



PREAMBLE

Silvertown Homes Limited (SHL) and Greater London Authority Land and Property (GLAP) have submitted a hybrid planning application to the London Borough of Newham (LBN) for the redevelopment of the Thameside West site, accessed off Dock Road in Newham (the Site).

SHL is a property development company and joint land owners of the Site. SHL has over 65 years combined experience at delivering high quality regeneration projects across London. GLAP is a subsidiary corporation of the Greater London Authority (GLA) and took over assets and liabilities from the London Development Agency (LDA) in 2012. GLAP is primarily focused on delivering genuinely affordable homes and jobs for London.

The proposal is to construct a new high-quality residential-led mixed-use development comprising new homes, new industrial floorspace, a new local centre, a new primary school and nursery school, new community facilities, a new public park (with associated outdoor play facilities), enhanced SINC and over 800m of new riverside walk along the River Thames with ecological / biodiversity enhancements. This development has been designed to focus its community hub around the delivery of a new Dockland Light Rail (DLR) station that is proposed to be constructed on the Site by Transport for London's (TfL) in 2023.

The proposals have been designed by Foster & Partners, John McAslan & Partners, Patel Taylor and the wider project team (listed, right) taking into account comments provided by local residents during summer and public exhibition events and comments provided during pre-application discussions with a variety of statutory and non-statutory interests, including LBN and its Design Review Panel (DRP), the Greater London Authority (GLA), Transport for London (TfL), Environment Agency (EA), Port of London Authority (PLA) and London City Airport (LCA).

This document is one of a suite of planning application documents submitted to LBN, including an Environmental Statement. The planning application is available to review at LBN's office or using LBN's online services:

Search for planning application reference number 18/03557/OUT at: <https://pa.newham.gov.uk/online-applications/search.do?action=simple>

The planning application can also be viewed on the GLA's website at: <https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/public-hearings>

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Improving safety from the ground up.

**Winckworth
Sherwood**

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Ambitions

**LONDON
COMMUNICATIONS
AGENCY**

realm
virtually, anything is possible.

Thameside West

Outline Construction Logistics Plan Addendum

0035668

14 May 2020

Revision 02

Revision	Description	Issued by	Date	Checked
00	For information	NJH	08/05/19	CM
01	For information	NJH	27/04/20	CM
02	For information	NJH	14/05/20	CM

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date **14/05/20**

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1 Introduction

1.1 Preamble

- 1.1.1 Buro Happold has been commissioned by Silvertown Homes Limited and GLA Land and Property ('the Applicant') to produce a Construction Logistics Plan Addendum in support of a hybrid planning application for the proposed development at Thameside West, Dock Road, London E16 (planning reference: 18/03557/OUT).
- 1.1.2 The Construction Logistics Plan Addendum is submitted to the London Borough of Newham (LBN), which are the local planning and highway authority. Transport for London (TfL) is the authority responsible for the Transport for London Road Network (TLRN) roads surrounding the site and public transport services - the Docklands Light Railway (DLR), London Underground, TfL buses, cycle hire etc. The planning application for the proposed development has been 'referred' to the Greater London Authority (GLA).
- 1.1.3 An outline Construction Logistics Plan (CLP) was prepared as part of the planning submission (December 2018). The CLP provides an overview of the expected construction activity and management thereof during the demolition and construction of the development. Should planning permission be granted, it is envisaged that LBN will require the Applicant to produce a detailed CLP for submission and approval prior to commencement of works.

1.2 Background Context

- 1.2.1 The original planning application was validated by LBN in January 2019 and referenced 18/03557/OUT and was supported by an outline CLP.
- 1.2.2 Amendments to the planning application were submitted to LBN on 17 May 2019 and include:
- Amendments to the external appearance of the Phase 1 development;
 - Altering the phasing of the development to bring forward the industrial phase of the development into Phase 3;
 - Altering the description of development in relation to the industrial use classes proposed; and
 - Other minor amendments.
- 1.2.3 A CLP Addendum was submitted alongside these amendments and addressed the changes to the proposed development (in particular in relation to the changes of phasing) and provided responses to comments received from statutory consultees.
- 1.2.4 The second set of amendments to the application were submitted to LBN on 28 June 2019 and included:
- Reducing the massing of buildings E and F and increasing the massing of the lower elements of buildings Q, R, S, T and U;
 - Amendments to the elevation treatment of buildings A and B (but no massing changes);
 - Marginally increasing the height of building V;
 - Alterations to the ancillary uses proposed at podium level in buildings A and B; and

- Alterations to the podium level and ground level landscaping within Phase 1.
- 1.2.5 A Statement of Conformity (SoC) letter was issued alongside these amendments as it was considered that the changes would not materially affect the findings of the May 2019 CLP Addendum.
- 1.2.6 LBN resolved to refuse the planning permission on 12 November 2019, subject to referral to the Mayor of London. On 2 December 2019 the Mayor 'directed' that the planning application is determined by the Greater London Authority (GLA) as the new determining planning authority for the planning application. The GLA's planning and design teams have undertaken further discussions with the Applicant, with LBN observing, resulting in further amendments to the proposals; TfL has also been involved in these discussions. These amendments have resulted in massing changes to the schemes which has adjusted the quantum of residential units and non-residential floorspace being delivered in each phase of the development.
- 1.2.7 The third set of amendments to the planning application include the following:
- Significant reduction in the massing of Building A;
 - Decreasing the overall height of Building B;
 - Internal and external amendments to the Buildings A and B;
 - Amendments to the landscape proposals and reduction in amount of car and cycle parking proposed for Buildings A & B;
 - Decreasing the overall height of Building C;
 - Reducing the massing of Building D (focusing on the wings adjacent to the Allnex site) to form a stepping down in massing and the massing redistributed to Buildings N, M and J;
 - Adjusting the heights of Buildings E & F and the position of the lower podium to improve proximity between the buildings and to improve the outlook of residential units;
 - Increased separation distances in Buildings H, K, L and P (Thameside Crescent) to ensure separation distances between habitable rooms for single aspect units achieve a minimum of 18m;
 - Buildings S and T have increased in height;
 - Increased separation distances between Buildings Q and U to improve views and access from the Station Square to the riverside walkway; and
 - Reduction in height of lower parts of Buildings Q & U to increase separation distances.

