



**PROOF OF EVIDENCE FOR LONDON BOROUGH OF BROMLEY**

**PROOF OF EVIDENCE OF JIM COWAN**

**PINS Reference:** APP/G5180/W/25/3365514

**LBB Reference:** C/24/00815/FULL2

**Appellant:** Churchfields Road BR3 Ltd, Mr Luke Osborne

**Address:** Land at London Electricity Board Depot, Churchfields Road, Beckenham, BR3 4QZ

**Date of Inquiry:** 19-21, 27-28 August 2025

**Proof of Evidence created July 2025**

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**1. Introduction and Qualifications**

- 1.1 My name is Jim Cowan, and I am employed by the London Borough of Bromley (“the Council”) as the Head of Neighbourhood Management (NM) in the Environment and Public Protection Division within the Place Department.
- 1.2 I am the Authorised Officer’s Representative and Contract Manager for the Environment Services Lot 2 contract held with the Council’s service provider, Veolia, for Waste Collection, Management of Waste Sites, Materials Handling and Sale of Recyclates.
- 1.3 I am a member of the National Association of Waste Disposal Officers and have over 25 years’ experience working in public sector Environmental Services.
- 1.4 I will be giving evidence about the relevance of the Council’s public Re-use and Recycling Centre (RRC) and in particular, the use of the approach road.
- 1.5 For the sake of clarity, my evidence does not demonstrate any negative impacts caused by the appeal site on the operations of the RRC itself.
- 1.6 I will be giving evidence that demonstrates the RRC and its linked operations is not causing noise<sup>1</sup> nuisance on a scale that could be considered systematic or would require further investigation by the Council’s noise nuisance team.
- 1.7 I will be presenting evidence that confirms Clancy are temporarily using the electricity undertaker’s depot, and that their vehicle movements will return to normal after a period.
- 1.8 I will be demonstrating that the safety of the public cannot be guaranteed due to the appeal site’s vehicle movements within the approach road and how the impact of the appeal scheme is therefore putting the public at unnecessary risk<sup>2</sup>.

<sup>1</sup> *Technical aspects of ‘noise’ will be covered by the evidence of Dani Fiumicelli, RBA Acoustics.*

<sup>2</sup> *Technical aspects of Highway safety will be covered by the evidence of Nojan Rastani, LBB Highway Development Control Manager.*

## **2. Policy Background**

- 2.1 The council has a statutory duty to provide and maintain waste disposal sites for residents, as set out in the Environmental Protection Act 1990 (EPA 1990), Section 51.
- 2.2 Churchfields RRC is provided in compliance with these legal requirements, ensuring Bromley residents have a regulated and safe disposal facility.
- 2.3 As detailed in the Mayor of London's Spatial Development Strategy for Greater London 2021 (The London Plan) policy SI 9 safeguarded waste sites – A) existing waste sites should be safeguarded and retained in waste management use.
- 2.4 As detailed in the Council's Local Plan, January 2019 under section 7: Environmental Challenges; policy 112 'Planning for Sustainable Waste Management' the Council will support sustainable waste management by:
  - Implementing the waste hierarchy in its approach to future waste management
  - Allocating the strategic waste management sites of Waldo Road, Churchfields and Cookham Road and safeguarding them for waste uses only.
- 2.5 As detailed in the Council's Environmental Portfolio Plan 2024 -2025, under priority 2 'Minimise Waste and Maximise Recycling', the Council is committed to improving existing RRCs with improvements to the infrastructure which will futureproof the 'Council Waste Depots'.

## **3. Overview of the Council's Waste Disposal Sites**

- 3.1 Bromley Council operates two public RRCs. One is situated at Waldo Road, Bromley BR1 2WD and the second smaller site is located at Churchfields Road, Beckenham BR3 4QY.
- 3.2 Waldo Road RRC has been temporarily closed to the public since February 2025 for a major infrastructure upgrade and is expected to reopen in Spring 2026.
- 3.3 As well as a public RRC, Waldo Road is also a waste transfer station where all the Council's Local Authority Collected Waste (LACW) from statutory household collections and street cleansing is transferred for onward processing. This operational aspect of the site remains active during the improvement works.
- 3.4 Churchfields Road RRC is open to the public for household waste disposal for residents of the Borough. It is also open for non-residents of the Borough to use, subject to a fee.
- 3.5 Due to high demand following the temporary closure of Waldo Road, a booking system is currently in place to manage customer volumes at Churchfields Road RRC, and no decision has been made at this time to continue with the booking system once Waldo Road re- opens to the public in 2026.

