

For and on behalf of CSJ Build Ltd.

46 Priory Road, Hornsey

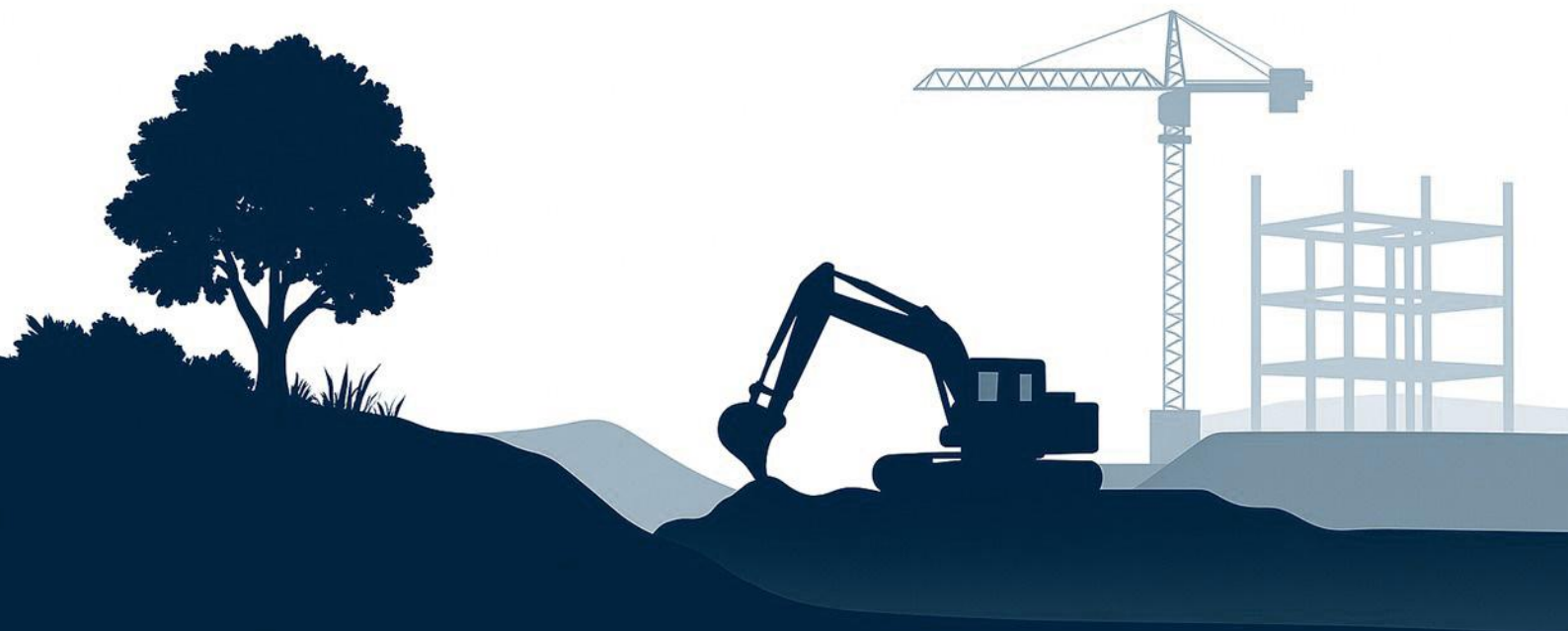
Construction Management Plan



DC Development Consultants
Driving Sustainable Development

April 2026

26-386-DC-PM-CMP-04-XX-XX-R1





Document Revision Details

Item	Information
Report title	46 Priory Road Construction Management Plan
Report reference	26-386-DC-PM-CMP-04-XX-XX-R1
Revision number	R1
Issue Date	29 th April 2026
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Document Revision Status

Issue	Date	Comments
R1	29/04/2026	First issue for Client review.



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In preparing this report, DC has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client. Except as otherwise stated in the report, DC has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

DC have derived the data and assessments in this report from information sourced from the Client, produced in house and/or available in the public domain at the time of reporting. The passage of time, changes to either design or construction details by either the Client, Designer or Contractor, changes in the Clients requirements, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent re- evaluation of the data, findings, observations and conclusions expressed in this report. DC has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by DC for use of any part of this report in any other context.

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1.0 Introduction

1.1 Preliminary Information

DC Development Consultants have been commissioned by CSJ Build Ltd. to produce the Construction Management Plan (CMP) for the development works at 46 Priory Road, Hornsey, London, N8 7EX, hereafter referred to as “the site”.

The planning application reference for this development is HGY/2023/2945. This CMP has been prepared in relation to Condition 9, scheduled in Table 1.1 below. A copy of the decision notice is presented in Appendix A for reference.

Table 1.1 – Document Requirements and Reference Sections

Condition Ref.	Requirement	Section Addressed
9. Construction Management Plan	<i>No development shall take place until a Construction Management Plan, to include details of:</i>	
	<i>A. a programme of works (including measures for traffic management);</i>	3.0 3.4
	<i>B. details of vehicle routing, parking and management of vehicles of site personnel, operatives and visitors;</i>	4.1 4.3
	<i>C. loading and unloading of plant and materials;</i>	4.1 5.5
	<i>D. storage of plant and materials;</i>	5.5
	<i>E. provision of boundary hoarding behind any visibility zones;</i>	5.3
	<i>F. wheel washing facilities;</i>	6.6
	<i>G. measures for the control and reduction of noise and vibration.</i>	6.2 6.3
	<i>have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.</i>	

1.2 Report Objectives

The objectives of this report are to:

- Address the LPA comments detailed in Table 1.1 and ensure suitable actions are developed throughout the report, facilitating the discharge of the aforementioned condition;
- Develop a suitable Construction Management Plan to cover all stages of the development works, including groundworks and construction works; and,
- Ensure the site is developed safely with regards to construction and environmental risks, and nearby receptors.



1.3 Development Works

The scope of the development shall comprise the following works:

- Site clearance and preparation of garden land, including removal of existing garden wall and low-level vegetation;
- excavation of foundations and associated groundworks;
- construction of the one-and-a-half storey split-level dwelling, including substructure and superstructure works;
- installation of external envelope, including slatted timber cladding, brickwork, roofing and fenestration;
- external works, including hard and soft landscaping, boundary treatments, refuse and cycle storage; and,
- connection to existing utility services.

The works are to be undertaken using conventional construction methods appropriate to the scale and nature of the development, with all activities managed in accordance with the measures set out within this CMP.

1.4 Confidentiality

D & C Consultancy Ltd. (trading as “*DC Development Consultants*”) have prepared this report solely for the use of the Client and those parties with whom a warranty agreement has been executed, or with whom an assignment has been agreed. Should any Third Party wish to use or rely upon the contents of the report, written approval must be sought from D&C Consultancy; a fee may be levied against such approval.

2.0 Site Information

The site is approximately rectangular, centred on grid reference TQ 29931 89252 and encompasses an area of circa 105 m². Figure 2.1 below shows the existing site area. The full drawing is presented in Appendix B.



Figure 2.1 – site area.

The site comprises the rear portion of the garden belonging to No. 46 Priory Road, an end-of-terrace Edwardian property located on the northern side of Priory Road.

The garden is currently overgrown with dense low-level vegetation and is bounded by an existing brick garden wall along its eastern edge fronting Priory Avenue. No permanent structures are present within the application site. The ground is predominantly soft landscaping with areas of earth and stone chippings.

Mature trees are present in proximity to the site boundaries, including two Category C trees (T6 and T7) that are to be removed to facilitate the development, as set out in the Arboricultural Report and Impact Assessment prepared by Crown Tree Consultancy dated 13th May 2024. The root protection areas (RPAs) of two further trees (T5 and T8) coincide with part of the development footprint.

To the north lies further terraced properties and a large communal garden shared by surrounding properties, which is accessed from Priory Avenue.

To the west, the site is bounded by Priory Avenue, beyond which lies a terrace of residential properties forming the western side of that road.

To the south, the rear gardens and rear elevations of the terraced properties on the northern side of Priory Road are present, including the host property at No. 46 Priory Road.

To the east, the site adjoins the rear gardens of neighbouring residential properties on Priory Road, including No. 44 Priory Road.

Priory Avenue is a residential street providing the primary access to the site. Priory Road runs broadly east to west to the south, connecting to the wider highway network including the A103 Crouch End Hill. A bus lane is in operation on Priory Road between 7:00am and 10:00am and 4:00pm and 7:00pm.

St Mary's CE Primary School is located approximately 290m to the east of the site on Priory Road. No hospitals or further sensitive institutional land uses have been identified within the immediate vicinity.

Priory Avenue is subject to double yellow lines on both sides, with a permit parking bay located adjacent to the main dwelling at No. 46 Priory Road. On-street parking demand is evident along both Priory Avenue and Priory Road, with parked vehicles reducing the effective carriageway width. The bus lane on Priory Road represents a constraint for construction vehicle routing during its hours of operation. Kerbside deliveries shall be managed to avoid conflict with the bus lane and to maintain pedestrian and vehicular access at all times.

No hospitals, care homes, places of worship or designated ecological sites have been identified within the immediate influencing distance of the site. The site is not located within a conservation area, nor is it in the vicinity of a listed building. No watercourses or significant water features are present in proximity to the proposed works.

Relevant drawings are presented in Appendix B, including location and proposed development plans. For reference, the site in context is presented in Figure 2.2 below.



Figure 2.2 – Site in context (red).

3.0 Outline Methodology

3.1 Demolition

Demolition of the existing garden boundary wall shall be undertaken in a controlled manner, reflecting the proximity of neighbouring residential properties, retained trees and the highway.



3.1.1 Utilities

Prior to the commencement of any soft strip or demolition works, all existing utility services serving the existing garden area shall be identified, isolated and disconnected as required.

Disconnection works shall be undertaken in coordination with the relevant statutory undertakers and service providers, with confirmation of isolation obtained where applicable.

Any redundant services within the site shall be made safe and appropriately capped.

These works shall be completed in advance of demolition to ensure that subsequent activities can be carried out safely and without risk to operatives, neighbouring properties or the public.

3.1.2 Superstructure Demolition

The existing garden boundary wall shall be carefully dismantled by hand, working progressively along its length. Demolition arisings shall be segregated on site for reuse where suitable, or removed from site for disposal at an appropriately licensed facility.

Recyclable materials shall be stored separately within designated areas prior to removal from site by licensed waste carriers.

3.1.3 Substructure Demolition

Once the superstructure has been reduced to floor level and sufficient working space has been created within the site, any below-ground wall foundations shall be broken out where necessary. Arisings shall be removed from the excavation, stockpiled in the designated storage area and assessed for potential reuse as granular fill within the works. Material unsuitable for reuse shall be removed from site for disposal at an appropriately licensed facility.

Below-ground materials and demolition arisings generated during demolition shall be managed in accordance with the waste hierarchy, with materials segregated where practicable and removed from site to suitably licensed facilities.

Any hazardous materials identified unexpectedly during demolition shall be managed in accordance with relevant legislation and appropriate procedures.

Throughout demolition works, appropriate measures shall be implemented to control dust, noise, vibration and debris, including damping down, controlled working methods and maintenance of exclusion zones, as required.

3.2 Enabling Works

Enabling works associated with the development shall be undertaken in a phased and controlled manner to facilitate safe access, site preparation and subsequent construction activities.



3.2.1 Access Works

The development is noted to be car free and as such is to be developed without a driveway. Access works encompass the existing garden wall removal where required.

As such, no Section 278 agreements are required (subject to LHA confirmation) and no vehicular access to the site is possible. The existing kerbside access from Priory Avenue shall be used for all deliveries and collections throughout the construction phase. Pedestrians and other road users on Priory Avenue shall be given right of way at all times, with a banksman deployed to manage vehicle movements where necessary.

