RISK ASSESSMENTS & METHOD STATEMENTS (RAMS)

INDEPENDENT PRE-COMPLETION SNAGGING INSPECTIONS

Contractor / Developer Issue Document

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Purpose of this document

This document is provided by the snagging company to the building contractor/developer in advance of, or upon request for, a pre-completion snagging inspection. It sets out the inspection activities to be undertaken, the foreseeable hazards associated with those activities, and the control measures that will be applied by the snagging company while operating on the contractor's development.

It is intended to enable the building contractor/developer to review the proposed inspection arrangements and site interface before granting access. It is not a construction method statement for the contractor's own works and does not replace the contractor's construction-phase risk assessments, site rules, traffic management, emergency arrangements or permit systems.

Where the contractor's site requirements impose additional controls, those requirements will be followed provided they do not prevent the inspection from being carried out safely.

1. Scope of Inspection Activities

- Visual pre-completion inspection of residential or commercial new-build property for the purpose of identifying visible defects, incomplete works and workmanship issues.
- Internal inspection of rooms, finishes, fixtures, doors, windows, floors, walls, ceilings and other visible elements within the agreed scope.
- External visual inspection of elevations, accessible external finishes, windows/doors, drainage, roofline and other visible elements.
- Inspection of loft spaces where safe access is available and the loft floor/boarding provides a confirmed safe load-bearing route.
- Use of a telescopic ladder where required to access a loft hatch or other agreed inspection location.
- Use of authorised ladder access within a new-build development where the contractor has confirmed that the access arrangement is safe and available for use.
- Drone-assisted visual inspection of roofs, elevations and high-level external areas where the operation is separately authorised and can be legally and safely conducted.
- Photographic recording of identified snags and production of a written snagging report.

2. Interface With Building Contractor / Developer

The snagging company will operate as an independent inspection service and will not undertake construction, repair, alteration, testing, commissioning or remedial works. The contractor/developer remains responsible for the safety of the construction site, construction activities, site traffic, temporary works and the provision of safe access to areas made available for inspection.

Contractor / developer interface	Snagging company arrangement
Site induction	The inspector will comply with the site's reasonable induction and sign-in requirements before entering the development.
Site rules	The inspector will comply with applicable site rules, PPE requirements, exclusion zones and access restrictions notified by the contractor.
Safe access	The inspector will use designated and authorised access routes. Unsafe or prohibited routes will not be used.
Active construction	The inspector will not enter an area where ongoing works create an uncontrolled risk. Inspection will pause until the area is made safe or an alternative arrangement is agreed.
Temporary works / protection	Existing guardrails, barriers, covers, scaffold arrangements and other protection provided by the contractor will not be removed or altered by the inspector.
Site hazards	Known site-specific hazards communicated by the contractor will be incorporated into the inspection arrangements.
Emergency arrangements	The inspector will follow the site's emergency procedures and assembly arrangements and will provide the contractor with relevant contact information where requested.
Defects creating immediate risk	Any immediately apparent safety-critical condition identified during the inspection will be brought to the attention of the contractor/site representative as soon as practicable.

3. Risk Rating

The following matrix is used to assess foreseeable hazards associated with the inspection activities. Residual risk assumes the control measures stated in this document are in place.

Likelihood	Meaning
1 Rare	Highly unlikely to occur
2 Unlikely	Could occur but is not expected
3 Possible	Could occur occasionally
4 Likely	Could occur in some circumstances
5 Almost certain	Expected to occur repeatedly
Severity	**Meaning**
1 Minor	Minor injury / negligible consequence
2 Moderate	First-aid injury / minor consequence
3 Serious	Medical treatment / significant consequence
4 Major	Major injury / permanent injury
5 Fatal / catastrophic	Fatality or catastrophic consequence

Risk score = likelihood x severity. Low 1–4; Medium 5–9; High 10–16; Very High 17–25.

