

HORACE HOUSE | CONSTRUCTION LOGISTICS PLAN

1.0 INTRODUCTION

This Construction Logistics Plan (CLP) has been prepared by Sara Nasralla on behalf of the land owner in relation to the proposed development at the land to the rear of 12 and 14 Woodford Road, Forest Gate, London, E7 0HA within the London Borough of Newham, to support the proposal regarding the construction of a three-bedroom residential dwelling.

1.1 CLP OBJECTIVES

The overall objectives of this Outline CLP are to:

- Lower emissions
- Enhance safety - Improved vehicle and road user safety; and
- Reduce congestion on Horace Road and the surrounding highway network - Reduced trips overall, especially in peak periods

To support the realisation of this objective, several sub-objectives have been agreed and include:

- Encouraging construction workers to travel to the site by non-car modes e.g. using bus stops near the site, Forest Gate Rail Station 300m to the south of the site;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CLP with construction contractors;
- Ensure that pedestrian access along the southern footway of Horace Road is not compromised during the construction works;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

1.2 SITE CONTEXT

The application site's location is presented on a map in Figure 1a of this report.

The site consists of an area of derelict land. It is located to the rear of Woodford Road fronting on to the south side of Horace Road. The area adjoining the site is predominately residential along Horace Road while Woodford Road comprises of both commercial and residential units. Nearby commercial and amenities are located on Woodford Road to the west of the site.

Horace Road is a two-way street no height or weight restrictions. The street has speed bumps to control the speed and movement of traffic.

The site is located within the controlled parking zone (RPZ) of FGN. In these RPZ's, parking is restricted to permit holders only during the hours of 8.00am - 6.30pm, Monday to Saturday.

The closest bus stop is located along Woodford Road approximately 230 metres to from the site.

A single yellow line is present along the extant of the alleyway access that runs adjacent to the north of the site from Horace Road. On-street permit holder parking bays are situated in front of the site on Horace Road.

The application site has a public transport accessibility level (PTAL) score of 3 which is a good accessibility rating as defined by Transport for London (TfL).

The site consists of a derelict area with minimal ecological value.

1.3 DEVELOPMENT PROPOSAL

The works involve the construction of a 1 x 3-bedroom, 5-person residential dwelling.

The total residential GIA is 116m²

Site Contact Details:

The project manager's details are as follows:

Sara Nasralla

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London

E2 0SZ

sara@kit.london

07896 228 869

Hours of Operation:

To avoid adding to the location congestion, all HGV access and egress from the site will take place between 9.30am and 2.30pm. Hours in which site personnel will arrive and depart will be Monday to Friday 8am to 6pm and Saturday 8am to 1pm. No demolition or construction work will take place outside of these times including Sundays and Bank Holidays.

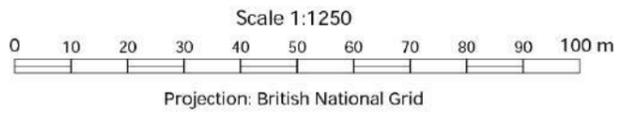
This outline CLP will cover the construction logistics of the approved development

1.4 CLP STRUCTURE

- 1.0 Introduction
- 2.0 Site & Policy Context, Considerations & Challenges
- 3.0 Construction Programme & Methodology
- 4.0 Vehicle Routing & Site Access
- 5.0 Strategies to Reduce Impacts
- 6.0 Estimated Vehicle Trips
- 7.0 Monitoring, Compliance, Reporting & Review



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2.0

SITE & POLICY CONTEXT, CONSIDERATIONS & CHALLENGES

The London Plan 2021

Policy T7 - Deliveries, servicing and construction

F) Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H) Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and this facilitate efficient online retailing.

J) Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K) During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

10.7.4 When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are available, Transport for London's freight tools should be used when developing the site's freight strategy.

10.7.6 Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

10.7.7 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.

2018 Mayors Transport Strategy

The Mayor's Transport Strategy (MTS) was published in March 2018 and it provides strategic policy framework and outlines the Mayor's vision and how Transport for London (TfL) and its partners plan to deliver that vision.

The Mayor's transport vision states that "The success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use."

The Strategy seeks to improve connectivity and capacity of the transport system through a range of measures including schemes such as Crossrail, upgrades to the London Underground system and integrated fares and ticketing as well as more efficient movement of freight.

Policy 21 seeks ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners and that developments maximise access on foot, by cycle and public Transport.

The development fully accords with the Mayor's Transport Strategy.

TfL Healthy Streets TA format (June 2019)

TfL have adopted a new initiative 'Healthy Streets' which aims to "improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business."

Travel statements/assessments for developments in London must demonstrate that proposals support the Healthy Streets initiative. The Healthy Streets TA format guides planners by outlining that the following content should be included in transport statements:

- What is being built, why and who for?
- What is the integration between the development and transport?
- The Healthy streets initiative is about putting people first, developments need to demonstrate that they have adopted the same philosophy by ensuring it will be a convenient place for people of all abilities to walk, cycle, and use public transport.
- How can people of all abilities move around the site and its immediate surroundings? This includes access, public realm, servicing and parking
- How will people of all abilities make key journeys in the active travel zone (ATZ) and the wider London network?
- How will construction impact the safety of pedestrians and cyclists?

Vision Zero

Vision Zero seeks to reduce the amounts of deaths on the road to zero.

Considerations in section 2 of the TfL document looks to analyse and advise on the best ways to approach a tight site and ensure the development provides a quality scheme that enables a safe street, safe movement of vehicles, enabling of safe behaviours of individuals and ensuring compliance through technology.

Newham Local Plan (2018)

INF2 Sustainable Transport

Proposals that address the following strategic principles and spatial strategy and design and technical criteria will be supported:

1. Strategic Principles and Spatial Strategy

- a. Securing a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough's transport network on foot, cycle and public transport, maximising positive health impacts, and enabling development through:
 - vi. Maintaining careful management of the supply of routes and transport network capacity and parking for motor traffic in order to reduce or minimise congestion and the dominance and environmental impacts of motor-vehicular traffic in the public realm and to make space for other modes, having regard to the need to alleviate and not add to cumulative congestion issues as particularly highlighted in Congestion Zones in policy SP9, and to avoid off-site individual and in-combination effects on air/water quality in the vicinity of the Epping Forest SAC;
 - viii. Particularly promoting sustainable travel in defined STOA's, through proportionate proposals including car-free development.

2. Design and technical criteria

- a. In planning public transport and active travel routes across and between Strategic Sites and between new and existing communities;
 - 800m is the maximum distance people should have to travel to bus stops;
 - 200m and 400m respectively are defined as the optimal route frequencies for pedestrian and cyclists in the Arc of Opportunity to be secured where practicable at least between North Woolwich Road and the River Thames and preferably more generally
- c. Travel Plans which show the likely impacts of trip generation, and which include acceptable, robust, monitored, proposals to counter or minimise the potential impacts identified to include 'Smarter Travel' strategies and plans; and proposed measures to facilitate and encourage more widespread walking, cycling and public transport use will be required in accordance with the following indicative thresholds:
- e. High quality cycle facilities should be provided in line with the standards set out in the London Plan, and local context, as well as opportunities to promote cycle sharing to support sustainable travel to and from the site, including where appropriate associated facilities and for washing and changing facilities.

2.3 LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORTATION

2.3.1 HIGHWAYS

The site sits on Horace Road just east of the intersection with Woodford Road. Horace Road is a quiet, predominantly residential street. Woodford Road (A114) is a busy road with amenities including Forest Gate Rail Station, local shops and services. Continuing on the A114 northbound connects the site with the A12. The A12 connects with the North Circular (A406), the M11 and to South London on the A2. The Green Man Interchange links to the A1199, which heads towards Essex and the A114 which leads to North London. As such the site is well situated in relation to the local highway network.

2.3.2 UNDERGROUND

In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken.

TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 3 which is a good accessibility rating by TfL.

Wanstead Park Rail Station is located approximately 0.1miles and Forest Gate Rail Station is approximately 0.3miles to the south of the site. Wanstead Park station is situated on the London Overground with a regular service connecting Gospel Oak to Barking station. The line provides a connection to the Victoria Line allowing access into Central London.

