



**LPH UK 1 LTD (LYSARA)
HEATHROW FLIGHTPATH CAR PARK
BATH ROAD, SIPSON, UB7 0DU**

**OUTLINE CONSTRUCTION LOGISTICS
PLAN**

JUNE 2025

A large, semi-transparent graphic in the background shows silhouettes of various people in motion: a man walking, a woman walking, a man cycling, and a woman cycling. The silhouettes are rendered in a light blue-grey color.

the journey is the reward

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JUNE 2025

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LPH UK 1 Ltd (Lysara)
Heathrow Flightpath Car Park
Bath Road, Sipson, UB7 0DU
Outline Construction Logistics Plan

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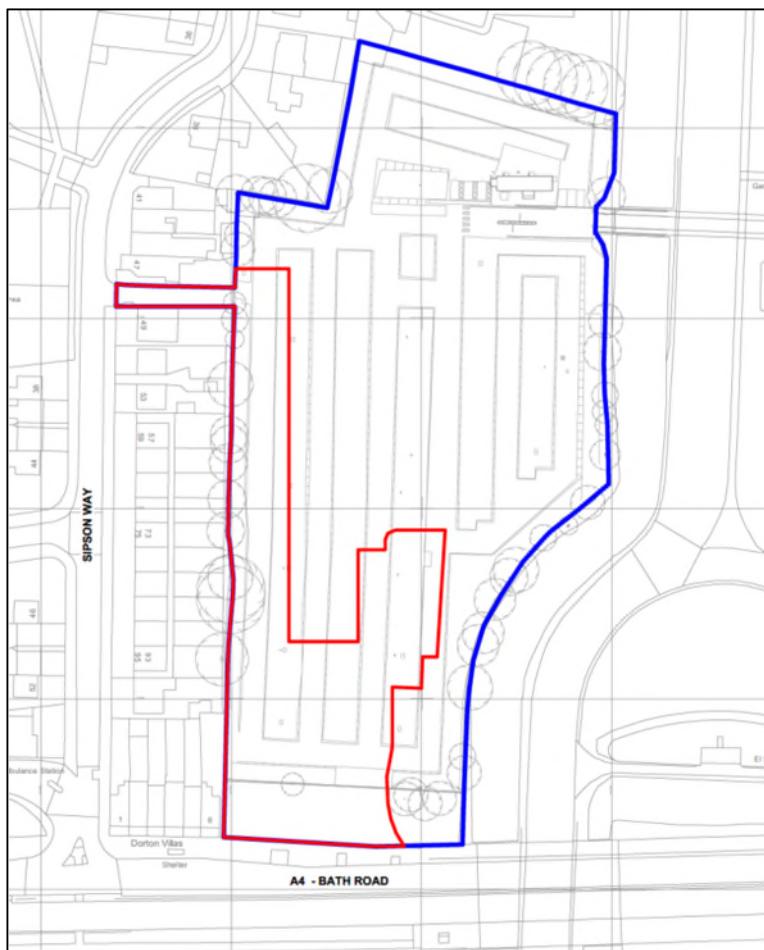
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APPENDIX A: Proposed Site Layout

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1 Introduction

- 1.1 This Outline Construction Logistics Plan (CLP) has been commissioned by Lysara in support a Full planning application for an electric unit area comprising a Battery Energy Storage System (BESS) and associated infrastructure.
- 1.2 The proposals are required to support an Electric Vehicle (EV) charging station at the site.
- 1.3 The application areas are shown in **Figure 1.1**. The electric unit area will form a minor works application (outlined in red) in advance of the main application for the EV charging station coming forward (outlined in blue).



BOUNDARY AREAS - MINOR WORKS		
NAME	BOUNDARY LINE	AREA (HECTARES)
APPLICATION BOUNDARY		1.64
MINOR WORKS APPLICATION BOUNDARY		0.47

Figure 1.1: Application Boundary Areas

1.4 The purpose of this CLP is to:

- Minimise impacts to the local highway network and motorised and non-motorised highway users during the construction period;
- Minimise disturbance to local residents and other sensitive receptors; and
- Assist in the reduction of risk and prevention of injury to staff, contractor, neighbours, general public and visitors.

