

Construction Logistics and Management Plan

Client:	TA Palace Road Ltd.	Date:	13/03/2026
Site:	22 Palace Road	Reference Number:	BHL3024
Work Area:	New Build	Work covered	Construction Logistics and Management
Revision	Rev 0 (24/02/2026): Construction Logistics and Management Plan Rev 1 (06/03/2026): Title Amendment, Included context (Discharge of Condition 6), information regarding parking suspension etc. Rev2 (13/03/2026): Appendix B (Dilapidation report) added		

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Distribution:

1. Copy to Client
2. Copies to Job File in Site Office.

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Documents incorporated within this document:

1. Construction Vehicle Route	2. Dilapidation Survey	3.
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Construction Logistics and Management Plan

1. Introduction

TA Palace Road Ltd (“the Developer”) has prepared this Construction Logistics and Management Plan (CLMP) to discharge Planning Condition 6 for Application No. HGY/2025/0363 in relation to the proposed development at 22 Palace Road, N11 2PS, within the London Borough of Haringey (LBH).

This CLMP has been prepared in consultation with the London Borough of Haringey and Transport for London (TfL). It demonstrates that the proposed development accords with relevant national, regional and local transport and planning policy objectives, and sets out the measures that will be implemented to manage construction-related vehicle movements responsibly and safely.

The development comprises the partial demolition and refurbishment of the existing building at 22 Palace Road. The site extends to approximately 288m² and is located on Palace Road, which connects to Bounds Green Road (A109) within the London Borough of Haringey. Palace Road is predominantly residential in character and functions as a local road within the borough’s highway network.

The plot is currently occupied by a two-storey office building. The proposals involve partial demolition and refurbishment to form a three-storey property, together with associated landscaping works to the front and rear gardens. The surrounding area is characterised by two- and three-storey residential dwellings, including a few recently reconstructed properties of similar scale and form.

This CLMP will remain a live document throughout the construction phase and will be reviewed by the appointed Contractor on a bi-monthly basis, or more frequently if required. The document establishes a framework for managing all construction-related logistics, including deliveries, waste removal, and workforce travel, with the objective of minimising disruption to local residents, maintaining highway safety, and reducing environmental impacts.

The CLMP has been prepared in accordance with best practice guidance and Transport for London’s Construction Logistics and Management Planning Guidance (March 2021, Version 1.2).

https://www.clocs.org.uk/page/construction_logistics

2. Management Arrangements and Communications

Project Contact Details:

- **Developer/ Main Contractor**

TA Palace Road Ltd.

Address: Unit 2 Archgate Business Centre, 825 High Road, London, United Kingdom, N12 8UB

Phone: 020 8004 2001

- **Architect/ Structural Engineer/ Civil Engineer**

Simon Beale and Associates

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3. Compliance with Consents, Permissions & Codes of Practice

The Developer and the appointed Contractor will ensure full compliance with all conditions attached to the planning permission granted by the London Borough of Haringey (LBH). Any material changes arising during the construction phase that may affect the approved arrangements set out within this Construction Logistics and Management Plan (CLMP) will be formally notified to LBH and agreed in writing prior to implementation.

The Developer and Contractor will liaise with, and maintain appropriate communication channels with, the relevant officers within the London Borough of Haringey, including Building Control, Environmental Health, and Highways. This will ensure that statutory responsibilities are properly discharged and that the obligations and mitigation measures set out in this CLMP are adhered to throughout the duration of the works.

The Building Contract, as instated by the Employer, will include specific provisions requiring the Contractor to comply with all relevant legislation, planning conditions, approved documents, and recognised codes of practice applicable to the construction of the development. The Contractor will be contractually obliged to operate in accordance with these requirements, including adherence to best practice guidance relating to site management, construction logistics, environmental protection, highway safety, and neighbour liaison.

4. Vehicle Routing and Access

Site Access and Egress

Due to the constrained nature of the site and its residential setting on Palace Road, there will be **no routine construction vehicle access into the site**. Construction vehicles will not enter the site boundary, and all deliveries will be managed from the public highway under controlled and supervised conditions.

Palace Road is a predominantly residential street within the London Borough of Haringey, accessed from Bounds Green Road. In order to minimise disruption to residents and maintain highway safety, strict delivery management procedures will be implemented throughout the construction programme.

Plant Restrictions

Construction activity on site will be undertaken using minimal plant appropriate to the scale of the development. The following plant will be utilised:

- **One 1.5-tonne mini excavator** operating on site during the groundworks and landscaping phase only.
- **One 1-tonne mini dumper** operating on site during the groundworks phase only.

