RAMS – Charles Street Development

Planning Condition 7 Submission

Method Statement & Risk Assessment for works adjacent to railways

Project: Charles Street Development, Manchester
Client: Jadebricks (Charles Street) Limited
Principal Contractor: Watkin Jones group
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1. Purpose

This RAMS has been prepared to satisfy Planning Condition 7 and establish a comprehensive safe system of work for all construction activities associated with Charles Street adjacent to operational railway infrastructure. The objectives are to identify hazards, assess risks, define control measures, protect railway operations and ensure statutory compliance. The document shall be read in conjunction with drawings, temporary works information, logistics plans, permits and subcontractor RAMS.

The purpose is to:

- Identify hazards associated with construction activities.
- Assess risk levels.
- Establish suitable mitigation measures.
- Define working methods.
- Ensure works are undertaken safely and in compliance with statutory requirements.

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2. Scope of Works

The scope of works includes:

- Site establishment and welfare setup
- Site hoarding and security arrangements
- Delivery management and logistics
- Temporary works installations
- Enabling works
- Reduced level excavations
- Substructure works
- Superstructure works
- Façade installation works
- Use of Mobile Elevating Work Platforms (MEWPs)
- Material handling and lifting operations
- General construction activities
- Waste management and environmental protection

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3. Applicable Legislation

The works shall comply with:

- Health & Safety at Work Act 1974

- Management of Health & Safety at Work Regulations 1999
- Construction (Design and Management) Regulations 2015
- Work at Height Regulations 2005
- LOLER 1998
- PUWER 1998
- Manual Handling Operations Regulations
- PPE Regulations
- Control of Noise at Work Regulations
- Control of Substances Hazardous to Health Regulations
- Environmental Protection Act

All works shall be undertaken so there is no detrimental impact upon:

- Railway operational safety
- Railway structural integrity
- Signalling systems
- Railway assets
- Train operation
- Public safety

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4. Principal Hazards and Control Measures

Activity	Hazard	Potential Consequence	Control Measures
Site setup adjacent to railway	Unauthorised access to railway	Fatality / train strike	Secure hoarding and fencing installed. Controlled access gates maintained. Site inductions provided. No personnel permitted beyond designated boundaries
Personnel movement	Access into rail corridor	Serious injury/fatality	Physical barriers and exclusion zones established. Daily briefings provided
Excavations	Ground movement affecting railway stability	Track movement/derailment	Temporary works design required. TWC approval required. Excavation support system installed

Activity	Hazard	Potential Consequence	Control Measures
Excavations deeper than 1m	Collapse of excavation	Injury/rail asset damage	Shoring, trench support or battered excavations
Plant operations	Plant striking railway infrastructure	Damage/injury/train incident	Plant movement plans implemented
Plant operation	Plant overturning	Injury or asset damage	Ground bearing calculations completed
Crane operation	Crane jib oversailing railway	Collision with rail assets	Anti-collision devices and slew restrictions installed
Crane lifting	Suspended load entering railway boundary	Fatality/rail disruption	Lift plans approved by Appointed Person
Lifting activities	Dropped loads	Fatality/injury	Exclusion zones established
MEWP operation	MEWP overturning	Injury/asset damage	Ground assessment completed
MEWP operation	MEWP entering railway exclusion area	Collision risk	Physical barriers and stop systems
Work at height	Falling materials entering railway	Fatality/train strike	Debris netting and exclusion zones
Work at height	Falling operatives	Major injury	Edge protection and harness systems
Dust generation	Dust affecting train driver visibility	Railway incident	Water suppression systems
Lighting	Confusion with rail signalling	Train operation risk	Lighting assessment completed
Vibration	Movement affecting track stability	Damage to rail infrastructure	Vibration monitoring undertaken
Noise	Communication disruption	Safety risk	Noise monitoring
Refuelling	Fuel spillage	Environmental contamination	Bunded fuel storage
Wind loading	Materials blown toward railway	Train strike risk	Weather monitoring

Activity	Hazard	Potential Consequence	Control Measures
Material storage	Material movement into railway	Injury or disruption	Materials secured
Services strike	Electrical hazard	Serious injury	Permit to Dig system
Overhead electrical systems	Electrocution	Fatality	Exclusion distances maintained
Third-party interface	Public access into work area	Injury	Segregated pedestrian routes
Emergency situations	Delayed rail response	Increased consequences	Emergency communication procedure established

5. Responsibilities

Project Director

Responsible for:

- Overall project delivery
- Resource allocation
- Compliance monitoring

Project Manager

Responsible for:

- Daily site management
- Toolbox talks
- Permit systems
- Monitoring work activities
- Coordination of subcontractors

Site Managers/ Supervisors

Responsible for:

- Monitoring compliance with RAMS
- Daily briefings
- Safe implementation of work activities

Operatives

Responsible for:

- Following RAMS requirements
- Using PPE correctly
- Reporting hazards and unsafe conditions

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6. Site Access and Logistics

Vehicle access:

- Controlled access gate
- Banksman in attendance during deliveries
- Delivery booking system

Pedestrian access:

- Clearly segregated pedestrian routes
- Signage provided
- Barriers maintained

Site security:

- Full perimeter hoarding
- Controlled access points
- Visitor sign-in system

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7. Site Establishment Sequence

1. Install site hoarding and signage.
2. Establish welfare facilities.
3. Install temporary utilities.
4. Establish emergency arrangements.
5. Set up delivery and traffic management routes.
6. Establish exclusion zones.
7. Undertake site inductions.

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8. Construction Methodology

8.1Groundworks

Prior to excavation:

- Review service drawings
- Obtain Permit to Dig
- Complete CAT & Genny survey
- Mark existing services
- Trial holes by hand excavation

Excavation activities:

- Excavations inspected daily
- Battering or temporary support where required
- Spoil stockpiles minimum 1m from excavation edge
- Edge protection installed

Backfilling:

- Suitable engineered fill only
- Compaction in accordance with specification
- Inspection and testing undertaken

8.2 Superstructure Works

Sequence:

- Structural setting out
- Installation of reinforcement
- Formwork installation
- Concrete placement
- Curing and inspection

Control Measures:

- Exclusion zones maintained
- Lifting plans implemented
- Temporary works signed off before use

8.3 Scaffolding Arrangements and Controls (Adjacent to Railway)

Scope of Scaffolding Works will comply with:

- TG20 / SG4:22
- Work at Height Regs
- Network Rail expectations for works adjacent to the railway

Scaffolding shall be installed to facilitate:

- Superstructure construction
- Façade installation
- Edge protection
- Access and egress for operatives
- Material handling at height

All scaffolding works will be carried out by a competent specialist scaffolding contractor.

8.3.1 Design Requirements

All scaffolding shall be:

- Designed in accordance with:
- TG20:21 compliance sheets
  A bespoke scaffold designed by a qualified scaffold designer (where required)

Designed to consider:

- Proximity to railway boundary
- Wind loading (especially at height)
- Load classes and material storage
- Interface with façade installation

8.3.2 Mandatory Design Conditions

- No part of the scaffold shall:
- Encroach onto Network Rail land
- Undermine railway structures or embankments
- Scaffold design shall incorporate:
- Anti-collapse measures
- Tie patterns suitable for high exposure locations
- Full debris containment strategy

8.3.3 Approval Process

- Scaffold design must be:
- Reviewed by Temporary Works Coordinator (TWC)
- Approved prior to erection
- Where required, submitted to:
- Network Rail Asset Protection Engineer (APE)

8.3.4 Erection and Dismantling

General Method: All scaffolding shall be erected, altered and dismantled in accordance with:

- SG4:22 (Preventing Falls in Scaffolding)
- Work shall be undertaken by:
- CISRS-qualified scaffolders only

Control Measures

- Advanced guardrail system (or equivalent) used at all times
- Safe access provided via:
- Ladder towers or stair towers
- Scaffold lifts installed progressively with:
- Guardrails
- Midrails
- Toe boards

8.3.5 Exclusion Zones

- A clearly defined exclusion zone shall be established:
- At ground level during erection/dismantling
- Preventing unauthorised access
- If adjacent to railway boundary:
- Enhanced exclusion zone enforced
- Additional supervision provided

8.3.6 Scaffold Adjacent to Railway – Specific Controls

Due to proximity to operational railway infrastructure, the following controls apply:

- Boundary Protection
- Physical barrier (e.g., hoarding) shall be maintained between scaffold and railway
- No scaffold component shall extend beyond site boundary
- Prevention of Materials Entering Railway

The scaffold shall incorporate:

- Full brick guards or debris netting
- Sealed working platforms where required
- Toe boards on all lifts
- Tool tethering systems for operatives
- No loose materials stored near open edges

Additional Protection (where required)

- Depending on proximity and risk assessment:
- Crash decks / fans installed
- Fully sheeted scaffold elevation facing railway
- Encapsulation (e.g., Monarflex or similar)

