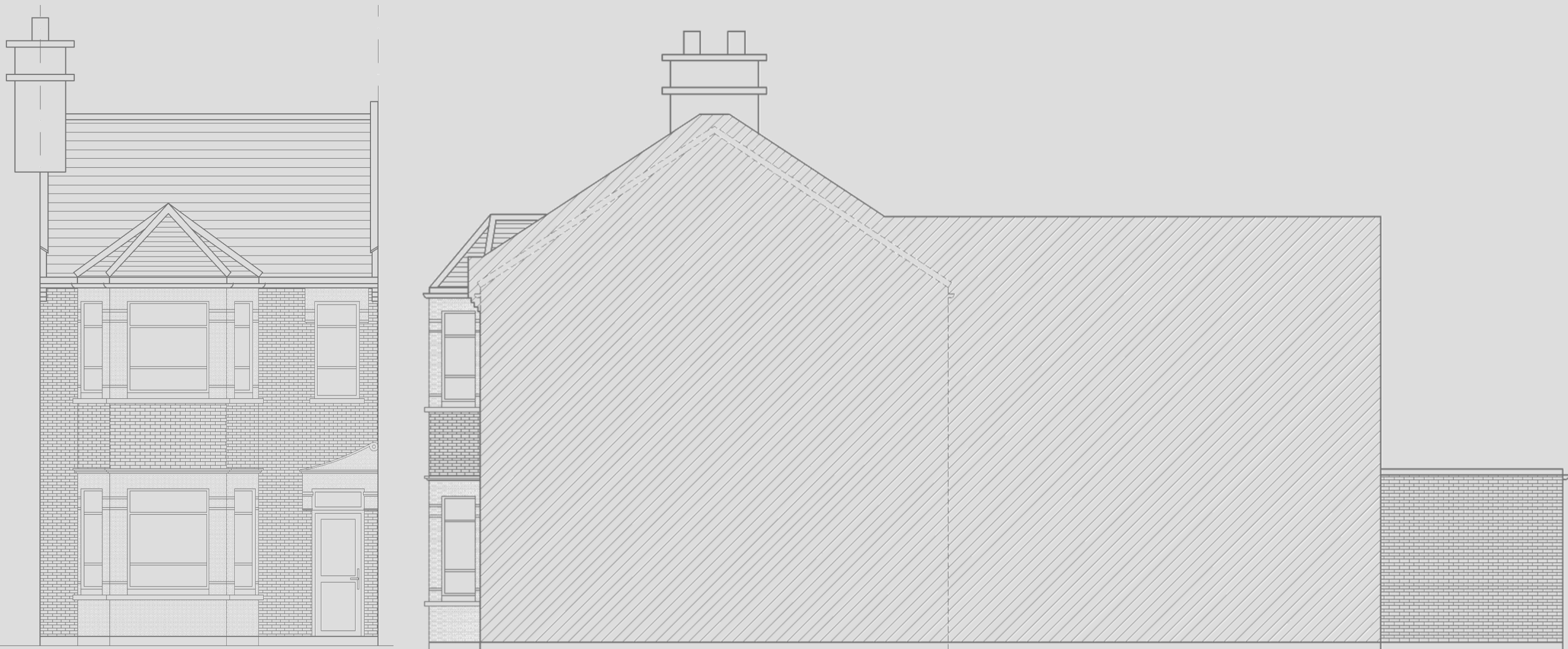




CONSTRUCTION METHOD STATEMENT OCTOBER 2023

89 WILLINGDON ROAD

EC  STUDIO 

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89 Willingdon Road, London, N22 6SE
CONSTRUCTION METHOD STATEMENT

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1.0 EXECUTIVE SUMMARY



1.0 EXECUTIVE SUMMARY

This document has been prepared by ECOstudio LTD as instructed by Tricon Designs to demonstrate compliance towards the Construction Environmental Management of the site. This report sets out the approach for the proposed construction works and explains how construction activities can be undertaken in accordance with national policy and local plan developed by the London Borough of Haringey.

The proposed works consist of a ground floor rear extension, refurbishment and division of the existing house into 1no x 3no bedroom flat (ground floor) and 1no x 2no bedroom flat (first floor). The occupancy type is a residential building. The site location is 89 Willington Road, London, N22 6SE

This Construction Statement provides the framework required for the planning and implementation for the proposed works at 89 Willington Road.

The scheme shall include measures for:

1) CONSTRUCTION TRAFFIC ROUTES:

- During the demolition phase and clearance of the site, all site vehicles and staff will park in the designated areas close to the site.
- During the construction phase, all visitors and contractors will park at Willington Road parking bays.
- The staff and visitors will be encouraged to arrive to the site via public transport.
- A designated loading bay will be situated outside the site entrance due to space limitation.

2) CONSTRUCTION TRAFFIC WASHING:

- Road vehicles will be kept out of the construction site as far as feasible. Therefore, dirt from construction traffic onto the public highway will be minimized.
- When vehicles or a site equipment is required to enter a designated area, they will be inspected prior to leaving the site for any defects, excessive dirt, mud and obstructions.
- An onsite 'wash station' will be set up.

3) PUBLIC HIGHWAY CLEANING:

- Adopting rigorous site maintenance strategies where the provision of manual cleaning devices shall be provided for site equipment.
- Roads and footways in the vicinity will be regularly inspected and cleaned if necessary

4) CONTROL OF GROUND AND SURFACE WATER POLLUTION:

- Prevention and management of silty water.
- Correct storage, use and disposal of cement, concrete and grouts.
- Correct fuel storage and use.
- Management of chemical and hazardous substances

5) DUST SUPPRESSION:

- Wet cutting instead of dry cutting
- Vacuum extractor
- Wetting of working areas

6) NOISE SUPPRESSION:

- Noisy operations will be scheduled to be undertaken at the times of day least likely to disturb the neighbors.
- Less noisy construction techniques will be used where such options exist and are practical.
- Noise inspection will be conducted for all machinery and equipment.
- Use of temporary acoustic baffles / sound enclosures onsite
- Only sound-reduced compressors will be used.
- Machines in intermittent use will be shut down in periods between work or throttled down to a minimum.

7) HOURS OF WORK:

- Working hours for construction activities and deliveries will be restricted to prescribed hours. These hours are;

- 08:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturdays
- No piling works before 09:00
- No work will be undertaken on Sundays or Holidays

8) CONSTRUCTION WASTE DISPOSAL:

- Waste management is addressed in accordance with the waste hierarchy:
- Reduce
- Reuse
- Recycle



2.0 INTRODUCTION



2.0 INTRODUCTION

This document has been prepared by ECOstudio LTD to accord with national and local requirement of the London Borough of Haringey.

“The proposed works consist of a ground floor rear extension, refurbishment and division of the existing house into 1no x 3no bedroom flat (ground floor) and 1no x 2no bedroom flat (first floor).
“

This Construction Method Statement provides the framework required for the planning and implementation for the building works proposed at 89 Willingdon Road.

This report sets out the approach for the proposed construction works and explains how construction activities can be undertaken in accordance with the Sustainable design and construction in line with London Borough of Haringey.

The local planning authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems that may arise when processing planning applications in line with the National Planning Policy Framework 2018.

It has been determined that before the development permitted commences at the site, a scheme shall be submitted to and approved in writing by the Local Planning Authority describing the means by which construction activity at the site and construction traffic to and from the site shall be controlled. The scheme shall include measures for:

- 1) construction traffic routes;
- 2) construction traffic washing;
- 3) public highway cleaning;
- 4) dust suppression;
- 5) noise suppression;
- 6) hours of work;
- 7) construction waste disposal.

The development permitted shall only be carried out and completed in accordance with the approved scheme.

