

9 SHELDON AVENUE

HIGHGATE, LONDON, N6 4JS

CONSTRUCTION MANAGEMENT PLAN

Discharge of Planning Condition 10 | HGY/2026/0459

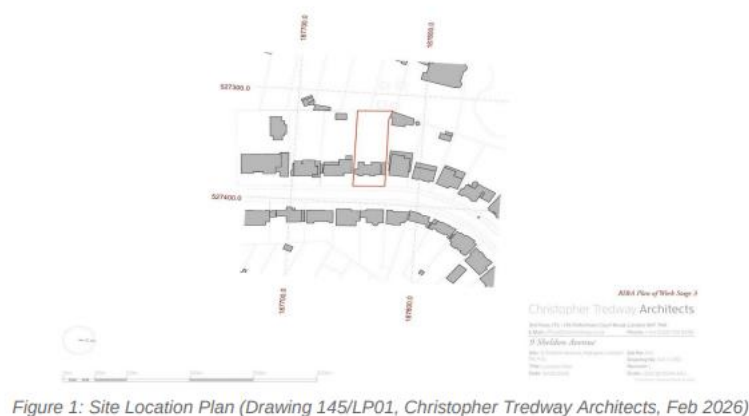
Site Address	9 Sheldon Avenue, Highgate, London, N6 4JS
Planning Ref.	HGY/2026/0459
Development	Replacement side (north) extension, rear extension, replacement of front and rear dormers, insertion of dormers on side elevations, formation of carriage driveway including boundary treatment, and associated landscaping including swimming pool
Client	Mr & Mrs Patel
Architect	Christopher Tredway Architects Ltd
Date	Aug 2026
Version	Rev 02 — Condition 10 discharge

1. Introduction

This Construction Management Plan has been prepared for the householder development at 9 Sheldon Avenue, Highgate, London, N6 4JS (Planning Reference HGY/2026/0459) and is submitted to discharge Planning Condition 10, which requires details of:

- (A) the programme of works;
- (B) construction traffic movements;
- (C) material and plant storage;
- (D) any necessary suspended parking bays; and
- (E) the use of any hoarding, gantry or conveyor over the public highway.

The approved development comprises: a replacement side (north) extension; rear extension; replacement of front and rear dormers and insertion of dormers on side elevations; a ground floor swimming pool with 2.4m deep undercroft and plant room; and formation of a carriage driveway with permeable paving including boundary treatment. The proposal retains as much of the original building fabric as possible and does not involve substantial demolition. The site extends to 0.17 hectares with a 27 metre frontage onto Sheldon Avenue, within Sub Area 7 Bishops of the Highgate Conservation Area.



A. Programme of Works

Works are anticipated to commence Q3 2026, subject to discharge of all pre-commencement conditions, with an overall duration of approximately 18 months and completion by Q1 2028. Working hours are Monday to Friday 08:00–18:00 and Saturday 08:00–13:00. No works on Sundays or Bank Holidays. All works will be carried out in accordance with BS 5228-1:2009+A1:2014 and Best Practicable Means (BPM) will be employed. A complaints log will be maintained on site and made available to the Local Planning Authority on request. Bonfires are not permitted on site.

Phase	Start	End	Notes
Site establishment, internal strip and preparation	Q3 2026	Q4 2026	Tree protection in place before any works per Condition 6 and Tretec AMS Feb 2026
Selective demolition	Q4 2026	Q4 2026	Targeted removal only — no substantial demolition
Groundworks and structural work	Q4 2026	Q2 2027	Structural engineer supervision per Condition 9
1 st and 2 nd fix and fit out	Q2 2027	Q4 2027	
Commissioning, snagging and completion	Q4 2027	Q1 2028	Building Control final inspection

B. Construction Traffic Movements

All vehicles will access the site directly from Sheldon Avenue. The agreed route to and from the strategic road network is via the B519 Hampstead Lane — from the south: Hampstead Lane → Sheldon Avenue → site; from the north: A1 → Hampstead Lane → Sheldon Avenue → site. All subcontractors and hauliers will be provided with these routing instructions in writing.

