SITE survey. APP

SITE SURVEY REPORT

RAMS: Risk Assessment and Method Statement

Prepared for	Southdown Render and Restoration Ltd (principal contractor), for Pevensey Court Hotels Ltd (sample organisations)
Date	10 Nov 2026
Site	Pevensey Court Hotel, Eastbourne
Prepared by	P. Gallagher

FORM

RAMS: Risk Assessment and Method Statement

1. The job

Project	Pevensey Court Hotel, Eastbourne: seafront scaffold for render repairs (completed example)
RAMS reference	RAMS-MPS-0291
Revision	B
Date written	10 Nov 2026
Client	Southdown Render and Restoration Ltd (principal contractor), for Pevensey Court Hotels Ltd (sample organisations)
Site	Pevensey Court Hotel, seafront elevation
Site address	Pevensey Court Hotel, 41 Royal Parade, Eastbourne BN22 7AQ
Where on site is the work?	Front (south, seafront) elevation on Royal Parade. Scaffold base on the public pavement; lorry and standby MEWP in the closed nearside lane.
Work position on site (GPS)	Royal Parade pavement, hotel front door · 50.771520, 0.299340 (TV 62210 99190, ±5 m)
What type of work is this RAMS for?	Roofing, scaffolding and work at height
Task	Erect a four-lift independent tied scaffold with a pavement gantry and debris netting to the seafront elevation

Scope of the work	Erect a four-lift independent tied scaffold to the seafront elevation of the Pevensey Court Hotel, 22 m long and 17 m to the parapet, so Southdown Render and Restoration can hack off and renew the failed render bands and repaint. Built to Marine Parade Scaffolding design MPS-2026-118: a TG20 compliance sheet for the main scaffold and a bespoke design for the pavement gantry, the top-lift fan and the debris netting, with the wind loads for a netted scaffold on an open seafront. The gantry deck is at 4 m and the working lifts at 8 m, 12 m and 15 m to suit the render bands Southdown has marked; lift heights over 2 m are covered by the design, not the compliance sheet. Through-ties and ring anchors into the brick bands at the spacing in the design, pull-tested on site. Internal ladder access with trapdoors on every lift. Debris netting from the top lift to the gantry and brick guards at the working lifts, fitted only after the tie pattern is complete and checked. The gantry keeps the hotel front door and 1.2 m of pavement open under a lit, double-boarded deck with a ply fan. The pavement either side of the gantry and the nearside lane of Royal Parade are closed 07:30 to 16:30 each day under East Sussex County Council scaffold and pavement licence ESCC/SL/2026/4471 and the temporary traffic order issued with it; traffic management by Sussex Coast Traffic Management. Crew: a CISRS Advanced Scaffolder supervising two CISRS Scaffolders and a CISRS Scaffolding Labourer (the CSCS partner cards ticked on page 2). Dismantling is a separate RAMS. Weekly scaffold inspections after handover are Southdown's.
Start date	18 Nov 2026
Expected finish date	20 Nov 2026
Calendar days, including the start and finish	3
Working hours	08:00 to 16:00 on the scaffold, Wednesday 18 to Friday 20 November; lane closure 07:30 to 16:30. No tube handling before 08:00.
Will the building, venue or area be in use while the work is done?	Yes
How are occupants and the public kept away from the work?	The hotel stays open with 38 rooms let. The front door is kept in use through the gantry, which is built first: double-boarded deck, toeboards, ply fan, lights and ramps, 1.2 m clear width, signed at both ends. Until the gantry is open the duty manager sends arrivals to the side entrance on Latimer Road and the TM crew diverts pedestrians across Royal Parade. The duty manager tells guests at check-in and by a notice in the lift, locks the seaward sash windows on the first and second floors while the scaffold is up, and moves hotel deliveries to the side entrance for the three days. Nothing is left on the pavement or in the gantry overnight. Staff on breaks use the rear yard, not the front steps.
Is this construction work under CDM 2015?	Yes
Your role on this project	Contractor working for a principal contractor

Construction phase plan reference	Southdown CPP-PCH-2026-07 (Pevensey Court Hotel render renewal), issued 2026-11-03

> CDM 2015, regulation 12. A construction phase plan must be drawn up before the construction site is set up. It sets out the health and safety arrangements and site rules. This RAMS should follow it.

