



Greenway Junior School, Horsham

Construction Environmental Management Plan

October 2026

Morgan Sindall Construction



EDUCATION DEVELOPMENT
GREENWAY JUNIOR SCHOOL
HORSHAM

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

CONTROLLED DOCUMENT

Document No:	237.0005/CEMP/4	
Status:	Original	
	Name	Date
Prepared by:	Natalie May	June 2026
Checked by:	Fraser Spinney	June 2026
Approved by:	Kim Hammonds	June 2026

Revision Record				
Rev.	Date	By	Summary of Changes	Aprvd
2	25.06.26	NMM	Updates as per client comments	FWS
3	13.08.26	NMM	Updates as per client comments	FWS
4	06.10.26	NMM	Updates as per HDC comments	FWS

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited

**MORGAN
SINDALL**

CONSTRUCTION

Morgan Sindall Construction
3rd Floor, London Gate
72 Dyke Road Drive
Brighton
BN1 6AJ

 **paulbasham**
associates

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

EDUCATION DEVELOPMENT GREENWAY JUNIOR SCHOOL HORSHAM

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Contents

1.	INTRODUCTION	2
2.	EXISTING CONDITIONS.....	4
3.	CONSTRUCTION PHASING, COMPOUND AND LAYOUT.....	6
4.	CONSTRUCTION TRAFFIC ROUTING	10
5.	CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION	12

Figures

Figure 1 – Site Location

Figure 2 – Site Context

Figure 3 – Construction Traffic Routes

Tables

Table 1 – Named Person Contact Details

Appendices

Appendix A – Logistics Phasing Plan

Appendix B – Swept Path Analysis

1. INTRODUCTION

- 1.1 This Construction Environmental Management Plan (CEMP) has been prepared by Paul Basham Associates on behalf of Morgan Sindall Construction to support a planning application for the redevelopment of Greenway Junior School in Horsham.
- 1.2 Greenway Junior School specialises in the education of pupils aged 7 to 11 years old. The site is located approximately 1.1km north-west of Horsham town centre (as the crow flies). The site is located within Horsham town, accessed via Greenway, approximately 700m north of the A281 Guildford Road and 1.8km south of the A24. It should be noted that there are no Public Rights of Way in the vicinity of the site. Greenway has footpaths on both sides of the carriageway measuring 1.5m wide, separated from the carriageway via 2m wide grass verges. The site location is demonstrated within Figure 1.



Figure 1: Site Location

- 1.3 Currently teaching occurs within the existing buildings of Greenway Junior school, with staff parking located within the eastern portion of the site. The site also includes Greenway Nursery School and Rainbow Club, which is located towards the northern side of the development site. This application, however, is for the demolition of the existing school to create a new school with the same capacity, a Multi-Use Games Area (MUGA) and associated facilities, whilst the existing nursery is to be retained. The school and nursery will remain operational throughout the entirety of the process and thus the new school building will be constructed prior to the demolition of the existing school building.

Purpose of the CEMP

- 1.4 This CEMP will provide further information on the construction and demolition details, and its main aim is to help developers minimise external impacts of the construction of the development, in terms of all construction activity both on and off site which could affect the wider environment. This plan outlines the anticipated building works to be undertaken and how the impact on the surrounding area and the ongoing operation of the school will be minimised.
- 1.5 This CEMP has been prepared adopting the current best estimates of working practices and anticipated vehicle routing to support the necessary activities. Further iterations of the CEMP may be necessary to reflect or revise the logistical requirements of the scheme as it develops.

Site Information

- 1.6 The exact information on the site foreman will be provided to West Sussex County Council (WSSC) (the Highway Authority) prior to the commencement of construction. The site foreman will be responsible for undertaking regular site inspections, recording deliveries to the site and will ensure that all construction activities are undertaken in line with this CEMP or future versions of the document. They will also be responsible for conducting risk assessments, with regular updates and reviews, and to ensure that all site personnel have the correct training, which is relevant to their job.