3.2.2 Site Clearance

Following completion of the access works, the site shall be cleared of any remaining wall demolition arisings, redundant hardstanding, low-level vegetation and obstructions within the site boundary. Clearance works shall be undertaken to prepare the site for groundworks and construction activities and to establish suitable working areas for plant and materials storage.

3.3 Construction

3.3.1 Groundworks and Substructure

Construction shall commence with localised excavation works to facilitate the formation of foundations, below-ground drainage and service infrastructure. Excavations shall be undertaken using appropriately sized plant operating within the site boundary.

Foundations and substructure works shall then be constructed in accordance with the approved drawings and specifications, including the formation of (anticipated) shallow foundations and associated below-ground drainage and service connections.

3.3.2 Superstructure

Following completion of the substructure, the superstructure of the proposed one-and-a-half storey split-level dwelling shall be erected. Works shall include the construction of load-bearing masonry walls, intermediate floor structure and roof construction, including the flat roof and pitched roof elements, progressing in a logical sequence to maintain structural stability at all times."

3.3.3 Building Envelope and Weatherproofing

External envelope works shall include the installation of slatted timber cladding to the ground floor, light-coloured brickwork to the upper floor, sedum green roof to the flat roof area, blue tinted zinc finish to the pitched roof, and timber-framed windows and doors



3.3.4 Internal Works and Utilities

Internal construction works shall comprise the installation of internal partitions, fixtures, fittings and finishes, together with the installation of building services including electrical, water, drainage and telecommunications infrastructure.

Works shall be managed to minimise concurrent activities where practicable, reducing noise and disturbance to neighbouring residential properties

3.3.5 External Works and Completion

External works shall include formation of front and rear garden areas, boundary treatments, refuse and cycle storage enclosures, and pathway connections. Final surfacing works shall be undertaken following completion of heavy construction traffic movements to prevent premature damage.

Soft landscaping works, including planting and turfing, shall be undertaken in accordance with the approved landscaping proposals and programmed towards the latter stages of the construction phase.

3.4 Outline Programme

The outline programme is presented in Table 3.1 below.

Table 3.1 – Outline Programme			
Phase	Activities	Duration	Programme
Site Setup & Demolition	Heras fencing/debris netting, welfare van setup, service diversions/protection, removal of existing garden wall, site compound establishment	3 weeks	Jun 2026 (Wks 1–3)
Enabling Works / Site Clearance	Strip topsoil, vegetation clearance, tree protection measures (per arb. report), level and prepare formation, temporary drainage	3 weeks	Jun–Jul 2026 (Wks 4–6)
Substructure	Excavate trenches, shallow strip/trench fill foundations, ground floor slab, below-ground drainage, DPM/insulation, service entries	6 weeks	Jul–Aug 2026 (Wks 7–12)
Superstructure	Blockwork/brickwork walls, first floor joists/slab, roof structure and coverings, windows and external doors, external render/cladding/face brick, scaffolding	14 weeks	Sep–Dec 2026 (Wks 13–26)
Internal Fit-Out	First fix M&E, plasterboard and skim, second fix M&E, kitchen and bathroom fit-out, joinery (doors, skirting, architrave), floor finishes	10 weeks	Dec 2026–Feb 2027 (Wks 27–36)



Finishing & Sundry Works	Decoration, snagging, external landscaping and reinstatement, boundary treatments, final service connections, building control sign-off, site demobilisation	6 weeks	Mar–Apr 2027 (Wks 37–42)
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4.0 Construction Logistics

4.1 Site Access

4.1.1 Access from the Highway Network

On-site access and subsequently turning is not achievable given the constrained nature of the site. All delivery vehicles shall approach, park outside the site, and depart via Priory Avenue.

Banksman shall be deployed to manage all vehicle manoeuvres adjacent to the site, ensuring the safety of pedestrians, cyclists and other road users. Kerbside deliveries shall be arranged to avoid obstructing the carriageway and shall be managed by the Site Manager to maintain access for pedestrians and other road users at all times, with priority right of way given to all other road users at all times. Where this is not achievable, vulnerable road users will be held under a stop and go system while the area is made safe for their passage.

It is anticipated that parking demand throughout the daytime working hours will be reduced and therefore there is ample opportunity to conduct kerbside deliveries within the vicinity of the site. Should this not be the case, the Contractor shall apply for either a TTRO or Occupancy order with the LHA to suspend parking immediately in front of the site (excluding the permitted parking bay) to secure access.

Swept path analysis for the largest construction vehicle anticipated to regularly access the site during the works is provided at Appendix B. The assessment is based on a 10 tonne rigid vehicle in accordance with Freight Transport Association (FTA) guidance (2016). This vehicle represents the maximum practicable size capable of safely negotiating the surrounding highway network and accessing the site.

The selected vehicle envelope is considered representative of the typical delivery and collection movements associated with the construction works, including skip exchanges, scaffold deliveries and material deliveries, as outlined within the construction methodology in Section 3.0.

Sensitive land uses nearby include a primary school and a bus lane operating on Priory Road between 07:00 and 10:00 and between 16:00 and 19:00. Given these sensitive land uses, deliveries shall be restricted to between 10:00 and 15:00 hours.

4.1.2 Routing to the Site

Construction vehicles shall access the site from the Strategic Road Network (SRN) via the A504 Priory Road and turning north into Priory Avenue to the site frontage.

The return route shall follow Priory Avenue northwards, turning left onto Clovelly Road and left again on to Park Avenue North, proceeding back to Priory Road.

This routing strategy is considered the most appropriate as it directs construction vehicles along the principal road network for the majority of the journey, minimising the distance travelled on residential streets and preventing reversing manoeuvres on the highway.

All construction traffic shall be instructed to utilise this prescribed route only, and alternative routes through the surrounding streets shall not be permitted. Delivery drivers shall be provided with routing details prior to departure.

The routing strategy is presented as Figure 4.1 below.

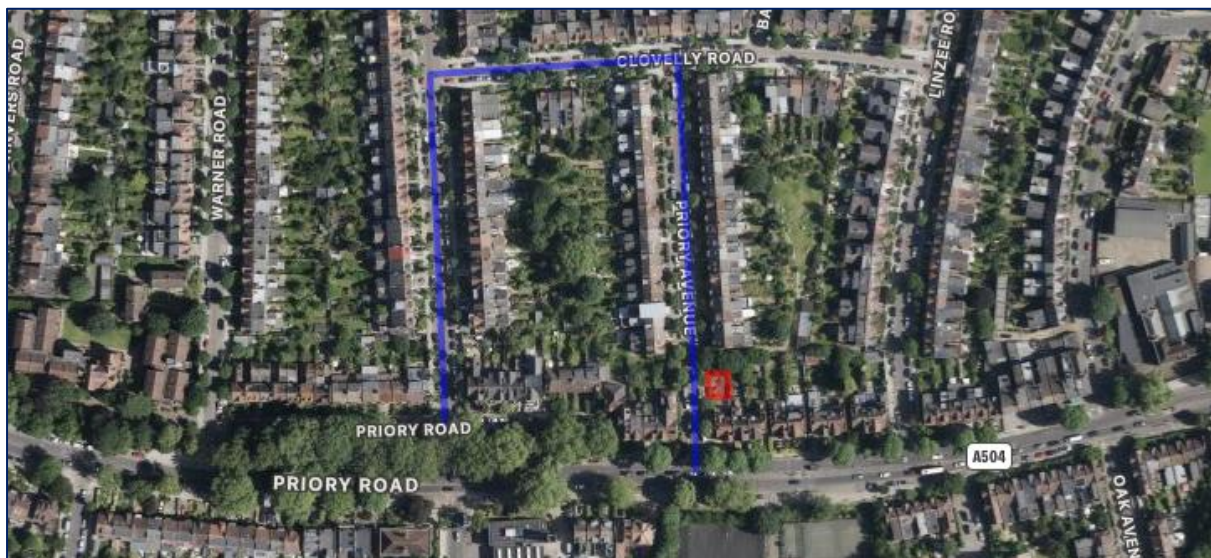


Figure 4.1 – routing path to and from the site from the Strategic Road Network (Blue – access & egress. Red – approximate site area).

4.2 Highway Defect Monitoring

The Contractor shall undertake a photographic dilapidation survey of the adjacent highway and access points prior to commencement of the Works. A copy of this survey shall be retained on site for the duration of the project and made available to the LHA upon request.

The Contractor shall also undertake daily inspections of the access route to identify any deterioration or defects arising from construction vehicle movements, including but not limited to surface rutting, edge wear or damage to verges.

In the event that any such damage is identified and reasonably attributable to site-related traffic, the Contractor shall notify the Client immediately and implement remedial measures. All reinstatement



works shall be carried out in agreement with the Local Highway Authority and in accordance with their permitting and reinstatement requirements.

4.3 Parking

No on-site parking is available for construction personnel or visitors. A sustainable travel approach shall be adopted for all workforce journeys to and from the site. Operatives shall be encouraged to travel by public transport, cycling or on foot, making use of the bus services on Priory Road and the rail connections at Hornsey station.

The site has a Public Transport Accessibility Level (PTAL) rating of 2. Bus routes W3 and 144 serve the Hornsey Fire Station bus stop, located approximately 206m from the site on Priory Road. Hornsey National Rail station is situated approximately a 16-minute walk to the east, providing services on the Great Northern route into central London. Turnpike Lane Underground station (Piccadilly line) is located further to the east. Cycling infrastructure is available along Priory Road and connecting routes.

Where travel by car is unavoidable, operatives shall not park on Priory Road. Unrestricted parking is possible within the surrounding roads, including Priory Avenue. Given that site working hours will generally coincide with normal daytime commuting periods, significant parking pressure is not anticipated.

Should any complaints regarding workforce parking be received, the Contractor shall investigate promptly and implement appropriate mitigation measures, which may include restricting or managing workforce parking arrangements as necessary.

The Contractor shall seek to employ local labour where practicable in order to increase the viability of sustainable travel modes. Car sharing among site personnel shall also be actively encouraged to minimise the number of vehicles associated with the development and to reduce potential impacts on the surrounding highway network.

4.4 Sheetting of Construction Vehicles

Construction vehicles entering and leaving the site shall be appropriately sheeted to ensure that dust from any materials contained within is secured and is not liberated into the local atmosphere.

4.5 Vehicle Holding Areas and Delivery Strategy

No dedicated vehicle holding area is available in the vicinity of the site. Deliveries shall be managed through a pre-booking system operated by the Site Manager, with a strict one-vehicle-at-a-time policy enforced to prevent queuing on the public highway.

Delivery drivers shall be briefed on the booking system and instructed not to arrive at the site without a confirmed delivery slot. Any vehicle arriving outside of its agreed booking slot shall be instructed to



leave the area and return at a rebooked time. Under no circumstances shall vehicles be permitted to queue, wait or circulate on the public highway while awaiting access to the site.

Vehicle movements shall be managed through a structured delivery booking system to ensure that only one delivery or collection vehicle is scheduled to attend the site at any one time. All delivery vehicles shall be restricted to a maximum gross vehicle weight of 10 tonnes, reflecting the residential nature of the surrounding streets and the kerbside delivery arrangement on Priory Avenue.

All deliveries shall be coordinated by the Site Manager, who will be responsible for programming and controlling vehicle arrivals. A “just-in-time” delivery approach shall be adopted to prevent an accumulation of materials on site and to ensure that adequate space is available to receive each scheduled vehicle safely.

Delivery and scheduling logs shall be provided to the LHA upon request.

5.0 Construction Management

5.1 Site Hours of Operation

The site hours of operation shall strictly be 0800 – 1800 Monday to Friday. Saturday working hours shall be 0800 – 1300. No working shall be permitted on Sundays or bank holidays.

