

HEARING STATEMENT

MATTER 5: SPATIAL STRATEGY

BLOOR HOMES LTD, CAMERON HOMES LTD, LOVELL HOMES LTD, FOUR ASHES ROAD LTD

1. ISSUE 1

Whether there is a clear Spatial Strategy which is justified, effective and consistent with national policy

Question 2: How has the level of development anticipated in different settlement categories been derived? Does the settlement hierarchy appropriately reflect the role and function of these settlements?

- 1.1 The level of development that has been afforded to the different settlement categories represents a continuation of the adopted Development Plan and has clearly been derived by capacity. Outside of the Tier 1 settlements, no new allocations have been identified; instead relying on existing commitments and safeguarded land sites identified through the Site Allocations Document (SAD) in 2018. The amount and distribution of safeguarded land identified through the SAD represented a continuation of the adopted spatial development strategy beyond the existing plan period as demonstrated at the Site Allocations Document EiP.

Question 4: In terms of highway considerations:

- a. How have the traffic impacts of the Plan on both the local and wider highway network been assessed?*
 - b. How have the traffic assessment findings shaped the plan proposals for the scale and distribution of development within the plan period*
 - c. How have the cumulative highway effects of the Plan on neighbouring authorities, including Wolverhampton been considered and addressed?*
 - d. Are there any outstanding concerns from National Highways or Local Highway Authorities? If so, what are they and should they be addressed prior to adoption of the Plan?*
- 1.2 In respect of the Strategic Development Locations, both sites have been subject to a Strategic Transport Assessment [EB78 & EB88].
- 1.3 In addition, a Strategic Road Network Impact Assessment was undertaken [EB90] to support the four SDLs identified in the 2022 Publication Local Plan. The analysis focusses on M54 Junction 2 and the A449 \ New Link Road roundabout and demonstrates that mitigation would not be required at either location to accommodate the proposed site allocations. It should be noted that two of the four SDLs included in this assessment no longer form part of the Plan.

