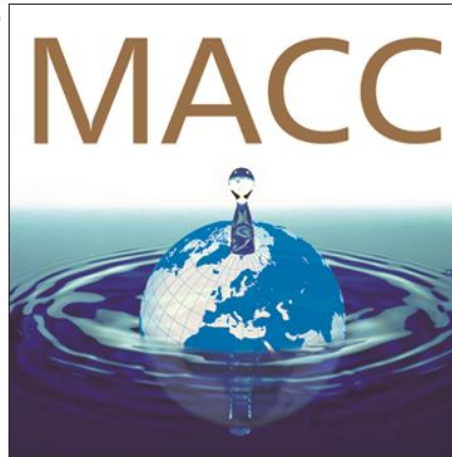




DETAILED UNEXPLODED ORDNANCE RISK ASSESSMENT

**Dakota, Bailey Lane
Manchester Airport, M90 4AB**

Prepared for: JPG Group

Project Number: 8750

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DISTRIBUTION

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REFERENCES

Publications

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German Air Raids on Britain 1914-18. Morris 1925
Unexploded Ordnance (UXO) – A guide for the Construction Industry. CIRIA C681
Dangerous Energy. Cocroft 2000
The Blitz Then and Now Volumes 1 to 3. Ramsey 1987
Advanced German Weapons WW2. Ford 2000
Dealing with Munitions in Marine Aggregates. UMA 2008
United Nations International Mine Action Standards (IMAS). UN 2010
Military Engineering Volume XII. War Office 1956
German Bomb Fuzes. USN 1945
Fields of Deception & Anti Aircraft Command. Dobinson 1988
Target Reconnaissance Photography. Luftwaffe 1939-44
Battle Stations Volume 3 DJ Smith 1980
National & Local Archive Reports, Accounts and Bomb Census Maps (where available)

Internet Information

Additional information was provided through the following credible internet sites, their assistance is credited where appropriate:

Army EOD Incidents
RAF EOD Incidents & Air Situation Reports 1939-45
Luftwaffe Strategy & Tactics
Luftwaffe Bomber Specifications
WO Defence Arrangements 1939-45
News Reports Witness Accounts 1939-45
Latest News Reports

Project Information

Site and project information was provided by JPG Group.

TERMS AND DEFINITIONS

Anti Aircraft Ammunition (AAA)

High Explosive shells ranging from 30mm to 155mm used by air defence batteries to attack or deter enemy air attack.

Air Dropped Munition

A bomb or container dropped from an aircraft which is designed to detonate at a pre determined altitude, on impact or using a delay mechanism; after impact.

Air Dropped Sub-Munitions (Bomblet)

Small sub-munitions dispensed from a larger carrier which may be fixed to the aircraft or dropped as a single container munition which was designed to open above the target spreading its contents over a large area. Some designs are extremely dangerous and fitted with anti-handling devices.

Area Clearance

This is the term used for the systematic clearance of explosive ordnance from land, including military property, firing and bombing ranges, airfields and training areas. When the land is a former wartime battle ground, the term used is Battle Area Clearance (BAC)

Blast Zone

This term refers to the area around an explosive detonation where the explosive overpressure (Blast) can cause damage, injury or death.

Explosive Ordnance (EO)

All manufactured or improvised items designed to contain explosive, propellant, pyrotechnic and fissionable material or biological or chemical agents or pre-cursors which when coupled with an initiation or dispersal system are designed to cause damage, injury or death.

Explosive Ordnance Disposal (EOD)

A series of recognised procedures and protocols which are used by specialists in the detection, identification, evaluation, risk assessment, render safe, recovery and disposal of any item of explosive ordnance or improvised explosive device.

Fragmentation Zone

This is the term which refers to the danger area in which a piece of an item of explosive ordnance will travel on detonation. This zone is normally greater than the blast zone.

Geophysical Survey

The use of magnetometers, ground penetrating radar or other geophysical data gathering systems, which is then used for evaluation, risk assessment and to quantify further mitigation requirements.

High Explosive (HE)

High explosives react/detonate at a rate of around 9,000 metres per second, to all intents and purposes, instantaneously.

Imperial War Museum (IWM)

Wartime records source based in Lambeth Road London.

Incendiary Bomb (IB)

Incendiary bombs ranged from 1kg in size to 500kg the larger sizes were designated as Oil Bombs. Fills range from Thermite mixtures, Phosphorus, Kerosene or other pyrotechnic mixtures.

Intrusive Search

This term refers to the process of introducing a specialist magnetometer by pushing or drilling the sensor in to the ground to a pre determined depth, thus allowing construction activities such as: piling, soil testing and deep intrusive ground works to be conducted safely.

Land Service Ammunition (LSA)

LSA is a term that refers to all items containing explosives, pyrotechnic or noxious compounds which are placed, thrown or projected during land battles.

Local Records Office (LRO)

Wartime records source charged with maintaining the records for the Region, County, Borough or City.

National Archive (NA)

Wartime records source housed in Kew Gardens London.

Oil Bomb (OB)

Large airdropped bomb or modified ordnance container containing flammable material and accelerant, these weapons normally range in weight from 250 – 500kg.