Time of Work and Workdays

It is anticipated that works would be undertaken Monday to Saturday, with no works carried out on Sundays or Bank Holidays. The following construction times would be adhered to:

- Monday – Friday: 07:30 – 18:00
 - Saturday: 08:00 – 13:00
 - Sunday/Bank Holiday: No noisy activity on site at any time
- 1.7 If works are required outside of these times, the local planning authority and highways authority will be informed, and the relevant permits will be obtained accordingly.

Report Structure

- 1.8 After this introduction, the remainder of this report is structured as follows:
- Existing Conditions
 - Construction Activities
 - Site Compound and Set Up
 - Construction Site Access and Logistics
 - Summary and Conclusions

2. EXISTING CONDITIONS

- 2.1 The proposed site is located 1.1km northwest of Horsham town centre (as the crow flies) and is situated within a broadly residential area. To the north, the site is bound by both residential homes and Victory Recreational Grounds. To the east and west, the site is bound by residential areas, with Greenway immediately to the south of the development.
- 2.2 The site itself is currently comprised of the existing Greenway Junior School and Greenway Nursery School and Rainbow Club, along with associated parking. The existing site and its surroundings can be seen within Figure 2.



Figure 2: Site Context

Vehicle Access Arrangements

- 2.3 The site is accessed from Greenway, as shown in Photograph 1. Visibility at the access is achievable to 2.4m x 43m, which is in line with the Stopping Site Distance (SSD) for 30mph roads, according to Manual for Streets guidance. The visibility is achievable due to the wide footways, grass verge and lack of vegetation.



Photograph 1: Existing Site Access

- 2.4 The school site is open between 8:00am to 5:30pm and staff arrive between 8:00am and 8:45am, departing between 4:15pm and 5:00pm. The school day officially starts at 8:45am and ends at 15:30, and students arrive between 8:15am and 8:45am and depart from 3:00pm and 3:30pm.
- 2.5 The on-site nursery, in addition to offering nursery childcare also offers wrap-around care for Greenway Junior School, so would have students/nursery children arriving to the site from 7:30am and last collection available at 6pm.

3. CONSTRUCTION PHASING, COMPOUND AND LAYOUT

Construction Programme

- 3.1 The construction programme for the site is expected to last approximately 18 months and will consist of two phases. It is envisaged that work will begin immediately following planning approval. Whilst the exact programme is not yet known, a logistics plan has been produced which sets out what is anticipated to occur at each phase, with this attached at **Appendix A**. The programme will be finalised and submitted to WSCC for review, prior to construction commencing.

Phase 1

- 3.2 Phase 1 will consist of the construction of the new build teaching block, which is to be located to the west of the site. The site compound during this phase is to be located to the south of the existing building and west of the existing access road, as shown within the logistics plan.
- 3.3 For construction traffic during this phase, a temporary construction access is to be implemented along the southern border of the site, in the vicinity of the location of an existing pedestrian access gate (located approximately 85m west of the existing main access). During this phase, pedestrians will access the site via the primary existing pedestrian access located at the southeast corner of the site. The construction access will measure 9m wide, facilitated by a 3m kerb radii and dropped kerb to ensure safe entering and egressing of construction vehicles.
- 3.4 Tracking has been undertaken to demonstrate that a 16.5m articulated HGV, which is the largest vehicle anticipated to be used for construction, can access the site using the temporary construction access, manoeuvre internally and egress in a forward gear. This tracking is included at **Appendix B**.
- 3.5 The gates to the site compound would be opened by the first member of staff on site and would be shut when the last member of staff leaves. This would mean that the gates would likely be open from 0800-1700 hours on an average weekday. If work is required on weekends the site manager would open and close the gate.
- 3.6 A Section 184 application has been submitted in conjunction with this CEMP to obtain a dropped kerb licence to implement the temporary construction access. A Temporary Traffic Regulation Order (TTRO) application has also been made, which seeks to restrict parking for 43m in both directions from the temporary construction access to ensure that no vehicles obstruct visibility from the construction access.
- 3.7 During this phase, teachers will continue to utilise the existing access to the on-site parking from Greenway, whilst pedestrian access to the school will remain as existing from Greenway before students

follow a temporary footpath internal to the site. This will be segregated from the construction compound using temporary hoarding.

