

Request for Screening Opinion.

Acornfield Road/Bradman Road, Knowsley Industrial Park.

On behalf of Stericycle.

Date: 12/05/2022 | Pegasus Ref: P21-3092

Author: James Sutton



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
1	07/05/2022	James Sutton	Rob Riding	
2	12/05/2022	James Sutton	Rob Riding	Client review



Contents.

Screening Letter

Appendices contents.

Site Location Plan (SLP)

Environmental Designation Plan (EDP)



P21-3092

12th May 2022

Director of Planning
Knowsley Metropolitan Borough Council
Archway Road
Huyton
Knowsley
Merseyside
L36 9YU

Dear Sir/Madam,

RE: REQUEST FOR SCREENING OPINION UNDER REGULATION 6 OF THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

PROPOSED CHANGE OF USE, ALTERATIONS AND REFURBISHMENT TO EXISTING WASTE MANAGEMENT FACILITY – ON LAND OFF BRADMAN ROAD, KNOWSLEY INDUSTRIAL PARK, KIRKBY, KNOWLSLEY, L33 7RU

We write on behalf of our client, Stericycle (the 'Applicant') to formally request a Screening Opinion to determine whether there is a requirement for an Environmental Impact Assessment (EIA) to accompany a planning application for development at the above location.

In accordance with the EIA Regulations, we have provided the following information:

- (a) A plan sufficient to identify the land (**Appendix A**);
- (b) A description of the development, including in particular–
 - i. A description of the physical characteristics of the development and, where relevant, of demolition works; (**Appendix B**);
 - ii. A description of the location of the development, with particular regard to the environmental sensitivity of the geographic areas likely to be affected (**Appendix B**);
- (c) A description of the aspects of the environment likely to be significantly affected by the development (**Appendix B**);
- (d) To the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from–
 - i. The expected residues and emissions and the production of waste, where relevant; and



- ii. The use of natural resources, in particular soil, land water and biodiversity; (**Appendix B**) and
- (e) Such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures to avoid or prevent what might otherwise have been significant adverse effects on the environment (**Appendix B**).

We look forward to receiving the Screening Opinion within three weeks of receipt of this request as specified in the Regulations and confirmation that the Screening Opinion will be placed on the Public Register.

Yours faithfully,

James Sutton

Principal Environmental Planner

James.Sutton@Pegasusgroup.co.uk

Enc.

