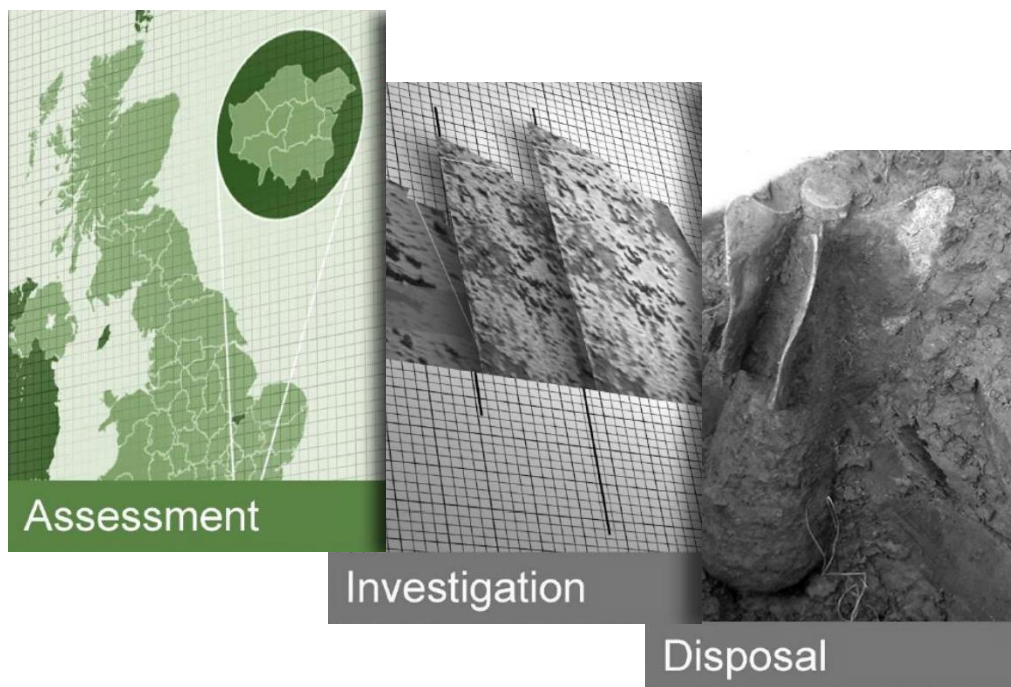




Bury New Road, Manchester- UXO Desk Study & Risk Assessment

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Document Title UXO Desk Study & Risk Assessment
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Project Location Bury New Road, Manchester
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UXO DESK STUDY & RISK ASSESSMENT

EXECUTIVE SUMMARY

Key findings: No sources of Unexploded Ordnance (UXO) hazard have been identified.

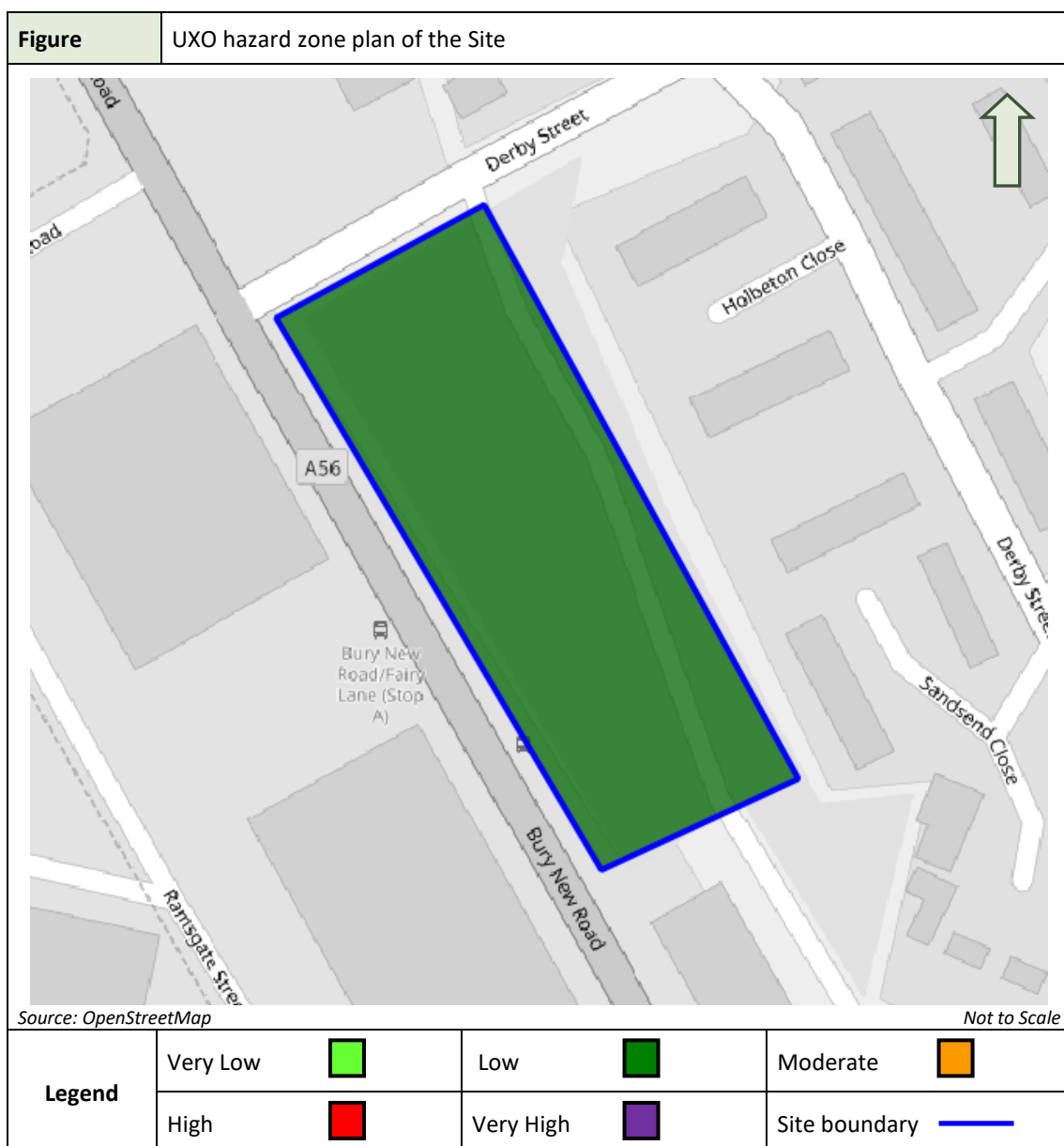
Key actions: Proceed with works.

UXO Hazard Assessment

No records have been found indicating that the Site was bombed and no other significant sources of UXO hazard have been identified on the Site.

Given this, it is considered that the Site has a low UXO hazard level, as shown in the following Figure, reproduced as Figure 3 in the main report.

The UXO hazard zone plan of the Site is also given in the accompanying P9559-20-R1-MAP01-A.



The main findings of the report are summarised below.

- No records of bombing or military activity on the Site during World War One (WWI) have been found.
- During World War Two (WWII) the main strategic targets in the vicinity of the Site included metal, munitions and engineering works, the Port of Manchester, Manchester Ship Canal and Salford Docks.
- No records have been found indicating that the Site was bombed during WWII. Records indicate that 3No. High Explosive (HE) bombs fell within approximately 0.1km of the Site. Incendiary Bombs (IBs) are also recorded within 50m south of the Site.
- No records of military activity on the Site post-WWII have been found.

Data Confidence Level

The findings of this report were based on good corroborative evidence of the military activity and bombing on the Site.

Proposed Works

It is understood that works on the Site will comprise an initial ground investigation, involving trial pits to depths of 3m and boreholes with monitoring well installations to maximum depths of 15m.

For the purposes of this risk assessment, it is also assumed that future works on the Site will include excavations and piling for the foundations of a new 5 to 6 storey apartment block.

Risk Assessment

The Table below, reproduced as Table 4 in the main report, provides a UXO risk assessment for the proposed works on the Site.

Further details on the methodology for the risk assessment are provided in Section 7.2 of the main report.

Table	UXO risk assessment for the Site							
Potential UXO Hazard	Anticipated Works	PE	PD	P = PE x PD	Likelihood	Severity	Risk Rating	UXO Risk
UXB	Shallow Excavations	1	1	1	1	5	5	Low
	Deep Excavations	1	1	1	1	5	5	Low
	Boreholes/Piling	1	1	1	1	4	4	Low
Other UXO	Shallow Excavations	1	1	1	1	4	4	Low
	Deep Excavations	1	1	1	1	4	4	Low
	Boreholes/Piling	1	1	1	1	3	3	Low
PE (Probability of Encounter), PD (Probability of Detonation), P (Overall Probability)								
Shallow Excavations defined as <1.0m below ground level (bgl.)								

Risk Mitigation Plan

The Table below, reproduced as Table 5 in the main report, summarises the UXO risk for proposed works on the Site and recommended actions.

Table	Summary of UXO risk and mitigation recommendations	
Proposed Works	UXO Risk	Recommended Mitigation
Excavations		Proceed with works – if additional comfort is required to address the residual UXO hazard, a formal UXO awareness briefing can be provided.
Boreholes/Piling		Proceed with works

In summary, no additional measures are considered essential to reduce the UXO risk on the Site to As Low As is Reasonably Practicable (ALARP).

What Do I Do Next?

If you have any comments or require further assistance, contact us via phone (01993 886682) or email (uxo@zetica.com) and we can help.

If you have requirements to identify other buried hazards (such as mapping utilities or obstructions) we can provide these surveys.

If proposed works on the Site change, or additional works are planned, contact Zetica for a re-assessment of the UXO risk and the risk mitigation requirements.

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Accompanying GIS Data

P9559-20-R1-MAP01-A (UXO Desk Study)

ABBREVIATIONS

AA	Anti-Aircraft
AAP	Air Acceptance Park
ALARP	As Low As Reasonably Practicable
ARP	Air Raid Precaution
AXO	Abandoned Explosive Ordnance
BD	Bomb Disposal
BDO	Bomb Disposal Officer
BDU	Bomb Disposal Unit
CMD	Conventional Munitions Disposal
DCLG	Department of Communities and Local Government
EO	Explosive Ordnance
EOC	Explosive Ordnance Clearance
EOR	Explosive Ordnance Reconnaissance
ERW	Explosive Remnants of War
ESA	Explosive Substances and Articles
FFE	Free From Explosives
HAA	Heavy Anti-Aircraft
HE	High Explosive
HMEF	His Majesty's Explosives Factory
HSE	Health and Safety Executive
IB	Incendiary Bomb
IED	Improvised Explosive Device
IEDD	Improvised Explosive Device Disposal
JSEODOC	Joint Services EOD Operations Centre
LAA	Light Anti-Aircraft
MoD	Ministry of Defence
OB	Oil Bomb
PM	Parachute Mine
PoW	Prisoner of War
PUCA	Pick Up and Carry Away
RAF	Royal Air Force
RFC	Royal Flying Corps
TEP	Time Expired Pyrotechnics
USAAF	United States Army Air Force
UXAA	Unexploded Anti-Aircraft
UXB	Unexploded Bomb
UXO	Unexploded Ordnance
WWI	World War One
WWII	World War Two

UXO DESK STUDY & RISK ASSESSMENT

Please read: Zetica has colour coded each paragraph. Paragraphs with black text on a white background are paragraphs that provide site-specific information or information specifically researched as part of this project.

Boxed paragraphs in a dark green text with a green background are paragraphs providing general information and, where appropriate, links to online resources giving further detail. These are all available at www.zeticauxo.com. If you cannot gain access to these resources, Zetica can forward them on request.

