

<b>Application Number:</b>	2025/0061	<b>Application Type:</b>	Full Planning Permission
<b>Proposal:</b>	Erection of a temporary meteorological mast with associated data collection and monitoring equipment, and other ancillary infrastructure.	<b>Location:</b>	Land to the west of Rooley Moor Road, Rooley Moor, Rossendale.
<b>Report of:</b>	Head of Planning and Building Control	<b>Status:</b>	For publication
<b>Report to:</b>	Development Control Committee	<b>Date:</b>	13 <sup>th</sup> May 2025
<b>Applicant:</b>	Rossendale Borough Council	<b>Expiry Date:</b>	21 <sup>st</sup> April 2025 EOT agreed to 16.05.2025

<b>Contact Officer:</b>	<b>Claire Bradley</b>	<b>Telephone:</b>	<b>01706 238636</b>
<b>Email:</b>	<b>planning@rossendalebc.gov.uk</b>		

<b>REASON FOR REPORTING</b>	
<b>Outside Officer Scheme of Delegation</b>	
<b>Member Call-In</b> Name of Member: Reason for Call-In:	
<b>3 or more objections received</b>	<b>3+ objections received</b>
<b>Other (please state):</b>	

## **HUMAN RIGHTS**

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights:

### **Article 8**

The right to respect for private and family life, home and correspondence.

### **Article 1 of Protocol 1**

The right of peaceful enjoyment of possessions and protection of property.

## 1. RECOMMENDATION

That planning permission be approved subject to the conditions within Section 11.

## 2. APPLICATION SITE

The application site is located to the west of Rooley Moor Road, which carries the Pennine Bridleway and the Rossendale Way in part.

The Application Site comprises an area of open moorland. This location has been chosen for the proposed met mast due to its elevated topography, which increases the accuracy of the monitoring data due to higher wind speeds and conditions.

The site is located in open countryside but not on Common Land or Green Belt, however, access to the site is across Common Land

## 3. RELEVANT PLANNING APPLICATION HISTORY

2024/0495: Scout Moor Windfarm II – Screening Request - Pending

## 4. PROPOSAL

The existing Scout Moor Wind Farm comprises 26 no. wind turbines and associated ancillary infrastructure. Each turbine stands to a height of 100 metres to blade tip.

In November 2024, Cubico announced that it was investigating proposals for a new onshore wind farm – to be known as Scout Moor II – comprising up to 21 wind turbines (up to 180m in height) with a generating capacity of up to 100MW, with associated infrastructure and access. The proposed Scout Moor II is located on land adjacent to the existing Scout Moor Wind Farm.

The proposed meteorological mast (met mast) is required in order to assist Cubico in obtaining a better understanding of the prevailing wind regime and to assist with the design, funding, construction and long-term operation of the Scout Moor II wind farm.

Two years of wind data are required before construction can begin. To achieve this, Cubico seek separate planning permission for the temporary met mast in advance of the main Scout Moor II wind farm application. This approach ensures that if planning permission is granted for the Scout Moor II Wind Farm, the project can be delivered by 2030, aligning with the government's Clean Power 2030 ambitions.

The proposed development comprises the erection of a 91.65-metre-high tilt-up meteorological mast, which would comprise of a heavy-duty tubular galvanised steel mast, with a maximum diameter of 219.1mm.

The proposed met mast would be held in place with inner (25m radius) and outer (50m radius) steel rope guy wires using six ground anchoring positions. The anchoring excavations are typically 3m long by 0.75m wide and 2m deep.

The proposals also include:

- Secure boxes attached to the base of the met mast which will contain data logging and telecommunications equipment, as well as the batteries to provide an independent power supply to the met mast and associated equipment.

