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Our Reference
100104167-MDD-00-LT-PL-001

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Dear Sir/Madam

Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 Request for Screening Opinion

Bromborough Dock IBA processing facility

3 October 2022

We are writing on behalf of Covanta Energy Limited to request a formal Environmental Impact Assessment (EIA) Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 ('the EIA Regulations') for a project located within the Bromborough Dock (South) Landfill Site in the metropolitan borough of Wirral.

In accordance with Regulation 6(2) of the EIA Regulations, this letter (and enclosures) provides:

- A plan sufficient to identify the land (see **Annex A**);
- A description of the development (see **Section 1**);
- A description of the environmental aspects likely to be significantly affected by the proposed development resulting from:
  - The expected residues and emissions and the production of waste (see **Section 5**);
  - The use of natural resources, in particular, soil, land, water and biodiversity (see **Section 2** and **Section 3**); and
- Such other information or representations as the person making the request may wish to provide or make.

It is proposed that a planning application will be prepared and submitted for the proposed development in due course. Prior to submission, it is intended to continue pre-application consultation with Wirral Council to ascertain any particular requirements for the application submission.

If you have any further queries, please do not hesitate to contact the under-signed.

Yours sincerely,

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1 Project description

Covanta Energy is proposing the development of an aggregate processing facility, parking provision and ancillary development (hereafter, 'Bromborough Dock IBA Processing Facility' or 'the proposed development').

An IBA processing facility to manufacture incinerator bottom ash aggregate (IBAA) from the incinerator bottom ash (IBA). IBA is the residual bottom ash from energy recovery facilities. It is processed to recover the metals and produce secondary aggregate for use in the construction industry. IBAA is a heterogeneous product which minimises landfill and reduces the need to quarry new materials.

The site at Bromborough Dock is the preferred location for the new processing facility because of it suitability and location to the new energy recovery facility under construction at Protos and access to the wharf to enable import of material by ship, i.e. from the Dublin facility.

1.1 Site location

The proposed development is located within the Bromborough Dock (South) Landfill Site, Dock Road South, Bromborough, CH62 4SU (approximate Grid Reference: SJ 34950 84720). The area is approximately 40,798m^2 or 4.08 hectares (hereafter, the 'site').

The site is bounded to the northwest by the Dibbinsdale Brook, to northeast by Mersey Wharf and the River Mersey, a few metres beyond. The southeast boundary is bounded by warehouses operated by Mersey Wharf. The southwest boundary is formed by Dock Road South, which, at this section, is a private road with gated access to the United Utilities Bromborough wastewater treatment works located to the northwest of Dibbinsdale Brook.

A site location plan is provided in **Annex A** including the site boundary (Red Line Boundary).

1.2 Description of the site

The site is characterised by seeded grassland which has not been actively managed. However, self-seeding and succession has occurred, particularly on the north western boundary with Dibbinsdale Brook. This boundary is more mature and reflects the planting and management by the Land Trust at the neighbouring northern part of the original landfill, now known as Port Sunlight River Park. Other adjacent land consists of industrial buildings, such as Mersey Wharf, the Capital Reinforcing Steel Works building to the south and United Utilities further west.

The site is a permitted landfill and was consented under planning permission reference APP/W4325/A/89/132897, submitted in 1989. The time period for restoration was extended until 20th August 2011 under application reference APP/09/05985. The landfill is regulated via environmental permit EPR/GB3103FD and is currently in its 'closure' phase. 'Closure' is the ongoing process between the time a site stops accepting waste for disposal and 'definite closure' when the Environment Agency (EA) agrees the site can enter the aftercare phase.

Previous land uses for the site were related to dock work infrastructure, such as cranes and rail tracks. There is evidence of fly-tipping, particularly around the southern entrance and hardstanding/ roadway on the south eastern side of the site.

The site is mostly flat and the land on the southern side of Dibbinsdale Brook is also flat, allowing views through some buildings into the distance in a southerly direction. Views to the north are inhibited only by the boundary wall and the cranes of Mersey Wharf but otherwise clear views across the River Mersey to Liverpool are possible. There are clear views over the site from the paths and walkways within the Port Sunlight River Park and across the wider Bromborough Pool residential area, as shown in **Photo 1.1** and **Photo 1.2** below. These photos show a view of the site from Port Sunlight River Park with views of Mersey Wharf, its cranes and the River Mersey beyond in Photo 1.1; and with views of Mersey Wharf warehouses on the left, Capital

Reinforcing on the right (foreground) and views of the Bromborough Pool business park and housing around Pool Lane and the Manor Place estate beyond in Photo 1.2.

The wider surrounding areas consists of:

- residential areas of Bromborough Pool (including sport facilities) approximately 200m south and 400m west, with Lower Bebington further west beyond the A41; and
- industrial areas including Bromborough Business Park south and Birkenhead Sewage Treatment Works is located approximately 500m northwest.

Photo 1.1: View of site from Port Sunlight River Park, looking northeast

Photo 1.2: View of site from Port Sunlight River Park, looking southeast

The wider surrounding areas consists of:

- residential areas of Bromborough Pool (including sport facilities) approximately 200m south and 400m west, with Lower Bebington further west beyond the A41; and
- industrial areas including Bromborough Business Park south and Birkenhead Sewage Treatment Works is located approximately 500m northwest.

1.3 Site access

The site is primarily accessed from the public highway (Dock Lane South) by a vehicular gate on the southernly most point of the site, connecting to the wider road network via the New Chester Road (A41). Hardstanding and roadway run up the south eastern boundary of the site. There is a gate on the northern corner of the site to Mersey Wharf. The roadway/ hardstanding continues to the northern corner of the site, where there is a gate in the northern corner to access Mersey Wharf. At this point there is a weighbridge with a closed vehicular bridge and roadway over Dibbinsdale Brook. Vehicles will predominantly access the site through the first entrance (south east of site) for IBAA and metal collection and deliveries of IBA and primary aggregates will predominantly access the site through the second entrance by the Mersey Wharf (north of site).

1.4 Environmental context

An environmental constraint map of national designations and a transport map of local transport infrastructure has been included within Annex C.

Ecology

The site is within 50m of the New Ferry Site of Scientific Interest (SSSI), that runs along the River Mersey and its frontage, approximately 650m from the Mersey Estuary SSSI and 1.7km from the Dibbinsdale SSSI. SSSI designations are of national importance.

The New Ferry SSSI forms part of the Mersey Estuary Special Protection Area (SPA) and the Mersey Estuary Ramsar Site; these are of European and International importance. The site is also in 1.7km from the Brotherton Park and Dibbinsdale Local Nature Reserve (LNR), which is of local importance. The site is located upriver of the Dibbinsdale Brook.

Historic environment

There are no listed buildings on the site but there are a number of listed buildings off York Street and Manor Place, which form the Bromborough Pool Conservation Area, located approximately 250m south of the site at its closest point. The former site of 'Bromborough Court House moated site and fishponds', located approximately 500m southwest from the proposed development, off Pool Lane and the A41 New Chester Road is a Scheduled Ancient Monument. The Grade II, Registered Park and Garden, 'the Dell, the Diamond and the Causeway, Port Sunlight' is located approximately 1km west of the site.

Landscape

The Grade 1 listed Liverpool Cathedral (Anglican Cathedral Church of Christ), approximately 5km from the site, is visible from most of the site. Port Sunlight River Park is also visible, as the park steadily rises over 20m above the Dibbinsdale Brook. Views of the site are primarily available from the access road to the Port Sunlight River Park Heritage Centre, along the north-western bank of Dibbinsdale Brook and from the walkways shown in Photo 2.1 and Photo 2.2 above. Views are also available from some of the surrounding residential and industrial areas.

Flood Risk

The site is generally within Flood Zone 1. The land close to the north and east boundaries of the site are within Flood Zone 2, together with a portion of the site access road. The proposed development would be considered 'less vulnerable' as a non-hazardous waste treatment facility however the existing landfill would be 'more vulnerable'. Projects of both flood risk vulnerability classifications are considered appropriate for locations within either Flood Zone 1 or 2[1].

The Dibbinsdale Brook channel is classified as Flood Zone 3a. There is an 8m wide easement for the EA along the brook because it is a main river. This is demarcated approximately on-site by fence posts.

The Bromborough Dock IBA Processing Facility does not include development within Flood Zone 3. Any works within Zone 3 would be linked to potential landscaping, conservation and/or biodiversity provisions that will be determined during the pre-application process, in consultation with Wirral Council.

Ground Conditions

The site itself is a recently closed landfill operated by Biffa Waste Services Limited (Biffa) and is recorded as having accepted Non-Biodegradable Wastes. The landfill is currently in the closure phase.

Bromborough Dock North Landfill, which now forms part of Port Sunlight River Park, is located 15m northwest of the site is also a recently closed landfill site operated by Biffa. This landfill site is identified as having

[1] 'Flood risk and coastal change' (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, 2021) - Table 3: Flood risk vulnerability and flood zone 'compatibility'

received inert and household waste and has landfill gas and leachate control systems. There are a total of three active/recently closed landfills within 500m of the site.

The Chester Formation underlies the site and is classified as a Principal aquifer. The superficial deposits beneath the site comprise Tidal Flat Deposits and are classified as a Secondary Undifferentiated aquifer. Glacial Till is mapped at the ground surface elsewhere in the local region and may also be present below the Tidal Flat Deposits on site. Historical OS mapping from the late 1800s shows the site area present on estuary mud flats.

There are no designated Source Protection Zones within 500m of the site. There are no Drinking Water Safeguards Zones for groundwater or surface waters within 500m of the site. The Coal Authority Interactive Map viewer indicates that the study area is within a Surface Coal Resource Area. It is not within a Coal Reporting Area.

Site History

Incomplete records between 1890-1892 show that the site was situated entirely over an estuary, mud deposits between the high and low tide marks. From 1897 to 1928, the site remains over the estuary, whilst the surrounding area on the south bank of the River Mersey became more industrialised, including Bromborough Pool Works. Between 1928 and 1936, 'Bromborough Dock' was constructed in the area previously occupied by mud flats, with a large reclamation pond (mud) constructed to the north west. At some point between 1956 and 1965, the reclamation pond to the north of the site stopped being labelled as such and has since been an open (and seemingly unused) space. During 2001 to 2010, Bromborough Dock was infilled and the site itself has been open since then, seemingly barren land.

1.5 Proposed development

The Bromborough Dock IBA Processing Facility will incorporate the construction of a processing building with adjoining office, a covered storage area for processed materials awaiting collection; at least two stockpile areas; and a laydown area, which will receive incoming IBA and other materials needed for the process. The built development area for the proposed development is expected to be approximately 7,500m^2.

The proposed building and structures for the proposed development are listed below in **Table 1.1**, and a proposed development plan in Annex B.

The covered storage area would be located in the north of the site. From here, the IBA is fed into a series of separating, metal recovery and picking stations, the product of which would be stored in the south and east of the site.

Table 1.1: Key components of the proposed development

		Indicative dimensions (m)		
Proposed item	**Details**	**Length**	**Width**	**Height**
1. Processing building	Either fully enclosed or "open" but covered for natural ventilation. If the building is fully enclosed, then the height is likely to be greater than if it were open and naturally ventilated. The height will be affected by the mobile plant height clearances within and for the associated mechanical and electrical plant required for air quality and ventilation. Processing includes: • Conveyors • Screens • Magnetic separators • Eddy current separators for non-ferrous metals	75	50	16

Proposed item	Details	Indicative dimensions (m)		
		Length	Width	Height
	• Crushers			
2. Office and welfare	The office and staff welfare facility will be provided adjacent to the entrance road, including an internal mess room/ kitchen. Car parking for staff will be provided adjacent to the office and welfare building.	10.2	3.2	TBC
3. Covered IBA Hall	Covered stockpiles (adjacent to processing building)	75	50	16
4. IBAA Stockpile area	Dust suppression infrastructure over the stockpiles is expected. These stockpiles will be bunded by north and east by retaining walls. Height dependant on the ground conditions and wider layout and manoeuvring space required on site.	100 per stockpile	52 per stockpile	Approximately 10
5. Laydown area and manoeuvring areas	Areas around the processing building, office, covered storage area and the two stockpile areas will be converted to hardstanding to provide manoeuvring space.			
6. Leachate Treatment Plant and Lagoon	Below ground tank and leachate treatment plant fed by a sub-surface drain from the bunded site			

Ancillary development

The proposed development will require ancillary development, including building services such as a weighbridge, rainwater tank, wheel washing, lighting, fire detection and alarm systems, electrical and mechanical services and communication systems, surface water and foul water drainage and security palisade fencing. A separate building may be provided for onsite laboratory and maintenance facility

Low level external lighting, designed to minimise light spill, will be provided for the site to satisfy health and safety requirements. On-site lighting will be used primarily during the operational hours of the proposed development, subject to any requirements regarding site security. During operational hours, the lighting shall remain on but controlled by photocell detection of the ambient light. Mobile lighting rigs will be used to direct and limit lighting in the stockpile area to during activities only.