Parachute Mine (PM)

Air-dropped mine designed to detonate at a pre set altitude above the ground. Essentially a large blast bomb with an explosive content of 1600 kg commonly fitted with anti-handling or anti-removal fuzes.

Unexploded Bomb (UXB)

Any air dropped bomb that has failed to function as designed.

Unexploded Ordnance (UXO)

Explosive ordnance that has been primed, fused, armed or otherwise prepared for use or used. It may have been fired, dropped, launched or projected yet remains unexploded either through malfunction or design or for any other cause.

War Office (WO)

This was the United Kingdom Government department responsible for defence of the realm, forerunner of the Ministry of Defence (MoD).

White Phosphorus (WP)

Munitions filled with WP₄ are designed for signalling, screening and incendiary purposes. They achieve their effect by dispersing WP, which burns on contact with the air.

World War One or Two (WWI or WW2)

Period of multi-national conflict, specifically: WW1; 1914-1918 or WWII; 1939-1945.

1 INTRODUCTION

1.1 Instruction & Scope

MACC International Ltd was commissioned by JPG Group to conduct a Detailed Unexploded Ordnance (UXO) Risk Assessment for a parcel of land at Bailey Lane, Manchester Airport, M90 4AB (See Annex 'A'). The scope of the assessment is to determine the likelihood of an encounter with UXO within the context of the execution of ground investigations and subsequent development works.

1.2 Methodology & Purpose

The methodology used in the assessment complies with the United Nations (IMAS) standards for UXO/Mine Level 1 Survey (Desk Top Study), the CIRIA C681 "Unexploded Ordnance (UXO) – A guide for the Construction Industry" and the recognised best practice advocated by the Health and Safety Executive (HSE). The quality and environmental aspects of the assessment comply with UKAS Accredited ISO 9001:2015 and ISO 14001:2015 standards. The purpose of the assessment is that of evaluation and to provide an aid in decision making by our client.

2 DETERMINING THE LIKELIHOOD OF ENCOUNTER

2.1 Aim, Research Restrictions & Indemnity

This risk assessment has drawn upon archive records which are within the public domain; however, these are acknowledged to be incomplete. Consequently, some incidents may have occurred where the records no longer exist or could not be located. The Secretary of State of the United Kingdom and MACC International Ltd does not accept responsibility for the accuracy or completeness of the information contained within the records. Some records regarding the UXO situation on some sites may not yet be within the public domain. Consequently, such information was not available for evaluation by MACC International Ltd. Research of the site history, regarding military usage, bombing raids and bomb impacts has been undertaken to establish the following:

- Frequency and location of enemy bombing raids and damage sustained to the site.
- The potential for UXO to remain on the site.
- Records of UXO removal activities and encounters.

2.2 Relevant Publications & Credible Internet Information

Published sources of information used in the compilation of this assessment are listed within the reference section including those provided by the client. Additional information was provided through credible internet sites; their assistance is credited where appropriate and details are listed within the reference section of this report.

3 THE SITE

The site footprint is located at Bailey Lane to the north-east of Manchester Airport and centred at approximate grid reference 381954, 386039. The site is currently largely undeveloped land intersected by an access road off Bailey Lane and has been in use as a car park in recent years. Although Manchester suffered heavy enemy bombing during WWII, the general surrounding area of the site suffered less extensively. During this period, the site footprint was undeveloped agricultural land located approximately 600m to the north-east of RAF Ringway (active 1940-57), which would later expand into the present-day Manchester Airport. Land within the site footprint has undergone limited post-war development through construction of parking areas.

4 FUTURE INTENTIONS

Future intentions are understood to include the construction of a multi-storey hotel with associated car parking and soft landscaping. Geo-environmental investigations including boreholes to a maximum depth of 25m bgl will be conducted prior to the commencement of subsequent development works.



5 HISTORICAL INFORMATION

5.1 British Archives

Prior to 1942 the United Kingdom did not operate a national recording system for EO/UXO incidents or military use of land. The records compiled during 1939-1942 were conducted under local arrangements and were only as detailed and accurate as the availability of time, personnel and the ease of access to information would allow. In April 1942, the Ministry of Home Security instigated a training programme for all personnel maintaining bomb census records, these standardised national records and greatly improved the accuracy of the information. Lack of exact bomb strike positions were most common where bombs fell on open ground well away from structures or buildings.

5.2 Manned Air Raids & Unmanned Rocket Attack Reports

WWI: Although the wider region did suffer enemy bombing raids during this period, no records were found to indicate a bomb strike within the site footprint or immediate surrounding area. Consequently, this source of UXO contamination is considered to be highly unlikely.

WWII: Although Manchester suffered heavy enemy bombing during WWII, the general surrounding area of the site suffered less extensively. However, RAF Ringway was located approximately 600m to the south-west of the site footprint which had the potential to have been a significant bombing target, particularly during the enemy's offensive against military airfields of the early war years.

