

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park North (ILPN) Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

Preliminary Environmental Information Report (PEIR)

Chapter 19: Major accidents and disasters

October 2025

Planning Act 2008

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

This document forms a part of a Preliminary Environmental Information Report (PEIR) for the Intermodal Logistics Park North (ILPN) project.

A PEIR presents environmental information to assist consultees to form an informed view of the likely significant environmental effects of a proposed development and provide feedback.

This PEIR has been prepared by the project promoter, Intermodal Logistics Park North Ltd. The Proposed Development is described in Chapter 3 of the PEIR and is the subject of a public consultation.

Details of how to respond to the public consultation are provided at the end of Chapter 1 of the PEIR and on the project website:

<https://www.tritaxbigbox.co.uk/our-spaces/intermodal-logistics-park-north/>

This feedback will be taken into account by Intermodal Logistics Park North Ltd in the preparation of its application for a Development Consent Order for the project.

Chapter 19 ◆ Major accidents and disasters

INTRODUCTION

- 19.1 This chapter sets out the approach adopted to assess the likely effects of the Proposed Development in relation to the risk from major accidents and disasters.
- 19.2 The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA Regulations”) (Schedule 4, Paragraph 8) require the consideration of:

‘A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. Relevant information available and obtained through thorough risk assessments pursuant to EU legislation ... or UK environmental assessments may be used for this purpose provided that the requirements of this Directive are met. Where appropriate, this description should include measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies’.

- 19.3 There is the potential for the Proposed Development to be affected by major accidents or disasters and consequently there is a potential for the Proposed Development to impact on human health and the environment. For the purposes of this chapter, accidents are considered to be an occurrence resulting from uncontrolled developments in the course of construction and operation of a development (e.g. major emission, fire or explosion). Disasters can result from man-made hazards such as terrorist acts or natural hazards such as naturally occurring extreme weather events or ground related hazard events (e.g. subsidence, landslide, earthquake)¹.
- 19.4 Due to this potential, this chapter explains the control measures that will be in place in the construction and operational phases of the Proposed Development to ensure that the Proposed Development’s vulnerability to accidents and disasters results in the risk of potential significant effects being As Low As Reasonably Practicable (ALARP).
- 19.5 The term ALARP describes the desirable level with which risks are managed and controlled. For a risk to be defined as ALARP, a risk must be appropriately managed through the use of mitigation measures.
- 19.6 This chapter is intended to be read as part of the wider PEIR, with particular reference to Chapter 6: Land use and socio-economics, Chapter 7: Traffic and Transport, Chapter 8: Air Quality, Chapter 9: Noise and Vibration, Chapter 10: Landscape and Visual Effects, Chapter 11: Ecology and Biodiversity, Chapter 12: Cultural Heritage, Chapter 13:

¹ Major Accidents and Disasters in EIA: A Primer (IEMA, 2020)

Archaeology, Chapter 14: Surface Water and Flood Risk, Chapter 15: Geology, Soils and Contaminated Land, Chapter 16: Materials and Waste, Chapter 17: Energy and Climate Change, and Chapter 18: Population and human health

- 19.7 Each of these chapters provide a baseline of receptors and identify topic relevant mitigation measures which are required to be considered when assessing the potential effects deriving from major accidents and disasters.
- 19.8 The structure of this chapter differs from the typical chapter structure used elsewhere in this PEIR due to its nature of focusing on risks relevant to the Proposed Development and signposts other documentation where these risks have been/will be addressed.

RELEVANT LAW, POLICY AND GUIDANCE

- 19.9 Paragraph 4.62 of the National Networks National Policy Statement (NPSNN) states that:

“It is the government’s policy, supported by legislation, to ensure that the risks of passenger and workforce accidents are reduced so far as reasonably practicable. Rail schemes should take account of this and seek to further improve safety at every opportunity and where there is value for money in doing so.”

- 19.10 Paragraph 4.64 of the NPSNN requires that:

“The applicant should be able to demonstrate that their scheme is consistent with all relevant regulations, industry guidance and regulatory guidance from the Office of Road and Rail, and that their safety assessment has considered the cost and safety implications during the construction, commissioning and operational phases of the development”.