1.5 It is noted that a number of the elements contained within this document will be the responsibility of the appointed Principal Contractor. This document sets out the requirements of the Principal Contractor. It will become part of the contract documents and will form an annex to any contracts with sub-contractors.

1.6 The construction works shall be carried out at all times in accordance with the approved CLP, unless any variations are otherwise first submitted to and approved in writing by the London Borough of Hillingdon (LBH).

1.7 As an Outline document, some elements of the CLP will need to be confirmed by the Principal Contractor prior to the commencement of construction.

2 Background

- 2.1 Heathrow Flightpath Car Park currently operates as a long stay carpark for Heathrow Airport travellers, and is located immediately north of the A4 Bath Road, east of Sipson Way and west of the M4 spur road.
- 2.2 The site location in relation to the surrounding highway network is provided in **Figure 2.1** below.

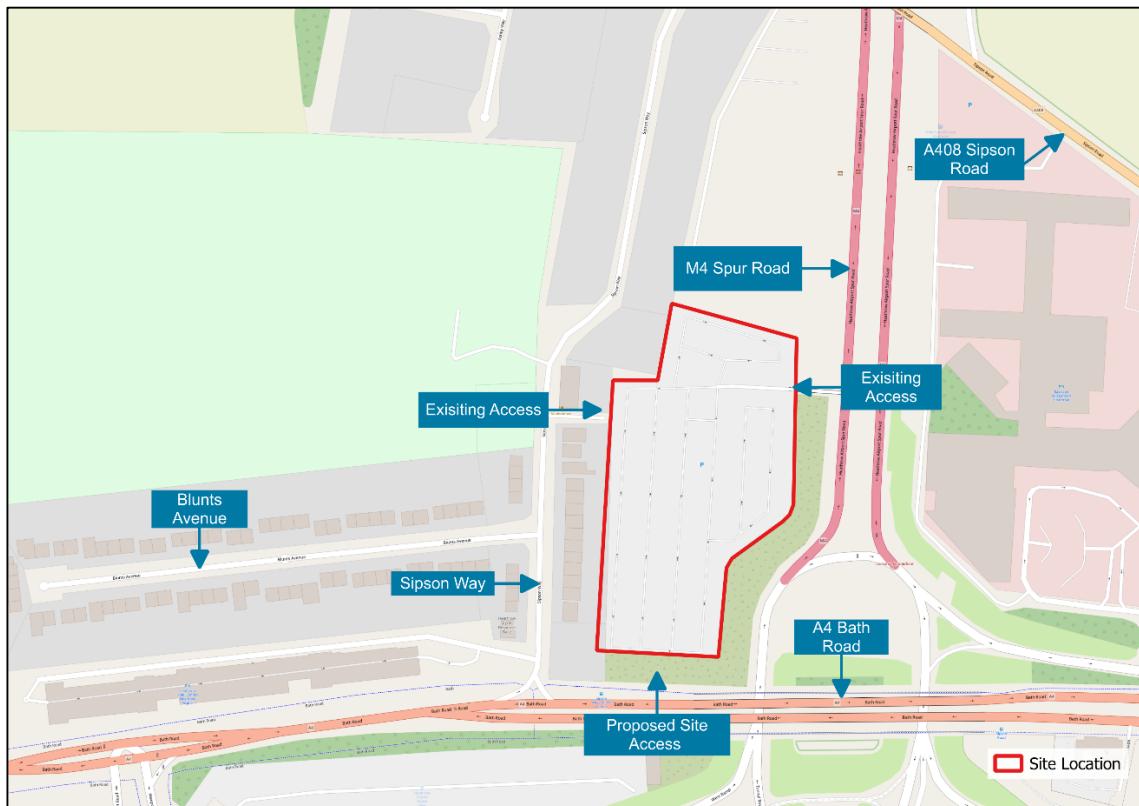


Figure 2.1: Site Location

- 2.3 Vehicular access to the site is currently via a narrow bridge over the M4 spur road and to Sipson Way on the west side of the site. Due to weight restrictions on the bridge over the M4 spur road, construction access will be from Sipson Way.
- 2.4 The site has permission for a new left-in / left out junction onto the A4 Bath Road, which is currently under construction following TfL approval of the S278 drawings. However, this won't be in operation until after the electric unit area has been constructed.
- 2.5 The application site benefits from connection to the adjacent pedestrian infrastructure, on Bath Road, which features footways of good width on both sides of the carriageway and regularly spaced street lighting.

- 2.6 Bath Road features an informal shared crossing facility approximately 50m west of the site access and a controlled crossing approximately 280m east of the site access, which benefit from dropped kerbs and tactile paving.
- 2.7 The site benefits from being in close proximity to public transport with bus stops located on Bath Road. These stops served by 81, 111, 278, N140 and U3 bus services to Heathrow Airport, Slough, Hounslow, Ruislip and Kingston.
- 2.8 West Drayton rail station is located approximately 3.7km to the north of the site and provides services to London Paddington, Reading and Didcot Parkway.

Construction Works

- 2.9 This CLP intends to aid delivery of the development throughout the construction period. This involves the construction of an electric unit area comprising a BESS and associated infrastructure.
- 2.10 The proposed site layout is included within **Appendix A** of this report.

