



Greenway Junior School, Horsham

Construction Environmental Management Plan

June 2026

Morgan Sindall Construction



EDUCATION DEVELOPMENT
GREENWAY JUNIOR SCHOOL
HORSHAM

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

CONTROLLED DOCUMENT

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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**.

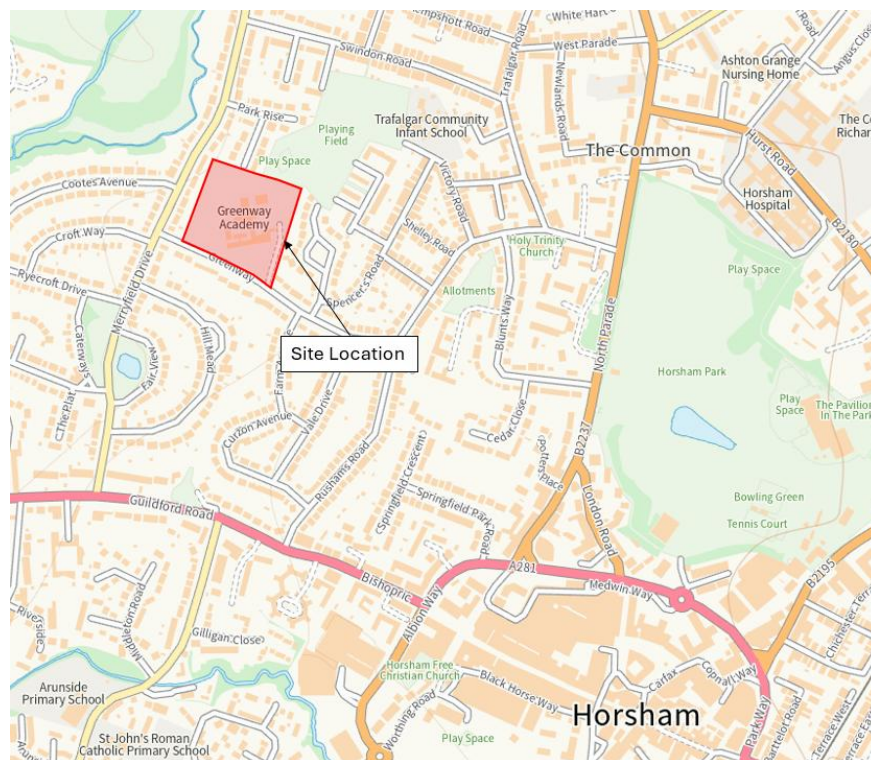


Figure 1: Site Location

- 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 (WSCC) (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.

- 4.9 **Figure 3** displays the proposed route that vehicles will take from the Strategic Road Network (SRN) to the site, highlighted in blue.