Does the work include demolition or dismantling of a structure?	No

2. People and competence

Written by	P. Gallagher
Role	Scaffolding supervisor and CISRS Advanced Scaffolder, Marine Parade Scaffolding
Supervisor on site	P. Gallagher
Supervisor phone number	07700 900388

Crew 1: P. Gallagher

Name	P. Gallagher
Company	Marine Parade Scaffolding
Cards and training held	CSCS, SMSTS or SSSTS, IPAF, Harness and lanyard training, First aid at work
Earliest expiry date of the cards needed for this job	28 Feb 2028
Has this person the skills, knowledge, training and experience for the tasks given to them?	Yes

Crew 2: L. Mbeki

Name	L. Mbeki
Company	Marine Parade Scaffolding
Cards and training held	CSCS, IPAF, Harness and lanyard training
Earliest expiry date of the cards needed for this job	30 Sep 2027
Has this person the skills, knowledge, training and experience for the tasks given to them?	Yes

Crew 3: R. Kowalczyk

Name	R. Kowalczyk
Company	Marine Parade Scaffolding
Cards and training held	CSCS, CPCS or NPORS, Harness and lanyard training
Earliest expiry date of the cards needed for this job	31 May 2027
Has this person the skills, knowledge, training and experience for the tasks given to them?	Yes

Crew 4: T. Beal

Name	T. Beal
Company	Marine Parade Scaffolding
Cards and training held	CSCS
Earliest expiry date of the cards needed for this job	31 Oct 2030
Has this person the skills, knowledge, training and experience for the tasks given to them?	No

> Employers must take account of people's capabilities when giving them tasks (regulation 13 of the Management of Health and Safety at Work Regulations 1999). On construction work, a contractor must not employ or appoint anyone who does not have, or is not in the process of obtaining, the skills, knowledge, training and experience needed (CDM 2015, regulation 15). Record the training or supervision below.

Training or supervision to be provided	Trainee scaffolding labourer, three months in and not yet harness trained. Ground duties only: unloading and sorting at the base, passing tube and fittings up from pavement level, keeping the base tidy, and pavement and exclusion zone duties with the TM crew. Does not go above the gantry deck and does not fix any tube, fitting or board. Works within sight of P. Gallagher or R. Kowalczyk at all times.
People on the crew	4
Are any subcontractors doing part of this work?	Yes
Which companies, and who supervises them?	Sussex Coast Traffic Management (lane closure, cones, signs and the pedestrian diversion, two operatives on site each day). Downland Access Hire (standby MEWP, delivered on 17 November and collected on 20 November; no operator supplied). Both work to this RAMS and the Southdown CPP while on site.

Who could be affected by this work?	The crew, Other contractors on site, Client staff or building occupants, Visitors and delivery drivers, Members of the public
Is anyone especially at risk?	Yes
Who?	New starter or trainee
What is being done differently for them?	T. Beal is a trainee labourer. He is briefed separately on the ground rules, stays below the gantry deck, never lifts a 6.4 m tube alone and is paired with R. Kowalczyk at the base. His duties are written into steps 1 to 6. He does not operate the gin wheel rope while a load is over anyone.

3. Risk assessment

Hazards and controls 1: Work at height

Type of hazard	Work at height
Where is it?	Every lift from the gantry deck at 4 m to the top lift at 15 m, along the 22 m frontage
What is the hazard, who might be harmed, and how?	Scaffolders falling from an unguarded or part-boarded lift while it is being built, from the ladder access, or from the gantry beams while decking them. The three scaffolders, working between 4 m and 15 m above a paved footway.

Photos of the hazard



Can the work be done safely without working at height?	No
Access equipment	Fixed scaffold
Could a person fall 2 metres or more?	Yes
Date the tower or scaffold was last inspected on this site	Inspected by P. Gallagher at each hold point as it goes up; handover inspection 2026-11-20 (step 6)

Controls in place or planned for this hazard	Tower, MEWP or scaffold with guardrails and toeboards rather than ladders, Access equipment checked before use and inspected within the last 7 days, Rescue plan agreed and the equipment for it on site, Work at height stopped in high wind, ice or poor light, Harness and lanyard clipped to a rated anchor where guardrails are not possible
How these controls apply on this job	Collective protection goes up first. Each new lift is fully boarded and the advance guardrail frames are fitted from the lift below before anyone steps onto it, so the scaffolders work behind a guardrail at every stage of the build. Where a guardrail cannot be in place yet (setting the first ledger and transom of a new lift, landing and fixing the gantry beams) the scaffolder is clipped on with a twin lanyard to a tube at least one lift down and inboard, as the SG4 method in design MPS-2026-118. Internal ladder access with a trapdoor on every lift; nobody climbs the standards. P. Gallagher is on the scaffold with the crew for the whole build and T. Beal stays at ground level. Work at height stops at the wind limit (next hazard), when rain makes the boards slippery, and before dusk; the lights are for the gantry, not for working.
Likelihood of harm with these controls	4. Likely
Severity of the harm	5. Death
Risk score (likelihood x severity)	20
Rating	High

> High, 15 to 25. Do not start this work until further controls are in place and the risk has been rated again.

