Chartrange.

Method Statement For: Charles Street (Foundations & Drainage)
Document Produced by: Toby Hensman

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AUTHORISATION

Rev Nº	Prepared or Reviewed by: (Name & Job Title)	Accepted for use by Project Manager/Nominee	Accepted by Client	Date
01a	Toby Hensman (H&S Coordinator)	Saj Nair Construction Director	WATKIN JONES	28/05/2026

1	Method Statement		Date	28/05/2026
Customer	Watkin Jones	Works to be carried out	Foundations and Drainage	
Method Statement No.	TH/HSR/2/001A	Revision no.	01A	
Prepared By	Toby Hensman			

2 Location of Work

Charles Street, Manchester, M1 7DE

Start Date	TBC	Duration	TBC

Description of Work (keep sentences short and to the point and use sketches and drawings where possible)

This method statement is for the foundation and drainage works required at Charles Street. All works have been designed to safeguard the structural stability of the nearby network rail track.

Applicable legislation

1. The Health and Safety at Work Act 1974
2. The Management of Health and Safety at Work Regulations 1999
3. The Construction (Design and Management) Regulations 2015
4. The Confined Spaces Regulations 1997
5. The Manual Handling Operations Regulations 1992
6. The Provision and Use of Work Equipment Regulations 1998
7. The Personal Protective Equipment Regulations 1992
8. Working at Height Regulations 2005
9. LOLER 1998

Access

- The principle vehicle and pedestrian access to the site will be via Charles Street.
- The vehicle marshal will challenge all vehicles and personnel to ensure they have entitlement to be on site.
- No vehicles or plant will be operated within 10m of the network rail track. There is two boundary fences established which allow for this measure to be complied with.
- We will maintain access to site for notified authorised third parties including person undertaking environmental monitoring, network rail and pre authorised visitors for adjacent sites.
- All visitors will need to undertake a site rules induction prior to accessing the site.

Interfaces and Restrictions

The site is located adjacent to a network rail site so control measures are required to ensure any excavation, foundation and drainage modification do not interfere with the track or affect its structural integrity. Each of these interfaces
provides restrictions to the general excavation methodology which will be addressed in the specific Risk Assessments as the project progresses.
Works carried out adjacent to the tracks will be undertaken in accordance with Network Rail outlining the core risks and mitigation measures to ensure there is no additional risk to the operational railway.

Control Measures

- 10m exclusion zones will be in place to prevent plant interfacing directly with and around the track area. A fence is already established which is 10m away from the track which allows for segregation between plant,, vehicles, people and the track. It also restricts any access to the track area.
- Any excavation deeper than 1m must have the batters stepped or propping in place, any propping used must have temporary works approval from Watkin Jones before use.
- Batters to foundation will be at a min 1:1
- All temporary works are required to be designed and approved by a competent person and signed off by the TWC on site. The TWS will carry out documented daily and weekly checks on any temporary works on site.
- Vibration monitoring will be carried along the site boundary closest to the track. A calibrated seismometer will be installed and will take readings at 30 second intervals.
- Noise assessment to be completed.
- Ground conditions to be assessed and monitored – work to immediately cease where there is an immediate risk of injury or plant damage.
- Overhead lines assessment to be carried out.
- Reversing alarms/beacons activated on plant at all times.

- Dust suppression will be available on site in the form of sprinklers or a water bowser to prevent any dust emission onto the track.
- Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. – No additional lighting on this site is planned during this phase of works.

Ground Works

- The general principles to be employed by the construction team in preparation for the ground works are:
- All plant movements to be controlled by a qualified and competent banksman.
- All service drawing to be collected for the site and reviewed by the site manager.
- Obtain permit to dig and follow control measures
- The area will be CAT and Genny scanned for services and all known and existing services marked out on the ground.
- Carry out trials via hand dig,
- Do not use mechanical equipment such as breaker or excavators within 0.5m of a service.
- Use insulated hand tools.
- Follow the specification for appropiate backfilling spec and use warning marker tape.

Standard PPE for the project will be

- Hard Hat
- Orange hi-vis Vest
- Steel toe capped boots and sole plates
- Orange trousers
- Cut resistant gloves
- Shatter proof glasses

The following additional PPE maybe required for specific activities:

- Hearing protection for cutting activities
- Googles for cutting activities
- Paper suits, suitable boots & Rubber or sealed gloves for concrete works

Emergency Arrangements

All accidents and near misses will be reported to WATKIN JONES and Chartrange Head Office at the earliest opportunity.
All Accidents will be recorded in the site accident book.
Operative to wear fall arrest harness.

