatives parking and the possible establishment of a Construction Travel Plan to include promoting travelling by public transport, car sharing initiatives and local parking options if necessary.
- 3.9.2. As shown in Chapter 2 the Site is well served by public transport including buses and national rail services.

4. TRAFFIC MANAGEMENT

4.1. Managing Deliveries and Collections

- 4.1.1. It will be the responsibility of the site manager to ensure that vehicles visiting the Site are dealt with in an efficient manner. Through the purchase agreements, suppliers will be requested to deliver or collect materials at set times which will be planned by the managers on-site
- 4.1.2. A vehicle booking system will be utilised to manage and control deliveries to site. This will help minimise deliveries during peak hours and ensure contractors do not turn up without prior notification of their arrival. Deliveries will be restricted where possible to the inter-peak period, i.e., 09:30- 16:00 hours unless otherwise agreed with WSCC.
- 4.1.3. An off-site holding area located at London Road Lorry Park is likely to be necessary considering the restricted nature of the site. This holding area will be confirmed within the detailed CLP post planning.
- 4.1.4. For the duration of the construction phase there will be a permanent banksman available on Site with the role of assisting construction vehicles to access the Site and if necessary, with reversing.
- 4.1.5. Deliveries and collections will take place from Bedford Street. Temporary suspension of a number of disabled parking bays along the western side of Bedford Road (shown in Photo 2) will be required to accommodate loading/unloading bays. The contractor will need to apply for a Temporary Traffic Regulation Order (TRO) from WSCC. Exact details of the number of bays to be suspended and for how long will be detailed in the full CLP.
- 4.1.6. A mobile crane will be located within the site compound to facilitate easy and quick loading and unloading of delivery vehicles. Further licences will be required from WSCC for storing building materials on public highway and over sailing a public highway as stated in Section 3.3. When the crane is in operation it is likely that associated traffic management measures will be put in place to ensure the risk to road users, including pedestrians is overcome. Proposed location of site compound will be detailed in the full CLP post planning.
- 4.1.7. When deliveries and collections are being made to and from the site the following controls shall be in place:
 - All drivers must have a copy of the traffic management plan (Appendix A) to be accepted onto site
 - All drivers must follow the Traffic Management Plan;
 - The banksman will oversee all traffic movements; and
 - Appropriate warning signage will be put in place, in and around the site.
- 4.1.8. Where possible, the site manager will contact the delivery driver on the morning of the delivery to verify the time of arrival and communicate any changes to the planned time to the management team and banksman. All vehicle drivers must contact the management team five minutes before arrival on Site.

- 4.1.9. It is envisaged that general traffic will not be affected by Site deliveries on Bedford Street and servicing and deliveries to the existing retail units along the street will continue to use the loading/unloading bay adjacent to the Wilko collection point.

4.2. Types of Vehicles Visiting the Site

- 4.2.1. The types of vehicles visiting the Site will change over the course of the works. An indication of the types of vehicles expected to visit the Site is provided below in **Table 4**, the largest of which will be a mobile crane. The exact types of vehicles will be confirmed post planning within the detailed CLP. Light goods vehicles would be present at all stages of the works programme, but in greater numbers during the fit out when the trades are on-site.

Table 4 Types of Vehicles

WORKS PROGRAMME	VEHICLES
Enabling works	Mobile crane, articulated lorry, 26t to 32t skip lorry
Main structure	Articulated lorry, 7.5t to 26t rigid lorries
Fit out	Articulated lorries, 7.5t to 26t rigid lorries, LGVs