Forest Gate station is situated on the Great Eastern Main Line between Shenfield and Liverpool Street, which has a service approximately every 10 minutes. Forest Gate also forms part of the Elizabeth Line which provides services to a number of key central London locations. The Elizabeth Line is scheduled to open in 2022.

2.3.3 BUS ROUTES

The PTAL output file shows that 9 London bus routes can be accessed from within a 450m walking distance from the site. The following Table outlines the local available bus routes and destinations which can be accessed from the bus stops at Woodford Road.

Table 1 : Bus Services

Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WANSTEAD PARK STATION	58	230.75	6	2.88	7	9.88	3.04	1	3.04
Bus	WANSTEAD PARK STATION	308	230.75	5	2.88	8	10.88	2.76	0.5	1.38
Bus	WANSTEAD PARK STATION	330	230.75	5	2.88	8	10.88	2.76	0.5	1.38
Rail	Wanstead Park	'BARKING-GOSPLOK 2J00'	252.14	4	3.15	8.25	11.4	2.63	0.5	1.32
Rail	Wanstead Park	'GOSPLOK-BARKING 2J07'	252.14	4	3.15	8.25	11.4	2.63	0.5	1.32
Rail	Forest Gate	'GIDEAPK-LIVST 2C07'	443.68	3	5.55	10.75	16.3	1.84	0.5	0.92
Rail	Forest Gate	'ILFORD-LIVST 2C29'	443.68	1	5.55	30.75	36.3	0.83	0.5	0.41
Rail	Forest Gate	'SHENFLD-LIVST 2W09'	443.68	1.67	5.55	18.71	24.26	1.24	0.5	0.62
Rail	Forest Gate	'LIVST-SHENFLD 2W16'	443.68	6	5.55	5.75	11.3	2.66	1	2.66
Total Grid Cell AI: 13.04										

Figure 2 includes map extracts showing local bus, underground stations and routes.

2.3.4 CYCLING

With regards to cycle infrastructure, the site is located within proximity to a cycle route (Q6) on Capel Road alongside to Wanstead Flats.

As such, the site benefits from good levels of accessibility to sustainable transport modes.

2.3.5 WALKING

Pedestrian access to the proposed site will be from Horace Road via the existing crossovers. Horace Road is well-lit with traffic calming measures along the road through speed bumps.

The roads to the east of the site are quiet residential roads with level, wide pavements, well-lit and many have speed bumps to calm traffic.

Woodford Road, 30m from the site, is a busy road with access to amenities. There are several pedestrian facilities along the road including signal/light controls and zebra crossings.

Consequently, the surrounding area is a safe environment for pedestrians to reach local amenities and the public transport network.

2.4 CONSIDERATIONS AND CHALLENGES

2.4.1 LOCAL POLICY

The site is located within residential parking zones (RPZ) FGN. In these RPZ's, parking is restricted to permit holders only (PHO) during the hours of 8.00am - 6.30pm, Monday to Saturday.

No on-site parking provision will be made for construction workers during the construction phase.

2.4.2 COMMUNITY CONSIDERATION

The local community and other land uses have been carefully considered when preparing this document. Figure 1b identifies a number of communal facilities situated within the local area. The measures outlined herein aim to mitigate any impacts as much as possible. The site manager will continually liaise with any community considerations.

Schools:

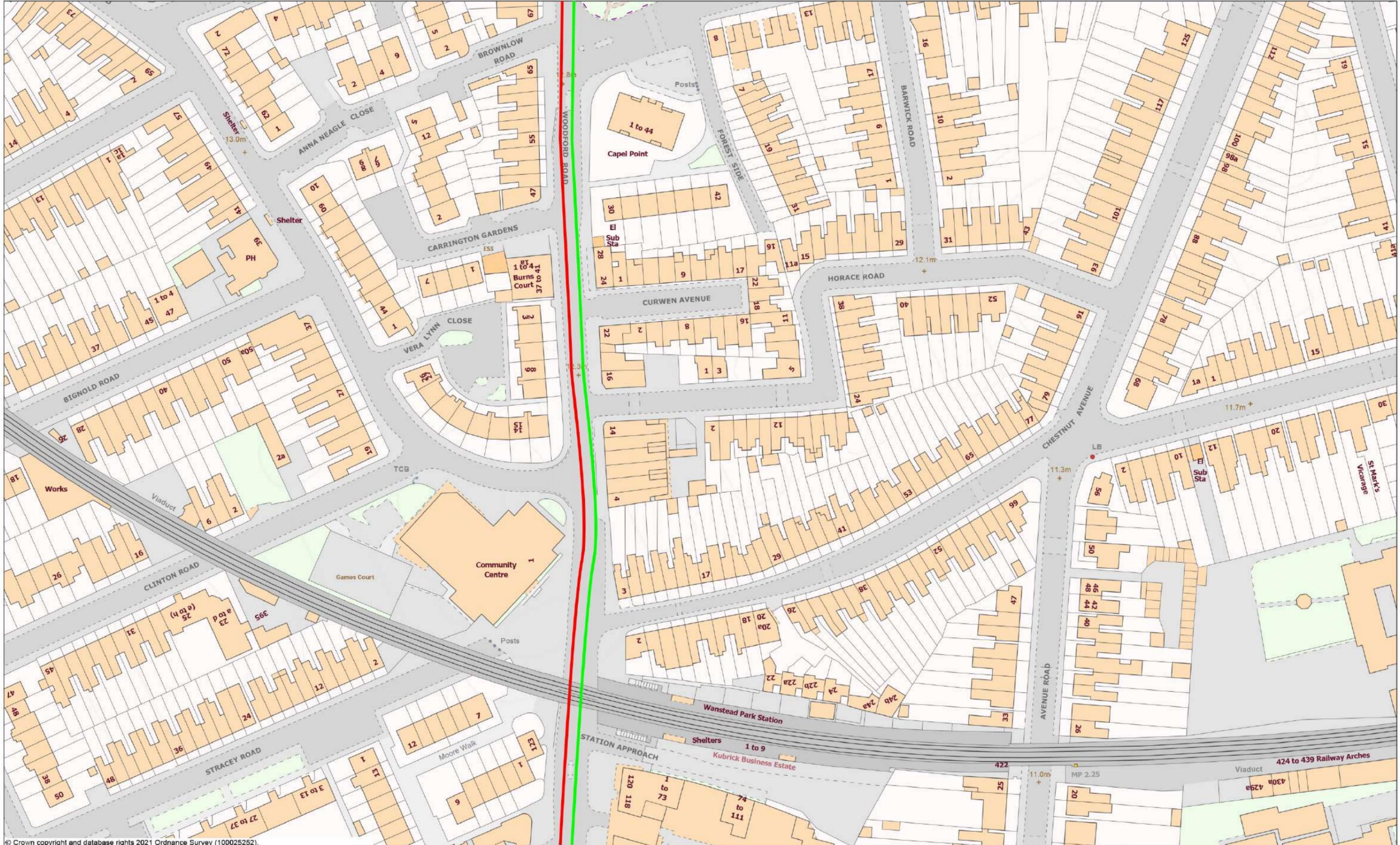
Forest Gate Community School, Woodgrange Infant School, Godwin Junior School, Odessa Infant School, Zakariya Primary School, Sandringham Primary School and Azhar Academy Girls School are all located within close proximity to the site. The hours construction vehicles will access or egress the site have been curtailed in order to avoid school pick up / drop off times.

Local Businesses and Services:

The site is located 30 metres to the east of Woodford Road serving a variety of local businesses and services. Notably, Forest Gate Youth Community Centre, Lord Lister Health Centre, Tesco Express and a number of local Supermarkets are situated within 1km of the site. The hours construction vehicles will access or egress the site will avoid the busiest periods of the District Centre.

Places of Worship:

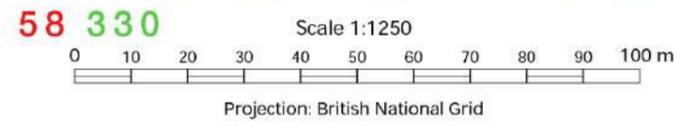
Destiny Apostolic Church International, Emmanuel Church, Forest Gate Methodist Church, World Shirdi Sai Baba, Glad Tidings Free Pentecostal Church, S K S Swaminarayan Temple, East End Islamic Centre, Hindu Centre are located within 1km of the site. The hours construction vehicles will arrive or depart the site have been scheduled in order to avoid religious services/events.



