

Outdoor Access Management & Enhancement Plan

Scout Moor II
Further Environmental Information

June 2026



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Job Reference

01137

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Contents

01	Introduction	01
02	Methodology & Engagement	05
03	Purpose, Aims & Objectives	09
04	Access, Recreation & Common Land - Baseline Context	11
05	Access Management Strategy	27
06	Access & Recreational Enhancements	37
07	Implementation, Monitoring & Management	55
08	Conclusion	57



INTRODUCTION

01

This Outdoor Access Management and Enhancement Plan (the “Access Plan”) has been prepared by Turley on behalf of Cubico UK Development (Wind 1) Limited (“Cubico”). It is submitted as part of Further Environmental Information in respect of the cross-boundary applications for full planning permission (‘the Applications’) relating to the construction and operation of a new onshore wind farm (to be known as ‘Scout Moor II’), alongside a comprehensive moorland restoration scheme (the ‘Proposed Development’), on land at Rooley Moor (‘the Site’).

1.1 The Site crosses the administrative boundaries of Rossendale Borough Council (‘RBC’) and Rochdale Metropolitan Borough Council (‘RMBC’) (collectively referred to as ‘the Councils’). The Councils are the Local Planning Authorities (‘LPA’s’) responsible for the determination of the Applications, which were originally submitted on 23 July 2025 and were validated by the Councils on 07 August 2025 (RBC ref. 2025/0267 and RMBC ref. 25/00680/FUL).

1.2 Following the completion of an extended period of statutory consultation on the Applications, the Applicant has evolved the Proposed Development to respond to comments received from statutory and non-statutory consultees, the public and other interested stakeholders and is hereby formally amending the Applications through the submission of Further Environmental Information (‘FEI’). The FEI supersedes the information submitted in July 2025 (‘the 2025 Submission’) and will be subject to further statutory consultation by the Councils.

1.3 The Access Plan explains how public access will be protected and managed during construction, and outlines measures to enhance access and recreational opportunities during operation.

1.4 It establishes a clear and proactive framework to:

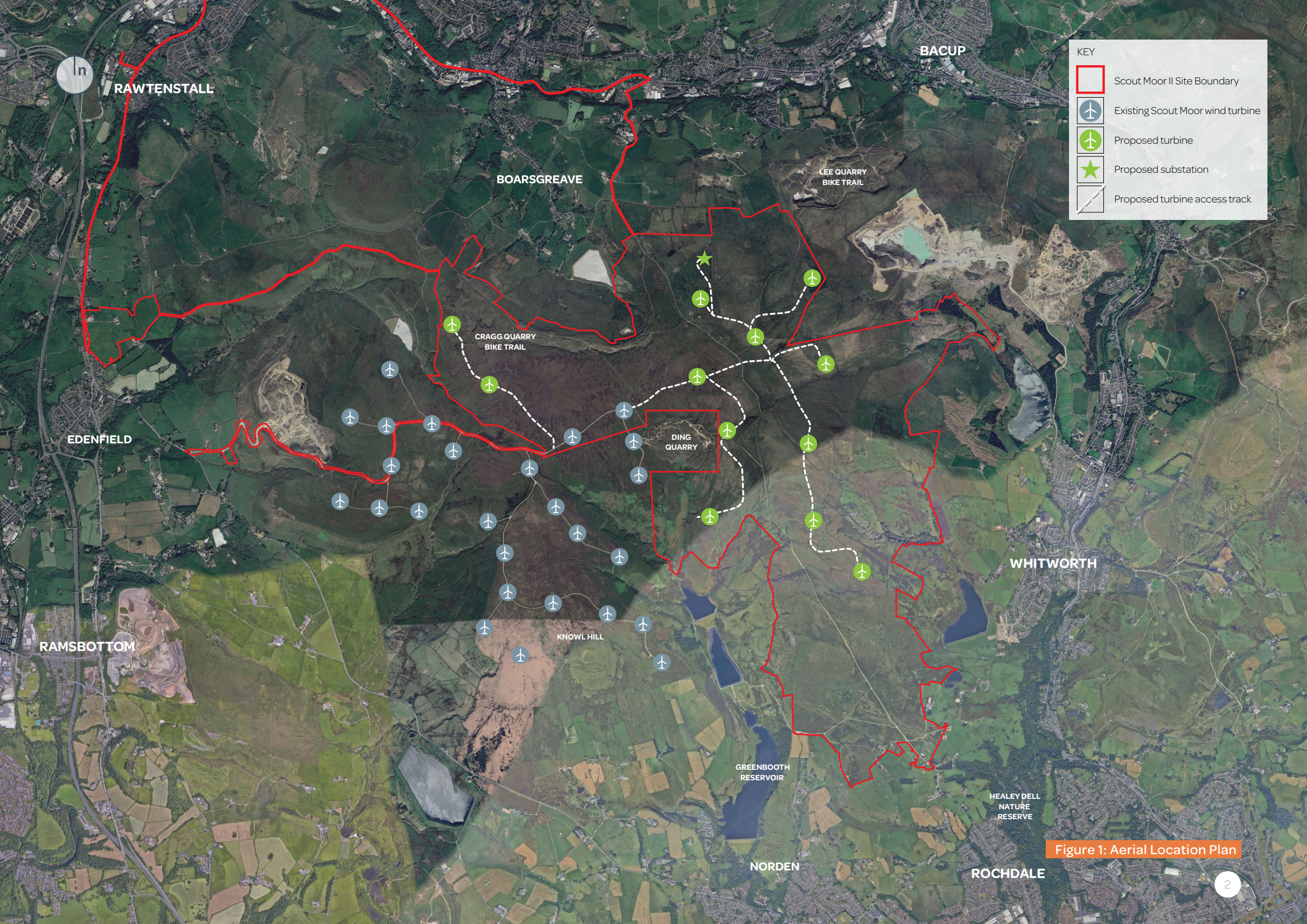
- Protect Public Rights of Way (‘PRoW’), Common Land, and Countryside and Rights of Way (‘CRoW’) Act Access Land throughout construction and operation.
- Safeguard open access rights while minimising disruption to recreational users and ensuring safe, continuous access.
- Enhance public access infrastructure including new and upgraded trails, improved wayfinding, and visitor facilities.
- Implement measures to deter illegal off-roading, protect the landscape, and promote responsible access.
- Provide a long-term strategy for monitoring, management, and enforcement to maintain and improve public access.

Further Environmental Information Update

1.5 This Access Plan has been updated to support the submission of Further Environmental Information (FEI), prepared in response to consultation feedback and ongoing design development.

1.6 Since the 2025 Submission, the Proposed Development has evolved, most notably through a reduction in turbine numbers from up to 17 to up to 12 turbines and associated amendments to the infrastructure layout (the “FEI Layout”). Full details of the revised scheme and updated layout are set out in the **Planning, Design & Access Statement**.

1.7 The changes have resulted in localised amendments to the access track layout, substation location and associated infrastructure. However, the overall approach to access management and enhancement remains unchanged. The principles of maintaining safe public access during construction, minimising disruption, and delivering long-term recreational benefits continue to underpin this Access Plan.



KEY

- Scout Moor II Site Boundary
- Existing Scout Moor wind turbine
- Proposed turbine
- Proposed substation
- Proposed turbine access track

Figure 1: Aerial Location Plan

Project Overview

1.8 Scout Moor II will include 12 turbines and their associated hardstandings, as well as new access tracks, a substation, temporary construction areas, grid connection, and moorland restoration works. Construction will take around two years and during this period, some temporary diversions and/or closures, and controlled access may be necessary to ensure public safety.

1.9 Once operational, Scout Moor II will generate clean, renewable energy for 40 years, and deliver lasting improvements to outdoor access and recreation, including:

- Opening approximately 10.2km of new access tracks to walkers, cyclists, and horse riders - including new circular recreational routes to provide more opportunities for outdoor exploration - while retaining approximately 4.8km of existing tracks.
- Increasing public access land, offering additional space for recreation and wildlife appreciation.
- Upgrading key infrastructure (such as car parks, signage, and amenity areas).
- Strengthening connections between Lee Quarry and Cragg Quarry mountain bike facilities via the wind farm access tracks, improving mountain biking and multi-use access across the wider area.
- Reducing illegal off-roading through targeted deterrents and enforcement partnerships, to protect the natural landscape.
- Investing in long-term site management to ensure ongoing maintenance and community engagement.

1.10 At the end of the project's lifespan, the site will be decommissioned, and an updated Access Plan will be developed to guide restoration, ensuring long-term public benefits. This will be secured via a planning condition.

Approach to Common Land

1.11 The Scout Moor II scheme has been carefully designed to avoid Common Land where possible, and minimise the impact on Common Land where avoidance is not feasible. To facilitate construction, areas of infrastructure within Common Land ('the Release Land') will be removed from its designation. However, this will be fully offset by adding land into the Common ('the Replacement Land') of comparable size and quality. Additionally, a Section 106 Agreement will regrant public access rights over the new access tracks and hardstanding following construction, ensuring an overall net gain in publicly accessible land.

1.12 Our detailed approach to Common Land is set out in separate Common Land applications, which are independent of the planning application. However, this report includes a dedicated chapter on Common Land to explain our approach in a clear, non-technical way.

Structure of this Document

1.13 This Access Plan is structured as follows:

- **Section 2: Methodology & Engagement** – Outlines the approach, including data sources, stakeholder engagement, and best practice compliance.
- **Section 3: Purpose, Aims, and Objectives** – Defines strategic goals for protecting, managing, and enhancing public access.
- **Section 4: Access, Recreation & Common Land - Baseline & Context** – Reviews existing access routes, user groups, and key pressures.
- **Section 5: Access Management Strategy** – Set out how public access will be maintained and managed throughout the construction and operation of the wind farm.
- **Section 6: Access & Recreational Enhancements** – Outlines lasting improvements to access and recreation.
- **Section 7: Implementation, Monitoring, and Management** – Defines responsibilities, monitoring, enforcement, and adaptive management.
- **Section 8: Conclusion** – Summarises long-term benefits for access, recreation, and sustainability.

1.14 This Plan should be read alongside the Planning, Design and Access Statement ('PDAS'), prepared by Turley, and the Transport Assessment ('TA'), produced by Pell Frischmann, which are also submitted as part of the planning application and provide further details on the approach to access for vehicles, pedestrians, cyclists and other users of the moorland.



This Access Plan follows a structured five-step methodology to assess, manage, and enhance outdoor access in relation to the Scout Moor II scheme. It is based on best practice guidance from the Scottish Natural Heritage (SNH) Outdoor Access Plan Guide (2010), which provides a robust and transparent framework for outdoor access planning.

2.1 The methodology ensures that public access is managed effectively throughout the development lifecycle - from initial planning through construction and long-term operation - while balancing environmental considerations and user needs.

Legislation, Planning Policy & Guidance

2.2 The development of this Access Plan has been informed by relevant legislation, national and local planning policies, and best practice guidance to ensure compliance and alignment with wider strategic objectives.

2.3 Key legislative and policy frameworks considered include:

- **The Countryside and Rights of Way Act 2000 (CRoW Act)** – Defining public access rights and responsibilities on open land, including Common Land.
- **The Commons Act 2006** – Protecting and managing Common Land, ensuring its sustainable use for public access, conservation, and recreation.
- **The Highways Act 1980** – Governing PRoW and their maintenance obligations.
- **The Construction (Design and Management) Regulations 2015 (CDM Regulations)** – Establishing legal duties to ensure health, safety, and welfare during construction, including provisions for public access and site users.
- **The National Planning Policy Framework (NPPF) (December 2024)** – Supporting sustainable access, recreation, and active travel within development, as set out at NPPF paragraphs 109(e), 115(b) and 117.
- **Open space, sports and recreation facilities, public rights of way and local green space Planning Practice Guidance** (March 2014).
- **Local Development Plan for Rossendale** – comprising the Rossendale Local Plan 2019 to 2036 (specifically Policies TR2, LT3 and ENV7).
- **Local Development Plan for Rochdale** – comprising the Places for Everyone Joint Development Plan (specifically Policies JP-Strat14, JP-C1, JP-C6, JP-C8 and JP-P7) and the Rochdale Core Strategy (specifically Policies T1, T2, SP1 and DM1).
- **Local Rights of Way Improvement Plans (ROWIP)** – Ensuring consistency with local authority strategies for public access and outdoor recreation.
- **NatureScot (formerly SNH) Outdoor Access Plan Guide (2010)** – Providing a structured approach to access planning, with principles adaptable to the English policy framework.
- **Advice on wind turbines and equestrian access, The British Horse Society (May 2025).**

2.4 This legal and policy framework ensures that public access is protected, enhanced, and sustainably managed throughout the wind farm's operational phase.

Public Consultation

2.5 Public consultation has played a central role in shaping this Access Plan. Two stages of engagement were undertaken as part of the wider consultation for Scout Moor II, allowing local users, community groups, and statutory bodies to help identify access needs, issues, and opportunities.

2.6 The first stage introduced early thinking around access management and enhancement, inviting views on existing routes, recreational use, and priorities for improvement. The second stage then presented the emerging plans, allowing consultees to see how their feedback had informed the proposals and to comment further on detailed interventions.

2.7 Engagement included public events, online feedback tools, and meetings with key stakeholders. These stakeholders included walking, cycling, and horse riding groups, commoners, local landowners, local authorities, and statutory consultees (such as Natural England).

2.8 The feedback received highlighted a number of recurring themes and priorities, which have directly influenced the structure, content, and focus of this Access Plan. Key issues raised included:

- **Protection of existing access:** A strong desire to maintain public rights of way and informal routes throughout the construction period, with concern about disruption to walking, cycling, and riding access.
- **Recreational enhancements:** Requests for better signage, improved surfacing in key areas, and stronger route connectivity — particularly for circular walks and multi-user paths.
- **Equestrian safety:** Concerns from horse riders regarding vehicle interactions, the Mary Townsley Loop, and the potential effects of shadow throw on horses.

- **Illegal off-road use:** Widespread frustration about illegal motorbike and 4x4 activity, and a clear expectation that the project should help deter it.

- **Moorland character and tranquillity:** Emphasis on preserving the open, peaceful nature of the moor, with a desire for responsible, low-impact access improvements.

2.9 The remainder of this document sets out how the Access Plan responds to this feedback, ensuring that the future of outdoor access on Scout Moor is shaped by local knowledge and needs.

2.10 In addition to the formal consultation, Cubico has continued to engage with stakeholders to refine the Access Plan in the lead-up to submission, including a meeting with representatives from the British Horse Society and the Norden, Bamford & Heywood Bridleway Association.

2.11 Further focused engagement is also being undertaken in support of the separate Common Land Consent process. This includes ongoing discussions with:

- Landowners and active graziers
- Whitworth & District Commoners' Association (WPCA)
- Rossendale Harriers and Friends of Lee Quarry
- The British Horse Society, The Ramblers, Open Spaces Society (OSS), and Green Lane Association (GLASS)
- Holcombe Hunt, Lanehead Stables, Tong End Farm Stables, and other local bridleway associations

2.12 This engagement will continue up to the submission and will be formally reported as part of the Common Land Consent application. In addition, at the pre-construction stage a Community Liaison Group will also be established to support two-way dialogue, inform temporary works, and ensure that access management remains responsive to local priorities over time.



Post-Submission Consultation

2.13 Following submission of the planning application, further consultation has been undertaken through the statutory planning process. This has included representations from local residents, community groups, user organisations, statutory consultees, and local authorities.

2.14 The issues raised through this process have been reviewed alongside the earlier pre-application consultation and have informed the ongoing refinement of this Access Plan and the accompanying Further Environmental Information (FEI).

2.15 While the overarching principles of the Access Plan remain unchanged (namely the protection of public access, minimisation of disruption, and delivery of long-term recreational benefits) post-submission feedback has provided additional detail and emphasis on specific local concerns and priorities.

2.16 In particular, post-submission consultation has reinforced the importance of maintaining both the availability and quality of recreational access across the moor. Representations highlighted a number of interrelated themes, including:

- The need to safeguard the continued usability and recreational function of established routes, particularly the Pennine Bridleway and Mary Towneley Loop
- Concerns regarding equestrian safety and behaviour in proximity to wind turbines, including potential effects arising from shadow flicker, noise, and visibility
- The potential for construction and operational activities to affect user experience, including impacts on tranquillity, landscape character, and perceived safety
- Risks associated with construction traffic interacting with recreational users
- The possibility that new or upgraded access tracks could facilitate increased levels of illegal off-road vehicle activity if not appropriately controlled

- Broader concerns regarding the integrity of the public rights of way network, including route connectivity and the absence of suitable alternative alignments in this part of the moor.

2.17 These matters have been taken into account in refining the Access Plan. In response:

- Measures are set out to maintain continuity and usability of key routes, including the Pennine Bridleway and Mary Towneley Loop, during both construction and operation
- The design of the Proposed Development and associated access management proposals incorporates user safety considerations, including those specific to equestrian users, within the layout of infrastructure and management of potential effects such as shadow flicker and construction activity
- A Construction Access Management Strategy has been developed to minimise interaction between construction traffic and recreational users, supported by clear communication and temporary management measures where required
- Proposals include controls and mitigation to deter illegal motorised access, including the use of barriers, gates, and ongoing management arrangements
- The Access Plan adopts a network-based approach, ensuring that access proposals maintain connectivity and respond not only to functional access requirements but also to the wider recreational value and experience of the moor.

2.18 Accordingly, the Access Plan seeks to respond directly to the issues raised through post-submission consultation, ensuring that both the practical use and experiential quality of the public access network are protected and, where possible, enhanced over the long term.



Summary of the 5-Step Methodology

2.19 Although the Outdoor Access Plan Guide (2010) was developed for Scotland, its structured methodology and best-practice principles are highly relevant to outdoor access planning for wind farms in England. The guide provides a clear, systematic framework for assessing and managing public access impacts, aligning well with English legislation and policy (including the CRoW Act 2000, NPPF, ROWIPs, and CDM Regulations).

2.20 While some aspects of the Outdoor Access Plan Guide (2010) require adaptation to fit the English planning and legal framework, the core principles - such as protecting public access, minimising disruption, and enhancing long-term recreation—are directly transferable. This plan ensures that the SNH methodology is applied appropriately, maintaining compliance with English legal and policy requirements, while delivering a structured and effective approach to outdoor access management.

2.21 A summary of the 5-step methodology is set out in Table 1, including signposts to the relevant sections of the document.

Step	Description	Relevant Section in the Document
Step 1: Define the Purpose, Aims & Objectives	Defines in clear and concise terms why the Plan is being produced.	Section 3: Purpose, Aims, and Objectives
Step 2: Establish the Outdoor Access Baseline	Assesses the impact of the development on outdoor access by: - Identifying existing access points, paths, and Rights of Way. - Assessing recreational and community use. - Analysing participation levels and user profiles. - Recording key infrastructure such as signage, rest areas, and transport links. - Considering heritage and environmental constraints.	Section 4: Access, Recreation & Common Land - Baseline & Context
Step 3: Identify Development Impacts & Opportunities	Evaluates the development's impact on outdoor access by: - Assessing the extent, duration, and significance of access impacts. - Considering effects on key user groups and potential disruptions. - Identifying access enhancement opportunities. - Reviewing statutory access rights and mitigation needs. - Evaluating legal responsibilities and environmental constraints.	Section 4: Access, Recreation & Common Land - Baseline & Context
Step 4: Develop Mitigation & Enhancement Measures	To minimise disruption and improve access, this step includes: - Developing targeted mitigation measures. - Identifying opportunities for new or enhanced access. - Ensuring mitigation is practical, deliverable and effective. - Incorporating statutory requirements such as site management and seasonal restrictions.	Section 5: Access Management Strategy Section 6: Access & Recreational Enhancements
Step 5: Implementation, Monitoring & Management	Ensures effective delivery by: - Defining responsibilities and contractor management. - Reviewing the Plan's effectiveness. - Considering on-site access management, such as a Ranger service. - Setting up a Steering Group for oversight. - Developing maintenance programmes. - Creating an Action Plan with mitigation and monitoring measures. - Establishing a review process to track success.	Section 7: Implementation, Monitoring, and Management

Table 1: 5-Step Methodology Summary

PURPOSE, AIMS & OBJECTIVES

03

This Access Plan sets out how Scout Moor II will be designed to protect, manage, and improve public access during construction and operation. It ensures that PRowWs, Common Land, and recreational routes remain open and accessible during construction and are enhanced in the long term.

3.1 The Access Plan provides a structured approach to:

- Minimising disruption during construction, while keeping access safe and well-managed.
- Ensuring responsible and sustainable recreation: balancing public use with environmental protection.
- Identifying opportunities for long-term improvements, and enhancing the visitor experience.
- Providing clarity on access management, with clear commitments on monitoring, engagement, and maintenance.

3.2 By aligning with national and local policies, and complying with relevant legislation (including the Countryside and Rights of Way Act 2000 (CRoW) and the Commons Act 2006) this Access Plan ensures access is safeguarded for both current and future users.

3.3 The aims and objectives illustrated in the diagram provide the framework for ensuring public access is protected, managed, and improved throughout Scout Moor II's lifecycle.





ACCESS, RECREATION & COMMON LAND - BASELINE & CONTEXT

04

Outdoor access, informal recreation, and Common Land are central to the character and community value of the site. The moorland is used by a wide range of people - such as walkers, dog owners, cyclists, equestrians, and long-distance trail users - via a network of formal and informal routes.

4.1 This chapter sets out how the site is currently used, identifying key user groups, valued routes, and areas of sensitivity. This baseline informs the assessment of impacts and the design of user-led enhancements through the proposed wind farm.

4.2 It recognises the need to balance public access with environmental protection and the operational needs of landowners and graziers, which reflects the site's dual role as a shared landscape and a working moor.

Public Access Network

4.3 The application site is closely connected to surrounding towns and villages, with residents of Rochdale, Norden, Greenbooth, Whitworth, Boarsgreave, Bacup and Edenfield regularly using the area for recreation. Public access routes provide vital connections to green space, allowing communities to engage with the natural environment.

4.4 The application site contains a comprehensive access network, comprising definitive public rights of way, permissive paths, Open Access land (CRoW), and registered Common Land. These are shown on Figure 2.

Public Rights of Way

4.5 A number of definitive PROWs cross the application site, including both footpaths and bridleways. These routes are recorded on the Definitive Map held by the relevant local highway authorities. Key PROWs include:

- The most well-known PROW within the site is Rooley Moor Road (known as the "Cotton Famine Road"), a historic upland route linking Rochdale to Bacup. It is now a restricted byway, allowing access for walkers, cyclists, horse riders, and non-motorised vehicles, but excluding motorised vehicles. It forms a key spine route across the moor.
- Multiple footpaths linking local settlements (including Whitworth, Bacup, Edenfield and Boarsgreave) to the open moorland.
- Additional bridleways providing east-west and north-south connectivity across the site.

Rooley Moor Road – The Cotton Famine Road

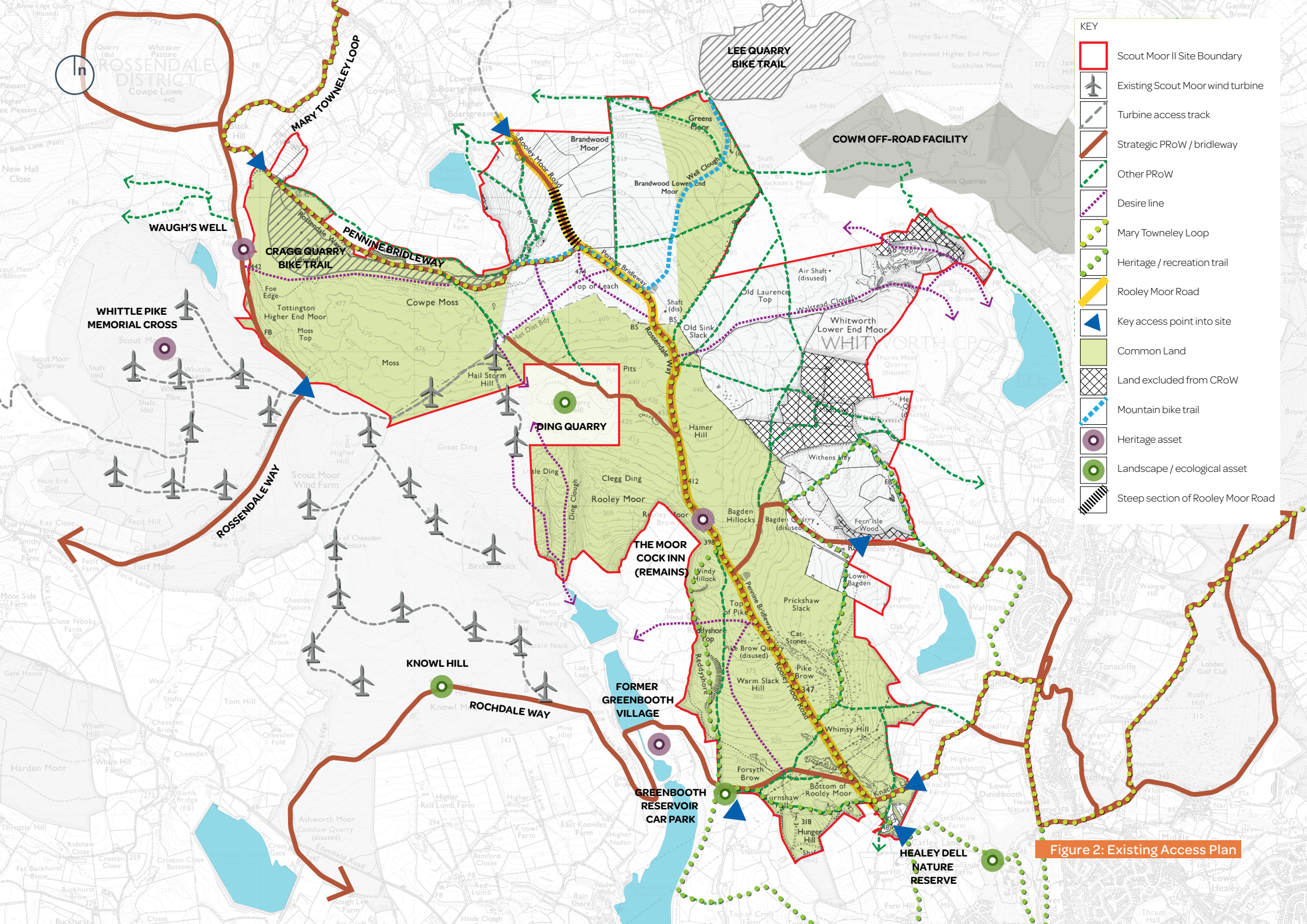
Rooley Moor Road, known locally as the Cotton Famine Road, is a historically significant route built in the 1860s during the Lancashire Cotton Famine. Constructed as part of a public relief effort, it provided vital employment for mill workers left jobless by the collapse of the cotton trade during the American Civil War.

Though not formally designated, it is widely valued as a cultural and social landmark. The stone-paved track stands as a testament to local resilience and remains a cherished route for walkers, cyclists, and horse riders.

Cubico recognises the importance of this much-loved asset and is committed to protecting its character while enhancing access in a way that respects its unique heritage.



Rooley Moor Road



Permissive and Informal Paths

4.6 The site also contains a number of permissive and informal access routes, which are regularly used by walkers, cyclists, and horse riders. These are not recorded on the Definitive Map but are well-established on the ground (and highlighted on Strava Global Heatmap at Figures 4 and 5), particularly around Lee Quarry and Cragg Quarry. These areas support recreational mountain biking and are promoted regionally by organisations such as Ride Rossendale.

Open Access Land (CRoW Act 2000)

4.7 Large areas of the site are designated as Open Access Land under the Countryside and Rights of Way Act 2000. This designation grants a statutory right of access on foot for recreation. These areas are mapped by Natural England and are publicly accessible, irrespective of the presence of PROWs.

Common Land

4.8 Parts of the application site fall within registered Common Land. These areas are listed in the registers held by Lancashire County Council and Rochdale Borough Council. Common Land in this area often coincides with CRoW Access Land, providing overlapping public rights of access. Further detail on our approach to Common Land is set out on page 21 alongside a series of diagrams.



Linkages to Wider Recreational Network

4.9 The site is embedded within a well-used network of recreational trails (see Figure 3) that form part of longer-distance routes, enhancing its strategic importance for outdoor access and enjoyment. Key routes include:

- **The Pennine Bridleway** – A designated National Trail and one of the UK's long-distance bridleways. It runs through the site and provides a high-quality, off-road route for horse riders, cyclists, and walkers. The trail is known for its upland landscapes, historic packhorse routes, and connections between the Peak District and the Yorkshire Dales. The route splits into two sections in this area: one follows Rooley Moor Road through the site, while the other runs further east via Hebden Bridge.
- **The Mary Towneley Loop** – A 47-mile circular section of the Pennine Bridleway that loops through the South Pennines, passing directly by the site. It is specifically designed for multi-user access and is used by horse riders, mountain bikers and long-distance walkers. Its proximity to the site makes it one of the most sensitive and valued recreational assets in the area.
- **The Rossendale Way** – A circular walking trail that encircles the Rossendale district, providing expansive views over the moorland and linking key access points across the uplands. It is popular with both local walkers and visiting ramblers and is frequently used for day walks and guided group activities.
- **The Rochdale Way** – A 50-mile long-distance route that circles the borough of Rochdale and connects to upland areas including the South Pennine Moors. It provides a key recreational link between rural and urban communities and offers access to a variety of landscapes, from open moorland to wooded valleys.

4.10 Together, these access routes form an important part of the local and regional recreational network. This network plays a vital role in connecting people to the wider countryside through established, promoted, and well-used trails.

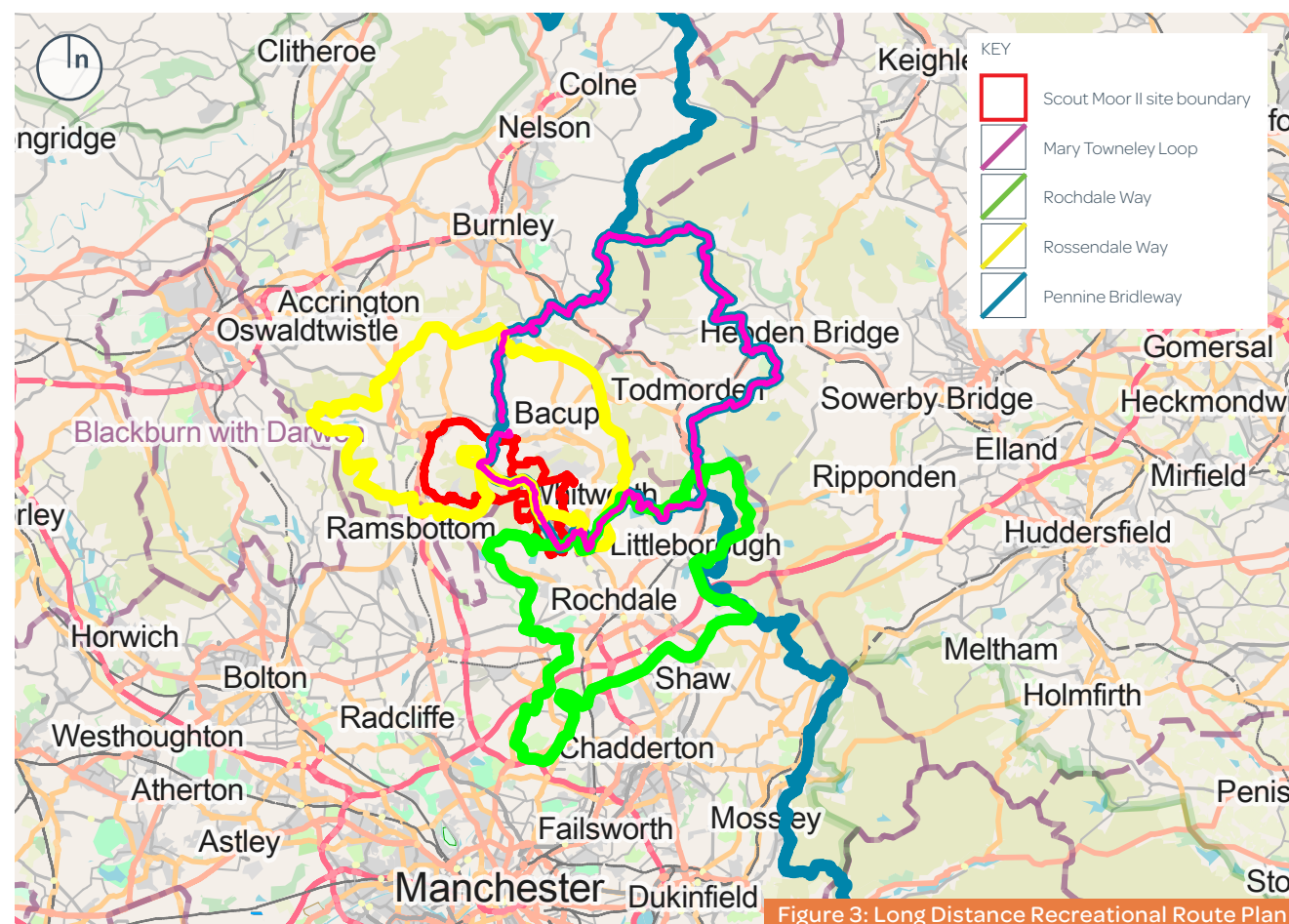


Figure 3: Long Distance Recreational Route Plan

User Groups

4.11 The application site supports a broad and diverse user base, reflecting its accessibility, landscape character, and position within the regional outdoor recreation network. A range of formal and informal activities take place across the moor, as summarised in Table 2 (page 17), which outlines the primary user groups, their typical activities, and the key routes and areas they use.

4.12 In support of this summary, Strava Global Heatmap data (Figures 4 and 5) has been reviewed to provide insight into real-world patterns of recreational activity across the site. While the heatmap has known limitations - such as under-representing users not using GPS devices or those not on the Strava platform - it remains a valuable tool in identifying the relative intensity and distribution of activity.

4.13 Key observations from the Strava analysis include:

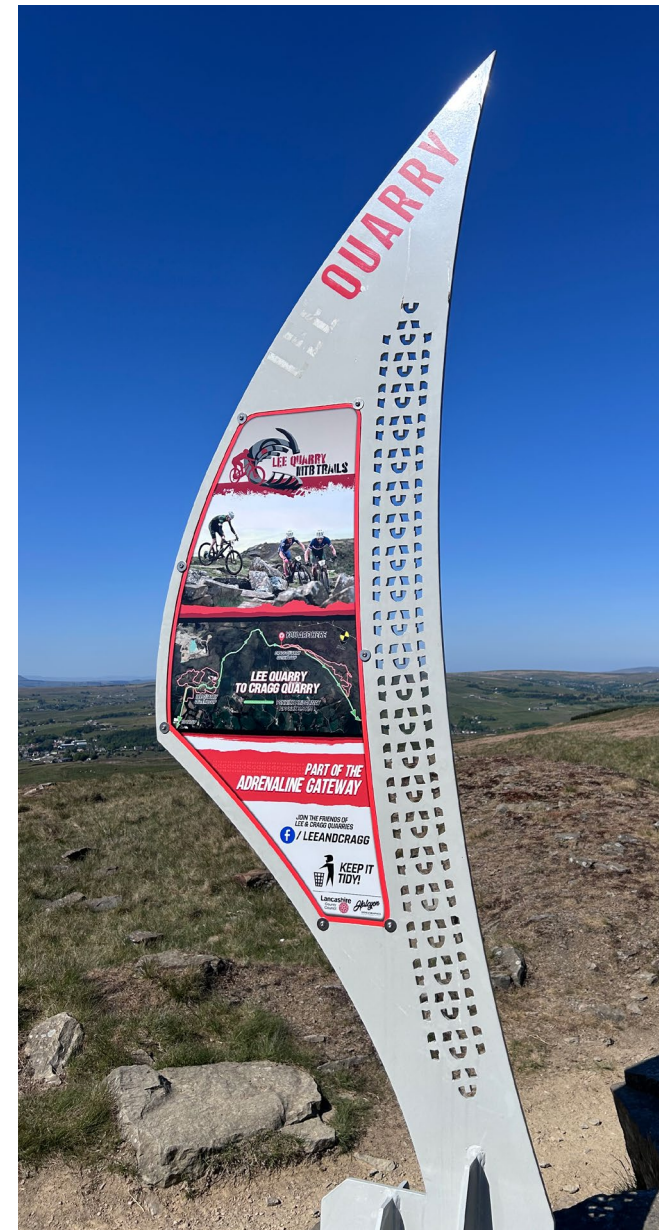
- Rooley Moor Road is consistently prominent across both foot and cycling datasets. As a continuous bridleway and historic access route, it serves as a critical multi-user corridor for walkers, cyclists, and equestrians.
- Foot-based activities are more widely dispersed across the moor. Walkers, trail runners and hikers make extensive use of formal PRoWs and informal paths, often accessing more remote or upland parts of the site.
- Lee Quarry and Cragg Quarry are clearly defined hubs for cycling activity, particularly mountain biking. The dense network of tracks and loops in these areas highlights their significance for regional recreational cycling.
- The reservoirs show a noticeable concentration of activity, suggesting well-used circular walking routes that are popular with local residents, dog walkers, and families due to their accessibility and clear, well-defined paths.

- Equestrian activity is not recorded on Strava. However, local understanding and site knowledge indicate that use is focused along bridleways - particularly Rooley Moor Road and adjoining multi-use trails. Equestrian use increases from spring onwards and is typically most frequent at weekends.

4.14 Public consultation feedback and Strava data confirm that the site is used year-round, with activity levels peaking in spring and summer - particularly during good weather. Weekends and holiday periods attract more families and visiting groups, while local users make regular use of the site throughout the week for walking, dog walking, and running. Cycling and equestrian activity tend to be more seasonal, with mountain biking especially popular in spring and autumn.

4.15 The site is also actively used by commoners and the farming community, who access it in 4x4 vehicles for legitimate land management tasks such as checking and moving livestock. Unauthorised off-road vehicle use occurs year-round, predominantly at weekends, and often causes significant surface damage - particularly in wetter conditions.

4.16 The varied and multi-layered use of the site highlights the importance of ongoing access management to ensure safe, inclusive recreation while protecting sensitive habitats and supporting responsible land use.



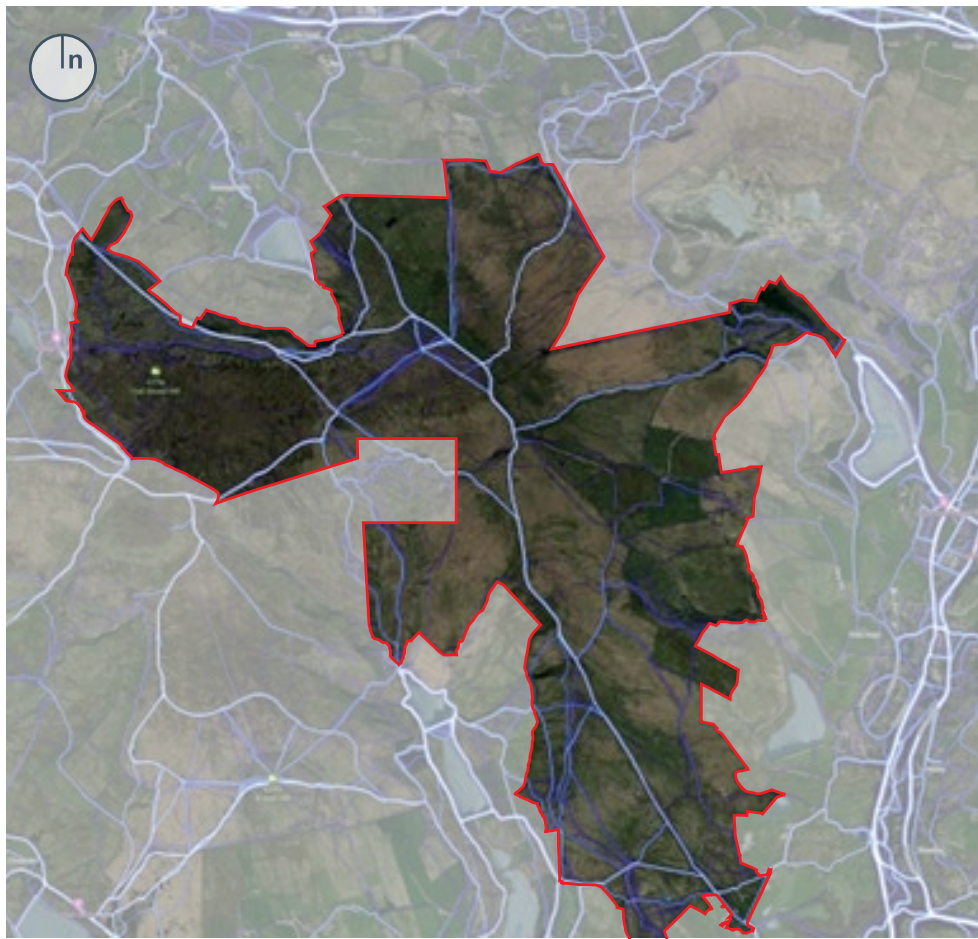


Figure 4: Strava Heatmap - Foot Sports (Run, Trail Run, Walk, Hike)

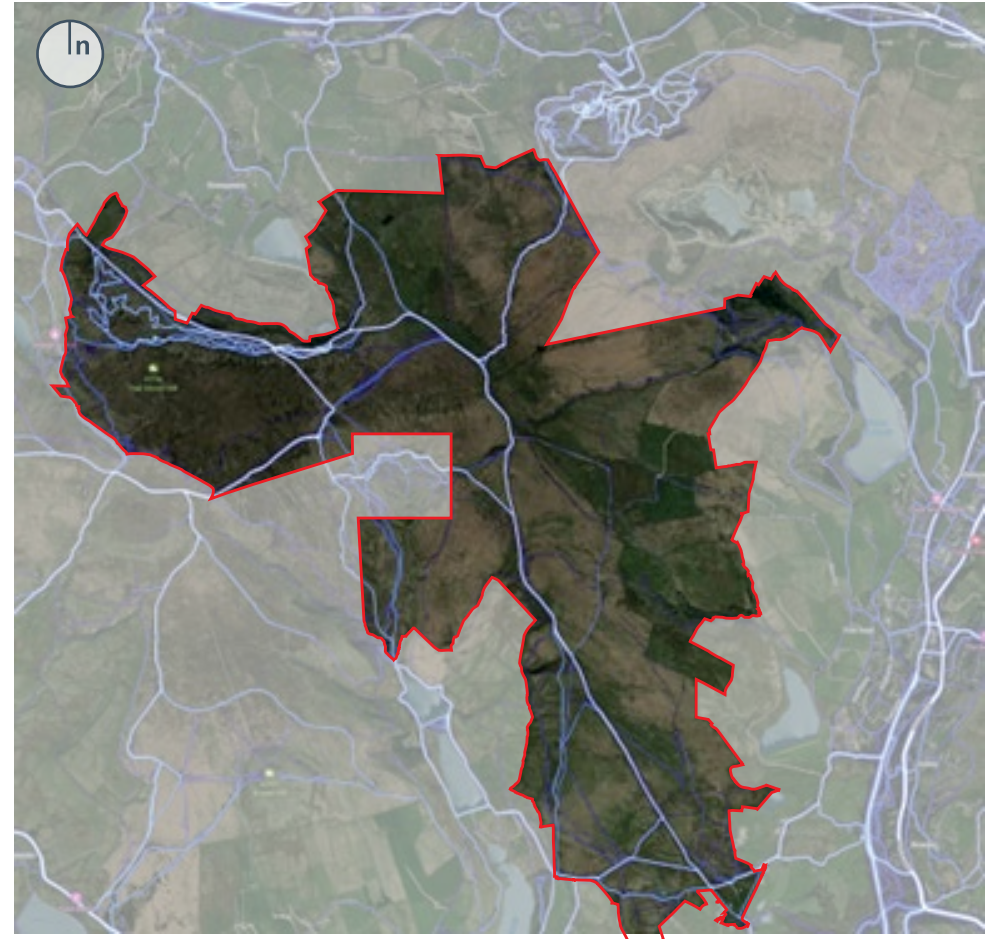
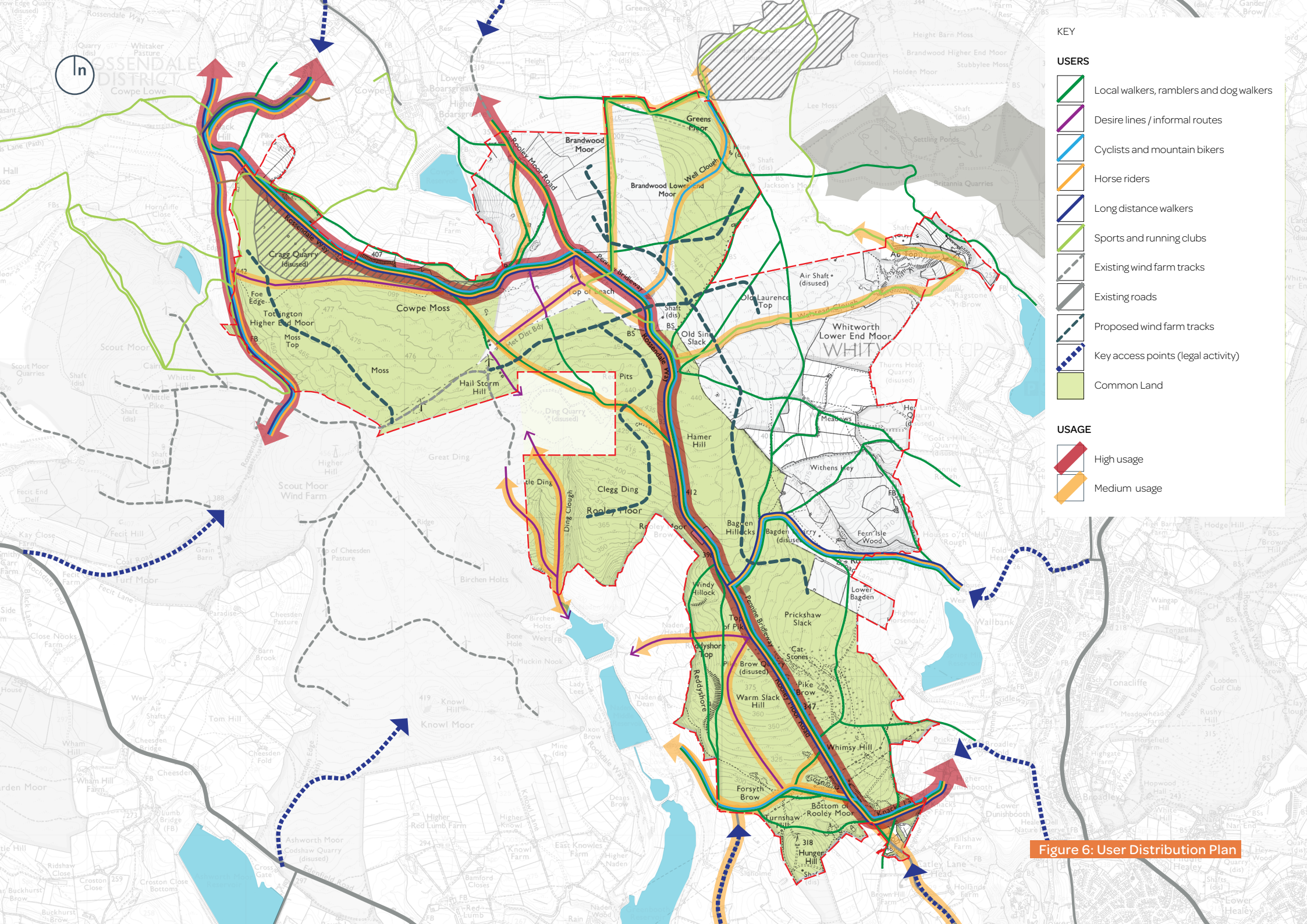


Figure 5: Strava Heatmap - Cycle Sports (Ride, Mountain Bike, Gravel Ride, E-Bike)

User Groups	Primary Activities	Key Routes and Areas
Local Walkers and Ramblers	Leisure walking, hiking, enjoying views	PRoWs, open moorland, Rooley Moor Road
Cyclists and Mountain Bikers	Road cycling, mountain biking, trail riding	Bridleways, Lee Quarry, Cragg Quarry
Equestrians	Horse riding on bridleways and open moor	Bridleways, multi-use trails
Dog Walkers	Local daily walks, exercise	PRoWs, informal tracks, Common Land
Long Distance Walkers	Multi-day hikes, national trails	Pennine Bridleway, Rossendale Way
Local Residents and Community Groups	Social walking, fitness, volunteering	Access routes from Rochdale, Whitworth and Bacup
Nature and Conservation Groups	Birdwatching, wildlife surveys, habitat conservation	Moorland, wetland areas, peatland
Sports and Running Clubs	Trail running, fell running, organised events	Hill trails, open moorland, Rossendale Harriers routes
Off-Road Vehicle Users (Legal and Illegal)	Motorbike and 4x4 use (some legal, some unauthorised)	PRoWs (legal use), Common Land (illegal activity areas)

Table 2: Primary User Groups and Activities





KEY

USERS

- Local walkers, ramblers and dog walkers
- Desire lines / informal routes
- Cyclists and mountain bikers
- Horse riders
- Long distance walkers
- Sports and running clubs
- Existing wind farm tracks
- Existing roads
- Proposed wind farm tracks
- Key access points (legal activity)
- Common Land

USAGE

- High usage
- Medium usage

Figure 6: User Distribution Plan

Approach to Common Land

4.17 Common Land forms a substantial part of the Scout Moor II site and plays a vital role in shaping both its recreational value and working landscape. These areas are legally protected under the Commons Act 2006, which regulates their status and safeguards the rights of commoners, including long-established rights of grazing and land management. Importantly, public access to Common Land is provided under the Countryside and Rights of Way (CROW) Act 2000, which designates most registered commons as “Access Land” and grants the public a legal right to walk freely across them on foot. In addition, The Law of Property Act 1925 gives equine users the right to access Common Land off bridleways.

4.18 The cultural and functional significance of this landscape is well established. As well as being a valued open space for walkers, local residents, and recreational users, Common Land supports active grazing, with local commoners using 4x4 vehicles to manage stock and access the moor for land management purposes. These practices form an essential part of the landscape’s heritage and ongoing stewardship.

4.19 As part of the Scout Moor II proposal, a small area of Common Land (the ‘Release Land’) will be removed from registration to allow for infrastructure such as turbine foundations and access tracks. However, this will be fully offset by the addition of adjacent ‘Replacement Land’ of equal or greater size and quality, ensuring that the total area of Common Land is maintained or increased. In addition, a Section 106 Agreement will regrant public access rights over new tracks and operational areas, resulting in an overall net gain in land available for both public access and grazing.

4.20 The process and extent of these changes are shown schematically across the following pages (Figures 7-10), which details:

- Existing registered Common Land within the site.
- The area to be temporarily or permanently released.
- The proposed Replacement Land.
- Regranted access rights over wind farm infrastructure.

4.21 This approach ensures that public access and commoners’ rights are protected and enhanced, supporting both recreation and traditional land management while enabling the delivery of a significant renewable energy project.

4.22 A full and detailed Common Land application will be submitted to the Planning Inspectorate in accordance with Section 16 and Section 38 of the Commons Act 2006. This will include comprehensive plans and supporting documentation showing the proposed areas of Common Land to be released and replaced, along with any associated infrastructure such as fencing on Common Land. These materials will ensure that the proposed changes are clearly set out and can be properly assessed in terms of their impact on public access, commoners’ rights, and the wider landscape.



Existing Common Land

4.23 The map below shows Common Land within the site boundary.

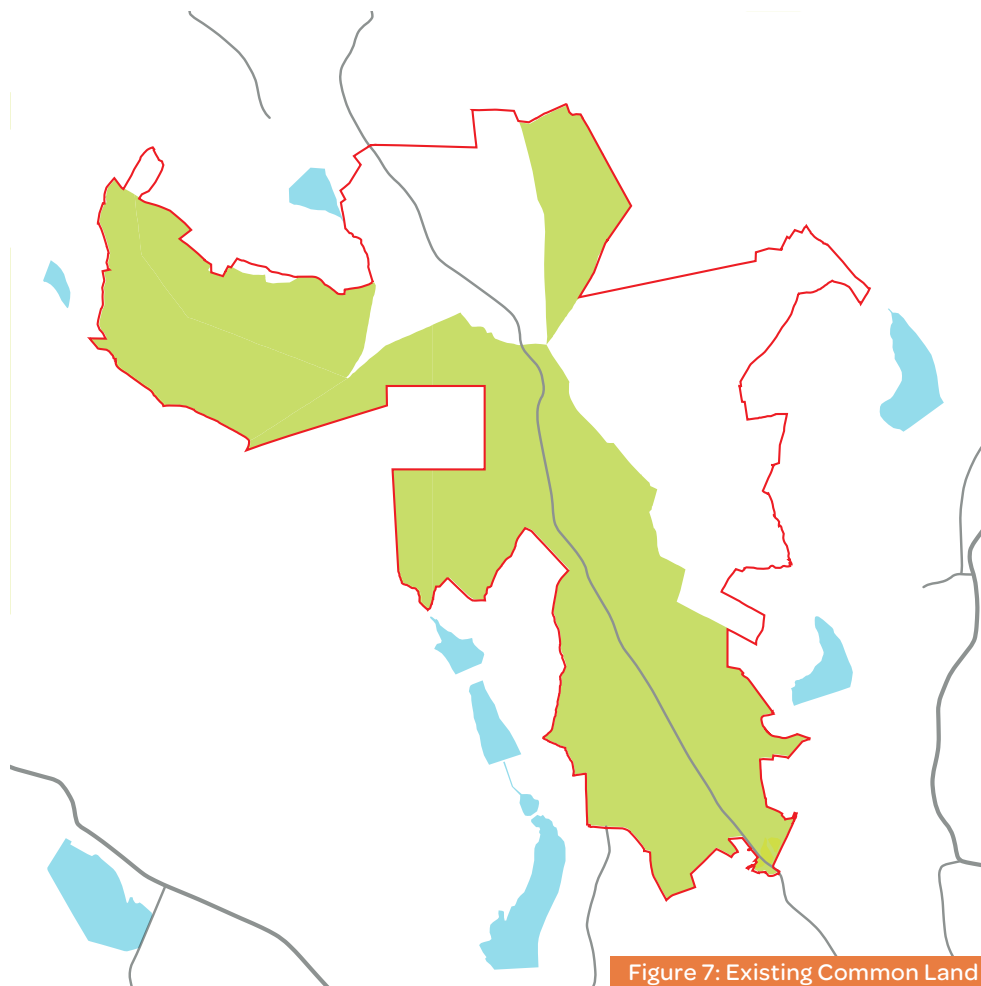


Figure 7: Existing Common Land

The Release Land

4.24 Cubico will formally apply to deregister the areas of Common Land required for infrastructure (ie. turbine foundations, micro siting areas, buffers and access tracks), temporary and permanent.

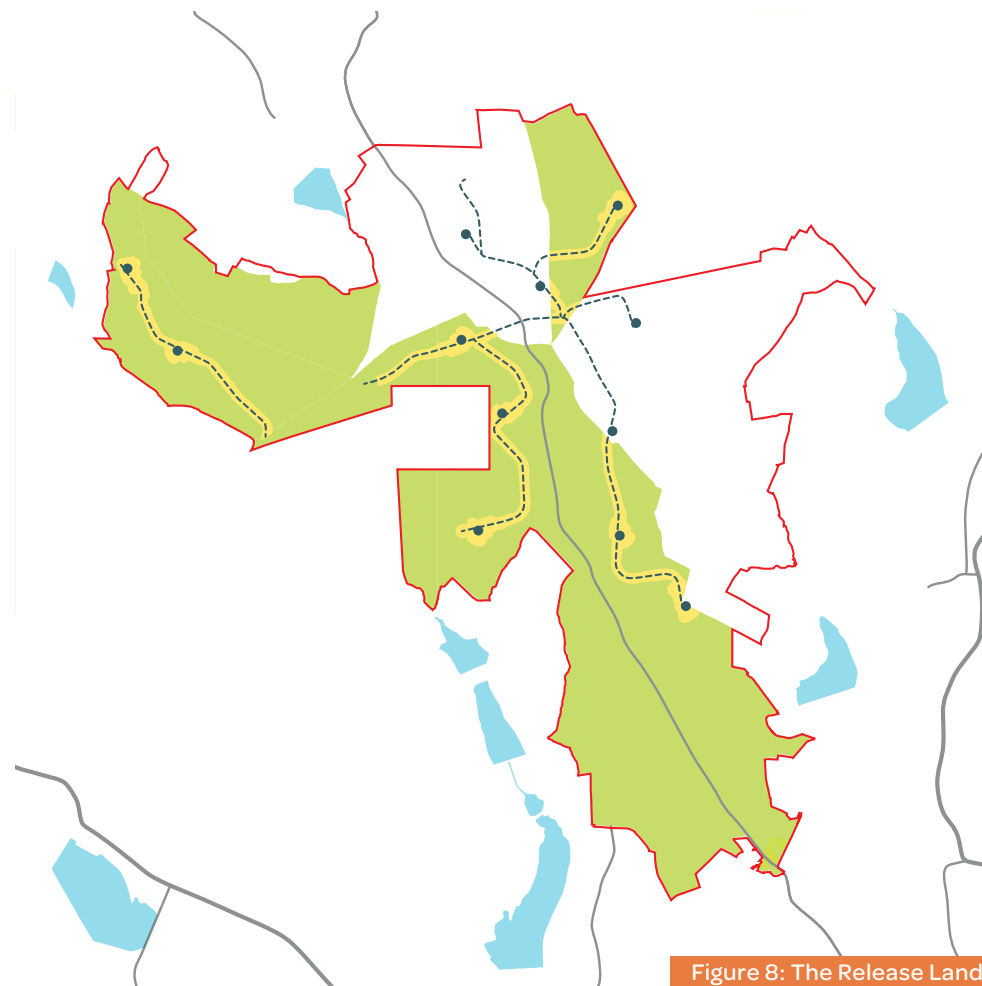


Figure 8: The Release Land

The Replacement Land

4.25 To compensate, Cubico will provide suitable replacement land adjacent to the existing common, ensuring continued availability for grazing and public access.

4.26 There will be a net gain in the Common Land area as a result of the provision of replacement land for all areas released from the Common with only working areas utilised for construction.

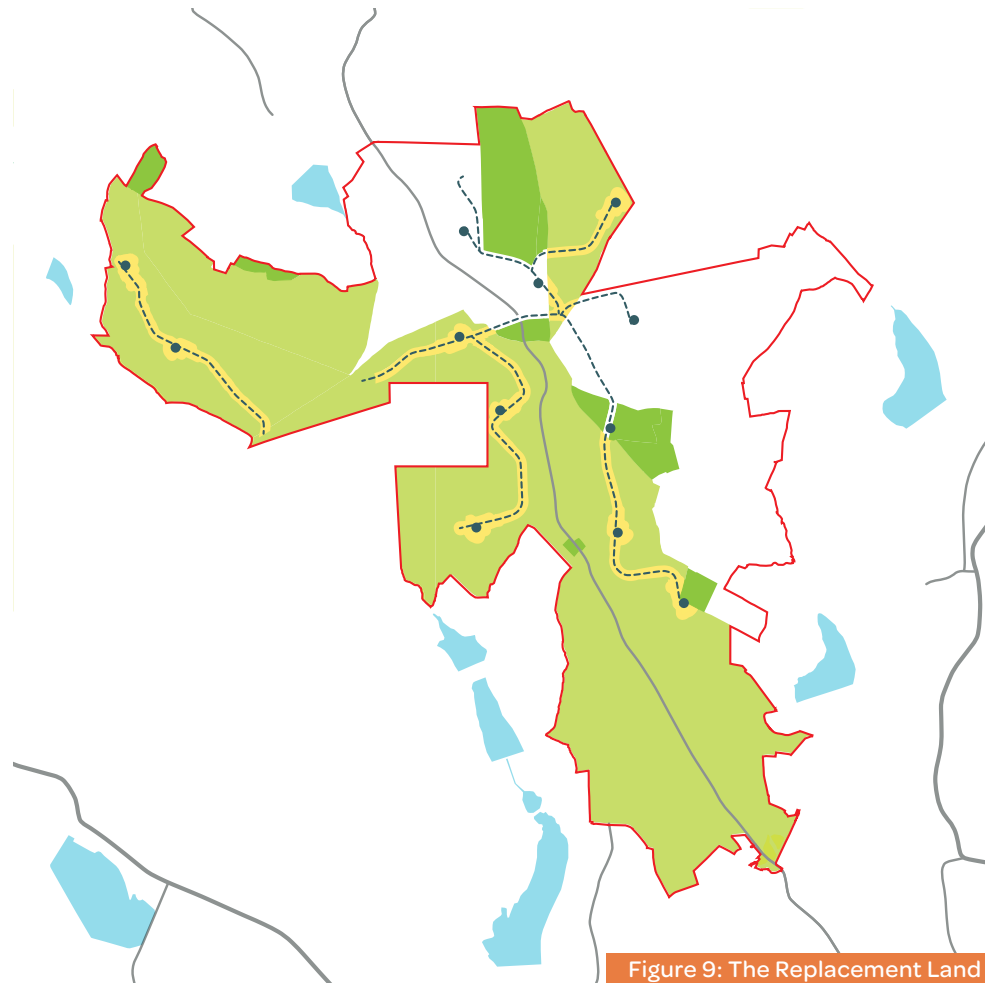


Figure 9: The Replacement Land

Regrant of Access Rights

4.27 Once the wind farm is complete, Cubico will regrant rights over the access tracks, hardstandings and temporary construction areas under a Section 106 Agreement with landowners, allowing the public to use them as if they were Common Land. This will result in a further net increase in land available for grazing and public access.

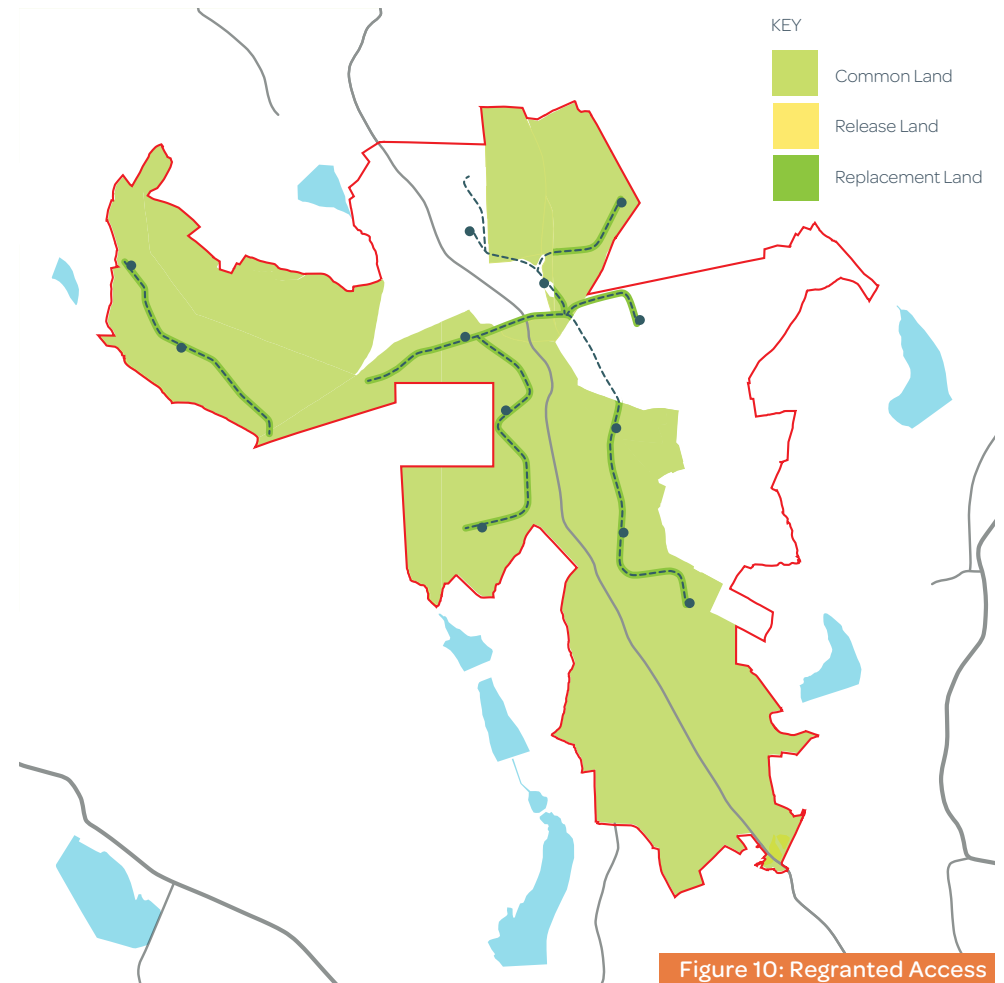


Figure 10: Regranted Access

Access Pressures, User Conflicts and Environmental Sensitivities

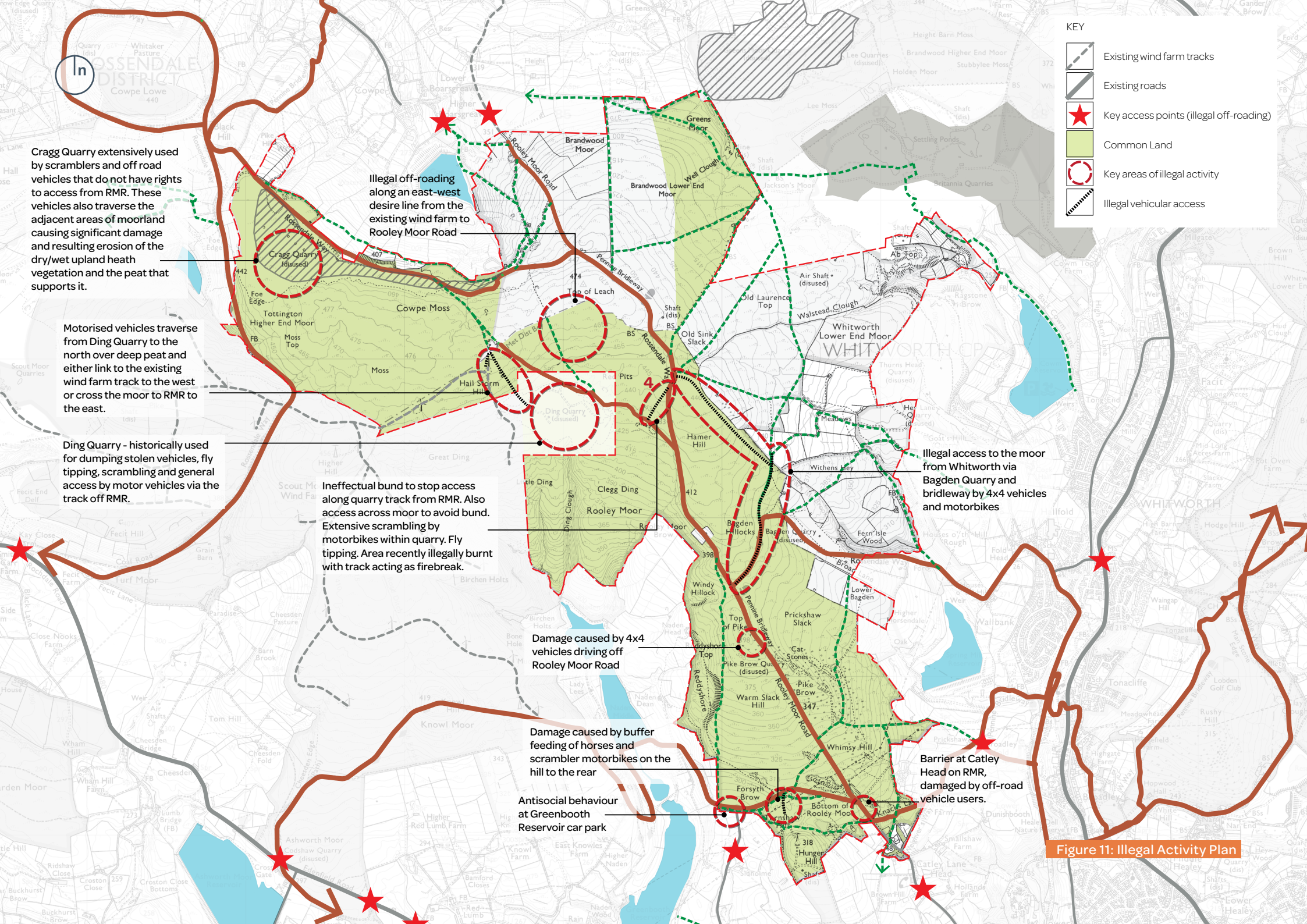
4.28 The access pressures and conflicts summarised below have been informed by feedback gathered during the public consultation (including detailed input from the Norden Area Forum, the Norden, Heywood & Bamford Bridleways Association, and local residents). These groups highlighted a range of overlapping issues affecting recreational access, land management, and the condition of the site—particularly in relation to safety, surface quality, heritage, and antisocial behaviour. Table 3 presents a summary of the key challenges that shape our baseline understanding and inform the proposed mitigation and enhancement strategy.



Issue	Description
Illegal Off-Road Vehicle Use	Persistent unauthorised use by off-road bikes and 4x4s, especially at weekends. Riders often enter via damaged gates, bridleways, or informal tracks and stray off-route, causing surface damage, disturbing wildlife, and degrading deep peat habitats. The open landscape, former quarry access points, and urban proximity make enforcement difficult. This activity affects legitimate users, farming operations, and public safety. Greater Manchester Police’s Operation Dragster targets known hotspots through enforcement and partnership working.
User Conflicts	Walkers, cyclists, horse riders, and runners share many of the same routes, leading to occasional conflict - often related to speed, visibility, or surface conditions. Illegal vehicle encounters also undermine user experience and safety.
Peatland and Biodiversity	Much of the site lies on deep peat and supports priority habitats. Informal tracks, drainage issues, and vehicle damage contribute to erosion, habitat degradation, and reduced carbon, water, and biodiversity functions.
Heritage and Cultural Landscape	Key heritage features such as Rooley Moor Road, the former Moor Cock Inn site, and views toward Greenbooth Reservoir are valued but vulnerable to surface wear and unmanaged access.
Erosion and Surface Condition	Heavy use, steep gradients, and poor drainage lead to path erosion, reducing accessibility - especially for equestrians and less confident users—and increasing maintenance demands.
Parking and Antisocial Behaviour	Public consultation highlighted regular congestion at Greenbooth Reservoir car park and along Woodhouse Lane, particularly during peak periods. Residents also raised concerns about littering, noise, and antisocial behaviour linked to unauthorised gatherings.
Vandalism of Access Infrastructure	There has been ongoing vandalism to gates, fences, and vehicle barriers designed to manage access onto the moor. Notably, the gate stack at Slacks Lane - intended to prevent unauthorised motorised traffic - has been repeatedly damaged, undermining enforcement efforts and contributing to further unauthorised use.

Table 3: Access Pressures and Conflicts

Damage caused by illegal off-roading



KEY

- Existing wind farm tracks
- Existing roads
- Key access points (illegal off-roading)
- Common Land
- Key areas of illegal activity
- Illegal vehicular access

Cragg Quarry extensively used by scramblers and off road vehicles that do not have rights to access from RMR. These vehicles also traverse the adjacent areas of moorland causing significant damage and resulting erosion of the dry/wet upland heath vegetation and the peat that supports it.

Illegal off-roading along an east-west desire line from the existing wind farm to Rooley Moor Road

Motorised vehicles traverse from Ding Quarry to the north over deep peat and either link to the existing wind farm track to the west or cross the moor to RMR to the east.

Ding Quarry - historically used for dumping stolen vehicles, fly tipping, scrambling and general access by motor vehicles via the track off RMR.

Ineffectual bund to stop access along quarry track from RMR. Also access across moor to avoid bund. Extensive scrambling by motorbikes within quarry. Fly tipping. Area recently illegally burnt with track acting as firebreak.

Damage caused by 4x4 vehicles driving off Rooley Moor Road

Damage caused by buffer feeding of horses and scrambler motorbikes on the hill to the rear

Antisocial behaviour at Greenbooth Reservoir car park

Illegal access to the moor from Whitworth via Bagden Quarry and bridleway by 4x4 vehicles and motorbikes

Barrier at Catley Head on RMR, damaged by off-road vehicle users.

Figure 11: Illegal Activity Plan

Summary and Implications for Impact Assessment

4.29 Outdoor access and recreation - underpinned by a network of PRow, Access Land, and registered Common Land - are defining features of Scout Moor and Rooley Moor. The site accommodates a wide and diverse user base, with year-round use for both informal local activity and longer-distance recreational journeys.

4.30 This chapter has set out the existing access context, including:

- An overview of the formal and informal access network, including strategic and local routes.
- Identification of primary user groups and usage patterns, including insights from Strava data and stakeholder input.
- Recognition of areas of concentrated activity, including Rooley Moor Road, Lee and Cragg Quarries, and the reservoir loops.
- A summary of key sensitivities, including illegal off-road vehicle use, shared-route conflicts, surface degradation, peatland vulnerability, and heritage features at risk.

4.31 The baseline also acknowledges the continuing functional role of the moor for commoners and land managers, who rely on access for stock management and stewardship.

4.32 This understanding provides the starting point for the chapters that follow:

- **Chapter 5** sets out an access management strategy for the construction and operational phases of the proposed wind farm, including the safeguarding of key routes and user groups.
- **Chapter 6** presents opportunities for longer-term enhancement, including improved surfacing, clearer signage, new circular routes, and stewardship measures aimed at managing pressures and improving public benefit.

4.33 Together, these responses aim to ensure that access is protected, well-managed, and improved through the delivery of the Scout Moor II project.





ACCESS MANAGEMENT STRATEGY

05

This chapter sets out how public access will be maintained and managed throughout the construction and operation of Scout Moor II. The strategy prioritises public safety, minimising disruption, and protecting the recreational value of Scout Moor and Rooley Moor.

5.1 It responds directly to concerns raised during public consultation regarding potential impacts on Rooley Moor Road, the wider PRow network, and areas of Common Land. Specific concerns included disruption from construction activity, vehicle movements, and potential effects on users - especially horse riders.

5.2 This chapter focuses on how recreational routes - such as bridleways, footpaths, and areas of open access land - may be affected, and how any disruption will be managed. It complements other Environmental Impact Assessment (EIA) chapters, which assess how factors such as visual impact, noise, and shadow flicker may affect user experience. Here, the emphasis is on physical access, safety, and continuity of use across three key stages:

- The construction of new access tracks.
- The use of those tracks by construction vehicles.
- Ongoing use by operational and maintenance vehicles once the wind farm is in service.



Conflict Points & Crossing Locations

5.3 The following plan (Figure 12: Access Conflict Points and Crossing Locations) identifies where the proposed access tracks intersect with existing PRowWs and informal routes across the site. Each crossing point is individually numbered and referenced throughout this chapter to support a detailed and transparent assessment.

5.4 Several of these crossings occur within areas of Common Land or on land with public access rights under the CRow Act 2000. Where permanent infrastructure (such as turbine bases or access tracks) affects these areas, formal deregistration will be undertaken where necessary. These changes will be limited in extent and will not affect wider public access to the moor.

5.5 In addition to designated PRowWs, the site contains a network of informal routes and desire lines, including the well-used track through Walstead Clough. While these are not legally recorded, they are clearly valued by local users and will be treated with the same level of care and consideration as formal routes during construction.

5.6 To ensure access is managed in a safe and proportionate way, we have adopted a classification system that considers both the level of construction traffic and the recreational sensitivity of the routes being crossed. These classifications inform the design of appropriate mitigation at each crossing point and are illustrated on Figure 12.

Route Sensitivity Categories

5.7 These reflect the recreational importance and policy status of crossed routes:

- **High – National or Regional Trails and Strategic Routes:** Includes promoted PRowWs such as Rooley Moor Road, Mary Townley Loop, and the Rossendale Way, used by walkers, cyclists, and horse riders.
- **Medium – Local PRowWs:** Formal rights of way with regular local use but not forming part of a strategic network.
- **Low – Informal or Unrecorded Paths:** Non-designated routes (e.g. desire lines or Strava-identified paths) used mainly by local walkers and cyclists.

Access Track Categories

5.8 These reflect the expected intensity of construction traffic:

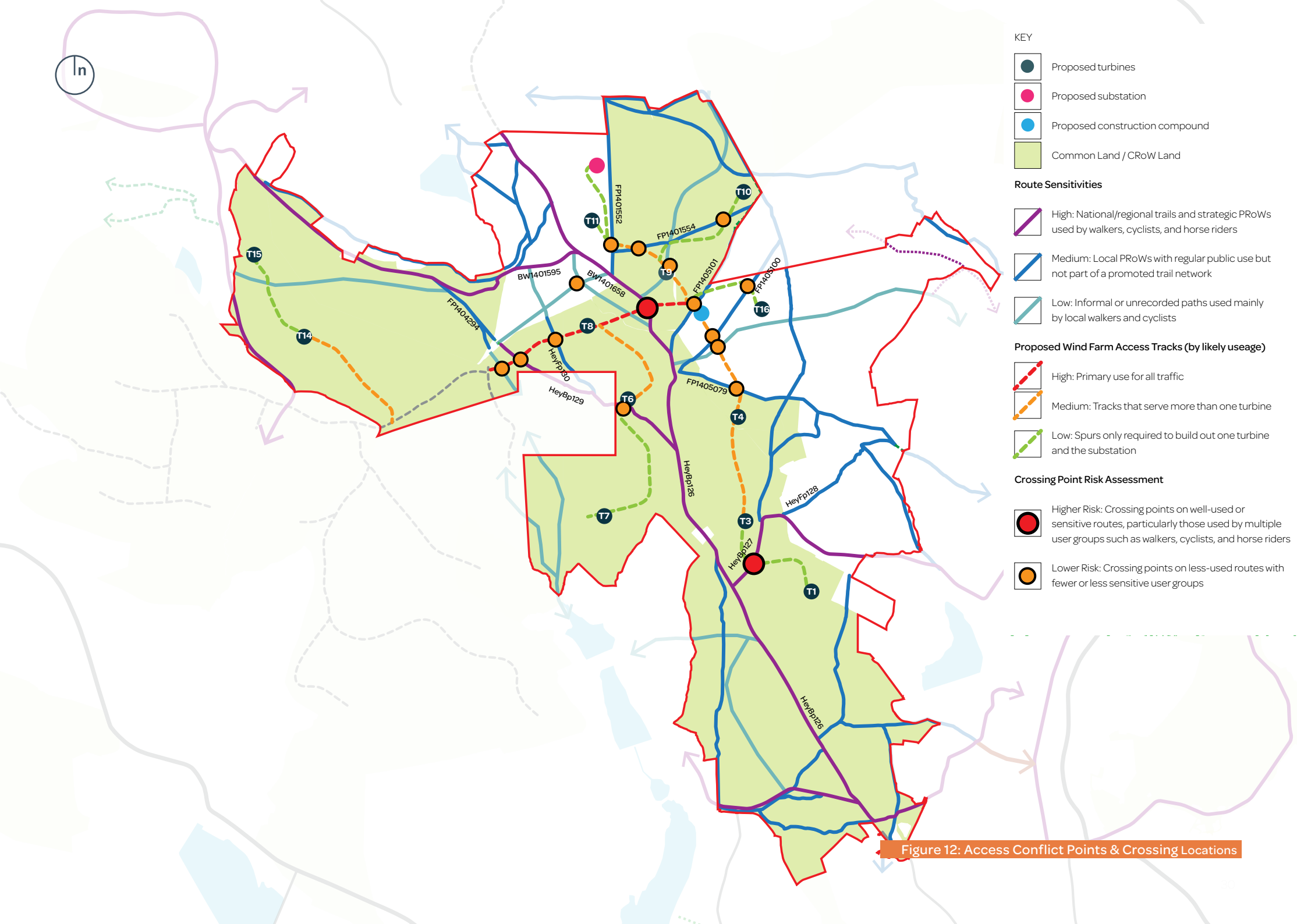
- **High Construction Traffic:** Main haul roads used frequently by HGVs and LGVs throughout the construction period. These form the core network linking turbines, compounds, and site entrances.
- **Medium Construction Track:** Tracks serving multiple turbines or infrastructure points used regularly during key construction stages, such as turbine deliveries and concrete pours.
- **Low Construction Track:** Routes used occasionally to access one or two turbines, or a substation. Vehicle movements will be infrequent and localised.

Crossing Point Risk Assessment

5.9 Using the above classifications, each crossing point has been assessed and categorised based on the combination of construction activity and route sensitivity:

- **Higher Risk Crossing:** Crossings involving well-used or sensitive routes, particularly those serving multiple user groups.
- **Lower Risk Crossing:** Crossings of routes with lower recreational value and limited user types.





Managing Access During Construction

Understanding Impact

5.10 As shown in Figure 12, the proposed construction access tracks intersect with a range of existing PRoWs and informal recreational routes across the site. Each crossing has been assessed based on the expected level of construction traffic and the sensitivity of the route being crossed. This classification underpins a proportionate, risk-based approach to access management throughout the construction period.

5.11 The most significant access-related impacts are anticipated during construction, which is expected to last approximately two years. Temporary disruption may arise at crossing points, particularly where construction traffic interfaces with well-used or sensitive recreational routes. These include promoted trails (such as the Pennine Bridleway, the Mary Towneley Loop, the Rossendale Way, and the Rochdale Way) along with open moorland routes used regularly by walkers, cyclists, and horse riders.

5.12 Key temporary effects identified during construction include:

- **Health and safety risks** at crossing points due to interaction between public users and site activity (e.g. shared access tracks, vehicle movements, or plant operations)
- **Reduced recreational experience**, especially where visibility, noise, or surfacing is temporarily impacted.

5.13 Chapter 6 of the Environmental Statement assessed these effects as ranging from *Negligible* to *Major adverse*. However, with the implementation of a robust Path Management Plan (PMP), the residual effects are expected to reduce to Minor adverse and are not considered significant in EIA terms. The PMP will be secured by planning condition and is outlined further below.

Mitigating Impact

5.14 Based on the route classifications and crossing point risk assessment, a package of access management measures will be implemented during construction to maintain public connectivity and safety. The aim is to keep routes open wherever safely possible, with appropriate mitigation in place to manage risks and minimise inconvenience.

5.15 Where short-term closures or restrictions are unavoidable, they will be well-publicised in advance and kept to the minimum duration necessary. Information will be shared through site notices, project communications, and engagement with local community groups and user organisations. A communications strategy will also support the wider PMP, with information boards and contact details provided both on-site and online.

5.16 All works will comply with the Construction (Design and Management) Regulations 2015 and the Health and Safety at Work Act 1974. A site-wide Health and Safety Plan will guide construction activity, with risk assessments and control measures incorporated into the PMP.

5.17 The PMP will build upon the sensitivity and usage-based classification system set out in this document and deliver tailored mitigation. Measures may include:

- Short-term path closures during specific construction activities.
- Clearly marked crossing points with appropriate signage.
- Temporary diversions where required.
- Giving path users priority at designated crossings.



Figure 13: Examples of Construction Signage

- Barriers (e.g. Heras fencing) to separate public routes from construction areas.
- Temporary vehicle restraint systems (VRS) in higher-risk locations.
- Public information (e.g. signage and leaflets) explaining temporary changes to access.
- Strict speed limits for construction vehicles on shared tracks.
- Warning signs at site exits to remind drivers of speed restrictions and path users (see Figure 13).
- Flashing beacons on construction vehicles when using access tracks.
- Regular Toolbox Talks for all workers to raise awareness of public access routes and user safety.

Consideration for Horse Riders

5.18 We recognise the significance of the equestrian community in the area and the popularity of local bridleways, including the nationally important Mary Towneley Loop and sections of the Pennine Bridleway. These routes attract both local and visiting riders and form part of the wider recreational offer of the moor.

5.19 Consideration for horse riders has been a key theme emerging from public consultation and meetings with local equestrian user groups, who have helped shape the access strategy and highlighted the need for careful management of bridleway crossings during construction. Their input has directly informed the approach set out in the PMP, which will give specific consideration to the safety and confidence of horse riders.

5.20 Following submission of the planning application, further representations from equestrian groups and other users have reinforced the importance of maintaining both the usability and perceived safety of routes where they interact with the Proposed Development, particularly along Rooley Moor Road and the Mary Towneley Loop.

5.21 In response to these concerns, the scheme design has been refined. Notably, turbine T17, which could affect riders travelling both north–south along Rooley Moor Road and east–west along the Mary Towneley Loop, has been removed from the FEI Layout. This change reduces the extent of close-proximity interaction between turbines and these key bridleway routes, improves forward visibility and sightlines for riders, and represents a direct response to issues raised through consultation.

5.22 In addition, the design and this Access Plan has had regard to the British Horse Society (BHS) guidance on wind turbines (May 2025), which recommends a minimum separation distance of blade tip height plus 10% (‘fallover distance’) between commercial turbines and routes used by horses. While this guidance is not statutory, it provides a relevant benchmark in considering equestrian safety and perception. The evolution of the layout, including the removal and repositioning of turbines in proximity to key routes, reflects consideration of these principles alongside site-specific constraints and environmental factors.

5.23 To support this, the PMP will incorporate best practice guidance from the British Horse Society (BHS) and lessons learned from similar sites. All HGV drivers and relevant site staff will receive induction training based on BHS recommendations, including:

- Slowing down and stopping when approaching horse riders.
- Avoiding the use of air brakes where possible.
- Shutting down engines if horses appear nervous (where safe to do so).
- Waiting until horse and rider are well clear before moving off.
- Allowing riders time to reach a safe space and providing a wide berth when overtaking.
- Exercising patience, recognising that riders may be managing nervous or reactive horses.

5.24 These measures will help reduce risk and provide reassurance to riders using the moor during the construction period.

Consideration for Rooley Moor Road

5.25 Rooley Moor Road is a restricted byway of high recreational, historic, and landscape value. The development has been deliberately designed to avoid its use for construction traffic.

5.26 In addition, the scheme layout has been refined to reduce the intensity of development in proximity to the route. The number of turbines located on either side of Rooley Moor Road has been reduced from 11 to 8, with increased spacing between turbines to enhance the sense of openness along the corridor. A minimum buffer of approximately 180m has also been maintained between the byway and adjacent turbines, helping to preserve its setting and user experience.

5.27 Key protections include:

- **No construction vehicles** will be permitted to use Rooley Moor Road at any stage.
- The **only interaction** will be a single crossing point, located away from the cobbled section to avoid damage.
- A **temporary bridging structure** will be used during construction to protect the surface.
- A **permanent operational crossing** will be installed at the same location, designed to:
 - Allow occasional maintenance access.
 - Preserve the character and surface of the route.
 - Ensure continued safe use by walkers, cyclists, and horse riders.

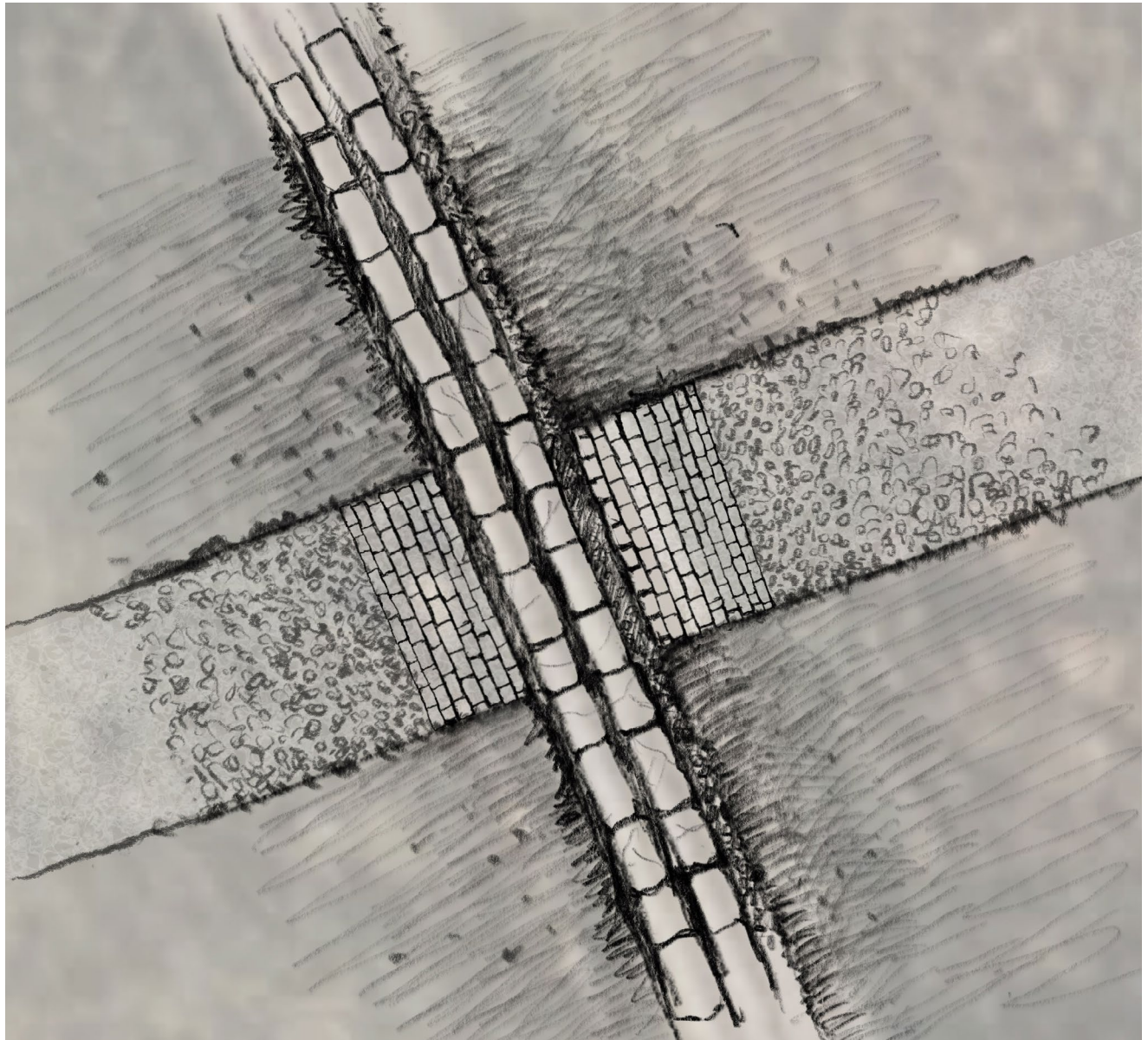


Figure 14: Illustrative Sketch of operational phase of wind farm access track and proposed Rooley Moor Road crossing point



Figure 15: Illustrative sketch of operational phase of wind farm access track and proposed Rooley Moor Road crossing

5.28 The existing access gates at either end of Rooley Moor Road will be retained to help manage movement and discourage misuse. Cubico will take on responsibility for maintaining these gates at both the northern and southern ends of the route, ensuring they remain closed, secure, and in good condition throughout the construction period and the operation of the wind farm. This will help prevent unauthorised use by contractors (as well as illegal off roaders) and protect the integrity of the byway. In addition, all construction contracts will include a zero-tolerance clause prohibiting use of Rooley Moor Road by contractors for site access or exit. Any breach will constitute a contract violation and be subject to enforcement.

5.29 This approach ensures that Rooley Moor Road's heritage and recreational value are preserved, while accommodating the practical needs of the development in a sensitive and responsible manner. The proposed crossing is off Common and access from the wind farm tracks to Rooley Moor Road can be controlled.

Detailed Path Management Plan

5.30 At the pre-construction stage a detailed PMP will be prepared in partnership with the contractor and relevant user groups and submitted to the local planning authority for approval prior to the start of construction. This PMP will be required to be prepared in accordance with this Access Plan.

5.31 The PMP will:

- Identify all PRoW crossing points and outline how each will be safely managed.
- Set out a construction phasing strategy to avoid overlapping path closures and, where practicable, schedule works outside of peak usage periods to minimise disruption.
- Define signage, diversion routes, and controls at crossing points.
- Include a communications plan to keep communities and user groups informed, using signage, printed materials, and online updates.
- Specify safety protocols such as speed limits, vehicle beacons, and Toolbox Talks.
- Assess higher-risk areas and determine whether additional protection (e.g. fencing or VRS) is required.
- Be reviewed and updated as work progresses, taking into account site conditions and stakeholder feedback.

Managing Access During Operation

5.32 During the operational phase of the Proposed Development, there will be no restrictions on access to PRoWs or other recreational routes and conditions will return to pre-construction arrangements.

5.33 Ongoing access-related activity will be limited to:

- Routine site monitoring and turbine maintenance.
- Access track and bridge upkeep.
- Maintenance of drainage infrastructure, gates, and fencing.

5.34 To support long-term positive access and promote safety, there is an opportunity to offer a wind farm familiarisation session for horse riders during the early operational phase. This would provide an opportunity for local equestrian users to experience the site environment and better understand turbine movement and noise in a controlled and supportive setting. Similar sessions have been delivered successfully at Whitelee Wind Farm in partnership with Scottish Renewables and equestrian groups. This approach has proven effective in increasing rider confidence and supporting safe multi-user access on wind farm sites.

5.35 This approach aligns with current British Horse Society (BHS) guidance, which recognises the importance of rider awareness, gradual familiarisation, and confidence-building where turbines are present. In addition, consideration will be given to the provision of appropriate on-site information and signage to alert users to turbine operation and to promote safe shared use of routes. Where appropriate, ongoing engagement with local equestrian groups will be maintained to ensure that any operational issues affecting horse riders can be identified and addressed.



ACCESS & RECREATION ENHANCEMENTS 06

The operational phase of Scout Moor II presents a unique opportunity to deliver lasting improvements to access, recreation, and landscape stewardship across the moor. This chapter sets out a programme of targeted interventions that respond directly to issues raised through public consultation, as well as long-standing access challenges on site.

6.1 These enhancements are integral to the design and delivery of the wind farm, and directly informed by engagement with local residents and users group. Together, they reflect a shared commitment to making Scout Moor a safer, more inclusive, and better-managed public landscape.

6.2 By delivering new connections, improving the quality of routes, supporting enforcement, and promoting understanding of the moor's heritage and climate role, the project demonstrates how modern infrastructure can unlock positive outcomes for both people and place.

6.3 Each intervention is clearly defined, deliverable, and backed by long-term management commitments—providing confidence that these benefits can be secured and given appropriate weight in the planning balance.

Strategic Objectives

6.4 This chapter sets out a programme of access and recreation enhancements designed to:

- Improve the quality, connectivity, and resilience of the access network.
- Support safe and inclusive access for a wide range of users, including local walkers, cyclists, horse riders, runners, families, nature groups, and land managers.
- Deter illegal off-road vehicle activity and support enforcement efforts.
- Promote understanding of the moor's natural, historic, and climate value.
- Enhance the visitor experience and encourage responsible use.

6.5 Together, these improvements will reinforce the site's role as a well-managed, accessible, and valued landscape asset for a diverse range of groups - from long-distance hikers and birdwatchers to local families and mountain bikers.

KEY

	Scout Moor II Site Boundary
	Existing turbine access track
	Strategic PRoW / bridleway
	Other PRoW
	Heritage trail
	Rooley Moor Road
	Common Land
	Heritage asset
	Landscape / ecological asset
	Leisure destination
	Proposed wind turbine
	Proposed turbine access track
	Proposed Rooley Moor Road crossing
	Local Authority boundary

OPPORTUNITIES

	Replacement Common Land
	Potential enhanced / new multi-use links
	Opportunity for new signage
	Opportunity for interpretation board
	Potential mountain bike trail enhancements
A	Potential link between Boarsgreave and mountain bike trail
B	Opportunity to enhance surfacing for mountain bike users
C	Opportunity to improve waymarking to encourage use of Rossendale Way
D	Potential learning zone (turbine technology / renewable energy)
E	Potential improvements to Greenbooth Reservoir car park (resurfacing / signage / information boards)
F	Potential seating area / replacement stone wall / interpretation boards around site of former pub
G	Potential link between Rossendale Way and Rooley Moor Road
H	Mountain bike trail diversion

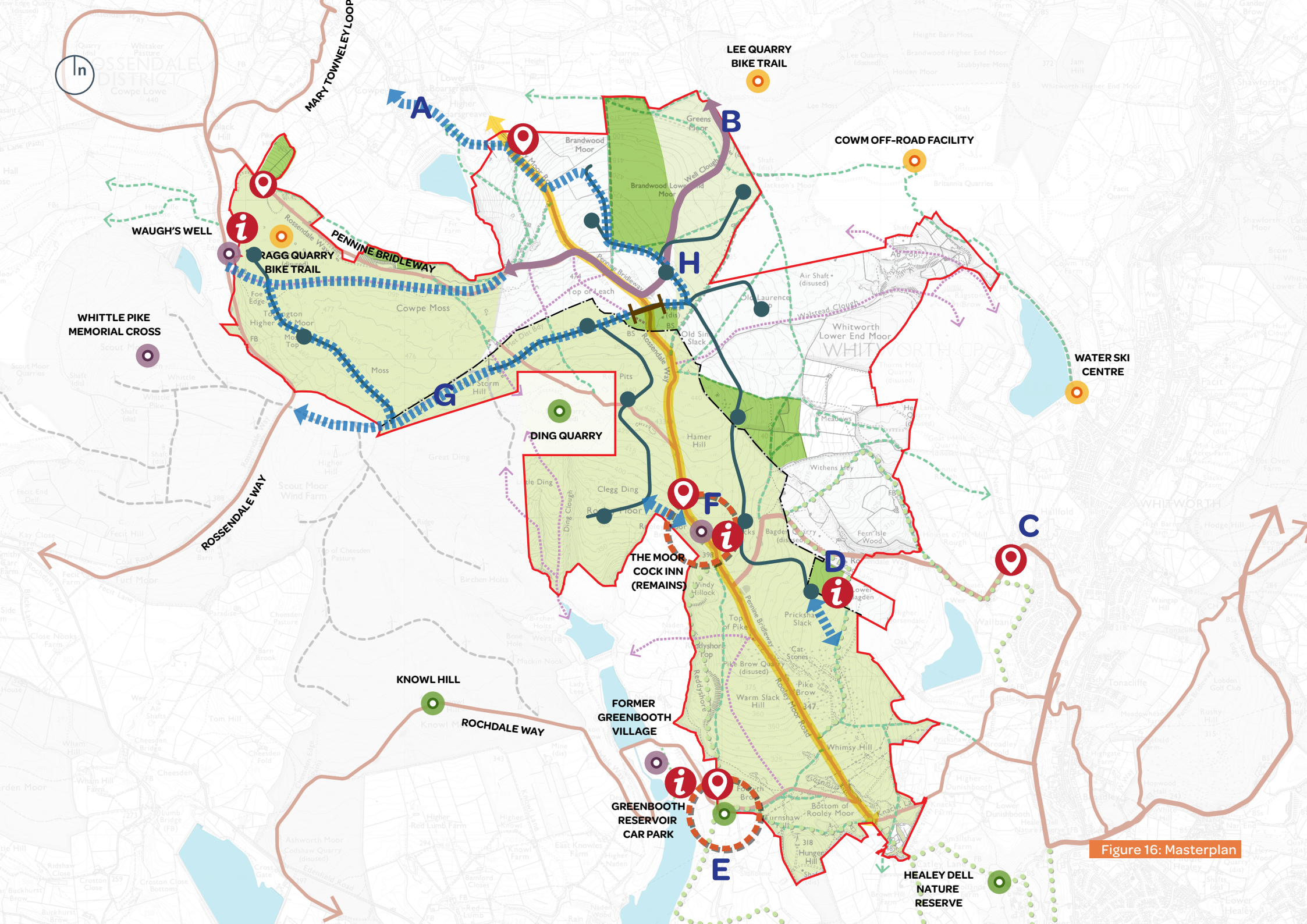


Figure 16: Masterplan

The Proposals

6.6 The following proposals are rooted in feedback from local residents, user groups, and access stakeholders during the public consultation, and build on known access management challenges across the moor.

Key Move 1: Multi-User Access Tracks

What is the issue?

6.7 Public feedback highlighted that existing upland paths are often waterlogged, uneven, and inaccessible to less confident users like families and older people. Walkers, cyclists, and horse riders expressed frustration at the lack of well-connected, all-weather routes. The current network does not support circular options or varied user experiences.

Our strategy

6.8 As part of Scout Moor II, a new network of purpose-built access tracks will be constructed to service the turbine locations. Once construction is complete, these tracks - totalling approximately 11.8 kilometres - will be opened for public, multi-user access. With a compacted stone surface and designed to accommodate maintenance vehicles, the tracks will also be suitable for walkers, cyclists, and horse riders throughout the year.

6.9 Where new access tracks intersect with existing public rights of way and wind farm tracks, there will be opportunities to create new circular routes. For example, the access tracks serving turbines, T14, and T15 will form a new circular multi-user route that links into Crag Quarry, improving access from the existing Scout Moor network. On the eastern side of the site, access tracks for turbines T3 and T4 will provide another circular route, connecting the Rochdale Way with the Pennine Bridleway.

6.10 Combined with the existing network of wind farm tracks and public footpaths, these enhancements will establish a distinctive and varied setting for a range of recreational activities including walking, running, cycling, and horse riding. Similar benefits have been observed at other wind farms across the UK, such as Whitelee Wind Farm near Glasgow.

Why is it needed?

6.11 Existing upland routes are often poorly drained, informal, or difficult to navigate, limiting inclusive access. There is also a lack of circular options and safe routes for less experienced users.

How will it benefit the community?

- Provide well-drained, level routes suitable for a wide range of users.
- Reduce footfall on sensitive habitats, particularly blanket bog and peatland.
- Enable new circular walking, cycling, and riding options.
- Support health, wellbeing, and year-round use.

How will it be delivered and secured?

6.12 The access tracks will be constructed during the main wind farm works. New circular routes will be aligned with existing desire lines and public rights of way with signage and waymarking at key junctions.

6.13 The tracks will be maintained by Cubico's site operator.



Image source: www.whiteleewindfarm.co.uk

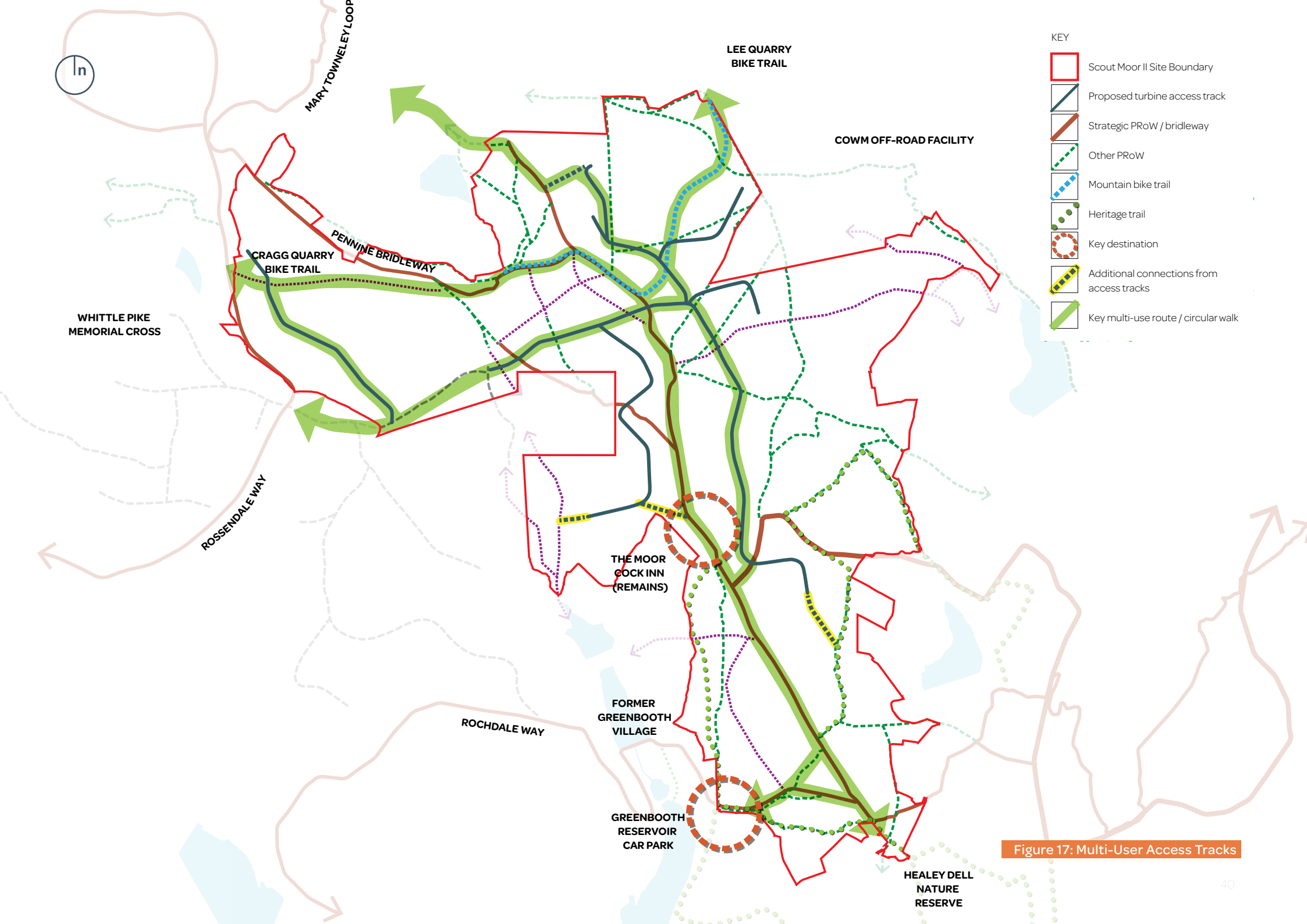


Figure 17: Multi-User Access Tracks

Key Move 2: New Permissive Public Footpath/ Bridleway Connection

What is the issue?

6.14 The northern section of Rooley Moor Road from Boarsgreave includes steep and uneven gradients, which present challenges for walking, cycling, and horse riding. This can limit access for families, older people, and those looking for a more manageable route. Following conversations during consultation, an idea emerged to create a new permissive path that would bypass the steepest section by connecting with the wind farm access track near the substation.

Our strategy

6.15 A new multi-user permissive path - suitable for walkers, cyclists, and horse riders - will be created to link Rooley Moor Road with the northern wind farm access track near the substation. This route will offer a more accessible alternative to the steep northern section of Rooley Moor Road, with a gentler gradient and improved surface. The entrance will include a gate or barrier designed to enable reasonable access for legitimate users while helping to prevent illegal off-road vehicle use.

Why is it needed?

6.16 The steep incline on Rooley Moor Road presents a barrier to access for many users, particularly families, older people, and those with limited mobility.

How will it benefit the community?

- Provide an inclusive alternative route.
- Increase route choice and promote circular routes.
- Support safer, more comfortable access for all.

How will it be delivered and secured?

6.17 The new permissive path will be constructed during the main wind farm works and secured via a planning condition. It will be clearly waymarked and maintained by the site operator.

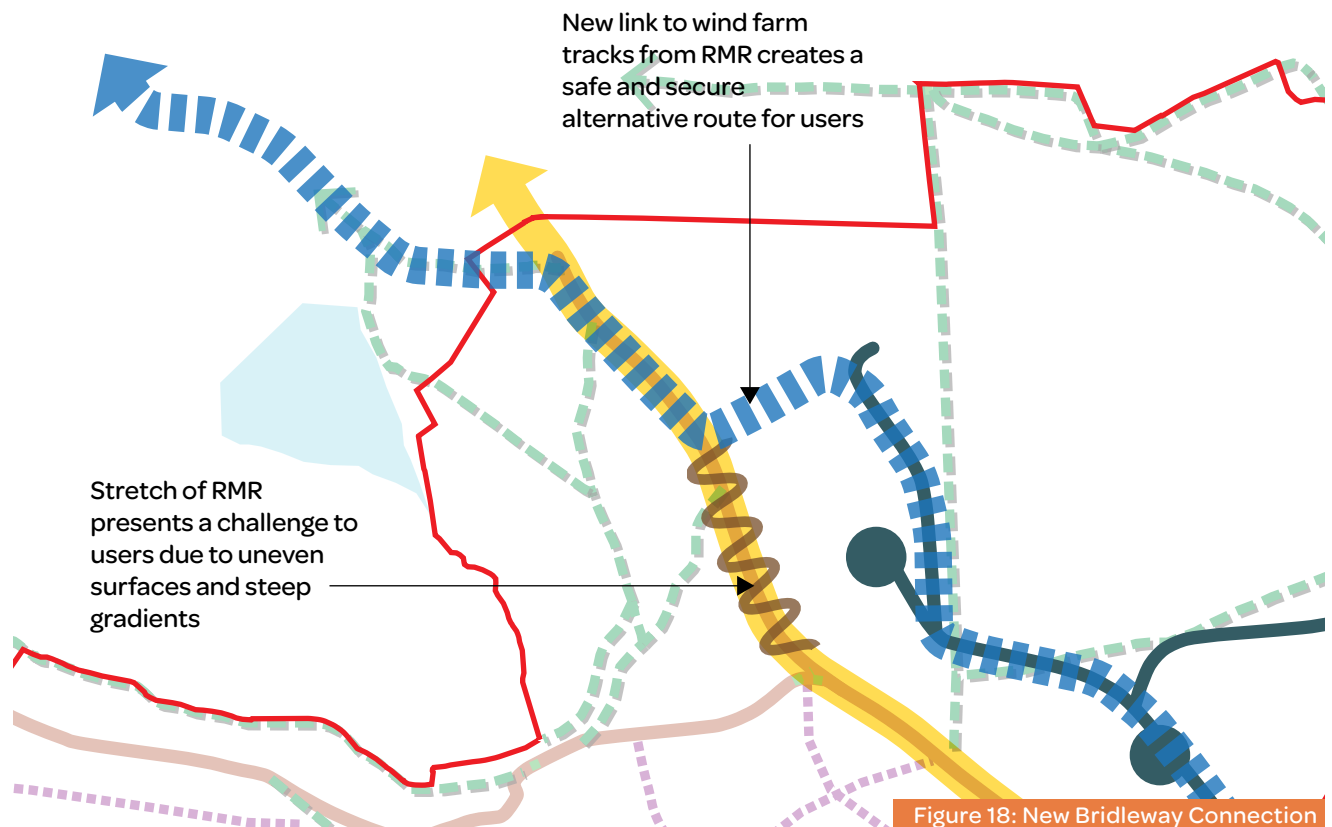


Figure 18: New Bridleway Connection

Key Move 3: Moorland Stewardship and Local Partnership Role

What is the issue?

6.18 Scout Moor is shaped by a wide range of stakeholders: including United Utilities, existing and proposed wind farms, local authorities, local residents, recreational user groups, and the police - particularly in response to illegal vehicle use. While each has an important role, there is currently no single, consistent stewardship presence on the moor to coordinate activity, maintain infrastructure, and act as a visible point of contact for the public.

6.19 Feedback from landowners, volunteers, and regular users has consistently highlighted the need for dedicated support on the ground to help manage the landscape, guide responsible use, and foster a shared sense of care. There is also strong local interest in ensuring that any new role or initiative delivers wider benefits, particularly for local employment and long-term land management.

Our strategy

6.20 As part of the moorland restoration strategy, a structured programme of stewardship works will be developed and delivered in close partnership with local commoners and land managers. This will include the maintenance of fences, stiles, gates, and dry stone walls, as well as support for responsible access and habitat restoration.

6.21 Alongside this, there is potential to explore a local countryside warden scheme modelled on successful approaches such as the National Trust's Ranger programme at Holcombe Moor. The scheme would prioritise practical maintenance, user engagement, and the day-to-day coordination of activities on the moor.

Why is it needed?

6.22 A consistent presence on the ground is essential to support the delivery of moorland restoration, manage access infrastructure, and promote shared stewardship. With many interests involved, a collaborative and trusted presence can help build relationships, support good land management, and encourage responsible behaviours across the moor.

How will it benefit the community?

- Improve the condition, visibility, and safety of access routes.
- Encourage shared stewardship and responsible use of the landscape.
- Support the long-term success of moorland restoration.
- Build capacity through local employment and training opportunities.

- Facilitate outreach, education, and guided access.
- Create a visible and approachable point of contact for users.
- Strengthen collaboration between landowners, users, and local organisations.

How will it be delivered and secured?

- Led by Cubico as part of the wider restoration strategy.
- Delivered in partnership with local land managers, including commoners.
- Supported by local organisations with experience in access and conservation.
- Focused on stewardship, maintenance, and engagement.



Key Move 4: Positive Contribution to the Mission to Tackle Illegal Off-Road

What is the issue?

6.23 Illegal off-road vehicle use, particularly by motorcycles and 4x4s, was one of the most consistent and strongly felt concerns raised through consultation. Communities described regular damage to sensitive habitats, threats to public safety, noise, littering, and anti-social behaviour. There is widespread support for stronger deterrents, better coordination between agencies, and a more visible response on the ground.

6.24 Local groups such as Norden Area Forum and Rooley Moor Neighbourhood Forum are already doing excellent work - collaborating with the police, raising awareness, and helping monitor access. The wind farm presents a chance to support the efforts of local groups by providing resources, coordination, and funding to help scale up what is already working.

Our strategy

6.25 We propose a coordinated package of measures to reduce illegal off-road vehicle use and safeguard the moor for legitimate users. Our approach blends physical prevention, community education, and targeted partnership support - recognising that tackling this issue long-term will require both visible infrastructure and joined-up working.

6.26 Our strategy focuses on three main areas:

A) Physical Prevention

- Installation of targeted barriers, such as fencing and maintained gates at vulnerable access points. The indicative fencing locations are shown on Figure 19.
- There is potential to use CCTV cameras, focused on key access points, to help deter unauthorised access and support responsible site use. Any use of cameras would be clearly signposted and carefully considered to respect

privacy concerns. Footage could, where appropriate, be shared with the police to assist with enforcement in known high-risk areas.

- Access controls (such as gates, stiles and vehicle barriers) built into the design of new permissive paths and infrastructure.
- Ensuring that gates and fences are well maintained, such as the gates onto Rooley Moor Road.

B) Education and Positive Influence

- Awareness campaigns through in-person events on the moor, social media, and local press, to promote understanding and direct users to legal riding locations.
- Educational engagement including school visits, youth outreach, and guided walks.

C) Partnership Support and Coordination

- Close collaboration with GMP, Lancashire Police, landowners, United Utilities, commoners, and community groups.
- Local groups will have the opportunity to access funding through the Community Wealth Fund to support grassroots deterrent measures and develop additional initiatives that promote responsible site use.
- Supporting a unified approach between both GMP and Lancashire Police to ensure intelligence-sharing and consistent response.
- This approach builds on existing initiatives (such as Operation Dragster) and aims to increase local capacity, create better links between stakeholders, and equip communities with the tools and resources they need for lasting impact.

Why is it needed?

6.27 Illegal motorcycle and 4x4 activity continues to pose a serious risk to public safety, causes extensive damage to fragile habitats, and undermines the quality of the moor for responsible users. It also places pressure on landowners, local resident groups and enforcement agencies who currently lack the resources for a sustained response.

How will it benefit the community?

- Improve safety and peace of mind for walkers, cyclists, horse riders, and land managers.
- Protect sensitive habitats, peatland, and heritage features from further damage.
- Reduce noise, erosion, air pollution, and anti-social behaviour in key visitor areas.
- Build confidence in enforcement and demonstrate visible support for community concerns.
- Strengthen collaboration between local groups, landowners, and authorities.

How will it be delivered and secured?

- Physical prevention measures delivered as part of the wind farm construction and secured through planning conditions.
- Coordinated action with GMP, Lancashire Police, the existing wind farm operator, Cubico, local forums, and landowners—facilitated through a Community Liaison Group.
- Long-term funding support for ongoing initiatives and enforcement measures via the Community Wealth Fund.

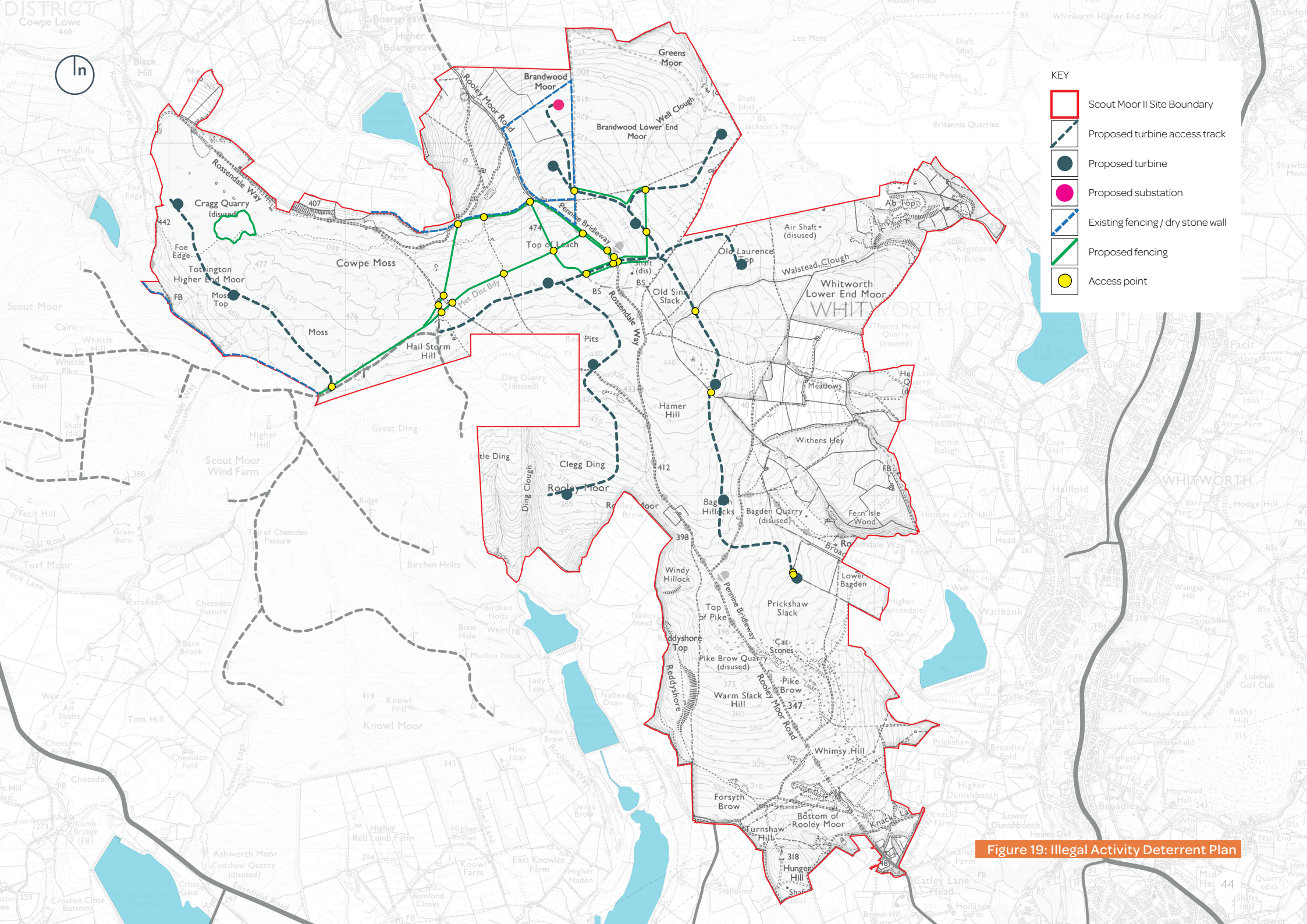


Figure 19: Illegal Activity Deterrent Plan

Key Move 5: Improved Cycling Links Between Cragg and Lee Quarries

What is the issue?

6.28 Cragg and Lee Quarries are two regionally important mountain biking destinations, regularly used by riders from across the North West. However, local cyclists and trail users have consistently highlighted the opportunity to improve the quality and connectivity of the link between the two sites. While a formal route already exists, parts of it are poorly surfaced, lack clear waymarking, and do not fully integrate with the wider network of trails and access tracks, limiting the potential for longer gravel bike routes and circular rides.

Our strategy

6.29 There is an opportunity to upgrade sections of the existing formal route between Cragg and Lee Quarries through improving surfacing, signage, and wayfinding to create a safer and more enjoyable experience for cyclists. The scheme will also provide new connections into the wider network of existing and proposed wind farm access tracks, helping to establish a broader network of circular and longer-distance gravel bike routes across the moor.

Why is it needed?

6.30 While both quarries are popular in their own right, they currently operate as disconnected pockets of activity. Enhancing the route between them and linking into the wider wind farm infrastructure will elevate the area's trail offer and help position Scout Moor as a regionally significant destination for both mountain biking and gravel riding. It will also support safer, more inclusive access, and add long-term recreational value.

How will it benefit the community?

- Create a safe, coherent, and enjoyable link between two major trail hubs.
- Open up new circular and extended routes by linking to wind farm access tracks.
- Attract more visitors and support the local tourism and hospitality economy.
- Expand the area's appeal to mountain bikers and gravel riders alike.
- Promote active lifestyles, health, and wellbeing through high-quality recreation.

How will it be delivered and secured?

- Capital works delivered through the wind farm development.
- Further enhancements and long-term maintenance could be supported via the Community Wealth Fund.
- All proposals will be shaped in partnership with riders to ensure they reflect user needs and deliver lasting value.



Key Move 6: Greenbooth Reservoir Car Park Strategy

What is the issue?

6.31 Greenbooth Reservoir is one of the most popular access points to the moor. However, local residents and visitors have highlighted ongoing problems with verge parking, blocked access routes, and congestion at peak times. These issues create safety concerns, damage the landscape, and undermine the visitor experience from the outset.

Our strategy

6.32 A new car park strategy focused on improving safety, protecting the environment, and creating a more welcoming gateway for visitors. The approach will balance formalised parking provision with clear signage, behavioural messaging, and improved wayfinding.

Why is it needed?

6.33 Unmanaged parking is leading to verge erosion, littering, and traffic hazards. There's an opportunity to use the wind farm project to deliver lasting improvements in how this key arrival point is experienced and managed.

How will it benefit the community?

- Safer, better-organised parking for all users.
- Reduced damage to verges, gateways, and surrounding moorland.
- Clearer information and signage to guide visitors and reduce confusion.
- A more attractive and welcoming starting point for walks and rides.

How will it be delivered and secured?

- Physical improvements to surfacing, layout, and entry/exit points.
- Signage and behavioural messaging encouraging responsible parking.
- Measures to deter verge parking and reduce obstruction of access routes.
- Delivered in partnership with United Utilities, local authorities, and community representatives.
- Opportunity for further investment through the Community Wealth Fund to support future access or visitor improvements.



Key Move 7: Interpretation and Learning Infrastructure

What is the issue?

6.34 The public consultation has highlighted a wealth of local interest in the moor's ecology, land use, social and industrial heritage, and role in renewable energy. These insights show there is a strong appetite to learn more – but currently, there is little on-site to support that. The scheme offers a valuable opportunity to celebrate and share knowledge, and to make learning part of the visitor experience.

Our strategy

6.35 The centrepiece of Cubico's proposed interpretation strategy will be the creation of the Moor Cock Inn Rest Area on Rooley Moor Road: a historically significant site where an 18th-century public house once stood, serving quarry workers, sheep farmers, and travellers. Although the inn itself was demolished, two remaining stone pillars stand as a powerful visual reminder of the area's industrial and social past.

6.36 This location presents a unique opportunity to create a small, informal natural rest area that would support a wide range of moorland users: including walkers, cyclists, horse riders, and local visitors. Thoughtfully designed to sit comfortably within the landscape, the rest area will avoid intrusive infrastructure while offering simple, practical amenities and a moment of pause.

6.37 Importantly, the site also offers long-distance views toward Manchester and the Greenbooth Reservoir – connecting the modern visitor to both the historical and physical landscape. The reservoir itself hides the remains of Greenbooth Village, a 19th-century mill community cleared and flooded in the 1960s to make way for water infrastructure. There will be an opportunity for the interpretation board to also tell this layer of local heritage linked to the area's broader industrial past.

6.38 Key features could include:

- Natural durable seating made from timber or local stone.
- An interpretation board sharing the story of the Moor Cock Inn, the Cotton Famine Road, Greenbooth village, and the area's quarrying heritage.
- A water butt or trough to provide drinking water for horses and dogs.
- A light-touch litter prevention strategy, with signage promoting "leave no trace" principles and potential for community-led stewardship days.

6.39 As part of the formation of the Moor Cock Inn Rest Area, the stone walls around the rest area will be restored. The details of this to be confirmed via planning condition.

6.40 Alongside this, a broader programme of interpretation and learning infrastructure will be delivered across the moor, designed to bring the landscape to life and spark curiosity in visitors of all ages.

6.41 A central feature of this will be a **dedicated learning turbine** – a turbine within the wind farm that will act as a hands-on learning hub for schools, youth groups, and community organisations. With safe viewing areas, interpretation board, interactive content via a smart phone app, and possibility for guided activities, the turbine will offer a unique opportunity for visitors to learn how renewable energy works, how turbines are constructed and maintained, and the vital role wind power plays in tackling climate change. This will allow visitors to get up close to large-scale infrastructure in a way that is rarely possible – making clean energy real, relatable, and exciting.

6.42 The Moor Cock Inn Rest Area will be complemented by:

- **Interpretation panels** exploring the industrial heritage of Cragg Quarry, including its role in shaping the local economy and landscape, and its connections to the wider moorland story.
- **On-site signage and digital resources** that highlight key features of the moor's ecology, moorland restoration efforts, evolving land use, and the growing network of access routes.
- Opportunities for **schools and community groups to co-design content**, ensuring it reflects local priorities and inspires future generations.

Why is it needed?

6.43 While the moor is widely appreciated, its ecological, cultural, and industrial past and present are not well understood. There is little to guide or inspire visitors, which limits meaningful engagement. This scheme will change that by creating opportunities to learn, reflect, and connect. The Moor Cock Inn Rest Area will be a flagship feature of this approach, offering a unique blend of local heritage, informal education, and community value. In addition, this key move will serve to improve accessibility by providing structured rest areas to less confident recreational users.



Moor Cock Inn (source: Neal Buckley)



Stone pillars - remains of Moor Cock Inn



Precedent image of picnic / rest area



Greenbooth Village plaque



Greenbooth Village (source: MEN)



Precedent image of interpretation panels

How will it benefit the community?

- Bring local history to life – particularly the story of the Cotton Famine Road, quarrying, and rural life.
- Make local ecology, land use, and renewable energy more visible and accessible.
- Provide dedicated spaces for rest, reflection, and informal learning.
- Encourage care and respect for upland landscapes.
- Support schools, colleges, and community-based education.
- Promote climate awareness and understanding of the role of wind energy.
- Enhance the overall visitor experience through well-placed, meaningful content.

How will it be delivered and secured?

6.44 The interpretation and rest areas (including the Moor Cock Inn Rest Area) will be delivered as part of the wind farm development. A mix of interpretation boards, trail materials, and digital content will be co-designed with local schools, youth groups, and historians and maintained by the site operator.

6.45 Long-term programming and updates will be supported through the Community Wealth Fund.

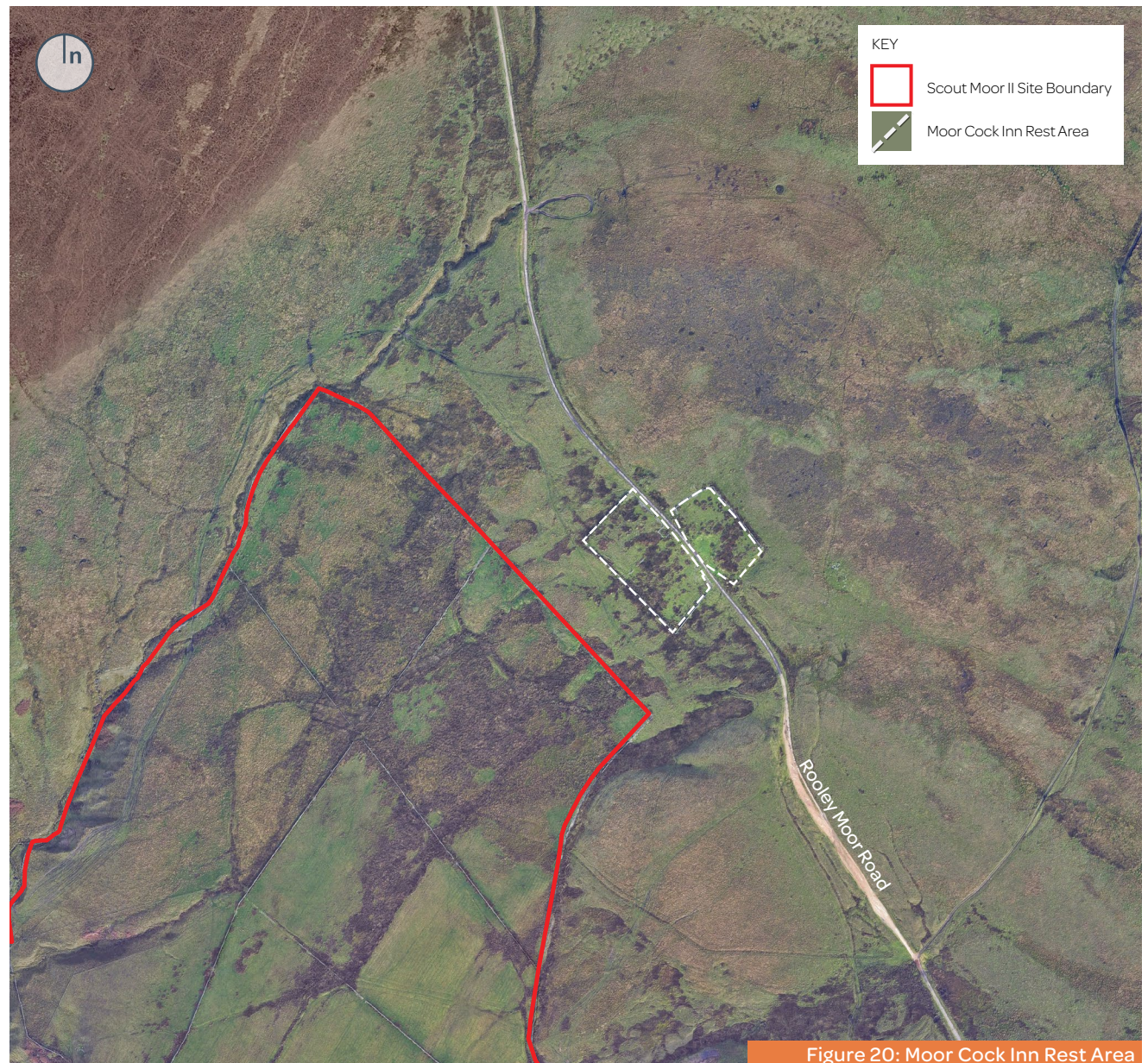
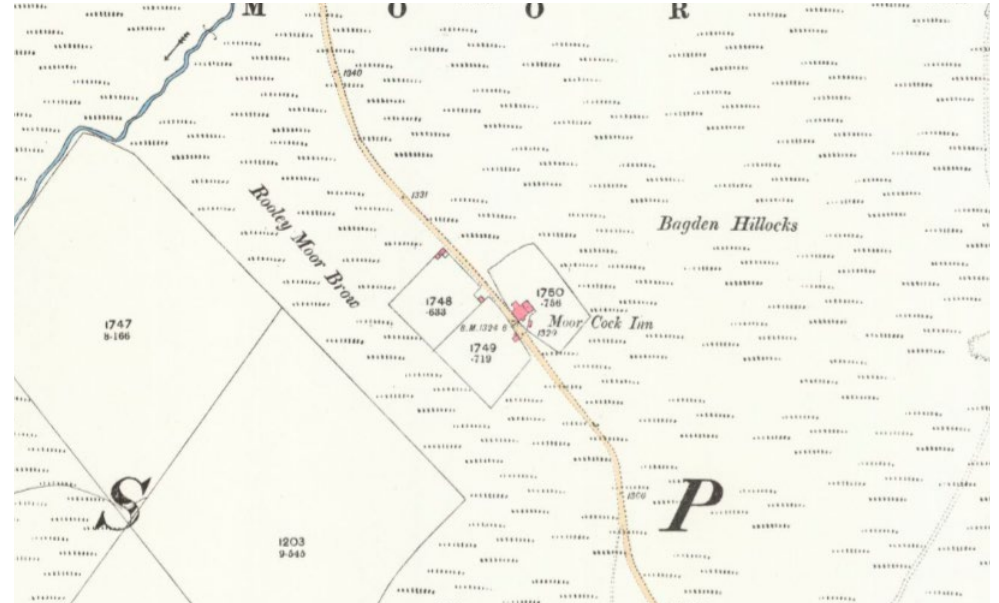


Figure 20: Moor Cock Inn Rest Area



Moor Cock Inn enclosure



1893 OS map of Moor Cock Inn



Existing dry stone wall



Remains of Moor Cock Inn entrance

Key Move 8: Enhancing the Lee Quarry – Rooley Moor Road Connection

What is the issue?

6.46 The existing route connecting Lee Quarry to Rooley Moor Road is a popular and well-used recreational track within the wider moorland access network. It is particularly important for mountain bikers and other off-road users, forming part of an established and well-recognised connection between key cycling destinations. Publicly available activity data, including Strava segments, indicates high levels of use along this corridor, with several popular segments used regularly by cyclists and mountain bikers.

6.47 The siting of turbine T9 and its associated infrastructure in proximity to this route will result in a period of unavoidable disruption during the construction phase. This is likely to include temporary restrictions or diversions to ensure public safety while construction activities are underway. Consultation feedback has highlighted the importance of maintaining connectivity along this corridor and minimising disruption to established recreational use.

Our strategy

6.48 The approach to this route balances the short-term disruption required during construction with both immediate mitigation and long-term enhancement. During construction, access will be managed through temporary diversions, supported by clear signage and appropriate safety measures.

6.49 As part of the construction-phase mitigation, there is an opportunity to improve the existing Public Right of Way for cyclists where it is used as part of the temporary diversion route. This is shown indicatively on the plan and could include targeted surfacing, drainage and wayfinding improvements to provide a safer and more usable alternative during the works.

6.50 Once construction is complete, the existing Lee Quarry to Rooley Moor Road route can be reopened and improved. Targeted resurfacing and drainage works would help create a more consistent, durable and accessible connection, addressing current constraints associated with uneven, degraded or seasonally poor surfaces.

6.51 Alongside the reopened and improved existing route, cyclists would also have the option to use sections of the wind farm access track where appropriate. These tracks will be constructed to a high standard to accommodate construction traffic, resulting in a durable, well-drained surface that can provide an additional recreational connection within the wider access network.

Why is it needed?

6.52 The existing route is already highly valued and heavily used, particularly by mountain bikers. While construction-related disruption is unavoidable, the strategy provides both short-term mitigation and long-term benefit. By improving the temporary diversion route, reopening and upgrading the existing connection, and allowing cyclists to use suitable sections of the access track, the scheme can strengthen connectivity between Lee Quarry and Rooley Moor Road and support the continued growth of active recreation in the area.

How will it benefit the community?

- Improve the quality and durability of a key recreational cycling link.
- Enhance connectivity between Lee Quarry, Rooley Moor Road, and the wider access network.
- Provide a more reliable, all-weather route for cyclists and other users.
- Support the area's role as a regional destination for mountain biking and outdoor recreation.
- Deliver long-term access improvements that outweigh short-term construction disruption.

How will it be delivered and secured?

6.53 Temporary access management measures, including diversions and signage, will be implemented during construction and secured through the Construction Environmental Management Plan (CEMP) and Public Access Management Plan (PMP).

6.54 Post-construction, the upgraded route and integration with the wind farm access tracks will be retained as part of the permanent access network. Ongoing maintenance of the access tracks will be undertaken by the site operator, ensuring that the route remains in good condition for recreational users over the long term.

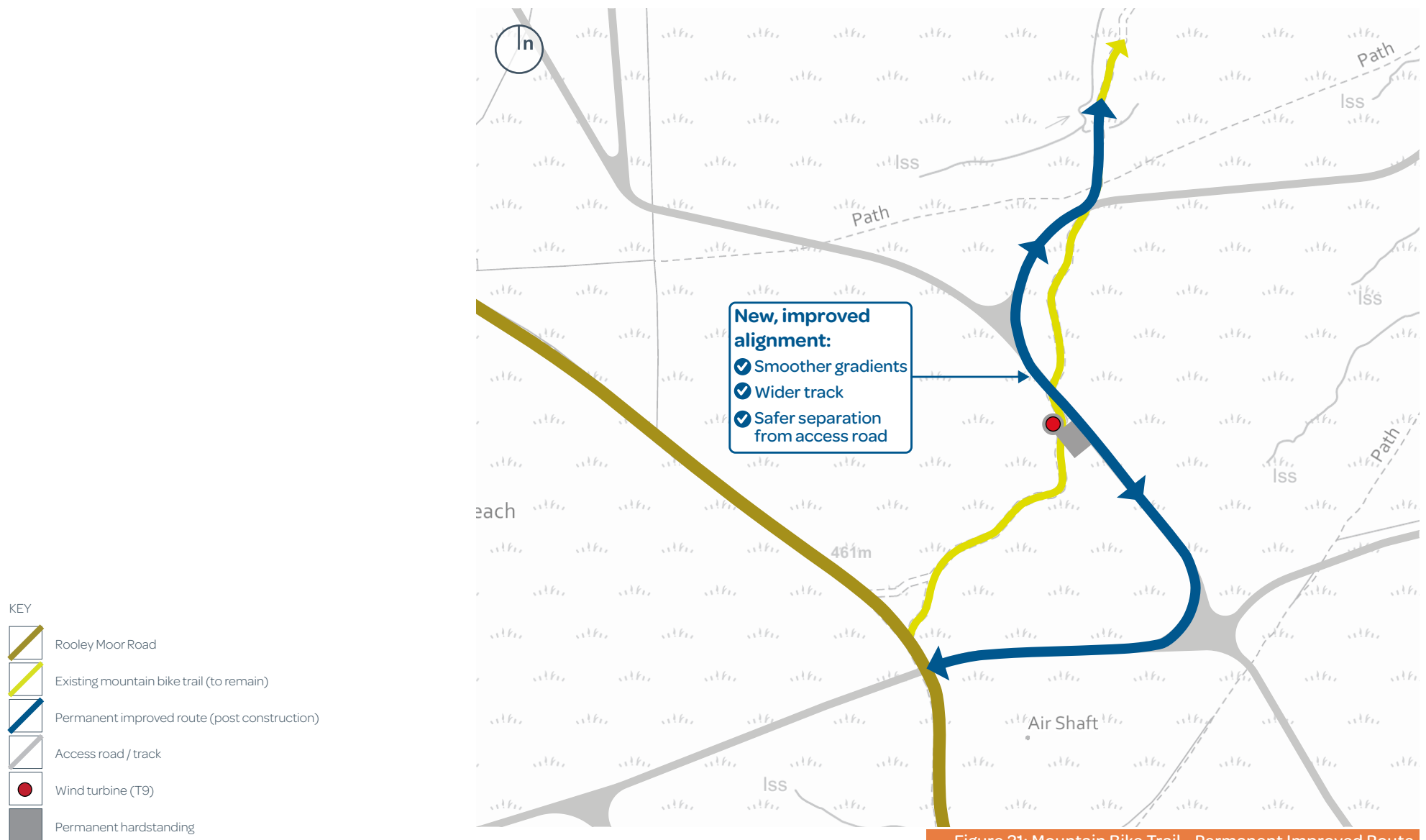


Figure 21: Mountain Bike Trail - Permanent Improved Route

Conclusion: Securing the Benefits

6.55 The access and recreation improvements outlined in this chapter are grounded in local need, shaped by consultation, and directly tied to the delivery of Scout Moor II. They address real and persistent challenges - from unsafe informal routes and degraded heritage surfaces to illegal vehicle use and limited inclusive access.

6.56 Each intervention has been developed to a level of detail that gives the decision-maker confidence in its deliverability. Funding is embedded either in the core construction programme or in secured community benefit arrangements. Implementation will be overseen by the project team and delivered in partnership with landowners, local authorities, and user organisations. Long-term stewardship will be supported by a dedicated Moorland Ranger and monitoring framework.

6.57 These proposals go beyond mitigation. They offer net public gain: improving health and wellbeing, supporting education, enabling climate literacy, and strengthening the cultural and recreational value of Common Land.

6.58 As such, they represent a meaningful contribution to national and local planning objectives, and merit positive weight in the overall planning balance.





IMPLEMENTATION, MONITORING & MANAGEMENT

07

The successful delivery of public access enhancements and management measures will be secured through planning conditions and a structured oversight framework, ensuring commitments are effectively implemented, monitored, and maintained throughout the wind farm's lifecycle. A proactive approach to implementation, ongoing review, and adaptive management will ensure access remains safe, sustainable, and well-integrated with recreational use and environmental considerations.

Responsibilities & Oversight

7.1 To provide effective oversight, a **Community Liaison Group** will be established, bringing together key stakeholders - including local authorities, community representatives, and recreational user groups. This group will oversee implementation, review progress, and guide future access management decisions.

7.2 Contractor management will be a priority during construction, ensuring all access enhancements are delivered in accordance with approved plans, with clear responsibilities defined for implementation and compliance.

Planning Conditions & Compliance

7.3 The following planning conditions will ensure the proper delivery, monitoring, and adaptation of access measures:

- **Updated Footpath and Diversion Plans** – Before any temporary footpath closures or diversions, a PMP will be submitted, securing approval of safe, well-communicated alternative routes.
- **Implementation of Access Enhancements** – All approved access improvements, including new tracks, wayfinding, and infrastructure upgrades, will be delivered in accordance with the Access Plan.
- **Decommissioning Path Management Plan** – Prior to decommissioning, a Decommissioning Path Management Plan (DPMP) will be required to ensure continued safe public access and environmental restoration measures.

Ongoing Monitoring & Review

7.4 To ensure access remains safe, effective, and responsive to public needs, the following measures will be implemented:

- **Regular inspections** of public access routes, diversions, and signage to ensure they remain in good condition and clearly communicated.
- **Community feedback mechanisms**, including engagement with the Community Liaison Group and recreational user groups, to identify access issues or improvement opportunities.
- **Regular access reviews**, ensuring enhancements continue to meet user needs, with adaptations made where necessary.
- **Action Plan for Mitigation and Monitoring**, including measures to track effectiveness and adapt management strategies as needed.
- **Monitoring of illegal off-roading activity**, in collaboration with enforcement agencies, to assess and refine deterrent measures.

7.5 By embedding these responsibilities, review mechanisms, and structured oversight, the wind farm's access strategy will remain adaptable, ensuring long-term public benefits while balancing environmental and operational considerations.



Scout Moor II presents a significant opportunity to enhance public access, recreation, and responsible land use while generating clean, renewable energy. This Access Plan ensures that all PRowWs, Common Land, and recreational routes are protected and improved, with a structured approach to minimising disruption during construction and maximising long-term benefits.

Key Access Improvements

- Around 15.1km of new or improved access tracks, creating better connectivity for walkers, cyclists, and equestrians.
- New circular recreational routes, improving access and providing enhanced visitor experiences.
- Upgraded infrastructure, including resurfaced car parks, wayfinding signage, and rest areas.
- Integration of key sites such as Lee Quarry and Cragg Quarry, strengthening the regional mountain biking network.

Common Land Benefits

- Net gain in publicly accessible land, including replacement Common Land.
- Section 106 Agreement securing permanent public access over wind farm tracks and hardstanding areas.
- No net loss of public rights, ensuring that Common Land remains open and available.

Sustainable Management & Enforcement

- Comprehensive measures to deter illegal off-roading, including barriers, CCTV, and enforcement collaboration.
- Long-term monitoring framework, ensuring ongoing maintenance and improvements.

Community Investment & Long-Term Gains

- Investment in educational installations, heritage interpretation, and a learning turbine, promoting public engagement with renewable energy.
- The Community Wealth Fund, providing investment over 40 years for public access, conservation, and local initiatives.

8.1 With a clear framework for implementation, long-term monitoring, and community engagement, this Access Plan ensures that Scout Moor remains a well-managed, accessible, and valued outdoor space for future generations.



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