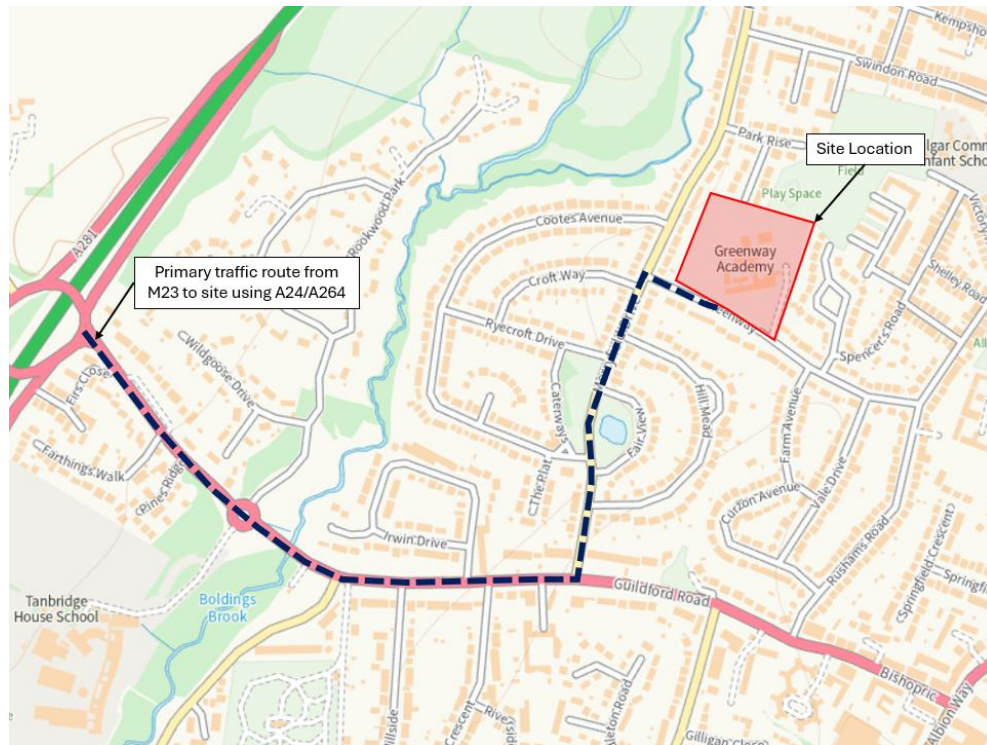


Figure 3: Construction Traffic Routes

- 4.10 Construction vehicles are not anticipated to have an adverse effect on the operation of the local highway network, given the scale of development proposed.

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 A water truck will be driven on-site spraying water over affected areas in order to prevent dust becoming airborne, should this be warranted. The developer will ensure that there is no discharge of surface run-off arising from the water spray onto Greenway. Should formal complaints be received, a road sweeper will be employed.
- 5.14 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. Dust levels will be constantly monitored and if dust becomes a more significant issue than currently anticipated, debris netting on perimeter fencing will be implemented.

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, switching plant off when not being used.
- Training staff to avoid shouting or slamming vehicle doors
- Advising residents before any particularly noisy works are being undertaken.
- Not undertaking any noisy works early in the morning, in particular on Saturdays. No works will be undertaken outside the hours specified within this CEMP.
- Utilising only modern, quiet and well-maintained equipment.
- Regularly inspecting and maintaining power tools for wear and damage which could increase vibration and noise.
- The ABC method detailed in BS 5228-1:2009 will be implemented to control impacts to residents arising from construction.

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. Floodlighting (if required) would be installed off the roof of the building cabins and containers.

Complaints

5.9 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

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

Role	Named Person	Telephone Number
Site Contractor	Nick Beaumont	07817129030
CDM Coordinator	Playle and Partners	02083006811
Out of Hours	Nick Beaumont	07817129030

Table 1: Named Person Contact Details

Appendix A

100
Millimetres
0 10

PHASE 1 - NEW BUILD TEACHING BLOCK



1. MATERIAL STORAGE

 - IMPERMEABLE AREA OF HARDSTANDING FORMED DURING THE CONSTRUCTION PERIOD TO STORE MATERIALS, 6M AWAY FROM BOUNDARY FENCE LINE AND BUILDINGS
2. CONTRACTOR PARKING

 - LOCATED CLOSE TO THE SITE ENTRANCE WITHIN THE DEDICATED COMPOUND, PROVISION FOR 20 VEHICLES
3. SITE WELFARE

 - WELFARE FACILITIES LOCATED IN SAFE ZONE
 - MODULAR WELFARE FACILITIES PROVIDING, SITE OFFICE, MEETING ROOMS, CANTEEN, DRYING ROOM, TOILETS, MALE AND FEMALE CHANGING FACILITIES
 - SITE SERVICES PROVISION FOR WASTE DRAINAGE CONNECTION, POWER, WATER AND COMMS
 - PROPRIETARY RAPID PAD FOUNDATION AND STEP SYSTEM ADOPTED
4. WASTE SKIPS

