



Flood & Development Management
Parkhouse Building
Carlisle
CA6 4SJ

cumberland.gov.uk

Copeland area Planning Department, Cumberland Council

For the attention of Heather Morrison

Date: 26 June 2026

Your reference: 4/26/2132/0F1

Dear Heather Morrison

CONSULTATION ON PLANNING APPLICATION

Appn: 4/26/2132/0F1
Site Address: FORMER SPIDA SITE, LECONFIELD INDUSTRIAL ESTATE, CLEATOR MOOR
Proposal: FULL PLANNING PERMISSION FOR THE ERECTION OF A NEW BUILDING PRIMARILY FOR GENERAL INDUSTRIAL, OFFICE AND RESEARCH AND DEVELOPMENT (E(G)(I), (II) & (III)), INCLUDING ASSOCIATED CAR PARKING, HARD AND SOFT LANDSCAPING, ASSOCIATED INFRASTRUCTURE AND BIODIVERSITY ENHANCEMENTS

Thank you for your consultation on the above Planning Application.

The Local Highway Authority (LHA) and Lead Local Flood Authority (LLFA) can confirm as follows :

Summary Statement

The iSH Hub forms a key focal component of the CMIQ Masterplan (outline application 4/22/2308/001), which sets the overarching parameters and objectives for the wider Leconfield Industrial Estate redevelopment. In determining this application, it is therefore necessary to recognise that the strategic matters of principle—including the overall drainage strategy, trip generation, access arrangements and cumulative transport impacts—have already been established and accepted through the outline CMIQ masterplan application. These form the agreed baseline against which subsequent detailed applications are assessed.

Accordingly, while the Hub must be considered on its own merits in accordance with the development plan, the assessment should focus on detailed and site-specific matters, rather than revisiting established principles. In particular, the key considerations are:

- confirmation that the proposal accords with the approved masterplan parameters and integrates with Plots 9 & 12 in terms of layout, access, parking and design;

- the appropriate apportionment and securing of S106 contributions, ensuring the development makes its proportionate contribution to wider infrastructure mitigation identified at the Masterplan stage; and
- the detailed design and implementation of the approved drainage strategy, ensuring compliance with the agreed drainage hierarchy and site-wide approach.

On this basis, the proposal represents a compliant and coordinated Phase 1 element of the wider CMIQ regeneration, with the principle and strategic impacts already accepted, and only proportionate mitigation and detailed technical matters remaining to be resolved.

It should also be noted that through the previous isHub application (4/22/2184/001) LHA and LLFA assessment, many of the required design elements and parameters have been established and agreed. These will be used as the reference standard and not revisited in detail if satisfactory.

Local Highway Authority response:

Transport Assessment

The trip generation and principles have been agreed with the applicant as explained in the TA, based on the Masterplan Application taking into account the reduction in the proposed development area adjusted to account for the reduction in proposed development from 9,735m² to 6,436m².

Development trips have been derived using the proposed development GFA of 2,794m². As per the methodology used for the S106 contributions for junction improvements for Plots 9 & 12, the proportion of development traffic over the 2032 base+committed flows has been used.

Highway Safety

Having reviewed the evidence, the LHA can agree there is nothing to suggest an existing safety issue with no clearly identifiable clusters. Following a review of the records, it is agreed there is not an existing safety issue that is likely to be exacerbated by the proposed development.

Access and Layout

I note the new proposed access road is 7.3m wide as required by the CDDG for commercial development.

Turning diagrams have been provided which demonstrate the layout is suitable.

Highway Construction Details

I note that the car park will be constructed of a tanked permeable system, providing both attenuation and treatment and the access road will be heavy duty asphalt concrete. The details / cross-sections shown on ISH-BGP-19-XX-D-C-19137 Rev. P01 are acceptable to the LHA.

Active Travel and Infrastructure

I note and welcome:

- The proposed 3m wide shared path set-back from the road by a 3m wide verge.
- Cycle parking and stands , as well as the potential for cycle maintenance stand
- Provisions of shower and change is also welcomed.
- Location of bin storage in a different location from cycle parking. Co-location of cycle parking and bins can be a significant deterrent to use.
- There are also the required links to the C2C path to the eastern perimeter of the site.