1 INTRODUCTION

1.1 Project Outline

Zetica Ltd was commissioned by the LK Group to carry out a detailed Unexploded Ordnance (UXO) Desk Study and Risk Assessment for an area of approximately 0.6 hectares (ha) at the junction of Bury New Road and Fairy Lane in the Cheetwood district of Greater Manchester.

The aim of this report is to gain a fair and representative view of the UXO hazard for the Site and its immediate surrounding area in accordance with the Construction Industry Research and Information Association (CIRIA) C681 'Unexploded Ordnance (UXO), a Guide for the Construction Industry'.

Where appropriate, this hazard assessment includes:

- Likelihood of ordnance being present.
- Type of ordnance (size, filling, fuze mechanisms).
- Quantity of ordnance.
- Potential for live ordnance.
- Probable location.
- Ordnance condition.

It should be noted that some military activity providing a source of UXO hazard may not be recorded and therefore there cannot be any guarantee that all UXO hazards affecting the Site have been identified in this report.

1.2 Sources of Information

Zetica Ltd researched the military history of the Site and its surrounding area using a range of information sources. The main sources of information are detailed in the following sections and referenced at the end of this report.

1.2.1 Zetica Ltd Defence Related Site Records

Zetica Ltd's in-house records were consulted, including reference books and archived materials from past work in the region. Relevant documents have been cited within the bibliography of this report.

1.2.2 Zetica Ltd Bombing Density Records and Maps

Reference has been made to the Zetica Ltd bomb risk maps located on Zetica's website (<http://zeticauxo.com/downloads-and-resources/risk-maps/>).

1.2.3 Ministry of Defence and Government Records

Government departments and units within the Ministry of Defence (MoD) were approached for information of past and present military activity in the area. These included the Department of Communities and Local Government (DCLG) records of abandoned bombs.

1.2.4 Other Historical Records, Maps and Drawings

Numerous reference documents including historical maps, aerial photographs and drawings have been consulted from sources such as the National Archives, the US National Archives & Records Administration (NARA), the Imperial War Museum (IWM), Historic England and the Defence of Britain Project.

The British Geological Survey (BGS) was consulted for borehole information.

1.2.5 Local Authority Records

Information has been obtained from Manchester City Council.

1.2.6 Local Record Offices and Libraries

Information has been obtained from the Greater Manchester County Record Office, Manchester Central Library Archive and Manchester University.

1.2.7 Local Historical and Other Groups

Local history groups and archaeological bodies were consulted, including the Lancashire Historic Environmental Record (HER).

1.3 Data Confidence Level

In general, there is a high level of confidence in the researched information sources used for this report.

2 THE SITE

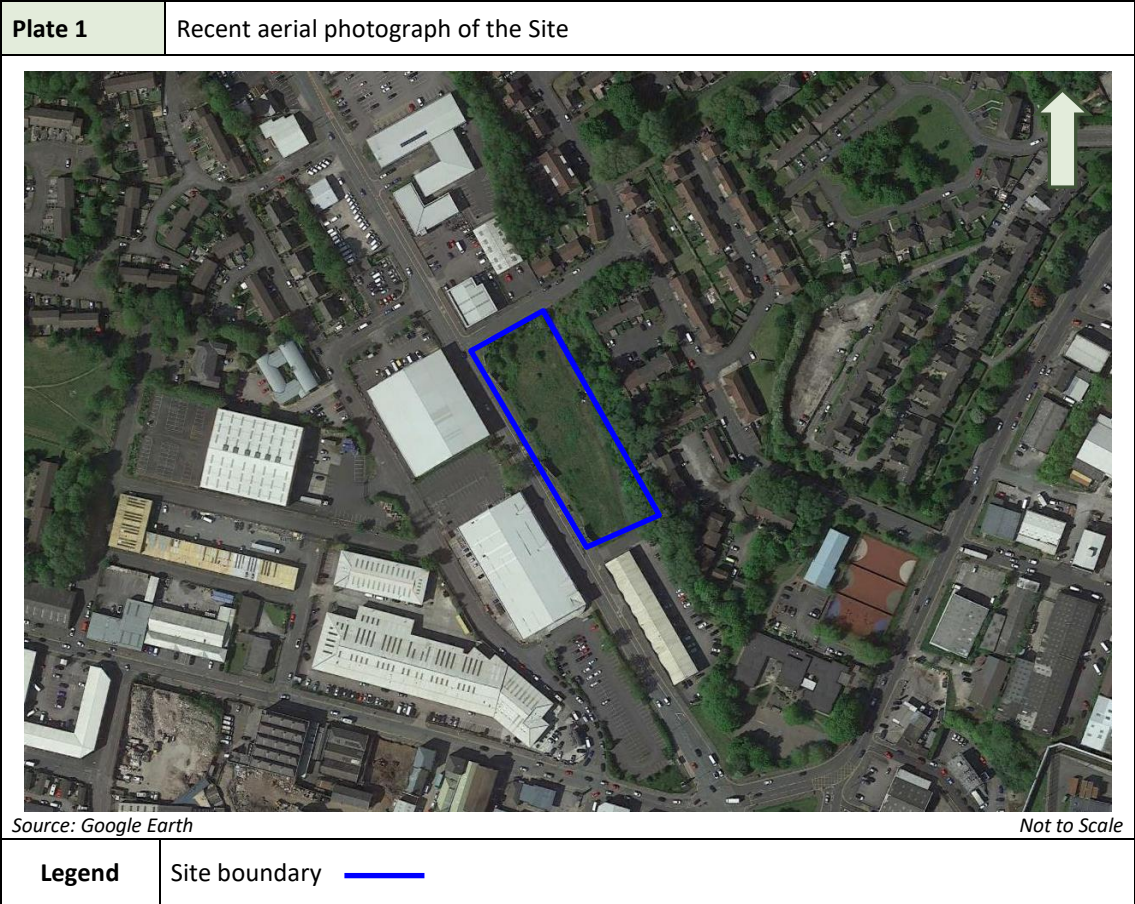
2.1 Site Location

The Site is centred on Ordnance Survey National Grid Reference (OSNGR) SD 833000. It is located in the Cheetwood district of Greater Manchester, approximately 2km north of the city centre.

The Site comprises open ground. It is bounded to the northeast by Canonsleigh Close, to the southwest by Bury New Road, to the northwest by Fairy Lane and Derby Street, and to the southeast by hardstanding and commercial premises.

Figure 1 is a Site location map and Plate 1 is a recent aerial photograph of the Site.





3 MILITARY ACTIVITY

The following sections outline the recorded military activity in the vicinity of the Site. The potential UXO hazard from WWI and WWII bombing is detailed in Section 4.

Each sub-section provides hyperlinks to further information on potential sources of UXO hazard. These are also available at www.zeticauxo.com. If you cannot gain access to these resources, Zetica can forward them on request.

3.1 Defences

For further information on military defences, and the potential UXO hazards associated with them, follow the links below:

- [Anti-Aircraft Guns](#)
- [Anti-Invasion Defences](#)
- [Barrage Balloons](#)
- [Bombing Decoys](#)
- [Home Guard](#)
- [Mined Locations](#)
- [Mortar & Gun Emplacements](#)
- [Pillboxes](#)

No military defences have been identified on the Site. The nearest are described below.

3.1.1 Anti-Aircraft Guns

During WWI there were 10No. Anti-Aircraft (AA) batteries within 10km of the Site. The nearest was located at Pendleton (SJ 812991), approximately 2.2km west-southwest of the Site. It was armed with 1No. 18-pounder (-pdr) gun.

During WWII there were 36No. Heavy AA (HAA) and ZAA batteries within 10km of the Site. The nearest was a ZAA battery located at Lower Broughton (SJ 825998), approximately 0.8km west of the Site.

The nearest HAA batteries were located at Lower Broughton (SJ 821993), approximately 1.4km southwest of the Site and Central Manchester (SD 848003), approximately 1.4km east of the Site.

Potential UXO Hazard

Given the number of HAA gun batteries in the surrounding area during WWII, the potential for an Unexploded AA (UXAA) shell to have fallen on the Site unnoticed, whilst unlikely, cannot be totally discounted.

3.1.2 Barrage Balloons

No barrage balloon positions have been identified on or in close proximity to the Site.

'C' Flight Barrage Balloon Unit HQ was based at Buile Hill Park, approximately 3.3km west of the Site. A number of barrage balloons were stationed around the Salford Docks within 3km southwest of the Site.

Barrage balloons are not considered to provide a source of UXO hazard to the Site.

3.1.3 Bombing Decoys

The nearest recorded bombing decoy was located at Reddish (SJ 912939), approximately 9.8km southeast of the Site.

Bombing decoys are not considered to provide a source of UXO hazard to the Site.

3.2 Military Airfields

For further information on military airfields, and the potential UXO hazards associated with them, follow the links below:

- [Military Airfields](#)

No records of any military airfields on or in close proximity to the Site have been found.

Between 1918 and 1924 an aerodrome was operational at Alexandra Park (SJ 835950), approximately 5.8km south-southeast of the Site.

This was used as a testing station for aircraft produced at the Avro works at Trafford Park, including Avian, Cadet, Tutor and Anson types. The airfield closed in 1924, the buildings were demolished, and the area was converted into a public park.

During WWII the nearest military airfield was Royal Air Force (RAF) Barton, approximately 9.1km west-southwest of the Site. Throughout WWII the airfield was used by the Ministry of Aircraft Production (MAP) as an aircraft assembly and repair depot.

Military airfields are not considered to provide a source of UXO hazard to the Site.

3.3 Aircraft Crashes

For further information on military aircraft crashes, and the potential UXO hazards associated with them, follow the links below:

- [Aircraft Crashes](#)

No records of any aircraft crashes on or in close proximity to the Site have been found.

3.4 Explosives Factories, Munitions Depots and Disposal Areas

For further information on explosives factories, munitions depots and disposal areas, and the potential UXO hazards associated with them, follow the links below:

- [Explosives Factories](#)
- [Munitions Depots](#)
- [Munitions Disposal Areas](#)

No records of any explosives factories, munitions depots or munitions disposal areas on or in close proximity to the Site have been found.

During WWI the Manchester Corporation's tram depot, approximately 3.9km southeast of the Site, was converted into a National Shell Factory (NSF), which operated between 1916 and 1918. This was engaged in the production of machined shell casings.

Explosives factories are not considered to provide a source of UXO hazard to the Site.

3.5 Firing Ranges and Military Training Areas

For further information on firing ranges and military training areas, and the potential UXO hazards associated with them, follow the links below:

- [Artillery Ranges](#)
- [Bombing Ranges](#)
- [Military Training Areas](#)
- [Small Arms Ranges](#)

No records of any firing ranges or military training areas on the Site have been found.

3.6 Other Military Establishments

No other military establishments have been identified on or in close proximity to the Site.

4 BOMBING

4.1 WWI Bombing

For further information on WWI bombing in the UK, and the potential UXO hazard associated with it, see Appendix 2.1. Alternatively, use the following link.

- [WWI Bombing](#)

No records have been found indicating that the Site was bombed during WWI.

4.2 WWII Bombing

For further information on WWII bombing in the UK, and the potential UXO hazard associated with it, see Appendix 2.2. Alternatively, use the following link.

- [WWII Bombing](#)

No records have been found indicating that the Site was bombed during WWII. Details of WWII bombing in the vicinity of the Site are provided in the following sections.

4.2.1 Bombing in Manchester

Manchester's industrial conurbations and port made it a principal target for enemy bombers. The Luftwaffe possessed detailed target photographs of many industrial complexes from as early as 1937.

Air raids began in August 1940 and continued until 1942. The heaviest raids on the area occurred between 22nd and 24th December 1940, the 'Manchester Blitz', during which at least 400No. High Explosive (HE) bombs and more than 30,000No. Incendiary Bombs (IBs) were dropped across Manchester.

