

Access Appraisal



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Site Name	Weston Way, Baldock
Date	July 2025

Quality Assurance

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Type of report:	Access Appraisal
Prepared and Reviewed by:	
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Weston Way, Baldock

Table of Contents

1	INTRODUCTION.....	2
	Brief.....	2
	Background	2
2	SITE ASSESSMENT	3
	Existing Information.....	3
	Safety Considerations and Accident Analysis	3
3	POLICY BACKGROUND	4
	National Policy	4
	The National Planning Policy Framework (NPPF)	4
	Promoting Sustainable Transport	4
	Access Design and Proposed Use	6
	Trip Generation.....	6
	Vehicle Parking	6
4	SUMMARY AND CONCLUSIONS	7
	Summary.....	7
	Conclusions	7

Appendices

Appendix 1	Site Location
Appendix 2	Access and Achievable Visibility

1 Introduction

Brief

- 1.1 Journey Transport Planning Ltd has been instructed Samantha Bennett to undertake an Access Appraisal in support of proposals for a dog walking field on land to the southwest of Weston Road, Baldock.

Background

- 1.2 This Access Appraisal provides a summary of investigations at Weston Way seeking to demonstrate that an access to the field can be provided in accordance with current design standards to accommodate the level of movements that could be associated with its use as a dog walking field.
- 1.3 The following matters are considered in this appraisal:
- Site Assessment
 - Policy Review
 - Access Requirements and Design
 - Summary

2 Site Assessment

Existing Information

- 2.1 The field is located to the south west of Weston Way, Baldock. The site location is shown in **Appendix 1**.
- 2.2 Weston Road as it passes the field frontage is around 6.0m in width and subject to a 30mph speed limit. Weston Road is residential in character and has the benefit of a footway to its northeastern side past the site.
- 2.3 The site has the benefit of an existing 5m wide field gate access onto Weston Road with a gate set back 6m from the carriageway edge.
- 2.4 The access currently provides for the routine maintenance of the field.

Safety Considerations and Accident Analysis

- 2.5 The accident record in the vicinity of the site has been considered and the Crashmap database indicates that there were no recorded accidents in the latest available 5 year period between 2019 and 2024 along Weston Way adjacent to the land.
- 2.6 Given the accident history, the roads in the vicinity have an excellent safety record and no specific safety issue is identified and as such the use of the access would not be likely to have a detrimental impact on that record.

3 Policy Background

National Policy

- 3.1 Relevant policy guidance relating to new development, and transport and land use planning is set out at national level in the following document:
- the National Planning Policy Framework
- 3.2 This document set the context in which the proposals have been assessed.

The National Planning Policy Framework (NPPF)

- 3.3 The National Planning Policy Framework (NPPF, 2024) in this document the government sets out its core principles for the planning system in England.
- 3.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Promoting Sustainable Transport

- 3.5 The NPPF in promoting sustainable transport considers that for sites to be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 3.6 The framework goes on to re-iterate that ***Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.***
- 3.7 The NPPF sets out in the context of applications for development that they should:
- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

Weston Way, Baldock

- c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Weston Way, Baldock

Access Design and Proposed Use

- 3.9 The proposals consider a change of use of the land to provide a secure dog walking/exercising/training area alongside the erection of secure boundary fencing, gates and hard standing for parking.
- 3.10 The existing access has been assessed in the context of current access design standards and visibility. Visibility at the access is achievable at 2.4m by 43m in both directions from the access and as such accords with current standards for access under the guidance set out in the Manual for Streets for a 30mph road and as such the access is considered to be acceptable for use to access the proposals.
- 3.11 The access and visibility is illustrated in **Appendix 2**.

Trip Generation

- 3.12 In accordance with standard transport assessment guidelines, the proposals have been considered with respect to the likely level of trips that could be generated and the impact they would have on the local highway network.
- 3.13 In consideration of the unique nature of the proposals, the trip generation potential of the proposed use has been assessed on a first principles basis informed by the end operator.
- 3.14 The dog walking area will be operated on an hourly by-booking basis with one user or user group per session and between 1 to 3 trip arrivals per booking.
- 3.15 The forecast usage of the dog walking field has been estimated by reference to the number sessions per week with an anticipated summer occupancy at 85% which equates to 77 hours per week or 11 hours/sessions per day.
- 3.16 Assuming 50% of users are group bookings would give approximately 40 vehicle movements at the access per day.
- 3.17 The trip generation estimate indicates that the proposal could result in a maximum of 3 additional movements in the AM Peak and 3 additional movements in the PM peak. This level of trip generation is considered to be minimal when set against the existing traffic movements along Weston Way and the access and can easily be accommodated within the capacity of the existing network and the access arrangements.