8.3.7 Stability and Ties

- Scaffold shall be tied to the structure in accordance with:
- Design specification or TG20 compliance
- Tie frequency increased where:
- High wind exposure
- Proximity to railway
- Ties shall:
- Be installed progressively
- Not be removed without authorisation

Inspection

- Included in statutory scaffold inspections
- Damaged or missing ties replaced immediately

Load Management

- Scaffold loading bays shall be clearly identified and signed
- Load limits shall not be exceeded
- Materials shall be evenly distributed
- Secured to prevent movement
- No storage of materials shall take place:

Weather Controls

Scaffold works shall be monitored for weather conditions:

Work at height shall stop during:

- High winds

- Storm conditions
- Scaffold sheeting/encapsulation checked regularly
- Following adverse weather:
- Scaffold MUST be re-inspected

8.3.8 Inspection and Handover

Scaffold shall not be used until:

- Inspected by competent person
- Handover certificate issued

Inspections shall be carried out:

Every 7 days

- After any adverse weather
- Alterations
- Impact damage

Inspection Records

- Maintained on site
- Available for:
- Principal Contractor
- Network Rail (if requested)

8.3.9 Access and Egress

- Safe access provided via:
- Internal ladders (secured and tied)
- Stair towers (preferred for frequent access)
- No climbing on scaffold framework permitted

8.3.10 Lighting

- Scaffold lighting shall:
- Not cause glare to train drivers
- Not resemble railway signalling
- Lighting directed away from railway interface

8.3.11 Emergency Arrangements

In the event of:

- Scaffold collapse

- Falling material entering railway
- Structural instability

The following shall apply:

- Stop all works immediately
- Prevent further access
- Contact Network Rail via emergency number: 03457 11 41 41
- Notify Site Manager and Principal Contractor
- Secure area and await instruction

8.3.12 Competency Requirements

All scaffolding personnel must hold:

- CISRS cards (appropriate level):
- Scaffolder
- Advanced Scaffolder (for complex works)
- Supervisors:
- CISRS Supervisor qualification

Designers must be:

- Competent scaffold designers
- Experienced in railway-adjacent works (where applicable)

Interface with Temporary Works

- Scaffold shall be included in:
- Temporary Works Register
- Managed under:
- BS 5975 procedures
- TWC approval required before:
- Erection
- Alteration
- Dismantling
- Tie patterns
- Emergency call

8.4 MEWP Working Methodology

Retain the safe-use elements from the supplied MEWP document:

Before use:

- IPAF certification to be checked

- Daily pre-use inspections undertaken
- Supplier familiarisation completed
- Ground condition inspection completed

During operation:

- Maintain exclusion zones
- Wear harnesses where required
- Do not exceed SWL
- No standing on guardrails
- Secure tools with lanyards

Emergency arrangements:

- Ground controls identified
- Rescue plan briefed
- Trained personnel available

These requirements are derived from the supplied MEWP guidance.

Façade Installation Activities

General methodology:

1. Deliver façade components.
2. Inspect materials.
3. Establish exclusion zones.
4. Position MEWPs or access systems.
5. Install brackets/support systems.
6. Lift façade units.
7. Align and fix façade elements.
8. Conduct quality checks.
9. Remove temporary protection.

9.Railway Interface Control Measures

9.1 Network Rail Specific Controls

Include:

- Asset Protection interface
- Emergency call procedure
- No oversailing policy
- Monitoring regime
- SSOW definition
- Permit interface

9.2 Exclusion Zones

Railway exclusion zones shall be established and maintained. Controls included :

- Physical barriers installed
- Warning signage displayed
- No plant storage within exclusion area
- No material storage within exclusion area
- No personnel access without authorisation

Network Rail Interface & Approvals

All works subject to Network Rail Asset Protection approval

- APE to review:
- Method statements
- Temporary works

Plant and Equipment Restrictions

All plant:

- To have current inspection certification
- Daily pre-use inspections completed

Fitted with:

- flashing beacons
- reversing alarms
- slew restrictors
- height restrictors where required

Additional requirements:

- Banksman required during movement
- No unattended plant
- Engines switched off when not in use

9.5 Crane Operations

All lifting operations:

- Undertaken under approved lift plans
- Controlled by Appointed Person
- Lift Supervisor present

Additional controls:

- Anti-collision devices
- Slew restrictions
- Wind speed monitoring
- Exclusion zones maintained
- Tag lines used where appropriate
- No suspended loads over railway infrastructure

Under no circumstances shall any crane or load over sail Network Rail land."

