

# A303 Amesbury to Berwick Down

TR010025

## 6.3 Environmental Statement Appendices

### Appendix 4.2 Major Accidents and Disasters Long List

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed  
Forms and Procedure) Regulations 2009

October 2018



	Major Event	Relevance to the Proposed Scheme	Potential Receptors	Include on Long List?
	<b>Natural Disasters</b>			
<b>1</b>	<b>Geological disasters</b>			
1.1	Avalanches and landslides	The Geotechnical team will consider this risk as a fundamental part of their design. This will ensure that the risk is designed out, both in terms of the vulnerability of the Scheme to these types of event, and also in terms of the potential for the Scheme to increase the risk of such an event happening. There is considered to be no receptor that could therefore be of greater risk.	N/A	No
1.2	Earthquakes	The site is not in a geologically active area and as such earthquakes are not considered to be a risk to or as a result of the proposed Scheme	N/A	No
1.3	Sinkholes	Although this is likely to be covered in the geotechnical design, there are sufficient examples of roads that have been affected by sinkholes to warrant taking this event forward for further consideration.	Road users	Yes
1.4	Volcanic eruptions	Although volcanic eruptions can impact on air travel, for example, it is considered highly unlikely that an ash cloud could significantly impact on any aspect of the A303 project.	N/A	No
<b>2</b>	<b>Hydrological disasters</b>			
2.1	Floods	Both the vulnerability of the project to flooding, and its potential to exacerbate flooding, are to be covered in the Flood Risk Assessment and will also be reported in EIA terms in the of the ES, both in terms of the risk to the A303 Project and increased risk due to the A303 project.	Road users, property and people in areas of increased flood risk.	Yes
2.2	Tsunami/Storm surge	Not applicable as not in a coastal location.	N/A	No
<b>3</b>	<b>Meteorological disasters</b>			
3.1	Blizzards	Blizzard conditions could cause road users to be trapped on the road, however the risk is no different from other roads/road users in the UK, and as such is not considered further.	N/A	No
3.2	Cyclonic storms	No - not applicable to the climate of the UK	N/A	No
3.3	Droughts	Droughts are only considered as a disaster due to water shortages for essential services and where there are indirect impacts on food production, loss of soils etc. The Scheme is not considered to be vulnerable to, or a potential contributor to drought.	N/A	No
3.4	Lightning Strikes	The viaduct is elevated, so some consideration will be given to the potential risk of lightning strikes, though the risk is not considered to be any greater than any other road bridge.	Road users	Yes
3.5	Hailstorms	No	N/A	No
3.6	Heat waves	Some consideration will be given to the potential for the tunnel to be more sensitive to heat wave conditions, though it is likely that a tunnel will be less sensitive than the open road, which is directly exposed to the sun.	Road users	Yes
3.7	Tornadoes	Although tornadoes do occur in the UK, their destructive force tends to be much less than in other parts of the world and the Scheme is not particularly vulnerable to any potential effects.	N/A	No
3.8	Wildfires	There may be some potential for scrub, grassland or heathland fires, though the risk is no greater than the existing road. The reduced accident rate means the risk of an RTA causing a fire is reduced.	Road users, habitats and species.	Yes
3.9	Air Quality Events	Although relevant, as vehicles emissions can contribute to poor air quality, it is not considered necessary to undertake any more assessment than is already proposed for the Air Quality assessment.	Road users and local residents	Yes
<b>5</b>	<b>Space disasters</b>			
5.1	Impact events and airburst	The Scheme is considered to be no more vulnerable than any other development.	N/A	No
5.2	Solar flare	Solar flares can interrupt radio and other electronic communications. The increased reliance on roadside technology could mean the new scheme is more vulnerable than the existing route.	Road users	Yes
<b>6</b>	<b>Transport</b>			
6.1	Road Accidents	The risk posed by spillage from hazardous loads as a result of a road traffic accident e.g. fuel tankers will be considered in the Road Drainage and Water Environment Chapter. Although military vehicles may use the road, they already use the existing road, and given the reduced accident rate, it is unlikely that there will be any increase in relation to Major Events.	Road users, aquatic environment.	Yes
6.2	Rail Accidents	No railways located close to the scheme.	N/A	No
6.3	Aircraft Disasters	Although there is an RAF base in the vicinity, it is to the east of Amesbury, and there is not considered to be an increased risk to road users. Potential increases in bird strike risk, as a result of any habitat creation, will need to be discussed with the MoD safeguarding team.	Road users, pilots and aircraft.	Yes
6.3	Maritime Disasters	The proposed Scheme is remote from coastal areas	N/A	No
<b>7</b>	<b>Engineering Accidents/Failures</b>			
7.1	Bridge Failure	A viaduct and flyover form part of the design.	Road users	Yes
7.2	Tunnel Collapse or Fire	A tunnel forms a key part of the road design.	Road users	Yes
7.3	Dam Failure	Will be a consideration in the flood risk assessment	Road users	Yes
7.4	Flood Defence Failure	The flood risk assessment would consider potential breaches of flood defences.	Road users	Yes
7.5	Mast and Tower Collapse	Can be designed out through separation distances for wind turbines, communications towers etc, but needs to remain on the long list for now.	Road users	Yes
7.6	Building failure or fire	There are no buildings sufficiently close to the Scheme to present a significant risk	N/A	No
7.7	Utilities failure (gas, electricity, water, sewage, oil, communications)	High pressure gas pipeline - check for others	Road users	Yes
<b>8</b>	<b>Industrial Accidents - historical and existing risks.</b>			
8.1	Defence industry/military accidents	No defence manufacturing nearby, however there is a nearby military base and munition storage, as well as some potential for UXO.	Road users	Yes

8.2	Energy Industry (fossil fuel)	No petrochemical refinery, storage or power generation nearby	N/A	No
8.3	Nuclear Power	None nearby	N/A	No
8.4	Oil and gas refinery/storage	None nearby	N/A	No
8.5	Food Industry	None nearby	N/A	No
8.6	Chemical Industry	None nearby	N/A	No
8.7	Manufacturing Industry	None nearby	N/A	No
8.8	Mining Industry	Potential for current or past mining activity in the vicinity to lead to unstable ground conditions.	Road users	Yes
<b>9</b>	<b>Terrorism/Crime/Civil unrest</b>			
9.1	Bomb/vehicle attack on people	Possibility that the tunnel could be a target for a terrorist attack.	Road users	Yes
9.2	Bomb/vehicle attack on Infrastructure	Possibility that the tunnel could be a target for a terrorist attack.	Road users	Yes
9.3	Mass shooting	Unlikely to be more of a target for this type of incident due to low number of exposed targets.	N/A	No
9.4	Chemical/gas attack	Unlikely to be more of a target for this type of incident due to low number of exposed targets.	N/A	No
9.5	Rioting	Highly unlikely to occur in such a rural location.	N/A	No
9.6	Cyber attacks	the increasing reliance on roadside technology could render the Scheme more vulnerable to a cyber attack.	Road users	Yes
<b>10</b>	<b>War</b>			
10.1	Conventional	No more vulnerable than any other infrastructure.	N/A	No
10.2	Chemical	No more vulnerable than any other infrastructure.	N/A	No
10.3	Nuclear	No more vulnerable than any other infrastructure.	N/A	No
<b>11</b>	<b>Disease</b>			
11.1	Human disease	No more vulnerable than any other infrastructure.	N/A	No
11.2	Animal disease	No more vulnerable than any other infrastructure.	N/A	No
11.3	Plant disease	No more vulnerable than any other infrastructure.	N/A	No

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