



Defence Infrastructure Organisation

Your Reference: CONC/3/2012/1021

Our Reference: 17643

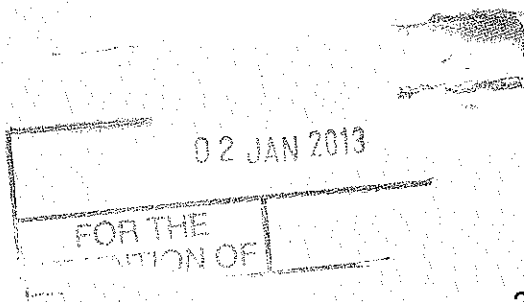
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Graeme Thorpe
Planning Officer
Ribble Valley Borough Council
Council Offices
Church Walk
Clitheroe
Lancashire BB7 2RA



21 December
2012

Dear Mr Thorpe

Please quote in any correspondence: 17643

Site Name: The Hills Farm

Planning Application Number: 3/2012/1021

Site Address: Higher Road, Longridge, Lancashire PR3 2YX

Thank you for consulting the Ministry of Defence (MOD) about the above planning application in your communication dated 22 November 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, 34.5 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	62257	38552

Air Traffic Control (ATC) Radar

The turbine will be 23.932 km from, detectable by, 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

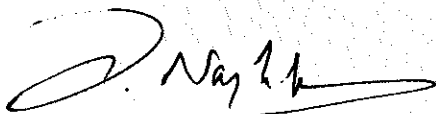
achieving a safe and efficient air traffic service, and the integrity of radar data is central to this process. The creation of "false" aircraft displayed on the radar leads to increased workload for both controllers and aircrews, and may have a significant operational impact. Furthermore, real aircraft returns can be obscured by the turbine's radar returns, making the tracking of conflicting unknown aircraft (the controllers' own traffic) much more difficult. This turbine lies within the instrument pattern where Air Traffic Controllers vector aircraft for arrival to Warton.

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

A handwritten signature in black ink, appearing to read 'D. Naylor-Gray', with a long horizontal flourish extending to the right.

David Naylor-Gray
Safeguarding Officer – Wind Energy
Defence Infrastructure Organisation

SAFEGUARDING SOLUTIONS TO DEFENCE NEEDS