- 3.6 Churchfields Road site also accepts commercial waste 'direct delivered' by local businesses and charities which primarily use vans and small 7.5 tonne tippers, but this service is currently suspended due to Waldo Road improvement programme.
- 3.7 Both Waldo Road and Churchfields Road sites are managed under contract by Veolia, the Council's environmental service provider for waste disposal, household waste and recycling collections, sale of recyclates, street cleansing, abandoned vehicles and management of waste sites. The Veolia contract period is from 2019 to 2027, with an extension now agreed for a further eight years from 2027 to 2035.
- 3.8 Veolia hold the Operator's Licence and Waste Management Licence/Environment Permit for both the Waldo Road and Churchfields Road sites. This is the legal requirement for operating a waste disposal site and is issued by the Environment Agency (EA).
- 3.9 Waste disposal site operators in the UK, including landfill operators, require an environmental permit from the EA to operate legally. This permit, also known as a waste management license, outlines specific conditions and requirements for the site's design, operation, and management to protect the environment. Operators must also complete national operator waste returns, providing information on waste received or removed from the site, which the EA uses for monitoring and national statistics.
- 3.10 Operators must develop and maintain detailed management plans, including operating techniques and written management systems, to ensure a safe and compliant operation.
- 3.11 The EA enforce permit conditions and can take action if an Operator fails to comply with the regulations. The EA visit Churchfields Road RRC at least once a year, with the last compliance inspection being carried out on the 30th of April 2025, and subsequent report being issued on the 15th of June 2025. There were no compliance concerns or issues recorded.
- 3.12 Veolia occupy the Churchfields Road RRC site through a lease agreement with the Council for the contract period from 2019 extended to 2035.

#### **4. Operational Detail and Traffic Management**

- 4.1 Access by the public site users to the RRC is by a dedicated 'approach' road which is owned by the Council and provides two-way vehicle access and exit to the RRC.
- 4.2 Queues of traffic by site user's vehicles often extend onto Churchfields Road during RRC peak hours. Although this has been mitigated following the introduction of the booking system in February 2025, queues within the approach road still occur, as demonstrated by pictures taken on the 2<sup>nd</sup> of June 2025 at 14:30 by Karen Daye, London Borough of Bromley Appeals Team Leader - shown in figures 1 to 3 below.

Figures 1 to 3 below show members of the public's cars queuing within the approach road to use the RRC. Pictures taken on the 2<sup>nd</sup> of June 2025 at 14:30 by Karen Daye, London Borough of Bromley Appeals Team Leader.



4.3 Commercial 'direct delivered' waste customers access the site via a separate entrance to the northwest of the site, with this single dedicated operational entrance and exit being controlled by a barrier.

4.4 All Veolia operational vehicles use the dedicated barrier-controlled entrance and do not use the RRC public approach road.

Table 1: RRC and Veolia Operational hours

Operational Hours:	
Domestic RRC site users:	Monday to Friday: 7:00am to 5:30pm Saturday: 7:30am to 4:00pm Sunday: 8:00am to 1:00pm Good Friday and Bank Holidays: 8am to 4pm
Commercial waste site users: (currently suspended due to Waldo Road improvement programme)	Monday to Friday: 7:00am to 1:00 pm & 2:00pm to 4:30pm Saturday: 7:30am to 1pm & 2:00pm to 3:00pm Sunday: 8am to 12:00pm Good Friday and bank holidays: 8am to 1:00pm & 2:00pm to 3:00pm
Veolia operational vehicles:	
Domestic refuse collection vehicles (RCVs):	Monday to Friday: 4-5 vehicles exit from 7:00am, returning by 4:00pm at the latest. They do not tip loads at Churchfields.
*Commercial RCVs:	Monday to Friday: 2 vehicles exit from 6:30am, returning by 4:00pm at the latest. They do not tip loads at Churchfields.
Cage sweeping vehicles:	Monday-Friday: 7:00am to 5:00pm (17 vehicles) Saturday: 9:00am to 12:00pm (8-10 vehicles) Sunday: 9:00am to 12:00pm (8-10 vehicles)
Articulated lorries (42 tonnes):	Monday-Friday: (3 vehicles) 7:00am to 5:00pm, exiting fully laden at 7:00am, returning around 12:00pm, leaving again at 1:00pm, and returning empty by 4:00pm to park overnight.

\* From spring 2026, following the Waldo Road improvements completion, commercial refuse collection vehicles will be relocated back to Waldo, reducing early morning traffic at Churchfields.

4.5 Churchfields Road RRC receives approximately 630 visits per day by residents disposing of household waste using private vehicles. These vehicles enter the RRC from Churchfields Road public highway, accessing the site from the private approach road.

