

INFORMATION TO INFORM AN ENVIRONMENTAL IMPACT ASSESSMENT SCREENING OPINION

March 2024

1 INTRODUCTION

Pivoted Power LLP ('the Applicant') intends to submit an application for planning permission for a Battery Energy Storage System (BESS) and associated infrastructure known as Kirkby BESS ('the Proposed Development') on land north of Cut Lane, Kirkby, L33 3AJ ('the BESS Site'). The Proposed Development would comprise a BESS with a capacity of up to 57 MW and associated infrastructure including an underground cable connection to a new intermediate substation adjacent to the existing Kirkby 275 kV Substation, which lies approximately 600 m southwest of the BESS Site, vehicular access, and landscape planting, and would have an operational life span of 40 years.

The Proposed Development is 'Schedule 2' development, described in Schedule 2, Part 3(a) of the EIA Regulations¹ as 'industrial installations for the production of electricity, steam and hot water' with a Site area of over 0.5 hectares, and hence should be screened to confirm if there is a requirement for an EIA to be undertaken prior to the determination of a planning application.

This document presents the information required for Knowsley Council to provide an EIA Screening opinion. The format used is a template provided by the UK Government².

This document has been prepared by Envams Ltd and reviewed by an experienced EIA practitioner.

1.1 SUPPORTING FIGURES

The following figures have been produced to support the EIA screening opinion request:

- KIR-PP-TCL-DRG-P002G – Red Line Boundary and Location
- KIR-PP-TCL-DRG-P001.5B - Layout

1.2 SITE DESCRIPTION

The BESS Site is located to the north of Cut Lane, approximately 750 m to the east of Kirkby as shown on the Site Location Plan (KIR-PP-TCL-DRG-P002G). The entire Proposed Development Site boundary covers an area of approximately 2.96 hectares (ha).

The BESS Site, underground cable connection and intermediate substation areas are all situated on relatively flat land with the land gently sloping from the BESS Site in the east towards the intermediate substation in the west, with the BESS Site lying at approximately 52 m above Ordnance Datum (AOD) and the intermediate substation at 42 m AOD. The Kirkby 275 kV Substation is approximately 600 m to the south-west of the BESS Site.

The BESS Site includes an existing agricultural barn, which has previously been granted planning consent for conversion into an indoor equestrian facility. That approved scheme also included earthworks needed to create a fishing lake, alongside the creation of a new hard standing area for parking and a wildflower grass seeded bund. Works were not completed and the BESS Site is currently not in use as an equestrian facility, nor agricultural land, and has been left in an unused state. The wider area is generally in arable agricultural use with isolated farms nearby including Sandy Lane Farm (180 m south-west), Cooper's Moss Farm (140 m south-east), Sandy Brow Cottage (150 m to the west) and Sandy Brow (220 m north). The eastern edge of Kirkby is generally in industrial use, however there are some isolated pockets of residential development, the closest of which are located on Spinney Road, Spinney Close and Spinney View, approximately 700 m to the west.

1.3 PROPOSED DEVELOPMENT DESCRIPTION

The Proposed Development is a BESS with a capacity of up to 57 MW along with associated infrastructure and equipment including fencing, security cameras, cabling and access tracks. Underground cabling and an intermediate substation will provide a grid connection into the existing Kirkby 275 kV Substation approximately 600 m to the south-west.

Multiple options are being considered at this stage for the cabling route to the Kirkby 275 kV substation which are shown on Figure KIR-PP-TCL-DRG-P002G. One of the routes is as follows: the underground cable would follow a westward trajectory along Cut Lane, then turn southward along Hewitt's Lane before returning westward along the boundary of Knowsley Pumping Station. It will cross Knowsley Brook with the least impact achievable while continuing in a westerly

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Available at: <https://www.legislation.gov.uk/uksi/2017/571/contents/made> [accessed 06/02/2024]

² Environmental impact assessment screening checklist. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1031914/TCPA_EIA_Screening_Matrix_2017_Regs_Nov_2021.odt [accessed 06/02/2024]

direction, before reaching the proposed new intermediate substation, adjacent to the south westerly corner of Kirkby 275 kV substation. This route has been included in this EIA Screening request as it is the route with the longest distance covered (option A). The other potential route would follow the road verges along the A5208 (Option B).

The footprint of the operational BESS will be minimised as far as practicable and would be surrounded by an area of new landscaping. Biodiversity enhancement will be integrated into the design, and will be informed through a Biodiversity Net Gain Assessment.