Further action needed	Eight advance guardrail frames and the SG4 anchor positions in the design checked on site before the gantry deck goes on. Harnesses and twin lanyards inspected and recorded by P. Gallagher at the start of each day. The rescue MEWP on the closed lane and checked before anyone goes above the gantry (hold point at step 2).
What kind of control is it?	Practical safeguard, such as a barrier or guardrail
Who will do it?	P. Gallagher
Needed by	18 Nov 2026
Likelihood once the action is done	2. Unlikely
Severity once the action is done	5. Death
Residual risk score	10
Residual rating	Medium

Hazards and controls 2: Weather, heat and cold

Type of hazard	Weather, heat and cold

Where is it?	Whole scaffold; the elevation faces south over the beach with nothing to break the wind
What is the hazard, who might be harmed, and how?	Gusts off the sea catching boards, netting rolls and the scaffolders on an open lift; cold and spray in November numbing hands and making boards slippery; the scaffold carrying wind load on the netting before it is fully tied. The crew, and the public below if material is blown off.
Controls in place or planned for this hazard	Forecast checked each morning and work replanned around it, Work at height and lifting stopped above the wind limit for the job, Loose materials weighted or taken down at the end of each shift, Shade, water and breaks in heat; warm clothing and breaks in cold, Lightning procedure agreed: stop and come down from height
How these controls apply on this job	P. Gallagher checks the Met Office forecast for Eastbourne seafront at 06:30 and again at midday, and takes an anemometer reading on the highest lift every hour and before each new lift starts. The company stop limit for erection is gusts of 17 mph (27 km/h): above that, loose boards are lashed, spare tube passed down and everyone comes off the scaffold. The TG20 design limit for the netted scaffold is on the compliance sheet and the ties go in as the lifts rise, never left to the end. The debris netting is left off until the full tie pattern is complete and counted (step 5), so the scaffold never carries the net load before it is tied. Loose boards lashed and spare tube and fittings sent down before anyone leaves a lift and at the end of each shift. Warm gloves, hot drinks in the van and a break out of the wind every two hours. If lightning is seen or heard everyone comes down and waits 30 minutes after the last thunder.
Likelihood of harm with these controls	3. Possible
Severity of the harm	4. Major injury
Risk score (likelihood x severity)	12
Rating	Medium

> Medium, 5 to 12. Record what further action would lower the risk, who will do it and by when.

Further action needed	Anemometer (calibrated, kept in the van) and the wind limit card fixed to the gantry; readings logged in this SiteSurvey form each hour. Forecast for 18 to 20 November checked on the 17th: if gusts above the limit are forecast for more than half a day the start moves and Southdown is told.
What kind of control is it?	Instruction, briefing or supervision
Who will do it?	P. Gallagher
Needed by	17 Nov 2026
Likelihood once the action is done	2. Unlikely
Severity once the action is done	4. Major injury

Residual risk score	8
Residual rating	Medium

Hazards and controls 3: Falling objects

Type of hazard	Falling objects
Where is it?	Over the pavement and the hotel entrance below every lift, and the closed lane where the lorry stands
What is the hazard, who might be harmed, and how?	Tubes, fittings, boards or tools dropped while passing materials up or fixing a lift, landing on the pavement, the hotel steps or the road. Pedestrians, hotel guests at the door, the crew at the base, the TM operatives and the lorry driver.
Controls in place or planned for this hazard	Exclusion zone below the work, fenced and signed, Toeboards, brick guards or debris netting on the scaffold lifts, Tools tethered and materials kept back from the edge, Waste lowered by hoist or chute, never dropped, Hard hats worn by everyone inside the zone
How these controls apply on this job	The pavement gantry is the first thing built: double-boarded deck, toeboards, a close-boarded ply fan on the seaward side and lights, so everything above it is over a protected deck. Pedestrians walk through the gantry and never under an open lift; the pavement either side of the gantry is closed with Heras panels and the TM crew diverts people to the far side of Royal Parade. Materials go up by gin wheel on a rope with a proper hitch, or hand to hand up the inside of the scaffold, never thrown; nothing is passed up the outside face. Spanners and levels on tool lanyards. While the hiab is lifting bundles over the pavement T. Beal and a TM operative close the pavement at both ends of the frontage and nobody passes until the load is down. Hard hats for everyone inside the fence, including the lorry driver. Fans at the top lift and debris netting fitted at step 5 before handover, with brick guards at the working lifts for Southdown's hacking off.
Likelihood of harm with these controls	3. Possible
Severity of the harm	5. Death
Risk score (likelihood x severity)	15
Rating	High

> High, 15 to 25. Do not start this work until further controls are in place and the risk has been rated again.

