TRANSPORT AND WORKS ACT 1992

TRANSPORT AND WORKS (INQUIRIES PROCEDURES) RULES 2004

NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER

Spring Bank Lane Ecology Enhancement Zone

INQ-11

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1. GENERAL INTRODUCTION

1.1 Purpose of the Document

1.1.1 The purpose of this document is to demonstrate that Network Rail's temporary use of Plot 4-004, on land off Spring Bank Lane in Heyrod, will not prevent the implementation of an "'Ecology Enhancement Zone" comprised in an approved residential development on the former Hartshead Power Station site.

1.1.2 This document explains how Plot 4-004 will be subject to appropriate restoration, to be secured via planning condition through the Landscape and Ecological Management Plan (LEMP), while still enabling scheme-wide Biodiversity Net Gain. In summary, through the implementation of the LEMP, Network Rail's temporary use of the Order Land will not prevent the delivery of the proposed EEZ in the P Casey approved scheme.

2. SPRING BANK LANE ECOLOGY ENHANCEMENT ZONE

2.1.1 As set out in Section 9.4 of my Proof of Evidence (Planning) (**NR/PoE/MG/15.2**), a representation (REP/07)[1] was submitted by Roger Hannah Surveyors on behalf of P Casey (Developments) Ltd ("P Casey") in relation to Order works proposed on land off Spring Bank Lane. In part this representation relates to P Casey's proposed residential redevelopment of the former Hartshead Power Station site (TMBC ref. 21/00987/FUL), which was granted planning permission on 20 October 2025 ("the P Casey approved scheme"). The P Casey approved scheme includes the proposed creation of an extensive 'Ecology Enhancement Zone' ("the proposed EEZ").

2.1.2 A small part of the of the larger proposed EEZ includes land required temporarily for the Order Scheme, this being the land identified as ~~(~~Plot 4-004) on Sheet 4 of the Deposited Plans (**NR09**). The Plan attached at **Appendix 1** to this Note ("*Location of Plot 4-004 within the proposed Spring Bank Lane Ecology Enhancement Zone*") shows the location of the Order Land within the larger proposed EEZ. As shown on the plan, Plot 4-004 is identified as being 282.81sqm. When viewed in the context of the full extent of the EEZ, the amount of land subject to the Order is a very small proportion of the EEZ.

2.1.3 It is noted from the EEZ plan that was approved as part of the P Casey approved scheme (See drawing no. UG_11304_LAN_GA_DRW_16, Rev. P01 which is reproduced at **Appendix 2** to this Note) that the Order Land is designated as 'existing woodland / tree groups to be retained and enhanced'.

2.1.4 Network Rail considers that the proposed Landscape and Ecological Management Plan (LEMP), secured by planning condition 5 (see **NR11** and **NR147**),

[1] Please note this was incorrectly referenced in NR/PoE/MG/15.2 as being an Objection (OBJ 4).

will ensure appropriate mitigation and reinstatement measures are implemented in relation to Network Rail's temporary use of the Order Land. In discharging the LEMP planning condition, Tameside Metropolitan Borough Council ("the Council") will be able to consider how Network Rail's temporary use of the Order Land may interact with the wider proposed EEZ to be delivered as part of the P Casey approved scheme. The LEMP to be approved by the Council will set out site-specific reinstatement, enhancement, management, and monitoring measures applicable for Network Rail's temporary use of the Order Land. Accordingly, through the development and approval of the LEMP by the Council, and engagement with P Casey regarding the restoration of the Order Land, provision will be made for the suitable restoration of the Order Land by Network Rail.

3. CONCLUSION

3.1.1 In conclusion, through the implementation of the LEMP, as secured by planning condition 5, Network Rail's temporary use of the Order Land will not prevent the delivery of the proposed EEZ in the P Casey approved scheme

3.1.2 In terms of Network Rail's compliance with planning condition 9 (see **NR11** and **NR147**) and the delivery of 10% Biodiversity Net Gain ("BNG"). The establishment of the proposed EEZ and the restoration of the Order Land through the LEMP would not in itself compromise the ability of Network Rail to deliver 10% BNG. The delivery of 10% BNG will be delivered by Network Rail on an Order Scheme-wide basis. Therefore, if BNG cannot be achieved within the Order Land, it will be delivered elsewhere within the wider Order Scheme. However, and subject to further engagement with P Casey, Network Rail may as part of its BNG strategy seek to identify BNG opportunities within the proposed EEZ.

APPENDIX 1

LOCATION OF PLOT 4-004 WITHIN THE PROPOSED SPRING BANK LANE ECOLOGY ENHANCEMENT ZONE

APPENDIX 2:

APPROVED EEZ PLAN UG_11304_LAN_GA_DRW_16, REV.