

CONSTRUCTION & ENVIRONMENTAL MANAGEMENT PLAN

Planning Code : 23/01808/FUL

Location: 63
PARSONAGE LANE
SIDCUP
DA14 5EZ

Proposal: Erection of a detached single storey dwelling
with new access, parking and landscaping
following demolition of former stable building
and mobile home.

Issue Date: 26/02/2024

1.0 INTRODUCTION

1.1 This statement has been produced to support the accompanying planning application for the demolition of existing stables and erection of one detached dwelling with associated vehicle access, parking, bin storage. This statement should be read in conjunction with the accompanying plans and all other planning documents.

1.2 This statement has been submitted to enable the details of the scheme, pertaining to the ongoing site management, to be fully explained. It is structured as follows and describes:

Section A Dust Mitigation and Management Measures

Section B The Location and Operation of Plant and Wheel Washing Facilities

Section C Measures to Control Demolition and Construction Noise

Section D Details of Construction Traffic Movements, to include

- i) rationalise travel and traffic routes*
- ii) provide full details of the number and time of construction vehicle trips*
- iii) measures to deal with safe pedestrian movement*
- iv) full contact details of the site and project manager*
- v) parking for operatives during construction period*
- vi) a swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress*

Section E Hours of Operation

Section F Other site specific Highways and Environmental Protection Issues

1.3 It is our hope that this Construction & Environmental Management Plan will assist the Local Authority in its consideration of this condition as requested in the grant of planning permission 23/01808/FUL on 23rd November 2023.

2.0 THE SITE (Please refer to 6.0 Section D, Diagram 1)

2.1 The development site is on land to the side and rear of an existing bungalow at Orchard View Farm 63 Parsonage Lane Sidcup DA14 5EZ, in the London Borough of Bexley. It is located approximately 5-10 minute drive, in a Southerly direction, from the Sidcup Bypass and A20 access road, the Footscray area, to the South-West, where builders merchants are located and approximately a 10-20 minute drive, in an Westerly direction, to Sidcup Town Centre and Queen Mary’s Hospital.

Parsonage Lane is entered from a slip road off The North Cray Road (A223) North-South Carriageway approximately half way between the Ruxley and North Cray roundabouts, at either end. It is a dead end single lane country road, with no pavements or street parking available, through a semi-rural landscape comprising residential buildings of varying types, horse stables & paddocks.

- — — 63 Parsonage Lane (Orchard View Farm)
- A— Development Site

LOCATION PLAN (NO SCALE)



2.2 63 Parsonage Lane comprises a detached bungalow with garage, due to be demolished and replaced with a two-storey 'Chalet' style dwelling, a Static Home, currently serving as the residents to Mr & Mrs Perez, which is to be repositioned and eventually removed, and outbuilding toward the rear of the plot, which previously functioned as a stables. The stables is to to be removed as part of the granted planning for a 2 bed bungalow positioned where the Static Home curenly stands.

The external fabric consists rendered concrete block, painted white, traditional tiled roof, metal window frames with single glazing and mass fill concrete slab floor. The internal fabric comprises timber roof members and both masonry and timber frame dividing walls for stalls. Surrounding landscape consists primarily of open field, with some clearance, concrete hardstanding, around buildings, timber fences, shrubs, bushes and trees along boundary edges.

Top View of existing dwelling & unattached garage, with hardstanding area next to development site



Middle View of existing dwelling & garage from new development site



Bottom View of existing Static Home, positioned where new dwelling will be





Top View of existing Static Home, positioned where new dwelling will be, and boundary fence with 61

2 Below Views of proposed new development land facing East & South, showing Bush, Shrub and Trees along boundaries

Bottom Google Earth view of development site facing North, showing Stables (highlighted in red)



3.0 SECTION A

DUST MITIGATION AND MANAGEMENT MEASURES

3.1 MOBILE CRUSHING & SCREENING PROCESS

Crushing and screening of demolition material must be conducted in accordance with the plant operators' manual and, where applicable, environmental permit (mobile plant licence) / waste exemption certificate. The operator must use the Best Available Techniques (BAT) for preventing or, where this is not practicable, reducing emissions from the installation. The following items must be considered when attempting to reduce the environmental impact of this process:

- Location;
- Operation;
- Maintenance;
- On-site transfer of dusty materials;
- Condition of roadways / haulage routes;
- Stockpiling materials.