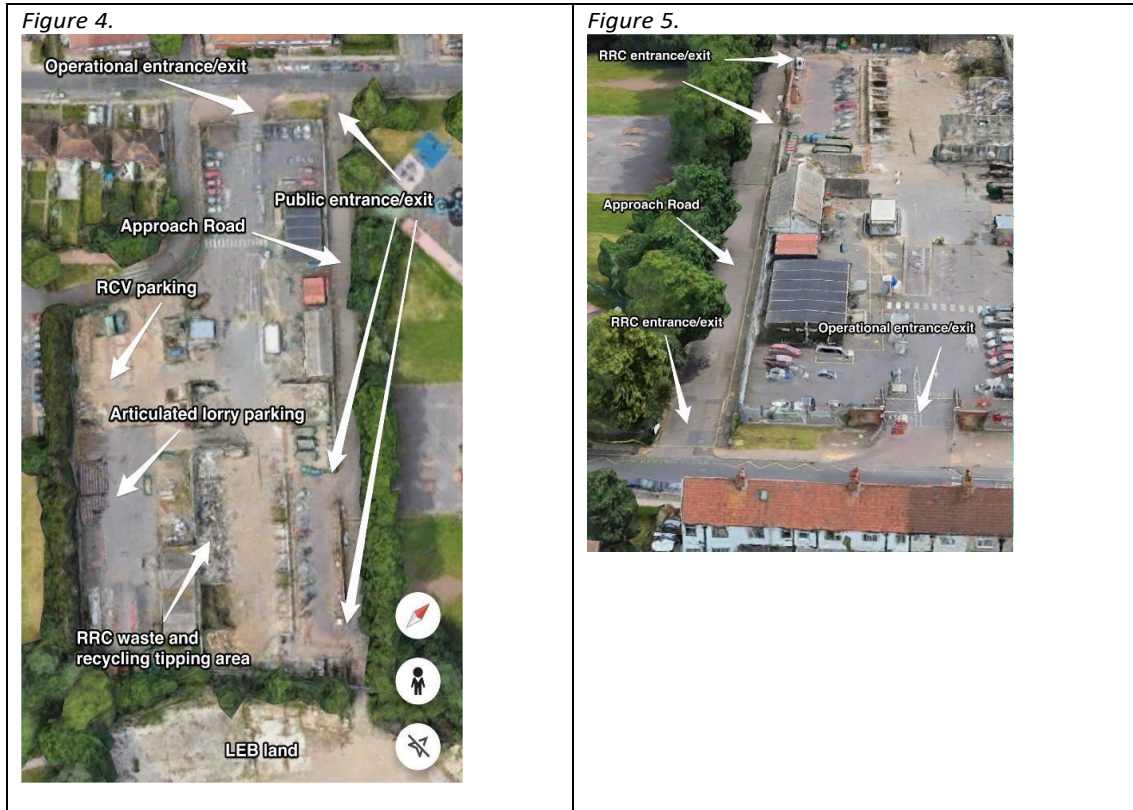
- 4.6 Pedestrian access to the RRC is permitted, and there have been 2625 booked appointments by residents who access the RRC by foot from February 2025 to July 2025.
- 4.7 Veolia operational vehicles use the RRC site to park seven Refuse Collection Vehicles (RCVs) overnight, but these vehicles do not use the site to tip LACW.
- 4.8 On average, 865 tonnes of waste is processed each month at Churchfields RRC and there has been a 7.6% increase in tonnage processed at Churchfields in 2025 compared to the same period in 2024. Overall LACW tonnage processed across both Waldo and Churchfields has reduced by 12% in 2025, compared to the same period in 2024.

## **5. Site Access and Safety Concerns**

- 5.1 I wish to make clear; I am not a road safety expert and refer to the evidence of my colleague Nojan Rastani, Highway Development Control Manager who is giving detailed expert evidence regarding Highway safety matters.
- 5.2 As detailed in section 4 above, the appeal site's traffic movements have an impact on members of the public using the approach road to access the RRC. The appeal site does not directly affect the operations within the RRC, and I am not suggesting there has been an impact in that regard.
- 5.3 The appellant's Heavy Good Vehicles (HGVs) and other smaller vehicles have been using the RRC approach road to enter and exit the appeal site since their operations began circa July 2024. Prior to the appeal site becoming operational, no HGVs regularly used the RRC approach road. All Veolia operational traffic enters and exits the RRC by a separate route, as shown in figures 4 and 5 below.

Figure 4 below shows the site lay out and vehicle/pedestrian entrance/exit points.

Figure 5 below shows the approach road viewed from Churchfields Road. Both images taken from Google Earth with text overlaid by Jim Cowan.



- 5.4 The introduction of the appellant's HGVs to the RRC approach road poses a traffic congestion risk and a traffic collision risk, as members of the public accessing the RRC in cars are forced to share the limited space.
- 5.5 Catherine Cooke, LBB Head of Environmental Strategy, Tech Support & Commissioning, witnessed an operational vehicle on the wrong side of the approach road heading towards the appeal site, bypassing queuing RRC traffic at some point in late summer 2024.
- 5.6 This has also been witnessed by residents, as captured by video on the 9<sup>th</sup> of September 2024 as shown below in figures 6 and 7.