- 3.8 The construction access will also be supported by a banksman who will ensure that pedestrians using the footpath in the vicinity of the access are not put at risk.

Phase 2

Phase 2A – demolition

- 3.9 To support this stage, it is proposed that temporary overlaying will be used at the existing vehicular access from Greenway to widen this in order to support access to the site for construction traffic and emergency vehicles without conflict with the existing access layout. This will be of a suitable width to accommodate an 8-wheel rigid tipper and will be removed once works are complete so that the site will revert to the existing vehicular access arrangement from Greenway. The site compound and welfare area are not anticipated to be relocated during the demolition phase.
- 3.10 Initially, an area will be cleared internal to the site to provide sufficient space for demolition vehicles to turn so that they can then leave the site in a forward gear utilising the overlaid Greenway access. As the demolition works progress this turning area will increase in size.
- 3.11 Phase 2A involves the demolition of the existing teaching block. During this time, the temporary construction vehicular access will be retained to support access to the newly built (and operational) teaching block and to provide emergency access.
- 3.12 The school, playground and nursery will be accessed via a temporary pedestrian footway that will run adjacent to the temporary dropped kerb construction access and provide a route north of the new teaching block.

Phase 2A – soft and hard landscaping

- 3.13 During the hard and soft landscaping element of Phase 2A, the access arrangements are to remain the same as the demolition segment in that construction vehicles will utilise the existing vehicular access which will be widened using temporary overlaying, however the site compound and welfare area will instead be relocated to an area in the eastern section of the site where the existing parking spaces are located. The temporary construction vehicle access is to be retained for temporary pedestrian (i.e. staff and student) and emergency access.
- 3.14 During this phase, hard and soft landscaping will be undertaken, as well as the implementation of a new MUGA and access road. Pedestrian access for contractors will be from the existing main access to the

site, with pedestrians associated with the school, nursery and playground uses utilising the temporary construction access, which is to be used for pedestrians (i.e. staff and student) and emergency access.

Phase 2B – playground demolition and soft and hard landscaping

- 3.15 During Phase 2B of the development, the temporary construction access is to be removed, with the fence line reinstated. From here, the site compound and welfare area are to be relocated north towards the existing nursery, to allow for the car park to be reopened. The existing access to the site, although now widened, will be utilised to access the development by all site users.

Site Set Up Plan

- 3.16 During all construction on site, it will be necessary to provide a site compound, which will be used for the storage of materials, staff facilities, the location for a crane (when required), waste management (including skips) and parking for contractors' vehicles when necessary. Details of how this will be laid out at each stage will be agreed with a contractor when appointed, but the details below provide a summary of where this compound(s) will be located at different stages of development. The full construction phasing plan is visualised within **Appendix A**.
- 3.17 As aforementioned, the construction work will be carried out in stages; Phase 1 will be comprised of the construction of the new school site to the west of the existing building, whilst Phase 2 will encompass the demolition of the existing school site, hard and soft landscaping, formation of the new internal access road, construction of the parking area and MUGA, and subsequent removal of materials.
- 3.18 The school and adjacent nursery will remain open and operational throughout the course of the construction (aside from school holiday periods) and as such, it will be ensured that the new compound area is as compact as possible to allow staff and pupils access to the school, ensuring that they are separated from any construction traffic.
- 3.19 During all times that there are building works on site, there will be a clear fence line and demarcation between education and building activities.

Storage of Materials and Waste

- 3.20 All materials would be contained within the site boundary and would not impede on the highway. Exact details of the locations for specific waste and materials storage will be provided with the site set up planned prior to construction.

Loading and Unloading Arrangements

- 3.21 Swept path analysis has been conducted for the largest vehicle anticipated to be required during

construction and demolition, which is a 16.5m articulated vehicle, to enter, manoeuvre and egress the site onto Greenway in forward gear. These are shown successfully navigating the site within **Appendix B**.