Should the Contractor be required to work outside of these agreed hours, prior written approval shall be obtained from the Local Authority before any such works take place. Any exceptional activities, including night-time working, shall be discussed and agreed with the Local Authority in advance. It is the Contractors responsibility to manage this process and to maintain all necessary liaison with the Local Authority, although it is noted that out of hours working is not anticipated given the scope of the works.

5.2 Public Communications

Prior to works commencement, the Contractor shall, as a minimum, conduct a letter drop exercise to local residents and businesses, including, but not limited to, the following information:

- Summary of the works and the development;
- Mitigation measures employed to ensure minimal nuisance from the site;
- Summarised programme of works; and,
- Name and contact details (phone number and email address) of a dedicated person to be on site full time during the operational hours for local stakeholders to contact should the need arise.

The recommended minimum letter drop area is shown in Figure 5.1 below.

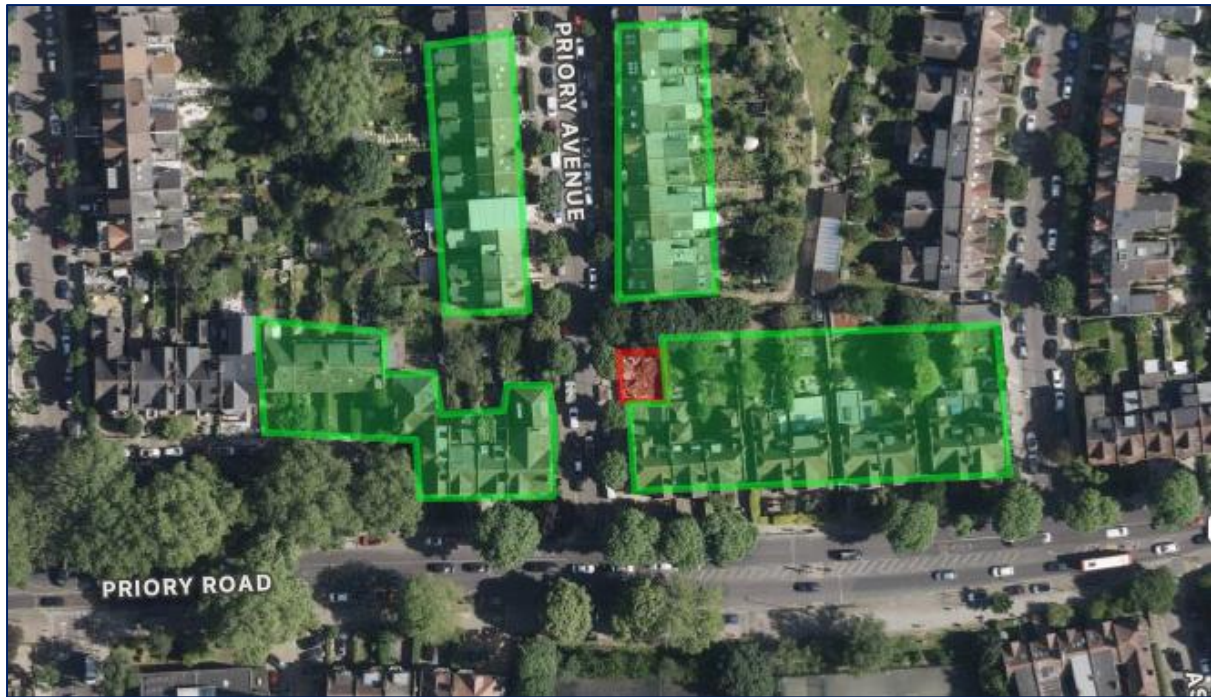


Figure 5.1 – proposed letter drop area to local residents. Red – approximate site area. Green – proposed letter drop recipients.

Properties selected as the closest to the site and most likely to experience potential disruption from environmental or logistical related impacts. Other receptors considered appropriately screened by distance, other structures or both.

The Contractor shall install and maintain a signs at the site entrance. The signs shall display the name of the site manager and an emergency contact telephone number and email address, enabling local residents, businesses and passers-by to contact the site management team both during and outside of normal working hours.

Complaints will be responded to by a formal email/ letter no later than 24 hours after the complaint is received. A record of complaints shall be kept by the Contractor electronically and in paper format in the site office. The complaints record shall be made available to the LPA upon request.

5.3 Site Security

The site shall be secured by Heras fencing fitted with debris netting, supplementing the existing boundary walls and fencing that enclose the site. The Heras fencing shall be installed prior to the commencement of works and maintained for the duration of the construction phase. The Heras fencing allows for removal flexibility given the relatively constrained nature of the site and is considered the most suitable and sustainable option.

All tools, plant and materials shall be stored within the secured site compound when not in use. Given the residential nature of the surrounding area and the scale of the development, the existing boundary treatments combined with the Heras fencing are considered sufficient to prevent unauthorised access and to safeguard the public.



5.4 Welfare Arrangements

Indicative site layout plans for the works are provided at Appendix B.

A self-contained mobile welfare van shall be stationed on Priory Avenue adjacent to the site for the duration of the construction works.

The welfare van shall provide toilet facilities, a rest area, hand washing facilities, a means of heating food and drinking water, in accordance with the Construction (Design and Management) Regulations 2015 and the Health and Safety Executive guidance. T

he use of a highway-based welfare van reflects the constrained nature of the site, which does not provide sufficient space to accommodate a static welfare unit within the site boundary without compromising the working area. The welfare van shall be positioned so as not to obstruct the carriageway or footway and shall be relocated as necessary to maintain access for residents and other road users.

Welfare facilities shall include appropriate provisions in accordance with the Construction (Design and Management) Regulations 2015, including rest areas, toilet facilities and hand-washing facilities.

5.5 Plant and Material Loading/ Unloading and Storage

All loading and unloading shall take place at the kerbside on Priory Avenue, immediately adjacent to the site frontage.

Materials shall be manually handled from the delivery vehicle into the site compound.

No crane or mechanical offloading is anticipated given the scale of deliveries.

Materials shall be stored within the site area and managed on a just-in-time basis to minimise the volume of materials stored at any one time and to maintain adequate working space within the site boundary.

The general arrangement of the site compound and storage areas is shown on the site layout drawings in Appendix B.

Where lifting operations are required, they shall be planned and undertaken in full compliance with the Lifting Operations and Lifting Equipment Regulations 1998 (LOLER), using competent personnel, appropriate equipment and task-specific lift plans proportionate to the nature of the works.

Throughout the works, the site shall be maintained in a clean, safe and orderly condition. All waste materials shall be stored securely within the site boundary in designated areas only and shall be removed from site at regular intervals to prevent accumulation. It is anticipated that most waste materials will be disposed of using wait and load skips without dropping the skip to the highway, given the limited space.



Building materials, plant and equipment shall be stored neatly within the defined storage locations shown on the site layout plans, and shall not be placed on the public highway or outside the agreed working area.

Deliveries shall be scheduled on a just-in-time basis to minimise on-site stockpiling and to ensure that adequate space remains available for safe unloading and storage.

Loose materials shall be appropriately covered or contained to prevent dispersal by wind, and skips or waste containers shall be sheeted when not in active use. The burning of waste on site shall be strictly prohibited.

Regular housekeeping inspections shall be undertaken by the Site Manager to ensure that access routes, working areas and the site frontage remain tidy and free from obstruction. Any litter or debris generated by site activities shall be promptly collected and removed. In the event that material is inadvertently deposited on the public highway, it shall be cleaned and removed without delay.

6.0 Environmental Control Measures

6.1 Dust Management Plan

The site has been assessed in accordance with IAQM Guidance on Assessment of Dust from Demolition and Construction V1.1 and The Mayor of London's supplementary planning guidance (SPG) 'The control of dust and emissions from construction and demolition'.

6.1.1 Dust Risk Assessment

The overall dust risk assessment is presented as Table 6.1 below.

Table 6.1 – Overall Dust Risk in Accordance with IAQM Guidance			
Development Phase	Dust Emission Magnitude	Sensitivity of Area	Overall Risk
Demolition	Small	High	Low
Earthworks/ civils	Small		
Construction	Small		
Trackout	Small		

6.1.2 Dust Control Measures

Specific dust control measures for the site are presented in Table 6.4 below in accordance with the Mayor of London SPG 2014 Dust Control.

Table 6.2 – Dust Control Measures	
Phase	Control Measure
COMMUNICATIONS & SITE MANAGEMENT – All Phases	



All Phases	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary.
	Display the head or regional office contact information.
	Record and respond to all dust and air quality pollutant emissions complaints.
	Make a complaints log available to the local authority when asked.
	Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked.
	Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out, and during prolonged dry or windy conditions.
	Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation in the log book.
<i>PREPARING AND MAINTAINING THE SITE – All Phases</i>	
All Phases	Plan site layout: machinery and dust causing activities should be located away from receptors.
	Erect solid screens or barriers around dust activities or the site boundary that are, at least, as high as any stockpiles on site.
	Avoid site runoff of water or mud.
<i>OPERATING VEHICLES / MACHINERY AND SUSTAINABLE TRAVEL – All Phases</i>	
All Phases	Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone.
	Ensure all non-road mobile machinery (NRMM) comply with the standards set within the Mayor of London SPG 2014: Dust control.
	Ensure all vehicles switch off engines when stationary – no idling vehicles.
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible.
	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).
<i>OPERATIONS – All Phases</i>	
All Phases	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
	Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible).
	Use enclosed chutes, conveyors and covered skips.



	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
WASTE MANAGEMENT – All Phases	
All Phases	Reuse and recycle waste to reduce dust from waste materials.
	Avoid bonfires and burning of waste materials.
MEASURES SPECIFIC TO DEMOLITION	
Demolition	Ensure water suppression is used during demolition operations.
	Avoid explosive blasting, using appropriate manual or mechanical alternatives.
	Bag and remove any biological debris or damp down such material before demolition.

6.1.3 Dust Monitoring

In accordance with IAQM guidance and the Mayor of London's SPG, the potential dust emission magnitude for all phases of the development has been assessed as Small, resulting in an overall dust risk of Low. On this basis, IAQM does not require routine or continuous dust monitoring, as the scale, intensity and duration of dust-generating activities are limited, and standard mitigation measures are sufficient to control emissions.

6.2 Noise Control Measures

The Contractor shall ensure that all plant and equipment used on site is modern, properly maintained and operated in accordance with manufacturers' instructions, with the aim of achieving the lowest practicable noise levels, in line with the principles of BS 5228-1:2009+A1:2014.

Plant shall not be left running unnecessarily, and engines shall be switched off when not in use.

Where practicable, reversing alarms shall be selected to minimise disturbance to neighbouring receptors, with broadband (white-noise) systems used in preference to tonal alarms.

Noisy works shall be restricted to the permitted working hours of 08:00–18:00 Monday to Friday and 08:00–13:00 on Saturdays. Any requirement for works outside these hours shall be agreed in advance with the Local Planning Authority and/or the Environmental Health Team, as appropriate.

Stationary plant such as generators, pumps and compressors shall, where reasonably practicable, be positioned away from sensitive site boundaries.

Where necessary, acoustic enclosures or temporary screening shall be employed to reduce noise emissions.

The Contractor shall also adopt quiet working practices throughout the works, including appropriate sequencing of activities to avoid unnecessary overlap of high-noise operations or scheduling continuous noise generation in phases to break up the emission (0900-1100, 1300-1500).



Drop heights shall be kept to a minimum, and materials shall be placed rather than dropped where feasible. Loading of arisings into skips or vehicles shall be undertaken in a controlled manner to avoid unnecessary clatter.