In total, the Manchester region was raided on at least 314No. occasions, with approximately 1,710No. HE bombs and 115No. Parachute Mines (PMs) recorded as falling.

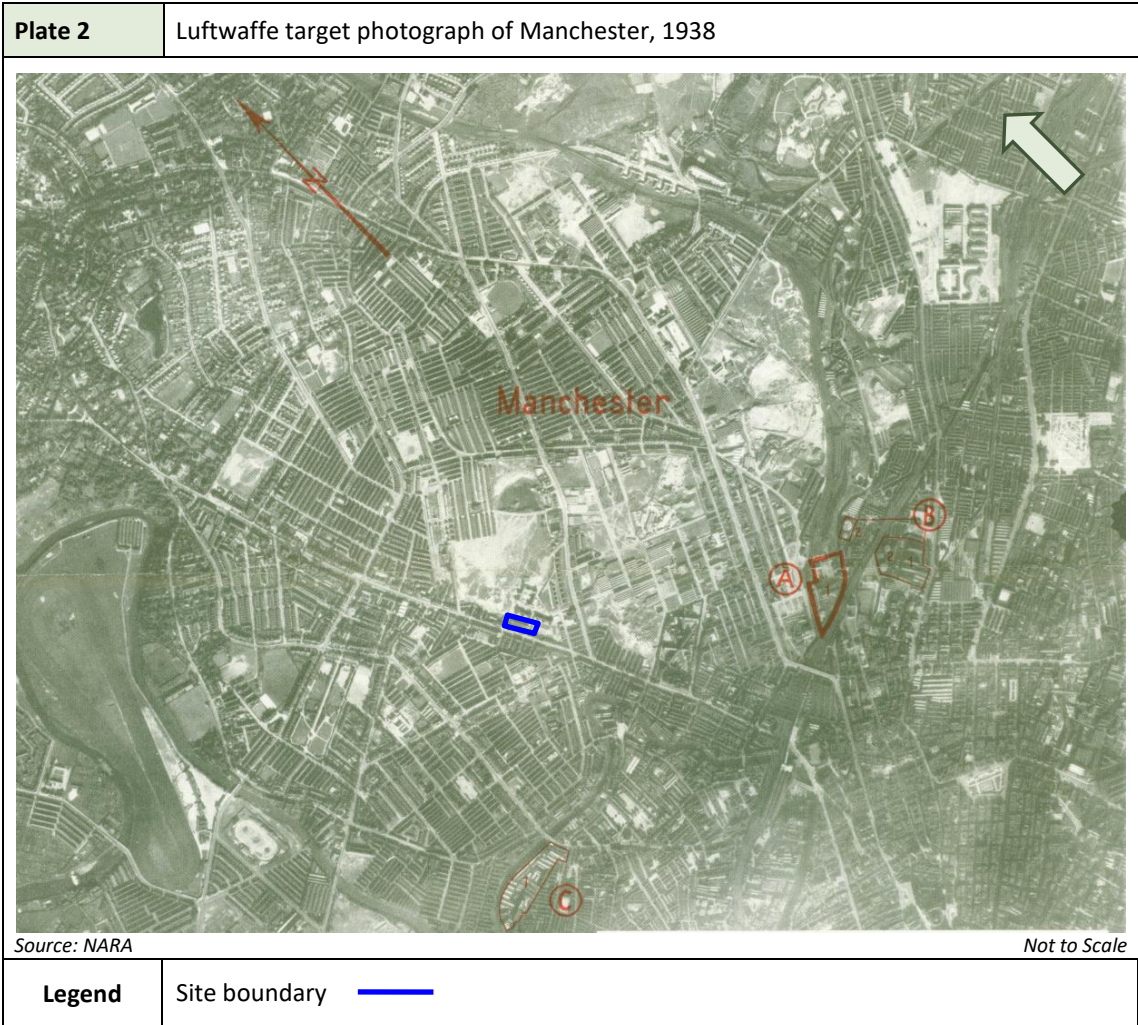
Bombing was mostly concentrated on Manchester city centre and Salford Docks. The concentration of industrial works at Trafford Park, approximately 5km southwest of the Site, also attracted heavy raids.

4.2.2 Strategic Targets

The Site was located in an area which contained numerous potential strategic targets, including metal and engineering works, the Port of Manchester, major transport infrastructure and gas works.

Plate 2 is a Luftwaffe target photograph of Manchester dating from 1938. Identified targets are listed in Table 1.

Table 1 Luftwaffe targets in the vicinity of the Site	
Target No.	Target
A	Henry Wallwork & Co Ltd
B	Rochdale Road Gas Works
C	Broughton Copper Co Ltd



4.2.3 Bombing Densities and Incidents

Table 1 gives details of the overall bombing statistics recorded for the Local Authority Districts of the Site and surrounding districts. These were categorised as Rural Districts (RD), Urban Districts (UD), Municipal or Metropolitan Boroughs (MB) and County Boroughs (CB). WWII bomb density levels are defined below:

<5 bombs per 405ha is a Very Low regional bombing density.

5-15 bombs per 405ha is a Low regional bombing density.

15-50 bombs per 405ha is a Moderate regional bombing density.

50-250 bombs per 405ha is a High regional bombing density.

>250 bombs per 405ha is a Very High regional bombing density.

Area	Bombs Recorded				
	High Explosive	Parachute Mines	Other	Total	Bombs per 405ha (1000 acres)
Manchester CB	712	18	7	737	27.0
Stretford MB	456	64	0	520	147.3
Salford CB	406	29	16	451	86.7
Altrincham MB	76	0	0	76	21.9
Stockport CB	76	1	3	80	10.0
Sale MB	34	0	0	34	9.4
Middleton MB	37	0	0	37	7.2
Cheadle & Gatley UD	36	0	0	36	6.8
Prestwich MB	16	0	0	16	6.6

Note that Table 1 excludes the figures for V1s (Pilotless Aircraft or Flying Bombs), V2s (Long Range Rockets) and Incendiary Bombs (IBs). Discrepancies between this list and other records, such as bomb clearance records, demonstrate that this data is likely to under-represent actual bombing.

Details of the nearest recorded bombing incidents to the Site are given in the following section. Appendix 5 provides further details of recorded bombing incidents in the immediate vicinity of the Site.

10th October 1940

1No. IB fell on Bury New Road, approximately 50m south of the Site.

1No. IB fell on the CWS Factory, Ramsgate Street, approximately 90m southwest of the Site.

2No. IBs fell on the biscuit works in Ramsgate Street, approximately 0.1km west of the Site.

1No. IB fell on Fairy Lane Brick Works, Sabrina Street, approximately 0.1km north of the Site.

Several IBs fell on the Broughton Lane sawmills, approximately 0.1km south of the Site, causing widespread fire damage.

1No. IB fell on Waterloo Road, within approximately 0.2km east of the Site.

1No. IB fell on the Morrimac Works, Lower Broughton Lane, within approximately 0.2km south-southwest of the Site.

1No. IB fell on Lews Factory, Trafalgar Street, within approximately 0.2km west of the Site.

2No. IBs fell on the Karrswood Chemical Works, approximately 0.2km southwest of the Site.

2No. IBs fell on Bury New Road, approximately 0.2km north-northwest of the Site.

1No. IB fell on Moulton Street, within approximately 0.3km south of the Site.

11th October 1940

1No. IB fell on Choir Street, within approximately 0.2km west of the Site.

1No. IB fell on the junction of Trafalgar Street and Bramley Street, approximately 0.2km west of the Site.

2No. IBs fell on the junction of Melbourne Street and Bramley Street, approximately 0.2km west of the Site.

1No. HE bomb fell between Burland Street and Teneriffe Street, within approximately 0.3km northwest of the Site. This was recorded as UXB.

1No. IB fell on the junction of Cambridge Street with Strong Street, within approximately 0.3km southwest of the Site.

1No. IB fell on Burland Street, within approximately 0.3km northwest of the Site.

1No. IB fell on 44 Teneriffe Street, within approximately 0.3km northwest of the Site.

1No. IB fell on 27 Teneriffe Street, within approximately 0.3km northwest of the Site.

1No. IB fell on Melbourne Street, within approximately 0.3km west of the Site.

3No. IBs fell on the Teneriffe Street recreation ground, within approximately 0.3km west of the Site.

1No. IB fell on Woodland Street, approximately 0.3km northwest of the Site.

22nd -24th December 1940

2No. HE bombs fell near Neill Street, approximately 0.2km south-southwest of the Site.

24th December 1940

Several IBs fell on Rugby Street and Snowden Street, approximately 0.2km south of the Site.

1st June 1941

1No. HE bomb fell on Bury New Road, approximately 60m northwest of the Site, causing minor blast damage to the windows and plasterwork of 158-172 Bury New Road, on the Site.

1No. HE bomb fell on Bury New Road, approximately 90m northwest of the Site, causing minor blast damage to the surrounding premises, including the Site.

1No. HE bomb fell on Bury New Road, approximately 0.1km south of the Site, causing minor blast damage to the windows and plasterwork of 25-29 and 26-28 Trafalgar Street East and 148-158 Bury New Road, on the Site.

1No. HE bomb fell near the Euraatia Waterproof Garments works, Mount Pleasant, approximately 0.1km south-southeast of the Site, causing minor blast damage to the surrounding premises, including the Site.

1No. HE bomb fell on Waterloo Road, within approximately 0.2km south-southeast of the Site.

3No. HE bombs fell on Neill Street, approximately 0.2km south-southwest of the Site.

2No. HE bombs fell on Burland Street, approximately 0.2km northwest of the Site.

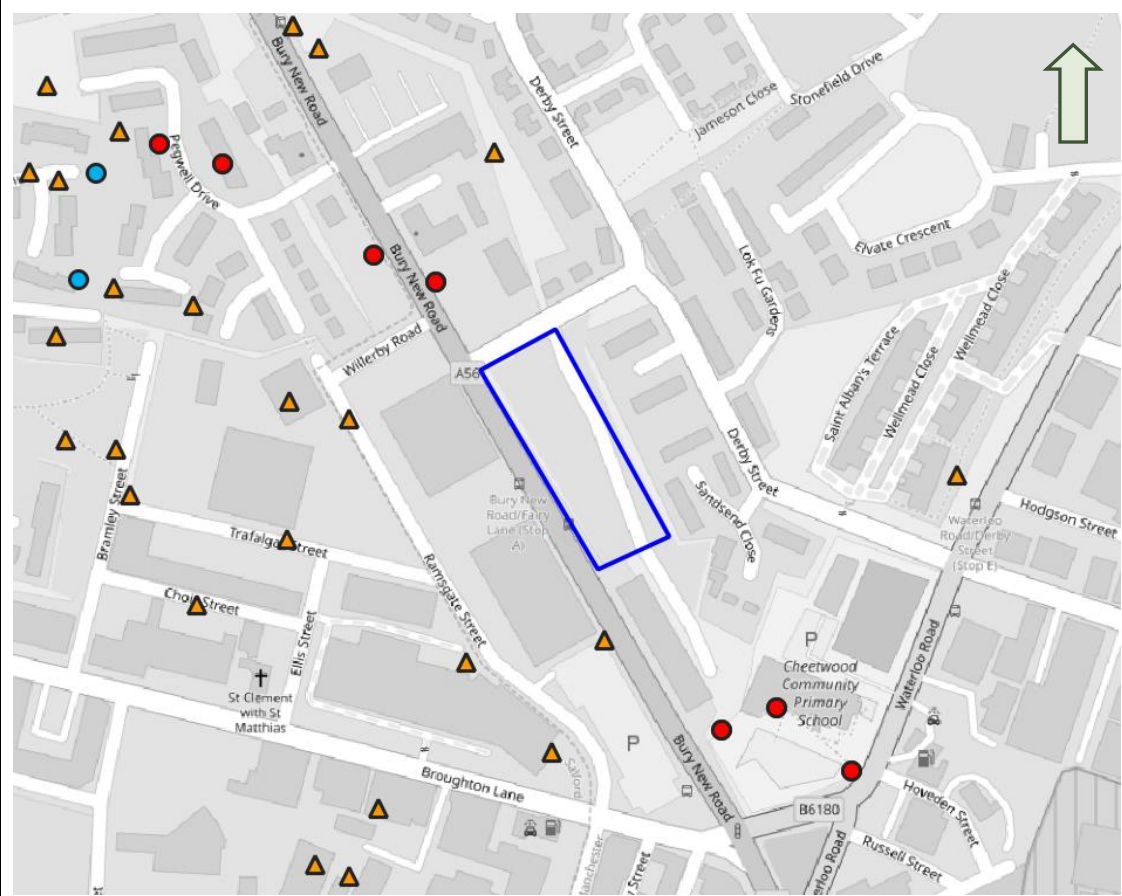
1No. HE bomb fell on Caroline Street, within approximately 0.3km south-southwest of the Site.

