

## 15. Impact on landscape character – conservation

The Parish Council has noted that the Conservation Officer in her report dated 21 May 2015 considers that harm will be done to a wide range of heritage assets and their settings by this proposal and that the primary view across the fen from the Haddenham Conservation Area will be *“fundamentally altered by the introduction of 3 turbines. In this particular part of the conservation area, I would say that the impact would be med /high and would cause harm to the character and appearance of the conservation area.”*

## 16. Impact on landscape character – NPA Report Landscape & Visual Review

We have reviewed the independent study by Nicholas Pearson Associates, NPA, commissioned by East Cambs. District Council to validate both the original submission by the Applicants prepared by LUC Consulting and the SBFWF-commissioned Landscape Report by Gillespies. The sixty-page NPA document presents a critical and independent review of the two landscape assessment reports.

We have noted the findings from the NPA report indicating the sometimes misleading, sometimes inaccurate and sometimes inconsistent nature of the LUC document.

It should be noted that in 80 of 113 numbered paragraphs in the main body of their report, NPA either criticised, questioned, required clarification or corrected the LUC document and its findings.

Clearly the Parish Council have not detailed all the findings but it is clear that from the issues/errors raised that it is clear that the LUC review of Landscape does not provide a satisfactory review of the major impact that this development will have on the landscape and clearly this is a substantive.

## 17. Impact on Aviation – Cambridge Airport

The Airport Safety Manager at Cambridge Airport, states the following in their schedule of planning conditions (24/03/2015):

*“No development shall commence until Radar Mitigation Scheme has been submitted to and approved in writing by the Local Planning Authority.”*

However we have noted that the Department of Energy and Climate Change - Aviation Plan 2015 – *“there is no universal solution to mitigating the impact of wind turbines on radar.... There is not one technical mitigation solution that meets operational needs and satisfies safety and regulatory requirements in every circumstance.”*

We also note that the Cambridge Airport submission is completely consistent with the formal objection lodged by the Defence Infrastructure Organisation for the MoD on 22 August 2014.

## 18. Wind Turbines – Berry Fen – Benefits?

It is obviously important that both sides of the planning balance must be assessed with the same degree of rigour to enable an informed planning decision based on all the facts. We note that although there is information submitted in the Applicant's Environmental Statement, there is a clear lack of any credible analysis of the quantity of electricity that will be generated by the proposed turbines. The actual site-specific wind capacity data is not available as noted under our wind data note. We understand that a decision to determine the Planning Balance is to be made based on a range of capacities given by the Applicant as evidence that the claimed benefits outweigh the significant impacts. We believe this is not acceptable and request additional