Wheel Washing Facilities

- 3.22 To ensure that mud and debris is not carried onto the surrounding highway network, wheel washing facilities will be provided on site. The wheel washing station will be located close to the site access to reduce dirt and dust. A vehicle marshal/banksman will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust and silt contaminate prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. Water arising from wheel cleaning will be filtered within the site prior to being positively drained. No water arising from wheel cleaning will be discharged onto the public highway.
- 3.23 In the event that either the nature of the works or the weather conditions means that there is a likelihood of wheel washing not being a sufficient or viable option, then a road sweeper will be employed at the developer's expense.

4. CONSTRUCTION TRAFFIC ROUTING

- 4.1 The local highway network has been assessed for the best possible route in terms of suitability for the movement of HGV vehicles to and from the site for the delivery and removal of materials, associated with the proposed construction and demolition work.

Local Road Network

- 4.2 Greenway measures approximately 7.5m wide, ensuring two-way traffic movements are indeed possible. The carriageway has no centre lining present, along with no parking restrictions in the vicinity of the site. Greenway is subject to a 30mph speed limit and is accessed via Rushams Road to the east and Merryfield Drive to the west of the development.
- 4.3 Rushams Road connects to the B2237 North Parade 700m east of the site, which facilitates further connections to the A24 to the north and Albion Way (leading to Horsham Centre) to the south. Merryfield drive provides a primary connection to the A24 to the south, facilitated by a connection to Warnham Road.
- 4.4 Both Rushams Road and Merryfield Drive provide a connection to the A281 Guildford Road to the south of the site.

Proposed Route

- 4.5 All construction and operative vehicles will access the site via Greenway, as this is the only point of entry from the highway. Figure 3 highlights the proposed route for construction vehicles. Vehicles are anticipated to come from the A24 onto the A264 Farthings Hill, which is subject to a 30mph speed limit. From here, they would connect to the A264 Guildford Road, which measures approximately 7.5m wide and is well equipped to accommodate construction vehicles. Guildford Road connects to Merryfield Drive via simple priority junction and is subject to a 30mph speed limit.
- 4.6 All vehicles accessing the site would enter Greenway from Merryfield Drive throughout the construction phases, turning left into the temporary construction access during Phase 1, and turning left into the existing access for the remainder of the construction period after Phase 1 is finished.
- 4.7 All vehicles will be able to access, turn and egress the site in a forward gear without detriment to the operation of Greenway.
- 4.8 Construction traffic will be instructed to follow the proposed route, with directional signage provided to assist drivers. Construction traffic will be closely controlled, arriving by the signed designated routes and HGVs will be required to access the site outside of school drop-off/pick up times.

5. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

Working Practice on Site

- 5.1 Once on-site, materials will be contained in a designated area. Trained personnel will load and unload materials, and appropriate PPE, including hard hats will be compulsory on-site. Site visitors will also be required to sign in and out at the site office, ensuring safety measures are met and staff are suitably briefed on safety measures before starting on site. It will also be ensured that appropriate measures are taken to make the construction site safe. This CEMP will be introduced to staff during the site induction process.

Working/Delivery Hours

- 5.2 Working hours will be considerate of local residents and business. As aforementioned, the core working hours will be restricted to:
- Monday – Friday: 07:30 – 18:00
 - Saturday: 08:00 – 13:00
 - Sunday/Bank Holiday: No noisy activity on site at any time
- 5.3 It is noted that key stages of these works will be undertaken, when possible, during school holidays to reduce the impact on Greenway Junior School and the adjacent Nursery. However, it should be noted that building work is inevitable whilst the school is open, although peak hours/school arrival and departure times will be avoided for deliveries to reduce the congestion levels on the surrounding highway network and ensure pedestrian safety is not compromised. Furthermore, allocated timeslots will be given to those delivering to the site to ensure that no vehicles wait on Greenway.
- 5.4 The site manager will monitor HGV deliveries and collections to ensure that these are within the hours described above. Any works outside of the hours will be approved by West Sussex County Council.

Sustainable Travel to Site

- 5.5 Along with this, staff will be encouraged to utilise sustainable modes of travel to travel to and from site where possible. This includes public transport and car sharing as potential modes of travel. Local suppliers will be used where possible, and clear sign posted routes to the site will be provided.