- Physical stop + software limit
- Independent commissioning certification
- Emergency recovery plan if crane fails

9.6 Excavation Controls

Before excavation:

- Permit to Dig issued
- CAT and Genny surveys completed
- Existing services identified
- Trial holes hand dug

During excavation:

- Daily inspections
- Temporary works inspections
- Ground monitoring
- Spoil stored minimum 1m from edge

9.7 Vibration Monitoring

Where works involve:

- piling
- demolition
- heavy plant
- compaction

Monitoring shall include:

- calibrated vibration equipment
- trigger thresholds
- real-time monitoring
- immediate work stoppage if limits exceeded

9.8 Dust Suppression

Dust controls include:

- Water bowser
- Misting systems
- Wheel wash
- Road sweeping
- Covered skips

Work shall stop if excessive dust migration occurs.

9.9 Lighting Controls

Temporary lighting:

- Shall not resemble railway signals
- Shall not cause glare
- Shall not affect train driver visibility
- Shall be directed away from rail lines

9.10 Weather Monitoring

Works at height and lifting operations shall cease during:

- high winds
- lightning
- extreme weather conditions

MEWP operations shall comply with manufacturer wind limits. Relevant control measures are aligned with the supplied MEWP guidance.

9.11 Emergency Arrangements Adjacent to Railway

Emergency contacts:

- Project Manager
- Principal Contractor
- First Aiders
- Network Rail Emergency Contact
- Emergency Services

Emergency procedure:

1. Stop works immediately
2. Secure plant and equipment
3. Evacuate affected area
4. Contact emergency services
5. Notify railway representative immediately
6. Prevent further access
7. Await instruction

Note: In the event of any incident affecting the railway (e.g., obstruction, collapse, plant strike, material ingress), works must stop immediately and Network Rail MUST be contacted via 03457 11 41 41 before any further action.

Emergency scenarios include:

- plant strike
- track obstruction
- fire
- collapse
- injury
- service strike
- material entering railway
- structural movement
- uncontrolled excavation collapse

9.12 Daily Monitoring Requirements

Daily inspections to include:

- exclusion zones
- fencing
- plant condition
- temporary works
- excavations
- lifting equipment
- weather conditions
- vibration monitoring records
- housekeeping

10. Risk Assessment

Hazard	Risk	Control Measures
Slips/trips	Injury	Maintain housekeeping, designated walkways
Excavations	Collapse/injury	Daily inspections, edge protection
Underground services	Electric shock/service strike	Permit to Dig, CAT scanning
Manual handling	Musculoskeletal injury	Mechanical aids, team lifting
Plant movement	Collision	Banksman, segregation
Falling materials	Head injuries	Exclusion zones, toe boards
Work at height	Falls	MEWPs, edge protection, harnesses
Dust	Respiratory issues	Dust suppression
Noise	Hearing damage	Hearing protection
Lifting operations	Crushing injuries	Lift plans, competent operators
Environmental contamination	Pollution	Spill kits, bunded storage

11. PPE Requirements

Minimum 5 Point PPE:

- Safety helmet
- Hi-vis clothing
- Safety footwear
- Gloves
- Safety glasses

Task-specific PPE:

- Hearing protection
- Respiratory protection
- Harness and lanyard
- Face protection
- Waterproof clothing

12. Environmental Controls

Dust:

- Water suppression
- Wheel washing
- Road sweeping

Noise:

- Restrict working hours
- Maintain equipment
- Monitor activities

Waste:

- Segregated skips
- Waste transfer documentation
- Recycling where practicable

Spillages:

- Spill kits maintained
- Bunded storage areas

13. Emergency Arrangements

Emergency contact board to display:

- Site Manager
- First Aiders
- Principal Contractor
- Emergency Services

Emergency procedure:

1. Stop work.
2. Raise alarm.
3. Secure area.
4. Contact emergency services.
5. Provide first aid.
6. Record incident.

14. Training and Competency

Personnel shall hold appropriate:

- CSCS cards
- CPCS cards
- IPAF certification
- SMSTS/SSSTS
- First Aid qualifications
- Manufacturer-specific training

15. Review and Monitoring

RAMS shall be reviewed:

- Prior to commencement
- Following design changes
- Following incidents

- Following methodology changes
- utility installation

Appendices:

- Site Layout & TM layout Rev 2
- Ground Works RAMS
- Facades installation RAMS
- Crane/lifting plan