The purpose of this is to comply with Policy LP22 of the Council's Local Plan and to ensure that the construction of the development at this site is undertaken in a manner which minimises its effect on the local environment.

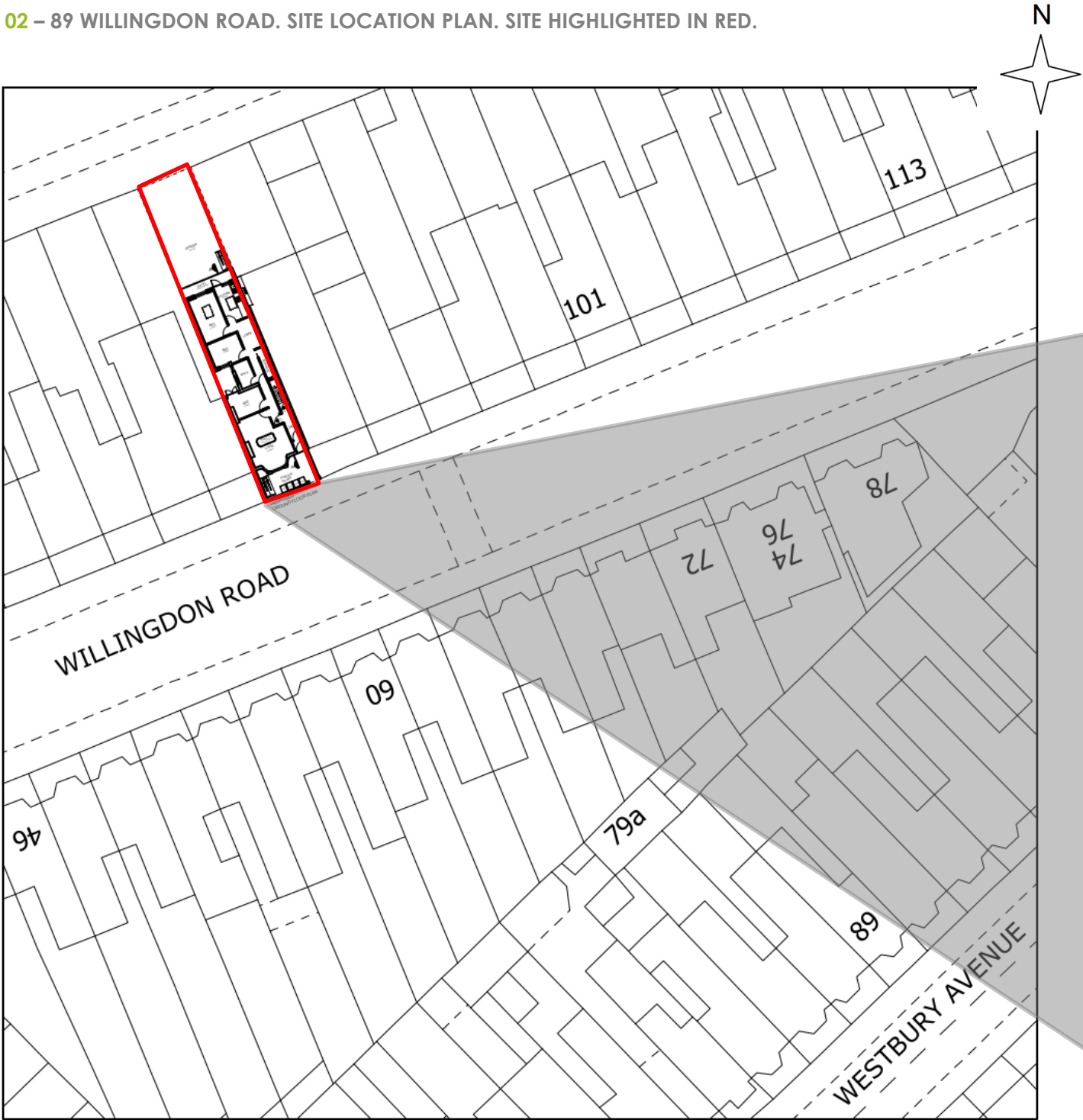


3.0 SITE PLAN AND MANAGEMENT PLAN



3.0 SITE PLAN AND MANAGEMENT PLAN

FIGURE 02 – 89 WILLINGDON ROAD. SITE LOCATION PLAN. SITE HIGHLIGHTED IN RED.



SITE LOCATION

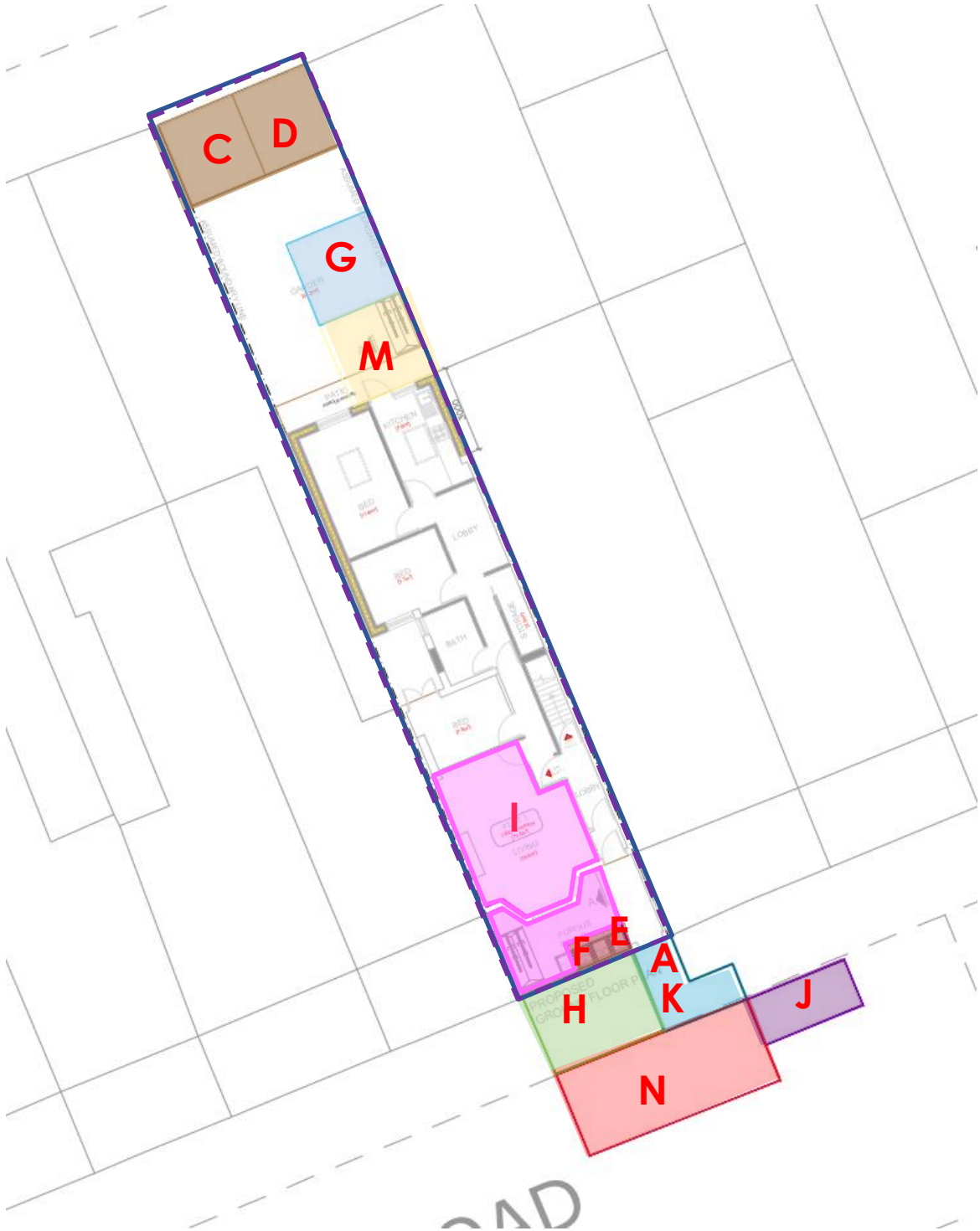
The proposed works consist of a ground floor rear extension, refurbishment and division of the existing house into 1no x 3no bedroom flat (ground floor) and 1no x 2no bedroom flat (first floor).The occupancy type is a residential building. The site is located at 89 Willingdon Road, within the London Borough of Haringey.