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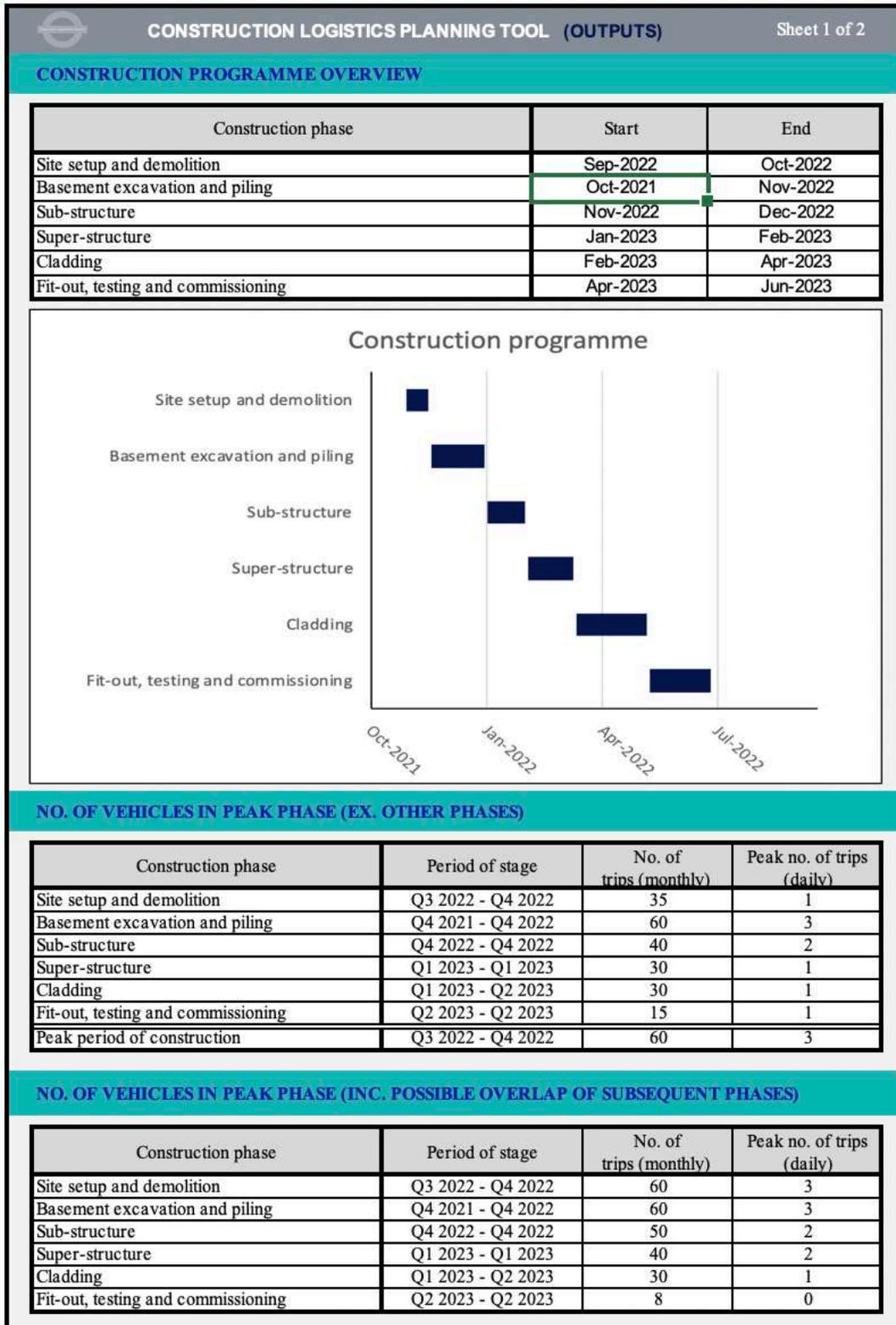
FIGURE 2



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3.0

CONSTRUCTION PROGRAMME & METHODOLOGY



This CLP gives the planning authority details of the logistics activity during the construction project. It details demolition and construction techniques and how construction vehicles will access and exit the site.

To avoid adding to the local congestion, all HGV access and egress from the site will take place between 9:30 am and 2.30pm. Hours in which site personnel will arrive and depart will be Monday to Friday 8am to 6pm and Saturday 8am to 1pm. No demolition or construction work will take place outside of these times including Sundays and Bank Holidays.

This chapter will set out a work programme and a total timescale for the project, given the duration of each phase of the project.

The current programme is expected to run for approximately nine months with a start date at beginning of September 2022 running to the end of July 2023. A broad-brush programme for the project is set out as follows:

Construction phase	Duration
Site setup and demolition	3 weeks
Basement excavation and piling	6 weeks
Sub-structure	5 weeks
Super-structure	6 weeks
Cladding and façade treatment	9 weeks
Fit-out, testing and commissioning	8 weeks

For ease of reference the programme relating to site set up, demolition and construction are set out in the following section of this report.

3.1 SITE SET-UP & DEMOLITION

- Erect temporary 2.4m high hoarding along the boundary of the site as is shown in Figure 3. This includes a gated access onto Horace Road to permit pedestrian movements to and from the site;
- Any asset protection measures to be agreed with Newham Council. Hoarding will be designed and installed in accordance with the requirements of the local authority;
- Temporarily suspend a length of kerbside (approximately 10 metres, equivalent to 2 x parking bays) along Horace Road immediately adjacent to the site (only during the delivery/collection of construction/waste materials). However, this will only be required during the day, with the space being given back to the community overnight, thus not compromising the overnight "peak" residential parking period.
- Make safe all electrics, water and gas supplies; and
- Provide on-site welfare facilities within the site.

Figure 3 shows the site set up plan.

- Check site for any utilities running through the job-site and liaise with utility companies if required;
- Demolition and construction waste will be controlled by a Waste & Recycling Action Plan, with site segregation of waste and maximum off- site recycling;
- Demolition rubble will be stored for re-use if possible;
- All demolition spoil and rubble which cannot be reused will be transferred (via wheel barrows) into a Nissan Cabstar or similar vehicle (1.8 tonne payload) parked in the suspended parking bays adjacent to the site;
- The impact on Horace Road and Woodford Road have been carefully considered and the impact on other road users has been minimised as much as possible. These movements will only take place outside of peak hours (between 9:30am - 2:30pm);
- When the Nissan Cabstar or similar vehicle is collecting spoil/waste materials, the access to the site will be temporarily blocked.
- Vehicle swept path tracking of a Nissan Cabstar or similar vehicle (akin to the one proposed) accessing the site can be seen within Figure 4;
- Noise and dust will be controlled by the Considerate Contractors Code. Noisy work will be restricted as much as possible and will be conducted in areas within the construction site that will cause as little disturbance as possible to neighbours;
- Demolition of the storage shed will be undertaken by hand;
- Excavation will be conducted with a mini-digger;
- No waste materials will be burnt on site;
- Any dust creating activities will be conducted away from neighbouring properties and sensitive areas;
- Spoil will be securely covered at all time;
- The contractor will ensure that the footpath/adjoining highway is clean at all times;
- A trained banksman will be employed by the contractor who would be on-site to safely direct vehicles when a vehicle is serving the site.

3.2 EXCAVATION

During the main demolition and excavation period, spoil and other waste materials will be generated and would need to be removed from the site.

It is estimated that 165 cubic metres of spoil will be generated by the excavation works.

It is proposed that all waste and spoil that is not to be recycled nor reused on site will be transferred to the Nissan Cabstar or similar vehicle (1.8 tonne payload) situated on the permit holder parking bay, as shown within the swept-path analysis (Figure 4).

In addition to the Nissan Cabstar or similar vehicle, concrete shall be delivered on-site using a delivery vehicle no larger than a 7.5 tonne panel van, as is shown through the swept-path analysis within Figure 5. A small number of trips will need to access the site. The impact on the adjoining network will therefore be minimal. The concrete will be mixed on-site.

Hoarding will be erected along the boundary of the site to ensure public safety. Whilst a vehicle is moving into place banksmen will be on hand to direct the vehicle. Delivery drivers

will adhere to the call up procedure (as outlined later within the report) in order to ensure banksmen are ready in time for the vehicle arriving.

