

CONSTRUCTION METHODOLOGY

Units 1 and 2 adjacent to Network Rail infrastructure

Project	Development of Units 1 and 2
Site	As identified on the drawing issued to Network Rail
Network Rail scheme	462419
Prepared for	Ben Good / Applicant
Document status	For planning submission and pre-construction control
Issue date / revision	12 August 2026 / Rev 1

IMPORTANT LIMITATION

This methodology applies only to Units 1 and 2 shown on the drawing supplied to Network Rail. It does not authorise or cover construction of any other unit. Network Rail ASPRO must be re-engaged for those works in accordance with Section 12.

1. Purpose

This construction methodology sets out how the works to Units 1 and 2 will be planned, controlled and undertaken following consultation with Network Rail Asset Protection (ASPRO). Its purpose is to demonstrate that the Network Rail interface has been considered before commencement and that the limitations given by Network Rail are embedded into the construction controls.

2. Scope of works

The methodology covers the normal construction activities required to deliver Units 1 and 2 within the area identified on the drawing previously issued to Network Rail, including site establishment, setting out, substructure, superstructure, roof construction, internal works, external works, drainage and completion activities.

Detailed task-specific RAMS, lifting plans, temporary works designs and permits will be produced by the appointed principal contractor and competent specialists before the relevant operations begin. Those documents must comply with this methodology and must not reduce the Network Rail safeguards stated below.

3. Network Rail consultation and agreed parameters

Network Rail Asset Protection Project Manager Bethan Old confirmed, following the initial meeting and review of the drawing, that Network Rail had no objection to works commencing on Units 1 and 2. Network Rail's mining team also confirmed that a mining risk assessment is not required for these units, subject to the stated separation and collapse-risk criteria.

MANDATORY NETWORK RAIL CONTROLS

All works covered by this methodology shall remain more than 20 metres from the Network Rail boundary. No activity, temporary works, excavation, plant, stored material or partially completed structure shall create a credible risk of collapse or encroachment within 4 metres of the Network Rail boundary.

The original email from Bethan Old should be submitted with this methodology as Appendix A evidence of consultation. If the approved layout, distances, levels, construction technique or risk profile changes, work affected by that change must not commence until the Network Rail interface has been reviewed and any necessary ASPRO acceptance obtained.

4. Responsibilities and competence

- The Principal Contractor will appoint a Site Manager responsible for implementing this methodology and coordinating all relevant RAMS.
- A competent surveyor will establish and record the Network Rail boundary and the minimum 20-metre stand-off before mobilisation or ground disturbance.
- A Temporary Works Coordinator will control excavations, retaining systems, scaffolds, formwork, partially completed structures and other temporary conditions with potential to collapse or move.
- Plant operators, lifting personnel and trade contractors will be briefed on the railway constraints during induction and before relevant tasks.
- Only trained, competent and authorised personnel may undertake safety-critical operations.

5. Pre-commencement controls

1. Confirm that the working area is limited to Units 1 and 2 on the drawing reviewed by Network Rail.
2. Survey and physically mark the Network Rail boundary, the 20-metre construction stand-off and the 4-metre collapse/encroachment protection zone. Record the survey in the site file.
3. Fence and sign the working area so operatives, plant and deliveries cannot inadvertently approach the railway boundary.

4. Complete service searches, utility records review, ground investigation review and setting out checks before excavation.
5. Prepare and approve activity-specific RAMS, temporary works designs, lifting plans and emergency arrangements.
6. Brief all personnel on the Network Rail constraints through the site induction and a recorded toolbox talk.
7. Carry out a pre-start inspection and sign the commencement hold-point record in Section 13.

6. Construction sequence

Stage	Method and controls
Site establishment	Install secure fencing, controlled access, welfare, signage, fire points and designated delivery/storage areas. Maintain clear emergency access. No compound, storage or activity is to breach the 20-metre stand-off.
Survey and setting out	Verify plot positions and formation levels against the reviewed drawing. Recheck the Network Rail boundary offsets before excavation and retain survey evidence.
Groundworks and drainage	Excavate in controlled lengths using suitable plant. Batter, shore or support excavations where required by design and ground conditions. Keep spoil, materials and plant away from excavation edges and within the controlled work area.
Foundations and substructure	Construct foundations and below-ground walls to the approved design. Sequence work so excavations are not left unsupported or open longer than necessary. Backfill and compact in controlled layers after inspection.
Superstructure	Build masonry/frame elements progressively to the structural design. Provide designed temporary stability, bracing and restraint at every stage; do not leave gables, walls, trusses or panels in an unstable condition.

Stage	Method and controls
Roof and upper-level works	Install scaffolding and edge protection to a compliant design. Lift and secure trusses, roof components and materials in accordance with an approved lift plan and manufacturer requirements.
Internal and external completion	Complete internal trades, utility connections, paving, landscaping and finishing works under task-specific RAMS. Remove temporary works only when the permanent works are stable and the authorised sequence permits.
Demobilisation	Remove temporary facilities and fencing in a controlled sequence, clear waste, reinstate disturbed areas and retain completion records.

