

**Lower Thames Crossing
6.3 Environmental Statement
Appendices
Appendix 4.2 – Major Accidents
and Disasters Long List**

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Lower Thames Crossing

Appendix 4.2 Major Accidents and Disasters Long List

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1 Stages 1 and 2 – long list of potential Major Events

- 1.1.1 This appendix provides the long list of possible Major Events (major accidents and disasters) considered in Stages 1 and 2 of the Major Events assessment process in Section 4.10 of Chapter 4: EIA Methodology (Application Document 6.1).
- 1.1.2 For the purposes of compiling the long list, the following definitions have been adapted using the Institute of Environmental Management and Assessment (IEMA) guidance on Major Accidents and Disasters (2020) and the Design Manual for Roads and Bridges (DMRB) LA 104 Environmental Assessment and Monitoring (Highways England, 2020a):
- a. Major Event – events that pose an immediate threat or delayed serious environmental effects on human health, welfare and/or the environment, and require the use of resources beyond those of the client or its appointed representatives to manage. While malicious intent is not accidental, the outcome (for example, train derailment) may be the same. Therefore, many mitigation measures will apply to both deliberate and accidental events.
 - b. Receptor – the specific environmental factors that could be adversely affected if the source reaches it. An environmental factor is defined as features of the environment that are subject to assessment under Article 3 of the Environmental Impact Assessment (EIA) Directive. These are air quality, cultural heritage, landscape, biodiversity, geology and soils, material assets, noise and vibration, population and human health, the water environment and climate.
- 1.1.3 Major Events with little relevance in the UK (for example, famine) were not included.
- 1.1.4 DMRB LA 104 (Highways England, 2020a) notes that '*not all events warrant assessment and evidence should be provided to support the view that they are classified as Major Events*'.
- 1.1.5 It is important to consider the A122 Lower Thames Crossing (the Project) as both a source of Major Events (for example, if a bridge or the tunnel were to collapse) and a receptor of Major Events (for example, if there was a major flood event). The above definition does not distinguish between a major accident and a major disaster as there is substantial overlap. However, it is recognised that an accident is necessarily of human origin, whereas a disaster can have a human or natural origin.
- 1.1.6 Another potential source of Major Events related to the Project are road traffic collisions during operation. Road traffic incidents can affect people through fatalities and serious injury and can affect the environment through the spillage of fuel and hazardous loads. The Environmental Statement (ES) considers the risk of spillages in Chapter 14: Road Drainage and the Water Environment (Application Document 6.1) in line with DMRB LA 113 requirements (Highways

England, 2020b). The potential for such incidents to affect people as receptors under the topic of human health is considered in Chapter 13: Population and Human Health.

- 1.1.7 It is considered reasonable and proportionate to exclude certain receptor groups from the start. Construction workers and similar operatives undertaking future maintenance activities on the Project have been excluded from the assessment as a receptor. This is because existing legal protection is considered sufficient to reduce any risk from Major Events to a reasonable level. Legislation in force to protect workers in the workplace includes the following:
- a. Construction (Design and Management) Regulations 2015
 - b. Management of Health and Safety at Work Regulations 1999
 - c. Workplace (Health, Safety and Welfare) Regulations 1992
 - d. Health and Safety at Work etc. Act 1974
- 1.1.8 Identified potential Major Events have been grouped into categories and broad types of Major Event as shown in Table 1.1.

Table 1.1 Potential major accidents and disasters long list

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
Natural disasters				
1.0	Geological disasters			
1.1	Earthquakes	Earthquakes have been known to occur in the south-east of England. In April 2007, an event that measured at 4.3 on the Richter scale was recorded by the British Geological Survey with the epicentre 1km off the Folkestone coast (Baptie, 2007). More recently, in May 2015, a magnitude 4.2 earthquake occurred in Kent. Tremors were felt across the south-east of England. It is not considered necessary to take this forward for further consideration as this event will be considered appropriately at the design stage.	Road users, walkers, cyclists and horse riders Infrastructure and property	No
1.2	Volcanic activity	The Project would not be located in or close to an active tectonic area. It is highly unlikely that an ash cloud would significantly impact on any aspect of the Project. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
1.3	Avalanches	Avalanches are not considered relevant given the geographical location of the Project. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
1.4	Landslips	Unstable ground from geological units or made ground/fill could result in ground movement in landfill areas and around the A2. This will be taken forward for further consideration.	Road users, walkers, cyclists and horse riders Infrastructure and property Surrounding environment	Yes