4. Risk Assessment – General Pre-Completion Snagging Inspection

Hazard / persons potentially exposed	Initial risk	Controls to be applied during inspection	Residual
Uneven floors, debris, unfinished surfaces, protruding fixings; inspector	12 H	Inspection will be undertaken using designated access routes. The inspector will visually assess the route before proceeding, wear site-required safety footwear, maintain housekeeping around their own equipment and avoid unsafe/unfinished areas. Unsafe areas will be reported rather than entered.	4 L
Openings, floor voids, stairwells and unprotected edges; inspector	20 VH	The inspector will not enter areas with inadequate edge protection or an unsafe opening. Contractor-provided guardrails/barriers will remain in place. Any area requiring additional protection will be referred to the site representative before inspection.	5 M
Moving plant, vehicles and deliveries; inspector	12 H	The inspector will comply with the site's traffic management plan, use pedestrian routes and suspend the inspection where plant or deliveries create an uncontrolled interface.	4 L
Falling objects / overhead construction activity; inspector	15 H	The inspector will not work beneath active overhead operations. Inspection will be delayed or the area excluded where overhead works are taking place.	5 M
Electrical hazards / exposed services; inspector	15 H	Inspection is visual only unless specialist testing has been expressly agreed. The inspector will not remove covers, interfere with wiring or undertake electrical work.	5 M
Dust, fumes, chemicals and wet materials; inspector	9 M	The inspector will comply with site COSHH controls and avoid areas subject to uncontrolled dust, fumes, chemicals or active hazardous work.	3 L
Slips/trips; inspector	9 M	The inspector will keep to suitable routes, maintain awareness of changing construction conditions and keep inspection equipment controlled.	3 L
Poor lighting / restricted visibility; inspector	9 M	Suitable portable inspection lighting may be used. Areas that cannot be safely viewed will be recorded as inaccessible rather than entered unsafely.	3 L
Interaction with other trades; all persons	12 H	Inspection will be coordinated with the site representative. The inspector will not interfere with trades or enter active work zones where the activity creates an uncontrolled risk.	4 L

5. Method Statement – General Snagging Inspection

1. The snagging company will attend the agreed property/development at the scheduled time and report to the designated site contact.
2. The inspector will complete any required site induction, sign-in procedure and PPE requirements before commencing.
3. The inspector will establish the agreed inspection route and identify any areas subject to restricted access, active works or contractor exclusion.
4. The property will be inspected systematically, normally room-by-room internally followed by the agreed external areas.
5. Visible defects will be recorded objectively with a unique snag reference, location, description and supporting photographs.
6. The inspector will not remove finishes, open concealed areas, dismantle installations or interfere with construction works unless separately authorised and specifically within the inspection scope.

7. Where an area cannot be safely accessed, the inspector will not improvise access. The limitation will be recorded in the report and, where appropriate, referred to the site representative.
8. The inspector will complete a final visual sweep before leaving and will remove their own equipment.
9. The final snagging report will identify the areas inspected, significant limitations and the photographic evidence supporting reported snags.

6. Risk Assessment – Loft Inspection Using Telescopic Ladder

Specific control principle: the inspector will treat an unconfirmed loft surface as unsafe. The inspector will not walk on plasterboard, insulation or any surface whose load-bearing capacity has not been established. Where safe entry cannot be established, the loft will be inspected from the hatch where reasonably practicable and the limitation recorded.

Hazard / persons potentially exposed	Initial risk	Controls to be applied during inspection	Residual
Fall from telescopic ladder; inspector	20 VH	A suitable telescopic ladder will be used only for the agreed access task. It will be visually checked before use, correctly configured and positioned on a firm, stable surface. Manufacturer instructions will be followed. Three points of contact will be maintained while climbing.	5 M
Ladder movement / collapse; inspector	20 VH	The ladder will be checked for damage and secure locking mechanisms before use. It will not be used if defective. The base will be positioned to prevent slipping/movement and the access arrangement will be suitable for the hatch location.	5 M
Fall through plasterboard / ceiling; inspector	25 VH	The loft ceiling is not treated as a walking surface. The inspector will not step onto plasterboard or any unconfirmed surface. A safe, load-bearing boarded route must be evident before movement into the loft is undertaken.	1 L
Fall at loft hatch / transfer point; inspector	20 VH	The hatch/landing area will be assessed before transfer. The ladder will be positioned to permit controlled entry and exit. The inspector will not proceed where safe handhold or stable transfer cannot be achieved.	5 M
Stepping through insulation / concealed services; inspector	20 VH	The inspector will not walk on insulation. Movement will be limited to confirmed boarding/joist-supported areas. Visible services will not be disturbed.	4 M
Restricted headroom / roof structure; inspector	9 M	The inspector will use suitable lighting, move carefully and avoid forcing themselves or equipment through restricted spaces.	3 L
Falling items from hatch; persons below	12 H	Loose equipment will not be placed at the hatch edge. The area immediately below will be kept clear while access is taking place.	4 L
Heat, dust or insulation fibres; inspector	9 M	Time in the loft will be minimised. The inspector will avoid unnecessary disturbance of insulation and will withdraw if conditions become unsuitable.	3 L
Emergency / difficulty exiting loft; inspector	15 H	Entry will only take place where a clear route back to the hatch is maintained. The inspector will not enter a loft where safe exit or assistance arrangements are inadequate.	5 M

