Demolition and Construction Logistic Plan Guidance

London Borough of Newham

January 2025

Newham London

Contents

Chapter 1: Introduction

This guidance has been prepared by the London Borough of Newham (LBN) to set out the Council's expectations, requirements and approach for securing and implementing Demolition/Construction Logistics Plans (D/CLPs) across the borough.

D/CLPs are tools to ensure development reduces the negative effects of construction/demolition work such as potential road collisions, congestion, pollution and noise that may affect local communities, businesses and the environment. This D/CLP guidance should be read in conjunction with Newham's Code of Construction Practice, which expands on the requirements for environmental control on Newham demolition/construction sites.

LBN requires D/CLPs for the majority of development sites. A D/CLP is required for any development within LBN that has an impact on the publicly maintainable highway, primarily through generating vehicle movements associated with construction/demolition. The purpose is to fully inform LBN Planning and LBN Highways as to the scale and scope of works and the likely durations of the stages of demolition and construction to enable us to ensure the proposed approach is safe and limits the impact on the highway network, local communities, businesses and the environment.

LBN has a high level of growth proposed, with at least 43,000 homes to be delivered within the Local Plan period. In addition, with development occurring in constrained areas of the borough, there is an increasing pressure on the highway network to manage the development in a safe and practical way. Construction and demolition vehicle impacts, routes and construction methods must be managed and coordinated appropriately.

A D/CLP will assist LBN staff to:

- assess the impact that construction and demolition of the development will have on the publicly maintainable highway;
- safeguard mitigation measures on the LBN network;
- enable monitoring of D/CLPs during the lifetime of the construction and demolition of sites; and

- ensure safe working on the highway with correct licences and approvals, resulting in safety for all users of the highway.

This guidance is intended for use by planners, developers, highway consultants, site agents, logistics companies, and any other party that is looking to develop within the borough of Newham.

More widely, the guidance will support the delivery of range of policies at the local, regional and national level, including those linked to housing, healthy streets and neighbourhoods, air quality, climate resilience, sustainable transport and infrastructure.

LBN Team Roles in relation to D/CLPs

Network Management Team

The Traffic Management Act (2004) Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes the efficient use of the network, and the requirement to take measures to avoid contributing to traffic congestion.

Local authorities have a statutory responsibility to ensure safety on the road network and to minimise disruption to nearby residents, as well as the local economy, during the construction stage of a development. This is captured in a range of statutory requirements and best practice guidance, some of which apply to the planning process. An element of these requirements can include the requirement for developers to produce Construction Logistics, and Demolition Logistics Plans as part of a suite of measures designed to ensure sustainable development.

The Highways Act 1980 governs the management and operation of the road network in England and Wales, and contains several duties for the Council acting as the Highway Authority. These duties include asserting the rights of the public to the use and enjoyment for any highway, including any roadside waste which forms part of it. These duties extend to ensuring that the highway is not stopped up or obstructed.

The Act allows the Highway Authority to grant licences and consents for activities on the road network. These are managed by the Council's Network Management Team who are responsible for ensuring that the road network operates to a full capacity as possible given the activities taking place. Examples are: scaffolding licences, hoarding licences, crane and over sail licences, pit lane consents, skip licences, and materials storage licences.

The team also acts on behalf of the Traffic Authority and issues Temporary Traffic Regulation Orders (TTROs) which enables a raft of measures to be applied from road closures, parking prohibitions, and changes in priorities e.g. making one way roads two way or setting temporary speed limits, weight limits and diversions on the road network.

In this respect, under its responsibilities, the Network Management Team applies a level approach to road danger reduction that works towards the elimination of deaths and serious injury caused by vehicles, by reducing the impacts of motor vehicles (including construction traffic) on our streets.

The Network Management Team is also responsible for the coordination of all works that take place on the highway, this includes both undertakers' street works, and local authority road works. The team gives all relevant permissions for these activities to take place. Developers are advised to plan any utility or third party connections works well in advance of commencing their works, this is in order that points of entry to the development for services are not compromised due to other activities associated with the development works.

In relation to D/CLPs, the Network Management Team exercises its role through the discharge of conditions process, where it is a statutory consultee. The Network Management Team currently does not review any draft proposals from Developers or make comment on pre-applications before discharge of conditions. However, moving forward it may be that a pre-application licence and construction management plan service, may be offered and Network Management officers will consider giving their views on proposals subject to the costs of their time spent on the detail being recovered. This will be at the current charge out rate for external stakeholders. This charge will be variable, dependant on the level of officer dealing with the matter.

Planning and Development

The Planning and Development Team are responsible for making sure that the right development happens at the right place and right time, to benefit our community and the local economy, by considering whether proposals are acceptable in policy terms.

The D/CLP will be reviewed as part of the planning process. This may mean securing framework details on large scale phased developments and securing conditions for smaller planning applications, with details to follow via the conditions issued on a planning application. The conditioning of the plans and the submission will be dealt with through the planning process by the Development Management Team. The team will consult Transportation Officers, who will review the documents submitted within the planning timescales; to ensure the D/CLP are acceptable and cover the necessary points this guidance suggests, along with meeting the condition wording to ensure it is policy compliant. Once the plans are agreed by all parties within the process Development Management Team will issue the decision notice.