Given the nature of the works, average daily vehicle movements will not exceed 4–5 per day, rising to a maximum of approximately 6–8 per day during the peak groundworks and pool excavation phase. Deliveries will be pre-booked with 48 hours' notice; only one vehicle will be unloaded at a time; vehicles will not idle on the highway; and all muck-away lorries will be sheeted before leaving site. HGV deliveries will be scheduled to avoid school drop-off and collection times (08:30–09:00 and 14:45–15:30) given the proximity of Highgate Junior School on Hampstead Lane. In addition, no construction traffic movements will take place during the weekday peak hours of 08:00–09:00 and 17:00–18:00.

Vehicles will be reversed off the road into the site and will be able to drive back out onto Sheldon Avenue and can leave in either direction South to Hampstead Lane or North towards the A1.

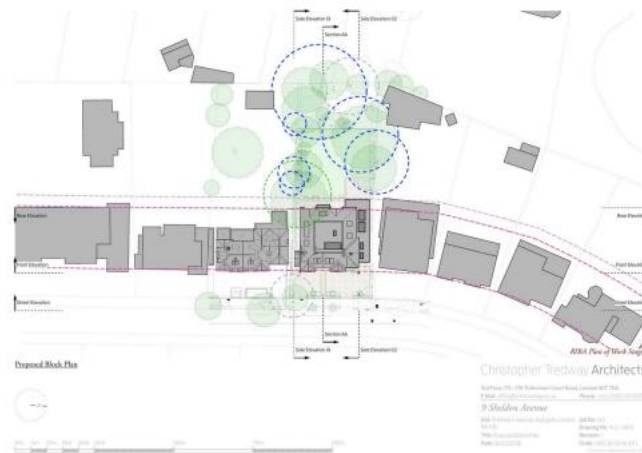


Figure 2: Proposed Block Plan showing site access from Sheldon Avenue (Drawing 145/AP01, Christopher Tredway Architects, Feb 2026)

Vehicle Type	Approx. Size	Estimated Frequency	Phase
Skip lorries	7.5m x 2.4m	2–3 per week	All phases
Muck away / grab lorries	8.25m x 2.45m	3–6 per week (peak)	Q3–Q4 2026
Ready-mix concrete lorries	8.25m x 2.45m	3-4 on pour days	Q3 2026–Q1 2027
Flatbed lorries (steel, timber, windows)	8.5m x 2.4m	1–2 per week	Q4 2026–Q2 2027
Piling rig delivery (HGV)	11m x 2.5m	1-off mobilisation / 1-off demobilisation	Q3 2026
Scaffold lorry	12m x 2.5m	3-4 visits	Q4 2026 / Q4 2027
Panel / transit vans	5.5m x 2.0m	1-3 per day	Q1–Q3 2027

C. Material and Plant Storage

All materials, plant and equipment will be stored within the site boundary at all times. Nothing will be stored on the public highway or footway. The site has a 27 metre frontage and 0.17 hectare plot providing sufficient space for a site compound without occupying the public highway.

The site compound will be established within the front area of the site, accessible from the existing vehicle access on Sheldon Avenue, and will include a welfare/office cabin, portable WC, designated material storage area, skip location, and wheel wash facility at the entrance/exit draining into the site. Materials will be managed on a just-in-time basis. All concrete will be supplied as ready-mixed and delivered in pre-booked slots; lorries will not wait on the highway.

Early and late deliveries (i.e. outside the core working hours set out in this Plan) will not be accepted or scheduled. Should an unexpected or delayed delivery occur, the vehicle will be held on approach

and directed to wait away from the site until it can be received within permitted hours and without queuing on the highway; the Site Manager will be notified in advance by the haulier wherever possible so that this can be managed proactively.