4.3. Environmental Considerations

- 4.3.1. Dust and debris on the road are one of the main environmental nuisance and safety problems arising from construction sites. The appointed contractor will make appropriate provision to minimise dust and dirt on the highway:
- Prevention – Dust generating activities will be minimised or stopped during windy days, stock piling of excavated soils or crushed materials will be managed whenever possible.
 - Suppression – Water hoses and sprinkling in dry periods on stock-piles which can generate dust.
 - Containment - lorries delivering or removing materials from site will be cleaned prior to exit onto the highway and any materials covered before leaving site as required.
- 4.3.2. The applicant will consider all construction material and waste related risks, including transportation of such to, from, and within the site boundaries.
- 4.3.3. The applicant will consider all noise and vibration related risks and how these can be reduced.
- 4.3.4. The applicant will consider all air quality related risks and how these can be managed and reduced or mitigated. Mitigation measures could include;
- Ensure material is stockpiled and constructed with gentle slopes and covered where possible.
 - Haulage vehicles to use designated haul routes which is to be damped with a fine water spray to prevent dust particles from becoming airborne when and where appropriate.
 - Vehicles transporting debris from the site are to be sheeted with dust sheets or equivalent to prevent debris spillage and dust particles from becoming airborne
 - Weather conditions are to be considered (example, windy conditions) prior to commencement of activity.

- Avoid double handling of dust yielding material where possible.
- Use covered skips where practicable.
- Minimise drop heights from construction handling equipment.
- Reduction of vehicle speed on site.
- Stockpile away from residential and public receptors.

4.3.5. A before and after construction condition surveys of a section of the highway within the immediate vicinity of the Site as agreed with WSCC will be undertaken and a fund will be committed to the repair of any damage caused if required by the main contractor.

5. POLICIES

5.1. Waste Minimisation

- 5.1.1. In accordance with the Waste Strategy (2007) the aim during the construction phase will be to minimise waste generated.
- 5.1.2. Waste will be generated during all stages of the construction programme. However, this will be carefully managed and cleared to prevent nuisances such as litter, dust, odour, and pests, and to maintain a 'clean' working and site environment, for the benefit of all parties.
- 5.1.3. A Waste Management Plan for the site will be produced post planning by the appointed contractor and further details regarding waste management will be included in the final CLP.

5.2. Best Practice Schemes

- 5.2.1. Industry best practice will be adopted wherever possible to support the construction phase of the development. This will be achieved by ensuring that through the procurement process the main and sub-contractors employed will be members of, or signed up to the relevant best practice schemes and initiatives including the following:

Considerate Constructors Scheme

- 5.2.2. Construction sites, companies and suppliers voluntarily register with the scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. The scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas for concern fall into three categories: the general public, the workforce and the environment.
- 5.2.3. The Considerate Constructors Scheme will promote best practice relating to on-site activities at the Vahnea Student Residences Site, and those in the vicinity of the Site. It is noted the Site would be registered under this scheme.

Fleet Operator Recognition Scheme (FORS)

- 5.2.4. FORS is a method of recognising fleet operations which comply with the requirements of the FORS standard. The FORS standard is based upon lawfulness, safety, efficiency and environmental protection. Fleet operator's operations are audited against the requirements of the FORS standard by an approved FORS certification body.
- 5.2.5. FORS is a voluntary certification aimed at ensuring that fleet operators work lawfully and to best practice as stated in the FORS standard. The standards cover: Management, vehicles, drivers and operations. For suppliers that deliver to the site the developer will promote FORS where possible.

Construction Logistics and Cycle Safety (CLOCS)

- 5.2.6. CLOCS brings the construction logistics industry together to revolutionise the management of work-related road risk and ensure a road safety culture is embedded across the industry. The aim is to ultimately help protect pedestrians, cyclists, motorcyclists and other road users who share the roads with construction vehicles.

5.2.7. CLOCS has developed the CLOCS standard for construction logistics: Managing work related road risk (WRRR), a common standard for use by the construction logistics industry. Implemented by construction clients through contracts, it provides a framework that enables ownership in managing WRRR which can be adhered in a constant way by fleet operators.

5.2.8. A number of supplementary guidance documents have been produced to assist those implementing the CLOCS standard for construction logistics. These include:

Improving vehicle safety

5.2.9. There are four main requirements with regard to improving vehicle safety:

- Warning signage
- Side under run protection
- Blind spot minimisation
- Vehicle manoeuvre warnings

Managing Driver training and licensing

5.2.10. There are two requirements for managing drivers:

- Training and development – all drivers undergo training and continued professional development specifically covering the safety of vulnerable road users
- Driver licensing – all drivers must hold a valid licence for the vehicle they are tasked to drive.

