

From: DIO ODC-IPS SG2a
Sent: 29 October 2014 10:05
To:
Subject: RE: Hill of Lychrobbie DIO19464

I acknowledge receipt of your request. This has been routed through the appropriate channels and you will receive a response within the statutory time frame.

Kind regards

Safeguarding Officer - Infrastructure Professional Services -
Safeguarding
DIO Operations Development and Coherence
Defence
Infrastructure
Organisation

Telephone: MOD Telephone. **Fax:**
Email: DIOODC-IPSSG2a
Website: www.gov.uk/mod-safeguarding

From:
Sent: 29 October 2014 09:50
To: DIO ODC-IPS SG2a
Cc:
Subject: Re: Hill of Lychrobbie DIO19464

I take it from your response that there is no mention of Hill of Lychrobbie in any documentation associated with the review.

To confirm exactly what was, or was not, assessed, I wish to submit the following freedom of information request:

1. Copies of all communications including emails and file notes relating to the review of RAF Lossiemouth ATC carried out by RAF 1 Group Safeguarding SMEs in May 2014.
2. A copy of the report of the review of RAF Lossiemouth ATC carried out by RAF 1 Group Safeguarding SMEs in May 2014.

Regards

Wind Harvest Limited

On 29 Oct 2014, at 09:13, DIO ODC-IPS SG2a

25/06/2015

wrote:

The decision to object to the Hill of Lychrobbie development pre-dates the review. I attached the RAF's notification to DIO. The review set out to identify where we could withdraw our objection to developments; we have maintained our objection to Lychrobbie, so the Lychrobbie development does not specifically figure in the outcome of the review.

I have taken advice from our radar specialist and ATC SME on your suggestions that the scope of the development may be reduced or that the turbine might be lined up away from the radar head. I am afraid their conclusion is that neither of these options would provide viable mitigation. Our radar specialist comments as follows:

"Given my experience of observing wind turbines on radar displays I don't believe that it would be possible to 'hide' turbines behind one another. If the turbines were aligned to always face the radar, their rotation was precisely synchronised and the second turbine was within the radar shadow of the first one then it may be that a single return would be observed. In this configuration however it is also likely that the radar shadow would extend much further than for a single turbine."

Kind regards

! Safeguarding Officer - Infrastructure Professional Services -

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Telephone: | **MOD Telephone:** | **Fax:**
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From: _____
Sent: 24 October 2014 16:14
To: DIO ODC-IPS SG2a
Subject: Re: Hill of Lychrobbie DIO19464

This does seem surprisingly vague.

Can you confirm whether there is, or is not, a specific reference to Hill of Lychrobbie in the report of the review of RAF Lossiemouth ATC carried out by RAF 1 Group Safeguarding SMEs in May 2014?

Regards

Wind Harvest Limited

25/06/2015

On 24 Oct 2014, at 15:47, DIO ODC-IPS SG2a wrote:

We spoke earlier in the week and you asked if you could have site of the assessment of the impact of the Lychrobbie assessment which came out of the Lossiemouth review.

The RAF have asked me to draw your attention to the following section from the Burn of Whilk assessment previously provided:

“During this visit, the ATC SMEs observed that there was an area of multiple primary radar returns that was constantly changing shape and size in the vicinity of the Burn of Whilk development. These returns cause a significant problem for RAF Lossiemouth Air Traffic Controllers when controlling aircraft inbound to the airfield from the north and north-east, particularly when other aircraft are routing in and out of Tain Range. This impacts on the provision of Air Traffic Services to aircraft operating in the Moray Bowl and the provision of Lower Airspace Service (LARS) in the area. LARS is used to help separate different flying activities and enhance flight safety in a given area. This service is available to any aircraft operating in uncontrolled airspace, from ground level up to 10,000 ft, within a 40 nm radius of Lossiemouth; however, services are often provided under the LARS scheme to aircraft beyond these limits. LARS is regarded as a very important service which is sponsored by the Department for Transport (DfT) and is determined by the Assistant Director Airspace Policy 2 (ADAP2) as key to enhancing the levels of safety of the airspace in an area that can be busy with a mixture of aviation activities.”

This rationale also applies to the Lychrobbie turbines.

Kind regards

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25/06/2015