

SCREENING CHECKLIST – Leek Road, Cellarhead, Battery Storage SMD/2025/0250

(Taken from Guidance on EIA: Screening, European Commission, June 2001)

Brief Project Description:

Battery storage facility and associated infrastructure on land at Leek Road, Cellarhead, Staffordshire.

Summary of features of project and of its location indicating the need for EIA

Questions to be Considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in water bodies, etc)?	Yes. The site comprises of open land which would largely be covered by structures.	Yes. Although the structures are of limited height, due to the extent of ground coverage, the appearance of the site would materially change. However, although this would be for a lengthy amount of time it would not be permanent providing the site is restored after decommissioning via conditions.
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes. A range of manufactured materials are needed for the development e.g. metals.	No significant effect at the site location – the construction materials would be sourced elsewhere.
3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes. Battery materials which could be flammable. Fuel for construction and maintenance vehicles travelling to and from the site	No. Such impacts can be controlled. The use of construction vehicles (at both the construction and decommissioning stages) would only be for a temporary period and maintenance vehicles visiting the site would be infrequent.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes. The removal of the structures during the decommissioning process.	No. No significant waste during construction and operation. The decommissioning due to take place forty years from start of operation and appropriate safeguards and conditions can apply to the removal of the materials and refuse.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	Yes. Emissions from construction and maintenance vehicles.	No. Vehicular emissions would take place only during the construction and

	Pollutants would also be released in the event of a fire.	decommissioning phases and infrequently during any maintenance. Fire instances can be controlled and any air pollution can be mitigated. The adjacent haulage yard has a petrol filling station but the batteries will be kept on the opposite side of the yard to the filling station, approximately 200 metres away.
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes – noise, vibration, light.	No. Noise and vibration may be significant during construction and decommissioning phases but only low level noise and vibration during the operational phase relative to the presence of a nearby A-classified road with 50mph and 60mph speed limits and also an adjacent haulage yard. Light from security lighting is intermittent and can be controlled.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	No	No
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	Yes. There is a risk of fires and all construction and decommissioning activities carry risks.	No. Such risks are likely to be low being controlled by established construction and operating methods and procedures including legislation and safety measures put in place.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes. Limited term additional employment during construction and decommissioning phases.	No. Some employment would be created during construction and decommissioning but not at a level significant in EIA terms to the locality.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes	Yes. There is the potential for cumulative visual impacts with the adjacent haulage yard which comprises a number of warehouse type buildings and large numbers of HGV trailers parked on yard areas.

		However, the impacts would not be permanent. There are a number of BESS proposals and a large sub-station between one and two miles to the north-west of the site and the built-up part of Cellarhead village lies in between.
11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	No.	No. The nearest statutory designated Biodiversity site is 2.0 km away from the site (an SSSI). There is a non-statutory site 0.5km to the east (an SBI).
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	Yes. There are number of mature trees and hedges on the site perimeter and there are nearby ponds and a small watercourse close to the southern boundary of the site.	No. The impacts can be controlled via avoidance and mitigation measures.
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	Yes. There is grassland on site and nearby trees and hedges.	No. The impacts on the ecological value of the site are not considered to be significant subject to mitigation measures which can be put in place and significant harm can feasibly be avoided.
14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	No	No
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes – there are public rights of way approximately 200m from the site boundaries.	No. The nearby public footpaths would not be affected by the development.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	No	No. The A520 road is nearby but would be unaffected by the proposal.
18. Is the project in a location where it is likely to be highly visible to many people?	No.	No. The area where the batteries would be placed is not adjacent to any residential properties and would also not

		be highly visible from the public footpaths due to their distance away. The battery storage areas would also not be sited adjacent to the main road.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No.	No.
20. Is the project located in a previously undeveloped area where there will be loss of Greenfield land?	Yes	No. The loss would be temporary albeit for a lengthy period of time and restoration can be achieved following decommissioning. There would be some ground extraction outside of the battery site to provide cables to link the storage to substations but the ground would be restored.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes.	No. There are a number of dwellings approximately 200 metres from the site but these are to the other side of the adjacent haulage yard. There is another dwelling about 200m to the west. The distances between the site and the existing nearest dwellings is considered to be sufficient to avoid any problems to living conditions. The nearest school (Moorside High School) is approximately 0.5km from the parts of the site where the batteries will be stored. The agricultural land to be lost is not high quality and the proposed development is not permanent.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	No	
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community	No	The nearest school would be 0.5km from where the batteries are stored.

facilities, which could be affected by the project?		
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the project?	No	There is nearby agricultural land but the agricultural value of this would not be affected by the proposal.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No.	

The screening checklist provides a list of questions to help identify where there is potential for interactions between a project and its environment.

There is no specific rule that can be used to decide whether the results using the screening checklist should lead to a positive or negative screening decision (i.e. that EIA is or isn't required). In theory, if there is one "YES" answer to the question is it likely to result in significant effect, EIA may be required, however as a general principle, the greater the number of "YES" answers and the greater the significance of the effects identified, the more likely it is that EIA is required. "?" answers indicating uncertainty about the occurrence or significance of effects, should also point towards a positive screening decision (i.e. that EIA is required) because the EIA process will help clarify the uncertainty.

Finally, the questions below have been considered for each "YES" answer in the screening checklist and the conclusions and reasons for it noted in the checklist. Having regard to the above advice, the questions are designed so that a "Yes" answer will generally point towards the need for EIA and "NO" answer to the EIA not being required.

Questions to be considered

1. Will there be a large change in environmental conditions?

No

2. Will new features be out-of-scale with the existing environment?

No

3. Will the effect be unusual in the area or particularly complex?

No.

4. Will the effect extend over a large area?

No

5. Will there be any potential for transfrontier impact?

No

6. Will many people be affected?

No

7. Will many receptors of other types (fauna and flora, businesses, facilities) be affected?

No

8. Will valuable or scarce features or resources be affected?

No

9. Is there a risk that environmental standards will be breached?

No

10. Is there a risk that protected sites, areas, features will be affected?

No

11. Is there a high probability of the effect occurring?

Yes

12. Will the effect continue for a long time?

Yes

13. Will the effect be permanent rather than temporary?

No.

14. Will the impact be continuous rather than intermittent?

Continuous

15. If it is intermittent will it be frequent rather than rare?

N/A

16. Will the impact be irreversible?

No.

17. Will it be difficult to avoid, or reduce or repair or compensate for the effect?

No – there is both compensation and mitigation for the impacts.