Managing supplier compliance

5.2.11. Clients shall ensure contractor and sub-contractor compliance to ensure that requirements are being adhered to across the supply chain. For example, the client should ensure that it is a contractual requirement for the contractor to check vehicles entering site and to take appropriate action under the contract.

5.2.12. CLOCs guidance will be adhered to where possible for the Vahnea Student Residences Site.

5.3. Pre-Fabrication/Modularisation

5.3.1. Steps will be taken to explore opportunities to modularise and pre-fabricate structural elements of the dwelling units and fixtures and fittings wherever practicable. This in turn will potentially minimise the number of vehicle trips required to bring materials to site.

5.4. Collaborative Working

5.4.1. The developer is aware of the challenges of the construction site and is committed to working closely with WSCC and other construction site contractors to mitigate adverse impacts of the construction of the development. The appointed contractor expects to attend regular working group meetings to discuss construction and particular opportunities to collaborate to minimise and disruption caused by the construction process.

5.4.2. The ability to work collaboratively will largely depend on the timing of the developments and overlap between construction programmes.

6. MONITORING, COMPLIANCE, REPORTING AND MANAGEMENT

- 6.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the CLP can be evaluated against its objectives. Monitoring and review of construction activity will be the responsibility of the appointed contractor and will be documented and available to WSCC.

6.2. Monitoring

- 6.2.1. The arrival of vehicles to the Site will be monitored through the vehicle booking system. From this information it would be possible to provide details of the types, frequency, and time of vehicle activity. Analysis would be completed if regarded as a practical necessity.

6.3. Compliance

- 6.3.1. For those suppliers and hauliers that continually fail to follow advice or instructions such as not stopping on-street, the site manager will liaise with these operators to ensure their level of compliance improves.

6.4. Reporting

- 6.4.1. An incident / complaints register will be created into which incidents / complaints can be recorded. Once entered, the incident / complaint will be dealt with using the normal procedures that the main contractor has in place for its development site construction works.
- 6.4.2. Monthly reviews of vehicle activity will be held between the site management group. If required, the site manager will arrange for a monthly report of vehicle activity to be prepared for attention of local authority officers.

6.5. Management

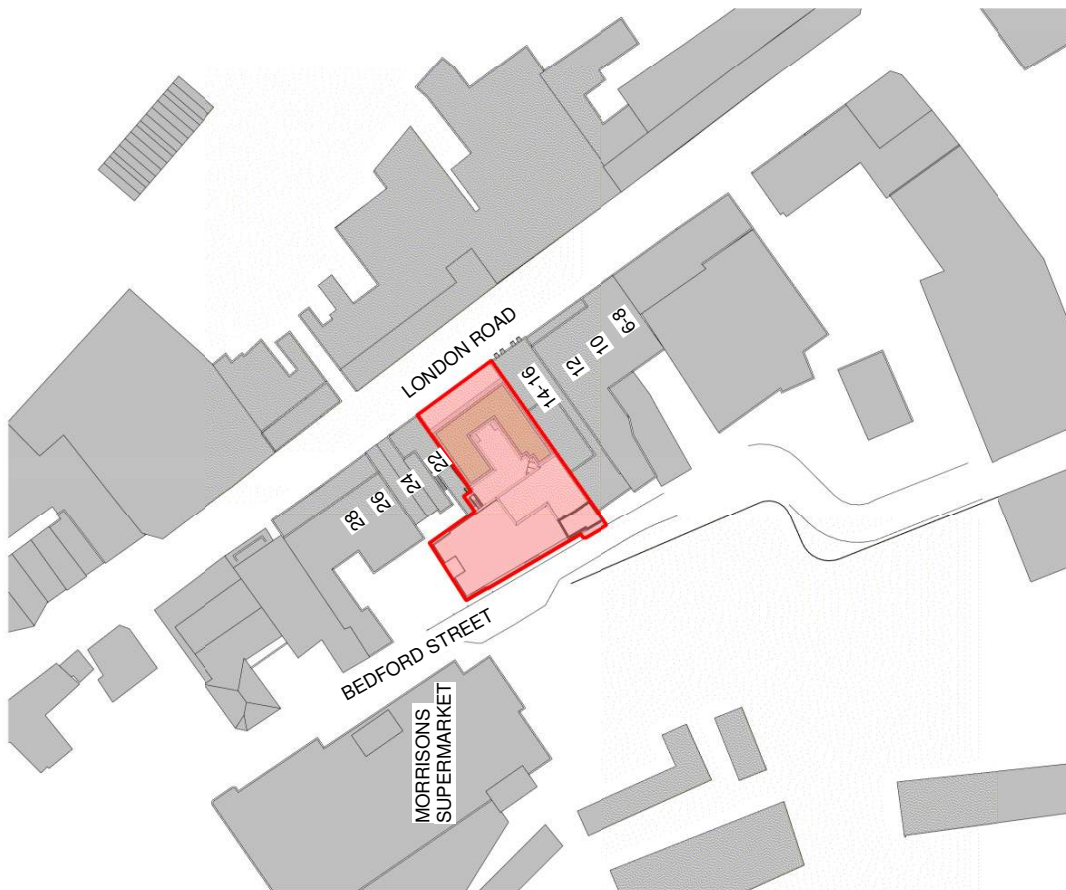
- 6.5.1. The detailed CLP document which will be produced post planning will be a live document and will be updated prior to commencement of works and during the demolition and construction sequences.
- 6.5.2. It will be managed by the Site Manager or an appointed nominee. It will be this person's responsibility to ensure the CTMP is functioning correctly. Meetings, reports, and liaison will be carried out as required.
- 6.5.3. The CLP management process will tie in with the overall project management of the development.