The site surface will be concrete hardstanding that is fit for purpose and will allow surface water to be fully contained and managed on site. The majority of the site will (i.e. areas that contains or stores IBA, IBAA, or metals) will drain to a below ground sump and silt trap, and then pumped to the bunded Leachate Treatment Plant and Lagoon prior to discharge into the local foul sewer network under a Discharge Consent from the local water authority. In other areas (main processing and storage building roof areas), rainwater harvesting will be incorporated to be reused for cleaning, dust management and non-potable uses. Mobile and fixed dust suppression (i.e. misting cannons and water bowsers) will be in place within the IBA processing building, within IBAA storage areas, and during movement of IBA. IBA storage is not considered to be susceptible to wind whipping as the IBA material is imported in a moist state, which then dries to form a solid exterior or crust as it as maturates.

Access would be available via Dock Road South. No changes are currently proposed to the external access arrangements of the site. Access would be available via Dock Road South.

1.6 Construction

Phases

Construction is intended to start in 2023 for an approximate duration of 12 months, however further details of the programme are not yet finalised and will be subject to statutory planning approval and mobilisation lead

times for the Contractor. Work will be carried out sequentially and planned carefully to take into account local receptors and ecological constraints.

The works are anticipated to be confined to standard working hours i.e. 7am – 7pm weekdays. Weekends will be avoided, but if necessary, then hours will be contained to 7am – 12noon Saturdays, with no Sunday or Bank Holiday working.

Construction methodologies

All construction works would be undertaken within the extent of the site boundary, and no further land take would be required on either a temporary or permanent basis. Temporary signage to the site may be required. Construction equipment and working methods will be selected based on suitability for the activity, with consideration of nearby sensitive receptors to mitigate potential environmental impacts associated with traffic, noise and air quality.

Construction Plant and Vehicles

The type of construction vehicles would be selected by the contractor prior to and during the construction phase. However, the following vehicles would typically be used during construction:

- JS370 Tracked Excavators (or similar);
- Juntan PM20 Driven Piling Rig (or similar);
- Camfaud M44 Concrete Pump (or similar);
- LTM 1050 MobileCrane (or similar); and
- 60AJX Boom Lift (or similar).

Waste and materials

Waste is likely to be generated from excavations of made ground/ site-won materials and surplus materials brought to site which are not used for their original purpose. These would likely be as follows:

- Surplus excavated materials
- Green waste
- Demolition waste
- Contaminated soils from excavations, potentially classified as hazardous
- Surplus construction materials
- Damaged stock or cut off

To meet duty of care obligations, where CL:AIRE Code of Practice dictates that waste must be taken to recycling/disposal facilities, these facilities must have the appropriate permits to ensure environmental risks are reduced. All materials used for the construction of the proposed development will comply with the relevant Eurocodes and British Standards and be specified to comply with National Steelwork Specifications and the National Concrete Specification, as appropriate. Where viable, any excess excavated material may be reused within the construction of the landscaped buffer around certain areas of the site.

Site compound

A temporary site compound will be required and will be located within the red line boundary for the site. A number of temporary facilities could be required within the site during the construction phase:

- Temporary offices and welfare facilities
- Storage area for materials, fuels, plant and equipment
- Temporary lighting

- Waste management areas
- Car parking facilities
- A waste spoil retention area.

As stated, all construction works (including the location of all temporary facilities) would be undertaken within the extent of the site boundary.

Enabling works

Ground investigation (GI) will be required in order to validate the geotechnical and geo-environmental risks and identify any potential remedial requirements. Intrusive GI works will assess the existing ground and groundwater conditions present beneath the site. These works will involve the collection of geo-environmental samples for chemical and geotechnical testing, in accordance with BS 5930, BS EN 1997-2, BS 10175 and BS 8576.

The site will require enabling works to clear the construction areas and make ready, this will likely include the removal of vegetation/scrub and earthworks. The site will then likely be prepared by laying a sub-base of coarse aggregate material and then laying a granular base, with a concrete hardstanding for stockpiles, internal roadways and on which the processing building and office would be constructed.

No demolition is necessary to facilitate the construction of the proposed development, however two sets of disused railway tracks will be removed from the site.

Construction traffic

Construction traffic access will be via the current site access which is via Dock Road South. The precise levels of trip generation required are not known at this stage and will be confirmed prior to submission of any application for planning permission. However, current estimates are that less than 25 Heavy Good Vehicles (HGV) per day will be required. HGV traffic will likely consist of deliveries of construction equipment and materials. Site construction staff trips in non-HGV vehicles will also be required.

All construction vehicles (including staff transport) will utilise appropriate routes, and all construction staff parking would be accommodated within the site

The proposed development will incorporate best practice policies and procedures to minimise the effects of traffic associated with the construction phase. Car sharing, alternative modes and similar measures will be encouraged as part of a construction transport management plan (CTMP) for the proposed development.

All routes to the site entrance will be agreed with Wirral Council, as the relevant highways authority, prior to the submission of the application for planning permission.

Landscaping

The proposed development will be designed to minimise any potentially significant landscape and visual impacts. On completion, a landscape buffer adjacent to the Dibbinsdale Brook and the road adjacent to Capital Reinforcing will be provided, and detailed as part of the Landscape Plan. This area is proposed to be landscaped to retain or enhance the biodiversity of the site, and reduce views of the site from the northwest, west and southwest. The nature of the landscaping for the proposed development will be determined as the design process, informed by pre-application assessments of the site biodiversity and potential landscape and visual impacts. The landscaping for the project will be outlined in the Landscape Plan to be submitted as part of the planning application and informed by a biodiversity net gain (BNG) assessment, as necessary. Biodiversity enhancements for permanently lost habitat will be achieved offsite at local wildlife sites as part of the project.

Environmental Measures

A Site Waste Management Plan (SWMP) will be implemented during the construction process to consider the sourcing, transport and use and disposal of materials in a sustainable manner. The SWMP would be updated to document the steps taken to reduce waste and to refine the waste and amounts that would be generated.

A Construction Environmental Management Plan (CEMP) will be implemented to ensure that any potential environmental impacts identified throughout the planning, environmental assessment and design processes are avoided and/or minimised through implementation of all identified mitigation measures.

The principal contractor will appoint an Environmental Manager to oversee the implementation of the CEMP and SWMP and be responsible for all issues relating to environmental management during the construction phase of the project.

A Preliminary Ecological Appraisal (PEA)[2], was undertaken in 2021 to review the local ecology context and determine the scope of the potential impacts of the proposed development. The PEA also sets out the potential needs for further survey and/or assessment works that may be needed as part of the application for planning permission. Species surveys have been undertaken in 2021 and 2022, with the full scope of surveys and assessments to be included within the submission of the planning application.

A Geo-Environmental desk study[3] was undertaken in October 2021 to establish the geological and hydrogeological conditions at the site and identify any site-specific geotechnical and/or geo-environmental hazards, which may place a constraint upon, or be a risk to, the proposed development. The study includes a preliminary Conceptual Site Model (CSM) and qualitative contamination risk assessment identifying plausible potential pathways between contamination sources and receptors. The study also provides recommendations for intrusive GI works and other further assessments that may be required.

If required, in order to allow discharge of surplus water to watercourses during construction, interceptors would be installed; this will be determined as part of the Environmental Permit application that would be made to the Environment Agency for the proposed development.

1.7 Operation

The Bromborough Dock IBA Processing Facility is expected to receive IBA from the Protos site in Ellesmere Port, approximately 25km away by road. Material is also likely to come from the Dublin plant by ship to the neighbouring Mersey Wharf. Any material that will be arriving from the dockside to the north of the site would be loaded in dumper trucks and moved move it to the processing area.

Operational, the proposed development will have the capacity to recycle up to 240,000 tonnes of IBA per annum (tpa) split between Protos and Dublin. This equates to approximately 120,000 tpa of IBA from Protos, and 120,000 tpa from Dublin. It is estimated that an approximate equal amount of final aggregate would be exported. The site will also receive up to 50,000 tpa of primary aggregate to blend into the IBAA: up to 25,000 tpa of primary aggregate will be imported by road, and up to 25,000 tpa of primary aggregate will be by ship over the quay at the adjacent Mersey Wharf.

On arrival, IBA delivery vehicles from Protos will use the weighbridge, before being directed to the storage and processing building to offload. IBA will be retained here for 4-6 weeks to reduce its moisture content for

[2] Bromborough Dock IBA Facility Preliminary Ecological Appraisal, Mott MacDonald, November 2021, doc ref: 100104167-MDD-00-EN-RP-0001

[3] Bromborough Dock IBA Facility Geo-environmental Desk Study, Mott MacDonald, October 2021, doc ref: 100104167-MDD-00-GT-RP-0001

processing and to allow time for the mandatory WM3 testing of the incoming IBA material. Water spray cannons in the main yard area will be used as part of a dust suppression system, if required, dependent on prevailing weather conditions. The entire storage and processing area will be covered with impermeable concrete hardstanding and will drain to the surface water attenuation tank and ultimately the leachate treatment plant. Plant in the open yard will generally comprise front loading shovels and 360 swing shovels, with occasional specialist mobile plant in situ. Following the maturation process, the conditioned Protos IBA will be transferred from the covered IBA storage via mobile plant into the processing system within the building. Furthermore, subject to approval, initial incoming IBA may be used to build up a screening bund around site. IBA brought in by ship from Dublin will not be required to undergo the mandatory WM3 testing, as this will have been completed prior to the IBA being loaded onto the ship from Dublin. There will also be no incoming weighbridge requirement for the Dublin IBA, as the incoming tonnage will be calculated using the load/cargo sheets and associated paperwork from the ship.

The processing operations would screen, separate and size the IBA into up to five fractions, and then extract the non-ferrous and ferrous metals within each fraction. Further metals recovery is also undertaken via the use of a two-man hand picking station to recover other recyclable metals. Fine mist sprays will be used inside the process building as necessary as part of the site dust suppression system. The storage and processing building will harvest clean rainwater from its roof, and there will be a rainwater harvest tank to the rear of the building to collect and store this water for re-use. Once fully processed, the metals materials are kept in various product types and grades and are stored in their own designated storage areas pending regular offtake . The processed IBAA is transferred into the main IBAA storage area via conveyors, where the majority is stockpiled and then blended with virgin or recycled aggregates to produce aggregate products that can be reused with the local construction and concrete industry. End of Waste status from the Environment Agency will be sought for reuse within bound applications once the production process has started.

Operational hours

The proposed development would employ up to 12 staff who would work in shifts. With operational hours likely to be from 06:00 to 22:00, Monday to Friday, and reduced 06:00 to 14:00 shift on Saturday for emergencies preventative and scheduled maintenance and Bank Holiday cover for the energy recovery facilities. In order to achieve viable efficiency, operating hours of 16 hours a day for processing is required, for 50 weeks of the year. An annual 2 week shutdown for maintenance, repairs, upgrades, auditing. Maintenance hours would require overlapping the end of the operating hours, however whilst maintenance would be required beyond the operating hours this would not include and processing of product.

The project would work within the existing wharf hours for the unloading of ships. The ship access to the wharf is around high tide access. The opening hours are typically from 07:00 in the morning for ship discharges and transport unloading. The usual end of day is 18:00 to 19:00.

Operational traffic

The site would be accessed by operational vehicles for a 10-hour working day, Monday to Friday (i.e. 07:00 to 17:000). It is anticipated that road vehicle movements would be significantly reduced with a large proportion of IBA materials arrives weekly via ship from Dublin. By road the total vehicle movements (excluding staff travel) per day (Monday to Friday) averaged over 50 weeks would equate to approximately 138 movements (69 in and 69 out), at a rate of approximately 13.8 per hour. Averaged over 365 days this would be less than 100 HGV movements per day (approximately 95 in/out movements).