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
1.5	Sinkholes/ground instability	Highway drainage soakaways on the North Downs in areas of chalk have the potential to cause rapid flow through fissures and subsequent sudden formation of sinkholes. This will be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Infrastructure and property	Yes
1.6	Landfill accidents (pollution incidents/gas migration)	Potential for pollution incidents/gas migration associated with historic landfills. The Project route crosses historic landfill sites. These sites are also adjacent to the Project route/within the Order Limits. This will be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Infrastructure and property	Yes
1.7	Ground gas production from naturally occurring and made ground	Ground conditions around the North Portal of the tunnel have the potential to generate ground gases. This will be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Infrastructure and property	Yes
2.0	Hydrological disasters			
2.1	Tsunami	The Project is not located in an active tectonic area. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
2.2	Tidal flooding/wave/storm surge	The River Thames is prone to tidal surges. Tidal surges, such as the North Sea flood of 1953, can lead to widespread flooding. Parts of the Project lie in areas that benefit from tidal flood defences. This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Property and people in areas of increased flood risk	Yes
2.3	Fluvial flooding	The Project lies partly within the catchments of the Mardyke and West Tilbury Main. These watercourses are susceptible to fluvial flooding.	Surrounding environment Road users, walkers, cyclists and horse riders	Yes

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		Both watercourses are subject to tide locking, which can exacerbate fluvial flooding. This will therefore be taken forward for further consideration.	Property and people in areas of increased flood risk	
2.4	Surface water flooding	Surface water is a source of potential flood risk to the Project. Construction of the Project has the potential to increase surface water flooding by building on greenfield land. This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Property and people in areas of increased flood risk	Yes
2.5	Groundwater flooding/major changes to groundwater levels/quality	The Project may cross areas of high groundwater levels, for example in the London Borough of Havering. The Project also crosses groundwater public water supply source protection zones (SPZs). This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Property and people in areas of increased flood risk Public potable water supply well (not currently used)	Yes
3.0	Meteorological disasters			
3.1	Cyclones, hurricanes and typhoons	Cyclones, hurricanes and typhoons do not occur in the UK. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
3.2	Tornadoes	Although there are tornadoes in the UK, their destructive force tends to be much less than in other parts of the world. Around 30 tornadoes are reported each year in the UK and they are typically small and short-lived. Due to strong tornadoes being a rarity in the UK, tornadoes are not considered a threat to the Project.	N/A	No

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		It is therefore not considered necessary to take this forward for further consideration.		
3.3	Cyclonic storms, gales and high winds	Major storms are a risk for any location in the UK. A number of severe weather events have affected the UK. There were 19 named storms from December 2019 to February 2022 (Met Office, 2022). Storms Ciara, Dennis, Bella, Eunice and Franklin caused widespread destruction across Kent and Essex. Some sections of the Project would be elevated. Storms and gales could result in damage and/or disruption to highway infrastructure and affect road users walkers, cyclists and horse riders. This will therefore be taken forward for further consideration.	Infrastructure and property Road users, walkers, cyclists and horse riders	Yes
3.4	Thunderstorms/lightning strikes	This type of event could result in lightning strikes to elevated structures, such as bridges. Some sections of the Project would be elevated. This event will therefore be taken forward for further consideration.	Infrastructure and property Road users, walkers, cyclists and horse riders	Yes
3.5	Coastal fog	A reduction in visibility may increase the likelihood of collisions and other risks. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes
3.6	Low temperatures (sub-zero), blizzards and heavy snow	Southern England can be subject to continental weather influences that bring cold spells in winter. This could potentially delay construction work. Heavy snow or blizzards could trap road users, walkers, cyclists, and horse riders on the highway or in the tunnel. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists, and horse riders	Yes
3.7	Droughts	Droughts are only considered to be a disaster when there are water shortages for essential services and indirect impacts on food production, such as loss of	N/A	No