It should be noted that during WWII, many UXB were mapped and subsequently removed as and when conditions and demands on Bomb Disposal teams allowed. Their removal was not always accurately recorded and sometimes records were later destroyed. In practice, most UXB were probably removed and only a much smaller number were actually registered as officially abandoned bombs.

Figure 2 is a map showing the approximate location of recorded bomb impacts in the immediate vicinity of the Site. IBs shown are indicative of larger numbers of similar devices that fell within the given area.

The map has been compiled from a number of different sources, including air raid incident reports, historical aerial photographs and bomb census maps.

The bomb map is also given in the accompanying P9559-20-R1-MAP01-A.

Figure 2 Compiled bomb impact map for the vicinity of the Site


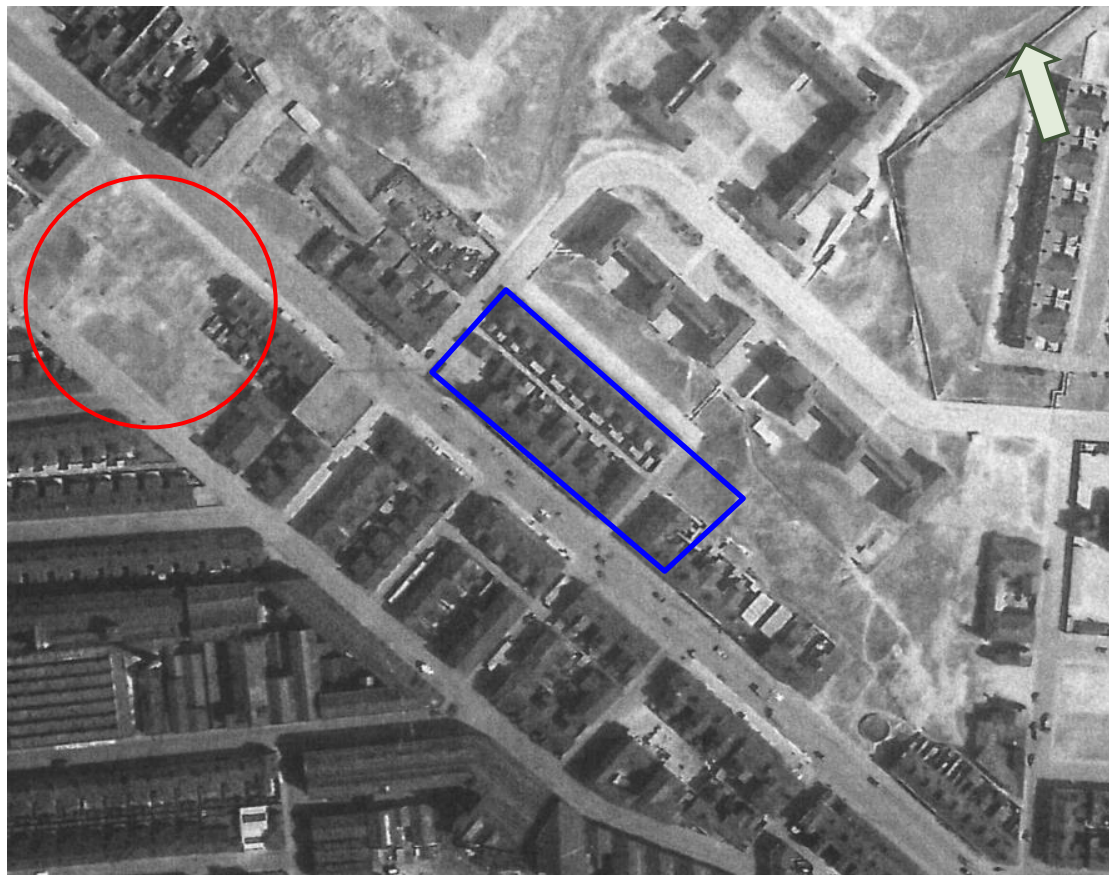
Source: OpenStreetMap

Not to Scale

Legend	Site boundary	HE bomb	UXB	IBs
				

Plate 3 is an aerial photograph dated the 7th May 1946. No significant bomb damage has been identified on the Site.

Bombing records indicate the houses on the Site only sustained minor blast damage. An area of more significant damage is visible to the northwest of the Site.

Plate 3Aerial photograph, 7th May 1946

Source: Historic England

Not to Scale

Legend

Site boundary —

Possible bomb damage ○

Potential UXO Hazard

No records have been found indicating that the Site was bombed and no significant bomb damage has been identified on the Site on historical aerial photography.

WWII bombing is not considered to provide a source of UXO hazard to the Site.

4.2.4 Geology and Bomb Penetration Depths

It is important to consider the geological materials present at the time that a bomb was dropped in order to establish its maximum penetration depth.

At the time of writing, no Site-specific ground investigation data was available.

The British Geological Survey (BGS) 1:50,000 Sheet 85 Manchester (Solid) and 1:63,360 Sheet 85 Manchester (Drift), and BGS borehole records for the Site have been consulted to get an indicative overview of the Site geology.

The geology of the Site is understood to consist of Made Ground, over Devensian Till, overlying the Chester Pebble Beds Formation.

Table 3 provides an estimate of average maximum bomb penetration depths for the Site assuming WWII ground conditions of 1.5m of Made Ground, over 8m of firm to stiff clay, overlying more than 20m of weak rock.

Table 3	Estimated average maximum bomb penetration depths	
Estimated average bomb penetration depths for anticipated geology		
Bomb Weight	50kg	4.0m
	250kg	5.5m
	500kg	9.5m

These calculations can be refined on receipt of Site-specific information.

The estimated bomb penetration depths given in Table 3 are from the WWII ground level and are based on the following assumptions:

- a) High level release of the bomb resulting in an impact velocity of 260m/s (>5,000m altitude).
- b) A strike angle of 10 to 15 degrees to the vertical.
- c) That the bomb is stable, both in flight and on penetration.
- d) That no retarding units are fitted to the bomb.
- e) That the soil type is homogenous.

A high-altitude release of a bomb will result in ground entry at between 10° and 15° to the vertical with the bomb travelling on this trajectory until momentum is nearly lost. The bomb will then turn abruptly to the horizontal before coming to rest. The distance between the centre of the entry hole and the centre of the bomb at rest is known as the 'offset'. A marked lateral movement from the original line of entry is common.

Low-level attacks may have an impact angle of 45° or more, which will frequently lead to a much greater amount of offset movement during soil penetration.

The average offset is one third of the penetration depth, i.e. an offset of 2m may be expected for a 50kg bomb in dry silts and clays. If hard standings or Made Ground were present during WWII, bomb penetration depths would have been significantly reduced but offset distances may have been up to four times greater.

5 EXPLOSIVE ORDNANCE CLEARANCE ACTIVITIES

Official UK bombing statistics have been compiled from both British and German sources. There were differences in the way the figures were originally reported and collated which has led to discrepancies in the summary data.

Based on data from 1939 to 1945, War Office statistics indicate that 200,195No. HE bombs exploded within Great Britain. Additionally, 25,195No. HE bombs (representing 11%) were recorded as UXBs. However, records from the Royal Engineers who were responsible for bomb disposal at the time indicate that as of 27th February 1946 upwards of 45,000No. UXBs were disposed of.

On average 8.5% of UXBs later self-exploded. In some cases the bombs had delayed action fuzes or were never intended to explode, their purpose being to cause inconvenience and fear. Given the discrepancy in records and the fact that UXBs are still being found unexpectedly, it is clear that the original figures are understated and provide only an approximation of the number of potential UXBs in the UK.

War Office statistics also show that between October 1940 and May 1941 most of the UXBs (93%) were either 50kg or 250kg. It should be noted that details of the recovery and the size of the UXB were not always accurately reported.

The larger WWII UXBs are often difficult to recover due to both penetration depths and the presence of two or more fuzes, combined with more sensitive fillings of explosive mixtures including Amatol and Trialen.

5.1 Abandoned Bombs

For further information on abandoned bombs, and the potential UXO hazard associated with them, follow the link below:

- [Abandoned Bombs](#)

No records have been found indicating that any officially abandoned bombs are located on the Site.

5.2 EOC Tasks

Records held by Zetica Ltd show that the following post-WWII EOC tasks have taken place in the vicinity of the Site.

1960

1No. IB was discovered on the roof of St Ann's Church, approximately 1.7km south-southwest of the Site. It was removed.

8th October 2007

1No. UXB was discovered on a building site at Middlewood Street, Salford, approximately 2.1km south-southwest of the Site. It was removed and disposed of.

23rd December 2016

1No. WWII era grenade was discovered in a skip at Salford Waste Management, Cobden Street, Salford, approximately 2.4km west of the Site. It was removed.

24th October 2018

1No. anti-tank round was discovered on a building site at Irwell Street, Salford, approximately 1.6km south of the Site. It was removed and disposed of.

6 UXO HAZARD ASSESSMENT

6.1 UXO Hazard Level

The definitions for the levels of UXO hazard are provided below.

Definitions of UXO Hazard Level for a Site	
Hazard Level	Definition
Very Low	There is positive evidence that UXO is not present, e.g. through physical constraints or removal.
Low	There is no positive evidence that UXO is present, but its occurrence cannot be totally discounted.
Moderate	There is positive evidence that ordnance was present or that other uncharted ordnance may be present as UXO.
High	There is positive evidence that UXO is present.
Very High	As high but requires immediate or special attention due to the potential hazard.

No records have been found indicating that the Site was bombed and no other significant sources of UXO hazard have been identified on the Site.

Given this, it is considered that the Site has a low UXO hazard level, as shown in Figure 3.

The UXO hazard zone plan of the Site is also given in the accompanying P9559-20-R1-MAP01-A.



7 UXO RISK ASSESSMENT

7.1 Proposed Works

It is understood that works on the Site will comprise an initial ground investigation involving trial pits to depths of 3m and boreholes with monitoring well installations to maximum depths of 15m.

For the purposes of this risk assessment, it is also assumed that future works on the Site will include excavations and piling for the foundations of a new 5 to 6 storey apartment block.

7.2 Risk Assessment Methodology

A UXO risk assessment has been undertaken for the proposed works, taking into consideration the identified UXO hazard.

Firstly, the probability of encountering UXO (PE) has been considered and rated for the different construction techniques, as detailed below.

Probability of Encounter (PE)	Rating
Frequent, highly likely, almost certain.	5
Probable, more likely to happen than not.	4
Occasional, increased chance or probability.	3
Remote, unlikely to happen but could.	2
Improbable, highly unlikely.	1
Impossible	0

Secondly, the probability of detonating a UXO (PD) has been considered and rated for the different construction techniques, as detailed below.