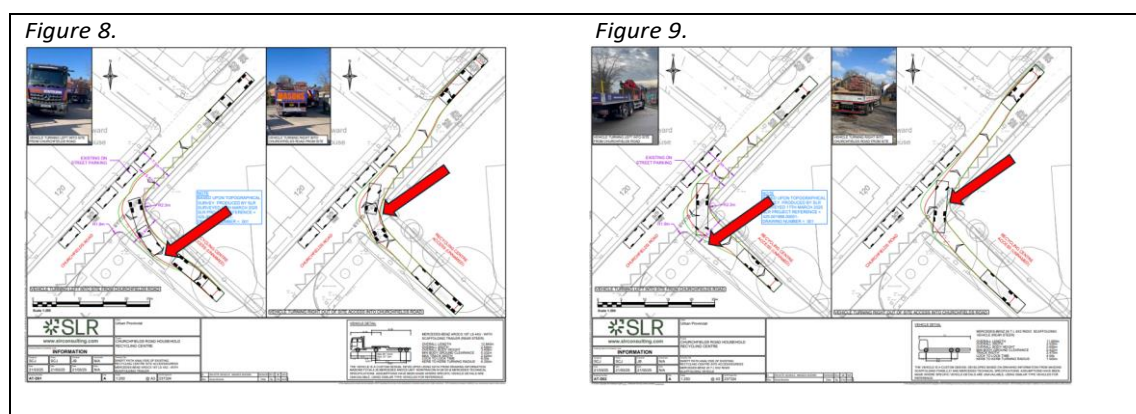


Figures 6 & 7 below – stills from a video taken by a local resident on the 9<sup>th</sup> of September 2024 showing a Masons HGV travelling towards the appeal site on the wrong side of the approach road, bypassing public traffic queuing for the RRC. An RRC site user is seen exiting the RRC into the approach road, narrowly missing the HGV, not expecting it to be oncoming.



- 5.7 Swept path analysis provided by the appellant suggests that their HGV movements would be in direct conflict with oncoming approach road traffic at Churchfields Road junction, with both rigid bodied and articulated HGVs.

Figures 8 & 9 below show swept path analysis produced by SLR Consulting Limited Project No: 237324 'REBUTTAL TO LB BROMLEY' 7 April 2025. This shows both rigid and articulated HGVs on the wrong side of the road when navigating the turn in and out of the approach road. I have highlighted these areas of concern with overlaid red arrow.



- 5.8 Video captured by a local resident on the 9<sup>th</sup> of September 2024 shows the conflict as detailed in 5.4 above, with an articulated HGV from the appeal site seen turning into the site approach road from Churchfields Road public highway on the wrong side of the approach road, and into the path of any RRC site users who would be exiting the site. In the video, pedestrians with a pushchair using the public pavement in Churchfields Road can be seen within inches of the rear of the HGV as it makes the turn. Whilst the pedestrians shown in figure 10 below may not be using the RRC, the example nonetheless demonstrates what members of the public accessing the RRC by foot must contend with.

*Figure 10 below. Stills from a video taken on 9<sup>th</sup> of September 2024 sent to the Council by a local resident. An HGV can be seen on the wrong side of the approach road and close to pedestrians using the public pavement. An operative from the appeal site is seen in the public highway directing traffic.*



- 5.9 The approach road walkway into the RRC does not have appropriate barriers that would protect site users from errant HGV movements, raising safety concerns for the public, but also for the appellant's staff traveling to the appeal site on foot.
- 5.10 The site entrance and exit points are unmarked, increasing risk for pedestrians crossing the facility when HGVs are present. I have seen multiple images captured by residents showing points of conflict between the appellants HGVs and pedestrians.
- 5.11 Overriding of the pedestrian footway within the approach road has occurred; allegedly caused by the appellant's HGVs turning into the site from Churchfields Road. Unable to make the tight turn, the HGVs not only manoeuvre on the wrong side of the approach road, but also over the pedestrian footway. Please see figures 11 to 13 below.

Figures 11 to 13 below show images of the site access concerns. Figure 10 shows damage to the pedestrian footway caused by vehicle overriding. Images taken from Google Earth overlaid with text by Jim Cowan.

Figure 11.



Figure 12.



Figure 13.



5.12 On the 8th of October 2024, a vehicle driven from the LEB site, exiting the RRC approach road collided with a vehicle driven by a member of the public who was leaving the RRC.

Figure 14 below shows stills from Veolia RRC site CCTV capturing a road traffic collision 8<sup>th</sup> of October 2024 within the RRC approach road.

Figure 14.





## 6. Gate Control and Operational Hours

- 6.1 The approach road and operational site entrance to the RRC are both gated at Churchfields Road and locked outside of the RRC operating hours to prevent unauthorised site access, vehicle incursions, fly-tipping, vandalism and graffiti. It has been verbally reported to me by Veolia RRC site staff that the gate is left unlocked by the appeal site staff, reducing RRC site security and increasing the risk of the unwanted behaviours mentioned above.

Figure 15 below shows the gated entrance to the approach road used by members of the public using the RRC. Figure 16 shows the operational site entrance used by Veolia HGVs. Pictures taken by J Cowan 2024.



