



Defence Infrastructure Organisation

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Susan Hunt
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20 July 2026

Dear Susan

Application by National Grid Electricity Transmission for an order granting development consent for the Norwich to Tilbury project

I write to provide an update on the statutory safeguarding position of the Ministry of Defence (MOD) with regard to the above application.

Through previous consultation responses the MOD has objected to the development on the basis that assessments of the proposal identified it would cause unacceptable impacts to the effective operation of the East 2 Wide Area Multilateration (WAM) Network for the provision of air traffic control services. In our Written Representation dated 26 February 2026 it was also identified that more detailed technical assessments needed to be undertaken to account for the vertical and lateral Limits of Deviation (LoD) proposed in the siting and design of lattice towers to determine whether the development could impact upon the effective operation of Wattisham Station. In addition, the MOD identified that the development has the potential to introduce physical obstacles to low flying military aircraft during both the construction and operational phases.

East 2 WAM Network Statutory Technical Safeguarding Zones

The MOD has completed further technical assessments of the proposed development and have been able to define maximum height thresholds for the sections of the proposed overhead line development corridor in specific areas where it will pass beneath microwave links that form part of the East 2 WAM Network. Following constructive engagement with the applicant, the wording of two Requirements (Requirements 18 and 19) has been agreed between the applicant and the MOD for inclusion in the draft Development Consent Order to implement these defence safeguarding requirements as set out in Annex A attached to this letter.

Wattisham Station Statutory Aerodrome Safeguarding Zones

The MOD has completed further detailed assessments which, taking account of the LoD proposed, have identified that the proposed development could impact upon the effective operation of the

Precision Approach Radar (PAR) and infringe the critical airspace encompassing Wattisham Station. To maintain the safe and effective operation of the PAR at Wattisham Station, the MOD has defined a need for the vertical LoD to be removed within a specific area, defined a maximum height threshold applicable in 2 specific areas to safeguard the critical airspace encompassing Wattisham Station, and defined a need for a Temporary Structure Deployment Management Plan to ensure construction operations will not adversely affect the operation of Wattisham Station.

The MOD and the applicant have agreed the wording of provisions to implement these defence safeguarding requirements.

Annex B details the agreed wording as set out in the draft Development Consent Order (Document Ref 3.1, Revision F) [REP6-030] at Schedule 3, Requirements:-

- Temporary Structure Deployment Management (Requirement 16);
- Wattisham Station Aerodrome Obstacle Limitation Surfaces (Requirement 20); and
- The addition of sub paragraph (5) at Part 2, Principal Powers, 5 – Limits of Deviation – to address the potential for the proposed development to impact upon the operation of the PAR at Wattisham Station.

Military Low Flying Training Areas

The proposed development occupies Low Flying Areas 5 and 10 (LFA 5 and LFA 10) within which military aircraft may conduct low level flight training. To maintain the safety of aircraft operating at low levels, the MOD has identified a need for details of new pylon structures and removal of existing pylon structures to be submitted to ensure aviation chart information can be updated on a timely basis. In addition, the applicant proffered a Requirement to submit prior notifications of the deployment of craneage via the Civil Aviation Authority (CAA) for the entire development. The MOD and the applicant have agreed the wording of Requirements to deliver both of these provisions.

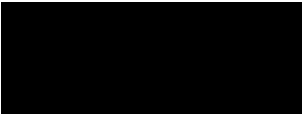
Annex C details the agreed wording as set out in Schedule 3, Requirements of the draft Development Consent Order (Document Ref 3.1, Revision F) [REP6-030], for Craneage Deployment Notification (Requirement 17) and Ministry of Defence Aviation Charting and Aviation Safety Management (Requirement 21) which address the need for aviation charting and aviation safety management.

Conclusion

In summary, subject to the amended Requirement wording set out at Annex A of this letter being implemented in lieu of the existing Requirements 18 and 19 wording as set out in the current draft Development Consent Order (Document Ref 3.1, Revision F) [REP6-030], and the retention of the wording of Requirements 16, 17, 20 and 21, along with sub paragraph (5) of Limits of Deviation as already set out in the applicant's draft Development Consent Order (Document Ref 3.1, Revision F) [REP6-030], the MOD is content to withdraw its statutory safeguarding objection to this application.

I trust this adequately explains the safeguarding position of the MOD on this matter, however, should you have any questions please do not hesitate to contact me.

Yours sincerely



Assistant Safeguarding Manager
DIO Safeguarding

Annex A

18. East 2 Wide Area Multilateration (WAM) Network Technicals Sites Safeguarding (Honington to Mendlesham WAM Microwave Link)

Notwithstanding the details shown on Section B Sheet 8 of the works plans, the table of parameters in relation to Work No. 2 (overhead transmission electric line (Route RG) from Norwich Main Substation to Bramford Substation) and the limits of deviation in article 5(1) (limits of deviation), no pylons, overhead transmission electric lines, conductors, insulators, fibre optic conductors which exceed a height of 126 metres above ordnance datum shall be erected within, or occupy, the area bounded by the following grid references:

608509, 265852
608609, 265807
608609, 265790
608509, 265835,

These restrictions do not apply in the 50 year return period extreme wind load event in accordance with BS EN 50341-1-2012 (as modified by BS EN 50341-2-9 2017) and National Grid Technical Specification 2.04.

