



Defence Infrastructure Organisation

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23 April 2026

Lime Down Solar Case Team,
National Infrastructure Planning
The Planning Inspectorate
Email: limedown@planninginspectorate.gov.uk

Cc Will Threlfall

Your reference: EN010168
Our reference: DIO 10067130

Dear Sir/Madam,

MOD Safeguarding–Central WAM Network and RAF Keevil

Proposal: Lime Down Solar Park Limited (the Applicant) seeks development consent, under the Planning Act 2008, to construct, operate, maintain and decommission a solar photovoltaic (PV) generating station, with a generating capacity of more than 50 megawatts (MW) and associated infrastructure on land largely within the administrative area of Wiltshire Council, with small areas of existing highway within the administrative area of South Gloucestershire Council. The proposal, subject of our application for development consent (the Application), is called Lime Down Solar Park (the Scheme).

Further to our most recent response letter dated 09 January 2026, MOD is now in a position to update our response to the above consultation.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (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.

This application is a Development Consent Order with the applicant seeking approval for the installation of solar photovoltaic (PV) panels and an on-site battery energy storage system (BESS) which will include an underground cable connection to the national grid at Melksham Substation.

Elements of the proposed development occupy the statutory height and birdstrike safeguarding zones that surround RAF Keevil as well as the statutory technical safeguarding zones that surround the Central Wide Area Multilateration (WAM) Network.

Technical site safeguarding zones

Technical safeguarding zones define areas surrounding radars, radio transmitter/ receiver sites and other types of technical installations supporting operational defence or national security requirements within which the heights of development, materials used in construction and introduction of sources of electro-magnetic fields are regulated.

As mentioned in our previous letter, it was noted that part of the preferred routes for the proposed cable route corridor occupies the technical safeguarding zone in place to protect the Central WAM Network. In this area the MOD must be consulted on any development or change of land use.

The section of the cable route corridor that intersects with the Central WAM Network safeguarding zone is the section shown within document *Works Plan September 2025 Rev 1 Sheet 13 of 25*. Since our last letter, a technical assessment has been carried out and concluded that the laying of a cable within this section of the Works Plan and the use of tall construction equipment will not affect the performance of the Central WAM Network.

The MOD therefore has no WAM safeguarding concerns with this development and does not require to be consulted on the detailed design (unless the design extends outside of the cable corridor) or the use of cranes or other tall construction equipment.

Aerodrome height safeguarding zones

Parts of the cable route corridor occupy the RAF Keevil statutory aerodrome height safeguarding zone. Aerodrome height safeguarding zones define areas surrounding aerodromes within which the heights of buildings and structures are regulated to prevent the obstruction of the critical air space encompassing the aerodrome within which the principal take-off, landing and circuiting procedures are contained. This protected airspace is known as the Obstacle Limitation Surface (OLS).

The MOD has no height safeguarding concerns with this development.

Birdstrike safeguarding zone

Parts of the cable route corridor occupy the RAF Keevil statutory birdstrike safeguarding zone. Within this zone, the principal concern of the MOD is that the creation of new habitats, such as open bodies of water, wetland habitats or other forms of habitat creation both temporary or permanent that may attract and support populations of large and/or flocking birds hazardous to air traffic.

The applicant has provided information on how the affected land will be managed and proposed new habitats. The development will not introduce new bird attractants within the birdstrike safeguarding zone so we have no birdstrike safeguarding concerns. I can also confirm that no further engagement on birdstrike safeguarding is required. However, should any BNG habitats be considered to be located within a MOD birdstrike safeguarding zone, the MOD would wish to be consulted on such proposals.

Summary

In summary, the MOD has no objection to the proposed Lime Down Solar Park development and does not require to be consulted on the detailed design of the cable route unless the design goes beyond the cable route corridor.

The MOD must emphasise that the advice provided within this letter is in response to the data and/or information detailed on the Planning Inspectorate website as of the date of this letter. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

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Assistant Safeguarding Manager
DIO safeguarding