Vehicle Movements

- 5.6 Allocated time slots will be assigned for vehicles delivering material or picking up waste materials. The principal contractors will plan deliveries to ensure the daily movement of HGV's and associated disruption is kept to a minimum. With construction processes scheduled to avoid network and school peaks, and as aforementioned local suppliers used where possible to minimise the volume of construction traffic.

Further detail on the exact number of daily vehicle trips and the types of vehicles anticipated to be used for the groundwork and construction works will be confirmed with WSCC prior to construction commencing.

- 5.7 Vehicles used to support the construction/demolition will be expected to be part of the FORS, with at least Bronze level attained.
- 5.8 Once within the site, HGVs will not be permitted to idle, and drivers will be encouraged to minimise unnecessary noise.

Parking

- 5.9 The compound area will be large enough to accommodate for vehicle parking for the contractors. If any are unable to park on site, they will be encouraged to travel to site by other means such as car sharing. Any unlawful parking will be dealt with by the site manager and no parking by contractors will take place on Greenway.

Inspection of Signing, Security Fencing, Pedestrian Routes

- 5.10 The site supervisor, or somebody appointed by them, will check the signing and security fencing on a daily basis, in order to ensure that all relevant signing is in the correct place and not obstructing the highway. Access points to the site (i.e. the temporary access during Phase 1 and the existing access during Phase 2) will have signage on them to remind drivers about the potential for pedestrians ahead, with information also provided prior to staff/drivers and appropriate signage for pedestrians to warn of construction traffic.
- 5.11 A banksman will also be stationed at the construction access to ensure that pedestrian movements along Greenway are not compromised by HGV movements associated with the scheme.

Consultation with Local Residents and Site Users

- 5.12 The client recognises it is important to keep residents informed and aware of the construction traffic. In addition to this, all users of the site (staff, students and parents) will be notified of the construction traffic to ensure maximum safety. All stakeholders will be informed via a letter including:
- When construction will begin and duration
 - Contact number for any issues
 - A summary of the work

Mitigation of Dust

- 5.13 Site specific mitigation will be employed to prevent dust becoming airborne, in line with the Institute of Air Quality Management's (IAQM) 'Guidance on the assessment of dust from demolition and construction (2014)'.
- 5.14 If works are to be completed during dry/dusty months, a water truck will be available on site, spraying water over affected areas. The developer will ensure that no discharge or surface run-off is transferred onto the public highway. If formal complaints are received, then additional road sweeping will be employed.
- 5.15 It is noted that vehicles on site may contribute to dust emissions and as such, a range of onsite mitigation measures will be employed to ensure that dust emissions are minimised. Vehicle speeds will be restricted on unsurfaced areas to minimise dust emission, as well as communication to ensure that idling of engines where unnecessary is avoided. Exposed surfaces, stockpiles and haul routes will be dampened using water suppression during dry, windy or dusty conditions and site access roads and hardstanding areas will be inspected regularly and cleaned where mud or dust accumulates.
- 5.16 Mitigation in the form of wheel washing facilities (during the ground works phase of construction) and a water truck will be present on site to mitigate significant dirt.
- 5.17 Furthermore, no burning of waste or materials will be permitted on site.
- 5.18 Visual dust inspections will be undertaken by site management, and additional mitigation measures implemented immediately should dust migration be observed.
- 5.19 Furthermore, given the sensitivity of the site being a school, the implementation of remote dust monitoring devices will be employed at the boundary during demolition and construction works to monitor and mitigate any exceedances on nearby receptors, should the need arise.

Pollution Mitigation

- 5.1 Vehicles associated with deliveries and staff will be managed using a vehicle booking system to ensure no idling on the highway.
- 5.2 The storage of hazardous materials and chemicals will occur on site in an area away from vehicles and other machinery, as well as clear of the School. This will be used for as long as possible to minimise the need to move it. If required heavy duty barriers will be installed to protect the store. The store will be locked to prevent unauthorised access and the risk of pollution. All chemicals will be stored in a bund.

Containers will be clearly labelled with their contents. Buckets will be placed in areas susceptible to drips to prevent the mixing of chemicals and contamination of the groundwater.

