

Electricity Act 1989 (Sections 36 and Schedule 8)  
Town and Country Planning Act 1990 (Section 90)  
The Electricity Generating Stations and Overhead Lines (Inquiries Procedure)  
Rules 2007

Public Inquiry to consider Section 36 Electricity Act 1989 Application by  
Steadings Wind Farm Ltd for consent and deemed planning permission to  
construct and operate a wind farm at Kirkwhelpington, Northumberland  
(Known as Steadings)

SUMMARY PROOF OF EVIDENCE OF

KENNETH GWYNNE JAMES BSc

BRASEC, on behalf of Steadings Wind Farm Ltd

BERR Reference: GDBC/001/00278C

Tynedale Council Reference: 20060540

Northumberland Council Reference: 06/00023/CPC

18 January 2008, for Inquiry starting 15 January 2008

## **1 Qualifications and Experience**

- 1.1 My name is Kenneth James. I have a degree in Mathematics, and have over 40 years of experience in the fields of Radars related systems. Further details are covered in Sections 1 and 2 of my Proof of Evidence.

## **2 Purpose and Scope of Evidence**

- 2.1 I have been retained by Steadings Wind Farm Ltd to provide radar-related advice on the potential effects of the proposed wind farm on Air Traffic Control and Electronic Warfare Training activities conducted by air traffic service providers in the area, and to advise on practical means for minimising these impacts.
- 2.2 My evidence should be read in conjunction with those of Messrs Trott and Spaven, and the draft Aviation Report appended to Mr Spaven's.
- 2.3 My evidence describes the types of radars used for air traffic control purposes and the techniques used in them to try to minimise the amount of radar clutter appearing on the controllers' displays. It explains why some types of clutter, including but not limited to wind turbines, sometimes defeat these techniques.
- 2.4 It goes on to describe how the appearance of windfarm-generated clutter on an air traffic control display differs from that of a true aircraft track. I explain how readily-implementable changes to the background map on the display can be used to remind the air traffic controller of the areas where wind farm clutter might be observed, to help reinforce the distinction between aircraft and clutter. I further explain how, if necessary, an existing but more distant radar could provide clutter-free coverage of the airspace above the windfarm.

## **3 My Conclusions**

- 3.1 Based on my experience in the areas of radars and their associated processing and display systems and the potential availability of practical measures such as those I have outlined, I do not consider that there is any justification for refusing Steadings, in isolation or cumulatively, on radar grounds.