

Proposed Submission Version Local Plan

PART A - About You

1. Please complete the following:

Please note the email address (if provided below) will be sent a full copy of the submitted response and a unique reference number.

Name of person completing the form: Gavin Faulkner

Email address: [REDACTED]

2. What type of respondent are you? Please select one option only.
If you are an agent please select the type of client you are representing.

A local resident who lives in Warrington

3. Please provide your contact details:

	Contact details
Organisation name (if applicable)	-
Agent name (if applicable)	Faulkner
Address 1	[REDACTED]
Address 2	[REDACTED]
Postal Town	[REDACTED]
Postcode	[REDACTED]
Telephone number	[REDACTED]

PART B - Representation Form 1

1. To which part of the Local Plan does this representation relate?

From the drop down list please select one option.

INF1 Sustainable Travel and Transport

2. What does your comment relate to? Please select one option.

A specific paragraph number (s)

If a paragraph or policy sub-number then please use the box below to list. (For example - Policy MD2.1 part 3 or paragraph 10.2.13 etc as applicable).

4.23

3. Do you consider the Draft Local Plan to be: Please select one option in each row.

	Yes	No
Legally Compliant		X
Sound		X
Compliant with the Duty to Co-operate		X

4. If you have answered 'No' to any of the options in the above question then please give details in the box below of why you consider the Draft Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate.

Please be as precise as possible.

The transport infrastructure currently in place is already under strain and cannot cope, the local plan as a whole has very vague information and it is clear that housebuilding will happen at a pace and before the transport issues have been developed / resolved. The reasoning behind 4.23 is wholly flawed, whereby "Growth for residential zones has been applied incrementally, thus preserving locally observed trip rates and applying these to new housing development". This fails to address the problem that the new housing is going to attract far more residential vehicles than the existing housing which is established and close to existing infrastructure. New housing can not be assessed by preserving existing locally observed trip rates. This is just one example of an ill conceived idea which will massively distort the local transport systems.

6. Please set out what modification(s) you consider necessary to make the Draft Local Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB please note that any non-compliance with the duty to co-operate is incapable of modification at examination).

You will need to say why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to put forward your suggested revised wording of any policy or text.

Please be as precise as possible.

A detailed plan for transport must be prepared using realistic figures for the new housing and trips required for what are likely to be often 2 car households with commuters to Liverpool and Manchester. if this were done properly it would be clear that this number of houses cannot be supported without major investment in transport ahead of the building of houses.

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? Please select one option.

No, I do not wish to participate at the oral examination

You have just completed a Representation Form for INF1 Sustainable Travel and Transport.

Please select what you would you like to do now?

Complete the final part of the form, Customer 'About You' questions and submit response **(Part C)**