 - WASTE TO BE SEGREGATED
 - 12 YARD COVERED SKIPS TO BE UTILISED FOR METAL, MIXED WASTE, HARDCORE, PLASTERBOARD
 - FLAMMABLE WASTE TO BE COVERED AT ALL TIMES
5. VEHICLE ROUTE

 - TEMPORARY VEHICLE CROSSOVER POINT ESTABLISHED OFF GREENWAYS INTO SITE
 - VEHICLE GATES TO BE KEPT LOCKED AND CLOSED AT ALL TIMES, CONTROLLED ONLY BY GATEMAN
 - VEHICLE GATES TO BE PADLOCKED WITH CODED ACCESS
 - TRAFFIC ROUTE TO HAVE CLEAR WARNING SIGNAGE
 - CLEAR SEGREGATION BETWEEN VEHICLE AND PEDESTRIAN ROUTES AT ALL TIMES
6. PEDESTRIAN ROUTES

 - PEDESTRIAN GATES INTO SAFE PEDESTRIAN ZONES TO BE PADLOCKED WITH CODED ACCESS
 - BIOMETRIC TURNSTILE TO BE LOCATED AT SITE ENTRANCE TO CONTROL ACCESS TO SITE AREA
 - PEDESTRIAN ROUTES TO BE CLEARLY SEGREGATED USING PEDESTRIAN CROWD BARRIERS OR ANTI CLIMB FENCING
 - HOOP TO HOOP CROSSING POINTS TO BE ESTABLISHED
7. WHEEL WASH FACILITIES

 - TO BE LOCATED NEXT TO THE SITE EGRESS POINT
 - WASHING OF PLANT SHOULD BE CARRIED OUT PRIOR TO EXITING ONTO THE HIGHWAY
 - ALL SURFACE WATER DRAINAGE POINTS AND GULLEYS TO BE PROTECTED FROM SILT BUILD UP
 - ALL CONCRETE WASH OUT TO BE CONDUCTED IN DESIGNATED NON PERMEABLE AREA UTILISING WASTE WATER TREATMENT PLANT
8. GATEMAN

 - GATEMAN TO CONTROL FRONT OF SITE. DUTIES INCLUDE ENSURING ALL VEHICLES ACCESSING THE SITE ARE DOCUMENTED, CONTROLLED AND SUITABLY DIRECTED WHEN ENTERING AND LEAVING.
 - ENSURE ALL VISITORS ARE DIRECTED TO SITE OFFICES AND FRONT OF SITE IS PRESENTABLE AT ALL TIMES
9. HOARDING

 - ANY HOARDING USED WILL BE NO LESS THAT 2M HIGH
 - WHERE PERMANENT FENCING IS TO BE UTILISED TO FORM SITE HOARDING THIS MUST BE A MINIMUM OF 2.4M HIGH
 - SUITABLE CONSTRUCTION SAFETY SIGNAGE AND COMMUNITY ENGAGEMENT NOTICES ARE TO BE DISPLAYED IN A PROMINANT POSITION ALONG GREENWAYS BOUNDARY.
10. SMOKING SHELTER

 - SUITABLE PROPRIETARY COVERED SMOKING SHELTER TO BE PROVIDED WITHIN WELFARE AREA SHIELDED FROM VIEW OF PEDESTRIANS
 - METAL BIN AND FIRE POINT TO BE LOCATED ADJACENT
11. COSHH STORE

 - TO BE KEPT AWAY FROM FUEL AND CYLINDER STORE
 - TO BE STORED WITHIN SOLID METAL CONTAINER
 - SPILL KIT TO BE LOCATED ADJACENT
12. CYLINDER STORE

