

Dust Management & Bird Control

To be read in conjunction with the CPHSP:

Due to the project being located within the proximity of Manchester Airports runway, Medlock must abide by The Manchester Airports Safeguarding requirements with the main reservations being Dust Management and Bird Control. The Safeguarding Authority has assessed the proposals and has no objections subject to the following conditions:

- During demolition & construction, robust measures must be taken to control dust and smoke clouds.
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Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.
- During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. The Bird Hazard Management Plan already in place should incorporate this new area of the building, particularly weekly inspections of the roof areas.
Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN.
- All exterior lighting to be capped at the horizontal with no upward light spill.
Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.
- No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for MAN.
Reason: Flight safety - to prevent ocular hazard and distraction to pilots using MAN.

Advisories:

- All works to remain 3m away from the airport perimeter fence at all times, and to ensure that there can be loose materials left on site at any time that could be used as a climbing aid to gain unauthorised access to the Critical Part of the airport. All materials to be stored securely to ensure no foreign object debris is blown onto the airport.
- No lighting directly beneath the glazed/polycarbonate roof areas that will emit light upwards – only downward facing ambient lighting to spill from the roof upwards – ideally, automatic blinds to be fitted that close at dusk. Reason: Flight safety - to prevent distraction or confusion to pilots using MAN.
- Given the location of this property the applicant should be aware that the airport will take action against anyone found in contravention of the Air Navigation Order ("Order"). In particular, in contravention of the following provisions under that Order:
 - Part 10: 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.
 - Part 10: 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

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Medlock's methodology in maintaining these conditions are as follows:

Appropriate control of dust will be employed throughout the duration of the project, following Medlock FRB procedures to include;

- Careful placement of stockpiles, covered, tracked in, or damped down as required.
- Damping down techniques of soils and roads.
- Use dust extractors on cutters and saws or a wet cutting technique.
- Covers/Lids installed on skips to control dust and to prevent waste attracting birds

Silica dust and other construction dusts e.g., plasterboard, marble, limestone is a particularly dangerous dust on construction sites, and as per COSHH 2002 regulations, specific risk assessment and control measures must be in place for all activities likely to cause silica dust, or respirable crystalline silica.

Wood dusts must be controlled in line with company Dust Management procedures and adhered to by all site operatives and subcontractors. Appropriate Local Exhaust Ventilation (LEV) workplace fume and dust extraction must be used on all tools (including cordless tools) to prevent airborne contaminants dispersing. Respiratory Protective Equipment (RPE) must be worn in accordance with risk assessments and method statements and appropriate to the task e.g., FFP3 masks.

As per the hierarchy of control, PPE will be the last resort, and different materials or engineering solutions will first be considered. This will include wet cleaning and vacuuming as opposed to dry sweeping.

Site canteen doors shall remain shut when not in use as to avoid birds locating waste bins and as mentioned in the above skips shall be installed with covers/lids to deter the presence of birds. Skips shall be collected and replaced regularly so waste is not held on site for a long duration of time.

The site manager shall carry out a thorough induction to all operatives to ensure they are fully aware of the points raised and that temporary lighting is used correctly and does not obstruct incoming planes.

No site cabins or material storage on site shall be located within 3m of airport perimeter fences. This shall also be covered during induction and shall be monitored daily throughout the duration of the project.