5.3 The following three principles will be applied to insure the safe storage of hazardous materials and chemicals.

- Segregation – Incompatible materials segregated from one another
- Separation – hazardous chemicals will be kept away from unsuitable conditions
- Ventilation – adequate ventilation will ensure the risk of the build-up of toxic, noxious or flammable vapours.

5.4 Any hydrocarbons (if required) will be stored on site in a secure tanker with the contents operated by trained personnel only.

5.5 A Site Waste Management Plan (SWMP) will be implemented which will provide details of the recycling and disposing of the waste materials resulting for the demolition and construction works. This plan will ensure that no burning of materials occurs on-site.

Noise Mitigation

5.6 The following measures will be used to minimise noise emissions and vibration where possible:

- Any piling (if required) will utilise continuous flight auger (CFA) methods
- Using best practice which may include the use of quiet equipment or methods of works, such as switching plant off when not being used to avoid idling.
- Training staff to avoid shouting or slamming vehicle doors.
- Staff will also be advised to travel sustainably to the site, via active travel, public transport or by carshare to minimise on site noise pollution levels
- Particularly noisy operations will be planned and communicated in advance to nearby residents where reasonably practicable. Not undertaking any noisy works early in the morning, in particular on Saturdays. As aforementioned, no noisy works will take place outside of the specified times of Monday – Friday: 07:30 – 18:00, Saturday: 08:00 – 13:00, and no noisy activities on Sundays or Bank Holidays.
- No works will be undertaken outside the hours specified within this CEMP, unless otherwise agreed with the Local Planning Authority.
- Deliveries will minimise noise where possible, with any noisy deliveries taking place during the working day, with pre-allocated time slots ahead of delivery to minimise time on site. Any deliveries that occur outside of normal hours will not be permitted to wait on the highway before or after arrival and will drive straight to the site.

- Utilising only modern, quiet and well-maintained equipment. Equipment will be fitted with mufflers or silencers where necessary and will be operated to the manufacturers recommendation to ensure proper care is taken regarding noise pollution. Where possible, electric and battery equipment will be utilised over tools containing a petrol or diesel engine to further minimise noise. Regularly inspecting and maintaining power tools for wear and damage which could increase vibration and noise.
- During periods of particularly noisy works, such as demolition operations active noise monitoring equipment will be installed at the site boundary. If any exceedances are measured works will stop and further mitigation measures will be adopted.
- The Site Manager will monitor construction activities and review working practices if noise complaints are received.
- Construction activities will be undertaken in accordance with the principles of BS 5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites

Wildlife Disturbance Mitigation

- 5.7 The mitigation measures mentioned above will contribute to the preservation of wildlife as site activities could indirectly affect wildlife. For instance, pollution, disturbances and fire risk will all direct effects on wildlife.

External Lighting

- 5.8 During the construction phase of the development bollard lighting would be installed along paths and walkways.
- 5.9 Any temporary security lighting or floodlighting required during the construction phase will be positioned, angled and shielded to direct illumination only towards working areas and the construction compound. No temporary lighting shall be directed towards neighbouring residential properties. Lighting levels will be kept to the minimum necessary for safety and security purposes and will be switched off when not required. Motion sensors and timers will be utilised where appropriate to minimise unnecessary light spill and disturbance to neighbouring occupiers.

Complaints

- 5.10 Should the above measures prove insufficient and environmental problems arise, the Site Manager will be available to deal with complaints, be available on site and ensure their availability is made known to all relevant parties.

Contact Details

5.11 Contact details which may be required during the construction phase are shown in **Table 1** below.

Role	Named Person	Telephone Number
Site Contractor	[REDACTED]	[REDACTED]
CDM Coordinator	[REDACTED]	[REDACTED]
Out of Hours	[REDACTED]	[REDACTED]

Table 1: Named Person Contact Details

Appendix A

- School Site Boundary
- Site Pedestrian Access
- Site Vehicular Access
- Building retained
- Agreed Area outside of Current Project Scope
- Building demolished



P02	13/08/2025	Feasibility Issue	PA	CT	SV
P01	20/06/2025	Feasibility Issue	PA	CT	SV
Rev.	Date	Description	By	Chk'd	App