FIGURE 01– VIEW ELEVATION AT 89 WILLINGDON ROAD VIEW.



3.0 SITE PLAN AND MANAGEMENT PLAN

FIGURE 02 – 89 WILLINGDON ROAD MANAGEMENT PLAN.



- A** Site entrance / exit point
- B** Site hoarding
- C** Site Office 3m x 2.74m
- D** Site welfare provision 3m x 2.74m
- E** Water supply location
- F** Wash station 1m x 2m
- G** Dust suppression station 3m x 3m
- H** Temporary Unloading Zone 4m x 2.8m
- I** Material storage area 17.8m²
- J** 8 Yard Skip 3.6m x 1.7m x 1.2 m
- K** Emergency evacuation assembly points
- L** Site boundary
- M** Noise suppression station 3m x 3m
- N** Dump truck 7m x 3m

4.0 CONSTRUCTION TRAFFIC ROUTES



4.0 CONSTRUCTION TRAFFIC ROUTES

CONSTRUCTION TRAFFIC ROUTES

In order to comply with national and local authority's requirements, a Traffic Management Plan will be displayed in the site office, welfare facilities and included in briefing sessions. The objectives of the plan are:

- a) a safe and efficient working environment for all staff, visitors and contractors when on site;
- b) to ensure visiting traffic and deliveries arriving and leaving the site can operate within defined areas;
- c) to ensure that any contractors on site can operate their workforce, plant and equipment in a safe and manageable environment.

The plan will detail:

- a) wheel wash locations
- b) ingress and egress points, both vehicular and pedestrian
- c) fencing type and positioning thereof
- d) the location of site office,
- e) welfare provision
- f) material storage areas
- g) staff and contractor car parking
- h) emergency evacuation assembly points
- i) segregated pedestrian walkways
- j) footprint boundaries

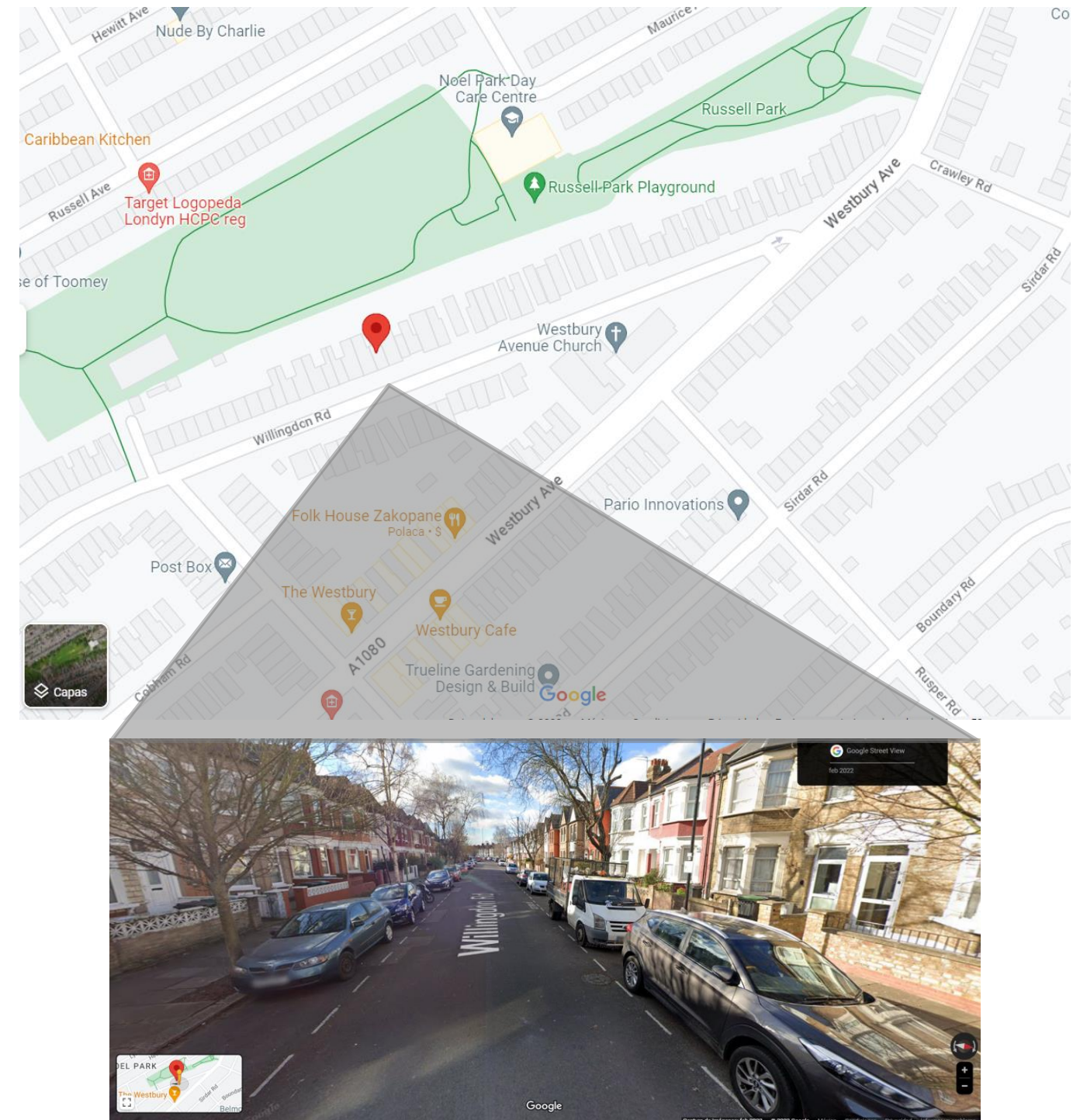
VEHICLE PARKING FOR SITE OPERATIVES

During the demolition phase, all of the site vehicles and staff will park on the parking bays available at Willingdon Road, except for the space that will be used for the skip, and bays for offloading materials or truck removing the skip. If no space is available, vehicles may park on the parking bays available at the other side of Willingdon Road.

Due to the nature of the site, during the construction phase, there will be limited or no vehicle parking for the construction team or visitors within the confines of the site.

Wherever possible, subcontractors will be encouraged to commute to site by public transport and to plan the sharing of vehicles for their team members and their required tools, to minimize any disruption to neighbors.

FIGURE 03 – VEHICLE PARKING FOR OPERATIVES TO BE ON WILLINGDON ROAD PARKING BAYS.



4.0 CONSTRUCTION TRAFFIC ROUTES

VEHICLE ROUTING

Main access to the development site for deliveries is predominantly via Lakefield Road, which connects to Willingdon Road.