- Meteorological instruments mounted on booms extending from the met mast. The equipment installed onto the mast will include wind vanes, atmospheric temperature and pressure monitors, wind speed gauges and data loggers. These will collect data in relation to wind speed and shear at varying heights, the prevailing wind direction and average annual temperature. Data is sent via the datalogger with bespoke designed communications and power supply systems (SIM) meaning that data is gathered remotely. The data collected will enable Cubico to refine its energy yield estimates and, as noted above, will assist in securing funding for the Scout Moor II wind farm from the selected turbine supplier, as well as supporting the construction and future operation of the wind farm.
- A lightening protection rod would also be attached to the top of the met mast.
- Ground-mounted photovoltaic modules spread across an area of 13.5m<sup>2</sup>, which will be used to charge the batteries of the monitoring equipment.
- Stock fencing installed around each of the six ground anchoring positions, comprising 1m high wooden fence posts, placed at 3m intervals and installed to a maximum depth of 1m. The posts would be infilled with wire mesh fencing. Each anchoring position would include a 216m<sup>2</sup> fenced area.
- Heras security fencing installed around an area of 1,592.5m<sup>2</sup> at the base of the proposed met mast. This would comprise 3.2m high spiked wooden posts, installed to a maximum depth of 1.2m, infilled with 2m high, 3.5m long heras fence panels.

The proposed met mast would be erected for a maximum period of up to 36 months.

## 5. POLICY CONTEXT

### National Planning Policy Framework

Section 2	Achieving sustainable development
Section 4	Decision-making
Section 6	Building a Strong Competitive Economy
Section 14	Meeting the Challenge of Climate change, flooding and coastal change
Section 15	Conserving and enhancing the natural environment
Section 16	Conserving and Enhancing the historic environment

### Development Plan

#### Local Plan Policies

SS: Spatial Strategy  
SD2: Urban Boundary and Green Belt  
ENV2: Historic Environment  
ENV3: Landscape Character and Quality  
ENV4: Biodiversity, Geodiversity and Ecological Networks  
ENV5: Green Infrastructure networks  
ENV6: Environmental Protection  
ENV7: Wind Turbines  
ENV9: Surface Water Run-Off, Flood Risk, Sustainable Drainage and Water Quality  
TR3: Road Schemes and Development Access

## **Other material considerations**

National Planning Practice Guidance  
National Design Guide  
RBC Climate Change SPD

### **6. CONSULTATION RESPONSES**

<b>Consultee</b>	<b>Summary of response</b>
LCC Highways	No objection
Rochdale MBC Highways	Objected initially. Following receipt of additional information Comments are: As long as the condition survey can be conditioned and we have a route to see remedial works undertaken on Rooley Moor Road I am happy we can protect the road surface.
GMEU - Ecology	I have no overall objections to the above application on Ecology grounds, but I would advise – <ul style="list-style-type: none"><li>• In order to ensure the safety of passing bird species, bird line markers should be installed along the guy lines of the met mast to prevent bird collisions.</li><li>• If construction commences within the nesting season (March to August; inclusive), an ecological walkover of the site should be completed prior to commencement by an experienced ornithologist in order to check for any signs of nesting birds within the site area, and within a suitable buffer zone of the mast location.</li><li>• In order to protect peat and associated habitats, the good practice construction measures proposed in section 6 of the Preliminary Ecological Appraisal provided to inform the planning application (Atmos Feb 2025) should be required to be implemented in full</li></ul>
Manchester Airport Safeguarding	No objection
Natural England	General Advice Provided

### **7. REPRESENTATIONS**

To accord with the General Development Procedure Order a site notice was posted close to the site on 26.02.2025.

Representations have been received from Rooley Moor Neighbourhood Forum, the Norden, Bamford & Heywood Bridleway Association, Rossendale Civic Trust and 10 members of the public all objecting to the development for the following reasons in summary:

#### ***Rooley Moor Neighbourhood Forum***

Regarding access routes, given the impact of the proposal on Catley Lane Head conservation area and on the Cotton Famine Road and the bridleway national trail, we ask that alternatives be considered.



In the application documents Cubico state they have all the appropriate permissions required to use mechanically propelled vehicles on the moor. The RMNF trustees are concerned this might not be the case.

This application also includes a loading area at grid reference SD 86949 16086 opposite the RMR / Knacks Lane junction for the transhipment of building materials. The location of this loading area is shown to be on land noted on the Rural Land Register Map as plot 9404, which is not common land but is in green belt and next to a section of RMR that is in the Catley Lane Head conservation area, which is in the borough of Rochdale. Presumably, any engineering works required to create this loading area will need planning permission from the Rochdale LPA.