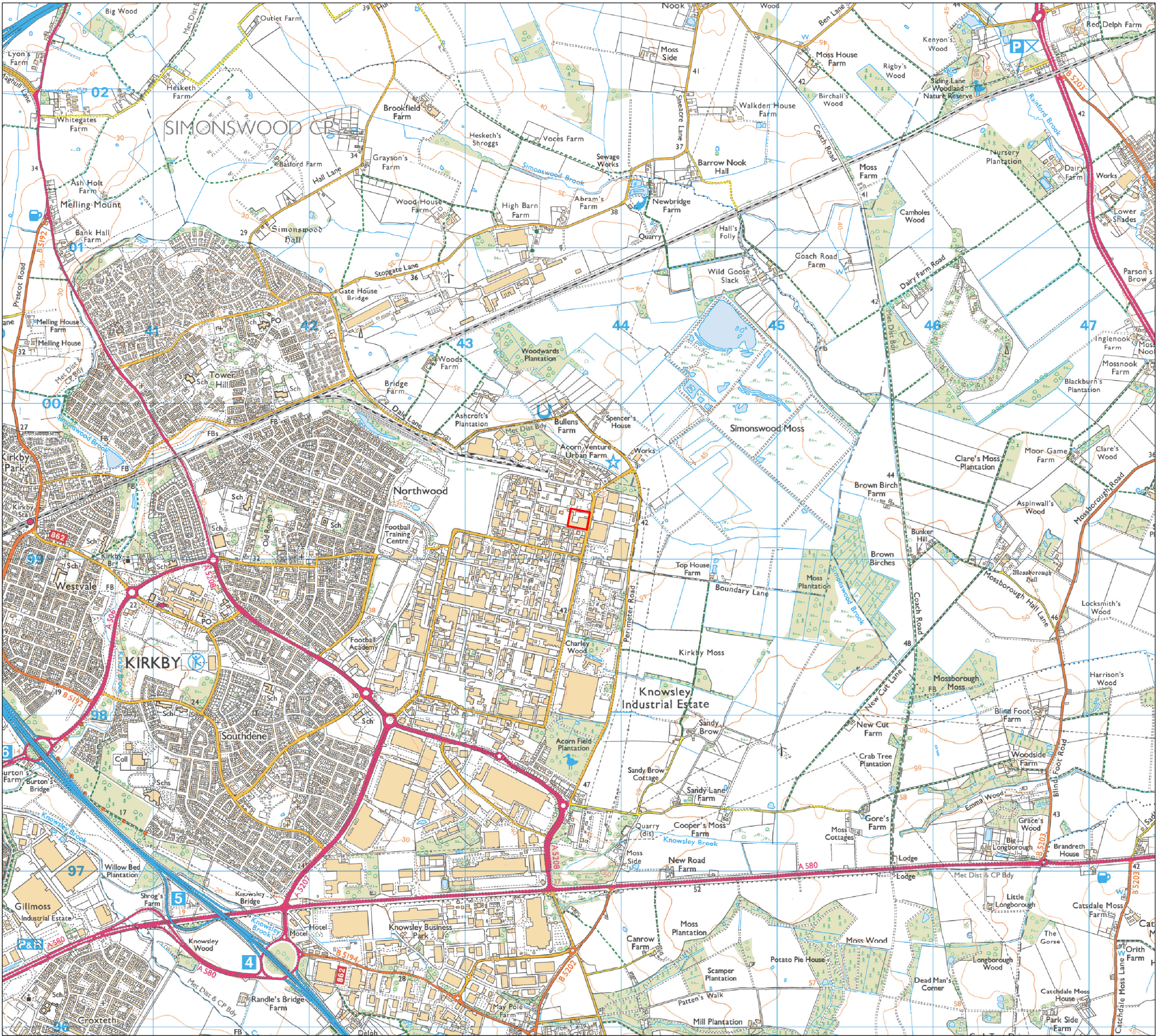
1x Site Location Plan

1x Environmental Designation Plan



APPENDIX A

PLAN SUFFICIENT TO IDENTIFY THE LAND



KEY

Site Boundary

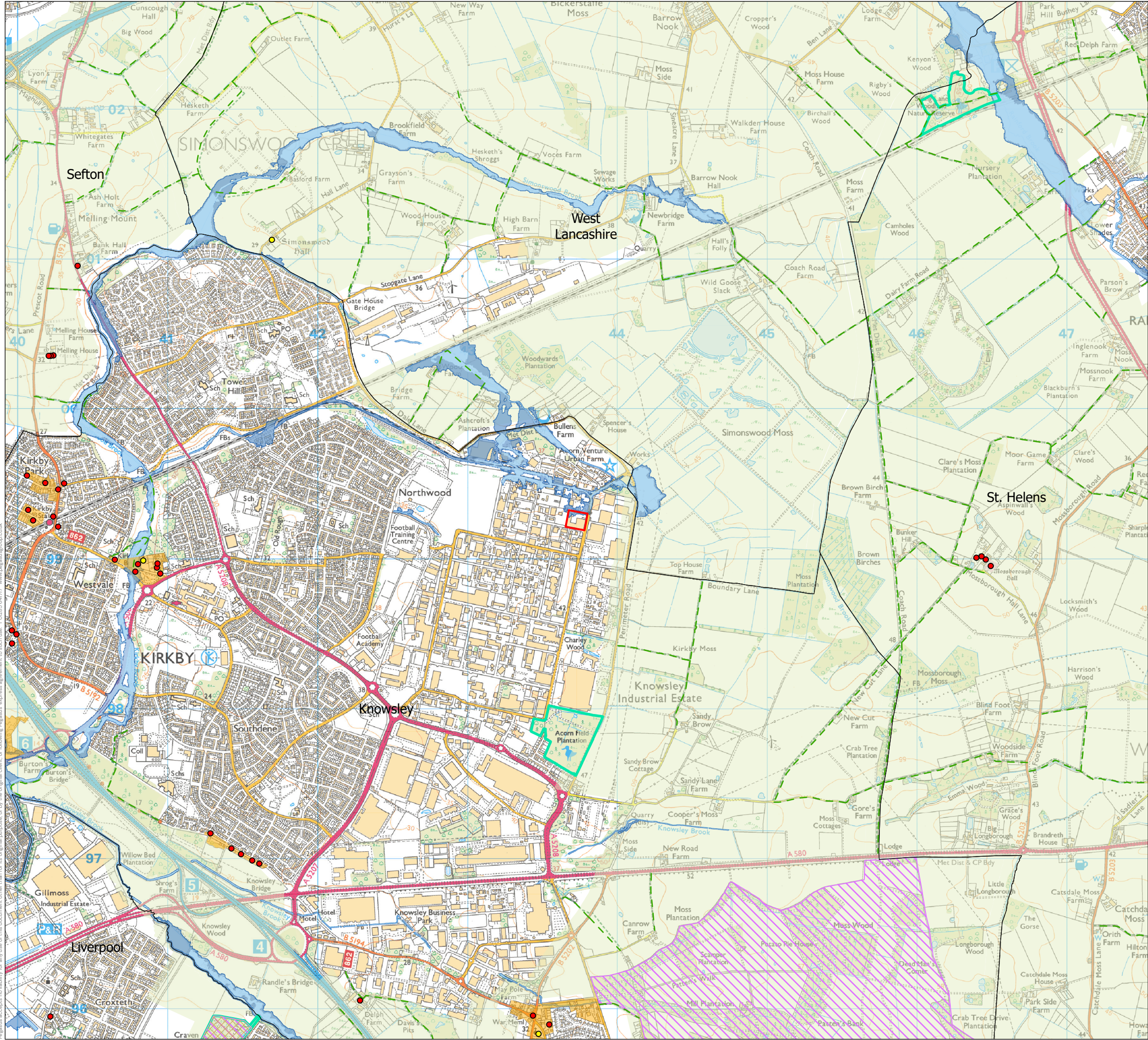
Revisions:
First Issue- 06/05/2022 SC

Site Location Plan

Knowsley Industrial Park

Client: Stericycle
DRWG No: **P21_3092_01** Sheet No: - REV: -
Drawn by: SC Approved by: IH
Date: 06/05/2022
Scale: 1:25,000 @ A3





KEY

Site Boundary

District Boundary

PRoWs

Country Parks

Listed Building – Grade

II*

II

Registered Parks and Gardens

Scheduled Monuments

Conservation Area

Local Nature Reserves

EA Flood Zone 3

EA Flood Zone 3

Green Belt

NOTES:
REVISIONS: FIRST ISSUE 06/05/2022

ENVIRONMENTAL DESIGNATIONS PLAN
STERICYCLE, KNOWSLEY

STERICYCLE			
DATE	DRAWN	APPROVED	SCALE
06/05/2022	SC	CS / IH	1:25,000@A3
SHEET	REVISION	DRAWING NUMBER	
-	-	P21_3092_02	
N	0		1 km

APPENDIX B

A description of the development, including in particular–

- i. A description of the physical characteristics of the development and, where relevant, of demolition works;**
- ii. A description of the location of the development, with particular regard to the environmental sensitivity of the geographic areas likely to be affected;**

A description of the aspects of the environment likely to be significantly affected by the development;

To the extent the information is available, a description of any likely significant effects of the proposed development on the environment resulting from–

- iii. The expected residues and emissions and the production of waste, where relevant; and**
- iv. The use of natural resources, in particular soil, land water and biodiversity; and**

Such other information or representations as the person making the request may wish to provide or make, including any features of the proposed development or any measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.