IBA and primary aggregate import by road and IBBA export by road will be via HGVs with an estimated 27-tonne payload. A mix of HGVs and Roll-on Roll-off trucks will be used to collect metals. Two 55-tonne dumper trucks will be used to transport IBA and primary aggregate imported by ship from the Mersey Wharf to the site.

This is broken down as follows:

IBA import by road

Protos will deliver 120,000tpa. This would be moved in 27-tonne payload HGVs, Monday to Friday, 50 weeks per year of deliveries. This equates to an average of 480 tonnes per day, at approximately 17.8 HGV movements in and 17.8 HGV movements out per day (35.6 movements)[4].

IBA import by ship

There would be on average one delivery by ship per week, at approximately 2,400 tonnes of IBA. One ship per week would generate 44 internal site dumper truck movements (43.5 in and 43.5 out, total 87 movements) across the quay on unloading days only, based on using 2 dumper trucks with a payload of 55-tonnes. These trucks would not utilise any public highway or the site weighbridge and it is estimated that a full ship unload would require approximately 5 to 6 hours, at 4 trips per hour for 2 dumper trucks, subject to weather and tides.

Primary aggregate imported by road

There would be approximately 25,000 tonnes of primary aggregate imported in 27-tonne payload HGVs, Monday to Friday, 50 weeks per year of deliveries. This equates to an average of 100 tonnes per day, at approximately 3.7 movements in and 3.7 movements out per day (7.4 movements).

Primary aggregate imported by ship

There would be approximately 25,000 tonnes of primary aggregate imported by ship. It is anticipated that there will be one boat movement every 6-8 weeks, based on a carry load of between 3000-6000 tonnes. Each ship delivery would generate approximately 50 dumper truck movements (50.5 in and 50.5 out, total 101 movements) across the quay on unloading days only, based on using dump trucks with a payload of 55-tonnes. These trucks would not utilise any highway or the weighbridge and estimated to require approximately 6.3 hours, at 4 trips per hour for 2 dumper trucks.

Metals export by road

It is estimated that approximately 24,000 tonnes of metal can be recovered from IBA over the year (~10% of metals within the incoming IBA). Export of metals across the year is calculated to be approximately 96 tonnes per day (Monday to Friday). This equates to around 0.7 HGVs with non-ferrous and around 4.3 'Roll-on, Roll-off' containers of ferrous scrap metal. Total movements of 5 in and 5 out (10 movements). It is likely that is that 'Roll-on, Roll-off' containers and larger artic trailer would be used for ferrous scrap metal, thus reducing the total number the movements.

IBAA export by road

It is estimated that there will be approximately 266,000 tpa of IBAA exported in 27-tonne payload HGVs (combination of both rigid and articulated), Monday to Friday, 50 weeks per year, running in empty and out full, would haul out approximately 1,064 tonnes per day and would create around 39.4 vehicle movements in and 39.4 movements out (78.8 movements).

Ancillary vehicles

Ancillary vehicles for various purposes estimated to create an extra 3 in and 3 out (6 movements) per day each day.

Staff travel

[4] Resulting vehicle movements strictly for Protos IBA based on worse scenario of running back empty to collect IBA each time after tipping.

The site would employee up to 12 staff per day, who would work in shifts. On the assumption that there is a single change of shift, there would be an additional 24 in and 24 out (48 movements) per day each day.

Parking

Onsite parking provision will be agreed with Wirral Council, in accordance with the current standards (SPD4 2007[5]): fourteen car parking space, including two disabled car parking spaces and two Electric Vehicle charging points. A bike rack for cycle storage will also be installed.

Wirral Circular Trail

The proposed development will provide a cycle connection though the site to complement and/or contribute to the ambition of Wirral Council of a 'Wirral Circular Trail'.

Environmental controls

Operational Management Plan (OMP) will be implemented to include environmental mitigation ensure that any potential environmental impacts identified throughout the planning, environmental assessment and design processes during operation are minimised through implementation of all identified mitigation measures.

[5] Wirral Supplementary Planning Document 4 Parking Standards 25 June 2007 (wirral.gov.uk), available at: https://www.wirral.gov.uk/sites/default/files/all/planning%20and%20building/Local%20plans%20and%20planning%20policy/Supplementary%20Planning%20Documents/Parking%20Standards/SPD4%20-%20Wirral%20Parking%20Standards%2004%20Jun%2007.pdf

2 EIA Screening Methodology

In order to determine if an EIA is required, a sequential screening in accordance with the EIA Regulations has been applied as summarised in **Table 1**.

Schedule 1 of the EIA Regulations sets out those developments for which an EIA is mandatory. Schedule 2 of the EIA Regulations lists those developments which will require an EIA if they are likely to have a significant effect on the environment due to its size, nature and/or location.

Schedule 3 of the EIA Regulations provides details of the selection criteria for screening Schedule 2 developments. Although not all of the criteria will be relevant in every case; three broad criteria are identified which should be considered:

- The characteristics of the development (e.g. its size, cumulation with other development, use of natural resources, production of waste, pollution and nuisance, and the risk of accidents);
- The location of the development (e.g. existing land use, capacity of the natural environment to absorb further development, environmental sensitivity of the location); and
- The characteristics of the potential impact (e.g. its magnitude, probability and duration, frequency and reversibility).

In general, EIA will be needed for Schedule 2 developments in three main types of case:

- For major developments which are of more than local importance;
- For developments which are proposed for particularly environmentally sensitive or vulnerable locations; and
- For developments with unusually complex and potentially hazardous environmental effects.

Table 2: Sequential Screening Test

Step		Comments
1 - Is the project described in Schedule 1 of the EIA Regulations?	No	The proposed development is not described within Schedule 1.
2 – Is the project described in Schedule 2 of the EIA Regulations?	Yes	The development falls under Schedule 2 in the context of paragraph 11(b) as it will be an installation for the disposal of waste, specifically for the recovery of waste.
3 – Does the development meet any of the relevant thresholds and criteria of Schedule 2?	Yes	The applicable thresholds and criteria to be considered when determining if the proposed development falls within Schedule 2 criteria are: (i) The disposal is by incineration; or (ii) the area of the development exceeds 0.5 hectare; or (iii) the installation is to be sited within 100 metres of any controlled waters. It is expected that the work area, including the proposed temporary or permanent access road will be in excess of 0.5 hectare, and will be sited within 100 metres of controlled waters. Indicative criteria and threshold for this type of development are for “installations (including landfill sites) for the deposit, recovery and/or disposal of household, industrial and/or commercial wastes where new capacity is created to hold more than 50,000 tonnes per year, or to hold waste on a site of 10 hectares or more. Sites taking smaller quantities of these wastes, sites seeking only to accept inert wastes (demolition rubble etc.) or Civic Amenity sites, are unlikely to require Environmental Impact Assessment.” It is expected that the work area will be less than 10 hectares and would be seeking only to accept inert wastes (i.e. IBA).

Step		Comments
4. – Is it a 'sensitive area'?	No	The site is not located in a sensitive area. However, the site is located within 50m of the New Ferry SSSI, Mersey Estuary SPA and Ramsar Site. The proposed development will be assessed under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (referred to as a "Habitats Regulation Assessment"). It is anticipated that the HRA will complete at the beginning of Stage 2.
5 – Taking account of the selection criteria in Schedule 3 is the development likely to have significant effects on the environment?	No	**Characteristics of Development** The proposed development will comprise a change in the existing use of the site, although construction of a processing building/office, a covered storage area and stockpile areas that will remain permanent features once construction is complete are in keeping with immediate surrounding industrial land use. **Location of Development** The proposed development is located within the Bromborough Dock (South) Landfill Site, which has not been actively managed and now characterised as seeded grassland. The impacts to the relative abundance, availability, quality and regenerative capacity of natural resources and the absorption capacity of the natural environment is discussed in detail in **Section 3** below. **Types and Characteristics of Potential Impacts** Potential impacts have been discussed in detail in **Section 3** below.
6 – Is the project likely to have a significant environmental effect?	No	There will be no significant environmental effects from the proposed development. The reasons for this conclusion are presented in **Section 3**.

Further to the minimum requirements for environmental screening set out below in the EIA Screening Appraisal (**Section 3**), the environmental aspects most likely to be affected by the proposed development have been screened with the assistance of relevant specialists. Specialists have based their findings and recommendations on the current design of the proposed development, readily available information and professional judgement. Where required, specialists have undertaken site visits and/or desk-based assessments to verify their findings and recommendations including for ecology, contaminated land, and transport and traffic.

3 EIA Screening Assessment

A formal screening assessment has been undertaken in accordance with the requirements of Schedule 3 to the EIA Regulations. The screening assessment considers the proposed development as described in **Section 1**. The appraisal has been undertaken in line with the methodology set out in **Section 2**.

The end-of-life decommissioning of the proposed development has not been considered within the report. The functional design life of the site is expected to be a minimum of 25 years. The shorter mechanical and electrical design life would require ongoing maintenance and replacement as appropriate for the design life. It is not envisaged that that the full site would be decommissioned in the foreseeable future. The impacts of decommissioning are anticipated to be materially similar to construction, but of a lesser magnitude and shorter duration. Decommissioning of any part of the site will follow the relevant prevailing legislation and regulations applicable at that time. Any structure that may need to be decommissioned as part of the construction of the project is considered in the report within construction activities.

Please refer to **Table 2**, below for the screening assessment**.**

Table 3: EIA Screening Assessment

Question	Part 1: Answer to the question and explanation of reasons (Yes/No or Not Known (?) or N/A)		Part 2: Is a Significant Effect Likely? (only required, if Yes in part 1) (Yes/No or Not Known (?) or N/A)	
	Briefly explain answer to Part 2a and, if applicable and/or known, include name of feature and proximity to site **(If answer in Part 1 is 'No', the answer to Part 2 is 'N/A')**		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?	
1. Natural Resources				
1.1 Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the topography of the area?	No	The site is predominantly flat. Minor earthworks may be required during the enabling works to make it ready for the construction of the proposed development. No significant physical changes in the topography of the area are expected.	N/A	
1.2 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-renewable or in short supply?	Yes	The proposed development will be constructed and operated on an existing brownfield site. During the construction phase, conventional construction materials will be used, such as steel and concrete. During the operation phase, asides from the inbound IBA, natural/recycled aggregates would also be brought in to create the blended aggregate product (IBAA) so that it complies with the EN Standards. Additional resources needed are typically the energy required for the processing of the IBA and, potentially, water for dust suppression. the aggregate is washed on site. The IBA is an inert material, where the through organic content has been reduced through incineration. The processing of IBA provides a valuable supply of non-ferrous metals for further recycling and an aggregate suitable for use in construction. The IBA is almost completely recyclable and significant quantities of secondary aggregates can be produced at the site to meet local business needs, reducing the need to import equivalent quantities of primary won aggregate material to the local area.	No	The construction materials anticipated to be used are unlikely to be unusual or in short supply. Considering the size and scale of the proposed development, and the works required, it is not anticipated that there will be potential significant quantity of material resources required. Where possible, renewable or recyclable materials should be used. Furthermore, the building design of the office and welfare units will look to be pre-fabricated units and the proposed development will consider a range of sustainable development options, such as solar panels on the roof, rainwater harvesting system for wheel wash, and measures during construction such as using materials sourced locally. The use of a CEMP and OMP will ensure that natural resources are used appropriately and as practical, sustainably during construction and operation.
1.3 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?	Yes	The site is located within 50m of the Mersey Estuary, as the River Mersey reaches the Liverpool Bay. Dibbinsdale Brook, feeds into the Mersey Estuary west of the site. The Mersey Estuary is a large, sheltered estuary comprising large areas of saltmarsh and intertidal sand and mudflats. The site includes	No	Given the separation from the coast by the Mersey Wharf (dock), the proposed development effectively has a buffer from the Mersey Estuary. Similarly, Dibbinsdale Brook has an 8m-wide easement, providing a buffer. These buffers would reduce the susceptibility of the estuary to the proposed development. The potential for pollution to these waters has been addressed in the relevant sections below.