The RMNF trustees consider it to be totally unacceptable to access the proposed loading area through Catley Lane Head village and conservation area and suggest Rochdale Councils Conservation Officer should be consulted.

The applicant appears to have not mentioned the Rossendale Commemorative Boundary Stone that sits adjacent to where the proposed mast would be installed. We ask that the applicant is required to demonstrate how that will be protected if permission is granted.

Having reviewed the Preliminary Ecological Appraisal, we suggest there should be no development activity during the bird nesting season, typically from early spring and through the summer months, especially given the proposed temporary structure would be placed in a priority area for Curlew. Nor should there be any activity during the lambing season. We also conclude the best way to protect degraded peat, and blanket bog is not to disturb it by digging it up to implant railway sleepers.

Further comments following reconsultation are as follows:

The CONSTRUCTION METHOD STATEMENT V8 has not been updated to reflect the changed location for the proposed loading area detailed in FIGURE 5 - SCOUT MOOR - TRANSPORT ACCESS TO THE SITE - V2B-MH (please see the attached Loading Area - Update), nor has any consideration been given to assessment of other routes to the construction site from Cowpe or Royds Road.

The RMNF trustees object in the strongest terms to the proposed illegal use by mechanically propelled vehicles on a national trail bridleway that is on common land, in green belt. We also object in the strongest terms to the Catley Lane Head Conservation Area being used to access the bridleway.

### ***Rossendale Civic Trust***

Rooley Moor is a very sensitive site in historical and natural contexts and its importance is very much underestimated in both. The development would be damaging to Rooley Moor Road. Both Rooley Moor Road and stone sett sections are included on draft Non-designated heritage assets list.

Therefore, we would urge Rossendale Council NOT to open up or encourage damaging access to this sensitive site, precariously located between heavily populated areas, and give recognition to the possible, or probable, consequences of not giving due respect to our environment.

Further representations have been received as follows:

The mast is to be constructed in RBC planning area but developer wants to access via green belt, conservation area and utilising a non-designated heritage asset (Cotton Famine Road)

Loading/unloading area is in close proximity to the junction of Rooley Moor Road and Knacks Lane. This is Green Belt, within a Conservation Area and it's construction involves engineering works. The loading/unloading area requires separate Planning approval of it's own.

No comments received from Rochdale Council's Conservation Officer.  
A meteorological mast is an industrial installation, designed to support a future major engineering. Not construed as a normal installation in an agricultural setting.

Access is via Rooley Moor Road and Cotton Famine Road. For much of its length, this route is not part of the Adopted Highway Network and is a Bridleway intended for pedestrian and equine access, with occasional use by agricultural vehicles appropriate to the landscape and terrain. Cotton Famine Road is a non-designated heritage asset and should be treated with the appropriate care and respect.

The Method Statement makes clear their intention to use a 10tonne tracked dumper and an 8tonne tracked excavator. These are not usual agricultural machines for use in this environment (most of the farmers and graziers use quads for their businesses) Access by these machines to the moors should not be allowed.

At the top of Rooley Moor Road there is clear signage which indicates that the route is subject to both a Section 59 Warning and a PSPO prohibiting inappropriate access. Local residents have been actively supported GMP, in their enforcement activities for nearly a decade. Against this background, Cubico have failed to provide details of any specific legal advice they have received in relation to access.

The submitted documentation does not feature an examination of alternative options for access.

No work of any sort should be allowed during bird nesting and lambing seasons.

The set down area for equipment is at Catley Lane head at the bottom of the Cotton Famine Road. Intention is to use the Cotton Famine Road to move machinery and equipment to the site. No scoping assessment as to whether this is the only route to access the site. Strongly object to using this route as it is part of the National Trail, The Mary Towneley Loop which is used on a regular basis by horses from both the local area and from around the Country.

Road is a narrow single track road with huge ditches at both side and no passing places for miles. Should a horse encounter large machinery there is a great likelihood that it would go into flight mode and try and leave the route with catastrophic consequences to both Horse and Rider. This is our main objection.

The route is also though of great historic interest and is good for the economy of the area with visitors coming specifically to view this historical feat. The Road was never intended for modern day heavy machinery and hence using it in this way would have major irreversible detrimental impact on the road.