- 19.11 In terms of security considerations, Paragraph 4.67 states that it is the government’s policy to “ensure that, where possible, proportionate protective security measures are designed into new infrastructure projects at an early stage in the project development”.

- 19.12 The National Planning Policy Framework (NPPF) (December 2024, as amended February 2025), notes that, with relevance to major accidents and disasters:

“Local planning authorities should consult the appropriate bodies when considering applications for the siting of, or changes to, major hazard sites, installations or pipelines, or for development around them”. (Paragraph 46).

- 19.13 Paragraph 102 states: “Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

a) anticipating and addressing possible malicious threats and other hazards (whether natural or man-made), especially in locations where large numbers of people are expected to congregate 44. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to

reduce vulnerability, increase resilience and ensure public safety and security. The safety of children and other vulnerable users in proximity to open water, railways and other potential hazards should be considered in planning and assessing proposals for development; and

b) recognising and supporting development required for operational defence and security purposes and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area”.

19.14 The legislation relevant to the assessment of major accidents and disasters is detailed in Table 19.1.

Table 19.1 Summary of legislation relevant to major accidents and disasters

Legislation	Description
The Infrastructure Planning (EIA) Regulations 2017	Schedule 4 Paragraph 5(d) of the EIA Regulations requires: <i>“A description of the likely significant effects of the development on the environment resulting from ... the risks to human health, cultural heritage or the environment (for example due to accidents or disasters)”.</i> Schedule 4, Paragraph 8 of the EIA Regulations requires: A description of the expected significant adverse effects of the Proposed Development on the environment deriving from the vulnerability of the Proposed Development to risks of major accidents and disasters that are relevant to the project concerned. If appropriate, a description of the measures envisaged to prevent or mitigate the significant adverse effects of major accidents and/or disasters on the environment and details of the preparedness for and proposed response to such emergencies.
Health and Safety at Work etc. Act 1974 (c. 37)	Provides the framework for the regulation of workplace health and safety in the UK. It provides a legal framework for the provision of safe plant and equipment and prevention of harm to people from occupational hazards present in a workplace, including emergencies, which may affect those offsite or visiting the Proposed Development.
Construction (Design and Management) (CDM) Regulations 2015	Places legal duties on almost all parties involved in construction work, with specific duties on clients, designers and contractors, so that health and safety is considered throughout the life of a construction project from inception to demolition and removal. The client, designer(s) and contractor(s) must avoid foreseeable risks, so far as is reasonably practicable, by eliminating hazards associated with the

Legislation	Description
	design, construction, operation and maintenance of the Proposed Development. The CDM Regulations ensure that mechanisms are in place to continually identify, evaluate and manage safety risks throughout the design, construction and operation phases of the Proposed Development. Many of the risks identified and managed at the detailed design phase also serve to eliminate or reduce the risk of a major accident (and therefore environmental consequence) occurring during the construction and operational phases.
The Supply of Machinery (Safety) Regulations 2008	These regulations aim to remove technical barriers to trade, in particular products, by harmonising national health and safety provisions applicable to such products when they are first placed on the market or put into service in the European Economic Area. Many of the risks identified and managed in the design of machinery used in and associated with the Proposed Development will serve to eliminate or reduce the risk of a major accident (and therefore environmental consequence) occurring during the construction and operational phases of the Proposed Development.
Occupier's Liability Act 1984 (c.3)	This Act amends the law of England and Wales as to the liability of persons as occupiers of premises for injury suffered by persons other than their visitors. The Act provides a legal framework for the prevention of harm to people from occupational safety and health hazards present on premises under the control of the occupier, including to those visiting the premises. The Proposed Development will include premises controlled by the Applicant that will attract visitors who could be impacted by major accidents and disasters whilst on/crossing those controlled premises.

19.15 Best practice and guidance on the assessment of major accidents and disasters is set out in the 'Major Accidents and Disasters in EIA: A Primer', published by the Institute of Sustainability and Environmental Professionals. This guidance has been followed in this assessment.

19.16 There is no local policy or guidance on the assessment of major accidents and disasters for St Helens Borough Council, Wigan Council, Greater Manchester Combined Authority, Warrington Borough Council or Liverpool City Region Combined Authority.