Where activities are undertaken close to site boundaries, the Contractor shall consider the use of localised mitigation measures, such as temporary screening or positioning of plant to provide acoustic shielding, where reasonably practicable.

Site operatives shall receive noise awareness briefings as part of site induction to promote considerate working practices.

Should ground conditions necessitate the use of piled foundations (not anticipated), bored auger piling methods shall be employed in preference to driven piling techniques in order to manage noise and vibration impacts. Percussive or driven piling methods shall not be used unless otherwise agreed in writing with the Local Planning Authority.

6.3 Vibration Control Measures

Activities with the greatest potential to generate ground-borne vibration during the construction of the proposed dwelling include shallow excavation using a tracked mini-excavator, compaction of foundation bases using a vibrating plate compactor, and any localised concrete breaking associated with the removal of the existing garden wall foundations. These activities shall be carefully planned and sequenced to minimise their duration and, where reasonably practicable, to maximise separation distances from sensitive site boundaries.

The proposed foundation solution is anticipated to comprise conventional shallow foundations bearing on the London Clay Formation. Strip foundations are associated with low vibration generation, limited to shallow excavation and light compaction of formation levels. No piling is anticipated. Should piling be required, the method and restrictions shall be agreed with the LPA in advance. Excavation and compaction works shall be limited to shallow ground layers associated with strip foundation construction and external works.

The use of hydraulic breakers shall be restricted to short, controlled periods and avoided where alternative non-percussive methods are reasonably practicable.

Compaction plant shall be appropriately sized for the works being undertaken and shall not exceed what is necessary to achieve the required ground conditions.

Plant and equipment shall be properly maintained and operated in a controlled manner to avoid unnecessary vibration.

Vibration monitoring is not proposed for this development. The works do not include piling, heavy mechanical demolition or other activities typically associated with significant vibration generation. Foundation construction shall comprise shallow foundations with light compaction, and the removal



of the existing garden wall foundations shall involve only small-scale concrete breaking using a mini-excavator or hand tools. Given the low vibration potential of the proposed works, a monitoring programme is not considered necessary or proportionate. Should any vibration-related complaints be received during the construction phase, the Contractor shall investigate promptly and, where appropriate, undertake spot-check vibration measurements using a portable vibration meter to verify compliance with the guidance levels set out in this section.

6.4 Non-Road Mobile Machinery (NRMM) and Plant Emissions Control

All plant and equipment used on site shall be appropriately selected, operated and maintained in accordance with manufacturers' recommendations to minimise emissions to the atmosphere. Engines on plant, machinery and delivery vehicles shall be switched off when not in use, and unnecessary idling shall be avoided.

All Non-Road Mobile Machinery (NRMM) operating on site shall comply with the requirements of the Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 2018. Evidence of compliance, including emissions certification or details of any approved retrofit measures, shall be made available to the Local Authority upon request.

As the development is located within Greater London, NRMM with a net power output between 37 kW and 560 kW shall meet the relevant emission standards set out in the Greater London Authority Supplementary Planning Guidance *Control of Dust and Emissions During Construction and Demolition*. In accordance with current London-wide requirements, NRMM shall meet Emission Stage V as a minimum, unless a specific exemption has been agreed with the Local Authority. Relevant NRMM, including excavators, generators and mobile plant where applicable, shall be registered on the GLA NRMM Register for the duration of their use on site. A record of plant in use shall be maintained and made available for inspection upon request. Where generators are required, Emission Stage V compliant units shall be used where reasonably practicable. Should the use of non-Stage V equipment be unavoidable for a specific task, an appropriate exemption shall be sought in advance, and proportionate mitigation measures shall be implemented.

6.5 Environmental Pollution Incident Emergency Response Measures

Common types of pollution incidents that may occur on construction sites include, but are not limited to:

- Fuel or oil spills;
- Concrete or cement washout water;
- Silt-laden runoff entering watercourses; and,
- Leaks of chemicals or hazardous materials.



The Contractor shall ensure that all hazardous materials and environmental risks on site are recorded within their Construction Phase Plan, along with all relevant COSHH information. They shall also ensure that control measures to manage the risk of hazardous material leakages & environmental pollution hazards are present on site throughout the duration of the works.

In the event of a pollution incident, the following measures shall be taken by the Contractor & the Contractors operators:

- All work in the affected area shall cease immediately;
- The source of the pollution shall be immediately isolated (for example, fuel pumping apparatus switched off);
- The site manager will be informed & situation will be assessed to identify the source, type, and extent of the pollution;
- Containment measures will be deployed promptly using on-site spill kits or other containment materials, such as absorbent pads for oil spills or sandbags for sediment runoff;
- The affected area will be isolated and remediated to minimise risks to personnel and ecological receptors, as appropriate;
- If required, a geoenvironmental engineer or similar may need to observe the remediation methods and liaise with the Environment Agency/ Local Authority Environmental Health team to ensure that the measures taken to contain & remediate the pollution incident are appropriate.

To minimise risks proactively, all fuel and oil storage tanks on-site shall comply with secondary containment requirements, such as bunding to 110% capacity. Concrete washout will only occur in impermeable designated areas, with proper disposal of waste. Surface water management measures, including silt traps and temporary drainage systems, will be installed where necessary to control runoff effectively.

6.6 Mud Control

The Contractor shall implement appropriate mud and debris control measures for the duration of the works.

Although vehicles will not be entering or leaving the site, a jet-wash unit shall be installed within the site, positioned near the entrance in the event that vehicles or the highway require cleaning prior to departure.

The Contractor shall ensure that no mud, dust or debris arising from site activities is deposited on Priory Avenue or the surrounding streets.

In the event that any tracking or soiling of the highway occurs, immediate remedial measures shall be implemented, including manual clearance and, where necessary, the use of a road-sweeping vehicle, to maintain the highway in a clean and safe condition at all times.



6.7 Site Waste Management

6.7.1 Waste Management Procedures

The Contractor shall ensure that all waste materials stored on site are adequately secured and contained to prevent unnecessary and unsightly dispersal of materials within the site or beyond its boundaries. Waste containers and skips shall be sheeted or covered when not in active use to prevent wind-blown debris. In the event that waste materials are inadvertently dispersed, the Contractor shall be responsible for the immediate recovery of such waste through a litter picking and site clean-up exercise.

The burning of waste on site shall be strictly prohibited at all times.

All waste generated during the demolition and construction works shall be stored securely within the site boundary. Under no circumstances shall waste be placed, stored or accumulated on the public highway or outside the agreed site compound. It is noted that a skip licence may be applied for by the Contractor.

Waste shall be segregated at source wherever practicable to maximise opportunities for reuse and recycling. Separate, clearly labelled containers or skips shall be provided for individual waste streams including, as a minimum: inert construction waste, metals, timber, plasterboard, packaging, and general mixed waste.

Hazardous or special wastes, if encountered, shall be stored in appropriate containers and handled in accordance with all relevant legislation and duty of care requirements.

Skips and waste containers shall be positioned in the designated locations shown on the site layout plans and shall be removed from site at regular intervals to prevent overfilling or accumulation. Overfilled skips shall not be permitted.

All waste movements shall be undertaken by suitably licensed waste carriers and taken only to appropriately permitted waste management facilities. The Contractor shall retain copies of all waste transfer notes and, where applicable, hazardous waste consignment notes as evidence of compliant disposal.

Recycling and recovery shall be prioritised in accordance with the waste hierarchy, with materials such as inert arisings, timber, metals and packaging separated where practicable.

6.7.2 Waste Disposal Procedure

In accordance with the DoW:CoP, the Waste (England and Wales) Regulations 2011 & the Environmental Protection Act 1990, the waste producer is responsible for ensuring the legally compliant disposal of waste generated from site activities. In this scenario, the waste producer is typically the Main Contractor, who holds overall responsibility, while any appointed sub-Contractors,



from whose work waste is generated, may be considered waste holders but remain accountable to the Main Contractors waste management plan (if produced) or their subsequent actions to comply with their waste duty of care, the waste hierarchy and relevant waste legislation.

The relevant Contractors working on site shall dispose of their waste via suitably licenced waste hauliers to suitably licenced waste facilities. Accurate waste assessments in accordance with the requirements of WM3 shall be conducted by the relevant parties involved or a suitably qualified and experienced Third Party, where required.

In accordance with the Waste (England and Wales) Regulations 2011, it is the legal responsibility of the waste holder to confirm that the waste has been handled and disposed of (or recovered) appropriately.

A blank duty of care: waste transfer note has been provided in Appendix C1. These shall be completed by the relevant Contractor for every type of inert or non-hazardous waste disposed off site, every different haulier and every different waste acceptor. This form shall be completed prior to the disposal of materials off site. Example situations for document requirements are provided below for reference:

- If there is one source of inert or other non-hazardous waste, two hauliers and one waste acceptance facility, two completed forms will be required to cover the two different hauliers;
- If there is two sources of inert or other non-hazardous waste (e.g non-hazardous soils and oversized concrete), going by three hauliers to three waste acceptance facilities (separately), the Contractor will require 6 forms to be complete to cover the two types of waste and the three routes it is taking to the three waste receivers.

The non-hazardous forms can be used as a 'season ticket' where the waste type, haulier and receiver remain the same. These can be used for up to 1 year.

A blank hazardous waste consignment note has been provided in Appendix C2. This form will need to be completed and received by the waste acceptor prior to the disposal of hazardous waste off site and for every load or batch of hazardous material disposed, with a separate ticket reference for each new load. Advice from a suitably experienced waste specialist may need to be sought if the Contractor cannot complete the form appropriately. In some instances, the Technically Competent Manager (CoTC/ WAMITAB Level 4 Holder) of the waste facility may be able to assist the Contractor with the form completion.

All waste disposal tickets, including the overarching, signed duty of care documents shall be retained by the Contractor and provided to the Client, Local Authority and Environment Agency on request.



7.0 Conclusion

This Construction Management Plan has been prepared on behalf of CSJ Build Ltd. in support of the discharge of Condition 9 attached to planning permission HGY/2023/2945, granted by the London Borough of Haringey for the erection of a new one-and-a-half storey single family dwellinghouse on the rear garden of No. 46 Priory Road, Hornsey, London, N8 7EX.

The site is situated within a predominantly residential area, and the management measures set out in this document have been developed to reflect the proximity of neighbouring dwellings, the constrained nature of the site and the characteristics of the surrounding highway network.

It is considered that the measures set out within this CMP, if properly implemented and maintained, are proportionate to the scale and nature of the proposed development and are sufficient to safeguard residential amenity, protect air quality, maintain the flow of traffic on the surrounding highway network, and satisfy the requirements of Condition 9.

End of Report



DC Development Consultants
Driving Sustainable Development

APPENDIX A – Planning Decision Notice

Mr Michael Rees
Studio 4
Blackwater Court
17-19 Blackwater Street
London
SE22 8SD

15 January 2025

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015
NOTICE OF PLANNING PERMISSION**

Case Reference HGY/2023/2945
Location 46 Priory Road, Hornsey, London, N8 7EX
Proposal Erection of a new one and a half storey single family dwellinghouse on the rear garden of No. 46 Priory Road.
(AMENDED DESCRIPTION)
Received 1 November 2023

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby PERMIT the above development received on the above date.

