

**Guru Nanak Sikh Gurdwara, 191 Duncan Street,
Wolverhampton WV2 3AJ**

Transport Statement

Prepared on behalf of the Guru Nanak Sikh Gurdwara Society

November 2023

strykeslip

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1. Introduction

1.1 Preamble

This Transport Statement (TS) has been prepared on behalf of the Guru Nanak Sikh Gurdwara Society in respect of the proposed permanent closure and stopping-up ('the Development') of a section of Baggott Street ('the Development Site') to form part of the Guru Nanak Sikh Gurdwara located at 191 Duncan Street, Wolverhampton WV2 3AJ ('the Gurdwara Site') located in turn within the City of Wolverhampton and the jurisdiction of the City of Wolverhampton Council (CoWC).

1.2 Context, scope & objective

This TS forms information in support of a planning application seeking planning permission for the Development. It considers the single scenario that will prevail under the Development. Its objective is to describe the Development Site (and its locale) and the Development in transport terms, demonstrate that the Development is compliant with relevant transport planning policy, standards & guidance and assess its expected impact.

1.3 Transport Assessments and Transport Statements

The 2021 National Planning Policy Framework (NPPF) defines a Transport Assessment (TA) as being "*A comprehensive and systematic process that sets out transport issues relating to a proposed development.*". The NPPF defines a Transport Statement (TS) as "*A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.*". Paragraph 004 (ref: 42-004-20140306) of The Department for Communities and Local Government's 2014 Planning Practice Guidance online resource states that "*Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development (ie in the case of developments with anticipated limited transport impacts).*"

1.4 Terms of reference

This TS has been prepared notwithstanding the fact that paragraph 111 of the NPPF which states that "*... all developments that will generate significant amounts of movement ... should be supported by a transport statement or transport assessment.*" It has been prepared in compliance with Paragraph 013 (ref: 42-013-20140306) - "*When are Transport Assessment and Transport Statements required?*", Paragraph 014 (ref: 42-014-20140306) - "*How should the need for and scope of a Transport Assessment or Statement be established?*" and Paragraph 015 (ref: 42-015-20140306) - "*What information should be included in the Transport Assessments and*

Statements?" of the PPG, which for reference, can be found at:
<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>.

2. Development Site

2.1 Location and extent

The Development Site and Gurdwara Site are located around 1km to the south of Wolverhampton City Centre. Refer to Figure 2.1. The Development Site is formed of the central section of Baggott Street which is bound to its west by a park and to the east by the Gurdwara Site. The Gurdwara Site occupies an urban block being bound to its east by Duncan Street, its south by Bromley Street, its west by Baggott Street and its north by Sedgley Street. Refer to Figure 2.1a.

