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Oliver Timmins
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Via email only

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31 March 2026

Dear Oliver

**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: Road Improvement Works, Parsonage Road
area

SITE LOCATION: Rackhouse Road/Sale Road junction Wythenshawe
Road/Rackhouse Road junction, southern sections of Wythenshawe Road
(including the Orton Road junction) and Altrincham Road.

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

Following the submission of the request for a Screening Opinion for the above
proposed development received on 25 February 2026, 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
documents submitted for the Council's consideration on 25 February 2026.

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 regulations and the response is outlined below.

The proposal type is listed in category 10 (f) 'Construction of Roads' 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 potential significant effects on the environment where:

- (i) *The area exceeds 1 hectare.*

In this case, the 4 locations cover an area of approximately 5.5ha in total.

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 for the following reasons:

With the exception of part of the site area that falls within Wythenhawe Park, the surroundings are predominantly residential in character. The red line boundary of the site(s) is mostly within the outlined adopted highway boundary, the remainder of the areas while outside the adopted highway boundary are still within land under council ownership.

The proposed development largely entails alterations to junctions to support active travel and includes work to junctions and crossings, as well as footway widening, resurfacing, signing and lining.

It is considered that given the scale and nature of these developments and the location within adopted highway in an existing, busy urban area, it is not considered that there would be the potential for cumulative impacts to arise that would warrant consideration of this proposal through an Environmental Impact Assessment.

In terms of biodiversity, the site consists of public highway land made up of hardstanding areas and road verges with street trees. The proposal slightly overlaps with the boundary of Wythenshawe Park, which forms part of the Woodland Priority Habitat Network and is an officially registered park. Only minimal works are proposed within this area, involving 'no-dig' resurfacing and the possible widening of an existing bridleway. As a result, any impact on local biodiversity is expected to be very limited. With appropriate mitigation measures in place, the works are unlikely to harm local ecology.

There may be some short-term environmental effects during construction; however, these are not expected to persist. No significant long-term impacts are anticipated in relation to heritage, noise, visual effects, vibration, waste generation, pollution, natural resource use, flooding, land contamination, highways, archaeology, human health, accident risk, general visual impact, climate change, or construction complexity. Additionally, the site is not expected to give rise to any unusual, complex, hazardous, or transboundary environmental

effects. Given the nature, scale and location of the proposal, the impacts of the development, which could include highways issues, 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 surrounding area, any environmental or planning issues are temporary and capable of being appropriately mitigated. It is therefore considered that 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 at 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