



Defence Infrastructure Organisation

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Ministry of Defence
Safeguarding Department
St George's House
DIO Headquarters
DMS Whittington
Lichfield
Staffordshire
WS14 9PY

E-mail: DIO-safeguarding-statutory@mod.gov.uk

www.mod.uk/DIO

27th January 2026

Keadby Next Generation Power Station Project Case Team
National Infrastructure Planning
c/o QUADIENT
69 Buckingham Avenue
Slough
SL1 4PN

Your reference: EN0110001
Our reference: DIO 10062897

Dear Keadby Next Generation Power Station Project Case Team,

MOD Safeguarding – SOSA (Site outside of statutory safeguarding areas)

Proposal: Application by Keadby Next Generation Limited for an order granting development consent for The Keadby Next Generation Power Station Project.

Location: Keadby Power Station, Trentside, Keadby, Scunthorpe, DN17 3EF.

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development. The consultation correspondence was received by this office.

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.

Low Flying

Fixed Wing military low flying training takes place throughout the United Kingdom down to a height of 250ft above ground level and in certain designated areas down to a height of 100ft above ground level. A development containing towers of the height and at the location you propose may

have an impact on low flying operations. We have produced a map which indicates areas in the UK where the MOD is more likely or less likely to object to tower planning applications on the grounds of interference with low flying operations. The following link will take you to this map, which has been produced only for guidance and does not offer definitive advice on the MODs position.

<http://webarchive.nationalarchives.gov.uk/20140802171818/https://restats.decc.gov.uk/cms/aviation-safeguarding-maps/>

In this case the development falls within Low Flying Area 11 (LFA 11), an area within which fixed wing aircraft may operate as low as 250 feet or 76.2 metres above ground level to conduct low level flight training. The addition of **tall and narrow structures such as flue stacks and chimneys** in this location has the potential to introduce a physical obstruction to low flying aircraft operating in the area.

To address this impact, and given the location and scale of the development, the MOD require conditions are added to any consent issued requiring that the development is fitted with MOD accredited Infrared (IR) aviation safety lighting and that sufficient data is submitted to ensure that structures can be accurately charted to allow deconfliction. Suggested condition wordings are set out in Appendix A.

The MOD must emphasise that the advice provided within this letter is in response to the data and information available 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

[Redacted Signature]

[Redacted Name]

Assistant Safeguarding Manager
DIO safeguarding

(Appendix A enc)

Appendix A

Condition - Aviation Lighting (LFA)

Prior to commencing construction of any **tall or narrow structures such as flue masts or chimneys**, or deploying any construction equipment or temporal structure(s) 50 metres or more in height (above ground level) the undertaker must submit an MOD accredited IR aviation lighting scheme for the approval of the local planning authority in conjunction with the Ministry of Defence defining how the development will be lit throughout its life to maintain civil and military aviation safety requirements as determined necessary for aviation safety by the Ministry of Defence.

This should set out:

- a) details of any construction equipment and temporal structures with a total height of 50 metres or greater (above ground level) that will be deployed during the construction of **tall or narrow structures such as flue masts or chimneys** and details of any aviation warning lighting that they will be fitted with; and
- b) the locations and heights of all **tall or narrow structures such as flue masts or chimneys** featured in the development identifying those that will be fitted with aviation warning lighting identifying the position of the lights on the **tall or narrow structures such as flue masts or chimneys**; the type(s) of lights that will be fitted and the performance specification(s) of the lighting type(s) to be used.

Thereafter, the undertaker must exhibit such lights as detailed in the approved aviation lighting scheme. The lighting installed will remain operational for the lifetime of the development.

Reason for condition.

To maintain aviation safety.

Condition - Aviation Charting and Safety Management

The undertaker must notify the Ministry of Defence, at least 14 days prior to the commencement of the works, in writing of the following information:

- a) the date of the commencement of the erection of **tall or narrow structures such as flue masts or chimneys**.
- b) the maximum height of any construction equipment to be used in the erection of the **tall or narrow structures such as flue masts or chimneys**.
- c) the date any **tall or narrow structures such as flue masts or chimneys** are brought into use;
- d) the latitude and longitude and maximum heights of each **tall or narrow structure such as flue masts or chimneys**.

This information would also need to be sent by e-mail to UK DVOF & Powerlines at dvofof@mod.gov.uk or posted to:

D-UKDVOF & Power Lines
Air Information Centre
Defence Geographic Centre
DGIA
Elmwood Avenue
Feltham
Middlesex
TW13 7AH

The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements and of the completion of the construction of the development.

Reason for condition.

To maintain aviation safety.

Notice of commencement and completion of commissioning

3.—(1) Notice of the intended start of commissioning of Work No. 1 must be given to the relevant planning authority and Ministry of Defence where practicable prior to such start and in any event within 14 days from the date that commissioning is started.

(2) Notice of the intended completion of commissioning of the authorised development must be given to the relevant planning authority and Ministry of Defence where practicable prior to such completion and in any event within 7 days from the date that commissioning is completed.

Aviation warning lighting

35.—(1) No part of the authorised development comprised within Work No. 1 may commence, save for the permitted preliminary works, until details of:

(a) the timetable for construction and retention of any tall structures or the placement and deployment of any construction equipment or temporary structure; and

(b) the specification and installation timetable for aviation warning lighting for that part during construction and operation

have been submitted to and, after consultation with the Civil Aviation Authority and Ministry of Defence Safeguarding, approved by the relevant planning authority.

(2) Sub-paragraph (a) applies to any tall structures, construction equipment or temporary equipment which is 50 metres or more in height.

(2) The aviation warning lighting approved pursuant to paragraph (1) must be installed, maintained and operated in accordance with the approved details.

Air safety

36.—(1) No part of the authorised development comprised within Work No. 1 may commence, save for the permitted preliminary works, until details of the heights of structures and temporary cranes and other information that is required by Civil Aviation Authority Airspace Regulation and the Defence Geographic Centre of the Ministry of Defence to chart the site for aviation purposes for that part have been submitted to and approved by the relevant planning authority.

(2) The details approved pursuant to paragraph (1) must thereafter be implemented, operated and maintained in accordance with the approved details.

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