

3. Construction and Demolition

Action Plan: [Appendix C, 3.1 to 3.3](#)

Constriction Processes The plan emphasises comprehensive dust control measures, such as using water spraying, wind barriers, and dust collectors to limit particulate matter (PM₁₀ and PM_{2.5}). It also encourages using non-diesel powered machinery and low-emission equipment to cut down on dust and emissions. All new waste operations processing demolition waste from construction sites must be fully enclosed (as specified in the local plan and the Environment Agency's permitting requirements).

Contractors are urged to use sustainable construction techniques such as prefabricated components and the circular economy to encourage the use of recycled building materials and demolition waste. This reduces emissions from material production and transit. Non-toxic, low-VOC building materials are promoted to limit harmful emissions.

Developers are required to submit Construction Environmental Management Plans (CEMPs) to monitor and control dust and air pollutants during demolition, and real-time air quality monitoring is required on high risk sites to ensure pollutants stay within safe limits. Additionally, regulating construction hours and activities helps minimize the impact during peak traffic times or poor air quality periods.

Road Vehicles The plan requires the use of low-emission vehicles (LEVs) to serve construction sites, like electric or hybrid vans and trucks, and mandates that HGV's comply with the latest Euro 6 emission standards as a minimum. Construction Logistics Consolidation Centres are encouraged to centralize deliveries, reducing trips and overall emissions. Anti-idling guidelines are promoted, and developers are required to to schedule

deliveries outside peak traffic hours to reduce congestion-related emissions. Smart logistics and route optimization technologies are recommended to minimize travel distances and avoid high-emission zones. Emissions reporting on major construction sites is required to measure the impact of construction and transport related emissions and demonstrate efforts to reduce environmental impact.

Non-Road Mobile Machinery NRMM emissions are predicted to rise 13% in Newham by 2030 compared by -26% reduction in London. To achieve the latest emissions standards, contractors are first required to register NRMM in compliance with London's Low Emission Zone (LEZ). The use of electric or hybrid NRMM is encouraged. Strict NRMM emissions requirements are included in planning conditions. Collaboration with other London boroughs and the Greater London Authority (GLA) helps share data and enforcement practices. This includes industry collaboration with the 'Cleaner Construction for London' project where sites are audited for compliance.

External sources of information:

- [The Local Plan 2025 \(Policy CE2, CE6\)](#)
- [Sustainable Design & Construction SPG](#)
- [Control of Dust & Emissions SPG](#)
- [Newham's Code of Construction Practice](#)
- [Planning Application Requirements \(PAR\) \(Page 30\)](#)
- [Cleaner Construction for London](#)
- [Non-Road Mobile Machinery](#)

	Action	Outcome	Emissions Benefits	Cost	GLA	Responsibility
Construction and Demolition	3.1 Reduce Emissions from Construction and Demolition Processes	A. Demolition and construction activities will be required to be undertaken in compliance with Newham's Code of Construction Practice.	Particulate Matter will be reduced compared to 'do nothing'. Emissions reductions depend on the amount of development and their ambition to go beyond compliance.	££	2	Inclusive Economy and Housing, Planning and Development, Environmental Control
		B. Promote a circular economy approach and sustainable construction techniques (such as modular construction) to reduce waste and lower construction projects' environmental footprints.				
		C. Promote the use of low-VOC (volatile organic compound) building materials to limit harmful emissions during construction and improve indoor air quality once buildings are occupied.				
		D. Encourage developers to implement real-time pollution monitoring and alerts in demolition/construction sites with a medium to high risk of dust emissions.				
		E. Where necessary, officers will undertake site visits to monitor compliance with Newham's code of construction practice.				
		F. Ensure that mobile crushing and screening plants and waste sites serving construction sites have environmental permits and all new waste sites are fully enclosed (in accordance with the local plan).				

	Action	Outcome	Emissions Benefits	Cost	GLA	Responsibility
Construction and Demolition	3.2 Reduce Emissions from Road Vehicles Servicing Construction Sites	A. Use planning controls to reduce emissions from road vehicles servicing construction sites.	Vehicle emissions will be reduced compared to 'do nothing'. Emissions reductions depend on the amount of development and the ambition to go beyond compliance.	£££	21	Planning and Development, Climate Action, Inclusive Economy, Environmental Control
		B. Require construction management plans to demonstrate proactive measures to reduce emissions, including using LEVs, Euro 6 compliance for HGVs at minimum, and training/signage to prevent unnecessary vehicle idling.				
		C. Require developers to demonstrate efficient logistics planning, just-in-time delivery systems, scheduled deliveries outside peak traffic hours and route optimisation technologies. An emissions report should identify the predicted NO ₂ savings.				
		D. Encourage developers to schedule deliveries outside peak traffic hours to reduce congestion-related emissions and improve overall air quality around construction sites.				
		E. Encourage the use of construction logistics consolidation centres and last-mile EV/cargo bike delivery solutions to centralise material deliveries for multiple construction sites in a single area, reducing the number of trips and emissions.				
		F. Promote the use of sustainable procurement policies and prioritise locally sourced materials to reduce the distance that goods need to be transported to construction sites, thereby minimising vehicle emissions.				
		G. Encourage off-site construction methods, such as prefabrication, to reduce the number of deliveries and transport requirements to construction sites.				
		H. Support circular economy initiatives, ensuring materials are reused or recycled locally, reducing the need for long-distance transport of construction materials.				

	Action	Outcome	Emissions Benefits	Cost	GLA	Responsibility
Construction and Demolition	3.3 Reduce Emissions from Enforcement of Non-Road Mobile Machinery and Diesel Generators	A. Use planning conditions to ensure the NRMM used in construction and demolition meets the latest emissions requirements.	NRMM used in construction currently accounts for approximately 7% of NOX and 8% of PM ₁₀ emissions in London. This enforcement will reduce dust, PM ₁₀ , PM _{2.5} , and NOX emissions from construction and demolition activities, with further tightening of the standards in Newham in 2025 and 2030.	££	3	Planning and Development, Environmental Control
		B. Signpost developers to the latest emissions requirements via Newham's Code of Construction Practice.				
		C. Promote fully electric alternatives where practicable.				
		D. Leading by example, Non-Road Mobile Machinery used to undertake the Council's schemes must comply with the latest NRMM Emission requirements.				