The Proposed Development is temporary and reversible with an operational period of 40 years. At the end of the operational period, the Proposed Development would be decommissioned and the site restored in accordance with best practice at that time. Areas of hardstanding would be limited to the BESS compound and access tracks. A full description of the Proposed Development, including dimensions of all infrastructure, will be set out in the Planning, Design and Access Statement and a suite of plans and elevations will be included in the Planning Drawings which will accompany the planning application.

The main elements of the Proposed Development are likely to comprise:

- The battery storage containers;
- Transformers and electrical current conversion systems;
- Access tracks;
- Switch Rooms;
- Welfare facilities;
- Spare parts container;
- Electric vehicle parking spaces;
- Secure perimeter fencing; and
- An underground cable connection to a new intermediate substation adjacent to the existing Kirkby 275 kV Substation.

Access to the Proposed Development will be taken via an existing road access from Cut Lane which already serves as the main access route to the BESS Site.

Removal of some material from the Site is anticipated to facilitate the Proposed Development, however, no significant ground excavations are required. Construction of the Proposed Development would likely be completed within approximately 12 months therefore any effects arising from construction would be short term and reversible upon completion.

The Site will be subject to environmental surveys and assessments which will be used to refine the design, identify and mitigation requirements and inform the planning application determination.

Mitigation measures will be “embedded into” the overall design strategy rather than “added on” to the Proposed Development proposal. An example of this is where landscaping and habitat creation will form part of the Proposed Development design. The design process will seek to avoid any potential likely significant environmental effects.

THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 SCREENING MATRIX

2 CASE DETAILS

Case Reference	N/A	Brief description of the project / development	Construction and operation of a Battery Energy Storage System (BESS) with a total export capacity of up to 57 MW.
Appellant	Pivoted Power LLP		
LPA	Knowsley Council		

3 EIA DETAILS

Is the project Schedule 1 development according to Schedule 1 of the EIA Regulations?	No
If YES, which description of development (THEN GO TO Q4)	
Is the project Schedule 2 development under the EIA Regulations?	Yes
If YES, under which description of development in Column 1 and Column 2?	The Proposed Development is a 'Schedule 2' development under Schedule 2, Part 3(a) of the EIA Regulations as it constitutes 'industrial installations for the production of electricity, steam and hot water'.
Is the development within, partly within, or near a 'sensitive area' as defined by Regulation 2 of the EIA Regulations?	No
If YES, which area?	N/A
Are the applicable thresholds/criteria in Column 2 exceeded/met?	Yes
If yes, which applicable threshold/criteria?	The area of the Proposed Development Site, which is 2.96 ha, exceeds the threshold of 0.5 ha.

4 LPA/SOS SCREENING

Has the LPA or SoS issued a Screening Opinion (SO) or Screening Direction (SD)? (In the case of Enforcement appeals, has a Regulation 37 notice been issued)	No
If yes, is a copy of the SO/SD on the file?	
If yes, is the SO/SD positive?	

5 ENVIRONMENTAL STATEMENT

Has the appellant supplied an ES for the current or previous (if reserved matters or conditions) application?	No
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A Screening Criteria Question		B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
		Briefly explain reasons and, if applicable and/or known, include name of feature(s) and proximity to site(s)		Is a significant effect likely, having regard particularly to the magnitude and spatial extent (including population size affected), nature, intensity and complexity, probability, expected onset, duration, frequency and reversibility of the impact and the possibility to effectively reduce the impact? If the finding of no significant effect is reliant on specific features or measures of the project envisaged to avoid, or prevent what might otherwise have been, significant adverse effects on the environment these should be identified in bold .	
6 NATURAL RESOURCES					
6.1 WILL CONSTRUCTION, OPERATION OR DECOMMISSIONING OF THE PROJECT INVOLVE ACTIONS WHICH WILL CAUSE PHYSICAL CHANGES IN THE TOPOGRAPHY OF THE AREA?		No	The existing Site levels will be maintained.	N/A	N/A
6.2 WILL CONSTRUCTION OR OPERATION OF THE PROJECT USE NATURAL RESOURCES ABOVE OR BELOW GROUND SUCH AS LAND, SOIL, WATER, MATERIALS/MINERALS OR ENERGY WHICH ARE NON-		No	The Proposed Development will comprise battery containers and associated electrical infrastructure which is widely available on a global scale. Operation of the Proposed Development would be for the purposes of electricity storage, in order to better align grid supply with grid demand. Once constructed, the Proposed Development would not use natural resources directly, but the BESS would	N/A	N/A

