



UNIVERSAL DESTINATIONS & EXPERIENCES UK PROJECT

Former Kempston Hardwick Brickworks
and adjoining land, Bedford

Environmental Statement Volume 3

Appendix 16.2 - Major Accidents and Disasters Risk Record

Report reference: 4.16.2.0

Revision number: 00

Date: June 2025



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APPENDIX 16.2: RISK RECORD FOR SCREENED IN MAJOR ACCIDENT AND DISASTER EVENTS

Table 1 is a record of all potential Major Accident and Disaster (MA&D) events considered as part of this assessment. The phases are indicated in the table as “C” for the Construction Phase and “O” for Operational Phase. Note that for the Proposed Development the Operational Phase includes maintenance activities.

Table 1 – Risk Record for Screening MA&D Events

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
1	Technological or Manmade Hazards: Industrial and Urban Accidents	Fire and/or explosion or release of harmful gas	Site Wide	Fire at Control of Major Accident Hazards (COMAH) facility.	C, O, M	Airborne combustion products from a fire at the Veolia ES (UK) Limited facility drift across the Proposed Development.	Uncontained fire.	COMAH site off-Site emergency plan. Outline Construction Environmental Management Plan (OCEMP) (Appendix 2.3: Outline Construction Environmental Management Plan (OCEMP) (Volume 3)) and the Construction Phase H&S Plan (which will be required by the OCEMP). Security and Emergency Management Plan (Document Reference 6.4.2.0).	Nuisance only.	X	X	X									Security and Emergency Management Plan (Document Reference 6.4.2.0) will consider the potential risks associated with an off-Site fire.	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. Nuisance only.	N/A	Not identified as a potential major accident/disaster event.
2	Technological or Manmade Hazards: Industrial and Urban Accidents	Fire and/or explosion or release of harmful gas	Site Wide	Fire at Liquified Natural Gas (LNG) storage facility at adjacent chilled distribution centre.	C	Fire at adjacent LNG storage facility spreads to Proposed Development initiating a major event.	Uncontained fire.	OCEMP and the Construction Phase H&S Plan (which will be required by the OCEMP).	Nuisance only.	X	X	X									UDX has engaged with the Health and Safety Executive (HSE) to understand the potential risks to construction personnel. Engage with the operators of the LNG storage facility to agree emergency procedures as set out in the Security and Emergency Management Plan	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. Nuisance only.	N/A	Not identified as a potential major accident/disaster event.

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
3	Technological or Manmade Hazards: Industrial and Urban Accidents	Fire and/or explosion or release of harmful gas	Site Wide	Fire at LNG storage facility at adjacent chilled distribution centre.	O, M	Fire at adjacent LNG storage facility spreads to Proposed Development initiating a major event.	Uncontained fire.	Security and Emergency Management Plan (Document Reference 6.4.2.0).	Fire contained within the LNG storage facility site with drift of airborne combustion products off-Site.	X	X	X									<p>(Document Reference 6.4.2.0).</p> <p>CDM Risk Register will consider the potential risks associated with the presence of the LNG storage facility and identify appropriate mitigation following further engagement with the HSE/the LNG storage operator.</p>	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. Unlikely to lead to fatality or long-term harm/disability.	N/A	Not identified as a potential major accident/disaster event.

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
																					outline the actions to be taken in the event of a release of LNG.				
4	Technological or Manmade Hazards: Industrial and Urban Accidents	Fire and/or explosion or release of harmful gas	Site Wide	Loss of containment event from the LNG storage facility.	C	Large scale release of LNG resulting from a loss of containment event at the adjacent LNG storage facility.	Air dispersion of natural gas cloud from the adjacent LNG storage facility.	OCEMP and the Construction Phase H&S Plan (which will be required by the OCEMP).	Natural gas toxicity hazard affects neighbouring properties and/or those people in the immediate area.	X	X	X									UDX has engaged with the HSE to understand the potential risks to construction personnel. Engage with the operators of the LNG storage facility to agree emergency procedures. CDM Risk Register will consider the potential risks associated with the presence of the LNG storage facility and identify appropriate mitigation following further engagement with the HSE/the LNG storage operator.	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. The only potential receptors of harm are construction workers.	N/A	Not identified as a potential major accident/disaster event.
5	Technological or Manmade Hazards: Industrial and Urban Accidents	Fire and/or explosion or release of harmful gas	Site Wide	Loss of containment event from the LNG storage facility.	O, M	Large scale release of LNG resulting from a loss of containment event at the adjacent LNG storage facility.	Air dispersion of natural gas cloud from the adjacent LNG storage facility.	Security and Emergency Management Plan (Document Reference 6.4.2.0).	Natural gas toxicity hazard affects neighbouring properties and/or those people in the immediate area.	X	X	X									The type, size and intensity of buildings in the Lake Zone shall comply with the HSE's Land Use Planning Methodology to ensure that the risks associated with the existing LNG facility at ASDA, Marsh Leys Cottages Farm, Woburn Road, Kempston, Bedford MK43 9AB is appropriately considered as set out in Design Standard LZ2.1 (Document Reference 6.3.0). Engage with the operators of the LNG storage facility to agree	Yes	Could cause loss of life or permanent injury which requires ongoing disability support.	Yes	Considered to be ALARP if all mitigation measures outlined are correctly implemented.