Environmental Control

Local Authority Environmental Control concerns around construction and demolition sites relate to their negative environmental and human health impacts. Mitigating the impact of construction sites on the environment and local sensitive receptors (residents, schools, nurseries, care homes, etc.), through the control of such pollution as dust, air quality, ground contamination and noise, as well as hours of work, are of paramount importance.

The Environmental Protection Act 1990 deals with statutory nuisance and gives powers to local authorities to deal with smoke, dust fumes or gases from construction sites, including vehicles and non-road machinery. Sections 60 and 61 of The Control of Pollution Act 1974 deals specifically with noise and vibration from construction sites and gives local authorities enforcement powers to control such impacts.

Newham's Environmental Control Team have produced a Code of Construction Practice that aims to assist all sites in Newham to adhere to the highest standards of pollution control and their

officers are there to ensure compliance and to respond to complaints, so all Newham worksites act in a neighbourly manner while operational.

The Health and Safety Executive (HSE) is the national regulator for workplace health and safety, including construction sites. The HSE enforces health and safety laws to prevent work-related injuries, deaths, and ill health.

In respect to the D/CLP's the team will review the documents produced through the consultee process at the discharge of condition stage. This links to the Construction Code of Practice, which will be attached to the relevant planning approvals and building control applications. The documents produced between the D/CLP and the Construction Code of Practice will have some overlap in minimising the environmental disturbance to sensitive receptors such as local residents and businesses.

Chapter 2: Policy Requirements and References

National Policy and Guidance

The National Planning Policy Framework (publishing.service.gov.uk) (2023) states that transport issues should be considered from the earliest stages of plan-making and development proposals. The construction of development can cause environmental impacts and using a D/CLP can help to deliver sustainable development.

Regional Policy and Guidance

The London Plan (2021) refers to the need for Construction Logistics Plans within Policy T7. D/CLPs are expected to be in accordance with Transport for London guidance and '*reflect the scale and complexities of developments*'. Policy T7 refers to the need to consider rail/water transportation for construction sites. It is clear that construction of development must maintain safe access for all, but prioritise walking and cycling at all times. The London Plan also encourages the use of appropriate schemes such as CLOCS (Construction Logistics and Community Safety) and FORS (Fleet Operator Recognition Scheme).

The Mayor's Transport Strategy - Transport for London (tfl.gov.uk) recommends freight and servicing action plans to support safe, clean efficient movement of freight within the City, which the use of D/CLPs will help to deliver within the Borough. This strategy also supports the Vision Zero Plan, with the use of safe working conditions through the D/CLP process seeking to have a positive impact by reducing road danger associated with construction.

Local Policy and Guidance

The use of D/CLPs will support the delivery of Newham Local Plan 2018 policies INF1 Strategic Transport and INF2 Sustainable Transport, by supporting sustainable growth through construction while not causing unacceptable impacts on the wider transport network. The need to protect the network within the borough is of key importance. The improvement of safety, air quality and reducing carbon emissions will be supported through the use of D/CLPs within the Borough.

Construction Logistics and Community Safety (CLOCS) Standard

CLOCS (Construction Logistics and Community Safety) is the industry standard guidance for construction logistics and has been produced through collaboration between the construction and fleet sectors to address shared issues. It draws together evolving and applied best practice from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principal contractors and fleet operators. It should be noted that guidance published by Transport for London (TfL) has adopted CLOCS standards.

CLOCS mission is 'Ensuring the safest construction vehicle journeys', with the following goals:

- Zero collisions between construction vehicles and the community.
- Improved air quality and reduced emissions.
- Fewer vehicle journeys.
- Reduced reputational risk.

CLOCS provides guidance for D/CLPs, along with toolkits and templates of the documents which should be submitted as part of the D/CLPs to LBN. This will help to achieve a uniform expectation as to what is required in the documents to be submitted to LBN.

LBN has incorporated the CLOCS guidance into this document where suitable and it has been adapted to cater for Newham.

Chapter 3: Road Hierarchy

The location of the development on the road hierarchy will influence whether a D/CLP is required as well as its contents. Figure 1 below shows the road hierarchy.

Figure 1: Newham's Road Network

The Transport for London (TfL) road network is a two tier road network: the Transport for London Road Network (TLRN, responsibility of TfL) and Strategic Road Network (SRN a borough road with an A class designation, that TfL have a say on its operation, as the Regional Transport Authority) provide the strategic links through the Borough. These arterial routes shown on figure 1 are primary routes through the borough and focus the movement of both vehicles and people. They are classified as ‘A roads’ and allow movement for all modes through the borough, as well as serving local connections. These routes cater for the majority of public transport and HGV traffic, which will need greater care when planning the logistics of the development and to be considered in the D/CLPs. In addition there a number of routes where bus routes operate, these may be classed as B class roads.

Local roads are the secondary routes within the Borough which connect the arterial routes and travel within mainly residential areas. This links to the considerations for D/CLPs and will require care when planning the logistics of the development.