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RENEWABLE OR IN SHORT SUPPLY?		allow for the storage of electrical energy, enabling the use of greater quantities of renewable electricity.		
6.3 ARE THERE ANY AREAS ON/AROUND THE LOCATION WHICH CONTAIN IMPORTANT, HIGH QUALITY OR SCARCE RESOURCES WHICH COULD BE AFFECTED BY THE PROJECT, E.G. FORESTRY, AGRICULTURE, WATER/COASTAL, FISHERIES, MINERALS?	No	The land within the BESS Site is not currently in use, land around the location will not be affected. The Proposed Development is temporary, and can be returned to its original state following decommissioning.	N/A	N/A
7 WASTE				
7.1 WILL THE PROJECT PRODUCE SOLID WASTES DURING CONSTRUCTION OR OPERATION OR DECOMMISSIONING?	Yes	During construction there may be packaging waste from the transportation of the infrastructure which is expected to be largely recycled. The production of waste during construction would be extremely limited as most components would be brought to the Site ready-made/pre-assembled. The only waste during operation would be from occasional use of welfare facilities at the BESS Site, by maintenance workers. Following expiry of the operational life of the Proposed Development, the BESS infrastructure would be dismantled and removed from the Site	No	The quantity of waste produced would be minimal, equating to the infrastructure itself and any packaging used to transport it to Site. Packaging would be dealt with via an effective construction waste management plan. The infrastructure itself is expected to be refurbished or recycled after use. No significant effects are anticipated as a result of the Development.

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	and would be refurbished or recycled, leaving no residual effects. Decommissioning would be in accordance with technical guidance and best practice at the time, with the methodology likely to be agreed with the Council at the time through a Decommissioning and Restoration Plan.	
8 POLLUTION AND NUISANCES		
8.1 WILL THE PROJECT RELEASE POLLUTANTS OR ANY HAZARDOUS, TOXIC OR NOXIOUS SUBSTANCES TO AIR?	Yes During operation of the Development, no release of pollutants or hazardous, toxic or noxious substances to the air would occur as a direct result. There would be a slight increase in temporary localised emissions during the construction and decommissioning period associated with the transportation of components to/from the Development, as well as use of any construction equipment. There would also be occasional maintenance visits during the operational phase but no other emissions are anticipated to occur. Vehicle emissions are not expected to significantly exceed expected levels for the area in question, whilst construction equipment would be in line with industry standards.	No The transport to/from the Development would create minimal emissions in a semi-rural environment, and would not contribute substantially to local air pollution. No significant effects are anticipated as a result of the Development.

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8.2 WILL THE PROJECT CAUSE NOISE AND VIBRATION OR RELEASE OF LIGHT, HEAT, ENERGY OR ELECTROMAGNETIC RADIATION?	Yes	During construction and decommissioning, it is likely that most operations would be undertaken during daylight hours but some work / security lighting may be required. During the operational phase, the Development Site would not be routinely lit, unless security lighting is required, in which case, this would be manual and/or sensor-operated and therefore only rarely operational. Construction and decommissioning noise and vibration would be limited to normal working hours, and would be of a similar level to agricultural operations. During operation, noise would be limited to a quiet hum from the electrical infrastructure, which is unlikely to be audible beyond a few metres from the Proposed Development Site.	No	Any noise or light related to the construction period would be temporary, short term, during daytime hours and localised. The application of a Construction Environmental Management Plan (CEMP) would manage construction impacts including lighting and noise and ensure that any potential effects are minimised as far as is reasonably practicable. Noise assessments undertaken by suitably qualified experts will be completed to ensure that noise from the operation of the Proposed Development is in line with acceptable noise levels. The BESS Site will not be routinely lit during operation. No significant effects are anticipated as a result of the Development.
8.3 WILL THE PROJECT LEAD TO RISKS OF CONTAMINATION OF LAND OR WATER FROM RELEASES OF POLLUTANTS ONTO THE GROUND OR INTO SURFACE WATERS, GROUNDWATER, COASTAL WATERS OR THE SEA?	No	There is no potential for pollution of land or water beyond leakage from vehicles/plant during construction, which is equivalent to the vehicles that currently use the land and the surrounding areas. The risk of this occurring is very low, and the consequences are similar or less than the baseline use of the land. The risk of fuel/chemical leakage would be managed and contained by the implementation of a Construction Environmental Management Plan (CEMP).	N/A	N/A