3 Construction Programme and Operational Hours

3.1 The construction works are due to commence in Q3 2025 [TBC], with an anticipated time frame of approximately XX weeks for completion [TBC by Principal Contractor].

Operational Hours

3.2 Working hours will be restricted to the following hours [TBC by Principal Contractor]:

- Monday to Friday: 08:00 to 18:00 hours;
- Saturday: 08:00 to 13:00 hours; and
- Sundays and bank/public holidays – no work permitted.

3.3 Deliveries to the site will also be restricted to these hours.

3.4 The Principal Contractor will ensure these working hours are communicated to all contractors and site operatives during the site induction and are strictly enforced throughout the works. No work will be undertaken outside the agreed hours.

3.5 Deliveries will only access the site during the following hours: 09:00 – 15:30 Mondays to Fridays and 09:00 – 13:00 on Saturdays. No delivery vehicles will be permitted to wait in the vicinity of the site outside of these hours; drivers must make alternative arrangements when waiting for access to site and all suppliers will be informed of these restrictions at the point of placing the order.

3.6 All works relating to site clearance and construction, including the use of plant machinery on the site, will take place during operational hours only. Vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours. The exception to this would be for time-critical activities, which would be required to maintain progress of construction on site.

3.7 The times of deliveries will be attached to material and subcontract orders and will also be discussed and identified in Pre-Contract meetings.

3.8 No construction traffic or delivery vehicles will be permitted to park on any of the public roads surrounding the scheme for loading or unloading purposes – unless prior written agreement has been given by LBH. Otherwise, parking, loading, and unloading will take place in the designated on-site areas only.

3.9 Access routes within the site are to be free of stationary traffic i.e. No parking or waiting permitted, including construction traffic/plant. The Site Manager for the Principal Contractor will arrange unloading of materials within respective areas.

4 Site Access and Vehicle Routing

- 4.1 The construction access route to the site from Sipson Way will be kept clear at all times to ensure that construction vehicles and emergency services are able to enter and exit without delay. All vehicles will be required to drive straight into the site; no reversing into the site will be permitted and drivers will be informed of this requirement prior to travelling to the site.
- 4.2 The construction vehicle access route to and from the site via Sipson Way is illustrated in **Figure 4.1**.

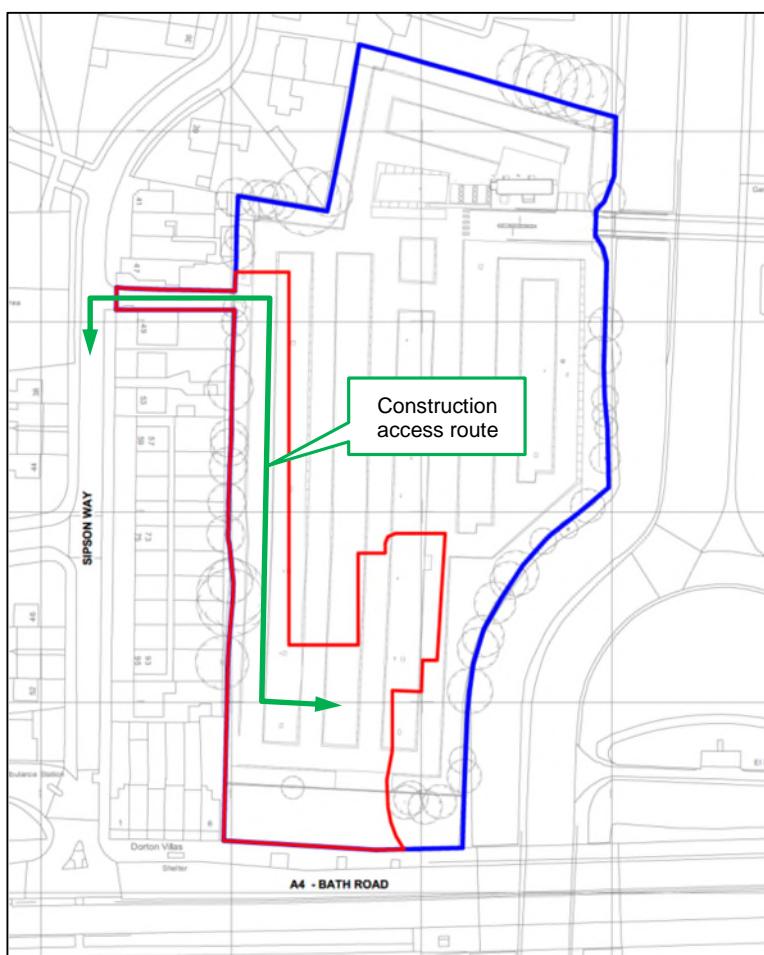


Figure 4.1: Site Construction Vehicle Access Route via Sipson Way

- 4.3 Vehicle speeds on site will be limited to 5 mph.

Vehicle Frequency and Type

- 4.4 It is estimated that the number of construction vehicles for deliveries will be low due the small scale of works proposed. Construction vehicles are anticipated to be no larger than a 10m rigid HGV.

4.5 Some staff are anticipated to arrive by vehicle, likely to be a car or van.

Signage

4.6 Appropriate signage will be placed around the site guiding traffic, giving warnings of speed limits, hazards and potential dangers (such as “Danger: Keep Out, Construction Site,” etc.) and instructing conduct within the site boundaries (such as “Do not remove security fencing” / “Appropriate PPE must be worn...” etc.).

Pedestrians

4.7 Pedestrian routes through the site will be separate from the site traffic routes and the on-site turning area will be located separate from pedestrian routes through the site, to ensure pedestrian safety. Pedestrian access to the site will be limited to construction workers with no public access permitted.

Site Compound

4.8 A site compound area will be provided throughout the construction period and will be located close to where the site is under construction in the southwest corner of the existing car park. This area will provide construction staff welfare facilities and parking.

4.9 The drawing in **Appendix B** shows the swept path of a 10m rigid HGV accessing the site from Sipson Way, turning around within the site and leaving in forward gear.

Routing

4.10 The nearest motorway is the M4 and **Figure 4.2** shows the construction vehicle routing plan for HGVs between the site access onto Sipson Way and the M4 via the A4 and the Heathrow Airport Northern Perimeter Road. This routing plan will minimise impact on residential areas.

