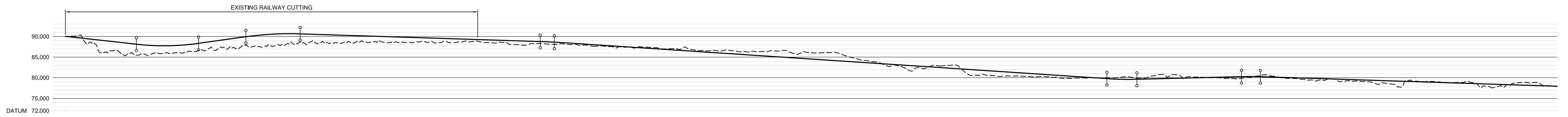




PLAN ON PROPOSED ALIGNMENT ALONG EXISTING DISUSED RAILWAY

SCALE 1:2500



CHAINAGE	EXISTING GROUND LEVEL	ALIGNMENT LEVEL	VERTICAL ALIGNMENT	HORIZONTAL ALIGNMENT
0.000	89.972	90.047	G= -2.232% 1: -44.8	R= 360.000
25.000	88.376	89.489		
50.000	86.207	86.931	KF= 15.0 L= 75.374	R= 360.000
75.000	85.733	86.373		
100.000	86.448	87.126	G= 2.793% 1: 35.8	R= 360.000
125.000	85.401	87.880		
150.000	85.960	87.433	L= 65.739 KF= -19.16841	R= 360.000
175.000	86.495	88.002		
200.000	87.179	88.538	G= -0.637% 1: -157.1	R= 360.000
225.000	87.535	88.717		
250.000	87.396	88.415	G= -1.320% 1: -75.8	R= 360.000
275.000	87.705	88.174		
300.000	88.407	88.659	KF= 20.0 L= 36.400	R= 360.000
325.000	89.051	89.142		
350.000	89.537	89.553	G= 0.500% 1: 200.0	R= 255.000
375.000	88.354	90.384		
400.000	88.451	90.235	G= -0.639% 1: -156.5	R= 255.000
425.000	88.656	90.076		
450.000	88.681	89.917	KF= 22.778 KF= -20.0	R= 255.000
475.000	88.690	89.759		
500.000	88.451	89.599	G= -0.639% 1: -156.5	R= 255.000
525.000	88.656	89.439		
550.000	88.940	89.280	KF= 20.0 L= 36.400	R= 255.000
575.000	88.578	89.121		
600.000	88.017	88.962	G= 0.500% 1: 200.0	R= 255.000
625.000	88.202	88.803		
650.000	87.722	88.206	KF= 22.778 KF= -20.0	R= 255.000
675.000	87.543	87.876		
700.000	87.419	87.546	G= -0.639% 1: -156.5	R= 255.000
725.000	86.992	87.216		
750.000	87.425	86.866	KF= 20.0 L= 36.400	R= 255.000
775.000	86.573	86.226		
800.000	86.720	85.896	G= -0.639% 1: -156.5	R= 255.000
825.000	86.314	85.566		
850.000	86.304	85.236	KF= 20.0 L= 36.400	R= 255.000
875.000	86.521	84.906		
900.000	86.153	84.576	G= 0.500% 1: 200.0	R= 255.000
925.000	86.108	84.246		
950.000	85.076	83.916	KF= 20.0 L= 36.400	R= 255.000
975.000	84.008	83.586		
1000.000	82.776	83.256	G= -0.639% 1: -156.5	R= 255.000
1025.000	81.614	82.926		
1050.000	82.905	82.596	KF= 20.0 L= 36.400	R= 255.000
1075.000	83.046	82.266		
1100.000	80.594	81.936	G= 0.500% 1: 200.0	R= 255.000
1125.000	80.553	81.606		
1150.000	80.405	81.276	KF= 20.0 L= 36.400	R= 255.000
1175.000	80.204	80.946		
1200.000	80.116	80.616	G= -0.639% 1: -156.5	R= 255.000
1225.000	79.955	80.286		
1250.000	79.991	79.956	KF= 20.0 L= 36.400	R= 255.000
1275.000	79.823	79.787		
1300.000	80.041	79.653	G= 0.500% 1: 200.0	R= 255.000
1325.000	79.813	79.513		
1350.000	79.874	79.448	KF= 20.0 L= 36.400	R= 255.000
1375.000	80.709	79.767		
1400.000	80.651	79.892	G= -0.639% 1: -156.5	R= 255.000
1425.000	80.141	80.017		
1450.000	79.979	80.142	KF= 20.0 L= 36.400	R= 255.000
1475.000	79.879	79.979		
1500.000	80.615	80.627	G= 0.500% 1: 200.0	R= 255.000
1525.000	79.945	80.248		
1550.000	79.604	80.089	KF= 20.0 L= 36.400	R= 255.000
1575.000	79.393	79.929		
1600.000	79.162	79.769	G= -0.639% 1: -156.5	R= 255.000
1625.000	79.081	79.600		
1650.000	79.708	79.450	KF= 20.0 L= 36.400	R= 255.000
1675.000	79.326	79.290		
1700.000	79.326	79.130	G= -0.639% 1: -156.5	R= 255.000
1725.000	79.096	79.130		
1750.000	79.096	78.971	KF= 20.0 L= 36.400	R= 255.000
1775.000	78.853	78.811		
1800.000	78.091	78.651	G= -0.639% 1: -156.5	R= 255.000
1825.000	77.904	78.491		
1850.000	78.153	78.332	KF= 20.0 L= 36.400	R= 255.000
1875.000	78.717	78.172		
1900.000	78.013	78.012	G= -0.639% 1: -156.5	R= 255.000
1925.000	77.230	77.230		

