MANCHESTER CITY COUNCIL

Julie Roscoe

Director of Planning, Building Control and Licensing

Growth and Development Directorate
PO Box 532
Town Hall
Manchester M60 2LA

Oliver Timmins
Manchester City Council

Via email only

Contact: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

15 October 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: Stretford Road Active Travel Scheme

SITE LOCATION: Stretford Road from Cambridge Street to Nash Street

SCREENING OPINION ADOPTED BY MANCHESTER CITY COUNCIL

Following the submission of the request for a Screening Opinion for the above proposed development, which was received on 20 August 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 taken into account the covering letter and supporting documents submitted for the Council's consideration on the 20 August 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 site covers an area of approximately 1.72ha 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:

The site lies wholly within the adopted highway and comprises existing carriageway, footways and associated highway infrastructure within a densely developed urban area. The proposed development primarily involves modifications to junctions and highway layout to support active travel, together with associated public realm improvements.

The proposed works comprise:

- Segregated cycle facilities;
- Crossing improvements;
- Highway reallocation and streetscape enhancements; and
- Associated tree planting and sustainable drainage measures where appropriate.

The development is limited in scale and nature and would be delivered largely within the existing highway corridor. The works would not involve substantial excavation, major engineering operations, the use of significant natural resources, hazardous processes, or generate anything other than typical construction waste. Furthermore, no identifiable risk of major accidents or disasters has been identified.

Having regard to the scale, nature and extent of the proposed works, together with their location within an established urban environment, it is not considered that the proposal, either alone or in combination with other known developments, would be likely to give rise to significant cumulative environmental effects.

In biodiversity terms, the site comprises existing highway land, including carriageways, footways and street trees, none of which are currently proposed for removal. The site is not located within a Site of Special Scientific Interest, and no protected habitats or sensitive ecological receptors have been identified within the development area. Consequently, any effects on biodiversity are expected to

be negligible and capable of being appropriately managed through standard construction practices.

Whilst temporary environmental effects may arise during the construction phase, including noise, vibration, dust and minor disruption to highway users, these impacts would be short-term in nature and subject to appropriate mitigation. No significant long-term effects are anticipated in relation to ecology, heritage assets, landscape and visual amenity, noise, vibration, waste generation, pollution, natural resource use, flood risk, land contamination, archaeology, human health, highway safety, climate change, or accident risk. Nor is the development expected to result in unusual, complex, hazardous or transboundary environmental effects.

Accordingly, having considered the characteristics of the development, its location, and the nature and magnitude of its potential effects against the criteria set out in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, it is concluded that the proposed development is not likely to have significant effects on the environment by virtue of its nature, size or location. An Environmental Impact Assessment is therefore not required. This screening opinion relates solely to the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and does not prejudice the consideration of any other planning, environmental or regulatory matters.

I trust this information is of assistance. Should you require any further information, please do not hesitate to contact David Lawless.

Yours sincerely



Jennifer Connor
Area Team Group Manager