## 7. Noise

- 7.1 I wish to make clear; I am not a noise expert and refer to the evidence of Dani Fiumicelli of RBA Acoustics, who is giving detailed expert evidence regarding noise issues. My evidence is limited to the volume of noise complaints to the Council regarding the RRC operations, and examples of sound barriers within the RRC site.
- 7.2 On the 15<sup>th</sup> of July 2025, I was asked to clarify the operational hours of Veolia HGV movements at the RRC, following an email received by Dani Fiumicelli from Mark Maclagan, Technical Director, Waterman Infrastructure & Environment Limited on the 15<sup>th</sup> of July. This was in respect to a noise survey and traffic count conducted by Waterman on Churchfields Road opposite the RRC approach road on the morning of Thursday 3rd of July 2025. In his email, Mr Maclagan had written: *The operational hours for the Reuse and Recycling centre are understood to be 07:00-17:30 Monday to Friday, therefore HGVs leave the site prior to 07:00, similar to Masons.*
- 7.3 As set out above in sub-section 4.4 and shown in table 1 - due to the temporary closure of Waldo Road RRC since February 2025, two commercial RCVs are permitted to leave Churchfields RRC at 6:30am Monday to Friday. From spring 2026, following the Waldo Road improvement works completion, these two commercial refuse collection vehicles will be

relocated back to Waldo Road and all RCVs based at Churchfields Road will leave from 7am only.

- 7.4 Furthermore, when Waterman conducted the noise survey and traffic count on Churchfields Road on the 3rd of July 2025, RCVs had been permitted to leave from 6:30am to aid with the 'catch up' of 2867 properties that had been delayed on the 1<sup>st</sup> of July due to extreme heat\*.

*\*Please see appendix A 'email sent on the 15<sup>th</sup> of July 2025 to Peter Cruickshank KC and Karen Daye from Jim Cowan explaining RCV early starts at Churchfields RRC on 3<sup>rd</sup> July 2025.'*

- 7.5 In the last 13 years there have been 5 noise reports about the RRC received by the Council's Public Protection team with the recorded location as 'Borough Council Depot' and request description as 'Noise Commercial', 'Noise Other' and 'Noise Alarm' as shown in table 2 below.

*Table 2: All noise reports received from members of the public by the Council's Public Protection team relating to Churchfields Road RRC; earliest report being 21/08/2012*

Request	Location	Date Received	Request Code	Request Description	Completed Date	From	Outcome
32806	Borough Council Depot	09/01/2024	NOICOM	Noise - Commercial	10/01/2024	Public	Veolia Operations
31219	Borough Council Depot	17/10/2023	NOIOTH	Noise - Other	17/10/2023	Public	Veolia Operations
53325	Borough Council Depot	19/08/2020	NOICOM	Noise - Commercial	12/10/2020	Public	Veolia Operations
7056	Borough Council Depot	19/09/2017	NOICOM	Noise - Commercial	12/10/2017	Public	Veolia Operations
78711	Borough Council Depot	21/08/2012	NOICAL	Noise - Commercial Alarm	21/08/2012	Public	Veolia Operations

- 7.6 The reports listed in table 2 above were in relation to the following issues –
- 7.6.1 09/01/2024 – Sound of vehicles starting engines.
- 7.6.2 17/10/2023 – A car engine revving.
- 7.6.3 19/08/2020 – A reversing JCB.
- 7.6.4 19/09/2017 – White noise from reversing audio beacon.
- 7.6.5 21/08/2012 – Fire alarm.
- 7.7 The recorded noise reports were one off instances, with no further contacts associated with the identified noise activities received by the Council from the public. This demonstrates that the RRC and linked operations is not causing noise nuisance on a scale that could be considered systematic or requiring further investigation leading to a formal notice to impose requirements and/or restrictions. The single reports were received 5 years, 3 years, 3 years and 1 year apart respectively.
- 7.8 The area of the RRC which could potentially have the highest noise levels is the 'RRC waste and recycling tipping area' as shown in 5.1 'figure 1' previously. This area has 'sound barriers' affixed atop the tipping wall to provide acoustic reflection, as shown in figure 17 below.

Figure 17 below. Sound barriers on top of the RRC waste and recycling tipping wall. Picture taken by Jim Cowan with overlaid red arrows – July 2025.



