

Technical Note – Emergency Access

Introduction

- 1.1 This Technical Note has been prepared in respect of the Blue Star Land Development Waterlooville.
- 1.2 Hampshire County Council's (HCC) letter dated 20th November 2025 (Ref .058293) is a recommendation for refusal of the Blue Star Land outline planning application Ref. APP/23/00471 and contains the following reasons for objection.

The Highway Authority therefore recommend refusal on the following grounds:

1. Access:
In the opinion of the Highway Authority, the proposals involve access arrangement(s) into the site that cannot be reconciled with the National Planning Policy Framework in that the access arrangement into the site would cause highway safety issues contrary to National Planning Policy Framework 116
2. Sustainable Transport Opportunities:
In the opinion of the Highway Authority, the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that it would result in users of the development being unable to make use of sustainable transport opportunities. This would result in an overreliance on the private car which is contrary to NPPF paragraph(s) 109, 111, 115, 117, and Hampshire County Council's LTP4
3. Travel Plan:
In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that there is insufficient provision of, or support for, sustainable transport options. This will create a greater number of trips via private car which will create a severe impact on the local transport network and the environment and is contrary to NPPF 109, 111, 115, 117, 118, and Hampshire County Council's emerging Local Transport Plan 4.

Extract from HCC Response: Page 9

- 1.3 In accordance with instructions from Savills, this Technical Note specifically considers the matter of the "Emergency Access" discussed throughout the planning process and includes additional commentary following the November 2025 response from HCC. For the purposes of this note, it is assumed this item falls under HCC suggested Reason for Refusal 1.
- 1.4 The following drawings have been updated to co-ordinate with the points raised in this document:

Drawing Ref.	Updates	Reason
GTWVILLE_BSL/SK/03/E	Emergency access bollards replaced with lockable barrier/gate with signage indicating 'FOR EMERGENCY ACCESS ONLY'	Provision for cyclists at this location is desirable but not essential. Gate ensures access is only used by emergency vehicles.
GTWVILLE_BSL/SK/10	New drawing showing a reserved corridor for the emergency access.	The Emergency Access is desirable rather than essential. The reserve corridor enables future provision to be made at a later date once Peasgood Lane adopted and Traffic Regulation Order implemented.
GTWVILLE_BSL/SK/15	New drawing showing Emergency Access accommodating cyclists once Peasgood Lane adopted and TRO in place.	Compliant visibility would be available for vehicles and cyclists once the TRO was in place and parking restriction enforced.
GTWVILLE_BSL/SK/17	New drawing showing Alternative layout to GTWVILLE_BSL/SK/02 without cycletrack.	Layout complies with LTN1/20 whereby it is appropriate for cyclists to be accommodated on the carriageway based on traffic flows and design speed. Assessment is based on up to 5 cycle trips and up to 55 vehicular trips during peak hour. Revised layout will: • address problem raised in Road Safety Audit • reduce conflict between cyclists and vehicles in the vicinity of Peasgood Lane vehicle crossover. • enable uncontrolled crossing to be relocated further from Peasgood Lane junction. • Provide clear priority for cyclists past Peasgood Lane and through the development site.

Emergency Access

- 1.5 In their November 2025 response, HCC identify the following in relation to the Emergency Access:
- 1) Cycle visibility splays should be demonstrated which accord with HCC TG3 and LTN 1/20; and
 - 2) The full length of visibility splays should be subject to a TRO;

Cyclist Visibility

- 1.6 The emergency access, **Drawing GTWVILLE_BSL/SK/15** provided in **Appendix A**, will be subject to collapsible bollards to prevent unauthorised vehicular use, whilst allowing for use by cyclists and pedestrians. 2.4m x 25m splays are illustrated on the drawing, appropriate for both cyclist and vehicular egress.
- 1.7 With reference to guidance in HCC Technical Guidance TG3 (Para. 3.6.2 and 3.6.3) and Manual for Streets (MfS) (to which LTN 1/20 defers), the required visibility parameters for cyclists joining a carriageway with a 20mph design speed is $X = 2.5m$ and $Y = 25m$ as explained in the extract below. This is the same as for vehicles.
- 1.8 Therefore, **Drawing GTWVILLE_BSL/SK/15** already shows the required visibility for cyclists and demonstrates these can be accommodated.