		brackish marsh, rocky shoreline, and cliffs set in a rural and industrial environment.[6] No other high quality or scarce resources such as forestry, agriculture, fisheries, minerals would be affected by the proposed development.		
2. Waste				
2.1 Will the project produce solid wastes during construction or operation or decommissioning?	Yes	Any spoil arisings will be stored and reinstated on the embankment following the remedial works, subject to contamination testing. Where not immediately suitable for reuse, the spoil will be treated on site, or transported to an appropriate facility for treatment or safe disposal. Construction is also expected to give rise to quantities of waste that are typical from site-won materials, from excavations of made ground, and materials brought to site which are not used for their original purpose. The IBAA would meet the relevant 'end of waste' test[7], and no longer be classified as a waste. This will have a net benefit on solid waste production during the operational life of the proposed development. Given that the IBA is almost completely recyclable, the principal waste from processing would be the non-recoverable ash and other inert materials, potentially in the form of sludge. This sludge that would be collected over time, and over a period of several years would need to be disposed as waste.	No	The suitability of the soils will be informed during GI chemical testing, including Waste Acceptance Criteria (WAC) testing of soils is recommended. In addition to implementing a CEMP, a Site Waste Management Plan (SWMP) will be used to minimise and reduce the amount of waste needing treatment and disposal. This would enable any site-won materials (or identified, imported waste materials) to be used on site as necessary, providing justification and certainty of use and ensuring that the materials comply with an earthworks specification. Materials management of arisings at all working areas are to be addressed through assessing options for materials re-use at site where possible to minimise waste disposal. Options may include re-use in accordance with the CL:AIRE: Definition of Waste: Code of Practice or environmental permitting. Further sampling for waste classification purposes is likely to be required prior to disposal and should be assessed in line with Environment Agency Technical Guidance. No significant effects anticipated during operation because it is unlikely to generate large volumes of waste requiring treatment or disposal.
3. Pollution and nuisance				
3.1 Will the project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	The operation of the site will involve deliveries of IBA and primary aggregate which will generate emissions of nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$) and dust. In addition, materials will be stored and processed onsite which have the potential to lead to emissions of dust. The processing and movement of IBA and the outside storage areas of IBAA would use water sprays to limit dust emissions whilst all process activities will take place within an enclosed building or with a suitable management plan in place. The storage of IBA is not considered the IBA to be susceptible to wind whipping and so does not have the potential to lead to emissions of dust. IBA	No	Considering the incorporated mitigation such as enclosed building or management plan and dust sprays (dust and emission plan), it is unlikely the construction or operation phase would lead to significant air quality effects from dust. It is not expected impacts from construction or operational traffic will lead to significant effects as the total HGV construction and operation movements will not surpass a total of 100 per day and so would not exceed the Institute of Air Quality Management screening criteria for requiring an assessment in areas outside of an AQMA. An air quality assessment will be undertaken as part of the planning application process to confirm the findings of this screening report and

[6] Mersey Estuary | Ramsar Sites Information Service, available at: https://rsis.ramsar.org/ris/785

[7] Check if your material is waste - GOV.UK, available at: https://www.gov.uk/guidance/check-if-your-material-is-waste#how-to-work-out-if-your-material-meets-the-by-products-and-end-of-waste-tests

		arrives damp, and then forms a harden/concrete like exterior as it settles/dries. IBA imported to the site may produce odour although there is not expected to be any bioaerosol produced given the low organic content of the waste. Dust will likely be generated from vehicle movements to and from the site and from construction activities within the site. The proposed development is not within an Air Quality Management Area (AQMA)[8]		to further assess the proposed development and provide additional bespoke and embedded mitigation to be incorporated into the design and CEMP to effectively manage dust and odour, if required.
3.2 Will the project cause noise and vibration or release of light, heat, energy or electromagnetic radiation?	Yes	The site is generally surrounded by industrial premises which include warehouses operated by Mersey Wharf bordering the site to the southeast and the Steel Works building to the south. The nearest noise receptors to the proposed site include residential properties on Sparks Croft, William Burton Place, Pool Lane and The Greens (Autism Together permanent residencies). The adjacent Port Sunlight River Park is also considered noise sensitive due to outdoor amenity. Furthermore, the routing of site traffic during construction and operation will also affect sensitive receptors more remote from the site, such as The Greens, located on Dock Road South. Background noise levels are considered to be moderate and likely influenced by nearby industrial activity, particularly the active dock Mersey Wharf, and local road network. The proposed development is anticipated to produce temporary disturbance and nuisance to local residents during construction in the form of airborne construction noise. Increases in noise during operational hours is expected to be associated with the external handling and transportation by HGVs and loaders etc. External lighting will be provided for the site, providing a new source of lighting.	No	Any consultation with the planning authority, local residents and/or engagement groups is to be coordinated with support from Covanta. **Construction Phase Noise and Vibration** The impact on noise and vibration sensitive receptors within the vicinity of the proposed development will be controlled by the application of the principal of Best Practicable Means and implemented via the CEMP. This will be achieved by undertaking construction in accordance with good practice as set out in BS 5228[9] Parts 1 and 2. Where required, temporary noise barriers/enclosures around plant and silencers would be used during construction. **Operational Phase Noise** A noise impact assessment will be undertaken as part of the planning application and will inform the implementation of site-specific mitigation measures. The assessment of operational noise from fixed plant in accordance with BS 4142[10] will be used to specify the requirements to provide bespoke and embedded mitigation to be incorporated into the design to effectively reduce operational noise. Measures such as the orientation of the building, the location and control measures applied to noisy activities, and the use of landscaping to provide an acoustic bund are to be considered as part of the design. Noise emissions from the site during operation will also be controlled through the environmental permit for the site, which may require a noise and vibration management plan. **Lighting**

[8] AQMAs interactive map, available at: https://uk-air.defra.gov.uk/aqma/maps/

[9] BS 5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise and Part 2: Vibration (2009+A1:2014). Code of practice for basic information and procedures for noise and vibration control

[10] BS 4142 Methods for rating and assessing industrial and commercial sound (2014+A1:2019). Method for assessing the operational noise impact of fixed plant transmitted into the outdoor environment and affecting residential receptors, indicating likelihood of complaint.

				Before operation, a lighting details will be approved as part of the planning application, with details of external lighting and the proposed hours when the lighting would be switched on. These details shall include a layout plan with beam orientation and a schedule of the equipment in the design. The lighting design will be in accordance with the Institute of Lighting Engineers Guidance Note for the reduction of obtrusive light. To reduce the impact of lighting, the design will include lighting timer will switch off the lighting between the hours of 22:00 to 06:00 to match the operational timings onsite, this can be adjusted for weekend operational hours and mobile lighting rigs will be used to direct and limit lighting in the stockpile area to during activities only. Lights will turn off outside of operating hours and the site will be in darkness.
3.3 Are there any areas on or round 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?	Yes	Available geo-environmental information as reported in the geo-environmental desk study suggests various sources of contamination potentially present on site. The site is an historic inert landfill within the former Bromborough Pool and dock area. Little is known at this stage with regards to a detailed analysis of the landfill and how it has settled over time, however the presence of the landfill represents a potential source of contamination. Any areas that have been infilled with unknown material on site present a potential risk. There has been one pollution incident to controlled water within 500m of the study area. The location of this incident was 44m, west of the site and occurred in 2001. The pollutant is listed as 'other pollutant' and had no impact (category 4) on water and air and a minor impact (category 3) on land. There is 1 record of hazardous storage/usage within 50m of the site. This is located 11m south east and was storage and blending of ammonium nitrate, and storage of salt slags from secondary aluminium foundry	No	GI is required in order to validate the geotechnical and geo-environmental risks and identify remedial requirements and assess the existing ground and groundwater conditions present beneath the site. Investigation works will enable the collection of geo-environmental samples for chemical and geotechnical testing, which are required to inform both: ● A Geotechnical Report (GIR and GDR) for the site together with an appropriate foundation strategy; and ● A generic quantitative risk assessment (GQRA) and, if required, detailed quantitative risk assessment (DQRA) facilitating the completion of a robust Remediation Strategy. The ground investigation and testing will be done in accordance with BS 5930, BS EN 1997-2, BS 10175 and BS 8576. Best practice guidance will be adopted throughout construction and secured through the implementation of a CEMP and further surveys/assessment to inform appropriate mitigation, this may include licences being required. As such the proposed development will not significantly impact upon the ecological receptors identified
3.4 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?	Yes	The site is within 1km of the New Ferry and Mersey Estuary SSSI, which are of national importance, which runs along the River Mersey and its frontage. There are several surface water features in the vicinity of the site, including the site itself. The site is bounded along the north west by Dibbinsdale Brook. The site is situated on Principle and Secondary Undifferentiated aquifers. These receptors may be at risk from contamination from above identified made ground and landfill waste. Contamination could occur through overland flow, horizontal and vertical percolation within the unsaturated zone, vertical and horizontal migration of	No	Groundwater and surface water composition and flow paths will be assessed as part of the GI, in order to assess the potential risks to controlled waters. Particular attention will be paid to potential pathways for landfill leachates on site. To quantify the risks to groundwater, groundwater monitoring is recommended during the GI, in accordance with BS8485:2015+A1:2019 and Construction Industry Research and Information Association (CIRIA) C665. If made ground (soil and stones from construction and demolition sites not containing hazardous substances) is proposed to be re-used on site, then up to 1000t can be placed under a U1 Exemption. If the amount of made ground proposed for reuse exceeds the exemption limit, a materials management plan (MMP) in accordance with the CL:AIRE Definition of Waste Code of Practice, or re-use of waste

		contaminants through groundwater, ground gas migration throughout the subsurface and human uptake pathways.	environmental permit must be used and the material would need to fulfil the requirements of a non-waste and be subject to any necessary planning approval. For re-use of excavated material under an MMP, a CL:AIRE Qualified Person (QP) declaration must be in place prior to the commencement of excavated material movement. Best practice guidance will be adhered to during construction and implemented through the CEMP. The CEMP will include suitable aquifer protection measures (such as bentonite seals) will be needed if drilling through Made Ground/landfill and into the underlying natural deposits. An Initial Qualitative Contamination Risk Assessment has been produced, as part of the geo-environmental desk-study, to inform the design. This includes ensuring that overland flow of surface water should be limited by the drainage systems/strategy to be implemented at the site. Downward percolation is expected to be limited by drainage systems on site and the proposed impermeable site surfacing. Horizontal percolation is also likely to be limited by the existing dock walls, which are likely to extend approx. 14m bgl. If present, Glacial Till and Tidal Flat superficial deposits are likely to act as low permeability barriers against downward migrating contaminants, or made ground is already emplaced directly upon the bedrock geology, meaning that a pathway already exists between them. The GI will ascertain the precise sequence of strata beneath the site. Discharges of surface and/or sanitary/domestic effluent may be required although the destination of these discharges is not known at this stage. A trade effluent consent would be required for discharge to public sewer, whilst separate consents for discharges to surface watercourses may be required. The nature and destination of all effluents from the site will be examined and assessed during the drainage design. As such, no significant contaminated land effects or risks to neighbouring surface waters are likely and effects on resources will not be significant.
4. Population and human health			
4.1 Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	No	Vulnerability to accidents and disasters is considered in terms of Internal Fire (i.e. processing building), External Fire (i.e. utilities and stockpiles), Flooding and Harmful Substances. Any fire detection and alarm system for the buildings will comply with the requirements of BS5839. No emission of hazardous substances are expected, and any hazardous waste will be handled appropriately in line with the site's CEMP and OMP.	N/A