## 8. Clancy Vehicle Movements

- 8.1 In addition to the appeal site's HGV and operational vehicles using the RRC approach road, there has also been considerable vehicular activity from the neighbouring LEB site by UK Power Networks service provider, Clancy. This neighbouring site has been referred to by the appellants as the 'Electricity Undertaker's Depot'.
- 8.2 Clancy are temporarily using the electricity undertaker's depot as an operational base whilst undertaking a significant upgrade to the electricity cabling network from Sydenham in Lewisham to UK Power Networks substation at Churchfields Road, referred to as the electricity undertaker's depot.
- 8.3 Clancy operational vehicles, including HGVs access the electricity undertaker's depot by the approach road to the RRC.
- 8.4 Analysis produced for the appeal site by SLR Consulting Limited, project No: 237324 'REBUTTAL TO LB BROMLEY' on the 7 April 2025 gives HGV movements for the appeal site, the electricity undertaker's yard (Clancy) and the Council's RRC. SLR concluded in their report under 4.12 that *'the scaffolding site accounts for 30% of HGV movements with the recycling centre and electricity undertaker's yard accounting for 5% and 65% respectively.'* However, as stated in 4.4 above, no HGVs from the RRC use the RRC approach road, and there appears to be a conflation between RRC HGV vehicle movements from the dedicated operational entrance and the approach road, which is the access route of concern.
- 8.5 SLR Consulting Limited further state in their report under 4.13 page 8 that *'It is therefore considered that the scaffolding centre does not have a substantial impact on the access route when considered in the context of the other site uses.'* Please see table 3 below – screen shot from SLR Consulting Limited report, project No: 237324 'REBUTTAL TO LB BROMLEY' dated the 7 April – page 8, 4.12 and 4.13

Table 3: Screen shot from SLR Consulting Limited report, project No: 237324 'REBUTTAL TO LB BROMLEY' page 8 – 4.12 & 4.13

- 4.12 With regard to HGVs the scaffolding site generates 20 two-way movements across the day and, whilst higher than the number generated by the recycling centre, it is a lower than the number of HGV movements associated with the electricity undertaker's yard (43 daily). When considered as a proportion, the scaffolding site accounts for 30% of HGV movements with the recycling centre and electricity undertaker's yard accounting for 5% and 65% respectively.
- 4.13 It is therefore considered that the scaffolding centre does not have a substantial impact on the access route when considered in the context of the other site uses.

- 8.6 It has been confirmed by Clancy that the cabling project works are ahead of schedule and are forecast to finish September 2025, subject to a drill shot under a Network Rail asset on Avenue Road, which will allow the final section of cable to be installed into the Churchfields grid at the electricity undertaker's depot\*.

*\*Please see appendix B 'email exchange between Jim Cowan LBB and Andy Cherrett, Clancy Contract Manager regarding cabling project works completion date and return to BAU for the electricity undertaker's depot'.*

- 8.7 Clancy have also confirmed that the scheme was heavily resource loaded to complete ahead of schedule, and the finishing up in the coming months will leave around half the current resource to work on a smaller secondary scheme due to complete in late 2026.
- 8.8 Clancy have stated that from 2027 there will be no further operational activity within the site known as the electricity undertaker's depot, and the site will return to 'normal'. If this is the case, at that point thereafter, HGVs from the appeal site will account for 100% of HGV activity within the approach road.

## 9. Conclusion

- 9.1 The temporary closure of Waldo Road RRC has required adjustments to be made to mitigate the impact of losing the Council's largest RRC. As such, Churchfields Road RRC site user demand is currently controlled by use of a booking system. The continuation of the booking system once Waldo Road RRC re-opens in 2026 remains undecided.
- 9.2 The long-term impact of the appellant's operations must therefore be considered in relation to no booking system being in place and RRC site user volumes from prior February 2025.
- 9.3 The RRC site security has been compromised due to the approach road gate being left unlocked by the appellant on several occasions.
- 9.4 The safety of the public should be paramount, but as detailed in section 5 above, public safety cannot be guaranteed due to the appeal site's vehicle movements within the approach road. It is therefore my opinion the impact of the appeal scheme is putting the public at unnecessary risk.

**Appendix A below** – email sent on the 15<sup>th</sup> of July 2025 to Peter Cruickshank KC and Karen Daye from Jim Cowan explaining RCV early starts at Churchfields RRC on 3<sup>rd</sup> July 2025

**Cowan, Jim**

**Subject:** FW: Churchfields Road - Road Traffic Noise  
**Attachments:** RE: Extreme heat and household waste collections - round two

Jim Cowan  
Head of Neighbourhood Management  
Place Department,  
Bromley Council, Civic Centre,  
Churchill Court, 2 Westmoreland Road, Bromley BR1 1AS  
03 [REDACTED]  
[Jim.cowan@bromley.gov.uk](mailto:Jim.cowan@bromley.gov.uk)  
[www.bromley.gov.uk](http://www.bromley.gov.uk)

**From:** Cowan, Jim  
**Sent:** 15 July 2025 14:42  
**To:** Peter Cruickshank <peter.cruickshank@6pumpcourt.co.uk>  
**Cc:** Daye, Karen <Karen.Daye@bromley.gov.uk>  
**Subject:** FW: Churchfields Road - Road Traffic Noise

Hi Peter,

Thanks for sight.

As briefly explained on teams just now, there is a rationale for this.

As demonstrated in the attached, the UKHSA issued yellow and amber heat warnings during June and July 2025.

For the period in question, Thursday 3<sup>rd</sup> July 2025, there had previously been an amber heat health alert in effect from 12PM on 27/06/2025 until 6PM on 01/07/2025 across London.

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As such, to aid in completion of daily scheduled statutory household waste collections, household refuse collection teams (RCVs) were permitted to leave Churchfields Road operational site at 6:30am giving them 30 minutes extra working time prior to the heat becoming unmanageable.