TRO Requirement

- 1.9 Currently, vehicles park along the length of Peasgood Lane and Ellisons Crescent so it will be necessary to restrict parking by implementing a TRO to keep the splays clear, once the road is adopted.
- 1.10 HCC are seeking to reserve visibility for both emergency vehicles and cyclists.
- 1.11 Prior to adoption and implementation of a formal/enforceable TRO, options could include:
- (1) Prohibiting access via this route for cyclists via signage and barriers, secured by condition, as detailed in **Drawing GTWVILLE_BSL/SK/03/E**, provided in **Appendix B**. Access for emergency vehicles could be maintained.
 - (2) Implementing some private management, which would need the agreement of the landowner; or
 - (3) Prohibiting access for emergency vehicles and cyclists until such a time a TRO can be made. The development can reserve a corridor within the development, as detailed in **Drawing GTWVILLE_BSL/SK/10** provided in **Appendix C**, so that an access for emergency vehicles and cyclists could be provided once the TRO had been implemented on Ellisons Crescent and Peasgood Lane, as shown in **Drawing GTWVILLE_BSL/SK/15**.
- 1.12 In respect of whether any temporary prohibition for cyclists should also apply to emergency vehicles, the following are pertinent points:
- (1) There is no statutory requirement for an emergency access. If parking in visibility is an issue for HCC, then the emergency access could be removed;

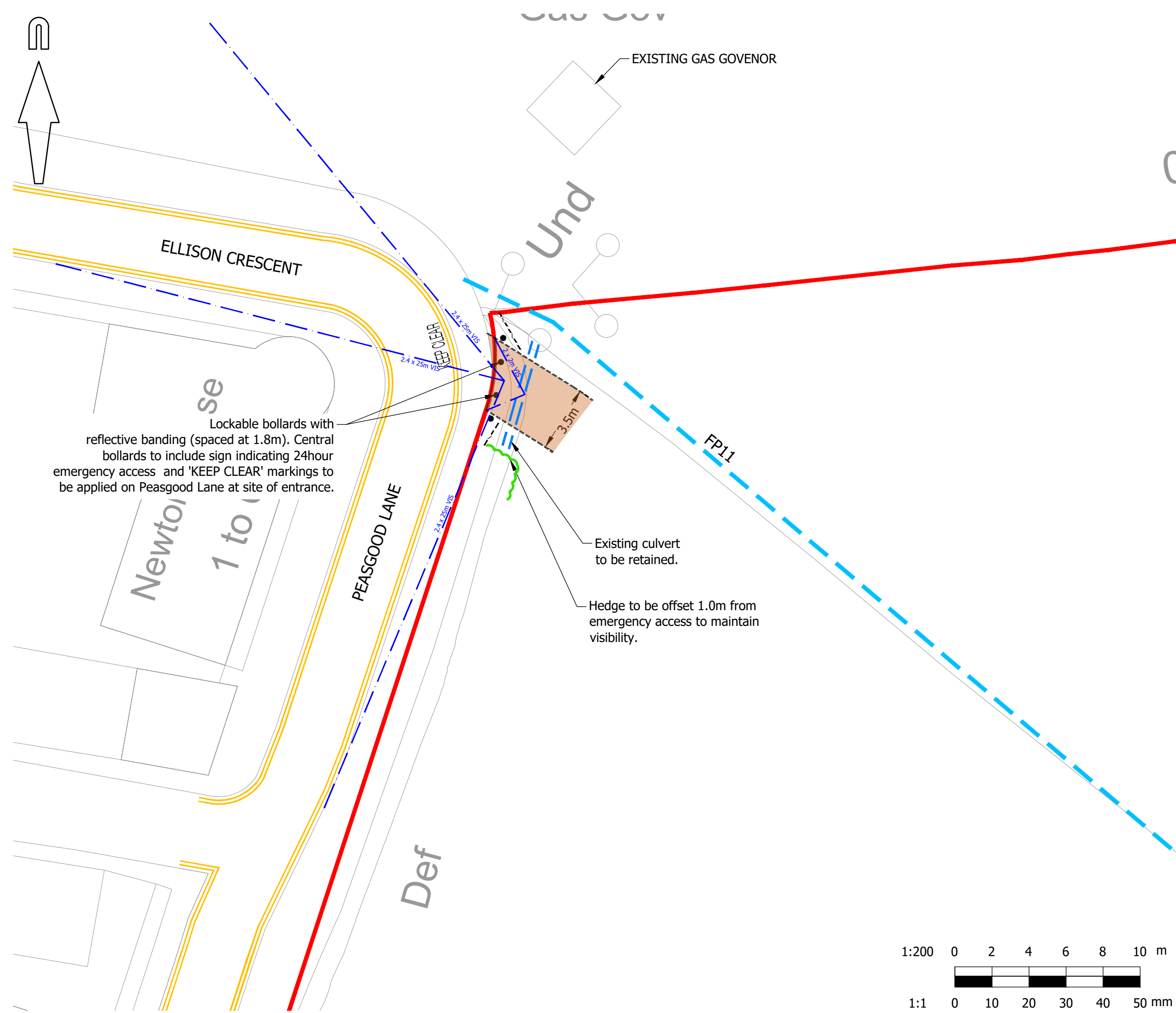
- (2) Emergency vehicles will not necessarily egress from that point. Once the emergency is over, they are more likely to use the main access.
- (3) They are large, very visible, vehicles with associated crew members who could act as banksmen if needed; and
- (4) The frequency of emergency vehicles will be negligible (also reference low base flows on Peasgood Lane noted in the Modal Filter note)

