



**MANCHESTER
CITY COUNCIL**

Julie Roscoe

Director of Planning, Building
Control and Licensing

PO Box 532
Town Hall
Manchester M60 2LA

Ming Li
Project Manager, Rail
AECOM
100 Embankment
Cathedral Approach
Manchester
M3 7FB

Contact: Emily Booth
Tel: 0161 234 4193
Fax: 0161 274 0014
Email: emily.booth@manchester.gov.uk

10th March 2025

Our reference: EIASCO/25/001

Dear Mr Li,

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT
ASSESSMENT) REGULATIONS 2017 ("THE EIA REGULATIONS")**

SCOPING REQUEST UNDER PART 4 REGULATION 15(1)

**'OXFORD ROAD STATION MANCHESTER' ("THE PROPOSED
DEVELOPMENT")**

**SCOPING OPINION OF MANCHESTER CITY COUNCIL PURSUANT TO
REGULATION 15**

Thank you for your request dated January 2025 for a Scoping Opinion at the above site.

In coming to a formal opinion on the scope of the Environmental Statement ("ES"), Manchester City Council, as Local Planning Authority, has considered the supporting information contained within your *'Request for Scoping Opinion'* prepared by yourselves, on behalf of the Applicant Manchester City Council, and the comments from statutory consultees.

I have now had a chance to consider your scoping request, and I outline my response below.

The Proposed Development is considered an EIA development as it falls within the description and thresholds in Schedule 2 10(b) of the EIA Regulations as an 'Infrastructure Project - Urban Development Project' which has the potential to have significant effects on the environment. In accordance with Schedule 2, Categories 10(b) (urban development projects) of the EIA Regulations and owing to the location, scale and nature and of the Proposed Development, I note that you recognise the need for an EIA and have therefore submitted the

Scoping Report for consideration to the City Council, as Local Planning Authority.

Before adopting a Scoping Opinion, the City Council, as Local Planning Authority, must take into account the information specified in Regulation 15(6) of the EIA Regulations.

- (a) any information provided by the applicant about the proposed development.
- (b) the specific characteristics of the particular development.
- (c) the specific characteristics of development of the type concerned.
- (d) the environmental features likely to be significantly affected by the development.

This Scoping Opinion sets out the information that the City Council, as Local Planning Authority, considers should be included in the ES that will be submitted with the subsequent planning application made in respect of the Proposed Development.

In formulating this Scoping Opinion, the City Council, as Local Planning Authority, has taken account of, the requirements of the EIA Regulations, the nature and scale of the Proposed Development, the nature of the receiving environment, current best practice in the preparation of environmental statements, and the views expressed by the organisations and bodies that responded to the consultation.

This Scoping Opinion should not be construed as implying that the City Council, as Local Planning Authority, agrees with the conclusions set out in the Scoping Request regarding impacts of the proposal. This Scoping Opinion is without prejudice to any decisions subsequently taken in respect of any planning application submitted in respect of the Proposed Development.

Your report of the 10 January 2024 sets out the proposed chapters that the ES will cover, and the disciplines which you believe should be scoped in and out of the EIA.

These are as follows:

Scoped In -

- Air Quality:
 - o dust and road traffic emissions during construction.
- Noise and vibration:
 - o airborne noise
 - o vibration and traffic noise during construction only
 - o industrial noise during operation only
- Archaeology:
 - o historic buildings
 - o archaeological remains during construction only.
- Townscape and Visual Impact:
 - o Strategic Character Areas,
 - o National Cycle Network,

- Visual Amenity
 - users of public open space during operation only
 - the Rochdale Canal and Towpath during operation only.
- Transport and access:
 - Traffic,
 - Severance,
 - Driver delay,
 - fear and intimidation
 - road safety in relation to amenity during construction only.
- Water:
 - flood risk surface water and sewers
 - fluvial and ground water during construction only.
- Ecology:
 - habitats, bats, breeding birds, Black Redstart, fish, otter, INNSP during construction only.
- Socio- Economic:
 - generation of employment
 - amenity impacts
 - land use displacement during construction only.
 - severance impacts during construction only.
- Human Health:
 - access to health care,
 - provision of economic resources that protect and promote good health,
 - noise and vibration,
 - townscape and visual amenity,
 - flood risk,
 - drainage and surface water
 - access to open space during construction only,
 - air quality during construction only,
 - community participation during construction only
 - road and route safety during construction only.
- Cumulative and combined effects.