LOADING AND UNLOADING OF MATERIALS

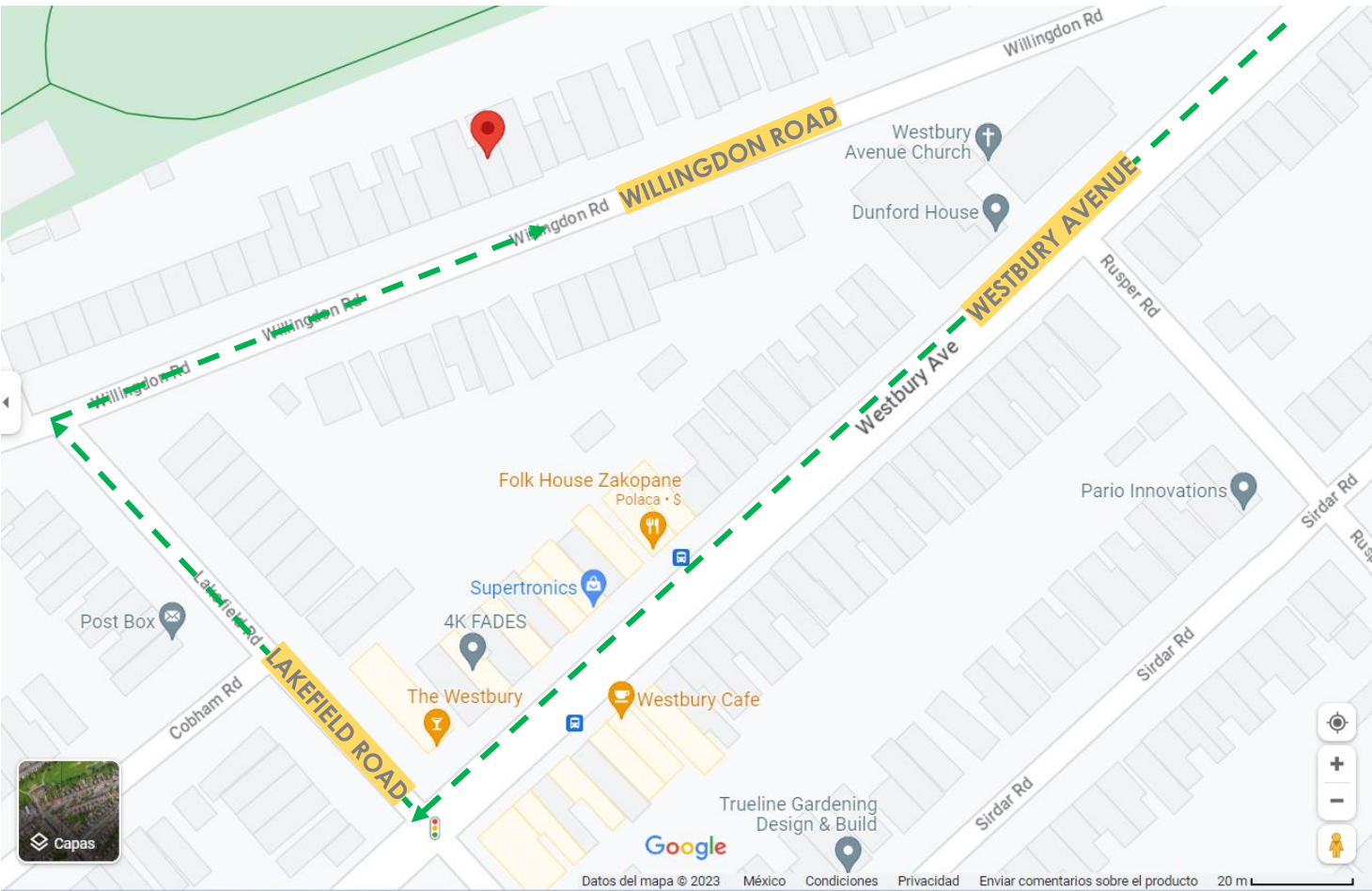
All the supply chain will be given instructions which clearly state the methodology for the delivery of plant, machinery, and materials to the site, with any time constraints. This will enable the receipt of materials to be coordinated with site staff, so deliveries can be received on to site as safely and efficiently as possible.

The use of a competent banksman will be adopted wherever applicable, to direct and co-ordinate movement of large vehicles safely to and off prearranged designated loading bay situated outside the site entrance (see the Proposed Management Plan) on Willingdon road.

FIGURE 04 – LOADING AND UNLOADING MATERIALS ZONE



FIGURE 05 – VEHICLE ACCESS TO THE SITE AT 89 WILLINGDON ROAD



5.0 CONSTRUCTION TRAFFIC WASHING



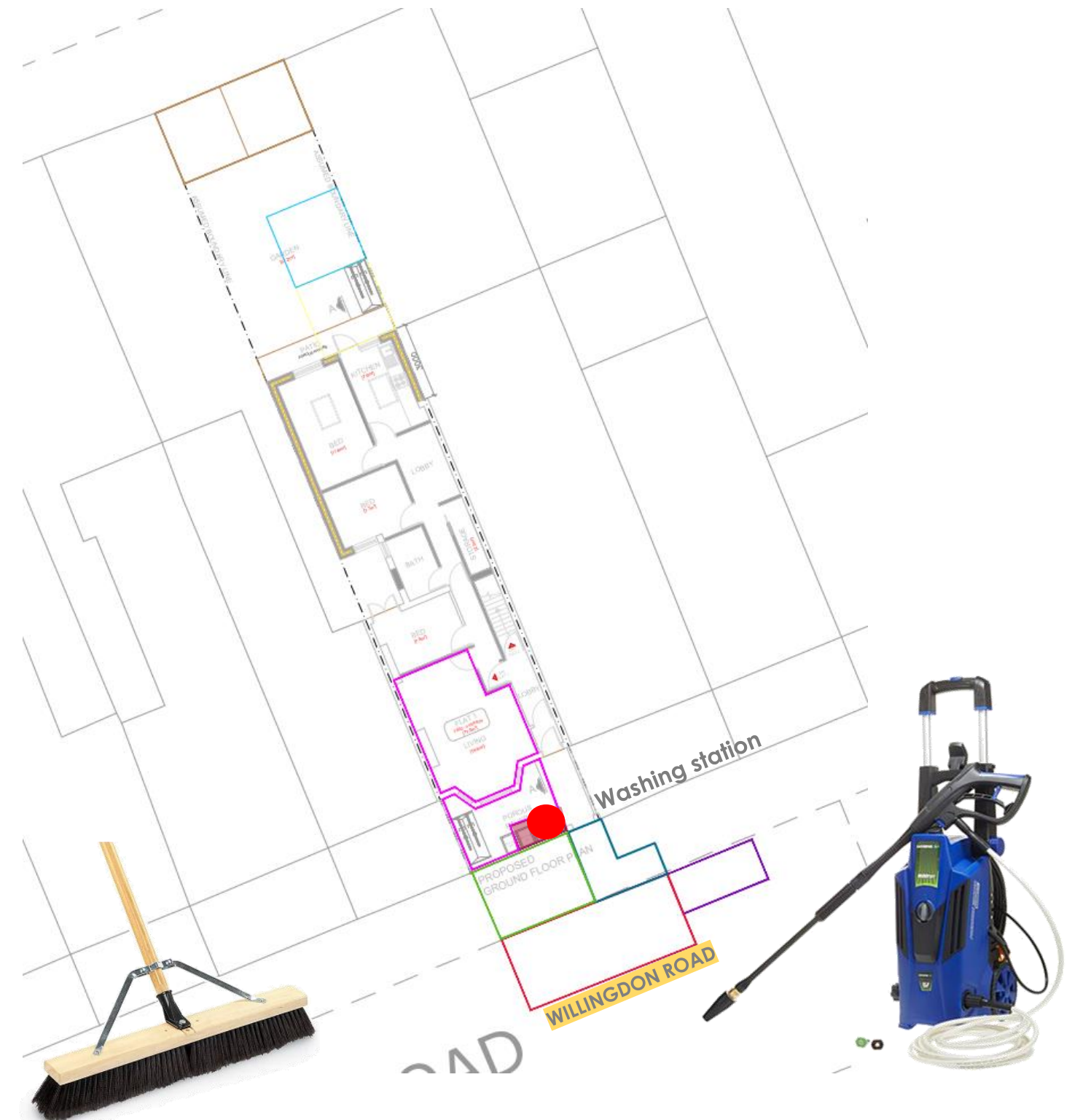
5.0 CONSTRUCTION TRAFFIC WASHING

Due to the restricted vehicular access onto the site, road vehicles will be kept out of the construction site as far as feasible (all subcontractors and staff will be told to park at Willingdon road. Therefore, the transfer of site dirt from construction traffic onto the public highway is avoided.