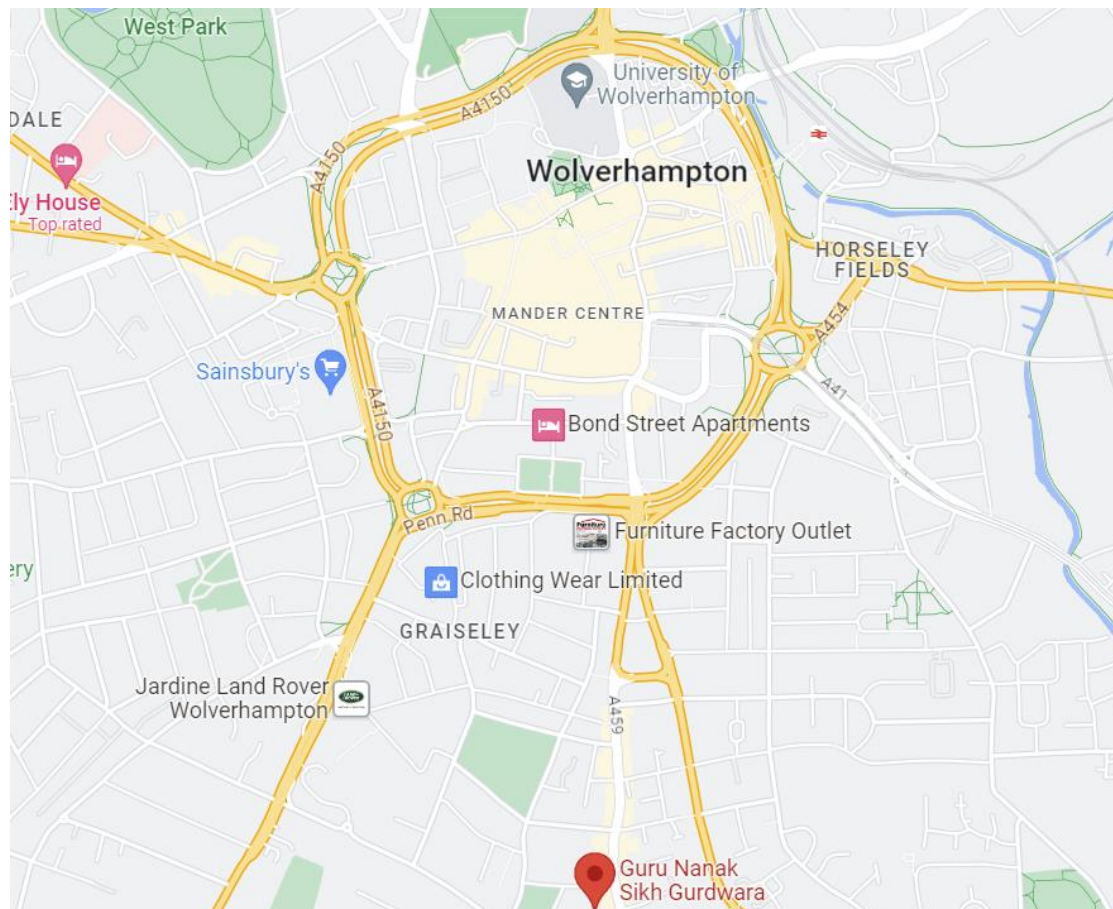


Figure 2.1, Development Site and Gurdwara Site location

2.2 Description and access

Baggott Street is a local access road which provides a carriageway width of 7-7.5m flanked by 2m wide footways and which operates one way for vehicles northbound. It is accessed from Bromley Street (right and left turns in permitted) to its south and also from the Gurdwara site on its eastern side via a 'northern' gated dropped kerb / footway crossover access. It is egressed to Sedgley Street (right and left turns out permitted) to the north and also to the Gurdwara site again on its eastern side via a 'southern' gated dropped kerb / footway crossover access. The one-way operation is signed by one way signs at its southern end and no entry signs at its northern end and

is lined by one way directional arrows and no entry text at its northern end. In terms of parking controls, Baggott Street is uncontrolled save for limited sections of double yellow lines on which extend on both of its sides through its junctions with Bromley and Sedgley Streets.