		The risk of major accidents from flooding has been reviewed in Question 5, below. No other risks of major accidents have been identified. The site is not considered likely to result in significant effects to the environment.		
4.2 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)	Yes	The proposed development seeks to support commercial waste services i.e. the collection and sustainable reuse of a waste product. Effects with the potential to adversely impact upon health would likely be limited to with intermittent, temporary and local changes in air quality, lighting and daytime noise through construction activity, and intermittent local changes in daytime noise and lighting. In addition, there are presently potential sources of contaminated land. There are potentially elevated levels of ground gases on site from Made Ground associated with historic and current site uses and potential landfill gases that may migrate throughout the site from the recently closed landfill. The risk could potentially be severe due to asphyxiant hazard in any below ground activities or in confined spaces. The geo-environmental desk study suggests that there is a moderate risk for unexploded ordnance (UXO) and there were 5 recorded strategic targets within 5km of the site. However, consideration of the site history would suggest that during WWI the site was undeveloped intertidal land and by WWII it had been dredged out to create Bromborough Dock. Any bombs falling during WWII would have settled to the base of the dock, which available borehole records suggest was dredged down to rockhead or Tidal Flat Deposits within 1m of it. The dock was then infilled in the 1990s with around 15m of landfill waste. Therefore, there is only a residual risk of UXO being present below the landfill and above rockhead at around 15m bgl, assuming that such objects were not discovered and disposed of as the dock was drained. This residual risk applies only to deep intrusive activities such as borehole drilling during investigation and piles during construction.	No	Given the immediate industrial location of the site and the lack of public access there is no spatial overlap within nearby community or residential receptors anticipated. As such, it is expected that neither concentration nor exposure of noise, light or air quality would result in a level that would represent any risk to human health. To quantify risk of ground gases from made ground, and subject to site layout and building design, ground gas monitoring may be recommended during the GI, in accordance with BS8485:2015+A1:2019 and Construction Industry Research and Information Association (CIRIA) C665. Risks to human health (future end users) would be reduced, as any contaminated waste material is removed from site or remediated, and the final development will involve significant hard standing which will sever contaminant pathways to site users. In addition, the site will be overlain with an impermeable surface that will break the potential pollutant pathway to future site users, above ground. Confined spaces included in the proposed development may require suitable ventilation or gas protection measures to be incorporated within the design, as informed by the Contaminated Land Report. There is a risk of encountering UXO if the ground investigation is scoped to penetrate through landfill material and into underlying natural deposits. In this instance, a detailed UXO report will be obtained. The detailed UXO report may recommend mitigation measures during intrusive activities including a watching brief and downhole magnetometer surveys. Furthermore, the CEMP and OMP would include measures to reduce the effects to human health and minimise any disruptions during the construction and operational phase.
5. Water resources				
5.1 .1 Are there any water resources including surface waters, e.g. rivers, lakes/ponds, coastal or underground waters on or around the location	Yes	The site is located within 50m of the Mersey Estuary, this coastal water body is separated from the site by Mersey Wharf. The site is predominantly within Flood Zone 1[11], but within Flood Risk Zones 2 and 3a. The area affected by Zone 2 the north-	No	The proposed development is limited to previously developed land. Given the increase in surfaced areas, a positive, sustainable drainage design will ensure that the proposed development is safe from flood risk and does not increase the risk of flooding elsewhere. Surface

[11] Long term flood risk map, Environment Agency, available at: https://check-long-term-flood-risk.service.gov.uk/

which could be affected by the project, particularly in terms of their volume and flood risk?		eastern and south-eastern boundaries with the River Mersey and Mersey Wharf. The Dibbinsdale Brook channel is classified as Flood Zone 3a. Whilst the site is next to the functional floodplain Flood Zone 3b (Dibbinsdale Brook), the Strategic Flood Risk Assessment[12] for the area suggests there a low flood risk. The proposed development is at negligible risk from surface water, sewer. Groundwater flood risk both on and surrounding the site shows risk ranging from moderate to high. High groundwater flooding risk is associated with the south eastern to south western boundary of the study site. Dibbinsdale Brook, a main river[13], is immediately west of the site. There is currently an 8m-wide easement that is demarcated approximately on site by fence posts. The proposed development will maintain this 8m buffer throughout construction, thus reducing the potential for impacts to the watercourse and the avoiding the requirement for a Flood Risk Activity Permit.		water will be contained within the site, treated and discharged to the sewer at a rate no greater than the pre-development levels so that surface water is managed for the 1 in 30 year rainfall event, with no surface water flooding. The design and the attenuation volume required will be informed by a site-specific Flood Risk Assessment a part of the planning application. A rainwater harvesting system will be installed to collect drained surface water from certain areas of roof, to reuse non-contaminated water for cleaning, dust management and non-potable purposes, as the runoff from these surfaces would not require processing by the leachate treatment plant. There is not considered to be an off-site flood risk due to the proposed development. In the circumstances of surface water flooding arising from the site's impermeable areas, a 250mm high (minimum height) bunded area has been included to prevent runoff flooding the leachate treatment plant area. It will be contained and managed within the site boundary. If the surface water network capacity is exceeded, runoff from either/both the leachate treatment plant and roof/road runoff system will be tanked and taken off site for safe disposal. GI will also inform the design and construction requirements for the proposed development. Any discharge or dewatering risks will be managed following discussions with the EA to ensure appropriate storage and disposal (or treatment) of groundwater and waste water, and any required permit is in place. Impacts to water quality during construction and operation i.e. Mersey Estuary and Dibbinsdale Brook to be managed through the implementation of the CEMP and OMP. This would include containing silt arising from exposed ground, stockpiles and material handling areas. Furthermore, all works including, site compounds and temporary work areas will be sited at least 8m from any watercourse.
6. Biodiversity (species and habitats)				
6.1 Are there any protected areas which are designated or classified or their terrestrial, avian and marine ecological value, or any non-	Yes	The proposed development is located on the Wirral Peninsula, within 50m of the and Mersey Estuary SPA[14] and the New Ferry SSSI[15]. The Mersey Estuary Ramsar site[16] is located approximately 650m easy. The proposed development is in	No	In order to inform the assessment into the likelihood and significance of the potential impacts desk study data on overwintering bird usage of the area is being obtained from the British Trust for Ornithology, this data will be supplemented by a suite of over-wintering bird surveys to

[12] Strategic Flood Risk Assessment 2019, Wirral, available at: https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-planning-evidence-and-research-report-49

[13]Main river map for England, Environment Agency, available at: https://environment.maps.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386

[14]Natura 2000 Standard Data Form for Mersey Estuary (UK9005131), Joint Nature Conservation Committee, available at: https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9005131.pdf

[15]Designated Sites View, Natural England, available at: https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteCode=S2000435&ReportTitle=New Ferry SSSI

[16]Mersey Estuary, Ramsar Sites Information Service, available at: https://rsis.ramsar.org/ris/785

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))).		proximity to sites designated for internationally notable bird life. The site is located upriver of the Dibbinsdale Brook. The site boundary contains a grassland mosaic of scrub, reedbed and bare ground and scattered trees. The habitats noted within the proposed development are not part of the SPA, Ramsar and SSSI sites, however these habitats have the potential to be used by the bird species listed as qualifying features under the Mersey Estuary SPA and Ramsar sites designation. At the time of writing, the usage of the habitats within the site boundary by birds is unknown, however there is potential for this land to be "functionally linked" to the designated sites as supporting habitat for the qualifying species. Reduction of undisturbed grassland habitat within close proximity to the designated sites has the potential to contribute to habitat fragmentation and a slight overall loss of habitat within the vicinity of the designated sites. There are also potential impacts (in both the construction and operation phase), on species for which the Mersey Estuary Ramsar/SPA and the New Ferry SSSI are designated. Unmitigated construction activities that could impact the designated sites include disturbance to roosting and foraging bird species, particularly at high tide roosts within the Mersey Estuary and on the mud-banks adjacent to the Scheme (within the SPA/ Ramsar and SSSI). Increased visual and aural disturbance could lead to increased bird displacement from the local area, due to reduced habitat quality. Intermittent noise disturbance, which could be rise significantly from the baseline level during construction could also increase the frequency of costly "flight events" within birds, leading to reduction in fitness of the birds, followed by potential avoidance of the area. There will be no direct land take from protected sites as part of the scheme and the overall habitat loss is considered to be minor. The proposed likely loss of grassland and scrub mosaic habitat is expected to be a proportion of the 39,600m^2 site. That exact extent will be confirmed at detailed design, with the project looking to retain areas of habitat within the site for the landscaped buffer. The importance of this habitat for bird species, is at the time of writing, unknown. The site itself adjoins urbanised and industrially operational land to the south. Therefore, the existing baseline level of noise and disturbance within the local vicinity may be elevated, this is likely to be established during surveys of the area. Construction works will not take place directly within any protected/designated site.	ascertain how the qualifying overwintering bird assemblage uses the site at dusk (roosting birds) and at hightide (when birds are likely to be as close as possible to the Scheme area). The likely significant effects on the Mersey Estuary SPA and Ramsar site will be considered as part of the HRA, which will be informed by the suite of targeted birds surveys to ascertain baseline usage of the land within the red line boundary and surrounding areas by qualifying bird species. Whilst it is not anticipated to result in significant effects, any effects identified as part of the HRA process would be used to create a bespoke mitigation strategy to avoid significant effects to qualifying species; with the potential to include seasonally sensitive construction practices, where disturbance can be avoided at sensitive times for birds, screening to minimise aural and visual disturbance during construction and operation and compensatory planting measures in the vicinity of the proposed development, if found to be required. Any indirect ecological impacts associated with construction will be managed through the production of a CEMP.

6.2 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?	Yes	The site and the habitat in its vicinity has the potential to support breeding and wintering birds, badgers, otter, wide-spread reptiles and amphibians, and terrestrial invertebrates. The Dibbinsdale Brook which adjoins the site to the north also has the potential to support aquatic invertebrates and migratory fish species. The site comprises foraging opportunities for bats though there is a low potential for the site to be of importance for roosting bat species. The site may also be suitable to support rare plants. Giving the change of land use and vegetation clearance, the above noted protected species could all be affected by the works, if present.	No	Best practice guidance will be adopted throughout construction and secured through the implementation of a CEMP, designed following further surveys/assessment to inform appropriate mitigation for the protected species and fauna noted (including surveys for reptiles breeding birds, otters, invertebrates, and National Vegetation Classification). Once in operation, no significant effects are expected to any ecological receptors. Moreover, the achievement of no-net loss is being considered with the identification of improvements to local wildlife ongoing. This may also include a management/improvement approach in order to maintain the areas of landscaping and to prevent tall ruderal species and dense scrub dominating. Installation of bird boxes, insect boxes and bat boxes within areas of the site including although not offering a net gain would further enhance the site for wildlife and will be considered. There is an opportunity for a net positive effect on the site, the nature of which will be confirmed following detailed review of the finalised construction methodology, planned vegetation removal and identified biodiversity enhancement measures via the completed BNG assessment, in accordance with the prevailing methodology from Natural England.
7. Landscape and visual				
7.1 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 or scenic value on or around the location which could be affected by the project? Where designated indicate level of designation (international, national, regional or local).	Yes	The site is not located within a landscape of significance. It lies within the Mersey Conurbation National Character Area (NCA)[17], which identifies the wider area as “as a predominantly urban and suburban landscape, [sitting on a] low-lying, but gently rolling platform.” There are limited landscape designations within 1km of the site, these include the locally designated Conservation Areas and nationally non-statutory designated Registered Park and Garden as detailed in Question 8.	No	As described, below in Question 8, the proposed development would likely not be visible from the majority of landscape receptors given the intervening premises. The susceptibility to change of the landscape is considered to be low, given the context of the surrounding industrial area, and the development of a derelict parcel of land.
7.2 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?)	Yes	Views of the site are primarily available from the access road to the Port Sunlight River Park Heritage Centre (~300m northwest), the Park itself along the north-western bank of Dibbinsdale Brook and from the walkways above, shown in Photo 1.1 and Photo 1.2 (and illustrated in Annex D). Views are also available from some of the surrounding residential and industrial areas, these may include:	No	A considered approach to building design will be ensure the proposed development can successfully assimilate into the local landscape. Site boundary treatment and landscaping measures will be proposed through the development of a landscape plan, this includes a landscaped buffer adjacent to the Dibbinsdale Brook and the road adjacent to Capital Reinforcing to provide biodiversity enhancement and protect views of the site from the south and east.