Vehicle Parking

- 3.18 Vehicle parking will be provided within the site on an area of hardstanding and will ensure that sufficient spaces are available should one group be leaving and another departing concurrently. Additionally, a suitable turning area will be provided to ensure that vehicles can turn around within the site and enter and exit the site in forward gear.

4 Summary and Conclusions

Summary

- 4.1 This Access Appraisal has been provided in support of proposals to an agricultural field to the southwest of Weston Road from an existing gated access.
- 4.2 An examination of the visibility achievable at the proposed access location demonstrates that a suitable level of visibility can be achieved in accordance with the requirements under the Manual for Streets for the posted 30mph speed limit.
- 4.3 In view of the above an appropriate level of access to the field is achievable in accordance with current requirements within land in control of the applicant or the Highway Authority.
- 4.4 The proposed access would be suitable to accommodate the likely level of traffic that would be associated with a dog walking field.

Conclusions

- 4.5 This Access Appraisal demonstrates that the existing access from Weston Way has an appropriate level of visibility in accordance with current design standards for the posted speed limit and furthermore its use will not have a significant impact on the efficiency or safety of the local transport network.
- 4.6 In consideration of the foregoing, the use of the cess for the purposes of a dog walking field will not have a material or significant impact on the operation of the local highway network for the purposes of either transport capacity or highway safety.

