



Construction Management & Logistics Plan

Kier Construction
London & Southern

KIER	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
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Contract Title	Pinn River SEND School
Report Title	Construction Management & Logistics Plan
Revision	
Status	Contractor's Proposal
Control Date	Apr 2023

Rev	Status	Author	Date
01	1 st Draft	A Weller	24/04/2023
02	Archeological and SSI constraints and controls added	A Weller	12/06/2023
03	Surface water, Bird Nesting, and further PEA comments	A Weller	23/06/2023



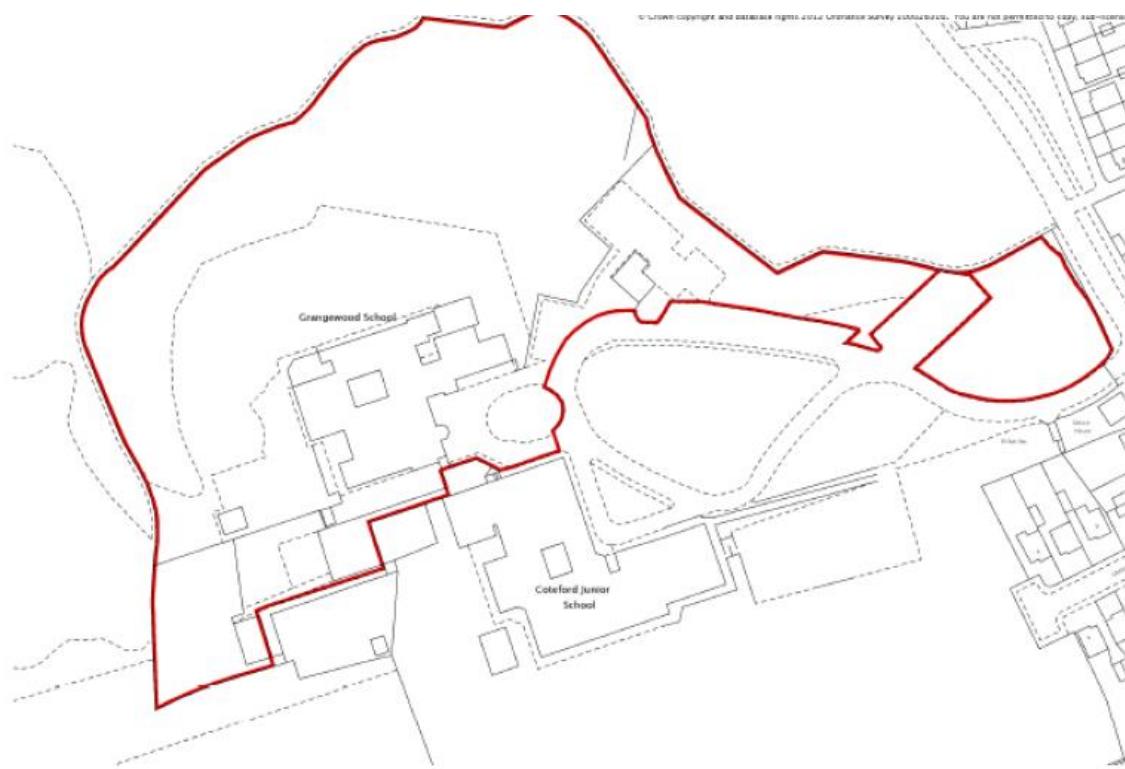
Introduction

This Construction Management Plan has been prepared by Kier on behalf of the Department for Education for the construction of a new SEND (special educational needs and disabilities) namely Pinn River SEND School.

Pinn River SEND School is a free school and is under the management of The Eden Academy Trust (EAT). The EAT specialise in meeting the educational needs of children and young adults with a range of learning disabilities including those who are autistic and those who have a physical or sensory need.

The school site is situated in the London Borough of Hillingdon and lies adjacent to the Ruislip Woods National Nature Reserve (the largest block of ancient, semi natural woodland in Greater London).

The site is shared with Coteford Junior School which is operated by a separate academy trust (Quite Easily Done Trust). There is no operational or organisation connection between the two schools or trusts. The image below indicates the layout of the site and the location of the two schools.



Pedestrian and vehicle access to the site is exclusively from Fore Street on the Eastern boundary of the site. The site is bounded to the north and west by woodland and Coteford Junior School to the south.

The site is owned by Hillingdon Borough Council who lease the buildings and parts of the land to the two schools.

Construction Stage

The appropriate authorities, including Environment Agency, Building Control, Fire, Police and Ambulance Authorities will be notified of our works commencing and our planned activities and durations on site.

Advisory notices will be posted in the locality to similarly notify our neighbours, this will be reinforced with a newsletter introducing our company, giving details of the forthcoming activities and durations, and reassuring local people of our intention to be good neighbours.

	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Safety and Environmental risk assessments will be developed further, and these will be added to the Site Safety and Environmental Plan.

Immediately following Contract agreement, we will mobilise our full site team.

We will register the site with the Considerate Constructor's scheme upon possession of the site.

We will consult and explore with all the team members, adjacent occupiers and the local Authority and review measures to reduce any potential negative impact that the project may have.

We are aware that there are houses in close proximity on Fore Street and Wentworth Avenue and as part of the development we will liaise with them by means of regular newsletters and ensure deliveries and access are coordinated to minimise inconvenience.

Our proposed basic site working hours would be to open the site at 07.30 but no works before 08:00 and work until 17:30. Monday-Friday, and if necessary 08:00 to 13:00 on Saturdays. We may apply for extended hours to meet the overall programme timeframes if required.

Design team meetings will continue to be held at regular intervals to ensure the design is completed on time in order to meet the requirements of the project. This will include any items that require input / design from specialist consultants and or specialist contractors. We will ensure that all designs are coordinated and monitored in accordance with the agreed programme. We will review and comment on contractor detailed elements to ensure compliance with the contract requirements. This will be arranged and coordinated by the design manager.

The Design Team, will be a focal point for the receipt of all consultant design information, including specialist contractor designs. The Design Team, assisted by the site operation team, will also issue and provide drawings, information and documentation to allow successful completion of the project.

Specialist key package trade contractors will be brought into trade contractor design and detailing development meetings and/or design team meetings, as appropriate, in order to finalise designs. All designs will be in accordance with the Contract documentation and programme requirements.

Programme (tba)

Contract award: - tba

Start on Site: - 24/07/23

Practical Completion: - 18/07/25

Project Working Hours

Monday to Friday	07:30 to 17:30hrs
SATURDAY	08:00 to 13:00hrs (by agreement)
SUNDAY	No work

Site activities to be conducted outside agreed working hours must be approved in advance by Hillingdon Borough Council Environmental Health Department.

	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Pre-start site Investigation

During the preconstruction phase a ground radar survey will be carried out to confirm the extent and location of any existing services. We are aware of services running through the site that require special consideration. This includes gas, drainage water and telecoms.

Underground services surveys are compulsory on all out projects to minimise the risk of service strikes. A robust permit system will be in place to minimise risks that any existing services create. Consideration of this information will be taken when formalising method statements and permits to work on certain aspects of the works.

Notification of the project commencement will be issued to all Statutory Authorities, other developments, local businesses, and the client's representative advising them of the construction works and advising them of the Kier Construction proposed programme of works.

Contact details for Kier site management team will be issued and distributed within this document and also displayed on site.

At the commencement of the contract, Kier will carry out the implementation of the Logistics and Pre-Commencement activities, which are detailed overleaf.

The findings and from the Preliminary Ecological Appraisal have been considered and recommendations have been incorporated within this Construction Management Logistics Plan.

Hoardings

Site specific requirements for securing the perimeter at all Kier work sites are determined by a risk assessment. Appropriate fencing will be provided to all work areas/storage areas and is it appropriate for site conditions in line with HSE HSG151 Protecting the Public standards and our own Kier minimum standards.

Storage of plant and materials will be within a designated area within the secured site compound as indicated in the plans at the end of this document.

The project will be using the Kier branded hoarding to public facing areas which is 2m+ in height. This will incorporate anti climb features and measures to prevent unauthorised persons (including children) from accessing beneath fencing and gates.

A secondary heras fence line will be employed to prevent unauthorised access / works on areas outside of 'the works'. This temporary fence line will protect the woodland, SSI and the ancient monument at the front of the site.

The site will have suitable information, mandatory and warning signs with lighting located where required and orientated so that it does not cause intrusion to the nearby properties.

Throughout the project continual review will take place to ensure the effectiveness and integrity of the site perimeter/hoarding, particularly where there is evidence that persons have breached the arrangements.