APPENDIX A – DEVELOPMENT PLANS

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Scale Bar 1:1250@A3



Proposed Location Plan

Project name: Valnea Student Residences, Bognor Regis		Drawing name: Site Location Proposed		Scale @ A3: 1 : 1250	Drawn / Checked: JAH / DJS	Date: 17/08/17	Status: PLANNING	Project No: 16102		Drawing No: P150	Revision: P6												
Proposed Location Plan 1 : 1250 												PK Drawing Issue PK Client Approval PK Final Review PK Project or engineering plan completed PK Project or engineering plan submitted PK Redesigned to four bed flats JAH DJS JAH DJS JAH DJS JAH DJS JAH DJS 27.01.2022 01.11.2019 01.11.2019 15.10.2019 15.10.2019 15.12.2017 REV DESCRIPTION BY CHK DATE Cover Storey Architects Cover Storey Architects LLP 18 St Georges Avenue, Haverst Tel: 02039 000396 info@coverstorey.co.uk www.coverstorey.co.uk POJ 28 X											

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Site Compound Plan
1 : 500

Please read this drawing in conjunction with
supplementary document provided by Ridge and Partners
LLP entitled Framework Construction Logistics Plan

With regards to the potential site compound location and size:
Location A - Early discussions have been undertaken between
the client and the tenant of the adjacent land immediately to the
north of the development site.
Location B - Early discussions have been undertaken between
the client and Morrisons, the owner of the land comprising a
car park opposite.