Tree protection fencing will be erected in accordance with the approved and consented Arboricultural Method Statement (Tretac, February 2026) and Condition 6 before any works commence. The Arboricultural Method Statement also details the sequencing of works to ensure protection for RPAs. No storage, mixing or excavation will take place within any Root Protection Area. The site set-up plan below has been prepared with reference to Tretac's Tree Protection Plan.

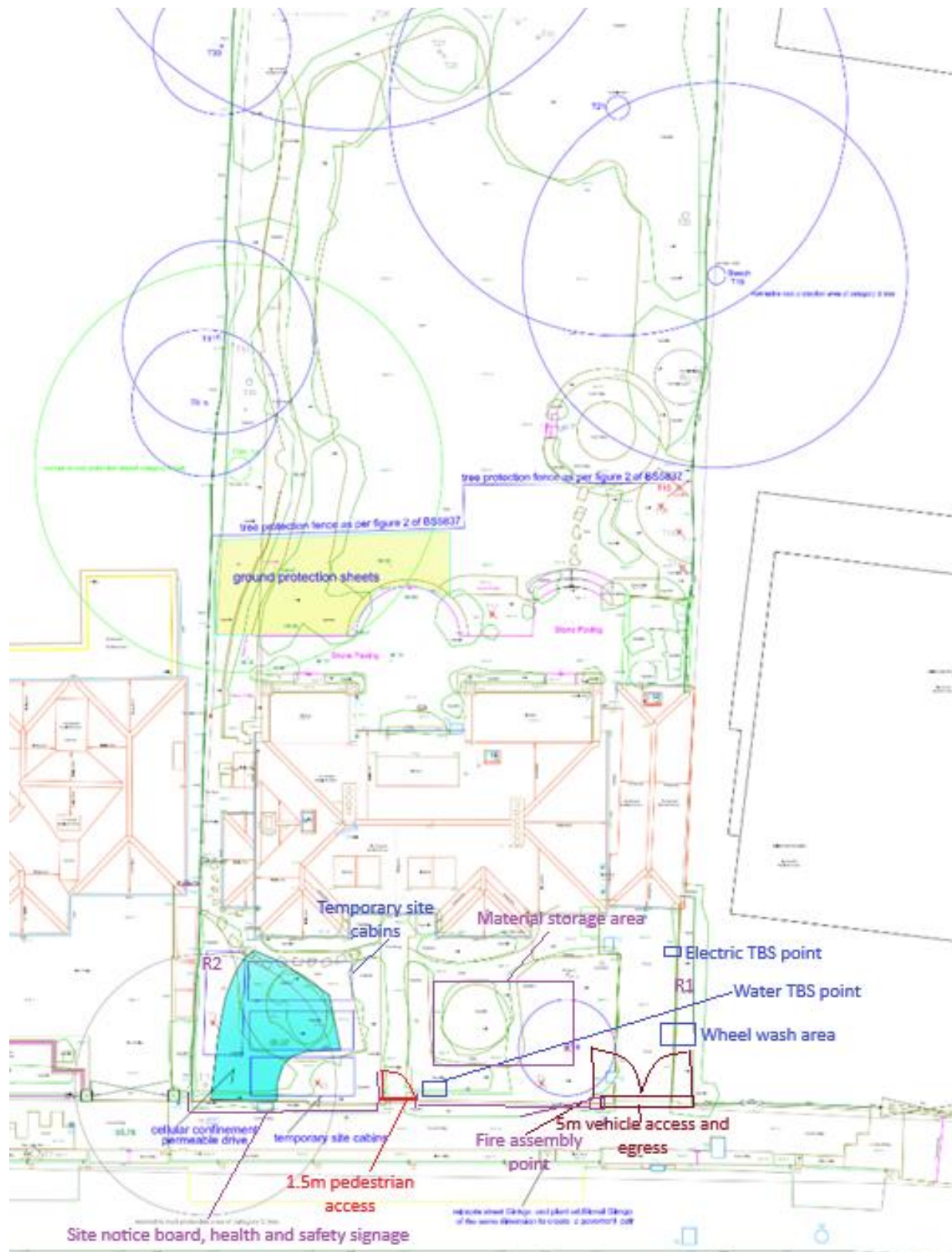


Figure 3 : Tree Protection Plan and Site set up plan

No mobile crusher is proposed. Should one be required during selective demolition, it will not be operated without prior written approval from the Local Planning Authority and a valid permit.