Further action needed	Gantry deck, toeboards and fan complete and checked at the step 2 hold point before any tube goes above it. Banksman positions and the pavement closure for every hiab lift agreed with the TM crew at each morning briefing.
What kind of control is it?	Practical safeguard, such as a barrier or guardrail
Who will do it?	P. Gallagher

Needed by	18 Nov 2026
Likelihood once the action is done	1. Very unlikely
Severity once the action is done	5. Death
Residual risk score	5
Residual rating	Medium

Hazards and controls 4: Members of the public and building occupants

Type of hazard	Members of the public and building occupants
Where is it?	Royal Parade pavement, the hotel front door and steps, the ground floor lounge windows, the closed lane
What is the hazard, who might be harmed, and how?	Pedestrians, people with pushchairs or wheelchairs, hotel guests arriving with luggage and staff on breaks walking into the work area, under an open lift or into the closed lane. Guests opening seaward windows onto the scaffold or climbing onto it. The public and the hotel's guests and staff.
Controls in place or planned for this hazard	Work area fenced or barriered and signed, Occupants and neighbours told what is happening and when, Routes past the work kept open, lit and free of materials, No tools, materials or plant left unattended where people can reach them, Noisy or dusty work timed to suit the building
How these controls apply on this job	The hotel front door stays in use through the lit, signed gantry, 1.2 m clear, with a ramp at each end for wheelchairs and cases. Heras fencing with signs along the full frontage either side of the gantry and around the lorry stand, checked each morning and before the crew leaves. The duty manager tells guests at check-in and by a notice in the lift, and the hotel locks the seaward sash windows on the first and second floors while the scaffold is up (agreed with Southdown under the CPP). Ladder access boarded off at the bottom and the tube racks locked at night so nothing can be climbed or carried away. Hotel deliveries moved to the side entrance on Latimer Road for the three days. No tube handling before 08:00 so guests are not woken, and the gin wheel is not used while anyone is on the front steps.
Likelihood of harm with these controls	3. Possible
Severity of the harm	4. Major injury
Risk score (likelihood x severity)	12
Rating	Medium

> Medium, 5 to 12. Record what further action would lower the risk, who will do it and by when.

Further action needed	Hotel guest notice, the window locking and the delivery change confirmed with the duty manager on 17 November. The TM plan with the pedestrian diversion is the one approved by the council with the licence; any change goes back to the council first.
What kind of control is it?	Practical safeguard, such as a barrier or guardrail
Who will do it?	N. Okonkwo
Needed by	17 Nov 2026
Likelihood once the action is done	1. Very unlikely
Severity once the action is done	4. Major injury
Residual risk score	4
Residual rating	Low

Hazards and controls 5: Manual handling

Type of hazard	Manual handling
Where is it?	Lorry bed to the base, then up the scaffold hand to hand and by gin wheel
What is the hazard, who might be harmed, and how?	Back and shoulder strains and crushed fingers lifting 6.4 m tubes (about 25 kg), scaffold boards (about 20 kg), gantry beams and bags of fittings off the lorry, passing them up and landing them on each lift. The crew, in a cold wind, over three days.
Controls in place or planned for this hazard	Materials delivered to the point of use or moved by hoist, trolley or telehandler, Loads broken down or smaller packs ordered, Two-person lifts for heavy or awkward items, Routes cleared and kept clear before carrying starts, Crew trained in lifting technique for the loads on this job
How these controls apply on this job	The hiab lands bundles of tube, boards and beams in the closed lane next to the base in the order of the build, so nothing is carried along the pavement. Fittings in bags of no more than 15 kg, counted into the bags at the yard. Tubes passed up hand to hand with one person on each lift, boards and netting rolls by gin wheel; 6.4 m tubes and the gantry beams are always two-person at ground level. T. Beal passes and sorts at the base and does not lift a tube above head height alone. The route from the lorry to the base is kept clear of fittings, boards and the gin wheel rope. Scaffold-specific manual handling is part of the CISRS training the three scaffolders hold; T. Beal was shown the tube lifts at the yard.
Likelihood of harm with these controls	3. Possible
Severity of the harm	3. Injury needing time off work
Risk score (likelihood x severity)	9
Rating	Medium

Medium, 5 to 12. Record what further action would lower the risk, who will do it and by when.

Further action needed	Fittings bagged at 15 kg and the lorry loaded in the build order at the yard on 17 November so nothing is double handled on site.
What kind of control is it?	Changes the job, equipment or materials to reduce exposure
Who will do it?	N. Okonkwo
Needed by	17 Nov 2026
Likelihood once the action is done	2. Unlikely
Severity once the action is done	3. Injury needing time off work
Residual risk score	6
Residual rating	Medium

Hazards and controls 6: Vehicles and mobile plant

Type of hazard	Vehicles and mobile plant
Where is it?	Royal Parade carriageway, the closed nearside lane and the lorry stand
What is the hazard, who might be harmed, and how?	The scaffold lorry and hiab reversing into the lane closure, traffic passing in the open lane, the standby MEWP moving to the casualty in a rescue, and the TM van. The crew, the TM operatives, pedestrians and drivers.
Controls in place or planned for this hazard	Pedestrians and vehicles kept apart with fenced routes and crossings, Banksman for every reversing or blind movement, Plant with working alarms, mirrors or cameras, checked daily, Drivers trained and authorised for the plant they use, High visibility clothing worn by everyone on site
How these controls apply on this job	The nearside lane is closed 07:30 to 16:30 each day by Sussex Coast Traffic Management under the council licence, with cones, signs and a 20 mph advisory on the approach from the pier. The lorry reverses into the closure once in the morning with L. Mbeki as banksman and then stays put; the hiab stabilisers stay inside the closure. The MEWP stands at the eastern end of the closure with the keys held by P. Gallagher and is moved only for a rescue or the daily function check. Everyone inside the closure wears hi-vis and nobody steps into the live lane for any reason. Lorry daily check done at the yard; the reversing camera and alarm are on the check sheet.
Likelihood of harm with these controls	2. Unlikely
Severity of the harm	5. Death
Risk score (likelihood x severity)	10
Rating	Medium

Medium, 5 to 12. Record what further action would lower the risk, who will do it and by when.