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
6	Technological or Manmade Hazards: Transport accidents	Harm to people	Site Wide	Presence of crane(s) in aerodrome safeguarding zone.	C	Aircraft impacting crane.	Presence of crane.	OCEMP and the Construction Phase H&S Plan (which will be required by the OCEMP). Notification of crane use and location to airspace users and aerodromes.	Damage to aircraft and/or collapse of crane.			X						X			emergency procedures as set out in the Security and Emergency Management Plan (Document Reference 6.4.2.0) . The Security and Emergency Management Plan will outline the actions to be taken in the event of a release of LNG.	Yes	Could cause loss of life or permanent injury which requires ongoing disability support.	Yes	Considered to be ALARP if all mitigation measures outlined are correctly implemented.

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
																					the Air Traffic Zone for the aerodrome, an area which requires strict control of all objects from ground level to 2,000ft above aerodrome level. The Proposed Development is over 10km from the aerodrome and therefore outwith the Approach and Departure slopes, and the Air Traffic Zone and therefore outside an area where strict control on objects is required. It is also outside the display area – as shown in Figure 1: Old Warden Aerodrome Safeguarding Map of this appendix. The safeguarding map for Cranfield Airport was provided on 29 April 2024. As illustrated in Figure 2: Cranfield Airport Safeguarding Map of this appendix, the Site is located outside Cranfield Aerodrome's declared safeguarding zone. Engagement has also been undertaken with the CAA to understand restrictions and notification requirements relating to aviation safety.				

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
7	Technological or Manmade Hazards: Transport accidents	Harm to people	Site Wide	Presence of tall structure(s) in aerodrome safeguarding zone.	O, M	Aircraft impacting tall structure.	Presence of tall structure(s).	Security and Emergency Management Plan (Document Reference 6.4.2.0). Notification to airspace users of permanent tall structures.	Damage to aircraft and/or collapse of structure(s).			X						X			UDX has engaged with Cranfield Airport and Old Warden Aerodrome, the two licensed aerodromes within a 15km radius of the Site boundary. Information shared by Old Warden Aerodrome on 7 May 2024 explained that the CAA has granted Old Warden Aerodrome with a “display area” for annual flying displays which must be kept clear of persons and vehicles during a flying display – the area expands to 2,000ft	Yes	Could cause loss of life or permanent injury which requires ongoing disability support.	Yes	Considered to be ALARP if all mitigation measures outlined are correctly implemented.

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
																					above the aerodrome to a distance of no more than 1km for the end of the airfield runway. A radius of 3.7.km from the aerodrome which incorporates the Approach and Departure slopes and the Air Traffic Zone for the aerodrome, an area which requires strict control of all objects from ground level to 2,000ft above aerodrome level. The Proposed Development is over 10km from the aerodrome and therefore outwith the Approach and Departure slopes, and the Air Traffic Zone and therefore outside an area where strict control on objects is required. It is also outside the display area – as shown in Figure 1: Old Warden Aerodrome Safeguarding Map of this appendix. The safeguarding map for Cranfield Airport was provided on 29 April 2024. As illustrated in Figure 2: Cranfield Airport Safeguarding Map of this appendix, the Site is located outside				

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
8	Technological or Manmade Hazards: Transport accidents	Harm to people	Core Zone	Drone swarm in aerodrome safeguarding zone.	O, M	Aircraft colliding with drone swarm.	Presence of drone swarm.	Security and Emergency Management Plan (Document Reference 6.4.2.0). Notification to airspace users of planned drone swarms.	Damage to aircraft.			X						X			<p>Cranfield Aerodrome's declared safeguarding zone.</p> <p>Engagement has also been undertaken with the CAA to understand restrictions and notification requirements relating to aviation safety. These are measures controlled via the civil aviation regime, based upon UK legislation and non-legislative regulatory material, which is governed by the CAA in its capacity as UK aviation regulator.</p>	Yes	Could cause loss of life or permanent injury which requires ongoing disability support.	Yes	Considered to be ALARP if all mitigation measures outlined are correctly implemented.