The destination routes show the local centres located on both ‘local routes’ and ‘arterial routes’. Destination routes prioritise people, rather than vehicles, and will need greater care when planning the logistics of the development. All users of the highway can use the destination routes, but there may be restrictions for these routes such as weight, width and timing restrictions.

The residential routes serve residential areas and will be narrow routes, which HGV’s may struggle to use. The movement of vehicles on these routes will be slower and there will be pedestrian and cyclist priority; which links to the considerations for the D/CLPs and will need greater care when planning the logistics of the development with increased pedestrian and cyclist movement.

Chapter 4: Development sites required to provide Demolition / Construction Logistics Plans

A D/CLP will be required for the majority of developments within the borough, even for some householder applications and refurbishment works. Both demolition and construction sites will be required to submit a detailed D/CLP plan.

The requirement to provide a D/CLP will be confirmed as part of the pre-application advice and/or application process with Planners, as appropriate for the scale of development. Planners will liaise with the Transportation Planners and Network Management as necessary throughout the planning process.

A number of factors will be considered when assessing the requirement for a D/CLP plan to be submitted, the following list is not conclusive:

- The road hierarchy (see chapter 3) and any traffic regulations.
- The scale of development, i.e. number of units, type of development.
- The length of the demolition and construction periods.
- Development within the local area within the same vicinity using the same routes.
- The local amenities within the vicinity of the site; for example the proximity of the site to a school, hospital or community use for vulnerable road users.
- The importance of the route for pedestrians and cyclists.
- Proximity to cycleways.
- In an area of proposed highway improvements.
- If within an area of significance such as major events occurring within the vicinity of the site.

Chapter 5: Contents of the Demolition Construction Logistic Plans

This chapter provides a guide to what information needs to be provided in the D/CLP.

A proforma is set out below and should be completed by each developer/contractor to ensure sufficient and collated information is provided to support the discharge of the relative condition/s.

Within each section of the proforma is set out:

- The information which should be provided. Black plain text.
- Explanations, where necessary, about the required contents of the section. *Black italic text.*
- Additional information required for Detailed D/CLPs only. Blue plain text.

Section 1: Development Details

1.1 Development details
- Development Name
- Landowner
- Site address
- Site postcode
- Pre/Planning Application Reference
- Condition Number if applicable

1.2 Construction Logistics Manager
- Phone number
- Email
- Logistics provider contact name
- Phone number
- Email

1.3 CLP Produced by
- Name
- Signature
- Date

1.4 CLP Reviewed by
- Name
- Signature

- Date

1.5 Contact details

- Site contact details (in hours):
- Site contact details (out of hours):

Developers must display contact details for the site manager/contractor on site where members of the public can have sight of it, to ensure any issues can be reported directly.

Section 2: Introduction

2.1 D/CLP Objectives

- *This section should set out the objectives of the D/CLP, such as reduced (consolidated) vehicles or lower associated emissions, safety improvements and site-specific objectives.*

2.2 The Context

- *Description of the site location outlining LBN boundaries, the road hierarchy, nearby highway and transport links and any relevant contextual information. Hours of operation, Traffic Management Orders that may be required, events. See Chapter 3 above.*

2.3 Development Proposal

- *Outline the proposed demolition and build, including proposed development with unit numbers and/or floor space.*

2.4 D/CLP Structure

- *Table of contents and figures.*

Section 3: Context of the Site with Considerations

3.1 Policy Context

- *Outline any relevant policies, The London Plan (2021), LBN Local Plan etc.*

3.2 Plans

Provide three plans at different scales (1 A3 Page each)

To include the following plans:

- *Regional plan (with a scale smaller than 1:15,000) showing:*
  - *The location of the work site(s) in the context of main roads, cycle routes, water ways, railways and other key infrastructure*
  - *Freight delivery infrastructure.*
- *Local context plan (with a scale of between 1:2,000 and 1:3,000) showing:*

- *The location of the site in the context of surrounding roads, footways, cycle routes and other infrastructure*
- *Potential marshalling areas*
- *Community considerations.*

- *Site boundary plan with a scale of between 1:500 and 1:1,000 showing:*
  - *The local context of the area with a fine level of detail (OS data) as currently provisioned highlighting the extent of footways, other buildings, cycle lanes and road markings.*

3.3 Access Context

- Highways, Carriageways and Footways
  - *Describe any adjacent highways, carriageways and footways or nearby roadways requiring extra attention, such as red routes.*
  - *Existing condition surveys of the adjacent public highways.*
- Railway/Underground/DLR
  - *Describe nearby running lines and any necessary precautions to prevent disruption.*
- Bus routes
  - *Describe nearby bus routes and any necessary precautions to prevent disruption.*
- Cycle network
  - *Describe nearby cycle routes and Cycle Super Highways or hubs and any necessary precautions to prevent disruption.*