There are, however, some detailed layout aspects of the cycle and active travel provision that require clarification and possible minor revisions to deliver further improvements applicant is asked to review:

1. The layout of the cycle parking marked as cycle storage on the Landscape site plan. The drawing appears to place the Sheffield Stand type cycle parking behind lockers.
2. The applicant is advised to co-locate the visitor cycle parking with the Cycle Storage. This will increase over look from the reception desk. Over look is a factor in perceived personal safety
3. The applicant is advise to provide a 3m width path in front of the Cycle Storage area.
4. The applicant could also consider provision of lockers in the public space area on the ground floor of the drawing GA Plan – Level 00.

These details can be reviewed and detailed in the DoC detailed design stage with the requirement secured by way of a suitable worded condition.

Parking

I note that the proposed car parking provision (97 +24 EV spaces) meets the CDDG standard of 112. This supply is welcomed and will reduce the likelihood of parking on the road.

Financial Contributions and Off-suite highway improvements

As previously recommended in Application 4/22/2308/001:

Active Travel			Local Plan contributing Site(s)
<i>ID5 & ID10</i>	<i>Providing off-road cycle access to the NCN 71 from Leconfield Estate</i>	<i>£8,300</i>	<i>Leconfield Hub (Area 1) application</i>
<i>ID5 & ID10</i>	<i>New signalised pedestrian crossing near Bowthorn Road to connect to bus stops on Leconfield Street</i>	<i>£45,000</i>	<i>Leconfield Area 3 sites</i>
Public transport			
<i>ID17</i>	<i>Improved bus shelter on Leconfield Street</i>	<i>£5,500</i>	<i>Leconfield Hub (Area 1) application</i>
Local Highway Network Junctions			
<i>ID31 Moresby Road / Cleator Moor Road / Main Street, Whitehaven</i>	<i>Proposed signalisation of Moresby Road / Cleator Moor Road / Main Street junction</i>	<i>£805,800</i>	<i>All sites to contribute proportionally across the Local Plan development sites listed in table 9-5.</i>
<i>ID32 Cleator Moor Road / Overend Road, Whitehaven</i>	<i>Proposed signalisation of Cleator Moor Road / Overend Road junction</i>	<i>£332,400</i>	<i>All sites to contribute proportionally across the Local Plan development sites listed in Table 9-5.</i>

The above elements have been addressed as follows:

- The cycle link has been provided for in the Unit 9 & 12 proposal
- The proposed crossing near Bowthorn Street is associated with Phase 3.
- The bus shelter is being provided through the Town Deal scheme.

The impact on junctions 9 and 10 in the TA have been identified for Percentage Impact Assessments. According to the TA, these show relatively small %age impact from the development of less than 1% against base+committed +development flows. However, whilst the net increase including base traffic (including growth) is small, the justification of the identified highway improvements in the TIS is based on the capacity impact of the committed development traffic. The attached methodology uses the outline TA figures for the whole site trips and the trips estimated for the Hub site.

I have adopted the same methodology to calculate a proportional financial contribution for both ID31 and ID32 as used in the Units 9 & 12 application for consistency. With indexation applied, the financial contributions to these two highway improvements are:

ID31 Moresby Road / Cleator Moor Road / Main Street

- Total cost identified in the TIS = £805,800,
- Contribution requested (with indexation) = £38,276

ID32 Cleator Moor Road / Overend Road

- o Total cost identified in the TIS = £332,400
- o Contribution requested (with indexation) = £15,789

Both to be paid prior to prior to first occupation.

Travel Plan

In comparison with the TP for Plots 9 & 12, both Interim Travel Plans are strategically aligned and effectively use the same toolkit of measures and targets, reflecting a coordinated approach across the Cleator Moor Innovation Quarter Masterplan. The main differences are driven by scale and role: The iSH Hub is a smaller, centrally located facility with minor traffic impacts, acting more as a supporting and integrative component within the estate.

The TP is considered suitable. It contains acceptable targets and measures, even if the targets of a 6% modal shift away from private car use seems low. This target can be reviewed and revised if necessary in the final TP to be submitted as part of the DoC.