4.11 Staff vehicles will not need to adhere to this routing plan as they will be accessing the site in a car or van.

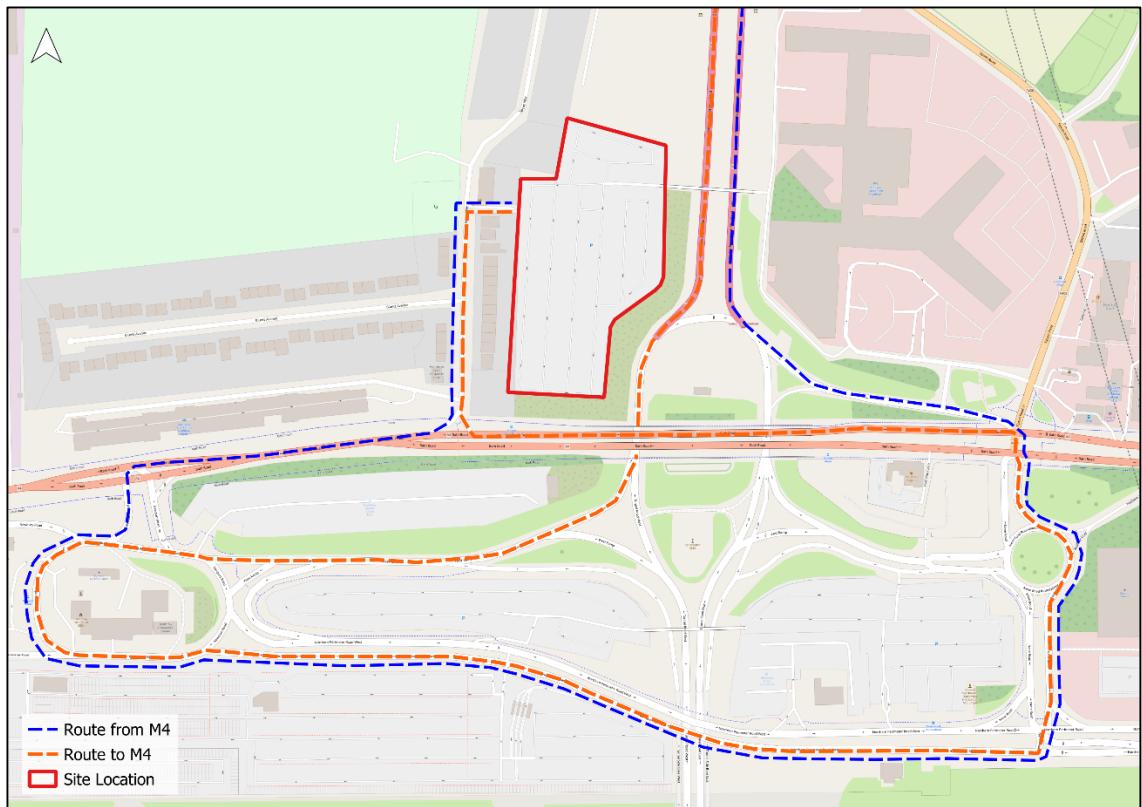


Figure 4.2: Construction Vehicle Routing

4.12 The routes for deliveries will be attached to Material and Subcontract orders and will also be discussed and identified in Pre-Contract meetings.

5 Parking

- 5.1 A compound area will be provided throughout the construction period and will be located close to the plant under construction.
- 5.2 The compound area will include dedicated areas for the staff and visitor parking including dedicated spaces for site management.
- 5.3 The on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established prior to construction.
- 5.4 All parking will take place within the designated parking areas within the construction site areas. No parking will be permitted on adjoining roads.

6 Loading and Unloading

- 6.1 Loading and unloading will take place within the site compound area, which will include a designated area for the turning of construction vehicles and all suppliers will be informed of the protocol regarding deliveries and collections.
- 6.2 Construction vehicles will be prevented from waiting, standing, queuing upon and loading/unloading from the surrounding highway network through the implementation of the following measures:
 - Construction vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours so that vehicles only arrive when the site is open;
 - No waiting, parking, loading or unloading will be permitted on any roads adjoining the development. This will ensure pedestrian safety within the vicinity of the site and the ensure that other site operations can be maintained;
 - The Site Manager and designated foreman will ensure that there is no daytime or overnight parking of construction vehicles within the vicinity of the site and all vehicular parking will be confined to a designated on-site parking area;
 - The access point to the site will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay; and
 - All construction vehicle drivers will be informed of the above procedures prior to travelling to the site.