Records including wartime Operations Record Books for RAF Ringway (TNA Ref: AIR 28/673) indicate that the following enemy bombing incidents took place during WWII:

- 28th August 1940: An air raid was recorded within the vicinity of RAF Ringway, bombs fell on the Garrison Command area but no strikes reported to have affected the aerodrome.
- 27th September 1940: Reports indicate that RAF Ringway among various other RAF stations in the region were attacked but caused little damage at Ringway.
- 29th November 1940: 1 HE and 1 oil bomb struck the aerodrome at RAF Ringway causing damage to the windows of No.4 Hangar. 2 delayed action bombs were also reported which exploded the following day on 30th December causing damage only to the aerodrome surface.
- 1st December 1940: A delayed action bomb, presumably also dropped during the raid on 29th December, exploded causing no damage to buildings or personnel.

- 22nd December 1940: A significant enemy raid was reported in the wider Manchester area with ground defences engaging at RAF Ringway. However, no munitions were dropped at the station.

In the wider surrounding area, enemy bombing was recorded approximately 1.4km south-east of the site footprint at Ringway Road, Shadow Moss on 22nd December 1940. The Baguley area to the north-west of Ringway also recorded enemy bombing on this date. Manchester Bomb Damage Mapping did not encompass the site footprint but did indicate incendiary bombing at Oldwood Farm approximately 1.0km north-west of the site footprint.

Despite the general area suffering multiple raids during late 1940, no records were found to confirm a bomb strike within the site footprint or immediate surrounding area. Additionally, there is considered to be a decreased likelihood of munitions falling unnoticed or unrecorded within the site footprint given its wartime proximity to residential and agricultural property. Consequently, this source of UXO contamination is on balance considered to be unlikely.

5.3 **Airdropped Sub-Munitions' Reports**

Records were found to indicate that the general area did suffer enemy cluster/incendiary bombing during WWII with incendiary bombs recorded to the south-west of the site at RAF Ringway and to the north-west at Oldwood Farm. However, no records were found to confirm strikes within the site footprint or immediate surrounding area. Whilst considering the low ground penetration potential for such weapons, this source of UXO contamination is on balance considered to be unlikely.

5.4 **Anti-Aircraft Ammunition (AAA) Reports**

Heavy Anti-Aircraft batteries were positioned in the area to defend against air attack, the nearest of which was located approximately 3.3km to the south of the site footprint. Additional Anti-Aircraft defences were positioned at RAF Ringway to the south-west of the site. During an enemy attack on Manchester on 22nd December 1940, an Anti-Aircraft shell penetrated the roof of No.5 hangar and exploded damaging aircraft (approximately 1km south of the site footprint). It is therefore a matter of record that combat engagements with enemy aircraft did take place during this period. However, there is considered to be a decreased likelihood of shells falling unnoticed or unrecorded within the site footprint given its wartime proximity to residential and agricultural property. Consequently, this source of UXO contamination is considered to be credible, albeit unlikely.

5.5 **Abandoned Bomb Reports**

No records were found to confirm that an unexploded bomb was abandoned within the site footprint or immediately adjacent land.

5.6 **Migration of UXO**

It is considered possible; albeit unlikely, that a bomb was imported onto the site from other bomb sites. Additionally, where land ground levels have been increased or in-filled using Marine Dredged Aggregates there is a high potential for the aggregate to contain items of UXO. Consequently, these must be considered to have the potential to represent an additional source of UXO contamination.

5.7 **Bombing Decoys**

No records were found to indicate the presence of a bombing decoy within the immediate surrounding area of the site during WWII with the nearest located approximately 6.5km to the south-west of the site. Consequently, these are not considered to be a credible source of UXO contamination.

5.8 **Military Use**

The immediate surrounding area has a significant military history. Most notably, RAF Ringway (active 1940-57) was located approximately 600m to the south-west of the site footprint. Construction of an airport at Ringway began in 1935 and a grass airfield and terminal building opened in 1938. Construction of an RAF Station began in the north-eastern area of the airport the following year with hangars, workshops and accommodation blocks completed by 1940. The station initially operated under RAF Coastal Command prior to becoming a base for No.1 Parachute Training School.

Ringway also operated as an aircraft production and repair base under Fairey Aviation within hangars at the north-west of the airfield and Avro within hangars at the north-east and southern side of the airfield during WWII. 1945 aerial imagery of the station shows these three main aircraft production areas with hangars visible on north-eastern, southern and north-western sides of the main flying field. Numerous aircraft are seen to be dispersed across the northern and south-east sides of the station. Within such aerial imagery the site footprint is visible agricultural land approximately 600m north-east of the northern station boundary. Residential properties at Bailey Lane are visible adjacent to the site to the north with agricultural buildings associated with Moss House Farm visible approximately 70m to the south-west of the site.

RAF Ringway closed in 1957 with the airfield returning to civilian use. The wartime station would later significantly expand into the present-day Manchester Airport. Two wartime hangers remained in use until their demolition in the 1990s to make way for the new Terminal 3 at Manchester Airport.

Although records confirm significant military use of the wider surrounding area during WWII, including full scale defence exercises recorded at RAF Ringway during February and March of 1941, no records were found to confirm that military activity extended to within the site footprint or adjacent land which remained in agricultural use during this period. Consequently, this source of UXO contamination is on balance considered to be unlikely.