- 1.13 Notwithstanding protection of the visibility splays via an appropriate TRO, supplementary signage (KEEP CLEAR markings) could be provided to indicate the emergency access to the public and advising it is to be kept clear at all times, ensuring physical access is not blocked, as shown in **Drawing GTWVILLE_BSL/SK/15**. Details to be secured by condition.
- 1.14 Given the options available and absence of a statutory requirement to provide an emergency access, combined with the fact that a cycle link in this location is not necessary to delivery of the scheme, it is considered that any provisions to be made in relation to this location could be secured via appropriately worded condition or S106 and there are no grounds for refusal on this point.

Author: RA/AJP/NE

Date: 6th February 2026

APPENDIX A: Drawing GTWVILLE_BSL/SK/15



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A3 ORIGINAL

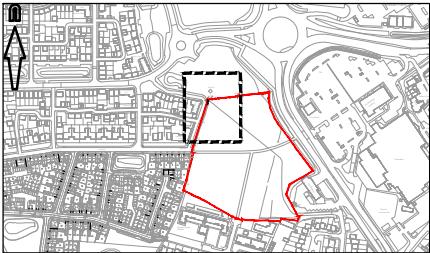
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NOTES

- Refer to Dwg. GTWVILLE_BSL/VT/01 for further vehicle tracking information.
- Assumes Phase 1 TRO approved and installed by Phase 1 land owner.

KEY:

- Development Boundary
- Existing Right of Way



FOR APPROVAL
NOT FOR CONSTRUCTION

rev.	amendment	checked	date
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client **grainger plc** Investing in homes since 1912

project
**BLUE STAR LAND
WATERLOOVILLE**

scale	1:200	drawn by	KD	checked by	RHA
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date	JANUARY 2026	cad file	SK_15.dwg
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title

**PROPOSED EMERGENCY & PEDESTRIAN ACCESS
FINAL CONDITION**

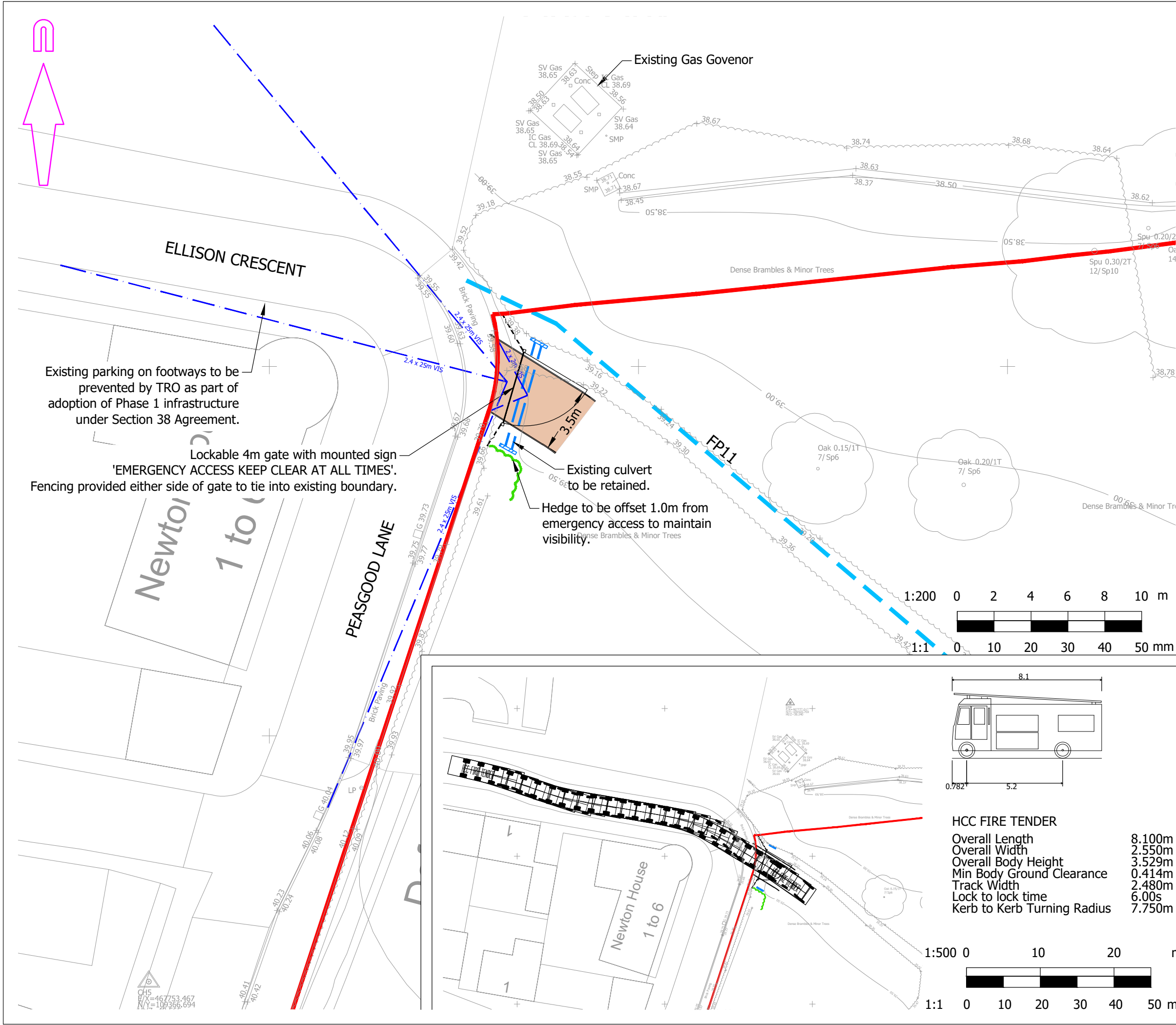
drawing number	GTWVILLE_BSL/SK/15	rev.	
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1:200 0 2 4 6 8 10 m



1:1 0 10 20 30 40 50 mm

APPENDIX B: Drawing GTWVILLE_BSL/SK/03 Rev E



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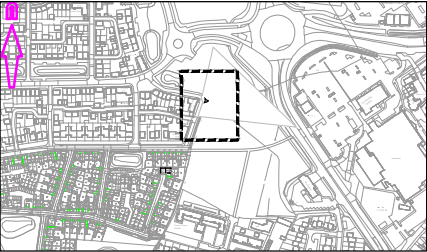
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NOTES

- 1. Refer to Dwg. GTWVILLE_BSL/VT/01 for further vehicle tracking information.

KEY:

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E	Bollards replaced with gate.	RHA	DRAFT
D	Views adjusted to show visibility.	RHA	26/04/2025
C	Revised post HA comments 14/11/24	RHA	27/01/2025
B	Visibility added.	RHA	23/07/2024
A	Further details added.	RHA	26/05/2023