Drawing Suitability					Status

FEASIBILITY	S1
-------------	----

FEASIBILITY

S1



Nova North
11 Bressenden Place
Westminster
London
SW1E 5BY

www.atkinsrealis.co

Department
for Education

Project Title	Greenway Junior School
---------------	------------------------

Drawing Title	

DEMOLITION PLAN

Scale As indicated	Designed SV	Drawn PM	Checked CT	Authorised SV
Original Size A1	Date 19/06/2025	Date 19/06/2025	Date 19/06/2025	Date 19/06/2025

Drawing Number	Revision
SRP1029-ATRL-ZZ-ZZ-D-A-0009	P02

- School Site Boundary
- Site Pedestrian Access
- Site Vehicular Access
- Building retained
- Agreed Area outside of Current Project Scope
- Building demolished



P02	13/08/2025	Feasibility Issue	PA	CT	SV
P01	20/06/2025	Feasibility Issue	PA	CT	SV
Rev.	Date	Description	By	Chk'd	App'd
Drawing Suitability				Status	
FEASIBILITY				S1	
 Nova North 11 Bressenden Place Westminster London SW1E 5BY www.atkinsrealis.com					
Client  Department for Education					
Project Title Greenway Junior School					
Drawing Title DEMOLITION PLAN					
Scale	Designed	Drawn	Checked	Authorised	
As indicated	SV	PM	CT	SV	
Original Size	Date	Date	Date	Date	
A1	19/06/2025	19/06/2025	19/06/2025	19/06/2025	
Drawing Number				Revision	
SRP1029-ATRL-ZZ-ZZ-D-A-0009				P02	

- School Site Boundary
- Site Pedestrian Access
- Site Vehicular Access
- Building retained
- Agreed Area outside of Current Project Scope
- Building demolished



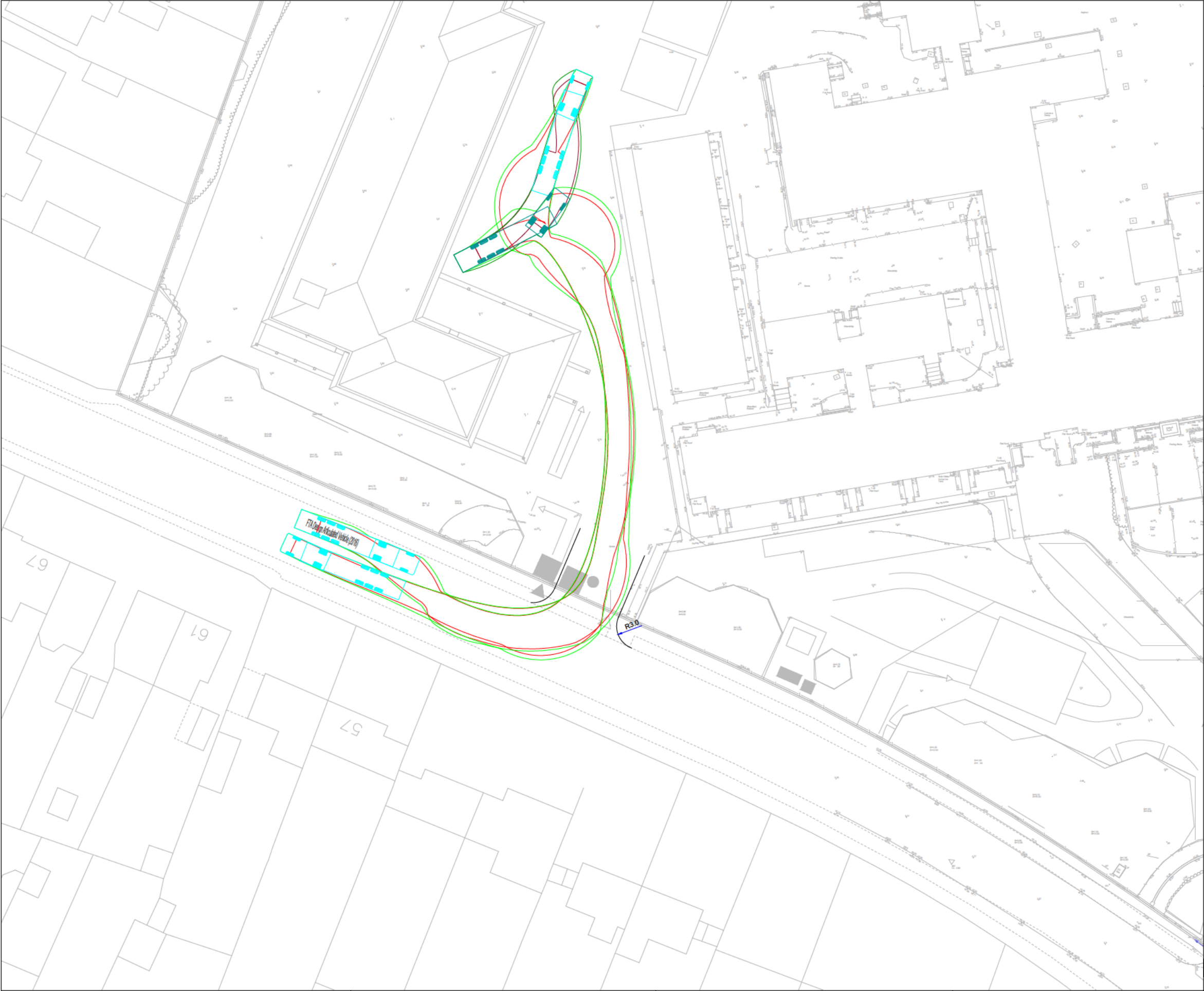
P02	13/08/2025	Feasibility Issue	PA	CT	SV
P01	20/06/2025	Feasibility Issue	PA	CT	SV
Rev.	Date	Description	By	Chk'd	App'd
Drawing Suitability				Status	
FEASIBILITY				S1	
 Nova North 11 Bressenden Place Westminster London SW1E 5BY www.atkinsrealis.com					
Client  Department for Education					
Project Title Greenway Junior School					
Drawing Title DEMOLITION PLAN					
Scale	Designed	Drawn	Checked	Authorised	
As indicated	SV	PM	CT	SV	
Original Size	Date	Date	Date	Date	
A1	19/06/2025	19/06/2025	19/06/2025	19/06/2025	
Drawing Number				Revision	
SRP1029-ATRL-ZZ-ZZ-D-A-0009				P02	