5.9 **Downed / Crashed Military Aircraft**

Military aircraft crashes did occur at RAF Ringway during WWII including a Lancaster bomber which crash landed on the north-eastern corner of the aerodrome on 1st May 1942. However, no records were found to indicate that an armed aircraft crashed within the site footprint or adjacent land.



6 DETERMINING THE NATURE OF RISK

6.1 General

While HE warheads are very unlikely to detonate if left undisturbed they remain inherently dangerous and may function if subjected to suitable stimuli. The most common of these stimuli is shock, friction or heat which may cause the fuze to function or unstable explosive materials such as Picric Acid (2-4-6 Trinitrophenol (TNP)) to explode. However, in the case of incendiary bombs containing White Phosphorus (WP₄) exposure of the WP to the oxygen in the air will result in its violent ignition and combustion which may cause any HE content within the munition to detonate.

6.2 German Bombing Tactics

The tactics employed by the German Air Force during WWII show that they had a wide variety of bombs at their disposal. The most common ranged in weight from 50 kg through to 500 kg. Some models in this range of bombs were designed to be “carrier” bombs. These containers could hold potentially hundreds of smaller sub-munitions (anti personnel or incendiary bomblets). Although dropped in lesser quantities, the German arsenal also included larger bombs and parachute mines up to 1,400 kg in weight. Unmanned attacks were also mounted by the Germans using V1 Rockets and V2 Missiles, each with a warhead around 1,000 kg in weight.

6.3 Bomb Trajectory & Ground Penetration

During WWII, the Ministry of Home Security undertook a major study on bomb penetration depths using 1,328 actual bomb impact events to provide statistical analysis of penetration potential. As a result, they determined the expected behaviour of a range of bomb weights through different geological strata around the Capital. Their findings remain the only empirical gained figures to have been gathered to date for England. A summary of their findings can be found in Table 1 of this study. A number of factors will influence the behaviour of a bomb on impact with the target and its trajectory through the ground. Relevant factors include: Height and speed of release of the bomb, aerodynamic qualities of the bomb, the angle of flight and impact and the nature of impact surface and sub soil.

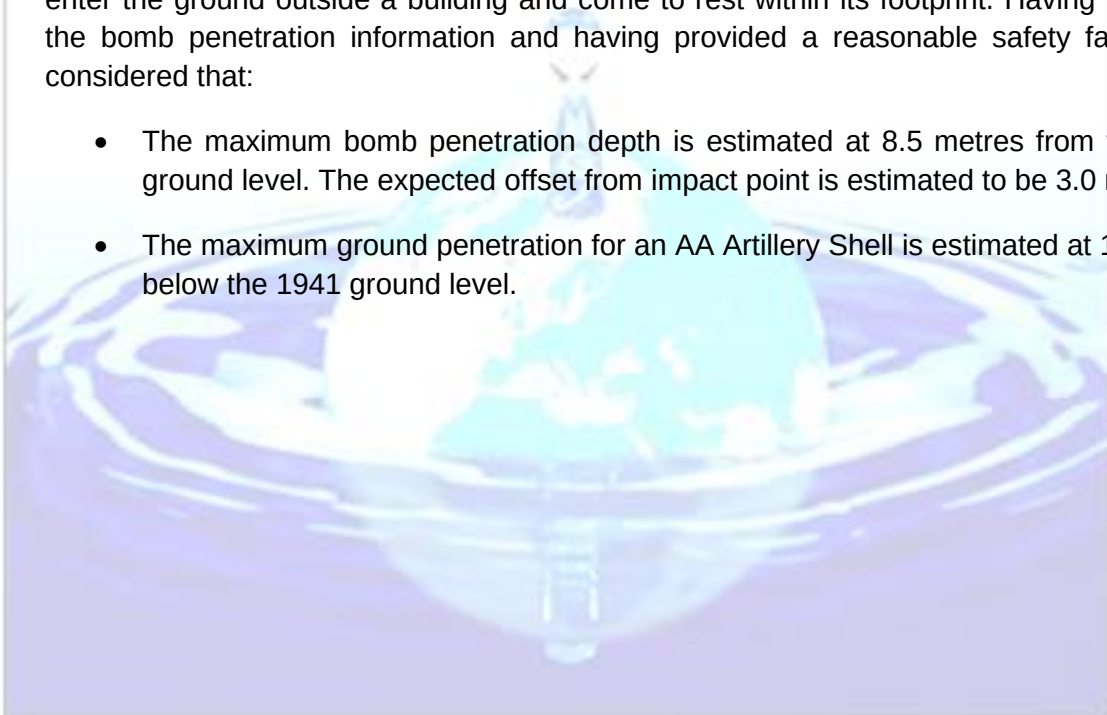
- 6.3.1 In determining the potential bomb penetration depths into the ground, using the historic geotechnical information, other factors considered were: Release height 4,545 metres (15,000 ft). Most common GP Bomb used of 500 kg in weight and an impact Angle Range of 90° (tail vertical) to 0° (tail horizontal).