3.2 GENERAL SITE ACTIVITIES

With regard to nuisance, the methodology in which work activities are undertaken must apply Best Practicable Means (BPM) in order to minimise negative impact on local, sensitive receptors, such as schools and domestic dwellings. However, if measures to reduce excessive dust and noise are unsuccessful, work must stop and an alternative method devised before work can resume. The following measures must be considered when attempting to reduce noise and dust:

- Use sheeted lorries and sealed / covered skips;
- Use dust extraction equipment when drilling and cutting;
- Damp down haulage roads and stockpiled materials in dry or windy weather;
- Sweep access roads regularly;
- Grass over topsoil which is being stockpiled for landscaping or off-site re-use;
- Locate plant and equipment away from sensitive receptors;
- Use screens, including earth banks to act as acoustic barriers;
- Isolate plant and equipment when not in use;
- Limit vehicle movements on-site, i.e. use of one-way system.

4.0 SECTION B

THE LOCATION AND OPERATION OF PLANT AND WHEEL WASHING FACILITIES

4.1 The location and operation of plant and machinery is seen in three phases of operation these comprise:

Phase 1 Demolition of Existing Buildings and Minor Land Preparations, machinery used will primarily be a Digger/Excavator, which will be non-static and will be manoeuvred on site as required, and a Mini Crusher which will be positioned to side and in front of the existing dwelling at buildings ground level.

All non re-usable materials, timber, window units, flooring, cement boards and plaster, sanitary ware, kitchen units will be removed from site by hand and loaded onto a waste removal vehicle. All excavated and demolished, concrete, masonry and tile will be retained on site and crushed to be used as substrate for raised hard stand area.

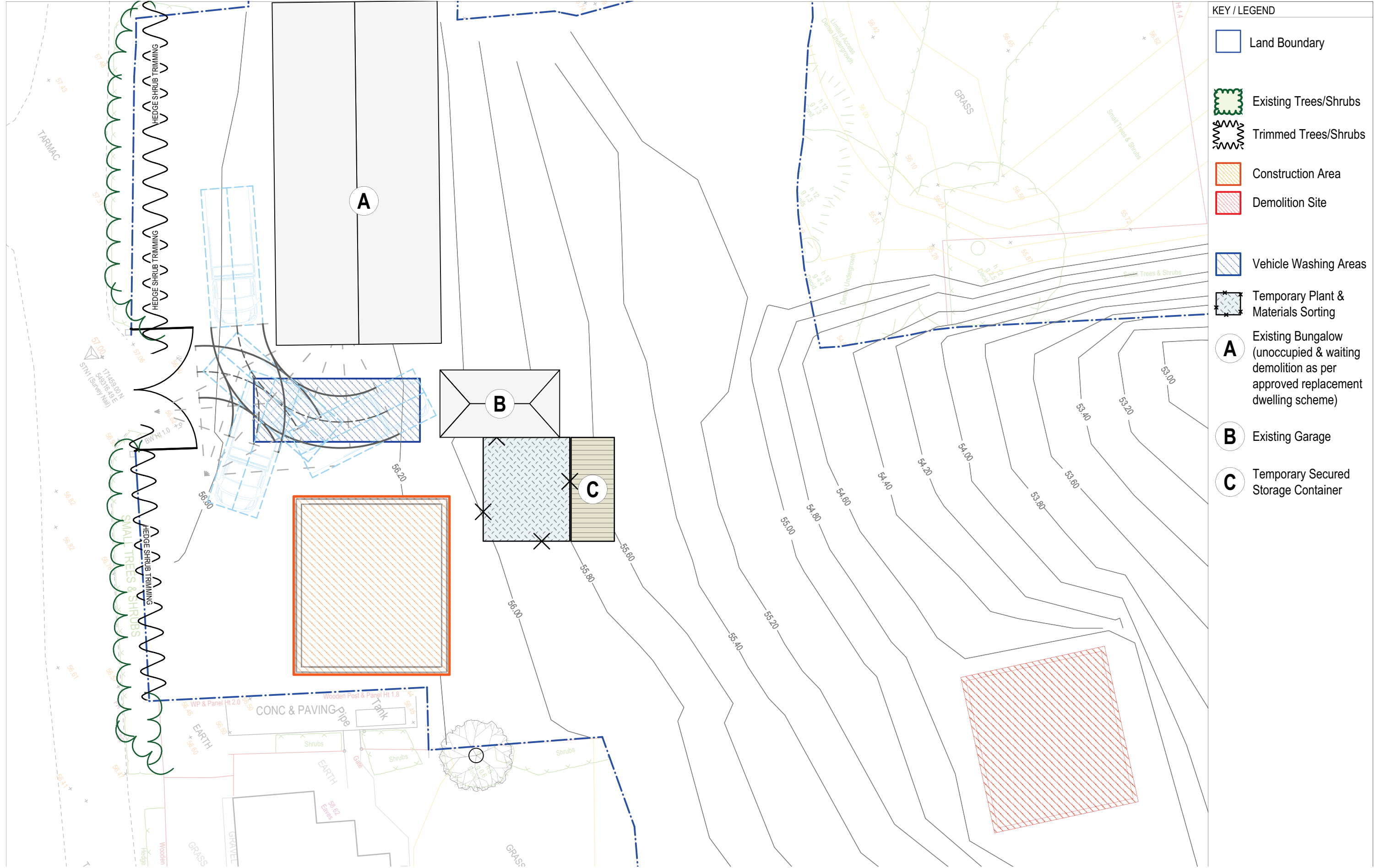
Phase 2 Major Land Excavation and Ground Works which include the construction of vehicle hard stand and access ramp, forming of concrete footing/piles, concrete floor slab and preliminary drain preparations and connections. Machinery used will primarily be a Digger/Excavator, Piling Rig (TBC), Small Manual Lifting Rig, which will be non-static and manoeuvred on site as required, and Cement Mixer which will be a stationary position forward and in close proximity of the construction area.