- School Site Boundary
- Site Pedestrian Access
- Site Vehicular Access
- Building retained
- Agreed Area outside of Current Project Scope
- Building demolished



P02	13/08/2025	Feasibility Issue	PA	CT	SV
P01	20/06/2025	Feasibility Issue	PA	CT	SV
Rev.	Date	Description	By	Chk'd	App'd
Drawing Suitability				Status	
FEASIBILITY				S1	
 Nova North 11 Bressenden Place Westminster London SW1E 5BY www.atkinsrealis.com					
Client  Department for Education					
Project Title Greenway Junior School					
Drawing Title DEMOLITION PLAN					
Scale	Designed	Drawn	Checked	Authorised	
As indicated	SV	PM	CT	SV	
Original Size	Date	Date	Date	Date	
A1	19/06/2025	19/06/2025	19/06/2025	19/06/2025	
Drawing Number				Revision	
SRP1029-ATRL-ZZ-ZZ-D-A-0009				P02	

Appendix B

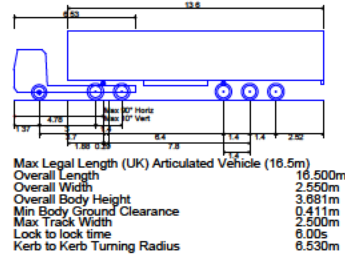


The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

- 1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
- 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- 3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
- 4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
 - 4.1. SITE LAYOUT
- 5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



Project Name GREENWAY JUNIOR SCHOOL, HORSHAM	Title SWEPT PATH ANALYSIS OF CONSTRUCTION PHASE 1	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Date Created 23.06.26 Drawn By NMM Approved By FWS Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 237.0005 Scale 1:500 (AT A3)
				PBA Drawing No: 237.0005-0010 Revision P01