Further action needed	TM plan and licence drawing checked against the actual layout on the first morning by P. Gallagher and the TM supervisor before the lorry arrives; photographed in this form.
What kind of control is it?	Practical safeguard, such as a barrier or guardrail
Who will do it?	P. Gallagher
Needed by	18 Nov 2026
Likelihood once the action is done	1. Very unlikely
Severity once the action is done	5. Death
Residual risk score	5
Residual rating	Medium

Hazards and controls 7: Lifting operations

Type of hazard	Lifting operations
Where is it?	Hiab lifts from the lorry to the base; gin wheel on each lift
What is the hazard, who might be harmed, and how?	A bundle of tubes or boards slipping from the hiab slings or the gin wheel rope and falling on the crew, the pavement or passing traffic; the hiab overturning if the stabilisers are not set on the camber. The crew, the TM operatives and the public.

Photos of the hazard



Controls in place or planned for this hazard	Lift plan written by an appointed person for every lift, Lifting equipment and accessories with a current thorough examination, Loads slung and signalled only by trained people, Exclusion zone under and around the load, with no lifting over people, Lifts stopped above the wind limit in the lift plan

How these controls apply on this job	Hiab lifts run under lift plan MPS-LP-04 (bundles from the lorry to ground level only, nothing lifted onto the scaffold), reviewed for this site by N. Okonkwo as appointed person. R. Kowalczyk is the trained lorry loader operator and slings every load; L. Mbeki signals. Slings, chains and the gin wheel carry thorough examination reports less than six months old, kept in the van. The pavement is closed at both ends while a load is in the air and no load passes over the gantry, the footway or the live lane. Stabilisers fully out on pads before the first lift, checked by R. Kowalczyk after the lorry settles. Gin wheel fixed to a tube with a right-angle coupler and a check coupler, loads under 50 kg, rope and hook checked each morning, and nobody under it while a load is moving. Lifting stops at the same wind limit as the erection.
Likelihood of harm with these controls	2. Unlikely
Severity of the harm	5. Death
Risk score (likelihood x severity)	10
Rating	Medium

> Medium, 5 to 12. Record what further action would lower the risk, who will do it and by when.

Further action needed	Hiab and accessory thorough examination reports and the lift plan added to the SiteSurvey project before the job; checked by P. Gallagher at the briefing on day one.
What kind of control is it?	Instruction, briefing or supervision
Who will do it?	N. Okonkwo
Needed by	17 Nov 2026
Likelihood once the action is done	1. Very unlikely
Severity once the action is done	5. Death
Residual risk score	5
Residual rating	Medium

Hazards and controls 8: Slips, trips and falls on the level

Type of hazard	Slips, trips and falls on the level
Where is it?	Pavement and the closed lane at the base; every lift while boards and fittings are being laid out
What is the hazard, who might be harmed, and how?	Slipping on a wet, sandy or icy pavement and on wet boards; tripping over tube, boards, fitting bags and the gin wheel rope. The crew, and anyone passing the base before the fencing is complete.

Controls in place or planned for this hazard	Waste cleared as the work goes and routes kept clear, Spills cleaned at once and wet or icy surfaces gritted or covered, Temporary lighting where daylight is poor, Safety boots with a good grip worn
How these controls apply on this job	Materials laid out in the closed lane in the order of the build, never on the walking route or in the gantry. The pavement is swept of sand and spray each morning and salted if the forecast is below 3 degrees. Boards on each lift are laid and clipped before the next load comes up; offcuts, strapping and spare fittings are bagged and sent down the same hour. Gantry deck and both ramps lit from dusk with battery lights fixed under the deck, and the base lit while the lorry is loaded at the end of the day. Boots with a good grip for everyone; the crew change into them on site.
Likelihood of harm with these controls	3. Possible
Severity of the harm	2. Injury needing first aid
Risk score (likelihood x severity)	6
Rating	Medium

> Medium, 5 to 12. Record what further action would lower the risk, who will do it and by when.

