

**ELECTRICITY ACT 1989 (SECTION 36 AND SCHEDULE 8)
TOWN AND COUNTRY PLANNING ACT 1990 (SECTION 90)
THE ELECTRICITY GENERATING STATIONS AND OVERHEAD LINES
(INQUIRIES PROCEDURE) (ENGLAND AND WALES) RULES 2007**

**PUBLIC INQUIRY TO CONSIDER SECTION 36 ELECTRICITY ACT 1989
APPLICATION BY STEADINGS WIND FARM LIMITED FOR CONSENT AND
DEEMED PLANNING PERMISSION TO CONSTRUCT AND OPERATE A WIND
FARM AT KIRKWHELPINGTON, NORTHUMBERLAND (KNOWN AS
STEADINGS)**

SUMMARY PROOF OF EVIDENCE OF

MALCOLM SPAVEN, M.A., M.Sc

ON BEHALF OF STEADINGS WIND FARM LIMITED

AVIATION

BERR REFERENCE: GDBC/001/00278C

TYNEDALE COUNCIL REFERENCE: 20060540

NORTHUMBERLAND COUNCIL REFERENCE: 06/00023/CPC

1. Qualifications, experience and scope of evidence

1.1 My name is Malcolm Spaven. My qualifications and experience are set out in section 1 of my main proof.

1.2 The scope of my evidence is set out in section 2 of my main proof.

2. Effects of wind turbines on aviation

2.1 The only potential effect of wind turbines on aviation which is of relevance to the Steadings proposal is that concerning primary radar.

3. Potential impact on Newcastle International Airport (NIA)

3.1 Analysis of the potential for the Steadings development to affect NIA is contained in section 4 of the aviation report and section 5 of my main proof of evidence.

3.2 The Steadings wind farm, whether on its own or cumulatively with the Green Rig and Ray developments, would not have a significant impact on NIA. Steadings is not located in an operationally significant area for NIA.

4. Potential impact on NERL Great Dun Fell radar

4.1 Analysis of the potential for the Steadings development to affect the NERL Great Dun Fell radar is contained in section 5 of the aviation report and section 6 of my main proof.

4.2 The Steadings wind farm, whether on its own or cumulatively with the Green Rig and Ray developments, would not have a significant impact

on the NERL Great Dun Fell radar. All civil traffic being controlled using this radar is inside controlled airspace and transponder-equipped. Most military aircraft will not require vectoring round the wind farm.

5. Potential impact on operations at Spadeadam Electronic Warfare Training Range (SEWTR)

5.1 Analysis of the potential for the Steadings development to affect operations at the SEWTR is contained in section 6 of the aviation report and section 7 of my main proof.

5.2 The Steadings wind farm, whether on its own or cumulatively with the Green Rig and Ray developments, would not have a significant impact on operations at SEWTR. Most aircraft using the range do not receive a radar service; those that do mostly would not require vectoring around the wind farm; any clutter generated by the wind farm is not a concern for aircraft operating inside controlled airspace; and data from the Lowther Hill radar, which cannot see the turbines, is already available to controllers at Spadeadam.

6. Aviation lighting

6.1 There is no requirement for aviation lighting on the Steadings turbines.

7. Conclusions

7.1 I conclude from all the available evidence that

- ▶ the only potential effect on aviation from the Steadings turbines which may occur is that on primary radar;

- ▶ while the Steadings turbines may generate effects on the Newcastle, Spadeadam and Great Dun Fell radars, tried and tested operational measures are available which ensure that any such effects remain at an acceptable level;
 - ▶ although technical measures are not required, there is a range of such measures available which could be applied if deemed necessary to satisfy any remaining concerns from aviation objectors;
 - ▶ any residual, substantive concern can be dealt with here by an appropriately worded condition.
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