	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Logistics

The establishment and management of the project is critical to its success. Kier appreciates the importance of minimising any disruption caused to local residents and adjacent public and roadways. Key concerns have been identified as the effect on local traffic and minimising any inconvenience to neighbours.

Appended to this document are the logistics plans and fencing drawings.

It is intended that the existing permanent fence will be maintained with additional hoarding to segregate and secure the works.

In order for us to achieve this, we will provide an effective site establishment, good logistics management and a safe working environment with components and materials delivered to the correct location and in accordance with the allocated time slots.

We intend to commence works with a small temporary site set up. This will be followed at the earliest opportunity with the long-term site accommodation comprised of double stacked portacabin style offices.

Key project issues include the following:

- Safety for members of the public, neighbours, construction staff, visitors and operatives as well as suitable control of construction related traffic.□
- The management of deliveries to the site.
- Maintenance of adequate, high standards office and welfare accommodation within the site area.

Our Logistics regime for the project will been designed to meet these challenges, and is based upon:

- Controlling deliveries to minimise traffic related issues. This will be through our online booking system and through the management of works with just in time delivery of materials.
- There will be an off-road booking in area for deliveries. This allows an area to manage the changeover of vehicles coming on to site and for the exit. This will ensure that no vehicles are manoeuvring within the immediate road network other than arriving and leaving the site.
- Efficient management of material movements on site will be achieved through working closely with the supply chain, utilising the same contractors for delivery and collections with all unloading and reloading within the site boundary.
- Meet the hours of the school critical or busy periods.
- Delivery directions and information established at the site entrance and along the site access routes to direct vehicles to the site. Directional signs will be sited on surrounding roads to guide drivers to the correct entrance.

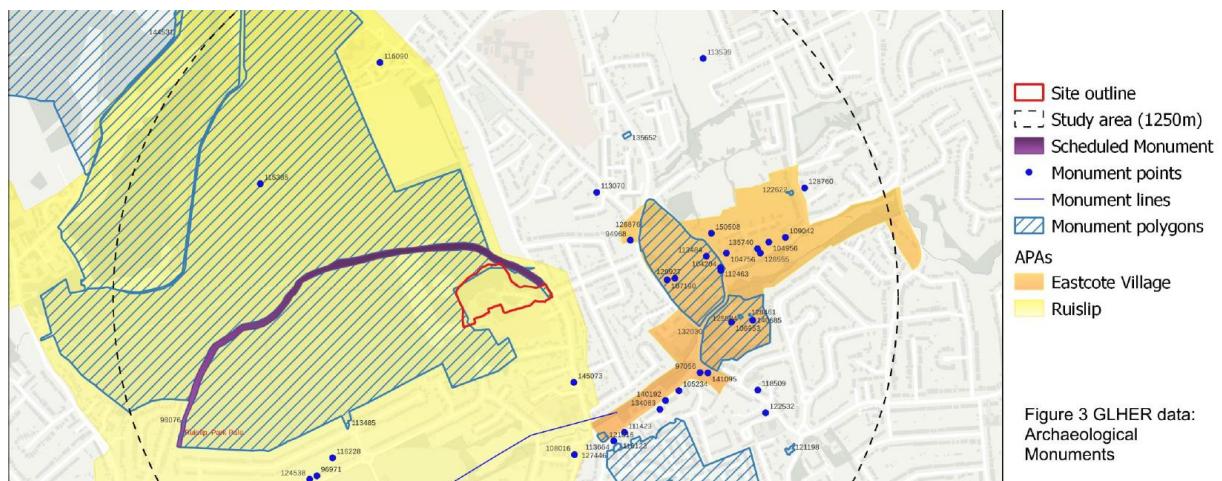
	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

- Adjacent access roads will be maintained to a high standard throughout the project duration by ensuring all vehicles leaving the site are clean on departure, wheel washing facilities will be provided during the grounds work stage. This will be located within site compound.
- All plant and machinery will be offloaded within the site boundary to minimise disruption.
- Minimise number of vehicles required to come to site and encourage use of public transport / alternative means of transport.
- Effective detailed planning of all construction activities with due consideration of available storage space within the site boundary.
- Controlled, separate, site personnel pedestrian access to the site area utilising a controlled booking in system.
- Ensuring our supply chain has up to date copies of the logistics plans and adhere to agreed delivery times and access routes.
- All deliveries will enter via the existing entrance shown on the logistic plan.
- A Gateperson will be positioned on the gate and will act as Banksman for lorries entering the site. They will also ensure pedestrians are prohibited from walking across the site entrance during deliveries.
- All loading and unloading of plant equipment and materials will take place within the site boundary.
- Any generated waste, combustible and flammable materials/substances will be suitably removed from site as early as possible.

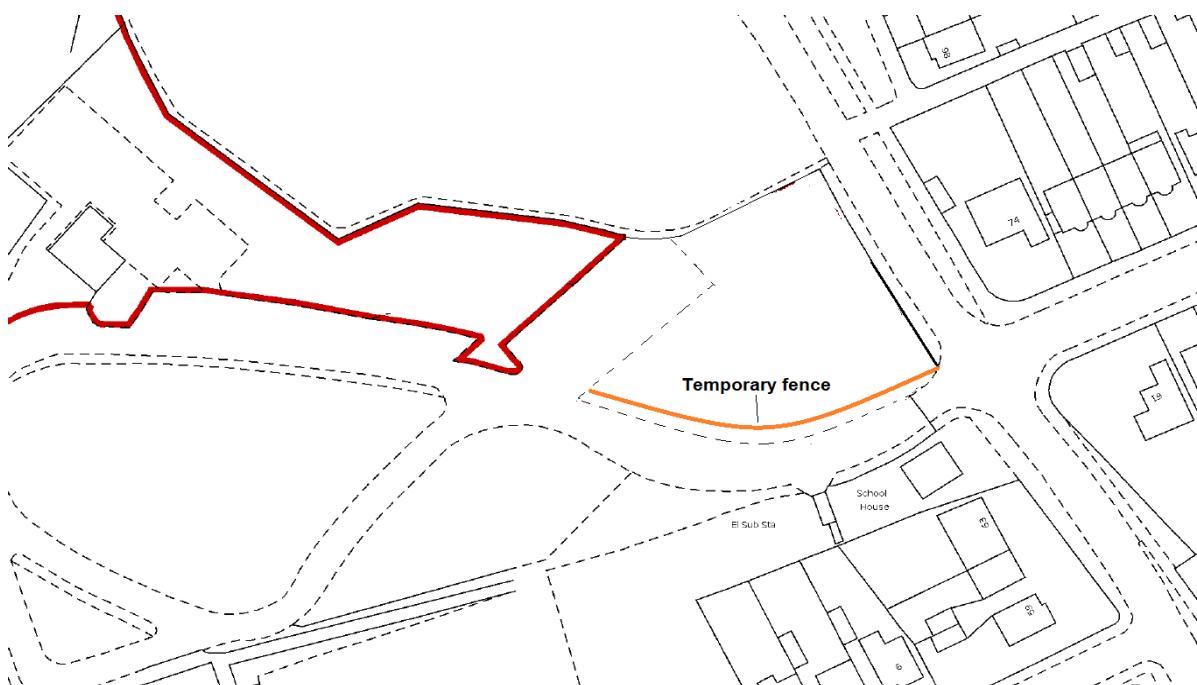
Archaeology, Schedule Monument (Park Pale)

The site has a number of key archaeological considerations, primarily relating to the medieval deerpark within Ruislip Woods. The Park's boundary earthwork (the 'pale') survives in woodland adjacent to the north-eastern edge of the site, where it is protected as a Schedule Monument (List Entry Number 1021402). Part of the pale earthwork is mapped within the application site running alongside and immediately west of Fore Street. This short section is not scheduled but should be considered of equivalent significance and protected.

This was highlighted in the archaeological desk-based assessment undertaken for the site, along with the consultation commentary received for the 'Greater London Archaeological Advisory Service. The figure below depicts the location of the site in relation to the Schedule Monument.



