

From: DIO ODC-IPS SG2a ()
Sent: 19 September 2014 09:57
To:
Subject: Release-authorised: Hill of Lychrobbie wind turbines

I confirm receipt of your email.

This has been passed to our RAF AIC Subject Matter Experts for comment. I will get back to you as soon as I have their response.

Kinds regards

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

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

From:
Sent: 18 September 2014 16:43
To: DIO ODC-IPS SG2a ()
Cc:
Subject: Re: Hill of Lychrobbie wind turbines

Thanks for the response.

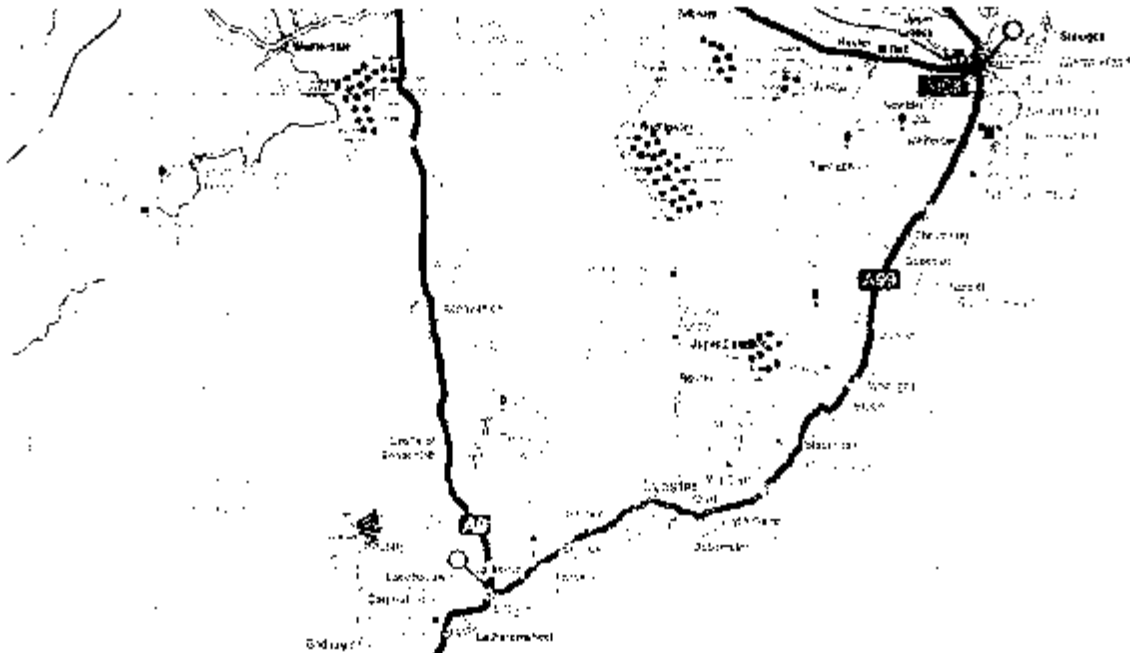
I understand that the review of RAF Lossiemouth by 1 Gp Safeguarding SMEs in May 14 identified issues with the operational turbines in the vicinity of the Burn of Whilk development, which is currently under construction. It seems to us that the operational impact of the Houstry / Buolfruch turbines, about 3km north of Lychrobbie, is equally if not more relevant to our project. Given that the SMEs presumably assessed Houstry / Buolfruch during their review of RAF Lossiemouth, we'd appreciate a summary of their conclusions.

The attached plan shows our understanding of the local situation for reference (Burn of Whilk in red, operational turbines in blue, Hill of Lychrobbie in yellow).

The other follow up question I had was whether mitigating the detectability of the Hill of Lychrobbie project could be possible and might address operational concerns. We may be able to line up the turbines for example so they 'hide' behind each other when viewed from the radar, or drop from 3 to 2 turbines if that made a difference to the returns / interference.

You can tell we're trying to explore all avenues as the community is really relying on this project going ahead in some form. I'd appreciate if you could make sure this is factored into the overall decision on acceptability.