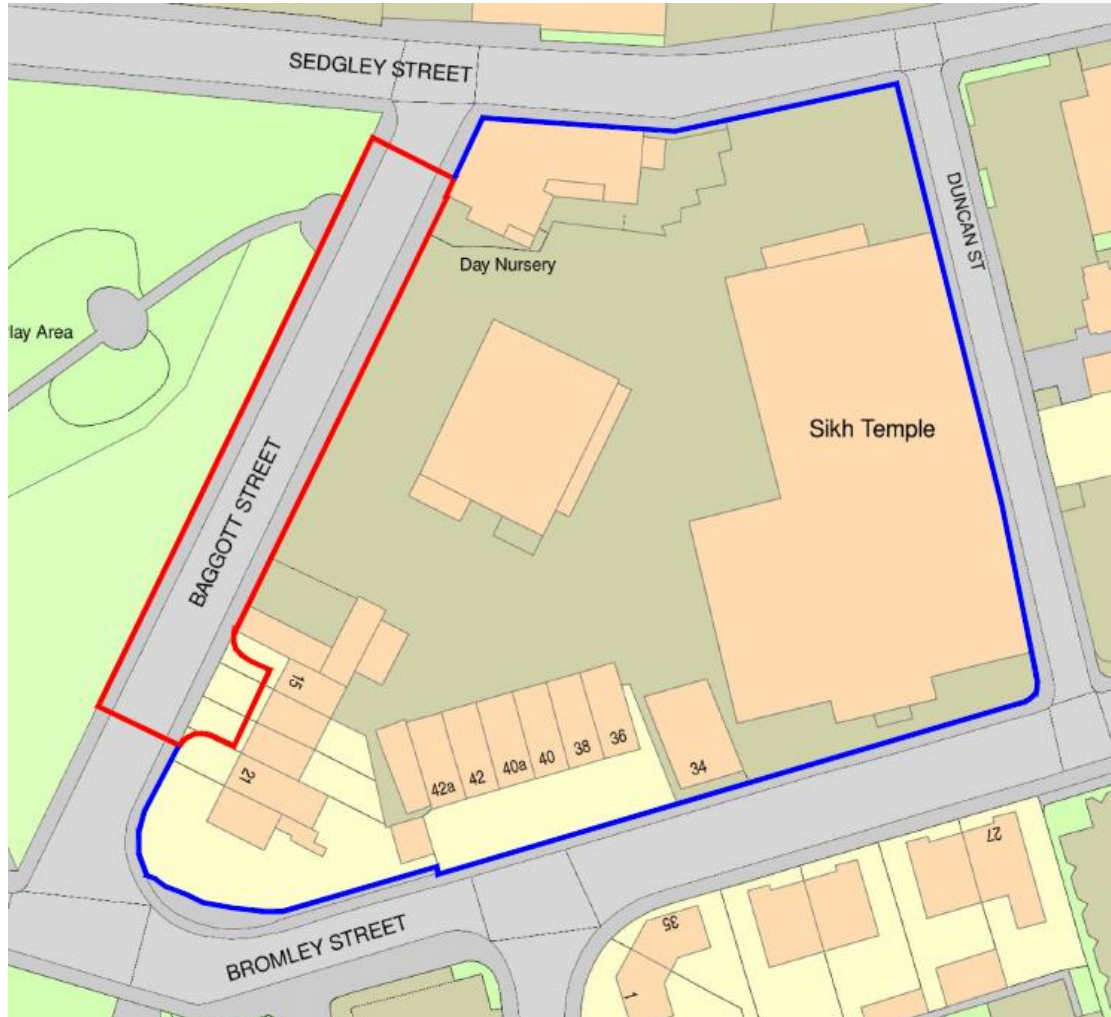


Figure 2.1a, Development Site (red line) and Gurdwara Site (blue line) extent

3. Development

3.1 Layout

Refer to Concept Architectural Design drawing no. CA-440-02 (Proposed Plans) from which Figure 3.1 which is an excerpt from it.

3.1 Description

The Development consists of the proposed permanent part closure and stopping-up of the central section of Baggott Street to form part of the Gurdwara Site. The Development is secured along its western side (abutting the Park) by means of a fence line and along its southern and northern ends by means of a shared fence / gate line. A vehicular gate (opens inward) covers the width of carriageway and a pedestrian gate (opens inward) covers the width of the eastern footway at both its ends.

3.2 Access

Vehicular

Vehicles will enter the Development from the south and exit to the north consistent with the existing one-way operation of Baggott Street as a whole. Access to / from the Gurdwara Site will continue be via the 'southern' and 'northern' accesses, albeit through the gated central section.

Pedestrian

Pedestrians will enter and exit the Development via either pedestrian gate. Access to / from the Gurdwara Site will continue be via the 'southern' and 'northern' accesses, albeit through the gated central section. Access to / from the Park will be retained by realigning the northeast footpath to suit the Development.

3.3 Turning head, signing and line marking

The Development includes a turning head (designed to CoWC standards) to ensure that any vehicle entering Baggott Street and then not entering the Gurdwara Site has adequate provision to turn and return to Bromley Street in a forward gear. The existing one-way signage is removed and a give way and centre line added to ensure the Baggott Street / Bromley Street junction operates as a simple priority type. The Development includes the relocation of the 3 no. driveway spaces (as required by the provision of the turning head) associated with 15, 17 & 19 Baggott Street (which it is noted are owned by the Gurdwara) to within the Gurdwara Site. It also includes the relocation (detail TBC) of the telegraph pole located in front of the property boundary between 17 & 19 Baggott Street.

3.4 Car parking

The Development provides 12 no. 2.5m x 5m parking spaces arranged abutting the western fence line in a 45 degree echelon layout. The existing carriageway / footway and drainage configuration is modified to suit this layout.