Probability of Detonation (PD)	Rating
Frequent, highly likely, almost certain.	5
Probable, more likely to happen than not.	4
Occasional, increased chance or probability.	3
Remote, unlikely to happen but could.	2
Improbable, highly unlikely.	1
Impossible	0

Next, the probability of encountering and detonating the UXO (PE x PD) have been used to generate an overall likelihood rating (P).

P = PE x PD	LIKELIHOOD of Encounter and Detonation	Rating
21 to 25	Frequent, highly likely, almost certain.	5
16 to 20	Probable, more likely to happen than not.	4
6 to 15	Occasional, increased chance or probability.	3
2 to 5	Remote, unlikely to happen but could.	2
1	Improbable, highly unlikely.	1
0	Impossible	0

P ranges from 25, a certainty of UXO being encountered and detonated on the Site by engineering activity, to 0, a certainty that UXO does not occur on the Site and will not be detonated by engineering activity.

The likelihood of encountering and detonating UXO during site works is multiplied by the severity of such an event occurring (P x S), in order to provide a risk level using the following matrix.

Severity (S)	Rating
Multiple fatalities	5
Major injury, long term health issues, single fatality.	4
Minor injury, short term health issues, no fatalities.	3
First aid case but no lost time or ill health.	2
Minor injuries, no first aid.	1
No injuries.	0

UXO Risk Matrix							
LIKELIHOOD (P)	SEVERITY (S)						
		5	4	3	2	1	0
	5	25	20	15	10	5	0
	4	20	16	12	8	4	0
	3	15	12	9	6	3	0
	2	10	8	6	4	2	0
	1	5	4	3	2	1	0
	0	0	0	0	0	0	0

7.3 UXO Risk Level

The UXO risk assessment for proposed works on the Site is given in Table 4.

Table 4		UXO risk assessment for the Site						
Potential UXO Hazard	Anticipated Works	PE	PD	P = PE x PD	Likelihood	Severity	Risk Rating	UXO Risk
UXB	Shallow Excavations	1	1	1	1	5	5	Low
	Deep Excavations	1	1	1	1	5	5	Low
	Boreholes/Piling	1	1	1	1	4	4	Low
Other UXO	Shallow Excavations	1	1	1	1	4	4	Low
	Deep Excavations	1	1	1	1	4	4	Low
	Boreholes/Piling	1	1	1	1	3	3	Low
PE (Probability of Encounter), PD (Probability of Detonation), P (Overall Probability)								
Shallow Excavations defined as <1.0m below ground level (bgl.)								

8 RISK MITIGATION PLAN

Key findings: No sources of UXO hazard have been identified.

Key actions: Proceed with works.

8.1 UXO Risk Summary

Table 4 summarises the UXO risk for proposed works on the Site and recommended actions.

Table 4 Summary of UXO risk and mitigation recommendations		
Proposed Works	UXO Risk	Recommended Mitigation
Excavations		Proceed with works – if additional comfort is required to address the residual UXO hazard, a formal UXO awareness briefing can be provided.
Boreholes/Piling		Proceed with works

In summary, no additional measures are considered essential to reduce the UXO risk on the Site to As Low As is Reasonably Practicable (ALARP).

8.2 Risk Mitigation Techniques

Should you wish to provide staff involved in excavations with increased awareness regarding the potential (albeit low) for UXO encounter, this can be done through a formal briefing.

8.2.1 UXO Awareness Briefing

Typically ~1hour in duration, these briefings will be expected to provide site workers with:-

- Background to the potential UXO hazards that could be encountered.
- Awareness of how the UXO hazard could present a risk.
- Knowledge of what to do in the event that a suspect item is encountered.

The briefing is to be provided along with back-up materials such as UXO awareness posters, emergency contact numbers and other background information to assist site workers in becoming familiar with what potential UXO can look like.

The materials can also be used by key staff to pass on the relevant points of the induction to others who visit or work on the Site.

By providing the UXO awareness briefing, it ensures that in the unlikely event that UXO is encountered:-

- All site staff take appropriate action.
- A support mechanism and points of contact are established.
- The likelihood of harm to people or property is reduced.
- Significant delays to site work are prevented.

8.3 What Do I Do Next?

If you have any comments or require further assistance, contact us via phone (01993 886682) or email (uxo@zetica.com) and we can help.

If you have requirements to identify other buried hazards (such as mapping utilities or obstructions) we can provide these surveys.

If proposed works on the Site change, or additional works are planned, contact Zetica for a re-assessment of the UXO risk and the risk mitigation requirements.

APPENDICES

Appendix 1 Anticipated Ordnance Types

The probability of encountering UXO on the Site is considered to be low. As with any similar site in the UK, there is always a background risk of finding ordnance and potential types to be encountered are detailed below. For a more comprehensive set of ordnance data sheets, see <http://zeticauxo.com/downloads-and-resources/ordnance-data-sheets/>.

Information Data Sheet

Category Bomb (Luftwaffe)

Type Sprengbombe-Cylindrisch (SC) 50kg

Variants 8

Body Dimensions 762 x 200mm (30" x 7.9")

Weight 55kg (122lbs)

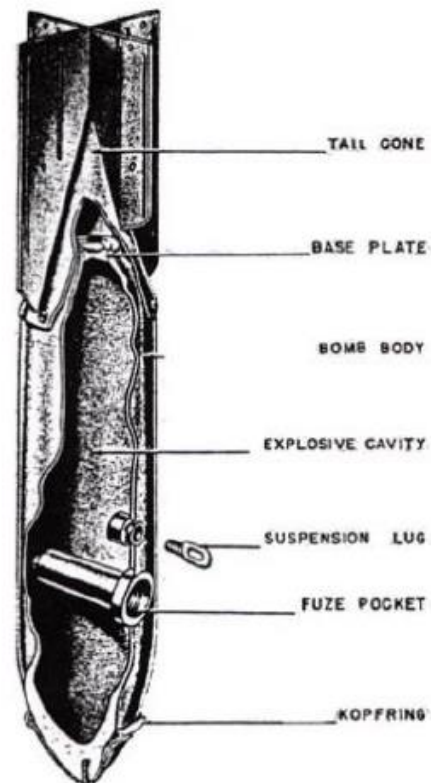
Charge Weight 25kg (54lbs)

Fuze Single electric impact fuze. Some have short time delay

Composition Sheet steel

Description Thick nose welded to a steel body. Nose may be attached to Kopfring (a triangular section steel ring) or spike. Suspension bolt in eye/body and sheet metal tail attached to body with rivets/screws. Originally painted green-grey with a yellow stripe on the tail. Cast TNT, Amatol or Trialen filling.

Function Designed to maximise shock waves through air, water and earth and for general demolition. Used against easily damageable targets, including roads, aircraft hangars, rolling stock and small buildings. Spike bombs/ 'Stabo' (SC 50 with spikes attached to nose) were used against rail lines and country roads, with Kopfring used against naval targets.



Information Data Sheet

Category Bomb
Type Sprengbombe-Cylindrisch (SC) 250kg

Variants 8

Body Dimensions 1194mm x 368mm (47" x 14.5")

Weight 249-264 kg (548-582lbs)

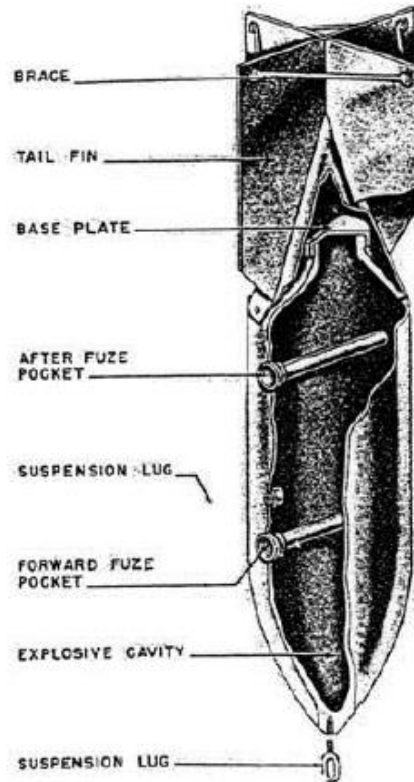
Charge Weight 130-145 kg (287-320lbs)

Fuze Electric impact fuze/electric clockwork time fuse & electric anti-disturbance fuze

Composition Sheet steel with stays

Description Thick nose welded to steel body. Nose may be attached to Kopfring (triangular section steel ring) or spike. Sheet metal tail attached to body with rivets/screws. Suspension eye bolt in the nose/body. Originally painted green-grey with a yellow stripe on the tail. TNT; amatol; TNT and aluminium powder, naphthalene, ammonium nitrate and wax/ wood meal filling.

Function Designed to maximise shock waves through air, water and earth and general demolition. Used against railway installations, large buildings, ammunition depots and below-ground installations (to 8m). Spike bombs/ 'Stabo' (SC 50 with spikes attached to nose) used against rail lines and country roads.



Information Data Sheet

Category Bomb

Type Sprengbombe-Cylindrisch (SC) 500kg

Variants -

Body Dimensions 1414–1486mm x 470mm (55.7-58.5" x 18.5")

Weight 500kg (1,100lbs)

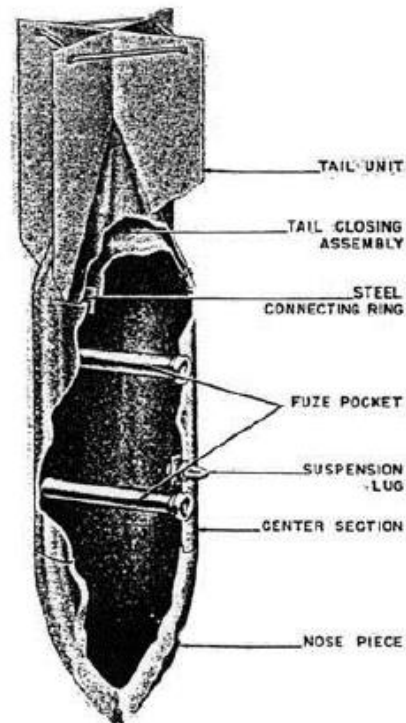
Charge Weight 220kg (484lbs)

Fuze Electric impact fuze/electric clockwork time fuze & electric anti-disturbance fuze.

Composition Sheet steel with stays or drum

Description Thick nose welded to steel body. Nose may be attached to Kopfring (triangular section steel ring). Tail either steel sheet or drum-shaped. Suspension band. Originally painted green-grey/ buff (some later versions sky blue) with yellow stripe on tail. Filled with amatol, TNT or trialen.

Function Designed to maximise shock waves through air, water and earth and for general demolition. Used against railway property, large buildings, shipping and below-ground installations.