No larger tracked or wheeled plant will be brought onto the site. This restriction significantly reduces delivery size requirements, noise impact, and highway interface risks.

Delivery and Offloading Arrangements

All deliveries will be undertaken using **rigid lorries only**. No articulated vehicles will be permitted to service the site. All materials will be offloaded directly from rigid lorries using vehicle-mounted Hiab cranes. Offloading will take place:

- Under the supervision of a trained traffic marshal/banksman;
- Within a controlled area adjacent to the site access;
- Directly into the site compound through secured access points within the hoarding line.

There will be **no requirement for delivery vehicles to enter the site boundary**.

Manual handling will be used only where appropriate and safe to do so.

Vehicle Movement Controls

All delivery and collection vehicles will:

- Arrive via routes mentioned in the CLMP and agreed with the London Borough of Haringey Highways team;
- Be pre-booked through a managed delivery booking system;
- Be met on arrival by a trained traffic marshal/banksman;
- Stop kerbside only for the minimum duration required for safe unloading.

At no time will more than **one delivery vehicle** be permitted to attend the site. Vehicles will not park, queue, or wait on Palace Road. Engines will be switched off during unloading to reduce emissions and noise.

Delivery Time Restrictions

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To minimise impact on peak commuter periods, school drop-off/pick-up times, and local traffic movements, deliveries requiring traffic marshal supervision will be restricted to:

09:30 – 15:00 Monday to Friday

No deliveries will take place outside these hours unless otherwise agreed in writing with the London Borough of Haringey.

Supervision and Highway Safety

All vehicle manoeuvres and offloading activities will be supervised by a qualified traffic marshal to ensure:

- Safe vehicle positioning;
- Protection of pedestrians and cyclists;
- No obstruction to neighbouring residential properties;
- No suspension of existing parking as the entire length of site is dropped kerb;
- Compliance with highway safety requirements.

The Contractor will also take account of local refuse collection schedules and other known traffic sensitivities within Palace Road and the surrounding residential streets when programming deliveries.

These measures will remain in place throughout the construction period and will be reviewed on a bi-monthly basis as part of this live Construction Logistics and Management Plan.

5. Pedestrian Access and Egress

Safe pedestrian access to the site will be provided via **designated gates from Palace Road**, located adjacent to the primary vehicular access. Separate pedestrian entry and exit points will be established, and **clearly marked internal pedestrian pathways** will be maintained throughout the construction programme to segregate foot traffic from any operational areas or plant movements.

While the pedestrian egress route onto Palace Road is unrestricted, the Contractor may implement additional controls, including the use of **traffic marshals or banksmen**, where necessary to manage pedestrian and vehicle interface safely.

Any freight vehicle access or egress from the site along the proposed route will be subject to **approval from the London Borough of Haringey Highways team**.

The site access gates on Palace Road will remain the sole points for all construction access and egress throughout the construction programme, ensuring controlled and safe movement of both pedestrians and vehicles.

6. Estimated Vehicle Movement

Construction vehicle movements will be strictly limited to the permitted working hours stipulated within the planning consent and agreed with the London Borough of Haringey.

Given the constrained residential nature of Palace Road and the restriction on construction vehicles entering the site, overall vehicle numbers associated with the development will be low and carefully managed through the Contractor's pre-booked delivery system.

The highest frequency of deliveries is anticipated during the sub-structure and superstructure phases of the main build programme. However, due to the limited scale of development and use of small plant only (1.5T and 1T mini excavators), vehicle demand remains modest throughout.

To minimise disruption to local residents and highway users:

- Approximately 80% of delivery trips will be scheduled between **10:00 and 14:00**;
- Approximately 5% of trips may occur between **09:30 and 10:00** where necessary;
- The remaining trips will occur between **14:00 and 15:00**.

No deliveries will take place outside the agreed delivery window of **09:30 – 15:00**, unless otherwise agreed in writing with the London Borough of Haringey.

All deliveries will be undertaken using rigid lorries only, with offloading via vehicle-mounted Hiab cranes directly into the site or kerbside deliveries pulled in with pallet truck. Only one delivery vehicle will be permitted to attend the site at any one time.