To minimise disruption to Horace Road and Woodford Road, spoil and waste materials will be collected outside of peak times.

Measures will be incorporated to protect existing footways, pedestrian routes will be marked using barriers / signage and statutory services equipment as appropriate.

A trained traffic marshal would be employed to ensure that all vehicle and pedestrian activity in the vicinity of the site is safe and satisfactory. Pedestrian passage to the neighbouring properties will be managed when the vehicle is moving into the space.

The driver will remain with the vehicle at all times and will be able to move the vehicle upon request if required.

Work men will be at hand to meet the vehicle and unload / load in a timely manner to avoid the amount of time neighbours are impacted.

3.3 SUBSTRUCTURE

- Vehicle movements to and from the site will only operate during certain times to minimise their impact on the local highway network and on residents. To avoid adding to local congestion all construction vehicle access and egress from the site will take place between 09.30am and 2.30pm (outside of network peak hours);
- Concrete will be supplied to the site via a small delivery vehicle (no larger than a 7.5t Panel Van). Concrete will then be mixed on-site for use;
- A trained traffic marshal will be employed by the contractor to ensure that all cyclist and pedestrian activity in the vicinity of the site is safe and satisfactory;
- When the vehicle is manoeuvring into place banksmen will be on hand to aid the movement of the vehicle and manage traffic;
- As and when necessary the adjoining highway will be swept and washed to keep clean;
- Materials (bricks, blocks, timber etc) will be brought to the site by a 7.5 tonne panel van which will pull up in the suspended parking bays adjacent to the site. Swept-path analysis of a typical 7.5 tonne panel van can be seen within Figure 5. All delivery and construction related vehicles will be pre-scheduled with reference to the site foreman;
- When construction vehicles are delivering materials to the site, the 10m length of parking bay will be temporarily suspended;
- A material store area will be maintained within the site at the rear. This may need to move within the site when during construction works.

3.4 SUPERSTRUCTURE

During the superstructure phase, vehicles no larger than a 7.5 tonne panel van will need to access the site.

The arrival of vans will be organised during the middle of the day outside of peak traffic periods and when residents are not likely be at home and Horace Road will be at its quietest.

Measures will be incorporated to protect existing footways, pedestrian routes will be marked using barriers / signage and statutory services equipment as appropriate.

A trained traffic marshal would be employed to ensure that all vehicle and pedestrian activity in the vicinity of the site is safe and satisfactory. Pedestrian passage will be managed when the vehicle is moving into the space.

The driver will always be present at any vehicle called to the site, therefore if there are any instances where an emergency vehicle or other type of vehicle needs to get past the site and cannot for whatever reason, the driver of the vehicle would be on hand to immediately and efficiently get out of the way.

For general construction works the Council usually imposes (when necessary) the following limits on noisy works/ construction activity Monday to Friday 8am to 6pm Saturdays 8am to 1pm Sundays and Public Holidays.

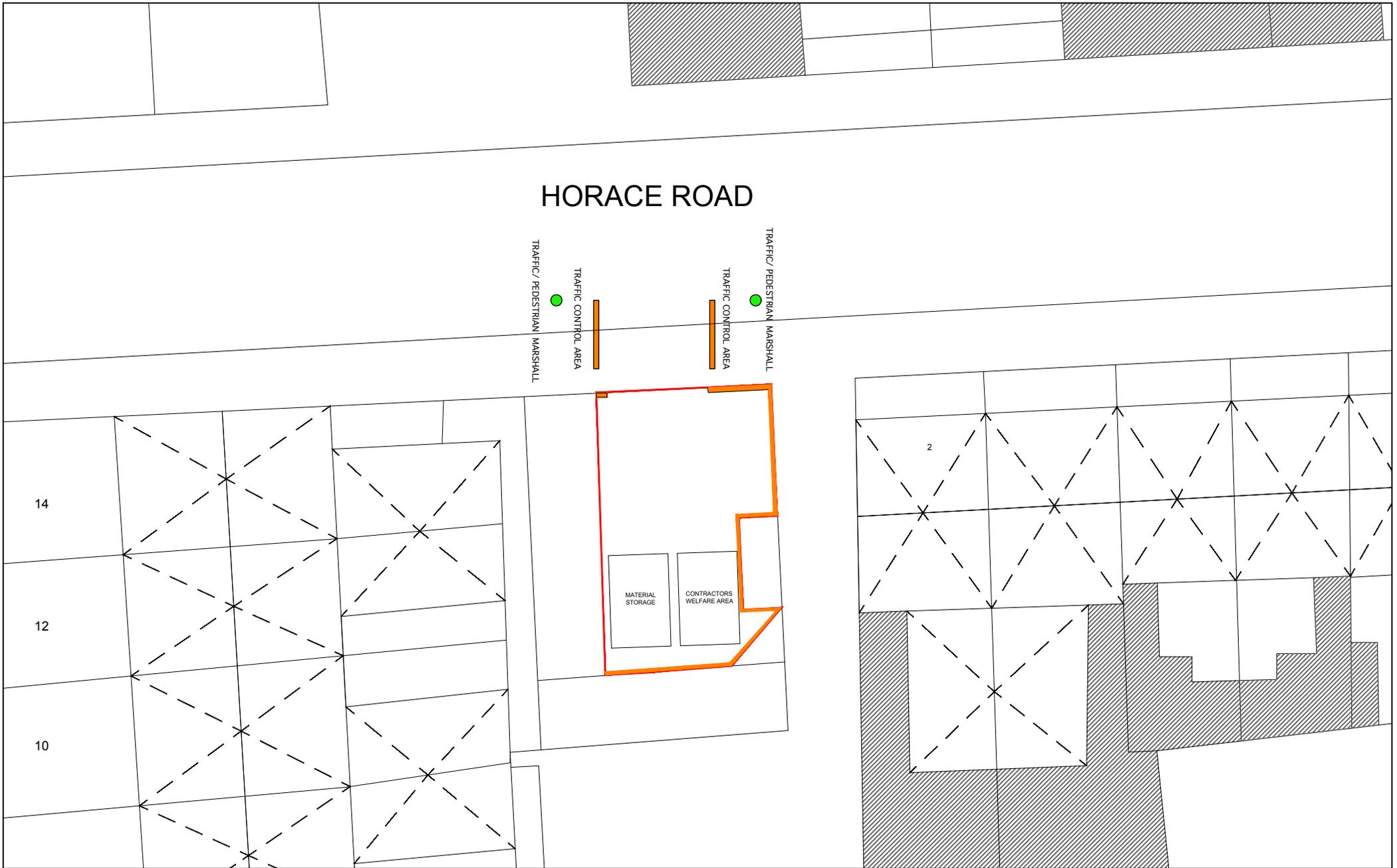
3.5 & 3.6 CLADDING, FIT OUT & TESTING

A small number of additional contractors will need access to the site during cladding, fit out and testing.

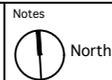
Contractors will arrive in smaller (less than 3.5t) vehicles to service the site.

