

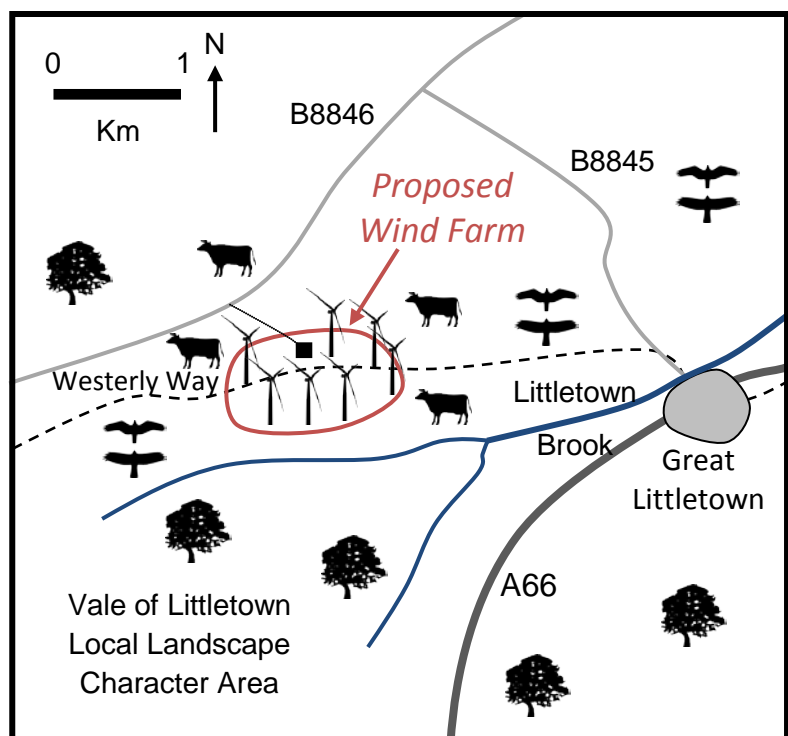
# Great Littletown Wind Farm

## Development proposal

1. An on-shore wind farm developer has applied for permission to construct seven wind turbines for the supply of electricity to the national grid.
2. Turbines to be constructed within a 100 ha area.
3. Maximum overall height of each turbine to be 100 m.
4. Includes 1 km of new access track, crane hardstanding, cable trenches, and a control building.
5. The area of turf to be converted permanently to hard standing is 4 ha.
6. In order to ensure stability of the ground around the turbines, the existing agricultural drains will be upgraded with enhanced connectivity to the local stream.

## Development site

7. The site is semi-improved pasture, surrounded by hedgerows with mature trees.
8. A public bridleway, the Westerly Way, crosses the site.
9. Situated in the Vale of Littletown Local Landscape Character Area, which is known for its intricate patchwork of fields set among undulating hills.
10. 3 km to the west of the small village of Great Littletown. Three of the seven wind turbines will be visible in part from the village.
11. All seven turbines will be visible from the B8846, which passes close to the site boundary.
12. According to local folklore, the site was where King Keith, a legendary ruler of the region, fought one of his fiercest battles.



## Environmental impact

12. The wind Farm will be the biggest engineered structure within 10 km of Great Littletown.
13. A public bridleway that currently runs through the site will be re-routed to run along the B8846.
14. 500 m of hedgerow will be removed, along with five mature oak trees.
15. Collision risk modelling identified buzzard and starling to be most at risk from collision with the turbines. However, this risk was considered to be high for buzzard only, as the starling population is low. The local ornithological club has identified six pairs of buzzards in the Great Littletown area.
16. Predicted noise levels from the proposed development during construction and operation meet all relevant noise limits at all residential locations under all wind conditions.

## Biodiversity offset

17. Comprises an extension to a Local Nature Reserve 30 km away.
18. The offset site comprises 2 ha of heathland, together with 500 m of hedgerow and 1 ha of willow coppice, all restored over the last 10 years from land previously used for sheep grazing.
19. Taking into account habitat condition and area, independent auditors of the biodiversity offset scheme are in agreement that there would be a net gain in biodiversity if the proposed development were to proceed.
20. Local ecologists are in agreement that the 3 ha offset site can provide food and cover for a minimum of eight pairs of buzzards.
21. The 100 year biodiversity offset agreement provides sufficient funds to safeguard the nature conservation value of the offset site.



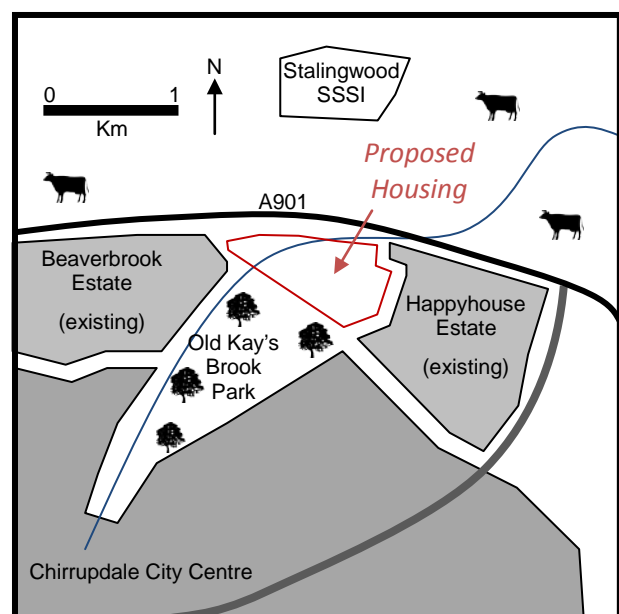
# New housing at Chirrupdale

## Development project proposal

1. In order to cater for the City's growing population, Chirrupdale City Council aims to provide 1,600 homes on a 60 ha site just inside the City's green belt.
2. The development would comprise high density 'affordable' homes, shops and floodlit 'Astroturf' sports pitches. Pending planning approval, construction would start in 2025.
3. The new homes would be of a 'low-carbon' design, but would be connected to the City's water, electricity and sewerage network.
4. To protect against flooding, Old Kays Brook, which flows through the site, would be placed in a culvert.
5. The proposed development would require the closure of a Go-Karting track that occupies part of the proposed development site. The track is popular among the City's young people.
6. The development would also lead to the loss of 20 allotments.

## Development site

7. The site comprises recreational land used informally by local people (especially young people) and dog walkers, as well as the Go-Karters.
8. Most of the site is currently occupied by birch scrub and heathland.
9. To the north of the site is Green Belt agricultural land. Housing estates are situated to the east and west.
10. The 25 ha Stalingwood SSSI is the nearest site of designated conservation value. It lies 1 Km to the north of the development site. It consists of mature dry heath with patches of birch scrub. According to ecologists, the condition of 10 ha of the site is declining due to recent fires, linked to suspected arson. As part of its new 'offset credit bank', a national conservation charity is two years into a ten-year plan to restore the area currently in declining condition.



## Environmental impact

11. An ecological survey report commissioned by the Council notes the importance of vegetation across the proposed development site in providing suitable habitat for a wide variety of birds and reptiles.
12. Records dated prior to the development of the Go-Karting Track show that the woodlark, nightjar and a range of reptiles had been present at the development site.
13. The site plays an important role in regulating the flow in the Old Kays Brook on its route south towards the City Centre.
14. A recent student project showed how the pools of Old Kays Brook removed phosphorous resulting from agricultural runoff upstream. The proposed culvert would lead to the loss of these pools.

## Biodiversity offset proposal

15. The Council has outlined a biodiversity offset proposal that focuses on restoration of the 10 ha area of Stalingwood that was previously in a declining condition.
16. The offset site was selected from the 'offset credit bank' formed by a consortium of conservation charities.
17. A 100 year agreement between the land owner and a conservation group has been established to protect the site.
18. The offset provides a key opportunity to compensate for the loss of dry heath and birch scrub due to the proposed development.
19. Woodlark and nightjar have been observed at the site since restoration work commenced two years ago.



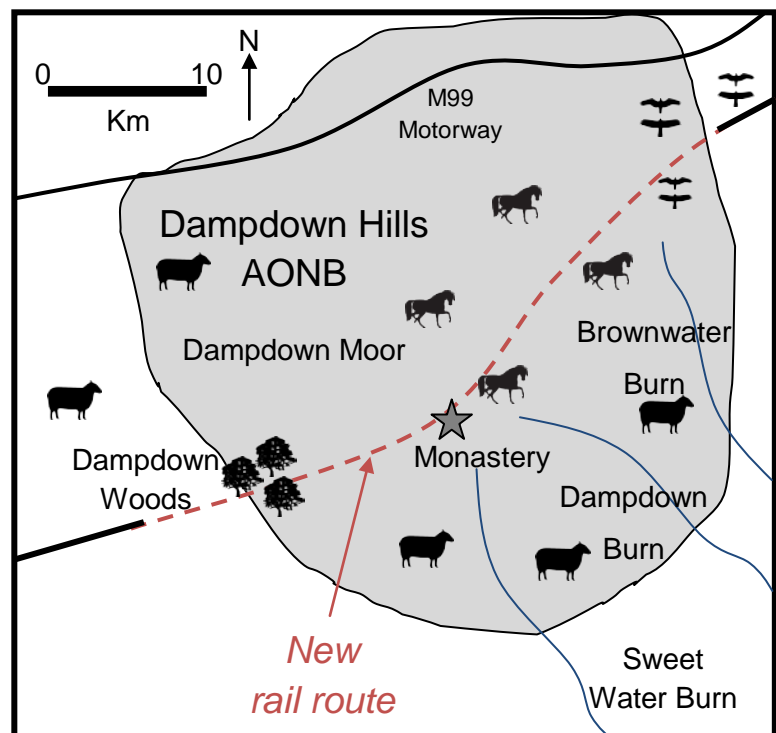
# High speed rail section

## Development project proposal

1. Swift Rail Ltd. has laid out detailed plans for the construction of a 50 km section of a new high speed rail link between Manchester and Edinburgh.
2. The plan is to build three new lines of track with overhead power lines, three maintenance yards and nine electricity sub-stations.
3. The route includes two 500 m long tunnels through hills and 3 km of deep cuttings. The excavated rock will all be used in creating railway embankments.
4. The proposed section is one of the last remaining parts of the Preferred Route for the London to Scotland rail link to commence construction.

## Development site

5. 20 miles of the rail section will pass through land used for sheep grazing since the 17<sup>th</sup> Century. Due to the shallow stony soils, this land is classed as 'very poor quality agricultural land'.
6. The remainder of the route will pass through the peatlands of Dampdown Moor.
7. The Moor is home to a group of wild ponies which inspired the popular children's novel 'Filly and Friends'.
8. Most of the proposed route is situated within the Dampdown Hills Area of Outstanding Natural Beauty, characterised by the flat Dampdown Moor, together with valleys lined with elongated fields.
9. The railway will pass within 500 m of 30 farmsteads and within 100 m of a Monastery.



## Environmental impact

10. A 20 ha strip through the middle of Dampdown Woods will be removed during railway construction. Although not protected in law, the private Woods are regarded as the best remaining examples of the oak and birch woodland in the area.
11. Construction of the tunnels and cuttings, together with trackside drainage will lead to the loss of 100 ha of blanket bog on Dampdown Moors.
12. While the railway will split the pony herd on the Moors into two, the pony population on the Moor is expected to continue to grow.
13. Monitoring data from a similar high speed rail project abroad suggests that the power lines and noise from the railway will reduce the local Red Kite population by 10 to 30 pairs.

## Biodiversity offset

14. The Strategic Environmental Assessment for the London to Scotland high speed railway (of which this forms a section) recommended biodiversity offset credit sites being secured prior to Parliamentary approval of the Preferred Route.
15. For the 50 km section being developed by Swift Rail Ltd., the following was agreed:
  - a. The extension by 50 ha of two areas of ancient oak and birch woodland in Snowdonia National Park. Planting for the purposes of offset creation commenced ten years ago. A conservation trust has been established to manage the new woodland in perpetuity.
  - b. The purchase of 200 ha of moorland on Mainland Shetland, where drainage ditches have been removed and peat cutting stopped so as to enable the return of 50 ha of blanket bog. The site is ten years into a 50 year restoration programme. The restoration works have already been associated with an increase in the number of breeding pairs of Red Kite from 20 to 100.

