Where is the CEP granite?

Calderdale Energy Park is a proposal to build England's largest wind farm on Walshaw Moor between Haworth, Hebden Bridge, Burnley and Colne. Wind farms need huge quantities of crushed stone (aggregate) to build their internal access tracks and to make concrete. The big Scottish and Welsh wind farms quarry their stone onsite from borrow pits. They only need a bit of imported stone to reach the first borrow pit.

Because it is impossible to build CEP using the onsite stone, CWF Ltd have finally admitted that 616,000 tonnes of a hard stone like granite must be imported from beyond Yorkshire and Lancashire. The amount is stated in their preliminary environmental information report (PEIR), published on 8 April 2026.

Table 7 Track Material Deliveries

Element	Volume / Installation (m^3)	Total Weight (t)	Lorry Capacity (t)	Inbound Trips	Total Journeys
Imported aggregate	280,000	616,000	20	30,800	61,600

When the proposal was begun, CWF Ltd stated that they would use the onsite stone, supplemented by some gritstone from Halifax to build the tracks. On 17 May 2025 they were given (by WTRG) and finally accepted (on 21 May 2025) conclusive proof that Lancashire/W Yorkshire gritstone was too weak and porous to make road stone or concrete. Every reputable builder knows this, as do Richard Bannister's gamekeepers, who scrupulously use blue granite because limestone is a forbidden bog poison. CWF Ltd's failure to discover this fact from inception on 11 November 2021 to being told by the Walshaw Turbines Research Group (WTRG) on 17 May 2025 is one of their biggest acts of incompetence in a proposal that has been rife with errors, some of them child-like.

CWF Ltd continued to hope in late May 2025 that they might use limestone (which is a hard stone) "in some places" but limestone is a bog poison so they have been told it must be an inert stone like granite. "Non-calcareous hard stone" is the stated requirement. The 616,000 tonnes in table 7 above is the granite. This need for this granite is unconsulted: no mention at Non-statutory or Scoping consultations. WTRG sent a legal letter post non-statutory consultation to CWF Ltd on this failure to consult what WTRG estimated (June 2025, correctly) would be 600,000 tonnes of granite. The need for this granite was also obvious at inception on 11 November 2021. CWF Ltd provably failed to do due diligence on aggregates.

In the Preliminary Environmental Information Report (PEIR) published 8 April 2026 for the Statutory Consultation, CWF Ltd begin to admit their granite problem.

Table 22-13: Estimated Materials Requirements for the Construction Phase of the Proposed Development

Material	Quantities* (provided by the Applicant)		Notes*
	Onsite	Offsite	
Peat[42]	544,800m^3	0	100% reused on the Proposed Development[43,44]
On-site excavated materials[45]	1,060,800m^3	0	Reused on the Proposed Development: Fill[46]: 566,000m^3 Landscaped material[47]: 494,800 m^3.
Non-calcareous stone (Crushed rock)	0	196,100m^3	Imported to be used for capping material and running surface.[48]
Recycled aggregate	0	83,900m^3	The Applicant has identified that washed and recycled railway ballast to be used in capping (estimated 30%).

Materials and Waste table 22-13 shows that they propose to import recycled railway ballast for 30% of the hardstone and import 70% of new stone.

The railway ballast is already on the rail system. The fresh granite could come from Shap in Cumbria (in which case direct lorry delivery is just about possible but very unlikely indeed) or Mountsorrel in Leicestershire or Glen Sanda on Loch Linnhe. The latter two are not outlandish. Glen Sanda exports only by sea, to port depots from where the rail system can be used to distribute; Mountsorrel similarly exports by rail.

The Shap granite can also easily be exported by rail to Leyland sidings in Lancashire (Junction 1 of M65) by rolling down the West Coast Main Line.

It is clear that all the granite must be brought by rail to rail heads that are close enough to permit delivery to site in 20 tonne loads.

The PEIR gives the distribution of the HGVs in the peak month 21. The huge majority of the HGV traffic is aggregate delivery for tracks and concrete.

Table 11 Peak Construction Traffic

No	Survey Location	Cars & LGV	HGV	Total
1	A6068 Keighley Road, Cowling	8	0	8
2	A6068 Access Junction	47	201	247
3	A6068 Laneshawbridge	47	201	247
4	A6068 Colne	39	201	239
5	C682 Lancashire Moor Rd / Two Laws Rd	47	201	247
6	A6033 Hebden Bridge Road	40	34	74
7	A6033 Hebden Bridge	20	2	22
8	A6033 Howarth	20	12	32
9	A646 Burnley Road, Hebden Bridge	16	2	18
10	A646 Bankfoot, Burnley	4	0	4
11	A629 at Rawlings Street, Keighley	20	12	32
12	M65 at Burnley	26	74	100
13	A56 at Kelbrook	0	148	148
14	A56 northeast of Thornton in Craven	0	148	148
15	A59 West of Skipton	0	148	148
16	Moor End Road, Halifax	0	22	22
17	Mount Tabor Road	0	22	22
18	Cold Edge Road	0	22	22

Table 11 of PEIR traffic appendix 14-1 shows the distribution of the granite delivery lorries in the peak month 21. It shows 74 lorries at Burnley M65 and exactly double 148 lorries on the route A59 west of Skipton-A56 Thornton in Craven-A56 Kelbrook.