1.3 Development Description

"Hybrid planning application comprising:

1. *Detailed planning application for Phase 1 with works to include: The proposed demolition of existing buildings and structures, the erection of buildings, including tall buildings, comprising: 401 residential Units (Use Class C3), 3,608 sqm (GEA) of flexible employment floorspace (Use Classes B1c and B8); 230 sqm (GEA) of flexible retail floorspace (Use Classes A1-A4); a new/altered access road from Dock Road/North Woolwich Road; new streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing spaces; and other works incidental to the proposed development.*

2. *Outline planning application (all matters reserved) for the phased delivery of the balance of the site for the proposed demolition of existing buildings and structures; the erection of buildings, including tall buildings, comprising: a new local centre; a primary school (Use Class D1); residential and older person units (Use Class C3); flexible employment floorspace (Use Classes B1c, B2 and B8); flexible retail floorspace (Use Classes A1-A4); community and leisure floorspace (Use Classes D1 and D2); the construction of a new flood defence wall and delivery of ecological habitat adjacent to the River Thames and associated infrastructure; streets, open spaces, landscaping and public realm (including new park and SINC improvements); car, motorcycle and bicycle parking spaces and servicing spaces; utilities including energy centre and electricity substations; and other works incidental to the proposed development."*

1.4 Requirement for CLP Addendum

1.4.1 As outlined above, a number of changes have been made to the proposals, resulting in the need for an updated addendum to the submitted CLP. This CLP Addendum should be read alongside the submitted outline CLP (December 2018) and supersedes the May 2019 CLP Addendum.

1.4.2 This CLP Addendum reflects the following:

- Changes to the proposed development, including minor changes to the development phasing;
- Comments received from consultees to date, including LBN, the Greater London Assembly (GLA), Highways England, TfL and the Port of London Authority (PLA); and
- Minor changes to relevant planning policy that have come forward since the application was originally submitted.

1.5 CLP Addendum Structure

1.5.1 On this basis, the following chapters of this CLP Addendum are structured as follows:

- **Context** – summary of changes to policy and baseline conditions since those outlined in the submitted outline CLP;
- **Construction Phasing** – an overview of the revised construction phasing and the implications of the changes;
- **Comments and errata** – addressing specific stakeholder comments received and policy updates relevant to the submitted outline CLP; and
- **Conclusions.**

2 Context

2.1 Planning Policy Updates

- 2.1.1 LBN's review of the application has identified that since it was made, the Newham Local Plan was formally adopted. The submitted CLP refers to the November 2018 version of the Newham Local Plan (i.e. the interim version), in paragraph 2.1.7. The Local Plan was formally adopted on 10 December 2018, but this does not result in any change to relevant policy requirements.
- 2.1.2 The submitted outline CLP refers to the 2018 National Planning Policy Framework (NPPF) in paragraph 2.1.1, which has subsequently been superseded; however, the February 2019 NPPF does not include any changes that are considered to impact the submitted CLP.
- 2.1.3 The introduction of the Ultra-Low Emission Zone (ULEZ) in April 2019 may affect construction traffic travelling to and from the site via certain routes; the planned extension of the ULEZ in October 2021 will encompass the site and will therefore affect almost all construction-associated traffic from that point on. This will have a positive impact on air quality impacts in particular.
- 2.1.4 There are no other changes to planning policy that are considered to have any material effect on the submitted CLP.

2.2 Changes to Baseline Conditions

- 2.2.1 The outline CLP includes an overview of the existing and future baseline transport provision, as a guide to how construction access and transport for construction workers can be accommodated.
- 2.2.2 There have been minor changes to the timetabling of local bus services and Docklands Light Railway services since the submission of the outline CLP; the latest provision is set out in the Transport Assessment Addendum (TAA) and would be reviewed again in the production of a detailed CLP prior to commencement of works.
- 2.2.3 Thames Clipper services began at Royal Wharf in October 2019. The Royal Wharf Pier is approximately a 15-minute walk to the south-east of Thameside West, providing services on the RB1 and RB5 routes, which include peak hour services to central London.
- 2.2.4 Custom House station is currently being upgraded to support Elizabeth line services. The operation of the line will remain as described in the outline CLP, but the Elizabeth line will be opening later than previously anticipated.

2.3 Changes to Development Proposals

- 2.3.1 Changes to the development proposals are outlined in Section 1.2.

3 Construction Phasing

3.1 Overview

- 3.1.1 This section sets out the indicative construction programme for the proposed development; this programme is provisional and will be dependent on a range of factors including coordination with associated works to the Silvertown Tunnel.
- 3.1.2 The exact sequence will be determined at a later date and will be subject to agreement with various contractors/trades. A detailed CLP will be secured by planning condition, following a resolution to grant planning permission, providing further detail and confirming the programme and construction methodology.

3.2 Construction Programme

- 3.2.1 The provisional programme has been adjusted since the planning submission in December 2018. The revised provisional phasing dates are set out in Table 3.1. The key changes are:
- The industrial uses on Plot V, originally proposed to occur in Phase 12, have been brought forward to take place during Phase 3. This does not affect the overall construction programme.
 - Phase 1 will commence later than originally proposed, planned for November 2020. The Phase 1 programme is expected to compress slightly and will not extend the overall construction programme.

Table 3.1 Preliminary Construction Phasing

Phase	Plot	Start	End
Phase 1	A & B	November 2020	June 2022
Phase 2	D & E	February 2021	May 2023
Phase 3	C, F & V	December 2021	April 2024
Phase 4	G	September 2022	September 2024
Phase 5	J & H	July 2023	July 2025
Phase 6	M & K	June 2024	April 2026
Phase 7	N & L	April 2025	July 2027
Phase 8	R	February 2026	May 2028
Phase 9	U, Q & P	January 2027	April 2029
Phase 10	S	January 2028	May 2030
Phase 11	T	April 2029	February 2031

- 3.2.2 Construction phases generally start in the south-eastern part of the site and work towards the north-west as indicated below in Figure 3.1. This allows construction activities to progressively move across the site as new phases are started and ensures that peak activity can be staggered as far as practical. The main exception to this is the industrial zone (Plot V) in the northern part of the development, which has been brought forward into Phase 3.