Scoped out -

- Air Quality:
 - plant emissions
 - rail emissions
 - dust and road traffic emissions during operation only.
- Noise and vibration:
 - ground-borne noise
 - tranquil areas
 - vibration during operation only
 - traffic noise during operation only.
- Material and Waste.
- Archaeology:
 - historic landscape
 - archaeological remains during operation only.
- Townscape and Visual Impact
 - National Character Area

- users of public open space during operation only
 - the Rochdale Canal and Towpath during operation only.
- Transport and Access
 - amenity during operation only.
- Water:
 - water quality,
 - canal breach
 - reservoirs
 - flood risk during operation only
 - ground water during operation only.
- Ecology:
 - designated sites,
 - badgers,
 - amphibians
 - water vole
 - habitats during operation only,
 - bats during operation only,
 - breeding birds during operation only,
 - black redstarts during operation only,
 - fish during operation only,
 - otters during operation only
 - INNSP during operation only.
- Climate Change.
- Socio- Economic:
 - land use during operation only
 - displacement and severance impact during operation only.
- Human Health:
 - access to open space during operation only
 - road and route safety during operation only
 - air quality during operation only
 - community participation during operation only.
- Major Accidents and Disasters.

Below is a consideration of the Scoping Report for the Proposed Development and comments on the approach which you have outlined.

CONSULTATIONS

Regulation 15 (4) of the EIA Regulations require the City Council, as Local Planning Authority, to consult consultation bodies prior to adopting a Scoping Opinion.

Having regard to Regulation 2 of the EIA Regulations, the following consultees were consulted who have specific environmental responsibilities and which the City Council, as Local Planning Authority, considers are likely to have an interest in the development proposal.

- Natural England.
- Historic England.

- National Amenity Societies.
- Environment Agency.
- Greater Manchester Ecology Unit (GMEU).
- Greater Manchester Archaeology Advisory Service (GMAAS).
- Transport for Greater Manchester (TfGM).
- The Canal and River Trust.
- United Utilities.
- Greater Manchester Police, Design for Security.
- Cadent Gas.
- City Council Highway Services.
- City Council Environmental Health.
- City Council Flood Risk Management.
- City Council City Centre Regeneration.
- The University of Manchester.
- Manchester Metropolitan University.

All responses of the consultees contacted by the City Council, as Local Planning Authority, during the EIA scoping process are appended to this letter.

You are strongly recommended to consult further with consultees as appropriate throughout the EIA process as the development proposal evolves. It is thereby recommended all consultee responses are reviewed by you and the applicant in full.

Any subsequent ES submitted with the planning application should reflect the points raised by the consultation bodies where this reflects the requirements of the Regulations. It is recommended that the ES summarises the scoping responses from the consultation bodies and how they are, or are not, addressed in this regard. Any consultation responses received after the date of this letter, that have not been taken into account within this Scoping Opinion, will be forwarded to you and should be given due consideration in the planning application and EIA process.

CONTEXT

The Grade II Listed station sits on top of the Manchester South Junction & Altrincham Railway viaduct and is bounded by Oxford Road, Whitworth Street West, New Wakefield Street and Gloucester Street.

The development site is approximately 0.1 hectares and is occupied by the existing train station.