Predicted Construction Vehicle Movements

The forecast construction vehicle movements for the development are summarised below:

Phase	Duration (Days)	Total Vehicle Trips	Average Daily Vehicles
Site Establishment & Set Up	2	1	0.5
Excavation & Foundations	26	8	0.31
Sub-Structure	30	12	0.3
Superstructure	40	20	0.5
Services, Installation, Fit-Out, Testing & Commissioning	40	26	0.65

The above figures represent total delivery and collection trips across each phase of works. Daily averages demonstrate that the development generates **well below one vehicle movement per hour**, confirming that traffic impact on Palace Road will be minimal.

These projections will be monitored and reviewed throughout the construction period as part of the live Construction Logistics and Management Plan, with adjustments made where necessary to maintain compliance with agreed highway and planning conditions.

Vehicle Types

Articulated Lorries shall be prohibited for access to the site completely. Where possible HGV's shall be kept very limited and only permitted where there is absolutely no alternative available to suit the particular nature of a delivery or collection. Light Goods Vehicles, Trailer Vehicles, Hi-ab Rigid Fat Bed vehicles and Transit Vans shall be the required form of acceptable delivery or collection vehicle for the vast majority of the construction programme.

Anticipated maximum dimensions for a Builders Merchant Lorry -9.7m in length, 2.6m width and approximately 24T in weight.

7. Monitoring and Review

This Construction Logistics and Management Plan (CLMP) will be actively monitored and reviewed throughout the construction programme to ensure that logistics operations remain appropriate to the scale of the development and responsive to local highway conditions.

Monitoring will provide the opportunity for construction operations, delivery procedures and traffic management controls to be reviewed on a regular basis. Where necessary, additional mitigation measures will be introduced to ensure the continued achievement of the CLMP objectives, namely:

- Protection of pedestrian and highway safety;
- Minimisation of disruption to Palace Road and surrounding residential streets;
- Prevention of vehicle congestion, queuing or obstruction;
- Compliance with planning conditions and highway requirements.

Monitoring records will be maintained by a designated member of the Contractor's site management team.

Any material amendments required to the CLMP will be submitted to the London Borough of Haringey for review and written approval prior to implementation.

8. Delivery Management System

A formal delivery booking system will be implemented for the duration of the works. No delivery vehicle will be permitted to attend site without a pre-allocated time slot.

The booking system will record and monitor the following information:

- Quantity and frequency of deliveries;

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- Vehicle type, size and age;
- Confirmation that only rigid lorries are utilised;
- Time of arrival and duration of unloading activity;
- Confirmation that only one vehicle attends site at any one time;
- Agreed vehicle routing to and from Palace Road;
- Recording of any temporary set-down locations used prior to arrival;
- Monitoring of any instances of unacceptable queuing or parking;
- Recording of any breaches of agreed delivery windows;
- Supplier FORS accreditation status (where applicable);
- Confirmation of compliance with London Low Emission Zone (LEZ) and Ultra Low Emission Zone (ULEZ) requirements.

Given that vehicles will not enter the site boundary and all unloading will be undertaken via Hiab from the carriageway under traffic marshal supervision, the monitoring process will place particular emphasis on highway interface management and duration of kerbside occupation.

All vehicle routes to and from the site during the construction phase are shown on the approved routing plan appended (Appendix A) to this Construction Logistics and Management Plan.

9. Compliance and Corrective Action

Should monitoring identify any:

- Unacceptable vehicle queuing,
- Non-compliance with delivery times,
- Breach of routing agreements,
- Obstruction to neighbouring properties,
- Emissions or compliance failures,

Immediate corrective action will be implemented by the Contractor. This may include revising delivery sequencing, changing suppliers, adjusting time slots, or introducing additional supervision measures.

The CLMP will remain a live document and will be formally reviewed at regular intervals throughout the construction period.

10. Parking for Operatives and Visitors

Due to the constrained nature of the site and its residential setting on Palace Road, **no on-site parking will be permitted for construction operatives, subcontractors or visitors.**

All site personnel will be required to travel to site via sustainable transport methods where possible. The Contractor will:

- Promote the use of public transport;
- Encourage car sharing where appropriate;
- Provide designated secure cycle storage within the site compound;
- Provide welfare facilities to support sustainable travel arrangements.

There will be **no contractor parking permitted on Palace Road or surrounding residential streets.**

Operatives and visitors will be instructed that:

- Parking on single or double yellow lines is strictly prohibited;
- Vehicles must not obstruct driveways, residential accesses, junctions or pedestrian crossings;
- Vehicles must not cause inconvenience to neighbouring residents.

Any operative found to be parking inappropriately will be subject to disciplinary procedures and may be removed from the project.