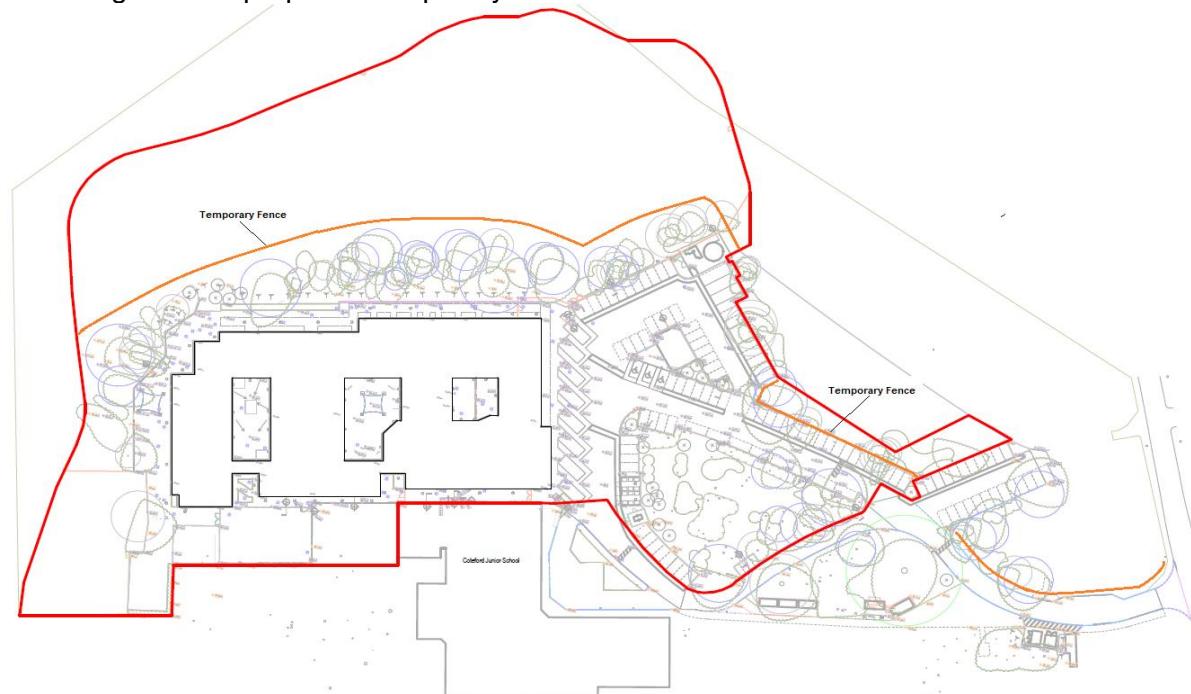
There are no works or interfaces in the area where the earthwork is mapped within the site boundary. As a precautionary measure Kier will erect a temporary fence in front of the area with signage advising of the monument and restricting access while Kier are on site.



Outside of this area, trial trenching is also to be undertaken across the footprint of the Proposed Development in area previously undisturbed, in order to establish whether significant archaeological remains survive in these locations.

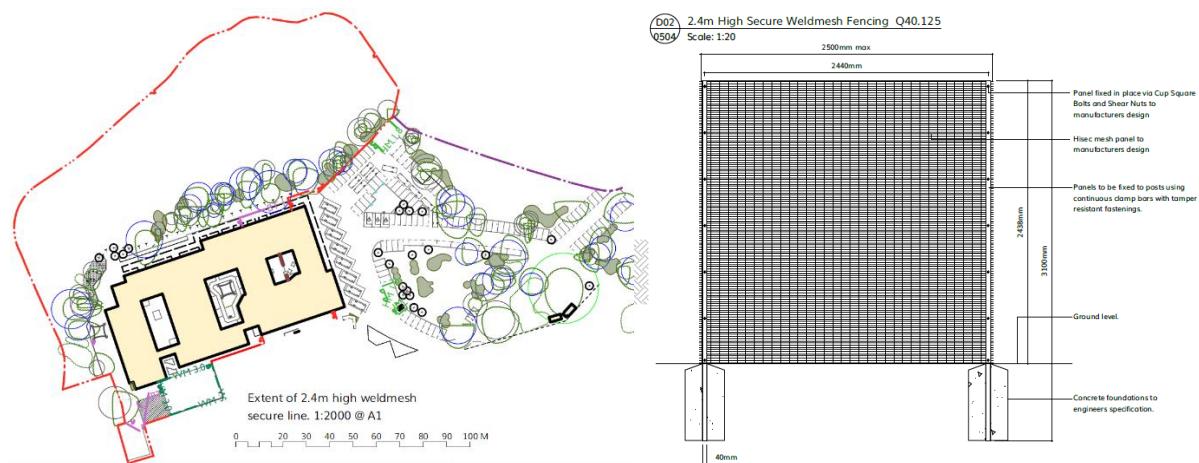
Extent of SSSI

This image shows proposed temporary fence line.



Natural England require measures prior to the removal of the existing boundary fence, to ensure that the adjacent Scheduled Monument remains are not affected by the development. The proposed fencing (details of which can be found on drawing number: FS0728-WWA-ZZ-ZZ-DR-L-0127 P02) is a like for like installation with existing post holes / footing locations being utilised. As detailed in drawing number FS0728-WWA-ZZ-ZZ-DR-L-0504 P01, the main difference between the old and new perimeter fencing is that the new fence is taller than the existing fence to comply with education safeguarding requirements, The proposed alterations will not affect the existing ditch.

Extracts from FS0728-WWA-ZZ-ZZ-DR-L-0127 & 0504



Site Management

The management of the project will be led by a Project Manager, the Project Manager will be assisted and supported by additional site-based construction management personnel, responsible for the management and supervision of the site-based operations. Additional supervisory and site engineering resources will be brought to site depending on the stage of works.

The site team will be supported and assisted by visiting staff for planning and programming, safety, environmental management and temporary works departments.

Quantity surveying and commercial procurement resources will be site based.

At the commencement of works a 'tool box talk' will be given by an Ecologist to the site management team and operatives detailing the sensitive ecological features of the site, protected and invasive species present in the area. This 'tool box talk' will then be included as part of the site induction for new operatives.

 KIER	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Logistics Management

The main duties of our Logistics Manager are to implement the procedures listed above, develop and to amend the logistic plans as and when required as it will be a “live” document. Our Logistic Manager will be briefed on the requirements of the project. The bullet points are as follows:

- Liaise with highways on deliveries and access routes.
- Ensure deliveries are scheduled in advance and agree timeslots for all trades.
- Liaise with our supply chain to ensure lorries/delivery vehicles are sized to suit the site limitations that will vary throughout the construction process.
- Ensure that the site-specific method statement includes all details of the delivery, including size of vehicle, entrance gate to be used, offloading method.
- Ensure method of offloading is ready in advance of delivery arriving on site.
- Ensure clear designated and secured zones for storage of plant and materials within site boundary.
- Ensure vehicles do not park on adjacent roads or queue at the site entrances. Part of the pre start with supply chain will be to discuss access to site using public transport as part of their contract.
- Staff will have cycle parking provision and will be encourage to car share.
- Control unauthorised deliveries. We have an area to pull into on the site and if unauthorised, the Gate person will turn around vehicles on site and send away.
- Ensure no mud or debris by way of wheel washing on site.

Site Establishment

The Gate person will control access and security of the site. They will control access and egress of all visitors, site operatives and vehicles to the site.

Site office and welfare accommodation is proposed to be established as shown on the attached set up plan. The temporary site accommodation and welfare will comprise establishment of office/meeting room area, canteen/changing rooms, Male and Female toilet facilities and shower facilities.

It is proposed that power and water connections for the accommodation will be taken from the supplies serving Coteford Junior School, sub metered to record use by Kier. There are no available drainage connections so an effluent tank will be utilised.

All access routes and emergency exit routes to/from the site area will be clearly defined and protected to ensure segregation of persons and items of mechanical plant/machinery.

Due to site constraints, there will be no parking provision.

	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Fire Procedures

Fire control and alarm points will be established at suitable locations within the site area. The points will include suitable firefighting extinguishers, fire alarm sounders/call points, operation instructions and details of fire exit routes.

Hot works permits will be if required. These are issued every day for any “hot work” activities.

It is intended that a turnstile type system is used to control access to the site operations.

A fire alarm sounder/call point will be located in a staffed area in the case of a test or emergency to carry out an evacuation to the emergency assembly point.

Movement and Hoisting of Materials

It is proposed that a tower crane will be utilised for the horizontal and vertical distribution of materials throughout the site. Temporary works will be undertaken in accordance with Kier Minimum Standards and managed by the Temporary Works Co-Ordinator who will be appointed by the Project Manager.

Deliveries and Storage

Deliveries to the project will be via Wentworth Drive. All vehicle movements within the site boundary including deliveries to site will be subject to the control of a suitably qualified Banksman.