HORACE ROAD

TRAFFIC/ PEDESTRIAN MARSHALL
 TRAFFIC CONTROL AREA
 TRAFFIC CONTROL AREA
 TRAFFIC/ PEDESTRIAN MARSHALL

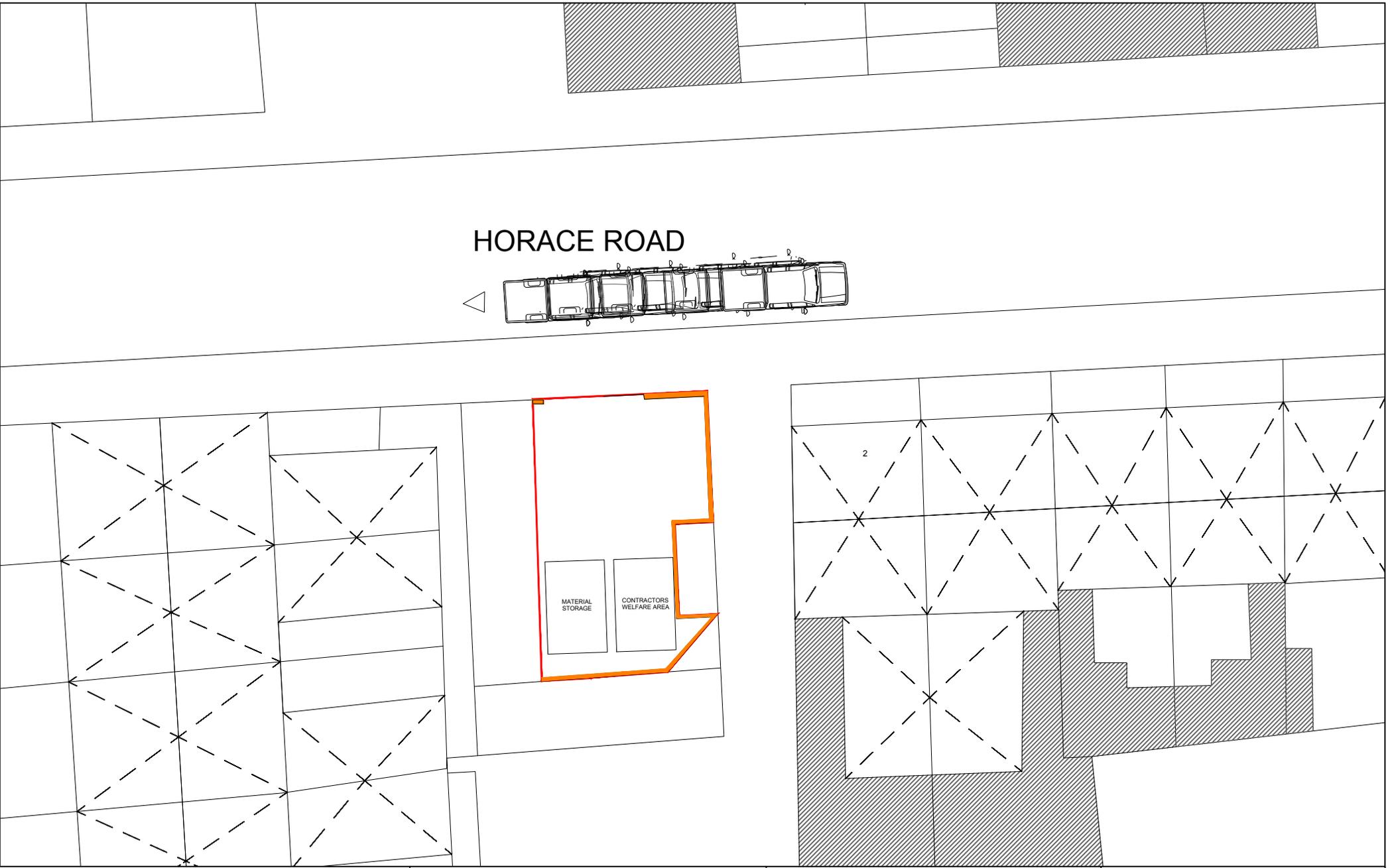


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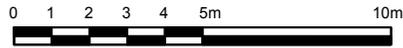
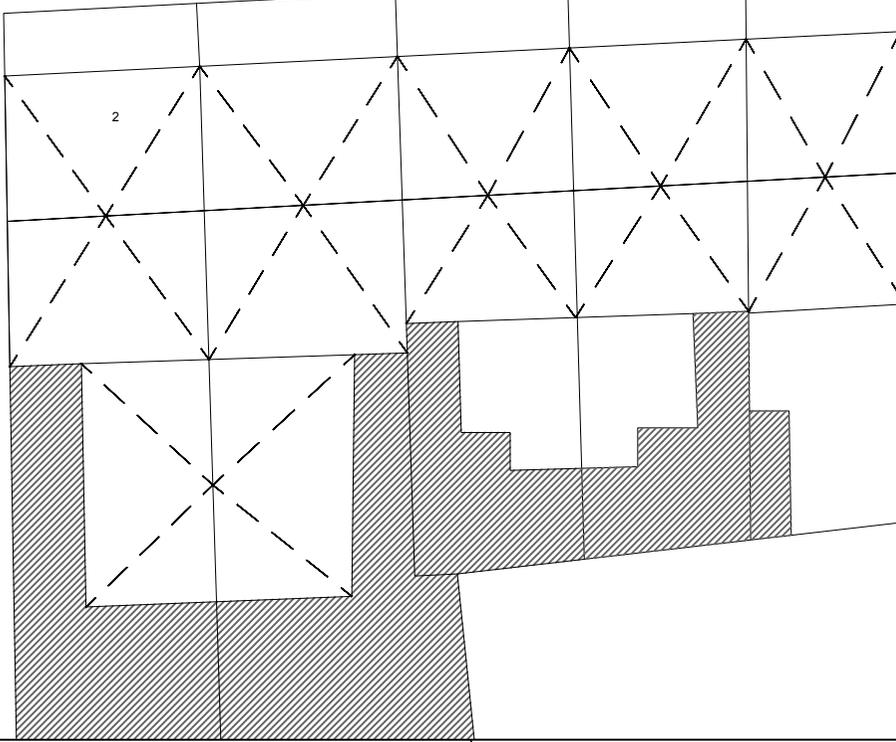
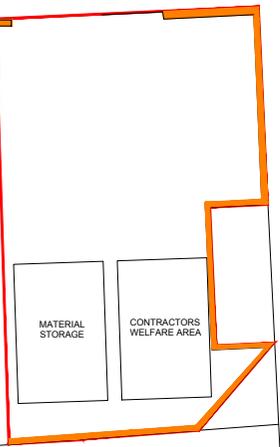


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HORACE ROAD



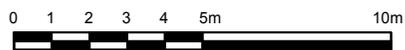
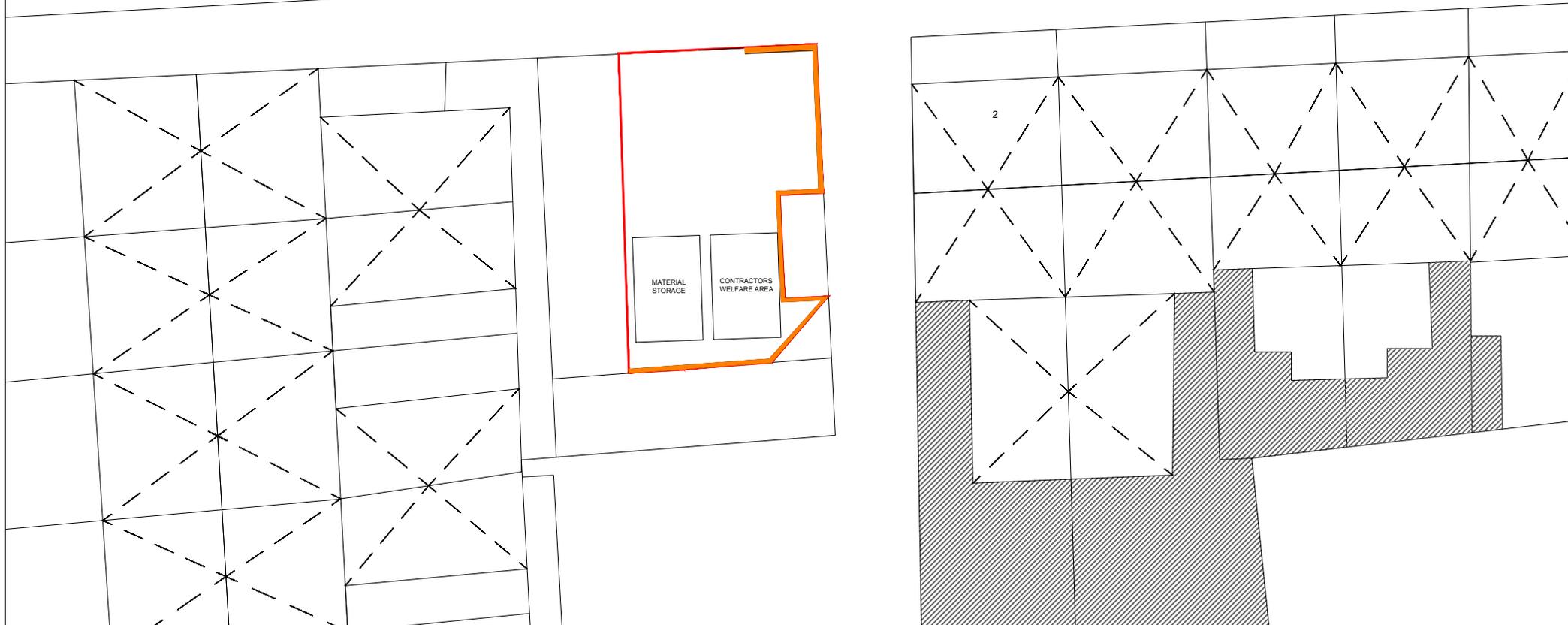
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HORACE ROAD