Application Site

The Application Site ("Site") (Appendix A) is approximately 1 hectare in size located on the Knowsley Industrial Park, which is the principal industrial estate within the Borough. It is the largest industrial area in the Liverpool City Region and is a key part of the local and sub-regional economy. Consequently, the industrial park is well related to the highway network with good access to the A580 and the M57, M6 and M62 motorways. The Site is located within the administrative boundary of Knowsley Metropolitan Borough Council.

The industrial park is circa 10km to the northeast of Liverpool City Centre on the outskirts of the city, close to the border between Merseyside and Lancashire. The Site itself lies within the northern half of the industrial park – north of the A580 – on the corner of Bradman Road and Acornfield Road. Given the status of the immediate and wider areas forming part of a strategic industrial park, the wider context of the Site is dominated by urban features, which include a range of industrial units of varying scale, appearance and age.

The Site is an existing waste management facility and comprises a building split into three sections – East, Central and West. The East and Central compartments are brick built with a pitched roof design, whilst the West section is a 1970s two-storey flat roofed style. Within the wider Site, there is a service yard as well as parking area for staff vehicles and visitors.

The existing vehicular access is via Acornfield Road but there is a further vehicular access into the Site off Bradman Road, however, this is not currently utilised by the Applicant.

The Application Site is remote from watercourses due to the manmade elements that support the use of the area as an industrial park.

Furthermore, the Site is not located within any or adjacent to any statutory environmental or landscape designations. There are also no designated heritage assets within or adjacent to the Site nor does the Site fall within or is in close proximity to a Conservation Area.

Likewise, there are no Public Right of Ways (PROWs) set within or adjacent to the boundary of the Site. However, there are footpaths for pedestrians on either side of the internal estate roads within the industrial park.

Nature and purpose of the Proposed Development

The Proposed Development is the 'change of use, alterations and refurbishment to the existing waste management facility'.

The Applicant proposes numerous alterations to the Application Site via the submission of a full planning application which will comprise the following elements:

- Change of use for the 'west wing' of the existing building to waste management as per extant permission for the east and central sections of the Site,
- Increased throughput capacity of the Site for both treatment and transfer of waste to circa 60,000 tonnes per annum (tpa) from an existing capacity of 22,000tpa,
- Provision of additional staff car parking spaces adjacent to Bradman Road and Acornfield Road which will require the installation of 'dropped' kerbs,
- Alterations to the configuration of the on-site car parking,
- New staff / visitor access to be provided for the new reception area in the west wing of the building via Bradman Road (main entrance),
- Staff only access via the commercial entrance on Acornfield Road and the internal car park,
- Changes to the number of staff, vehicles and vehicle movements from the waste management facility,
- Reinstatement of vehicular access to the facility from the Bradman Road access junction and side access road (this will be a one way system and restricted to 3.5t vehicles only); and

- Lowering of the Site yard by approximately 1m and reconfiguration of on-site drainage (no new sewage connection is proposed at this stage).

The Proposed Development will take approximately 7 months to complete.

Possible Effects on the Environment

Section 1 – Applicable Thresholds

Does the Proposed Development fall within Schedule 1 (Y/N)?

No

If yes, what is the applicable description.

N/A

If yes, the project automatically requires EIA

If no, does the Proposed Development fall within Schedule 2 (Y/N)?

Yes

If yes, what is the applicable description?

10 (a) Industrial estate development projects

Is the Project located in or adjacent to a 'Sensitive Area'?

No

If yes proceed to Section 2.

If no, what is the corresponding applicable threshold in Schedule 2?