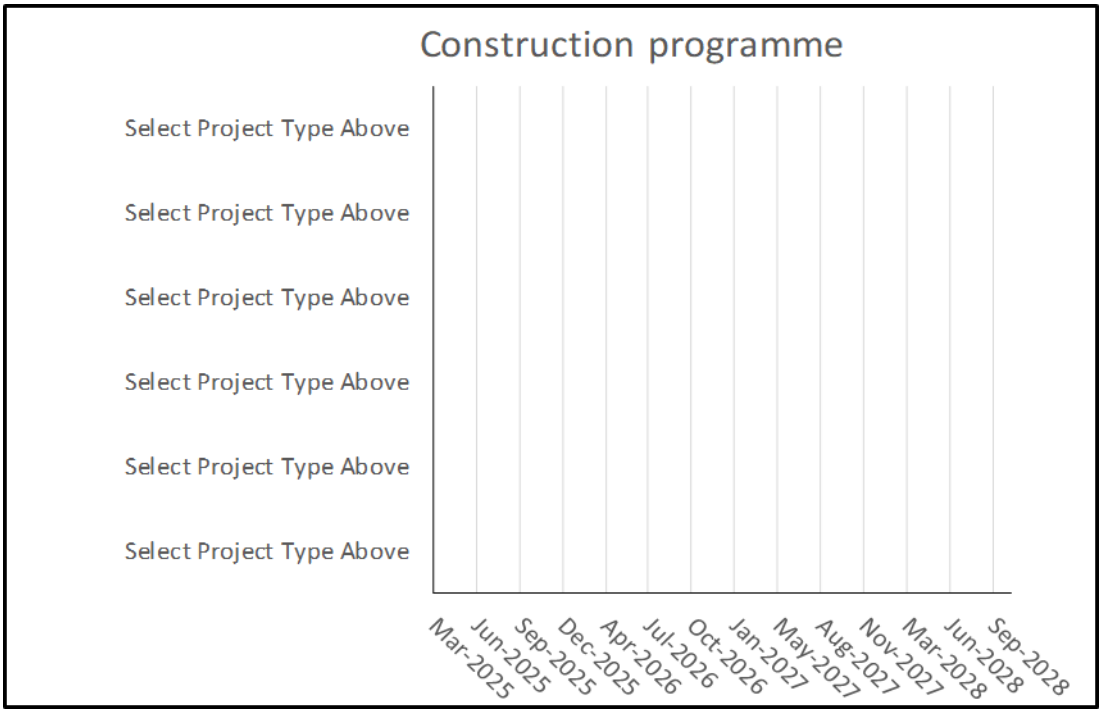
3.4 Considerations and Challenges

- Community considerations
  - *Detail any nearby notable building uses that require special attention and propose mitigation strategies. Example: Schools, Hospitals, places of worship, community centres, retail areas etc. Timings of site deliveries may need to be managed, for example to avoid school pick up/ drop off times*

Section 4: Demolition/ Construction Logistics Programme and Methodology

4.1 Demolition/ Construction Logistics Programme – Overview

- *Provide a high-level description of the construction programme and include tables generated using the construction logistics planning tool on the CLP website Construction Logistics Plans (clocs.org.uk) the following are example outputs from the spreadsheet, which cover examples of the stages of development.*



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Select Project Type Above	Jan-1900	Jan-1900
Select Project Type Above	Jan-1900	Jan-1900
Select Project Type Above	Jan-1900	Jan-1900
Select Project Type Above	Jan-1900	Jan-1900
Select Project Type Above	Jan-1900	Jan-1900
Select Project Type Above	Jan-1900	Jan-1900

4.2 Demolition/ Construction Logistics Programme – Details

- Ensure all of the following stages of development are include:
  - Site Setup and Demolition
    - *Outline setup and demolition phase, including timings, plant and vehicles required and works description.*
  - Basement Excavation and Piling
    - *Outline basement excavation and piling phase, including timings, plant and vehicles required and works description.*
  - Sub-structure
    - *Outline sub-structure phase, including timings, plant and vehicles required and works description.*
  - Super-structure
    - *Outline super-structure phase, including timings, plant and vehicles required and works description.*
  - Cladding

        - *Outline cladding phase, including timings, plant and vehicles required and works description.*
    - Fit-out, Testing and Commissioning
        - *Outline fit-out, testing and commissioning phase, including timings, plant and vehicles required and works description.*

Section 5: Routing and Access

Chapter 3 of this document demonstrates the need for the road hierarchy and the relationship to the D/CLP. The details written within chapter 3 will help to inform this Section of the D/CLP.
To include the following plans, which are marked up versions of the plans placed earlier in the D/CLP: (A3 maximum size)

5.1 Routing and Access Considerations

- Routing Considerations:
    - *Demonstrate that you have considered and chosen the most suitable route to and from the site.*
    - *When establishing routes to and from the site, the following must be considered to ensure that routes with restrictions are avoided and necessary measures are put in place to ensure vehicles proposed to use the site can legally use the route. This may require more frequent trips with smaller vehicles rather than using larger vehicles, to adhere to restrictions:*
        - *Any Traffic Regulation Orders (TROs) on the route.*
        - *Any weight, width and height restrictions on the route.*
        - *The need to avoid any School Streets and Low Traffic Neighbourhoods.*
    - *The routes which vehicles will need to take to the sites will need to be agreed by Network Management.*