Concrete for strip/trench footings or piles will be delivered and pumped in directly from cement truck.

Phase 3 Construction of Dwellings which include building of lower ground masonry walls on top of floor slab installation of ground floor concrete block and beam floor erection of 2 storey prefabricated timber and roof, external finishing and internal fit out. Machinery used on site will primarily be Cement Mixers, which will be a stationary position forward and in close proximity of the construction area.

4.2 The location of wheel washing facilities will be to the front of the site and on the existing raised hard stand during Phase 1 and located on the newly formed hard stand during Phases 2 and 3. This is to ensure that the designated area is as removed from the main construction area duly possible and vehicles are able to leave site directly after being cleaned. In addition to this ramped area in front and up too the construction area will be compacted Type 1 MOT reducing potential larger vehicles carrying dirt away from site. Please also refer to Section F 8.1 and Appendices and Diagram 1 - Plant and Wheel Washing (pgs 8-9)

Diagram 1 - Construction Plant & Vehicle (Wheel) Wash



5.0 SECTION C

MEASURES TO CONTROL DEMOLITION AND CONSTRUCTION NOISE

5.1 Construction works, by their very nature, can generate significant noise levels which can present a nuisance to the surrounding areas when works are being carried out. In recognising this, all contractors are expected to adhere to Environmental Health Requirements and current regulations.

5.2 No works will be carried out on the site outside of the allowed working hours, specified in Section B 7.1. All activities will be assessed for anticipated noise levels prior to works commencing, taking into account the potential for amplification of noise due to the location of the site and proximity to neighbouring properties. Further, all plant and equipment brought to site will be well maintained and operated in accordance with the manufacturer's instructions and will comply with the Control of Noise at Work Regulations 2005.

5.3 It is recognised that maintaining good relationships with those living and working in the vicinity of the site is important. Identifying noise levels as a risk to the surrounding area (whether nuisance or safety) as early as possible in the process is a priority, to ensure that any issues can be dealt with fairly and promptly.

5.4 The Site Manager will be available for contact for any interaction with the public during the works. Methods for reducing noise levels as far as practicable by the use of attenuation materials or such like, will be specified, and remain in place for the duration of the works. Specifically, the following areas will be required of all work activities;

- 1) Comply generally with the recommendations of BS 5228: Part 1, clause 9.3 for minimising noise levels during the execution of the works.
- 2) Noise levels from the works will be kept to a minimum
- 3) Fit all compressors, percussion tools and vehicles with effective silencers of a type recommended by manufacturers of the compressors, tools or vehicles.
- 4) Do not use or permit employees to use radios or other audio equipment in ways or at times which may cause nuisance.
- 5) Every care will be taken to avoid unnecessary noise when carrying out manual operations and when operating plant and equipment.
- 6) All plant will be switched off or reduced to idle when not in use.
- 7) Noise producing plant will be sited as far as possible from adjacent dwellings and boundaries. Where the latter are particularly noise sensitive then a further reduction in sound emission may be required and will be achieved by the use of barriers or acoustic housings.
- 8) If piling is required CFA (Continuous Flight Auger) piles to reduce vibration impact where possible.