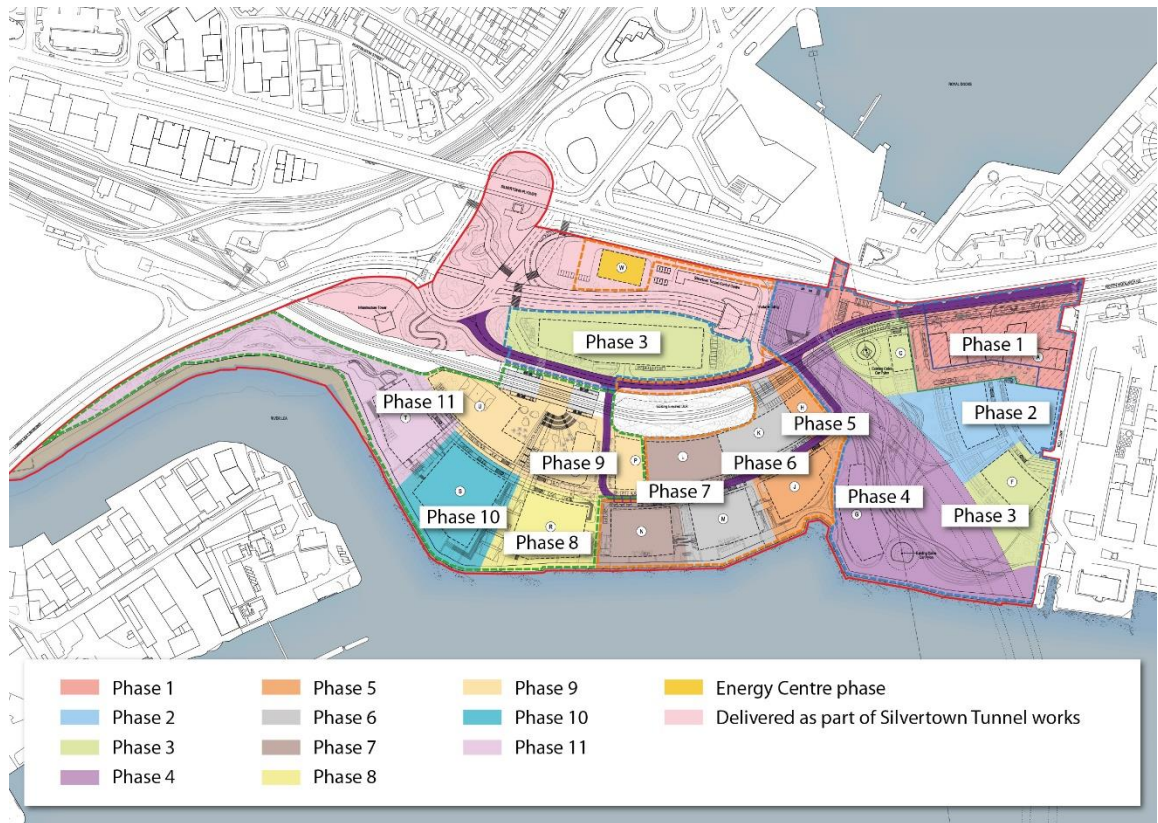


Figure 3.1 Thameside West - Preliminary Phasing Plan

- 3.2.3 A summary of the original programming and phasing prepared by Gardiner & Theobald (G&T), along with forecast vehicle movements, was included in the submitted outline CLP. This has been superseded and calculations amended to reflect the adjusted phasing, though these will be subject to further review and refinement when the detailed CLP is prepared with the input of the appointed contractor. A summary of the revised calculations is included in Appendix A.
- 3.2.4 A preliminary assessment of how the staggered phasing, works areas and access will be managed has been carried out and the revised version is included in Appendix B of this Addendum. At this stage, the access proposals are only provisional and will be subject to potential adjustments of the phasing/programme along with coordination with the adjacent Silvertown Tunnel works site. The sequencing of works and access arrangements will be explored in further detail as part of the detailed CLP for approval prior to commencement.

3.3 Estimated Construction Vehicle Movements

3.3.1 For the original planning submission, a provisional estimate was made by G&T of the number of (inbound) construction vehicle movements, as summarised in Table 4.2 and Appendix C of the submitted outline CLP. An update is provided in Table 3.2 below, based on the adjusted phasing proposals (original values are also provided to show the change). A more detailed programme and construction vehicle forecast histogram are provided in Appendix A. This data will be refined and updated as part of the detailed CLP.

Table 3.2 Provisional Forecast of Construction Vehicle Arrivals (With Original 2018 Values in Parentheses)

Period		Typical vehicle arrivals	
		Per month	Per hour
2020	Q1	0 (0)	0 (0)
	Q2	0 (0)	0 (0)
	Q3	0 (910)	0 (0-4)
	Q4	1,060 (1,040)	0-5 (4-5)
2021	Q1	1,230-2,280 (1,040-2,240)	6-10 (5-10)
	Q2	1,970-2,820 (1,840-2,160)	9-13 (8-10)
	Q3	2,040-2,240 (970-2,160)	9-10 (4-10)
	Q4	1,100-2,620 (970-1,900)	5-12 (4-9)
2022	Q1	2,630-2,760 (1,670-1,790)	12-13 (8)
	Q2	1,170-1,290 (1,170-1,670)	5-6 (5-8)
	Q3	640-1,480 (650-1,550)	3-7 (3-7)
	Q4	1,160-1,200 (1,290-1,300)	5 (6)
2023	Q1	1,160 (1,250)	5 (6)
	Q2	500-610 (500-550)	2-3 (2-3)
	Q3	760-1,150 (760-1,150)	3-5 (3-5)
	Q4	870 (850)	4 (4)
2024	Q1	360-860 (350-850)	2-4 (2-4)
	Q2	360-1,290 (390-1,310)	2-6 (2-6)
	Q3	1,290-1,340 (1,270-1,430)	6 (6)
	Q4	1,280 (1,270)	6 (6)
2025	Q1	350-630 (340-610)	2-3 (2-3)
	Q2	1,670 (1,650)	8 (8)
	Q3	1,620-1,670 (1,640-1,650)	7-8 (7-8)
	Q4	200-1,620 (190-1,640)	1-7 (1-7)
2026	Q1	510-1,660 (500-1,650)	2-7 (2-8)
	Q2	1,720-1,780 (1760)	8 (8)
	Q3	630-1,720 (670-1,760)	3-8 (3-8)
	Q4	600-910 (590-900)	3-4 (3-4)
2027	Q1	2,340-2,440 (2,330-2,430)	11 (11)
	Q2	2,440 (2,420)	11 (11)
	Q3	580-1,360 (560-1,350)	3-6 (3-6)
	Q4	1,060 (990)	4 (5)
2028	Q1	2,330-2,510 (2,250-2,440)	10-11 (11)
	Q2	2,440-2,510 (2,440)	11 (11)
	Q3	1,170-1,830 (1,170-1,770)	5-8 (5-8)
	Q4	900-1,830 (1,680-1,770)	8 (4-8)
2029	Q1	700-900 (700-890)	3-4 (3-4)
	Q2	910-1,570 (840-1,440)	4-7 (4-7)
	Q3	1,030 (950)	4 (5)
	Q4	170-580 (210-1,320)	1-3 (1-6)
2030	Q1	580 (630-1,350)	2-3 (3-6)
	Q2	410-580 (550-580)	2 (3)
	Q3	50-410 (550)	0-2 (3)
	Q4	50 (550)	<1 (2-3)
2031	Q1	50 (40-400)	<1 (0-2)
	Q2	0 (40-50)	0 (<1)
	Q3	0 (40-50)	0 (<1)
	Q4	0 (40-50)	0 (<1)

3.3.2 The estimate assumes all activity is carried out by road, i.e. takes no account of potential use of river transport that could generate a reduction in truck movements.

- 3.3.3 As set out in the outline CLP, it is expected that river transport of materials will be adopted to significantly reduce the number of truck movements by road.
- 3.3.4 The phasing changes result in a small intensification of predicted construction traffic in 2021 and early 2022 2022, with an associated slight reduction in activity in 2029/2030. This is not anticipated to give rise to any significant additional impact and the proposed management measures set out in the submitted outline CLP remain applicable.