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		soils. The Project is not considered to be vulnerable or a potential contributor to drought. It is therefore not considered necessary to take this forward for further consideration.		
3.8	Hailstorms	This event could cause difficult/dangerous driving conditions. However, the risk for road users is no different from similar roads, so it is not considered necessary to take this forward for further consideration.	N/A	No
3.9	Heatwaves	Southern England can be subject to continental weather influences that bring hot, humid weather in summer. The area is consistently reported as having a higher temperature than other parts of the country with former record temperatures reported at Faversham in Kent. Consideration would be given to the sensitivity of the Project to heatwave conditions. This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders	Yes
3.10	Wildfires	There may be some potential for scrub or grassland fires in areas that are located close to the Project. However, the risk is no greater than for existing roads, so it is therefore not considered necessary to take this forward for further consideration.	N/A	No
3.11	Air quality event	No significant risk or serious possibility of acute air quality effects has been identified as a result of or as likely to affect the Project. Air quality events are not considered to require detailed consideration for atypical situations, such as traffic incidents, as these are short-term and not significant in a Major Event context.	Road users, walkers, cyclists and horse riders Local population	No

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		It is therefore not considered necessary to take this forward for further consideration.		
4.0	Space disasters			
4.1	Geomagnetic storms	<p>Solar wind shock waves can affect the earth's magnetic field. This disrupts electrical power and communications networks and Global Positioning System (GPS). The increased reliance on roadside technology could mean the Project is more vulnerable than existing roads.</p> <p>Geomagnetic storms pose a threat to the electrical power grid. These could interfere with the tunnel operating systems as well as with smart technology and the life-saving systems proposed.</p> <p>This will therefore be taken forward for further consideration.</p>	Road users, walkers, cyclists and horse riders	Yes
4.2	Solar flares	Solar flare events can interrupt electrical power, radio and other electronic communications networks. The increased reliance on roadside technology could mean the Project is more vulnerable than existing roads. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes
4.3	Impact events and airburst	An impact from an astronomical object can cause effects such as shock waves, heat radiation and craters. The Project is no more vulnerable than existing roads. It is therefore not considered necessary to take this forward for further consideration.	N/A	No

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
5.0	Biological			
5.1	Disease epidemics and animal/plant diseases	Disease epidemics have the potential to affect the safe operation of the infrastructure by impacting the safety of critical staff in the construction, operation and maintenance phases. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes
Manmade/technological				
6.0	Industrial and urban accidents			
6.1	Control of Major Accident Hazards sites (COMAH sites)	The closest COMAH site to the Project route is Exolum Storage Limited (Fuel storage/distribution). This is located 1.8km from the Order Limits and 3.35km from the Project route (Health and Safety Executive, 2020). The operations are subject to the COMAH Regulations 2015, so all measures necessary to prevent a major accident and limit their consequences to people and the environment are in place and inspected by the competent authority. This includes a requirement to prepare a Major Accident Prevention Policy. Implementation of the above policy and procedures would limit the potential to impact on the Project. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
6.2	Ports and harbours	The closest facility, the Port of Tilbury, is located on the north bank of the River Thames in Thurrock. It is approximately 200m west of the Order Limits and 3km from the Project route. In total, 16 million tonnes of materials pass through the port each year with varied cargoes imported and exported by short-sea and deep-sea vessels.	Surrounding environment	Yes

