

turbines. From the above, it follows that turbines which are visible to radar have both operational and air safety implications. The fact that controllers have successfully managed to work around these implications so far cannot be taken as a reason to sanction additional turbine interference.

Paragraph 5.2 is not the case. Please see above.

With regard to the request that we monitor the detectability of existing turbine developments; checking if other turbines in the area are detected is not an accurate methodology.

There may be many reasons why turbines are or are not showing on a particular day; they may not be operating; the speed may be too slow or the direction they are facing may be giving a poor radar cross section. There are also occasions when radars detect turbines - due to atmospheric effects - which may not be predicted as line of sight.

Additionally the MOD does not have the resources required to visit radar sites to make comparative checks like this as and when requested. The use of a software based prediction tool is consistent, fair and repeatable.

I hope that this addresses all of the issues raised by the report. If you would like to discuss any of the above in further detail, please do not hesitate to contact me.

Kind regards

Safeguarding Officer - Infrastructure Professional Services
- Safeguarding

DIO Operations Development and Coherence

Defence

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Organisation

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-----Original Message-----

From:

Sent: 06 March 2014 16:49

To: DIO ODC-IPS SG2

Subject: Hill of Lychrobbie wind turbines your ref: 19464

I am writing in regards to a recent objection from the MOD to the proposed Lychrobbie wind turbines, your reference 19464, planning application reference number 13/04194/PUL. For this application Wind Harvest is acting as an agent on behalf of the two landowners who have decided to make this project a community project by giving two of the three wind turbines to local community.

With the refusal at appeal of the Dunbeath wind farm, the Hill of Lychrobbie wind turbines represent an important chance for the community to benefit

and contribute to the low carbon economy. An aviation consultant has been commissioned to study the case closely and the report is attached. It suggests that there is merit in looking at the circumstances in more detail and I request that the assessment is revisited by the MoD with a view to lifting the objection, as per the attached report.

This project has a great deal of local support, including from the Member of Scottish Parliament for the area, Rob Gibson, and I have included his letter of support.

Regards,

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Wind Harvest