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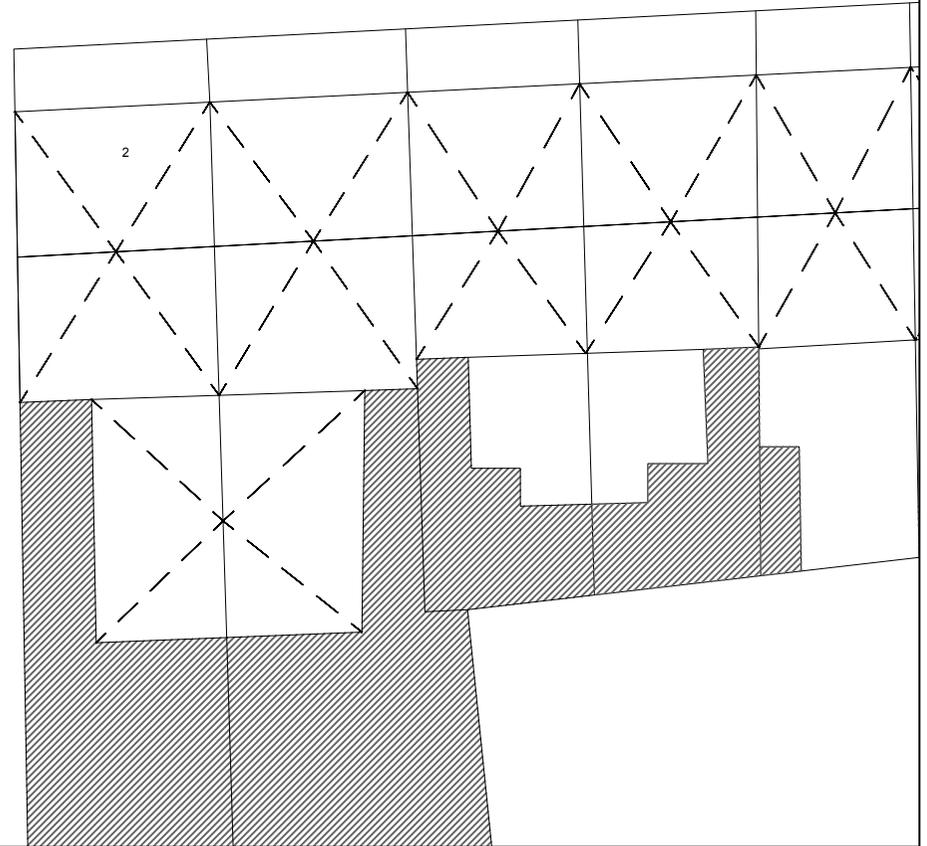
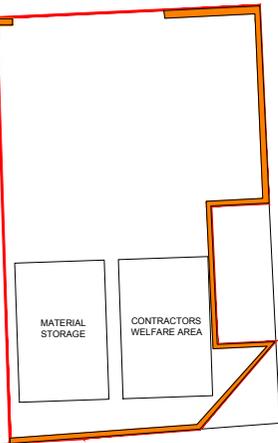
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HORACE ROAD



Project		Horace Road E7 ODL	
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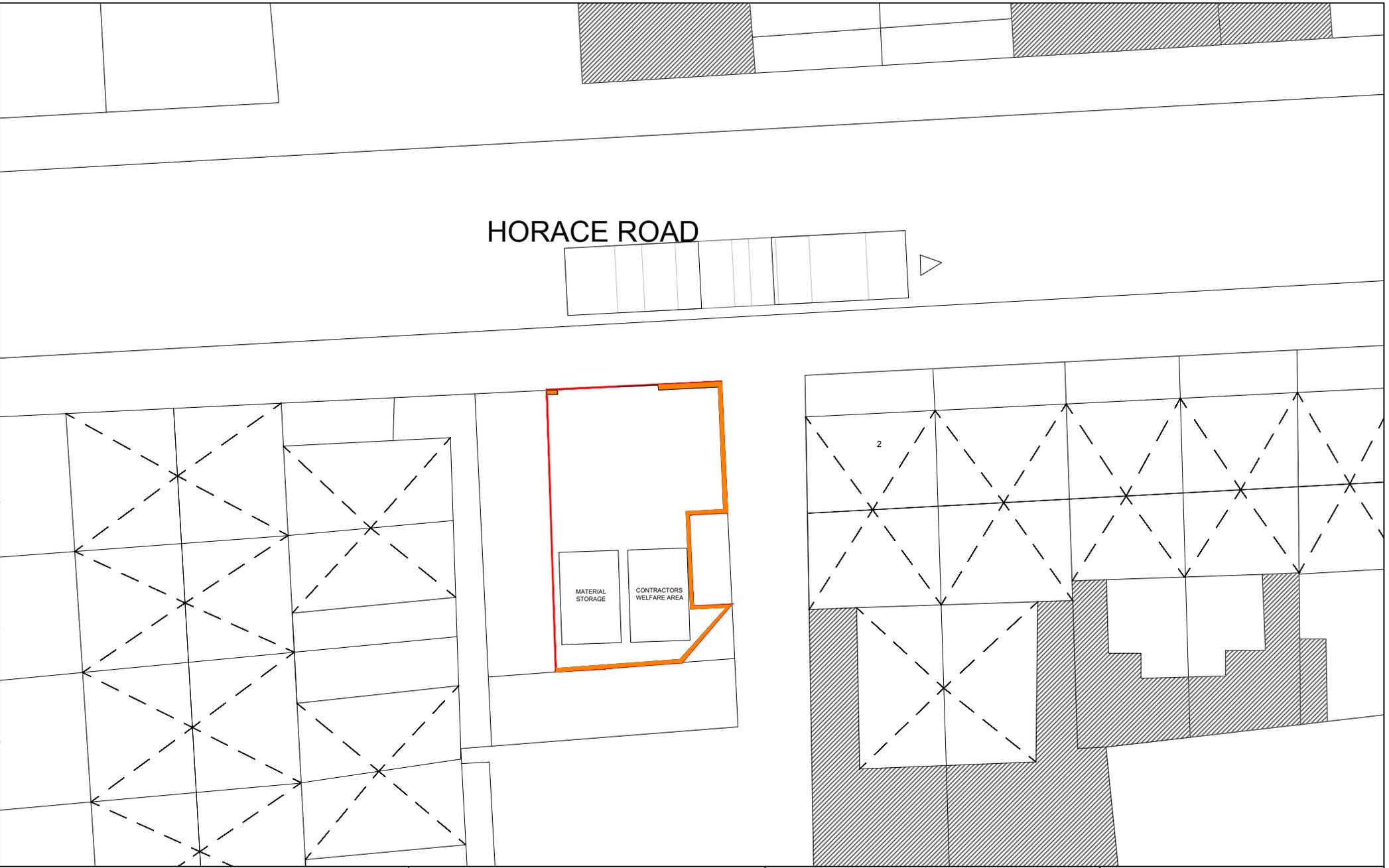
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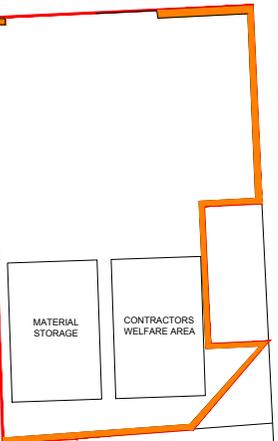
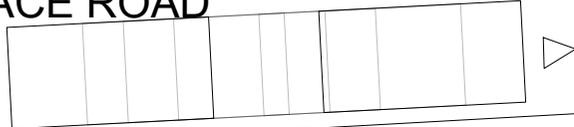
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R E M I · C · T



HORACE ROAD



MATERIAL STORAGE

CONTRACTORS WELFARE AREA



Project		Horace Road E7 ODL	
FIGURE			
E			
Drawing Title	Site Plan	Drawing Number	P_SP
Scale	1:200	Date	26/03/2022

Notes

North

Planning Use Only

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4.0 VEHICLE ROUTING & SITE ACCESS

This section assesses how construction traffic will be managed in terms of volume of routing and other material considerations.