Aesthetics - This will radically change the open moorland and views and amenity across key heritage assets such as the Cotton Famine Road, Waugh's Well, Prickshaw and Catley Lane Head.

Potential irreparable damage to the Cotton Famine Road. This road is of important historical significance to our town, even though it is still to be officially identified as a heritage site.

Catley Lane Head is the proposed access to the wind farm which is within a conservation area. It cannot withstand the heavy traffic

The application makes no mention of any allowance/reference regarding horses or ponies, sheep or cattle, or the priority area for Curlew and redshank birds.

The mast would contribute significantly to the industrialisation of the landscape which is a unique green space for Rossendale and Rochdale. This mast would damage the views and amenity from many important viewpoints, such as Waugh's Well, Catley Lane Head, the Prickshaw Conservation Area and the Cotton Famine Road

If it is the case that the mast is ONLY required for securing third-party funding and not a mandatory requirement for securing planning, then this application should be rejected outright since the benefit is all to Cubico and the damage to the environment will be "ours".

Unfortunately the mast would probably remain after 3 years if the wind farm proposal goes ahead and if it doesn't go ahead what would be the commitment to decommission - Dulas method statement - When the mast is being decommissioned it will be carefully lowered and dismantled in sections. The foundation of the mast including the anchors will be removed if safe to do so and the area will be backfilled and compacted restoring the sites original grade.

The site is not just open moorland, it is on the highest point of Rooley Moor - Top of Leach at 474 M and adjacent to and only a few metres from, the Pennine Bridleway

All material planning considerations from the comments received have been taken into account in the determination of this application.

## **8. ASSESSMENT**

The main considerations in this case are as follows:

- 1) Principle;
- 2) Visual Amenity/Landscape Impact /Heritage Impact;
- 3) Residential Amenity;
- 4) Access, Parking and Highway Safety and Public Rights of Way
- 5) Ecology

### **Principle**

The application site is located within an isolated and exposed area of Countryside, the essentially open and rural character of which should be protected. However, the NPPF

and Development Plan policies are supportive of development of renewable energy resources.

The proposed development is not particularly appropriate to a rural area. However, it is intended for a temporary period and suitable re-instatement of the land is proposed following completion of the development's function.

Having regard to all of the above, the development is considered to be acceptable in principle.

### **Visual Amenity / Layout and Design / Heritage Impact**

Paragraph 135 of the Framework states that planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>46</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

In relation to the historic environment Section 16 of the Framework states *local planning authorities should take account the desirability of new development making a positive contribution to local character and distinctiveness and the desirability of sustaining and enhancing the significance of heritage assets.*

Paragraph 210 of the National Planning Policy Framework requires that *when determining applications affecting heritage assets local planning authorities should take account of:-*

- a) the desirability of sustaining and enhancing the significance of those assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.*

Policies ENV1 and ENV2 of the Rossendale Local Plan state that all proposals for new development in the Borough will be expected to take into account safeguarding and enhancing the built and historic environment.

Whilst the mast will have an industrial character, and will be visible from a wide area, it is a temporary installation that will aid the future provision of renewable energy. The mast, whilst not a particularly attractive structure, will not have a significant long-term negative impact on the character of the landscape.

In view of the above, it is considered that in terms of visual amenity and temporary impact on landscape character, the proposed development is in accordance with Policies ENV1, and ENV3 of the Rossendale Local Plan.

With regard to any impact on the historic environment, the development utilises Rooley Moor Road to access the site. This is a non-designated heritage (NDHA)

Paragraph 216 of the NPPF states *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*

Access to the site is through Catley Head Conservation Area.

In terms of the impact on NDHA and the Conservation Area, it is unlikely that the development will impact materially on the significance of these assets due to the short length of time the road will be in use and the temporary nature of the mast. The Highways section of this report discusses any possible damage to Rooley Moor Road

As such, the scheme is in accordance with Section 16 of the Framework and Policy ENV1 and ENV2 of the Rossendale Local Plan.