Where a vehicle or a site equipment such as wheelbarrow or hand pallet truck is required to enter a designated area, they will be inspected by the Site Foreman prior to leaving the site for any defects, excessive dirt, mud and obstructions associated with their wheels and undercarriage. If such site equipment and vehicle is not free from any site contaminations, they will be manually washed and cleaned to remove any dirt, mud or obstructions from their wheels and undercarriage.

An onsite 'wash station' will be set up on Willingdon Road, which will comprise a pressure washer and brushes for use to clean equipment that have become muddied.

FIGURE 06 – PRESSURE WASHER AND BRUSHES AT THE WASHING STATION.



6.0 PUBLIC HIGHWAY CLEANING



6.0 PUBLIC HIGHWAY CLEANING

It is required that public highways must always be kept clean. As far as feasible, it is proposed to prevent any mud and deleterious material from being brought onto the highway by organizing the site and its infrastructure as detailed in the site plan.

This is reinforced by adopting rigorous site maintenance strategies where the provision of manual cleaning devices shall be provided for site equipment.

In addition to these measures, roads and footways in the vicinity will be regularly inspected and cleaned if necessary. Given the scale of the works, this is likely to be undertaken manually, with the option of using a mechanical wet road sweeper if required.

FIGURE 07 – PRESSURE WASHER AND BRUSHES AT THE WASHING STATION.



7.0 CONTROL OF GROUND AND SURFACE WATER POLLUTION



6.0 CONTROL OF GROUND AND SURFACE WATER POLLUTION

Time will be allocated to plan and prepare before work starts on site to significantly reduce the risk of a pollution incident. Once the potential sources of pollution are identified, the construction site will be prepared to put measures in place to avoid or reduce the risk of causing pollution.

Pollution can occur to surface water (streams and rivers) and to ground water. Before starting operations, the following potential causes of pollution will be prevented with these actions.

SILTY WATER

Poor management of silt and silty water is a major cause of serious pollution incidents from construction sites. Silt, in these circumstances, is a fine inert sediment derived from soil and rocks.

Many construction processes produce silty water: movement and maintenance of plant and vehicles on site, rainwater run-off from exposed ground, trenches or foundations and even from plant, wheel and boot wash facilities

To avoid silt pollution, there are methods of work that reduce or eliminate the likelihood of producing silt and silty water. For example:

- Use of cut-off trenches,
- Vegetation corridors adjacent to waterways (to act as 'buffer strips')
- Reduce the amount of exposed ground.

Silty water should not be discharged to a drain or watercourse without prior treatment to settle or remove suspended solids. If you've identified that you will be generating silty water, identify suitable means to treat the water before discharge; examples include:

- Lagoons
- Settlement tanks
- Silt traps
- Grassy areas that slow water and allow solids to settle
- Sustainable Drainage Systems (SUDS).

CHEMICAL AND HAZARDOUS SUBSTANCES

All stored and used chemicals and hazardous substances or materials such as oils, cleaning products, solvents and pesticides could cause pollution if they spill onto land, enter surface waters or groundwater or are released into the air. Therefore, storage, use and disposal of chemicals and hazardous materials will be used as follows:

- Stored away from watercourses and drains in a contained, bunded area on an impermeable surface.
- Stored away from areas where there is risk of damage from impact or collision e.g. site traffic.
- Stored securely
- Substances will be labelled and containers are sealed when not in use
- Substances will be inspected regularly and fit for purpose.
- Any damaged / old containers will be disposed in line with your duty of care requirements, as these may be considered hazardous waste.

FIGURE 08 – EXAMPLE OF VEHICLE / WHEEL WASH AREA 10 METERS AWAY FROM SURFACE WATER.



6.0 CONTROL OF GROUND AND SURFACE WATER POLLUTION

FUEL STORAGE

Environmental and fire protection preventive measures will be implemented to achieve a safe delivery access, maintenance and security requirements before deciding where to put any permanent or temporary oil storage facilities. Oil stores will be in dedicated areas specifically designed and constructed to be safe and secure.

Oil storage will be avoided in high-risk locations such as:

- Where there is risk of damage by impact or collision e.g., from site traffic.
- Within 50 metres of a spring, well or borehole.
- Within 10 metres of a watercourse, ditch or drainage channel.
- Where spilt oil could enter open drains, loose fitting manhole covers or soak into unmade ground where it could pollute groundwater.
- Where a spill could run over hard ground to enter a watercourse or soak into unmade ground.
- Where it could pollute groundwater.
- Where a tank vent pipe outlet can't be seen from its filling point.
- On roofs as spilt oil can run down guttering which is connected to surface water systems.

CEMENT, CONCRETE AND GROUTS

Cement, concrete and grouts are highly alkaline and corrosive and can cause serious pollution to the ground and watercourses. When storing, making, mixing or using, care will be taken with all works involving cement, concrete and grout.

Concrete and cement mixing will be:

- Sited on an impermeable designated area.
- At least 10 metres away from a watercourse or surface water drain.
- Surplus dry concrete, cement and grout should be used elsewhere on site if possible, or as inert rubble; if not, it will need to be disposed of off-site and transported using a registered waste carrier.
- Equipment, batching and ready-mix lorry washing, and cleaning should be washed out on site into a designated area that has been designed to contain wet concrete / wash waters.
- Wherever possible, excess concrete should be sent back to the batching plant. With design concrete this may not be possible, so you should build a designated area to allow the concrete to cure without polluting the ground or watercourses.

FIGURE 09 – EXAMPLE OF FUEL TANKS BUNDING.



FIGURE 10 – EXAMPLE OF CEMENT STORAGE.



8.0 DUST SUPPRESSION



8.0 DUST SUPPRESSION

The site management will have in place dust prevention and mitigation measures considering the principles and recommendations of the 'Control of dust and emissions from construction and demolition – Supplementary Planning Guidance (July 2014 London Plan 2011) and the 'Control of dust from construction and demolition activities' (Building Research Establishment 2003) or similar documentation.

Site strategies and operational measures will be implemented to control the emission of dust, dirt and odors during site demolition and construction. These procedures will minimize any unnecessary nuisance and contamination generated by construction operations and their impact on the neighbors especially the immediate properties (Travelodge and Universal Garage).