6.3.2 Table 1. Extract of Ministry of Home Security Bomb Penetration Study

Sub Soil Type	Bomb Weights			
	50kg	250kg	500kg	1000kg
Soft Rock or Made Ground	2.442	5.016	6.006	7.062
Gravel	2.442	5.016	6.006	7.062
Dry Clay	3.7	7.6	9.1	10.7
Average Offset (m)	0.8-1.6	1.6-3.7	3-4.5	3.4-5.3

6.3.3 Bombs on penetration of the surface do not tend to follow a straight line trajectory, due to a number of factors, shape, angle of entry, weight and speed; they tend to arc or curve; known as a “J” curve. With the horizontal distance from the entry point to the resting point known as the offset. The typical offset is generally taken to be $\frac{1}{3}^{\text{rd}}$ of the penetration depth. However, this distance can vary greatly if the bomb strikes an obstacle just below the surface. With this mechanism of offset, it is therefore a possibility that a bomb could enter the ground outside a building and come to rest within its footprint. Having reviewed the bomb penetration information and having provided a reasonable safety factor it is considered that:

- The maximum bomb penetration depth is estimated at 8.5 metres from the 1941 ground level. The expected offset from impact point is estimated to be 3.0 metres.
- The maximum ground penetration for an AA Artillery Shell is estimated at 1.5 metre below the 1941 ground level.



7 ENVIRONMENTAL IMPACT FROM UXO

7.1 Ground Contamination & Health Risk vectors

The amount of explosive material within the most common bombs is not considered sufficient to pose a significant widespread environmental risk. Nevertheless, it should be noted that the following components are commonly used in the manufacture of a high explosive bomb and may pose a localised contamination risk to health:

- 
- Lead (Pb)
 - Zinc (Zn)
 - Copper (Cu)
 - Iron (Fe)
 - Mercury (Hg)
 - Silver Fulminate (AgCNO)
 - Aluminium (Al)
 - Trinitrophenol ($C_6H_3N_3O_7$)
 - Trinitrotoluene ($C_7H_5N_3O_6$)
 - Trimethylene ($N(CH_3)_3$)
 - Trinitramine ($C_3H_6N_6O_6$)
 - Ammonium (NH_4)
 - Sodium Nitrate ($NaNO_3$)
 - Nitro-glycerine ($C_3H_5N_3O_9$)
 - White Phosphorus (WP_4). This chemical may pose a significant immediate risk of spontaneously combusting when exposed to the oxygen in the air. WP will generate large quantities of toxic white smoke when ignited.

7.2 It is recommended that specialist environmental and medical advice be sought to identify any health or other risks posed by these and other chemical compounds.

8 RISK ASSESSMENT

8.1 Risk Source

Although records indicate both enemy bombing and significant military activity within the general surrounding area, no records were found to confirm a bomb strike or any significant military activity within the site footprint or immediately adjacent land. Records are acknowledged to be incomplete and include errors; the possibility that items of UXO may have found their way onto the site and remain to the present day is considered credible.

8.2 Risk Pathway

The risk pathway is considered to be ground intrusive investigations and earth works.

8.3 Consequence

The consequences of a UXB detonation on site during construction works are considered to be a factor of the size of the blast and the proximity of assets and individuals to the point of detonation. These will include potential to kill or seriously injure personnel destroy or damage high value site assets, nearby public and private property and infrastructure.

8.4 Risk Rating

H = A figure derived from assessing the history of the site weighing up factors such as recorded bomb damage, threat weapon type, military use and the scope of any post conflict development.

W = A figure derived from assessing the type of the process to be undertaken without putting in place any UXO mitigation measures. A low figure is assigned where the process is relatively non aggressive (minimal ground or point shock). A high figure is used where the work is considered aggressive (significant ground or point shock).

L = A figure derived by multiplying figures H and W to provide an overall likelihood of an encounter with UXO.

S = A figure derived by assessing the scope or extent of the works; a low figure is assigned where the volume of risk material is limited. A high figure is used where for example the volume of risk material is considerable such as "bulk digs" or shafting.

P = A Figure derived from assessing the result of an explosion, including primary and secondary risk pathways and receptors. A high figure is attributed for example in a gas works while a low figure is applied to a remote, rural open space.

C = A figure derived by multiplying figures S and P to provide an overall consequence of an encounter with UXO.