7. Method Statement – Loft Snagging Inspection

10. The inspector will first determine whether loft entry is necessary to fulfil the agreed inspection scope.
11. The contractor/site representative will be informed where loft access is required and any site-specific restrictions will be observed.
12. The telescopic ladder will be visually checked before use, including stiles, feet, rungs and locking mechanisms.
13. The ladder will be positioned on a firm and stable base in accordance with the manufacturer's instructions and the available site access arrangement.

14. The inspector will ascend facing the ladder and maintain three points of contact. Loose equipment will not be carried in the hands while climbing.
15. At the loft hatch, the inspector will assess the visible floor construction before transferring weight into the loft.
16. No weight will be placed on plasterboard, insulation or an unidentified surface. Entry beyond the hatch will only occur where a safe load-bearing route/boarding arrangement is evident.
17. The inspector will remain on the safe route and will not move into unboarded areas solely to obtain additional photographs.
18. Visible loft defects will be photographed and recorded, including roof structure, insulation, ventilation, boarding, visible services and workmanship where within scope.
19. If safe entry cannot be established, the inspector will remain at the hatch, undertake a visual inspection from that position where reasonably practicable and record the limitation.
20. The inspector will descend in a controlled manner and leave the access area clear.

8. Risk Assessment – Access Into New-Build Development / Ladder Access

Hazard / persons potentially exposed	Initial risk	Controls to be applied during inspection	Residual
Unauthorised or uncontrolled entry to construction areas; inspector	20 VH	Inspection will take place only following the contractor's agreed access arrangements and site induction. Designated entrances and pedestrian routes will be used. Barriers and locked/restricted areas will not be bypassed.	4 L
Incomplete/temporary stairs or ladder access; inspector	20 VH	Only access arrangements approved/provided by the contractor and considered suitable for the inspection will be used. Improvised access will not be used.	5 M
Ladder slip/overturn; inspector	20 VH	The ladder will be suitable for the task, inspected before use and positioned/secured to prevent movement. Three points of contact will be maintained.	5 M
Open edges/floor voids/stairwells; inspector	25 VH	The inspector will not enter an area where required edge protection or guarding is absent. The contractor's protection will not be removed or altered by the inspector.	5 M
Construction plant/vehicles/deliveries; inspector	16 H	The inspector will use designated pedestrian routes and coordinate with the site representative. Inspection will pause during unsafe vehicle/plant movements.	4 L
Falling materials / overhead activity; inspector	20 VH	The inspector will not enter an exclusion zone or work beneath active overhead operations. Inspection will be delayed until the area is safe.	5 M
Mud, debris, unstable ground or wet surfaces; inspector	9 M	Suitable footwear will be worn and designated routes used. Unsafe ground conditions will be avoided and reported.	3 L
Blocked emergency routes; all persons	15 H	The inspector will maintain clear access/egress and comply with the contractor's emergency arrangements.	3 L

9. Method Statement – New-Build Development Access

21. The inspector will report to the designated site contact and complete the contractor's induction/sign-in requirements.
22. The inspector will use only the access route authorised by the contractor/site management.
23. Before moving between levels or areas, the inspector will visually assess the route for open edges, voids, temporary works, plant, materials and other immediate hazards.
24. Where ladder access is authorised, the inspector will use the ladder provided/approved for the access arrangement or an appropriate inspection ladder, subject to the site rules.

25. The ladder will be checked before use and positioned securely. The inspector will maintain three points of contact and will not carry loose equipment in their hands while climbing.
26. The inspector will not climb over barriers, use scaffolding as an access route unless specifically authorised for that purpose, or create improvised platforms.
27. If access becomes unsafe due to ongoing works, plant movement or changes to site conditions, the inspection will stop and the site representative will be notified.
28. On completion, the inspector will return via the designated route and comply with site sign-out procedures.