Title	Description	Date
124.(3).0.213_--.pdf	Elevation (Side) - Existing	1 November 2023
124_23.08.18.(3).Energy.Sustainability.Statement.pdf	Additional plans	1 November 2023
124.(3).0.212_--.pdf	Elevation (Side) - Existing	1 November 2023
124.(3).1.214_--.pdf	Elevation (Side) - Proposed	1 November 2023
124.(3).1.213_--.pdf	Elevation (Side) - Proposed	1 November 2023
124.(3).0.002_--.pdf	Site/Block Plan - Existing	1 November 2023
124.(3).1.900_--.pdf	Additional plans	1 November 2023
124_23.08.18_Design.Access.Statement.Part.1.Of.2.pdf	Design and access statement	1 November 2023
124.(3).0.211_--.pdf	Elevation (Side) - Existing	1 November 2023
124.(3).0.001_--.pdf	The location plan	1 November 2023
124.(3).0.100_--.pdf	Floor Plan - Existing	1 November 2023
124.(3).2.002_--.pdf	Block plan of the site	1 November 2023
124_23.08.18_Design.Access.Statement.Part.2.Of.2.pdf	Design and access statement	1 November 2023

124.(3).0.200_--.pdf	Elevation (Front) - Existing	1 November 2023
124.(3).0.201_--.pdf	Elevation (Front) - Existing	1 November 2023
124.(3).0.202_--.pdf	Elevation (Front) - Existing	1 November 2023
124.(3).0.210_--.pdf	Elevation (Side) - Existing	1 November 2023
124.(3).0.214_--.pdf	Elevation (Side) - Existing	1 November 2023
124.(3).1.102_--.pdf	Roof Plan - Proposed	1 November 2023
124.(3).1.200_--.pdf	Elevation (Front) - Proposed	1 November 2023
124.(3).1.201_--.pdf	Elevation (Front) - Proposed	1 November 2023
124.(3).1.202_--.pdf	Elevation (Front) - Proposed	1 November 2023
124.(3).1.210_--.pdf	Elevation (Side) - Proposed	1 November 2023
124.(3).1.211_--.pdf	Elevation (Side) - Proposed	1 November 2023
124.(3).1.212_--.pdf	Elevation (Side) - Proposed	1 November 2023
124.(3).2.101_B	Proposed First Floor Plan rev B	5 March 2024
124.(3).2.100_B	Proposed Ground Floor Plan rev B	5 March 2024
11499A 46 Priory Road Arboricultural Report and Impact Assessment		28 May 2024
46 Priory Road, Hornsey, London N8 7EX - Energy Statement - with Appendices		28 May 2024

**Head of Development Management and Planning Enforcement
Planning Service**

Conditions: (18)

- 1** The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2** The development shall be completed in accordance with the approved plans as listed above except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

- 3** Samples of materials to be used for the external surfaces of the development shall be submitted to, and approved in writing by, the Local Planning Authority before any above ground development is commenced. Samples should include sample panels or brick types and a roofing material sample combined with a schedule of the exact product references. Only the approved details shall be implemented and retained thereafter.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 4** Notwithstanding the approved plans details of the design of the refuse/ recycling/ bin enclosure and cycle storage shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved and shall be maintained as such thereafter.

Reason: In order to protect the amenities of the locality and to comply with Policy DM4 of The Development Management DPD 2017 and Policy SI7 of the London Plan 2021 and to promote sustainable modes of transport in accordance with policy T5 of the London Plan 2021 and Policy SP7 of the Haringey Local Plan 2017.

- 5 The applicant will be required to provide a minimum total of 2 x long-stay cycle parking spaces in line with the London Plan (2021) standards and the London Cycle Design Standards.

Reason: To promote travel by sustainable modes of transport and to comply with the London Plan (2021) minimum cycle parking standards and the London Cycle Design Standards.

- 6 Notwithstanding the approved plans details of a final scheme depicting those areas to be treated by means of hard and soft landscaping shall be submitted to, approved in writing by, and implemented in accordance with the approved details. Such a scheme shall include details of hard surfacing materials, details of planting with a schedule of species. The approved landscaping scheme shall thereafter be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be maintained and retained thereafter to the satisfaction of the Local Planning Authority. Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area consistent with Policy G7 of the London Local Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 7 The development hereby approved shall take place in complete accordance with the Arboricultural Report and Impact Assessment prepared by Crown Tree Consultancy dated 13th May 2024 with reference to BS 5837 2012, Arboricultural Method Statement (AMS), Tree Constraints Plan and Tree Protection Plan (TPP), the details of the specification and position of protection measures and techniques to be adopted for the protection of both the trees within the site and on the street from damage during the course of any activity related to the development, including foundation design, shall be maintained and implemented accordingly unless subsequently approved in writing by the Local Planning Authority.

Reason: In order to ensure the safety and well-being of the trees on the site during constructional works that are to remain after building works are completed consistent with Policy G7 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 8 Living roof

(a) Prior to the above ground commencement of development, details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roof must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roof will be located;
- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm);
- iii) Details of the proposed type of invertebrate habitat structures;
- iv) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces;
- v) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vi) Management and maintenance plan, including frequency of watering arrangements.

The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

- 9** No development shall take place until a Construction Management Plan, to include details of: A. a programme of works (including measures for traffic management); B. details of vehicle routing, parking and management of vehicles of site personnel, operatives and visitors; C. loading and unloading of plant and materials; D. storage of plant and materials; E. provision of boundary hoarding behind any visibility zones; F. wheel washing facilities; G. measures for the control and reduction of noise and vibration. have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality in accordance with paragraph 174(e) of the NPPF 2021, Policy SD1 and SI 1 of the London Plan 2021, and Policy DM23 of The Development Management DPD 2017.

- 10** No development (other than site preparation) shall commence until a Chartered

Civil Engineer (MICE) or Chartered Structural Engineer (MI Struct.E) has been appointed, and such appointment confirmed in writing to the local planning authority, to supervise the construction works throughout their duration. In the event that the appointed engineer ceases to perform that role for whatever reason before the construction works are completed, those works will cease until a replacement chartered engineer of the afore-described qualification has been appointed, and such appointment confirmed in writing to the local planning authority, to supervise their completion. At no time shall any construction work take place unless an engineer is at that time currently appointed and their appointment has been notified to the local planning authority in accordance with this condition.

Reason: To ensure that the proposed development would have no undue impact on the structural integrity of adjoining and neighbouring buildings, in accordance with Policy DM18 of the Haringey Development Management DPD 2017.

11 Energy Strategy

The development hereby approved shall be constructed in accordance with the Energy Strategy by EEABS (dated May 2024) delivering a minimum 78% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pump (ASHP) with a minimum SCOP of 2.72, and a minimum 2 kWp solar photovoltaic (PV) array.

(a) Prior to occupation, details of the installed carbon reduction measures shall be submitted to and approved by the Local Planning Authority. This must include confirmation of:

- The commissioned performance of the air source heat pump and Microgeneration Certification Scheme certificate;
- The installed PV array; the number, type, and efficiency level of the PVs; their peak output (kWp);
- Minimum heat recovery of the MVHR;
- Specification of any additional equipment installed to reduce carbon emissions;
- Any overheating mitigation measures, such as external shading, where relevant.

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

- 12** No occupation of the units hereby approved shall take place until a Unilateral Undertaking has been completed and submitted to the Local Planning Authority securing a payment of £826.50 (or an alternative means of securing a such a payment agreed) to fund offsetting the remaining carbon emissions from this development

Reason: In the interest of climate change and to help achieve zero carbon development across the borough and in compliance with Local Plan Policies SP4 and DM21.

13 Water Butts

No dwelling shall be occupied until details of the location of a water butt of at least 120L internal capacity to be installed to intercept rainwater draining from the roof of each dwelling has been submitted to and approved in writing by the Local Planning Authority and subsequently provided at each dwelling. The approved facilities shall be retained.

Reason: To reduce the risk of flooding and demand for water, increase the level of sustainability of the development and in line with Haringey Local Plan Policy SP5, DM21, DM24 and DM25.

- 14** The noise level from air source heat pump shall at all times remain 5dB(A) below background levels when measured at any nearby residential window or other noise sensitive receptor.

The plant/ equipment shall be serviced regularly in accordance with the manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is determined by the local planning authority to be failing to comply with this condition, it shall be switched off upon written instruction from the local planning authority and not used again until it is able to comply.

Reason: In order to protect the amenities of nearby residential occupiers consistent with Policy D14 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

- 15** If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority.

The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site.

- 16** The residential unit hereby approved shall be designed to meet Part M4 (2) 'accessible and adaptable dwellings' of the Building Regulations 2015 (formerly Lifetime Homes Standard) unless otherwise agreed in writing with the Local Planning Authority

Reason: To ensure that the proposed development meets the Council's Standards in relation to the provision of accessible and adaptable dwellings.

- 17** Notwithstanding the provisions of the Town and Country Planning General Permitted Development (England) Order 2015, or any Order revoking or re-enacting that Order, no outbuildings shall be erected and no extensions or alterations to the dwelling house hereby approved, including the insertion of or alterations to windows and doors, hereby approved shall be carried out without the grant of planning permission having first been obtained from the local planning authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

- 18** Notwithstanding the provisions of the Town and Country Planning General Permitted Development (England) Order 2015, or any Order revoking or re-enacting that Order, no part of the green roofs hereby granted shall be used as a roof terrace or balcony.

Reason: To safeguard the residential amenities of the neighbours and to prevent overlooking of the neighbouring properties by controlling roof extensions and alterations consistent with Policy D6 of the London Plan 2021 and Policy DM1 of The Development Management DPD 2017.

Informatives:

INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE: Naming & Numbering

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 5573) to arrange for the allocation of a suitable address.

INFORMATIVE: Community Infrastructure Levy

Based on the information given on the plans, the Mayoral CIL charge will be £4,976.30 (70 sqm x £71.09) and the Haringey CIL charge will be £30,347.80 (70 sqm x £433.54 (Indexation included)). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE: Secure by Design

You are advised to review the Crime Prevention Officer's recommendations in developing the detailed design for this scheme, in relation to the following issues: external residential and individual entrance Door-sets, ground floor and accessible windows, bin lighting, storage, boundaries, climbing aids. See comments publish on the Council's planning portal in relation to this application.

INFORMATIVE: Need for Dilapidation survey

The applicant may be liable under Sections 131 and 133 of the Highways Act 1980 to pay for damage to the publicly maintained highway if caused as a result of the building works hereby approved. The applicant is, therefore, required that before the commencement of the works hereby approved to contact the Council's Highway Department regarding the preparation of a site dilapidation survey and photographs of the footway and carriageway around (Insert Road). This survey will be used as a basis for assessing the amount of damage caused to the publicly maintained highway caused by building works.

- 1 You can find advice in regard to your rights of appeal at:
<https://www.gov.uk/appeal-planning-decision>.
- 2 This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
- 3 For more information about making a Building Regulations application, please

contact Haringey Council Building Control Team by email
building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at
www.haringey.gov.uk/buildingcontrol.



DC Development Consultants
Driving Sustainable Development

APPENDIX B – Drawings



 Site Boundary

--	04.08.2023	first issue	JC	MR
rev .	date .	details .	drawn by .	checked by .

1.1250_A3



District.

Studio 4 . Blackwater Court . 17-19 Blackwater Street . London . SE22 8SD
020 7871 3101
studio@districtarchitects.co.uk
www.districtarchitects.co.uk
this drawing is copyright .