So the distribution of the granite is about 200,000 tonnes M65 to 400,000 tonnes A59 Skipton.

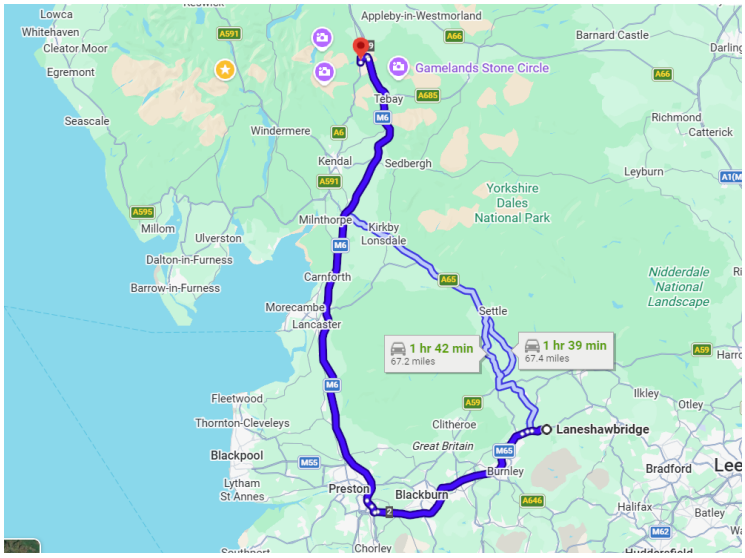
The question, which is not answered in the traffic assessment chapter, is:

Where does that 400,000 tonnes of hard stone west of Skipton come from?

1. It does not come from Leyland up the A59 (which would be a kind of “Colne bypass”) because that stretch of the A59 is explicitly left out of the study area.

2. It could be the nationally significant deposit of greywacke quarried at Arcow north of Settle. This material is suitable but over-specified for a wind farm.

3. It could at an immense stretch be coming direct from Shap via A65 Settle.



4. It could be granite delivered to a rail head near Skipton. The rail head stated in the PEIR Materials and Waste Ch 22 footnote 48 is **Horton**.