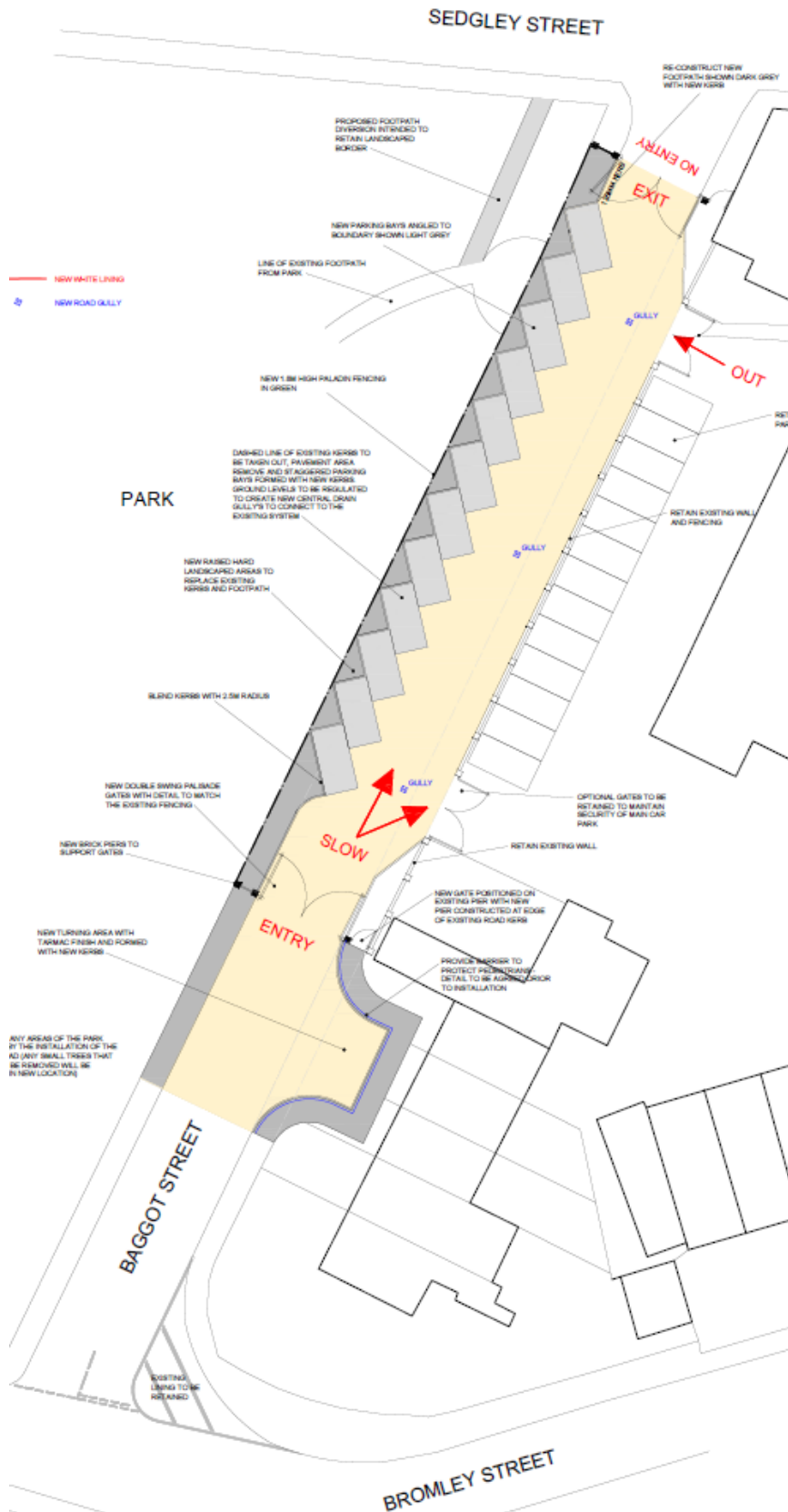


Figure 3.1, Development layout

4. Impact assessment

4.1 Network

Vehicles

The Development will not result in any unacceptable network impact because of the convenient diversion route provided by Lower Villiers Street. As a result of its very limited volume, the existing through traffic on Baggott Street that will need to divert will not introduce any network capacity issue as a result of the required right turns on and off Lower Villiers Street.

Pedestrians

The Development will not result in any unacceptable network impact as pedestrians will be able to divert via Lower Villiers Street as for vehicles. Alternatively, they would be able to divert more conveniently via the Park or possibly Duncan Street to the east of the Gurdwara Site. Additionally, the closure will not result in any unacceptable Park access impact because of the realignment of the northeast footpath.

4.2 On-street parking

The Development will not result in any unacceptable on-street parking impact because the vast majority of cars currently parking on Baggott Street are directly associated with the Gurdwara and will be accommodated by the Development. Notwithstanding this, the small number of cars currently parked on Baggott Street not directly associated with the Gurdwara can be easily (and legally) accommodated on either Bromley or Sedgley Streets.

4.3 Design

The Development's turning head has been designed fit for purpose and will not result in any unacceptable off-street parking impact as the 3 no. driveway spaces it requires the loss of will be accommodated within the Gurdwara Site.

4.4 Statutory Undertaker's equipment

The Development will not result in any unacceptable impact to Statutory Undertaker's equipment because the relocation of the telegraph pole is expected to be unproblematic and also because there will be no restriction of access into perpetuity for all equipment maintenance and upgrade work be it planned or emergency in nature.

4.5 Car use

The Development will not result in any unacceptable impact arising from increased car use as its parking provision is simply a replacement of existing on-street parking provision.