6.0 SECTION D

DETAILS OF CONSTRUCTION TRAFFIC MOVEMENTS

6.i RATIONALISE TRAVEL AND TRAFFIC ROUTES

The site is accessed from the North West via a residential slip road off The North Cray Road (A223) travelling along the North-South Carriageway approximately half way between the Ruxley and North Cray roundabouts. Parsonage Lane is a dead end two way single lane country road, with reduced width in places and no pavements or street parking available. On leaving the site and alighting onto the North Cray Road travelling South vehicular traffic arrives at the Ruxley intersection as described in Section 2.0 paragraph 2.1. See Diagram 2 - Vehicle Routes (pgs 12-13)

6.ii NUMBER AND TIME OF CONSTRUCTION VEHICLE TRIPS

Contractors vehicles, comprising small and medium sized vans, will access and leave site on a daily basis from commencement of building works up to completion and between working hours described in Section B. All other vehicle trips, to be confirmed, will be clearly displayed in the movement schedule attached to the site entrance gates

6.iii MEASURES TO DEAL WITH SAFE PEDESTRIAN MOVEMENT

Parsonage Lane does not have any pavements with only grass verges between individual properties and highway, in some places. The boundary of the site finishes directly at the highway edge with secured gates being situated in a set back position, allowing pedestrians to walk past the site in the usual manner. All vehicles parked or stopping will do so within the confines of the site.

6.iv FULL CONTACT DETAILS OF THE SITE AND PROJECT MANAGER

The contact details of both the Developer and the Site and Project Manager, to be confirmed, will be displayed permanently on the information board attached to the site entrance gates. The Local Authority will also be given these details as part of the application to Building Control.

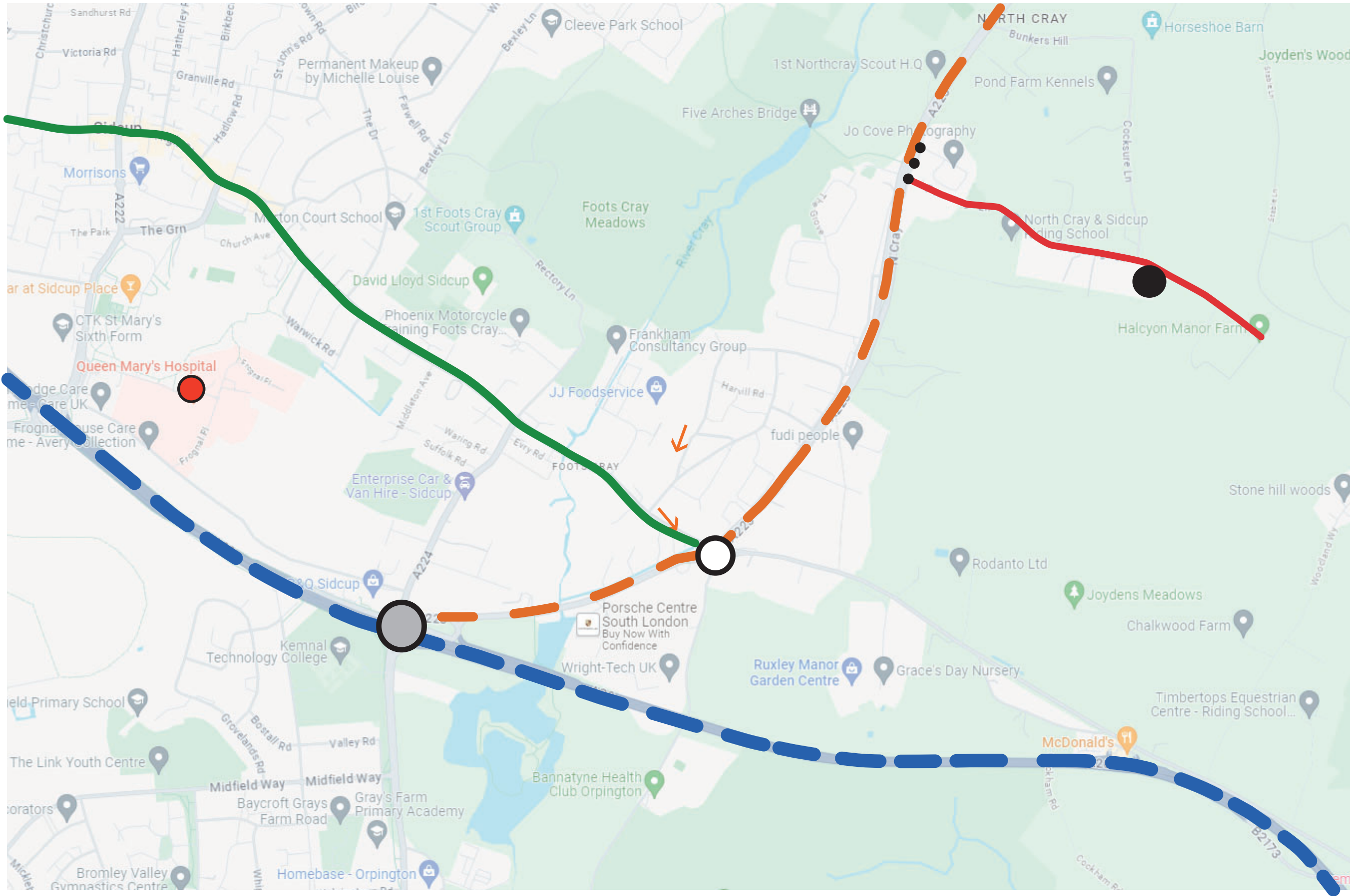
6.v PARKING FOR OPERATIVES DURING CONSTRUCTION PERIOD