The station was built in 1959-60 to the designs of WR Headley for the London Midland Region. Oxford Road station's most striking feature is the main entrance building, which consists of three prefabricated timber shell rooves supported by laminated timber beams. It is one of the best post-war railway stations in the country, with a striking and highly elegant design constructed of laminated timber. The roof structure has a dramatic aesthetic form, which gives the building a light and spacious interior. It was designed by Max Clendinning of British Railways' Midland Region and Hugh Tottenham of the Timber Development Association. It is the only large station in Britain to have been built in prefabricated materials. There are coordinating original timber canopies on the platforms.

Oxford Road/Oxford Street is a highly trafficked route from South Manchester into the City Centre, is a particularly busy bus route and experiences extremely high footfall.

The site is also within Corridor Manchester, which is home to numerous higher education institutions and knowledge-based industries.

Manchester Metropolitan University lies approximately 320 metres to the southeast of the site and The University of Manchester is approximately 960 metres away. To the north of the site are a residential building at 60 Oxford Street and The Palace Theatre at 97 Oxford Street. The Palace Hotel is located opposite the station to the east. There are also a number of commercial uses within the arches below the station.

The surrounding area contains a large number of listed buildings. The nearest listed buildings to the site are the Grade II* Palace Hotel which is opposite the site and the Grade II* Listed Churchgate House is 192 metres north, the Grade II Listed Palace Theatre is 80 metres northeast of the site, Grade II Listed St James Buildings is 192 metres north and Grade II Listed Portland Buildings is 320 metres north. The site is also diagonally adjacent to the Whitworth Street Conservation Area.

The site is a train station and is within walking distance of the City Centre where there are many public transport connections. Deansgate Train Station is 10 minutes walking distance, St Peter's Square is 9 minutes walking distance and there are bus stops on Oxford Road and Oxford Street. The nearest bus station is Piccadilly Gardens which is 15 minutes' walk away, and Chorlton Street Coach Station is 11 minutes' walk away.

To reduce disruption to the operation of the railway network during the works, aspects of the work would be required to be completed during possessions of the railway (when no trains run). These typically occur outside of standard weekday working hours at night; weekends; and bank holidays. The station would be closed during the works.

SENSITIVE RECEPTORS

The development site is located within the Greater Manchester Combined Air Quality Management Area (AQMA) along Oxford Road.

The site is not within, nor does it contain, any ecological designations including sites of specific interest (SSSI), sites of biological importance (SB1) or special protection areas (SPA).

Most of the site is located in Flood Zone 2 and Flood Zone 3 associated with the River Medlock and River Irwell. The site is also situated within the area covered by the Manchester, Salford and Trafford SFRA.

The development site is not located within a Conservation Area but is adjacent to the Whitworth Street Conservation Area and the site contains the Grade II Listed Oxford Road Station. There are listed buildings close to the development site.

PROPOSED DEVELOPMENT

I note from your Scoping Report that the Proposed Development is based on a number of parameters which are evolving as part of the design process. Should these parameters change, then a further scoping assessment should be undertaken if the scope of the ES needs to reflect this.

The Proposed Development would consist of the following works:

The proposed solution involves the remodelling of the Station, including the following main elements:

- The platforms would be remodelled to provide a Station with two bi-directional through platforms, each capable of accommodating 8-car trains up to 192 metre (m) in length in either direction. Additionally, a centre bay platform capable of accommodating trains up to 6-car, 144 m in length would be provided. The additional two carriages would translate to approximately 120 additional seats. The remodelled station would see a change from the existing five-platform station (four through platforms and one turnback) to a three-platform station and would support an increase in train numbers from 12 to 14 per hour in off-peak periods (two through platforms and a turnback) reducing congestion by having fewer conflicting moves.
- Station platforms are to be remodelled to accommodate new permanent way (track) alignment and new and longer canopies over the island platforms.
- Providing an additional closing up signal between Deansgate and Oxford Road and bi-directional signalling between Deansgate and Trafford Park, allowing trains to run closer together thus increasing capacity on the Castlefield corridor.
- A new Station footbridge, with step free access to all platforms (via a lift) and new island platform. The existing footbridge and stairs will be

removed and replaced with larger structures for greater pedestrian flow capacity.