Planning

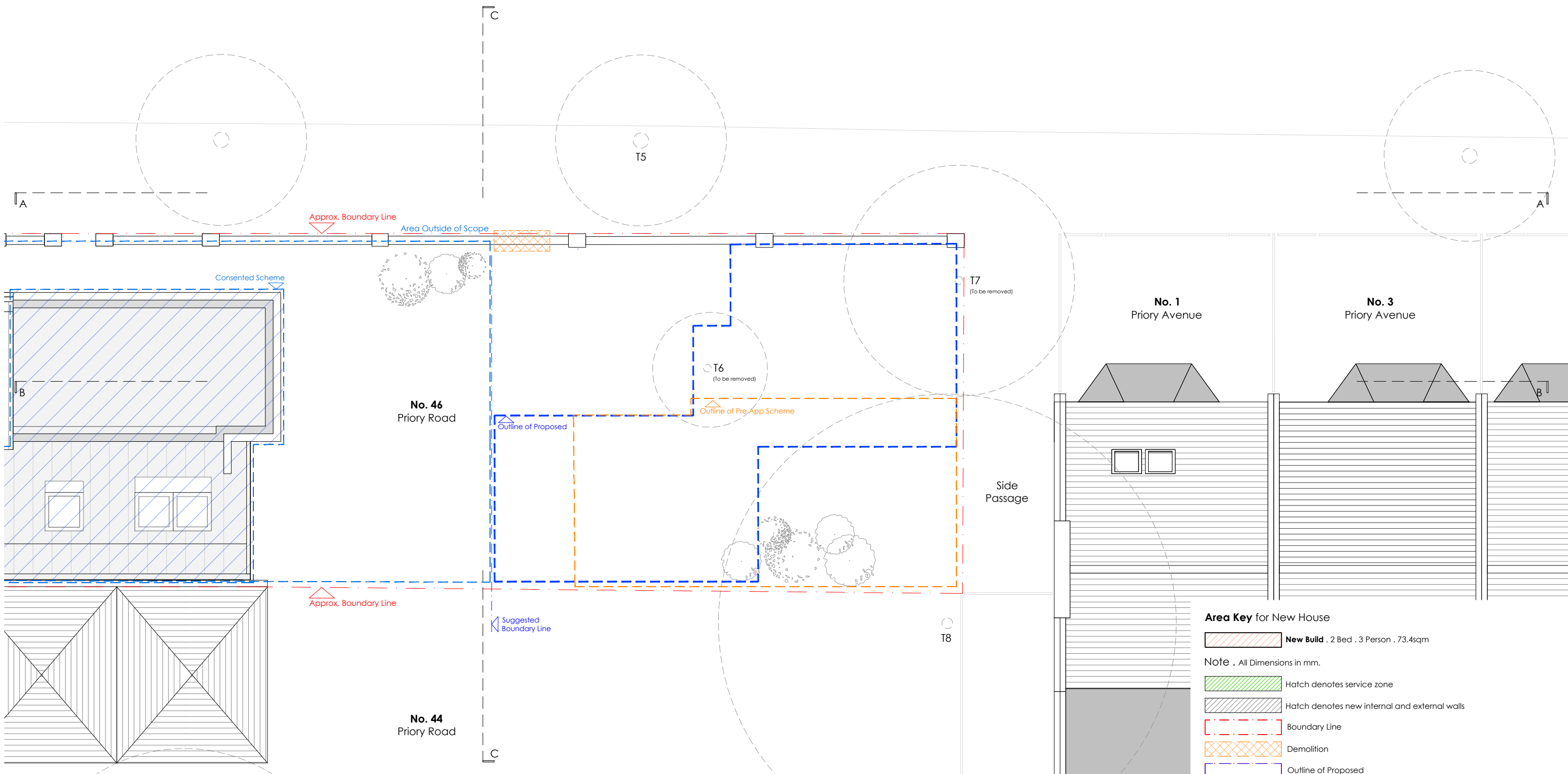
project

Existing
Site Location Plan
46 Priory Road
Hornsey . London . N8 7EX
Freehold Property Ltd

client

job no .	124.	(3)	stage	.0	type / place	.001	series / number	--	revision
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P r i o r y A v e n u e

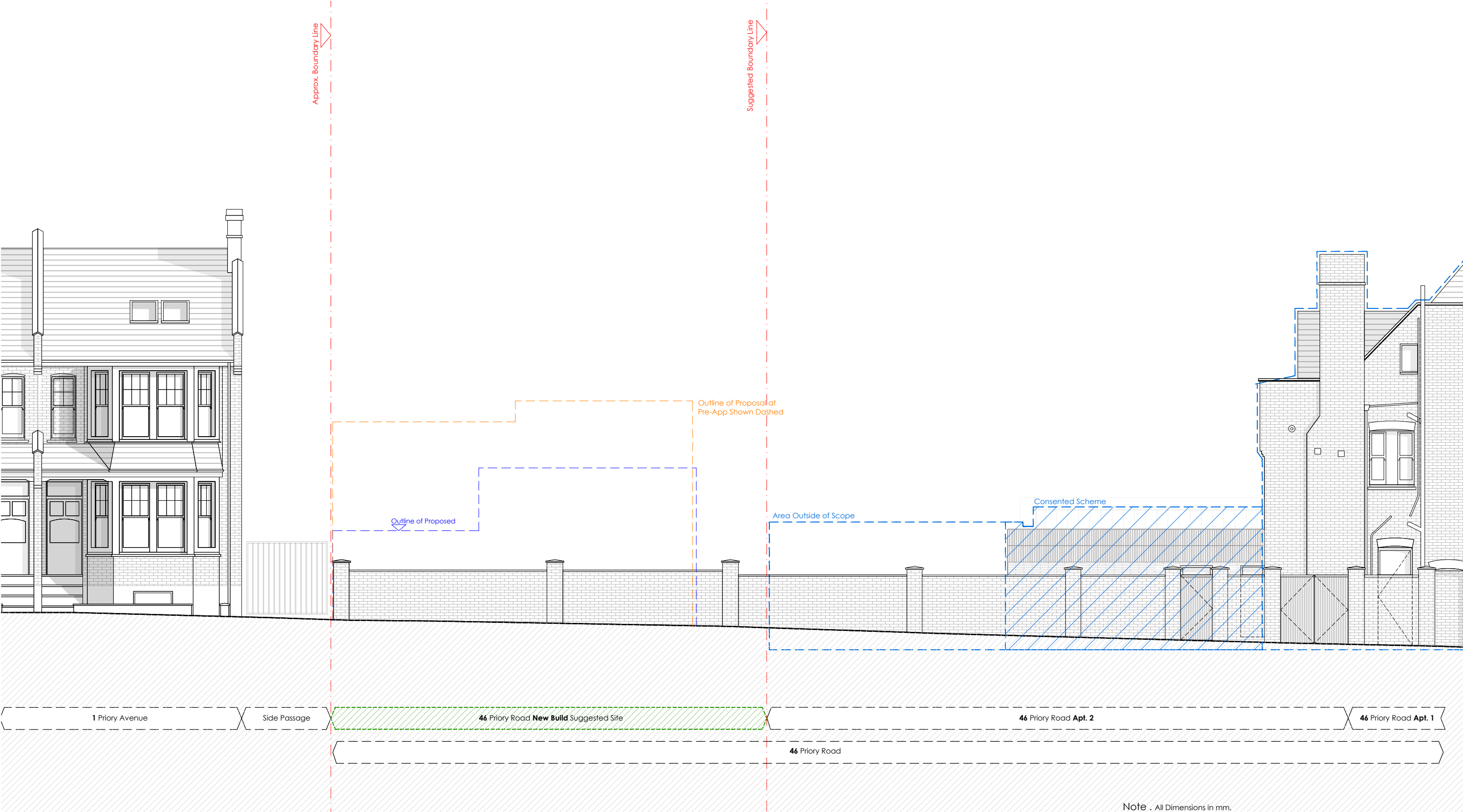


Proposed
Ground Floor Plan



scale bar . do not scale from this drawing . scale bar is included as a requirement of statutory approvals only
note to contractor_use only figured dimensions for construction

- Area Key for New House**
- New Build . 2 Bed . 3 Person . 73.4sqm
 - Note . All Dimensions in mm.
 - Hatch denotes service zone
 - Hatch denotes new internal and external walls
 - Boundary Line
 - Demolition
 - Outline of Proposed
 - Outline of Pre Application Scheme



Existing
Street Elevation



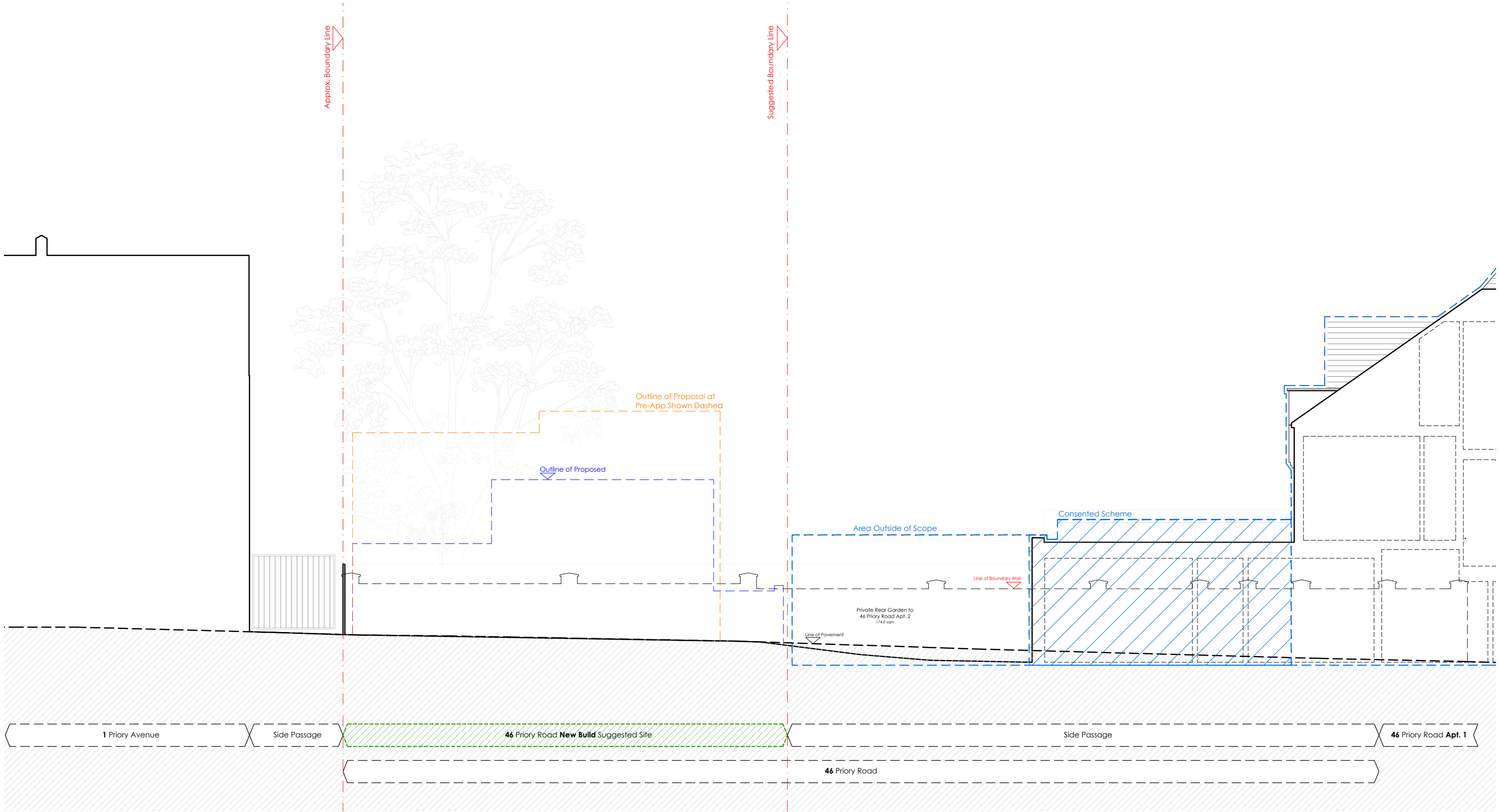
scale bar - do not scale from this drawing - scale bar is included as a requirement of statutory approvals only
note to contractor - use only figured dimensions for construction

Note . All Dimensions in mm.