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		A new terminal (Tilbury2) has been built adjacent to the Port of Tilbury (Planning Inspectorate, 2020c). This is located approximately 1.2km from the Project route. Ports and harbours will therefore be taken forward for further consideration.		
6.3	Major Accident Hazard Pipelines (MAHP)	High-pressure natural gas supply transmission and distribution networks (i.e. pipelines operating at >7 barg) cross the Order Limits. Construction requires crossing and works to and close to the pipelines. Pipelines could fail and damage the Project. MAHPs will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Local population	Yes
6.4	Overhead electric power transmission and distribution networks	Overhead electric power networks operating at 132kV and greater cross the Order Limits. Construction requires crossing and works to and close to the overhead electric power networks. Infrastructure could fail and damage the Project. Overhead electric power transmission and distribution networks will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders Local population	Yes
6.5	Nuclear	No such facilities are located within the 3km study area of the Project. The closest existing nuclear power station is Dungeness B Power Station. Approximately 65km south-east of the Order Limits, it is expected to be shut down, with defueling started in 2021 (EDF Energy, 2021). The closest planned nuclear reactor is Bradwell B Power Station in Essex, approximately 42km north-east of the Order Limits. It is planned to be	N/A	No

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		<p>completed in the early 2030s (Planning Inspectorate, 2020a).</p> <p>The Office for Nuclear Regulation independently regulates nuclear safety and security at nuclear-licensed sites in the UK. Measures necessary to prevent a major accident and limit their consequences to people and the environment are in place and inspected by the competent authority.</p> <p>Health and Safety Executive-approved emergency arrangements are in place to respond to any site emergency.</p> <p>Operators of nuclear facilities are also obliged to consult with the emergency services, local authorities and other interested bodies. This is to ensure that advice is available and given, should it be necessary, to protect the public. Operators must prepare an Onsite emergency plan and local authorities an Offsite emergency plan.</p> <p>Implementation of the above would limit the potential to impact the Project. It is therefore not considered necessary to take this forward for further consideration.</p>		
6.6	Energy industry/fuel filling stations	<p>There are no existing energy industry facilities within the 3km Project study area.</p> <p>Thurrock Power Ltd has submitted a Development Consent Order (DCO) application for a flexible generation plant on land north of Tilbury substation, Thurrock. The main site of the Thurrock Flexible Generation Plant is approximately 700m to the west of the Project route. The DCO application indicates that a corridor for a gas pipeline will cross the</p>	<p>Surrounding environment</p> <p>Road users, walkers, cyclists and horse riders</p>	Yes

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		<p>Project route (Planning Inspectorate, 2020b). This scheme was granted consent in 2022: Thurrock Flexible Generation Plant Development Consent Order 2022 (Planning Inspectorate, 2022).</p> <p>There is a retail fuel station located at the proposed M2/A2/A122 Lower Thames Crossing junction that needs to be demolished.</p> <p>This will therefore be taken forward for further consideration.</p>		
6.7	Oil and gas refinery storage	No facilities are within the 3km study area of the Project. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
6.8	Food industry	The Port of Tilbury, approximately 200m from the Order Limits, provides distribution services for the food and drink sector and is also home to a number of food-based businesses, such as Allied Mills (see 6.2 Ports and Harbours). The risk is no greater than for existing roads. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
6.9	Manufacturing industry	Manufacturing industry is located at the Port of Tilbury, approximately 200m from the Order Limits (see 6.2 Ports and Harbours). The risk is no greater than for existing roads. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
6.10	Mining/quarrying industry	There is no active mining or quarrying in area. Historical mineral extraction could lead to unstable ground conditions. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
6.11	Unexploded ordnance (UXO)	There is potential for UXO in areas surrounding the Project that were subject to bombing during World War II. This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders	Yes
7.0	Transport accidents			
7.1	Road traffic incidents	Spillage from construction plant incidents and during operation from hazardous loads as a result of a road traffic incident (such as a fuel tanker) pose a risk. There is also the risk of hazardous loads exploding as a result of a road traffic incident (for example, structural failure/flood defence failure). This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders Surrounding environment	Yes
7.2	Property or bridge demolition accident	The Project would require demolition work to remove a number of buildings and structures. This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders	Yes
7.3	Rail accidents	There is a risk due to the proximity of the Project to railway lines and therefore the potential for rail accidents during construction and operation. The Project route would run adjacent to a section of railway. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders Rail users Surrounding environment	Yes
7.4	Maritime accidents	The River Thames is a navigational waterway. Any materials arriving by river in the construction phase would use an existing port to receive the goods. The Project also includes the construction of outfalls into the River Thames. This will therefore be taken forward for further consideration.	Surrounding environment Maritime users	Yes