Information Data Sheet

Category Bomb

Type Sprengbombe-Cylindrisch (SC) 1,000kg (HERMANN)

Variants 3

Body Dimensions 1742-1905mm x 648-660mm (68.6-75" x 25.5-26")

Weight 1,000-1,088kg (2,204-2,398lbs)

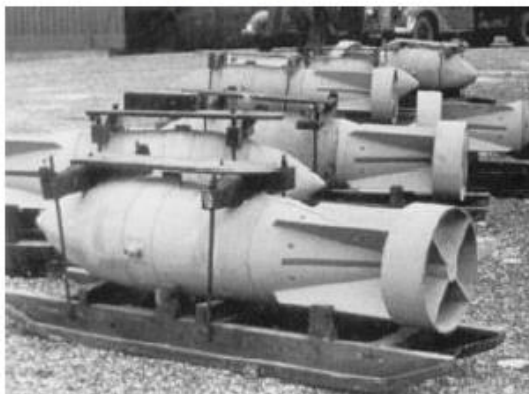
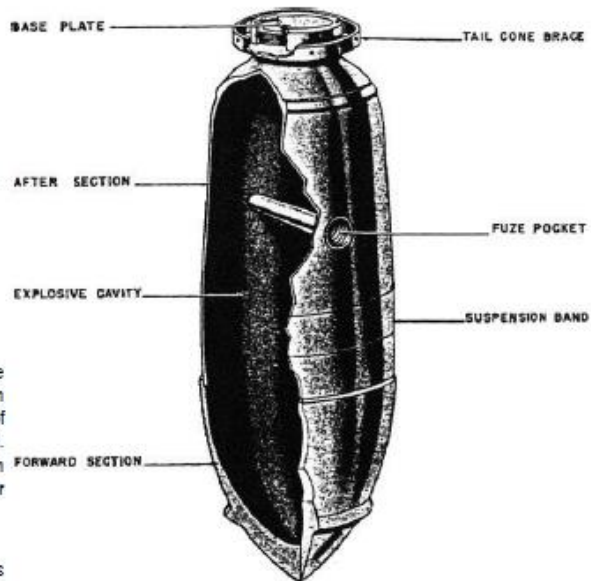
Charge Weight 529-619kg (1,166-1,364lbs)

Fuze Electric impact fuze/ electric clockwork time fuze & electric anti-disturbance fuze

Composition Magnesium alloy with drum

Description Thick nose welded to steel body. Nose attached to Kopfring (triangular section steel ring). Drum-shaped tail made of magnesium alloy. Suspension band. Originally painted sky-blue. Filled with amatol, TNT/aluminium/wood meal or trialen.

Function Designed to maximise shock waves through air, water and earth and for general demolition.



Information Data Sheet

Category Projectile
Type 3.7" Anti-Aircraft Shell

Variants 6

Body Dimensions 94mm x 360mm (3.7 x 14.7")

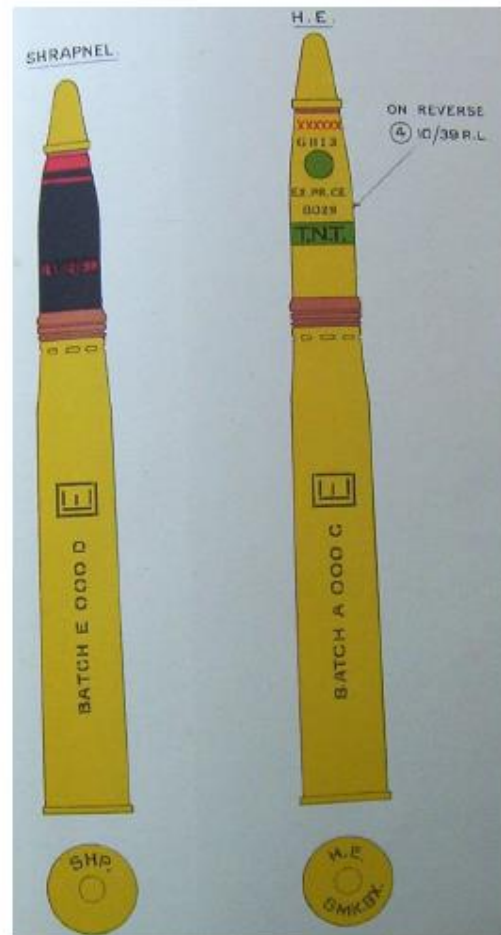
Weight 12.7kg (28lb)

Fuze Mechanical time fuze

Composition Cast steel

Description Brass cartridge case. Square-based shell with tapered nose, filled with Amatol, TNT or RDX/TNT. MK6 had forward centring bands and a wider driving band.

Function Used as a defence against enemy aircraft, fired from fixed batteries and mobile mountings. Could fire approximately 20 rounds per minute with a maximum ceiling of 41,000ft and horizontal range of 20,600 yards.



Information Data Sheet

Category Projectile
Type 4.5" Shell (Mark II – Anti-Aircraft)

Variants -

Body Dimensions 114mm x 566mm (4.5" x 21.9")

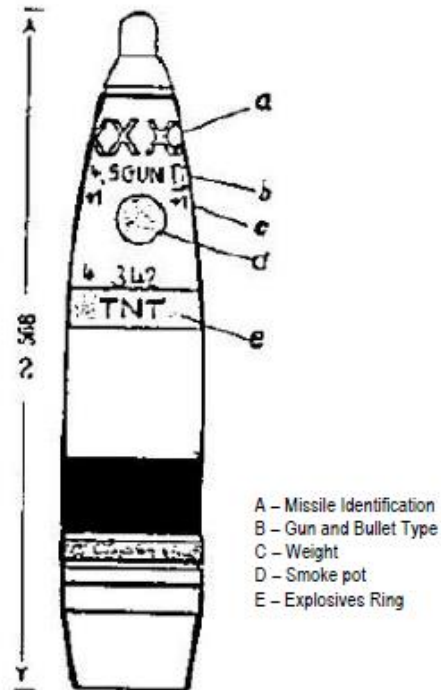
Weight 24.9kg (55lb)

Fuze Mechanical time fuze

Composition Cast steel

Description Square-based, tapered-nosed shell filled with TNT or Amatol. Steel casing, rotating band of either copper or gilding metal located 3.5" in front of the base end with single groove.

Function Used as field artillery and adapted for use in anti-aircraft defence from fixed batteries. Rate of fire of 8 rounds per minute, maximum ceiling of 44,000ft and horizontal range of 22,800 yards.



Information Data Sheet

Category Small Arms Ammunition
Type Various



Description Small Arms Ammunition (SAA) is one of the more recognisable categories of ordnance which is primarily designed for anti-personnel use. SAA include items such as bullets, generally up to a calibre (diameter) of 20mm.

Generally small arms ordnance has a relatively low risk as UXO, although the larger calibre categories may have the same detonation risk as larger high explosive ordnance.

SAA is often associated with discarded ammunition boxes around firing practice ranges and training areas and is often found scattered across former military airfields as a result of aircraft crashes and localised disposal



Appendix 2 Sources of UXO Hazard

The sections below provide background information on the potential sources of UXO hazard (albeit low) affecting the Site. For a more comprehensive set of UXO information sheets, see <http://zeticauxo.com/downloads-and-resources/uxo-information-sheets/>.

Appendix 2.1 WWI Bombing

It is not generally realised that during World War One (WWI) significant bombing took place across some areas of the UK. An estimated 9,000No. German bombs were dropped on Britain during the course of 51No. airship and 52No. aircraft raids. It was the first time that strategic aerial bombardment had been used. More than 1,400No. people were killed during these raids.

Most air raids were carried out on London and Southeast England. Areas along the East Coast were also targeted regularly due to their proximity to the European continent. Bombing raids further inland were rare and West England and Wales were out of reach for German aircraft of the time.

Aerial bombing during WWI initially relied on visual aiming, with bombsights not developed until later in the war. The inaccuracy inherent in this method meant that bombs often fell some way from their intended targets.

The first recorded raid against England occurred on the 21st December 1914 when 2No. high explosive bombs fell near the Admiralty Pier at Dover. Zeppelin raids intensified during 1915 and 1916, with aircraft raids becoming more frequent after 1917. The last raid of WWI took place on the 19th May 1918, when 38 Gotha and 3 Giant aircraft bombed London and surrounding districts, dropping a total of more than 2,500lbs of bombs.



The potential of coming across an Unexploded Bomb (UXB) from WWI is far less likely than a WWII UXB given the lower bombing densities during raids in the Great War.

Some areas which were subjected to sustained bombing raids, such as parts of London and coastal towns, recorded a higher number of UXB. In these areas, where there has been no significant development for the last century, the potential of a UXB remaining from WWI cannot be totally discounted.

Appendix 2.2 WWII Bombing

Bombing raids began in the summer of 1940 and continued until the end of WWII. Bombing densities generally increased towards major cities or strategic targets such as docks, harbours, industrial premises, power stations and airfields. In addition to London, industrial cities and ports, including Birmingham, Coventry, Southampton, Liverpool, Hull and Glasgow, were heavily targeted, as well as seaside towns such as Eastbourne and cathedral cities such as Canterbury.

The German bombing campaign saw the extensive use of both High Explosive (HE) bombs and Incendiary Bombs (IBs). The most common HE bombs were the 50kg and 250kg bombs, although 500kg were also used to a lesser extent. More rarely 1,000kg, 1,400kg and 1,800kg bombs were dropped.

The HE bombs tended to contain about half of their weight in explosives and were fitted with one or sometimes two fuzes. Not all HE bombs were intended to explode on impact. Some contained timing mechanisms where detonation could occur more than 70 hours after impact.

Incendiary devices ranged from small 1kg thermite filled, magnesium bodied Incendiary Bombs (IBs) to a 250kg 'Oil Bomb' (OB) and a 500kg 'C300' IB. In some cases the IBs were fitted with a bursting charge. This exploded after the bomb had been alight for a few minutes causing burning debris to be scattered over a greater area. The C300 bombs were similar in appearance to 500kg HE bombs, although their design was sufficiently different to warrant a specially trained unit of the Royal Engineers to deal with their disposal.



Anti-Personnel (AP) bombs and Parachute Mines (PMs) were also deployed. 2No. types of anti-personnel bombs were in common use, the 2kg and the 12kg bomb. The 2kg bomb could inflict injury across an area up to 150m away from the impact. PMs (which were up to 4m in length) could be detonated either magnetically or by noise/vibration.

Anti-shipping parachute mines were commonly dropped over navigable rivers, dockland areas and coastlines. The Royal Navy was responsible for ensuring that the bombs were made safe. Removal and disposal was still the responsibility of the Bomb Disposal Unit of the Royal Engineers.

In 1944, the Germans introduced new weapons; the V1, a 'flying bomb' and guided missile, and the V2, a ballistic missile rocket that travelled at such speed that no one could see or hear its approach. London was the main target for these attacks.

WWII bomb targeting was inaccurate, especially in the first year of the war. A typical bomb load of 50kg HE bombs mixed with IBs which was aimed at a specific location might not just miss the intended target but fall some considerable distance away.



It is understood that the local Civil Defence authorities in urban areas had a comprehensive system for reporting bomb incidents and dealing with any Unexploded Bombs (UXB) or other UXO. In more rural areas, fewer bombing raids occurred. It is known that Air Raid Precaution (ARP) records under-represent the number and frequency of bombs falling in rural and coastal areas. Bombs were either released over targets or as part of 'tip and run' raids where bomber crews would drop their bombs to avoid anti-aircraft fire or Allied fighter aircraft on the route to and from other strategic targets. Bombs dropped as a result of poor targeting or 'tip and run' raids on rural and coastal areas often went unrecorded or entered as 'fell in open country' or 'fell in the sea'. The Luftwaffe are thought to have dropped approximately 75,000 tons of bombs on Britain throughout the Second World War and an estimated 11% of all bombs dropped during the war failed to detonate.