4 Comments from Stakeholders and Errata

4.1 Port of London Authority Comments

- 4.1.1 The PLA provided written comments on the submitted planning application via email (12 April 2019). Within the response, a comment was made regarding the outline CLP, as follows:

“Use of the River during construction: The transport of freight by water is proposed to reduce the potential impacts of construction traffic on the local highway network and community. ‘Proposed’ is defined on page 39 of the outline construction logistics plan (CLP) as “measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the detailed CLP.” The preliminary assessment identifies that the excavation substructure works would generally require in the order of 10-12 barges per month, or two to three barges per week (1,100t capacity barge). The potential for on-site concrete batching with cement and aggregates being delivered to site by boat is also mentioned, although it has not yet been evaluated. The PLA supports relevant London Plan policies by requiring the use of the river during construction and would recommend that a condition on any grant of planning permission secures the submission and approval of a detailed CLP which gives specific consideration to and makes appropriate commitments to the use of the river for the transport of materials and waste where practicable.”

- 4.1.2 The outline CLP anticipates a planning condition securing submission and approval of a detailed CLP with commensurate measures in relation to use of river transport during construction. This CLP Addendum does not change this position, i.e. an appropriately worded condition is still recommended, and it is proposed that the appointed contractor should develop strategies for river transport of materials and waste for inclusion in a detailed CLP.

4.2 GLA Comments

- 4.2.1 The GLA provided written comments (ref. GLA/4039c/01/MJ) in relation to the submitted documents. Within the response, reference was made to the outline CLP as follows:

“The TA and a Construction Logistics Plan (CLP) set out construction impacts and proposed responses. As set out above, construction phasing is dependent on the delivery and completion of Silvertown Tunnel, with co-ordination being addressed through ongoing discussions and agreements. The TA identifies that the magnitude of vehicle trip generation during construction is less than vehicle trip generation during operation, and also less than the existing HGV movements associated with the industrial development currently in use at the site. Nevertheless, with the phased delivery of residential and employment uses on this site and adjacent emerging sites, the impacts on the local and strategic highway network will need to be managed and mitigated. Cumulative impacts with construction vehicles generated by other developments in the vicinity must also be considered.”

“A full CLP should be secured by condition to minimise highway impact and maximise safety especially of pedestrians and cyclists during construction. Consideration of options for use of the River Thames and/or the docks during construction should also be secured by condition.”

- 4.2.2 As stated above, the outline CLP anticipates a planning condition securing submission and approval of a detailed CLP once a contractor has been appointed.

4.3 TfL Comments

- 4.3.1 Comments were provided (07/05/20) by TfL in respect of the Draft Addendum Submission on a range of issues. These comments included the following in relation to movement of spoil and materials by barge:

“The original CLP includes information on a preliminary assessment for using the river. It says more detail is needed on the STT proposals for river transport before a detailed assessment can be made for TSW, and therefore proposed this to be done as part of a detailed CLP secured by condition with similarly ambitious targets as for the STT for use of river transport during construction. There is an expectation that the draft TAA should contain more detail on this but there seems to be nothing directly related to taking materials/spoil by river in the draft material, nor reference to shared pier use with the Silvertown Tunnel construction as was discussed in the previous draft CLP. An update on this and targets on barge numbers and as a proportion of all movements are recommended by TfL to be included in a feasibility study for waterborne construction freight. As the amended submission is due soon, the fall-back would be expending time on agreeing the condition and indicative targets. ItPLP policies S1, T1, T2 and T4 all point to the sustainable benefits to local communities of minimising road movements and replacing by barge movement of construction materials and spoil.”

- 4.3.2 It is understood that this comment relates primarily to the draft Transport Assessment Addendum, which has subsequently been revised to include reference to the proposed adoption of river transport for construction. The position set out in the submitted outline CLP remains valid in that it is not possible to undertake a feasibility study into the use of barges until a contractor is appointed for the TSW works who can coordinate with the STT contractor over shared access to pier/wharf facilities.
- 4.3.3 As noted above in relation to the Port of London and GLA comments (Sections 4.1 and 4.2), it is considered appropriate that a condition is used to secure a detailed CLP and consideration of river transport for construction.

4.4 Errata

- 4.4.1 A small number of formatting errors (missing cross-references) were included in the submitted outline CLP. These do not significantly compromise the intelligibility of the document, but details are provided below to allow easier interpretation of the submitted document. Minor typographic issues that do not have any significant bearing on comprehension are not noted.

Table 4.1 Errata Details

Clause	Issue/Error	Reference should denote
3.8.13	Reference not found	Appendix B
4.2.2	Reference not found	Figure 4.1
4.3.4	Reference not found	Appendix D
4.6.1	Reference not found	Appendix C
5.2.2	Reference not found	Appendix D