### **Residential Amenity**

The Framework advises that Planning policies and decisions should ensure that developments:

*“Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience”*

Policy ENV1 of the Local Plan states that all proposals should take account of the following:

- “c) *Being sympathetic to surrounding land uses and occupiers and avoiding demonstrable harm to the amenities of the area*
- d) *The scheme will not have an unacceptable adverse impact on neighbouring development by virtue of it being overbearing or oppressive, overlooking or resulting in an unacceptable loss of light:- nor should it be adversely affected by neighbouring uses and vice versa.”*

The closest dwelling is 1.3km from the site. The proposed development will not impact on the residential amenity of nearby occupiers and is in accordance with Policy ENV1 and the Framework.

### **Access, Parking and Highway Safety and Public Rights of Way**

Access to the site is from Rochdale, through Catley Head Conservation Area, utilising Rooley Moor Road.

Rochdale MBC Highways have been consulted and whilst initially objecting in relation to the use of Rooley Moor Road, following amendments to the construction method statement are now satisfied with the development subject to a condition in relation to a condition survey of Rooley Moor Road being carried out to ensure that there is a process in place for remedial works to be undertaken on Rooley Moor Road if required following the development.

LCC Highways have no objection to the proposed development.

RMNF have objected to the use of Rooley Moor Road for a number of reasons some of which are not planning-related.

However, the Construction Method statement V8 has provided an assessment of why other routes to the site have been discounted and confirmed that there are no works required to the loading area.

Subject to the recommended condition, the proposed development is acceptable in terms of access parking and highways safety.

### **Ecology, Trees and Biodiversity Net Gain**

Policy ENV3 of the Local Plan advises that:

*“The Council will expect development proposals to conserve and, where possible, enhance the natural and built environment, its immediate and wider environment, and take opportunities for improving the distinctive qualities of the area and the way it functions.”*

*“Policy ENV4 Biodiversity, Geodiversity and Ecological Networks states:*

*“Development proposals that have potential to affect a national or locally-designated site, as shown on the Policies Map and its immediate environs, or on protected habitats or species, will be expected to be accompanied by relevant surveys and assessments detailing likely impacts. A sequential approach should be followed to avoid harm and where possible enhance biodiversity, and where not possible, provide appropriate mitigation and, as a last resort, on and off-site compensatory measures to offset the impact of development”.*

*All development proposals should seek to protect and enhance biodiversity, and will be requested to quantify any net gains”.*

A Preliminary Ecological Appraisal has been submitted alongside the application. Comments from the Council’s Ecology consultant (GMEU) are as follows:

*I have no overall objections to the above application on Ecology grounds, but I would advise –*

- In order to ensure the safety of passing bird species, bird line markers should be installed along the guy lines of the met mast to prevent bird collisions.*
- If construction commences within the nesting season (March to August; inclusive), an ecological walkover of the site should be completed prior to commencement by an experienced ornithologist in order to check for any signs of nesting birds within the site area, and within a suitable buffer zone of the mast location.*
- In order to protect peat and associated habitats, the good practice construction measures proposed in section 6 of the Preliminary Ecological Appraisal provided to inform the planning application (Atmos Feb 2025) should be required to be implemented in full*

*Reasons – conservation of protected species and notable habitats*

Subject to conditions relating to the measures detailed above, the proposal is acceptable in terms of ecology and biodiversity and in accordance with Policies ENV3 and ENV4 of the Rossendale Local Plan.

## **9. CONCLUSION**

In light of the potential benefits to renewable energy generation facilitated by this development, and because the met mast is not likely to result in any long-term harm to the amenities of occupiers of any buildings, the landscape as viewed from the site or its surroundings, ecology, heritage assets, the safety of users of public rights of way, or aviation, it is considered that the proposals are acceptable.

Subject to appropriate conditions the proposed development is acceptable and in accordance with the Rossendale Local Plan and the Framework.