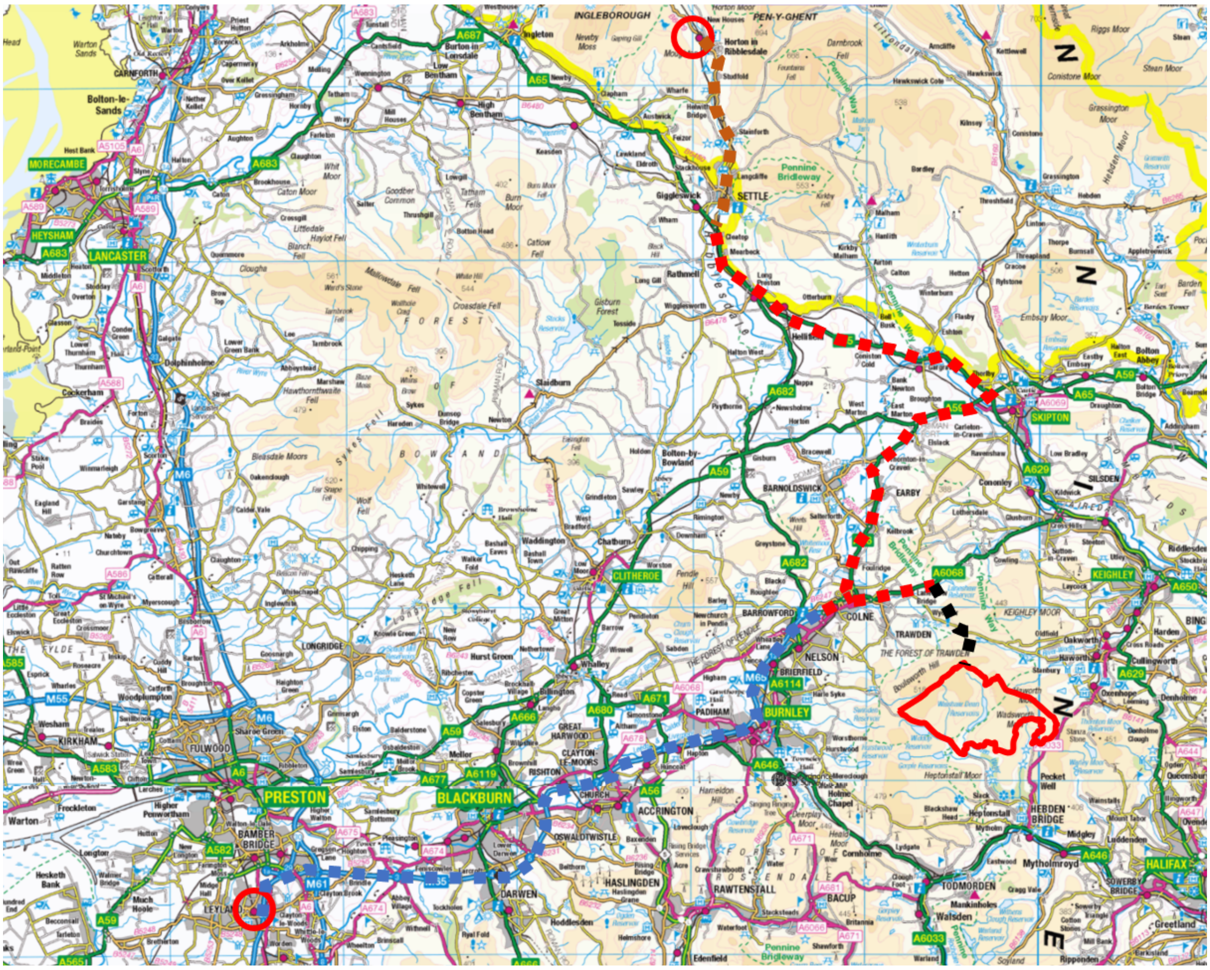
> [48] Non-Calcareous imported stone as structural layer on formation. This may be imported from hardstone/ granite quarries by rail to railheads at Leyland or Horton. This will give access to recycled processed spent rail ballast options for the network recycling hubs.

This is the only actual explanation for this mysterious 400,000 tonnes of granite that is given in the PEIR.

The granite is going to be quarried somewhere, loaded onto rail wagons, taken to Horton-in-Ribblesdale, tipped onto the sidings, bulldozed onto lorries and delivered to the CEP site via Settle.

Settle councillors should be able to check the details of this “Horton” option with a few phone calls to CWF Ltd and Heidelberg who own the sidings.

CWF Ltd then have to explain to the Settle councillors where the 400,000 tonnes of hard stone on the “A59 west of Skipton” is quarried, and how it has ended up west of Skipton without going through Settle.



Nick MacKinnon of WTRG has spoken to Donald Mackay the CWF Ltd engineer about Horton. MacKinnon said that Horton was not a realistic alternative because it isn't a receiving depot, and it would all have to go via Leyland and Colne.

Donald Mackay was rattled for the first time. He talked about the logistics of wagon movements on railways and that all that was needed at Horton was some bulldozers. This is not correct. The wagons would have to dump their granite onto non-existent stockpile pads. There is no lorry access to the sidings. There is no consent from YDNPA to use Horton for this purpose, which is the opposite of the consented and celebrated purpose of the Horton sidings to get lorries off the Dales roads.

Horton is simply not a receiving depot for aggregates. It is an export facility.

CWF Ltd therefore have to explain where that 400,000 tonnes of Skipton granite is coming from or their whole traffic analysis is a fiction.

We have been contacting councils in the Dales mainly to get them to confirm that they have not been consulted on any of this 400,000 tonnes of granite moving through their area.

Once the Dales councils respond to this nonsense, the traffic assessment of the PEIR and the proposal collapses right now, rather than during the examination phase.

The only realistic way to get the granite to site is 100% Leyland-M65- Colne, and for some reason CWF Ltd are very reluctant to do that.

It has been suggested that there is a conflict of interest for the Walshaw Moor owner, Richard Bannister, because his fortune is built on Boundary Mill in Colne, and that is where the traffic jam is already.

Once the Horton option is clarified by the Settle and YDNPA councillors, CWF Ltd may then have to reconsult the whole traffic assessment through Colne or risk the proposal being refused examination.

There may be other rail head possibilities on Settle-Skipton railway but none of them exist at present and the PEIR traffic assessment is a fiction without indicating one, as Horton was indicated.

WTRG believe this failure to specify realistic granite routes is fatal to confidence in the PEIR, and collapses the Statutory Consultation.

Nick MacKinnon

WTRG