Further action needed	Salt, a brush and the battery lights on the lorry; keeping the base and the gantry clear is T. Beal's named duty, checked by P. Gallagher at each break.
What kind of control is it?	Instruction, briefing or supervision
Who will do it?	T. Beal, checked by P. Gallagher
Needed by	18 Nov 2026
Likelihood once the action is done	2. Unlikely
Severity once the action is done	2. Injury needing first aid
Residual risk score	4
Residual rating	Low
Hazards recorded	8
Highest risk score	20
Hazards rated high	2
Still high after further action	0

> Every hazard rated high has a further action that brings it below 15. Those actions must be done, and checked, before the step that needs them.

4. Sequence of work

Sequence of work 1: Lane closure, pavement fencing and unloading

What is done at this step	Lane closure, pavement fencing and unloading
How it is done	07:30: the TM crew sets the lane closure and the pedestrian diversion to the licence drawing and P. Gallagher walks it with the TM supervisor. Heras fencing and signs along the frontage, leaving the hotel door route open and diverting arrivals to the side entrance until the gantry is up. Hotel permit to work signed with the duty manager. Lorry reversed into the closure with L. Mbeki as banksman, stabilisers set on pads, and the bundles of tube, boards, gantry beams and fittings landed in the build order. Standby MEWP checked and positioned at the east end of the closure. Harnesses, lanyards, the gin wheel and the anemometer checked and recorded.
Hazards at this step	Vehicles and mobile plant, Lifting operations, Manual handling, Members of the public and building occupants, Slips, trips and falls on the level
Controls at this step	Nobody in the live lane. Pavement closed at both ends during every hiab lift and no load over the footway. Permit to work and the TM layout confirmed before the first lift. T. Beal unloads with R. Kowalczyk, two-person on every tube and beam.
Is there a hold point before the next step?	No

Sequence of work 2: Base out, build the pavement gantry and the first lift

What is done at this step	Base out, build the pavement gantry and the first lift
How it is done	Sole boards and base plates set on the pavement to the design, standards, ledgers and transoms up to the gantry deck at 4 m, with the 450 ladder beams spanning the hotel door and the footway. Deck double boarded, toeboards fitted, ply fan on the seaward side, ramps at each end, battery lights under the deck, double guardrail around the deck and the internal ladder access with a trapdoor. Sway and ledger bracing to the design. The door route through the gantry is opened and signed, and the duty manager told it is in use.
Hazards at this step	Work at height, Falling objects, Manual handling, Members of the public and building occupants
Working height at this step (m)	4

> Work at Height Regulations 2005, regulation 4. Work at height must be properly planned, appropriately supervised and carried out as safely as is reasonably practicable. Say here how the work is reached and how falls are prevented.

Controls at this step	Gantry beams landed and fixed by two scaffolders clipped on until the deck guardrail is complete. Pedestrians stay diverted across the road until the gantry is open. The door route opens only when the deck, toeboards, fan and lights are all in. T. Beal stays at ground level passing materials.

Is there a hold point before the next step?	Yes
What is checked, and by whom?	Base plates, sole boards, gantry beams, deck, fan, bracing and the first lift checked against design MPS-2026-118 by P. Gallagher, and the rescue MEWP confirmed on the lane, before anything goes above the gantry. Photographed and recorded in this form.

Sequence of work 3: Lift to 8 m with advance guardrails and the first row of ties

What is done at this step	Lift to 8 m with advance guardrails and the first row of ties
How it is done	Standards extended, then the ledgers and transoms for the 8 m lift set from the gantry deck with the advance guardrail frames fitted first. The lift boarded out, toeboards and double guardrail fitted, and the advance frames moved up for the next lift. First row of through-ties and ring anchors drilled into the brick bands at the positions in the design, each anchor pull-tested by P. Gallagher to the design load (5 per cent and at least three per row). Ladder access extended with a trapdoor.
Hazards at this step	Work at height, Falling objects, Manual handling, Weather, heat and cold
Working height at this step (m)	8

> Work at Height Regulations 2005, regulation 4. Work at height must be properly planned, appropriately supervised and carried out as safely as is reasonably practicable. Say here how the work is reached and how falls are prevented.

Controls at this step	Advance guardrail in place before anyone steps onto the new lift; clipped on with the twin lanyard while setting the first ledger. Tubes passed up on the inside of the scaffold. Anemometer reading before the lift starts and every hour. Eye protection for drilling the tie anchors; ply over any window next to a tie.
Is there a hold point before the next step?	No

Sequence of work 4: Lift to 12 m and the second row of ties

What is done at this step	Lift to 12 m and the second row of ties
How it is done	Same method as step 3 for the 12 m lift: advance guardrails, boards, toeboards and double guardrail, then the second row of ties pull-tested. Window protection fixed where the ties sit beside the second floor sashes. Ladder access and trapdoor extended. Spare tube and fittings sent back down to the lane at the end of the lift.
Hazards at this step	Work at height, Falling objects, Weather, heat and cold, Members of the public and building occupants
Working height at this step (m)	12

> Work at Height Regulations 2005, regulation 4. Work at height must be properly planned, appropriately supervised and carried out as safely as is reasonably practicable. Say here how the work is reached and how falls are prevented.