 - OPEN CAGE DESIGN, LOCATED AWAY FROM BUILDINGS AND BOUNDARY FENCE LINE
13. FUEL STORE

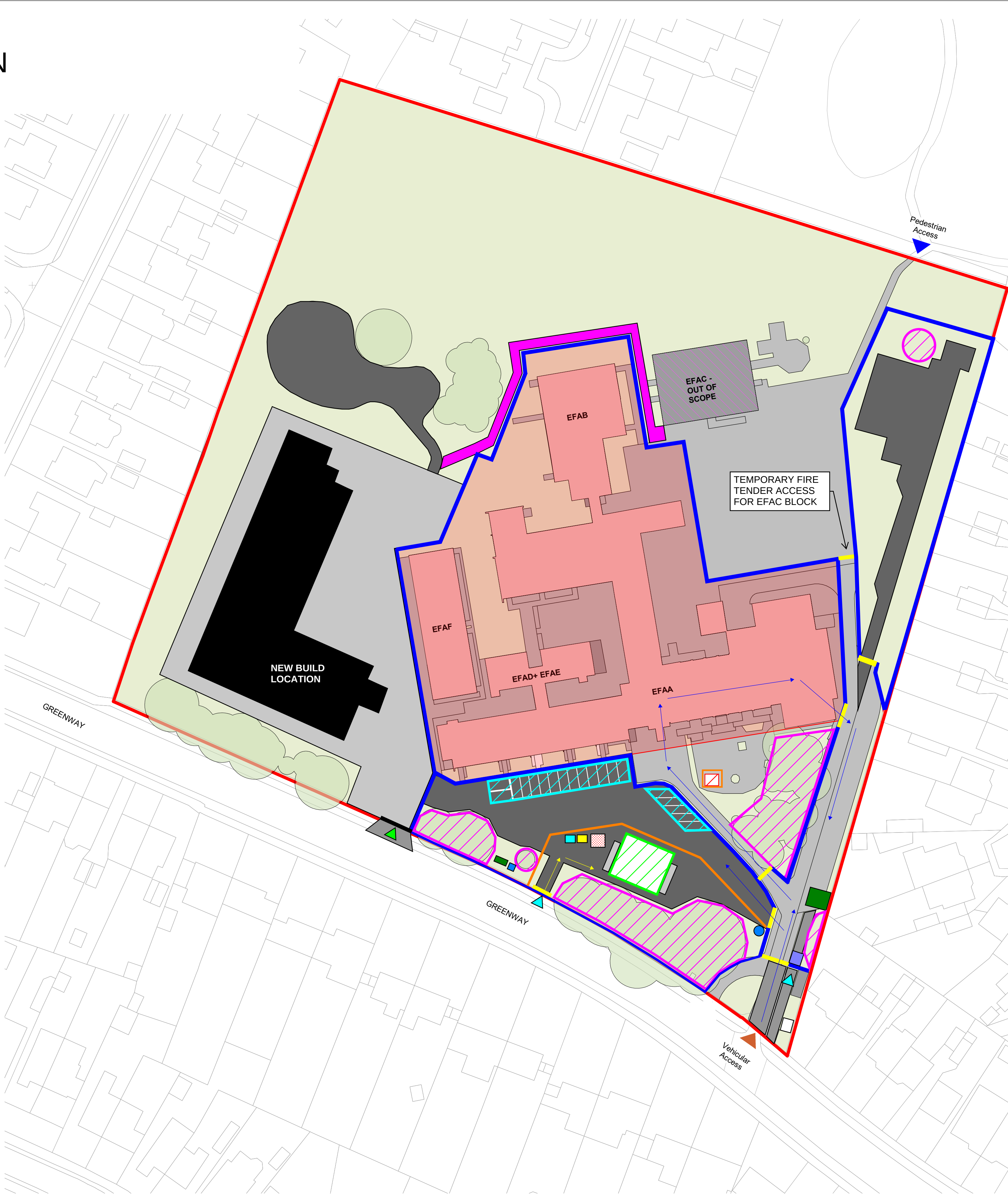
 - ALLOCATED SPACE, FENCED OFF AND SECURE
 - BUNDED FUEL CUBE TO BE USED
 - LOCATED ON PLANT NAPPY
 - DEDICATED FIRE POINT AND SPILL KIT
 - HVO FUEL ONLY TO BE USED

Key

- School Site Boundary
- Site Pedestrian Access
- Site Vehicular Access
- Material Storage
- Parking Provision
- Welfare
- Waste Skips
- Vehicular Route
- Pedestrian Route
- Wheelwash facilities
- Crane location
- New build location
- Buildings to be demolished
- Contractor Hoarding
- Anti Climb Fencing
- Smoking Shelter
- Storage Container
- Temporary Power Supply
- Tree Protection Area
- COSHH Storage
- Fuel Storage
- Storage
- Bucket Change
- Cylinder Store
- Gatehouse
- Storage Container
- Biometric Turnstile

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					
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	

PHASE 2A
DEMOLITION



1. MATERIAL STORAGE
- IMPERMEABLE AREA OF HARDSTANDING FORMED DURING THE CONSTRUCTION PERIOD TO STORE MATERIALS, 6M AWAY FROM BOUNDARY FENCE LINE AND BUILDINGS
2. CONTRACTOR PARKING
- LOCATED CLOSE TO THE SITE ENTRANCE WITHIN THE DEDICATED COMPOUND, PROVISION FOR 20 VEHICLES
3. SITE WELFARE
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 - MODULAR WELFARE FACILITIES PROVIDING, SITE OFFICE, MEETING ROOMS, CANTEEN, DRYING ROOM, TOILETS, MALE AND FEMALE CHANGING FACILITIES
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 - PROPRIETARY RAPID PAD FOUNDATION AND STEP SYSTEM ADOPTED
4. WASTE SKIPS
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 - 12 YARD COVERED SKIPS TO BE UTILISED FOR METAL, MIXED WASTE, HARDCORE, PLASTERBOARD
 - FLAMMABLE WASTE TO BE COVERED AT ALL TIMES
5. VEHICLE ROUTE
- TEMPORARY VEHICLE CROSSOVER POINT ESTABLISHED OFF GREENWAYS INTO SITE
 - VEHICLE GATES TO BE KEPT LOCKED AND CLOSED AT ALL TIMES, CONTROLLED ONLY BY GATEMAN
 - VEHICLE GATES TO BE PADLOCKED WITH CODED ACCESS
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 - CLEAR SEGREGATION BETWEEN VEHICLE AND PEDESTRIAN ROUTES AT ALL TIMES
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13. FUEL STORE
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 - BUNDED FUEL CUBE TO BE USED
 - LOCATED ON PLANT NAPPY
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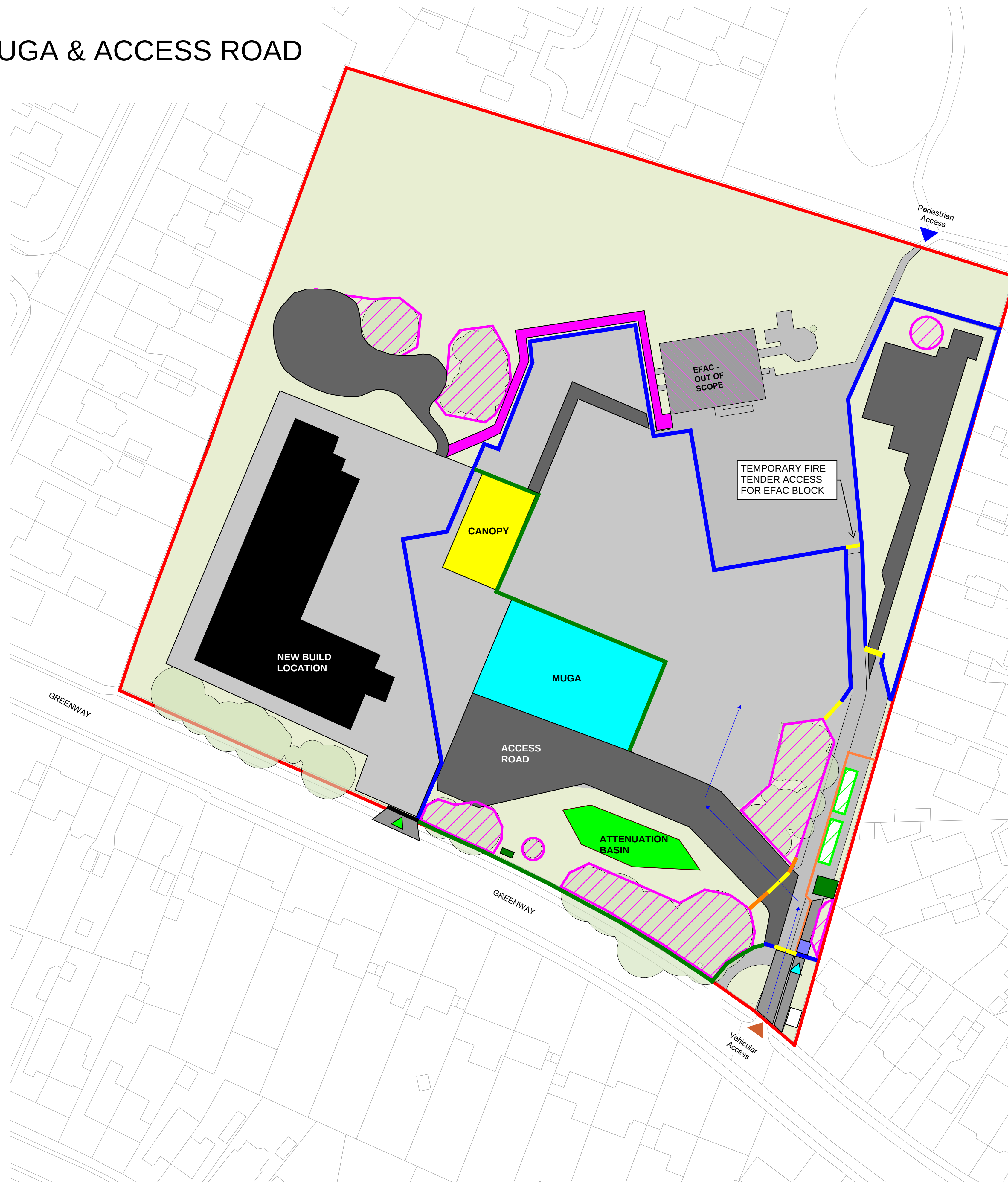
Key

