

## UPDATE REPORT



### **FOR DEVELOPMENT CONTROL COMMITTEE MEETING OF 24<sup>th</sup> June 2025**

#### **B1. 2025/0061 - Land To The West Of Rooley Moor Road.**

Following the additional consultation carried out, on details relating to the construction signage, comments received prior to the publication of the Committee Agenda were included in the Officer Report.

There have been a further 17 objections to the proposed development summarised as follows:

- No public benefit from the proposed development
- Given the clear link between this application and a large-scale development, an EIA should be required.
- Impact on peat protection and ecological risks posed.
- The site is subject to multiple environmental protections, underscoring its sensitivity.
- The highly elevated site at Top of Leach (474m) is prominently visible across the region, intensifying its adverse visual impact on key heritage and scenic locations and ecological importance.
- Impact on wildlife and farm animals
- Impacts on CRoW land
- Construction route impact on Conservation area and NDHA's
- Use of vehicles on route impact use of the land by public and residents
- Application should be deferred until the application for the windfarm is decided
- Direct conflict with Rosendale Planning Policies
- Use of alternative technologies should be considered
- Industrialisation of the landscape
- Legality of use of access road
- Concerns about enforceability of planning conditions
- Loading and storage of construction equipment in a conservation area should not be allowed
- Radio Interference and light interference at local observatory
- Not addressed safety of horses and riders
- How will construction traffic be unloaded
- Details of mast not provided

A separate attachment with the Update Report produced by an objector includes a collection of images which illustrates the risk to walkers, runners cyclists and horse riders, of leaving the Bridleway open for the duration of the work.

There are no additional issues raised that are not already covered in the assessments undertaken within the report.

The re-consultation since the last meeting of Planning Committee has related to the construction signage only, as there are no changes proposed to the design or location of the temporary Meteorological Mast itself. The impacts of the application proposal have already been considered when the application was reported to the previous Planning Committee meeting. Therefore, there is no change in the proposed recommendation, which is to approve the application subject to the conditions contained within the report.

**2025/0078 – 190 Haslingden Road**

Further comments have been received from Andy McNae MP since the publication of the Committee report – supports the application.

No changes to the recommendation are proposed.

**Mike Atherton**  
**Head of Planning**

**23.06.2025**

**. Image 1**



**Image 2**



**Image 3**



**Image 4**



**Image 6**



**Image 5**





## Image 7



Images 1-6 show the narrow width of Cotton Famine Road (in many places measured at less than 13feet wide) Images 1-6 also show the deep ditches and ravines on either side of the Bridleway, measured at more than 5feet deep in places.

Image 7, taken from the Applicants Method Statement shows MST 1500VDL Tracked dumper, intended for use to access the Application Site. This vehicle is nearly 8 feet wide and has a gross, laden weight of 10,900 kilograms.

The introduction of an 8ft wide vehicle on a 13ft thoroughfare, leaves 5ft for other users to pass safely.

This Route is frequently used by horse riders, many of whom are young and inexperienced and use our moors as a quiet, safe place to indulge their pastime. Horses and ponies are flight animals, and when constrained or startled by noise or visual stimuli, their first instinct is to take flight. If, during that flight horse and rider land in any sort obstruction or ditch, the consequences could be catastrophic.

This Moor is also home to a unique herd of wild moorland ponies. They are also at risk if large mechanical vehicles invade their habitat.

In order to reassure all concerned that the safety of all users have been considered a full Risk Assessment should be presented to Planning and incorporated in the Conditions attached to this Application. On this subject, the Lancashire Right of Way Team, make their reservations clear; their consultation response contains the following:

“Temporary closure If works relating to the proposed development are likely to cause a health and safety risk to users of a public right of way a temporary closure order must be made and in effect prior to commencing those works. Applications should be made 8 weeks before commencement to avoid delay to the works. Further details on closure can be found at Request a temporary closure of a public right of way - Lancashire County Council.”

The Applicants, as a professional organisation should have the safety of all stakeholders as a paramount consideration. Do you think this Application demonstrates that level of commitment? Has the available alternative routes been considered seriously to help mitigate risks to legitimate users of the National Trail? Has the decision been made purely on Cost Grounds?

Nigel Morrell

20.06.2025