- Creating new, wider, and longer canopies over all platforms.
- Track, signalling and OLE alterations for the new layout.

ASSESSMENT OF THE SCOPING REPORT

I would advise that the approach outlined within the Scoping Report is considered to require amendment and further information will be required to be included. This is also reflected in the nature of the consultation responses. The issues have been split into sections and must instead be assessed as whole issues. The consideration of all issues should be proportionate.

You should note the specific points I have made below within the specific discipline areas which reflect the comments of the consultees and those of the City Council, as Local Planning Authority. These matters should also be included and addressed within the relevant chapters of ES.

Discussion of alternatives

Paragraph (3)(d) of Regulation 18, and paragraph 2 of Schedule 4 of the EIA Regulations, require that environmental statements include discussion description of the reasonable alternatives to the Proposed Development and an indication of the main reasons for the option chosen, that have been considered by the applicant.

I note within section 3.8 of your Scoping Request that you intend to provide a discussion on alternatives within the ES. This will focus on alternatives considered and project design evolution.

Presentation and content of the Environmental Statement

The purpose of an ES is to enable significant environmental impacts of a proposed development to be fully considered before an application for planning consent is determined.

The ES provides environmental information to aid the decision-making process. The ES should be laid out clearly, with minimum use of technical terms (where appropriate) and should provide an objective and realistic description of the likely significant impacts of the proposed development.

The information should be presented so as to be comprehensible to the specialist and non-specialist alike. The ES should be concise with supporting technical information placed in appendices.

Mitigation

Paragraph 7 of Schedule 4 of the EIA Regulations states that mitigation measures may fall into a range of categories namely:

- avoidance of impacts,

- reduction in the magnitude of impacts.
- Or
- compensation for losses incurred through unavoidable impacts.

These should be identified as such in the technical chapters of the ES.

Mitigation measures should not be developed in isolation, as they may relate to more than one aspect of the environment (e.g. mitigation to address issues of landscaping, surface water management, air quality and biodiversity).

The ES should set out the mitigation measures required to prevent, reduce and where possible offset any significant adverse effects. The ES should also identify any residual effects that could be expected to persist even with mitigation in place.

The anticipated effectiveness of any mitigation measures proposed should be addressed within the ES.

Only mitigation measures that can be shown to be deliverable (i.e. technically and financially viable), and for which the applicant can deliver and implement as part of any planning permission granted, should be taken into account as part of the assessment.

It is further recommended that a section is included in the ES in which the mitigation measures proposed across all the technical chapters are collated and presented as an integrated package.

It is considered best practice to outline in the ES, the structure of the environmental management and monitoring plan.

Cumulative effects

The committed developments summarised in Section 18 of your Scoping Report appear to be acceptable.

Cross references and summarising of the findings

All specialist chapters should be cross-referenced to other relevant disciplines (for example traffic impacts on air quality). Consideration of the potential for interactions between the different aspects of the environment is essential to the production of a robust assessment.

The ES should not be a collection of separate specialist chapters, but a comprehensive assessment of the environmental impacts of the proposed components of the wider scheme and should account for how the identified impacts could be mitigated or avoided, or how suitable compensation could be provided to offset those effects.

In accordance with the requirements of paragraph 6 of Schedule 4 of the EIA Regulations, each technical chapter should include a description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of any difficulties (e.g. technical

deficiencies, lack of know-how, etc.) encountered by the applicant during the preparation of the ES and the main uncertainties involved.

ENVIRONMENTAL MATTERS TO BE SCOPED OUT OF THE ES

The City Council comments as follows, based on the information provided, on the matters proposed to be scoped out of the ES.