- School Site Boundary
- Site Pedestrian Access
- Site Vehicular Access
- Material Storage
- Parking Provision
- Welfare
- Waste Skips
- Vehicular Route
- Pedestrian Route
- Wheelwash facilities
- Crane location
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- COSHH Storage
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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					
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	

PHASE 2A

CANOPY, MUGA & ACCESS ROAD



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[illegible]

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



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Client

 Department
for Education

Project Title	Greenway Junior School
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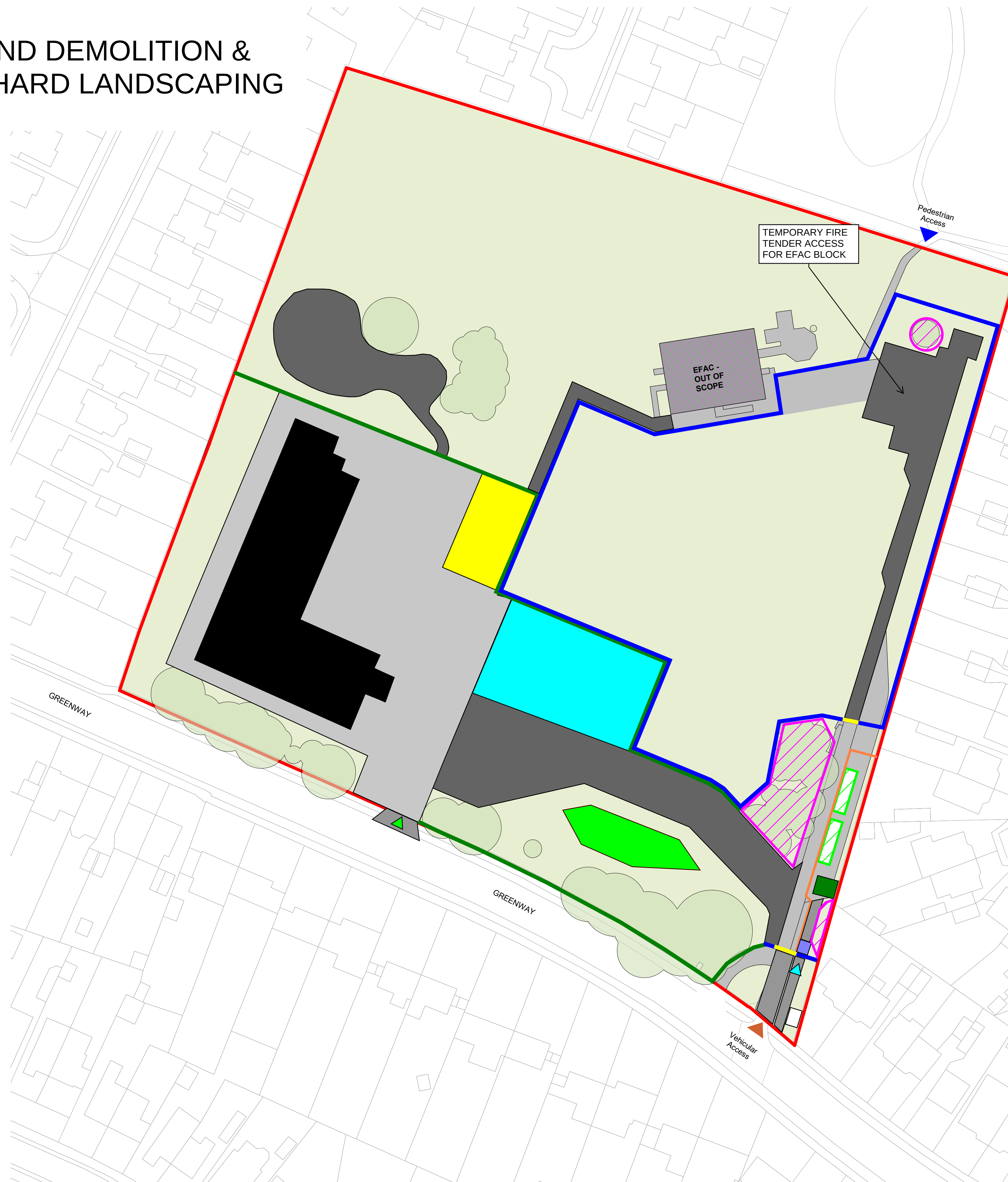
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DEMOLITION PLAN

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	SRP1029-ATRI -77-77-D-A-0009	Revision	P02
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PHASE 2B PLAYGROUND DEMOLITION & SOFT AND HARD LANDSCAPING



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[illegible]