Parking will be off-street and on site as described in Diagram 3 - Construction Site Parking (pgs 14-15)

6.vi SWEPT PATH ANALYSIS FOR TIGHT MANOEUVRES ON VEHICLES

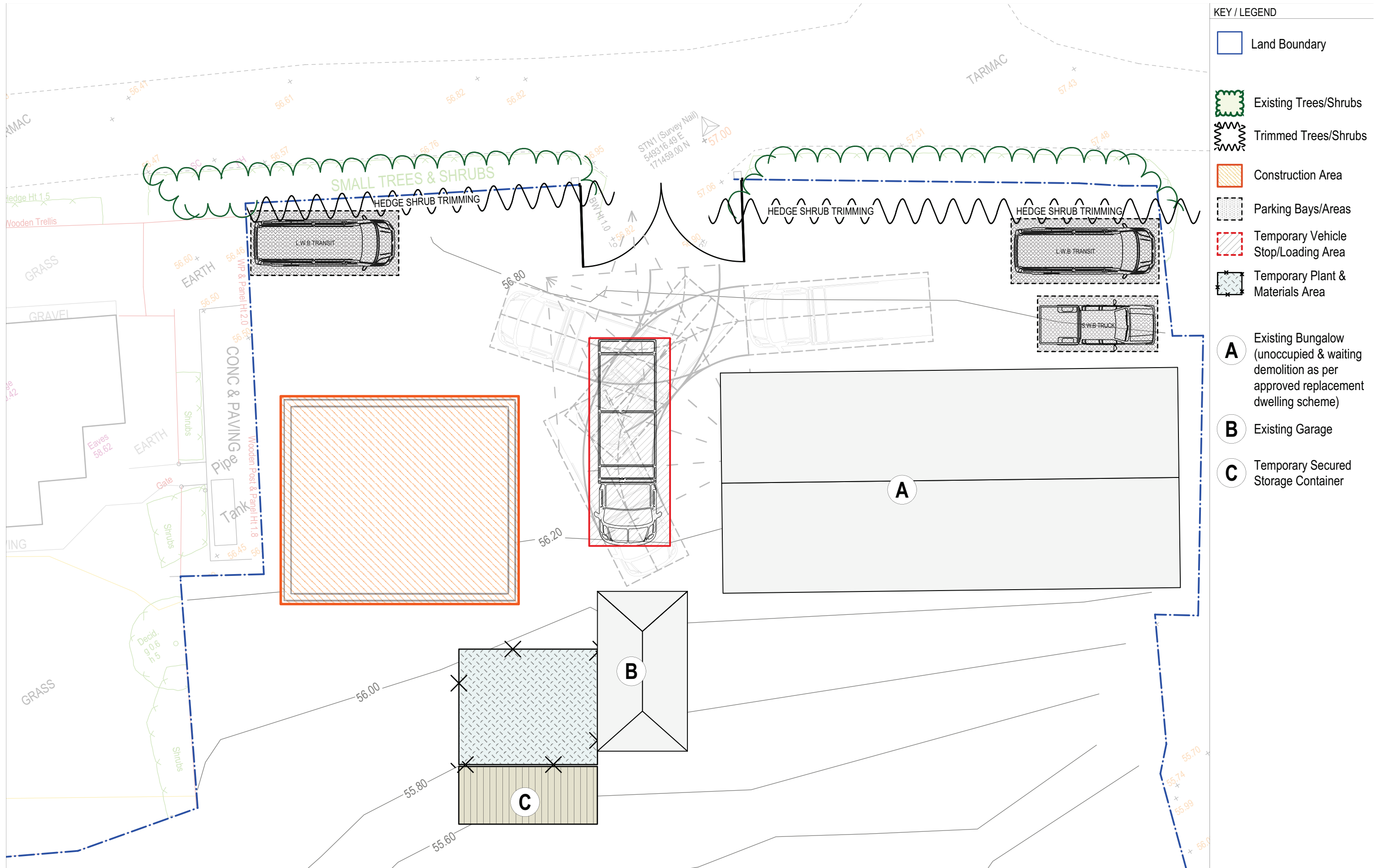
Swept path analysis is described in Diagram 4 - Vehicle Manoeuvring - Swept Path Analysis (pgs 16-17)