D. Suspended Parking Bays

No permanent parking bay suspensions are anticipated. The site has direct access and sufficient frontage to manage deliveries from within the site boundary.

For any isolated large deliveries where a temporary kerbside suspension is required (such as the piling rig mobilisation or scaffold lorry), at least 5 working days' advance notice will be given to the London Borough of Haringey Highways department and adjoining residents will be notified 48 hours in advance. Any suspension will be of the minimum duration necessary.

It is anticipated that no more than 2–3 isolated suspensions will be required over the course of the works (associated with the piling rig mobilisation/demobilisation and scaffold erection/dismantling), each affecting no more than 1–2 parking bays directly outside the site frontage, and each lasting no longer than a single working day.

E. Hoarding, Gantry and Conveyor over the Public Highway

A solid timber hoarding will be erected along the Sheldon Avenue frontage prior to works commencing. It will be maintained in good order throughout the construction period and will carry the contractor's contact details (Site Manager name, telephone number, and 24-hour emergency contact). Gates will be locked outside working hours.

The contractor will apply to the London Borough of Haringey Highways Department for a hoarding licence prior to erection.

Scaffolding will be required for the extension works and will be erected by a NASC member sub-contractor in compliance with all current statutory requirements. It is anticipated all scaffolding can be accommodated within the site boundary.

No gantry or conveyor over the public highway is proposed. No tower crane is required; a telehandler or mobile crane may be used for specific lifts, positioned within the site boundary.

A minimum unobstructed footway width will be maintained past the hoarding at all times to facilitate safe passage for wheelchair users, mobility-impaired persons, those with buggies, and other pedestrians. Any gate or doorway providing access into the site will open inwards, so that its operation does not encroach onto or impede the footway or pedestrian thoroughfare.

F. Additional Matters

Footway and highway cleanliness: The site frontage, adjoining footways and the highway will be visually inspected daily at the end of each working day, and washed down or swept as necessary to remove any dust, mud or debris arising from the construction process. Additional washing down will be undertaken immediately following any muck-away, groundworks or concrete pour activity, or at the request of the Local Planning Authority.

Covering and securing of loads: All construction works loads, both arriving at and departing from the site (including muck-away and waste loads), will be covered and secured — including sheeting of muck-away lorries as set out in Section B — to ensure that no dust, mud or debris is discharged onto the footways or highway abutting the site.

Green/reverse logistics: Waste will be segregated on site and consolidated into the fewest practicable loads to minimise the number of waste movements required. Skips will only be collected when full or nearing capacity, and, where feasible, delivery vehicles will be used to remove packaging and waste materials on their return journey ("backhauling") rather than travelling empty, to further reduce vehicle movements to and from the site.

Highways dilapidation survey: A highways dilapidation survey of the footways and highway abutting the site will be undertaken prior to commencement of works, recording their condition by way of a dated photographic and written record. The applicant agrees to make good, to the satisfaction of the Council, any damage to the footways or highway arising as a result of the construction works.

Contacts

Vehicle Crossover: Once all necessary internal site works have been completed, the applicant will contact the London Borough of Haringey to obtain a cost estimate and make arrangements for the new vehicle crossover to be constructed in accordance with the informative on the planning approval.

Complaints Log: A complaints log will be maintained on site throughout the construction period, recording the date, nature of any complaint, details of the complainant, and action taken. The log will be made available to the Local Planning Authority on request.

Role	Name / Organisation	Contact
Client	Mr & Mrs Patel	c/o Christopher Tredway Architects
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