- Temporary Traffic Regulation Orders (TTROs):
    - *Where there is a requirements for a TTRO to be put in place in the demolition and/or construction periods, outline how this will be communicated to those residents and businesses within the local vicinity which will be affected by the TTROs. This must include letter drops to all affected within the area.*
    - *Any TTRO and communication strategy will need to be agreed with LBN Network Management.*

- Access considerations:
    - *Provide details of any temporary changes proposed to the highway infrastructure such as dropped kerbs, kerb radii, and footway reinstatements.*
    - *Loading and unloading arrangements and whether they are on public highway (pit lanes).*

- *These details need to be agreed with Highways / LBN Network Management and will require the necessary approvals.*

- Banksmen
  - *If Banksmen are required and working on the LBN highway network, provide confirmation that they are Community Safety Accreditation Scheme (CSAS) registered.*
- Equipment movement
  - *Provide details regarding the moving / erection / removal of cranes and heavy plant to enable phased developed.*
  - *Indicate any impact this may have on the highways network.*
  - *Where there is a requirements for a TTRO to be put in place in the demolition and/or construction periods, outline how this will be communicated to those residents and businesses within the local vicinity which will be affected by the TTROs. This must include letter drops to all affected within the area.*
  - *These details need to be agreed with Highways / LBN Network Management and will require the necessary approvals.*

5.2 Routing and Access Plans

Provide following plans at different scales (1 A3 Page each):

- *Regional plan (with a scale smaller than 1:15,000) showing:*
  - *Any relevant restrictions on the road network (as outlined in section 5.2).*
  - *Strategic roads that are likely to be used to access the site.*
- *Local context plan (with a scale of between 1:2,000 and 1:3,000) showing:*
  - *For low and medium impact schemes, a single plan showing the typical site layout.*
  - *For high impact schemes, multiple plans showing the site layout during the different phases of construction.*
  - *Each plan should show:*
    - *Local area routes including the access and egress.*
    - *Local access roads may be required to be used for the last stages of a journey to site.*
    - *Specific access routes on the local roads should be identified, with reference to LBN road hierarchy.*
    - *The connections to/from local roads to the Strategic Road Network.*
    - *Any relevant restrictions on the road network (as outlined in section 5.2).*
    - *Consolidation centres and vehicle holding centres.*

- *Site Plan/Block Plan: (with a scale of between 1:500 and 1:1,000) showing:*
  - *Local access to the site.*
  - *Hoarding lines with access gates (vehicle, pedestrian and cyclist).*
  - *Pedestrian and cycle access and routes both into and on site.*
  - *Loading areas, such a layby working.*

- *Lorry marshalling areas.*
- *Vehicle routing on site (including swept paths on site vehicle movements).*
- *Crane location(s).*
- *Potential areas of conflict.*
- *Parking (vehicle and cycle), loading and unloading arrangements and whether they are on public highway (pit lanes).*
- *Locations of the banksman areas and number of banksman required (CSAS trained).*

Section 6: Strategies to reduce the impact of development

6.1 Planned Measures Checklist

- *Use the Medium or High Impact Planned Measures Checklist as required. Provide a high-level description of the construction programme and include tables generated using the construction logistics planning tool on the CLP website* Construction Logistics Plans (clocs.org.uk) *the following are example outputs from the spreadsheet, which cover examples of the stages of development, as shown below. There is no requirement for complete a checklist for the low impact schemes.*
- *Use the guidance below the checklists to ensure that all required strategies and measures have been considered, with the appropriate requirements included.*

Medium Impact Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes			
Adherence to designated routes			
Delivery scheduling			
Re-timing for out of peak deliveries Re-timing for out of hours deliveries			
Use of holding area and vehicle call off areas			
Use of logistics and consolidation centres			
Vehicle choice			
Measures to encourage sustainable freight			
Freight by Water*			
Freight by Rail*			
Material procurement measures			
Design for Manufacture and Assembly (DfMA) and off-site manufacture			
Re-use of material on site			
Smart procurement			
Other measures			

Collaboration with other sites in the area			
Implement a staff travel plan			

*If site, consolidation centre or holding areas are within 100m of foreshore of navigable water-way or rail freight siding.

High Impact Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes			
Adherence to designated routes			
Delivery scheduling			
Re-timing for out of peak deliveries Re-timing for out of hours deliveries			
Use of holding area and vehicle call off areas			
Use of logistics and consolidation centres			
Vehicle choice			
Measures to encourage sustainable freight			
Freight by Water*			
Freight by Rail*			
Material procurement measures			
Design for Manufacture and Assembly (DfMA) and off-site manufacture			
Re-use of material on site			
Smart procurement			
Other measures			
Collaboration with other sites in the area			
Implement a staff travel plan			

*If site, consolidation centre or holding areas are within 100m of foreshore of navigable water-way or rail freight siding.