LONGITUDINAL SECTION

SCALE 1:2500

LEGEND

- Mixed use town centre core
- Employment
- Community and education
- Commercial leisure
- Residential character areas
- Green routes
- Green streets
- Green views
- Buildings for potential relocation within development areas
- Existing built up areas
- Strategic public transport corridor
- Public transport hub - connecting with local bus routes
- Disused rail corridor safeguarded for potential future use
- Green infrastructure
- Green loop town wide recreation routes
- High net open space areas and recreation areas (HANO)
- Sports and leisure - indoor and outdoor
- Shared paths
- Indicative locations for allotments
- Wildlife corridors
- Special Protection Areas & Special Areas of Conservation
- 400m buffer to SPA / SAC
- South Downs National Park boundary
- Core strategy, emerging policy boundaries correct at November 2009
- Existing development boundary
- Evolutionary development boundary
- Local Plan Policy Zone
- Grassed areas indicate s. use of uses

<p>CLIENT</p> <p>HAMPSHIRE COUNTY COUNCIL CULTURE, COMMUNITIES AND BUSINESS SERVICES</p>	<p>CONSULTANT</p> <p>Hampshire Engineering County Council CONSULTANTS</p> <p>STUART JARVIS BSc DipTP FCIHT MRTP: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>	<p>DRAWN R.D.</p> <p>CAD R.D.</p> <p>CHECKED D.D</p> <p>APPROVED D.D</p>	<p>SCHEME</p> <p>WHITEHILL BORDON INNER RELIEF ROAD ALIGNMENT OPTIONS</p> <p>JOB No. R.J.502790.02</p> <p>SCALE A1 AS SHOWN</p> <p>DATE OCT 11</p> <p>SHEET No. 01</p>	<p>DRAWING TITLE</p> <p>OPTION 1 RE-USE OF DISUSED RAILWAY ALIGNMENT</p> <p>HCC DATE 01.Feb.2012 at 2:33pm</p> <p>DRG No. 502790/101</p>																
<table border="1" style="width: 100%; font-size: small;"> <tr> <th>REV.</th> <th>AMENDMENT</th> <th>DATE</th> <th>DRAWN</th> <th>CHKD</th> <th>APPD</th> <th>REV</th> <th>SUFFIX</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>					REV.	AMENDMENT	DATE	DRAWN	CHKD	APPD	REV	SUFFIX								
REV.	AMENDMENT	DATE	DRAWN	CHKD	APPD	REV	SUFFIX													