- Air Quality:
 - plant emissions
 - rail emissions
 - dust and road traffic emissions during operation only.
- Noise and vibration:
 - ground-borne noise
 - tranquil areas
 - vibration during operation only
 - traffic noise during operation only.
- Material and Waste.
- Archaeology:
 - historic landscape
 - archaeological remains during operation only.
- Townscape and Visual Impact
 - National Character Area
 - users of public open space during operation only
 - the Rochdale Canal and Towpath during operation only.
- Transport and Access
 - amenity during operation only.
- Water:
 - water quality,
 - canal breach
 - reservoirs
 - flood risk during operation only
 - ground water during operation only.

- Ecology:
 - designated sites,
 - badgers,
 - amphibians
 - water vole
 - habitats during operation only,
 - bats during operation only,
 - breeding birds during operation only,
 - black redstarts during operation only,
 - fish during operation only,
 - otters during operation only
 - INNSP during operation only.
- Climate Change.
- Socio- Economic:
 - land use during operation only
 - displacement and severance impact during operation only.
- Human Health:
 - access to open space during operation only
 - road and route safety during operation only
 - air quality during operation only
 - community participation during operation only.
- Major Accidents and Disasters.

Air Quality

This chapter will need to include assessment of the demolition and construction phases and include mitigation measures to control fugitive dust emissions during the demolition and construction stage, an AQ exposure assessment to the receptors being introduced and an impact assessment to the wider environment. Assessment of PM2.5, PM10 and NOX will be required along with any mitigation measures recommending such as clean air intakes and filter specification maintenance requirements. The IAQM recommendations for principles of good design should be referred to and comment to demonstrate compliance should be provided. Please see the comments made by The Environment Agency in full which are appended to this letter.

For these reasons and as advised above air-quality in its entirety must be scoped into the EIA inclusive of plant emissions, rail emissions and dust and road traffic emissions.

Noise

The report has not referenced the City Council's planning guidance for Noise.

In addition to the listed residential receptors the following should also be included in the assessment (some of which are nearer to the railway than those listed); MacIntosh Village (including The Green Building Apartments, River Street Townhouses and Apartments and The Foundry), Unite Students Artisan Heights, The Lock Building and 51 Whitworth Street West).

Your proposals for the methodology for the noise and vibration impact assessment are accepted.

The assessment of noise from any new plant and equipment associated with the operation of the station and the noise from the building ventilation system with regard to our noise criteria and recommendations providing for any insulation/ mitigation measures are required to be included. Please see the Environmental Health comments in full which are appended to this letter.

For these reasons and as advised above noise in its entirety must be scoped into the EIA inclusive of ground-borne noise, tranquil areas, vibration and traffic noise must be scoped into the EIA.

Materials and Waste

Materials and waste can be scoped out of the EIA on the basis of the IEMA Guidance (Ref 8.1) (page 14).

The planning application should be supported by a description of the materials. These materials should be sought from as local suppliers as possible.

Waste management will be expected to comply with City Council requirements and waste will be required to be disposed of as sustainably as possible.

Archaeology

The planning application should be supported by separate standalone archaeological desk-based assessment (DBA) and Heritage Statements, compiled by appropriate specialists. Please see the comments made by Greater Manchester Archaeological Advisory Service in full which are appended to this letter.

For these reasons and as advised above archaeology in its entirety must be scoped into the EIA inclusive of historic landscape and archaeological remains.

Townscape and Visual Impact

As advised above Townscape and Visual Impact in its entirety must be scoped into the EIA inclusive of National Character Area and in relation to users of public open space and the Rochdale Canal and Towpath. This needs to be

assessed in full to understand the full impact on the rich character surrounding the station.

Transport

Transport during operation must not be scoped out for the reasons within the comments made by Highway Services. The planning application should be supported by a suitable assessment including the comments by Highway Services attached to this letter.

