Stronger Together response to the PEIR for Calderdale Energy Park

4 June 2026

This document has been written by the following members of the Stronger Together to Stop Calderdale Wind Farm coalition: For Peat's Sake, Forus Tree, Upper Calder Wildlife Network, Walshaw Turbines Research Group, Worth Valley Against Walshaw Moor Wind Farm.

Responses have been given to the following chapters of the PEIR.

PEIR Ch 4 The proposed development

Summary of location errors in published documents

The four iterations proposed by CWF Ltd on Walshaw Moor have unprecedented simple location errors in their associated publications. This summary of location errors is a guide to the more extensive analyses given in the references. No location errors of any kind have been found in a peer group sample[1] of onshore wind farm proposals. Any PEIR has complex evidence and modelling which may be impossible for consultees to assess and is taken on trust. The presence, throughout the CEP pre-application process, of simple location errors, occurring in multiple documents, indicates that no statement in the PEIR concerning the reality of Walshaw Moor can be taken on trust.

CEP PEIR

At launch, and persisting until Walshaw Turbines Research Group (WTRG), part of the coalition campaign group Stronger Together, notified CWF Ltd and PINS of the errors[2], the master location Table 4-1 of millimetric turbine locations did not match the maps published of the proposal. The PEIR 4.3.3 states that "the indicative turbine locations identified at this stage and used for the preliminary assessments presented in this PEIR, are provided in Table 4-1" but in fact the maps were right, and the location table was wrong. For five turbine locations in the table were wrong and the magnitude of the errors was: T22 (192 m), T27 (155 m), T28 (342 m), T30 (191 m) and T34 (39 m).

CEP Scoping Report

The list of location errors in the Scoping Report is very extensive. There are 13 separate errors on the hydrology map 8-1; three different maps of the layout are given in the noise chapter; the Scottish rivers Kelvin and Water of Feuch are said to flow through Walshaw Moor and to be infested with Himalayan balsam; there are 24 road numbering errors in the Transport and Access chapter with the M65 and M56 repeatedly confused; the A646 appears as the A644 and A464. The WTRG list of these road errors is published in Scoping Opinion adopted by the Secretary of State.[3]

CEP Consultation Brochure

At the launch on 29 April 2025 of CEP, a 41-turbine development, a suite of eight maps had a Turbine 42 and no Turbine 38. A further error in the peat depth map could only be corrected by the insertion of a sticker in all the Consultation Brochures.[4]

CWF website

From September 2023 until October 2024, CWF website stated from September 2023 to October 2024 that CWF was accepted to connect at Padiham, when the Embedded Capacity Register of Electricity North West showed no acceptance at Padiham, but 170 MW accepted at Rochdale. The website gave the transmission voltage of the National Grid as 440 Kelvin Volts. After these errors were pointed out by WTRG, the CWF website was deleted, except for its front page.[5]

---

[1] The CWF Ltd publications have been assessed relative to a peer group of Dengie Marshes, Whitelee, Viking, Black Law, Pen y Cymoedd. There are zero location errors in the publications of the peer group proposals.
[1] Notification acknowledged by PINS 29 April 2026
[2] ibid
[3] Scoping Opinion adopted by Secretary of State 10 October 2024 p 112-114
[4] Guest blog – Walshaw Turbine 42 Calderdale Energy Park by Nick MacKinnon – Mark Avery
[5] This response, Ch 5 section 15 has the relevant screenshots

PEIR Ch 5 Alternatives and Design Evolution

In order to assess the due diligence with regard to alternative sites, we must consider evidence about the experience of the founder, and now Executive Chairman, of CWF Ltd, Christopher Wilson. His experience relative to other developers at the proposal's effective inception on 11 November 2021 determines the range of alternative sites to which he might have had access then or subsequently.

We shall show that CWF Ltd, and its founder Christopher Wilson, had no reputation as a developer of wind farms when the proposal on Walshaw Moor began, and the performance of CWF Ltd since inception has reduced their credibility at each of four stages since inception. We consider these circumstances to have so narrowed the alternatives available to CWF Ltd that they were left only with the highly unsuitable Walshaw Moor.

We question the governance structure of CWF Ltd, since it has had, prima facie, an empty PSC register since 19 May 2025, this may be a criminal offence under the Companies Act 2006 carrying a maximum sentence of two years, and CWF Ltd are aware of the problem since the event on 19 May 2025 is specifically addressed in one of the FAQs on its website.

In this response to Ch 5 we refer to the classic paper 'The escalation of commitment to a course of action' by Barry M. Staw[6].

1. The following statements are taken from the PEIR for CEP.

5.1.1 In accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations') an important part of the EIA process is to describe the reasonable alternatives considered during the evolution of the Proposed Development, such as design, technology, location, size and scale, and to set out the main reasons for selecting the chosen option. As such, this Chapter describes the reasonable alternatives that **have been considered**, at this preliminary stage of the Proposed Development.

Comment: Chapter 5 does not describe any reasonable alternatives that have been considered.

5.2.6 The Planning Inspectorate's (PINS) Advice Note Seven reinforces this approach, confirming that a good ES should 'explain the reasonable alternatives considered and the reasons for the chosen option, taking into account the effects of the proposed development on the environment'.

5.5.1 A robust site selection process **is being carried out**, comprising a number of detailed appraisal stages, **to validate the chosen PEIR Boundary** for the Turbine Area. The selection and optioneering of the cable corridors and access routes is explained in Section 5.6: Alternative Designs.

Comment: Note the change of tense between 5.1.1 ('have been considered') and 5.5.1 ('is being carried out'). Note the retrospective validation of a course of action begun in 2021 that has undergone 'escalation of commitment'. The escalating proposal has now consumed £15 million of the investor's money[7] and demanded the close attention of numerous consultees, agencies and the Planning Inspectorate.

5.5.5 Land Availability and Scale - identification of developable area that is available, of at least 2,000 ha*, this included the aggregation of two smaller adjacent parcels of 1,000ha within 1km of each

[6] Staw, Barry M,, The Escalation of Commitment to a Course of Action, *The Academy of Management Review*, Vol 6., No. 4 (Oct. 1981) pp 577-587

[7] CWF accounts year ended 31 December 2025. The figure is £15,120,494

other. This included ensuring 50% of the land parcel has a gradient of 20%, to accommodate the turbine layout and associated infrastructure efficiently and safely;

*A 2,000ha search area has been applied as this represents the maximum size of the Turbine Area.

Note the confirmation bias here, a symptom of the escalation of commitment. The search for alternatives is retrospectively filtered to match the area of Walshaw Moor, but as we shall show, Walshaw Moor was available to the inexperienced developer Christopher Wilson only because it was so unsuitable.

Also note the slapdash sentence, "This included ensuring 50% of the land parcel has a gradient of 20%, to accommodate the turbine layout and associated infrastructure efficiently and safely." The meaning here is presumably that to be considered suitable, at least 50% of the land parcel had a gradient of **less than** 20%. The PEIR layout for CEP has several turbines located on ground where the gradient exceeds 20%. The maximum gradient of any existing Pennine single wind turbine site is 12% (one example in Coal Clough WF). Pennine wind turbines do not need to be built on sites exceeding 10% because the high ground forms plateaux. CEP has turbines on very steep ground (several > 20%) because it has become overcrowded as it has retreated from the deeper blanket bog. No actual wind farm in the UK is as congested as CEP.[8]

2. Date of inception

CWF Ltd was incorporated on 15 February 2021 with Christopher David Griffin Wilson as sole Director. Mr Wilson resigned as Director on 21 March 2022, since when he has been Executive Chairman; on 21 March 2022 Dr Ghazi Mohammed Ahmed Osman became sole Director. Dr Osman's doctorate is in Civil Engineering.[9]

The first involvement of Al Gihaz Holding, a company registered in Saudi Arabia was on or before 11 November 2021, since this is the date of their agreement with Walshaw Moor Estate. Clause 6.1.3 of this agreement is referenced in the Proprietorship Register of several parcels of land on Walshaw Moor, including The Waste WYK118799, owned by Richard Bannister. We can thus date the start of what Professor Staw calls "the escalation of commitment" to 11 November 2021.

3. The planning process is usually protected by due diligence at inception

The planning process is protected from the escalation of weak and speculative proposals by an initial high barrier because the directors of reputable companies undertake low stakes due diligence before escalation.

4. No evidence of due diligence has been provided

No indications of alternative wind farm sites considered during due diligence by CWF Ltd have been exhibited.

Due diligence in considering Walshaw Moor and the alternative sites should have included:

the international designations (the turbine area Walshaw Moor is inside the South Pennine Special Area of Conservation (SAC: peatland and acid grassland habitats) and Special Protection Area (SPA: red-listed birds)

[8] Scoping Opinion appendices p 120 adopted by Secretary of State 10 October 2025
[9] CALDERDALE WIND FARM LTD overview - Find and update company information - GOV.UK

the world significance of the Brontë Moors heritage which would be absent on alternative sites

the on-site rock from which the tracks and concrete might be made

the final miles of site access for the turbine components from the motorways

approximate mean wind speed and approximate installed MW

distance to DNO or NG grid

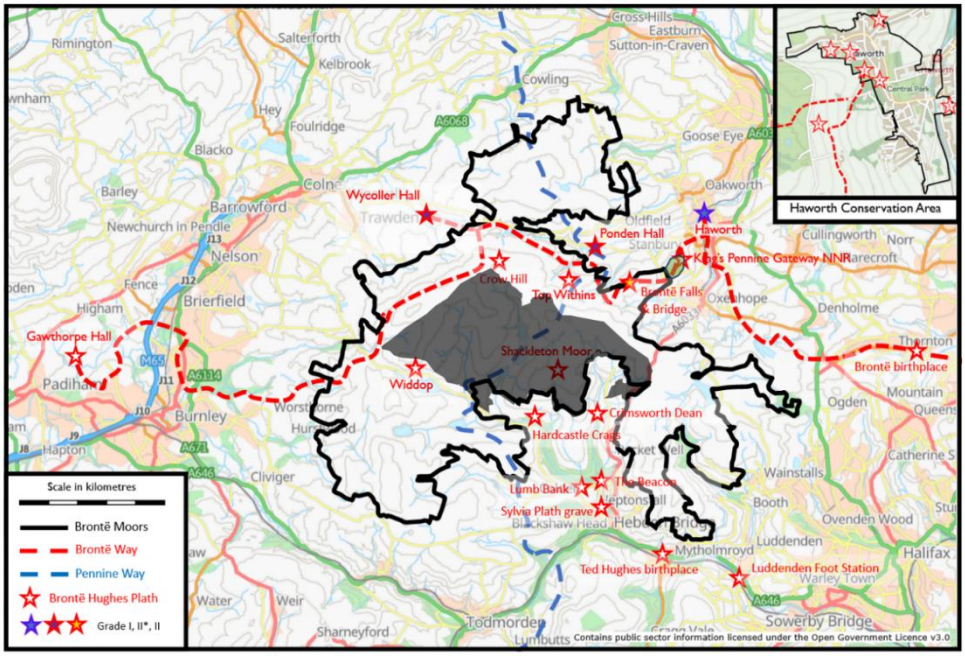
5. Due diligence on these fundamental points was not difficult

All of these unknowns could have been quantified for due diligence purposes in less than a week of investigation. All the data required for due diligence is freely available in the public domain. We shall show that no due diligence even of this limited scope was undertaken.

6. International designations and Brontë heritage were very unusual complications

The international designations and Brontë heritage were very unusual complications on Walshaw Moor, because the turbine area is inside the SAC and SPA, and coincides with the Brontë moor, prima facie the statutory setting of the Grade I listed Haworth Parsonage. Only one onshore wind farm in the UK that is wholly inside either an SPA or SAC has ever been consented: Strathy South WF[10] is on former commercial forestry within the Caithness & Sutherland SPA/SAC and was subject to a Public Inquiry and a consent pathway of more than a decade. The peat under the conifer forest was already being destroyed by the forest drains and the trees themselves. Strathy South did not have the additional complication of being the inspiration to writers of world significance.

The relationship of the CEP turbine area, the South Pennines SPA and SAC boundary and the Brontë heritage is indicated in the map below. There is primary evidence[11] that the Brontë Moor "between the ridges" is essentially the same as the turbine area.



[10] Strathy South | SSE Renewables

[11] *Preliminary Heritage Impact Assessment of CEP and Brontë Moors* version 05. Friends of Brontë Country

7. Analysis of worst-case scenarios for site selection

Although CWF Ltd have not provided any indication of the alternatives considered at due diligence, we can construct a list of alternatives that might have been as complex as Walshaw Moor in November 2021. We examine sites that are inside both an SPA and an SAC and have some literary heritage. Note that Exmoor and Dartmoor are not SPA.

Exmoor: SAC not SPA; setting of *Lorna Doone* (R.D. Blackmore)

Dartmoor: SAC not SPA; setting of *The Hound of the Baskervilles* (Arthur Conan Doyle)

There are nineteen areas that contain an intersection of SPA and SAC. The list below gives an indication of their qualifications to be a literary landscape.

1. **South Pennine Moors** *Wuthering Heights* Emily Brontë, *Jane Eyre* Charlotte Brontë, *The Tenant of Wildfell Hall* Anne Brontë, *Remains of Elmet* Ted Hughes and Fay Godwin, *Ariel* and *Crossing the Water* Sylvia Plath

2. **Alde-Ore Estuary** *The Rings of Saturn* W.G. Sebald

3. **Arun Valley** possible connection with *The Wind in the Willows* Kenneth Grahame

4. **Ashdown Forest** *Winnie-the-Pooh* and *The House at Pooh Corner* A.A. Milne

5. **Breckland** some connection with *The Go-Between* L.P. Hartley

6. **Benacre to Easton Bavents** *The Rings of Saturn* W.G. Sebald

7. **Chesil Beach & The Fleet** *On Chesil Beach* Ian McEwan

8. **Dungeness, Romney Marsh & Rye Bay** *Moonraker* Ian Fleming

9. **Dorset Heathlands** *The Return of the Native* Thomas Hardy

10. **East Devon Heaths** some association with *The French Lieutenant's Woman* John Fowles

11. **Exe Estuary** weakly associated with *The Secret of Moonacre* Elizabeth Goudge

12. **Flamborough & Filey Coast** *Dracula* Bram Stoker

13. **Minsmere-Walberswick** *The Rings of Saturn* W.G. Sebald

14. **North Norfolk Coast** *The Woman in Black* Susan Hill

15. **North Pennine Moors** *All Creatures Great and Small* James Herriot

16. **North York Moors** *Dracula* Bram Stoker

17. **The Broads / Broadland** *Coot Club* Arthur Ransome

18. **Thames Estuary & Marshes** *Great Expectations* Charles Dickens

19. **Deben Estuary** *We Didn't Mean to Go to Sea* Arthur Ransome

Of these candidate alternatives only two are both SPA and SAC and would be widely regarded as of world significance as literary landscapes, rather than the setting of single works: Walshaw Moor and Ashdown Forest.

8. Walshaw Moor is a super-outlier

Most of the areas described do not remotely attain the complete identification of literary landscape combined with compactness that Walshaw Moor (2200 ha) and Ashdown Forest (2630 ha) exemplify.[12]

We can conclude, given the control set constructed above, that Walshaw Moor and Ashdown Forest are super-outliers in planning complexity, and this has been observed by many consultees. "If you can build a wind farm on Walshaw Moor, you can build a wind farm anywhere."

We have given evidence that the planning complexities of Walshaw Moor were extreme in 2021, and that any expert could have done the modelling above on the three dimensions of SPA, SAC, and world heritage significance during a short period of due diligence. Since the chosen site was a super-outlier, we conclude that no adequate modelling of relative planning complexity between alternatives was undertaken; had it been, a simpler site would have been chosen; we conclude that some understanding of complexity was attained only when Staw's 'escalation of commitment' was well started. In fact we shall show that as late as 17 May 2025, CWF Ltd had no full understanding of what should have been understood at due diligence by November 2021.

9. The evidence of Donald Mackay

This analysis confirms the admissions made by several CWF Ltd consultants that the proposal is unusually difficult, and that they could not name any sites they had worked on that were as complex as Walshaw Moor. The most convincing witness to the non-existence of alternatives is CWF Ltd consultant Donald Mackay who is held in the highest regard by many who have dealt with him at the public consultations. The following exchange is in the public domain.[13]

NM: "There's an idea that the company must consider other sites before developing on peatland."

DM: "That just isn't ever how these stories go. Christopher Wilson finds this site and gets some investors interested enough to make a start. Every wind farm is the same."

The vital difference is that most consented wind farms are developed to consent by established companies (SSE, Vattenfall, EDF, for example) with reputations to lose; they have long experience, access to alternatives and always do due diligence. Because they are large companies they attract the best consultants who have a strong incentive to submit accurate work; they do not exhibit the incompetence over the simplest matters found repeatedly in all the CWF Ltd publications..

10. Attempts to make Walshaw Moor seem suitable

[12] A canon of "Literary Landscapes" is provided by the sites photographed by Bill Brandt in his Literary Britain Cassell (1951). Brandt's list predates the achievement of *The Rings of Saturn* by W.G. Sebald whose significance can be assessed by its position at 61 in the Guardian's list of 100 greatest novels of all time. *Wuthering Heights* is at 20 and *Jane Eyre* at 8. The prequel to *Jane Eyre*, *Wide Sargasso Sea* by Jean Rhys is at 50. *The Go-Between* 99, *The Return of the Native* 95, *Dracula* 76 and *Great Expectations* 35 completes the list of novels noted in the SPA/SAC list and shows the potency of the Brontës. *Jane Eyre* 8 is between *Madame Bovary* 10 and *War and Peace* 7.

[13] This exchange in public domain since 4 June 2025

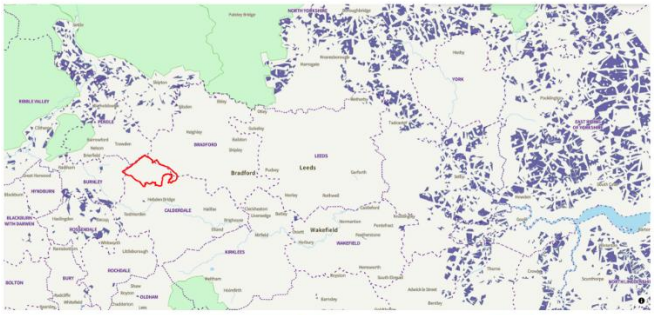
What we see throughout the consenting process (CWF Scoping Report September 2023; CEP Non-statutory Consultation Brochure (29 April -10 June 2026); CEP Scoping Report September 2025; CEP PEIR 8 April 2026) is the attempt to make Walshaw Moor seem **retrospectively** like a suitable site. We shall show in other chapters of this response the extent of the failure so far to show suitability in the PEIR on all three dimensions: SAC, SPA, heritage of world significance.

11. The least experienced developer is offered the most complex site

We now come to the key point on alternatives that relates to the particular case of Christopher Wilson and Walshaw Moor. There are hundreds of sites for wind farms that are much less complex than Walshaw Moor, but none of these were likely to be offered to Christopher Wilson in 2021 because he had no background or expertise in electricity generation. **The set of alternatives that could be considered is constrained by the experience of the developer.** The principle expressed in the adage "You never find a ten-pound note in the street because somebody else will already have picked it up" applies to the reputation-less Christopher Wilson. Since nobody would trust a rookie to develop a suitable site, he attempted an unsuitable site. On the SPA/SAC/heritage axes, there was no site in England less suitable than Walshaw Moor.

12. Alternatives mapped by Friends of the Earth and Exeter University

Friends of the Earth and Exeter University have done a study of suitable wind farm sites in England[14]. Their model starts with average wind speeds and screens out the extreme complexities of sites in National Parks, SPAs and SACs and puts a 2 km buffer round the latter two. The model has the option to filter sites further than 5 km from the grid, so that connection costs are reasonable. The maps below show the sites around Walshaw Moor that Friends of the Earth calculate are suitable for wind farms; the second map applies the 5 km grid filter. Note that Walshaw Moor is blank, and that the connection to the grid at Bradford East is over 18 km long, and a buried cable is specified. Friends of the Earth and Exeter University, in a study whose purpose was to show the huge range of suitable sites for onshore wind in England, did not consider Walshaw Moor to be a suitable site.



13. Landowners with good sites trust experienced developers

[14] Release our wind | Friends of the Earth

Because Christopher Wilson had no reputation as a developer of wind farms, the alternative sites that were offered to him, if there were any, were likely to be unsuitable, and all of them must have been at least as unsuitable as Walshaw Moor. The suitable sites are found and developed by the companies with a reputation. Landowners can trust them; they know how the planning process works and they have already filtered out the unsuitable sites that might cost them time, money and reputation, or which require disproportionate connection costs: the buried cable route from CEP to Bradford West is over 18 km long.

14. The inexperience of Christopher Wilson is a matter of record

Investigation of Christopher Wilson's business activities has not found any wind farms that he or his companies have developed. Mr Wilson's companies are initially agricultural. Following the insolvency to cover debts to Mutchmeats, there seems to be a phase of small-scale residential property development. Since 2022 there has been a phase of shell companies ostensibly concerned with renewable energy, one of which states its actual purpose as "Residents property management."

LOWER HOLLOWFIELDS FARM Co. no. 3230742 Secretary 6 August 1996-5 August 2002. *Agriculture*

TWG PIG CO LIMITED Co. No. 04027907 Director 27 July 2000 *Swine farming*; wound up in High Court of Justice and liquidated to pay a debt to Mutchmeats Ltd 17 September 2003.

WILSON AGRICULTURE LTD Co. no. 3099327 Director

This company, given by Christopher Wilson in his application to become a director of TWG PIG CO LTD has no record under the company number at Companies House.

INTERGRO LTD Co. no. 05538534 Director 20 September 2007 Compulsory strike off 5 June 2012

Shell company

TALBOT HOUSE INVESTMENTS LTD Co. no. 07169348 Director 25 February 2010- 13 March 2011

Residential property development

13 MANDELA LTD Co. No. 12009861 Director 21 May 2019 -4 Feb 2020

Residents property management. Dissolved

THE WILSON GROUP & ASSOCIATES LTD Co. no. 07662848 Director 8 June 2011 Compulsory strike off 20 June 2015. *Other business support services*

THE WILSON GROUP AND ASSOCIATES LIMITED Co. no. 1091296414 Director August 2017-November 2019 *Other business support services.* Voluntary strike off

ZENITH HOUSING SOLUTIONS LTD Co. no. 12879398 Director 14 September 2020

Shell company whose stated purpose was renting and operating of Housing Association real estate

TALBOT DEVELOPMENTS LTD Co. no. 09853577 Director 3 November 2015-24 November 2020

Residential property development. Voluntary strike off

GRIFFIN UK HOLDINGS LIMITED Co. no. 11693641 Director 23 November 2018

Development of building projects. Voluntarily dissolved 4 February 2020

SEVERN ESTUARY WIND FARM LIMITED Co. no. 14131859 Director 25 May 2022

Shell company. Voluntary strike off 5 September 2023

COLNE RENEWABLES LIMITED Co. no. 14939211 Director 15 June 2023 *Shell company*

BIRR RENEWABLE LTD Co. no. 14871615 Director 16 May 2023. *Shell company*

WORLDWIDE RENEWABLE ENERGY GLOBAL LTD Co. no. 12259926 Director 14 October 2019

Stated purpose *"Residents property management".* Under first notice for involuntary strike off.

We shall examine WWRE Global Ltd below because it was the vehicle most directly involved with CWF Ltd; a company with a similar name appeared on the first CWF website.

15. Management failure at CWF Ltd was immediate

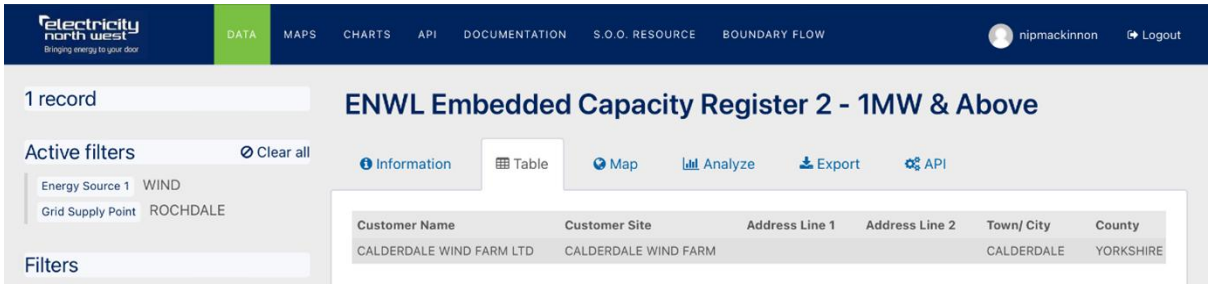
Christopher Wilson's lack of experience in the field was soon exposed in his management (as Executive Chairman) of CWF Ltd. The 65-turbine proposal "Calderdale Wind Farm" was launched in September 2023 with a Scoping Report by the reputable consultancy Natural Power, and a website whose authorship is unknown. There were contradictions between the proposals described on the website and in the Scoping Report. The website's FAQ 17 claimed that the proposal was "accepted to connect" at Padiham.

17. How will Calderdale Wind Farm be connected to the Grid?

We already have an offer from the Distribution Network Operator Energy North West to connect into the local electricity network substation at Padiham. Negotiations are also ongoing about an alternative connection via a new substation and that would go into National Grid which would connect into existing 440 KV pylons.

The grid connection and associated infrastructure would be subject to a separate planning application to the wind farm.

In fact CWF was accepted to connect at Rochdale and this was confirmed by their entry in the embedded capacity register of Electricity North West.



FAQ 17 is remarkably garbled and states the voltage of the National Grid as 440 Kelvin Volts when it is in fact 400 kV. Although the KV/kV unit error might be considered a typo, it is not an error that a reputable developer would ever make.[15] 440 kV is the voltage of the US transmission system.

WTRG informed Mr Wilson of the errors in FAQ 17 and on 18 September 2024 it carried this revised version of FAQ 17.

[15] WTRG have a peer-group panel of five reputable wind farm proposals against which they compare Calderdale Energy Park's performance. No wind farm proposal in the panel has ever made the KV, Kelvin Volts error.

This version of FAQ 17 survived for three weeks, after which the entire website was wiped clean, except for a front page carrying a photograph of a wind farm that was certainly not built on protected peat.

16. CWF described as "worse than useless" by Donald Mackay

Donald Mackay described the original CWF as "worse than useless"[16] on 29 May 2025 at the Trawden public consultation. Although this senior consultant might want to thus dismiss it, CWF is considered a legitimate iteration of CEP, and appears in PEIR 5.7.1-5.7.3. We may use the information CWF Ltd published about CWF to assess the process of due diligence from inception to the collapse of CWF in October 2024. Assessing the due diligence for Walshaw Moor then allows us to assess the scope of due diligence about the hypothetical alternatives. In fact, of the four published iterations, the original CWF is the only one that is not grossly over-crowded by the standard 3 RD by 5 RD metric, and its 2023 Scoping Report has no simple location errors, unlike all the other CWF Ltd publications. Yet it is called *worse than useless*.

17. Christopher Wilson failed to assess the aggregate problem on Walshaw Moor

During due diligence, Christopher Wilson failed to assess the aggregates that would be used to build the wind farm. The aggregates that could be sourced from borrow pits on Walshaw Moor were too weak, porous and susceptible to frost to be used for road stone or concrete. This "aggregate problem" applied across the gritstones of West Yorkshire and Lancashire. The evidence for the failure to discover this point at due diligence is that in the CWF Scoping Report of September 2023, the aggregate sources are stated as onsite borrow pits and "quarries to the east". The extensive evidence for this crucial point is given in the timeline below and is the subject of a legal letter sent by Colne Town Council to CWF Ltd, since the consequent huge requirement for imported hard stone aggregates was not stated in the Non-statutory Consultation documents, which were therefore potentially unlawful under Gunning Principle 2 'intelligent consideration'.

18. The information required on aggregates was easily accessible and known to Richard Bannister

The information about the weakness of the on-site rock was easily available to Christopher Wilson and Dr Ghazi Osman (whose doctorate is in civil engineering) on BGS Sheet 77 (Huddersfield)[17] and in the annual aggregate assessments of the five West Yorkshire councils (2012-present)[18]. It was also well-known by Richard Bannister, whose estate workers scrupulously use blue granite for their on-site tracks, as required by their agreement with Natural England.

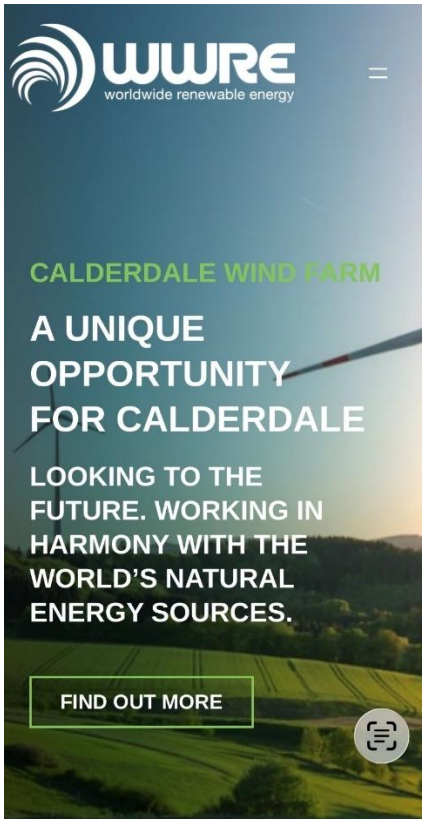
Whatever process of due diligence was conducted by Christopher Wilson and Al Gihaz did not include any inquiry into the materials they would need to build a wind farm on Walshaw Moor, even though they were in discussion with Richard Bannister who knew exactly the weakness of the onsite rock since it required the expensive import of blue granite.

[16] Guest blog – Walshaw Turbine 21 by Nick MacKinnon – Mark Avery
[17] Huddersfield district, sheet 77, a brief explanation
[18] 2012 assessment 2.8 and ongoing

Far from doing due diligence on alternatives to Walshaw Moor, Christopher Wilson and Dr Osman did not make a simple due diligence enquiry into Walshaw Moor itself. Presumably Richard Bannister was not required by the terms of the agreement to disclose the aggregate problem and anyway he could not be expected to anticipate the requirements of a wind farm development. It was Christopher Wilson's job to ask these questions, and he could not, because he had no relevant experience. Similarly, Richard Bannister knew very well the force of the SAC and SPA habitat regulations because he had to abide by them as the owner of a grouse moor. It was for Christopher Wilson to ascertain what the force of the SAC/SPA would be for a wind farm; he could then compare this force across the alternatives. Lawyers must have supervised this due diligence process; what was missing at CWF Ltd at inception was experience in wind farm development.

19. Did Christopher Wilson mislead Richard Bannister about the extent of his experience?

The CWF website was launched in September 2023. As well as its muddled FAQs, it displayed the logo of a company called WWRE, shown below.



A link on the CWF website[19] led to the website of a company called WWRE based in Madrid. The logo of this Madrid-based company resembles that of the company called WWRE that was on the CWF website. The stated purpose of the different company with a similar name, WWRE Global, was "Residents property management" and its sole director was Christopher Wilson.

As we have seen, in 2019 Christopher Wilson became director of a UK company with a similar name to WWRE: WORLDWIDE RENEWABLE ENERGY GLOBAL LTD. This was not the company WWRE based in Madrid; the registered address of WWRE Global Ltd was in Malmesbury. No transactions appear in the accounts of WWRE Global from incorporation to its application to be struck off on 9 April 2026.

[19] WWRE - Global Renewable Energy Investments

This is despite the fact that the CWF accounts for the period ending 28 February 2022 state that WWRE Global has been paid £200,998 and still held £114,015.

These matters would not be important, unless to HMRC, were Christopher Wilson not the director of a company attempting to develop the largest wind farm in England on an SPA, SAC and the Brontë Moors.

20. Conclusion on due diligence and alternatives

Since the initial due diligence was inadequate to assess Walshaw Moor itself, it was certainly inadequate to allow comparison of alternatives. Either there were no alternatives, or the comparison of alternatives was inadequate. Since Walshaw Moor was a super-outlier with respect to SPA/SAC/heritage, it is most unlikely that any of the alternatives was more complex to develop than Walshaw Moor.

21. Chaotic launch of CEP 29 April 2025

The subsequent poor performance of CWF Ltd further constrains the alternative sites. Christopher Wilson and CWF Ltd had no reputation in the field in November 2021, but the reputation of CWF Ltd has continually deteriorated since inception.

Christopher Wilson's inability to manage the CWF Ltd central team was further evidenced at the chaotic launch of Calderdale Energy Park on 29 April 2025. On 1 May 2025 WTRG informed Christopher Wilson, and his new Project Director Christian Egal, that the eight published maps of the new proposal were wrong: they had a T42 but no T38. A second error had been made in the key to the Peat Depth map. The suite of maps were withdrawn, and a correct set was published. It was too late to correct the Peat Depth map, so a sticker was added by hand to every Non-statutory Consultation Brochure, then unkindly compared by consultees to "an Italia 90 Panini album".

22. Non-statutory Consultation Brochure did not indicate the aggregate problem

A vital deficiency of the Non-statutory Consultation Brochure was that no indication was made of the weakness of the on-site aggregates. This meant that the stated aggregates position of CWF Ltd remained that of the last published statement on the matter: onsite borrow pits and quarries to the east, as stated in the Natural Power Scoping Report, whose logo was still on the maps for the Non-statutory Consultation. Natural Power may no longer have been the consultants, but Alison Sidgwick, who had approved the report, had become a lead consultant for CWF Ltd. When WTRG rang Natural Power on 1 May 2025 to ask about the wrong maps, James Lightbody, who had written the 2023 Scoping Report said, "I did some work for a wind farm near Halifax ages ago, but I'm not involved with it now." We do not know if CWF Ltd were permitted to use the Natural Power logo and base maps on their suite of wrong maps for the public consultation. The turbine numbering error on all the maps was not the fault of Natural Power, and the mapping of the Scoping Report (2025) was grossly inferior to the work of Natural Power.

23. The failure to acknowledge the aggregate problem in the Non-statutory Consultation and the Scoping Report consultation was almost certainly incompetence rather than deception

Evidence is provided below in the timeline that CWF Ltd still did not know about the weakness of the onsite aggregates on 17 May 2025, when WTRG told lead consultants Alison Sidgwick and Sue Birnie about BGS Sheet 77 (Huddersfield) and the West Yorkshire aggregate assessments. The very first

statement from CWF Ltd on the aggregate problem was then made verbally by Donald Mackay on the Webinar[20] (43:46) on 21 May 2025, in a reply that begins, "As you can imagine…"

24. CWF Ltd had been informed about the aggregate problem

Well over three years, from 11 November 2021 to 17 May 2025, had passed since Christopher Wilson's failure to do due diligence on the aggregates. CWF Ltd had been given the information they needed directly both by WTRG and, when CWF Ltd found themselves unable to answer the questions and refused engagement, by a letter from Robbie Moore MP dated 12 October 2024, from the House of Commons. This second letter has never been acknowledged.

25. Failure to acknowledge the aggregate problem made the Non-statutory Consultation unlawful under Gunning Principle 2

The aggregate problem meant that huge quantities of granite would have to be imported from outside Yorkshire and Lancashire to make the access tracks. Further aggregates, which could be limestone or granite, would also have to be imported to make the concrete. UK wind farms usually find all the road stone and concrete aggregates on-site. Because this factor had either not been discovered, or had been concealed, the Non-statutory Consultation was prima facie unlawful under the Gunning Principles. Given more than three years, CWF Ltd should have known the fundamental fact about the onsite geology that is written on the BGS map. Given the facts about the need for imported hard stone, CWF Ltd should have consulted Colne about the implications while the proposal was still flexible. It is an irony that the hard stone deliveries will be injected into the Colne traffic jam that forms outside Boundary Mill, which belongs to Richard Bannister. Had he trusted Christopher Wilson, Richard Bannister might have made him a present of the aggregates information on 11 November 2021, though he had no requirement to do so, may not have realised the importance, and had some incentives to leave it unmentioned: since November 2021, CWF Ltd have paid Richard Bannister over £4 million.

26. Proposal errors spiral at Scoping

Because the Non-statutory Consultation had been so inadequate as to be potentially unlawful, it was inevitable that the errors in the Scoping Report of September 2025 would spiral. We know of no precedent for the gross-error-rate in this document in any wind farm Scoping Report, and a panel of five peer group Scoping Reports shows that the industry standard is to have zero location errors in an NSIP Scoping Report.

27. CWF Ltd now at the mercy of the consultants

The problem of having an Executive Chairman with no experience in the field (the amateur website for CWF had stated for over a year that the National Grid transmitted at 440 Kelvin Volts) was now a drag on the prospects of the company. CWF Ltd was at the mercy of its consultants as the commitment escalated. Christopher Wilson was unable to check the Scoping Report himself for gross errors which would have taken a competent executive no more than an evening to find; the report only has 577 pages and many errors are glaring; the WTRG member who discovered the River Kelvin error did so while reading the Scoping Report in bed.

There is no evidence that anybody in the central design team of CWF Ltd even opened the Scoping Report to give it the most cursory check. The document control panel has no named authors, checkers or approvers, and the Scoping Report was submitted as Revision 00 to the Secretary of

[20] Calderdale Energy Park - Non-statutory Consultation Webinar 2025/05/21 | Videos & Movies on Vimeo

State, yet four members of WTRG had found glaring errors within an hour. The reason it took WTRG as long as a day to compile a list of the road errors is that there were so many of them. The list defies description or summary and is given here in the form it now appears in the Planning Inspectorate's Scoping Opinion, adopted by the Secretary of State on 10 October 2025. The Planning Inspectorate's own Scoping Opinion drew CWF Ltd.'s attention to this list.

28. WTRG list of road labelling errors in CEP Scoping Report

12.4.2

a] Bullet point 2. "A6068 between the M56 and Colne". The A6068 does not join the M56. For "M56" read M65.

b] Bullet point 6. "A6063 between Hebden Bridge and Cross Roads." For "A6063" read A6033.

c] Bullet point 7. "A464 between Todmorden and Mytholmroyd."

For "A464" read A646. This error is particularly indicative of A.I. hallucination, because any human qualified to write or check a chapter on Access and Transport would know that the "A464" must be in the M4 corridor from London to South Wales.

12.4.5

d] Bullet point 2. "A6068 between the M56 and Cowling; Count sites 28783 (Colne)"

For "M56" read Colne. Here "M56" cannot be read as "M65" because the M65 count is in the previous bullet point.

12.4.8

e] "Onsite PRoW present on the A6063". For "A6063" read A6033 or A6068 or both.

12.4.11

f] "The A6068 is operated by Lancashire County Council and is mainly a two-lane distributor road. It connects the M56 to West Yorkshire and passes through the town of Colne."

For "M56" read M65. For "West Yorkshire" read North Yorkshire.

12.4.16

g] "The A464 provides an east-west connection between Lancashire and West Yorkshire, connecting Burnley to Halifax."

For "A464" read A646. For "east-west" read "west-east" because Lancashire is west of West Yorkshire and Halifax is east of Burnley. This error is prima facie caused by A.I. hallucination, with the A.I. confused by the "West" in "West Yorkshire". No human qualified to write the chapter could make this error. It would have been picked up had human senior management at Logika or CWF Ltd proofread SR with care. Note that the A646 is not shaded in the Map 4-2 access corridors.

12.6.6

h] Bullet point 6: "Users of the A6063 between Hebden Bridge and Cross Roads."

For "A6063" read A6033. [The A6063 is a link road passing the tram museum in Preston.]

i] Bullet point 9: "Residents living alongside the A6068 between the M56 and Cowling".

For “M56” read M65.

j] Bullet point 10: “Residents living alongside the A644 between Todmorden and Mytholmroyd.”

For “A644” read A646.

12.7.1

k] Bullet point 6: For “A6063”, read A6033.

l] Bullet point 7: For “A6063”, read A6033.

m] Bullet point 8: For “A6063”, read A6033.

n] Both 12.4.13 and 12.4.14 are incoherent. Other corrections are possible, but both items should probably read:

“It is unlikely that the peak of construction will have a significant impact on the A56, but an impact assessment will be undertaken, given that it may be used for the import of bulk materials to the site.”

o] 12.4.17 states that the A629 may be used for bulk materials with significant impacts. The A629 does not connect with the site. The final distributor road after the A629 will be the A6033, but 12.3.3 states that “Currently, temporary access to the east will be taken for general construction traffic and construction staff from the A6033” with no mention of the significant impacts of bulk materials. The bulk materials on the A629 in 12.4.17 evaporate before they move onto the A6033 in 12.3.3.

29. Christopher Wilson was unable to check his company’s Scoping Report and nobody else bothered

This list serves as a straightforward indication of the extent to which Christopher Wilson as Executive Chairman had lost control of the DCO process. Looking at the list of his directorships, what was there in his long business career that qualified him to be Executive Chairman of a wind farm development company? Had he been remotely qualified, and read the scoping report, which only has 577 pages, he would have noticed at once that the maps showed three different layouts, one of them, remarkably, the one with a T42 and no T39; another had 65 turbines. He would have come across a statement that Glasgow’s river Kelvin flowed through the site and was infested with Himalayan balsam; he might have noticed the missing tunnels on hydrology map 8-2, with its 13 separate errors and absence of relief. A full account of the road numbering errors might not have been immediate but any driver knows the “A464” cannot be near the site but must go to Wales in the Thames valley. Not only could the Executive Chairman not see the glaring errors; he evidently did not know whom he might ask about the report’s quality. Remembering the chaos on CEP Launch Day just five months earlier, and its suite of wrong maps, he should at least have asked his Project Director Christian Egal to confirm that all the maps in the Scoping Report were of the actual proposal. We conclude that morale at CWF Ltd was by now so low that nobody could bring themselves to check the Scoping Report, and it was submitted unread to the Secretary of State. Ashley Robinson (in charge of the DCO) has been asked repeatedly who might have checked the Scoping Report before submission.

30. Planning Inspectorate encourages CWF Ltd to engage in positive collaboration with Stronger Together

On 26 January 2026, the Planning Inspectorate and CWF Ltd had a meeting. Noting the range of Statutory Consultees who had used the Stronger Together analysis of the Scoping Report as their own response, the Inspectorate logged advice that “encouraged positive collaboration and

engagement with the action group and any other participants". Although the consultants are charming at the consultations, no positive collaboration has been forthcoming.

31. The PEIR table of turbine positions was wrong

Although it looks large when laid out on a table at the public exhibitions, the PEIR is not extensive. Given the pattern of incompetence described, there would be major locational errors and WTRG knew they would find them. WTRG's objection to the shortness of the consultation period was only to do with the impossibility of ground-truthing the PEIR because of the nesting birds. Anybody competent could screen the PEIR desk work for glaring errors in a fortnight; once found, documenting the errors for legal purposes takes more time. The point is that Ashley Robinson and Christian Egal could easily have found the glaring errors in the PEIR had Christopher Wilson asked them to do so.

The matter was set out to Christian Egal (Project Director) and Ashley Robinson (DCO delivery) by Nick MacKinnon at the Denholme consultation on 17 April 2026. MacKinnon asked Egal and Robinson to extend the Statutory Consultation to 1 September 2026 to allow WTRG to check the peat depths on the north slope of Crow Hill, a major locus of peat slides.

NM: "Given the pattern of errors in your publications, I have to survey Crow Hill, but it is the nesting season until July 31. I have to check every word you say."

AR: "It's not your job to check the PEIR."

NM: "I have to do it, because you obviously don't."

32. PEIR mapping was inconsistent with the canonical table of turbine locations

Post Natural Power, the cartography provided by CWF Ltd has always been very poor. In particular, the PEIR has no plain map on an OS 25000 base of the proposed infrastructure, so WTRG have to make their own maps. MacKinnon therefore began transferring the turbine positions from the clearest map provided, the "Source zones and Indicative flow routes" map in Appendix 10-4 (since corrected). This map had T22 positioned only 80 m from the Pennine Way. MacKinnon now noticed also that T28 was not on its familiar position on the immaculate peat of the Wadsworth Moor watershed.

In order to check his own map, MacKinnon thus turned to the canonical list of turbine locations, Table 4-1, which gave the grid references to 9 places, literally millimetric precision. For legal purposes, Table 4-1 defines the turbine locations. The PEIR itself states this:

4.3.3 The indicative turbine locations identified at this stage, and used for the preliminary assessments presented in this PEIR, are provided in Table 4-1.

When MacKinnon plotted the stated millimetric positions on the OS 25000 base map, he found that they gave the mysterious positions of T22 and T28 in the Source zones map. MacKinnon now checked the only other fairly clear map, also in Appendix 10-4, showing Elevation. This showed T22 and T28 in positions that corresponded with MacKinnon's previous computation of the turbine positions, acquired by ripping grid references from a hazy photograph of a CWF Ltd powerpoint slide of a Google map, because "positive collaboration" did not include publishing turbine locations or proper maps. Now MacKinnon checked the other maps in the PEIR and found that they were all consistent with each other, but none were consistent with Table 4-1.

33. It should be logically impossible for the turbine location table to be wrong

In a PEIR published by a reputable company, the turbine location table cannot be wrong, because it is primary and the maps follow the table; this axiom is also stated in PEIR 4.3.3.

MacKinnon now checked all the maps against Table 4-1 and found that the errors (and magnitudes) at five locations, those of T22 (192 m), T27 (155 m) , T28 (342 m), T30 (191 m) and T34 (39 m).

MacKinnon wrote a notification of material error. Because the turbine location table is primary, this notification had to be expressed for subsequent evidential and legal purposes in terms of the maps all being wrong; it was obvious to MacKinnon that it was the table that was wrong; the cause of the errors was also obvious, but not obvious enough for CWF Ltd to have noticed it. They would have found the Table 4 error had they checked the maps and found an extra turbine on the *Source zones* map, now updated.

34. Christian Egal's letter misses the fifth erroneous turbine location of T22

info@calderdaleenergypark.co.uk 21 Apr 2026, 12:35

Dear Mr MacKinnon,

Thank you for your phone call and email of 20 April regarding errors in the PEIR Chapter 4.

On receipt of your email I have immediately instructed our technical team to review the PEIR documentation to understand the nature of the errors, how these were made and what the implications are.

I can confirm the following:

- PEIR Chapter 4, Table 4.3.3 includes turbine coordinates which appear to have been based on a previous iteration of a potential design for the project, prior to Design Chill and adoption of the 34-turbine layout used for PEIR and statutory consultation.
- The turbine coordinates were updated in December 2025 following changes made to address the results of Phase 2 peat probing. These changes affected a small number of turbines where the turbines were micro-sited away from areas of deeper peat (particularly T28, but also T27, T30, T34).
- The PEIR assessment is based on updated coordinates and shapefiles following the Phase 2 peat probing and the 34-turbine layout as presented at statutory consultation.
- As such, the errors do not affect the modelling undertaken for PEIR or the analysis/conclusions that it reaches.
- Following your email I have asked my team to review all figures associated with Chapter 4. All figures, with the exception of Appendix 10.4, Figure 10.4.14 have the updated layouts from December 2025, which include the correct shapefiles and the correct coordinates for proposed turbine locations.
- A single figure (10.4.14) shows an old layout that included the removed T24 and didn't have the changes to turbine locations described above following Phase 2 peat probing. All other figures in Appendix 10.4 have the correct layout.

I would like to thank you for bringing this error to my attention. I have asked for Chapter 4 and Appendix 10.4, Figure 10.4.14 to be updated as soon as possible. We will upload both documents to

the project library alongside an ERATA [sic] document and take the following steps to ensure that stakeholders are aware of the updated documentation:

1. We will notify all Prescribed consultees (S42 a-c)
2. We will notify local MPs
3. We will notify everyone who has already submitted feedback to the statutory consultation and draw their attention to the change, inviting them to submit further representations should they do so.

The corrections you have identified are drafting errors which do not constitute a material change to the conclusions presented within the PEIR and wider statutory consultation materials. As a result, we will not be amending the statutory consultation process.

The steps that I have outlined above are a reasonable and proportionate response to ensuring that stakeholders are able to meaningfully respond to the consultation, with more than the statutory minimum 28-day period still available.

Should any individual prescribed consultee request an extension to the consultation period in response to the above notification, this will be considered on a case-by-case basis.

Yours

Christian Egal

35. The simplest explanation for the repeated systemic location errors is the inexperience of Executive Chairman Christopher Wilson and the unsuitability of the site, pressurising the consultants

The triple failure to provide accurate locations in all three phases is unprecedented. WTRG have checked the corresponding publications of five NSIP-sized onshore wind farms sponsored by reputable developers and have found zero locational errors at either Scoping or PEIR in any of them.

The consultants engaged by Christopher Wilson have checkable careers and we can find no explanation for the triple failure in the quality of the individual consultants. It is only when they assemble to work for Christopher Wilson on Walshaw Moor that these unprecedented errors occur. WTRG have also made a study of the work of Logika, the consultancy that wrote the incompetent CEP Scoping Report. A direct comparison is available with Logika's Scoping Report for Dengie Marshes WF (30 May 2025).[21] WTRG began this comparison expecting to prove that Logika were incompetent to assess any onshore wind farm, so they made an exacting examination of the Dengie Marshes scoping report. They found it entirely error-free, with excellent mapping. It was when Logika were working for Christopher Wilson on Walshaw Moor that their morale evaporated and they supplied incompetent, anonymous work. As Jon Kimber, Chair of Wadsworth Parish Council said to Christopher Wilson at the first CWF Ltd-Hilltop Parishes meeting (3 February 2026, Hebden Bridge) "Logika should have given you the money back for the Scoping Report, Christopher!" Just as landowners would not entrust their good sites to an inexperienced developer like Christopher Wilson, so a normally reputable firm like Logika might not give of their best to CWF Ltd. They have yet to explain why not.

[21] Dengie-Marshes-Wind-Farm-EIA-Scoping-Report.pdf

CWF Ltd have not supplied an explanation for these systemic errors, illustrated by the triple failure to supply correct locational information, the most basic requirement for any consultation. Until they do so, the explanatory factor is assumed to be inexperience of Christopher Wilson interacting with the super-outlier nature of Walshaw Moor, itself a consequence of his inexperience. On three occasions, at ever escalating expense, the Executive Chairman has been unable to get adequate work out of his consultants even in the simplest matters of location.

36. Conclusion on Alternatives and Design Evolution

The root cause of the spiralling problems of CWF Ltd is the demonstrable failure to consider alternatives properly in November 2021. All the subsequent work has tried to validate an unsuitable site chosen with inadequate due diligence and consequent failure to assess alternatives properly. As the commitment escalates, so does the cost and complexity of each stage. As the stakes increase the failures of CWF Ltd become more embarrassing and may undermine public confidence in Government policy on Climate Change and Net Zero. An explanation of the repeated and escalating failures may be the inexperience of Executive Chairman Christopher Wilson in combination with the extreme unsuitability of Walshaw Moor.

37. Companies House have begun enquiries into the corporate structure of CWF Ltd.

From PSC case manager, PSC Compliance, Companies House

"For an overseas company to be eligible to be a PSC they would need to meet certain criteria, one being to trade on a specified market such as the London Stock Exchange. Therefore, the Saudi company may not be eligible. It appears that the current PSC is not eligible to be registered and we will make enquiries to have this information updated."

The Companies Act (2006) states:

However, a legal entity can be recorded in place of a PSC if it qualifies as a Relevant Legal Entity (RLE). A legal entity is an RLE if:

It meets one or more PSC conditions in relation to the company (e.g., holding >25% shares or voting rights, appointing directors, or exercising significant influence).

It is itself subject to a disclosure regime, meaning: It is subject to the UK PSC regime, or

It has voting shares admitted to trading on a regulated market in the UK, EEA, or certain markets in Switzerland, the USA, Japan, or Israel.

If both apply, the entity is a registrable RLE and can appear on the PSC register.

CWF Ltd has no PSC. Instead it only has a legal entity Energy Horizon Ii Investment Company, registered in Saudi Arabia. This entity cannot be a registrable RLE, so CWF Ltd has had an empty PSC register since the cessation of Dr Ghazi Mohammed Ahmed Osman as a PSC on 19 May 2025.

23. Failure to provide accurate PSC information to Companies House, without a reasonable excuse, is a criminal offence. Failure to comply with notices from a company requiring someone to provide information, without a reasonable excuse, is also a criminal offence. They may result in a fine or a prison sentence of up to 2 years, or both.[22]

That CWF Ltd have been made aware of the problem is clear from one of their FAQs

[22] Summary guidance for companies: register of people with significant control (PSCs) - GOV.UK

What changes have been recorded at Companies House in relation to Dr Ghazi Osman's status as a Person with Significant Control in May 2025?

The change recorded at Companies House on 19 May 2025 reflects an internal update to Calderdale Windfarm Ltd.'s corporate structure. Amendments to PSC information are a normal administrative requirement under Companies Act reporting obligations. This change has no bearing on the project, its governance, or its funding arrangements. As these matters relate to internal company administration and commercially confidential ownership structures, no further detail is being provided.

Prima facie, CWF Ltd has had an empty PSC register since May 2025. CWF Ltd has been interacting with agencies (Historic England, Natural England, Environment Agency) while its PSC register has been empty. This is, prima facie, an offence under the Companies Act 2006, a criminal act with a maximum sentence of two years.

38. Appendix: the aggregates timeline

This appendix forms part of the evidence for legal letters sent to CWF Ltd by Colne Town Council and Laneshaw Bridge Parish Council setting out the case that the Non-statutory and Scoping Report consultations were unlawful under Gunning Principle 2, because the need for huge imports of hard stone was not indicated; the stated position of CWF Ltd was that the wind farm could be built from on-site aggregates once the first borrow pit was reached. For that reason, the footnotes for this appendix are incorporated in the text.

The "aggregate problem" in West Yorkshire and Lancashire is that if the local gritstone is crushed for construction, the aggregates are too weak and porous for making roadstone or concrete. Limestone aggregates from North Yorkshire and Derbyshire are imported instead, but limestone cannot be used on the acid bog of Walshaw Moor. The problem is known to every reputable builder in West Yorkshire and Lancashire: local aggregates turn to sand after rain and blow away. The tracks of Calderdale Energy Park must be constructed from granite (or other non-calcareous rock) quarried outside Yorkshire and Lancashire, and imported from south or west of the site, on the M65 and through Colne and Laneshaw Bridge. Why were Colne and Laneshaw Bridge not consulted on this matter during the four-year gestation of CEP up to the publication of the PEIR?

38.1. The failure to discover the aggregate problem began in November 2021

Like any wind farm of its size, CEP requires hundreds of thousands of tonnes of crushed rock (aggregate) to build the access tracks, crane hard standings and compounds, and to make the concrete for the turbine foundations. In Scottish and Welsh wind farms, once the first borrow pit (on-site quarry) is reached, the rest of the aggregate is usually obtained on site.

The problem with the on-site aggregates should have been identified by CWF Ltd during due diligence by the founder of CWF Ltd Christopher Wilson (now Executive Chairman) and his investor Dr Ghazi Osman (Sole Director) whose doctorate is in Civil Engineering, in discussion with the owner Richard Bannister, whose understanding of the aggregate problem on Walshaw Moor is as complete as anyone; his gamekeepers scrupulously use blue granite on the tracks on Walshaw Moor, because the local rock is useless (it turns to sand after rain and blows away in a week) and limestone is a bog poison. The agreement between Christopher Wilson and Richard Bannister was signed on 11 November 2011. (Land Registry The Waste WYK118799).

This due diligence was necessary in order to assess the alternative sites to Walshaw Moor that CWF Ltd should have considered, because Walshaw Moor is part of the South Pennines Special Area of

Conservation (SAC) for its peatland habitats, and Special Protection Area (SPA) for its red-listed birds and consideration of alternatives is vital under the habitats regulations. .

The aggregate problem on Walshaw Moor should have been flagged up during this process of due diligence, and the process should be explicitly documented. No contemporary documents detailing any process of due diligence in site selection in 2022 have been published by CWF Ltd. Understanding the aggregate problem on Walshaw Moor and in wider Yorkshire and Lancashire would have taken Mr Wilson and Dr Osman only a few minutes in November 2021, either by consulting any one of the sources detailed below, or simply by asking Richard Bannister or his Head Gamekeeper how they made the Estate tracks.

38.2. Aggregates in Britain (1974)

The geological facts about the aggregates that could be won on site, or quarried in wider West Yorkshire and Lancashire, have been known since at least 1974, when they were described in "Aggregates in Britain" (1974) **(**Harris, P. M., R. C. Thurrell, R. A. Healing, and A. A. Archer. *Proceedings of the Royal Society of London. A. Mathematical and Physical Sciences*, vol. 339, no. 1618, 1974, pp. 329–353.

"Carboniferous sandstones can be divided into two groups, depending on their strength. In north Devon and south Wales they are strong enough to make good-quality aggregates, whereas those in the Millstone Grit and Lower Coal Measures in Lancashire and Yorkshire tend to be too weak and porous to be used in concrete or as roadstones, other than for deep sub-base below the level of frost susceptibility. In northern England it is also a cheap local substitute for limestone and gravel aggregates, which would otherwise be imported over distances of some 60-100 km for such uses as filling for French drains, filter media and selected fill."

38.3. BGS Survey Sheet 77 (Huddersfield) (2005)

A similar statement is written in the notes to the British Geological Survey Sheet 77 (Huddersfield) which is available free online.

"In general, the sandstones are too weak, porous, and susceptible to frost damage for them to be used for good quality roadstone or concrete aggregate. They may be used in road construction below the level of possible frost damage and for some of the less demanding concrete applications."

38.4. West Yorkshire Annual Aggregate Assessments (2012-present)

The aggregate problem is so significant that the five West Yorkshire district councils publish an annual aggregate assessment, again available free online. The 2021 edition has this Executive Summary, and all the annual assessments (2012-present) carry a statement of this kind.

"The majority of the construction aggregate produced in England and Wales was used for either concrete manufacture (31% in 2019) or road construction (25% in 2019). For geological reasons described in more detail elsewhere in this report, the mineral resources which are worked within West Yorkshire are generally thought to be incapable of producing significant quantities of the higher specification aggregates required for use in either road construction or concrete manufacture. Consequently, West Yorkshire will remain reliant upon the crushed rock aggregates produced in neighbouring authorities to meet most of its construction aggregate needs. The two principal sources for the crushed rock aggregates consumed within West Yorkshire are the Yorkshire Dales National Park and Derbyshire. Quarries from these two areas collectively provided for over two thirds of the crushed rock aggregates consumed within West Yorkshire in 2019."

38.5. Incorrect statements about geology in the Natural Power Scoping Report of September 2023

We know that no due diligence about aggregates was conducted by CWF Ltd because of incorrect statements about Calderdale geology and aggregate sources, made in the September 2023 Scoping Report for Calderdale Wind Farm.

3.6. Borrow Pits: The Proposed Development would require crushed stone to construct new tracks and, where necessary, improve the existing tracks on site. The crushed stone will also be required to create the hardstanding areas for cranes and lay the foundations for turbines. Suitable volumes of stone and aggregate shall be sourced from onsite borrow pits.

12.2.1 There are likely to be several route options from yet to be identified material supply centres (e.g., quarries). There are several quarries located **to the east of the site** which means, depending on the site access and route, the traffic will travel on the A629 before travelling on either the A6068, A646 and A671 and subsequently minor roads to the selected Site Entrance.

These two paragraphs are all that is said about the aggregate sources for CWF in the September 2023 Scoping Report.

The quarries, "to the east of the site" accessed by the stated roads, would be those in the Halifax area that produce high-quality building stone, and these could not have supplied the strong aggregates required for road stone and concrete. Had CWF Ltd assessed the geology, by considering the BGS map, at any time between February 2022 and September 2023, they would have immediately discovered their aggregate problem. The authors of the 2023 Scoping Report also did not look at the BGS map and made the Scottish assumption that the onsite rock might be suitable. The closest relevant quarries east of the site are in Latvia.

38.6. The aggregate problem enters the public domain (2 May 2024)

The aggregate problem, as it pertained directly to Walshaw Moor, entered the public domain on 2 May 2024 in an article written by Nick MacKinnon and published by Mark Avery, the former Conservation Director of the RSPB, who has had intensive involvement with Walshaw Moor from 2002, when Richard Bannister bought the estate from Lord Savile. (Turbine 54: Bedlam Knoll SE 00387 32119 ///crabmeat.accusing.tuck.)

The article was part of a series, now amounting to 300,000 words, in which MacKinnon and other members of the Walshaw Turbines Research Group (WTRG) undertake a fortnightly turbine-by-turbine analysis of the proposal. It is part of the ethic of this group that the turbine site is always assessed on foot. The aim of the Bedlam Knoll edition was to find the first borrow pit. It was then that MacKinnon read and published the various sources given above, which describe the weakness for construction of the aggregates won in borrow pits or from "quarries to the east." It was no great discovery. The problem is known by every reputable builder in West Yorkshire and Lancashire, and the head gamekeeper on Walshaw Moor.

38.7. CWF Ltd awareness of the work of WTRG 18 September 2024

MacKinnon always sent the WTRG analyses to CWF Ltd, invariably receiving an automatic reply, until on 18 September 2024 CWF Ltd replied to an email sent to them by MacKinnon, which asked questions about aggregates and electrical connection. (Turbine 17: Jackson's Ridge SD 95151 36002///sheets.standards.knots)

The questions were:

1] Why does the Scoping Report (2023) mention a tiny scrap of flint found in Walshaw Dean, but not the annual West Yorkshire aggregate assessments, which always state that the local sandstone is too weak and porous for road stone or concrete?

2] If the problem with the onsite rock was in fact known to Natural Power [then consultants to CWF Ltd] and WWRE [the shell company owned by Christopher Wilson] why did they choose not to mention it?

3] Which limestone area will supply the aggregate for CWF Ltd if the onsite rock is too weak and porous for road building or concrete?

CWF Ltd refused to engage with MacKinnon on the grounds of disobliging satirical comparisons of their process with that of Muttley, the self-sabotaging dog from the 1970s cartoon series 'Wacky Races'; discovering this required close reading of what was then already 100,000 words, including Bedlam Knoll. This cartoon characterisation of CWF Ltd was justified, and on 29 May 2025, lead consultant Donald Mackay called that first iteration of CWF “worse than useless.” (Turbine 21 Pennine Way SD 97664 34327 ///messed.depend.sourcing)

38.8. Robbie Moore MP asks CWF Ltd about the aggregates (12 October 2024)

MacKinnon then asked his MP, Robbie Moore (Keighley & Ilkley) to ask the same questions, which he did, in a letter from the House of Commons dated 12 October 2024. CWF Ltd have never replied to this letter. Within a fortnight, the CWF proposal had collapsed, and all the information on the website was removed, leaving only the front page, a photograph of a wind farm that was certainly neither in Calderdale, nor on protected peatland. The vanished website had included statements that CWF was accepted to connect at Padiham (it was Rochdale) and that the National Grid ran at 440 Kelvin Volts (it is 400 kilovolts), displayed from September 2023 to October 2024. Although many people might make mistakes about the transmission voltage and unit of the National Grid, only one of them is the Executive Chairman of an electricity generation company.

38.9. Chaotic launch of Calderdale Energy Park 29 April 2025

A revised proposal, Calderdale Energy Park (CEP) was launched in chaos on 29 April 2025. On 1 May 2025 WTRG informed CWF Ltd that the whole suite of maps published for the Non-statutory Consultation were wrong, including a T42 in a 41-turbine layout and no T38. There was also an error in the peat depth map that CWF were only able to correct by putting a sticker over the map in every Consultation Brochure. These errors were acknowledged by CWF Ltd and WTRG have a letter of thanks from Christian Egal (since February 2025, Project Director).

38.10. No mention of the aggregate problem in publications for Non-statutory Consultation 29 April-10 June 2025

There was no mention of the aggregate problem in any of the publications of CWF Ltd for the Non-statutory Consultation. Their published position on aggregates, as far as the people of Colne (for example) were concerned, remained that of the Scoping Report of 2023, which was that the aggregates would be won from borrow pits supplemented by quarries to the east of the site. Since the onsite geology is identical to the geology to the east, there would then be no need for imported aggregates once the first borrow pit was reached, so as far as the people of Colne could surmise, if CEP would be built, like most wind farms in Wales and Scotland, it would be built almost entirely from on-site rock.

The point is important. At the Non-statutory Consultation, the last word on aggregates from CWF Ltd was “borrow pits and quarries to the east”. Had CWF Ltd known then that the proposal would in fact require the import of hundreds of thousands of tons of granite through the densely settled valleys, it was their duty to say so, so that the communities could respond to the matter. The absence of this information at the Non-statutory Consultation was either incompetence or deception. All the evidence we shall present points to incompetence, an analysis that is consistent with the unprecedented incompetence (given that a DCO for an NSIP is being sought) found in both the Scoping Report (September 2025) and PEIR (April 2026).

The people of Colne should have been able to give ‘intelligent consideration’ to the proposal under the Gunning Principles for a public consultation (Gunning 2 in particular) between 29 April and 6 June 2025. On p 13 of the Consultation Brochure (29 April 2025) they would have found **confirmation of continuity** between CWF, the 65-turbine proposal, and CEP the 41-turbine proposal.

Reading the materials supplied by CWF Ltd by May 2025, including the geological information in the CWF Scoping Report of September 2023, the people of Colne would have found that CWF Ltd proposed to build CEP using onsite aggregates supplemented by “quarries to the east”.

The people of Colne would have been justified in assuming continuity of geological information from February 2022 through to March 2026. Data found by TNEI in February 2022 is still in use even in the PEIR for CEP published in April 2026. Although CWF was “worse than useless” it is always regarded by CWF Ltd as an iteration of the design, and this was stated (p 13) in the Consultation Brochure for the Non-statutory Consultation.

38.11. No indication at non-statutory consultation that Colne would be subjected to a huge tonnage of stone deliveries by lorry

During the Non-statutory Consultation, the people of Colne could see that there was a possibility that the turbine components might pass through their town (Option B). The alternative was a route via Halifax (Option A). There was no indication at all in the Consultation Brochure that Colne might also be a route for the delivery of hundreds of thousands of tonnes of road stone and concrete aggregates that could not be won on site, nor quarried to the east of the site, as the Scoping Report 2023 had stated. The word “aggregate” does not appear in any of the Non-statutory Consultation documents. The only information about aggregate source was in the CWF Scoping Report (September 2023) and it said, “onsite borrow pits and quarries to the east of the site”. The AIL deliveries overnight (then 41, now 34 turbine convoys) are far less of an imposition on Colne than the stone deliveries by day, all day, for sixteen months. Colne was consulted about the possibility of a few AIL convoys which would not (by definition) be injected into the Boundary Mill/Vivary Way/North Valley Road traffic jam, but not about the potentially vast number of stone deliveries that would be injected into that traffic jam.

38.12. Verbal evidence about the aggregate problem at non-statutory consultation (17 May 2025)

Alison Sidgwick was the consultant who had approved the 2023 CWF Scoping Report with its “quarries to the east”; she was now a lead consultant for CEP; and she was at the Oxenhope public consultation on 17 May 2025 with colleague Sue Birnie. The following exchange has been in the public domain since 22 May 2025 (Turbine 33 Roms Hill SE 00784 32680 /// dramatic.currently. backtrack).

NM: “What are the tracks and foundations going to made of?”

SB: “What do you mean?”

NM: “Wind farm tracks are made of crushed rock, and so is the concrete for foundations. The scoping report says the rock may come from onsite borrow pits and this will save the environmental costs of importing stone.”

AS: “Yes! There will be borrow pits!”

NM: “But the onsite rock is too weak, porous and susceptible to frost to be used as a roadstone or for technical concrete.”

SB: “That’s just your opinion.”

NM: “It is the opinion of the five West Yorkshire Councils who publish an annual Aggregate Assessment and have done so since 2012. The problem with West Yorkshire aggregate is an economic imperative for the councils. The facts about weakness, porosity and susceptibility to frost are also written on the notes of the British Geological Survey map to the area. Has nobody at CWF Ltd looked at the aggregate assessments or the BGS map?”

SB “I don’t know. We don’t have to check the rock yet.”

NM: “This is a public consultation held under Gunning Principles and the public must be able to give “intelligent consideration” to your proposals. I am a member of the public who cannot do any solid calculations about the stone deliveries until you suggest where the aggregate is coming from, so I cannot give “intelligent consideration” even to a matter as simple as what you are going to build CEP from.”

[Elsewhere Stewart, an electrician, had asked about the aggregate because, “The first thing you do on a project is work out where the materials are coming from”. He was told the aggregate might come from onsite borrow pits. He said, “Sometimes a builder will try to fob you off with gritstone sawdust on a driveway. It turns to slush in a week. The aggregate must come from somewhere else. Where?” He got no answer. Outside, he was furious. John Page asked about the aggregates and was told they would all be imported.]

NM: “So you have completed a “careful design process” without doing anything at all to establish where the rock is coming from.”

SB: “It’s just rock. We don’t have to consider rock at this stage of the proposal.”

NM: “But for some people the vast amount of rock that must be delivered will be the primary effect on them, and they cannot give “intelligent consideration” to the proposals without knowing if rock is being imported and from where.”

No conversation of this kind could happen in Colne because no non-statutory public consultation event was held in Colne. SB is no minion. She was the applicant for the 200 MW Stornoway Wind Farm.

38.13. Walshaw Moor Catchment Restoration Agreement rules out limestone on tracks (2017-present)

It was now clear that the road stone could not be limestone as it would react with the acid environment and produce mobile bicarbonate which is poisonous to sphagnum. The simplest evidence for this was the Walshaw Moor Estate Catchment Restoration 2017-2042 Plan, signed by Richard Bannister and Natural England, which must have featured in the due diligence carried out in February 2022 since it describes what might be expected of any landowner. “8.1.6 Aggregate used on tracks will be inert materials.” This information at least should have been discovered during due

diligence in February 2022 in negotiations between the owner of Walshaw Moor, Richard Bannister, Mr Wilson and Dr Osman.

38.14. First verbal statement by CWF Ltd that the onsite rock could not supply aggregate for road stone or concrete (Webinar 21 May 2025)

Despite SB's statement "I don't know. It's just rock" (17 May 2025) CWF Ltd must have had acquired some understanding of the aggregate problem by 21 May 2025, because a question on aggregates was sent in by WTRG at the Webinar, selected for use by chair Kevin Whitmore of Cavendish Consulting (43:44) and answered by consultant Donald Mackay.

"**As you can imagine**, a project of this scale requires a large quantity of aggregate to be brought onto the site for topping off the roads and for the aggregate requirement for making concrete which will probably be batched on site. The material … the naturally occurring material we have isn't the best quality for construction, so we will need to strengthen the roads by bringing in aggregate from outside the site. Given the location of the site, it's fair to assume that the aggregates will come from a number of different sources that will depend on geography and onsite requirements. To be able to manage that kind of quantity of traffic the aggregate sources will be looked at as part of that overall transport assessment. We haven't identified specific quarries at the moment, but as part of the design process once we have identified the quantities that are required, we will look at it in a lot more detail as part of that traffic assessment."

"As you can imagine" was doing a lot of work in this response. It had taken WTRG over a year to get CWF Ltd to engage with this point at all. Until Mackay's remark, the published position of CWF Ltd on the rock had been borrow pits supplemented by quarries in the east. The people of Colne did not need to "imagine the aggregate" or its route to site: it had been specified by CWF Ltd in writing as onsite gritstone supplemented by Halifax gritstone. If they are on suitable sites, wind farm "projects of this scale" do not usually require "a large quantity of aggregate to be brought onto the site".

38.15. People of Colne and Laneshaw Bridge not consulted

Although they might have used their imaginations, as Donald Mackay suggested, the only way for people in Colne to understand the consequences of the proposal for their town was to have seen the Webinar and wonder if the stone might come their way on the same route as the turbine components. No written confirmation of aggregate weakness was made by CWF Ltd during the Non-statutory Consultation and nobody in Colne could be expected to give this aspect of the proposal "intelligent consideration" under Gunning 2 because nobody had been given the key information, except as a verbal response of a single consultant, which anyway contradicted the response of Sue Birnie, the applicant for the 200 MW Stornoway WF: "It's just rock. We don't have to consider rock at this stage of the proposal." Note what short shrift Sue Birnie gave to "use of the imagination" by members of the public: "That's just your opinion."

The people of Colne thus had no opportunity to shape the proposal during the Non-statutory Consultation as far as a key impact on their community was concerned: the unimaginable hundreds of thousands of tonnes of rock that CWF Ltd had finally admitted (but only verbally) would have to be imported and could not be limestone so would not originate north of the site. From 21 May 2025 CWF Ltd finally had the clear sight of the aggregates that they should have attained at site-alternatives due diligence in November 2021. They now had an opportunity to make the position clear to the people of Colne in the Logika Scoping Report of September 2025, but they had already, *prima facie*, failed to run a lawful non-statutory consultation under Gunning. Either through incompetence or deception, they had not informed Colne about the aggregate problem.

38.16. Scoping Report September 2025

The next opportunity for the people of Colne, their council and their MP Jonathan Hinder to shape the proposal as far as the stone deliveries were concerned, might have been the 29 days given to Statutory Consultees to respond to the CEP Scoping Report compiled by Logika. There is no indication of the aggregate problem in the Scoping Report 2025.

It would have been impossible for the people of Colne understand what was coming, because of the extraordinary confusion in the Access and Transport section of the CEP Scoping Report, unprecedented in any Scoping Report for an onshore wind NSIP. WTRG (who despite their expertise had no direct access to comment) were able to submit their list of the road errors in the CEP Scoping Report on Access and Transport via a number of Statutory Consultees who had confidence in the work of Stronger Together. This list was highlighted by the Planning Inspectorate in their Scoping Opinion and is published in appendices to the Scoping Opinion, adopted by the Secretary of State on 10 October 2025. It is only now clear what underlying assumption was causing the scrambled Scoping Report account of aggregate transport: the report assumed that hard stone could be imported into the dales by rail and then exported by lorry. No consultee could possibly have realised that this absurd and unjustified assumption was at the bottom of the incompetent Scoping Report Transport chapter.

38.17. Planning Inspectorate notes mislabelled road links

“It has been noted by relevant consultation bodies that a number of road links have been mislabelled in the Scoping Report. The ES should ensure that road references are correctly recorded throughout the ES.” Specific details are provided in the consultation responses in appendix 2 of this Scoping Opinion. (PINS Scoping Opinion p 5)

The problem, apart from general incompetence evidenced throughout the Scoping Report, possibly amplified by AI hallucination from whatever digital assistance was used to proofread, is caused by the specific failure to specify aggregate types, namely hard stone for the tracks and limestone for the concrete. Had this statement been made, Colne might have been able to see that a great deal of stone was very likely to come through their town. As things stood, all the Statutory Consultees were entitled to ignore the incompetent Access and Transport chapter of the Scoping Report.

No errors of this kind have ever been reported in any other Scoping Report for a NSIP onshore wind farm, but the road numbering errors were only an indicative iceberg tip. WTRG have checked the Scoping Reports of five peer-group NSIP onshore wind farms, finding no road labelling errors in any of them, but 16/72 mislabelled roads in the CEP Scoping Report.

These simple errors were a clear sign of deeper errors. Within fifteen minutes of opening the report (“I’ll start at the back”) one Stronger Together member had found two of the maps of the proposed layout were different and both were wrong: one had a T42 in a 41-turbine proposal and the other had 65 turbines. An hour later, a WTRG member had found the references to the River Kelvin, said to flow through the site, and to be infested with Himalayan balsam; two other other Scottish rivers were similarly said to be on site. We have found no Himalayan balsam within the turbine area, though rhododendron sprigs are occasionally found. The hydrology map 8-2 had 13 separate errors, including missing tunnels and sluices, and multiple mis-named watercourses, but worst of all no indication of relief. Instead, the base map was coloured-in green. The appropriate epithet is “child-like”.

38.18. Failure to inform about the aggregate problem November 2021 to PEIR launch 8 April 2026

Two years have passed since CWF Ltd were first informed by WTRG that they would have to import hundreds of thousands of tonnes of stone to build a wind farm on Walshaw Moor, but it is over four years since this elementary fact should have been obtained, when Mr Wilson and Dr Osman were considering alternative sites during due diligence in November 2021. This due diligence about aggregates could have been done in minutes by looking at BGS Sheet 77 (Huddersfield) or the annual West Yorkshire aggregate assessments (2012-present) or simply by asking Richard Bannister.

The evidence laid out here shows that because of the incompetence of CWF Ltd, the people of Colne and Laneshaw Bridge have not had any lawful opportunity to comment nor object, nor to shape the proposal while it was still flexible in its Rochdale envelope, so that the wind farm stone deliveries might have a less disproportionate effect on them. Normal large wind farms are built from their internal resources. The site selection of CEP is poor for many reasons, and one of them, that should have been picked up in during due diligence as alternatives were considered, is that vast tonnages of stone must be imported by road.

PEIR Ch 8 Biodiversity

At COP 15, held in Kunming and Montreal a global biodiversity framework was agreed by over 190 countries. It included as clause 3, the "30by30" target.

Ensure and enable that by 2030 at least 30 per cent of terrestrial and inland water areas, and of marine and coastal areas, especially areas of particular importance for biodiversity and ecosystem functions and services, are effectively conserved and managed through ecologically representative, well-connected and equitably governed systems of protected areas and other effective area-based conservation measures, recognizing indigenous and traditional territories, where applicable, and integrated into wider landscapes, seascapes and the ocean, while ensuring that any sustainable use, where appropriate in such areas, is fully consistent with conservation outcomes, recognizing and respecting the rights of indigenous peoples and local communities, including over their traditional territories. The PEIR makes no mention of the United Kingdom's commitment to the 30by30 target set out in the Defra policy paper of 29 October 2024. The relationship of the proposal to the 30by30 target is highly significant and has the potential to cause highly adverse outcomes for the reputation of UK nature diplomacy and for the 30by30 target itself, worldwide.[23]

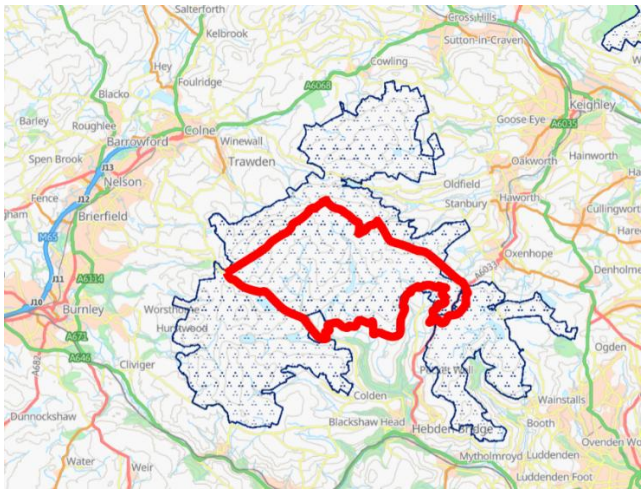
1. Defra statement that SPAs and SACs are the backbone of England's 30by30 efforts

The UK has committed to protect 30% of land and sea for nature by 2030 (30by30), to support the global 30by30 target agreed at the UN Biodiversity Summit (COP15) in 2022.

As one of the most nature-depleted countries among the signatories at COP 15, England will struggle to achieve its 30by30 target. The backbone of the land that counts are the nationally designated Sites of Special Scientific Interest (SSSIs and the internationally designated Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Since the current total in England is about 8%, other sites with lesser protections must now be found to meet a commitment shared with almost every country on Earth.

2. CEP is almost wholly inside the South Pennine SPA and SAC

The map below indicates that the CEP turbine area is almost entirely on SSSI land and within the South Pennine Moors Special Protection Area and Special Area of Conservation and that it fragments the SPA and SAC by being at the centre.



[23] 2030 Targets (with Guidance Notes)

Defra give a criterion for the legal protection required of 30by30 areas:

"30by30 areas should be able to demonstrate that in-situ conservation will be sustained over the long term (at least 20 years), and that the area will be protected against loss or damage to important biodiversity values, through legal or other effective means. This includes protected area designations, conservation covenants, long-term ownership and relevant long-term management obligations."

Because it is in the middle of an SPA and SAC, no 30by30 land in England has higher legal protection than the turbine area of CEP.

3. Appearance of hypocrisy

Government is rightly proud of the UK's work on the 30by30 target.

"Our 30by30 commitment presents an important opportunity to demonstrate the UK's international leadership on nature conservation."[24]

"The UK will bring together foreign governments, philanthropy and business leaders to drive forward action to protect and restore nature at an event taking place today (17 February 2023) at Lancaster House, London. The event will help drive delivery of the deal agreed by almost 200 countries at the UN Nature summit in Montreal in December (COP15), which included a framework requiring countries to halt and reverse biodiversity loss by 2030 and to protect 30% of the world's land and ocean by the same date. The framework requires a major push to increase the amount of money invested in tackling nature loss and restoring threatened habitats such as mangroves, rainforests and grasslands. The agreement set out a target to mobilise $200 billion per year globally by 2030, including $20 billion in flows to developing countries by 2025, rising to $30 billion by 2030. The UK played a critical role in bringing countries together in Montreal and is continuing to lead the way by hosting the event, with the aim of driving forward global financing to support the implementation of the Global Biodiversity Framework."[25]

This UK leadership means that every nation on earth except the USA has committed to the 30by30 target.[26]

If consented, the CEP proposal will industrialise the SAC and SPA; this is likely to draw unfavourable international comment from the almost two hundred other countries who are working towards their own 30by30 commitments, especially given the image of the UK as a nation of nature lovers, sustained in part by international reverence for the work of Sir David Attenborough. Because of our strong claims to leadership in nature diplomacy we would be open to accusations of "Do as I say, not as I do." An appearance of UK hypocrisy and back-sliding might begin to unravel the target worldwide.

4. PEIR ornithology chapter lays out the "Wonder of the World" on Walshaw Moor

The ornithology chapter of the PEIR and it appendices are a major contribution to our understanding of what *Conde Nast Magazine* have listed one of seven Wonders of the World for 2026.[27] The PEIR describes a place of high natural abundance of threatened, red-listed birds. In a country as nature-

[24] 30by30 on land in England: confirmed criteria and next steps - GOV.UK
[25] Leaders gather at London event in support of UN Nature COP15 agreement - GOV.UK
[26] UK ready to support North Star for Nature – securing 30% of land and sea for nature by 2030 – Environment
[27] The Seven Wonders of the World for 2026 | Condé Nast Traveller

depleted as England, the CEP turbine area is proposed for the middle of one of the best places for birds in England.

“9.5.37 The variety of habitats within the study area contributes directly to this diversity. The blanket bog and heather moorland plateaus support wintering golden plover, dunlin, and meadow pipit; the moorland fringe and Juncus flushes provide foraging areas for curlew, snipe, lapwing and oystercatcher; while small areas of woodland support winter thrushes and other passerines. The reservoirs and watercourses systems add further habitat heterogeneity, supporting species such as dipper, grey wagtail, redshank and goosander. This habitat mosaic, combined with effective predator control, rotational cutting/burning and grazing management, creates structurally diverse conditions that sustain a high abundance of birdlife throughout the year.”

“9.5.38 Overall, the non-breeding bird assemblage recorded between 2022 and 2024 demonstrates that the study area forms a high-quality upland habitat complex. It supports key populations of upland waders and raptors during migration and winter and contributes to the broader ecological connectivity of the South Pennines SPA and SSSI.”

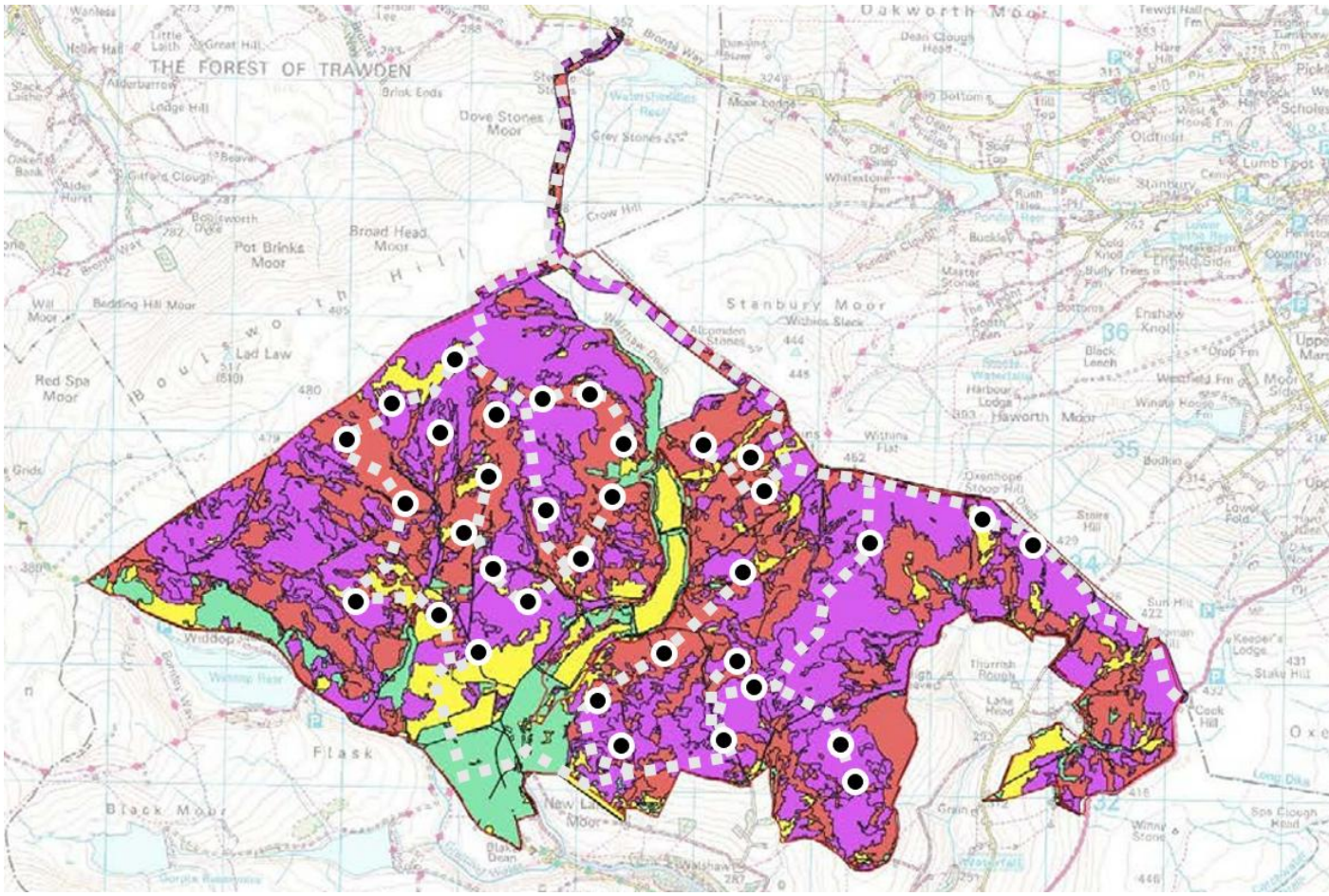
“9.5.32 The combination of diverse habitat types, effective predator control, limited disturbance and well-managed vegetation structure has resulted in an area that supports one of the most complete upland bird assemblages in the South Pennines. Populations of SPA/SSSI species remain stable, while a wide range of raptors, waders, owl and passerines also breed successfully. The results confirm that the study area represents a high-quality upland ecosystem, supporting extensive, structurally diverse habitats that collectively sustain both specialist moorland species and the broader bird community characteristic of upland England.”

“9.5.27 All five UK owl species breed within the study area, an unusually complete assemblage for an upland area. Their distribution reflects the range of available habitats: short-eared owls on grass-dominated moorland margins adjacent to reservoirs; barn and little owls (Athene noctua) using buildings and pasture edges; and long-eared (Asio otus) and tawny owls (Strix aluco) confined to plantation and mixed woodland blocks. The coexistence of all five species demonstrates the structural diversity and prey availability within the study area.”

“9.5.10 The South Pennine Moors Phase 2 SPA support the southernmost assemblage of breeding merlin, golden plover, dunlin, short-eared owl and twite in the world. Therefore the SPA has an important role in maintaining the breeding range of these species”.

What the PEIR calls the “broader ecological connectivity of the South Pennines SPA” is shattered by the turbine area. The potential destruction of this abundance of rare birds in complete upland assemblages on an SPA that is central to the UK 30by30 effort opens the government and people to imputations of hypocrisy: “Do as I say, not as I do.”

5. The turbines and tracks wholly inside the SAC and prefer very high and high sensitivity habitats



The map above (made by WTRG) superimposes the turbine locations and access tracks on the Habitat Sensitivity Map PEIR appendix 8-3 A1-11. The tracks are given standard 50 m buffers. The CEP infrastructure is strongly attracted to the purple (very high sensitivity) and red (high sensitivity) areas that qualify the area as SAC while almost avoiding the yellow (medium) and green (low) sensitivity areas.

On-site quarries called borrow pits will be opened at six locations. These quarries can only supply bulk fill, available as a waste material at existing West Yorkshire and Lancashire building stone quarries. The primary purpose of the borrow pits is to create voids for the disposal of spoil and excavated peat from the turbine foundations, crane hard standings and very extensive cut-and-fill track system. The reason the cut-and-fill track system is so extensive is that the turbine locations are often on unusually steep locations because it is overcrowded compared with its Pennine peer group. This means both that floating tracks often cannot be used, while the steep ground also requires more excavation to achieve a level platform.

This destructive quarrying, excavation and track building occurs entirely within the Special Area of Conservation and on irreplaceable habitat of high and very high sensitivity. Industrialising an SAC exposes UK nature diplomacy, the British government and the nature-loving British people to imputations of hypocrisy, especially from countries in the global south: “Do as I say, not as I do.”

6. UK a nation of nature lovers

The UK likes to believe it is a nation of nature lovers, an idea perhaps promoted by the astonishing television programmes of Sir David Attenborough, but this idea is undercut by the extent of our nature depletion, especially in England and Wales. The South Pennines SPA is a compelling exception, because nature thrives there and it is also deeply protected by two international designations, yet within five years of our leading the 30by30 target, one of the best places for red-listed birds in England could receive government consent to be industrialised.

7. Public support for 30by30 is overwhelming

Research in countries spread over all five continents finds that 80% support the 30by30 target in their own countries[28]. Defra report UK support for the policy as similarly strong:

"The British public has spoken with a clear, unified voice. New research conducted by independent insight agency Savanta shows the British public is strongly behind 30by30. Support for the goal cut across all 12 regions of the UK surveyed and was consistent across social grades and ethnicities. It's a rare example of national consensus.

Even more striking, the research showed that people are twice as supportive of businesses that contribute to 30by30 initiatives than of businesses pledging to achieve net-zero by 2050. That's a powerful signal for brand leaders and sustainability officers alike: support for UK nature restoration is not a niche cause - it's a mainstream expectation. Nature is tangible; it evokes an emotional connection, and it brings people and communities together".[29]

It is frivolous that the PEIR does not mention the Kunming-Montreal Global Biodiversity Framework, and thus the effect of the CEP proposal on UK leadership in nature conservation. The PEIR does not offer baseline evidence for the relationship between the proposal and the 30by30 commitment. It therefore has no baseline for an assessment of what our allies and enemies might think of the British people's hypocrisy, nor the effect of our perceived hypocrisy on the Kunming-Montreal Global Biodiversity Framework, which we claim to have led.

PEIR Ch 8: Biodiversity effects on local non-statutory Designated sites

As with the statutory designated sites, in the treatment of the non-statutory local nature sites, CEP fail to acknowledge the inter-connectivity of peatlands and their hydrology and ecohydrology; this means that significant adverse effects cannot be limited to buffered infrastructure, nor can analysis of adverse effects be limited to the immediate locality of the infrastructure.

Of the management plans mentioned, only the Outline Construction Environmental Management Plan and Outline Peat Management Plans are available in the PEIR , and the latter contains highly questionable ideas about peat relocation.

This section of the PEIR contains the choicest examples of pure flannel in a document that is well stocked with plain-woven fabric with a slightly napped surface.

8.8.97 states that 26 local non-statutory designated sites occur within 2km of turbine area, but of these, only nine are considered:

[28] Mass support for conserving 30% of the Earth by 2030: Experimental evidence from five continents | PNAS
[29] UK ready to support North Star for Nature – securing 30% of land and sea for nature by 2030 – Environment

Hardcastle Crags LWS
New High Laith Farm LWS
Sun Hill Clough Oxenhope LWS
Emmot House Grassland BHS
Wycoller Beck BHS
Nan Scar Clough LWS
Doe Park reservoir LWS

All the sites will be affected in the same way as the statutory designated sites (South Pennine Moors SAC and SSSI) and their assessment should be similar.

These assessments cover the construction phase only. The operation phase will inevitably be more significant because it will take time for adverse effects to compromise the 26 sites that are so close to the turbine area.

8.8.104 Corn Close and Bent Moor DWS
As the 250 m section of track across the DWS is already used as a farm track, impacts are expected to be not significant.

The present traffic on the concrete track to Corn lose is a tens of movements per month. Since all the construction traffic must come this way, the traffic will be thousands of movements per month. Since this is an increase of two orders of magnitude, impacts are likely to be significant.

8.8.105 Nan Scar Clough *Short term temporary impact from 60m export cable installation. It is assumed that appropriate habitat restoration will be achieved and any impact Not Significant.*

The assumption that effects will not be significant is inappropriate as the effects will not be temporary.

8.8.133 *Infrastructure has been designed to minimise the number of watercourse crossings and encroachments within 50m buffer zones that have been applied to all mapped watercourses to inform placement of infrastructure.*

Due to the connectivity of peatland habitats, effects cannot be limited to 50m buffer zone.

8.8.134 *Hydraulic assessment will determine type of crossing (closed pipe culvert, bottomless arch culvert, bridge.*

Construction of watercourse crossings will cause direct and indirect habitat loss in spite of least destructive options being chosen. Note that the Environment Agency lists the options in the reverse order, with bridge the least damaging.

8.8.137 *Whilst watercourses would be retained, modification to their alignment and installation of culverts could result in a permanent, medium magnitude of impact, resulting in a significant effect on rivers. However, ongoing work to ensure the use of the least damaging crossing point design and development of appropriate mitigation measures should ensure that the magnitude of the impact could be reduced such that effects would be considered Not Significant.*

The nested conditionals after “However” are “should-could-would”. This sequence does not logically support the conclusion “considered Not Significant”. This paragraph is pure flannel. Given that “should-could-would” renders the paragraph meaningless, it is not clear whether “culverts” refers to any kind of watercourse crossing, or specifically excludes bridges.

The more the reader tries to extract any meaning at all from this paragraph, the further it recedes as ambiguities multiply. Note the shift from plural “watercourses” to singular “least damaging crossing point design”. Does the paragraph intend to distinguish “rivers” from “watercourses”?

In a strong field, 8.8.137 is the most meaningless paragraph in the PEIR.

8.8. *The Proposed Development will result in potential changes in surface and subsurface hydrology which is assessed directly in Chapter 10: Hydrology, Hydrogeology, Geology and Peat.*

Ch 10 at 10.1.2 states that:

10.1.2 This Chapter concludes that there are likely to be a mixture of significant and not significant effects from the Proposed Development on Hydrology, Hydrogeology, Geology and Peat during the construction, operation and maintenance and decommissioning phases. Further detailed assessment will be undertaken for the Environmental Statement (ES).

This conclusion can be reached without doing any detailed assessment at all because it expresses the tautology that all effects would be significant or not significant. Remarkably, it then weakens this already logically null statement (P or not P) by saying that it is only “likely”.

We conclude that the statement in 8.8 is not assessed directly in Chapter 10.

PEIR Ch 9 Ornithology

Ornithology PEIR response by Upper Calderdale Wildlife Network

1. Competency of expert
UCWN have no comment on the competency of the ornithological team and their qualifications appear appropriate.

2. Have comments made in the scoping report on landscaping been acted upon in the PEIR?

2.1 Lack of survey for the Bradford West Cable Corridor (BWCC)
We expressed concern in the scoping response that no survey had been carried out to form the route selection for the cable corridor. If there are important ornithological features within the corridor the mitigation hierarchy will already be compromised because there will be no opportunity to avoid the effects. Although the BWCC is not in the South Pennine Moors Site of Special Scientific Interest (SSSI) or South Pennine Moors Phase 2 Special Protection Area (SPA), it runs immediately alongside it. Birds do not read lines on maps. The BWCC does lie within the impact zone for the SSSI and SPA and surveying should have preceded route selection.

2.2 Lack of survey along the western access route
The PEIR states that the western access route is not going to be surveyed until after the PEIR has been submitted. Despite chapter 9 saying that this area has the potential to support moorland edge and lowland fringe species including breeding lapwing, curlew , snipe and redshank, and foraging raptors such as kestrel and buzzard and potentially short eared owl, the route selection can have taken no account of the likely presence of some or all of these species. Similarly, no account has been taken of the disturbance which may be caused by improvements to existing sections and creation of new offline sections, which we consider will cause further unnecessary habitat fragmentation, that should be avoided. We consider that lack of survey here has prevented exploration of alternatives that may have fewer adverse effects on birds and biodiversity.

2.3 Scoping out of operational effects of the BWCC
We do not agree that the operational effects should be scoped out. Raised soil temperatures can be expected to be generated along the length of the cable route. Until it can be demonstrated that effective insulation can neutralise these increases in temperature, the operational effects must be scoped in. This is because the increase in temperature could have many adverse effects, including:

- drying out of the peat sections of the BWCC, leading to loss of peatland habitat and erosion
- changes in vegetation as a result of drying out of the peat and other soils

These effects could effect the hydrology of the peat and consequently have an impact on habitats and the birds relying on those habitats over a much greater area than the corridor itself. Because many of the birds likely to be breeding in these areas, curlew in particular are site faithful , repeatedly returning to the same site, the loss of habitat could cause a reduction in the number of breeding pairs.

3. Errors omissions and inconsistencies

The Upper Calderdale Wildlife Network who have put this response to the PEIR together have many decades of experience of observing the bird, animal and plant life on Walshaw Moor monitoring breeding and roosting raptors and waders. Our observations have been carried out in all seasons and weathers, and our findings are regularly reported to West Yorkshire Ecology and other national databases.

We are very concerned about the extent of omissions and that the impact on birds such as curlew, golden plover and ring ouzel in particular are being completely underestimated.

3.1 Kestrel:
We consider the numbers of kestrel within the study area have been underestimated. Kestrel are seen on Walshaw Moor in numbers that are not evident in other areas. Recent sightings have included 6 kestrel seen simultaneously over Mid Walshaw Reservoir, with confirmed nesting near Blake Dean too. We consider the number of nest sites on Walshaw Moor certainly exceeds 4. The magnitude of impact should be re-assessed as it is currently considered to be small.

3.2 Ring Ouzel
These should definitely not be scoped out. There is certainly more than one pair nesting in the area. Ring Ouzel are frequently seen on the fields opposite the Pack Horse Inn where the substation is proposed, and as many as 8 birds have been seen in the cloughs leading into the Walshaw Reservoirs. There is other suitable habitat for Ring Ouzel within the turbine area. We consider that Ring Ouzel are an important ornithological feature and must be included in the ES.

3.3 Twite and other passerines
If the number of Twite were to increase in the South Pennine area in the future due to habitat improvement there is no reason why they could not return to Walshaw Moor again. We would disagree with the statement that evidence shows passerines are not significantly affected by wind farms. We would argue that changes to the environment as significant as this windfarm will bring would result in habitat change and loss, and a change in hydrology and micro-climates which could affect populations of passerines.

3.4 Hobby.
We observed a hunting pair in 2024 that may have nested in the top of Hardcastle Crags but more likely in the plantation west of Walshaw village which is in the operational zone of CEP. Therefore, Hobbies may well be affected by the turbines.

3.5 Whooper Swans.
This species should not be scoped out for habitat loss and alteration for any phase of the proposed development, as the assessment that Whooper Swans do not utilise habitats within the turbine area is wrong. These birds do not just use it for a flight path but have been observed using the reservoirs and shores. We recorded 14 at Lower Gorple reservoir in March of 2026. Therefore, this species needs to be taken into consideration in the PEIR.

3.6 Gulls.
They state that gulls rarely breed here but as gamekeepers are licensed to kill them as pests this explains why breeding densities are low. We have observed reasonable numbers of gulls in the area to the south of the Packhorse Inn in April of 2026. More gulls would certainly nest here if they were allowed to. Gull species are in decline nationally and they should be considered in the ES.

3.7 Common Sandpiper
Common Sandpipers are present around Lower Gorple Reservoir and the three Walshaw reservoirs and potentially across the whole operational area since they frequent upland moorland areas away from the water's edge. They should be scoped into the ES.

3.8 Curlew
We consider the statement in para 9.9.53 that the proposals are likely to
"result in the permanent loss of approximately 56.5ha (1.5%) of the identified sensitive nesting area for curlew, which in absolute terms has the potential to result in the loss of approximately up to one breeding pair from direct land-take"
to be a gross underestimation. The paragraph does go on to say that given the species sensitivity that this figure is likely to be exceeded. We note that the figure 12 of Appendix 9-1 shows the whole of the proposal is a sensitive nesting area for curlew.

We are seriously concerned that these figures for curlew are being seriously underestimated in the PEIR; the damage that will be done to the Curlew population as a result of this proposal could be a showstopper for the whole development.

3.9 Golden Plover
We note in paragraph 4.2 below the extent to which the data for golden plover is being misinterpreted and information cherry picked to give more palatable results. The fact that building wind turbines across the 5 key breeding areas for Golden Plover will only likely lead to the loss of one pair of birds is laughable, when it is widely recognised that this bird will generally avoid breeding anywhere near wind turbines. This biased approach to the show stopper Golden Plover data discredits the rest of the work.

3.10 Other birds
We are also concerned that the following red listed and vulnerable bird species which all breed in and around Walshaw Moor are not mentioned in the PEIR chapter 9:

- Swift
- Cuckoo
- Swallow

Migrating osprey, often observed on the Walshaw Dean Reservoirs have been omitted without explanation.

3.11 The impact on migratory birds
Very little is said in the PEIR about the potential impact of the proposals on migrating birds, aside from the use of the development area as a 'stopover'. The potential impact of wind turbines on birds flying over the site to variations in pressure and electromagnetic fields is

not explored at all. While migrating birds may take steps to avoid wind farms, where these cover large areas, birds may suffer adverse effect due to increasing their migratory routes by substantial distances in order to avoid turbine areas.

4. Confusing and limited information

4.1 Mapping

We have been shocked by the poor standard of mapping within the PEIR which has made it extremely difficult to find locations: this has been difficult on the site layout where there is limited background information, features are not named, important routes are not marked which makes orientation tedious and time consuming for us attempting to review these documents. This lack of detail has been particularly poor in relation to the Bradford West Cable Corridor and the Eastern and Western Access route, where the mapping for the latter is so featureless it has been impossible to use and has seriously impaired our ability to comment on the proposals. We had to prepare our own maps for the BWCC to enable our co-consultees to better understand what was proposed.

4.2 Magnitude of impact on different bird species

Table 9.10 sets out the definition of impact magnitude:

A **large** impact is defined as follows:

- Any impact which significantly undermines or improves the favourable conservation status of the qualifying interests of any internationally or nationally designated conservation site.
- An impact resulting in the total loss of sensitive characteristics.
- Total/near total loss or change of a bird population due to mortality or displacement. Total/near total loss or change of productivity in a bird population due to disturbance.
- Guide: >80% of feature extent or population change

The PEIR states that the following species will suffer a **large** impact at a National or Regional Level

- Merlin
- Peregrine
- Marsh Harrier
- Hen Harrier
- Short eared owl
- Golden plover (breeding)
- Dunlin
- Snipe
- Redshank
- Oystercatcher

The devastating impact that these proposals would have on the birds of Walshaw Moor are spelt out in the PEIR sections of the species noted above. That these nationally and

regionally important groups of breeding birds are going to be almost eliminated by these proposals contradicts the applicant's attempts to persuade consultees that the scheme can somehow enhance the biodiversity on Walshaw Moor.
The PEIR also notes that a large magnitude of effect will be suffered for both the SPA and the SSSI and these would be at international and national levels respectively.

The assemblages of Golden Plover within South Pennines Moor Phase 2 SPA are regarded as the most southerly in the world and are consequently of international importance. Despite parts of the PEIR making a strong case for the high numbers of Golden Plover on Walshaw Moor and clearly stating that Golden Plover are highly sensitive to wind turbine development, the PEIR manages to contradict itself, suggesting that in respect of the effects of construction, habitat loss and alteration would result in the loss of 1 breeding pair of Golden Plover. It does qualify this by saying it is a conservative estimate and goes on to say that this figure is based on "average territory densities" yet in para 9.5.8 we are told that the density of breeding populations of Golden Plover in the South Pennines are high compared to other regional populations in North England and Scotland.

We do not accept either that the nature of the effects relating to hydrology and habitat degradation are necessarily temporary and short term, as effects to peatland hydrology are complex and may have long term consequences to vegetation and hence habitats affecting bird populations.

We are concerned that some species of vulnerable breeding birds have not been considered at all, namely swallow, cuckoo, and swift, the latter two are red listed while cuckoo is a priority species which breeds abundantly within the wider study area and within the development area notably around Holme Ends.

Amber listed Osprey are not mentioned at all yet they have been seen over Walshaw Moor during Spring 2026, doubtless using the Pennine chain as a migratory route northwards.

5. Are likely significant effects fairly assessed?

5.1 Effects on Golden Plover underestimated
The author of chapter 9 shows clear bias in favour of the development: they say in paras 9.9.114 that reactions of Golden Plover to windfarms is mixed, citing a study in 2009 that showed that on *multiple* wind farm sites Golden Plover numbers reduced in the vicinity of windfarms, and then go onto describe two projects where this has not been the case and there has been no discernible reduction in numbers, and they talk about the compelling evidence from this long term study, the inference being that on these two sites, Golden Plover are unaffected, and so there must be a really good case for them being unaffected by any windfarm proposal on Walshaw Moor.

6. Has baseline survey work lead to good design decisions ?

6.1 Substation Location
The substation will be located on sheep pasture adjacent to the Pennine Way close to Holme Ends. Para 9.5.25 states with reference to the breeding areas at Holme Ends that

"The integration of these upland and lowland edge habitats creates strong ecological gradients, supporting species with overlapping habitat requirements and allowing for high breeding densities."

This location may have been selected as it lies outside the SPA and SSSI, however it does still lie within the SSSI impact zone. However, birds do not respect lines on a map, and this is a particularly important area for breeding Lapwing and Curlew and is also close to an area where Ring Ouzel and Cuckoo breed, all four are vulnerable and declining red listed birds. This is also an important area for nocturnal foraging for Golden Plover as well as being widely used by other breeding birds such as Greylag Geese and Oystercatcher.

Walshaw Moor is a stronghold for Lapwing and Curlew bucking the national trend; Curlew populations for instance have halved since 1995[30] in the UK, this is particularly serious as the UK hosts 25% of the global population. South Pennine Moors Phase 2 SPA is recognised as most southerly breeding area for Golden Plover globally and the PEIR notes that this is a sensitive population, on the edge of the species' breeding area, the PEIR also states in para 9.5.37 that the variety of habitats within the study area contributes to the biodiversity. This site meets the needs of breeding lapwing and curlew, which are not met in most other places locally, hence the lack of thriving numbers of breeding lapwing and curlew in other parts of Calderdale. To place the substation on this site "in order to avoid the designated areas" when it is clearly of such great importance to the nesting birds seems incredible and demonstrates the gross lack of understanding of the importance of Walshaw Moor and its wildlife from those proposing this development.

6.2 Surveys of the wider area

The PEIR recognises that displacement will be a likely impact of the proposed development. This is where birds are unable to return to their feeding, breeding or roosting areas due to disturbance caused by the construction, operation or decommissioning of the wind farm. It is also stated that birds are likely to relocate into the extensive contiguous upland habitats immediately surrounding the Proposed Development. It is then very worrying that surveying of these contiguous upland habitats will be limited to within 500 metre offset of the development area for breeding and non-breeding birds, 1 kilometre for nocturnal woodland survey and 2 kilometres for breeding raptors, and the wider upland area will not be surveyed for the ES.

If there is an assumption that some bird species may be displaced into adjacent areas of moorland, then why are surveys of these areas not being carried out? We consider these surveys are essential because unless it is known to what extent birds are already occupying these areas, how can there be any confidence that there is habitat available for displaced birds to be moved into? Birds are generally territorial and different species require territories of different sizes. There is no point in assuming that the birds from the development area might move into these contiguous areas, if these are already at capacity for that species.

[30] BTO Breeding Bird Survey Report

We were told by the ornithologist at the Hebden Bridge Consultation that these surveys would be carried out but not until after the DCO has been agreed, and these would be carried out as part of the pre-construction surveys.

So it seems to be apparent that the displacement of birds from Walshaw Moor is of little interest to the applicant, and certainly not one that is going to effect any development proposals, we find this completely unacceptable, and further evidence that the applicant is not interested in mitigation or habitat restoration or enhancement despite their platitudes to the contrary.

We quote the PEIR directly:

9.9.109 Because construction disturbance may reduce the breeding success of multiple SPA/SSSI qualifying features, displace breeding pairs from territories integral to maintaining the SPA/SSSI reference populations, alter the distribution of qualifying features within the SPA/SSSI and undermine the supporting ecological processes and habitat functions relied upon by SPA and SSSI assemblage species, there would be a likely significant adverse effect at the international scale on the SPA and likely significant adverse effect at the national scale on the SSSI.

9.9.101 Due to the displacement distances involved, this could result in the material loss of large proportions of the Turbine Area, intersecting large areas of the sensitive nesting areas identified in Appendix 9.1: Baseline Ornithology Report. The operational disturbance effect is therefore assessed as being adverse, direct and indirect, potentially permanent, long-term and frequent. Given the sensitivity of qualifying features, the number of turbines within suitable habitat, and the evidence of displacement for several key upland species, the impact magnitude is considered large. 9.9.102 Accordingly, there would be a likely significant adverse effect at the international scale for the South Pennine Moors Phase 2 SPA; and likely significant adverse effect at the national scale for the South Pennine Moors SSSI.

6.3 Bird displacement

Following on from the point made above, we are very concerned that many of the birds threatened by the proposals cannot be displaced onto adjacent habitat, or habitat in other parts of the South Pennines even if it were available. There is very strong breeding site fidelity amongst many species, notably Curlew, this means that pairs return to the same spot year after year to breed. If Curlew cannot return to the same spot to breed they will not breed, and as Curlews have a lifespan of 20 – 30 years, and the recent massive decline, -49% since 1995 – is due to their failure to breed successfully, if we prevent these birds from breeding in one of their best breeding grounds in England we are speeding up their extinction in the UK, which holds 25% of the global population.

We strongly disagree with the assessment that species can utilize a wide network of suitable habitats across the wider South Pennine landscape.

7. Inadequacy of mitigation

7.1 Comprehensive mitigation and compensation package

The PEIR states in table 9.2

"The Applicant is developing a comprehensive mitigation and compensation package in consultation with Natural England and other relevant stakeholders. This package will include detailed measures to avoid, reduce and, where unavoidable, compensate for collision-related mortality, disturbance and displacement, and habitat loss and alteration associated with the Proposed Development. Compensation measures will extend beyond the footprint of habitat loss and will reflect the strategic ecological importance of the study area for upland breeding waders and raptors. The approach is expected to include both on-site and off-site measures, aimed at enhancing retained habitats, improving ecological resilience, and delivering habitat creation and restoration at a landscape scale. Potential compensation land is currently being identified and will be confirmed through ongoing consultation. An outline Habitat Mitigation and Compensation Strategy will be prepared and submitted as part of the ES, setting out the finalised proposals, delivery mechanisms, monitoring framework and long-term management arrangements."

Quite how habitats such as the fields proposed for the substation which are such a rich area for breeding waders, can be enhanced by these proposals is beyond our comprehension, nor can we understand how fragmentation of 9 square miles of moorland by industrial scale infrastructure can actually enhance the habitat for birds such as Golden Plover that avoid disturbance. We cannot see how the installation of 34 turbines will enhance the habitat for species such as Golden Plover, where studies find 79% fewer Golden Plover within 400m of turbines[31], and Curlew and Snipe declining by 40% and 53% respectively.

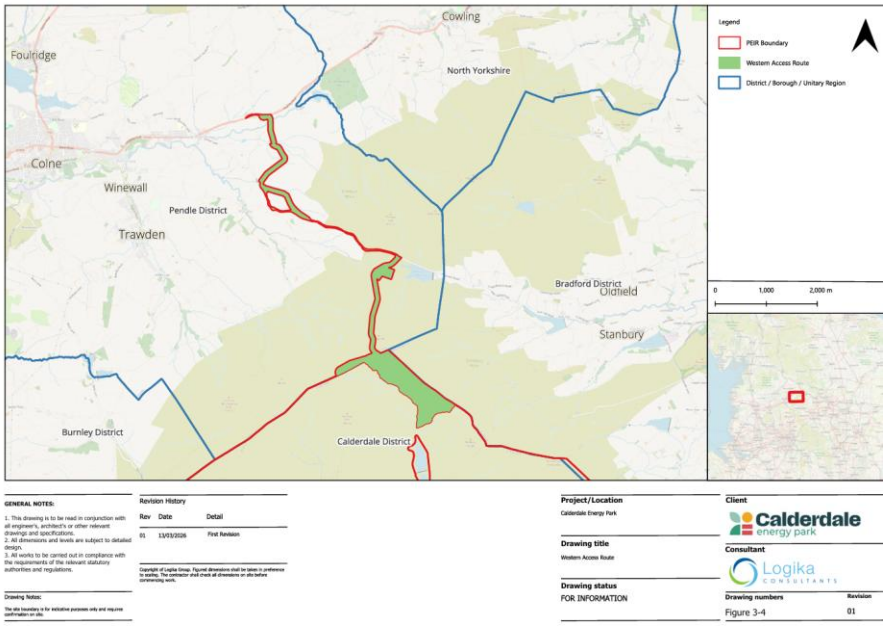
[31] The Impact of windfarms on Moorland Birds in the UK The Moorland Association

PEIR Ch 10 Hydrology, Hydrogeology, Geology and Peat

Appendix 10-4 Preliminary Peat Landslide Hazard Risk Assessment

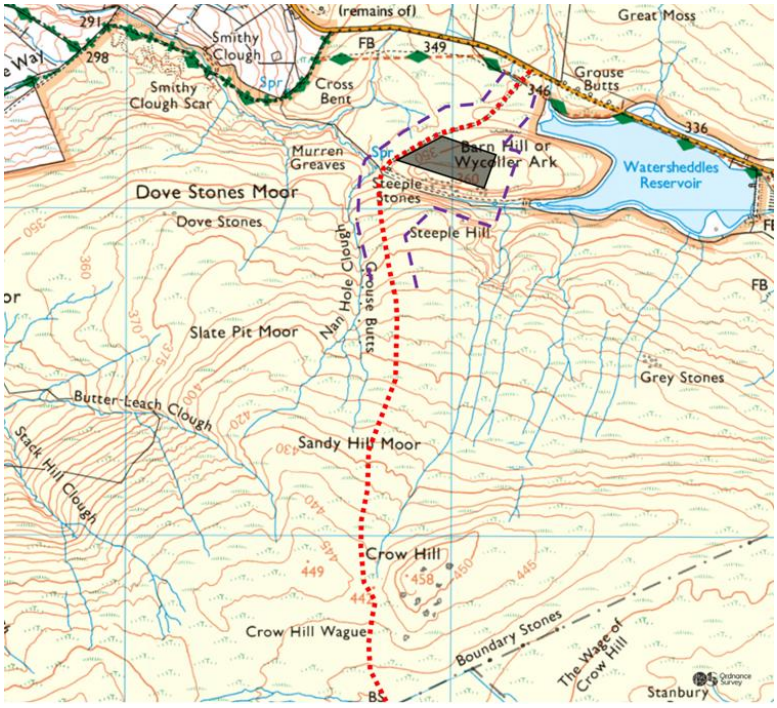
1. Crow Hill main access track

The sole access for AIL and all the stone deliveries is up a proposed access track on the north slope of Crow Hill from just west of Watersheddles reservoir to the north apex of the turbine area on Jackson's Ridge, shown on an inadequate CWF Ltd map below.



2. PEIR mapping inadequate

No effective map has been provided by CWF Ltd. The map below is by WTRG. +



3. The 1989 peat slide was set out and analysed in the Scoping Opinion

An analysis of the multiple peat slides on Crow Hill was provided by WTRG in the Scoping Opinion adopted by the Secretary of State on 10 October 2025 p 105-108. In particular a careful account was given of the 1989 peat slide on Crow Hill, which is repeated below.

"12.9 A second Crow Hill peat slide occurred on 19 May 1989. Dykes and Warburton (Mass movements in peat (2006)) give a photograph of the remnants of the 1989 slide taken in 2005. The extent was 3.6 ha, and 46000 m^3. The peat was originally 2-3 metres deep and 0.3-0.5 metres of depth remains. The terrain is not steep and corresponds to the ground crossed by the Crow Hill access road at 440 metres just before the last bend. A prolonged drought had affected England from November 1988, punctuated by short-lived but often abrupt phases of wet weather. On 19 May 1989, a record 2-hour point rainfall of 193 mm was recorded at Walshaw Dean Lodge in the middle of the turbine area. This is the record daily rainfall for May, and the most intense 2-hour rainfall recorded in Britain. It is known as the "Halifax Storm". The 1989 Crow Hill peat slide and 1824 Crow Hill catastrophe had in common intense rain following a drought. Droughts in the Walshaw catchment include 2023 when emergency pipes were laid by helicopter from Walshaw Dean to Ponden reservoirs, and the ongoing drought of Spring and Summer 2025."

4. PEIR Appendix 10-4 fails to discover the 1989 Crow Hill peat slide in its own references

PEIR Appendix 10-4 written by AJM of OWC, uses (five times) a reference (Ross, 2020) to assess the historical frequency of peat slides in the study area. Ross, 2020 is *Charlottle Brontë at the Anthropocene*, by Shawna Ross, and contains what is presently the master account of the 1824 Crow Hill bog burst, which is why AJM uses it five times in the OWC report.

Because CWF Ltd failed (prior to Statutory Consultation) to probe the ground north of Crow Hill up which the turbine components track must come, and Crow Hill more generally, the analysis of peat slide risk on Crow Hill in the PEIR relies on the references. It is clear that the author AJM of OWC did not consult Ross, 2020 because the analysis in PEIR 10-4 has no mention of the 1989 peat slide on Crow Hill, which is described on page 68. Ross also gives a reference to Dykes & Warburton, *Mass Movements in Peat* (2007), in which there is a photograph of the 1989 Crow Hill peat slide. Dykes & Warburton (2007) is referenced in Appendix 10-4 (for example in 4.2.1) but the author has clearly not studied that reference carefully enough to find Warburton's photograph of the 1989 peat slide on Crow Hill.

5. PEIR 10-4 wrongly gives the impression peat slides on Crow Hill are historical

Because OWC failed to find the 1989 Crow Hill peat slide in either of two references they cite, the report concludes that the peat slide risk on Crow Hill is historical. The OWC report states:

"A bog burst was documented on Crow Hill near Haworth by Brontë in 1824, and this is likely the nearest recorded failure to the Turbine Area (Ross, 2021)."

"Outside the Turbine Area to the north, the Crow Hill bog burst (a much reported peat landslide, documented by Rev. Patrick Brontë (Ross, 2020) is located to the west of the Western Access Route. The landslide took place in 1824 (c. 200 years ago), and remains visible in the landscape (Plate 3.3d)."

Note the slapdash reference to "Ross, 2021" and the unnecessary "c. 200 years ago" as though the Statutory Consultees were unable to subtract 1824 from 2026. The force of "c. 200 years ago" was not to help the Statutory Consultees with the subtraction but to persuade the Statutory Consultees that the peat slide risk on Crow Hill is historical, when in fact the reference the author used to arrive

at that false conclusion also describes the 1989 Crow Hill peat slide on page 68, and gives the reference to Dykes & Warburton where the photograph will be found.

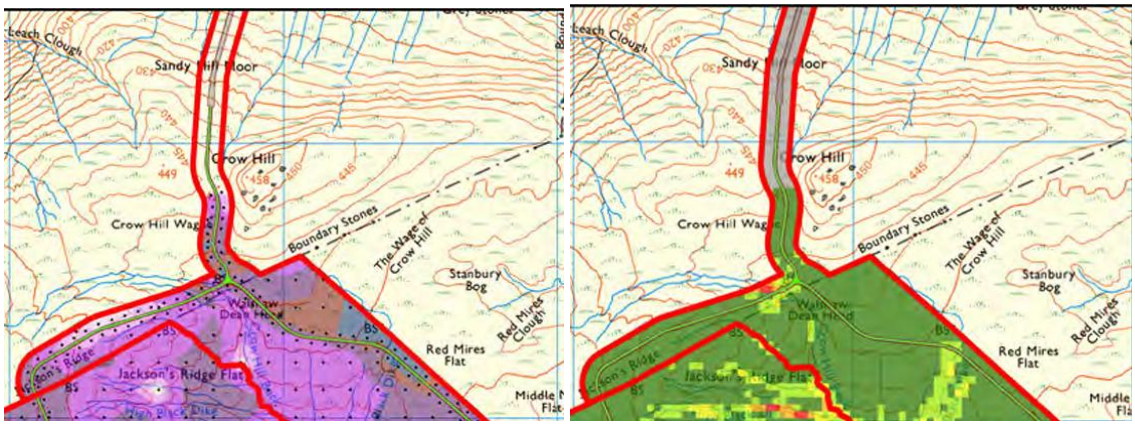
6. Author of Preliminary Peat Landslide Hazard Risk Assessment failed to read references

Further evidence that the author AJM had not consulted an actual copy of Ross, 2020 is that no page references are given; there is a reference to a phantom edition Ross, 2021; and the number of pages in is given as the publisher's leaf number ("334 p") rather than the academic scientist's page number (326 pages). Although by 21 April 2026 AJM had a copy of Ross, 2020 at the Hebden Bridge consultation, he was still unable to find the reference to the 1989 peat slide and had to be shown it on p 68. AJM complained that the book was primarily a work of literary criticism, but of course it was his choice to use it as a reference five times, and at least he now knows why page references are required when citing Ross, 2020.

The failure by CWF Ltd to present in the PEIR a correct account of the peat slide hazard on Crow Hill, based on information that CWF Ltd already had in Ross and in Dykes & Warburton (2007), both their own references, is culpable incompetence, because the whole matter was laid out by WTRG in response to the CEP Scoping Report, adopted by the Secretary of State on 10 October 2025, where the 1989 peat slide on Crow Hill is analysed with full references.[32] Culpability is not reduced by the fact that AJM says he was the doctoral student of Professor Jeff Warburton who took the photograph of the 1989 Crow Hill peat slide.

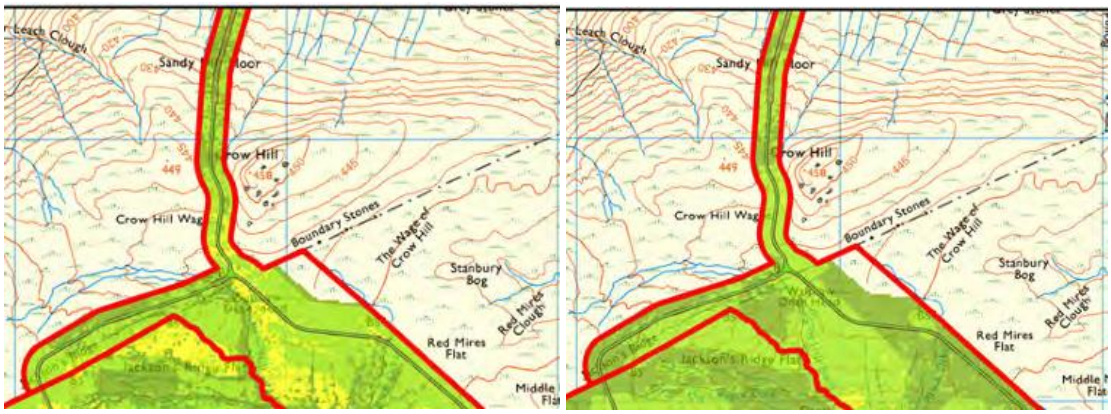
5. Map shading gives the false impression that full analysis has been conducted

The two most northerly probes for peat depth in the table in Annex 10.2.2 to Appendix 10-2 have Probe IDs 159 and 160, the latter with northing 436824. These points correspond with the limit of shading in the two maps below which correctly illustrate the data and analysis.



Figures 10.4.6 (Peat Depths) and 10.4.8 (Factor of Safety) above show the limit of peat depth probing was south of Crow Hill summit and that consequently no calculation of Factor of Safety could be made (grey shading in 10.4.8) in the access track corridor. Note that the track is cut-and-fill over Sandy Hill Moor before it is shown as floating in the section passing Crow Hill summit.

[32] Scoping Opinion p 106



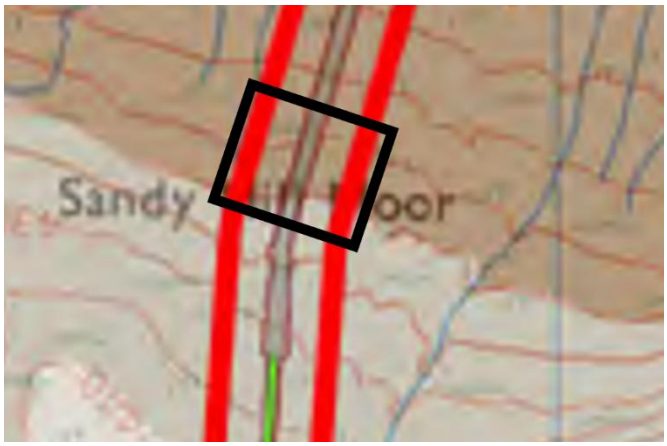
However, Figures 10.4.12 Landslide Likelihood (Bog Burst) and 10. 4.13 Landslide Likelihood (Peat Slide) shown above have the whole corridor shaded pale green, speckled with dark green, meaning a low or very low likelihood of bog burst and peat slide. 4.3.1-4.3.10 explains the method for calculating the colour in a facet, and a relevant score cannot be found without peat depths. There is no justification for green shading in the corridor north of Crow Hill summit because no peat depths have been found. Shading this area green and dark green constitutes scientific fraud.

6. Calculation of bog burst and peat slide probability at the convexity in the access track corridor

The corridor is 100 metres wide. The track and drainage will only be 10 metres wide. The track north of Crow Hill is cut through the peat to competent ground. The peat slide risk is greatest on the peat adjacent to this steep, straight, aggregate filled trough, which will act as a French drain. Our assessment relates to the peat remaining in the corridor after the track has been built, which will have lost lateral support.

The PEIR uses two approaches to assess peat slide probability: landslide susceptibility and limit equilibrium. Neither approach can be used without peat depth values, which is why the maps above should not be shaded north of Crow Hill.

WTRG is in a position to assess the peat slide and bog burst risk in the access track corridor using both approaches because we made a peat depth survey on 1 August 2025. We consider the facet at the convexity, as shown below.



7. Landslide susceptibility approach

The failure mode in this facet is likely to be peat slide rather than bog burst. The gradient is too high for bog burst to be likely.

Slope angle (7.5°) score 3

Peat depth (2.3 m) score 3

Substrate (glacial till/granular clay) score 2

Geomorphology (planar) score 2

Drainage feature (downslope) score 0

Profile curvature (convex) score 2

Forestry (not forested) score 0

Land use (machine cutting of track) score 3

Total score 15: table 4.11 puts this score in the middle of the moderate range with a probability 3.

8. Limit equilibrium approach

The PEIR uses the standard infinite slope equation

$$F = \frac{c' + (\gamma - h\gamma_w)z\cos^2\beta\tan\phi'}{\gamma z\sin\beta\cos\beta}$$

We use the tabulated conservative values of the cohesion and internal angle of friction from Table 4-1). The calculation is very sensitive to the cohesion value, as the PEIR observes. We make no claims for the significance of the outcome and simply follow the conservative values (2, 20°) stated in the PEIR.

$$F = \frac{2+(10.5-1\times9.8)\times2.3\times\cos^2(7.5°)\times\tan(20°)}{10.5\times2.3\times\sin(7.5°)\times\cos(7.5°)} = \frac{3.59}{3.13} = 1.15$$

PEIR 4.2.3 states that any value less than 1.4 is indicative of marginal stability or instability. This confirms that probability assessed by the Landslide Susceptibility approach is certainly at the Moderate level, with the value of *F* indicating that the facet is high in its class and may in fact be High.

To calculate risk we now assess the adverse consequences of a peat slide on Crow Hill north slope. Since the track is directly above Watersheddles Reservoir the consequences are high (4) throughout the proposal life, because of the threat to the reservoir, and onward displacement effects to communities downstream of the dam; since the track is the sole access to the wind farm for AIL, the consequences of a peat slide during construction are very high (5) being liable to strand the proposal assets and cause multiple loss of life. Emergency access to the site is available from the A6033 at Cock Hill, so the consequences are not permanently very high: the fire brigade and maintenance teams could attend emergencies via Cock Hill during the proposal lifetime; the peat slide risk to Watersheddles Reservoir and the settlements downstream is permanent.

With a risk score of 3×4 = 12 (permanent) and 3×5 = 15 (during construction) the facet has a low Medium, or high Medium risk. Mitigation measures during construction will be essential. Mitigation of the continuous and indefinite risk to Watersheddles Reservoir will be difficult. The primary mitigation would be to build the track elsewhere.

The action suggested in Plate 4.1 (medium risk levels) is: “Project should not proceed in medium areas unless risk can be avoided or mitigated at the location, without significant environmental impact, in order to reduce risk ranking to low or negligible.”

9. Bayesian probability is much higher because of anomalous history and geology of Crow Hill

The calculations done above are relevant to sites chosen at random without reference to history and anomalous geology. The fact is that Crow Hill has a history of peat slides and bog bursts constituting a cluster. The conditional probability of a peat slide on the access track is much higher than the abstract calculations allow. In the landslide susceptibility approach, there is no scoring for previous landslides nearby.

On Crow Hill there is a cluster of peat slides and bog bursts laid out in the PEIR's reference Ross, 2020. Using the counting method of the OWC report there have been eight peat slides or bog bursts recorded on Crow Hill.

1. Crow Hill bog burst 2 September 1824[33]

2,3,4,5. Four separate peat slides recorded by J. Horsfall Turner on 4 September 1824[34]

6. Peat eruption recorded by Patrick Brontë c 16 September 1824[35]

7. Stanbury Bog bog burst of unknown date[36]

8. Crow Hill peat slide 19 May 1989[37]

There are few places in the UK as compact as Crow Hill with such an extensive history of mass movement of peat. For density of peat slides, only a steep North Pennines locus like Cross Fell is comparable.

10. Reason for the Crow Hill cluster may be the anomalous geology of Crow Hill

No significant peat slides or bog bursts have been recorded on nearby Boulsworth Hill nor within the turbine area, yet there is a very significant cluster on Crow Hill. One reason for this unusual distribution is the anomalous geology of Crow Hill itself.

The map shows the relationship of the CEP access track and the purple comma of Keighley Blue, an unusual rock type that forms Crow Hill summit, and explains the persistence of the land form of Crow Hill itself. Unlike the porous gritstones that form most of West Yorkshire and Lancashire, Keighley

[33] Ross, Shawna, Charlotte Brontë at the Anthropocene SUNY (2020) p 37
[34] ibid p 41
[35] Ibid p 41
[36] PEIR Appendix 10-4 3.5.2
[37] Planning Inspectorate Scoping Opinion Appendix p 106

Blue is relatively hard and impermeable. Rain falling on Crow Hill, especially after drought, would find the interface between the peat and the impermeable Keighley Blue and move laterally along a slippery shear plane. The proposed track similarly offers a route for accelerated runoff to find the shear plane down the whole length of the Crow Hill north slope.

11. Bayesian probability relative to our state of knowledge of Crow Hill

Since we have a very significant cluster of landslides on Crow Hill and a plausible a priori explanatory mechanism for the anomalous cluster, based on the Keighley Blue geology of the shear plane on upper Crow Hill, we have strong grounds to believe that the probability of a peat slide on Crow Hill is much higher than the Moderate level the standard approaches indicate, since they do not include an a priori assessment of Crow Hill's history and anomalous geology.

12. Conclusion

In the PEIR, CWF Ltd have not done the work that might show that a track might be built safely up Crow Hill. Statutory consultees are being asked to give management time to a proposal with existential uncertainties about access. CWF Ltd should not have entered statutory consultation without gathering the necessary data on peat depths on Crow Hill, since they may be reluctant to make major material changes if they find they cannot mitigate peat slides here, or they may settle for inadequate mitigation. Since the track is existential, in situ peat coring should also have been undertaken, since the use of book values on an area of such importance is inappropriate. By staging the Statutory Consultation within the nesting bird season, CWF Ltd have prevented consultees from getting the data themselves until 1 August 2026.

13. Behaviour of CWF Ltd with respect to Crow Hill is by turns incompetent, culpably incompetent, and dishonest

CWF Ltd have therefore entered Statutory Consultation without giving consultees any way of assessing the most unstable location in their proposal and one of the densest clusters of peat slides in the UK. Since the probing would have taken no more than a week, and now cannot be done until 1 August 2026, failure to probe north of Crow Hill was in itself incompetent.

By failing to discover the 1989 peat slide on Crow Hill, described in two of their references, they have incompetently given statutory consultees the impression that peat slides and bog bursts on Crow Hill are historical. This is culpable incompetence because the 1989 event was set out by WTRG in the Scoping Opinion adopted by the Secretary of State on 10 October 2025. Consultees depend on adequate supervision of consultants by the design team of CWF Ltd, and they have been let down. Statutory Consultees must have confidence that the references quoted in the PEIR have been used correctly. In this case the references seem hardly to have been read at all: they are window dressing.

By shading the access corridor north of Crow Hill green, and even dark green, on the two maps of bog burst and peat slide likelihood, CWF Ltd have falsely claimed that the probability of peat slide has been assessed as low, when in fact no assessment has been made by CWF Ltd. Shading the maps green and dark green without the peat depth evidence is *prima facie* scientific fraud. This behaviour on a matter of public and workforce safety falls far below acceptable standards and brings the central supervision of the whole PEIR into question.

PEIR Chapter 12 Landscape and Visual Assessment

Response to PEIR: Chapter 12 Landscape

1. Competency of expert

The landscape architect is a Fellow of the Landscape Institute which indicates that he is a competent and senior member of the profession with expertise in this subject. He does say that he has 40 years of experience of LVIA, although LVIA was formally embedded into British law in 1988, which is 38 years ago. It would be useful if this could be clarified.

2. Have comments made in the scoping report on landscaping been acted upon in the PEIR?

2.1 Townscape Assessment
A number of responses to the scoping report noted the lack of any townscape assessment. This is felt to be important as the scale and number of the turbines would have an impact on the skyline which forms the backdrop to several communities, including Heptonstall, Howarth, Oxenhope and Trawden.

The response in the PEIR states: "The Proposed Development will not have any significant physical effects on the fabric of settlements. Townscape effects are not typically included in LVIAs for wind farm developments and a detailed townscape assessment is not proposed to be undertaken for the Proposed Development".

However, since there have never been any developments in England which compare with this scheme in terms of scale and number of turbines, we do not consider it is appropriate to consider what is typical, this development is not typical of anything that has been planned in England before.

We disagree with the Applicant's decision not to include townscape assessments for affected communities. Townscape assessment should be included for communities where one or more turbine breaches the horizon, as there could be detrimental visual effects arising from the proposals, open moorland skylines underpin the moorland character of settlements such as Haworth, Oxenhope, Heptonstall and Trawden.

2.2 Use of Zone of Theoretical Visibility (ZTV) to determine route selection for access and cable routes
We asked the Applicant to confirm that ZTV has been used to inform route selection, particularly where there is a chance that mature trees and woodland would require removal, which would have a visual impact.

The applicant has confirmed that a ZTV would not be used to assist with route selection and refers to chapter 5 Alternatives and Design Evolution. This states that constraints mapping has been used to define possible cable and access routes.

However, we consider the lack of any ZTV mapping is an important omission. There will be effects on landscape features including landform and vegetation as a result of access and cable routing, and where these can be minimised by the use of ZTV mapping this should be used.

There are three offline sections of the access route which could all have potential visual effects on the wider landscape, and although the cable route will be buried there are still likely to be above ground features, such as a midpoint station which need to be considered. Visual effects are still likely

to occur even with buried cables, particularly where cable routes intersect areas of woodland or individual trees where these may be lost or damaged.

2.3 Siting of elements within the proposed development

We asked in the scoping report that where routing and siting of elements of the Proposed Development seeks to avoid notable landscape features, these should be clearly defined, and justification should be given for how they relate to important ecological features such as blanket bog.

We consider that the role of the Landscape and Visual Assessment (LVIA) is to consider the landscape and visual effects of a proposal and use this information to refine and improve the scheme from a landscape perspective, however the applicant's response to this was to refer to chapter 5 Alternatives and Design Evolution.

This states in para 5.7.4: That a wide range of assessments were considered including: "Landscape and Visual Impact Assessment (LVIA), including views from designated routes, and cumulative effects with existing wind farms; as well as Residential Visual Amenity Assessment (RVAA) relating to spatial considerations such as enclosure, particularly in relation to nearby dwellings" and in para 5.7.10 "Landscape and visual impacts, particularly on elevated ridgelines in the southwest and northeast of the Turbine Area." And that was all we could find.

We consider this level of detail too brief and inadequate in describing the evolution of the design process from a landscape perspective. We consider it is important that the applicant is able to demonstrate clearly and in some detail the extent to which adaptions to the design have been made and consider that one sentence responses are insufficient.

2.4 Effects during decommissioning

We asked in the scoping report that effects during the decommissioning phase should be considered, as there are likely to be long term changes resulting from the reinstatement of vegetation over hard standings.

We were dismayed that although the response stated that this will be reviewed as more design information is available...and particularly where significant effects may occur, that there was consideration that there may be no significant adverse effects predicted. We consider the latter unrealistic.

2.5 Scoping out effects beyond the limit of the ZTV

In the scoping response it was requested that effects beyond the ZVT are not scoped out. The visual effects of the proposals are so widespread, that where effects would still be visible beyond the ZTV these should not be scoped out.

2.6 Residential Visual Amenity Assessment (RVAA) for cable route and access route

The scoping response states that an RVAA would not be carried out for the access routes or cable routes.
Parts of the access road at School Lane Laneshaw Bridge, Colne, and Lancashire Moor Road we are told will be 'offline'. The information given about these offline route sections is scant, so until such time as the route is finalised and it is known how far any offline sections of route will be from existing residential properties, the RVAA must be scoped in.

With reference to the cable route, there may be effects to visual amenity for residents during the construction period due to compounds required for tunnelling operations and there may be longer

term operation visual effects arising from the location of any midpoint station which should be considered.

2.7 Agreement of viewpoints and consultee workshops

The applicant's response to consultees' requests for clarification on the range of viewpoints to be included within the ES, states that this will be discussed with relevant stakeholders. However, this standard response by the applicant does not appear to recognise the massive scale of these proposals and the interregional visual effects. A formal methodology for agreeing the viewpoints among the many consultees, and the suggestion that consultee workshops should be held does not seem unreasonable for a project of this magnitude.

2.8 Detail design evolution

The scoping response asked for a lot more detail on the design evolution and how the LVIA was informing this. Reference is made to Chapter 5 Alternatives and Design Evolution, but the information supplied in this chapter is very limited, and it is not possible to clearly determine how the evolving LVIA has influenced the design apart from in the broadest sense. There is nothing for instance to explain why the on site substation has been sited where it has, or the landscape considerations that might have led to its location in a visually prominent location, and on a site of clear importance for biodiversity and breeding birds.

There appears to be no consideration of how local design policies have been taken on board, and a clear lack of any detail or understanding of what that detail might be.

3. Errors, omissions, and inconsistencies

3.1 Details of mitigation

Chapter 5 states in Para 5.1 2 that "refinement of environmental measures and additional mitigation will be undertaken following consultation", but there is a huge amount to do here. Chapter 8: Biodiversity repeatedly says mitigation measures will be set out in the ES, and gives no detail whatsoever, while Chapter 12: Landscape gives very slightly less scant detail in little more than four sentences.
It is very difficult for consultees to comment on the effectiveness of proposed mitigation when there is no detail. It will leave consultees with a mighty task to understand, research and comment on the effectiveness of the mitigation during the
period allocated for comment on the ES. The effectiveness of mitigation is crucial to the success of any proposed restoration of this highly protected site, and it remains to be demonstrated that this is in any way achievable.

3.2 There are repeated references throughout the PEIR to the treatment of edges of tracks and hard standings

Chapter 9 refers to: "hard standings and access tracks (with associated soil berms at the edges/seeding…)" in para 9.9.82, and in PEIR APP 10-3 OPMP 5.5 Soil Re-use Proposals for "vegetated turves with species tolerant of drier conditions for landscaping" on the edges of permanent infrastructure that would remain in place during the wind farm operation. For instance, both assuming that in this peatland habitat non- peatland species would somehow be appropriate.

Chapter 12 refers to "Native grass/moorland species to be planted around the internal site access tracks to assist in blending the track into the surrounding moorland context " and at least acknowledges the presence of moorland species, but there is a lack of consistent approach and a

worrying lack of any technical expertise which might seamlessly reinstate the habitat along the edges of tracks with vegetation which would both be ecologically appropriate, reducing habitat loss, and would consequently be visually more appropriate.

Our response to PEIR APP 10-3 OPMP 5.5 Soil Reuse and Landscaping points out that this demonstrates a lack of understanding of the ecological value of the landscape of the proposed turbine area.

We are also concerned that there is no mention in PEIR APP 10-3 of best practice storage methods for storing and handling peat and soil. DEFRA's publication Construction Code of Practice for the sustainable use of soils on construction sites should be adhered to as best practice.

3. 3 Perceptual qualities of ecological aspects

When establishing the value of the site, as part of the landscape assessment a range of factors should be considered, and on this site ecology is key. Changes to its existing perceptual qualities as a result of the proposed development should be taken into account by the LVIA . This includes the whole range of biodiversity - wildlife as well as habitats and their extent and condition.

Important experiential qualities of Walshaw Moor's ecology that the windfarm would alter include the very likely loss of the song of the curlew, and - with the wind turbines' noise - the loss of the moor's unusual and haunting acoustic where distant sounds seem closer in the same way that sound travels over water. Rather than just thinking about Landscape and Visual Impact, the PEIR should be considering Landscape and Sensory Impact.

3.4 South Pennine Moors Landscape Character Area

The PEIR LVIA omits to mention that the South Pennine Moors area is unprotected by any landscape designation and vulnerable to inappropriate development. Calderdale Energy Park, if consented, would set a precedent that would change this vast landscape of peat to a windfarm landscape, destroying the S Pennine peatland habitats and losing this vital carbon store. Why is there no mention that S Pennine Moors Landscape Character Area is a landscape of peat that would be put at risk by this precedent-setting proposed windfarm? Would the ES consider this?

3.5 Failure to agree Planning Performance Arrangement with Calderdale Council and other host Local Planning Authorities

The statutory consultation risks being inadequate because Calderdale Council have no landscape architect and Calderdale Energy Park refuses to provide funding for Calderdale Council to employ consultants to respond to the statutory consultation. So how can Calderdale Council provide democratic feedback to the Preliminary Environmental Information Report?

Calderdale Energy Park has still not agreed a Planning Performance Arrangement with Calderdale, and CMBC's response to the draft Statement of Community Consultation reported the Applicant's misleading statements about the Planning Performance Arrangement and failure to negotiate the required funding to CMBC. So how are CMBC supposed to be able to respond to this Preliminary Environmental Information Report? Why was the Planning Performance Arrangement not sorted when it should have been last September, for the Scoping Report? CMBC commented in its Response that it did not have the necessary staff skillsets to respond fully. This issue has come up in consultation events and in the PC forum meetings with CEP but seems to be no closer to resolution.

4. Points which have been underestimated

4.1 Description of existing baseline

Para 12.5.4 states that the Moorland Plateau is valued locally for recreation.
We consider this an understatement, and there is failure to recognise the regional importance of Walshaw Moor for recreation.
There is clear evidence of this:

- Haworth and the Bronte Country of which Walshaw Moor is an integral part receives visitors from all over the world, many of whom venture on to the moor.
- The Scout accommodation at Blake Dean hosts groups from all over the UK
- The Pennine Way passes through the centre of the Proposed development area
- The Pennine Bridleway, the equine and cycle equivalent of the Pennine Way, runs along the western edge of the development area

Other long distance paths of regional importance include Bronte Way, Burnley Way, Calderdale Way, and the Calder-Aire link.

4.2 Underestimation of the scale of the proposals

Para 12.8.7 of the PEIR describes the footprint of the proposed development as covering a "relatively small area". We consider this is an unnecessary and inaccurate description, which fails to consider the massive scale of the infrastructure of this project: 34 crane hard standings each 5000 m^2, that's 17 hectares; up to 20 miles of track; a new substation which will itself cover 2.64 hectares, at least three works compounds which we are told will measure 5000 m^2 each, that's another 1.5 hectares, as well as 5 borrow pits and laying down areas. And this is on an upland moorland devoid of any other development save the existing dirt access tracks. How can this be described as a relatively small area? There is more about this in our response to the Biodiversity PEIR.

4.3 Underestimation of visual effects during construction

Para 12.8.11 The effects on landscape character and visual amenity, arising as a result of the construction of the Proposed Development, are predicted to be no greater than those that would occur during operation and maintenance.

We consider that this is wrong and fails to consider the scale of works required. The installation of each turbine will require massive cranes, which are moving elements to which the eye will be drawn, the scale of these works will be unprecedented in England. The construction of offline sections of access road will have different effects to the operational phase of the project. Similarly, the installation of the cable to Bradford West Substation will have considerable visual and landscape effects over and above those of the operational phases, with the operation of tunnelling equipment and or the carrying out of trenching works.

5. Unrealistic programming

Chapter 12 details the huge extent of works which need to be completed before the Landscape and Visual Assessment (LVIA) element of the Environmental Statement can be

completed. It states that the preparation of the visualisations is in accordance with Scottish National Heritage (SNH).

The LVIA will incorporate photographs from agreed viewpoints within the zone of theoretical visibility, ZTV. This zone is vast:

• It has a radius of 45 kilometers.

• Para 12.4.44 states that all key stakeholders, i.e. local authorities within the study area will be consulted. There are 29 local authorities, including Calderdale, the host authority within the study area.

- SNH guidance recommends 'less is more' with regard to the number of viewpoints, to avoid replication of many similar views, so it is assumed that careful discussions will be required between the multiple stakeholders to ensure these viewpoints can be agreed across the whole study area.
- Some local authorities, National Park authorities and National Landscapes may have standard viewpoint lists which should be referred to.
- For each viewpoint, it is expected that there will be baseline photography and wirelines of the Proposed Development and the 'bare earth 'landform for the same extent as shown in the photography. In accordance with published visualisation guidance, the viewpoints will also have accompanying photomontages for the majority of locations.
- The author of this response is a Chartered Landscape architect who is involved professionally with reviewing LVIA 's for local authorities and is well aware that even for modest schemes the viewpoints need to be visited to be agreed if the reviewer is not already familiar with the viewpoint. Consequently, it is anticipated that there will be considerable work for reviewers in up to 29 local authorities to agree all the viewpoints, and then the applicants Landscape Architects need to carry out the necessary photography, within the whole of the 45 km radius study area.
- Having carried out the photography, the wire frames, and where appropriate, photomontages for each location need to be produced.
- The photomontages and wire frames would/should be used to inform the development of the scheme, by illustrating where the visual effects would be most prominent, so allowing the design to evolve and improve to create the most visually acceptable scheme.
- It is considered that it is hugely ambitious and probably impossible to complete this massive workload in sufficient time for the publication of the ES in November let alone use the resulting images to inform the design.
- If the visual assessment part of the LVIA is not completed before the design is fixed, then this part of the process will have been no more than a worthless tick box exercise.

6. Has baseline survey work lead to good design decisions?

6.1 Change of T20 and T21 Turbine heights

It is noted that turbines T20 and T21 will be shorter to reduce their visual impact on the area immediately due west of Haworth. The turbines would have a height of 150 m we are not told the radius of the blade but assume that this would need to be proportionately smaller to accommodate the smaller hub height. Shorter blades will turn at different speeds to longer blades

and consequently we assume that T20 and T21 turn at a different speed to the other 32 turbines in the array.

We note that the wirelines shown in Appendix 12.2 do not appear to show any size difference. Perhaps this can be clarified and corrected if necessary?

The South Pennines Wind Energy Landscape Study by Julie Martin and LUC recommends against mixing sizes of wind turbines. The Julie Martin report that states that there will be visual conflicts where turbines of different heights are seen in juxtaposition with one another. Has this been considered and what mitigation would be proposed to minimise these effects? It seems that one visual effect: dominance of the turbines, is just being exchanged for another adverse effect visual disturbance and lack of visual harmony.

6.2 Flyover visualization presented at the consultations

A visualization was shown at each of the public consultation events, however it was noted when queried that the turbine heights and blade lengths were not to scale "due to software limitations" we were told. However, Scottish National Heritage (SNH) Guidance on visualisation say in para 123 "Turbines shown in a visualisation should represent faithfully the shape of the intended turbine for a project and have the correct hub height and rotor diameter." Chap 12 refers to the SNH guidance.

6.3 South Pennines Wind Energy Landscape Study by Julie Martin and LUC
This is cited in the literature referred to for the LVIA. To what extent have the comments on strategic landscape issues described in para 5.22 of the report been considered, and how has this influenced the evolution of the detail design? The guidance on the siting of wind farms within the High Moorland Plateau LCT states that "This landscape is extremely sensitive and highly valued" and that key considerations must include:

- Minimise any further loss of accessible areas of relatively wild, unspoilt landscape to help contain impacts on this key landscape quality.
- Set large turbines well back from steep moorland edges, generally by at least 400 m, to minimise visibility and avoid undue intrusion on skylines as perceived from valley settlements below.
- Choose turbine locations well away from the distinctive features such as gritstone tors and monuments that characterise this LCT.
- Avoid locating turbines where they will interrupt popular panoramic views from the escarpment edge and from National Trails or other long distance paths.
- Minimise any impacts on deep peat deposits (e.g. by siting turbines on quarried or brownfield land where present) and on other natural, cultural heritage and recreation interests as described above.
- Minimise the need for new infrastructure by utilising existing wind farm access points, on-site tracks, grid connections and other services where possible.
- Avoid the use of structures that have an industrial character, such as lattice towers or masts; and limit any unnecessary disruption to the simple, open character of the moorland, for example due to access track cut and fill, fencing, other enclosures, or external turbine transformers.
- Put in place measures to minimise the impacts of recreational motor vehicles, which can cause erosion and loss of tranquility.

- In the longer term, manage wind farm sites to restore and improve the condition of moorland landscapes and habitats.

And finally, although the reference relates to nearby Scout Moor windfarm, the report warns of the danger where “the surrounding landscape does not become ‘a wind farm landscape’ i.e. a landscape in which the influence of wind energy development dominates landscape character, effectively creating a new character.”

Will there be any analysis of the Julie Martin report in the LVIA?

PEIR Chapter 13 Historic Environment

PEIR Ch 13 4.7.13 In relation to areas associated with the Brontë family, such as Haworth, Top Withins and the surrounding moorland, the preliminary assessment found that the qualities which give these places their recognised cultural value, such as their historic buildings, literary associations and local landscape character, do not rely on clear or uninterrupted long-distance views. Although turbines will be visible from parts of this wider landscape, these views occur at considerable distance, and the ability to appreciate the historic and literary interest of these locations would remain largely unchanged. As a result, effects on the Brontë-related landscape are assessed as minor and not significant.

1. Statement 4.7.13 consists of subjective opinions and prejudges the outcome in advance of any baseline evidence.

No objective baseline evidence for these extreme, subjective and prejudicial opinions is offered. If 4.7.13 was written by the author engaged to write the HIA for the ES of the DCO application then this unwise methodology of determining a conclusion ("minor and not significant") without consultation with experts, the baseline evidence, or even an indication, at this stage, of what the baseline evidence might be, must weaken the credibility of the ES. If that is the case, different consultants should be found.

We note by comparison the substantial evidence supplied in the PEIR as baselines in geology and ornithology. Those responsible for supervising the report might not be expert in the use of primary evidence in the humanities, especially in this unprecedented case, but the supervisors should have noticed the absence of evidence and the obstacle their Historic Environment author has created by reaching a conclusion in advance of the evidence.

We note that the proposal has reached "design chill" with neither relevant consultation nor an evidence baseline on Historic Environment and this is *prima facie* an abuse of the Rochdale envelope.

2. Response of Bradford Council in September 2023 remains unaddressed

In response to the Scoping Report of September 2023 Bradford Council wrote:

"The LPA notes that no methodology or suggestions are made in respect of assessing how the proposal would impact upon the heritage significance in relation to the Brontë landscapes and cultural heritage. In general terms, the assessment should cover the visual and heritage impacts of the proposal on the experience and usability of the cultural landscape and its key sites, and its likely economic impacts on local tourism and the international reputation of the area. The LPA notes that some innovation is likely to be required given the unprecedented nature of the proposal in an important cultural landscape such as this. The applicant is, therefore, advised to approach the Brontë Society and Calderdale and adjacent Councils at pre-application stage to understand further the significance of the landscape and to help in establishing a method for comprehensively evaluating potential impacts on the cultural heritage."

3. Nature of the evidence

The Brontë Society has not yet been consulted and no baseline evidence on the "international reputation" and "unprecedented nature of the proposal" has been indicated, let alone advanced. We would expect primary evidence to be adduced in the PEIR, just as it is for ornithology and geology, and that this primary evidence would also be related directly to Walshaw Moor, which is, by archival

and on-site research and legal opinion, potentially the statutory setting of the Grade I listed Brontë Parsonage.

4. Friends of Brontë Country (FoBC) have commissioned and accepted a Preliminary HIA

A preliminary heritage impact assessment on the framework of the five steps of *The Setting of Heritage Assets* (2017) published by Historic England has been commissioned by Friends of Brontë Country, who have taken ownership of the fifth revision. Such was the extent of the primary field and archival evidence that, despite its preliminary nature, it required 340 hours to complete, even though the author had direct access to the expertise of one of the greatest living Brontë scholars, Dr Claire O'Callaghan, the commissioning editor of the HIA and editor of Brontë Studies. Given the evidence vacuum in the PEIR, the now compromised credibility of the PEIR author, the difficulties of on-site research in the nesting season, the specialised nature and extent and complexity of the primary archive material, and the shortness of time between the end of the nesting season on July 31 and the projected submission of the DCO application in November, we recommend that CWF Ltd consult the Friends of Brontë Country with a view to adopting their HIA.

5. Relationship with the King's Bradford Pennine Gateway

The statement that "As a result, effects on the Brontë-related landscape are assessed as minor and not significant" is contradicted by the statements made by Natural England to celebrate the launch of the King's Gateway, which are given in our response to Ch 12. It was impossible for CWF Ltd to elaborate this relationship in the PEIR because no mention is made in the PEIR of the King's Gateway except for an erroneous statement of its distance.

It is of course impossible for CWF Ltd to engage with this matter if the King's Gateway is not in the PEIR, despite being elegantly summarised in the CEP Scoping Report in Table 4-1. .

"The Bradford Pennine Gateway National Nature Reserve is the result of a partnership between Natural England and Bradford Council. The National Nature Reserve (NNR) forms part of the King's Series, a national initiative to protect and celebrate the natural heritage of the United Kingdom, and Natural England's commitment to enhancing biodiversity and access to nature for communities."

Since the philosophy and location of the King's Gateway NNR constitutes one of the strongest arguments against Calderdale Energy Park, it is a highly significant deficiency that it goes unmentioned in the PEIR.

PEIR Ch 14 Access and Transport

This section of the response analyses PEIR Appendix 14-1 Transport Assessment

1. Assessment rests on an unjustified assumption given only in footnote 48 to Ch 22.

We shall show that the traffic flow tables in PEIR Appendix 14-1 depend on an assumption ("Horton" rail head) stated only in a footnote (Materials and Waste 22.5.9 n 48) which is not justified in the text and which, if consented, would be highly controversial. The local authorities who represent people affected by the consequences of this "Horton" footnote have not been consulted since the inception of CEP in November 2021 nor does footnote 48 constitute consultation. The use of the "Horton" rail head for the purposes described runs exactly counter to the consented, and celebrated, purposes of the Horton Quarry rail link[38].

2. Significant conflict of interest for the owner of Walshaw Moor and Boundary Mill

There is a significant conflict of interest for the owner of Walshaw Moor, Richard Bannister, because he also owns Boundary Mill in Colne, a precise locus of significant, and *prima facie* unconsulted, transport effects. On the basis of the data given in Table 11, the HGV hard stone delivery impacts at Boundary Mill would almost triple were "Horton" rail head ruled out. Since no justification for "Horton" is given, some consultees might wonder if it is advanced as an alternative rail head in the hope of reducing the impact of the stone deliveries at Boundary Mill. The history of the proposal might encourage such a conclusion since the land for the western access is not part of the 11 November 2021 agreement between Richard Bannister and Christopher Wilson. The necessity for this western access was discovered late by CWF Ltd, when swept path analysis after the Non-statutory Consultation showed the consequences and difficulties of attempting 80-metre turbine blade deliveries via Halifax.

A matter of such potential controversy should not have been left to a single imprecise reference in a footnote of a distant chapter.

3. Transport assessment is dominated by hard stone deliveries

The traffic magnitudes on the access routes in Tables 10 and 11 are dominated by the deliveries of inert hard stone (like granite, basalt or greywacke, but not chemically active limestone) to make the running surfaces of the access tracks (3850/month for 16 months). The reason for this vast, *prima facie* unconsulted, requirement is that the on-site rock, and the gritstones generally in West Yorkshire and Lancashire, when crushed to aggregate, are too weak and porous, and susceptible to frost, to be used for road stone or concrete. They are only suitable as a bulk fill in the deep subbase, below the level of frost.[39] This is the "aggregate problem".

4. Aggregate problem should have been discovered during due diligence in November 2021

This aggregate problem should have been discovered by CWF Ltd during due diligence in November 2021.[40] Evidence has been given in this response (Response Chapter 5 Alternatives section 43) that the aggregate problem was not understood by CWF Ltd as late as 17 May 2025[41]; it was finally acknowledged on 21 May 2025 only in a recorded verbal statement that begins "As you can

[38] Reopening Horton quarry rail link after 60 years - Network Rail
[39] Notes to BGS Sheet 77 (Huddersfield) 2005
[40] Timeline set out in this response Ch 5 Alternatives and Design Evolution section 43.
[41] ibid

imagine…”[42] . The aggregate problem is not mentioned in the incompetent Scoping Report of September 2026, so the first published acceptance by CWF Ltd of the need for 616,000 tonnes of imported hard stone is the PEIR of 8 April 2026.[43]

5. Huge tonnage of hard stone required set out in Table 14-1

The imported hard stone requirement is specified in Ch 24 Materials and Waste as 196,100 m^3 of newly quarried hard stone (70%) and 83,900 m^3 of recycled railway ballast (30%).[44] This total is 280,000 m^3, matching the figure given in Appendix 14-1 Table 8, where the equivalent mass is given as 616,000 tonnes, requiring the stated 30,800 inbound HGV trips and 61,600 HGV journeys in total. When divided by 16 months, these hard stone deliveries become the repeated 3850 monthly journeys of 14-1 Table 10.

6. PEIR states hard stone may be delivered to two rail heads Leyland and “Horton”

The hard stone must come from beyond West Yorkshire and Lancashire, so partial rail delivery is necessary. Footnote 48 of Ch 24 Materials and Waste gives two rail heads to which the hard stone may be delivered by rail and then transferred onto trucks in 20 tonne loads for delivery to CEP. The two rail heads are Leyland or “Horton”. The CEP access for the stone is the junction by Watersheddles Reservoir on the Lancashire Moor Road. “Horton” is slapdash. It surely refers to Horton-in-Ribblesdale (BD24) rather than the settlement of Horton (BD23).

Analysis of Appendix 14-1 requires that we first assess these very different alternative rail heads.

7. Leyland railhead

Stone handling operations at Leyland by the Fox Group began on 9 January 2023, using the existing sidings. This receiving depot can handle the hard stone requirements of CEP. It is also directly connected by the West Coast Mainline to the Heidelberg granite quarry at Shap. The gradient between Oxenholme and Shap is steep at 1:75 but the loaded run is downhill. The recycled railway ballast, given as 30% of the hard stone requirement, has no particular source; Leyland rail head is particularly well-sited for new granite if quarried at Shap, but also if delivered first by sea from Glen Sand or quarried at Mountsorrel in Leicestershire.

The onward journey by road from Leyland to the CEP access is shown below.

[42] ibid
[43] ibid
[44] PEIR Table 22-13

This route is all on the M65 until Colne, where it enters the town at the Boundary Mill roundabout. Thereafter the route is through Colne and Laneshaw Bridge, just beyond which it crosses farmland on a new access track towards CEP.

8. Horton-in-Ribblesdale railhead

It is typical of the slapdash nature of the PEIR that the railhead is given as "Horton", leaving consultees to work out that this is surely Horton-in-Ribblesdale, not the settlement at Horton with post-code BD23, quite close to the railway.

The stone handling at Horton-in-Ribblesdale on the Settle-Carlisle railway is consented and configured for export only. "Horton" is not a receiving depot for aggregates; its purpose is the export of Horton limestone by rail. The Network Rail announcement[45] of the reopening of rail export on 15 July 2025 from Horton-in-Ribblesdale says:

"The re-linked rail terminal will move about 1,600 tonnes of limestone from the quarry every weekday on the railway instead of on lorries. This will help save more than 507 tonnes of CO_2 each year and keep the roads clearer. Plus, the rail link will help boost the local economy by safeguarding jobs at the quarry. The local government plans to reduce road haulage through the region – so the quarry might have had to close without the link. And the link will help the building industry that relies on much of the stone coming from the quarry."

Objective D4 of the YDNP Management Plan 2019-2024 was:

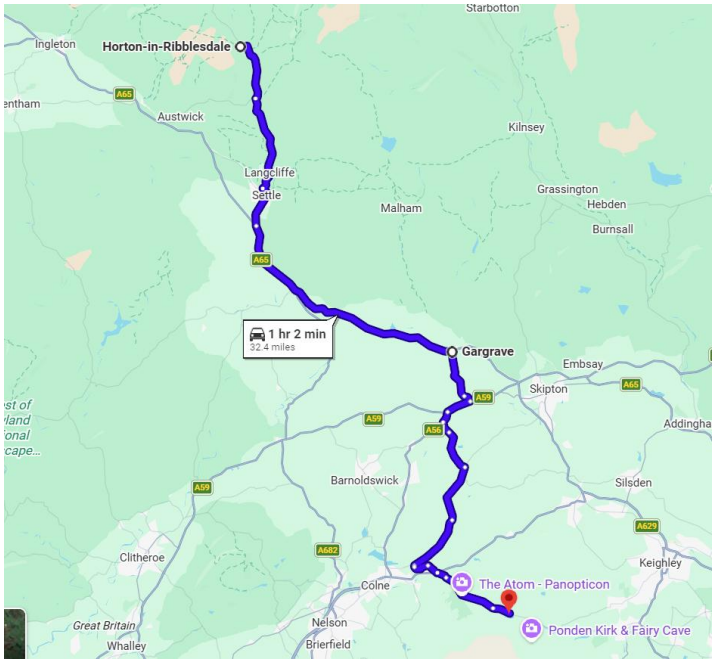
Create a railhead at Horton Quarry and continue other measures to reduce road haulage limits from quarries by 50% compared to 2011.

The stated purpose of the facilities at "Horton" is thus to reduce export by lorry through the Dales. It is entirely counter to this purpose to import alien hard stone to "Horton" by rail and then export it by lorry. There is no unloading equipment, nor stockpile pads nor HGV aprons at Horton-in-Ribblesdale.

There would be huge planning objections to converting and then using Horton-in-Ribblesdale as a receiving depot for export by lorry, in direct inversion of its consented purpose, and this matter has never been put to consultation by CWF Ltd nor is there any record of discussions between CWF Ltd and YDNPA.

The onward journey from Horton-in-Ribblesdale to CEP is shown below.

[45] Reopening Horton quarry rail link after 60 years - Network Rail



Compared to the M65 route from Leyland to CEP this road route is wholly inferior. It takes 38% longer, imposes a huge, unconsulted, unnecessary burden on the Dales, and misuses the rail head at "Horton" whose explicit purpose was to reduce stone export by lorry. The export total by rail from "Horton" is 1600 tonnes of limestone per day equivalent to 3520 two-way lorry movements per month. Delivering granite by lorry from "Horton" would effectively undo all the traffic reduction in the Dales due to the new rail link.

We have shown that "Horton" is not a realistic alternative to Leyland. It would be irrational of any consultee to work on the assumption that it was, and it is a poor reflection on CWF Ltd that they have suggested what they call "Horton" as an alternative at all. It seems to be designed only to confuse the consultees. Yet the traffic assessment in the PEIR is entirely predicated on "Horton" being the rail head for 70% of the hard stone.

10. PEIR traffic analysis is valueless if "Horton" is unjustified or unrealistic

Given that its problems are so clear, the traffic analysis in the PEIR is valueless since there is no explicit justification of the "Horton" rail head alternative and yet "Horton" is the assumption of Table 11.

11. PEIR Appendix 14-1 Table 11 Peak construction traffic

This table allows us to work out the sources assumed by CWF Ltd of the stone traffic. The table relates to Month 21 in which Table 10 tells us that the stone deliveries are of two kinds.

Hard stone at 3850 journeys per month, constant since Month 9.

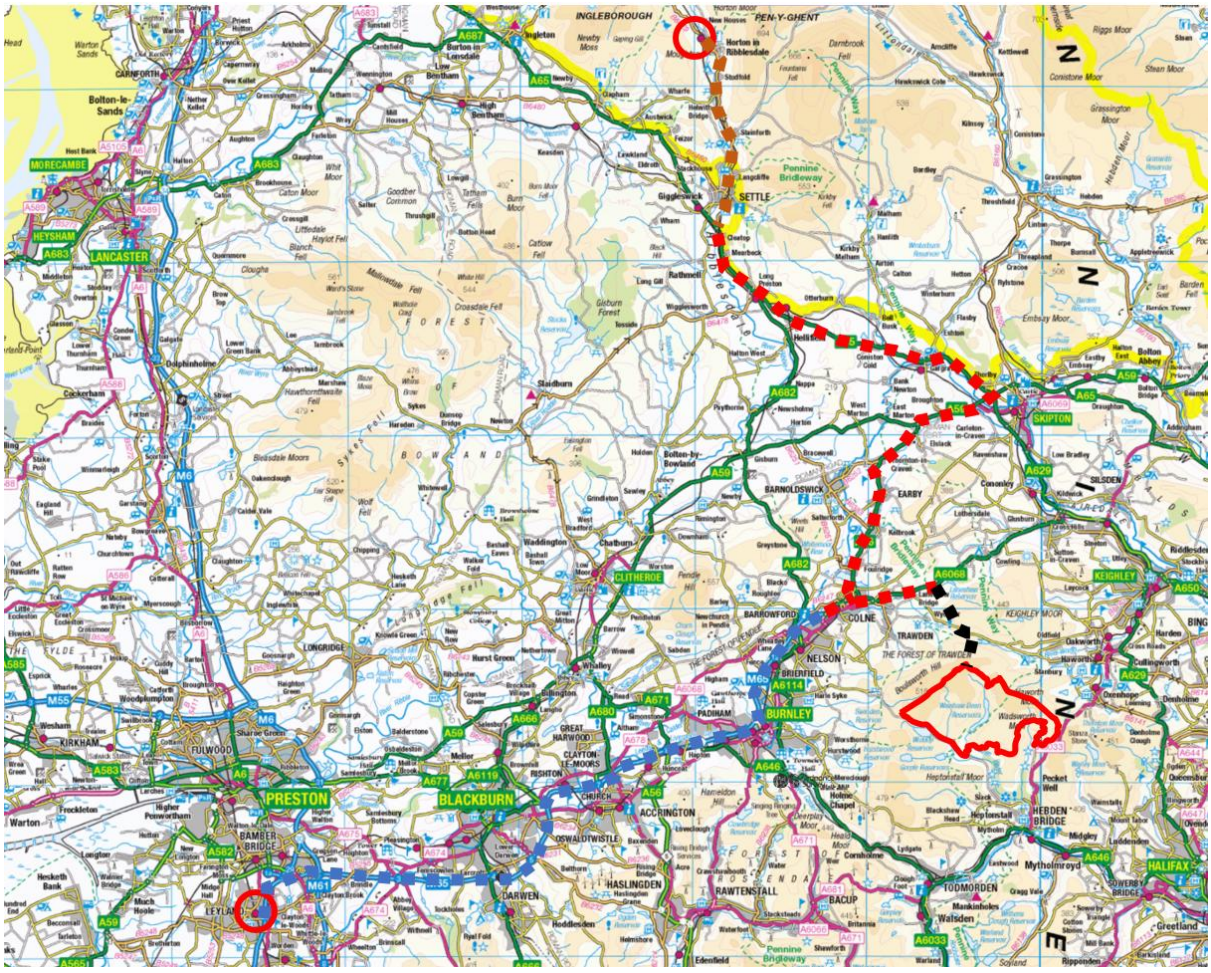
Concrete batching materials at 406 journeys per month, constant since Month 13.

The daily HGV movements in Month 21 are given as 234 per day.

The 12 HGVs on A629 at Keighley and the 22 HGVs on Cold Edge Road from Halifax become the 34 HGVs on the A6033 at Hebden Bridge which enter the CEP site at the Cock Hill access.

The 148 HGVs at Kelbrook A56 which have come from Skipton and the 74 on the M65 at Burnley add to make 222 HGVs, of which 22 have gone via Keighley to the Cock Hill entrance leaving 200 to enter the site at Watersheddles on the Lancashire Moor Road. The table gives 201 but this is a rounding error since the totals of two-way journeys are inevitably even.

Table 11 thus shows that about 30% of the monthly hard stone delivery is coming from Leyland via the M65 while 70% comes from “Horton” rail head via Kelbrook on the A56.



Aggregate delivery routes by lorry from Leyland and “Horton” rail heads. WTRG

12. Table 11 gives a 30%-70% split of hard stone between Leyland and “Horton”

Since the 30-70 split between Leyland and “Horton” is the same as the 30-70 split between the recycled railway ballast and the new-quarried hard stone it may be that CWF Ltd.’s assumption is to send the ballast to Leyland and the new stone to “Horton”. However, if the plan is that developed, it should be explicit in the PEIR, because there has been no previous consultation about the requirement for, and transport of, this 616,000 tonnes of hard stone. Until the PEIR, the published CWF Ltd position on hard stone aggregates was that they would be supplied by on-site borrow pits. There are incoherent statements in the incompetent Scoping Report (2025) that imply bulk material movements of unspecified types and amounts on a series of mis-labelled roads, but if CWF Ltd want

to claim their Scoping Report as evidence of consultation about these huge stone movements, they will have to explain the systemic incompetence of that document to the Secretary of State and even at a subsequent judicial review. For example, in the Scoping Report the M56 and M65 are repeatedly confused and the A646 appears as the A644 and the impossible A464, which goes to Telford.

13. Possibility of greywacke export from the dales via "Horton"

The emphasis on northern approaches in the incompetent Scoping Report and on the use of "Horton" rail head in the PEIR is so unusual that we are forced to consider the possibility that the hard stone being trucked in is the nationally significant greywacke, quarried not at Horton but at Dry Rigg just south. This material is essential to construction all over the UK because greywacke is a premium gritstone with a high polished stone value, used for anti-skid surfaces on airport runways and motorways. Greywacke would be suitable, if over-specified and a waste of a finite resource, for high stress places on CEP, but it cannot be exported by lorry from Dry Rigg at the rates given. It would have to go by rail to the receiving depot at Leyland. This material would certainly not be trucked from Dry Rigg to "Horton" railhead in order to be put on another truck to CEP. We conclude that the hard stone at the "Horton" rail head in the PEIR is not Dry Rigg greywacke but hard stone alien to the Dales.

14. Conclusion on Table 11: traffic analysis of Chapter 12 is worthless

The assumptions of Table 10 are that 70% of the hard stone will be delivered by rail to "Horton" rail head, which is not a receiving depot and where the local authorities have not been consulted. Without a credible justification of "Horton" as a hard stone rail head, the traffic analysis in Chapter 12 is worthless. Since we have examined the relative suitability of Leyland and "Horton" and CWF Ltd have not, we are justified in assuming that in fact all the hard stone aggregates must be delivered only to the Leyland rail head, then by M65 to the roundabout outside Boundary Mill, Colne. If that is the case, the Statutory Consultation is *prima facie* unlawful under the Gunning Principles.

15. The same observations apply to the concrete aggregate

Concrete is strongly alkaline irrespective of the aggregate used, so will have to be protected from the acid bog by a membrane, while the membrane in turn protects the bog moss from the concrete. Consent for alkaline concrete in the protected habitat of an SPA should include a detailed plan for concrete removal from the SAC at the end of the site life before the membranes fail and the bog is poisoned. Given such a removal plan, Dales limestone may be a suitable aggregate for the concrete, but this should be exported from Horton-in-Ribblesdale to Leyland by rail, rather than imposing the lorries on the Dales roads. This would then be a correct use of the Horton-in-Ribblesdale rail facilities: limestone from the quarry is sent by rail to Leyland and then by lorry along the M65 to CEP for onsite concrete batching.

This aggregate delivery by rail to Leyland and on by the M65 is so superior to the alternative via "Horton" (hard stone) or directly from Horton-in-Ribblesdale (limestone aggregate for concrete, if consented) that "Horton" appears as a phantom alternative: all the stone for the tracks and concrete should be received at Leyland and trucked to CEP via Colne. This is the worst-case scenario for Colne but also the most likely scenario, given that "Horton" is so unrealistic, and aggregate lorries in the Dales can be completely avoided using rail to Leyland.

16. Non-Statutory and Scoping Report consultations were *prima facie* unlawful

The fact that Colne and Laneshaw Bridge and the communities on the "Horton" route have not been consulted about the inevitable consequences of the on-site weak stone for their communities is *prima facie* evidence that the Non-statutory and Scoping Report consultations were unlawful under Gunning Principle 2: 'intelligent consideration'. Anyone giving Gunning intelligent consideration to the proposal before 8 April 2026 would have rationally concluded that CWF Ltd were going to build CEP using the on-site rock, supplemented by quarries to the east of the site, because that is what their publications stated. Any consultee was entitled to ignore the Scoping Report (September 2025) given its garbled Traffic chapter. If CWF Ltd consider that the Scoping Report was sufficient consultation on the hard stone aggregate movements despite the unprecedented incompetence of the Scoping Report[46], CWF Ltd should give an explicit account of how a consultee might have been able to give 'intelligent consideration' to the hard stone movements described in the Scoping Report.

17. Statutory Consultation is *prima facie* unlawful

The PEIR does quantify the hard stone and concrete aggregate requirements, yet it is still impossible to give the aggregate flows intelligent consideration because the tables are generated using the wholly unrealistic assumption that "Horton" might be available as a rail head for about 70% of the stone, when every indication is that Horton-in-Ribblesdale cannot be a rail head for hard stone rail imports at all.

18. Level deliveries of hard stone are not consistent with the ground-nesting bird season

The assumption of a constant delivery rate of hard stone for the 16 months of the proposal may contradict the statement of PEIR Table 9-2 concerning on-site working in the nesting season. It may be that CWF Ltd propose to stockpile hard stone somewhere within the Special Protection Area while work is necessarily suspended, and if so, this possibility should have been stated in the PEIR. The nesting season runs from March 1 to July 31 and in these five months 192,500 tonnes of hard stone would have been delivered to the stockpile.

If there is no stock pile then the proposal will either take longer than 16 months or hard stone flows will exhibit much higher peak values than the 3850 per month figure of Table 10. The PEIR should at least have a footnote indicating some cognisance of the relationship of the aggregate deliveries to the requirement to obey the Wildlife and Countryside Act (1981).

19. Abuse of the Rochdale envelope

The magnitude and routes of the hard stone flows should have been a matter for consultation while the envelope of the proposal was much more flexible than the "design chill" described in the PEIR as dating to December 2025.[47] Failure to consult in good time about the vast hard stone requirements, which CWF Ltd themselves did not understand until 21 May 2025, is *prima facie* abuse of the Rochdale envelope.

20. Conclusion: multiple failures to consult

[46] These are described in detail in the appendix to the Scoping Opinion adopted by the Secretary of State on 10 October 2025 .
[47] PEIR errata 06.05.26

These huge hard stone aggregate flows are *prima facie* unconsulted because CWF Ltd did not realise their necessity until 21 May 2025 ("As you can imagine…"[48]); then the incompetence of the Scoping Report September 2025 neither stated that hard stone was necessary nor gave competent directions; now the consultation that began on 8 April 2026, still leaves communities in the dark about their magnitude and route. Given that it is so unlikely, consultation on this matter must include a detailed justification of the "Horton" rail head and evidence that it has been through consultation with North Yorkshire Council, Yorkshire Dales National Park Authority, Heidelberg Materials UK and Network Rail with an indication of the likelihood of it being consented.

If that consultation on the "Horton" rail head confirms its unsuitability, further consultation must then be held with Pendle District Council, Colne Town Council and Laneshaw Bridge Parish Council and others, because they would then have the whole track hard stone and concrete aggregate delivery on the route M65-Colne-Laneshaw Bridge.

Under the Rochdale envelope, these consultations should have happened while the proposal was still flexible so that the conclusions could have a material effect on the proposal before it entered "design chill". If the Non-statutory and Scoping consultations were indeed unlawful, then the DCO consultation pathway unravels to the launch of CEP on 29 April 2025.

The requirement for a vast import of hard stone should have been anticipated following due diligence in November 2021. Other alternatives that should have been considered might not have had this significant aggregate problem. The aggregate problem is a facet of the failure to consider alternatives.

There is a conflict of interest for Mr Richard Bannister, who owns both Walshaw Moor and Boundary Mill, Colne. Were "Horton" to be consented, Mr Bannister's business at Boundary Mill would be relieved of 70% of the stone traffic.

We do not see how the proposal can be submitted to the Secretary of State for rational consideration while the problems of the "Horton" rail head, the *prima facie* unlawfulness of the Non-statutory and Scoping Consultations, the *prima facie* abuse of the Rochdale envelope, the unresolved significant conflict of interest of Mr Richard Bannister, and the relationship of the aggregate problem to the question of alternatives and thus to the habitat regulations remain unaddressed by CWF Ltd.

21. Detailed consequences for Colne and Laneshaw Bridge

The HGV traffic to the CEP site is dominated by the hardstone (3850/month) and concrete aggregate (406/month) two-way deliveries. These aggregate flows were not presented at the Non-statutory Consultation (April 28-10 June 2025) because CWF Ltd at that point had failed to discover the weakness of the on-site rock in aggregate. Very significant aggregate flows may have been implied in the Scoping Report Consultation (1 September-29 September 2025) but the Access and Transport chapter of the Scoping Report had so many errors that it was impossible to unscramble.

The PEIR account of the aggregate delivery is based on the wholly unrealistic and unevidenced assumption that "Horton" rail head (a slapdash indication of the limestone export facility at Horton-in-Ribblesdale operated by Heidelberg Materials UK) is a receiving depot for aggregates and YDNPA

[48] CWF Ltd Non-consultation Webinar 21 May 2025 (43:46) answer to question by Donald Mackay

will permit their export by lorry, when this is exactly the opposite of the consented (indeed celebrated) purpose of the re-opened rail head at “Horton”.

The railhead assumption “Horton” is given only as footnote 48 to Chapter 22 and is not justified in the text. We have shown that it is most unlikely to be a genuine alternative and that the worst case scenario (indeed the most likely scenario) for Colne and Laneshaw Bridge is that none of the hard stone is delivered by rail to “Horton” and all of it goes to Leyland and into Colne at Boundary Mill.

Revised modelling on the realistic assumption that all the aggregates will be delivered by rail to Leyland rail head and none to “Horton” rail head

PEIR table 10 shows the most intense month is 21. The HGV movements are dominated by the 3850 hard stone aggregate deliveries. We have shown that the most appropriate means of delivery of the concrete aggregates (406) consistent with the policies of the YDNPA is by rail from Horton-in-Ribblesdale to Leyland and thence to the site by the M65, then through Colne and Laneshaw Bridge. The HGV movements concerned with cabling would go to the other access on the A6033 and to the cable corridor.

Table 10 Construction Traffic Profile (Two Way Traffic Flows) (cont.)

Activity	Month													
	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Site Establishment										100	150			50
Access Junction and Offsite Road Works														
General Site Deliveries	88	88	88	88	88	88	88	88	88	88	44	44	44	44
Infrastructure Aggregate Deliveries	3850	3850	3850	3850	3850	3850	3850	3850						
Concrete Batching Materials	406	406	406	406	406									
Reinforcement	33	33	33	33										
Substation Building Materials	17	17	17	17	17	17	17	17	17					
Cable and Ducting Deliveries	14	14	14	14	14	14	14	14	14					
Cabling Sand	231	231	231	231	231	231	231	231	231					
Geotextile Deliveries		3	3			3	3							
Cranes				40						40				
Turbine Deliveries					340	340	340	340	340					
External Cabling	213	213	213	213	213	213	213	213	213	213				
AIL Escorts					148	148	148	148	148					
Commissioning and restoration									88	88	88	88	88	88
Staff	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	880	704	704	704
Total HGV	4852	4855	4855	4892	5159	4756	4756	4753	903	441	194	44	44	94
Total Cars / LGV	1760	1760	1760	1760	1908	1908	1908	1908	1996	1848	968	792	792	792
Total Movements	6612	6615	6615	6652	7067	6664	6664	6661	2899	2289	1162	836	836	886
Total HGV per Day	221	221	221	222	234	216	216	216	41	20	9	2	2	4
Total Cars / LGV per Day	80	80	80	80	87	87	87	87	91	84	44	36	36	36
Total per Day	301	301	301	302	321	303	303	303	132	104	53	38	38	40

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 the PEIR gives its estimate of the route distribution of this HGV traffic in Month 21. It is clear that this table depends on an assumption of heavy use of “Horton” railhead because HGVs on the stone delivery route using Leyland railhead show in the count for Burnley M65 which is only 74, but 148 appear on the Skipton-Kelbrook route from the Dales. This 1:2 distribution may reflect the underlying aggregate sources, since Table 22-13 says that about 30% of the hard stone will be recycled railway ballast.

The main CEP HGV stone deliveries in Table 11 are thus the 74 at Burnley and the 148 west of Skipton, a total of 222.

The 148 HGV journeys on Skipton-Kelbrook are mostly bringing hard stone from “Horton” railhead.

The 74 HGV journeys at M65 Burnley are mostly bringing hard stone from Leyland railhead.

If the “Horton” railhead is not viable, as we have shown, and the concrete aggregate is also exported by rail from the Dales to Leyland, the 74 + 148 = 222 HGV journeys would all come from, or return to, Leyland railhead on the M65 via the Boundary Mill roundabout at Colne.

Table 4 Baseline 2031 24-hour Average Daily Traffic Data

No	Survey Location	Cars & LGV	HGV	Total
1	A6068 Keighley Road, Cowling	8,985	886	9,870
2	A6068 Access Junction	7,456	1,138	8,594
3	A6068 Laneshawbridge	10,467	1,315	11,782
4	A6068 Colne	12,729	1,409	14,138

PEIR Table 4 gives the predicted average daily traffic in the study area in 2031. It predicts 1409 HGVs at the A6068 at Colne and this would be increased by the 222 HGVs from Leyland a 16% increase along an already congested road. We have to use the 1409 figure from Table 4 because PEIR does not supply a baseline for the key section of the A6068 through Colne.

Vivary Way, North Valley Road, Windsor St, Colne

The M65 funnels into Vivary Way, North Valley Rd and Windsor St, the street names of the A6068 between the M65 terminus roundabout and the A56 Skipton Rd roundabout. The maps below run from the M65 roundabout. They show the extensive retail frontages and density of right-angle

junctions and pedestrian crossings controlled by lights, which make the traffic stop-start. Through traffic often follows a rat run through the middle of Colne to bypass the North Valley Rd congestion.

Retail frontage Boundary Mill Outlet owned by Richard Bannister

Retail frontage: Lloyd Colne, W18 Cars

Major retail frontage McDonalds, TK Maxx, Lidl, Aldi, Sainsburys. Gable end residential streets north of N. Valley Rd and terraced houses fronting Windsor St.

Colne and Laneshaw Bridge not consulted on huge aggregate deliveries from September 2023-June 2026

CWF Ltd have had four occasions to consult Colne and Laneshaw Bridge on the aggregate deliveries.

1. *Scoping Report for Calderdale Wind Farm September 2023*.

This document stated that the aggregates would be quarried from on-site borrow pits, supplemented by material from quarries to the east of the site. None of this material could have been used for the track surfaces or the concrete. This error meant that no hard stone imports were modelled at all.

2. *Consultation Brochure for Non-statutory Consultation 29 April-10 June 2025*

This document did not correct the aggregate statements of the earlier iteration. Evidence has been given in this response chapter that CWF Ltd remained ignorant of the aggregate problem at least until 17 May 2025, and only acknowledged it verbally on 21 May 2025, in statement that begins, "As you can imagine…". No written account of the aggregate problem was given. The brochure did make it clear that the turbine components might come either via Halifax or Colne. Simple swept path analysis with 80-m blades showed that Halifax was not a realistic alternative and a fair consultation on the turbine component delivery would have made that clear.

3. *Scoping Report for Calderdale Energy Park consultation 2 September-30 September 2025*

The extensive road numbering errors alone entitled all consultees to ignore whatever presentation of the aggregate problem might be found in this incompetent Scoping Report. There was still no explicit acknowledgement of the nature and scale of the aggregate problem. Had consultees chosen to unscramble the Transport and Access road numbering errors, in which the M56 and M65 are confused throughout, they would have run up against some indications that large amounts of bulk materials might travel on the A56 from the Dales, yet Dales limestone would not be permitted as a track surface. To make any sense of the movements of bulk materials described, consultees had to divine that the model assumed deliveries of hard stone by rail to Horton-in-Ribblesdale and export it from the YDNPA by lorry. It was impossible for consultees to make this clarifying assumption because it is absurd.

4. *PEIR for Statutory Consultation 8 April-10 June 2026*

The PEIR finally quantifies the magnitude of the hard stone required. It states in a footnote that the main source of this hard stone will be "Horton" rail head. A portion of an evidently developed model of the HGV movements is given which states that 70% of the hard stone comes from "Horton". Consultees in Colne have to do their own assessment of this absurd idea if they are to realise that the likely outcome of the proposal is that all the stone deliveries will come along Vivary Way, North Valley Rd and Windsor St.

Given this history, it is clear that the communities of Colne and Laneshaw Bridge have had no opportunity to shape the proposal with regard to the stone deliveries.