10. Drone-Assisted Snagging – Equipment & Legal Operating Basis

Aircraft specified for this RAMS: DJI Mavic 2 Pro, stated take-off weight 907 g. The exact aircraft/model should be confirmed against the aircraft label and manufacturer specification before the operation.

Requirement	Contractor-facing arrangement
CAA Operator ID	The operator responsible for the aircraft will hold the required CAA Operator ID and the aircraft will display the required operator identification.
CAA Flyer ID	The remote pilot undertaking the flight will hold the required Flyer ID.
A2 Certificate of Competency	For the intended legacy 907 g Mavic 2 operation near people, the remote pilot will hold an A2 CofC where required for the selected operating category. The operation remains subject to all applicable A2/legacy aircraft limitations.
Commercial insurance	The snagging company will maintain appropriate third-party insurance for the commercial drone operation.
Airspace	Airspace and applicable restrictions will be checked before flight. Required permissions will be obtained before launch.
VLOS / height	The aircraft will remain within visual line of sight and the normal maximum height of 120 m / 400 ft will be observed.
People	The flight will not be conducted over uninvolved people or crowds. Applicable horizontal separation requirements will be maintained for the aircraft/category being operated.
Site permission	The building contractor/developer/site controller's permission will be obtained for take-off and landing and for the aerial inspection activity.
Specific Category	If the intended operation cannot legally be conducted within the applicable Open Category limitations, it will not be undertaken under this RAMS. An appropriate CAA authorisation/operating route would be required.
Privacy	The camera will be used for the inspection purpose and recording of people/private areas will be minimised where reasonably practicable.

These arrangements reflect current UK CAA requirements for drones and model aircraft. The exact legal operating category depends on the aircraft's status, pilot competence and the circumstances of the proposed flight; a site-specific pre-flight assessment remains necessary.

11. Risk Assessment – Drone Inspection

Hazard / persons potentially exposed	Initial risk	Controls to be applied during inspection	Residual
Drone collision with person; site personnel/public	25 VH	The flight will be planned to avoid uninvolved people. A controlled take-off/landing area and appropriate exclusion/separation area will be established. The pilot will maintain VLOS and will land if the area becomes uncontrolled.	5 M
Collision with building, scaffold, crane, wires or trees	20 VH	A pre-flight survey will identify obstacles and the intended flight path. Conservative separation will be maintained and high-risk gaps/obstacle corridors avoided.	5 M
Flyaway / loss of control	20 VH	Aircraft, battery and controller checks will be completed before launch. Home point/RTH settings, control link and battery status will be checked. Flight will be aborted if control becomes unreliable.	5 M
Weather / wind / rain	16 H	Weather and actual site conditions will be assessed before flight. The aircraft will not be flown outside manufacturer/operator limits or where site turbulence makes safe control unreliable.	4 L
Battery failure/fire	15 H	Batteries will be checked before use and damaged/swollen batteries will not be used. Manufacturer charging/storage arrangements will be followed.	5 M
Restricted airspace / unlawful flight	20 VH	Current airspace restrictions will be checked before flight and required permissions obtained. No flight will take place where legality cannot be established.	4 L
Interference with site operations /	16 H	Flight will be coordinated with the	4 L

crane activity		site representative. No flight during incompatible lifting/plant operations or within contractor exclusion zones.	
Privacy / unintended recording	9 M	Imagery will be limited to the inspection purpose. Unnecessary recording of people and neighbouring/private areas will be avoided where reasonably practicable.	3 L
Drone falling onto property/vehicles	20 VH	Controlled launch/landing location, conservative flight path and avoidance of flight over vulnerable property/vehicles where practicable.	5 M

