



**MANCHESTER
CITY COUNCIL**

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28 April 2025

Via email only

Dear Jake

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT
ASSESSMENT) (ENGLAND) REGULATIONS 2017**

**FORMAL SCREENING OPINION FOR ENVIRONMENTAL IMPACT
ASSESSMENT 'SCREENING' UNDER PART 2 REGULATION 6**

PROPOSED DEVELOPMENT: Erection of foodstore (Use Class E) with
associated car parking, landscaping and associated works

SITE LOCATION: Former Rusholme Bus Depot, Wilmslow Road, M14 5LN

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

Following the submission of the request for a Screening Opinion for the above
proposed development dated 4 April 2025, the Council has assessed the
submission in respect of the above regulations in order to come to a formal EIA
screening opinion.

In coming to a formal opinion on whether an Environmental Impact Assessment
(EIA) is required to support the proposed development, Manchester City Council,
as Local Planning Authority, has considered the covering letter and supporting
drawings submitted for the Council's consideration on 4 April 2025.

The EIA Screening process is used to determine whether the proposed development is likely to have any significant effects on the environment. The Council as Local Planning Authority have considered the proposal against the EIA regulations and the response is outlined below.

The proposal type is listed in category 10 (b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. It is indicated that consideration should be given by the Local Planning Authority to the potential for significant effects on the environment where:

- (i) *1 hectare of urban development which is not dwellinghouse; or*
- (ii) *Development includes more than 150 dwellings; or*
- (iii) *The overall area of the development exceeds 5 hectares.*

The application site does not involve dwellings and at 0.66 hectares falls below the relevant 1-hectare threshold. As such, the proposal does not constitute EIA development.

The Site

The site relates to the former Rusholme Bus Depot, situated along the eastern side of Wilmslow Road, opposite the junction with Platt Lane.

The site is occupied by a vacant, two-storey, flat roof building of masonry construction surrounded by hard-standing and enclosed by a combination of metal railings and hedgerow. The site incorporates two vehicular access points off Wilmslow Road.

The site is bounded to the north by an area of hard-standing following the demolition of Hardys Well public house; the main arterial route of Wilmslow Road to the west, a car park and two-storey dwellinghouses to the east and to the south by a multi-storey apartment block (Platt Court) and its associated grounds.

The Proposal

The proposed development relates to the erection of a retail foodstore (Use Class E) with a gross internal area of 1962 sqm and a net sales area of 1334 sqm, together with car parking for 91 vehicles, landscaping and ancillary development.

Notwithstanding that the proposal does constitute EIA development with reference to the relevant regulations, having taken into account the criteria in Schedule 3 of the above Regulations, it is considered that the proposal would be unlikely to have significant effects on the environment.

Assessment

Given the nature of the proposal and the context of the site, a number of environmental effects have been considered, but these are not considered significant, as outlined below.

Ecology

In terms of biodiversity, there are no designated ecological sites within or adjacent to the site. The site is considered to be of low ecological value and all habitats on site are considered to be of negligible value.

The site is not located within a designated conservation area and no Tree Preservation Orders (TPOs) exist on site.

On this basis, ecological impact as a consequence of the proposal is considered to be limited.

Air Quality

The proposed works would create dust and particulate matter during demolition and construction. Through the implementation of a Management Plan, the spread of dust and particulate matter is not likely to be significant.

Emissions would be generated by machinery, demolition vehicles and vehicles associated with its operation. Through the implementation of appropriate mitigation associated with an Air Quality Assessment to be submitted, the proposal is not anticipated to have a significant impact upon local air quality.

Climate Change

Emissions produced by demolition vehicles, plant and machinery are not likely to be significant in the context of overall emissions in Manchester and the wider area. The release of greenhouse gas emissions is not likely to be significant.

Noise and Vibration

The control of noise during construction can be mitigated appropriate design, control and insulation of plant equipment. Noise associated with vehicles movements during the operation phase are considered less than significant along an existing, main arterial route.

