

It remains our position that the spatial development strategy of the plan as a whole runs counter to PLP20, and renders this policy ineffective.

Whilst many employment allocations in the PDLP have good potential for public transport access, most of the housing locations do not connect well to the employment locations by means other than car. Consequently the public transport accessibility of employment sites will be under-utilised, and the general effect of the plan will be to significantly increase demand for car-based journeys, with associated problems of congestion, CO2 emissions, air pollution and the physical and noise impacts on communities arising from busy roads.