



Defence Infrastructure Organisation

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Your Reference: 4/25/2406/DOC

Our Reference: DIO10066735

Christopher Harrison
Cumberland Council
The Market Hall
Market Place
Whitehaven
Cumbria
CA28 7JG

18 December 2025

Dear Christopher,

Application Ref:	4/25/2406/DOC
Site:	WIND TURBINE, STUBSGILL FARM, DISTINGTON TO PARTON, DISTINGTON
Proposal:	DISCHARGE OF CONDITIONS 6, 10, 11, 12, 15, 16 AND 18 OF PLANNING APPLICATION 4/24/2302/0F1

Thank you for consulting the Ministry of Defence (MOD) on the information submitted in support of the above application to discharge conditions 6, 10, 11, 12, 15, 16 and 18.

Planning permission was granted on 25 June 2025 subject to conditions for the 'Removal of an existing wind turbine and erection of a replacement turbine upto 76 metres blade tip, with associated development' following an application with reference number 4/24/2302/0F1.

MOD responded to consultation on application with reference 4/24/2302/0F1 with a letter dated 15 April 2025 offering no objection subject to conditions being applied to any consent issued. The conditions stipulated in that response are designed to minimise the impact of the development on aviation safety by requiring the submission of sufficient data to allow the turbine to be accurately charted and requiring that the turbine is fitted with infrared lighting which would be displayed at the highest practicable point of the wind turbine.

Through the current application, the applicant seeks to discharge the following conditions attached to the planning permission issued in response to application with reference 4/24/2302/0F1:

Condition 6

No development shall commence until detailed plans, specifications and drawings of the wind turbine generator to be installed shall be submitted to and agreed in writing by the Local Planning Authority.

Reason

For the avoidance of doubt and in the interests of amenity and visual impact in accordance with Policies DS4 and N6 of the Copeland Local Plan 2021-2039.

Condition 10

Prior to commencing construction of the wind turbine generator, or deploying any construction equipment or temporal structure(s) 50 metres or more in height (above terrain features) the undertaker must submit an aviation lighting scheme for the approval of 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:

- c. a. details of any construction equipment and temporal structures with a total height of 50 metres or greater (above terrain features) that will be deployed during the construction of wind turbine generators and details of any aviation warning lighting that they will be fitted with; and
- d. b. the locations and heights of all wind turbine generators and any anemometry mast featured in the development identifying those that will be fitted with aviation warning lighting identifying the position of the lights on the wind turbine generators; 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

To maintain aviation safety.

Condition 11

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 wind turbine generators;
- b. the maximum height of any construction equipment to be used in the erection of the wind turbines;
- c. the date any wind turbine generators are brought into use;
- d. the latitude and longitude and maximum heights of each wind turbine generator, and any anemometer mast(s).

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

To maintain aviation safety.

Condition 12

No development shall commence until details, including longitudinal/cross sections of the proposed access road have been submitted to and approved in writing by the Local Planning Authority.

Any works so approved shall be constructed in accordance with the approved details before the development is complete.

Reason

To ensure a minimum standard of construction in the interests of highway safety in accordance with the provisions of Policy CO4 of the Copeland Local Plan 2021-2039.

Condition 15

No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the local planning authority.

The CTMP shall include details of:

- pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;
- details of proposed crossings of the highway verge;
- retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;
- cleaning of site entrances and the adjacent public highway;
- details of proposed wheel washing facilities;
- the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;
- construction vehicle routing;
- the management of junctions to and crossings of the public highway and other public rights of way/footway;
- details of any proposed temporary access points (vehicular / pedestrian)
- surface water management details during the construction phase

The development hereby approved shall be carried out in accordance with the approved CTMP.

Reason

To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with the provisions of Policy CO4 of the Copeland Local Plan 2021-2039

Condition 16

No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the

Local Planning Authority.

The CEMP shall include details of:

- Storage of plant and materials used in constructing the development;
- The erection and maintenance of security hoarding;
- Measures to control the emission of dust and dirt during construction;
- Measures to avoid and minimise the risk of a pollution event;
- A scheme for recycling/disposing of waste resulting from construction works;
- A procedure to mitigate noise and vibration from the construction as well as taking into account noise from vehicles, deliveries.
- Measures to reduce adverse impacts on residential properties from construction compounds including visual impact, noise, and light pollution.
- A written procedure for dealing with complaints regarding the construction.

The development hereby approved shall be carried out in accordance with the approved CEMP.

Reason

To protect amenity and to protect the environment from pollution in accordance with Policy DS9 of the Copeland Local Plan 2021-2039.

Condition 18

No development shall commence until details of the measures to be taken by the applicant/developer to prevent surface water discharging onto or off the highway have been submitted to and approved in writing by the Local Planning Authority. Any approved works shall be implemented prior to the completion of the development and shall be retained thereafter for the lifetime of the development.

Reason

To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with the provisions of Policy CO4 of the Copeland Local Plan 2021-2039.

Whilst the MOD has no comment to make on the information submitted in response to conditions 6, 12, 15, 16 and 18, conditions 10 and 11 have been applied in response to MOD requirements.

After reviewing the submitted documents, I can confirm that the MOD has no objection to the discharge of condition 10, subject to the turbine being fitted with a MB17UK-IR aviation obstruction light located on the nacelle. The lighting specified is to be installed as the development is implemented and thereafter be maintained for the life of the development. There should be no departure or variation from the light specified by the applicant, a MB17UK-IR without the express written consent of the which should only be given following consultation with the MOD.

The information provided in response to condition 11 is sufficient and has been passed to the relevant department, the MOD would have no objection to the discharge of conditions 10 and 11.

MOD Safeguarding wishes to be consulted and notified about the progress of any further applications and/or submissions relating to this proposal to verify that it will not adversely affect defence interests.

I hope this adequately explains our position on the matter. Further information about the effects of wind turbines on MOD interests can be obtained from the following website:

MOD: <https://www.gov.uk/government/publications/wind-farms-ministry-of-defence-safeguarding>

Yours sincerely

Miss Teena Oulaghan
Safeguarding Manager