Regards



Wind Harvest Limited

On 17 Sep 2014, at 11:49, DIO ODC-IPS SG2a

> wrote:

Thank you for your email,

1. The level 3 assessment was undertaken in response to your suggestion that intervening buildings might provide shielding. The buildings have been taken into account.
2. Your email of 11 June 2014 specifically asked for observations on the impact of the Burn of Whitt development and not the Hauxley/Burton development.
3. Our objection was raised as a result of an assessment of the operational impact of the Lychobbe turbines being detectable by the Lossiemouth radar.

Our decision to withdraw our objection to Upper Smaral was based on the fact that in 2010 detectability was deemed to be manageable from an operational perspective. Please see my email of 22/04/14.

Kind regards

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

Telephone: **MOD Telephone:** **Fax:**
 Email:
 Website: www.gov.uk/mod-53160351000

Date: 17 September 2014 15:20
 To: DIO ODC-IPS SG2a
 Subject: [REDACTED] of Lychobbe wind turbines

Thanks for the prompt reply. I've asked [redacted] to review the information you have provided and hope to be able to revert this week with his questions / observations.

I do have some immediate questions from my own reading of the documents:

1. Does the Level 3 assessment take account of buildings / obstacles in the immediate vicinity of the radar as this was one of the factors raised in the Spaven report.
2. Did the May 14 review of Lossiemouth identify any issues with the Housty / Burnforth development in the vicinity of our proposed turbines - this seems more relevant to our proposal than issues with the Burn of Whilk.
3. Section 6 of the Lychrobbie Level 2 assessment recommends that Ops Staff check whether Lychrobbie is an area of vital air traffic operations controlled by Lossiemouth. We don't have any information on this to date at this stage, was a formal assessment of this made?

In terms of your question re my statement on the relative detectability of Upper Smerral and Lychrobbie, it was based on the fact that Upper Smerral proposed more turbines than Lychrobbie (4 versus 3), at a higher tip height (82m versus 74m) and a greater altitude (166-187m AOD versus 140-146m AOD). The difference in distance to the radar for Smerral is ~1.5km further from the radar and bearing (~1 degree) soon relatively trivial compared to these larger physical differences. Does this relative detectability have a bearing on your objection to Lychrobbie?

Regards

Wind Harvest Limited

On 12 Sep 2014, at 11:05, DIO ODC-PS SG2a [redacted]

[redacted] wrote:

Please find attached a redacted version of the Level 2 report for Hill of Lychrobbie. A Level 3 report has been carried out. Our Level 3 reports are carried out using a spreadsheet calculation tool. The tool cannot be released as it includes classified information. The calculation has concluded that the turbines are around 6 dNm above the detection threshold of the Watchman. This is a significant amount.

I also attach an operational impact assessment for the turbines at Burn of Whilk.

You state you know that the Hill of Lychrobbie turbines would be less detectable than the turbines at Upper Smerral would have been. Please provide details of the calculations used to come to this conclusion.

I believe that you have been provided with Level 1 and Level 2 assessments that you requested relating to other developments in the vicinity.

With regard to your request to visit RAF Lossiemouth to discuss operation matters with Air Traffic Control staff there, I can advise that a visit to RAF Lossiemouth is neither relevant or appropriate as the operational staff at the Station do not assess the wind turbine applications. It is the Defence Infrastructure Organisation that administers the wind farm assessment process and we have a team of technical advisors within the MOD including a wind farm team within the RAF who are responsible for carrying out the assessments. If you wish to come to Sutton Coldfield and discuss the matter with them here, that could be arranged. Please provide dates when you would be available.

Kind regards

Safeguarding Officer - Infrastructure Professional Services - Defence

DIO Operations Development and Coherence
Defence
Infrastructure
Organisation

Telephone:

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Fax:

Email:

Website: www.gov.uk/mod-safeguarding

25/06/2015

From: _____
Sent: 03 September 2014 09:27
To: DIO ODC-IPS SG2
Cc:
Subject: Re: Hill of Lychrobbie wind turbines FAO: I

Its over a week since I sent the emails below and I haven't had a response. Could you confirm you've received my requests.