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
																					end of the airfield runway. A radius of 3.7.km from the aerodrome which incorporates the Approach and Departure slopes and the Air Traffic Zone for the aerodrome, an area which requires strict control of all objects from ground level to 2,000ft above aerodrome level. The Proposed Development is over 10km from the aerodrome and therefore outwith the Approach and Departure slopes, and the Air Traffic Zone and therefore outside an area where strict control on objects is required. It is also outside the display area – as shown in Figure 1: Old Warden Aerodrome Safeguarding Map of this appendix. The safeguarding map for Cranfield Airport was provided on 29 April 2024. As illustrated in Figure 2: Cranfield Airport Safeguarding Map of this appendix, the Site is located outside Cranfield Aerodrome's declared safeguarding zone.				

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9	Technological or Manmade Hazards: Transport accidents	Harm to people	Core Zone	Use of lasers, fireworks, pyrotechnics and search lights in aerodrome safeguarding zone.	O, M	Disorientation and potential disturbance of sight lines.	Light/fireworks/ , pyrotechnics show.	Security and Emergency Management Plan (Document Reference 6.4.2.0). Notification to airspace users of use of lasers, fireworks pyrotechnics and search lights.	Disorientation of pilot leading to deviation from flight path.			X						X			UDX has engaged with Cranfield Airport and Old Warden Aerodrome, the two licensed aerodromes within a 15km radius of the Site boundary. Information shared by Old Warden Aerodrome on 7 May 2024 explained that the CAA has granted Old Warden aerodrome with a “display area” for annual flying displays which must be kept clear of persons and vehicles during a flying display – the area expands to 2,000ft above the aerodrome to a distance of no more than 1km for the end of the airfield runway. A radius of 3.7.km from the aerodrome which	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. Unlikely to lead to fatality or long-term harm/disability.	N/A	Not identified as a potential major accident/disaster event.

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																					incorporates the Approach and Departure slopes and the Air Traffic Zone for the aerodrome, an area which requires strict control of all objects from ground level to 2,000ft above aerodrome level. The Proposed Development is over 10km from the aerodrome and therefore outwith the Approach and Departure slopes, and the Air Traffic Zone and therefore outside an area where strict control on objects is required. It is also outside the display area – as shown in Figure 1: Old Warden Aerodrome Safeguarding Map of this appendix. The safeguarding map for Cranfield Airport was provided on 29 April 2024. As illustrated in Figure 2: Cranfield Airport Safeguarding Map of this appendix, the Site is located outside Cranfield Aerodrome's declared safeguarding zone. Engagement has also been undertaken with the CAA to understand restrictions and				

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10	Technological or Manmade Hazards: Transport accidents	Harm to people	Site Wide	Reflective surface on buildings/ structures.	O, M	Disorientation and potential disturbance of sight lines.	Light reflecting off buildings/ structures.	Security and Emergency Management Plan (Document Reference 6.4.2.0).	Disorientation of pilot leading to deviation from flight path.			X						X			notification requirements relating to aviation safety. These are measures controlled via the civil aviation regime, based upon UK legislation and non-legislative regulatory material, which is governed by the CAA in its capacity as UK aviation regulator.	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. Unlikely to lead to fatality or long-term harm/disability.	N/A	Not identified as a potential major accident/disaster event.

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																					the aerodrome, an area which requires strict control of all objects from ground level to 2,000ft above aerodrome level. The Proposed Development is over 10km from the aerodrome and therefore outwith the Approach and Departure slopes, and the Air Traffic Zone and therefore outside an area where strict control on objects is required. It is also outside the display area – as shown in Figure 1: Old Warden Aerodrome Safeguarding Map of this appendix. The safeguarding map for Cranfield Airport was provided on 29 April 2024. As illustrated in Figure 2: Cranfield Airport Safeguarding Map of this appendix, the Site is located outside Cranfield Aerodrome's declared safeguarding zone. Engagement has also been undertaken with the CAA to understand restrictions and notification requirements relating to aviation safety. These are measures				