This early start was also permitted for RCVs on the 3<sup>rd</sup> of July to aid with the 'catch up' of the 2867 properties that had been delayed on the 1<sup>st</sup> of July due to the heat.

However, as listed in my proof of evidence and in my previous report, 2 commercial RCVs have been permitted to leave Churchfields at 6:30am due to the closure of Waldo Road in February 2025 (Dani may not have seen this information). These commercial RCVs will revert to Waldo Road site once the improvement works there have been completed in 2026.

Operational Hours:	
Domestic RRC site users:	Monday to Friday: 7:00am to 5:30pm Saturday: 7:00am to 4:00pm Sunday: 8:00am to 1:00pm Good Friday and Bank Holiday: 8am to 4pm
Commercial waste site users: (currently suspended due to Waldo Road improvement programme)	Monday to Friday: 7:00am to 1:00pm & 2:00pm to 4:30pm Saturday: 7:30am to 1pm & 2:00pm to 3:00pm Sunday: 8am to 12:00pm Good Friday and Bank Holiday: 8am to 1:00pm & 2:00pm to 3:00pm
Veolia operational vehicles: Domestic refuse collection vehicles (RCVs)	Monday to Friday: All vehicles exit from 7:00am, returning by 4:00pm at the latest. They do not tip loads at Churchfields.
*Commercial RCVs:	Monday to Friday: 2 vehicles exit from 6:30am, returning by 4:00pm at the latest. They do not tip loads at Churchfields.
Cargo sweeping vehicles:	Monday to Friday: 7:00am to 5:00pm (1 vehicle) Saturday: 9:00am to 12:00pm (8-10 vehicles) Sunday: 9:00am to 12:00pm (8-10 vehicles)
Articulated lorries (A2 lorries)	Monday to Friday: 7:00am to 5:00pm, exiting fully laden at 7:00am, returning around 12:00pm, leaving again at 1:00pm, and returning empty by 4:00pm to park overnight.

\* From spring 2026, following the Waldo Road improvements, commercial refuse collection vehicles will be relocated back to Waldo, reducing early morning traffic at Churchfields.

To be clear, there is no undertaking under the Veolia operational licence to adhere to the times set out in the table above. The times set out are a local agreement between the LBB client management and Veolia, but can be changed if operational needs require – although this is rare.

We can discuss later if need be.

All the best  
Jim

Jim Cowan  
Head of Neighbourhood Management  
Place Department,

2



**Appendix B below** – email exchange between Jim Cowan LBB and Andy Cherrett, Clancy Contract Manager regarding cabling project works completion date and return to 'business as usual for the electricity undertaker's depot.

**Cowan, Jim**

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**Subject:** FW: Sydenham to Churchfields Electrical works

Jim Cowan  
Head of Neighbourhood Management  
Place Department,  
Bromley Council, Civic Centre,  
Churchill Court, 2 Westmoreland Road, Bromley BR1 1AS  
0 [REDACTED]  
[Jim.cowan@bromley.gov.uk](mailto:Jim.cowan@bromley.gov.uk)  
[www.bromley.gov.uk](http://www.bromley.gov.uk)

---

**From:** Andy Cherrett <[Andy.Cherrett@theclancygroup.co.uk](mailto:Andy.Cherrett@theclancygroup.co.uk)>  
**Sent:** 24 June 2025 07:34  
**To:** Cowan, Jim <[Jim.Cowan@bromley.gov.uk](mailto:Jim.Cowan@bromley.gov.uk)>; Craig Morgan <[craig.morgan@theclancygroup.co.uk](mailto:craig.morgan@theclancygroup.co.uk)>; Fallon Gaffney <[Fallon.Gaffney@theclancygroup.co.uk](mailto:Fallon.Gaffney@theclancygroup.co.uk)>; Sam Dellaway <[Sam.Dellaway@theclancygroup.co.uk](mailto:Sam.Dellaway@theclancygroup.co.uk)>; James Jordan <[james.jordan@theclancygroup.co.uk](mailto:james.jordan@theclancygroup.co.uk)>  
**Subject:** RE: Sydenham to Churchfields Electrical works

Hi Jim,

No probs at all.

Admittedly you should notice a significant reduction.

With the initial scheme we were heavily resource loaded to try and complete ahead of schedule. This is finishing up in the coming months leaving circa half the teams working on the second scheme.

That's correct, there are no further projects forecast after the second one finishes so will be back to normal.

Any issues don't hesitate to give me a shout.