[17] NCA Profile: 58 Merseyside Conurbation - NE505, Natural England, available at: http://publications.naturalengland.org.uk/publication/5835259841085440

		• Bromborough Pool, York Street and The Green (~280m south/southeast) • Manor Place and South View (~380m south) • Dock Road North, Sparks Croff and Woodhead Grove (~430m west) • Bolton Road (~540m west) • The Anzacs (~600m west) During construction, other visual receptors may experience temporary, at-height, partial or glimpsed views of tall plant such cranes as well as construction traffic along the road network to the site.		Long term effects of views into the site entrance from the south and east are expected to be not significant and could reduce over time as planting matures. There is a possibility of effectively reducing the temporary visual impacts during construction through best practice mitigation measures (i.e. hoardings) through the implementation of a CEMP.
8. Cultural heritage and archaeology				
8.1 Are there any areas or features which are protected for their cultural heritage or archaeological value, or any non-designated/classified areas and/or 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).	Yes	The site is a former landfill, and as such it is expected that there has been significant ground disturbance in connection with the previously excavated site. There is limited evidence to suggest that any part of the original ground surface remains intact and therefore it is very likely that any archaeological remains within the footprint of the site have been entirely removed. There are two conservation areas within 1km of the site, the nearest is Bromborough Pool Conservation Area, located approximately 250m south[18]. There are no listed buildings on the site but there are a number of listed buildings and HERs[19] within Bromborough Pool, particularly off York Street and Manor Place. The Grade II, Registered Park and Garden, 'the Dell, the Diamond and the Causeway, port Sunlight' is located approximately 1km west. The former site of 'Bromborough Court House moated site and fishponds', located approximately 500m southwest, off Pool Lane and the A41 New Chester Road is a Scheduled Ancient Monument[20].	No	Effects to cultural heritage and archaeology are expected to be limited to the potential indirect effects to setting of the conservation areas and listed buildings. However, whilst the Bromborough Pool Conservation Area is close to the site, the setting is taken into consideration of the industrial characteristics of the wider area. Furthermore, the site is now a vacant, derelict parcel of land, would arguably provide a positive benefit to the area. Other cultural heritage assets have little or no visibility of the site due to existing, intervening vegetation and buildings.
9. Transport and access				
9.1 Are there any routes on or round the location which are used by the public for access to recreation or	No	There are no tourism or leisure facilities as identified in the Wirral Local Plan[21] in proximity to the site and the nearest Public Right of Way is approximately 1km south. However, Port Sunlight	N/A	

[18] Wirral Local Polices Map, available at: https://mapping.wirral.gov.uk/WM9/Map.aspx?MapName=UDP

[19] Heritage Gateway, Historic Environment Records, available at: https://www.heritagegateway.org.uk/Gateway/CHR/

[20] Scheduled Monuments, Historic England, available at: https://historicengland.org.uk/listing/the-list/map-search?clearresults=True

[21] Wirral Local Polices Map, available at: https://mapping.wirral.gov.uk/WM9/Map.aspx?MapName=UDP

other facilities, which could be affected by the project?		River Park is a popular community space including walkways[22] The Wirral Circular Trail is currently located approximately 450m south, passing through Bromborough Pool Conservation Area, with no routes on or round the site. No direct impact is anticipated on the aforementioned recreational/public facilities, with indirect impacts such as noise/air quality or to ecology assessed in the associated sections. The identified health and educational facilities within Question 10.1 (Land Use) are accessed from the residential area via Pool Lane, set back from the construction and operational traffic that would be expected to and from the site along Dock Road South, existing route for industrial vehicle movements. The proposed development is considering providing a cycle connection though the site to complement Wirral Council's ambition for a 'Wirral Circular Trail' to include Dock Road South. This could improve the access to recreation or other facilities in the local area.		
9.2 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?	Yes	The A41 is the only main road close to the site. Traffic will access the site via this 40mph dual carriageway. From here there are two main options: 1. Access via the north from the 'Pool Lane' three arm signal junction. 2. Access from the south from the 'Port Causeway' four arm signal junction. Both of these routes converge on Dock Road South and pass through the signal junction of Dock Road South/Old Court House Road/Thermal Road. The A41 is a 'road corridor' that provides the infrastructure for achieving personal mobility for the area. There is also a Minor Highway Improvements Proposal for the current Unitary Development Plan identified along Pool Land and Thermal Road, approximately 550m southwest. Congestion along these roads could have indirect environmental impacts through air quality and noise.	No	During operation, on average the site would generate no more than 152.5 HGV movements per weekday (76.25 in and 76.25 out) over a 10hr working day from Monday to Friday. It is expected that the A41 highway would have capacity to accommodate this increase, with the local roads to the site currently in place for industrial use. A Transport Statement will be prepared to demonstrate the potential effects of the proposed development during construction and operation. The level of traffic generation anticipated for the proposed development is expected to be acceptable and not detrimental to the operation of the local road networks (including the A41). A construction transport management plan (CTMP) will be developed, by the principal contractor in consultation with the highways authority, for the site to establish procedures and responsibilities for the monitoring and management of all transport related issues, together with the setting of targets for the use of alternative modes of transport to the site.
10. Land use				

[22] Port Sunlight River Park - The Land Trust, available at: https://thelandtrust.org.uk/space/port-sunlight-river-park/

10.1 Are there existing land uses or community facilities on or around the location 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.	Yes	The proposed development is situated on an unused brownfield site located within an existing industrial estate and identified as a Waste Disposal Site within Section 17 of the Wirral local Plan[23]. The immediate surrounding area is industrial, with the more residential areas of Bromborough within 200m south. Other community facilities within 500m include: ● There are several parks, the closest being Port Sunlight River Park, immediately northwest beyond Dibbinsdale Brook ● The Maritime Cricket club, located approximately 200m south of the site and another sport facility beyond this, approximately 430m south ● Bromborough Pool Primary School, located approximately 300m south of the site ● Autism Together, located approximately 300m southeast of the site ● Wirral Fitness Group, located approximately 300m southeast of the site The proposed development may affect these community facilities through disturbances resulting from noise, air quality and traffic.	No	There would be no additional land take beyond the current extent of the site that was previously used for landfill, and the proposed development will comprise of similar existing infrastructure in the local area. It is expected that any further effects on existing land uses or community, health and educational facilities during around the site are to be addressed by the Principal Contractor through the implementation of a CEMP and OMP as outlined under relevant associated sections of this report (i.e. transport and access, pollution and nuisance, landscape and visual). The OMP for the site, will include the establishment of Health and Safety Management Plans for the new site and Travel Plan. As such, no significant effects with regard to land use on- or off-site, including wider community, health and educational facilities, is expected. During planning, construction and as an operational site, the proposed development and the operator will implement measures to receive and address queries and concerns raised by members of the public. Minor positive effects are expected with the potential for local employment opportunities during construction and operation and the indirect income benefits from staff spending in local area.
10.2 Are there any plans for future land uses on or around the location which could be affected by the project?	No	Proposals and policy relating to the site are shown in Annex D. The site falls within Policy EM8 for Development within Primarily Industrial Areas, for which the proposed development would adhere to, as a Class B2 use. Therefore, the proposed development accords with the current plans for future land use of the area, rather than affecting them. It is considered that Policy COA1- Principles for the coastal Zone, has been effectively addressed within other sections of this document, including biodiversity and landscape.	N/A	
11. Land stability and climate				
11.1 Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No	The proposed development is not within a location particularly susceptible to geological and climatic hazards. As outlined above, the proposed development is at negligible risk from surface water, sewer and groundwater flooding, and low risk from tidal and fluvial flooding. Given the short timelines involved in the construction works, climate change resilience during the construction phase is unlikely to present an issue. Any potential effects relating to	N/A	

[23] Wirral Local Polices Map, available at: https://mapping.wirral.gov.uk/WM9/Map.aspx?MapName=UDP

		extreme weather events will be mitigated by measures identified in the water resources section in the CEMP, as well measures for climate resilience set out in the Sustainability Statement as part of the planning application. A flood risk assessment of the proposed development, using the most recent parameters/allowances for climate change (e.g. increased rainfall) will be undertaken to inform the design of the site drainage systems and, if required, above ground retention. Extreme flood events are unlikely to realise significant effects for the proposed development, as currently the site is protected from flooding up to the 1 in 1,000 year event. The mitigation embedded in the drainage system is expected to be sufficient taking into consideration floodplain storage and climate change.	
12 Cumulative effects			
12.1 Could this project together with existing and/or approved development result in cumulation of impacts together during the construction/operation phase?	No	Where an effect has been identified above, the proposed development has been reviewed against a number of registered and approved developments that have been identified in proximity to the site; these are, primarily, industrial developments. The details of off-site, cumulative projects effects that have been considered is compiled based on a 1km distance of the proposed development, over the past 5-years, in Annex D. Construction and operation of Bromborough Re-cycle Park spatially overlaps the propose development, however this application has been withdrawn and would not be progressed alongside the proposed development. For those developments that are decided, approved or registered, no significant effects have been recognised. Cumulative effects are not anticipated due to the timing and location of the proposed development in relation to other projects in proximity to the site. Cumulative effects, particularly with respect to traffic, would be considered in the Transport Statement. Cumulative effects during construction can be adequately mitigated through construction activities being coordinated by a Principal Contractor and the implementation of the CEMP and CTMP. Therefore, likely significant cumulative effects are not anticipated. It is also considered that there are no effects that with other that intra-project effects that would contribute with other factors to combine to give rise to any additional adverse effects.	N/A
13. Transboundary effects			

13.1 Is the project likely to lead to transboundary effects?	No	Any impacts of the proposed development will be localised to within the vicinity of the site, with the exception of arrival of IBA from Ireland during operation, which would utilise existing wharfs. It is expected for this to be approximately 1 trip per week for imported IBA and 1 trip per 6-8 weeks for primary aggregates, and will not result in any transboundary effects.	N/A

Source: Table template adapted from the Town and County Planning (EIA) Regulations 2017 Screening Matrix, available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/643241/TCPA_EIA_Screening_Matrix_2017_Regs.pdf

4 Conclusion

Potential for significant effect

Based on the screening evaluation set out above in **Section 3**, there is limited potential for significant environmental effects because of the construction and operation of the proposed development. The proejct will seek to avoid, minimise and/or mitigate for any environmental effects through implementation of a CEMP during construction and an OMP during operation, taking into consideration recommendations made within any environmental assessment report prepared as part of the application for planning permission.

It is unlikely that any significant residual environmental effects will occur, and as such an EIA is not required. It is not considered to be a major development of more than local importance and the potential environmental effects are not considered complex or unusually hazardous, with the site only seeking to accept inert wastes. Although the proposed development is in a environmentally sensitive location, in proximity to the Mersey Estuary, the HRA will determine the level of significance of impact on the Mersey Estuary SPA and Ramsar, and inform a bespoke mitigation strategy to avoid significant effects to qualifying species, if identified.

Taking the above into account, it is considered that even when the options are considered together, it is not anticipated that the project will result in significant environmental effects and does not require EIA to inform the decision-making process. The planning system and HRA process still needs to assess the suitability of the use of the land and consequences of the project and requires sufficient environmental information to assist. The planning application and HRA Stage 2 Appropriate Assessment submission will therefore comprise the information so that a full and robust assessment can be undertaken by the planning authority and consultees, including Natural England.

Management and mitigation measures

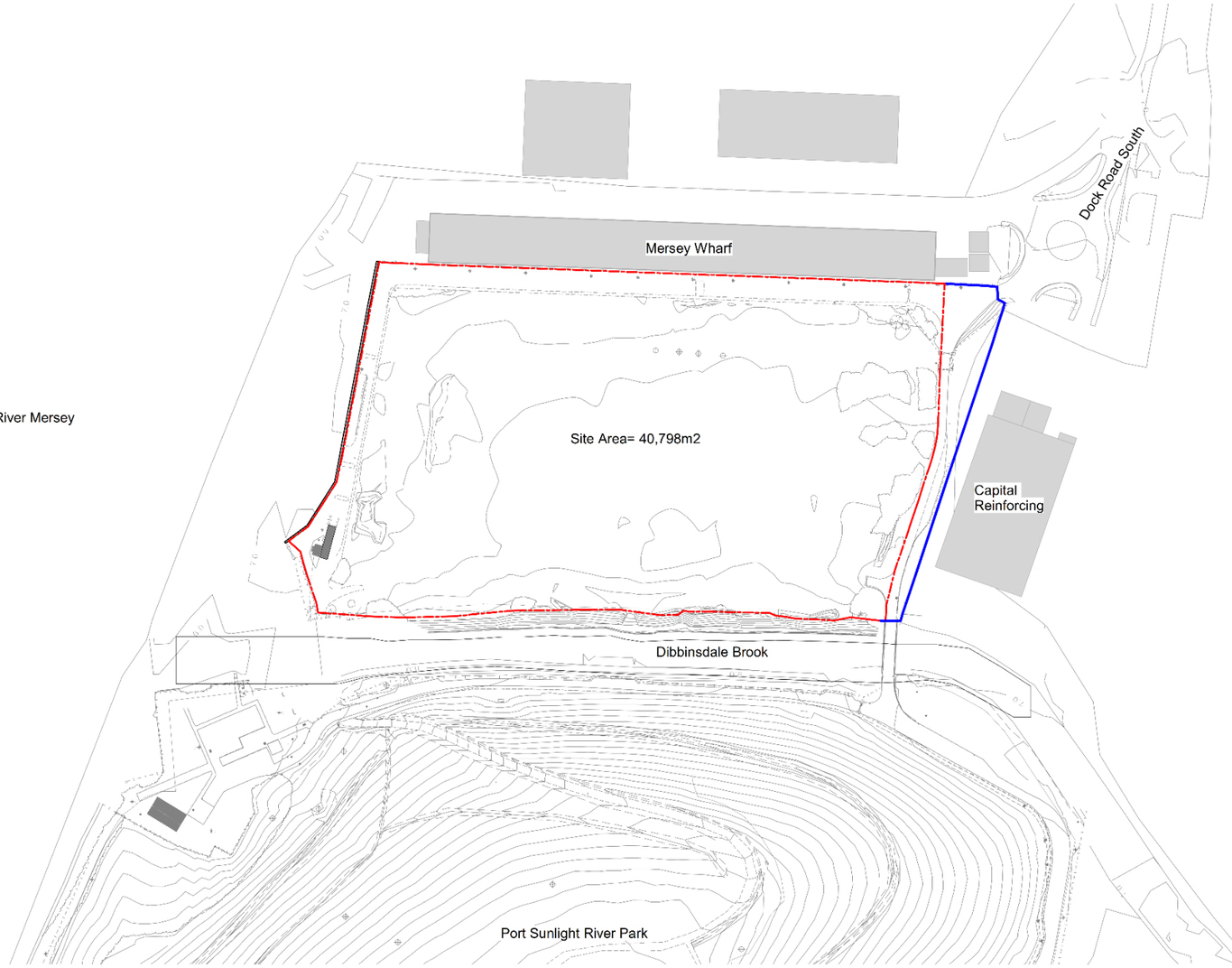
The scope of the application for planning permission will be determined through a review of the local planning authority validation checklist and pre-application discussions with the local planning authority. Environmental surveys and assessments will be undertaken in parallel with (and seek to inform) the project's design, in addition to consultation with the relevant local authorities and stakeholders. The potential mitigation and control measures currently envisaged include:

- Development of a CEMP (and CTMP).
- Development of a SWMP
- Development of a MMP, if a U1 Exemption cannot be applied, as necessary.
- Development of an OMP
- Undertake ground investigation, and as necessary groundwater and ground gas monitoring with post-fieldwork monitoring and reporting, (including WAC testing of soils, GIR/GDR, and CQRA)
- A detailed UXO report, as necessary
- Completion of ecology surveys, including over-wintering birds, breeding birds, otters, invertebrates, reptiles, and NVC
- Completion of HRA, expected to include Stage 1 Screening and Stage 2 Appropriate Assessment
- BNG Assessment (to inform landscaping to achieve BNG)
- Flood Risk Assessment
- Transport statement
- Air quality assessment
- Noise and vibration assessment
- Landscape Plan (accompanied by a management plan detailing the methodology for habitat creation and ongoing maintenance)
- Other environmental permits and regulatory commitments, as needed, which may include discharge licenses, water abstraction licenses and waste management licenses.

Need for EIA

This EIA Screening Opinion Request Report has been prepared with due consideration of the requirements stipulated in the EIA Regulations, the current design and proposal information of the proposed development, and information regarding the receiving environment from surveys and publicly available sources. As is shown in this report through the sequential screening assessment and technical reviews, the proposed development is not anticipated to cause any likely significant effect and, therefore, it can be concluded that the Bromborough Dock IBA Processing Facility is not 'EIA development', and that an EIA is not required as part of the application for planning permission.

A. Location plan



Location Plan
1 : 1250

0 62.5m 125m
1:1250

Notes

1. Do not scale from this drawing.
2. All dimensions are in millimetres unless otherwise stated.
3. This drawing is indicative only. This drawing is based upon information presented to Mott MacDonald for the purposes of RIBA Stage 2 Concept Design. Mott MacDonald are not responsible for the accuracy of the information. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald.
4. The designs shown are subject to detailed site survey, investigations, the CDM Regulations and the comments and/ or approval of various relevant Local Authority Officers, Statutory Undertakers, etc.
5. Any areas shown are approximate only and have been measured off preliminary drawings as the likely measured areas of the current design. These may be affected by future design development and construction tolerances.
6. This drawing is to be used for the purposes of assisting with design development and is not to be used for construction.
7. This drawing is to be read in conjunction with all relevant documents and drawings, including those from other disciplines.
8. No unauthorised use, disclosure, storage or copying.

Key to Symbols

Site Boundary

Ownership Boundary

Reference Drawings

DRAFT
28/09/22

Rev	Date	Drawn	Description	Ch'k'd	App'd

Status Stamp
PLANNING

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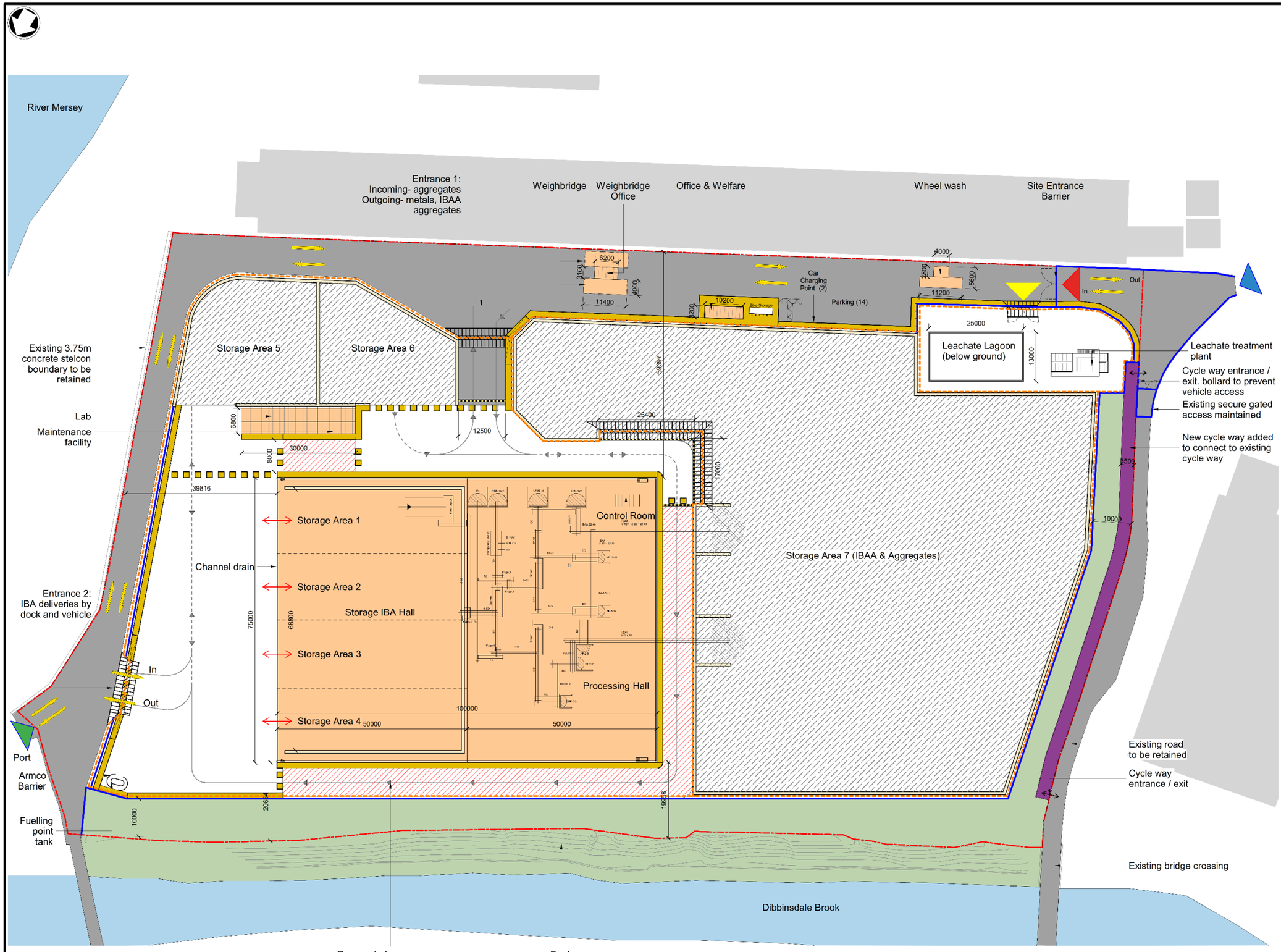
Client
Covanta

Title
Bromborough Dock IBA Processing Facility
Site Location Plan

Designed	C. McLeod	CM	Eng. Check	-	-
Drawn	C. McLeod	CM	Coordination	D. Coghill	DC
Dwg. Check	C. Beale	CB	Approved	D. Tetlow	DT

MMD Project Number: 100104167
Scale at A1: 1:1250
Seq. Number:
Security: STD
Suitability Description: For Review and Comment
Suit. Code: S3
Drawing Number: 100104167-MMD-00-XX-DR-A-1001
Rev:

B. Site plan



Notes

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8. No unauthorised use, disclosure, storage or copying.

Key to Symbols

- Site Boundary
- Security Fence
- Existing site entrance by road
- Existing site entrance from the port
- Service Entrance toTreatment Plant
- Proposed Building
- 3.8m high push walls (Legioblock)
- Storage Areas
- Roadway
- Landscaping/ BNG Zone
- Buildings adjacent to site
- Direction of Travel
- 250mm high permeable wall
- Secure entrance and exit to storage building
- New Cycle Way
- 1.5m Pedestraian Path with 600mm armco type safety barriers
- River/ Brook
- Emergency/maintenance access
- Vehicle barrier
- Vehicle rollover bund

Reference Drawings

- IBA route through site: Ship - Storage Hall - Processing Hall - Processed - Remove Maximum metals - metals divided up into storage bays next to Storage Hall - IBA aggregates stored in large bays - Aggregate collected as required

- Stockpiles are approximately 8-10m high

- IBA is transferred from the Port to the Storage Hall by a 6-wheel industrial CAT dumper

- IBA is transferred from Storage Hall to Processing Hall by level load shovel truck

- IBA when transported by lorry has a typical load of about 30 tonnes per lorry, this would required an Arctic lorry measuring approximately 2.55m wide x 16.5m long, vehicle tracking required for the site

- Location of fire water tank and pumps to be confirmed

DRAFT
28/09/22

Rev	Date	Drawn	Description	Ch'k'd	App'd
P1	22/09/2022	CM	For Review and Comment	CB	DC

Status Stamp
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Client
Covanta

Title
Bromborough Dock IBA Processing Facility
Proposed Site Block Plan

Designed	C.McLeod	LB	Eng. Check		
Drawn	C. McLeod	CM	Coordination	L. Baxter	LB
Dwg. Check	L. Baxter	LB	Approved	D. Tellow	DT

MMD Project Number	Scale at A1	Seq. Number	Security
100104167	1:500		STD

Suitability Description: For Review and Comment — Suit. Code: S3

Drawing Number: 100104167-MMD-00-00-DR-AR-1101 — Rev: P1

1:500 0 25m 50m

C. Constraints Maps

C.1. Environmental Constraints Map

C.2. Transport Map

Receptors
1. Recreational users of neighbouring Port Sunlight River Park
2. Residents in Dock Road North & adjoining streets
3. Residents in Marine Drive & adjoining streets
4. Residents in Pool Lane & adjoining streets
5. Recreational users of Maritime Cricket Club
6. Residents in York Street & adjoining streets
7. Residents in potential housing allocation (108 units)
8. Residents in potential housing allocation (950 units)
9. Long distance views from Transpennine Trail and Festival Gardens across the River Mersey

Location Map

Key to Symbols

- Site Boundary
- 1km Buffer
- 2km Buffer
- 3km Buffer

Viewpoints

- Potential clear views
- Potential for filtered or partial views
- Potential for filtered or partial views from land allocated for housing

Listed Building

- I
- II
- II*
- Public right of way
- Main river
- Port Sunlight River Park
- Proposed Housing Development
- Ramsar site
- Important Bird Area (RSPB)
- Authorised Landfill Site
- Historic Landfill Site
- Scheduled Monument
- Site of Special Scientific Interest (SSSI)
- Special Protection Area (SPA)
- Registered Parks and Gardens
- Conservation Area

Assumptions and Exclusions
This is a desk-based assessment for information purposes only. It is recommended to undertake a ZTV analysis as well as a site visit to assess the full extent of any impacts on visual receptors.