8.5 Table 2 Risk Level – From all potential UXO contamination sources

UXO RISK RATING (Post War Worked Ground)			
Activity	Likelihood (H x W = L)	Consequence (S x P = C)	Risk Rating (L x C = R)
Hand dug excavations	1 x 1 = 1	1 x 5 = 5	1 x 5 = 5
Limited mechanical excavations or trenching	1 x 2 = 2	2 x 5 = 10	2 x 10 = 20
Drilling, sampling, bulk excavations or piling	1 x 3 = 3	3 x 5 = 15	3 x 15 = 45
UXO RISK RATING (Post War Un-Worked Ground)			
Activity	Likelihood (H x W = L)	Consequence (S x P = C)	Risk Rating (L x C = R)
Hand dug excavations	2 x 1 = 2	1 x 5 = 5	2 x 5 = 10
Limited mechanical excavations or trenching	2 x 2 = 4	2 x 5 = 10	4 x 10 = 40
Drilling, sampling, bulk excavations or piling	2 x 3 = 6	3 x 5 = 15	6 x 15 = 90
<div> 1= Minimal 5=significant <div> <div>LOW 0-100</div> <div>MEDIUM 100-200</div> <div>HIGH 200+</div> </div> </div>			

9 STUDY FINDINGS

9.1 Risk Levels

The risk assessment has determined the UXO risk within the site boundary. The UXO risk is considered to be lowest in post war worked ground increasing within the un-worked post war ground for some processes. When viewed from likelihood versus consequence standpoint; it is considered prudent to recommend a suitable degree of UXO mitigation to permit the work to proceed in the safest “acceptable” manner in compliance with current legislation and best practices.

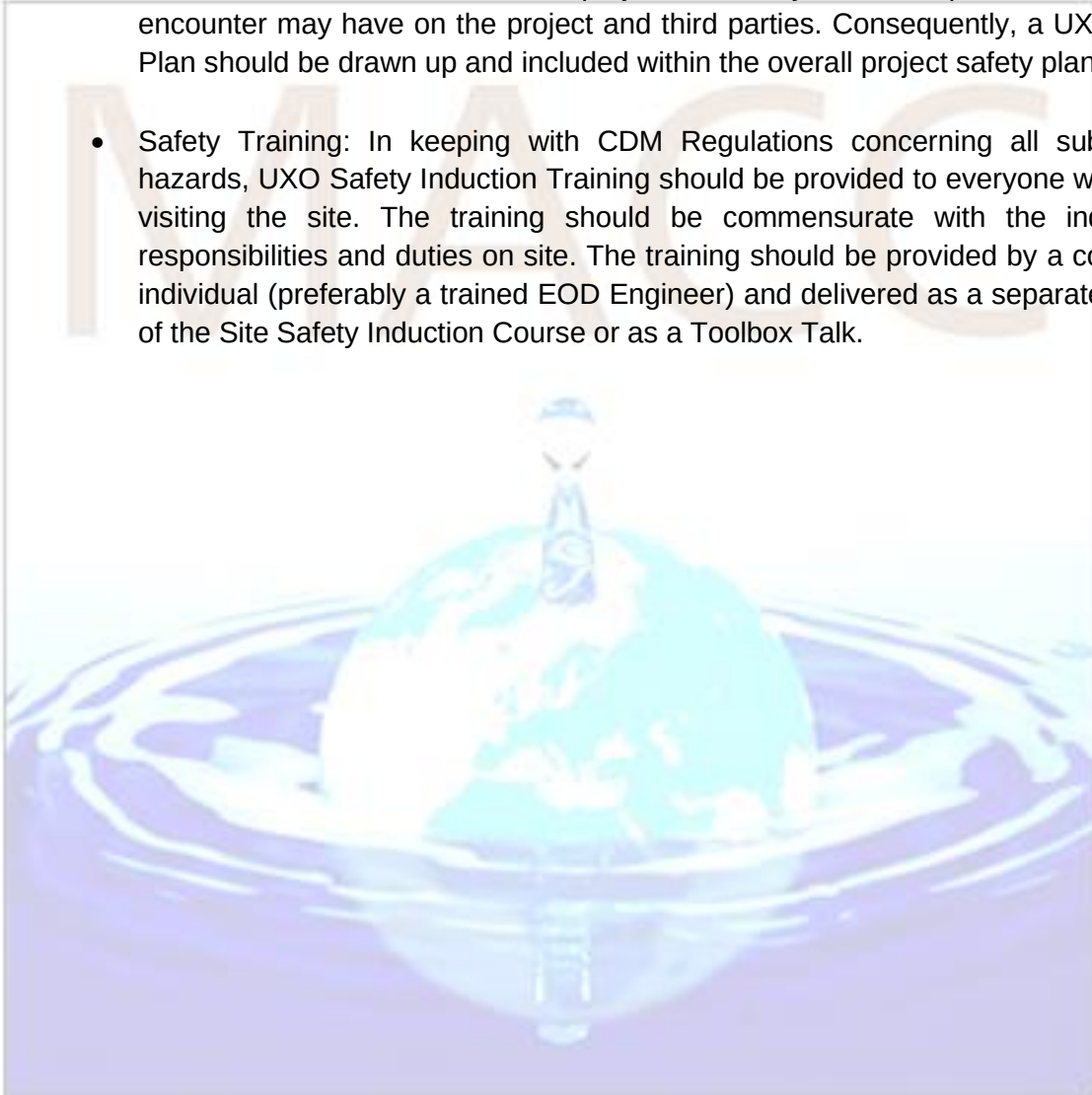
9.2 Determining Acceptable Level of Risk

The meaning of the term “acceptable” in the context of this assessment is considered to be in keeping with the Health & Safety Executive directive which identifies the acceptable level as that which is; “As Low as Reasonably Practicable” (ALARP) to achieve.