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
7.5	Aviation accidents	There are two private airfields within the 3km study area of the Project: General Air Services at Bulphan, adjacent to the A128 (2.05km from the Project route), and Damyns Hall Aerodrome, Aveley Road, Upminster (2.29km from the Project route). The risk of aircraft disasters is not considered to be greater as a result of the Project and the risk for road users is no different from any other road in the UK. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
8.0	Engineering accidents/failures			
8.1	Tunnel failure/fire/explosion/tidal breach or inundation	A tunnel forms a key part of the Project. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders Surrounding environment	Yes
8.2	Tunnel/bridge closure and traffic diversion	Closure of the road/tunnel would divert traffic onto local roads. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders Surrounding environment	Yes
8.3	Bridge failure	Bridge supports for the junction interchanges and other overbridges form part of the Project design. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders Surrounding environment	Yes
8.4	Dam/reservoir failure	There are reservoirs in the surrounding area which are considered in Appendix 14.6: Flood Risk Assessment (Application Document 6.3). This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders	Yes
8.5	Flood defence failure	Parts of the Project would benefit from existing flood defences. Breaches of flood defences are considered in Appendix 14.6: Flood Risk	Surrounding environment Road users, walkers, cyclists and horse riders	Yes

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
		Assessment (Application Document 6.3). This will therefore be taken forward for further consideration.	Local population	
8.6	Mast/pylon collapse	Existing electricity pylons and telecommunication masts are present along the Project route. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders Local population	Yes
8.7	Building explosion/structural collapse or fire	Fires could be initiated by construction-related work, affecting adjacent areas. Urban buildings within the 3km study area are low-rise and predominantly residential, although taller residential/commercial properties exist. No buildings are close enough to the Project to be a significant risk. Heat from fires associated with vehicles and machinery during construction and operation could affect structural integrity. This will therefore be taken forward for further consideration.	Surrounding environment, Road users, walkers, cyclists and horse riders	Yes
8.8	Utilities failure (gas, electricity, water, sewerage and communication)	Many utilities are located near the Project and there is a risk of utilities failure. This will therefore be taken forward for further consideration.	Surrounding environment Road users, walkers, cyclists and horse riders	Yes
9.0	Terrorism, crime, civil unrest			
9.1	Bomb/vehicle attack on people/infrastructure	Construction and operation of the tunnel may make the Project more of a malicious attack target than other existing roads. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes
9.2	Mass shooting	The Project is unlikely to be more of a target for this type of incident due to the relatively low number of exposed targets. It is therefore not considered necessary to take this forward for further consideration.	N/A	No

	Major event	Relevance to the Project	Potential receptors	Include in short list? (Y/N)
9.3	Chemical/gas attack	The Project is unlikely to be more of a target for this type of incident due to the relatively low number of exposed targets. It is therefore not considered necessary to take this forward for further consideration.	N/A	No
9.4	Suicide risk from high structures	The Project would include a number of high structures over the Project route. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes
9.5	Cyberattack	The increasing reliance on roadside technology could render the Project more vulnerable to a cyberattack. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes
9.6	Industrial action/rioting/civil unrest/protest groups	These can cause significant disruption to the travelling public. This will therefore be taken forward for further consideration.	Road users, walkers, cyclists and horse riders	Yes
10.0	War			
10.1	Conventional, chemical, nuclear	The Project is no more vulnerable than other Critical National Infrastructure. It is therefore not considered necessary to take this forward for further consideration.	N/A	No

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