Diagram 2 - Vehicle Routes



- Slip Road off North Cray Road (A223) leads onto Parsonage Lane
- Parsonage Lane
- North Cray Road (A223) to Bexley
- A20 London-to-Dover
- A221 to Sidcup
- Development Site
- Ruxley Roundabout
- Sidcup Bypass
- Queen Mary's Hospital

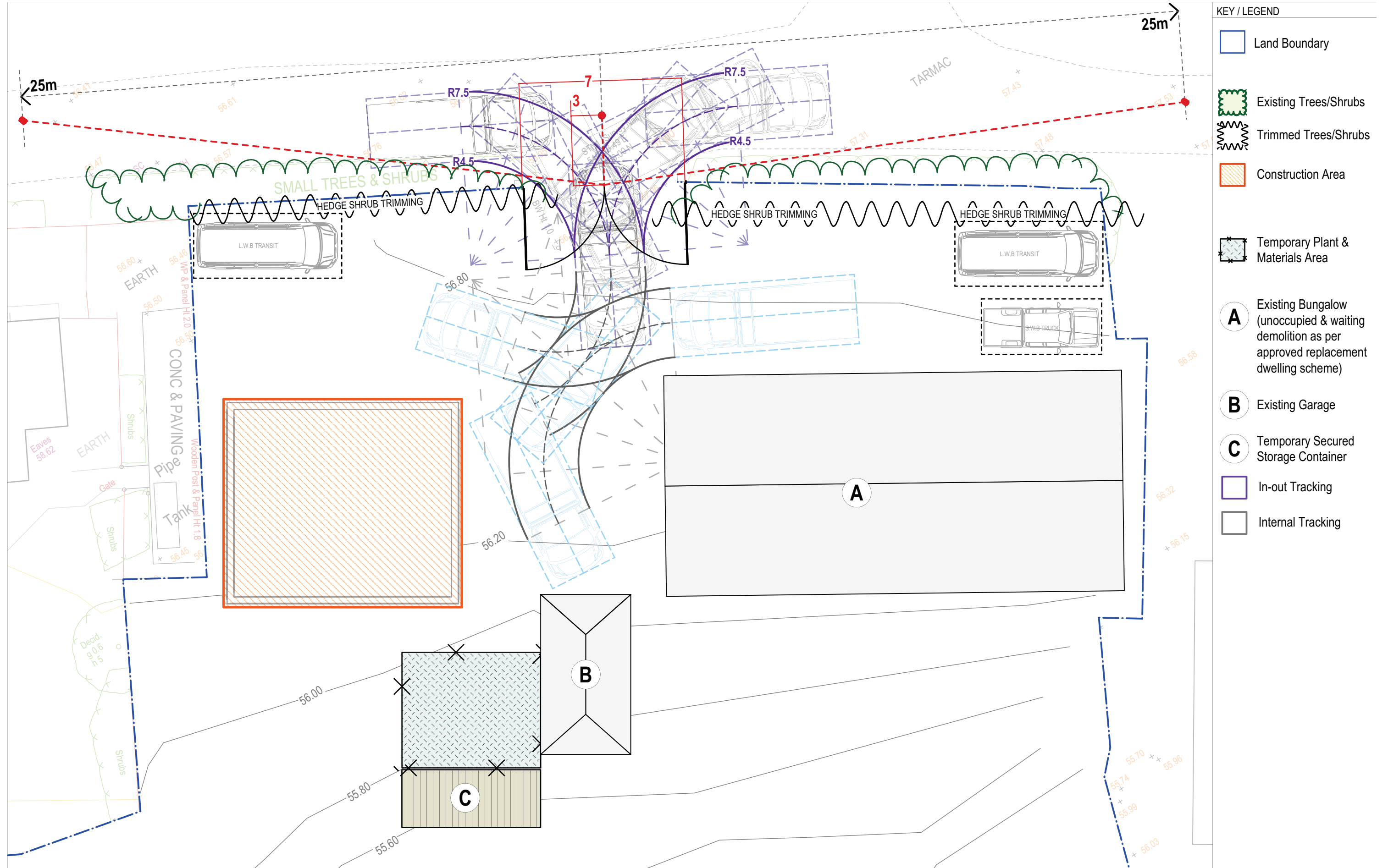
Diagram 3 - Construction Site Parking



KEY / LEGEND

	Land Boundary
	Existing Trees/Shrubs
	Trimmed Trees/Shrubs
	Construction Area
	Parking Bays/Areas
	Temporary Vehicle Stop/Loading Area
	Temporary Plant & Materials Area
A	Existing Bungalow (unoccupied & waiting demolition as per approved replacement dwelling scheme)
B	Existing Garage
C	Temporary Secured Storage Container

Diagram 4 - Vehicle Manouevring - Swept Path Analysis



7.0 SECTION E

HOURS OF OPERATION AND DELIVERIES

7.1 WORKING HOURS

Working hours will be restricted to **08:00 – 17:30 Mondays to Fridays** and **09:00 – 13:00 Saturdays** with no works permitted on Sundays or Bank Holidays. The site will be open for vehicular access only from 07:30 each working day to make sure operatives are not waiting outside the gates.

The Principal Contractor will ensure that working hours are agreed with Bromley Council prior to any works commencing on-site, and these will be strictly controlled during the works. No work, audible or otherwise (including site clearance and deliveries), will be undertaken outside the hours agreed.

The Principal Contractor will ensure that these working hours are communicated to all contractors & site operatives during the Site Induction and are strictly enforced throughout the works.

7.2 DELIVERIES

Where possible, deliveries will also be coordinated to avoid peak traffic hours and to avoid the opening/closing times of local schools. No deliveries will be permitted to wait outside the site outside these hours; drivers will make alternative arrangements when waiting for access to site and all suppliers will be informed of these restrictions at the point of placing the order.