Management of Waste

- 6.3 Construction waste is a form of controlled waste. As such, the storage, transport, handling and disposal of such waste will only be handled by competent operatives who have been authorised by a competent body.
- 6.4 The Principal Contractor will develop a Site Waste Management Plan for their own works and will require site operatives to work within the requirements of this Plan.

- 6.5 All arrangements will be in line with the developer's specific waste management systems.
All inert material will be retained and re-used on site where possible.
- 6.6 The management, handling and disposal of waste and classification of materials will be conducted in line with all current legislation and requirements.
- 6.7 An area for the storage of waste will be provided within the site in clearly signed and appropriately sized containers.
- 6.8 There will be no burning of any materials (including waste, vegetation, and refuse) on-site throughout the course of the works.
- 6.9 A waste removal company will be responsible for the removal of all waste from the site.
Records of waste removals will be issued and retained.

7 Storage

Storage Facilities for Materials and Plant

7.1 Where required, the site compound area will include materials storage and waste areas, as follows:

- A materials store (gated);
- A separate heavy materials store; and
- An area for the storage of waste.

Management

7.2 Where possible, material deliveries will be arranged on a 'Just in Time' basis in order to minimise the amount of materials required/stored on site.

Staff Facilities

7.3 The site compound will contain staff welfare facilities, including temporary offices, (and the site manager's office), a staff canteen, a drying room and WCs.

8 Site Security

- 8.1 The Principal Contractor will ensure that the boundaries of the site-works areas are fully secure and separate from surrounding areas and operations.
- 8.2 Site visitors will be directed (by signage at the entrance gates and, where appropriate, gatemen, to the site office(s) where they will sign in and be inducted (as appropriate for the nature of their visit) by the Site Manager(s) of each phase.
- 8.3 The Principal Contractor will ensure the site for which they are responsible is fully enclosed with appropriate fencing (Heras / Hoarding) and controlled access gates, so that the site is completely autonomous from any surrounding areas, clearly defined and separated before any works commence on-site.
- 8.4 All site boundaries will be monitored daily by the Site Manager to ensure that any deficiencies / breaches are dealt with quickly and to ensure that security of the site boundary is robust when the site is left at the end of each working day.
- 8.5 Security hoarding will be erected prior to the commencement of works on-site. The hoarding will be positioned clear of the highway so as not to cause physical obstruction or impede vehicular or pedestrian sightlines.
- 8.6 On-site security will be constantly maintained. The perimeter of the site will be secured by a combination of 2.0m high Heras fencing and 2.0m high timber fencing. On establishment of the site, metal gates will be erected at the site entrance. Where necessary the perimeter fencing will be reinforced with Heras fencing to improve the site perimeter security. Fencing will be frequently inspected, repaired and repainted as necessary.
- 8.7 Outside of the operational site hours, if deemed necessary, mobile security controls will be put in place to ensure the site is patrolled on a regular basis or CCTV cameras will be installed at strategic positions to provide coverage of the site.
- 8.8 The site will be lit during hours of darkness with temporary lighting installed around the areas of construction.