5 Conclusion

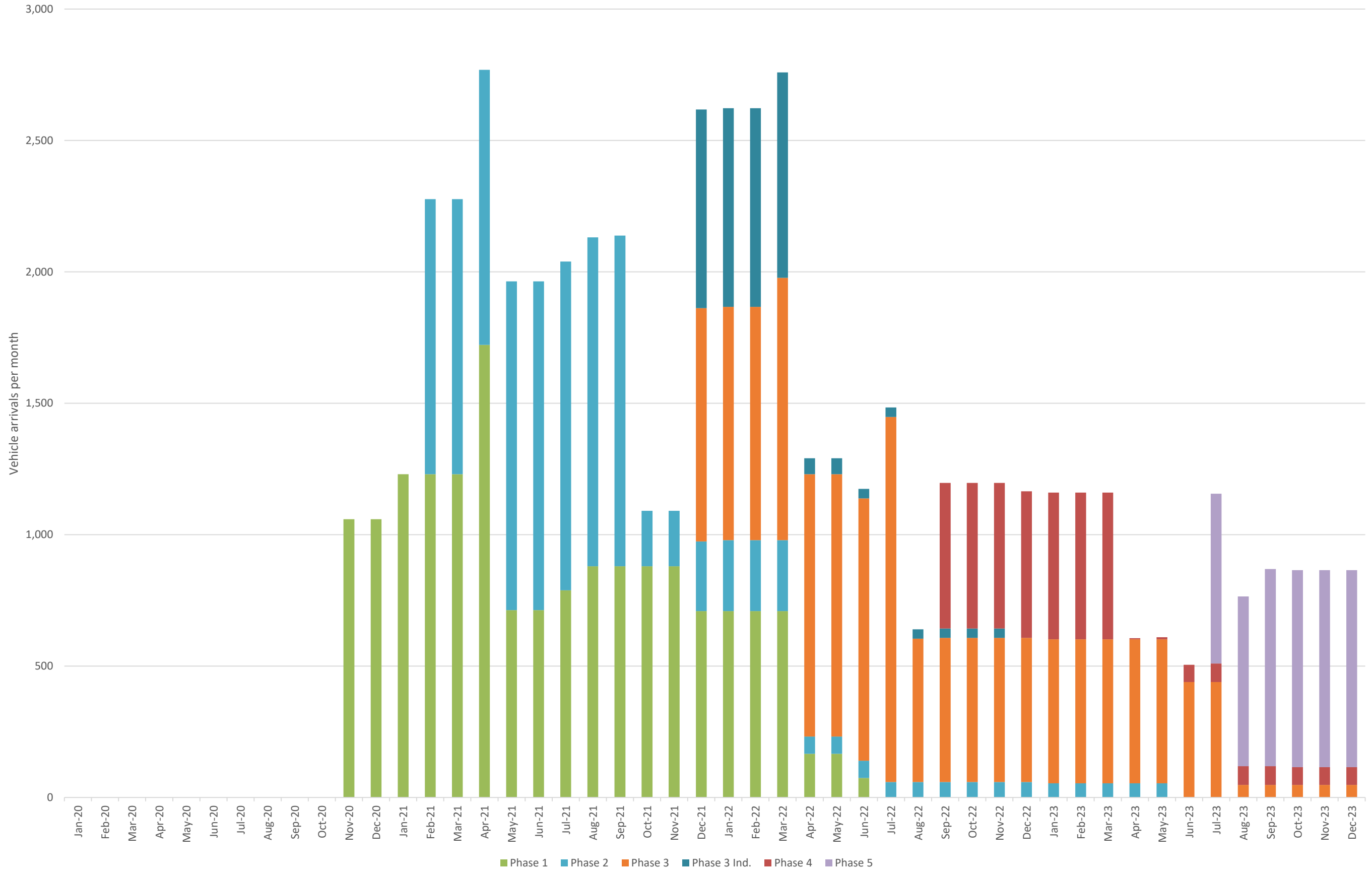
- 5.1.1 A hybrid planning application was submitted in December 2018 by Silvertown Homes Limited and GLA Land and Property, for a development at Thameside West, Dock Road, London E16.
- 5.1.2 An outline CLP was prepared as part of the planning submission.
- 5.1.3 Following consultation, a number of changes have been made to the proposals, resulting in the need for an addendum application.
- 5.1.4 This CLP Addendum has been prepared to read alongside the submitted outline CLP and reflects the following:
- Changes to the development proposals and phasing;
 - Comments received from consultees to date, including LBN, the GLA, Highways England, TfL and the PLA; and,
 - Minor changes to relevant planning policy that have come forward since the application was submitted.
- 5.1.5 Changes to the development phasing result in a small intensification of predicted construction traffic in late 2021 and early 2022, with an associated reduction in activity in 2029/2030. This is not anticipated to give rise to any significant additional impact and the proposed management measures set out in the submitted outline CLP remain applicable.
- 5.1.6 This Addendum also sets out responses to relevant stakeholder comments; it is noted that these comments seek to ensure that detailed CLP can be secured by planning condition and that the detailed CLP should consider the use of river transport for construction where practicable. An appropriately worded condition is supported.
- 5.1.7 Finally, this Addendum identifies changes in planning policy since the submitted CLP. The only change considered to be noteworthy is the introduction of the ULEZ, which will affect all vehicles travelling to the site, having a positive impact on air quality impacts in particular.

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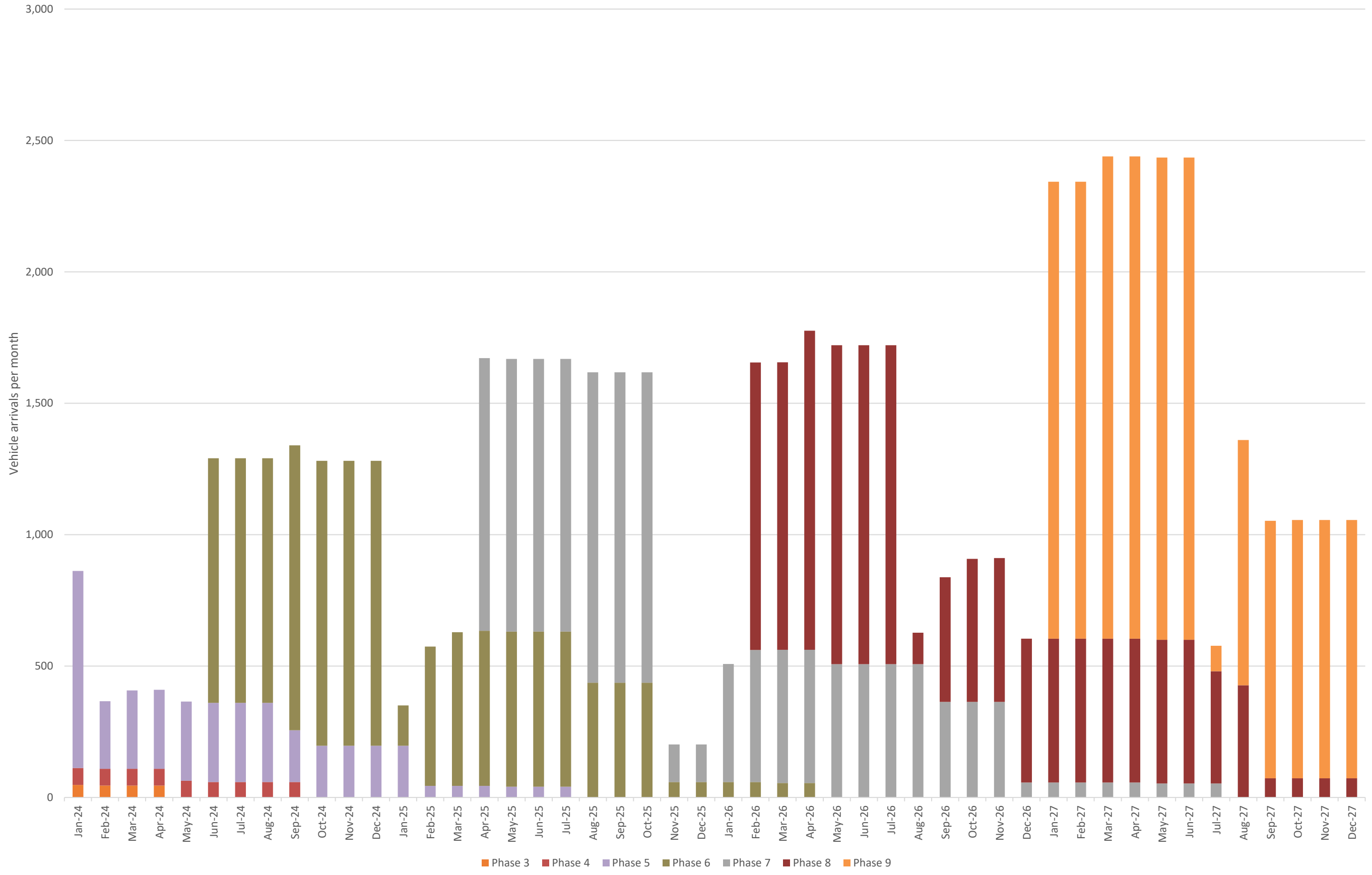
Appendix A Revised Construction Traffic Forecasts

