Discussions during the hearing sessions related to the proposed housing allocation at the Harras Moor site and a recent outline planning application for development on the site by Homes England (4/18/2287/0O1) which was refused by the Planning Panel.

The Council has considered whether to adjust the Infrastructure Delivery Plan to reflect the transport infrastructure requirements/mitigations requested by CBC and CCC during the planning application stage. The Council is not proposing to modify the IDP for the following reasons:

1) The IDP is a living document, that functions as a starting point for negotiations and considerations regarding the transport infrastructure required to make a development acceptable. This is made clear in the Site Profiles document and the IDP itself.
2) The specific transport requirements engendered by the Homes England application reflect: a) the requirements produced *by this specific application* b) the requirements produced *at this specific time*. As such, the requirements generated are highly specific to the application itself, and have been agreed with relevant officers and authorities as a suitable approach to deal with the impacts identified for the current planning application.
3) The extant application has not been approved, as such it is feasible that another application, either by the applicant or otherwise, may supersede it. The transport requirements of any new application would not necessarily mirror those of the refused application, as such the IDP would become a less effective starting point for considerations if it were updated now – as the 'starting point' would be coloured by the specifics of a different, and now superseded, application.
4) This action would begin a problematic precedent. Wherein, in the interests of fairness, all applications *received* by the Council, and the specific transport requirements therein, would need to be continually reflected within the IDP. This would heavily undermine the strategic purpose of the IDP.

Copeland Borough Council