CONSULTATION TO DATE

19.17 A request for a Scoping Opinion was submitted to the Planning Inspectorate on 4 November 2024. Within the Scoping Report, with regards to major accidents and disasters, the following effects were proposed to be scoped into the assessment:

- construction hazards;
- flooding and damage due to severe weather events;
- major transport and industrial accidents;
- malicious attacks;
- transportation of hazardous loads;
- hazardous waste; and
- increased rail freight movements.

19.18 No effects were proposed to be scoped out.

19.19 A Scoping Opinion was received on 12 December 2024. The Planning Inspectorate agreed with the proposed scope for the Major Accidents and Disasters chapter and had no comments. Table 19.2 outlines the comments received from other consultees relevant to this chapter.

Table 19.2 Consultation summary

Consultee	Consultee comment	Response
EIA Scoping Consultation		
Health and Safety Executive (HSE)	The proposed project does not fall within the consultation distances of any Major Hazard Installation(s) or Major Accident Hazard Pipeline(s).	The Applicant notes this comment
	Explosives sites – HSE has no comment to make as there are no licensed explosives sites in the vicinity	The Applicant notes this comment
	Electrical Safety – No comment from a planning perspective	The Applicant notes this comment
St Helens Borough Council	There are no objections or concerns raised in relation to the matters that have been ‘scoped in’ in relation to the Major Accidents & Disasters Chapter.	The Applicant notes this comment

- 19.20 No comments were received from Warrington Borough Council or Wigan Council through the scoping consultation in relation to major accidents and disasters. No further consultation in relation to major accidents and disasters has been undertaken to date.

APPROACH AND CONSIDERATION OF VULNERABILITY

- 19.21 When considering the likely vulnerability of a development to major accidents or disasters there are three key criteria²:
- Is the development a source of hazard that could result in a major accident and/or disaster?
 - Does the development interact with any external sources of hazard?
 - If an external man-made or natural hazard occurred, would the presence of the development increase the risk of significant environmental effect(s) to an environmental receptor occurring?
- 19.22 These criteria are explored in the following sections.
- 19.23 Particular focus is given to the identification of potential major accidents and/or disasters which either arise due to the Proposed Development or have the potential to effect the Proposed Development which then has a potential to impact on human health or the environment. Attention is then given to the identification of appropriate risk management structures, existing design measures or legal requirements, codes and / or standards; and question whether they adequately control both health and safety and environmental risks to ensure that the risk of potential significant effects is ALARP.

Baseline data

- 19.24 The following data has been reviewed to identify potential hazards and assist this assessment:
- UK's current National Risk Register³;
 - Local community risk registers⁴; and
 - Data including Scoping Opinion comments from the Health and Safety Executive.

Sensitive receptors

- 19.25 In line with Schedule 4 of the EIA Regulations, the following sensitive receptors are

² Major Accidents and Disasters in EIA: A Primer (IEMA, 2020)

³ UK's current National Risk Register: <https://www.gov.uk/government/publications/national-risk-register-2025>

⁴ Local community risk registers: <https://www.merseysideprepared.org.uk/media/1808/2025-merseyside-community-risk-register.pdf>

considered with respect to major accidents and disasters:

- members of the public and local communities;
- infrastructure and the built environment;
- the natural environment, including ecosystems, land and soil quality, and air quality;
- surface and groundwater resources and landscape;
- the historic environment, including archaeology and built heritage; and
- the interaction between the factors above.

19.26 Details of the specific potential receptors of effects resulting from major accidents and disasters within the above-mentioned categories are provided in the PEIR Chapters 6 to 18 (where relevant).

19.27 Excluded receptors include:

- staff of the Applicant and/or their suppliers, whether during the construction or operation phase due to an employer's commitment and obligations to manage risks to employees are addressed in the Health and Safety At Work etc Act 1974; and
- members of the public who are wilfully trespassing, for example, a breach of the Proposed Development's perimeter fencing. Defined as outside the occupier's legal requirements under the Occupiers' Liability Act 1984.

19.28 In addition to the content below, the vulnerability of the Proposed Development to major accidents and disasters from an environmental perspective is taken into account in the discipline-specific assessments reported on in other chapters of this PEIR.

External sources of hazard

19.29 This section explores external sources of hazards as identified by the National Risk Register, the Merseyside Community Risk Register, the Greater Manchester Community Risk Register and Cheshire Community Risk Register and determines whether the Proposed Development would increase the risk of significant environmental effects from external natural or man-made hazards.