9 Noise

- 9.1 Construction works on the site will only be carried out between the hours of 07:00 to 18:00 on Monday to Friday and 07:00 to 13:00 on Saturday.
- 9.2 Construction works, by their very nature, can generate significant noise levels which can present a nuisance to the surrounding areas when works are being conducted. In recognising this, the Site Manager will take all reasonable steps (such as the use of noise suppression equipment) to ensure compliance.
- 9.3 Lysara recognises that maintaining good relationships with those living and working in the vicinity of the site is important. Identifying noise and vibration levels as a risk to the surrounding area as early as possible in the process is a priority, in order to ensure that any issues can be dealt with fairly and expeditiously. The Site Manager will be available for contact for any interaction with the public during the works. Should any complaints regarding noise be addressed to a Site Manager, the complaints will be dealt with as required.
- 9.4 All workers on site will be made aware of the need to keep noise and disruption from plant, radios and vehicles to a minimum. The Site Manager will ensure this is conveyed as part of the initial site induction and will be maintained with good site management.
- 9.5 Measures taken to minimise construction noise are to be confirmed by the Principal Contractor.

10 Dust Management

- 10.1 The production of dust emissions will be minimised and/or controlled in order to reduce the impact on local residents, members of the public, construction personnel and ecological receptors.
- 10.2 Measures taken to minimise dust emissions are to be confirmed by the Principal Contractor and are likely to include the following:

Earthworks

- Scabbling (roughening of concrete surfaces) will be avoided, where possible;
- The carrying out of any earthworks during dry weather will be avoided, if reasonably practicable having regard to programme and contracting arrangements for the relevant works. Alternatively, it will be ensured that water is appropriately used to control dust;
- A permanent hardstanding will be provided for the construction access to prevent dust gathering on the surface; and
- Excavated mounds will be covered to minimise dust.

Construction

- It will be ensured that sand and other aggregates are stored in bunded areas and are not allowed to dry out unless required for a particular process;
- Large quantities of cement, grouts and other similar materials will be mixed in enclosed areas remote from site boundaries and potential receptors;
- Bulk cement (if applicable) and other fine powder materials will be delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery;
- For small supplies of fine powder, bags will be sealed after use and stored appropriately to prevent dust;
- The site will be secured using Heras panels/tree protection fencing with monoflex to prevent dust leaving the site, and the site access gates will be closed for the duration of the activity;
- An imposed speed limit of 5 mph around the site will be observed to keep dust movements to a minimum;
- Road sweepers will remove any debris from the roads if required;
- All skips will be kept covered when exiting the site to reduce the possibility of any dust arising;

- All cutting equipment will be fitted with dust suppression systems;
- No blasting or explosives will be used on site; and
- Mechanical road sweeps (fitted with water bars) will be used every time the road is cleaned. The roads will be cleaned regularly during the working activities in order to reduce dust gathering on the surfaces both within and external to the development site. Dry sweeping will be avoided.