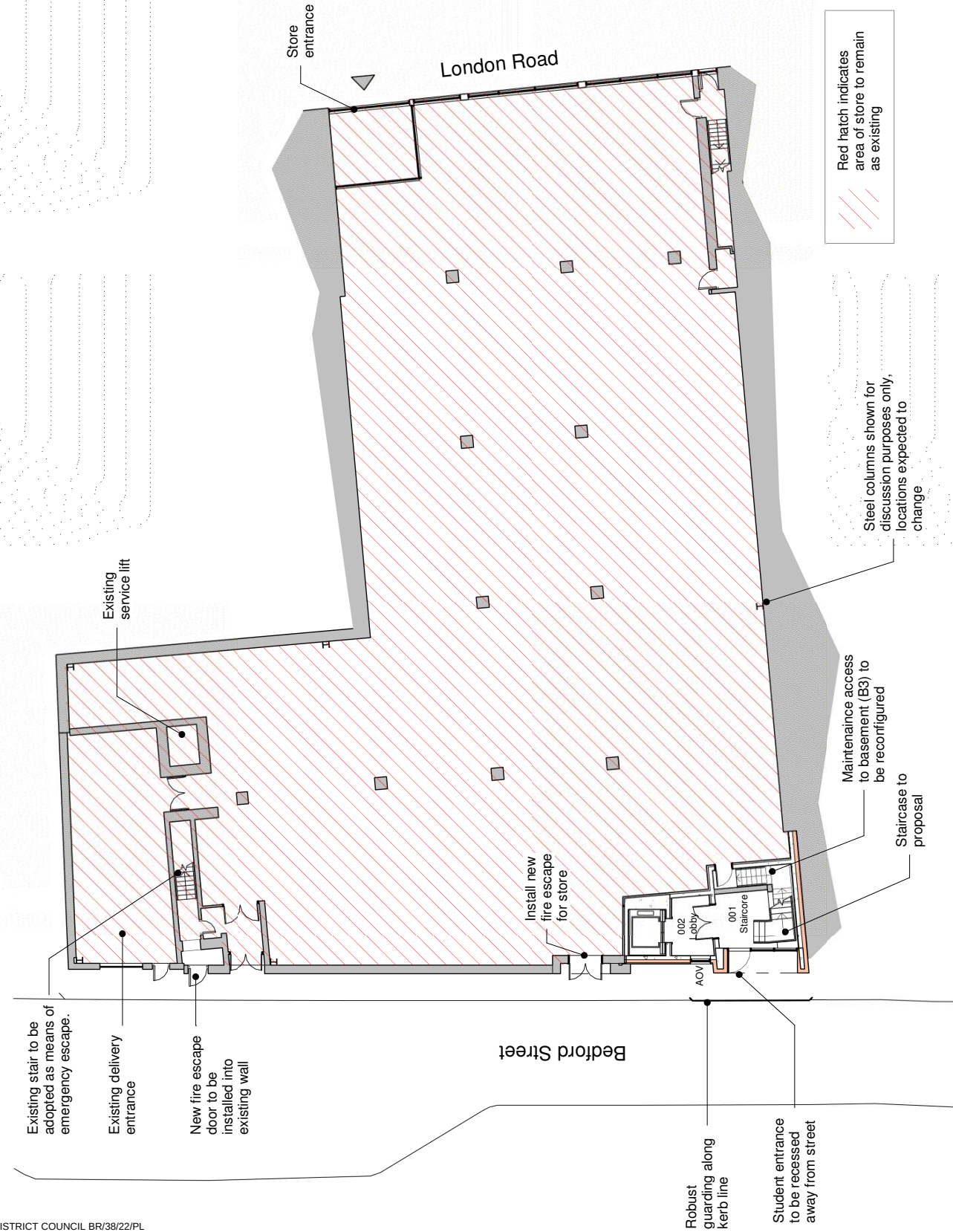
These discussions will continue post planning when a more
detailed programme of works and Full Detailed Construction
Logistics Plan are produced.

Upon completion of enabling works:
Location C - Potential site office location and initial phase mess
facilities to be located on roof.
Location D - Potential location for mess facilities at podium
(proposed ground floor) level.
Location E - Potential location for site office to be within existing
2nd storey offices.

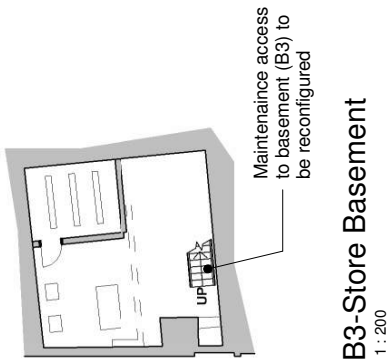
REV	DESCRIPTION	BY	CHK	DATE
P2	Drawing Issue	JL	CUS	27.01.2022
P1	Notes revised	JAH	CUS	12.07.2018

