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## Note

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*To:* Katherine Snell – County Planning  
*From:* Joe Malone – Highways Development Planning  
*Our Reference:* 6/3/5/MIN (83)  
*Copies to:*  
*Date:* 29<sup>th</sup> April 2013

*Subject:* **WR193 – Barfield Close Waste Transfer Station, Winchester**

Thank you for the opportunity to comment on the above application.

The proposals are for the construction and operation of a waste transfer station to handle construction and demolition/skip waste (10,000tpa) and continued use of the site for recycling metal, paper, cardboard and plastic (15,000tpa)

The application site is located on Barfield Close, Bar End which is predominately an industrial area to the south east of Winchester City Centre. Barfield Close has a speed limit of 30mph, has a carriageway width of 8m and through traffic is restricted between 07:00 and 10:00 hours.

Access to the site is in the form of a priority bell mouth junction onto Barfield Close. Visibility splays provided by the applicant are 70m to the south and 105m to the north at a set back position of 2.4m. The access has manually operated gates set back from the 18m from the highway which is considered enough to accommodate an HGV. The site is currently in use for permitted operations and it is considered there are no ongoing highway problems relating to its use.

The site is approximately 170m from Bar End Road mini roundabout which provides access out of the city and onto M3 junctions 9 (via Spitfire Link) and 10.

### Existing conditions

The applicant has provided Personal Accident Injury (PIA) data from the period between 1<sup>st</sup> November 2007 and 31<sup>st</sup> October 2012. There were no incidents on Barfield Close during the period. Two incidents occurred at the

Bar End road mini roundabout resulting in slight injuries. One accident was a rear end shunt when the driver failed to react to a waiting car, the other accident occurred when a driver turning right out of Barfield Close failed to give way to an oncoming car on Bar End Road. Having reviewed data there are no trends or patterns that suggest the additional development traffic would worsen the safety situation.

Traffic Survey results of Barfield Close have been provided by the applicant. These were recorded independently over a 12 hour period on 26<sup>th</sup> February 2013 (07:00 – 19:00).

	Total Vehicles	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Northbound	400	99	16
Southbound	364	23	101

The above survey results show two way traffic to be relatively low throughout the day. The amount of vehicles using Barfield Close equates approximately one per minute.

Car parking for staff and visitors are catered for on site. There are currently 14 spaces available to the 4 full time staff and visitors. The development would result in the creation of two additional staff and as such it is considered there is adequate parking available.

### Trip Generation

The current permitted development for the site allows up to 15 lorries per day to transport 15,000 tonnes of material per year (tpa). This application is for a further 10,000tpa which will result in the generation of 12 extra lorries per day. Operating hours for the site are 07.30-18.30 between Monday to Friday and Saturday 07.30-14.00.

### Impact

The applicant has provided swept path analysis to demonstrate the on site capacity for the movement of vehicles related to the proposals which show sufficient space for an Articulated lorry and smaller skip lorries. However the swept path does appear to involve these vehicles using part of the building which may accommodate structures or concrete bays, this should be checked and the swept path re-run if necessary.

A trip generation profile of vehicles accessing the site has been provided. Vehicles are typically staggered throughout the day however there is no clear indication of the on site accumulation of vehicles where it can be determined how many vehicles will on site at any one time.

While the Transport Statement shows that the development could accommodate vehicles related to the proposal, the applicant has not

demonstrated how the movements would be effected by the parking and movement of vehicles related to the site's existing operations.

The site is small and I am concerned about arriving vehicles not being able to enter the site and having to wait off site on the public highway causing disruption to other road users. As such the applicant should demonstrate that the site has sufficient physical space / capacity to cater for all vehicles generated by the sites activities.

The 12 extra trips generated by the development are approximately one extra vehicle on the road every 30 minutes and will not materially effect the operation of the wider highway itself.

#### Recommendation

At this time it is not possible to provide a positive recommendation on highways and transport grounds until further information is provided about the capacity of the site to enable HGVs to enter / exit in a forward gear or safely accommodate the expected vehicles generated by the proposals.

Should you wish to discuss any of the above, please do not hesitate to contact Joe Malone on 01962 813863.