Flooding

19.30 A flood risk assessment (FRA) has been completed and is submitted as part of this PEIR (Appendix 14.1). The results from the modelling have fed into the design of the Proposed Development and helped to inform mitigation measures embedded into the design, including a Sustainable Drainage System (SuDS) that covers the Main Site. The system will provide attenuation up to the 1 in 100-year storm event, and includes an additional 45% allowance for the potential effects of high impact climate change.

19.31 Additionally, the latest best practice guidance on working near watercourses should be

followed by construction workers, such as the HSE's 'Personal buoyancy equipment on inland and inshore waters (1995)'. Adherence to this guidance will be secured through the outline Construction Environmental Management Plan (oCEMP), which will be subject to a requirement in the DCO.

- 19.32 The vulnerability of the Proposed Development to a major disaster or accident, following mitigation, is considered negligible. Therefore, when considering flooding, the risk of potential significant effects associated with the Proposed Development is ALARP and not significant.

Severe weather

- 19.33 An assessment of climate change resilience has been completed and is provided within Appendix 17.2 Climate Projections Risk and Resilience Assessment. The assessment considers the vulnerability of the Proposed Development during construction and operation to the potential impacts of climate change, such as those from extreme weather and long-term climate change. The assessment utilises and applies the most recent data available in accordance with best practice and utilises UKCP18⁵ projections.
- 19.34 The Proposed Development has considered the design of structures, drainage and buildability carefully in accordance with potential climatological effects. This includes the use of SuDS in hard-surfaced areas wherever suitable to mitigate the impact of heavy precipitation events. Further information is available in Appendix 17.2: Climate Projections Risk and Resilience Assessment.
- 19.35 The impacts of climate change on the Proposed Development during the construction phase will be managed through the oCEMP, which will contain procedures to mitigate any potential impacts associated with extreme weather events, as per best practice mitigation measures employed in the construction industry.
- 19.36 Chapter 17: Energy and Climate Change also proposes a number of climate change-related mitigation measures for the operational phase based on long-term climate projections. The following will be included within the management of the ILPN SRFI through the requirements in the DCO to ensure a high-quality environment is maintained throughout, including any shared areas of public realm:
- regular maintenance of buildings, road and rail infrastructure;
 - compliance with Building Regulations incorporating a safety margin for structural design;
 - preparation of an Emergency Response Plan for responding to flooding and storm damage; and

⁵ UKCP18 (or the UK Climate Projections 2018) are a set of probabilistic climate change projections published by the Met Office Hadley Centre (MOHC), providing information on how the UK climate may change in the future. The projections are based on representative concentration pathway (RCP) scenarios used by the Intergovernmental Panel on Climate Change, thereby giving a low-high range in potential global GHG reduction initiatives and resulting rate of climatic effects over a given time period.

- implementation of a road user warning system for any disruption to the road network.

19.37 Following this mitigation, the assessment confirms that there are no significant effects when considering the Proposed Development's vulnerability to climate change. Therefore, the risk of potential significant effects associated with the Proposed Development's vulnerability to climate change is ALARP and not significant.

Major accidents

19.38 The types of major accidents reported in the UK's current National Risk Register include major transport accidents and industrial accidents.

19.39 The Applicant has not identified any pathways by which external sources of industrial accidents would interact with the Proposed Development to give rise to vulnerability. The risk of accidents can therefore be considered ALARP and not significant.

19.40 Chapter 7: Transport and Traffic provides an assessment on the strategic and local highway network within the vicinity of the DCO Site and the accessibility of the DCO Site for road-based movements. An outline Construction Traffic Management Plan (oCTMP) has been prepared and will be implemented by the principal contractor for each phase to address the potential adverse effects of the construction of each phase of the Proposed Development on the local surrounding highway network. The oCTMP will be submitted in outline as part of the DCO, and the implementation of the oCTMP will be subject to a requirement in the DCO.

19.41 In addition, a Sustainable Access and Movement Strategy (SAMS) will outline how people can travel to, from and within the Main Site with a focus on promoting walking, cycling, public transport, and reducing car dependency. Sustainable transport measures outlined within the SAMS include a mobility hub and a shuttle bus service. A Framework Travel Plan includes measures such as an electronic Travel Welcome Pack, car sharing, information on the existing local cycle routes and bus services to promote sustainable travel habits. Additionally, a Delivery, Servicing and HGV Management Strategy, which will be secured by Requirement in the DCO, will set out preferred and restricted routes for HGVs travelling to and from the DCO Site.