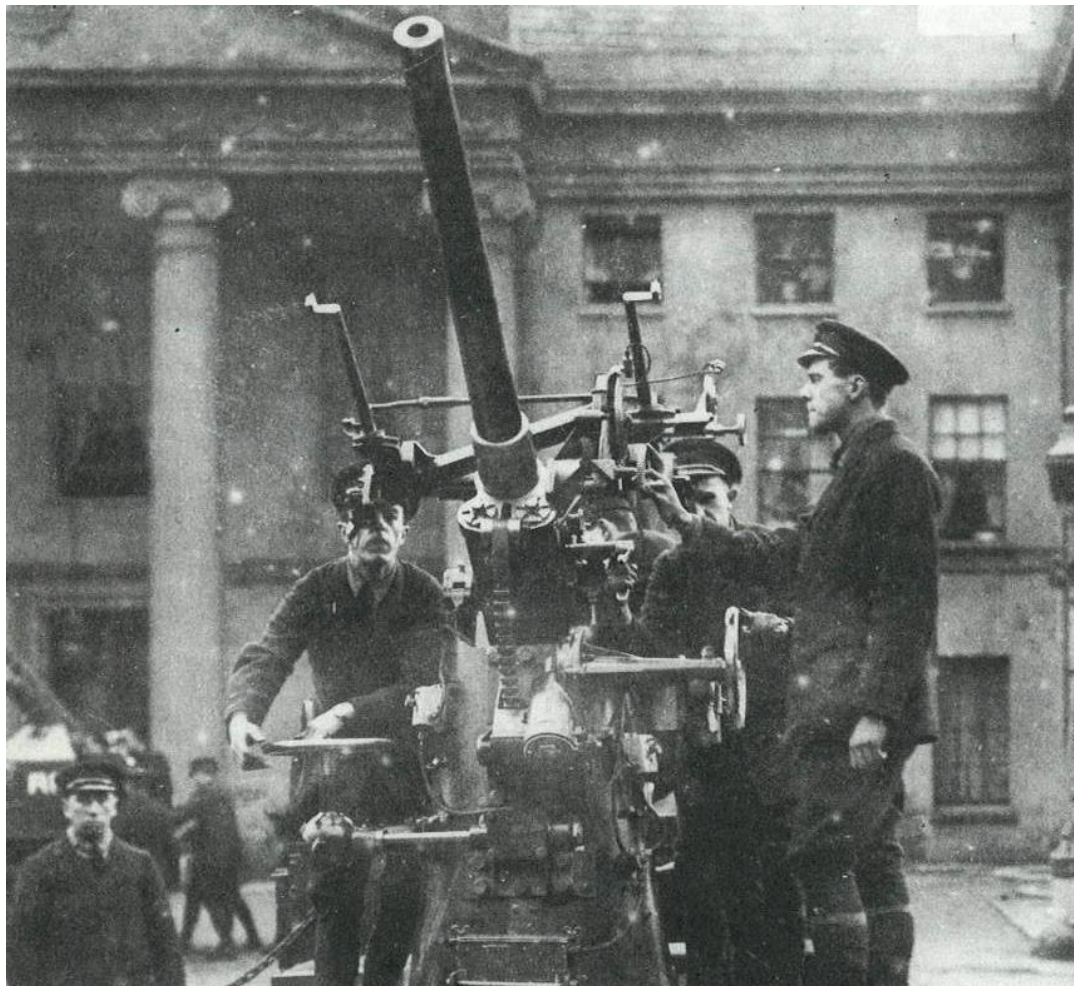
The potential for a UXB hazard to exist on a site depends on a variety of factors. Were there strategic targets in the surrounding area? Was the site bombed? Could a UXB impact have been missed? Even in rural areas, the potential for UXB cannot be totally discounted and therefore it is essential that detailed local bombing records are obtained when assessing the UXB hazard on any site.

Appendix 2.3 Anti-Aircraft Guns

As aerial bombardment first began during WWI, Anti-Aircraft (AA) gun batteries were established and gradually established throughout much of England to counter German bombing raids. By June 1916, there were approximately 271 No. AA guns and 258 No. searchlight installations defending London alone.

Common AA defences during WWI included 3-inch, 75 millimetre, 6-pounder and 1-pounder guns. Many of these guns were mobile, being mounted on lorry chassis. They were driven about following the course of an airship and fired from any area of open land.

During WWI, Unexploded AA (UXAA) shells, could land up to 13km from the firing point, although more typically fell within 10km.



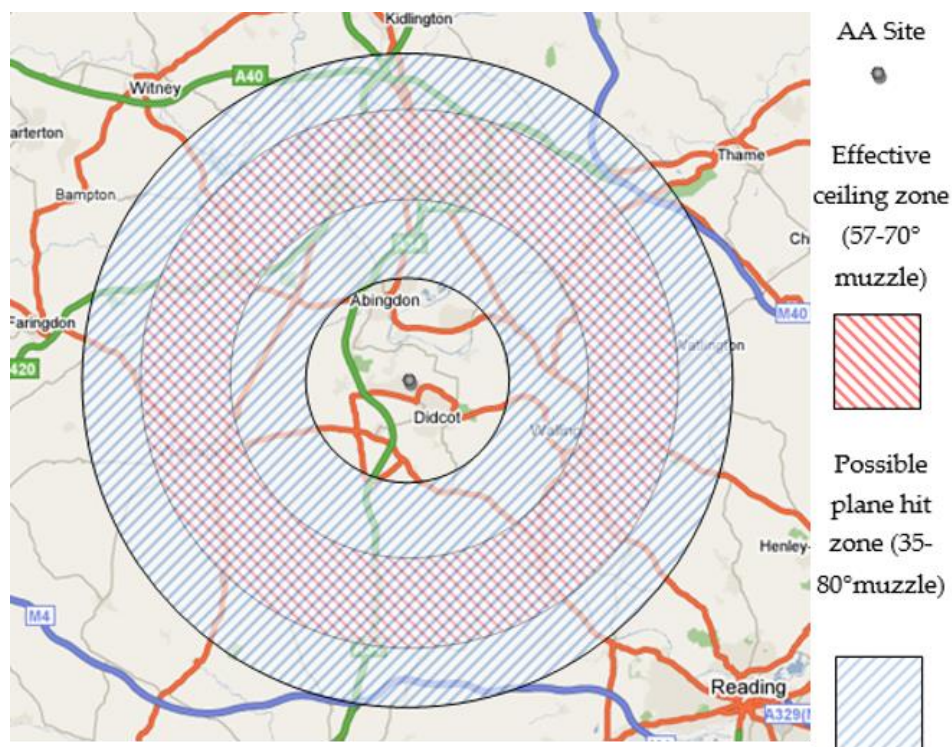
AA gun batteries were used extensively during WWII to counter the threat posed by enemy aircraft. In many instances, AA shells caused damage to Allied territory and in some areas caused significant numbers of civilian fatalities.

During WWII, AA shells could land up to 27km from the firing point, although more typically fell within 15km. These could be distributed over a wide area.

3No. types of AA batteries existed:

- **Heavy Anti-Aircraft (HAA)** batteries of large guns (typically 3.7", 4.5" and 5.25" calibre) designed to engage high flying bomber aircraft. These tended to be relatively permanent gun emplacements.
- **Light Anti-Aircraft (LAA)** weaponry, designed to counter low flying aircraft. These were often mobile and were moved periodically to new locations around strategic targets such as airfields. They typically fired 40mm shells and machine gun ammunition.
- **Rocket batteries (ZAA)** firing 3" or 3.7" AA rockets with a maximum altitude of 5,800m and a ground range of 9km were typically permanent emplacements.

Unexploded AA (UXAA) shells were a common occurrence during WWII. As the figure below demonstrates, shells were unlikely to fall in the immediate vicinity of a gun battery but in the surrounding area. This would be dependent upon the angle of fire and the flight height of the attacking aircraft.



AA batteries were deliberately targeted by the Luftwaffe and therefore areas surrounding a gun battery may have a greater risk of UXB being present.

Munitions stores were also established around AA batteries. These stored the shells for the batteries and small arms ammunition for troops manning the position. Such stores were typically removed at the end of WWII, although some disposal may have occurred in the immediate vicinity of the gun battery.

Appendix 3 Recent UXO Finds

UXO finds in the UK are a regular occurrence, although they almost never result in an accidental detonation.

It is still important to note that explosives rarely lose effectiveness with age. In some instances, mechanisms such as fuzes and gaines can become more sensitive and more prone to detonation, regardless of whether the device has been submersed in water or embedded in silt, clay or similar materials.

The effects of an accidental UXO detonation are usually extremely fast, often catastrophic and invariably traumatic to any personnel involved. Such occurrences are largely restricted to current theatres of war and overseas minefields, with occasional events in mainland Europe.

The sections below provide a brief summary of recent significant UXO finds in the UK. To keep up to date with the latest UXO finds, visit <http://zeticauxo.com/news/>.

On the 15th May 2017, 1No. suspected 250kg German UXB was found on a building site in Aston, Birmingham. Due to the corrosion of the fuzes, the UXB was destroyed in situ on the 17th May 2017.

On the 4th September 2017, 1No. 50kg UXB was found in a ragstone quarry at Kings Hill near West Malling in Kent. It was destroyed in situ in a controlled explosion by an EOD team.

On the 11th February 2018, 1No. 500kg UXB was found in King George V Dock in London, resulting in the temporary closure of the adjacent London City Airport. The UXB was freed from a silt bed and towed along the River Thames to Shoeburyness where it was destroyed in a controlled explosion.

On the 26th February 2018, an EOD team destroyed numerous items of ordnance including shells and 20mm ammunition which had been exposed by storms on Selsey beach. A similar operation was required after more UXO finds on the beach in April 2018.

On the 31st March 2018, 2No. 870lb British PMs were found in waters off Guernsey. They were destroyed in controlled explosions.

On the 20th May 2018, a 1,000kg German sea mine washed ashore at Elmer beach near Bognor Regis, West Sussex. A 1 mile exclusion zone was enforced before an EOD team towed the device out to sea for a controlled explosion.

On the 24th May 2018, numerous ordnance-related items were found on a proposed residential development in Burntwood, Staffordshire.

On the 10th July 2018, a suspected 1,000kg German UXB was found by scuba divers near Teignmouth Pier in Devon. The UXB was towed out into open sea by a RN EOD team for a controlled explosion.

On the 30th August 2018, a 2,000lb German PM was trawled up by a fishing vessel off Mersea in Essex. The PM was moved to an area of open sea where it was destroyed in a controlled explosion by a RN EOD team.

On the 29th November 2018 a large naval projectile was found at Wembury Point, Plymouth. It was destroyed in a controlled explosion.

During January and February 2019 a military EOD was called out to deal with several items of UXO washed up at Medmerry Beach in Selsey. The site of a former gunnery range, it followed on from several similar incidents in 2018.

On the 21st January 2019 a suspected 1,000lb torpedo was brought into Brixham Harbour by a fishing trawler. It was towed back out to sea and destroyed by a Naval EOD team.

On the 6th February 2019 3No. WWII projectiles were found on Chalkwell Beach near Southend-on-Sea, Essex. They were destroyed in a controlled explosion.

On the 19th February 2019 6No. projectiles were found on the beach at Lillstock, Somerset.

On the 14th March 2019 an unexploded pipe mine was found at the former RAF Manston airfield near Ramsgate, Kent. It was destroyed in a controlled explosion.

On the 21st March 2019 2No. unexploded shells were found on a building site in Brighton. They were removed by an EOD team.

On the 25th March 2019 an unexploded shell was found in Stechford, Birmingham. It was removed to a field and destroyed in a controlled explosion.

On the 22nd May 2019 70No. Self-Igniting Phosphorus (SIP) grenades were found during development works at Tongland Dam in Dumfries & Galloway, Scotland. They were destroyed in a controlled explosion.

On the 23rd May 2019 a 250kg German UXB was found by workers on a building site at Kingston University in London (see plate below). The UXB could not be safely removed and was consequently destroyed in situ by an EOD team.



On the 27th May 2019 24No. SIP grenades were found in a field near Sibton in Suffolk. An EOD team constructed a 2ft deep trench into which the grenades were placed before being destroyed in a controlled explosion.

On the 7th June 2019 a 50kg German fragmentation UXB was found at a building site in Kings Hill at the former RAF West Malling airfield. It was destroyed in a controlled explosion by an EOD team the following day. On the 26th September 2019 another 50kg German UXB was found at Kings Hill and was destroyed in a controlled explosion the next day.