4.1 VEHICLE ROUTING

All demolition and construction related vehicles will be carefully routed so as to minimise disruption on the local and the wider highway network adjoining the site.

A demolition/construction vehicle routing plan is presented in Figures 6a/b. This routing plan is specified to all contractors and sub-contractors companies who will be involved in sending vehicles to the site.

Vehicles will approach the site from the north A12 (a strategic road network road), onto the A114. The vehicle will then turn left onto Horace Road in forward gear before arriving at the site. The vehicle will be able to enter the suspended parking bay in forward and reverse gear. The vehicle will exit the parking bay in forward gear following Horace Road before turning right onto Chestnut Avenue, continuing onto Avenue Road before turning right onto Sebert Road and right again to re-join the A114 (Woodford Rd before reaching back to the strategic road network on the A12).

Figure 7 shows a vehicle swept-path analysis of a 7.5 tonne panel van (the largest vehicle accessing the site) navigating a section of the vehicle construction route. As is shown in the AutoTrack drawing, the 7.5 tonne panel van can navigate the A114 and Horace Road without encroaching on the marked parking bays or areas of hard landscaping.

4.2 ACCESS

Vehicular access to the site is via the permit holder parking bays adjacent to the site on Horace Road. Pedestrian access to the site will be via the existing crossover, accessible from here.

Vehicle swept-path analysis for all of the expected vehicles accessing the site can be seen within Figures 4, 5 and 7.

As is shown on Google street view, kerb lines of Horace Road are reasonably parked with vehicles on-street. Indicative measurements of parking and carriageway width on Horace Road have been included in figures 4 and 5. Both tracking drawings demonstrate that a Nissan Cabstar and 7.5t Panel Van can navigate Horace Road when considering the presence of parked vehicles.



FIGURE 6A

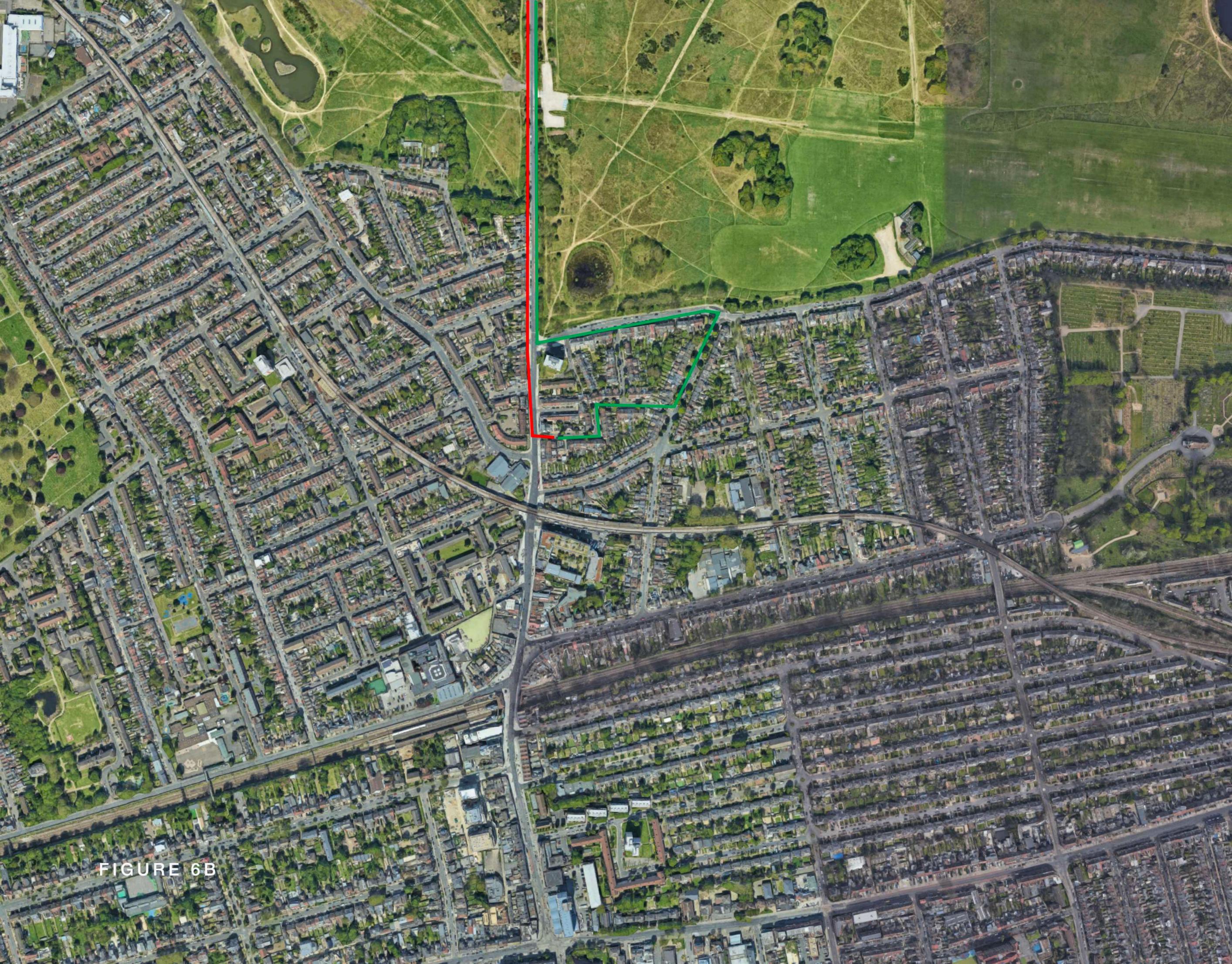


FIGURE 6B

5.0 STRATEGIES TO REDUCE IMPACTS

The following Planned Measures have been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in Section 2.

HIGH IMPACT SITE PLANNED MEASURES CHECKLIST	COMMITTED	PROPOSED	CONSIDERED
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas		x	
Use of logistics and consolidation centres		x	
Vehicle choice			x
Measures to encourage sustainable freight			
Freight by water			x
Freight by rail			x
Material Procurement Measures			
DFMA and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
Other measures			
Collaboration amongst other sites in the area	x		
Implement a staff travel plan	x		

Safety and Environmental Standards and Programmes

The contractor is committed to the safety and environmental standards and programmes.

Vehicle Call-Up Procedure, Scheduling and Designated Routes

The following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive, between 9:30 am and 2:30pm;
- Delivery instructions will be sent to all suppliers and contractors;
- Trained site staff will assist when delivery vehicles are visiting the site;
- If necessary a traffic marshal and banksman will ensure the safe passage of pedestrians (with the use of retractable scissor barriers) and vehicular traffic in the street when vehicles are reversing into the access road;
- The site telephone number will be given to suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach the site once confirmation that site is clear is received.

The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.

Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.

Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

Other Material Considerations

In order to ensure the effective and safe management of demolition and construction related vehicles throughout the build programme, the contractor will hire a suitable number of trained and designated banksmen/traffic marshals. Disruption to free-flowing traffic on the adjoining highway has been minimised as much as possible, therefore any safety implications for adjacent highway users will be minimal.

Banksmen and traffic marshals will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.

The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be silver members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

“Fleet Operator Recognition Scheme (FORS)”

FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.”

Becoming FORS Silver accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:

- Drivers and driver management;
- Vehicle maintenance and fleet management;
- Transport operations;
- Supporting policies and procedures.

Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Silver accreditation as a minimum standard. A list of FORS Silver accredited companies can be found at www.fors-online.org.uk.

Online delivery booking and tracking systems are the best way to record vehicle movements to and around a site. They are also a good way of controlling deliveries.

As is stipulated in TfL's Construction Logistics Plan guidance document, 'the minimum requirement is for the developer to use the free TfL online delivery booking and management system available on TfL's freight webpages'.

The contractor must also give the planning authority access to the data for monitoring and statistical analysis purposes.

