



Defence Infrastructure Organisation

██████████
Assistant Safeguarding Manager
Ministry of Defence
Safeguarding
Defence Infrastructure Organisation
St George's House
DMS Whittington
Lichfield, Staffordshire
WS14 9PY
United Kingdom

Application Ref: EN010119

Telephone: ██████████

Our Reference: DIO10052359

E-mail: DIO-Safeguarding-Wind@mod.gov.uk

Wendy McKay
National Infrastructure Planning
Temple Quay House
2 The Square
BRISTOL
BS1 6PN

4 March 2025

Dear Wendy

NOTICE OF ACCEPTANCE OF AN APPLICATION FOR A DEVELOPMENT CONSENT ORDER BY THE PLANNING INSPECTORATE (ON BEHALF OF THE SECRETARY OF STATE FOR HOUSING, COMMUNITIES AND LOCAL GOVERNMENT) UNDER SECTION 56 OF THE PLANNING ACT 2008

This letter updates the Ministry of Defence (MOD) Safeguarding position with regard to the proposed North Falls Offshore Wind Farm. A previous letter, dated 18 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, and technical sites or training resources such as the Military Low Flying System.

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 18 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.

The principal concerns of the MOD with respect to this proposed wind farm relate to the potential to create a physical obstruction to air traffic movements.

Chapter 17 Aviation and Radar of the applicant's Environmental Statement (document reference: 3.1.19, Vol. 3.1, Revision 0, dated July 2024) addresses Military Aviation within section 17.5.3. Within that section a number of MOD's technical assets including both Air Defence (AD) and Air Traffic Control (ATC) Radars.

Air Defence Radar

Paragraphs 69 to 71 within section 17.5.3 identify the potential for this proposed wind farm development to impact on the operation and capability of MOD Air Defence Radar (AD) located at Remote Radar Head (RRH) Neatishead and acknowledges that a previous MOD consultation response identified that the wind farm would be detectable. At paragraph 71, the applicant highlights that this potential harm may have been addressed by reducing the array area and wind turbine generator (WTG) size of the wind farm proposed.

The MOD has carried out assessments using the currently proposed wind farm array area (as provided by the applicant by email dated 24 September 2024) and turbine dimensions (Chapter 5 Project Description of the applicant's Environmental Statement [document reference: 3.1.7, Vol. 3.1, Revision 0, dated July 2024]) and can confirm that the wind turbines at this location and height will cause no impact to the AD Radar mentioned.

Air Traffic Control Radar

Paragraphs 66 to 68 within section 17.5.3 identify the potential for the development to impact the operation and capability of MOD Air Traffic Control (ATC) Radars.

At paragraph 67 the applicant identifies that the proposed wind farm would be visible to the Primary Surveillance Radar sited at Wattisham Station. The MOD assessments of the potential impacts has identified that the proposed development would have no operational impact on this radar.

Physical Obstruction

In this case the development falls within Low Flying Area 5 (LFA 5). 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 1, Part 3, Requirement 3 of the draft Development Consent Order (document reference 6.1, Vol. 6, Revision 2 dated February 2025). Schedule 1, Part 3, 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 8, Part 2, Condition 18 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 9, Part 2, Condition 19 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. Schedule 10, Part 2, Condition 18 sets out that the Transmission Assets (Offshore Converter Platform) will be lit to meet MOD aviation safety requirements and stipulates that sufficient information will be provided to ensure the Transmission Assets (Offshore Converter Platform) 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.

Landfall and Export Cables

It is proposed that the export cables will make landfall at Kirby Brook, and onshore export cables would then transport the electricity to the onshore substation located near Ardleigh within the Tendring district of Essex.

Chapter 5 Figures of the applicant's Environmental Statement (document reference: 3.2.3, Vol. 3.2, Revision 0, dated July 2024) provides at Figure 5.2a the proposed Onshore Project Components.

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 black rectangular box redacting the signature of Wendy Talbot.

Wendy Talbot
Assistant Safeguarding Manager