## **10. CONDITIONS**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

*Reason: To accord with Section 51 of the Planning and Compulsory Purchase Act 2004.*

2. The development shall be carried out in accordance with the application form received 25.02.2025 and the following:

Figure 1 - Scout Moor - Site Location - V1C received 25.02.2025  
Figure 2 - Scout Moor - Layout Plan - V1D received 25.02.2025  
Figure 3 - Scout Moor - Indicative Mast Elevation - V2A received 25.02.2025  
Figure 4 – Scout Moor - Mast Plan View - V1A received 25.02.2025  
Figure 5 - Scout Moor - Transport Access to the Site - V2b received 04.04.2025  
Figure 6 - Scout Moor - Heras Security Fence - V1C received 25.02.2025  
Figure 7 - Scout Moor - Stock Fence - V1B received 25.02.2025  
Figure 8 - Scout Moor - Welfare Unit - V1B received 25.02.2025  
Construction Method Statement\_V8 received 14.03.2025  
Preliminary Ecological Appraisal (Atmos Consulting February 2025) received 25.02.2025.  
Planning Statement received 25.02.2025

*Reason: To define the permissions and in the interests of the proper development of the site.*

3. Construction works and decommissioning works shall not take place outside the following hours:  
Monday to Friday      08:00 to 18:00  
Saturday                08:00 to 13:00  
Construction works shall not take place on Sundays, or Bank / Public Holidays.  
Access and egress for delivery vehicles shall be restricted to the working hours indicated above.

*Reason- to ensure that site working only takes place during normal working hours in order to restrict the times during which any disturbance and nuisance may arise.*

4. The Local Planning Authority shall be notified of the date on which erection of the met mast hereby permitted is completed, within 28 days of this event. The met mast shall be removed from the site and the land reinstated to its former condition no later than 3 years from the date its erection is completed.

*Reason: To protect the essentially open and rural character of the Countryside.*

5. Vegetation clearance works, site preparation, vehicle movements associated with the development, development work or other works that may affect ground nesting birds shall not be carried out between March and August inclusive, unless the absence of nesting birds has been first confirmed by further survey or inspections by a qualified ecologist.

*Reason: In the interests of ecology/biodiversity.*

6. Any excavations required in connection with the met mast hereby permitted shall not be left open overnight.

*Reason: In the interests of ecology/biodiversity and public safety.*

7. The construction and decommissioning of the equipment shall be carried out in full accordance with Section 6 of the Preliminary Ecological Appraisal (Atmos February 2025).

*Reason: In the interests of ecology/biodiversity.*

8. A pre-commencement photographic condition survey of the proposed construction traffic access route along Rooley Moor Road shall be completed and submitted to the Local Planning Authority prior to commencement of development for the section of Rooley Moor Road to be used by any construction traffic.

Upon substantial completion of the development, a further post-development photographic condition survey of the same section of highway shall be submitted to the Local Planning Authority for its approval, along with a scope of highway remedial works and timetable for rectifying any damage caused during the construction period.

Any damage shall then be repaired in conjunction with the Highway Authority in accordance with the approved scope of highway remedial works and timetable.



*Reason: In the interests of highway safety and protection of a non-designated heritage asset*

## **11. INFORMATIVES**

1. The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.
2. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on [PROW@lancashire.gov.uk](mailto:PROW@lancashire.gov.uk), quoting the location, district and planning application number, to discuss their proposal before any development works begin.





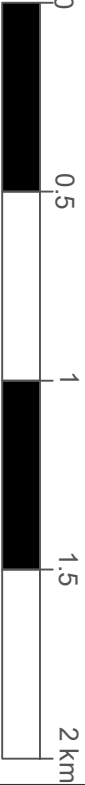
#### LEGEND

- Planning application boundary
- Land-owner Boundary

#### NOTES

In places where the land-owner boundary is not visible it is coincident with the planning application boundary

#### Scale Bar



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Scale (@ A3) 1:20,000 Date: 27th November 2024