10 RECOMMENDATIONS FOR RISK MITIGATION

All Risk Levels

- Risk Communication & Safety Planning: Stakeholders should be made aware of the UXO risk levels within the project boundary and the possible impact an encounter may have on the project and third parties. Consequently, a UXO Safety Plan should be drawn up and included within the overall project safety planning.
- Safety Training: In keeping with CDM Regulations concerning all sub-surface hazards, UXO Safety Induction Training should be provided to everyone working or visiting the site. The training should be commensurate with the individual's responsibilities and duties on site. The training should be provided by a competent individual (preferably a trained EOD Engineer) and delivered as a separate module of the Site Safety Induction Course or as a Toolbox Talk.



11 POST MITIGATION RISK

11.1 Overview

Prudent execution of the recommended risk mitigation strategy will reduce the risk however, it is emphasised that zero risk is not achievable given the possible variables. The assessment has confirmed the UXO risk level based on the nature of the work to be undertaken and has recommended suitable mitigation. An effective risk mitigation strategy will require detailed scoping to achieve its desired results in providing an acceptable level of risk. For further information concerning any part of this assessment please contact MACC International Ltd.

11.2 Intent & Use

This document has been produced in the United Kingdom by MACC International Limited and meets the requirements of CIRIA C681 "Unexploded Ordnance (UXO) – A guide for the Construction Industry". It has been provided solely for the purpose of assessment and evaluation. It is not intended to be used by any person for any purpose other than that specified. Any liability arising out of use by a third party of this document for purposes not wholly connected with the above shall be the responsibility of that party, who shall indemnify MACC International Limited against all claims, costs, damages and losses arising out of such use.

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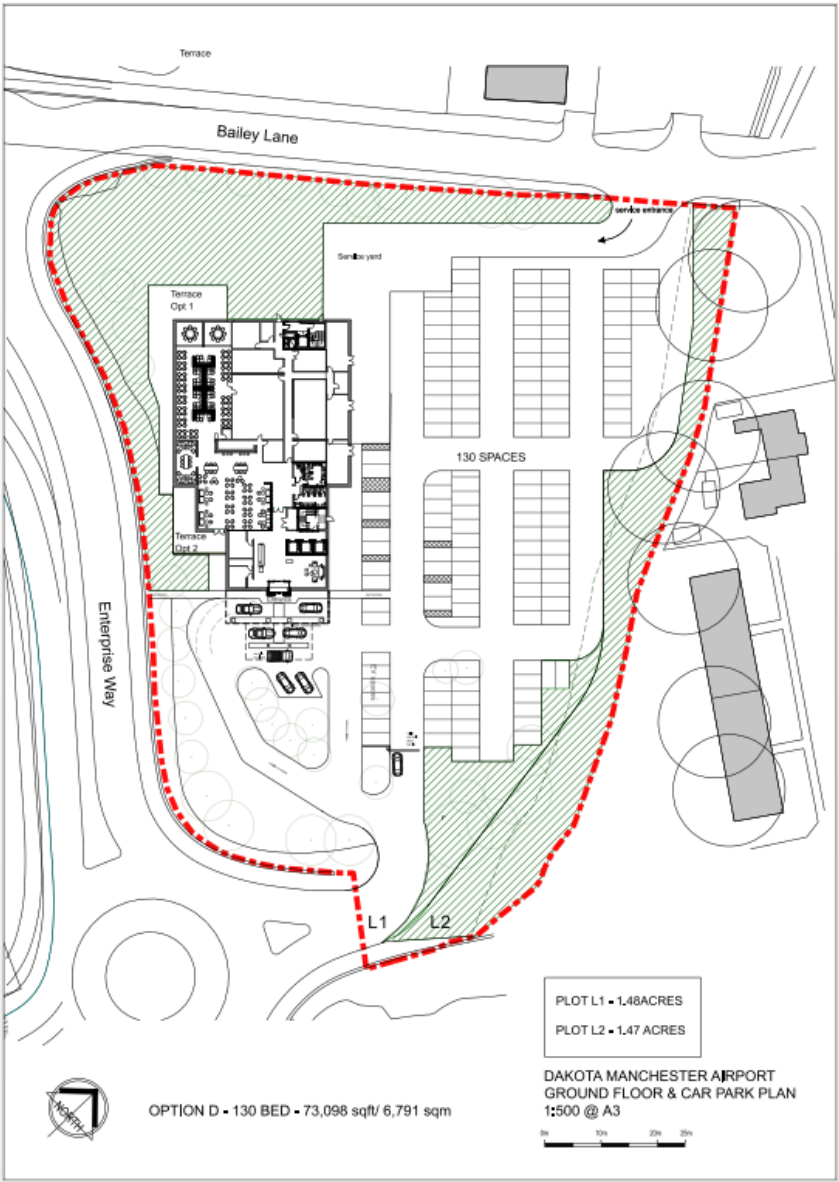
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SITE MAPPING

Annex A Site Location

 Site Boundary



EXPLOSIVE ORDNANCE SAFETY INFORMATION

1 UNEXPLODED ORDNANCE

Since WWII the number of incidents in the UK where EO has detonated has been minimal, though a significant number of bombs have been discovered and safely disposed of without serious consequences. More commonly on mainland Europe (France, Germany and Belgium) incidents have occurred where ground workers have been killed or injured as a result of striking buried UXO or mishandling items of UXO found during excavation and piling work.