19.42 The proposed highway and accessibility improvements and implementation of mitigation (in the form of both management and physical measures) will improve road connectivity for vehicles, and facilitate access to the scene of a major accident event. Further information on the potential highways mitigation options can be found in the Highways Mitigation Options Report (Appendix 7.2).

19.43 With these provisions in place, the risk of potential significant effects associated with major accidents relating to the Proposed Development is ALARP and not significant.

Malicious attacks

19.44 Malicious attacks reported in the UK's current National Risk Register include attacks on transport systems and infrastructure.

- 19.45 As reported above, where external hazards require an emergency response, the improved road connectivity afforded by the proposed highway and accessibility improvements (and highways mitigation options) will facilitate access to the scene of the event.
- 19.46 Additionally, the Proposed Development includes security infrastructure, including fencing, gates, security kiosks, and security lighting.
- 19.47 With these provisions in place, the risk of potential significant effects associated with malicious attacks in relation to the Proposed Development is ALARP and not significant.

Construction hazards

- 19.48 The construction of the Proposed Development involves many key activities such as the demolition of buildings and structures and the building of new rail infrastructure, the Rail Terminal, logistics buildings and an energy centre.
- 19.49 The Proposed Development is not a direct source of hazard over and above those standard construction activities that are described in Chapter 3: Project Description. These activities are subject to relevant statutory and regulatory controls and additional mitigation and safeguards as explained in the relevant technical chapters and which will be enforced through the DCO.
- 19.50 A full account of the detailed considered construction methodologies and measures proposed to protect the environment and local amenity during construction will be provided in the following documentation to accompany the PEIR and later the DCO application:
- oCEMP – which describes the measures the Applicant proposes to implement to protect the environment of the DCO Site and its surroundings during construction;
 - oCTMP – which includes measures to ensure that construction traffic will not cause an unacceptable increase in traffic on local roads. The plan includes routing restrictions for construction traffic;
 - Site Waste and Materials Management Plan (SWMMP) – which covers the minimisation and management of waste generated during construction, including the management of hazardous waste should it be found on the DCO Site.
- 19.51 The Proposed Development will include the diversion of existing utilities. All connections to all existing off site utility infrastructure will be undertaken by utility providers under their existing statutory powers and safety protocols.
- 19.52 Overall, in appraising the vulnerability of the Proposed Development to major accidents and disasters, it is considered that the wide range of established safety and security legislation applicable to the construction of a SRFI is generally sufficient to ensure that the risk of potential significant effects is ALARP and not significant.

Onsite hazards

- 19.53 With regards to onsite hazards, the HSE confirmed through consultation that there are no major accident sites and no major accident hazard pipelines within the draft Order Limits of the Proposed Development.
- 19.54 It is also noted that there are no licenced explosives sites in the vicinity of the Proposed Development.
- 19.55 Therefore, the risk of potential significant effects associated with onsite hazards in relation to the Proposed Development is negligible and ALARP and not significant.

Operational Hazards

- 19.56 The Proposed Development is not a direct source of hazard over and above those standard construction operational activities that are described in Chapter 3: Project Description. It is also subject to relevant statutory and regulatory controls and additional mitigation measures and safeguards, these are:
- ISO 45001 Health and Safety management system. The Applicant will have a management system in place which accords to ISO 45001 during the operational phase of the Proposed Development;
 - Rail Report. This document will accompany the final ES and will validate that the Proposed Development can operate within the current rail network capacity. This confirmation will be based on a detailed assessment of the current train timetable and ongoing consultation with Network Rail to ensure that freight associated with the ILPN SRFI can be added without exceeding capacity constraints.
 - Lighting Strategy. The strategy will accompany the final ES and will outline that illumination levels will be set as low as practicable while complying with safety and security recommendations and the design levels set out in BS EN 12464 'Light and lighting – Lighting of work places – Part 2: Outdoor work places' and BS 5489-1 'Design of road lighting - Lighting of roads and public amenity areas'. An indicative external lighting design has been produced that minimises light pollution.
 - Other Consents and Licences Report. This document will be submitted as part of the DCO application and will summarise the other consents, licences and agreements that, in addition to the DCO, the Applicant intends to obtain, to authorise the construction, operation and maintenance of the ILPN SRFI.
- 19.57 Operational hazards are further explored in the following key operational aspects of the Proposed Development.