Prepared by:  **dulas**

Client: Cubico Invest

Project: Scout Moor

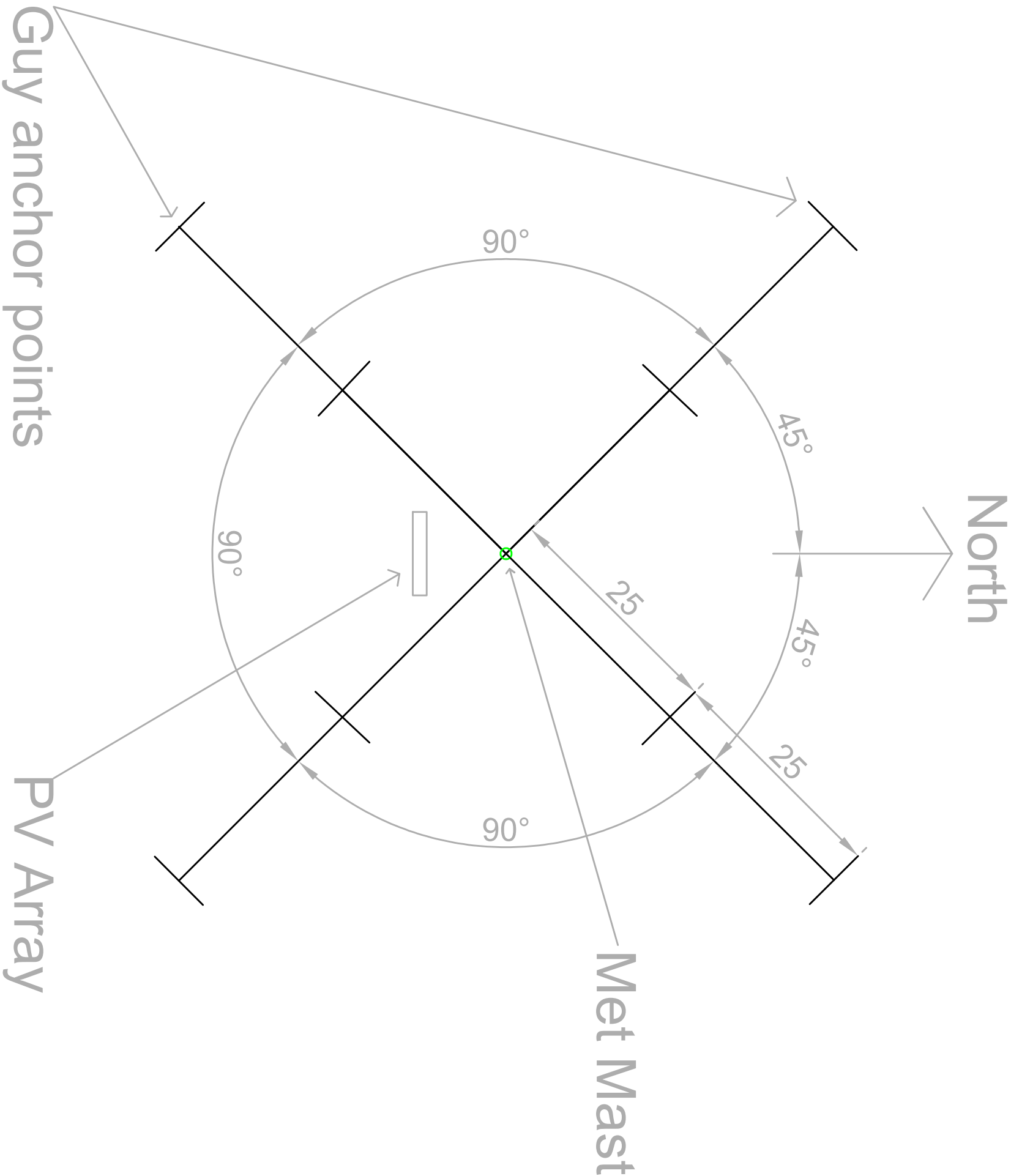
Figure 1 - Site Location

Drawn by: MH Checked by: MP Version: 1c

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All measurements are in meters unless otherwise specified



Scale Bar



Scale (@ A3) 1:500

Date: 11th December 2024

Prepared by:



Client: Cubico Invest

Project: Scout Moor

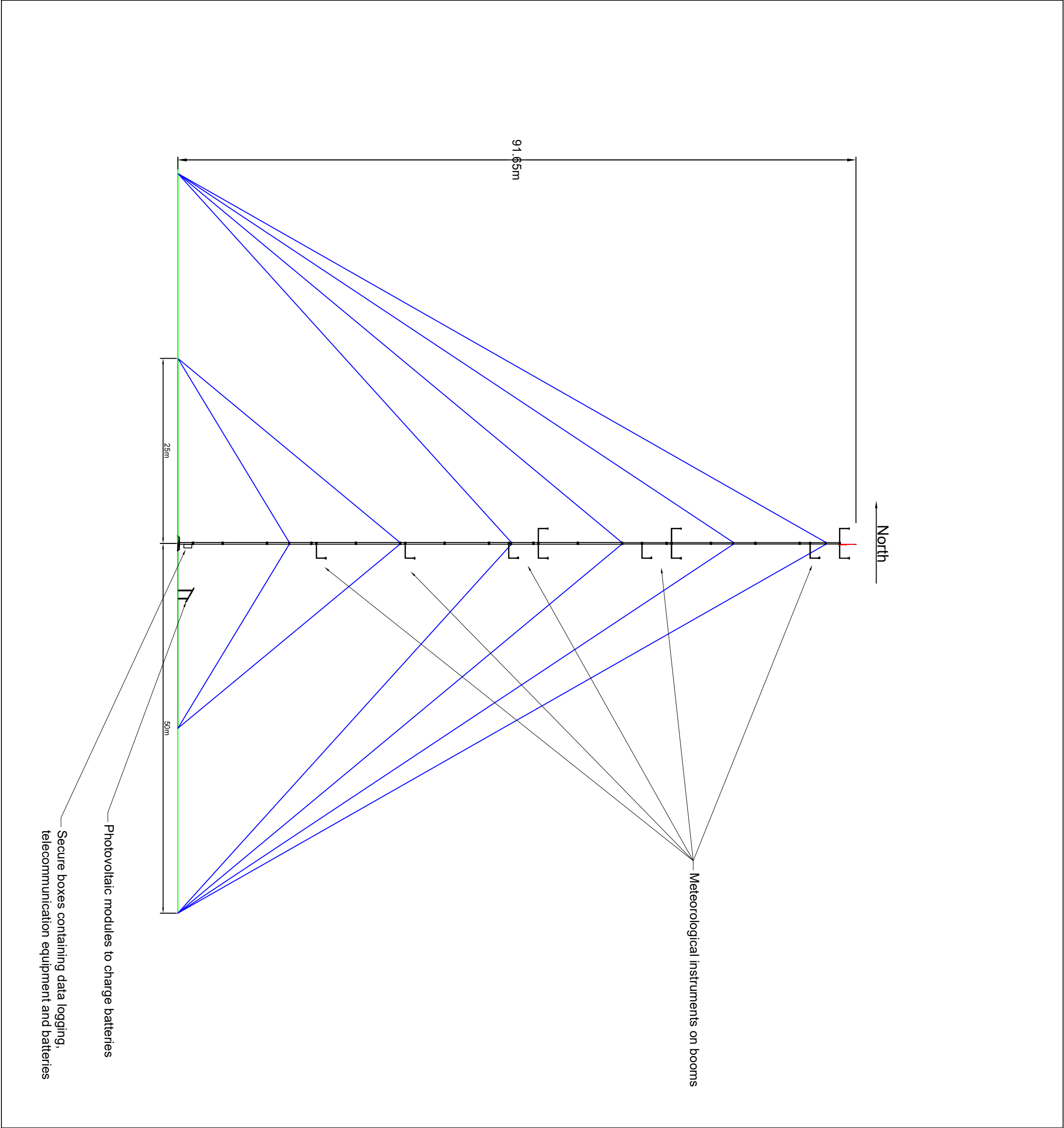
Figure 4 - Mast plan view

Drawn by: MH

Checked by: RK

Version: 1a

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**NOTES**

All dimensions are in metres unless otherwise stated

This drawing is based on a 90m tilt-up meteorological mast with rigging to 50 & 25m anchor radius.


Mast diameter: 219.1mm OD below 60m / 197.3mm OD above 60m

Mast to instrument c-c: 2000mm

Boom to instrument c-c: 1200mm

**LEGEND**

- Lightning Protection Rod
- Ground Level
- Guy Wires

Scale (@ A3) 1:500		Date: Jan 2025	
Prepared by:			
<div></div>			
Client: Cubico Invest			
Project: Scout Moor			
Figure 3 - Indicative Met-Mast Elevation			
Drawn by: MH	Checked by: BBP	Version: 2a	
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