Notes

Environmental Data: ©Historic England 2021. Contains Ordnance Survey Data © Crown copyright and database right 2021. Contains Environment Agency information © Environment Agency and/or database right. © Natural England copyright. Contains Ordnance Survey Data © Crown copyright and database right 2021
Local Plan Data: Wirral Local Plan 2020 - 2035 Issues and Options Proposals Map www.wirral.gov.uk
Basemapping: Contains OS data © Crown Copyright and database right 2020 Contains data from OS Zoomstack, Esri UK, Esri, HERE, Garmin, FAO, METI/NASA, USGS, Esri, Ordnance Survey, NASA, NGA, USGS, Contains OS data © Crown Copyright and database right 2019

Rev	Date	Drawn	Description	Ch'k'd	App'd
01	21/06/21	GT	For Information	AH	JDG

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Client
-

Title
Covanta IBA Facility
Environmental Constraints Map

Designed	-		Eng Check	-	
Drawn	G Timms		Coordination	A Hedger	
GIS Check	N Critten		Approved	J Douglas-Green	

Scale at A3	Status	Rev	Security
1:24,000	PRE	P1	STD

Drawing Number
104166-MMD-XX-00-GIS-Y-0001

0 500 1,000 1,500 Metres

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Location Map

Key to Symbols

- Site Boundary
- Bromborough Dock
- Bus Stop
- Port Sunlight Train Station
- Cycle Bridge
- Disused Bridge
- Existing Bridge
- Vehicle Route from A41
- Aspirational Cycle Route
- Wirral Circular Trail Cycle Route

Notes

Basemapping: Esri, Intermap, NASA, NGA, USGS, Maxar, Microsoft, Esri UK, Esri, HERE, Garmin, METI/NASA, USGS, Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, INCREMENT P, METI/NASA, USGS

Rev	Date	Drawn	Description	Ch'k'd	App'd
01	29/06/21	GT	For Information	KB	JDG

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Client

-

Title

Covanta IBA Facility
Transport Map

Designed	-		Eng Check	-	
Drawn	N Critten		Coordination	K Blakey	
GIS Check	-		Approved	J Douglas-Green	

Scale at A3	Status	Rev	Security
1:5,000	PRE	P1	STD

Drawing Number

104166-MMD-XX-00-GIS-Y-0003

0 50 100 150 Metres

C:\Users\cri87224\Mott MacDonald\Covanta IBA facility review - Proposal Project - GIS\Map Composition\CovantaIBA_EnvMapping.aprx

D. Existing and/or approved development, and proposals for future land uses on or around the site

Table 4: Existing and/or approved development

A review of applications[24] within a 1km distance of the site location and within a 5 year time period. This review was carried out on 22nd October 2021.

Description	Address	Ref. No	Received	Validated	Status
Erection of an industrial storage building	Demolition House, Dock Road South, Bromborough, CH62 4SQ	APP/21/01200	Fri 04 Jun 2021	Fri 04 Jun 2021	Registered
Additional use, to allow a change of use for Building 4 from B2 class to D2 use class together with associated access and parking for this use. Minor alterations to room subdivisions and entrances.	Quest International, Dock Road South, Bromborough, CH62 4SQ	APP/19/00941	Tue 25 Jun 2019	Wed 03 Jul 2019	Approved
Additional use, to allow a change of use for Building 4 from B2 use class to D2 use class together...	Unit 4 (formerly Quest International premises) Dock Road South, Bromborough, CH62 4SQ	APP/18/00213	Fri 09 Feb 2018	Thu 22 Feb 2018	Refused
Demolition of existing warehouse and retail shop brick building with asbestos roof and replaced with steel structured and insulated metal clad building on same site with ground floor for retail and storage and first floor for storage office and toilets. Construction style to match existing buildings on same site. Also to erect an awning over existing warehouse entrances.	Employee Purchase Facility, Dock Road South, Bromborough, CH62 4SQ	APP/18/00038	Mon 08 Jan 2018	Thu 15 Mar 2018	Approved
Replacement gas storage tanks and generating engines to provide short term reserve to National Grid	Biffa Waste Services Ltd, Dock Road South, Bromborough, CH62 4SQ	APP/17/01116	Fri 25 Aug 2017	Tue 19 Sep 2017	Approved
Conversion of existing office building into a Heritage visitors centre for Port Sunlight River Park.	River Park Centre, Dock Road South, Bromborough, Merseyside, CH62 4LN	APP/17/00551	Wed 03 May 2017	Wed 03 May 2017	Decided
Change of use and extension of former electricity substation to form garage workshop with new fi...	Former Electricity Substation, Dock Road South, Bromborough, CH62 4SQ	APP/17/00325	Tue 21 Mar 2017	Tue 21 Mar 2017	Approved
Erection of 4 of industrial units, use class B1, B2 and B8 all with ancillary offices, car parking & service yards.	THE POWERSTATION, THERMAL ROAD, BROMBOROUGH, CH62 4YB	APP/16/01641	Thu 22 Dec 2016	Thu 10 Jan 2017	Decided – Approve issued on Tue 07 Mar 2017
Erection of one industrial unit - use class B1, B2 and B8 with ancillary office, a new access road, car parking & service yard	THE POWERSTATION, THERMAL ROAD, BROMBOROUGH, CH62 4YB	APP/16/01640	Thu 22 Dec 2016	Fri 23 Dec 2016	Decided – Approve issued on Fri 17 Feb 2017
New warehouse adjacent to existing warehouses to increase the storage capacity	Factory Shop, Dock Road South, Bromborough, CH62 4SQ	APP/16/01573	Tue 06 Dec 2016	Tue 06 Dec 2016	Approved

[24] Wirral Planning and building, available at: https://www.wirral.gov.uk/planning-and-building

Description	Address	Ref. No	Received	Validated	Status
Installation of a new pre-fabricated pedestrian and cycle footbridge across the River Dibbin (adj...	Bromborough Dock (North) and North Reclamation Centre, Dock Road South, Bromborough, CH62 4SU	DPP3/16/01548	Tue 29 Nov 2016	Tue 13 Dec 2016	Decided
Construction and operation of Bromborough Re-cycle Park incorporating a new vehicular access, car...	Bromborough Dock (South) Landfill Site, Dock Road South, Bromborough, CH62 4SU	APP/16/01495	Fri 11 Nov 2016	Fri 18 Nov 2016	Withdrawn
Construction and operation of a 16MW embedded short term operating reserve and peak tower (STOR) generating plant, an office/welfare unit and a control room building, auxiliary equipment and access (Variation of Condition 2 of planning permission APP/15/01336 for amendments to approved plans)	Land Off Dock Road South, Bromborough, CH62 4SQ	APP/16/00898	Tue 21 Jun 2016	Mon 04 Jul 2016	Approved
Demolition of existing buildings and the erection of a foodstore, car park, servicing, access and landscaping	Land at Port Causeway, Bromborough, Wirra, CH62 4SQ	APP/16/00543	Mon 18 April 2016	Wed 04 May 2016	Decided – Approve issued on Mon 2 Jul 2016

Table 5: Proposals and policy for future land uses – on site

A policy review was undertaken on 23rd October 2021 sourced from Wirral Council Policy Map[25]. Most significant Policy directly related to the site location includes:

- Primarily Industrial Area – Economy and Employment (Policy EM8)
- A Coastal Zone area (Policy COA1)

The table below describes both policies in further detail.

Policy number	Description
Policy EM8- Development with Primarily Industrial Areas	Within the Primarily Industrial Areas indicated on the proposals maps, proposals for the following uses will be permitted: i) Uses falling within Classes B1, **B2** and B8 of the Town and Country Planning (Use classes) Order 1987; and Proposals for the reconstruction, extension or expansion of existing businesses including those involving the introduction of notifiable hazardous substance above its controlled quantity subject to Policy PO8.
Policy COA1- Principles for the coastal Zone	Within the coastal zone proposals for development will have to satisfy additional development control criteria related to: i) Preserving and enhancing the character of the coast, in particular its national and international importance for nature conservation and the quality of the coastal landscape; ii) Directing development appropriate to the coastal zone to the developed coast; iii) Provision for appropriate and environmentally sustainable tourism and recreation, and (within the developed coast) employment development; and The need to improve the quality of bathing and coastal waters.

[25] Wirral Unitary Development Plan Proposals Map, available at: https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/unitary-development-plan/forward

Table 6: Proposals and policy for future land uses – adjacent

Additional local policy[26],[27] which does not directly link with the site but will likely be reviewed for nearby consideration, due to the site neighbouring such areas, includes:

- Waste Management Policies (Policy WM)
- Site of International Importance – Nature Conservation (Policy NC)
- Site of local Biological Importance (Policy NC)

The table below describes these policies in further detail.

Policy number	Description
Policy WM 13 - Planning Applications for New Waste Management Facilities on Unallocated Sites	Permission granted if evidence proves: 1. That a suitable allocated site is not available or suitable for their proposed use; 2. That the proposed site has been assessed against the criteria for built facilities used in the site selection process for allocated sites shown in Table 5.1; (page 77) 3. The site will be sustainable in terms of its social, economic and environmental impacts and this has been demonstrated through Sustainability Appraisal and Habitats Regulations Assessment at the project-level; 4. The proposal complies with the vision and spatial strategy for the Waste Local Plan and satisfies criteria in policy WM1 and WM12.
Policy WM 12- Criteria for Waste Management Development	All proposals for new waste management development (including landfill) and alterations/amendments to existing facilities will be expected to submit a report covering the general details of the proposed development and a written assessment and mitigation of the short, medium, long-term and cumulative impacts on its neighbours and the surrounding environment in terms of the: 1. Social, economic and environmental Impacts on the area; 2. Amenity Impacts; 3. Traffic (& transport) Impacts; 4. Heritage & Nature Conservation Impacts; 5. Overall Sustainability of the proposals (including carbon and energy management performance); 6. Hydrogeological/Hydrological/Geological Impacts (for landfill and open windrow composting only).
Policy NC4 – Sites of National Importance for Nature conservation proposal	The Mersey Estuary and Dibbinsdale, Bromborough (north and east of site) have been identified as Sites of Special Scientific Interest under section 28 of the wildlife and countryside Act 1981. Applications for development with potential to have an adverse effect on the nature conservation importance of these sites will be determined in accordance with Policy NC3.
Policy NC3 - The Protection of Sites of National Importance For Nature Conservation Policy	Development proposals likely to affect, directly or indirectly, sites of national importance for nature conservation will be subject to special scrutiny and will not be permitted unless it can be demonstrated that the reasons for the development clearly outweigh the nature conservation or earth science value of the site and the national policy to safeguard the national network of such sites. The Local Planning Authority will need to be satisfied that: (i) the development proposals are sited and designed in such a way as to conserve the integrity of the site; (ii) adequate provision has been made to minimise the potential for damage or injury to any part of the site during construction and after the development proposed is occupied; and (iii) adequate measures have been taken in order to safeguard compliance with these requirements and where appropriate to provide for the reinstatement of damaged areas

[26] Wirral Unitary Development Plan Proposals Map, available at: https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/unitary-development-plan/forward

[27] Joint Waste Local Plan for Merseyside and Halton, available at: https://www.wirral.gov.uk/planning-and-building/local-plans-and-planning-policy/local-plans/joint-waste-local-plan-merseyside

Policy number	Description
Policy NC6 /54- Sites of Biological Importance	54. New Ferry Shore – North of identified site is a site of biological Importance. Proposals which have potential to damage or disturb the habitat or wildlife interest of these sites will be dealt in accordance with Policy NC5.
Policy NC5 - The Protection of Sites of Local Importance for Nature Conservation Policy	The Local Planning Authority will protect habitats of special local importance for nature conservation where they represent scarce, rare or threatened habitat, good examples of habitats typical to Wirral, diverse or rich habitats which actively support a wide range of important species, or areas known to provide for the shelter, breeding or foraging of legally protected species. In evaluating proposals which may affect such habitats the Local Planning Authority will in particular consider: (i) the nature, layout, and density of development proposed; (ii) the impact on the long-term ecological viability of the habitat affected; (iii) the appropriateness of measures taken to minimise damage to the habitat and disturbance to wildlife; and (iv) the appropriateness of provision for the future maintenance of the site. Development affecting such habitats will only be permitted where the Local Planning Authority is satisfied that the continued ecological viability of the habitat or wildlife interest of the site can be adequately safeguarded by means of appropriate conditions and/ or legal agreements. Appropriate conditions will include, where necessary, the requirement to provide an adequate "buffer zone" of a scale and nature appropriate to the interest to be protected and the retention of linkages to other wildlife sites within the surrounding area.