The threat to any proposed investigation or development on the site may arise from the effects of a partial or full detonation of a bomb or item of ordnance. The major effects are typically; ground shock, blast, heat and fragmentation. For example, the detonation of a 50kg buried bomb could damage brick/concrete structures up to 16m away and unprotected personnel on the surface up to 70m away from the blast. Larger ordnance is obviously more destructive. Table B-1 shows the MOD's recommended safe distance for UXO. However, it should be noted that the danger posed by primary and secondary fragmentation may be significantly greater. Almost 60% of civilian casualties sustained in London during the blitz were the result of flying glass.

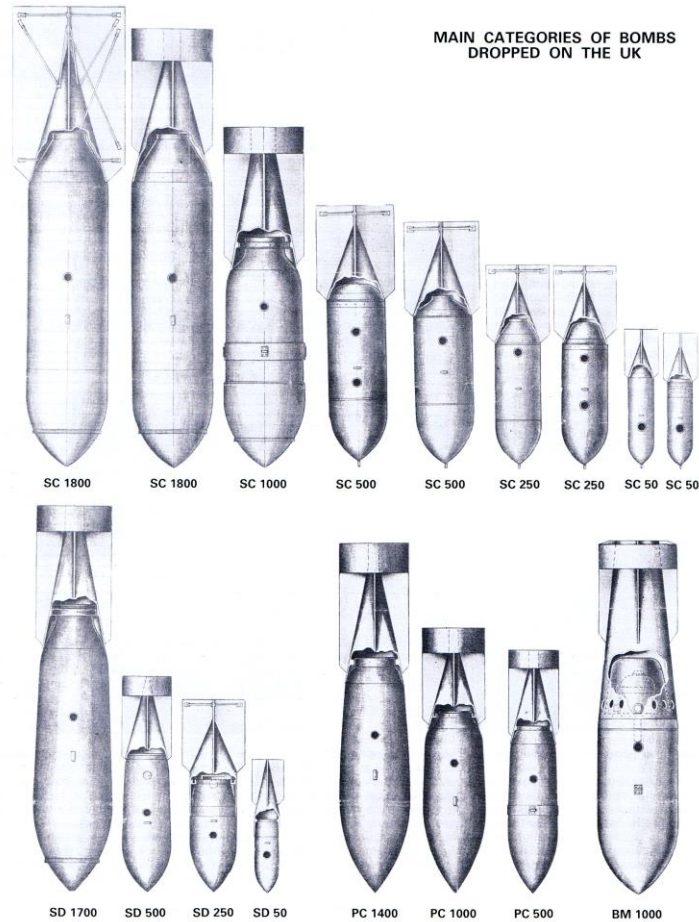
TABLE B-1 SAFETY DISTANCES FOR PERSONNEL

UXO (Kg)	Safety Distances (m)			
	Surface UXO		Buried UXO	
	Protected	Unprotected	Protected	Unprotected
2	20	200	10	20
10	50	400	20	50
50	70	900	40	70
250	185	1100	120	185
500	200	1250	140	200
1000	275	1375	185	275
3000	450	1750	300	450
5000	575	1850	400	575

Explosives rarely become inert or lose effectiveness with age. Over time some explosive materials can become more sensitive and therefore more prone to detonation. This applies equally to items that have been submersed in water or embedded in silt, clay, peat or similar materials.

2 TYPES OF GERMAN AIRDROPPED BOMBS & MINES

2.1 HE Bombs



German 250kg Bomb found by MACC below a pre-war cellar floor in Bethnal Green London
10 August 2015



2.2 Incendiary, Anti-Personnel Bombs & Parachute Landmines



1kg incendiary Bomblet (Top as found today)



Flam c500, c250 & c50 Oil Bombs



SD1 Anti-Personnel Bomblets



SD1 Container Bomb



Parachute Mines



2.3 British Anti-Aircraft Shells & Rockets

Examples of British Anti-Aircraft shells, rockets and components can be seen below.



Typical shell and rocket fuzes (Above left Proximity Fuzes found by MACC in 2017)



Typical shells (Above left 3.7" Shell found by MACC in 2017)



Typical rockets

3 **UXO ENCOUNTER SAFETY PROCEDURE**

3.1 All site personnel should be instructed on what action to take if they find an unidentified item which they suspect may be unexploded ordnance. The following actions are recommended until expert advice can be sought:

- **Stop Work**
- **Do not Touch**
- **Alert those around you and Evacuate the vicinity**
- **Call the UXO Specialist or Police (Dial 999)**

3.2 Where appropriate safety posters can be used to remind personnel of the safety procedure, an example can be seen below.



3.3 Where an item of UXO is found on site all work should be suspended until the UXO risk has been reassessed and if appropriate, suitable mitigation measures put in place.