-  Hatch denotes new internal and external walls
-  Proposal at Pre App
-  Boundary Line

--	13.08.23	first issue	JC	MLR
rev .	date .	details .	drawn by .	checked by .

1.100_A3 1.50_A1	District. Studio 4 . Blackwater Court . 17-19 Blackwater Street . London . SE22 8SD 020 7871 3101 studio@districtarchitects.co.uk www.districtarchitects.co.uk this drawing is copyright .	<table><tr><td>Planning</td><td>Existing Elevation AA</td><td></td></tr><tr><td>project</td><td>46 Priory Road . New House</td><td></td></tr><tr><td>client</td><td>Hornsey . London . N8 7EX</td><td></td></tr><tr><td></td><td>Freehold Property Ltd.</td><td></td></tr><tr><td>job no . 124.</td><td>(3) stage . 0 type / place . 200 series / number .</td><td>-- revision</td></tr></table>	Planning	Existing Elevation AA		project	46 Priory Road . New House		client	Hornsey . London . N8 7EX			Freehold Property Ltd.		job no . 124.	(3) stage . 0 type / place . 200 series / number .	-- revision
Planning	Existing Elevation AA																
project	46 Priory Road . New House																
client	Hornsey . London . N8 7EX																
	Freehold Property Ltd.																
job no . 124.	(3) stage . 0 type / place . 200 series / number .	-- revision															



Existing
Front Elevation



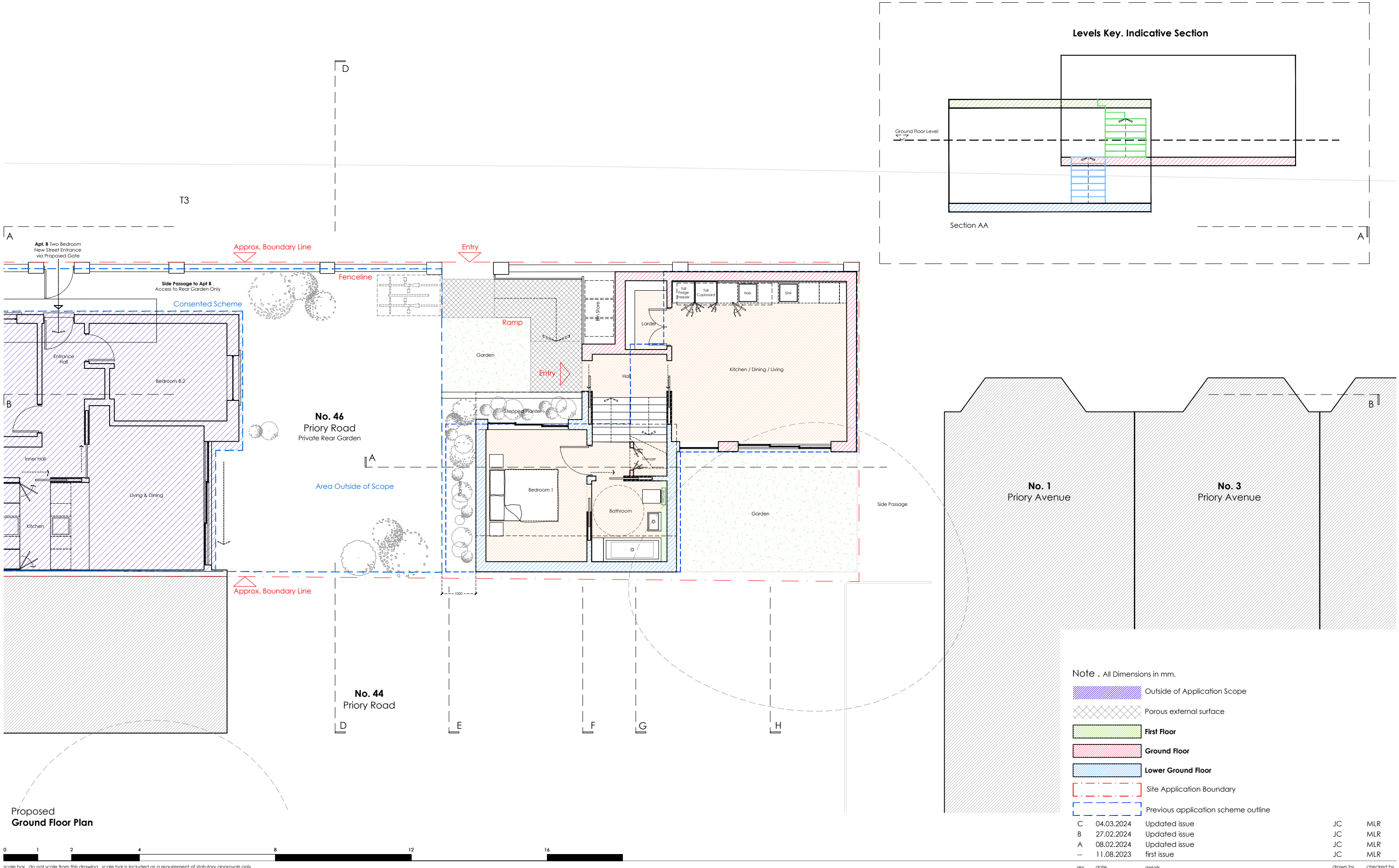
scale bar - do not scale from this drawing - scale bar is included as a requirement of statutory approvals only
note to contractor_use only figured dimensions for construction

Note . All Dimensions in mm.

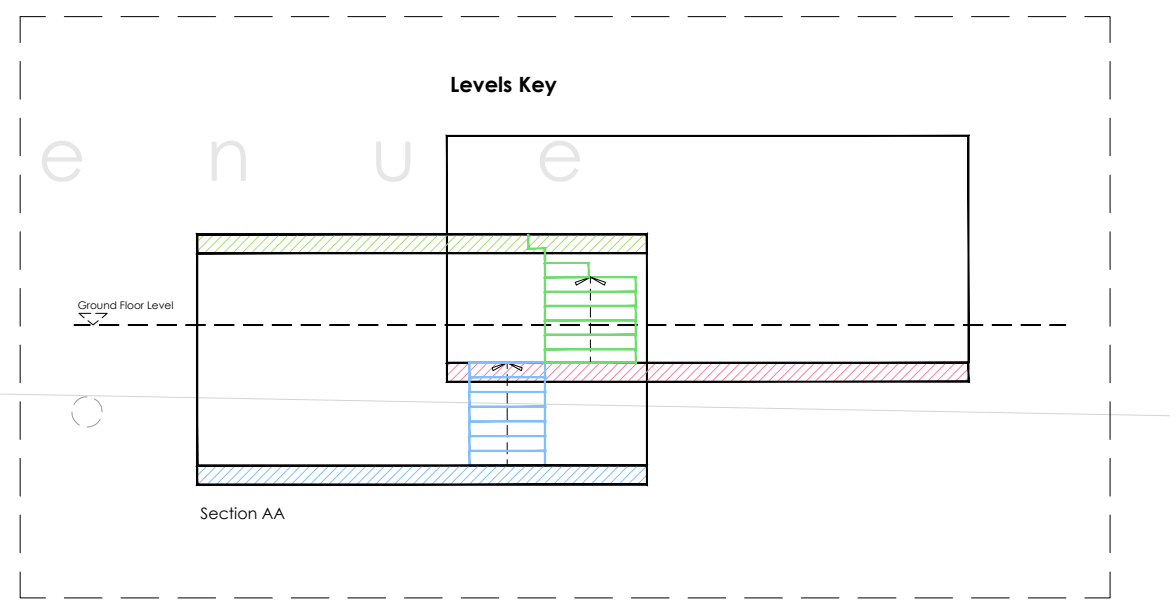
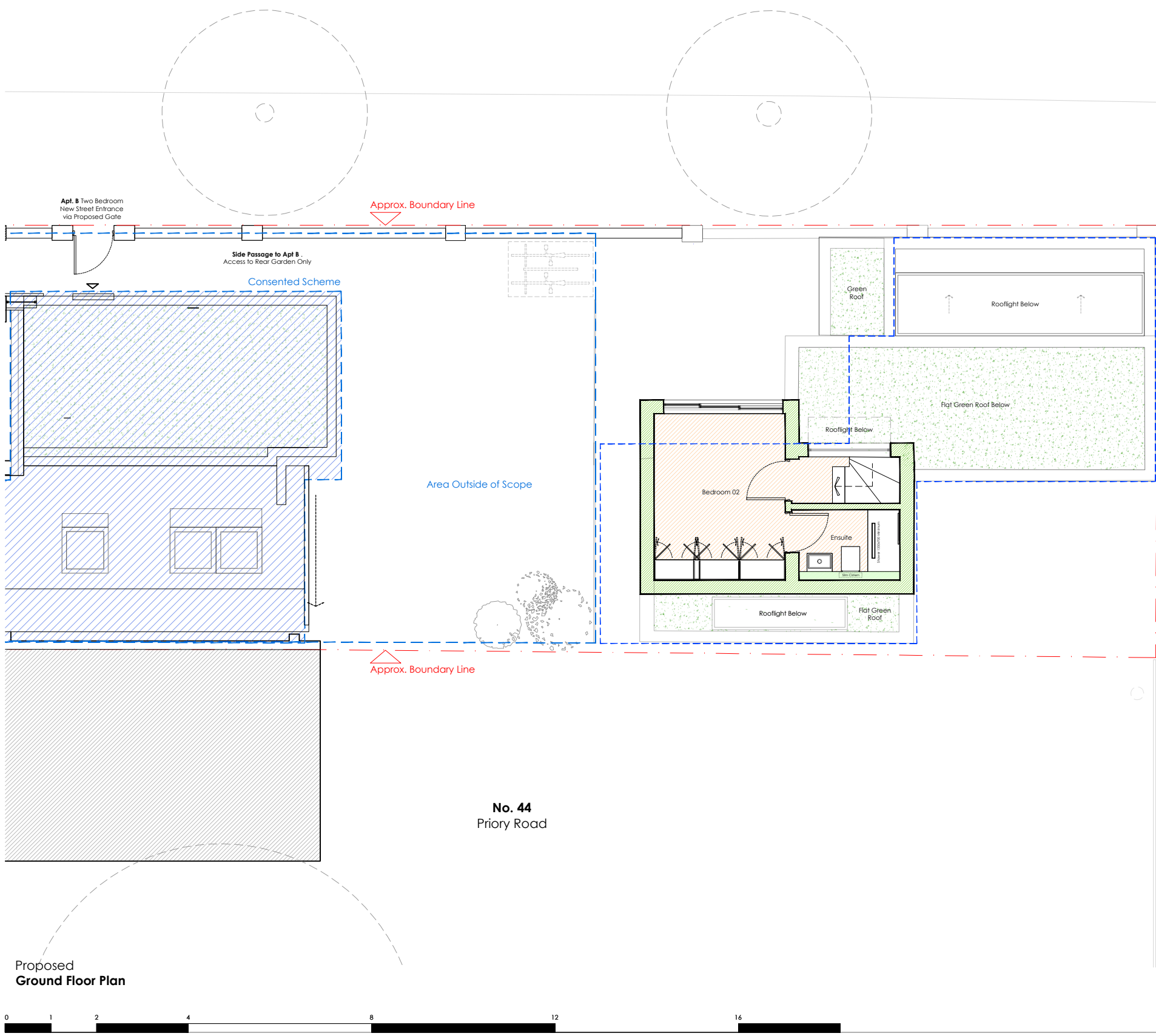
-  Hatch denotes new internal and external walls
-  Proposal at Pre App
-  Boundary Line

--	13.08.2023	first issue	JC	MLR
rev .	date .	details .	drawn by .	checked by .