The area of the development exceeds 0.5 hectares

Does the Project exceed the applicable threshold (Y/N)?	Yes
If yes, proceed to Section 2	
Section 2 – Assessment of Possible Effects	
Topic	Analysis
Population	During the construction phase of development, it is considered unlikely that the proposals will result in a significant change in population as the proposals do not involve significant or intensive labour requirements. Therefore, local and wider economic migrants are unlikely to relocate to the area on a permanent basis. However, the construction phase will have a temporary effect on employment opportunities through the creation of various roles for engineers, skilled tradesmen, construction labourers and managers and indirectly generate employment opportunities down the supply chain as well as increased local spending by tradesmen. A minor beneficial effect is therefore anticipated. Once operational, the Proposed Development does not provide any permanent residential accommodation and therefore will not have a significant effect on population. However, one of the key socio-economic benefits from this scheme is the direct employment that the increased capacity of the facility will provide in the long term. These positions are likely to be filled by local people. Inevitably this will result in permanent changes to the number of vehicles using the Site, but it is proposed to reconfigure an alternative existing access point for smaller vehicles (3.5t or less) that need to utilise the facility. This will increase the capacity of the existing access point and ensure the larger vehicles are separated from the smaller vehicles (staff and visitors) which helps to support safe transport routes for all users.

Human Health	During the construction phase there will be some potential for minor pollution or nuisance consistent with ongoing construction works, which include the following; lighting of external works, security lighting, dust and noise emissions generated from plant, vehicles and other construction processes, surface water run-off from stockpiles, plant noise etc. However, construction activities would be appropriately controlled to an acceptable level through the adoption of a Construction Environmental Management Plan (CEMP) as well as best practice techniques and appropriate safety measures. As the Site is an existing waste management facility there is no soil or other soft landscaping material present which may be at risk from contamination. As an operational waste management facility, the Applicant has permits in place to support these operations. As a responsible operator these permits are robustly complied with and given the Site lies within an industrial park and away from sensitive receptors, once the proposals have been implemented there will be no unusual risk to human health. The current and future operations rely on well-established, safe modern technology and responsible operators who will utilise environmental permits, risk assessments and CQA Plans as necessary. The current operation is regulated by the Environment Agency under environmental permit reference KP3436NL. Appropriate Health and Safety signage will be displayed on Site, to warn of the potential risk from working near a waste management facility and to prevent illegal access and trespass. Consequently, there are no unusual risks to human health and significant impacts are not anticipated.
Biodiversity	The Application Site is not subject to any statutory or non-statutory nature conservation designations, nor are there any ecological designations directly bordering the site.

	Furthermore, as shown on the attached Environmental Designations Plan (EDP), given the nature of the wider site as a strategic industrial estate, the Site is remote from any ecological designations. Given the operational nature of the Site as a waste management facility within an industrial park complex, there is no opportunity for biodiversity at the Site itself. Therefore, the Site is considered to be of low ecological value.
Land	The construction of the Proposed Development seeks to alter and refurbish components of an existing waste management facility. The overall footprint of the Site will not increase with the three existing buildings remaining but will be subject to refurb and modernising operations. Various other alterations include the size of the proposed car park and the lowering of the yard area. The proposed change of use for the 'west wing' building is in line with the current operations as well as an extant permission for the other two fundamental areas of the Application Site (East and Central). Therefore, it is very unlikely the development will lead to a significant loss of natural resources and therefore significant impacts are not anticipated on the land. The proposals enable the Site to be upgraded and increase the capacity of the facility without increasing the overall footprint.
Soil	As outlined above the Proposed Development comprises various alterations and refurbishment operations on an existing waste management facility. The proposals do not lead to the loss of any greenfield / agricultural land and thereby no loss of soils. Therefore, significant effects are not considered likely.
Water	There are no major watercourses in close proximity to the Site. The majority of the Site is located within Flood Zone 1 with the lowest risk of flooding (1 in 1000 annual probability of river or sea flooding). However, there are marginal areas along the northern boundary and northwest sector of the Site that are within Flood Zone 2. Nevertheless, the proposals include the lowering of the Site yard by approximately 1m, which will be