Deliveries will be asked to arrive via agreed routes and at agreed times so as to minimise disruption to neighbours. Datascope or Biosite will be used on the project for the booking of deliveries, this information will be relayed to all our supply chain and managed by our Logistics Manager.

All HGV' shall comply with the Direct Vision Standard with a 3 star or better rating and be fitted with a VI mirror in accordance with directive 2007/38/EC.

To limit the traffic and any local congestion, deliveries will be scheduled to suit construction requirements. This will ensure the available working space within the site is maximised. Holding areas for delivery vehicles may be used.

All concrete will be delivered to site in appropriate vehicles.

A small storage area will be located towards the front of the site and the muga at the rear will be utilised for storage. Materials will be stored on palette or stacked in designated hardstanding areas. No materials will be stored within the soft / woodland areas, these areas will be protected by heras fencing.

Loading & Unloading

Delivery vehicle will arrive on site and be escorted up the access road to the front of the project where they will be unloaded then return down the access road out of site for their onward journey.

The primary means for loading and unloading for the project will be via a tower crane which will be positioned in the central courtyard. The tower crane will lift directly from the vehicles or

	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

from the loading area at the front of site to the work face. The new muga will be built early to act as a material storage area for the rear of the project and the existing car parking bay along the access road will be utilised for storage for the front of the project.

Plant and Machinery

All Non-Road Mobile Machinery (NRMM) used on site shall comply with the emissions standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition".

It is proposed that a 60m luffing jib crane with a 22.5m tower height and lift capacity of 4.00t at 60m will be used for material distribution. This will be fitted with floodlights, aircraft warning lights and anti-climb devices.

Recycling

Kier's core principle is to reduce, reuse, recycle and recover. It is our duty of care for our environment to do all we can to ensure our services tailored to meet the individual requirements of our local communities and each project.

We have worked closely with our supply chain to ensure that from the design stage and then through to deliver, that we do eliminate any unnecessary waste.

A mobile crusher will be used for the hardcore generated by the demolition, the arising will be re used on site. Crushing activities will take place between November 23 and December 23 subject to agreement of the programme.

Within site we will provide segregated areas for any waste.

Waste Disposal

A waste removal strategy will be developed during the pre-commencement period. This strategy will be incorporated within all trade contractor orders.

Two alternative strategies will be implemented, and the appropriate solution will be incorporated within all trade package requirements:

1. A system of central rubbish skips, which will be removed from site on a regular basis. Trade contractors will be required to provide, transport and deposit their rubbish within the provision.
2. A system of large, wheeled bins will be established and provided by trade contractors. Trade contractors will also provide smaller wheeled bins for use at the workstation. They will be required to deposit their rubbish within their particular large, wheeled bin utilising the smaller bins to transport rubbish from the work place to the compound.
3. The larger wheeled bins will be emptied, and the rubbish removed from the site on a regular basis. Costs of removal will be apportioned appropriately between the relevant sub-contractors.

No bonfires permitted.

	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Scaffolding

Conventional scaffolding will be used with independent boarded lifts to suit the nature, location and type of the particular operations. The locations will be indicated on the site plan which will be updated regularly.

Scaffold design and loading will be adequately assessed, designed and evaluated by a specialist trade package contractor and checked and approved by Temporary Works Engineer.

Scaffolding will be provided, erected and maintained in accordance with all current statutory regulations. Suitable guard railing will be utilised to prevent falling from unprotected edges and staircases, as applicable.

No person other than a certified competent scaffolder will be permitted to erect, alter, adapt or dismantle scaffolding.

Temporary Services

110v power will be utilised.

It is proposed that water will be taken from the supply feeding Coteford Junior School. A sub meter will be installed to monitor and record use by Kier.

It is proposed that Electricity will be taken from the supply feeding Coteford Junior School. A sub meter will be installed to monitor and record use by Kier.
A generator will be used to run the tower crane.

Telephone line and an electronic data transfer line (Wi-Fi Modem) will be provided to site office areas.

There are no nearby foul water drains that can be utilised for the project's welfare facilities, it is therefore proposed that an effluent tank will be used for the welfare facilities which will be emptied on a regular basis.

Dust and Debris

The site will be kept clean and tidy at all times and will accord with any statutory requirements.

Vehicle wheels will be checked on exiting the unloading area to ensure their cleanliness. A wheel wash will be utilised, to ensure no debris strays on, or is trafficked, to the surrounding roads.

A road sweeper will be used on the surrounding streets should mud be distributed.

Any vehicles coming on or exiting the site will be checked to ensure any dust or debris cannot be dropped from vehicles such as lorries which must be sheeted.

If thought necessary, work areas will be dampened down with light water spray during dry periods so that dust is kept to a minimum.

 KIER	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

All cutting equipment likely to cause dust will be fitted with dust suppression kit for example pressurised water bottle and extraction with a minimal filter filtration of Medium class (M Class is 0.1%, 99.9% efficient).

All demolition, crushing and loading activities will be suitable suppressed with water. A canon or 'fog' will be used at ground level to cover, and excavators will have jets that provide direct suppression.

Suitable concrete vehicle wash down areas will be established, so that "wash out" from concrete delivery vehicles will be washed out within a contained area.

All waste skips exiting the site will be covered to prevent dust and debris contaminating the local roads and pavements.

In addition to the above, the Mayor of London SPG document titled "The control of Dust and Emissions during construction and Demolition" has been further consulted and accordingly in response to the chapters and sections therein we advise the following below:

- Kier proposes to have dust and control measures as per the above details.
- Kier proposes to have in place dust and control measures as per the above and strive to both meet our own high standards and cooperate with the L.A on this matter and as necessary implement the measures of Appendix 7 where applicable.
- Site and office contact details will be made available on our site hoardings and that we hold meetings where opportunities to relay any concerns from stakeholders or other neighbouring properties can be brought to our attention.
- Site management will monitor dust and pollution generating activities daily.
- Any spillages will be looked after with spill kits readily available; plant be sited in "nappies" and "witches hats" being used to protect nearby drains.
- Mobile Generators will be kept to a minimum where possible and our subcontractors are encouraged to use electrically powered tools for the trades that do not need heavy plant.
- On the small number of operations where external grinding may be needed and creates dust, we will employ water spraying techniques.
- Skips will be covered, and chutes and conveyors controlled appropriately.
- Kier will operate a smart waste management plan (SWMP) and records will be kept using a system called Smartwaste which we will use to monitor and make improvements to our waste generation, further no bonfires are held on site.
- We confirm that we will keep maintained haul routes and use wheel washing and vehicle covers on the operations and vehicles that require these measures.

Safety

During the Pre-commencement phases of the project, work activities will be analysed, detailed method statements, risk analysis undertaken, and adequate provisions made by ourselves and the trade package contractors, such that safe means of access, methods, tools and equipment are utilised.

All trade package contractors are obliged to provide safety policies, plans and method statements and will be interviewed prior to order placement on all aspects of safety, health and welfare.

 KIER	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

The project will be subject to independent site safety checks, inspection and reports by the Kier SHEA team.

Quality Control

Where possible, sample areas and mock-ups will be created that will reflect the required quality levels and to resolve interface difficulties at early stages in the project.

Separate checklists will be created for each and every element of the works. No checklist will be signed off until the required standard of workmanship is achieved. Additional checklist will be proposed when required. Acceptance of all elements of the works will be subject to signing off.

The snagging and de-snagging of areas will be addressed in the working space, as each section of the building is completed. Once this is agreed, areas of the building will be “closed off” and a restricted access policy implemented, our aim is to strive to provide a project which achieves a ‘defect free’ handover.

The project will be subject to independent site technical quality assurance checks, inspection and reports by the Kier technical quality assurance team.

Noise control

Noise levels on the boundary are not consistently expected over 85db there will be occasional peaks. Noise monitoring stations will be positioned on the boundary to monitor and record noise levels throughout the demolition period.

Management of noise pollution will be given a high priority. Wherever possible, electrically operated plant will be utilised. If electrically operated plant is deemed to be unsuitable, then only plant and equipment that is correctly silenced and muffled in accordance with current legislation will be utilised.

All pneumatic tools will be checked daily, to ensure their compliance to the regulations and our own stringent noise control management.

Tree Protection

Given the nature and location of the site requirements for tree protection and works in and around trees will be detailed in the arboriculturalist tree report, this will include information on root protection areas, tree protection zones and the control requirements when working and interfacing in these areas.

Environmental issues will be included in the induction so that the whole workforce is aware of the issues on this site. This will include tree protection and where they will need to be aware of protected areas of fawner and animal habitats.