12. Method Statement – Drone-Assisted Snagging Inspection

29. The snagging company will confirm that the drone flight is within the scope agreed with the contractor/developer and obtain permission for take-off and landing.
30. The remote pilot will confirm the required CAA competence/registration and insurance arrangements before operating.
31. A site survey will be completed to identify people, public areas, roads, neighbouring property, cranes, scaffolding, temporary structures, wires, trees and other obstacles.
32. Applicable airspace restrictions will be checked immediately before flight and any required permissions will be obtained.
33. The contractor/site representative will be informed of the planned flight and a controlled take-off/landing area will be established.
34. The aircraft, propellers, battery, controller and flight systems will be checked before launch.
35. A short controlled hover/initial flight check will be undertaken before the inspection flight proceeds.
36. The drone will be flown only within the legal operating limits applicable to the aircraft and pilot, maintaining VLOS and the applicable height and people-separation requirements.
37. Imagery will be captured only where relevant to the snagging inspection, including roofs, high-level elevations, roof penetrations, gutters, high-level finishes and other areas that cannot reasonably be inspected closely from ground level.
38. The flight will stop immediately if an uninvolved person enters a controlled area, site operations change, weather deteriorates, an aircraft warning occurs or the pilot considers the operation no longer safe/legal.
39. The drone will be landed in the controlled area and secured before the area is reopened.
40. The captured imagery will be reviewed and relevant photographs linked to the snagging report. Aerial imagery will be treated as supplementary visual evidence rather than a substitute for specialist physical inspection.

13. Method Statement – Production of the Snagging Report

41. The inspector will record each identified issue during the inspection using a unique snag reference.
42. Each snag will include, where reasonably practicable, the precise location, objective description and photographic evidence.
43. Photographs will be taken from a safe position. The inspector will not place themselves in an unsafe position solely to obtain a photograph.
44. Where drone imagery is used, the relevant aerial image will be associated with the corresponding external/high-level snag.
45. Items requiring specialist testing, commissioning, certification or opening-up will be identified as such rather than represented as having been technically tested by the snagging company.
46. Areas that could not be safely accessed will be clearly identified as inspection limitations.
47. The report will distinguish observed defects from recommendations for further investigation.
48. A final review will be completed before issue to minimise duplicate or ambiguous snag references.
49. The completed report will be supplied to the client/contractor in the agreed format.

14. Inspection Limitations

The snagging service is a visual inspection unless a separate written scope states otherwise. The inspection does not constitute a structural survey, electrical installation test, gas safety inspection, commissioning test, building control inspection or specialist investigation.

The inspector will not deliberately create an unsafe situation to access or photograph an item. Where safe access is unavailable, the area will be recorded as inaccessible and, where appropriate, the contractor will be informed.

Loft limitation wording: “The loft was inspected only to the extent that safe access and a safe load-bearing route could be established. Unboarded ceiling areas, insulation and surfaces of unknown load-bearing capacity were not walked on.”

Drone limitation wording: “Aerial imagery is supplementary visual evidence. Flight was undertaken only within the applicable legal, airspace, site and operating restrictions at the time. Areas not safely or legally accessible by drone are not represented as inspected.”

15. Site-Specific Information to Be Provided / Confirmed by Contractor

Item	Contractor / developer response
Site address	_____
Site manager / contact	_____
Site induction required?	Yes / No
PPE requirements	_____
Designated access route	_____
Restricted areas	_____
Temporary works / access restrictions	_____
Known overhead works / crane operations	_____
Emergency procedure / assembly point	_____
Nearest first aid provision	_____
Drone flight restrictions / site policy	_____
Drone take-off / landing area approved	Yes / No / N/A
Other site-specific hazards or controls	_____

16. Contractor / Developer Review & Acceptance

By signing below, the contractor/developer confirms that the document has been made available for review and that relevant site-specific information, restrictions and additional requirements have been communicated to the snagging company. Acceptance of this RAMS does not transfer the contractor's statutory responsibilities for the safety of the construction site or its construction activities.

Name	Company / role	Signature	Date
[INSERT]	Snagging Company	_____	_____
[INSERT]	Building Contractor / Developer	_____	_____
[INSERT]	Site Manager / Representative	_____	_____

17. Document Review

This RAMS will be reviewed where there is a material change to the inspection scope, equipment, access arrangement, site conditions or applicable legal requirements, or following a relevant incident/near miss.

The contractor/developer should notify the snagging company before attendance of any site-specific hazards or restrictions that may affect the inspection.

18. Regulatory / Guidance Basis

- Health and Safety at Work etc. Act 1974.
- Management of Health and Safety at Work Regulations 1999.
- Work at Height Regulations 2005.
- Provision and Use of Work Equipment Regulations 1998 (where applicable to inspection equipment).
- Personal Protective Equipment at Work Regulations 1992, as amended.
- Construction (Design and Management) Regulations 2015, where applicable to the development/site interface.
- Current UK Civil Aviation Authority requirements for drones and model aircraft, including Operator ID, Flyer ID, Open Category operating rules, A2 competence, airspace restrictions and insurance requirements.