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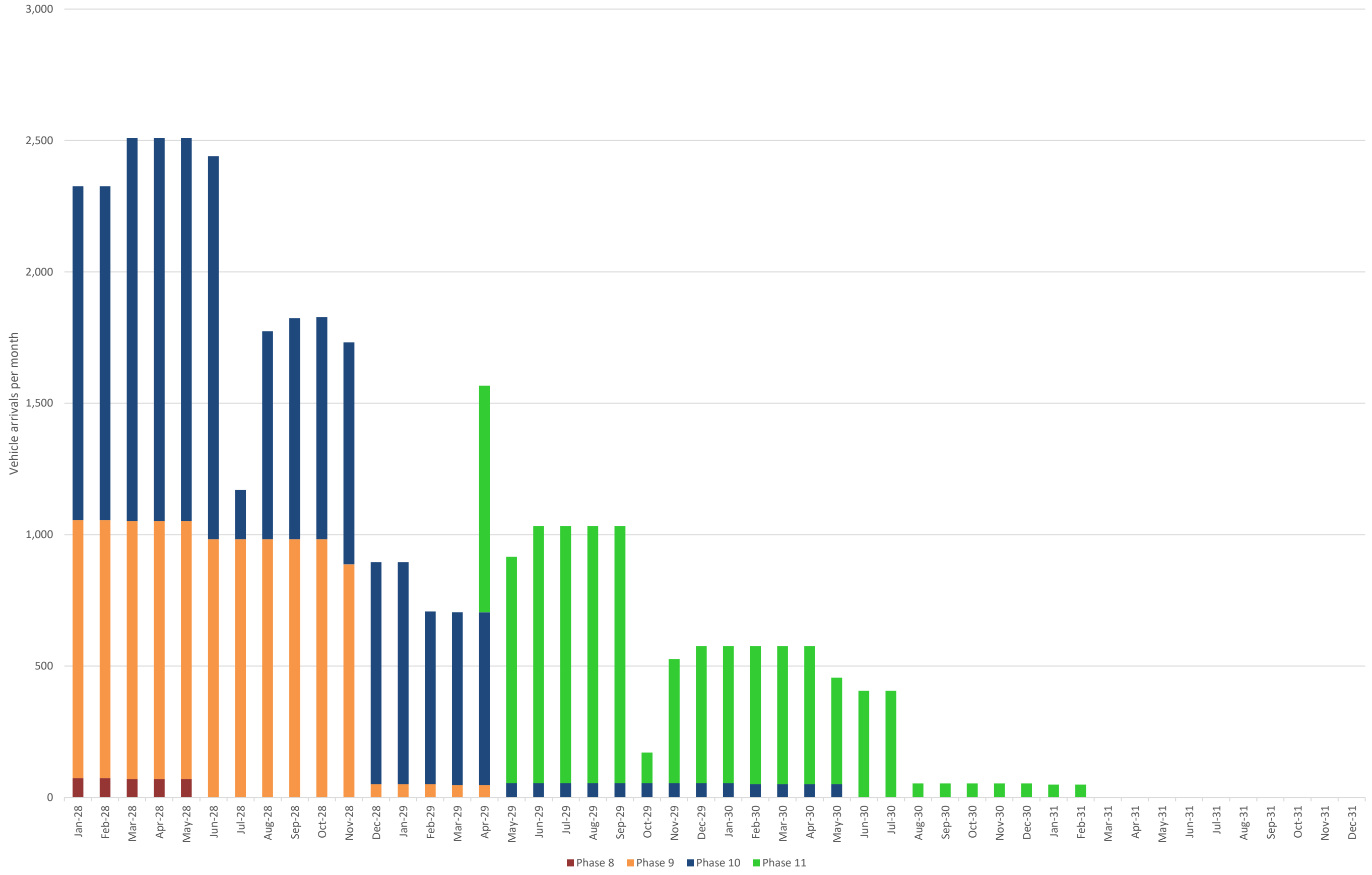
2020 - 2023