22. Conclusion for Colne and Laneshaw Bridge

The unrealistic assumption that "Horton" might be a rail head for the aggregate delivery is culpably misleading. Once the "Horton" rail head assumption is corrected, HGV traffic due to CEP is predicted to increase by 16% at Boundary Mill in Colne. Such an increase requires detailed modelling before direct consultation. Colne and Laneshaw Bridge were not consulted about these aggregate deliveries in any of the four consultations. The only way for for Colne and Laneshaw Bridge to extract the necessary information during these four consultations was to assume that the published statements on aggregates were all nonsense.

23. Action advised for Colne Town Council and Laneshaw Bridge Parish Council

Colne Town Council and Laneshaw Bridge Parish Council should ask Lancashire County Council (Highways Authority) to issue a technical objection to the PEIR Transport assessment as it is based on a wholly unrealistic and unevidenced assumption ("Horton" railhead). LCC can require that detailed modelling is supplied for the Statutory Consultation, which must be extended to allow full consideration of aggregate flows which were not set out during four consultations.

Separately, Colne Town Council and Laneshaw Bridge Parish Council should initiate legal action that the first Scoping, Non-statutory, second Scoping and Statutory Consultations were unlawful under the Gunning principles, particularly Gunning 2 on 'intelligent consideration', on the grounds that very significant aggregate flows were not properly specified in magnitude or routes. The first stage in that legal action is a letter from the councils' solicitors setting out the *prima facie* unlawfulness of the consultations, with the relevant evidence, some of which is given in this response and all of which has been published and given to CWF Ltd as it emerged.

PEIR Ch 17 Socio-economics and Tourism

1. Tourism Assessment Methodology

1.1 Presumption Against Tourism Harm

A central concern with Chapter 17 is that the PEIR no longer approaches tourism impacts as an open evidence-led question.

Instead, the assessment adopts a methodological position that there is "no reason to expect any significant adverse effects on tourism" because broader precedent studies allegedly show no relationship between wind farm development and tourism decline.

This creates a significant risk that the assessment has been framed around demonstrating consistency with existing precedent rather than undertaking a genuinely locally specific assessment of Walshaw Moor and the South Pennine uplands.

The tourism methodology therefore risks underestimating:

- localised tourism impacts;
- experiential landscape degradation;
- cumulative landscape industrialisation;
- and the cultural distinctiveness of the affected area.

The absence of clear regional tourism decline statistics elsewhere should not be treated as proof that no significant localised landscape or cultural harm can occur in this uniquely sensitive upland environment.

There is also concern that broad comparisons with other wind farm locations may involve fundamentally different landscape, cultural and tourism contexts. Comparisons between remote upland energy developments and the South Pennine moorland landscape risk comparing fundamentally different environments with very different recreational, cultural and heritage sensitivities.

The Walshaw Moor landscape is closely connected to Brontë Country, upland recreation networks, heritage communities and long-established cultural associations. It should therefore not be assumed that conclusions drawn from unrelated locations can be directly applied to this proposal without substantial locally specific evidence.

Concern also remains that much of the wider research relied upon within the PEIR appears to assess tourism expectations and projected economic effects rather than undertaking substantial post-development analysis of long-term experiential and community impacts.

2. Over-reliance on broad regional statistics

The PEIR repeatedly relies upon regional and national economic indicators to argue that tourism forms a similar proportion of employment in Calderdale as elsewhere.

However, the aggregation of:

- Hebden Bridge;
- Haworth;

- Oxenhope;
- Heptonstall;
- Todmorden;
- Hardcastle Crags;
- Walshaw Moor-associated tourism assets;
- Wycoller and connected moorland heritage landscapes;
- and wider cross-boundary recreational and cultural destinations associated with the South Pennines

into wider Calderdale and Yorkshire-wide statistics risks masking highly concentrated local tourism dependency.

The tourism economy associated with the Upper Calder Valley, Worth Valley and Brontë landscape is highly distinctive and cannot be meaningfully understood through broad regional averages.

The PEIR should therefore have undertaken:

- primary visitor research;
- visitor motivation surveys;
- seasonal tourism analysis;
- recreational route usage studies;
- local business consultation;
- and qualitative assessment of experiential tourism.

Without this evidence base, the conclusion of "no significant adverse effects" lacks sufficient local specificity.

3. Failure properly to assess experiential tourism

The tourism economy of Walshaw Moor and connected communities is fundamentally linked to experiential landscape qualities.

Visitors are drawn not merely by individual attractions but by the combined experience of:

- open upland moorland;
- remoteness;
- tranquillity;
- wildness;
- dark skies;
- expansive Pennine views;
- literary associations;
- and continuity of landscape character.

These qualities are recognised within Landscape and Visual Impact Assessment (GLVIA3) guidance as legitimate perceptual landscape characteristics.

The PEIR inadequately assesses how industrial-scale turbines, substations, access tracks,

grid infrastructure and aviation lighting would affect the experiential quality of this landscape.

A route may remain technically open while nevertheless suffering substantial degradation in:

- tranquillity;
- wildness;
- landscape character;
- visual coherence;
- visitor experience;

Tourism and recreation are not determined solely by physical access.
They are also shaped by:

- setting;
- atmosphere;
- scenic quality;
- safety perception;
- tranquillity;
- and emotional experience.

Assumptions within the PEIR that recreational users, equestrians or other visitors will simply adapt to the presence of industrial-scale turbine infrastructure should therefore be treated with caution.

Even where access technically remains available, the experiential character of routes and recreational landscapes may be fundamentally altered in ways that mitigation cannot fully address.

This is particularly relevant in relation to:

- horse riders;
- walkers;
- fell runners;
- wildlife observers;
- and individuals seeking quiet recreation and landscape escape.

The significance of these routes and landscapes derives not merely from functional access but from the qualities of the surrounding environment itself.

4. Brontë Cultural Landscape and Heritage

4.1 Insufficient weight give to Brontë landscape

The earlier scoping material acknowledged the importance of Brontë Country and the literary associations of the surrounding upland landscape.

However, the PEIR significantly reduces the prominence of this issue.

Local tourism boards and visitor surveys indicate that the surrounding area sees **over 1 million visitors annually**. Many of these visitors come to Brontë Country to walk the moors around Top Withins and witness the landscape unchanged from the time that the Brontës walked these same moors.

The City of Bradford Metropolitan District Council – Bradford District Local Plan 2020-38 states:

'Haworth is an important tourist destination due to its historical associations with the Brontës (there is a visitor centre and museum in the village) and the preserved steam railway and associated museum'.

'Due to the world-wide appeal of the Brontës, tourism is the single biggest industry in the area; local people are employed in a combination of recreational, historical and cultural visitor attractions. Visitor surveys indicate that over one million visitors a year come into the area'.

'Business Register and Employment Survey (BRES) data indicates that the three largest

industry groups by workforce jobs (all people in employment) are hotels and catering

(18.2%), health (16.3%) and retail (12.5%)'.[49]

All of these sectors will be severely impacted by any reduction in the one-million visitors that the wind farm will inevitably result in for those that come principally to experience the history and landscape of Brontë Country.

Walshaw Moor and the surrounding South Pennine uplands form part of a globally recognised literary, artistic and cultural landscape associated with:

- the Brontë sisters;
- Ted Hughes;
- Sylvia Plath;
- numerous contemporary cultural works;
- visual artists;
- film makers;
- photographers;
- musicians;
- and the wider creative arts sector.

The relationship between:

- Haworth;
- Oxenhope;
- Top Withins;

[49] https://www.bradford.gov.uk/media/izjipuva/522-haworth.pdf

- Brontë Bridge;
- Brontë waterfalls;
- the surrounding moorland landscape and associated cultural assets is central to the identity and visitor appeal of the area.

This is not simply heritage tourism linked to isolated buildings or attractions. It is landscape-based cultural tourism dependent upon the continued existence of an upland environment perceived as:

- expansive;
- dramatic;
- atmospheric;
- and relatively undeveloped.

The PEIR underestimates the importance of these perceptual and cultural relationships.

4.2 Cultural Landscape as a Receptor

The Brontë landscape should be treated as a high-sensitivity cultural landscape receptor in its own right.

Assessment should explicitly consider:

- setting;
- sightlines;
- landscape continuity;
- tranquillity;
- wildness;
- and experiential authenticity.

The introduction of industrial-scale wind infrastructure across deep peat moorland would fundamentally alter the perceived character of this landscape.

This concern extends beyond direct visual effects and includes broader impacts upon:

- sense of place;
- literary association;
- tourism identity;
- and cultural continuity.

5. Recreation, Public Rights of Way and Wellbeing

5.1 Fragmentation of tourism impact across chapters

The PEIR largely transfers PRoW and route-access impacts into the Transport and Access chapter.

However, the issue for tourism and recreation is not merely route functionality.

The issue is the quality of the landscape through which these nationally important recreational

routes pass.

The assessment therefore risks fragmenting cumulative experiential effects across separate technical chapters.

This is particularly important for:

- the Pennine Way;
- Pennine Bridleway;
- Calderdale Way;
- Mary Towneley Loop;
- upland walking routes;
- fell-running routes;
- and recreational cycling and riding networks.

The tourism and recreational significance of these routes derives heavily from their upland landscape character and sense of escape.

5.2 Health, wellbeing and landscape experience

Walshaw Moor and the wider South Pennines make an important contribution to:

- physical wellbeing;
- mental health;
- recreation;
- creativity;
- and landscape inspiration.

The PEIR underestimates these intangible but highly important socio-economic and cultural functions.

This includes:

- outdoor recreation;
- artistic inspiration;
- wildlife experience;
- dark-sky appreciation;
- opportunities for quiet enjoyment;
- informal walking;
- social connection;
- and inclusive access to nature.

Importantly, many of these public benefits are not adequately reflected through conventional tourism expenditure metrics.

Large numbers of people use connected landscapes such as Lumb Falls, Hardcastle Crags, Walshaw Moor and surrounding upland routes for low-cost or non-commercial recreation. Visitors may contribute relatively little measurable tourism spend while nevertheless deriving substantial wellbeing, recreational and social value from access to these landscapes.

This is particularly important in the context of national policy emphasis on improving public wellbeing and increasing access to nature for urban and younger populations.

The South Pennine uplands provide an increasingly valuable recreational resource for:

- younger people;
- multicultural communities;
- families;
- walkers;
- cyclists;
- and individuals seeking respite from urban environments.

The growing popularity of destinations such as Lumb Falls demonstrates the importance of these landscapes as accessible spaces for outdoor recreation, tranquillity and social wellbeing.

Such use may not always translate into high visitor expenditure, particularly where visitors bring their own food or undertake day visits, but this does not diminish the substantial public value of the landscape.

Indeed, the democratic and inclusive nature of this access is part of the landscape's importance.

A meaningful socio-economic assessment should therefore recognise that the value of public landscape access cannot be reduced solely to measurable tourism spend or conventional economic indicators.

Such benefits are difficult to monetise using conventional economic indicators but nevertheless represent substantial public value.

6. Socio-economic benefits and economic claims

6.1 Temporary nature of construction benefits

The PEIR places substantial emphasis on:

- construction employment;
- GVA generation;
- supply-chain activity;
- and economic uplift.
- However, many of these benefits are :
- temporary
- construction-phase dependent;
- and reliant on assumptions regarding local contract capture.

Experience from comparable projects suggests that many specialist contracts are secured externally rather than by local businesses.

Operational employment associated with wind farms is typically limited once construction is complete.

The PEIR therefore risks overstating the long-term local economic benefits of the proposal.

6.2 Tourism and visitor economy risks

By contrast, the tourism and recreation economy associated with the South Pennines is:

- long-term;
- landscape-dependent;
- culturally rooted;
- and sustainable in character.

The PEIR gives insufficient weight to:

- long-term visitor perception;
- reputational impacts;
- landscape quality degradation;
- and cumulative effects on the tourism identity of the region.

The increasing importance of:

- eco-tourism;
- heritage tourism;
- dark skies tourism;
- literary tourism;
- and low-impact recreation

further strengthens the importance of protecting the distinctive qualities of Walshaw Moor.

7. Consultation and participation

Concerns remain regarding whether aspects of the consultation process and supporting material adequately communicated:

- the scale of the proposed infrastructure;
- cumulative landscape effects;
- experiential recreational impacts;
- and the long-term transformation of upland landscape character.

Given the technical complexity and geographical scale of the proposal, meaningful public participation

depends upon information being:

- clear;
- locally specific;
- accessible;
- and sufficiently detailed to enable informed responses.

This is particularly important where affected communities include large numbers of recreational users, visitors and residents who may not ordinarily engage with major infrastructure planning processes.

The value of these landscapes extends beyond measurable economic outputs and includes substantial public wellbeing, recreational and cultural benefits.

8. Policy considerations

8.1 National Planning Policy Framework (NPPF)

The NPPF supports renewable energy development but also requires protection of:

- valued landscapes;
- irreplaceable habitats;
- heritage assets;
- and community wellbeing.

The PEIR does not adequately demonstrate that the significant residual harms associated with this proposal have been fully recognised or weighed.

8.2 National Policy Statements EN-1, EN-3 and EN-5

The proposal must be assessed not only against energy generation objectives but also against:

- tourism impacts;
- cultural heritage impacts;
- cumulative landscape effects;
- and socio-economic consequences.

The existence of a presumption in favour of low-carbon infrastructure does not remove the requirement to properly assess and weigh:

- residual environmental harm;
- tourism impacts;
- cultural landscape effects.

8.3 Exceptional circumstances

Walshaw Moor represents an exceptional landscape where:

- ecological sensitivity;
- deep peat;
- cultural identity;
- literary heritage;
- recreational value;
- and tourism importance

combine to create a uniquely sensitive upland environment.

The proposal should therefore not be treated as a routine renewable energy development site.

9. Conclusion

PEIR Chapter 17:

- relies excessively on broad regional assumptions;
- underestimates localised tourism and cultural impacts;
- inadequately assesses experiential landscape degradation;
- fragments recreational impacts across separate chapters;
- and fails to properly address the contradiction between climate objectives and industrial development on deep peat blanket bog.

The proposal would introduce major industrial infrastructure into an exceptionally sensitive upland landscape whose value derives precisely from its relative wildness, openness, cultural associations and ecological importance.

The cumulative effects on:

- landscape character;
- recreation;
- tourism;
- heritage;
- peatland integrity;
- and community identity

would be substantial and long-lasting.

The claimed socio-economic benefits do not outweigh these harms.

A more robust, locally specific and evidence-led assessment is therefore required before any conclusion of “no significant adverse effects” could reasonably be supported.

For these reasons, significant concern remains regarding the adequacy of the PEIR socio-economic and tourism assessment and the overall suitability of Walshaw Moor for industrial-scale wind energy development.

Chapter 18 Human Health

1. We welcome the PEIR baseline evidence, which confirms what every visitor discovers: Walshaw Moor is a wonderland for birds. Few visitors may see merlin, but anyone on the Pennine Way will see short-eared owls, a dense assemblage of curlews, lapwings and golden plovers, and many different raptors, and such is the abundance, neither specialist knowledge nor binoculars are needed. At dawn or dusk the experience can be overwhelming.

2. The PEIR author concludes:

9.9.199 Given the findings of the PEIR, the Proposed Development has the potential to result in likely significant effects on ornithological features, including effects at the international scale on the South Pennine Moors Phase 2 SPA. In recognition of the sensitivity and international importance of the upland breeding bird assemblage, the Applicant is developing an extensive mitigation and compensation package, in consultation with Natural England and other relevant stakeholders.

3. We note that the remarkable ornithology of Walshaw Moor can be appreciated by visitors on the limited footpath system. That the curlew population is growing strongly on Walshaw Moor in CRoW Act (2000) open-access moorland shows that the compromise between a natural wonderland and people's reasonable desire to experience it has found a successful equilibrium, which has not been achieved in the Yorkshire Dales National Park, where it is common to walk all day without even hearing a curlew. As the PEIR says:

9.5.31 The study area experiences recreational disturbance that is primarily confined to the well-defined footpaths along the Pennine Way, with limited evidence of widespread access across the surrounding moorland. This contrasts with other heavily visited upland areas, where excessive visitor pressure has been shown to reduce breeding success and territory occupancy among waders. The concentration of access along defined routes reduces the extent of disturbance within the wider habitat and is likely to support higher breeding densities and successful nesting outcomes, particularly for sensitive ground-nesting species.

Walshaw Moor therefore represents a superb example of giving people access to extraordinary nature, and allowing them to exercise the rights and responsibilities of the CroW Act (2000) for their mental and physical well-being.

4. The King's Series of National Nature Reserves

The King's Series of NNR was launched by Natural England on 1 May 2023. They are specifically designed to promote healthy minds and bodies by giving people access to nature.

Natural England will leave a lasting public legacy for people and nature by creating of a King's Series of National Nature Reserves to celebrate the Coronation of His Majesty King Charles III.[50]

As Prince of Wales, His Majesty expressed a deep love and concern for England's wildlife, natural and rural places, frequently reflecting on his love of walking and its role in promoting a healthy mind and body. The plans will see the creation of a new 'King's Series of National Nature Reserves', with five major National Nature Reserves named every year for the next five years - 25 in total.

Tony Juniper, Chair of Natural England, said:

[50] King's nature reserves to leave lasting legacy for people and nature - GOV.UK

For more than five decades our King has been at the forefront of thinking about the need to restore our depleted natural world. He has highlighted the vital importance of sustainable agriculture, questions of water security, solutions to climate change and the urgency of moving to a circular economy inspired by nature. He's helped make progress on all these and other subjects while having people's wellbeing at the centre of his ideas.

It is fitting that today Natural England begins the process of declaring 25 new National Nature Reserves that will be called the 'King's Series', marking His Majesty's Coronation and the new era of nature recovery that is now enshrined in national law and global agreements.

The National Nature Reserves are the jewels in the crown of England's nature and they are there for wildlife and people alike.

5. Relationship of the proposal to the King's Bradford Pennine Gateway NNR

The PEIR makes only one, incorrect, reference to the King's Bradford Pennine Gateway NNR (King's Gateway). In 12.5.28 it states wrongly that "the King's Gateway is 12 km NE of the turbine area", but the King's NNR includes what used to be Penistone Hill Country Park which is only 2.8 km from the turbine area.

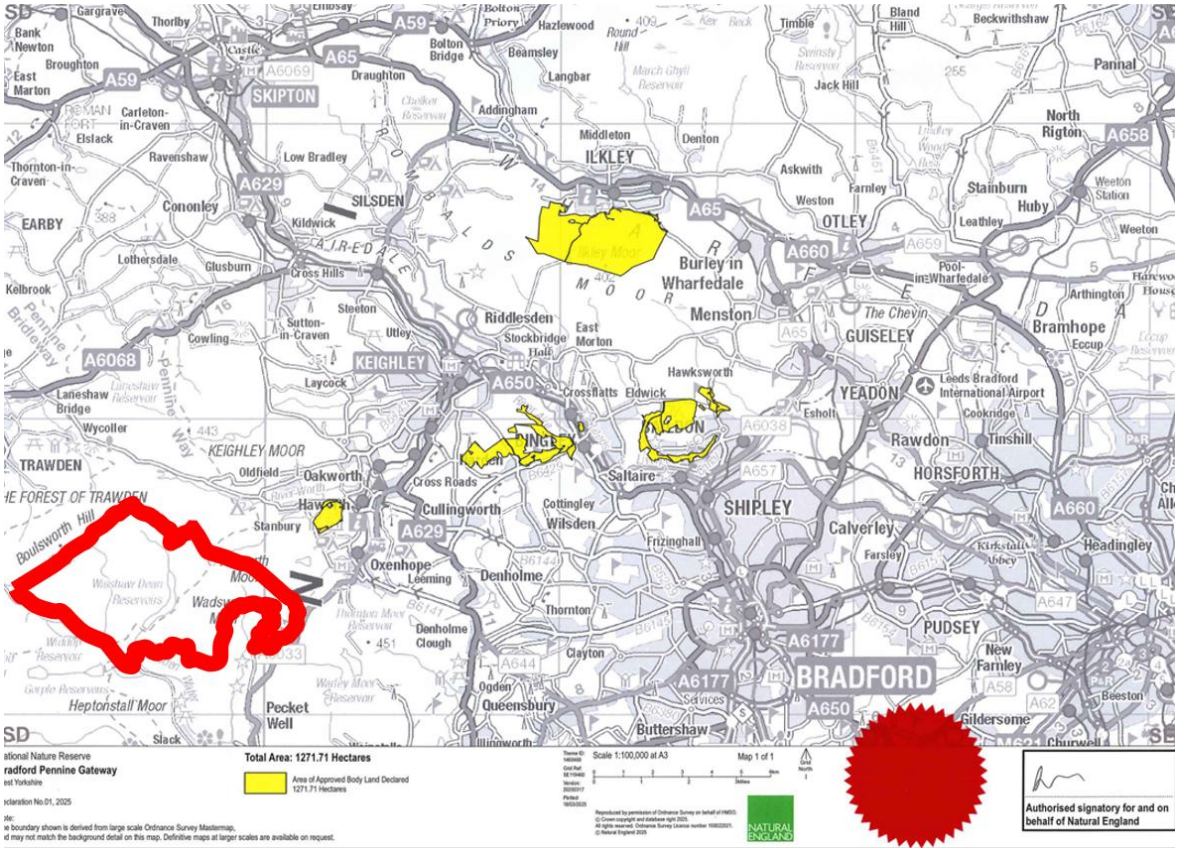
The Scoping Report had a sound reference to the King's NNR, giving the relevant distance as 2.9 km. (Biodiversity Table 4-1).

The Bradford Pennine Gateway National Nature Reserve is the result of a partnership between Natural England and Bradford Council. The National Nature Reserve (NNR) forms part of the King's Series, a national initiative to protect and celebrate the natural heritage of the United Kingdom, and Natural England's commitment to enhancing biodiversity and access to nature for communities.

The failure of the PEIR to engage with the King's Gateway is remarkable, especially as the NNR was so cogently summarised at Scoping.

The King's Gateway is carefully mapped by Natural England who attach their seal.[51] We have added the CEP turbine area in the version of the map shown below.

[51] Bradford Pennine Gateway National Nature Reserve Declaration No. 01



To this map is added the declaration “Natural England is satisfied that the said land is of national importance.”

The King’s Gateway is of course small in area compared with the South Pennines SPA/SAC or for that matter the turbine area of CEP that lies inside both the SPA and SAC. We note that the section best corresponding to the idea of “Pennine Gateway” is the Penistone Country Park between Haworth and the SAC/SPA. Statements by Natural England stress this point.[52]

Brontë Country to become country’s newest National Nature Reserve. Bradford Pennine Gateway National Nature reserve launched, creating huge boost for countryside access.

One of Britain’s youngest cities is set to benefit from the creation of a huge new national nature reserve - the Bradford Pennine Gateway National Nature Reserve.

The new National Nature Reserve – the 7th in the King’s Series - announced and created today (13 May) is the first of its kind in West Yorkshire and will provide people with opportunity to enjoy the landscapes that inspired and were celebrated by the Brontë Sisters. The reserve spans 1,272 hectares - twice the size of Ilkley Moor - and links together eight nature sites within the Bradford & South Pennines area, two of which are internationally important upland habitats, and much-loved places such as Penistone Country Park in Haworth, home of the Brontës. The establishment of this reserve will bridge this gap between the city of Bradford and the countryside by highlighting a range of important habitats just a stone’s throw from people’s homes. A National Nature Reserve next to one

[52] Brontë Country to become country’s newest National Nature Reserve - GOV.UK

of the UK's youngest cities will also help to break down barriers for young people accessing the countryside in one of England's most nature deprived areas.

The importance of the tiny Penistone section is made clear by the re-iterated references to the Brontë sisters.

6. Statement of Tony Juniper, Chair of Natural England on the King's Gateway

Reversing the historic declines in nature and moving toward ecological recovery requires bigger, better and more joined up areas for nature to thrive. The opening of this reserve is an important moment in this journey, marking a significant achievement in our efforts to protect and enhance the natural environment. By working with local partners providing accessible Nature near to urban areas, we are fostering a deeper connection between communities and nature, promoting wellbeing and inspiring the next generation to support biodiversity recovery.

Note the emphasis on "more joined up areas" and on well-being and inspiration of young people.

7. Statement of Minister for Nature Mary Creagh on the King's Gateway

Minister for Nature Mary Creagh also emphasised the network effect and that the King's Gateway linked two internationally important upland habitats within the South Pennines Special Protection Area (SPA) and Special Area of Conservation (SAC).

The Bradford Pennine Gateway National Nature Reserve is a landmark moment and will bring huge numbers of people closer to their iconic nature-rich habitats, as part of this governments Plan for Change to halt natures decline. Aligning with Bradford's designation as the UK City of Culture 2025, the reserve integrates cultural enrichment with conservation efforts. Natural England and Bradford Council will create a public engagement strategy to increase the diversity of visitors and encourage positive action for nature across Bradford in communities rightly proud of their area. The launch will also enhance educational and cultural opportunities in the area. In collaboration with local universities and colleges, the reserve will offer opportunities for field studies and research. The creation of the Bradford Pennine Gateway National Nature Reserve (NNR) marks a significant milestone in the King's Series of National Nature Reserves. With the support of His Majesty King Charles III, Natural England will leave a lasting public legacy for people and nature by creating or extending 25 National Nature Reserves by 2027. Together these sites form an ecological network that links two internationally important upland habitats within the South Pennines Special Protection Area (SPA) and Special Area of Conservation (SAC).

8. Report sent to His Majesty the King

It is impossible to align these statements about the international importance of the South Pennine SPA and SAC, and the emphasis on "joined up areas" and the health and well-being of huge numbers of people with the fragmentation of the SPA and SAC by Calderdale Energy Park and the destruction of the natural wonderland to which the King's NNR is a gateway.

Since the philosophy and location of the King's Gateway NNR, elegantly summarised by CWF Ltd themselves in their own Scoping Report, constitutes one of the strongest arguments against Calderdale Energy Park, it is a highly significant omission that it is missing in the PEIR.

A report has been made on these contradictions by WTRG and sent to the His Majesty the King and to Natural England[53]. Both have replied. The reply from Buckingham Palace dated 12 February 2026 is private and confidential. Natural England were grateful to be copied into the correspondence between WTRG and His Majesty the King. The King has now also been informed that there is no account of the Pennine Gateway in the PEIR.

9. Conclusion

The King's Pennine Gateway is so successful that it was chosen as one of the Seven Wonders of the World 2026 by Conde Nast Traveller magazine, where it joins Banff National Park in Canada, Matera rock town in Italy and El Imposible National Nature Reserve in El Salvador. [54]

Whether the omission of the King's Pennine Gateway from the PEIR was deliberate or negligent, it is a highly significant matter, requiring a detailed explanation to all Statutory Consultees, to the million people for whom the Gateway was designed and to His Majesty the King, representing all the people of the UK and our guests from all over the world. Without such an explanation, and measures to repair the negligence or deliberate action of CWF Ltd in this matter, including a detailed consultation into the effects of Calderdale Energy Park on the stated purposes of the King's Gateway, we do not see how the proposal can be accepted by the Planning Inspectorate.

[53] King's NNR and CEP

[54] The Seven Wonders of the World for 2026 (That You Can Actually Visit) | Condé Nast Traveler