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		The underground cable between the BESS Site and the Kirkby 275 kV Substation crosses Knowsley Brook. A watercourse crossing design and method statement will be produced to inform the planning application which will ensure that with the appropriate control measures in place, no pollution will occur from the Proposed Development to surface water bodies.		
8.4 ARE THERE ANY AREAS ON OR AROUND THE LOCATION WHICH ARE ALREADY SUBJECT TO POLLUTION OR ENVIRONMENTAL DAMAGE, E.G. WHERE EXISTING LEGAL ENVIRONMENTAL STANDARDS ARE EXCEEDED, WHICH COULD BE AFFECTED BY THE PROJECT?	No	A check of mineral extraction areas, landfills and air quality management areas has not identified any such areas on or around the location.	N/A	N/A
9 POPULATION AND HUMAN HEALTH				
9.1 WILL THERE BE ANY RISK OF MAJOR ACCIDENTS (INCLUDING THOSE CAUSED BY CLIMATE CHANGE, IN ACCORDANCE WITH SCIENTIFIC KNOWLEDGE) DURING CONSTRUCTION,	No.	As with other types of electrical equipment, there is an element of risk associated with a BESS, however this is considered to be of low likelihood and low severity. According to hse.gov.uk a major incident is considered to be "a significant event, which demands a response beyond the routine, resulting from uncontrolled developments in the	N/A	N/A

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OPERATION OR DECOMMISSIONING?	course of the operation of any establishment or transient work activity". Very few polluting substances would be handled or stored on Site and the potential for accidents caused by substances from or used within the Proposed Development is considered low. The accident potential would be limited to transport vehicles and plant, which would be governed by normal construction legislation and practice and would not cause a 'major accident and/or disaster'. The supplier of the BESS technology will hold relevant test certificates and will comply with relevant electrical safety regulations. The BESS would be constructed from appropriate materials, designed to minimise the risk of fire and thermal runaway. Each of the modules would also be fitted with fire suppression and containment systems and air conditioning to ensure that a constant and safe operating temperature is maintained. The system would also be subject to remote 24 hour monitoring, inspection, testing and maintenance during the operational period to ensure its continued safety. Health and safety procedures in accordance with UK law would be followed, ensuring that risks would be minimised and control measures provided when they could not be eliminated entirely. A Battery Safety Management Plan will be prepared to support the forthcoming planning application. This will consider appropriate industry guidance and planning requirements for the	

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	prevention and mitigation of fire risks at BESS Sites. Merseyside Fire and Rescue Service has been consulted, a BESS Consequence Analysis study has been undertaken (EDF Renewables, 2023) and the applicant has also sought to comply with the National Fire Chiefs Council (NFCC) Guidance (November 2022) in respect of the layout design as per the updated PPG which now covers BESS technology.	
9.2 WILL THE PROJECT PRESENT A RISK TO THE POPULATION (HAVING REGARD TO POPULATION DENSITY) AND THEIR HUMAN HEALTH DURING CONSTRUCTION, OPERATION OR DECOMMISSIONING? (FOR EXAMPLE DUE TO WATER CONTAMINATION OR AIR POLLUTION)	No The electrical equipment would be manufactured off-site. The components of the Proposed Development are not harmful to human health during normal operation. The nearest receptor to the Proposed Development is Sandy Lane Farm, approximately 30 m to the southwest of the Proposed Development boundary (140 m from the BESS Site) and would not be affected by the Proposed Development for the following reasons. Any risk during construction would be managed and reduced through normal construction health and safety practice regarding manual handling. During operation of the BESS, monitoring, control and fire suppression systems would manage and reduce the potential risk of fire in a similar way to other types of electrical installation such as	N/A N/A

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	substations and other equipment associated with energy generation. Suitable signage and security fencing would be used to minimise access to electrical infrastructure and subsequent associated risk to people during the operational period. There are no Public Rights of Way (PRoW) through the Site or nearby, people should therefore not have cause to pass through or near to the Site during operation or construction. The components of the Proposed Development are not considered potentially harmful to human health, when normal construction and operational health and safety practice is followed.	
10 WATER RESOURCES		
10.1 ARE THERE ANY WATER RESOURCES INCLUDING SURFACE WATERS, E.G. RIVERS, LAKES/PONDS, COASTAL OR UNDERGROUND WATERS ON OR AROUND THE LOCATION WHICH COULD BE AFFECTED BY THE PROJECT, PARTICULARLY IN TERMS OF THEIR VOLUME AND FLOOD RISK?	No The Site is located entirely within Flood Zone 1, with a chance of flooding of less than 0.1% each year. The Development Site will be designed using Sustainable Drainage System (SuDS) to ensure it does not contribute to off-site flooding. The nearest flood risk is Knowsley Brook, which lies approximately 200 m south of the BESS Site. As a result there is a negligible potential for the project to affect pollution or changes to flow.	N/A N/A