Cover Storey Architects				POJ 28 X 18 St Georges Avenue, Haywards info@coverstoreyarchitects.co.uk www.coverstorey.co.uk
Project No:	16102	Drawing No:	P160	Revision:
Drawn / Checked:	JAH / DJS	Date:	30/11/17	Status:
Scale @ A3:	1 : 500	Drawn / Checked:	JAH / DJS	PLANNING
Project name:	Vahnea Student Residences, Bognor Regis	Scale @ A3:	1 : 500	Drawn / Checked:
Project name:	Vahnea Student Residences, Bognor Regis	Scale @ A3:	1 : 500	Drawn / Checked:

Project name:	Vahnea Student Residences, Bognor Regis	Scale @ A3:	1 : 500	Drawn / Checked:	JAH / DJS	Date:	30/11/17	Status:	PLANNING
Project name:	Vahnea Student Residences, Bognor Regis	Scale @ A3:	1 : 500	Drawn / Checked:	JAH / DJS	Date:	30/11/17	Status:	PLANNING



B2-Street Level
1 : 200



B3-Store Basement
1 : 200

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0m 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

Scale Bar 1:200@A3

Red hatch indicates
area of store to remain
as existing

Steel columns shown for
discussion purposes only,
locations expected to
change

Maintenance access
to basement (B3) to
be reconfigured

Staircase to
proposal

Install new
fire escape
for store

New fire escape
door to be
installed into
existing wall

Existing delivery
entrance

Existing stair to be
adopted as means of
emergency escape.

Existing
service lift

Store
entrance

London Road

Bedford Street

Robust
guarding along
kerb line

Student entrance
to be recessed
away from street

REV	DESCRIPTION	BY	CHK	DATE
P0	Chairing team	JL	DJS	27.01.2020
P1	Staircase, staircase and parking arrangement revised	JAH	DJS	06.03.2019
P2	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P3	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P4	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P5	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P6	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P7	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P8	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P9	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P10	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
P11	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018
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P100	Staircase revised, secondary means of escape added	JAH	DJS	12.07.2018

Project name:
Valnea Student Residences, Bognor Regis

Drawing name:
Street Level Plan As Proposed

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
13/07/17

Status:
PLANNING

Project No:
16102

Drawing No:
P201

Revision:
P6

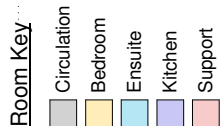
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Architects

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Scale Bar 1:200@A3



Red hatch indicates area of store to remain as existing

B1-Store First Floor

1:200

[illegible]

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Architects.

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info@coverstoreyarchitects.co.uk
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PO9 2RX

Project name:

Vahnea Student Residences, Bognor Regis

Drawing name:

Store First Floor As Proposed

Scale @ A3:

1 : 200

Drawn / Checked:

JAH / DJS

Status:

PLANNING

New staircase at existing roof level up to podium level as means of secondary fire escape

Existing service staircase from roof to street level to be adopted as means of secondary escape to final exit

13-person/1000kg firefighting lift from podium level to rooftop including dry riser

Primary access stair with curtain wall glazing to elevation

External fire escape stair with perforated screening to elevation

Louvre or mesh screening at low level to edge of roof structure and to act as a privacy screen for plant space

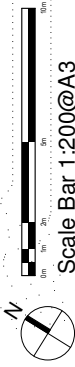
Existing escape stair from adjacent roof to be reconfigured to access podium level roof terrace

External courtyard (podium level)

Existing rooftop store to be retained, existing roof level door to provide access into zone of steel structure beneath podium level

00-Ground Floor

1 : 200



Scale Bar 1:200@A3

Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support

REV	DESCRIPTION	BY	CHK	DATE
P5	Revised Scheme	JAH		05.03.2018
P6	Revised Scheme	JAH		05.03.2018
P7	Revised Scheme	JAH		05.03.2018
P8	Revised Scheme	JAH		05.03.2018
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P100	Revised Scheme	JAH		05.03.2018

01-First Floor
1 : 200

Project name:
Valnea Student Residences, Bognor Regis

Drawing name:
First Floor Plan Proposed

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
13/07/17

Status:
PLANNING



Scale Bar 1:200@A3

Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support

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REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL	CUS	27.01.2022
P6	Revised to include additional bedrooms	JAH	CUS	12.07.2018
P5	Revised to include additional bedrooms	JAH	CUS	12.07.2018
P4	Revised to include additional bedrooms	JAH	CUS	12.07.2018
P3	Revised to include additional bedrooms	JAH	CUS	12.07.2018
P2	Revised to include additional bedrooms	JAH	CUS	12.07.2018
P1	Revised to include additional bedrooms	JAH	CUS	12.07.2018