Controls at this step	As step 3. Hourly wind readings logged. The hotel has locked the seaward windows on these floors; the crew does not touch, lean on or open any sash and reports any open window to the duty manager. Nothing stored on the lift overnight.
Is there a hold point before the next step?	No

Sequence of work 5: Top lift to 15 m, complete the ties, fit the fan and the debris netting

What is done at this step	Top lift to 15 m, complete the ties, fit the fan and the debris netting
How it is done	Top working lift at 15 m under the parapet cornice with double guardrails and toeboards, the top row of ties, and the protection fan at the top lift to the design. The full tie pattern walked and counted against the design drawing. Only then the debris netting hung from the top lift down to the gantry, tied at every standard and ledger at the spacing in the design, and the brick guards fitted at the three working lifts where Southdown will hack off render. Netting is finished on the third morning if the wind does not allow it on the second afternoon.
Hazards at this step	Work at height, Falling objects, Weather, heat and cold, Manual handling
Working height at this step (m)	15

> Work at Height Regulations 2005, regulation 4. Work at height must be properly planned, appropriately supervised and carried out as safely as is reasonably practicable. Say here how the work is reached and how falls are prevented.

Controls at this step	Netting does not start until P. Gallagher has counted every tie. Netting hung from inside the guardrail, rolls under 20 kg brought up by gin wheel. Netting stops if gusts reach the limit; a part-hung roll is rolled back and tied off before anyone comes down.
Is there a hold point before the next step?	No

Sequence of work 6: Handover inspection, tag and sign-off

What is done at this step	Handover inspection, tag and sign-off
How it is done	P. Gallagher inspects the whole scaffold from the base to the top lift against the design and the TG20 compliance sheet: foundations, ties, bracing, boards, guardrails, toeboards, ladders and trapdoors, fans, netting fixings, brick guards and the gantry lights. Defects fixed before the tag goes on. Scafftag fitted at the ladder access and the handover certificate signed with Southdown's site manager, with the 7-day inspection dates handed over. The closed pavement reopened, the fencing around the lorry stand taken down last, and the lorry and the MEWP off site before the lane closure is lifted.
Hazards at this step	Work at height, Slips, trips and falls on the level, Members of the public and building occupants
Working height at this step (m)	15

> Work at Height Regulations 2005, regulation 4. Work at height must be properly planned, appropriately supervised and carried out as safely as is reasonably practicable. Say here how the work is reached and how falls are prevented.

Controls at this step	No render operative, hotel staff or anyone else goes onto the scaffold until the tag is on. The pavement fencing stays until the lorry has gone and the base is swept. Ladder access boarded off at the bottom and the hotel told the scaffold is live.
Is there a hold point before the next step?	Yes
What is checked, and by whom?	Handover inspection completed and the scafftag fitted by P. Gallagher, then the handover certificate countersigned by N. Okonkwo and Southdown's site manager (D. Farrant) before Southdown's crew is allowed on. Copy of the certificate in this form.
Steps recorded	6
Steps with a hold point	2
Steps with work at height	5
Highest working height (m)	15

5. Plant, materials and PPE

Plant and power tools	Cordless power tools, Lifting gear or hoist
Access equipment	Fixed scaffold

> Work at height is planned. The Work at Height Regulations 2005, regulation 4, require it to be properly planned and appropriately supervised, and done only when the weather does not put people at risk. Planning includes emergencies and rescue: see page 6.

Will equipment be checked before each use, and faults reported?	Yes
Materials delivered and used	Galvanised tube, drop forged fittings (right-angle, swivel, sleeve and check couplers), 450 ladder beams for the gantry, scaffold boards, sole boards and base plates, through-tie assemblies and ring anchors, internal ladders and trapdoors, ply for the fan and window protection, debris netting and cable ties, brick guards, battery gantry lights, Heras panels and signs, scafftag. No hazardous substances are used or produced on this job, so no COSHH assessment is needed; the anchor drilling is into brick, with dust kept down by the short holes and eye protection worn.
Will any hazardous substances be used or produced?	No
Could the work disturb materials that may contain asbestos?	No
PPE to be worn	Safety helmet, Safety boots, High visibility clothing, Gloves, Eye protection, Fall arrest harness