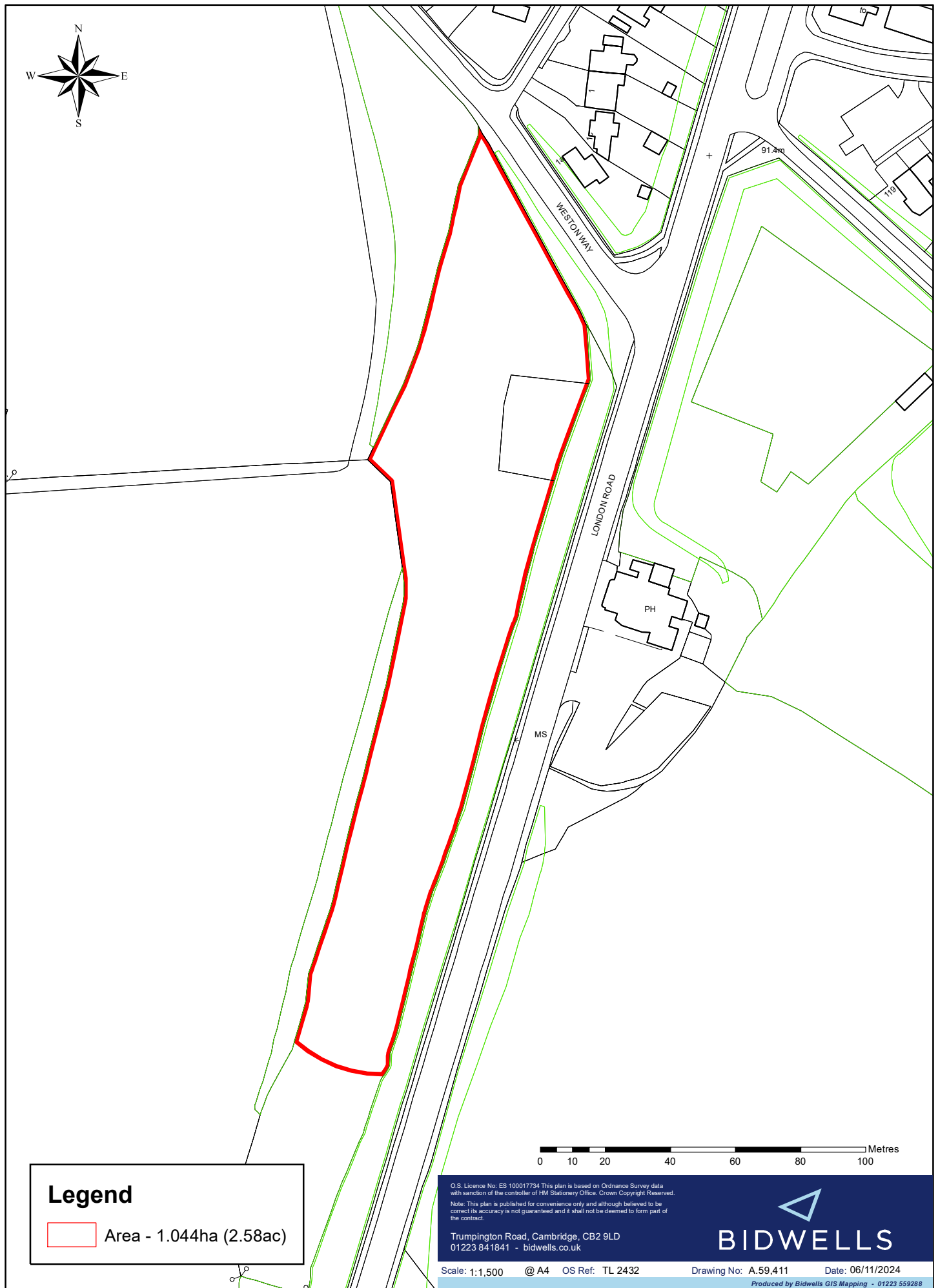


Appendix 1

Site Location

Letchworth Garden City Heritage Foundation - Dog walking field

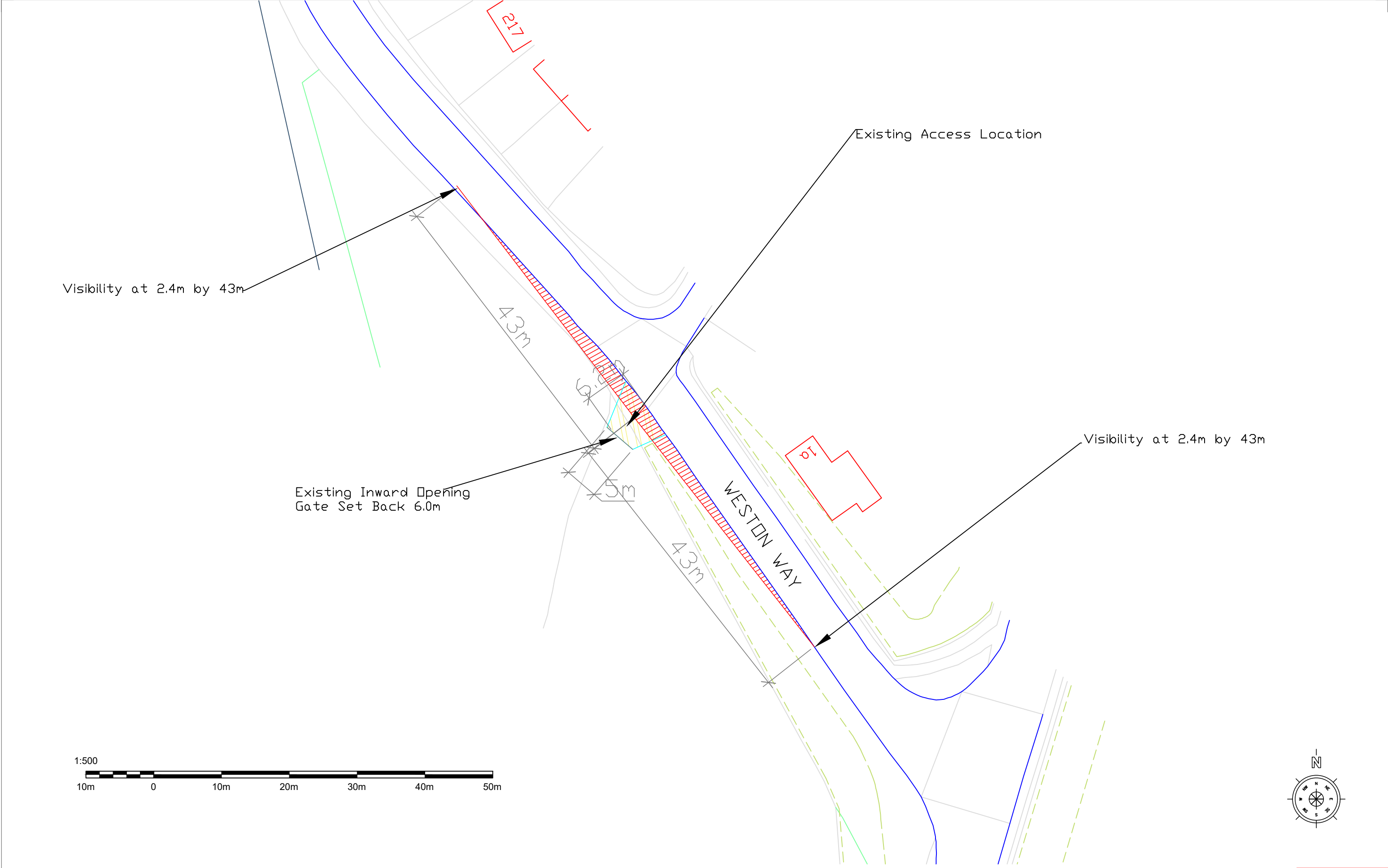
Weston Way, Baldock





Appendix 2

Access and Visibility



	client: Samantha Bennett	title: Existing Access and Visibility	date: 5/07/2025	scale @ A3 1-500
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