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Project No:
16102

Drawing No:
P205

Revision:
P7

03-Third Floor
1 : 200



Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support

Scale Bar 1:200@A3



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REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL	CUS	27.01.2022
P6	Revised to include additional rooms, kitchen, wash relocated	JAH	CUS	12.07.2019
P5	Revised to include additional rooms, kitchen, wash relocated	JAH	CUS	12.07.2019
P4	Revised to include additional rooms, kitchen, wash relocated	JAH	CUS	12.07.2019
P3	Revised to include additional rooms, kitchen, wash relocated	JAH	CUS	12.07.2019
P2	Revised to include additional rooms, kitchen, wash relocated	JAH	CUS	12.07.2019
P1	Revised to include additional rooms, kitchen, wash relocated	JAH	CUS	12.07.2019

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Project No: 16102
Drawing No: P207
Revision: P7

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
13/07/17

Status:
PLANNING

Drawing name:
Third Floor Plan Proposed

Project name:
Valnea Student Residences, Bognor Regis

04-Fourth Floor

1 : 200

Project name:
Valnea Student Residences, Bognor Regis

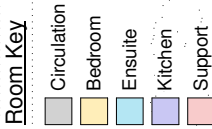
Drawing name:
Fourth Floor Plan Proposed

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
13/07/17

Status:
PLANNING



Scale Bar 1:200@A3

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REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL	DJS	27.01.2022
P6	Revised to include additional rooms	JAH	DJS	12.07.2018
P5	Revised to include additional rooms	JAH	DJS	12.07.2018
P4	Revised to include additional rooms	JAH	DJS	12.07.2018
P3	Revised to include additional rooms	JAH	DJS	12.07.2018
P2	Revised to include additional rooms	JAH	DJS	12.07.2018
P1	Revised to include additional rooms	JAH	DJS	12.07.2018

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Project No: 16102
Drawing No: P208
Revision: P7