Our programme has been worked and developed so that tree removal and pruning is predominantly outside of the bird nesting season (March – Aug). In the limited exceptions where this is not possible an Ecologist will be present to carry out an inspection of the tree to confirm no nests are present. If during this inspection an active nest is discovered an exclusion zone will be set up leaving the nest undisturbed until the nest is no longer active.

 KIER	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Surface Water

Flood risk assessments carried out on the site have determined that the site is of 'low risk' to flooding.

The woodland surrounding the site is elevated approximately 1-2m above the existing site level and this will increase to 3+ meters during the groundworks. Given the levels of the site and the adjacent woodland the potential for woodland to be affected by surface water runoff from the site to be low / negligible.

During the construction phase filter traps will be used on any nearby surface water drainage. Surface water will be monitored as part of our daily inspection regime and an action plan will be implemented should the need arise.

Excavations

Excavations will be managed by specialist subcontractors, rigorous fall protection will be employed around excavations, excavations larger than 1m deep will be subject to a permit and monitoring regime.

All spoil and waste arisings will be kept tidy and spoil heaps will be securely fenced or regularly used or turned over throughout the works.

Excavations will be secured, and entry prevented outside of working hours.

Vehicle movements

Refer to logistics plan for vehicle movement routes.

A designated gate person will be located at the entrance of the site on the Fore Street boundary, a second gate person will be located at the entrance to the Kier site boundary. Vehicles will be banked, from the entrance with Fore Street through the shared access road and onto site. The reverse sequence will be employed for vehicles leaving site.

Vehicles movements will adhere to times as agreed with Coteford Junior School. This will be communicated through prestart meetings with the supply chain.

Materials on site will first be reviewed to see that it can be reused or recycled on site rather than removed. This will also reduce the number of movements needed.

Responsibility

The project will be led by a Project Manager, who will lead the site delivery team. The Project Manager will be assisted and supported by additional site based construction management personnel, responsible for the management and supervision of the site-based operations.

The appointed person responsible for the Logistics Management will review and monitor throughout duration of the project. The Construction and Logistics Management Plan is reviewed on a regular basis with all stakeholders.

Regular newsletter and notification of key events will be circulated to local area.

	Pinn River School, Hillingdon	Construction Management & Logistics Plan	12/06/2023 (Rev 03)
---	----------------------------------	---	------------------------

Construction Methodology/ Sequencing & Programme Narrative

Prior to the commencement of the project works, the preliminary Health & Safety and Fire Safety Plan will be prepared. This plan will be progressively refined and developed as trade package contractors and specialists are appointed and more specific and detailed methods, techniques and requirements are established.

Sub-structures

Groundworks, foundations, drainage.

Superstructures

Concrete frame, brick facade, drylining, floors, lift, staircases.

Roof Covering

Warm / green roof, with a variety of finished including play deck.

Internal Works

M&E, Fit-out, specialist FFE, decorations, floor coverings, joinery, doors.

External Works

New gates, paving works, tarmac, general hard and soft landscaping works

Mechanical/Electrical Services – Testing and Commissioning

The complete services installations will be tested and commissioned in accordance with the specifications and current CIBSE commissioning codes, IEE regulations; BSRIA codes of practice and manufacturers recommendations.

A detailed method statement will be issued for approval prior to the commencement of pre commissioning and commissioning activities for all installed systems.

A programme will be issued prior to commencement of commissioning showing durations and dates for witness of testing of system by the design team. Prior notification of all tests will be given to the client to attend as required. Where tests are to be witnessed, we will require confirmation of the client representatives to enable the demonstration to proceed.

Full details for each system will be issued for approval prior to the commencement of commissioning. The details will include all necessary design data together with all associated schematics.

Static tests of all systems will be completed and certificates issued in accordance with the Quality Plan as the installation progress and prior to the commencement of pre commencement checks.

Items of major plant will be pre-commissioned by the manufacturers or suppliers and all pre-commissioning will be recorded and test sheets issued to the commissioning subcontractor. The manufacturer or supplier will also carry out performance testing on a major plant.

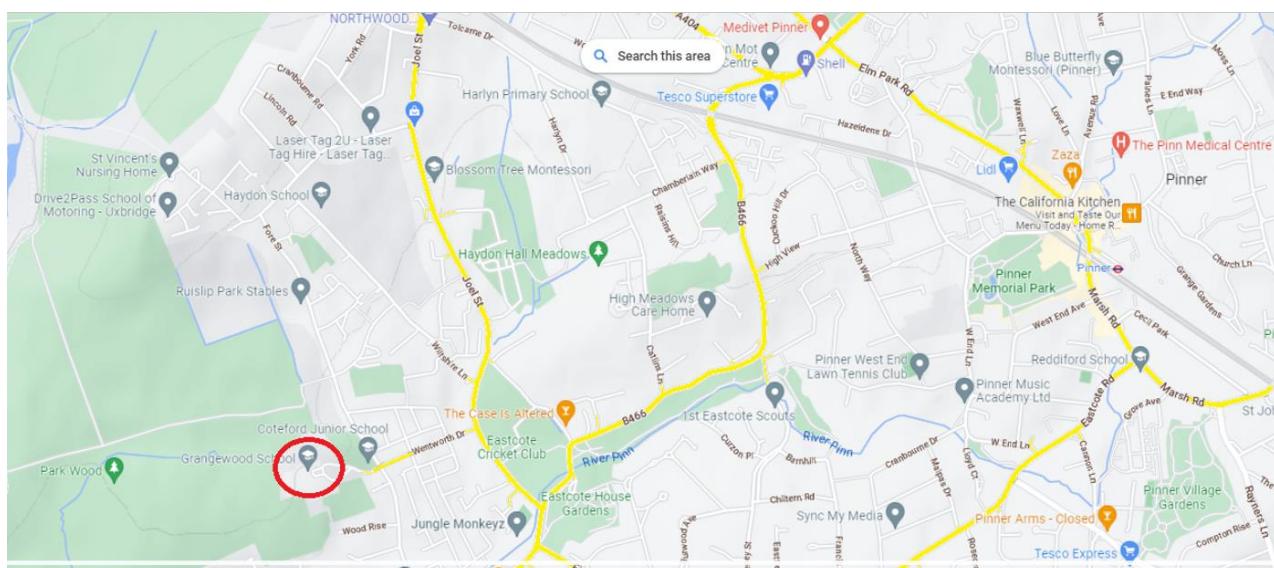
Testing and commissioning of specialist systems will be carried out by the specialist system supplier/installer and all test certificates will be issued.

All statistic tests, pre-commissioning checks, commissioning of major plant and installed systems will be carried out by our mechanical and electrical subcontractor and his specialist suppliers as appropriate with our personnel to ensure all tests are in accordance with the agreed method statements and to ensure the test certificates are signed and issued.

On completion of the commissioning actives the complete system will be offered for demonstration and witness testing to the client.

On completion of successful witness tests for each system the signed test sheets and commissioning data will be issued to the client for acceptance. All commissioning test sheets will be incorporated into the operation and maintenance manuals.