19. East 2 Wide Area Multilateration (WAM) Network Technicals Sites Safeguarding (Mendlesham to Wattisham WAM Microwave Link)

Notwithstanding the details shown on Section B Sheet 11 of the works plans, the table of parameters in relation to Work No. 2 (overhead transmission electric line (Route RG) from Norwich Main Substation to Bramford Substation) and the limits of deviation in article 5 (limits of deviation), no pylons, overhead transmission electric lines, conductors and insulators which exceed a height of 103 metres above ordnance datum shall be erected within, or occupy, the area bounded by grid references:

608497, 259676
608484, 259636
608342, 259467
608336, 259485,

These restrictions do not apply in the 50 year return period extreme wind load event in accordance with BS EN 50341-1-2012 (as modified by BS EN 50341-2-9 2017) and National Grid Technical Specification 2.04.

Annex B

16. Ministry of Defence Temporary Structure Deployment Management (Wattisham Station Aerodrome)

(1) No works shall take place within the Wattisham Aerodrome safeguarding zone until such time as a liaison protocol designed to provide data on the deployment of cranes and pylon installation/removal works has been agreed with the Ministry of Defence and submitted to the relevant planning authority.

(2) The liaison protocol must set out:

(a) points of contact;

(b) a process through which the undertaker shall, 40 business days before commencing works, provide a proposed work schedule which details what works will be taking place in the Wattisham Aerodrome safeguarding zone and when;

(c) a process through which the undertaker shall notify the aerodrome operator of Wattisham Station of any changes or departures from those details no less than 5 business days before works are scheduled to commence;

(d) a process through which the aerodrome operator of Wattisham Station can confirm that the proposed deployment of craneage, or temporary tower type structures that may be used will be compatible with the operation of the aerodrome and its associated precision approach navigational aids; and

(e) in the event that the proposed deployment of craneage or temporary tower type structures is not compatible, a process through which an alternate approach can be agreed.

(3) The authorised development must be carried out in accordance with the details agreed with the Ministry of Defence and submitted to the relevant planning authority, unless otherwise agreed with the relevant planning authority following consultation with the Ministry of Defence.

20. Wattisham Station Aerodrome Obstacle Limitation Surfaces Safeguarding Requirements

Notwithstanding the details shown on works plan Section B Sheets 15 and 16, the table of parameters and the limits of deviation in article 5 (limits of deviation), no pylons, overhead transmission electric lines, conductors, insulators, fibre optic conductors as defined at Work No. 2 (overhead transmission electric line (Route RG) from Norwich Main Substation to Bramford Substation) which exceed a height of 129.74 metres above ordnance datum shall be erected within, or occupy, the two areas bounded by the following grid references:

Obstacle Limitation Surface Safeguarding Area 1

605537, 252283

605624, 252394

605703, 252333

605615, 252221

Obstacle Limitation Surface Safeguarding Area 2

605435, 251935

605534, 251949

605710, 250643

605610, 250630.

Limits of deviation

(5) The vertical upwards limits of deviation in this article 5 and set out in the table of parameters in Section B of the works plans, do not apply to any pylons, overhead transmission electric lines, conductors, insulators, fibre optic conductors and fittings or any other structures forming

part of Work No.2 (overhead transmission electric line (Route RG) from Norwich Main Substation to Bramford Substation) as shown on Section B Sheet 14 of the works plans, that are fully or partially located within the area bounded by the following grid references:

606287, 253585

606438, 253660

606936, 254836

606847, 254868

Annex C

17. Cranage deployment notification

- (1) No less than 40 business days prior to the use of cranage in connection with the construction of the authorised development, the undertaker must notify the Civil Aviation Authority in accordance with the requirements of Civil Aviation Publication CAP1096.
- (2) The use of cranage in connection with the construction of the authorised development must be in accordance with the recommendations of the Civil Aviation Authority received in response to the notification in sub-paragraph (1).

21. Ministry of Defence Aviation Charting and Aviation Safety Management

- (1) The undertaker must notify the Ministry of Defence of the precise latitude and longitude and maximum height of each new or modified pylon forming part of the authorised development above ordnance datum (including temporary pylons), as built, within 5 business days of the completion of construction of each such pylon.
- (2) The undertaker must notify the Ministry of Defence of the removal of any existing pylons within 5 business days of the completion of removal works for each such pylon.
- (3) The Ministry of Defence must be notified of any changes to the information supplied in accordance with these requirements within 5 business days of the changes having been implemented.