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
11 BIODIVERSITY (SPECIES AND HABITATS)		
11.1 ARE THERE ANY PROTECTED AREAS WHICH ARE DESIGNATED OR CLASSIFIED FOR THEIR TERRESTRIAL, AVIAN AND MARINE ECOLOGICAL VALUE, OR ANY NON-DESIGNATED / NON-CLASSIFIED AREAS WHICH ARE IMPORTANT OR SENSITIVE FOR REASONS OF THEIR TERRESTRIAL, AVIAN AND MARINE ECOLOGICAL VALUE, LOCATED ON OR AROUND THE LOCATION AND WHICH COULD BE AFFECTED BY THE PROJECT? (E.G. WETLANDS, WATERCOURSES OR OTHER WATER-BODIES, THE COASTAL ZONE, MOUNTAINS, FORESTS OR WOODLANDS, UNDESIGNATED NATURE RESERVES OR PARKS. (WHERE DESIGNATED INDICATE LEVEL OF DESIGNATION (INTERNATIONAL, NATIONAL, REGIONAL OR LOCAL))).	No There are no Ramsar, Sites of Special Scientific Interest, Special Protection Areas, Special Areas of Conservation, National Nature Reserves or Ancient Woodlands within 2 km of the site boundary. The only designated area within 2 km of the Proposed Development is Acornfield Plantation, a Local Nature Reserve (LNR) lying approximately 700 m northwest. This is the closest environmental designation to the Site but the separation by several agricultural fields, makes any potential impacts unlikely. Additionally, there are five Local Wildlife Sites (LWS) in surrounding the area, the closest of which is 'Mosslands, west of Johnson's Cottage, Kirkby', lying approximately 580 m from the Proposed Development. Due to the distance from the Proposed Development, all LWS are unlikely to be affected by the development. The closest area of Ancient Woodland is Bickerstaffe Wood, approximately 5.8 km north of the Development Site.	N/A N/A

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		Given the nature of the Proposed Development, no significant effects on international, national or local sites are expected.		
11.2 COULD ANY PROTECTED, IMPORTANT OR SENSITIVE SPECIES OF FLORA OR FAUNA WHICH USE AREAS ON OR AROUND THE SITE, E.G. FOR BREEDING, NESTING, FORAGING, RESTING, OVER-WINTERING, OR MIGRATION, BE AFFECTED BY THE PROJECT?	No	Ecological surveys to date have not witnessed any protected or sensitive species within close proximity of the Proposed Development Site or on the Site itself. The results of the ongoing ecological surveys will be presented in an Ecological Impact Assessment that will accompany any future planning application. There are a range of opportunities for biodiversity enhancements to be integrated into the design. This could include the enhancement of existing habitats as well as the creation of new habitats.	N/A	N/A
12 LANDSCAPE AND VISUAL				
12.1 ARE THERE ANY AREAS OR FEATURES ON OR AROUND THE LOCATION WHICH ARE PROTECTED FOR THEIR LANDSCAPE AND SCENIC VALUE, AND/OR ANY NON-DESIGNATED / NON-CLASSIFIED AREAS OR FEATURES OF HIGH LANDSCAPE	No	The Site is not located within or close to any statutory or non-statutory landscape designations which could be affected.	N/A	N/A

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))	
OR SCENIC VALUE ON OR AROUND THE LOCATION WHICH COULD BE AFFECTED BY THE PROJECT? ³ WHERE DESIGNATED INDICATE LEVEL OF DESIGNATION (INTERNATIONAL, NATIONAL, REGIONAL OR LOCAL).				
12.2 IS THE PROJECT IN A LOCATION WHERE IT IS LIKELY TO BE HIGHLY VISIBLE TO MANY PEOPLE? (IF SO, FROM WHERE, WHAT DIRECTION, AND WHAT DISTANCE?)	No	The Proposed Development is unlikely be highly visible. The topography of the Site, location of the infrastructure within the Site and the nature of the surrounding landscape mean that views to the Site will be limited. Any potential visibility of the Site will be further reduced by a scheme of landscaping to be integrated into the Proposed Development design.	N/A	N/A
13 CULTURAL HERITAGE/ARCHAEOLOGY				
13.1 ARE THERE ANY AREAS OR FEATURES WHICH ARE PROTECTED FOR THEIR CULTURAL HERITAGE OR ARCHAEOLOGICAL VALUE, OR ANY NON-DESIGNATED / CLASSIFIED AREAS AND/OR	No	Within 2 km there are no World Heritage Sites or Registered Battlefields. The Knowsley Village Conservation Area lies 1.5 km south of the Proposed Development. There is no intervisibility with the Site due to the intervening vegetation and buildings.	N/A	N/A