6. Permits, emergency and environment

Permits needed	Permit to work
Permit to work reference	Pevensey Court Hotel contractor permit to work PCH-PTW-0462, signed with the duty manager at 07:45 each morning and closed at the end of each day. The scaffold and pavement licence and the lane closure are under council ref ESCC/SL/2026/4471 (see the scope).
First aider on site	P. Gallagher (First aid at work, valid to February 2028)
Where is the first aid kit?	Van cab in the closed lane, and a travel kit in the gantry at the ladder access. The hotel's defibrillator is at reception, 10 m from the gantry, and the duty manager knows we may need it.
Nearest hospital with an emergency department	Eastbourne District General Hospital, Kings Drive, Eastbourne BN21 2UD (emergency department, about 10 minutes by road)
Fire assembly point	The promenade shelter opposite the hotel, across Royal Parade
Assembly point (GPS)	Promenade shelter opposite No. 41 · 50.771380, 0.300120 (TV 62265 99175, ±6 m)
What happens in an emergency	Stop work. Any load in the air is landed, the hiab made safe and the crew comes off the scaffold if it is safe to do so. Call 999 and say: Pevensey Court Hotel, Royal Parade, Eastbourne, the scaffold on the seafront side, and whether anyone is at height or suspended. P. Gallagher gives first aid. L. Mbeki fetches the defibrillator from the hotel reception if needed and then meets the ambulance at the east end of the lane closure. T. Beal and the TM crew keep the public back and the lane clear for the ambulance. The hotel duty manager is told at once so the front door can be closed and guests kept inside. Everything, including near misses, is reported to N. Okonkwo the same day and to Southdown's site manager under the CPP; RIDDOR reports are made by N. Okonkwo.

Rescue plan for work at height	For a scaffolder who has fallen and is left suspended on a lanyard: the nearest scaffolder shouts the alarm and P. Gallagher (or L. Mbeki if P. Gallagher is the casualty) calls 999 for the fire service and ambulance and says a person is suspended in a harness at height on scaffolding on Royal Parade. The 16 m articulated boom MEWP hired from Downland Access Hire stands fuelled and checked at the east end of the lane closure for the whole erection. P. Gallagher or L. Mbeki (both IPAF 3b) drives it under the casualty, takes their weight in the basket, clips them to the basket anchor, releases the lanyard and lowers them to the lane. Nobody cuts a lanyard or climbs out over a guardrail to reach the casualty. If the MEWP cannot reach (inside the gantry, or behind the netting once it is hung) the casualty is reached from the lift below by the ladder access, supported and talked to, and the fire service takes over on arrival. Once down the casualty is treated by P. Gallagher, kept warm and still, and is not left alone or allowed to go back to work until the ambulance crew has seen them, even if they feel fine. Nobody is ever clipped on alone: a second scaffolder is always on the same lift or the one below. The plan was practised at the yard with the MEWP on 2026-11-06.
Waste produced	Packaging
Will waste be taken off site?	Yes
Waste carrier and licence number	Marine Parade Scaffolding, lower tier waste carrier CBDL287344: the only waste is strapping, netting bags and cable tie offcuts, which go back to the yard in the lorry each day. No skip on site and nothing left for the hotel.
Noise, dust, spills and neighbours	Seafront noise: no tube handling before 08:00 or after 16:00 and no radios. Nothing stored or dropped on the beach side; netting rolls and cable ties kept in bags so nothing blows into the sea. Lorry and MEWP engines off when not lifting. The gantry lights face down onto the deck, not out to the promenade or into the lounge windows. Tie holes are in the brick bands Southdown is renewing, not in the original stone dressings.

7. Briefing

Has everyone on the crew had the site or venue induction?	Yes
Has the crew been briefed on this RAMS?	Yes
Briefed by	P. Gallagher
Date	18 Nov 2026
Does anyone need the briefing in another language or format?	Yes
What was provided?	R. Kowalczyk speaks and reads English well but asked for the wind limit and the hold points in writing. The briefing sheet and the wind limit card are in English and Polish and he confirmed each point back at the briefing.

Has the crew been told to stop and report if the work or conditions change from this RAMS?	Yes
Questions or points raised by the crew	Asked what happens if the wind picks up in the middle of a lift: loose boards lashed and spare tube passed down, then everyone off and the anemometer reading noted in the form; the lift is finished only when the reading has been under the limit for 20 minutes. Asked whether the hotel could just close its front door for the three days instead of the gantry: no, the hotel stays open through the front door and the gantry is designed for it. Asked where the brick guards go: the three working lifts at 8 m, 12 m and 15 m, fitted at step 5.

Crew briefed and signed 1: P. Gallagher

Name	P. Gallagher
Signature	

Crew briefed and signed 2: L. Mbeki

Name	L. Mbeki
Signature	

Crew briefed and signed 3: R. Kowalczyk

Name	R. Kowalczyk
Signature	

Crew briefed and signed 4: T. Beal

Name	T. Beal

Signature	
People signed	4

8. Approval and review

Points to resolve before work starts	0

Nothing counted above. The RAMS is ready for the work to start, once the site conditions match it.

Written by	P. Gallagher
Author signature	
Has someone other than the author checked and approved this RAMS?	Yes
Approved by	N. Okonkwo, contracts manager, Marine Parade Scaffolding
Date approved	12 Nov 2026
Approver signature	
Review date	19 Nov 2026
Days from writing to review	9
What would prompt a review on this job?	Access equipment moved or altered, New people joining the crew, Change to the method or sequence, Incident or near miss, Bad weather, Building occupancy changed