11 Contacts

11.1 The contact details of the appointed Principal Contractor are as follows:

- Name: TBC
- Company: TBC
- Telephone number: TBC
- Email address: TBC

11.2 The contact details of the appointed Site Manager are as follows:

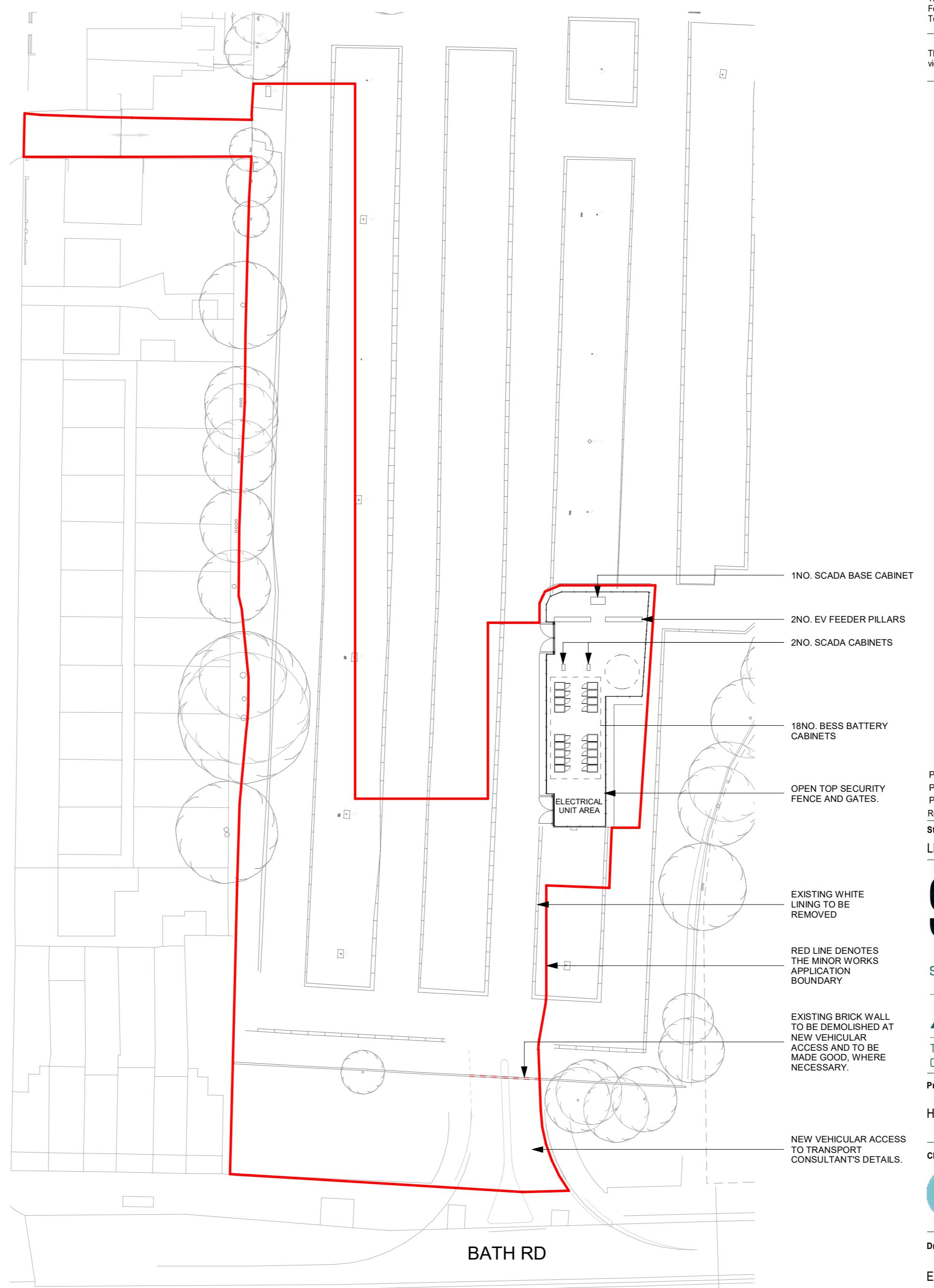
- Name: TBC
- Company: TBC
- Telephone number: TBC
- Email address: TBC

APPENDIX A: Proposed Site Layout



EXISTING SITE PLAN

1 : 500



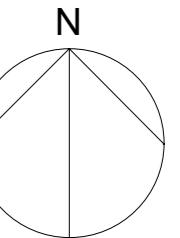
PROPOSED SITE PLAN

1 : 500

Do not scale this drawing.
Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
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This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols.

This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.

5 0 5 10 15 20 25
m
SCALE 1:500



P3 BOUNDARY LINE ADJUSTED. 30.04.25 JC CV
P2 PLANNING ISSUE 24.04.25 TT CV
P1 FIRST ISSUE. 22.04.25 HJ CV
Rev Description Date Drn Ckd

Status

LEGAL DRAWING - NOT FOR CONSTRUCTION

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SMALLEY MARSEY RISPIN

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Project

HEATHROW FLIGHTPATH CAR PARK, UB7 0DU

Client

LYSARA

Drawing Title

EXISTING AND PROPOSED SITE PLAN - MINOR WORKS

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev								
7935	-	SMR	-	00	-	ZZ	-	DR	-	A	-	2201	-	S4	-	P3

SMR Job Ref	Sheet	Scale	Drawn
7935-00-2201	A2	1 : 500	HJ

APPENDIX B: 10m Rigid HGV Swept Path