Transportation of hazardous loads

- 19.58 In common with other SRFIs, the Proposed Development will cater for occupiers who will handle non-hazardous products and materials. In this respect, the Applicant envisages that most and potentially all freight passing through the ILPN SRFI would be non-hazardous. However, in the event that an individual occupier wished to handle hazardous substances in quantities that would render them Controlled Substances as identified in

the Planning (Hazardous Substances) Regulations 2015, it would be the occupier's responsibility to secure Hazardous Substances Consent under the Planning (Hazardous Substances) Act 1990.

- 19.59 With any potential hazardous loads managed under strict regulations, the risk of potential significant effects associated with the transportation of hazardous loads is ALARP and not significant.

Hazardous waste

- 19.60 It is not expected that any significant quantity of hazardous waste will be produced during the operational phase, although there will be oily rags and other light plant maintenance wastes that will be hazardous. Any hazardous waste produced during the operational phase will be segregated and stored securely before being disposed of by an approved and appropriately licensed hazardous waste contractor, in accordance with the Hazardous Waste Regulations (as amended 2015) and the associated Hazardous Waste Classification Guidance (2015).
- 19.61 With any potential hazardous waste managed under strict regulations the risk of potential significant effects associated with operational hazardous waste is ALARP and not significant.

Increased rail freight movements

- 19.62 Generally, freight carried by rail in the UK has a better safety record than freight carried by road. By enabling a transfer of freight from road to rail, the Proposed Development should help to reduce accidents. In addition, the DCO application will be accompanied by a Rail Report that will review potential hazards to rail operations and their avoidance or mitigation. This document will seek to validate that the Proposed Development can operate safely within the current rail network capacity limits. Therefore, the risk of potential significant effects associated with increased rail freight movements, including derailments, is ALARP and not significant.
- 19.63 With regards to risks at level crossings on the approach to the ILPN SRFI, there is the potential for freight trains to be held at signals whilst awaiting authorisation to enter the rail terminal. Where this happens, trains might temporarily obstruct existing level crossings or block views along the approach, creating a risk that pedestrians might attempt to walk along the railway to get around the end of the train, climb under the couplings of stationary freight wagons or cross when it is not safe to do so because their view of an approaching train is blocked.
- 19.64 As part of the Proposed Development, two level crossings on the Liverpool-Manchester railway line would be closed (Parkside No 1 – West of the Moss and Lowton Moss – East of the Moss), as set out on the Parameters Plan (Figure 3.1 of this PEIR). Two new bridges for pedestrian or combined pedestrian and cyclist use would be provided. The location of the new bridges are:
- bridge to take the shared use footway/cycleway alongside the A573 Parkside Road over the Chat Moss Railway Line; and

- footbridge to replace Parkside No 1 (level crossing closure) over the Chat Moss Railway Line.

19.65 To conclude, the risk of potential significant effects associated with increased rail freight movements is ALARP and not significant.

SUMMARY AND CONCLUSIONS

19.66 The DCO application will be accompanied by the following documents that explain provisions to avoid or reduce vulnerability to accidents and disasters:

- oCEMP to include, where relevant, a Construction Method Statement;
- Lighting Strategy;
- oCTMP; and
- Other Consents and Licences report.

19.67 In addition, the DCO application will be accompanied by a Rail Report that will include assessment of potential hazards to rail operations, including train paths and level crossings, and their avoidance or mitigation.

19.68 This integrated approach to control and management ensures that vulnerability to major accidents and/or disasters is being taken into account in the design and environmental assessment of the Proposed Development and the risks identified will be reduced to as low as reasonably practicable.

Table 19.3 Summary of effects

Receptor	Receptor sensitivity	Magnitude of effect	Description of potential impact	Proposed mitigation	Residual effect	Significant / not significant
Main Site and Western Rail Chord						
The overall risk of potential significant effects in respect or major accidents and disasters associated with the Proposed Development is ALARP.						