7. Excavation, stability and temporary works

- Excavations will be assessed for soil conditions, depth, nearby loads, water and weather. Suitable battering, shoring or proprietary support will be installed where required.
- No excavation, surcharge, stockpile or plant loading may undermine the stability of ground or structures toward the Network Rail boundary.
- Scaffolds, hoardings, formwork, walls, gables, trusses and temporary supports will be designed, erected, inspected and altered only by competent persons.
- The Temporary Works Coordinator will maintain a register and ensure hold points are released before loading, alteration or removal.
- Work will stop immediately if unexpected ground movement, instability, excessive vibration, flooding, cracking or settlement is observed.

8. Plant, lifting and material control

- Plant selection and operating envelopes will keep the machine, attachments and loads within the controlled site area and more than 20 metres from the Network Rail boundary.
- No crane, telehandler, excavator, pump boom, scaffold component or suspended load is permitted to oversail or encroach toward Network Rail land.
- Lifts will be planned by a competent person, supervised where required and undertaken on verified bearing ground with exclusion zones maintained.
- Materials will be stored on level, stable ground and restrained where wind or movement could cause displacement. No loose sheeting or lightweight material will be allowed to escape toward the railway.
- Deliveries will be booked, controlled by a banksman and unloaded only in designated areas.

9. Environmental and railway protection controls

- Use dust suppression and covered loads; prevent dust, debris, water or slurry migrating beyond the site.
- Provide spill kits and drip trays. Refuelling will take place in a designated area away from drains and the railway interface.
- Control noise and vibration through appropriate plant, maintenance and working methods. Investigate any abnormal vibration immediately.
- Secure waste, packaging and lightweight materials, particularly during high winds.
- Maintain drainage so construction water cannot discharge toward Network Rail land or assets without written approval.

10. Inspection, monitoring and records

The Site Manager will inspect the boundary controls, fencing, stand-off markers, excavations, temporary works, material storage and plant arrangements at the start of each shift and after severe weather or any material change. Findings and corrective actions will be recorded.

The site file will contain the reviewed drawing, boundary survey, this methodology, Network Rail correspondence, inductions/toolbox talks, RAMS, permits, lifting plans, temporary works register, inspection records and change-control decisions.

11. Emergency and stop-work arrangements

Any person may stop work where there is a risk of instability, encroachment or harm to the railway. In an emergency, plant will be made safe, the area evacuated and the Site Manager notified. Emergency services and Network Rail will be contacted through the current project emergency arrangements where railway infrastructure could be affected. No work will restart until the cause has been assessed, controls revised and the Site Manager has formally authorised recommencement; ASPRO will be consulted where the railway interface may have changed.

12. Change control and future units

ASPRO HOLD POINT

Construction of any unit other than Units 1 and 2 must not commence under this methodology. A new enquiry must be raised through the ASPRO portal, quoting scheme number 462419. Network Rail recommended re-engagement at least five months before the intended start date to allow for the Basic Asset Protection Agreement, engineering submissions and RAMS review.

The Principal Contractor must also refer back to ASPRO before implementing any change that may reduce the separation from Network Rail, introduce piling or unusual vibration, alter ground levels or drainage toward the railway, require oversailing, or create a new collapse/encroachment risk.

13. Pre-start hold-point record

Check	Yes / No	Initials / date
Units 1 and 2 confirmed against the drawing reviewed by Network Rail		
Network Rail boundary and minimum 20-metre stand-off surveyed and marked		
No credible collapse or encroachment risk within 4 metres of the boundary		
Temporary works, excavation and lifting controls approved		
Task-specific RAMS and emergency arrangements briefed		
Network Rail consultation email filed with the controlled documents		
Site Manager authorises commencement within the scope of this methodology		

14. Approval

Role	Name	Signature / date
Prepared by	Ben Good	
Principal Contractor / Site Manager		
Client / Applicant approval		

Appendix A – Network Rail consultation evidence

The following records the substance of the correspondence supplied for this submission. A copy of the original email, including its transmission details and the drawing referred to, should be attached to the final controlled submission.

CORRESPONDENCE FROM BETHAN OLD – NETWORK RAIL

Network Rail confirmed that it had no objection to works starting on Units 1 and 2 identified on the drawing supplied. Its mining team confirmed that no mining risk assessment was required for those units. This position is subject to the works remaining over 20 metres from the Network Rail boundary and there being no risk of anything collapsing within 4 metres of that boundary.

Network Rail further confirmed that ASPRO must be re-engaged before development of any other units shown on the plan because of their closer proximity to the railway. Re-engagement was recommended at least five months before the intended construction start, allowing approximately one month for entry into a Basic Asset Protection Agreement, two months for engineering submissions and two months for RAMS. A new enquiry should be raised through the ASPRO portal quoting scheme number 462419.

Bethan Old advised that the scheme would be closed on Network Rail's side for this stage and that no further action was required in relation to the present Units 1 and 2 consultation.