1.100_A3 1.50_A1	District. Studio 4 . Blackwater Court . 17-19 Blackwater Street . London . SE22 8SD 020 7871 3101 studio@districtarchitects.co.uk www.districtarchitects.co.uk this drawing is copyright .	Planning project client job no . 124 . (3) stage . 0 type / place . 201 series / number . -- revision	Existing Elevation BB 46 Priory Road . New House Hornsey . London . N8 7EX Freehold Property Ltd. series / number . 201 revision
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P r i o r y A v e n u e



Note . All Dimensions in mm.

	Outside of Application Scope
	Porous external surface
	First Floor
	Ground Floor
	Lower Ground Floor
	Site Application Boundary
	Previous application scheme outline

B	27.02.2024	first issue	JC	MLR
A	08.02.2024	first issue	JC	MLR
--	11.08.2023	first issue	JC	MLR

rev .	date .	details .	drawn by .	checked by .
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Job Title
46 Priory Road

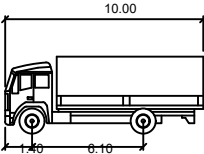
Location
Hornsey

Client
CSJ Build Ltd.

Key

- Approximate site boundary
- Vehicle Body
- Wheel path
- Body path
- Center line

Vehicle modeled:



Large Truck

Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.00 s
Steering Angle	: 37.75 deg

Rev	Date	Description
A	28/04/26	Information

Information		
Drawing Title		
Swept Path Analysis		
Largest Regularly Anticipated Vehicle		
Project Code	386	Scale
		1:500
		Date Drawn
		28/04/26
		Drawn By
		TM
		Reviewed By
		JM
		Original Size
		A3

Drawing Number	386-SPA-001	Rev	A
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P r i o r y A v e n u e



Job Title
46 Priory Road

Location
Hornsey

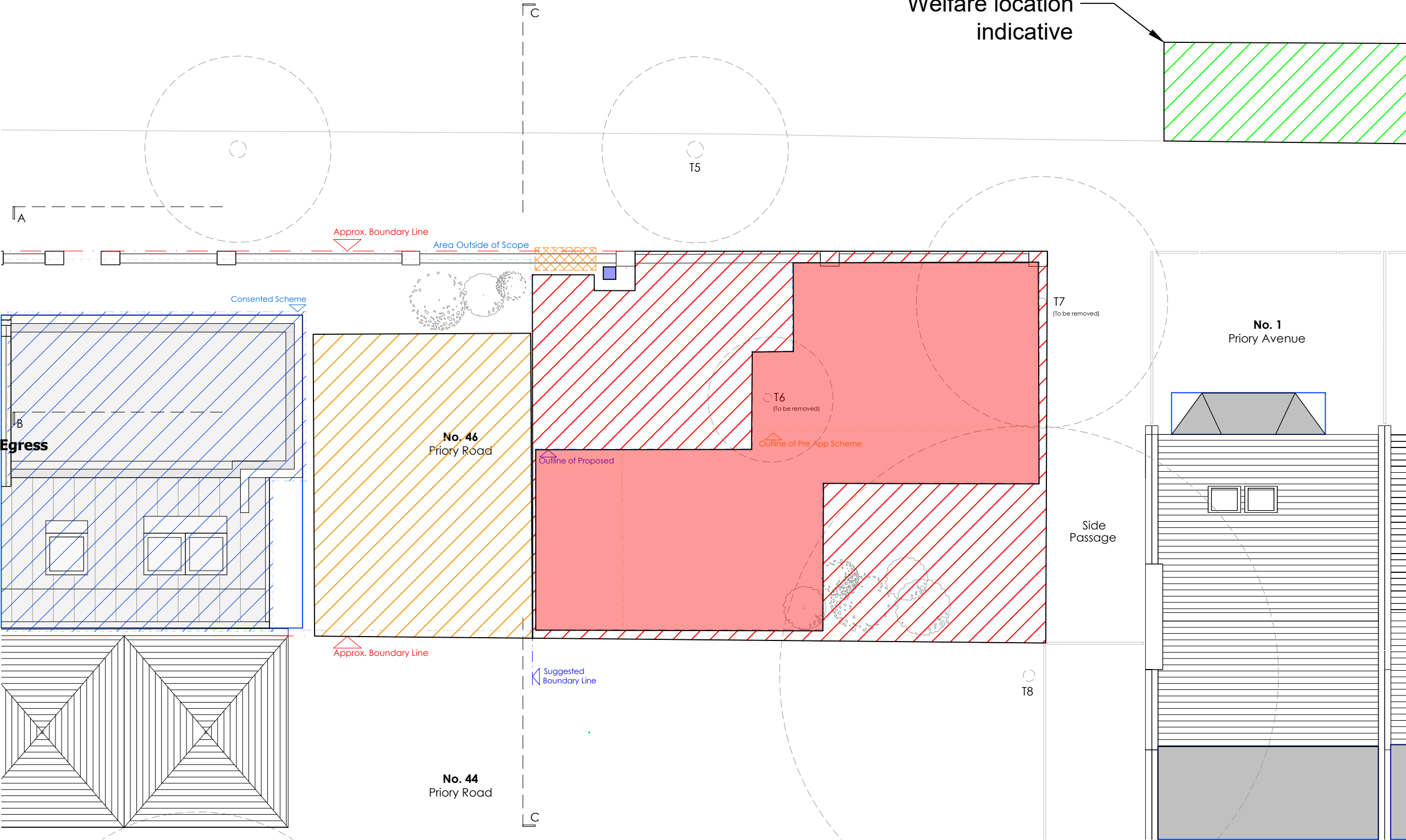
Client
CSJ Build Ltd.

Key

-  Approximate site boundary
-  Main works area
-  Welfare area
-  Storage area
-  Secondary storage area (if required, by agreement)
-  Wheel wash location

Note that locations of individual activities may need to be readjusted as works progress.

Rev	Date	Description
A	28/04/26	Information
Drawing Status		
Information		
Drawing Title		
Site Layout Plan		
Project Code 386		
Scale 1:100		
Date Drawn 28/04/26		
Drawn By TM		
Reviewed By JM		
Original Size A3		
Drawing Number		Rev
386-SLP-001		A



Proposed
Ground Floor Plan



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APPENDIX C – Waste Documentation



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**APPENDIX C1 – Controlled Duty of Care Waste Transfer
Note (Inert and/ or Non-Hazardous Wastes)**

Duty of care: waste transfer note

Keep this page and copy it for future use. Please write as clearly as possible.

Section A – Description of waste

A1 Description of the waste being transferred

List of Waste Regulations code(s)

A2 How is the waste contained?

Loose ☐ Sacks ☐ Skip ☐ Drum ☐

Other ☐ _____

A3 How much waste? For example, number of sacks, weight

Section B – Current holder of the waste – Transferor

By signing in Section D below I confirm that I have fulfilled my duty to apply the waste hierarchy as required by Regulation 12 of the Waste (England and Wales) Regulations 2011 Yes ☐

B1 Full name

Company name and address

Postcode _____ SIC code (2007) _____

B2 Name of your unitary authority or council

B3 Are you:

The producer of the waste? ☐

The importer of the waste? ☐

The local authority? ☐

The holder of an environmental permit? ☐

Permit number _____

Issued by _____

Registered waste exemption? ☐

Details, including registration number

A registered waste carrier, broker or dealer? ☐

Registration number _____

Details (are you a carrier, broker or dealer?)

Section C – Person collecting the waste – Transferee

C1 Full name

Company name and address

Postcode _____

C2 Are you:

The local authority? ☐

C3 Are you:

The holder of an environmental permit? ☐

Permit number _____

Issued by _____

Registered waste exemption? ☐

Details, including registration number

A registered waste carrier, broker or dealer? ☐

Registration number _____

Details (are you a carrier, broker or dealer?)

Section D – The transfer

D1 Address of transfer or collection point

Postcode _____

Date of transfer (DD/MM/YYYY) _____

D2 Broker or dealer who arranged this transfer (if applicable)

Postcode _____

Registration number _____

Time(s) _____

Transferor's signature

Name

Representing

Transferee's signature

Name

Representing



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APPENDIX C2 – Hazardous Waste Consignment Note

CARRIER'S COPY

1 Consignment note code:

					/						
--	--	--	--	--	---	--	--	--	--	--	--

 3 The waste will be taken to (name, address and postcode):
 2 The waste described below is to be removed from (name, address,
 postcode, telephone, e-mail, facsimile):
 4 The waste producer was (if different from 2) (name, address,
 postcode, telephone, e-mail, facsimile):

If continuation sheet used, tick here ☐

- 1 The process giving rise to the waste(s) was: 2 SIC (2007) for the process giving rise to the waste: .
- 3 WASTE DETAILS (where more than one waste type is collected all of the information given below must be completed for each EWC identified)

[illegible]

The information given below is to be completed for each EWC identified

EWC code							UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

PART D Consignor's certificate

I certify that I today collected the consignment and that the details in A2, A3 and B3 are correct and I have been advised of any specific handling requirements.

Where this note comprises part of a multiple collection the round number and collection number are:

_____ /

- 1 Carrier name:
On behalf of (name, address, postcode, telephone, e-mail, facsimile):
- 2 Carrier registration no./reason for exemption:
- 3 Vehicle registration no. (or mode of transport, if not road):

Signature

Date Time

I certify that the information in A, B and C has been completed and is correct, that the carrier is registered or exempt and was advised of the appropriate precautionary measures. All of the waste is packaged and labelled correctly and the carrier has been advised of any special handling requirements.

I confirm that I have fulfilled my duty to apply the waste hierarchy as required by Regulation 12 of the Waste (England and Wales) Regulations 2011.

- 1 Consignor name:
On behalf of (name, address, postcode, telephone, e-mail,
facsimile):

Signature

Date Time

PART E Consignee's certificate (where more than one waste type is collected all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)

- | | | | | | | | | | | | | | | |
|--|------|---|---|---|---|---|---|---|---|-----------------|---|---|---|---|
| 1 I received this waste at the address given in A3 on: | Date | D | D | M | M | Y | Y | Y | Y | Time | H | H | M | M |
| 2 Vehicle registration no. (or mode of transport if not road): | | | | | | | | | | Name: | | | | |
| 3 Where waste is rejected please provide details: | | | | | | | | | | On behalf of (n | | | | |
| | | | | | | | | | | facsimile): | | | | |

I certify that waste permit/exempt waste operation number:

--

authorises the management of the waste described in B at the address given in A3.

Where the consignment forms part of a multiple collection, as identified in Part C, I certify that the total number of consignments forming the collection are:

Name:

On behalf of (name, address, postcode, telephone, e-mail, facsimile):

Signature

Date Time

The Hazardous Waste Regulations 2005: Consignment Note

CARRIERS'S COPY Continuation sheet of Continuation sheet for consignment note code: **PART B Description of the waste**

3 WASTE DETAILS (for all waste types collected all of the information given below must be completed for each EWC identified)

Description of waste	List of wastes (EWC code)(6 digits)	Quantity (kg)	The chemical/biological components of the waste and their concentrations are:		Physical form (gas, liquid, solid, powder, sludge or mixed)	Hazard code(s)	Container type, number and size
			Component	Concentration (% or mg/kg)			

The information given below is to be completed for each EWC identified above

EWC code	UN identification number(s)	Proper shipping name(s)	UN class(es)	Packing group(s)	Special handling requirements

PART E Consignee's certificate (all of the information given below must be completed for each EWC)

Individual EWC code(s) received	Quantity of each EWC code received (kg)	EWC code accepted/rejected	Waste management operation (R or D code)



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