Site Location Map / Delivery Route

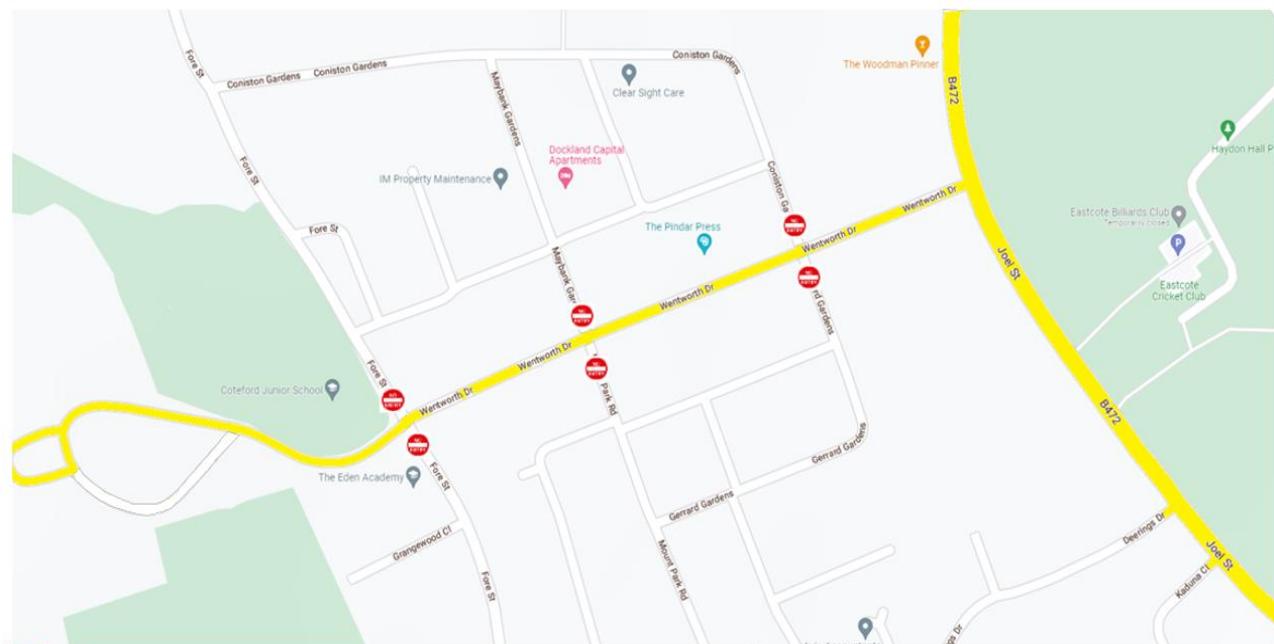


Main Vehicular Delivery Routes -

- B466 Eastcote Road
- B472 Joel Street
- Elm Park Road
- Wentworth Drive
- Marsh Road



Delivery Routes



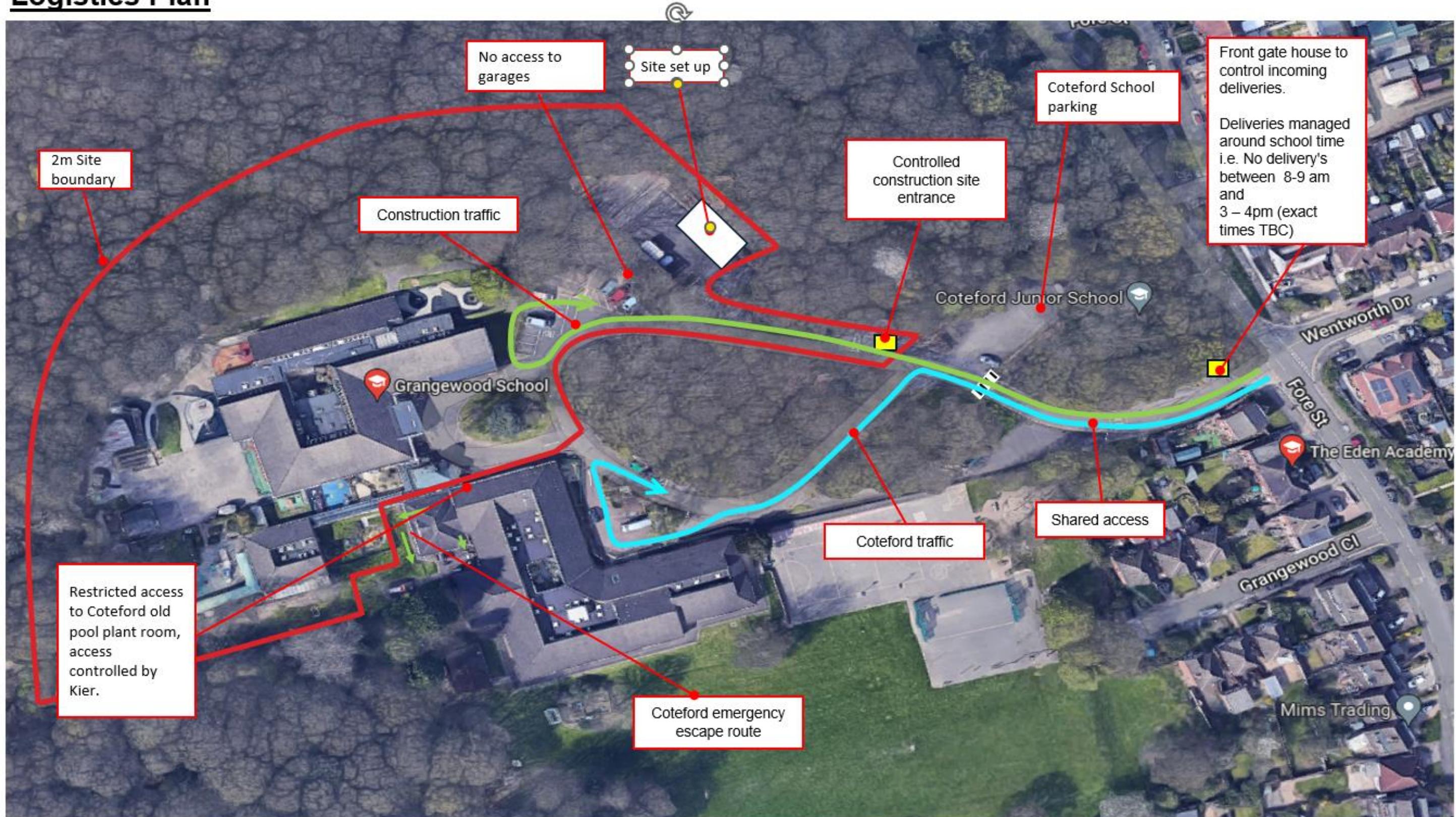
To exit the site vehicles will cross Fore Street and down Wentworth Drive, when reaching the bottom of Wentworth Drive vehicles will turn left or right on B472 to complete their onward journey.