6.2. Measures Influencing Construction Vehicles and Deliveries

- Safety and environmental standards and programmes
    - *Outline measures that will be undertaken to adhere to FORS, CLOCS with developers/contractors also recommended to use HGVs that meet the current Direct Vision Standard.*
- Adherence to designated routes

    - *Outline measures that will be undertaken to ensure vehicles arriving at the site location will adhere to routes designated in Section 5.*
- Delivery scheduling
    - *Outline the system that will be implemented to ensure deliveries to site are scheduled and recorded.*
    - *Outline proposals for how deliveries will be re-timed out of peak hours.*
    - *Outline proposals for how deliveries will be re-timed out of hours.*
- Use of holding and vehicle call-off areas
    - *Outline a proposed strategy for use of a holding and vehicle call-off area.*
- Use of logistics and consolidation centres
    - *Outline proposals for the use of load consolidation and a consolidation centre for both contractors and sub-contractors.*
    - *Liaise with other developers within the local vicinity as to how collaboration can work to reduce the number of vehicles trips.*

6.3 Measures to Encourage Sustainable Transport

- Freight by Water
    - *If site, consolidation centre or holding areas are within 100m of foreshore of navigable waterway, outline the feasibility of delivering to site by water.*
- Freight by Rail
    - *If site, consolidation centre or holding areas are within 100m of foreshore of navigable waterway, outline the feasibility of delivering to site by rail.*

6.4 Material Procurement Measures

- DfMA and off-site manufacture
    - *Outline proposals for the use of pre-fabrication and off-site manufacturing of construction material.*
- Re-use of material on site
    - *Outline proposals for re-using material on site.*
- Smart procurement
    - *Identify and use suppliers who implement measures in line with the D/CLPs objectives, such as reducing vehicle movements.*

6.5 Other Measures

- Collaboration amongst other sites in the area
    - *Outline proposed opportunities to collaborate with neighbouring construction sites, such as sharing holding areas.*
- Staff Travel Plan
    - *Outline the staff travel plan for staff and workers travelling to site.*

Section 7: Estimated Vehicle Movements

Provide a detailed breakdown of the number of vehicle movements associated with the development phases using the construction logistics planning tool on the CLP website [Construction Logistics Plans (clocs.org.uk)](#) *the following are example outputs from the tool.*

Estimated construction vehicles – monthly and daily

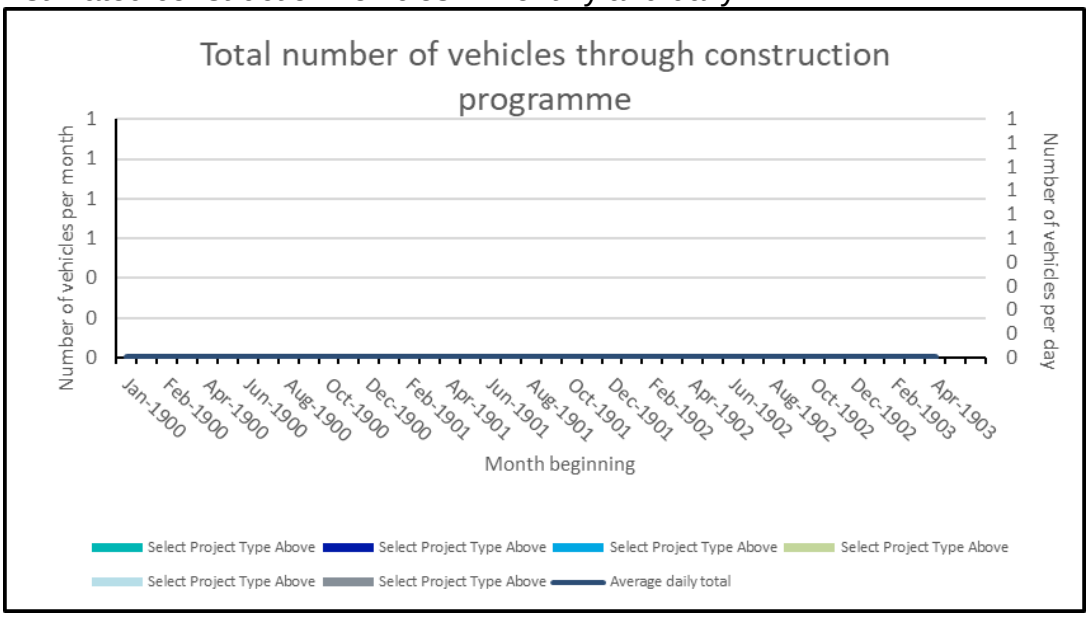
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Select Project Type Above	Q1 1900 - Q1 1900	0	#DIV/0!
Select Project Type Above	Q1 1900 - Q1 1900	0	#DIV/0!
Select Project Type Above	Q1 1900 - Q1 1900	0	#DIV/0!
Select Project Type Above	Q1 1900 - Q1 1900	0	#DIV/0!
Select Project Type Above	Q1 1900 - Q1 1900	0	#DIV/0!
Select Project Type Above	Q1 1900 - Q1 1900	0	#DIV/0!
Peak period of construction	#NUM!	0	#DIV/0!