2024 - 2027



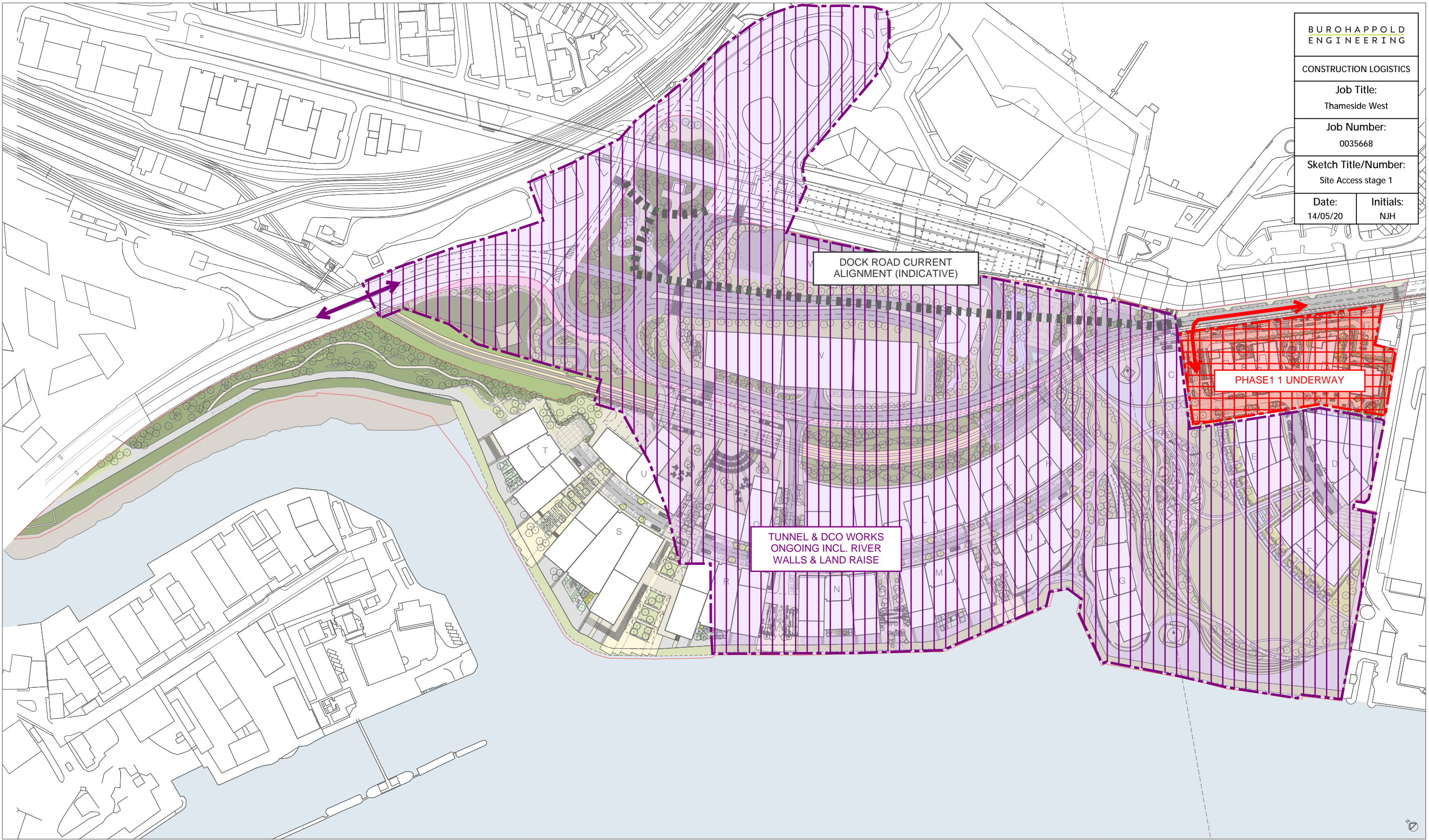
2028 - 2031












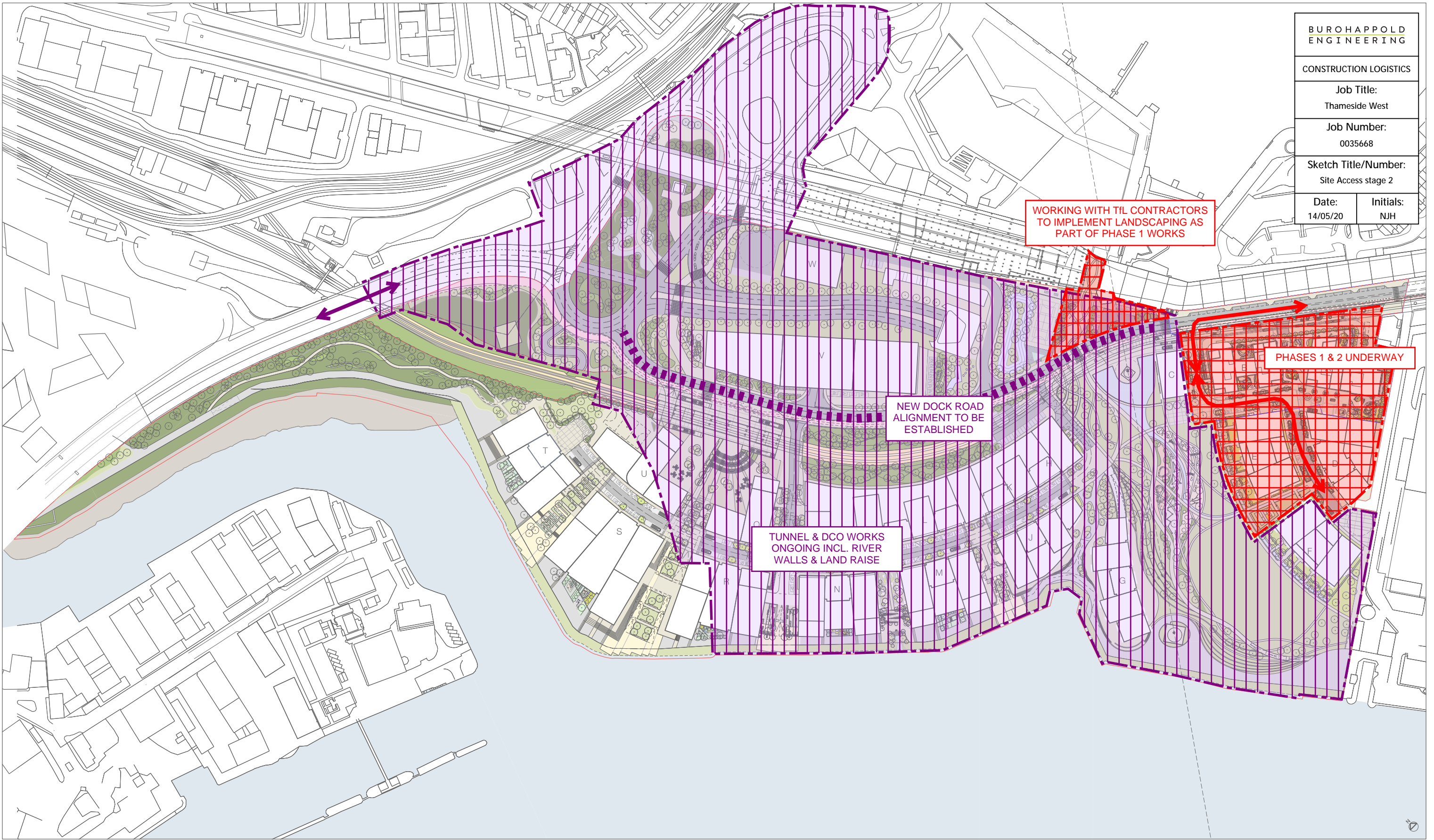
Appendix B Revised Preliminary Construction Access Plans

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BURO HAPPOLD ENGINEERING	
CONSTRUCTION LOGISTICS	
Job Title: Thameside West	
Job Number: 0035668	
Sketch Title/Number: Site Access stage 1	
Date: 14/05/20	Initials: NJH



	Thameside West (TSW) works site		DCO / tunnel / station etc works sites		Complete/occupied buildings
	TSW site access		DCO / tunnel / station works access		Public access
	Time-restricted access		TSW support space (storage, laydown etc)		Primary non-vehicular access