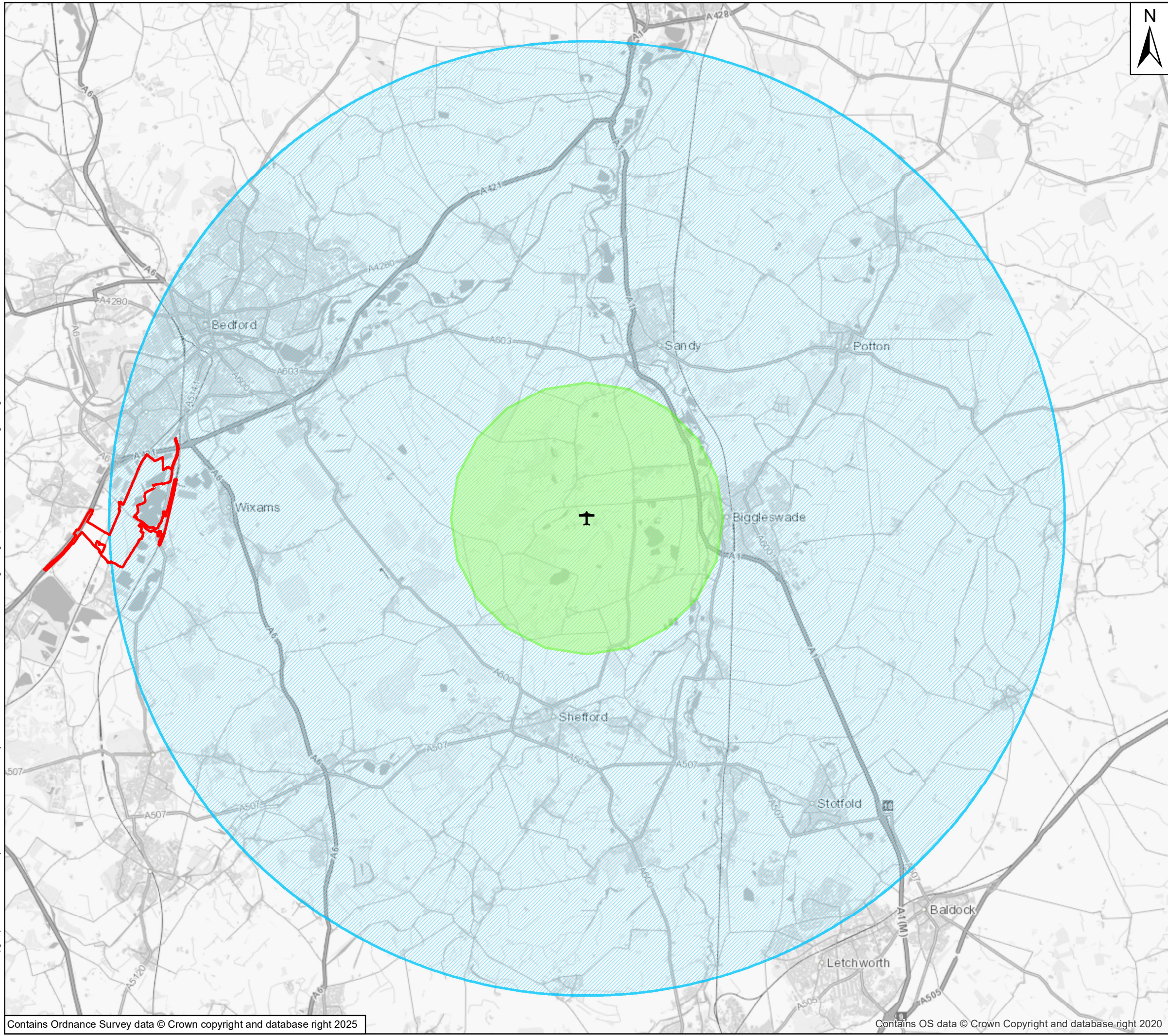
Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
11	Technological or Manmade Hazards: Utilities failures	Loss of power	Site Wide	Electricity failure	O	Electricity failure leading to shutdown of rides.	Members of the public stranded on a ride.	Security and Emergency Management Plan (Document Reference 6.4.2.0).	Nuisance / minor injury to members of the public.			x									controlled via the civil aviation regime, based upon UK legislation and non-legislative regulatory material, which is governed by the CAA in its capacity as UK aviation regulator.	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. Unlikely to lead to fatality or long-term harm/disability.	N/A	Not identified as a potential major accident/disaster event.
12	Technological or Manmade Hazards: Malicious Attacks	Harm to people	Site Wide	Person with intent to cause harm in a crowded area.	O	Crowding of people.	Presence of attacker.	Security and Emergency Management Plan (Document Reference 6.4.2.0)	Fatality and/or injury to members of the public.			x									The Proposed Development will be designed and constructed in accordance with relevant standards including consideration of the requirements of the Terrorism (Protection of Premises) Act 2025 (Martyn's Law). Public	Yes	Could cause loss of life or permanent injury which requires ongoing disability support.	Yes	Considered to be ALARP if all mitigation measures outlined are correctly implemented.