Wind Harvest Limited

On 27 Aug 2014, at 18:39, _____ - wrote:

One point to add to my previous email - the DIO letter of 28 July states that you have a Level 2 assessment for Hill of Lychrobbie. I would appreciate if you could provide the Level 2 assessment report to us now, followed by the Level 3 assessment when this is completed.

Regards

Wind Harvest Limited

On 27 Aug 2014, at 16:52, _____ > wrote:

I refer to my emails of 11th June 2014 and 1st July 2014 requesting a Level 3 assessment for Hill of Lychrobbie. Can you confirm when this will be available? We know that the Hill of Lychrobbie turbines are less visible than Upper Smerral, and hence must be borderline detectable at best, so you can understand why we keep for DE to undertake the more detailed analysis.

I refer to your email of 1st July stating that you have passed our request for a meeting with Lossiemouth ATC staff to the RAF. Have you had any response? If the Level 3 assessment shows some degree of visibility we would hope that the associated operational impact could be properly assessed through discussion with Lossiemouth directly.

It would be useful to have the Level 3 results during September as we expect the application to be taken to the October planning committee. The MoD is the only objector to the project, which has significant local and political support. I'm sure you would agree that it would be preferable if the MoD presented a fully considered position to the council on this important community project.

It may also be worth noting that Upper Smerral was refused and not appealed, while the subsequent Newlands of Housley project on the same site was refused and has just passed its decision for appeal, so our previous projects should not be a factor.

Regards

Wind Harvest Limited

25/09/2015

On 1 Jul 2014, at 17:03,

wrote:

Thanks for the quick response. Clearly, given the discussion we are having we need to see the results of a Level 3 assessment for Lychrobbie, if that has not already been done. We still consider that it is important for us to see the Level 3 radar assessment results which were done for the other projects nearby - Upper Smerrall, Lower Rumster, Upper Clyth and Burn of Whilk - and I would be grateful if you could forward those as well. Regards On 1 Jul 2014, at 14:02, DIO ODC-IPSSG2@ wrote:

My email of 22/04/14 did not state that we had carried out a level 3 assessment of impact of The Hill of Lychrobbie development on the Lossiemouth radar. It simply stated our radar expert had concluded that the buildings would not provide shielding. I have asked him to confirm the assessment method that he used to arrive at this conclusion.

My email also made no mention of level 3 assessments for Upper Smerrall, Lower Rumster, Upper Clyth or Burn of Whilk. Decisions for all of these developments were made on the basis of Level 1 or Level 2 assessment.

We do not hold a copy of the RAF's operational assessment for Burn of Whilk on file.

I will pass your request for a site visit on to the RAF.

Kind regards

Safeguarding Officer - Infrastructure Professional Services - Safeguarding
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Email:
Website: www.gov.uk/mod-safeguarding

Please respond to the email below.

Regards

Begin forwarded message:

From:
Subject: Hill of Lychrobbie wind turbines FAO:
Date: 11 June 2014 17:12:12 GMT+01:00
To: DIOODC-IPSSG2@
Cc:

Thank you for your response of 22nd April 2014 re our community wind cluster at www.gov.uk/mod-safeguarding.

Please forward a copy of the ADATS Level 3 assessment of the Lychrobbie development and its conclusion re lack of shielding.

We also require copies of the other Level 3 assessments for the projects at Upper Smerrall (at 84m), Lower Rumster, Upper Clyth, Burn of Whilk) to check against Lychrobbie.

Further, we also require a copy of the HQ Air Command operational assessment for Burn of Whilk is currently under construction but if it is in fact operational it is a priority for us to see it.

25/06/2015

operationally acceptable?

Once we have reviewed this information we may need to visit RAF Lossiemouth to discuss operational matters with ATC staff there. I'm sure you wouldn't object to this direct approach, given how useful it would be and the fact that Defence Estates does not have the manpower to undertake such visits itself.

It may also be relevant that the Newlands of Housty project (which replaced the refused Upper Smerral project) has now itself been refused.

Regards

Wind Harvest Limited

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www.windharvest.co.uk

<20140612 ADATS report redacted.doc><20140812 Burn of Whilk assessment.doc>