LHA Conclusion

The LHA has no objection to the proposals but recommends the following conditions are included in any consent:

The carriageway, footways, footpaths, cycleways, cycle parking etc shall be designed, constructed, drained to the satisfaction of the Local Planning Authority and in this respect further details shall be submitted to the Local Planning Authority for approval before work commences on site. No work shall commence until details and layouts have been approved. Any works approved shall be constructed before the development is complete.

Reason: To ensure a minimum standard of construction in the interests of highway safety.

Development shall not commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:

- **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 proposals during the construction phase**

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.

Within 6 months of the development (or any part thereof) opening for business, the developer shall prepare and submit to the Local Planning Authority for their approval a Final Travel Plan with baseline survey, based on the approved Framework Travel Plan. This Travel Plan shall identify the measures that will be undertaken by the developer to encourage the achievement of a modal shift away from the use of private cars to visit the development to sustainable transport modes.

Reason: To aid in the delivery of sustainable transport objectives.

Annual monitoring of the Travel Plan shall be undertaken for 5 consecutive years from the baseline survey date. Annual monitoring reports shall be submitted to the LPA within 8 weeks of each survey and shall include: survey datasets, analysis of mode share and trips, progress against targets, measures delivered, proposed adjustments, and any remedial actions where targets are not met.

Reason: To aid in the delivery of sustainable transport objectives.

Financial Obligations / Condition

Prior to first occupation of the development, the applicant shall pay a Travel Plan Monitoring Fee of £6,600 to the Local Highway Authority to fund monitoring of the approved Travel Plan for a period of five years from the baseline survey date.

Reason: To ensure the Travel Plan is effectively monitored and enforced, promoting sustainable travel and mitigating transport impacts in accordance with local and national policy.

No development shall be occupied until a financial contribution of £38,276 towards 'Moresby Road / Cleator Moor Road / Main Street' improvement (ID31) and £15,789 towards the cost of junction improvement works at 'Cleator Moor Road / Overend Road' (ID32) has been paid to the Local Planning Authority. The contribution shall be used solely for the purpose of delivering the identified highway improvement scheme necessary to mitigate the impact of the development. Evidence of payment shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of any dwelling or building within the development.

Reason: To ensure that the development does not result in an unacceptable impact on highway safety and to secure necessary mitigation measures in accordance with Local Policy and the National Planning Policy Framework.

Lead Local Flood Authority response:

Flood Risk Assessment

Having reviewed the FRA and the latest NAFRA2 flood risk mapping I am satisfied that the site area is in Flood Zone 1 and that the risk of flooding from all sources is Low. The proposed uses of land are appropriate in this Flood Zone and the LLFA is satisfied there is no material risk of flooding to the site.

Surface Water Drainage Strategy

Discharge Destination

- Due to the made-ground, high groundwater level and very variable measured infiltration rates the LLFA accept that infiltration is not feasible. The proposal to discharge to Nor Beck is acceptable.

Impermeable Areas and Restricted Discharge Rate

- I note the proposed hub development site is included in the impermeable area calculations for flow control. The total impermeable area is approximately 2.15 Ha.
- The proposed brownfield discharge rate is 87 l/s, which is a 50% betterment (the minimum acceptable betterment accepted by the LLFA),

Attenuation

- Attenuation is provided by way of an attenuation tank as part of a previous application. I note that the required climate change allowance of 50% has been included in the calculations.

Treatment

- The SUDS pollution indices assessment shows that the combination of permeable paving and the downstream defender delivers the required treatment.

Maintenance / Management

- The proposed management and maintenance arrangements in the SUDS Management Plan and Drawing are comprehensive and contain all the necessary measures. The LLFA finds these proposals acceptable.

Conclusion:

The LLFA find the surface water design satisfactory and have no objections to the proposals.

However, we recommend the following condition is included in any consent:

The surface water drainage SUDS system shall be constructed, maintained and managed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of policies within the NPPF and NPPG.

No development shall commence until a construction surface water management plan has been agreed in writing with the local planning authority.

Reason: To safeguard against flooding to surrounding sites and to safeguard against pollution of surrounding watercourses and drainage systems.

Yours sincerely

Shamus Giles

Lead Officer - Flood & Development Management