Thameside West (TSW) works site



DCO / tunnel / station etc works sites



Complete/occupied buildings



TSW site access



DCO / tunnel / station works access



Public access



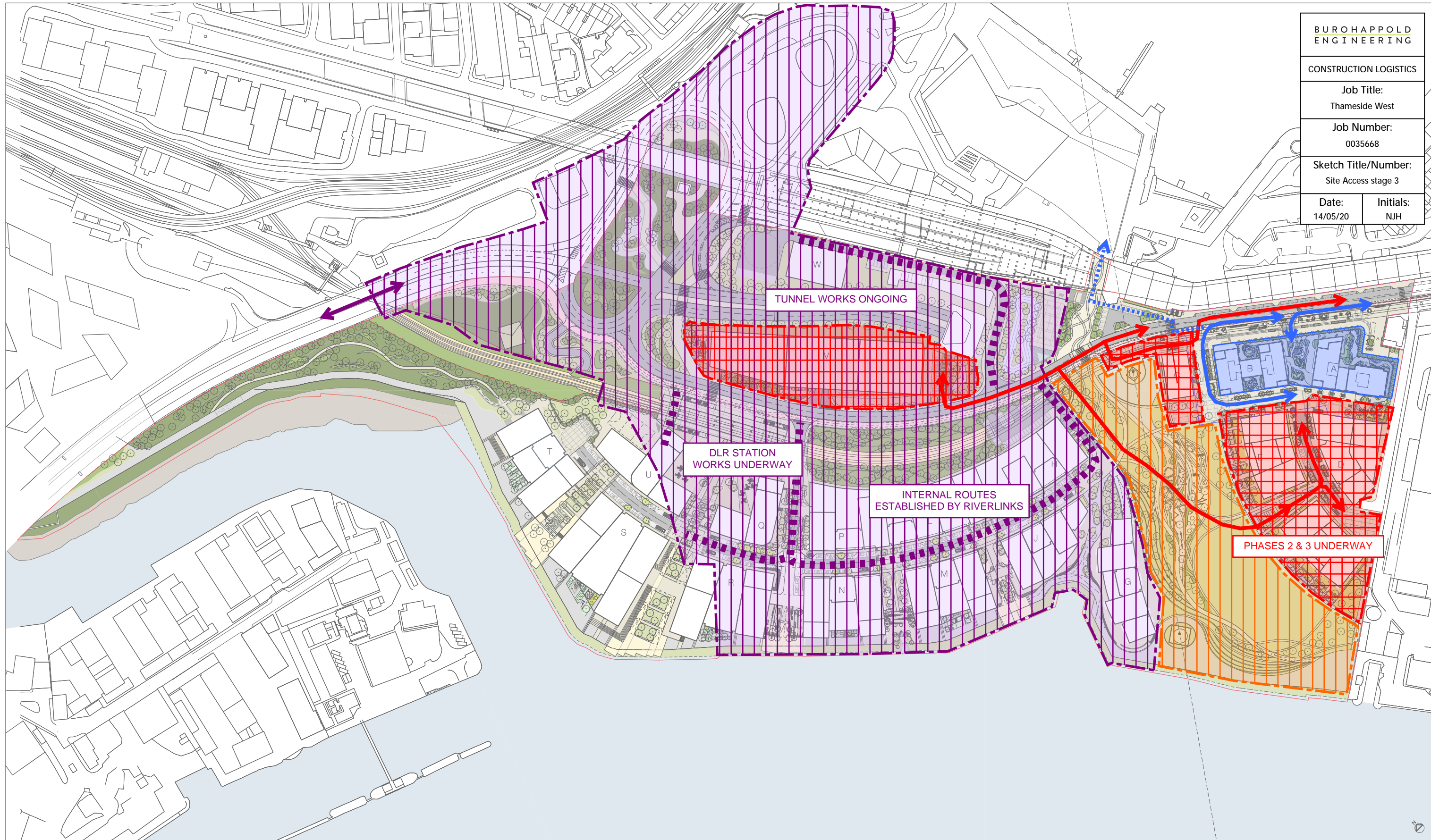
Time-restricted access



TSW support space (storage, laydown etc)



Primary non-vehicular access



Thameside West (TSW) works site



DCO / tunnel / station etc works sites



Complete/occupied buildings



TSW site access



DCO / tunnel / station works access



Public access



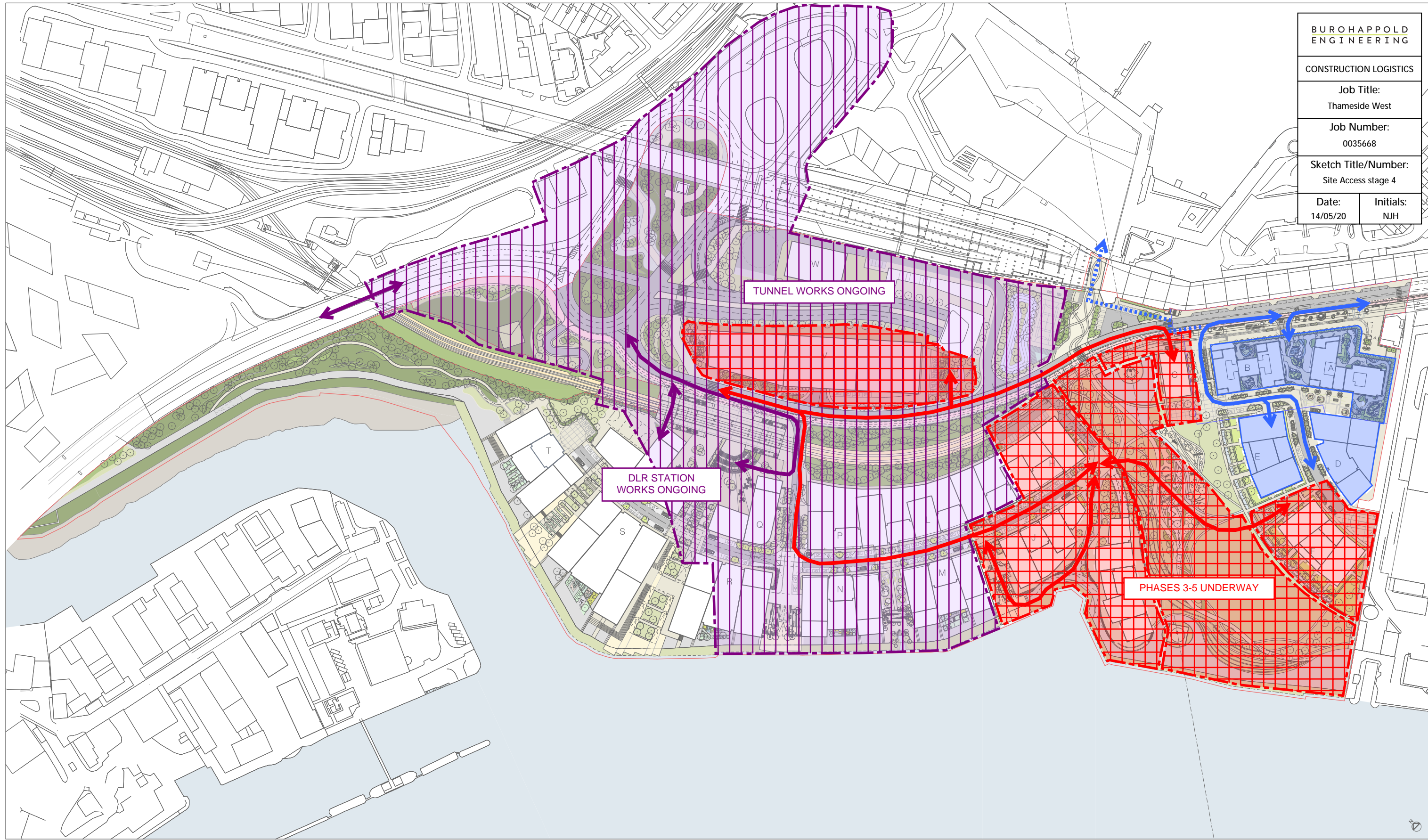
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