On the 20th September 2019 a suspected 250kg German UXB was found on a construction site in Bordon, Hampshire. It was destroyed in a controlled explosion by an EOD team.

In September 2019 a German PM was found by divers off Southend-on-Sea, Essex. It was towed out to open water off Shoeburyness by a Royal Navy EOD team and destroyed in a controlled explosion.

Appendix 4 Glossary and Definitions

Abandoned Explosive Ordnance (AXO)	Abandoned Explosive Ordnance is explosive ordnance that has not been used during an armed conflict, that has been left behind or disposed of by a party to an armed conflict, and which is no longer under control of that party. Abandoned explosive ordnance may or may not have been primed, fuzed, armed or otherwise prepared for use.
Close Combat Munitions	Items of ordnance thrown, propelled or placed during land warfare, to include grenades, mortars, projectiles, rockets and land mines.
Demil	Derived from the term 'Demilitarisation', it refers to the break down and the recycling or disposal of ordnance components.
Detonation	The high-speed chemical breakdown of an energetic material producing heat, pressure, flame and a shock wave.
Device	This term is used for any component, sub-assembly or completed ordnance, which may or may not have an explosive risk. It can apply to detonators, primers, gaines, fuzes, shells or bombs.
Explosive	The term explosive refers to compounds forming energetic materials that under certain conditions chemically react, rapidly producing gas, heat and pressure. Obviously, these are extremely dangerous and should only be handled by qualified professionals.
Explosive Ordnance (EO)	Explosive Ordnance is all munitions containing explosives, nuclear fission or fusion materials and biological and chemical agents. This includes bombs and warheads, guided and ballistic missiles, artillery, mortar, rocket, small arms ammunition, mines, torpedoes, depth charges, pyrotechnics, cluster bombs & dispensers, cartridge & propellant actuated devices, electro-explosive devices, clandestine & improvised explosive devices, and all similar or related items or components explosive in nature.
Explosive Ordnance Clearance (EOC)	Explosive Ordnance Clearance is a term used to describe the operation of ordnance detection, investigation, identification and removal, with EOD being a separate operation.
Explosive Ordnance Disposal (EOD)	Explosive Ordnance Disposal is the detection, identification, on-site evaluation, rendering safe, recovery and final disposal of unexploded explosive ordnance.
Explosive Ordnance Reconnaissance (EOR)	Explosive Ordnance Reconnaissance is the detection, identification and on-site evaluation of unexploded explosive ordnance before Explosive Ordnance Disposal.
Explosive Remnants of War (ERW)	Explosive Remnants of War are Unexploded Ordnance (UXO) and Abandoned Explosive Ordnance (AXO), excluding landmines.

Explosive Substances and Articles (ESA)	Explosive substances are solid or liquid substances (or a mixture of substances), which are either: • capable by chemical reaction in itself of producing gas at such a temperature and pressure and at such a speed as to cause damage to the surroundings. • designed to produce an effect by heat, light, sound, gas or smoke, or a combination of these as a result of a non-detonative, self-sustaining, exothermic reaction. Explosive article is an article containing one or more explosive substances.
Fuze	A fuze is the part of an explosive device that initiates the main explosive charge to function. In common usage, the word fuze is used indiscriminately, but when being specific (and in particular in a military context), fuze is used to mean a more complicated device, such as a device within military ordnance.
Gain	Small explosive charge that is sometimes placed between the detonator and the main charge to ensure ignition.
Geophysical survey	A geophysical survey is essentially a range of methods that can be used to detect objects or identify ground conditions without the need for intrusive methods (such as excavation or drilling). This is particularly suited to ordnance as disturbance of ordnance items is to be avoided wherever possible.
Gold line	This is the estimated limit of blast damage from an explosive storage magazine. It usually means that development within this zone is restricted.
High Explosive	Secondary explosives (commonly known as High Explosives (HE)) make up the main charge or filling of an ordnance device. They are usually less sensitive than primary explosives. Examples of secondary explosives are: Nitro glycerine (NG), Trinitrotoluene (TNT), AMATOL (Ammonia nitrate + TNT), Gunpowder (GP), and Cyclotrimethylenetrinitramine (RDX).
Munition	Munition is the complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological or chemical material for use in military operations, including demolitions. This includes those munitions that have been suitably modified for use in training, ceremonial or non-operational purposes. These fall into three distinct categories:- • inert - contain no explosives whatsoever. • live - contain explosives and have not been fired. • blind - have fired but failed to function as intended.

Primary Explosive	Primary explosives are usually extremely sensitive to friction, heat, and pressure. These are used to initiate less sensitive explosives. Examples of primary explosives are: Lead Azide, Lead Styphnate, and Mercury Fulminate. Primary explosive are commonly found in detonators.
Propellants	Propellants provide ordnance with the ability to travel in a controlled manner and deliver the ordnance to a predetermined target. Propellants burn rapidly producing gas, pressure and flame. Although usually in solid form they can be produced in liquid form. Examples of propellants are: Ballistite often found in a flake form and Cordite used in small arms ammunition.
Pyrotechnic	A pyrotechnic is an explosive article or substance designed to produce an effect by heat, light, sound, gas or smoke, or a combination of any of these, as a result of non-detonative, self-sustaining, exothermic chemical reactions.
Small Arms Ammunition (SAA)	SAA includes projectiles around 12mm or less in calibre and no longer than approximately 100mm. They are fired from a variety of weapons, including rifles, pistols, shotguns and machine guns.
Unexploded Anti-Aircraft (UXAA) Shell	UXAA shells are army ordnance commonly containing HE, though they can also contain pyrotechnic compounds that produce smoke. Most commonly, these were 3.7" and 4.5" HE shells, although they ranged from 2" to 5.25" calibre.
Unexploded Bomb (UXB)	UXB is a common term for unexploded air-dropped munitions.
Unexploded Ordnance (UXO)	UXO is explosive ordnance that has been either primed, fuzed, armed or prepared for use and has been subsequently fired, dropped, launched, projected or placed in such a manner as to present a hazard to operations, persons or objects and remains unexploded either by malfunction or design.
V1	The Vergeltungswaffe-1, V-1, also designated Fieseler Fi 103/FZG-76, known colloquially in English as the Flying Bomb, Buzz Bomb or Doodlebug, was the first guided missile used in WWII and the forerunner of today's cruise missile.
V2	The Vergeltungswaffe 2 (V-2) ('Reprisal Weapon 2') was the first ballistic missile. It was used by the German Army primarily against Belgian and British targets during the later stages of WWII. The V-2 was the first man-made object launched into space, during test flights that reached an altitude of 189km (117 miles) in 1944.

Appendix 5 WWII Bombing Incident List

10th October 1940

1No. IB fell on Bury New Road, approximately 50m south of the Site.

1No. IB fell on the CWS Factory, Ramsgate Street, approximately 90m southwest of the Site.

2No. IBs fell on the biscuit works in Ramsgate Street, approximately 0.1km west of the Site.

1No. IB fell on Fairy Lane Brick Works, Sabrina Street, approximately 0.1km north of the Site.

Several IBs fell on the Broughton Lane sawmills, approximately 0.1km south of the Site, causing widespread fire damage.

1No. IB fell on Waterloo Road, within approximately 0.2km east of the Site.

1No. IB fell on the Morrimac Works, Lower Broughton Lane, within approximately 0.2km south-southwest of the Site.

1No. IB fell on Lews Factory, Trafalgar Street, within approximately 0.2km west of the Site.

2No. IBs fell on the Karrswood Chemical Works, approximately 0.2km southwest of the Site.

2No. IBs fell on Bury New Road, approximately 0.2km north-northwest of the Site.

1No. IB fell on Moulton Street, within approximately 0.3km south of the Site.

11th October 1940

1No. IB fell on Choir Street, within approximately 0.2km west of the Site.

1No. IB fell on the junction of Trafalgar Street and Bramley Street, approximately 0.2km west of the Site.

2No. IBs fell on the junction of Melbourne Street and Bramley Street, approximately 0.2km west of the Site.

1No. HE bomb fell between Burland Street and Teneriffe Street, within approximately 0.3km northwest of the Site. This was recorded as UXB.

1No. IB fell on the junction of Cambridge Street with Strong Street, within approximately 0.3km southwest of the Site.

1No. IB fell on Burland Street, within approximately 0.3km northwest of the Site.

1No. IB fell on 44 Teneriffe Street, within approximately 0.3km northwest of the Site.

1No. IB fell on 27 Teneriffe Street, within approximately 0.3km northwest of the Site.

1No. IB fell on Melbourne Street, within approximately 0.3km west of the Site.

3No. IBs fell on the Teneriffe Street recreation ground, within approximately 0.3km west of the Site.

1No. IB fell on Woodland Street, approximately 0.3km northwest of the Site.

22nd -24th December 1940

2No. HE bombs fell near Neill Street, approximately 0.2km south-southwest of the Site.

1No. HE bomb fell on the junction of Grove Avenue and Grove Street, within approximately 0.4km northwest of the Site.

1No. IB fell near the junction of Grove Avenue and Grove Street, within approximately 0.4km northwest of the Site.

1No. IB fell on Upper Camp Street, within approximately 0.4km northwest of the Site.

1No. IB fell on the junction of Fenney Street and New Bury Road, within approximately 0.4km northwest of the Site.

1No. IB fell on garment works, Derby Street, within approximately 0.4km east of the Site.

5No. IBs fell near Pemme Street, within approximately 0.4km east of the Site.

5No. IBs fell between Jury Street and Dewhurst Street, within approximately 0.4km southeast of the Site.

1No. HE bomb fell on the carriageway of Chetwood Road, outside the Imperial Works, approximately 0.4km east of the Site.

1No. IB fell on the Imperial Works, Chetwood Road, approximately 0.4km east of the Site.

1No. IB fell on open land east of the junction of Chetwood Road with Derby Street, approximately 0.4km east of the Site.

1No. HE bomb fell at the junction of Springdale Street and St John Street, approximately 0.4km west-southwest of the Site. This was recorded as UXB.

1No. IB fell on Great Clowes Street, within approximately 0.5km west of the Site.

1No. HE bomb fell on Doyles Brokers, Great Clowes Street, within approximately 0.5km west-northwest of the Site. This was recorded as UXB.

24th December 1940

Several IBs fell on Rugby Street and Snowden Street, approximately 0.2km south of the Site.

1st June 1941

1No. HE bomb fell on Bury New Road, approximately 60m northwest of the Site, causing minor blast damage to the windows and plasterwork of 158-172 Bury New Road, on the Site.

1No. HE bomb fell on Bury New Road, approximately 90m northwest of the Site, causing minor blast damage to the surrounding premises, including the Site.

1No. HE bomb fell on Bury New Road, approximately 0.1km south of the Site, causing minor blast damage to the windows and plasterwork of 25-29 and 26-28 Trafalgar Street East and 148-158 Bury New Road, on the Site.

1No. HE bomb fell near the Euraatia Waterproof Garments works, Mount Pleasant, approximately 0.1km south-southeast of the Site, causing minor blast damage to the surrounding premises, including the Site.

1No. HE bomb fell on Waterloo Road, within approximately 0.2km south-southeast of the Site.

3No. HE bombs fell on Neill Street, approximately 0.2km south-southwest of the Site.

2No. HE bombs fell on Burland Street, approximately 0.2km northwest of the Site.

1No. HE bomb fell on Caroline Street, within approximately 0.3km south-southwest of the Site.

1No. HE bomb fell on Ham Hill Street, within approximately 0.4km northeast of the Site.

1No. IB fell on the clothing works, Chetwood Street, within approximately 0.4km east of the Site.

2No. HE bombs fell near the junction of Cambridge Street and Gordon Street, approximately 0.4km south-southwest of the Site.

1No. HE bomb fell on Barrow Hill Road, approximately 0.5km northeast of the Site.

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