



Defence Infrastructure Organisation

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Application Ref: EN010115

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6 March 2025

Dear Grahame

This letter updates the Ministry of Defence (MOD) Safeguarding position with regard to the proposed Five Estuaries Wind Farm project. A previous letter, dated 31 October 2024, setting out the MOD position was provided to the Examining Authority.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the MOD as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, technical sites or maritime defence assets and interests.

With regard to the onshore element, the MOD has identified that the onshore cable route will pass through a Statutory Safeguarding Zone associated with a technical asset which contributes to Air Traffic Management designated East 2 Wide Area Multilateration (WAM) Network.

On 25 November 2025 the MOD was provided with additional information regarding the specific implementation method and machinery/equipment/plant that will be used during installation. The applicant provided this information in documents titled "UK_FES_EX_MoD_Area_of_Interest_v1" and "Plant dimensions final". This information has been assessed and the MOD is content that the construction and installation of the onshore cable route does not introduce a detrimental effect on the East 2 WAM Network. Therefore, the MOD no longer has a need for the submission and approval of this information to form the subject of a requirement in any future draft Development Consent Order.

The above only applies to the construction and installation of the onshore cable route and that the relevant sections of the letter dated 31 October 2024 – detailed below for ease (with updated references and information as appropriate) – remain extant, specifically the requirements relating to MOD accredited aviation safety lighting scheme and charting.

Air Defence Radar

The applicant addresses the impact of the proposed development on Military and Civil Aviation through Volume 6, Part 2, Chapter 13 of the submitted Environmental Statement (Application Document Number 6.2.13, Rev. A, dated March 2024). At paragraphs 13.4.15 and 13.4.16 the applicant identifies the potential for the development to be visible to, and detectable by Air Defence (AD) Radars deployed at Remote Radar Head (RRH) Neatishead. It should be noted that the AD Radar previously deployed at RRH Trimingham has been redeployed at RRH Neatishead, and as such RRH Trimingham may be omitted from assessments.

The MOD has carried out assessments based on Rochdale Envelope boundary co-ordinates provided by the applicant and accounting for a maximum blade tip height of 370m Lowest Astronomical Tide (LAT). These assessments concluded that turbines within both the southern and northern array areas will be detectable to the AD Radar at RRH Neatishead but will have no operational impact.

Physical Obstruction

In this case the development falls within Low Flying Area 11 (LFA 11). Within these areas fixed wing aircraft may operate as low as 250 feet or 76.2 metres above sea level to conduct low level flight training. The addition of turbines in this location would introduce a physical obstruction to low flying aircraft operating in the area.

The applicant has sought to address the potential for the development to form an obstruction by adding the requirement at Schedule 2, Part 1, Requirement 3 of the draft Development Consent Order (Document Number 3.1, Revision G dated February 2025). Schedule 2, Part 1, Requirement 3 sets out that the wind farm will be lit to meet MOD aviation safety requirements and stipulates that sufficient information will be provided to ensure the development is appropriately charted. Schedule 10, Part 2, Condition 9 sets out that the Generation Assets will be lit to meet MOD aviation safety requirements and stipulates that sufficient information will be provided to ensure the Generation Assets are appropriately charted. Schedule 11, Part 2, Condition 10 sets out that the Transmission Assets will be lit to meet MOD aviation safety requirements and stipulates that sufficient information will be provided to ensure the Transmission Assets are appropriately charted.

The MOD is content that the requirement and conditions set out above would be sufficient to address the impact of the development on the Physical Obstruction of low flying aircraft.

Export cables

The applicant has provided details of a cable routeing corridor which runs from the proposed wind farm to make landfall between Holland-on-Sea and Frinton-on-Sea on the Essex coast. Onshore cables would then run to a new substation on land to the east of Ardleigh and north of Great Bromley.

The potential presence of unexploded ordnance (UXO) has been identified as being relevant to offshore cable installation and intrusive works in paragraphs 1.4.10 to 1.4.13 of Volume 6, Part 2, Chapter 1: Offshore Project Description of the applicant's Environmental Statement (Application Document Number 6.2.1, Rev. A, dated March 2024). The applicant has proposed that detailed pre-construction surveys would be employed to identify and then address the potential presence of UXO prior to the installation of cables and other intrusive works that may be undertaken in the maritime environment.


Summary

In summary, the MOD does not object to the proposed development on the basis that requirements relating to MOD accredited aviation safety lighting scheme and charting will form part of any Development Consent Order.

I trust this adequately explains our position on this matter.

Yours sincerely,

A large black rectangular redaction box covering the signature of the Assistant Safeguarding Manager.


Assistant Safeguarding Manager