Deliveries will be coordinated as far as possible to reduce multiple HGVs accessing the site at the same time – due to the constrained access and routes leading to the site, the Construction/Site Manager will communicate to all Contractors / suppliers that rigid wagon and drag trailers are used for deliveries rather than articulated lorries where practicable.

All delivery traffic will be banked and guided as required on and off-site in accordance with the site Traffic Management Plan, restrictions to the driver's vision and other vehicles and plant in the vicinity.

No construction traffic or delivery vehicles will be permitted to park on any part of the public highway other than directly in front the site, and in a manner that does not restrict the ability for other vehicle to pass, for loading or unloading purposes – all parking, loading and unloading will take place in the designated site areas.

8.0 SECTION F

OTHER SITE SPECIFIC HIGHWAYS AND ENVIRONMENTAL PROTECTION ISSUES

8.1 ROAD CLEANING REGIME

The Site Manager will ensure that pro-active measures are taken to prevent slurry/spoil from vehicles leaving site during the works being deposited on the public highway. Once the site entrance has been formed into the site a suitable hard standing area for delivery vehicles will be provided. This will reduce the likelihood of HGV wheels becoming covered in mud, and will limit the need for wheel washing. *See Section B 4.2*

The Site Manager will regularly monitor the site and Parsonage Lane for dirt and debris, and will arrange for appropriate cleaning when necessary. Dirt and debris will either be discharged off-site, or if on-site will be discharged using appropriate methods in compliance with the Environmental Protection Act 1990. *Please also refer to CE22-1223 60 The Grove Road Condition Report*

8.2 WELFARE PROVISION (See Diagram 5 - Welfare & Waste, pgs 20-21)

The Principal Developer will provide welfare facilities in accordance with Schedule 2 of the CDM Regulations 2015 – these facilities will be in place prior to construction works commencing. Welfare provision will comprise:

- Temporary Portable WC / Wash
- Facilities for Rest
- Drinking Water
- Electrical Supplies
- Changing Facilities