³ See question 13.1 for consideration of impacts on heritage designations and receptors, including on views to, within and from designated areas.

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FEATURES OF CULTURAL HERITAGE OR ARCHAEOLOGICAL IMPORTANCE ON OR AROUND THE LOCATION WHICH COULD BE AFFECTED BY THE PROJECT (INCLUDING POTENTIAL IMPACTS ON SETTING, AND VIEWS TO, FROM AND WITHIN)? WHERE DESIGNATED INDICATE LEVEL OF DESIGNATION (INTERNATIONAL, NATIONAL, REGIONAL OR LOCAL).	There is one Grade II Registered Park and Garden within 1 km of the Proposed Development, Knowsley Park, 650 m to the south. There is no intervisibility with the Site due to the intervening A580, vegetation, and buildings. Croxteth Hall Park lies 3.2 km south-west of the Proposed Development. It is a Grade II Registered Park and Garden as well as the closest Country Park. The Proposed Development will not have any impact on the area. The closest Listed Building to the Proposed Development is Grade II Knowsley Old Vicarage, and is 1.8 km south of the BESS Site. It will not be affected by the Proposed Development due to distance and intersecting buildings and vegetation. There are no scheduled monuments within 2 km of the Proposed Development..	
14 TRANSPORT AND ACCESS		
14.1 ARE THERE ANY ROUTES ON OR AROUND THE LOCATION WHICH ARE USED BY THE PUBLIC FOR ACCESS TO RECREATION OR OTHER FACILITIES, WHICH COULD BE AFFECTED BY THE PROJECT?	No There are no Public Rights of Way (PRoW) within the Site. There are two PRoW within 500 m of the Proposed Development: - KB/18/4 Bridleway which runs from Sandy Brow Farm to Top House Farm.	N/A N/A

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	- KB/15/1 Footpath, which runs along New Cut Lane before heading east along Cut Lane away from the site. Neither will be affected by the Proposed Development.	
14.2 ARE THERE ANY TRANSPORT ROUTES ON OR AROUND THE LOCATION WHICH ARE SUSCEPTIBLE TO CONGESTION OR WHICH CAUSE ENVIRONMENTAL PROBLEMS, WHICH COULD BE AFFECTED BY THE PROJECT?	No A Transport Consultant has reviewed the proposed Development and recommends construction traffic will arrive from either direction on the A580. Vehicles will then travel along the A5208 and on to Molly's Lane. Molly's Lane becomes Cut Lane after the Hewitts Lane/ Sandy Brow Lane crossroads. Access to the site will be taken from Cut Lane. Construction traffic will retrace these routes when leaving the site and returning to the strategic road network. These routes are considered suitable to serve all stages of the Proposed Development. Construction traffic will consist of Heavy Goods Vehicles (HGV's), light goods vehicles and cars to transport staff - no abnormal loads are anticipated. All roads used for access are suitable for HGV's.	N/A N/A
15 LAND USE		
15.1 ARE THERE EXISTING LAND USES OR COMMUNITY FACILITIES ON OR AROUND THE LOCATION	No There are no existing land uses or community facilities on or in proximity to the Site which could be affected.	N/A N/A