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

Drawing Suitability	Status
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FEASIBILITY	S1
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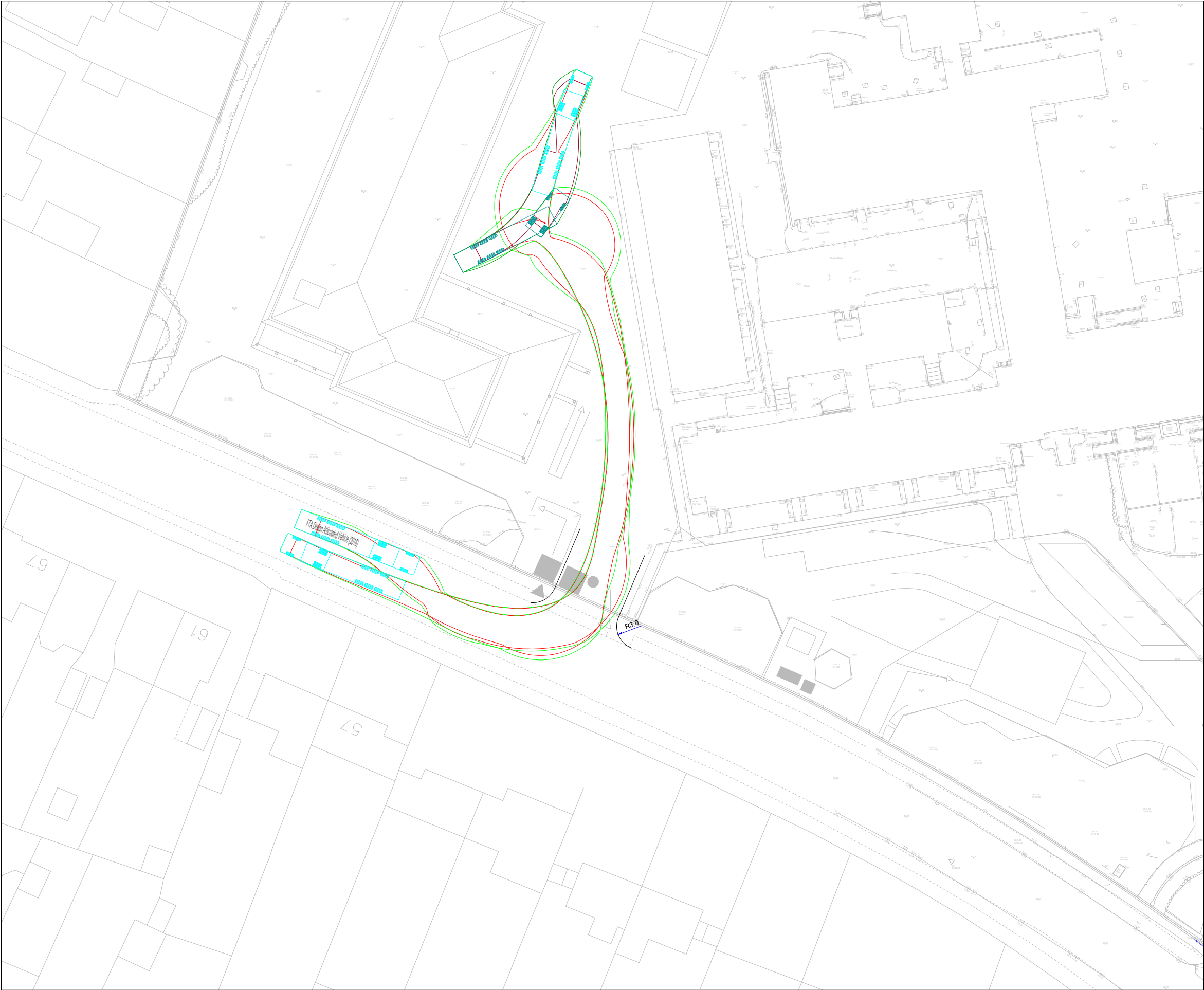
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DEMOLITION PLAN

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

Appendix B

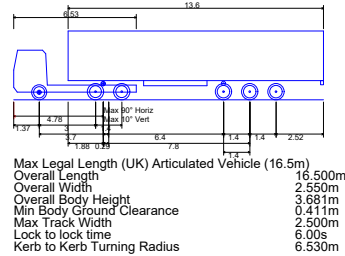


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- 1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
- 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS 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			