11. Evaluation of Surrounding Development and Highway Activities

A review of the local planning register has not identified any major construction projects or highway works in the immediate vicinity that would conflict with the proposed construction programme. Should any such works arise during the construction period, the contractor will liaise with the Local Highway Authority and other contractors to coordinate deliveries and minimise disruption.

Appendix A

Route from North Circular to Site



Access and Egress to Site- Via Park Road



Access and Egress to Site- Via Palace Road



Appendix B

Highways Dilapidation Survey

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:10 Coordinate 51.605296°N, 0.122270°W Time mark Camera	General crack and deterioration in tarmac near bus stop BL on Bounds Green
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:10 Coordinate 51.605304°N, 0.122248°W Time mark Camera	Deterioration of tarmac and line marking
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:10 Coordinate 51.605299°N, 0.122256°W Time mark Camera	Deterioration of tarmac and line marking

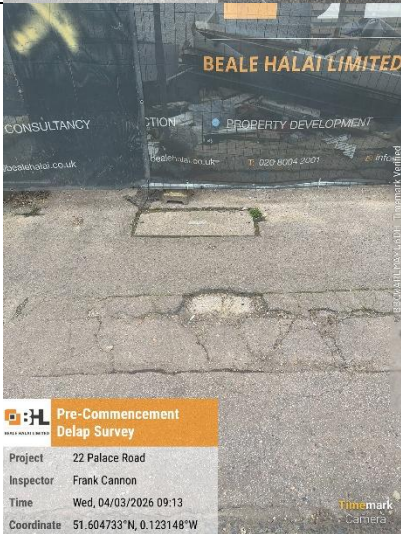
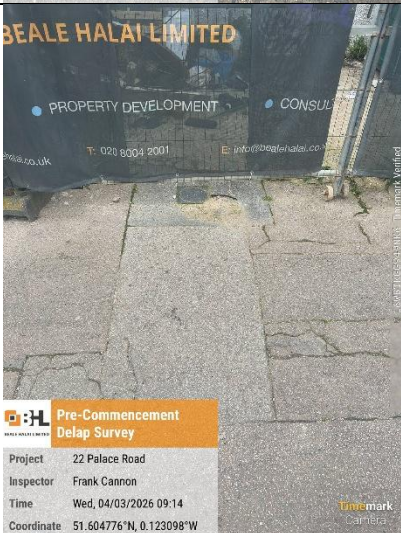
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:10 Coordinate 51.605296°N, 0.122254°W	Cracks in tarmac, poor condition of finishes and line marking at junction of Palace Road
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:11 Coordinate 51.605293°N, 0.122258°W	Broken paving, dislodged TW asset at cross over near junction of Palace Road and Bounds Green
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:11 Coordinate 51.605292°N, 0.122258°W	Poor condition of footpath, paint mark, dirt, inconsistent reinstatements

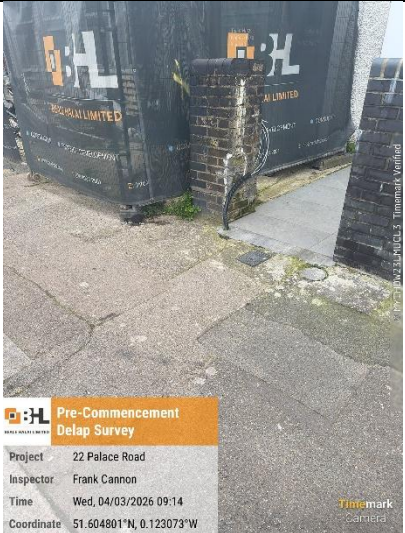
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:11 Coordinate 51.605260°N, 0.122315°W	Footpath tarmac cracked, bollards rusted at pedestrian crossing at the junction
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:11 Coordinate 51.605079°N, 0.122413°W	Crack at the junction of tabletop and carriageway in Palace Road
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:12 Coordinate 51.604944°N, 0.122645°W	Footpath cracked and undulated in Palace Road

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:12 Coordinate 51.604948°N, 0.122643°W TimeMark Camera	General deterioration of line marking
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:12 Coordinate 51.604964°N, 0.122695°W TimeMark Camera	Cracks and undulation on footpath
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:12 Coordinate 51.604921°N, 0.122850°W TimeMark Camera	Cracks and undulation on footpath