Network Rail Emergency No - 03457 11 41 41

Site Manager and Appointed Safety Advisor

1. TBC Site Manager Tel /SMSTS
2. . Darren McHugh Safety Advisor Tel: 07515288236/CMIOSH

Environment

To mitigate adverse effects of activity on environment

- Emissions – Switch off plant when not in use
- Noise – Switch off plant when not in use. Site hours 08:00 to 17:30 weekdays and 08:00 to 13:00 Saturdays
- Vibration monitoring will be in place during all activities which may affect the tracks.
- Re-fuelling of plant in accordance with the site refuel procedure
- Management of waste storage and disposal
- COSHH material storage with suitable bunded environment to prevent spillages.
- Heavy rain may lead to slippery and unsafe working conditions.

Inspection & test records

The following inspection & test checklists, when completed for each section of this activity, demonstrate that this work meets specified requirements

- Drainage QA
- Foundation QA
- Material deliveries record
- As Built Record
- ITP
- Chemical and Geotechnical test results
- Site progress photographs

Works Description – Methodology
Control measures for works located near network rail infrastructure

•10m exclusion zones will be in place to prevent plant interfacing directly with and around the track area. A fence is already established which is 10m away from the track which allows for segregation between plant,, vehicles, people and the track. It also restricts any access to the track area.

•Any excavation deeper than 1m must have the batters stepped or propping in place, any propping used must have temporary works approval from Watkin Jones before use.

•Batters to foundation will be at a min 1:1

•All temporary works are required to be designed and approved by a competent person and signed off by the TWC on site. The TWS will carry out documented daily and weekly checks on any temporary works on site.

•Vibration monitoring will be carried along the site boundary closest to the track. A calibrated seismometer will be installed and will take readings at 30 second intervals.

•Noise assessment to be completed.

•Ground conditions to be assessed and monitored – work to immediately cease where there is an immediate risk of injury or plant damage.

•Overhead lines assessment to be carried out.

•Reversing alarms/beacons activated on plant at all times.

•Dust suppression will be available on site in the form of sprinklers or a water bowser to prevent any dust emission onto the track.

•Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. – No additional lighting on this site is planned during this phase of works.

Foundations

- Set up secure fencing to the working area. Segregate from other third party interfaces
- The Chartrange engineer will mark out the positions
- Permit to dig obtained from client prior to any excavation commencing.
- Chartrange engineer will enter the exclusion zone to mark out the areas to be dug as per the drawings.
- The excavator will dig the marked areas to the correct level under the control of a trained banksman.
- Mass fill concrete will be poured to underside of pile cap/beam
- The reinforcement for the structural pile caps/beams will be installed on top of the mass fill concrete.
- A combined chartrange /Watkin Jones pre pour check will now be done and signed off before any foundations poured.
- The concrete will be poured using the excavator. An experienced banks man will be in attendance at all times.
- Experienced operatives will use pokers to compact the concrete.
- All works carried out minimum 10m distance from network rail track and subject to excavation inspection daily by site manager at start of each working day.

Drainage

- A permit to dig must be in place before any work starts
- All 360 excavators will be banked whilst working by a qualified banks man. Absolutely no work is to be done without the banks man present.
- The work areas will first be marked out by a competent engineer, services and hazards identified, area to be cat scanned and the Permit to Dig issued by Watkin Jones.

- The working area will be fenced off with pedestrian barriers to create an exclusion zone.
- The 360 excavator will begin the reduced level dig of approx. 1m, any dig deeper than 1m must have the batters stepped or propping in place, any propping used must have temporary works approval from Watkin Jones before use.
- The dug material will be stockpiled to the side of the dig when able (1m away from the edge) ready for back filling, where not possible the material will be loaded in to a dumper and stockpiled in a designated area.
- The pipe layers will begin laying the pipes/manhole.
- The pipes will be air tested as they go.
- Any areas to be encased in concrete will be concreted.
- The trench will then be backfilled with a 360 excavator using the dug material, being compacted as per Watkin Jones policy/design with a whacker plate/roller.
- Once the drainage run is completed the line/level/grade/position, will be checked by an appropriate engineer.
- All materials will then be cleaned away and the exclusion zone will be taken down.