The most important measure is to limit the production of dust at source by adopting working methods and using equipment that minimize dust production, such as:

a) wet cutting instead of dry cutting – masonry / file / bridge / slab wet cutting machine

b) vacuum extractor – power tool mobile dust extractor

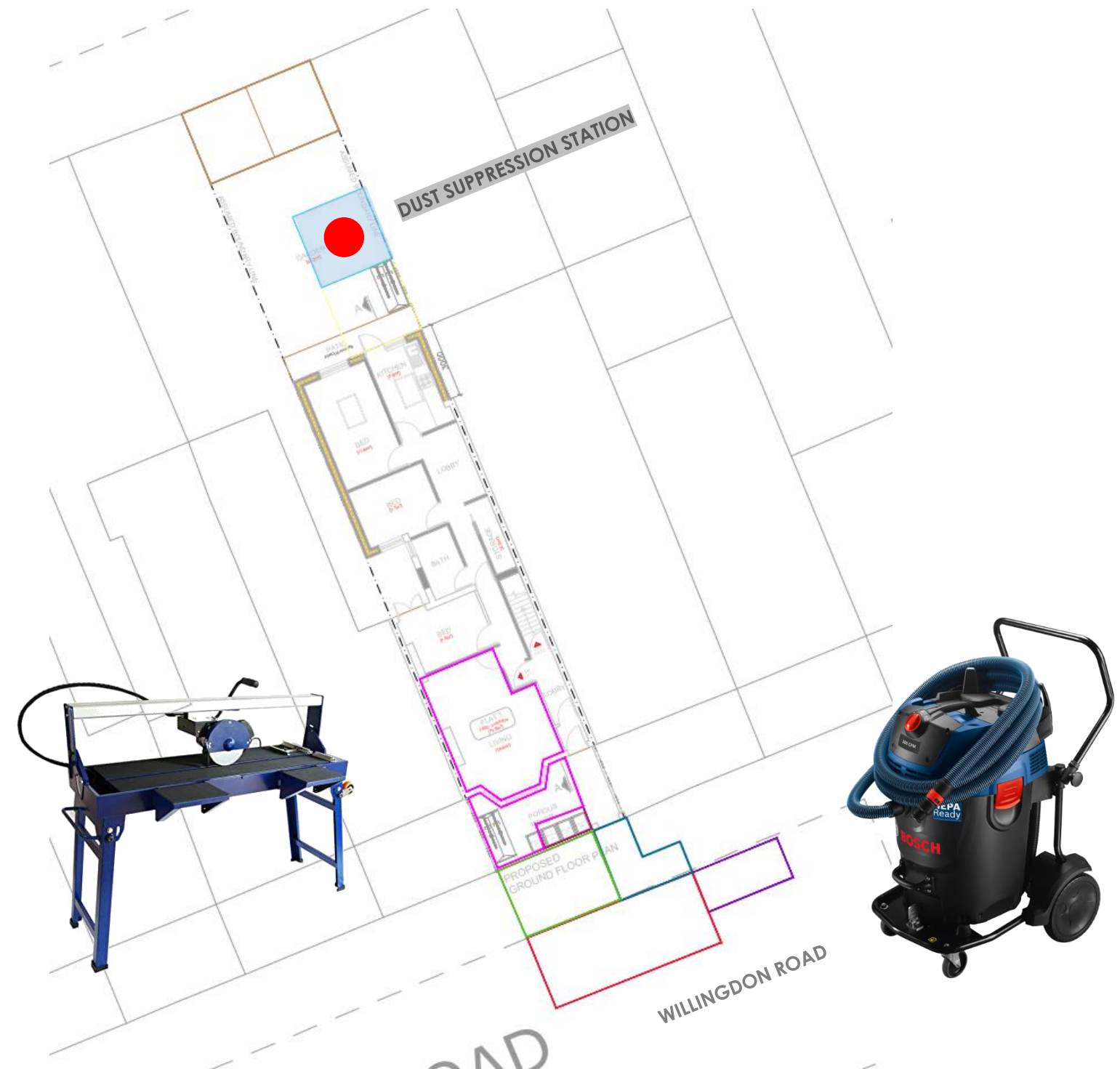
c) wetting of working area – pressurized water tank dust suppression kit

Despite of implementing these measures, any dust and debris created will be cleaned and removed to prevent secondary spread beyond the working area.

Stored materials and deliveries are to be covered to prevent wind-blown waste. The central front area of the site will be suited as a temporary store during the construction period (see the Proposed Management Plan).

It is mandatory that damping equipment must be used during any demolition and dust suppression must be used during any concrete cutting. Any piling works may not be commenced until 9am on any working day.

FIGURE 11 – WET CUTTING MACHINE AND DUST EXTRACTOR AT THE DUST SUPPRESSION STATION.



9.0 NOISE SUPPRESSION



9.0 NOISE SUPPRESSION

Unless specified otherwise the recommendations in B.S. 5228:2008 'Code of Practice for Noise Control on Construction and Open Sites, Guide to Noise Control Legislation for Construction and demolition including Road Construction and Maintenance', will be adhered to for noise levels at the site boundaries and within the site.

Noise can be very disturbing to neighbors. Therefore, the following steps will be taken to ensure that noise issues are managed effectively during the construction phase:

a) Noisy work, such as that which involves plant and machinery, will only take place within prescribed hours. These hours are;

- 08:00 – 18:00 Monday to Friday.
- 08:00 – 13:00 Saturdays.
- No piling works before 09.00.
- No work will be undertaken on Sundays or Holidays.

b) Less noisy construction techniques will be used where such options exist and are practical.

c) Particularly noisy operations will be scheduled to be undertaken at the times of day least likely to disturb the neighbors.

d) Noise inspection will be conducted for all machinery and equipment.

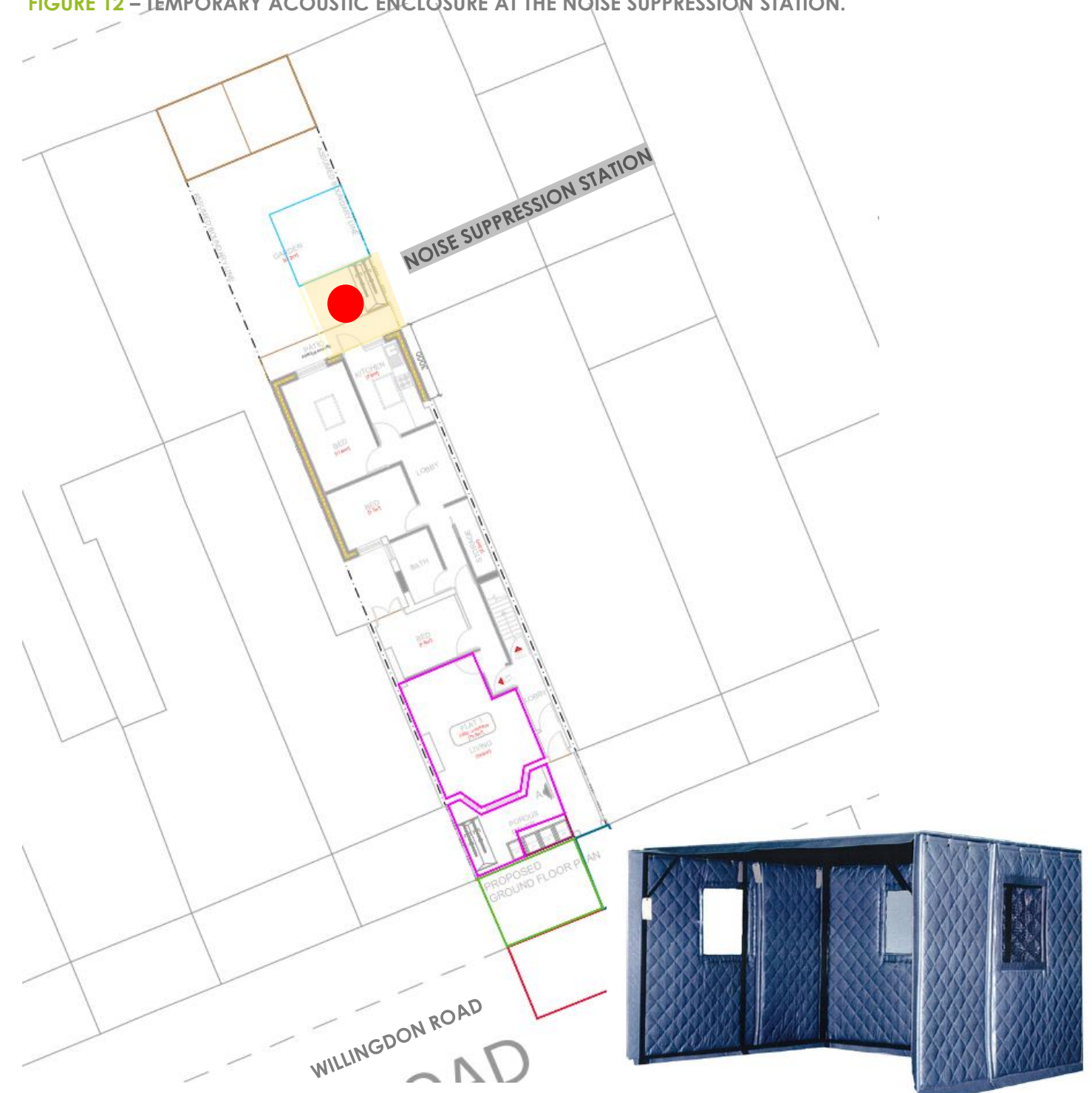
e) Strategic positioning of plant and site equipment (see Proposed Site Plan), together with the strategic use of temporary acoustic baffles / sound enclosures onsite and utilize technological advances such as suppressed / insulated equipment will ensure noise reduction is kept to a minimum.

f) Only sound-reduced compressors will be used, with properly lined and sealed acoustic covers fitted in accordance with the manufacturer's instructions and kept closed whenever the machines are in use.

g) All ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer.

h) Machines in intermittent use will be shut down in periods between work periods or throttled down to a minimum.

FIGURE 12 – TEMPORARY ACOUSTIC ENCLOSURE AT THE NOISE SUPPRESSION STATION.



10.0 HOURS OF WORK



10.0 HOURS OF WORK

Working hours for construction activities and deliveries will be restricted to prescribed hours. These hours are;

- 08:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturdays
- No piling works before 09.00
- No work will be undertaken on Sundays or Holidays

FIGURE 13 – WORKING HOURS TO BE RESTRICTED.



11.0 CONSTRUCTION WASTE DISPOSAL



11.0 CONSTRUCTION WASTE DISPOSAL

Waste management is addressed in accordance with the waste hierarchy:

REDUCE

Where possible waste is avoided. This starts in the design process, by (for example) using standard sizes and modules of materials, by incorporating existing site materials into the scheme and with use of modern construction methods such as off-site manufacture. Once on site, an appropriate storage of materials can minimize product waste to mechanical and water damage.

REUSE

Waste materials can be reused on site or on other sites to prevent them entering the waste management chain. Some excess of material may be suitable for use on an alternative site. In addition, packaging waste should be returned to the supplier.

Where possible, demolition waste will be crushed on site into recycled aggregate 6F2 and re-used as sub-base in the permanent works. Where bulk materials such as soils and demolition waste cannot be re-used on site then a suitable destination for reuse will be sought.

RECYCLE

As far as practicable, a skip will be provided on site for all materials which have a recycling possibility, such as:

- a) Brick and concrete
- b) Wood
- c) Glass
- d) Paper / cardboard
- e) Metal
- f) Plasterboard
- g) Electrical equipment
- h) Topsoil

DISPOSAL

Sending waste directly to landfill sites is to be avoided. This is where the waste is hazardous and there are no techniques available to fix it (e.g. asbestos). Apart from this the only waste consigned for disposal are the small proportions of mixed construction and demolition waste which cannot be recycled, generally because there are not recycling markets for the material (see Proposed Site Plan for skip location).

Waste from site will be taken to an appropriate licensed location. Hazardous waste will be separated and handled as appropriate. Transport of waste materials to the appropriate location will only be undertaken by a licensed carrier registered for the type of waste being disposed of.

FIGURE 14 – WASTE HIERARCHY.

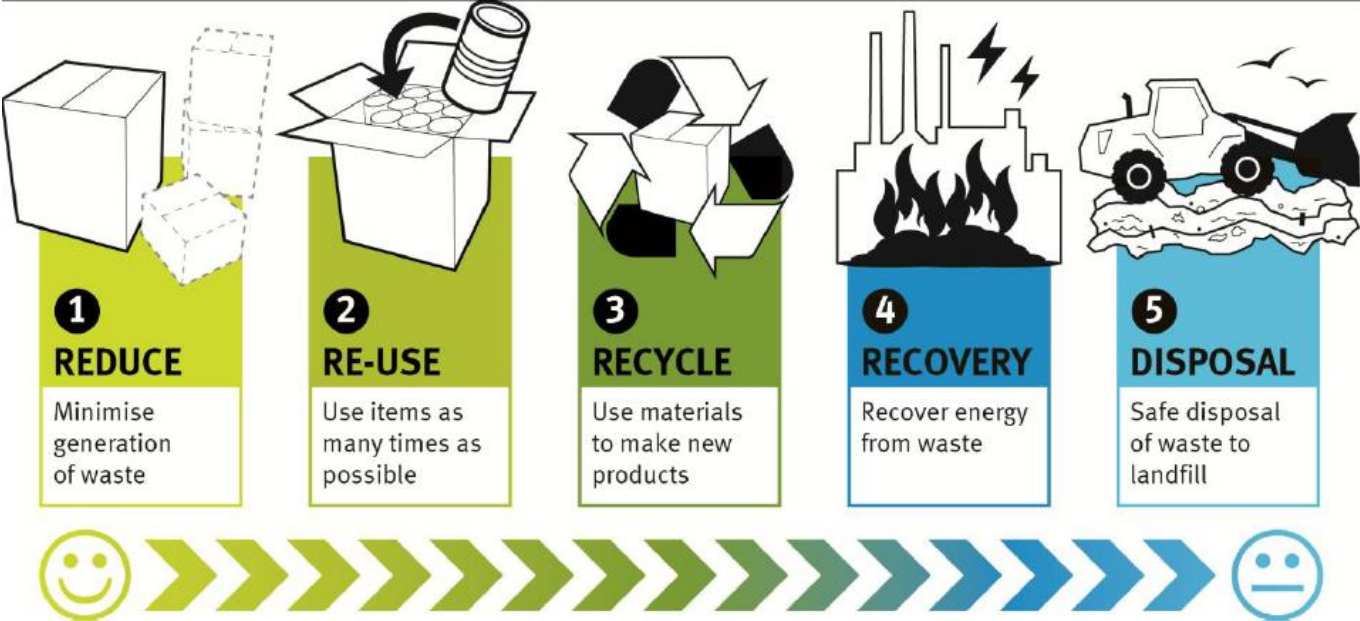


FIGURE 15 – SKIP TO ORGANIZE WASTE AND RECYCLING MATERIALS .



 **Dimensions:** 3.6m X 1.7m X 1.2m

 **Capacity:** 70 to 80 bin bags

 **Usage:** Building waste, kitchens, bathrooms, heavy items, domestic waste, light items & more.

Our 8-yard skips are perfect for:

-  Large refurbishment projects
-  Building projects
-  Construction and destruction projects
-  Commercial building clear outs
-  Garden and landscaping

12.0 ADDITIONAL MEASURES



12.0 ADDITIONAL MEASURES

In addition to the methodology requested by requirement for CEMP, the following are considered important to the success of the Construction Phase;

HOARDING AND SITE PERIMETER

At the beginning of construction, the site perimeter will be secured with solid hoarding to protect zones where required (see Proposed Site Plan page 6). A full hoarding and gate will be installed to Willingdon Road with appropriate safety signage.

These are important elements in the strategies outlined below to minimize the overspill risk of the construction works, to secure the site and present a tidy street frontage.

POINT OF CONTACT

Despite the measures outlined in this document, it is always possible that construction work might have an adverse impact on neighbors. Early communication is critical. The works will be overseen by a named Project Manager, whose name and number will be supplied to all neighbors.

WELFARE FACILITIES

The site will be equipped with a Site Office and self-contained welfare facilities for all operatives (see Proposed Site Plan).

FIRE POLICY

Strictly, no item will be burnt onsite including cigarettes as this is a total non-smoking zone. Advertisement will be displayed in the site office, welfare facilities and included in briefing sessions.

Works that require use of combustible materials are to be carried out by competent contractors with appropriate procedures for the specific task. In addition, the following requirements must be met within the work area:

- a) Combustible materials to be removed before work commences.
- b) Floors to be swept clean and combustible surfaces covered with heat protections mats.
- c) Walls to be covered and combustibles moved away.
- d) Removal of all flammable liquids and gas cylinders
- e) Appropriate screening to be provided, including protection and display of safety advertisement.

FIGURE 16 – SITE HOARDING.



FIGURE 17 – SITE WELFARE UNIT.



13.0 CONCLUSION



13.0 CONCLUSION

This document has been prepared by ECOstudio LTD as instructed by Tricon Designs to demonstrate compliance towards the Construction Environmental Management of the site. This report sets out the approach for the proposed construction works and explains how construction activities can be undertaken in accordance with national policy and local plan developed by the London Borough of Haringey.

The proposed works consist of a ground floor rear extension, refurbishment and division of the existing house into 1no x 3no bedroom flat (ground floor) and 1no x 2no bedroom flat (first floor). The occupancy type is a residential building. The site location is 89 Willington Road, London, N22 6SE

This Construction Statement provides the framework required for the planning and implementation for the proposed works at 89 Willington Road.

The scheme shall include measures for:

1) CONSTRUCTION TRAFFIC ROUTES:

- During the demolition phase and clearance of the site, all site vehicles and staff will park in the designated areas close to the site.
- During the construction phase, all visitors and contractors will park at Willington Road parking bays.
- The staff and visitors will be encouraged to arrive to the site via public transport.
- A designated loading bay will be situated outside the site entrance due to space limitation.

2) CONSTRUCTION TRAFFIC WASHING:

- Road vehicles will be kept out of the construction site as far as feasible. Therefore, dirt from construction traffic onto the public highway will be minimized.
- When vehicles or a site equipment is required to enter a designated area, they will be inspected prior to leaving the site for any defects, excessive dirt, mud and obstructions.
- An onsite 'wash station' will be set up.

3) PUBLIC HIGHWAY CLEANING:

- Adopting rigorous site maintenance strategies where the provision of manual cleaning devices shall be provided for site equipment.
- Roads and footways in the vicinity will be regularly inspected and cleaned if necessary

4) CONTROL OF GROUND AND SURFACE WATER POLLUTION:

- Prevention and management of silty water.
- Correct storage, use and disposal of cement, concrete and grouts.
- Correct fuel storage and use.
- Management of chemical and hazardous substances

5) DUST SUPPRESSION:

- Wet cutting instead of dry cutting
- Vacuum extractor
- Wetting of working areas

6) NOISE SUPPRESSION:

- Noisy operations will be scheduled to be undertaken at the times of day least likely to disturb the neighbors.
- Less noisy construction techniques will be used where such options exist and are practical.
- Noise inspection will be conducted for all machinery and equipment.
- Use of temporary acoustic baffles / sound enclosures onsite
- Only sound-reduced compressors will be used.
- Machines in intermittent use will be shut down in periods between work or throttled down to a minimum.

7) HOURS OF WORK:

- Working hours for construction activities and deliveries will be restricted to prescribed hours. These hours are;
 - 08:00 – 18:00 Monday to Friday
 - 08:00 – 13:00 Saturdays
 - No piling works before 09:00
 - No work will be undertaken on Sundays or Holidays

8) CONSTRUCTION WASTE DISPOSAL:

- Waste management is addressed in accordance with the waste hierarchy:
 - Reduce
 - Reuse
 - Recycle



14.0 APPENDIX A – BEST PRACTICE
EXPAMPLES OF THE PREVENTION OF
POLLUTION TO GROUND, WATER AND
AIR



14.0 APPENDIX A - BEST PRACTICE EXPAMPLES OF THE PREVENTION OF POLLUTION TO GROUND, WATER AND AIR

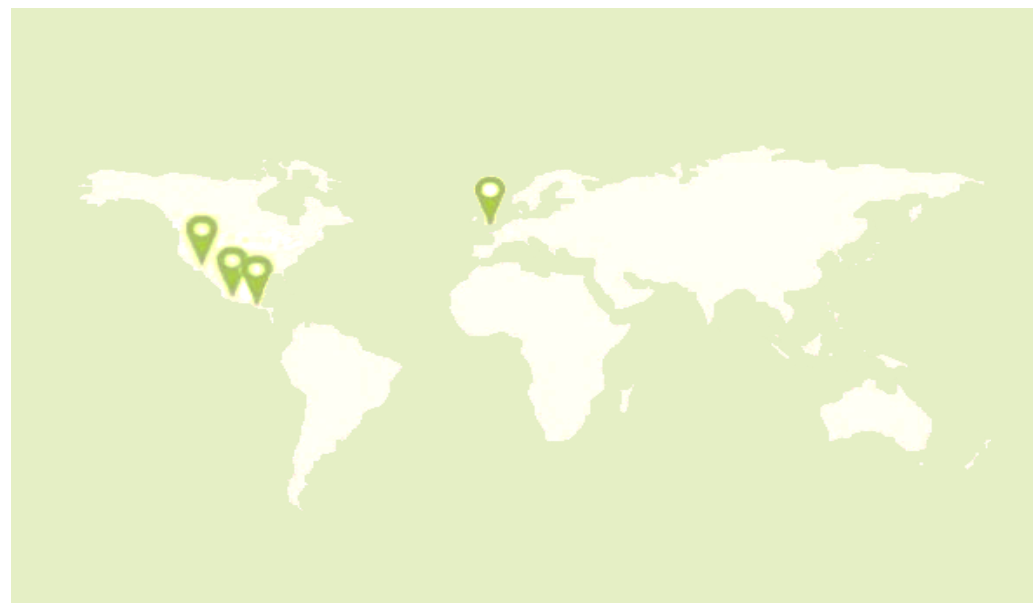
				
BOOT WASH	SCREEN: WELDING, SOLDERING	FUEL TANK BUNDING	VEHICLE / WHEEL WASH AREA	FUEL BUNDING
				
CUTTING WITH WATER MIST	DRAIN TEMPORARILY STOPPED	PAINTING KIT WASH & REUSE	CONCRETE WASHOUT / EXCESS	SPILL KIT
				
UNUSED SKIP IS COVERED	SITE SPEED CONTROL	DUST MONITORING	WATER MIST BLOWER	SKILL SAW HOOVER

Adopted from the "Procedure for Control of Ground & Surface Water Pollution" - Interpreted from Best Practice Guidelines in PPG1, PPG5 & PPG6

14.0 APPENDIX A - BEST PRACTICE EXPAMPLES OF THE PREVENTION OF POLLUTION TO GROUND, WATER AND AIR

				
WET TILE CUTTING	WET BLOCK CUTTING	BLOCK SPLITTER	EPS FINISHING WITH VACUUM	DOUBLE BUNDED FUEL TANK
				
NAPPY CATCHING FUEL DRIPS	HOOVER FOR SITE DUST			

Adopted from the "Procedure for Control of Ground & Surface Water Pollution" - Interpreted from Best Practice Guidelines in PPG1, PPG5 & PPG6



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