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:12 Coordinate 51.604899°N, 0.122904°W TimeMark Camera	General deterioration of line marking
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:13 Coordinate 51.604841°N, 0.123011°W TimeMark Camera	Junction of vehicular crossover adjacent to footpath damages with no flat concrete channel or edging, footpath finishes deteriorated
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:13 Coordinate 51.604772°N, 0.123140°W TimeMark Camera	Junction of vehicular crossover adjacent to footpath damages with no flat concrete channel or edging, footpath finishes deteriorated

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:13 Coordinate 51.604775°N, 0.123144°W TimeMark Camera	Junction of vehicular crossover adjacent to footpath damages with no flat concrete channel or edging, footpath finishes deteriorated
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:13 Coordinate 51.604775°N, 0.123184°W TimeMark Camera	General deterioration of line marking
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:13 Coordinate 51.604753°N, 0.123171°W TimeMark Camera	Cracks and undulation on footpath

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:13 Coordinate 51.604711°N, 0.123087°W TimeMark Camera	Deterioration of tarmac to the alley adjacent to site
 BEALE HALAI LIMITED CONSULTANCY PROPERTY DEVELOPMENT Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:13 Coordinate 51.604733°N, 0.123148°W TimeMark Camera	Deterioration of tarmac and reinstatement for services. Pothole in footpath
 BEALE HALAI LIMITED PROPERTY DEVELOPMENT CONSULTANCY Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:14 Coordinate 51.604776°N, 0.123098°W TimeMark Camera	Deterioration of tarmac and reinstatement for services.

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:14 Coordinate 51.604801°N, 0.123073°W TimeMark Camera	Deterioration of tarmac and reinstatement for services.
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:14 Coordinate 51.604770°N, 0.123104°W TimeMark Camera	General deterioration of line marking
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:14 Coordinate 51.604754°N, 0.123107°W TimeMark Camera	Cracks and undulation on footpath

	Carriageway adjacent to 28 to 30 Palace Road with minor deterioration
	Cracks and undulation on footpath
	Carriageway adjacent to 28 to 30 Palace Road with minor deterioration

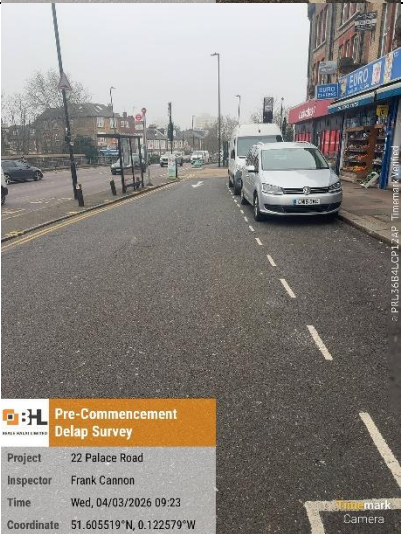
	General deterioration of footpath
	Carriageway with minor deterioration
	Minor deterioration near junction of Edith Road and Palace Road

	Inconsistent finish to carriageway at Edith Road
	Bollards damaged at junction of Park Road and Edith Road
	Bollards damaged at junction of Park Road and Edith Road

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:18 Coordinate 51.604267°N, 0.125071°W TimeMark Camera	Tarmac damaged at the interface with pavers
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:18 Coordinate 51.604336°N, 0.125124°W TimeMark Camera	Tarmac damaged at the interface with pavers
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:18 Coordinate 51.604351°N, 0.125133°W TimeMark Camera	Pedestrian and cycle zone noted between 8:30am- 9:30 am and 3pm- 4pm on weekdays

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:19 Coordinate 51.604367°N, 0.125020°W	Tarmac damaged at the interface with pavers
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:22 Coordinate 51.605738°N, 0.122884°W	Pedestrian and cycle zone ends at junction of Bounds Green and Park Road
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:22 Coordinate 51.605672°N, 0.122927°W	General deterioration of pedestrian crossing at junction of Bounds Green and Park Road

	General deterioration of paving and line marking at junction of Bounds Green and Park Road
	General deterioration of paving and line marking at junction of Bounds Green and Park Road
	Pedestrian Crossing adjacent to by lane on Bounds Green with minor deterioration

 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:23 Coordinate 51.605528°N, 0.122588°W Timemark Camera	Vehicular exit to main road from by lane appears fine
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:23 Coordinate 51.605519°N, 0.122579°W Timemark Camera	Tesco parking appears fine
 Pre-Commencement Delap Survey Project 22 Palace Road Inspector Frank Cannon Time Wed, 04/03/2026 09:26 Coordinate 51.605207°N, 0.122391°W Timemark Camera	General deterioration of paver and tarmac interface at crossing