	designed in conjunction with new drainage infrastructure to deal with these minor risk areas and ensure that the Site drains effectively.
Air	The Site does not lie within an Air Quality Management Area (AQMA) but lies circa 3.9km to the northeast of the Liverpool City AQMA. Whilst there will be some dust generated during construction, this can be reduced through the implementation of a Dust Monitoring and Management Plan (DMMP) that can be appropriately secured by planning condition. Therefore, it is considered unlikely that the proposals will have a significant effect on air quality during construction. Once the alterations and refurbishment operations have been completed, there will be elevated vehicle movements associated with operating the proposed increased capacity of the waste management facility. In addition, corresponding daily vehicle movements for staff and visitors will also rise. Therefore, an Air Quality Assessment will be required to support the planning application to ensure that the Proposed Development will not give rise to significant effects on air quality in the longer term.
Climate	It is acknowledged that construction of the Proposed Development will result in the release of carbon as well as other emissions associated with the use of HGV vehicles and other plant / machinery. The proposed alterations and upgrades to the built development will also require concrete and other building materials which are known to be carbon intensive products. As outlined above, once completed the Site will continue to generate 'Scope 1' emissions through its proposed use, but as the installation of modern technologies advances these types of emissions should be reduced. In addition, it is anticipated that as the use of electric vehicles becomes more widespread, greenhouse gas emissions from company vehicles as well as staff and visitors will be significantly lower as sustainable modes of transport become widespread. 'Scope 2' emissions will also be consistent but again, through the increased use of renewable sources of energy these impacts can

	be limited. There will also be an element of 'Scope 3' emissions through supply chains which are naturally harder to quantify. Furthermore, the upgrade and refurb of this existing brownfield site reduces the need to relocate these premises elsewhere, which may require the use of greenfield land and is therefore in accordance with NPPF (para 119) by making effective use of existing land.
Material Assets	Construction will require the use of natural resources as is standard within the construction phase of development i.e. power supply / water / primary aggregates / concrete etc. This is not considered to be an unusual or complex operation and accordingly no significant effects are anticipated. Due to the nature of the development, there will be a potential increase in energy use to support the proposed higher throughput capacity for the treatment and transfer of waste. As the UK heads towards 'Net Zero' it is hoped that energy taken from the main grid network will also be utilising renewable sources.
Risk of Major Accidents and Disasters	The Site is not known to be susceptible to land instability or extreme and / or adverse climatic conditions. Considering the nature and location of the Proposed Development, it is not considered to be vulnerable to, or give rise to significant impacts in relation to the Risk of Accidents and Major Disasters.
Cultural Heritage	The Site is not located within any statutory and / or non-statutory designated sites. There are no Listed Buildings within the immediate vicinity of the Site. In addition, the Application Site is not within or adjacent to a Conservation Area. The nearest heritage assets are the moated site at Mossborough Hall a Scheduled Monument located approximately 2.7km directly eastwards, which includes the Grade II Listed Mossborough Hall itself, as well as a further three Grade II Listed assets in the wider grounds of Mossborough Hall. Both Knowsley Park and Croxteth Hall Park are Grade II Listed Park and Garden assets which lie 2.8km to the southeast and south respectively. At a similar