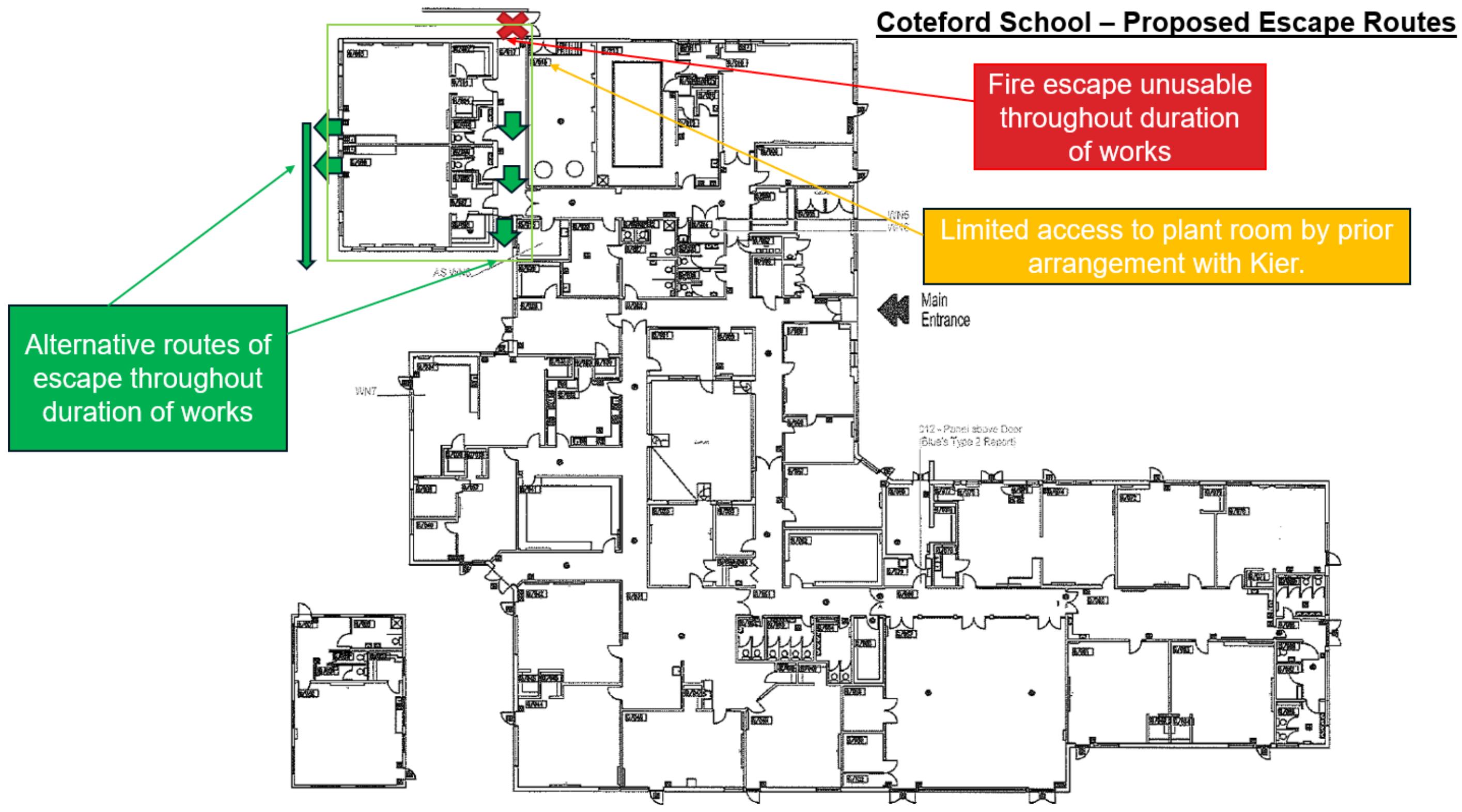


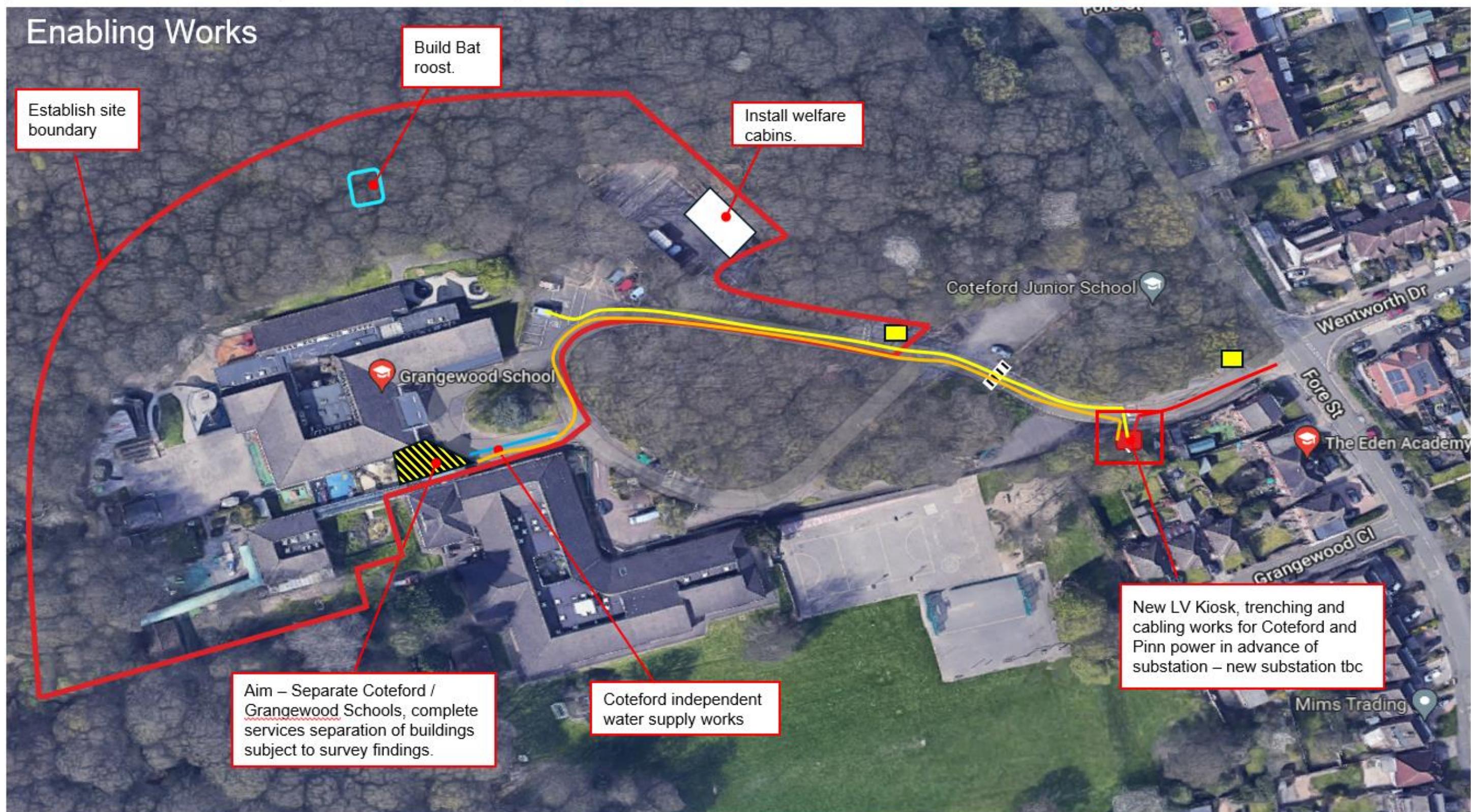
Pinn River SEND School

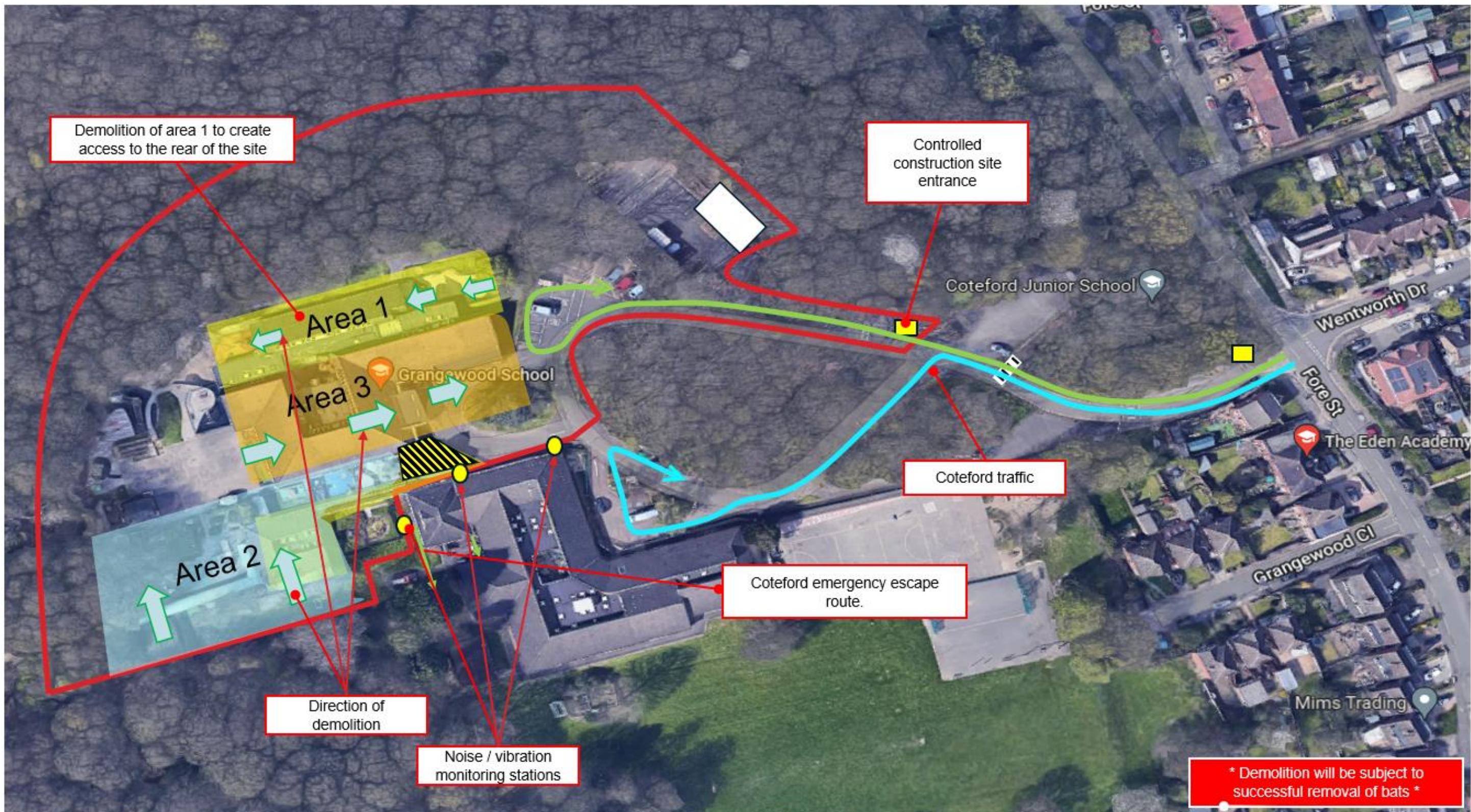
Phasing and Logistics

Logistics Plan



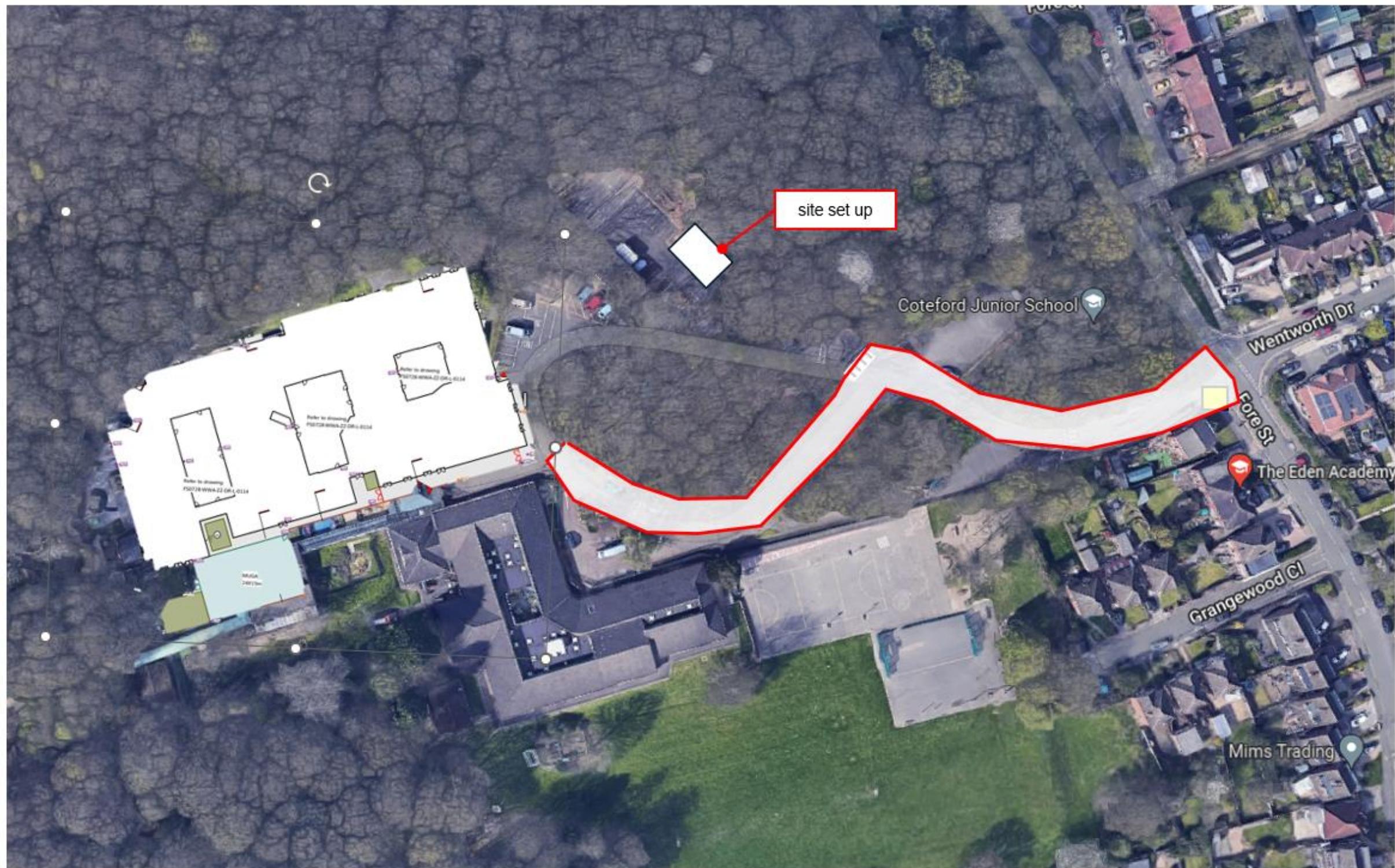


17/07/23 – 03/09/23, Summer Holidays – No vehicle access to Coteford School**Enabling Works**

04/09/23 – 03/11/23, Asbestos and Demolition

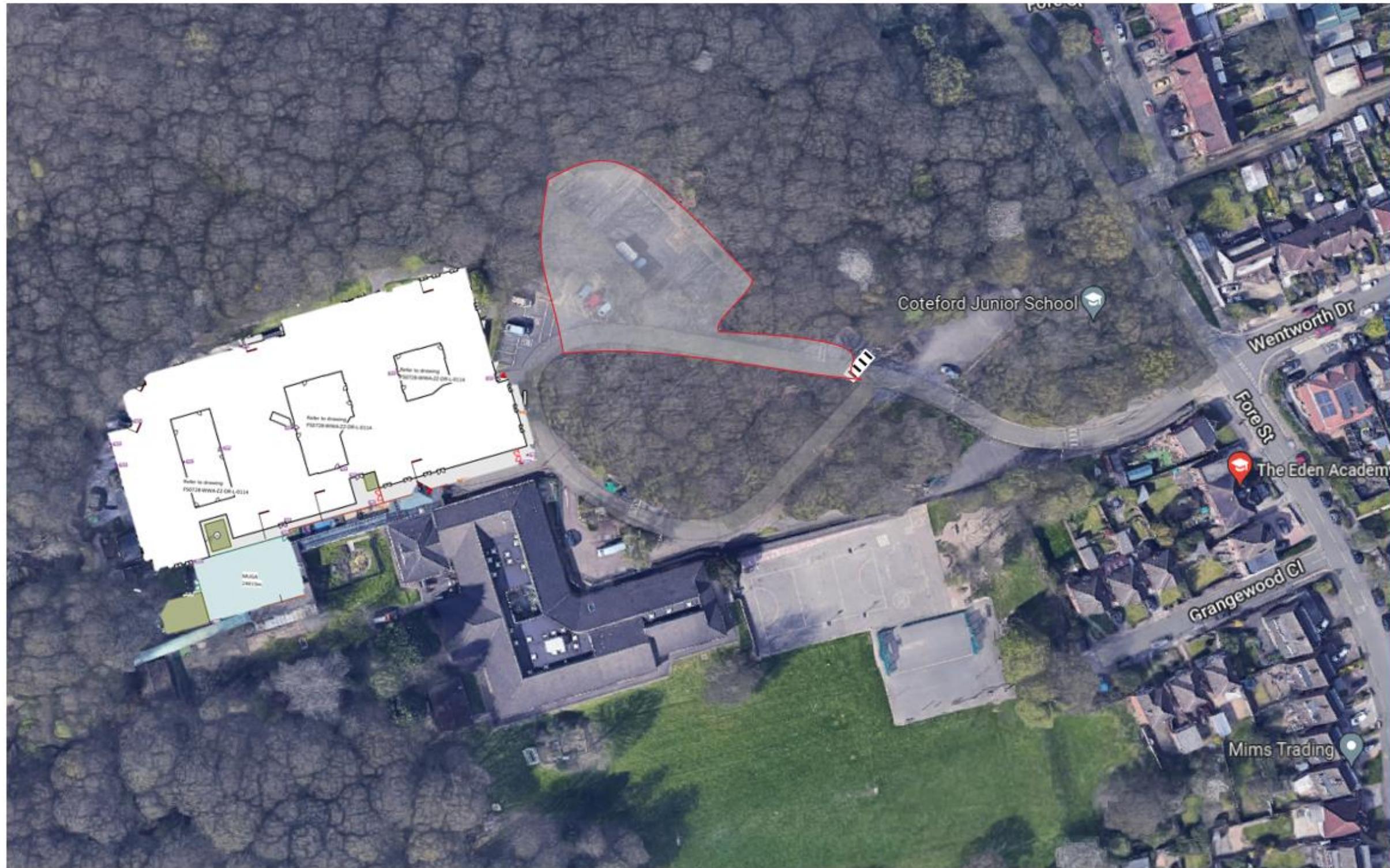
06/11/23 – 11/07/25, Construction

Construction – External Shared Areas



- Extent of work
TBC:-
- Tree Removal
- New parking bays
- New EV charging
- New bin store
- New Cycle provision
- Carriageway re-surfacing

Undertaken in holiday periods where possible to minimise disruption to Coteford.

14/07/25 – 06/08/25, Welfare decant and reinstate external areas

- Extent of work TBC:-
- New parking bays
- New EV charging
- Carriageway re-surfacing



	Pinn River SEND School, Hillingdon	Construction Management & Logistics Plan	24/04/23 (Rev 01)
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Delivery Team Contacts

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Tbc

Site Manager

tbc

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	Pinn River SEND School, Hillingdon	Construction Management & Logistics Plan	24/04/23 (Rev 01)
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