Finally, a 'Contractor's handbook' will be prepared prior to any works commencing on the site. Copies of the handbook will be sent to all sub-contractors and key personnel on the site.

A well-planned handbook will support supervisors and managers in making sure the terms and conditions of the CLP are met by everyone working at the site. The handbook should include the following information:

- Communicate the aims and objectives common to all CLPs;
- Clearly explain all site-specific CLP agreements and methods of working;
- Sets out the main contractor's general practices and standards;
- A site map;
- Hours of site opening;
- Health and safety information;
- Main contact details.

The site operating times will be 8am to 6pm Monday to Friday and Saturday 8am to 1pm. HGV movements to and from the site will only operate during certain times to minimise their impact on the local highway network and on residents. To avoid adding to local congestion all HGV access and egress from the site will take place between 09.30am and 2.30pm (outside of network peak hours).

Careful planning of deliveries is needed to maximise the number of deliveries outside of peak hours.

Site workers will be encouraged to travel to the site using public transport as there will be limited parking available within the surrounding area.

A 24-hour site emergency contact number will be displayed outside the site at all times throughout construction activities. This number will be contactable at all times.

Retiming for out of peak deliveries / out of hours

Deliveries will be scheduled for outside of peak times, from between 09.30am and 2.30pm.

Out of hours deliveries is not appropriate due to the neighbouring residential properties.

Use of Holding and Vehicle Call Off Areas

This is not appropriate due to the small amount of deliveries taking place.

Use Of Logistics And Consolidation Centres

This is not appropriate due to the small amount of deliveries taking place.

Collaboration With Other Sites

Collaboration will take place with other sites wherever possible.

Staff Travel Plan

The contactors will create a staff travel plan in order to encourage sustainable travel to the site.

6.0 ESTIMATED VEHICLE TRIPS

This section assesses how construction traffic will be managed in terms of volume of traffic and type of vehicles.

6.1 VEHICLE MOVEMENT AND SCHEDULING

The current programme is expected to run for nine months. Phases include site setup & demolition (three weeks), basement excavation & piling (six weeks), sub-structure (five weeks), super-structure (six weeks), cladding (nine weeks) and Fit-out (eight weeks).

The proposed development programme is scheduled to run as the detailed CLP has been approved by the council.

6.2 VOLUME & TYPE OF VEHICLES

As explained in the preceding chapter, the removal of waste from the site and the delivery of construction materials would take place outside of peak hours (between 9:30am – 2.30pm).

The largest vehicle that will serve the site is currently expected to be a 7.5 tonne panel van.

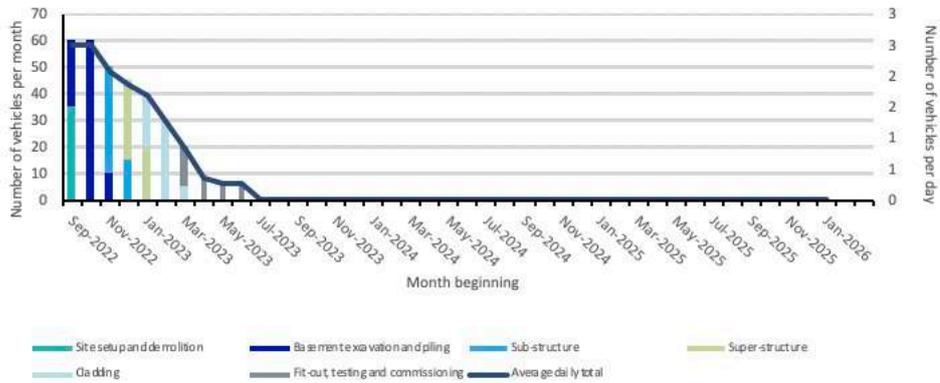
The movement of demolition and construction related traffic will be managed so as to cause as minimal disruption as possible to free flowing traffic on Woodford Road and Horace Road and to local residents and businesses.

A copy of the routing plan, as set out previously within this document will be provided to drivers and adhered to.

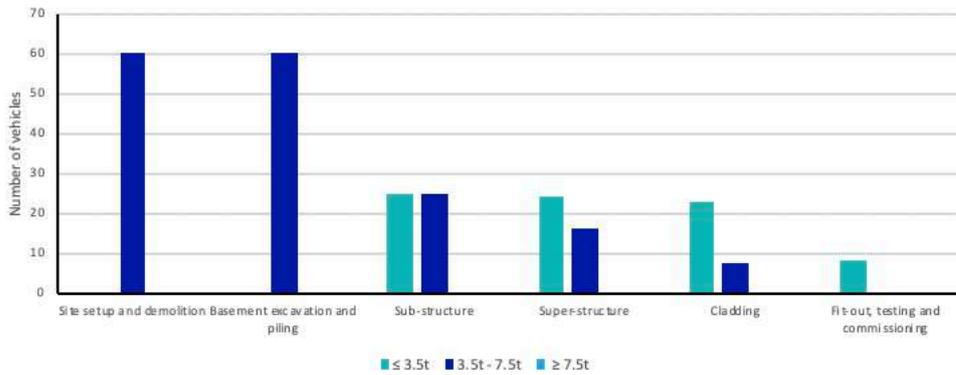
Using the TfL vehicle schedule a total of around 300 vehicle movements will take place over the nine month build. This equates to approximately 9 vehicles a week Monday to Friday. The contractor will collaborate with other neighbouring sites in the surrounding area on Horace Road and Woodford Road in terms of deliveries to ensure that the impact on the surrounding residents and road network is minimised.



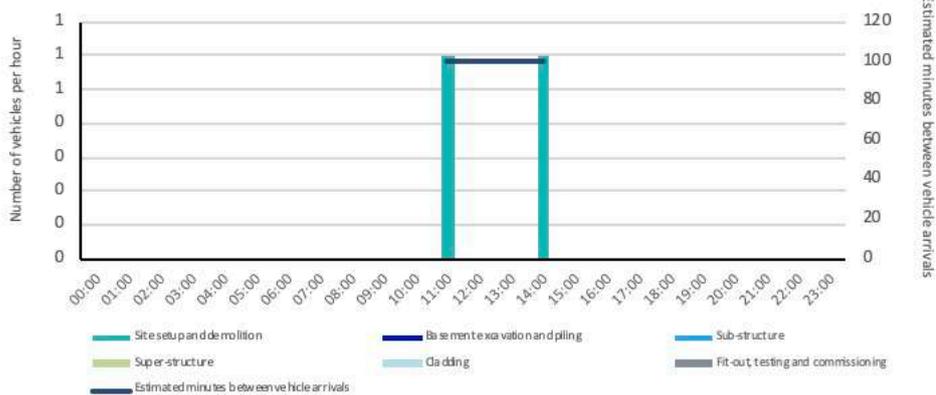
Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Sep-2022)



7.0 MONITORING, COMPLIANCE, REPORTING & REVIEW

This outline CLP has been prepared for submission to the London Borough of Newham for submission with a planning application. The development proposals comprise of the construction of a three-bedroom residential dwelling, with a basement level. The total residential GIA is 116m²

The contractor will take responsibility for the day-to-day management of the CLP and is the first point of contact for site issues. They will help the development run smoothly by making sure each construction phase complies with the CLP. It is also the contractor's job to oversee the effectiveness of the CLP and prepare regular updates to the planning authority when asked.

It will be the duty of the contractor to respond to any questions or queries about the development and put in place any mitigation measures needed to resolve traffic issues connected with the construction work. An example of the duties a contractor may need to carry out is illustrated as follows:

- Remind all contractors and subcontractors about designated routes to and from the site;
- Check vehicles arriving at site to make sure they meet the developer's safety requirements;
- Manage the delivery booking and scheduling tool that records deliveries.

The contractor will have responsibility to ensure the nearby street tree is protected and unharmed. The trunk will be fully boxed during construction up to the crown break to protect the trunk and stem. Machinery and plant will not be placed within the crown canopy of the tree, and care and attention will be adhered to so that the tree is not damaged in execution of any works.

The developer and their contractor will have responsibility for monitoring the CLP and collecting data according to a schedule agreed between them and the planning authority.

If any changes to the CLP are required at any stage they must be outlined within this report and agreed with the LBWF highways team.

The CLP will be managed through the appointed contractor. Key contact details of people who have assisted in the preparation of this CLP are listed below:

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