	distance directly west of the Site is the Grade II* Listed Church of St. Chad as well as six other neighbouring Grade II Listed assets which include the Kirkby War Memorial. There are an additional five Grade II Listed Buildings which all appear to be residential properties along Ribblers Lane circa 3.1km to the southwest of the Site in Southdene. As the Proposed Development relates to the upgrade and refurbishment of an existing waste management facility, no archaeological features below ground are at risk of impact. Given this and the distance to the existing heritage assets above ground (as outlined above), significant effects are not considered likely.
Landscape	The Site does not fall within any statutory landscape designations and is not within the Green Belt. However, the North West Green Belt lies just 0.5km to the north and east of the Site boundary. The Application Site forms part of a strategic industrial park and is therefore heavily influenced by urban features including a range of industrial units of varying scale, appearance and age. Therefore, this existing land use strongly supports the Proposed Development as it is remote from sensitive receptors and ensures that an existing brownfield site is upgraded as opposed to developing a new greenfield site. There are no Public Right of Ways (PROWs) set within or adjacent to the boundary of the Site. Whilst there are footpaths for pedestrians on either side of the internal estate roads within the industrial park, these are not considered to be sensitive due to their inclusion within the industrial estate itself. In summary, it is evident that the Proposed Development can easily be accommodated within the existing landscape. The alterations and refurbishment would be limited to modest alterations to the existing buildings (i.e. increasing the roof height of the east/central section of the building) and

	their design will reflect the existing buildings within the industrial park already. Therefore, significant effects are not considered likely.
Cumulative and Interactive Effects	Given the nature of the Proposed Development, with the works limited to refurbishment and reconfiguration operations as well as the existing location and proposed short term timescales, a cumulative impact assessment is unlikely to be warranted.
Conclusion	
It is considered that the proposals fall within the category of Schedule 2 (10 a) as described in the EIA Regulations 2017. Development proposals described under Schedule 2 require an EIA if they are considered <i>likely to have significant effects on the environment</i> by virtue of factors such as nature, size, or location. Given that the Proposed Development exceeds the screening threshold in Schedule 2 (10 a) of 0.5 hectares, it is appropriate to Screen the proposals with the Local Planning Authority to determine if there are significant effects likely to arise from the proposals. The Screening process should consider the development proposals against the criteria and thresholds which are included within the EIA Regulations and accompanying PPG in determining the requirement for an Environmental Statement (ES) to accompany an application for planning permission. Schedule 3 of the EIA Regulations provides selection criteria for Screening Schedule 2 development, which includes three broad categories for consideration: the characteristics of the development; the environmental sensitivity of the location; and the characteristics of the potential impacts. The PPG, under the Environmental Impact Assessment section (Paragraph 057), provides further indicative criteria and thresholds, as well as key issues to consider, in the determination of likely significance of effects. For 10 (a) Industrial Estate Development Projects, the criteria and advice given are: • "Indicative Criteria and Threshold – 'Site area of the new development is more than 20 hectares."	

- “Key Issues to Consider – ‘Potential increase in traffic, emissions and noise.’”

The operational development is considerably less than 20 hectares and is unlikely to give rise to significant impacts relating to noise impacts due to the nature of the scheme, which is essentially refurbishment. However, due to the proposed increased in vehicle movements associated with a higher throughput capacity and new employment opportunities, it is clear there are potential for traffic and air quality / emissions.

Given the nature of the development proposals, it is considered that whilst there may be some impacts on the local environment as a consequence of the Proposed Development, none of these are considered to constitute ‘significant impacts’, as set out in central government guidance. Consequently, it is considered that the proposals do not constitute EIA development and would not require an Environmental Statement to be submitted with a planning application for alterations and refurbishment to an existing waste management facility in this location. It should be emphasised that the proposals are consistent with industrial estate development projects and supports the redevelopment of existing brownfield sites.

Nevertheless, any subsequent planning application will be accompanied by the necessary technical assessments to enable the Local Planning Authority to consider and determine the planning application on its own merits.

We look forward to receiving the Council's response to this Screening Request within the designated 3-week timeframe on receipt of this request, as stated in the EIA Regulations (Part II-6(6)).

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE



All paper sources from sustainably managed forests

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

Registered office: Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT
We are ISO certified 9001, 14001, 45001



Pegasus_Group



pegasusgroup



Pegasus_Group

PEGASUSGROUP.CO.UK