A Noise Impact Assessment is to be accompany the application which is to demonstrate that the introduction of a new retail store within an edge of centre location and established urban area is not likely be a significant generator of noise. Appropriate limitations would be placed on the use of external plant equipment to ensure noise would be within acceptable limits.

Risk of Major Accidents

As with any development project, there is a risk of accidents.

It is considered that if normal site management, best practice and health and safety protocols are adhered to, there is no reason to believe that there would be any disproportionate increase in risk to health and safety.

Relevant warning signs would be displayed around the site perimeter, including details of an out of hours contact.

Demolition vehicles would be required to enter a wheel wash to prevent the accumulation and spread of mud/debris on surrounding roads.

Production of waste

Whilst there would be an amount of waste to be generated at the site during both the construction and operational phases, it is not considered that the levels would give rise to a significant environmental impact of the development and is likely to be of no more than local significance.

Transport and Access

Whilst there would be a temporary increase in HGV movements associated with the proposed demolition and construction, the change to traffic flows is considered less than substantial.

A Transport Statement is to accompany the application which would demonstrate that most vehicular trips during the operational phase would be part of existing journeys and that the site access junction can accommodate the number of trips to be generated.

The impact to the local road network during both the construction and operational phases is considered less than significant.

Archaeology and Heritage

The site is not within a defined conservation area and does not contain any listed buildings. The site is not situated within an area of archaeological importance.

Whilst the site is located close to the Grade II* Platt Hall to the west, the proposed development as a result of its design and relationship with this building is not considered to have a harmful impact to its setting.

Ground Conditions

The site is not subject to any geological designations and not situated within a high-risk coal mining area. Any potential contamination sources can be appropriately remediated if required. The impact is not considered significant.

Microclimate

Due to the low scale of the proposed building which is comparable to other nearby buildings and amenity spaces, it is not considered that unusually windy conditions would arise as a result of the proposal. Similarly, due to the low scale of the proposed development and its relationship with neighbouring buildings, any impact to sunlight is considered negligible.

Water and Flood Risk

The site is situated within Flood Zone 1 with the site at low risk of flooding. A Flood Risk and Surface Water Drainage strategy is to accompany the application to demonstrate that the impact to flood risk would be minimal as a result of the development and the implementation of an appropriate surface water drainage scheme.

Natural Resources

Natural resources would be utilised during works. However, given the scale and nature of the development, there is unlikely to be a reduction in resources of more than a local, level. The use of resources is considered less than significant.

Townscape and Views

The area contains a mixture of architectural styles, and buildings in the area vary in their quality and age.

The site does not fall within any landscape designation and there no protected or significant views within the site.

Whilst the proposal would inevitably impact views in the immediate area, the impact is not considered significant.

Summary

In summary, whilst there would be some temporary environmental effects during the construction phase, these are not likely to be long term and are localised in nature.

There are no likely, significant long-term impacts in terms of, noise, vibration, air quality, heritage, the production of waste, pollution, natural resources, flooding, land contamination, highways, archaeology, human health, risk of accidents, visual, climate change or complex construction. Further, the site would not present any unusual complex or hazardous environmental or transboundary effects. Any potential impacts either in isolation or cumulatively with other local development would be less than substantial.

Given the nature, scale and location of the proposal, the impacts of the development would not be significant in terms of the local environment and existing land uses.

It is concluded that the whilst the proposed development would have some impact on the immediate area, any environmental or planning issues area are short-term and capable of being appropriate mitigated.

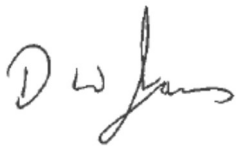
It is therefore considered that taking account of the characteristics and location of the development, any impact would not be so significant to warrant a formal Environmental Impact Assessment. As such, it is the opinion of the City Council,

as Local Planning Authority that an Environmental Impact Assessment is not required in this instance.

This screening opinion relates to the requirements of an Environmental Impact Assessment only.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact Steven McCoombe via the details as the head of this letter.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D W Jones', with a stylized flourish at the end.

Derek Jones
Strategic Planning and Project Lead