3 Supervision		Competency	Yes	No
Name of Supervisor in Charge	TBC	SMSTS	X	

4 Risk Assessment

Hazard Identification	Yes	No	Hazard Identification	Yes	No
Slips and Trips	X		COSHH	X	
Manual handling	X		Noise	X	
Hand tools	X		Work at Height	X	
Excavations	X		Dust/Fumes	X	
Machinery/Lifting equipment	X		Lighting		X
Fire		X	3rd party (Contractor)	X	
Fall of material	X		Environmental	X	
Electrical		X	Other (Working Near Railway		

Potential severity of injury or illness	First Aid	LTI	Major	Fatal
Tick Box				Z
Number of workers exposed to hazard	1 - 5	6 - 10	11+	
Tick Box		X		
Probability of injury or illness	Rare	Annually	Occasional	Regular
Tick Box	X			

5 Control Measures to Reduce the Risks

(use additional sheet if necessary)

1. All works carried out min 10m away from network rail tracks. Vibration monitoring undertaken.
2. All personnel on site will hold CSCS/CPCS cards and hold the correct qualification for the work they are carrying out.
3. Plant & Equipment is to be maintained and tested in line with PUWER & LOLER Regs
4. All workers arriving on site will receive a site induction on site and emergency procedures.
5. Further daily briefings are to be delivered by the site manager to coordinate works and keep workers informed on tasks & hazard
6. Refuelling points must established in a designated are with spill kit and FFE in place. SSOW Refuelling must be followed.
7. All chains and lifting equipment to be through inspected in line with LOLER legislation.
8. Pedestrian routes established to segregate people and plant.
9. No powered tools or excavators to be used within 0.5m of services.
10. Daily briefings/POWRA completed and documented
11. Further RAMS required on network rail planning constraints
12. Temp works designed by competent person and supervised by temp works supervisor. Daily checks carried out.

Permits to be used	Yes	No	Assessments Required (Attach If "Yes")	Yes	No
Hot works	X		COSHH	X	
Working at height		X	Noise	X	
Excavation	X		Manual handling	X	
Confined space entry	X		Vibration	X	
Lift (Excavator)	X		Other (state)		X
Electrical		X			
Demolition		X			

Additional PPE requirements	Yes	No		Yes	No
Full Body Safety Harness		X	Fall Restraint Lanyard		X
Hearing protection		TBC	Welding Mask/Gauntlets		X
Full Face Shield		X	Other [state]		x

OVERALL Assessment of Risk after the implementation of Control Measures (Highlight as inapplicable)

Low	**Moderate**	Substantial	High

Method Statement Format

6	Resources			Maximum Number of Personnel	
Competencies Required	Yes	No		Yes	No
CSCS [general]	X		PASMA [mobile scaffolding]		X
CPCS [plant]	X		FASET / IRATA [nets & rope access]		X
CISRS [scaffolding]		X	IPAF(MEWP/ Scissor lift)	x	
Confined Spaces	x		Telehandler		X

List any Subcontractors to be used	Method Statement approved?		Method Statement attached?	
	Yes	No	Yes	No
1. N/A	-	-	-	-
2. N/A	-	-	-	-
3. N/A	-	-	-	-

Equipment To Be Used	Yes	No	Equipment To Be Used	Yes	No
Crane(s) (excavator)	x		Task Lighting		X
Lifting - slings / chains / beams / etc.	X		Welder/Angle Grinder/Cutting Torch	X	
Mechanical hoist, winches, pulleys, etc.		X	Hand tools	X	
Scaffolding		X	Mechanical tools	X	
Mobile elevating working platform	X		Ventilation/Extraction Equipment		X
Mobile Tower Scaffolding		X	CAT Scan	X	
Ladders/Step ladders/ Podium	X		Test Equipment	X	
Telehandler		x	Excavator	X	

7 Emergency Arrangements

First Aid Provision Required	Emergency Procedure
Site Manger is first aid trained. First aid box is located in site office. Procedure provided at induction	At induction **Network Rail Emergency No - 03457 11 41 41** .
Rescue Plan Required Y/N (If yes attach Rescue plan)	
MEWP and suspended operative rescue plans notated in section 2.	

8 Amendments to Current Systems (Yes/No) [if yes indicate what?]

Traffic routes	X		No works within 10m of network rail tracks
Emergency arrangements		x	**Network Rail Emergency No - 03457 11 41 41**
Exclusion zones	X		No works within 10m of network rail tracks / Third party interfaces
Services		x	All works carried out in accordance with HSG47

9 Communication

Confirmation of briefing from Persons Carrying out the Work

Print Name	Signature	Print Name	Signature
1. 2. 3. 4. 5.		6. 7. 8. 9. 10.	

10 Customer Permission to Proceed

Customer Supervisor/Manager	Name:
	Signature: