

## **Proposed Residential Access – 253 Winchester Road, Eastleigh, Nr Southampton, Hampshire, SO53 2DX**

### **Technical Note**

August 2024

### **Introduction**

1. This Technical Note has been prepared by Transport Dynamics to provide traffic and transport advice for a future planning application to allow the creation of a new residential unit at 253 Winchester Road, Southampton, Hampshire, SO53 2DX.
2. A new residential access is sought from Winchester Road to allow direct access. A site location plan (**Figure 1**) is provided at **Appendix A**.
3. This Technical Note details the existing site and general context, explains the proposal in detail, and finally confirms that the proposal is sound in traffic and transport terms.

### **Site Context & Existing Situation**

4. Winchester Road runs south west to north east before ending at Junction 12 of the M3.
5. Winchester Road is a two-way road with a width of approximately 8 metres. A continuous footway is provided on either side of the highway, along with grass verges on the western side at the back of the carriageway. Street lighting is present on both sides of the highway.
6. The application site is located 3km from central Eastleigh and 9km north of Southampton.
7. Adjacent the application site the highway is subject to a speed limit of 30mph as befits the urban location of the application site.
8. Numerous other residential vehicular access points exist along Winchester Road and because of the road geometry and wide highway carriageway and verges good visibility exists.

### **Proposed Residential Access**

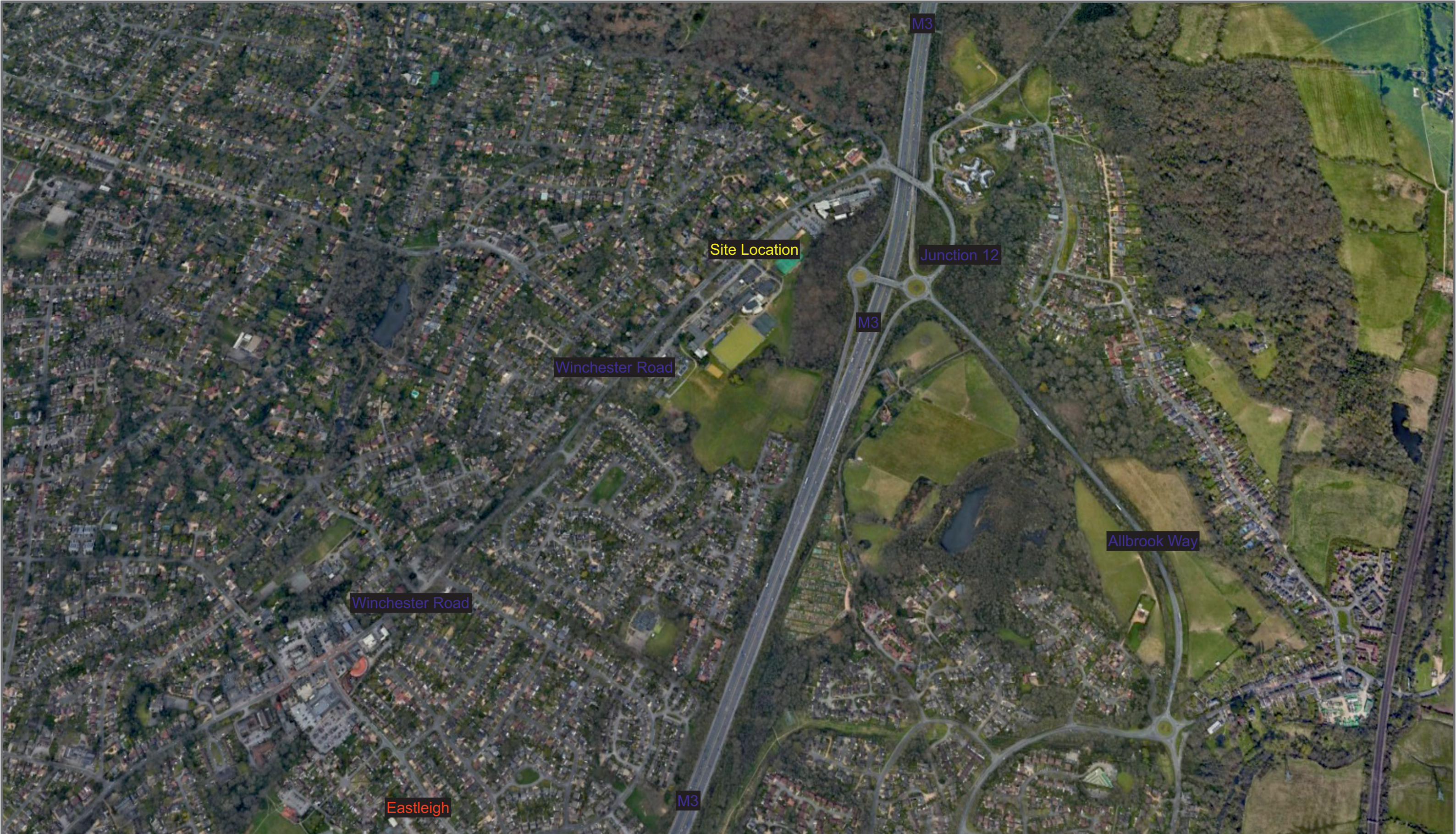
9. It is proposed to create a new residential vehicular access from Winchester Road to the application site.
10. **Drawing PCD648/001/A at Appendix B** details the achievable visibility splay with 43m to the south west and 43m to north east to the kerbside edge in either direction. Minor modifications are proposed to allow for pedestrian inter-visibility.

11. **Drawing PCD648/TR01/A at Appendix C** details swept path analysis for the proposed off-street dedicated parking spaces.
12. The swept path analysis assessment has made use of a 'Large Car' to show the worst case scenario in terms of vehicle tracking. It should also be noted that two vehicles can pass each other at the crossover access location.
13. The proposal seeks to provide a modern and fit for purpose residential vehicular access, with hardstanding, with acceptable visibility splays.

## Summary

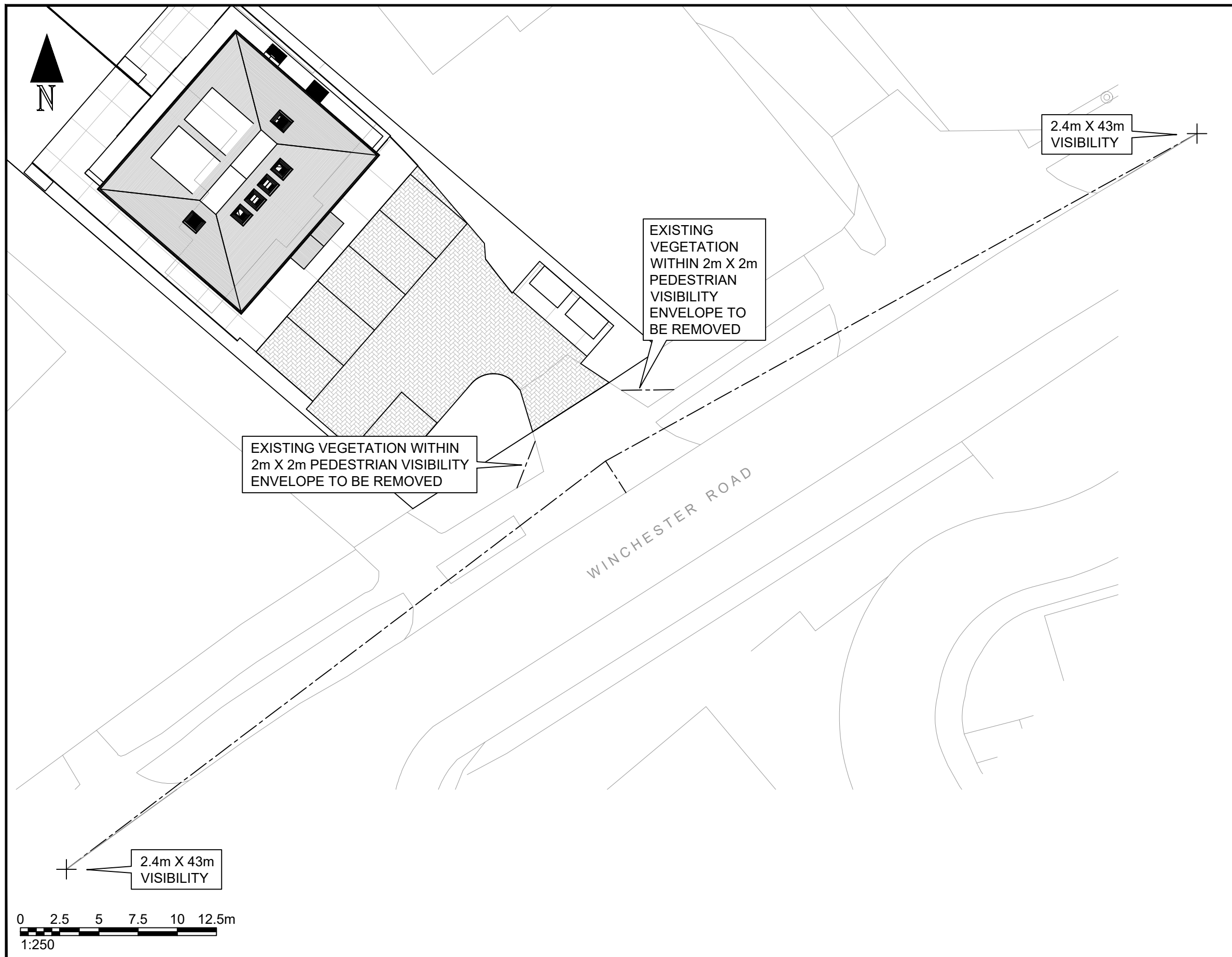
14. This concise Statement supports a proposal to create a new residential vehicular access from Winchester Road to the application site.
15. The required visibility splays for a 30mph speed limit on Winchester Road can be achieved, along with proposed minor modifications for pedestrian intervisibility.
16. Swept path analysis has also detailed that two vehicles can pass each other at the crossover access, and can enter and exit the site in forward gear.
17. In conclusion, and on the basis of the above, the proposed residential access arrangement should not be refused on traffic and transport grounds.
18. In summary it is therefore considered that the proposal is acceptable in transport planning terms and as such there are no traffic or transportation reasons why the proposal should not be supported.

## Appendix A



|                                             |  |        |  |                                                                                       |                      |
|---------------------------------------------|--|--------|--|---------------------------------------------------------------------------------------|----------------------|
| Drawing Title                               |  |        |  |  |                      |
| Site Location Plan                          |  |        |  |                                                                                       |                      |
| Job Title                                   |  | Scale: |  | Drawn by:                                                                             | 1st Issued: Aug 2024 |
| Winchester Road, Eastleigh, Nr. Southampton |  | N.T.S  |  | T.W.S                                                                                 | Drg No:              |
|                                             |  |        |  |                                                                                       | Job No: PCD 648      |
|                                             |  |        |  |                                                                                       | Figure 1             |

## Appendix B



| REV | DESCRIPTION          | DRWN | CHKD | DATE       |
|-----|----------------------|------|------|------------|
| A   | Site layout updated. | DW   | TS   | 19.08.2024 |

- NOTES:**
1. Do not scale from this drawing.
  2. This drawing to be read & printed in colour.
  3. This drawing is for illustrative purposes only, and not for construction.

|                                                                                                            |                                                                       |          |                              |  |                |  |                   |  |           |    |           |            |             |    |
|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|----------|------------------------------|--|----------------|--|-------------------|--|-----------|----|-----------|------------|-------------|----|
| <br>www.tdynamics.co.uk | Transport<br>Planning<br>Specialists<br><br>tom.swift@tdynamics.co.uk | Client:  | Mr S Tank                    |  | Drawing Title: |  | Access Visibility |  | Revision: | A  | Drawn by: | DW         | Checked by: | TS |
|                                                                                                            |                                                                       | Project: | Winchester Road, Southampton |  | Scale:         |  | 1:250             |  | Size:     | A3 | Date:     | 13.08.2024 | Drawing No: |    |

## **Appendix C**



| REV | DESCRIPTION          | DRWN | CHCKD | DATE       |
|-----|----------------------|------|-------|------------|
| A   | Site layout updated. | DW   | TS    | 19.08.2024 |

- NOTES :**
1. Do not scale from this drawing.
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**LARGE SIZE CAR (Jaguar S-Type)**

Overall Length 4.939m  
Overall Width 1.878m  
Overall Body Height 1.474m  
Min Body Ground Clearance 0.259m  
Max Track Width 1.544m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 6.000m

|  |                                                              |
|--|--------------------------------------------------------------|
|  | <b>FORWARD MOVEMENTS</b><br>( <i>design speed - 5kph</i> )   |
|  | <b>REVERSE MOVEMENTS</b><br>( <i>design speed - 2.5kph</i> ) |

|                                                                                                            |                                                                       |          |                              |  |                |       |                                                  |       |           |   |           |            |             |             |
|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|----------|------------------------------|--|----------------|-------|--------------------------------------------------|-------|-----------|---|-----------|------------|-------------|-------------|
| <br>www.tdynamics.co.uk | Transport<br>Planning<br>Specialists<br><br>tom.swift@tdynamics.co.uk | Client:  | Mr S Tank                    |  | Drawing Title: |       | Vehicular Swept Paths Analysis<br>(Sheet 1 of 3) |       | Revision: | A | Drawn by: | DW         | Checked by: | TS          |
|                                                                                                            |                                                                       | Project: | Winchester Road, Southampton |  | Scale:         | 1:250 |                                                  | Size: | A3        |   | Date:     | 13.08.2024 |             | Drawing No: |



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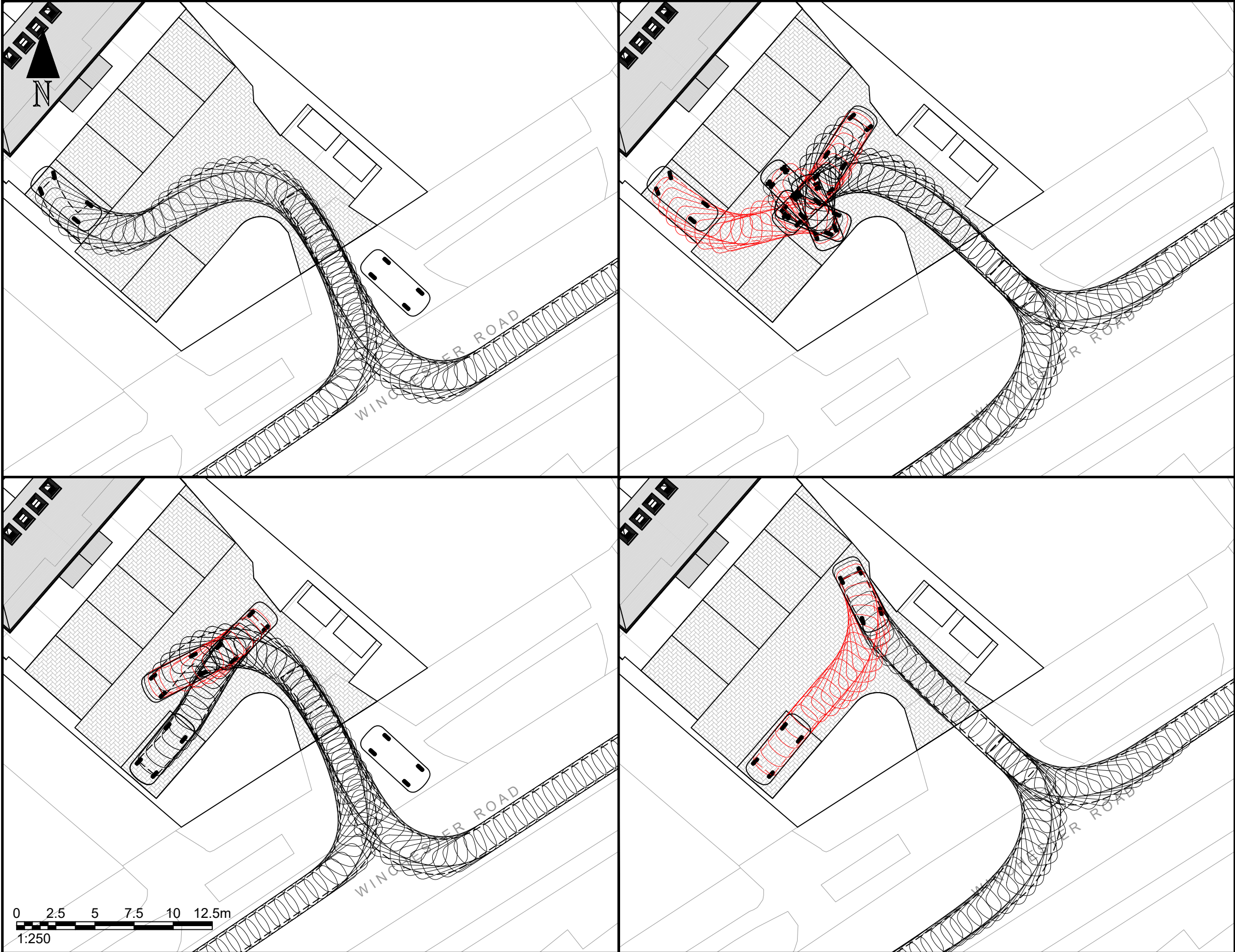
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|                         |                                                                   |          |                              |  |                                                                 |       |           |    |           |            |                                  |    |
|-------------------------|-------------------------------------------------------------------|----------|------------------------------|--|-----------------------------------------------------------------|-------|-----------|----|-----------|------------|----------------------------------|----|
| <br>www.tdynamics.co.uk | Transport<br>Planning<br>Specialists<br>tom.swift@tdynamics.co.uk | Client:  | Mr S Tank                    |  | Drawing Title: Vehicular Swept Paths Analysis<br>(Sheet 2 of 3) |       | Revision: | A  | Drawn by: | DW         | Checked by:                      | TS |
|                         |                                                                   | Project: | Winchester Road, Southampton |  | Scale:                                                          | 1:250 | Size:     | A3 | Date:     | 13.08.2024 | Drawing No:<br>PCD648 / TR01 (2) |    |



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| <br>www.tdynamics.co.uk | Transport<br>Planning<br>Specialists<br>tom.swift@tdynamics.co.uk | Client:  | Mr S Tank                    | Drawing Title: |       | Vehicular Swept Paths Analysis<br>(Sheet 3 of 3) | Revision: | A     | Drawn by:  | DW                               | Checked by: | TS |
|                         |                                                                   | Project: | Winchester Road, Southampton | Scale:         | 1:250 | Size:                                            | A3        | Date: | 13.08.2024 | Drawing No:<br>PCD648 / TR01 (3) |             |    |