Water/Flood Risk

As advised above Water/Flood Risk in its entirety must be scoped into the EIA inclusive of flood risk, water quality, canal breach and reservoirs and ground water.

Please see the comments made by The Environment Agency in full which are appended to this letter.

Ecology/Biodiversity

In addition to the listed features within the report three additional SBI's should be added to the assessment and are listed below:

- Salford Quays (North) SBI
- Salford Quays (South) SBI
- Bridgewater Canal SBI

Please see the comments made by Greater Manchester Ecology Unit and The Environment Agency in full which are appended to this letter.

For these reasons and as advised above Ecology/Biodiversity in its entirety must be scoped into the EIA inclusive of all species listed comprising badgers, amphibians, water vole, habitats, breeding birds, black redstarts, fish and otters and INNSP designated sites, during operation only.

Climate Change

I consider climate change cannot be scoped out of the ES for the reasons set out above.

Socio- Economic

Socio-Economic impacts cannot be scoped out and must be included in the EIA in its entirety for the reasons set out above.

Human Health

Human health impacts cannot be scoped out and must be included in the EIA in its entirety for the reasons set out above.

A preliminary risk assessment should also as a minimum be undertaken with a site walkover as there may still be contamination on/around the tracks and platforms due to oil/fuel leaks from trains and asbestos in structures to be demolished/disposed of.

Accidents and disasters

I noted that the proposed development does not pose a risk of major accident and/or disaster. As such, I can confirm that accidents and disasters can be scoped out the ES.

Summary

Most of the matters you have identified to be scoped out of the ES are required to be scoped in as they are all parts of other chapters that are important for assessment of the issues.

The planning application must be supported by appropriate documentation, including any mitigation, to minimise any effects as a result of the Proposed Development from the matters capable of being scoped out as identified above. The City Council reserves the right to re-consider this position following a more detailed consideration of the reports which will accompany the planning application.

ENVIRONMENTAL STATEMENT CHAPTERS - SPECIFIC COMMENTS ON THE TECHNICAL CONTENTS

The ES should be proportionate in its consideration of the aspects of the environment listed under Paragraph 2 of Regulation 4 of the EIA Regulations. Those aspects of the environment that are subject to the most significant impacts from the Proposed Development should be the primary focus of the ES.

Your Scoping Report advises that the ES will cover the following topic areas.

- Air Quality.
- Noise and vibration.
- Archaeology.
- Townscape and Visual Impact.
- Transport and access.
- Water.
- Ecology.
- Socio- Economic.
- Human Health.
- Cumulative and combined effects.

As highlighted above, you should also include Climate Change within relevant chapters within the ES, including those sections of the above that were scoped out.

General Comments

The significance of the site should be reflected throughout the ES. The Environmental Chapters must therefore consider the impacts of the Proposed Development on this context in order to determine any wider significant environmental impacts.

Contamination - A preliminary risk assessment should also as a minimum be undertaken with a site walkover as there may still be contamination on/around the tracks and platforms due to oil/fuel leaks from trains and asbestos in structures to be demolished/disposed of.

A suitable Phase 1 Geoenvironmental Desk Study report is developed and submitted to support the scheme in order to take into consideration our concerns listed above. To produce this, we recommend that you should follow the risk management framework provided in Guidance on Land contamination risk management (LCRM)

Climate Change

You have not provided any comments on how climate change impacts would be scoped into the EIA. Climate change impacts should be scoped into the EIA.

Air Quality

The potential emissions from this plant do not seem to have been considered in the EIA Air Quality section. The report uses data for Nitrogen Dioxide from 2019 for Air Quality Monitoring. A new development within 250 metres of an existing combustion facility could result in the nearby community being exposed to impacts including noise and dust. The severity of these impacts will depend on the size and nature of the facility and prevailing weather conditions.

Please see above comments. This should be addressed within the ES.

Noise and vibration

The comments within your Scoping Report are noted. Please see above comments in relation to noise. This should be addressed within the ES.