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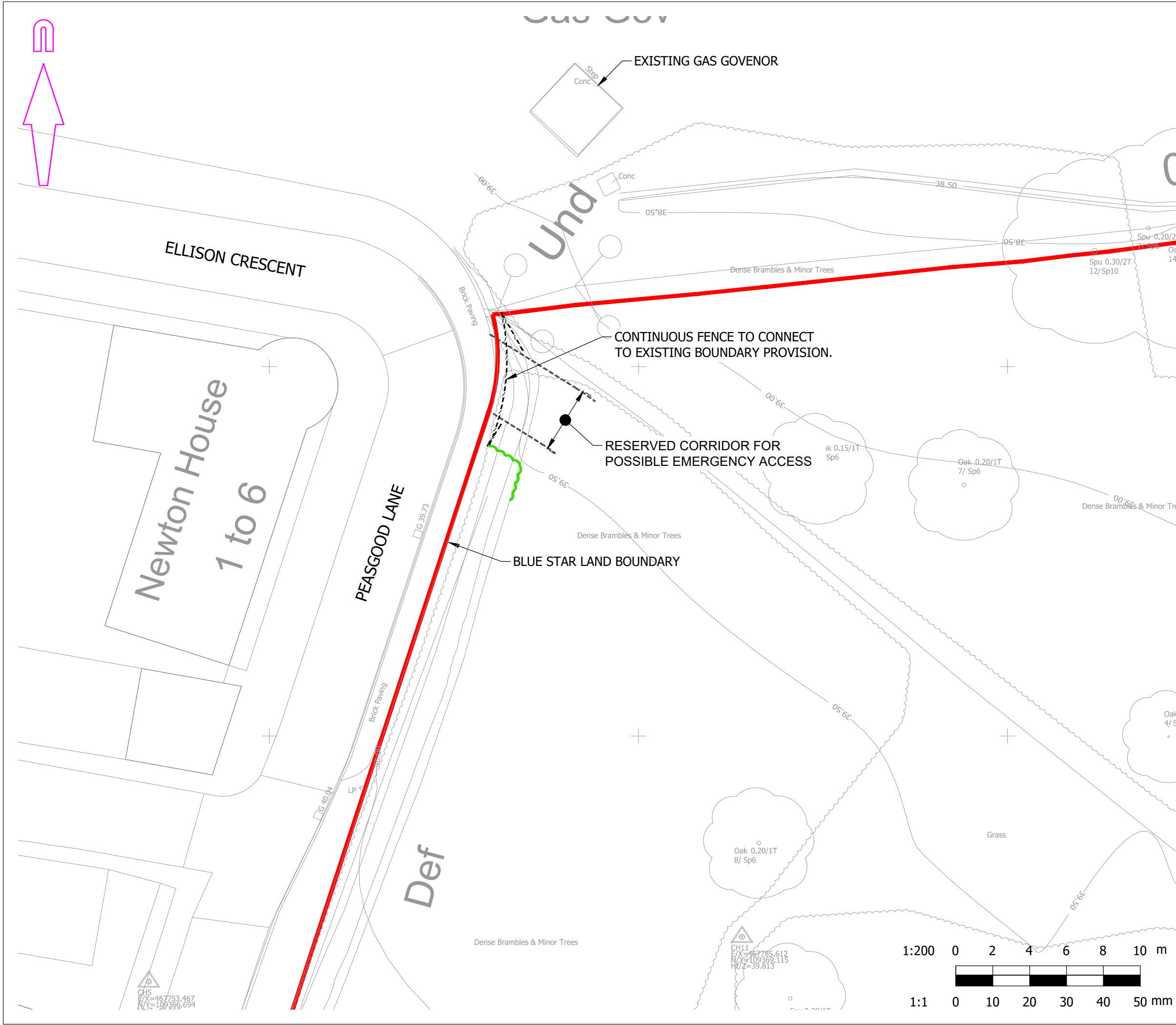
project
BLUE STAR LAND
WATERLOOVILLE

scale	AS SHOWN	drawn by	KD	checked by	RHA
date	MARCH 2023	cad file	SK_03.dwg		

title
PROPOSED EMERGENCY & PEDESTRIAN ACCESS

drawing number	GTWVILLE_BSL/SK/03	rev.	E
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APPENDIX C: Drawing GTWVILLE_BSL/SK/10



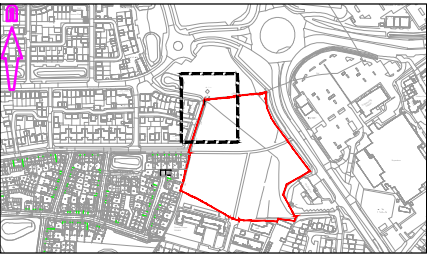
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A3 ORIGINAL

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NOTES

1. BLUE STAR LAND LAYOUT TO ALLOW FOR POSSIBLE EMERGENCY ACCESS. PROVISION OF EMERGENCY ACCESS SUBJECT TO RESERVED MATTERS APPLICATION REQUIREMENTS.



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PROPOSED EMERGENCY ACCESS
RESERVED CORRIDOR

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