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WHICH COULD BE AFFECTED BY THE PROJECT? E.G. HOUSING, DENSELY POPULATED AREAS, INDUSTRY / COMMERCE, FARM/AGRICULTURAL HOLDINGS, FORESTRY, TOURISM, MINING, QUARRYING, FACILITIES RELATING TO HEALTH, EDUCATION, PLACES OF WORSHIP, LEISURE /SPORTS / RECREATION.		Due to the nature of the Proposed Development, existing and proposed vegetative screening and the type of nearby activities, no activities or residential receptors are anticipated to be affected by the Proposed Development, whether directly or indirectly.		
15.2 ARE THERE ANY PLANS FOR FUTURE LAND USES ON OR AROUND THE LOCATION WHICH COULD BE AFFECTED BY THE PROJECT?	No	There are no designations or allocations within the 2016 Knowsley Local Plan Core Strategy (KLPCS) which directly affect the site.	N/A	N/A
16 LAND STABILITY AND CLIMATE				
16.1 IS THE LOCATION SUSCEPTIBLE TO EARTHQUAKES, SUBSIDENCE, LANDSLIDES, EROSION, OR EXTREME /ADVERSE CLIMATIC CONDITIONS, E.G. TEMPERATURE INVERSIONS, FOGS, SEVERE WINDS, WHICH	No	The Proposed Development is not susceptible to adverse weather conditions, and does not have the potential to lead to any environmental problems.	N/A	N/A

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COULD CAUSE THE PROJECT TO PRESENT ENVIRONMENTAL PROBLEMS?		
17 CUMULATIVE EFFECTS		
17.1 COULD THIS PROJECT TOGETHER WITH EXISTING AND/OR APPROVED DEVELOPMENT RESULT IN CUMULATION OF IMPACTS TOGETHER DURING THE CONSTRUCTION/OPERATION PHASE?	Yes A review of Knowsley Council's online planning portal identified the following existing or proposed developments: - 23/02008/FUL Proposed development of a Battery Storage facility and associated infrastructure on Land At Coopers Lane, approximately 900 m south-west from Proposed Development. Awaiting decision. - 23/02728/SO EIA Screening opinion for proposed Battery Storage system on land east of Perimeter Road, 600 m north of the Proposed Development site. EIA not required. - 23/02704/FUL Proposed development of a fibre optic cable route, hydrant connection pipe and drainage connection for the Kirkby Battery Storage Facility on Land East Of Coopers Lane Coopers Lane Knowsley, 850 m south west of the Proposed Development. Awaiting decision. - 23/02667/FUL Proposed development of a grid connection route between a battery storage facility and National Grid Kirkby	No Planned projects including BESSs with similar effects have been identified within 5 km of the Proposed Development, however they are of a scale or are sufficiently separated from the Proposed Development by distance, or physical barriers such that the cumulative effects will be negligible. Cumulative construction traffic impacts have potential to be experienced during the construction phase, however the risk of the construction phases directly overlapping is minimal, and there are few shared receptors on the anticipated construction traffic route from the A580 / A5208, so the cumulative effect of construction of both projects would be minimal, and not significant.

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
	Substation at Land At Coopers Lane Knowsley Industrial Park, 600 m south west of the Proposed Development site. Awaiting decision. - 23/01197/FUL Proposed erection of industrial unit with ancillary office space including a service yard, parking, substation, and other associated works on land to the north east of the junction of Gale Road and Admin Road, 1.1 km west of the Proposed Development. Awaiting decision. - 23/01833/FUL Change of use and extensions of former Dutch barn including landscaping works at Coach Road Farm Cut Lane, approximately 1.0 km east of the Proposed Development Site. Awaiting decision.	
18 TRANSBOUNDARY EFFECTS		
18.1 IS THE PROJECT LIKELY TO LEAD TO TRANSBOUNDARY EFFECTS?	No The nearest EU boundary is either continental Europe, or the Republic of Ireland, neither of which have the potential to be affected in any way by the Development.	N/A N/A



A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)	C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
19 CONCLUSIONS – ACCORDING TO EIA REGULATIONS SCHEDULE 3		
This Screening Request is made in relation to a BESS with associated infrastructure on land north of Cut Lane, Kirkby, L33 3AJ. The Proposed Development exceeds the 0.5 ha threshold within Category 3 (a) of Schedule 2 of the EIA Regulations as an industrial installation for the production of electricity. The Site is not located within a sensitive area as defined by the EIA Regulations. Significant effects in EIA terms are not anticipated in relation to the Proposed Development as detailed in the answer to questions 6 to 18 above. This Screening Request has identified that significant effects on the environment are not considered likely either alone or in combination with other development. The proposals would be of a sufficiently limited scale that effects can be managed in accordance with standard methods and good practice measures. The Proposed Development is therefore not considered to be EIA development as defined by the EIA Regulations.		