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Room Key

- Circulation
- Bedroom
- Ensuite
- Kitchen
- Support



05-Fifth Floor
1 : 200

Project name:
Valnea Student Residences, Bognor Regis

Drawing name:
Fifth Floor Plan Proposed

Scale @ A3:
1 : 200

Drawn / Checked:
JAH / DJS

Date:
31/08/17

Status:
PLANNING

Project No:
16102

Drawing No:
P209

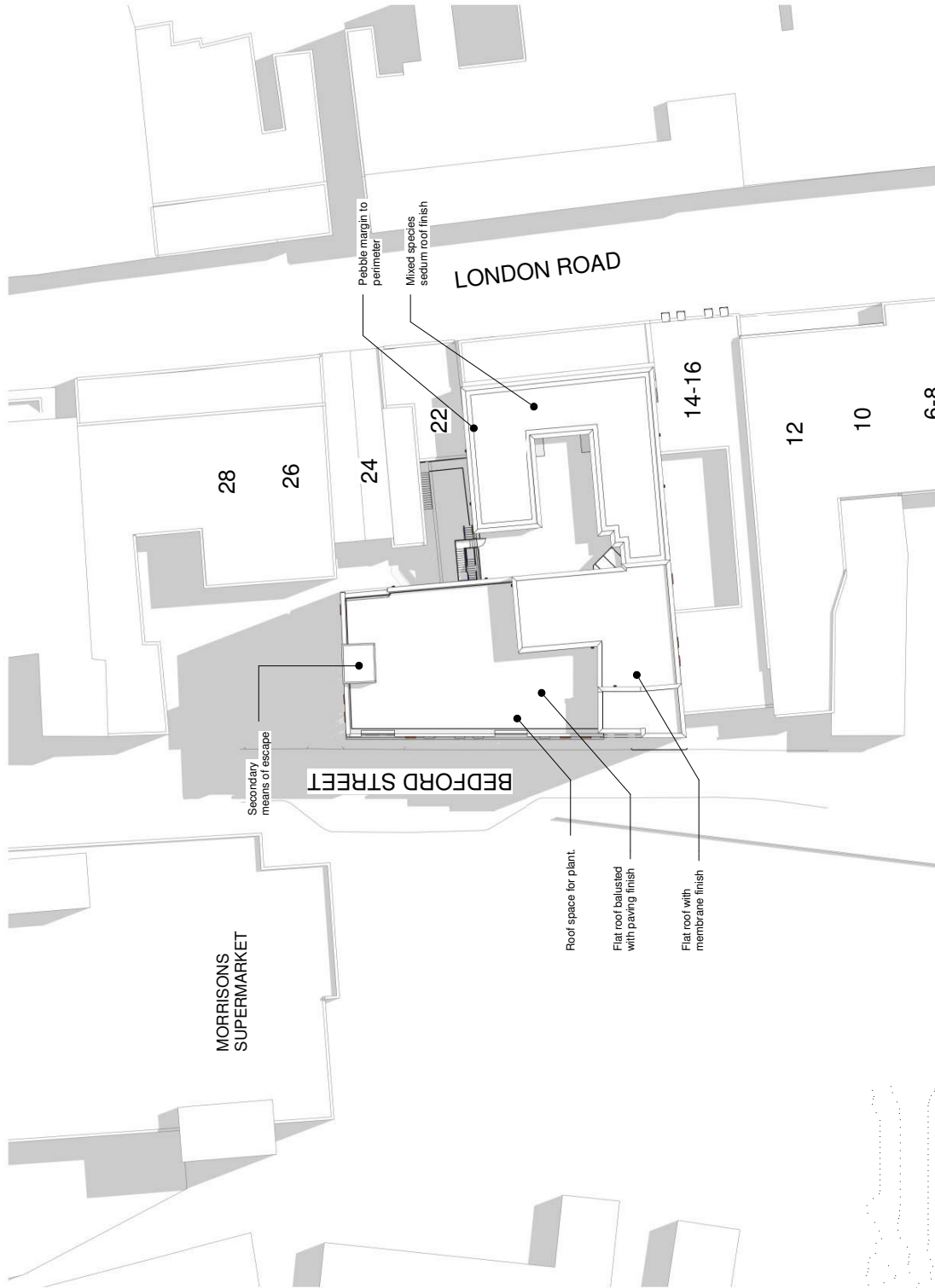
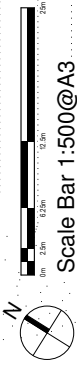
Revision:
P5

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REV	DESCRIPTION	BY	CHK	DATE
P5	Drawings Issue	JL	CUS	27.01.2022
P4	South West and North elevation using Bedford Street as east.	JAH	CUS	09.03.2019
P3	Revised to include fire alarm system	JAH	CUS	15.12.2017
P2	Revised to four bed flats	JAH	CUS	15.12.2017
P1	Redesign to single storey block	JAH	CUS	25.11.2017

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05-Roof Plan
1 : 500

REV	DESCRIPTION	BY	CHK	DATE
P7	Drawing Issue	JL	DJS	27.01.2022
P6	Revised to include secondary means of escape	JAH	DJS	12.07.2018
P5	Revised to include secondary means of escape	JAH	DJS	15.12.2017
P4	Revised to include secondary means of escape	JAH	DJS	15.12.2017
P3	Revised to include secondary means of escape	JAH	DJS	15.12.2017
P2	Revised to include secondary means of escape	JAH	DJS	15.12.2017
P1	Revised to include secondary means of escape	JAH	DJS	15.12.2017

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Project No:

16102

Drawing No:

P210

Revision:

P7

Project name:

Vahnea Student Residences, Bognor Regis

Status:

PLANNING

Date:

13/07/17

Drawn / Checked:

JAH / DJS

Scale @ A3:

1 : 500

Drawing name:

Roof Plan Proposed

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APPENDIX B – WSCC ADVISORY LORRY ROUTE





RIDGE



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