



MINISTRY OF DEFENCE

Mr Graeme Thorpe
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe
Lancashire
BB7 2RA

Defence Infrastructure Organisation

Richard Maisey
Safeguarding Assistant
Safeguarding - Wind Energy
Defence Infrastructure Organisation
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL

Telephone: 0121 311 2025
Facsimile: 0121 311 2218
E-mail: DIOOpsNorth-LMS7a2a1@mod.uk

Your Reference: 3/2012/0526

Our Reference: DIO/SUT/43/10/1/17237

1st October 2012

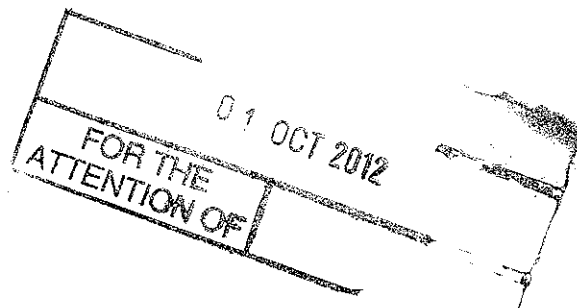
Dear Mr Thorpe

DIO Reference Number: 17237

Site Name: Laneside

Site Address: Pendleton, Lancashire

Planning Application Number: 3/2012/0526



Thank you for consulting the Ministry of Defence (MOD) about the above planning application dated 14th September 2012.

I am writing to inform you that the MOD objects to the proposal. Our assessment has been carried out on the basis that there will be 1 turbine, 21.954 metres in height from ground level to blade tip and located at the grid reference below as stated in the planning application or provided by the developer:

Turbine	100km Square letter	Easting	Northing
1	SD	77272	41048

Air Traffic Control (ATC) Radar

The turbine will be 38.7 km from, in line of sight to, and will cause unacceptable interference to the ATC radar at Warton.

Wind turbines have been shown to have detrimental effects on the performance of MOD ATC and Range Control radars. These effects include the desensitisation of radar in the vicinity of the turbines, and the creation of "false" aircraft returns which air traffic controllers must treat as real. The desensitisation of radar could result in aircraft not being detected by the radar and therefore not presented to air traffic controllers. Controllers use the radar to separate and sequence both military and civilian aircraft, and in busy uncontrolled airspace radar is the only sure way to do this safely. Maintaining situational awareness of all aircraft movements within the airspace is crucial to achieving a safe and efficient air traffic service, and the integrity of radar data is central to this process. The creation of "false" aircraft displayed on the radar leads to increased workload for both controllers and aircrews, and may have a significant operational impact. Furthermore, real aircraft returns can be obscured by the turbine's radar returns, making the tracking of conflicting unknown aircraft (the controllers' own traffic) much more difficult.

MOD Safeguarding wishes to be consulted and notified about the progress of planning applications and submissions relating to this proposal to verify that it will not adversely affect defence interests.

I hope this adequately explains our position on the matter. Further information about the effects of wind turbines on MOD interests can be obtained from the following website:

MOD: <http://www.mod.uk/DefenceInternet/MicroSite/DIO/WhatWeDo/Operations/ModSafeguarding.htm>

Yours sincerely

Richard Maisey
Safeguarding Assistant – Wind Energy
Defence Infrastructure Organisation

SAFEGUARDING SOLUTIONS TO DEFENCE NEEDS