1. All details are indicative only.

 PLANNING APPLICATION BOUNDARY
 2.96HA / CABLE ROUTE OPTION A
 CABLE ROUTE OPTION B
 BESS COMPOUND

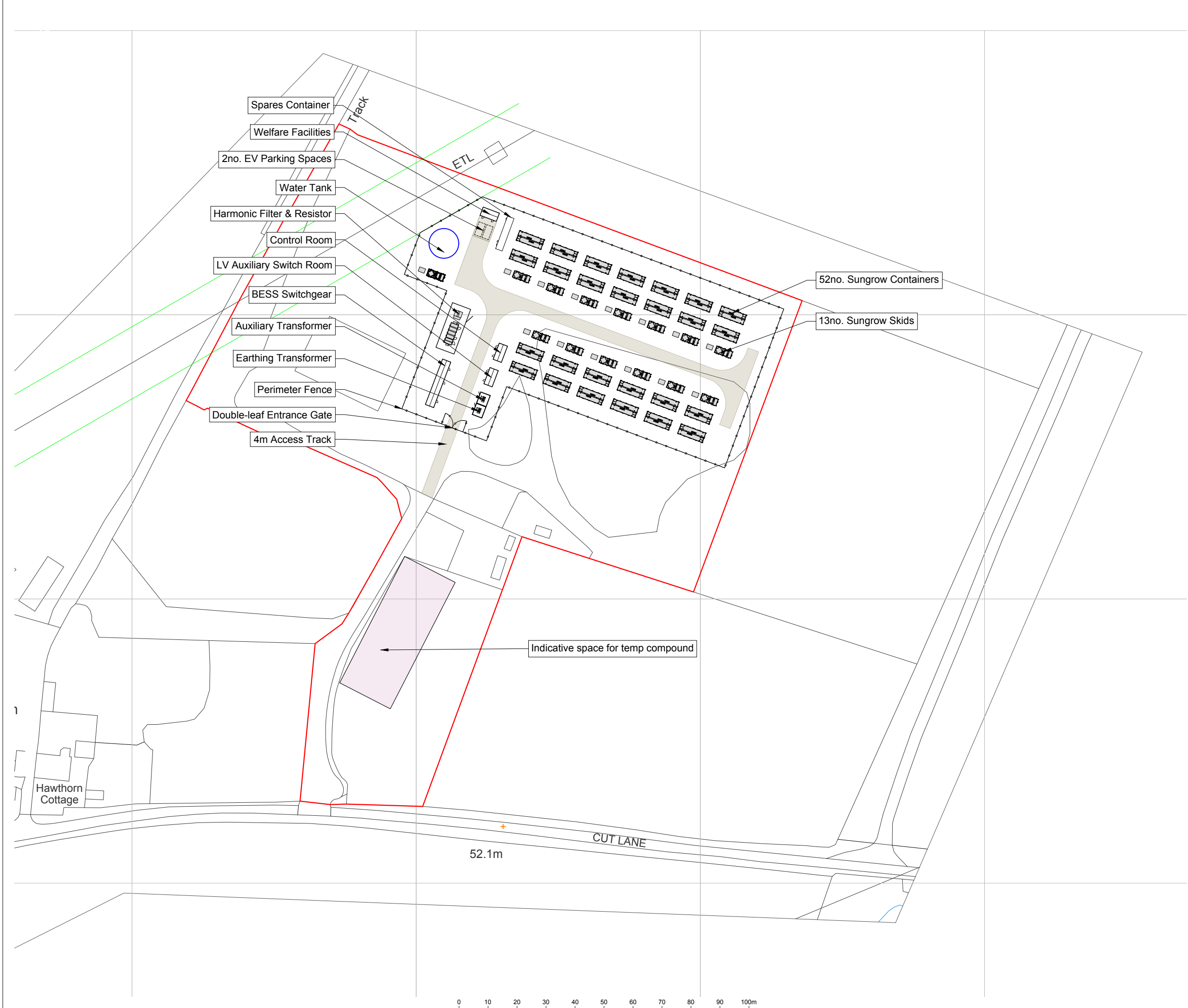
Drawing No. _____

Project _____

Title	
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Scale	1:5000 @A3	Drawn by	Checked	Date
		JL	SRY	30.06.23





NOTES

1. All details are indicative only.

LEGEND

PLANNING APPLICATION BOUNDARY
2.54HA

B	Additional skid added	02.08.23	SRY
A	Draft Issue	28.07.23	SRY
Rev	Description	Date	Checked
Drawing No. KIR-PP-TCL-DRG-P001.5			
Project Kirkby BESS			
Title Site Layout - Sungrow Option			
Scale	1:1250 @A3	Drawn by JL	Checked SRY Date 28.07.23