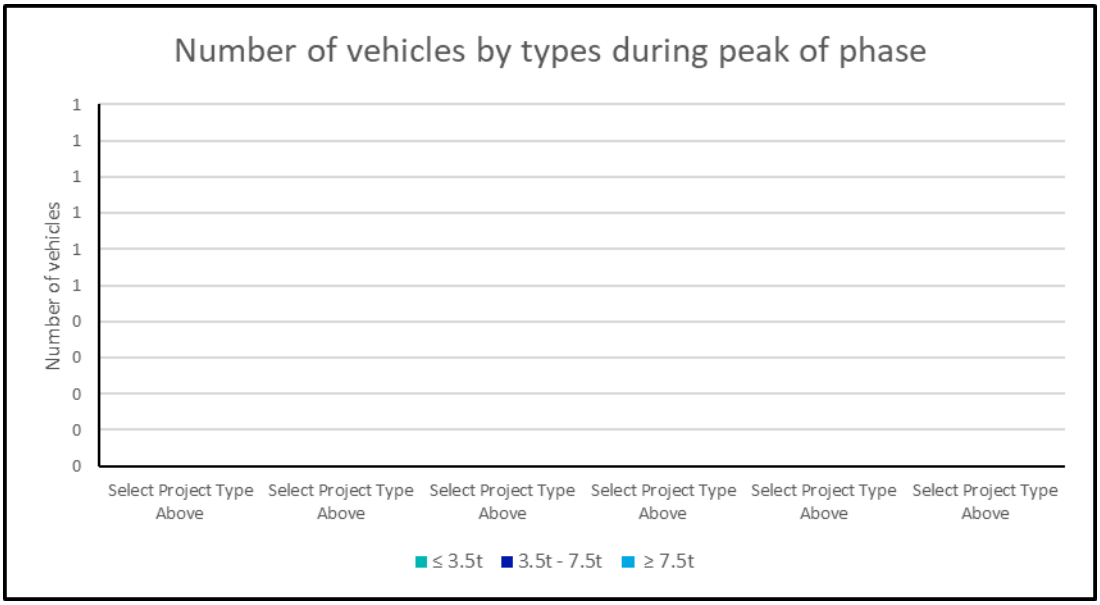
NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Select Project Type Above	Q1 1900 - Q1 1900	#REF!	#REF!
Select Project Type Above	Q1 1900 - Q1 1900	#REF!	#REF!
Select Project Type Above	Q1 1900 - Q1 1900	#REF!	#REF!
Select Project Type Above	Q1 1900 - Q1 1900	#REF!	#REF!
Select Project Type Above	Q1 1900 - Q1 1900	#REF!	#REF!
Select Project Type Above	Q1 1900 - Q1 1900	#REF!	#REF!

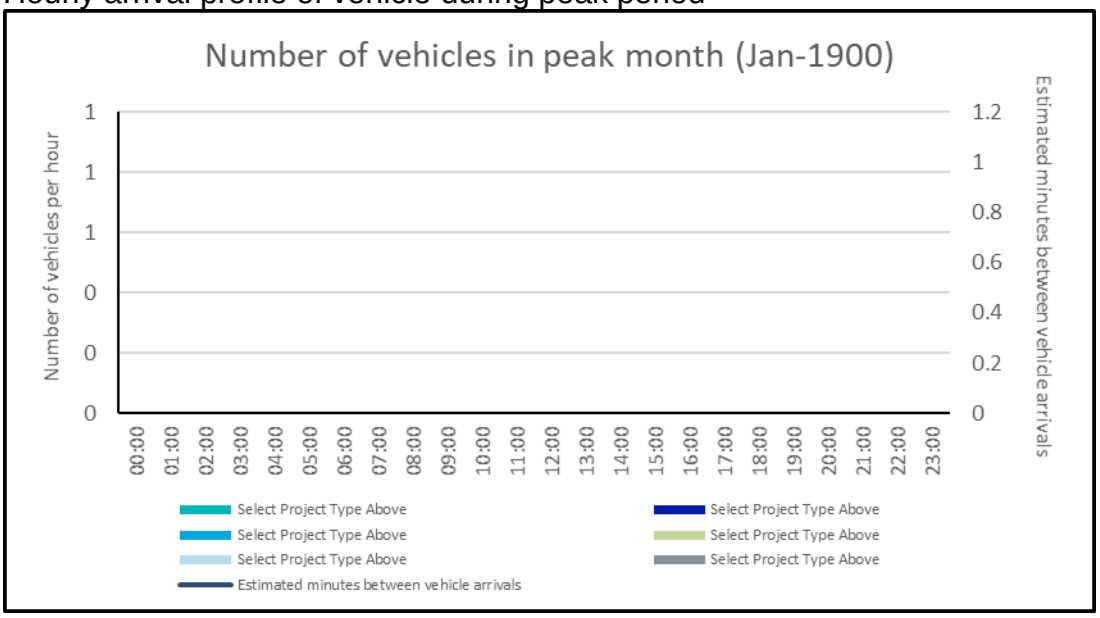
Estimated construction vehicles – monthly and daily



Number and vehicle type by phase of construction



Hourly arrival profile of vehicle during peak period



Section 8: Implementing, monitoring and reporting

There will be a need for vehicle routes and the sites to be monitored throughout the lifetime of the demolition and construction periods.

