



# Defence Infrastructure Organisation

Defence Infrastructure Organisation  
Safeguarding Department  
St George's House  
Defence Infrastructure Organisation Head Office  
DMS Whittington  
Lichfield  
Staffordshire  
WS14 9PY

Your Reference: EN010115

Tel: [REDACTED]

Our Reference: DIO10053076

Email: [REDACTED]

National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol,  
BS1 6PN

31 October 2024

## By email only

Dear Sir/Madam

This letter updates the Ministry of Defence (MOD) Safeguarding position with regard to the proposed Five Estuaries Wind Farm project. A previous letter, dated 22 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.

The development proposed is effectively an extension to the existing Galloper Offshore Wind Farm and would comprise up to 79 wind turbine generators distributed across two linked areas of the southern North Sea, up to 200km of inter-array cables, up to two offshore substation platforms, and up to 196km of offshore export cables.

The amended maximum dimensions are set out in the Draft Development Consent Order, document number 3.1, Rev. B, dated October 2024, within Schedule 2: Requirements, Part 1, table 1. Within that table maximum turbine dimension are provided which indicate turbines having a maximum blade tip height of up to 370m above Lowest Astronomical Tide (LAT) and a rotor diameter of up to 340m.

### 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 Reference No. 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 Trimmingham has been redeployed at RRH Neatishead, and as such RRH Trimmingham 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 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.

### Military Low Flying Training.

The construction, operation, and decommissioning of a wind farm introduces a physical obstruction to aviation which could limit or otherwise affect military low flying training that may be conducted in this area. The applicant has identified this potential impact through paragraphs 13.10.1 to 13.10.7, 13.11.1 to 13.11.5, and 13.12.1 to 13.12.3 of Volume 6, Part 2, Chapter 13 of the submitted Environmental Statement (Application Reference No. 6.2.13, Rev. A, dated March 2024)

The MOD would normally stipulate that this impact is mitigated through requirements within any Development Consent Order that might be produced that required the submission, approval, and implementation of an Aviation Lighting Scheme, and the submission of sufficient data to ensure that the development is accurately charted.

With regard to the Aviation Lighting Scheme, it should be noted that, in addition to any requirements under the Air Navigation Order 2016, the use of MOD accredited aviation safety lighting should be necessary.

### Export cables.

The applicant has provided details of a cable routing 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 Reference No. 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.

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.


Whilst it is acknowledged that onshore cables are to be routed through underground ducts, the potential exists for works to install the ducts to impact on the operation and capability of the statutorily safeguarded technical asset. As such the MOD should be consulted on the specific implementation method and machinery/equipment/plant that will be used to install the proposed underground ducts. The submission and approval of this information should form the subject of a requirement in any future draft Development Consent Order.

### 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, charting and onshore works information will form part of any Development Consent Order.

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

Yours faithfully,

  
Stefany Alves Veronese  
Assistant Safeguarding Manager