

DUST RISK ASSESSMENT

NB Risk assessed in relation to hazards to aircraft and airport operations and environmental nuisance only.



Contract: Demolition of Building 305 **Location:** Argosy Drive, Manchester Airport

Site Works: Soft strip, demolition, crushing and storage of arisings

Risk Assessment completed by: D Fowler/M Henry **Rev:** 0

Date: 26/1/22 (Please see amendment schedule on final page for any updated assessment)

Signed by:

D Fowler

	HAZARD/ACTIVITY AND ASSOCIATED RISK OF DUST GENERATION	RISK OF GENERATING DUST PRIOR TO APPLICATION OF CONTROL MEASURES	CONTROL MEASURES	RESIDUAL RISK AFTER APPLICATION OF CONTROL MEASURES
1	Initial site set up, external works (fencing, setting up temporary site entrance) - possibility of dust arising from disturbing topsoil if the weather is dry	No potential for any generation of dust. No identified risk to aircraft or risk of any environmental nuisance	General good housekeeping	None
2	Soft strip out of building (minimal works involved- removal of partition walls from toilets and suspended ceilings, doors etc)-possibility of localised dust arising within the building and potential of dust arising from waste materials placed materials in skips	Some risk of generating minor quantities of localised dust. No identified risk to aircraft. Minimal risk of any environmental nuisance	The work involves may involve limited amounts of use of hand held powered equipment, such as a reciprocating saw, which will all be within the building creating small amounts of localised dust (operatives to wear respiratory protection). Materials loaded out into segregated skips for prompt removal from site. NB These will not be "dusty" materials. Cover provided to skips while on site, if there is any risk of dust arising. Skips to be covered prior to removal from site.	None

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3	Asbestos removal -removal of asbestos containing materials (ACMs) as identified in the Refurbishment and Demolition Asbestos Survey which identified a single instance of asbestos containing material in a pipe gasket in the server room.	No risk to aircraft, no environmental nuisance	Pipe gaskets will be removed intact, with no potential for disturbance of asbestos and in accordance with detailed RAMS which will confirm measures to protect site personnel and to ensure compliant handling and disposal of associated waste.	None
4	Main demolition works -risk of release of dust from breaking up of structural elements-steel frame, metal cladding, concrete floors etc and resulting from handling and storage of these arisings on site	Minimal risk of generation of dust with a potential for risk to aircraft and airport operations. Some risk of generation of dust that could create an environmental nuisance.	Method of demolition selected minimises the potential for creation of dust, involving the use of precision demolition attachments operated from a demolition excavator, cutting and breaking components of the building structure and removing them in a controlled manner. Specialist demolition dust suppression system to be utilised to effectively suppress any dust. Motofog 20 D midi system to be used. This system provides a very fine water mist which can be precisely directed and captures dust particles and causes them to fall back out of the air. The machine used has a range of 25m and the Site Manager shall ensure that on an ongoing basis, it is located as required to cover the area where dust could potentially arise. As metal arisings are to be removed from the structure and placed directly into skips, the possibility of any further dust being released associated with materials handling on site is minimised. Skips are sized to ensure that the released components sit within the depth of the skip, minimising any potential for the air movement to release any dust. However, if due to weather conditions, the Site Manager considers this to be a possibility, the mist machine will also be directed onto the skips to ensure that the surfaces are dampened down throughout. Skips will be covered prior to removal from site. Skips will be removed normally daily from the site. If a skip is partially filled at the end of the shift, the Site Manager	Minimal but to be constantly assessed as work progresses.

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			shall review its contents and weather conditions and ensure damping down using the spray as necessary prior to end of the shift. The Site Manager will ensure any dust generation associated with the works is assessed continuously. If there is any apparent dust arising, the work will cease temporarily and the misting system redirected until it is confirmed there is no longer an issue.	
5	Demolition of sub-structure and external works (breaking out of hardstanding etc) -risk of localised dust arising from machine breaking out and excavation of existing foundations and associated fill		N/A as to be left intact for the later redevelopment contract	
6	On site crushing of arisings and storage on crushed material on site	Minimal risk of generation of dust with a potential for risk to aircraft and airport operations. Some risk of generation of dust that could create an environmental nuisance.	Spray system to be available with on-site crusher and crusher operator briefed to be aware of potential dust generation at all times and apply dust suppression in the event of any non-trivial dust arising. Site Manager to assess condition of materials on a daily basis in terms of the potential for crushed and non-crushed arisings to release dust while being moved or stored on site. This assessment to take into account weather conditions, conditions and types of material being moved and quantities on site. Use of dust suppression system as detailed above on a pro-active and reactive basis to keep potential generation to a minimum.	Minimal but to be constantly assessed as work progresses
6	Potential for smoke arising from site	Some risk of fire and of explosions generating fire associated with contact	No on site burning required. Any hot cutting to be carried out only under a Hot Work Permit obtained from MAG with associated fire precautions and fire watch.	Reduced risk of fire and reduced risk of

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		with gas/electrical services, hot works on site, faulty equipment with potential to create smoke with associated potential for risk to aircraft and airport operations.	All works where there is a potential for contact with existing underground/hidden services with a potential for fire/explosion covered by detailed RAMS to prevent any contact/damage. Detailed fire risk assessment to be drafted for the overall contract to confirm measures to prevent the possibility of fire, ensure any fire is detected and dealt with effectively. All plant and equipment is selected, maintained, checked and operated in accordance with the company Health and Safety Policy. Preventive maintenance is carried out, daily documented plant checks completed, any defects addressed and rectified.	any such fire generating smoke to a level that there is a potential for risk to aircraft and airport operations.
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Review Section

Risk assessments to be reviewed in the event of any planned change in scope of work or method of working, in the event of any accident/near miss/ significant non-conformance on site and at intervals determined necessary by the Site Manager. Any amendments to be listed on the amendment schedule below and shown on the main body of the risk assessment and the rev number updated and the risk assessment re-issued and signed by site personnel.

Reviewed by	Review Date	Reason for review	Comments from review

Amendment Schedule	