- Vehicle routes and the sites will require monitoring throughout the lifetime of the demolition and construction periods.
- Outline D/CLP requirements:
    - *Describe the proposed system for implementing the Outline D/CLP on site, and how this will be monitored regularly and updated.*
    - *Monitoring will need to be submitted on a monthly basis to Network Management via email*
- Detailed D/CLP requirements:
    - *The Detailed D/CLP requires the greater details based on the frameworks D/CLP in this section and should be completed once a contractor has been appointed.*
    - *Provide the proposed list of the licences and approvals required by LBN Network Management and outline when these will be secured.*
    - *Provide details of how ongoing discussions with LBN Officers will take place throughout the lifetime of the demolition and construction period.*
    - *Outline the monitoring framework, this could include:*
        - *Site monitoring: Visual observation by site personnel.*
        - *Vehicle tracking systems: GPS technology to track vehicle movements, compliance of speed limits and other vehicle monitoring.*
        - *Delivery logs: Recording delivery times and quantities of materials.*
        - *Inventory management systems: Tracking material stock levels on site.*
        - *Incident reporting: Logging details of accidents and near misses.*
        - *Delivery times: Average time taken for materials to arrive on site from delivery point.*
        - *Traffic volumes: Number of construction vehicles entering and exiting the site per day.*
        - *Storage space utilisation: Percentage of available storage space occupied by materials.*
        - *Material damage rate: Percentage of delivered materials damaged during transport or handling.*
        - *Safety incidents: Number of construction-related accidents involving logistics activities.*
        - *Compliance with permits: Adherence to local traffic management regulations.*
        - *FORS/CLOCS accreditation.*
        - *Air quality data maybe required. When possible aim to implement real time air quality monitoring and provide air quality data to demonstrate efforts to reduce the environmental impact of construction transport.*
    - This monitoring will need to be agreed with Highways Network Management as well as the Planning and Development Teams. Environmental Control are also likely to be involved in this monitoring and will be linked to the Code of Construction Practice and Air Quality Action Plan.

- *Monitoring will need to be submitted to Network Management on a monthly basis via email* DCLP-Highways@newham.gov.uk

Appendices

Appendix 1: Further information

LBN follows the guidance from CLOCS and TfL guidance which suggests those writing CLP's gain the CLP Practitioner Accreditation. Details of the guidance and training can be found online at the CLOCS website: Construction Logistics Plans (clocs.org.uk).

LBN recommends a minimum of Silver accreditation to FORS for fleet operators. It is recommended that all HGVs that are used within the borough meet the current Direct Vision Standard. Further detail on the accreditation can be found here: FORS Homepage - FORS - Fleet Operator Recognition Scheme (fors-online.org.uk).

Appendix 2: Draft Condition

Below is an example of the condition wording for a full Demolition and Construction Logistics Plan, which will be tailored to each type of development.

Demolition and Construction Logistic Plan

No works shall commence unless and until a Demolition and Construction Logistic Plan has been submitted to and approved in writing by the Local Planning Authority in accordance with LBN D/CLP Guidance. The Demolition and Construction Logistic Plan shall include:

- a survey of the existing conditions of adjacent public highways;
- an assessment of the cumulative impacts of demolition and construction traffic, throughout the phases of the scheme;
- details of the likely volume of demolition and construction trips and any mitigation measures;
- site access and exit arrangements including wheel washing facilities and swept paths where required;
- vehicular routes, highlighting any roads with traffic regulation orders in place which may affect the route choice, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;
- proposed temporary traffic regulation orders, temporary access and parking suspensions and any the solutions to the suspensions required;
- details of proposed temporary traffic regulation order letter drop details to be included;
- site compound arrangements including arrival of vehicles, parking, loading, storage and waste arrangements;
- location of where the details of the site contractors/manager can be displayed on site for members of the public;
- methods for of protection of adjacent highway infrastructure.

Works shall be carried out in accordance with the approved Demolition and Construction Logistics Plan.

Reason: To ensure that works do not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and to ensure that works shall not represent any unacceptable level of vehicle movements such that the safety all road users shall be unduly prejudiced.

The imposition of this prior to commencement planning condition is considered necessary to prevent commencement of works until the requirements have been met because the timing of compliance is fundamental to decision to grant planning permission.

Appendix 3: Useful Contact Information for D/CLPs

For planning advice matters please see Planning, development and conservation – Newham Council for information and if require pre-application advice can be requested.

For road closures, Temporary Traffic Regulation Orders (TTRO's) and/or other licenses or orders in relation to D/CLPs then please go online to apply for the necessary licences.
Apply for a road cl osure – Road closures and diversions – Newham Council
TrafficOrderApplications@newham.gov.uk

The D/CLP monitoring reports are to be send to the following email DCLP-Highways@newham.gov.uk

Any matters in relation to Skips; Scaffoldings and Hoardings and table Licences should be emailed to skipsand.scaffolding@newham.gov.uk

For existing road closures and diversions please go to Details of current road closures and diversions in Newham – Road closures and diversions – Newham Council

For Environmental Control details please go to Pollution control: building and demolition sites – Newham Council