1

**Andy Cherrett** | 013 [REDACTED] 0

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**From:** Cowan, Jim <[Jim.Cowan@bromley.gov.uk](mailto:Jim.Cowan@bromley.gov.uk)>  
**Sent:** 23 June 2025 14:22  
**To:** Andy Cherrett <[Andy.Cherrett@theclancygroup.co.uk](mailto:Andy.Cherrett@theclancygroup.co.uk)>; Craig Morgan <[craig.morgan@theclancygroup.co.uk](mailto:craig.morgan@theclancygroup.co.uk)>; Fallon Gaffney <[Fallon.Gaffney@theclancygroup.co.uk](mailto:Fallon.Gaffney@theclancygroup.co.uk)>; Sam Dellaway <[Sam.Dellaway@theclancygroup.co.uk](mailto:Sam.Dellaway@theclancygroup.co.uk)>; James Jordan <[james.jordan@theclancygroup.co.uk](mailto:james.jordan@theclancygroup.co.uk)>  
**Subject:** RE: Sydenham to Churchfields Electrical works

Hi Andy,

Thank for such a swift response. Appreciate it.

Will the secondary scheme in Croydon see the same level of Clancy site traffic which is currently using the depot approach road off of Churchfields Road? White arrow below.



And then will you be reverting to BAU for the substation depot site once the secondary scheme has completed?

All the best  
Jim

Jim Cowan  
Head of Neighbourhood Management  
Place Department,  
Bromley Council, Civic Centre,

2

Churchill Court, 2 Westmoreland Road, Bromley BR1 1AS  
03 [REDACTED]  
[Jim.Cowan@bromley.gov.uk](mailto:Jim.Cowan@bromley.gov.uk)  
[www.bromley.gov.uk](http://www.bromley.gov.uk)

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From: Andy Cherrett <[Andy.Cherrett@theclancygroup.co.uk](mailto:Andy.Cherrett@theclancygroup.co.uk)>  
Sent: 23 June 2025 14:02  
To: Cowan, Jim <[Jim.Cowan@bromley.gov.uk](mailto:Jim.Cowan@bromley.gov.uk)>; Craig Morgan <[craig.morgan@theclancygroup.co.uk](mailto:craig.morgan@theclancygroup.co.uk)>; Fallon Gaffney <[Fallon.Gaffney@theclancygroup.co.uk](mailto:Fallon.Gaffney@theclancygroup.co.uk)>; Sam Dellaway <[Sam.Dellaway@theclancygroup.co.uk](mailto:Sam.Dellaway@theclancygroup.co.uk)>; James Jordan <[james.jordan@theclancygroup.co.uk](mailto:james.jordan@theclancygroup.co.uk)>  
Subject: RE: Sydenham to Churchfields Electrical works

Hi Jim,

Hope all's well.

The current works associated with the works we undertook earlier this year are ahead of schedule and forecast to finish September this year. This is subject to a drill shot we are planning under a Network Rail asset on Avenue Road, which will allow our final section of cable to be installed into Churchfields Grid.

We do however have a secondary scheme which is running concurrently, which will run closer to 2027 due to the scale of the project. We will be utilising the current welfare set up for this scheme in Churchfields also, albeit this scheme is unlikely to affect any of the local roads as it runs towards Croydon.

We are working on a final route amendment to minimise disruption on a major road but once complete I will happily send over our route drawing so you can see where we are heading.

Many Thanks  
Andy

**Andy Cherrett**  
Contract Manager

[REDACTED] | in f t @  
Clancy, Darent House, Hawley Mill, Hawley Road, Dartford DA2 7QX

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From: Cowan, Jim <[Jim.Cowan@bromley.gov.uk](mailto:Jim.Cowan@bromley.gov.uk)>  
Sent: 23 June 2025 13:16  
To: Andy Cherrett <[Andy.Cherrett@theclancygroup.co.uk](mailto:Andy.Cherrett@theclancygroup.co.uk)>; Craig Morgan <[craig.morgan@theclancygroup.co.uk](mailto:craig.morgan@theclancygroup.co.uk)>; Fallon Gaffney <[Fallon.Gaffney@theclancygroup.co.uk](mailto:Fallon.Gaffney@theclancygroup.co.uk)>; Sam Dellaway <[Sam.Dellaway@theclancygroup.co.uk](mailto:Sam.Dellaway@theclancygroup.co.uk)>; James Jordan <[james.jordan@theclancygroup.co.uk](mailto:james.jordan@theclancygroup.co.uk)>  
Subject: RE: Sydenham to Churchfields Electrical works

Dear All,

I hope everyone is well.

Forgive the scatter gun email – not sure who is the point of contact.

Further to the email below, thank you for accommodating our operations at Churchfields at the beginning of the year. I understand that aspect of the phasing works went well and there were no issues, so really appreciate the partnership approach.

Can I ask how long the Bromley / Lewisham Cable route works are anticipated to last for – as I believe this is set to finish around March 2026?

May I also enquire if the Churchfields sub-station currently being used as your depot will continue as such once the works have finished - or will it revert to a closed site/substation?

I ask as our re-use and recycling centre in Bromley, Waldo Road will be re-opening to the public in spring 2026 (currently closed for improvement works), and I'm looking ahead for anything that may affect our phasing of opening again to the public for both our Waldo and Churchfields centres.

Happy to have a call if easier, and I'm on 07 [REDACTED] 4.

All the best

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