Archaeology.

The comments within your Scoping Report are noted. Please see above comments in relation to archaeology. This should be addressed within the ES.

Townscape and Visual Impact.

The comments within your Scoping Report are noted.

This development could, potentially, have an impact upon designated heritage assets and their settings in the area around the site.

In line with the advice in the National Planning Policy Framework (NPPF), I would expect the Environmental Statement to contain a thorough assessment

of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.

I would also expect the Environmental Statement to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place.

It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful part of this.

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to in situ decomposition or destruction of below ground archaeological remains and deposits and can also lead to subsidence of buildings and monuments. Please see the comments made by Historic England in full which are appended to this letter.

This should be addressed within the ES.

Transport and access.

The comments within your Scoping Report are noted.

NMU Amenity' has been scoped out for the operational phase. However, Highways request that impacts on non-motorised users are fully assessed in consideration of likely increases in such users accessing Oxford Road Station (and neighbouring stations) due to station capacity/service improvements following entry into service.

Highways request that assessment of construction impacts also considers changes to the following:

- Increase in vehicular movement (including taxi/drop-off) in the vicinity of Deansgate and Piccadilly Stations due to Station closure.
- Increase in active travel movements in the vicinity of Deansgate and Piccadilly Stations due to Station closure.
- Potential mode transfer for rail users to private car or other modes of transport due to Station closure.
- Impact on bus service routes utilising proposed construction routes (i.e. Oxford Road).

Highways also request that assessment operation also considers changes to the following:

- Changes in all trips (i.e. active travel, public transport, and drop-off/taxis) in the vicinity of Deansgate and Piccadilly Stations due to ability of Oxford Road Station (and neighbouring stations) to accommodate longer trains/increase in passenger/staff numbers.
- Changes in all trips (i.e. active travel, public transport, and drop-off/taxis) in the vicinity of Oxford Road Station due to longer trains/increase in passenger/staff numbers.

Information on the content that needs to be included within the Transport Assessment is within the comments made by Highway Services in full which are appended to this letter.

This should be addressed.

Water.

The comments within your Scoping Report are noted Please see above comments made by the Environment Agency and United Utilities. This should be addressed within the ES.

Ecology.

The comments within your Scoping Report are noted. Please see above comments made by the Environment Agency and GMEU and the information above. This should be addressed within the ES.

Socio- Economic.

The comments within your Scoping Report are noted. This should be addressed within the ES.

Human Health.

The comments within your Scoping Report are noted. This should be addressed within the ES.

Cumulative and combined effects.

The comments within your Scoping Report are noted and are acceptable in terms of their consideration in the ES.

Other Matters.

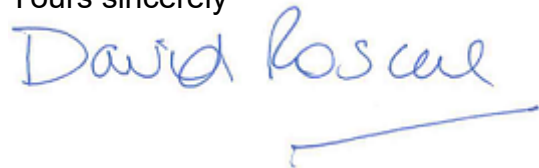
It is the view of the City Council, as Local Planning Authority, that as this development in its entirety constitutes EIA development this would remove the Permitted Development Rights, which Network Rail enjoy in this regard. The development must be the subject to full planning application and Listed Building Consent.

FURTHER INFORMATION

The City Council, as Local Planning Authority, has undertaken a thorough consideration of the information contained within your Scoping Report together with providing comments from relevant statutory consultees. The issuing of this Scoping Opinion does not preclude the City Council, as Local Planning Authority, from requesting further information at a later stage as the development proposals evolve or whilst a future planning application is being formally considered.

I trust this information is of some assistance to you. Should you require anything further please do not hesitate to contact myself or Emily Booth.

Yours sincerely

A handwritten signature in blue ink that reads "Dave Roscoe". The signature is written in a cursive style. Below the signature is a horizontal line, also in blue ink, which appears to be a flourish or a separator.

Dave Roscoe
Deputy Director of Planning