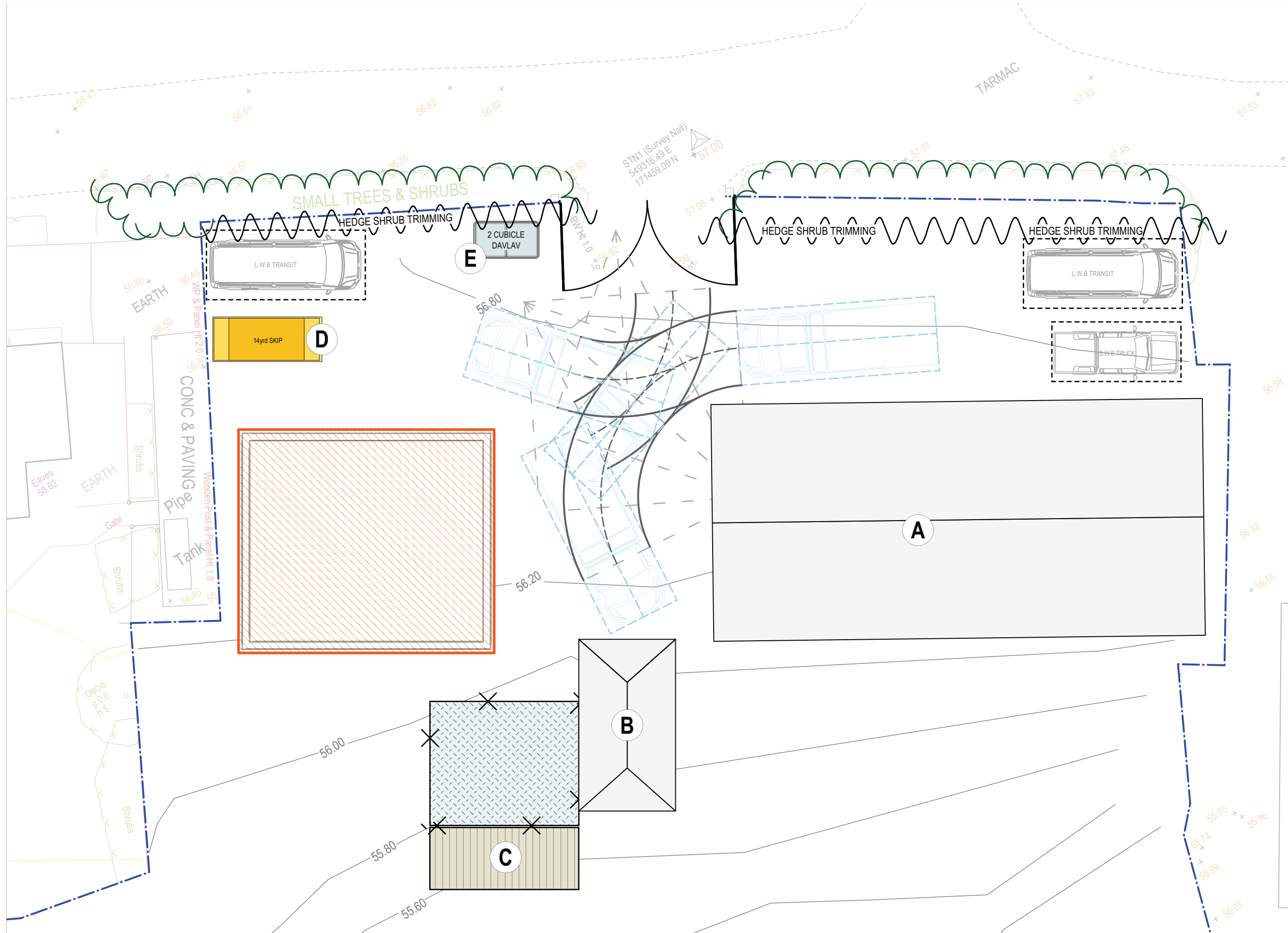
8.3 WASTE MANAGEMENT

The Principal Developer and Site Manager will develop a full Site Waste Management Plan and require each appointed Contractor to work within the requirements of this Plan. Handling and disposal of waste and classification of materials will be carried out in line with all current Environmental Legislation and requirements. There will be no burning on-site (including waste, materials, undergrowth or other vegetation or refuse) throughout the course of the development (both during construction and site preparation works). This restriction is in place in order to protect the environment as well as to safeguard the amenities of occupiers of existing properties within the vicinity of the application site, and site staff. See Diagram 5 - Waste & Welfare (pgs 20-21)

8.4 RE-USE OF SITE MATERIALS & MINERALS

All inert material will be retained and re-used on site where possible, including any material cut from the ground. All plasterboard waste will be collected and returned and the majority of the remaining waste will be removed in compactable skips.

Diagram 5 - Waste & Welfare



KEY / LEGEND

- Land Boundary
- Existing Trees/Shrubs
- Trimmed Trees/Shrubs
- Construction Area
- Temporary Plant & Materials Area
- A Existing Bungalow (unoccupied & waiting demolition as per approved replacement dwelling scheme)
- B Existing Garage
- C Temporary Secured Storage Container
- D Skip Area
- E DAVLAV W.C. & Wash Facility

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