Risk Record Entry Number	MA&D Category	Risk Event Type	Section of Proposed Development	Hazard Description	Applicable Phases (Construction, Operation)	Risk Description	Hazard Sources and/or Pathways	Documentation in which the Event is/will be Addressed	Reasonable Worst Consequence if Event did Occur and Receptor(s)	Air Quality	Climate	People and Communities	Biodiversity	Cultural Heritage	Geology and Soils	Landscape and Visual	Noise and Vibration	Transport	Material Resources	Road Drainage and the Water Environment	Mitigation	Could this Constitute a Major Accident or Disaster?	Justification	Is this ALARP* with Existing Mitigation?	Justification
13	Technological or Manmade Hazards: Malicious Attacks	Harm tom people	Site Wide	Operational control failure.	O	Cyber-attack leading to shutdown of rides.	Members of the public stranded on a ride.	Security and Emergency Management Plan (Document Reference 6.4.2.0).	Nuisance/minor injury to members of the public.			x									The Proposed Development will be designed and constructed in accordance with relevant standards. A cyber security risk assessment will be undertaken. Digital technology will align with UK Cyber Security Standards. Implementation of a Security and Emergency Management Plan	No	The reasonable worst consequence of this event does not meet the criteria of a major accident. Unlikely to lead to fatality or long-term harm/disability	N/A	Not identified as a potential major accident/disaster event.

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																					(Document Reference 6.4.2.0). The rides will be equipped with a Detection & Response Security System platform that monitors and focuses on the software that is running the attraction. This system will detect any potential intrusions into the ride/show network and, depending on the severity of the intrusion that is detected, the attraction will be stopped until the system is vetted by the Technical Services team.				

Note*: ALARP = As Low as is Reasonably Practicable

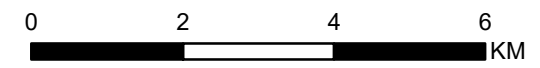
Figure 1 - Old Warden Aerodrome Safeguarding Map.



Key

- Site boundary
- Airfield
- 3.7km Radius Zone
- 13km Radius Zone

The figure is based on the February 2022 Safeguarding Map and Letter supplied by Old Warden Aerodrome



Client:		Universal Destinations & Experiences	
Project:		Universal Destinations & Experiences UK Project	
Title		Old Warden Aerodrome Safeguarding Map	
Drawing No:	Figure 1	Drawn:	SS
Date:	5/28/2025	Checked:	LD
Scale:	100,000 @ A3	Approved:	LD

Figure 2 - Cranfield Airport Safeguarding Map



Key



Site boundary

Notifiable Development Heights AGL (Above Ground Level)



ALL DEVELOPMENT AGL



ALL BUILDINGS, STRUCTURES, ERECTIONS AND WORKS EXCEEDING 10 METRES IN HEIGHT (32.8 FEET) AGL



ALL BUILDINGS, STRUCTURES, ERECTIONS AND WORKS EXCEEDING 15 METRES IN HEIGHT (49.2 FEET) AGL



ALL BUILDINGS, STRUCTURES, ERECTIONS AND WORKS EXCEEDING 45 METRES IN HEIGHT (147.6 FEET) AGL

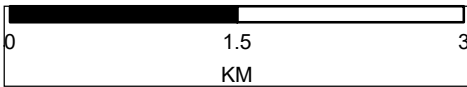


ALL BUILDINGS, STRUCTURES, ERECTIONS AND WORKS EXCEEDING 90 METRES IN HEIGHT (295.3 FEET) AGL



ALL BUILDINGS, STRUCTURES, ERECTIONS AND WORKS EXCEEDING 150 METRES IN HEIGHT (492.1 FEET) AGL

The figure is based on the October 2022 IFP Safeguarding Map supplied by Cranfield Airport



Client:

Universal Destinations & Experiences

Project:

Universal Destinations & Experiences
UK Project

Title

Cranfield Airport Safeguarding
Map

Drawing No:

Figure 2

Drawn: SS

Date:

5/28/2025

Checked: LD

Scale:

50,000 @ A3

Approved: LD



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WC2A 1AF

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