

Project Name:	Saltmarsh Lane, Hayling Island
Document Reference:	020.0660/HRN/2
Document Name:	Highways Response Note
Prepared By:	Izzie Drohan (April 2025)
Checked By:	Tom Peters (April 2025)
Approved By:	Mark Smith (April 2025)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	April 25	IDR	Client Comments	MDS

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1. INTRODUCTION

1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of Hayling Island Builders in response to comments provided by Hampshire County Council (HCC) regarding an outline planning application (submitted under reference: APP/21/01351) for up to 60 dwellings at Land south of Saltmarsh Lane, Hayling Island.

1.2 HCC's comments (attached as **Appendix A**) requested the following information to be provided:

- The lack of the footway and crossing facilities along West Lane to provide a safe walking route to facilities in West Town needed to be addressed;
- Formal crossing facilities along Saltmarsh Lane at the junction with West Lane, West Lane and the A3023 at Brights Lane should be considered to provide a safe walking route to the bus stops and local shops should be considered;
- Clarity was sought where the site boundary and the Hayling Billy Trail boundary meet to assess whether suitable connections can be made without the need for 3rd party land;
- Width of the existing tree along Saltmarsh Lane in the primary visibility splay; and
- Consider a traffic calming scheme on the southern stretch of West Lane (including discussion with HCC regarding extents);

- 1.3 Therefore, this HRN will aim to address the comments raised above through the preparation of several drawings.
- 1.4 Note the one issue not addressed within this HRN relates to the strategic modelling and cumulative traffic impact of developments on Hayling Island, which is subject to a separate piece of work and will be addressed under separate cover.

2. RESPONSE TO HIGHWAYS COMMENTS

- 2.1 Each comment raised by HCC will be discussed in the subsequent paragraphs of this section.

HCC Comment: 'It was noted during pre-application discussions that the footway provision along the northern side of Saltmarsh Lane on the approach to the junction with West Lane narrow to below the minimum standard provision due to restrictions of a private property boundary and needs to be widened. It was requested that the application explored the scope the widen this, however this issue is still outstanding'.

HCC Comment: 'Pedestrian crossing provision where Saltmarsh Lane meets West Lane is limited and needed to be addressed. This issue is still outstanding. Tactile paving should be provided along both sides of the carriageway of Saltmarsh Lane at the Saltmarsh Lane/West Lane junction'.

- 2.2 To address these comments, the radius on the northern side of the junction of Saltmarsh Lane has been revised to achieve a 1.5m footway width as well as the placement of tactile paving both at the junction with Saltmarsh Lane/ West Lane and across West Lane, outlined in **Appendix B**. The radius now measures 2m which is sufficient to still accommodate two-way traffic movement and visibility splays measuring 2.4m x 43m in accordance with a 30mph design speed, also demonstrated in **Appendix B**.

HCC Comment: 'Tactile crossing provision should also be provided at Glebe Close providing a safe crossing point for pedestrians wishing to utilise this route to access West Town'.

- 2.3 To address this comment a drawing has been prepared to show the proposed placement of tactile paving across the Glebe Close junction with West Lane, attached within **Appendix C**.

HCC Comment: 'The applicant proposes to provide a formal crossing point south of the Brights Lane/A3023 junction where a section of the footway already tapers away providing an informal crossing point. This would seem an appropriate location to provide a refuge island with tactile paving. Visibility splays should be provided for the proposed refuge island at this point. Tactile paving and visibility splays will be required at the Highworth Lane junction. A drawing needs to be provided at the proposed scheme to ensure it would be deliverable and that any refuge location can be appropriately tracked. It is noted travelling north on Manor Road the footway narrows and the width of this should be confirmed'.

2.4 In order to address this comment, a pedestrian refuge island has been shown along the A2023 along with the proposed road widening that would need to occur in order for this infrastructure to be provided. Two-way vehicle tracking between a Large Family Car and the HCC Super Large Refuse Vehicle has been undertaken, at 10mph, and is attached within **Appendix D**.

2.5 Given the scale of proposals and that this improvement requires the widening of the carriageway, the applicant is content to provide a contribution towards the delivery of the central pedestrian refuge itself, with the remainder of any carriageway widening required to deliver the refuge provided by HCC. This is considered appropriate to ensure the contribution remains proportionate to the proposals, noting this is a wider benefit, of which the future residents will have limited use of due to the distance from the site.

HCC Comment: It was mentioned during pre-application discussions about the potential for traffic calming measures along the southern section of West Lane to slow down traffic and subsequently aiding visibility for cars egressing Saltmarsh Lane. To date this work has not been undertaken'.

2.6 To aid discussions with HCC, an indicative traffic calming scheme has been drawn up, showing the removal of the existing centreline and line edging to be provided along West Lane from the junction with Saltmarsh Lane to the speed limit change north of Brights Lane to Dover Court to the south. The proposed traffic calming measures also include updates to the speed limit change along West Lane to include surface treatment, roundels and visual narrowing, outlined within **Appendix E**. These proposals have been discussed previously with the implementation team at HCC highways, albeit preferences and personnel at HCC may have changed through the course of this application.

HCC Comment: '2.4m x 43m visibility splays are shown at the proposed site access onto Saltmarsh Lane. There are still concerns that the tree to the right of the proposed access is blocking the visibility at the access point as the splay seems to cut through the trunk.

2.7 In order to address this comment, the species of tree has been confirmed as an ornamental tree of the Pyrus species, and therefore the trunk will not exceed 550mm and therefore be acceptable within the visibility splay as per MfS guidance and by extension Hampshire County Council Guidance TG15. It should also be noted that the location of the tree was not raised as an issue by the independent Road Safety Audit.

HCC Comment: 'At pre-application discussions, the highway authority were aware of a desire to provide a connection from the site directly onto the Hayling Billy Trail. This point however seems not to be considered at the planning stage and instead accessing the Hayling Billy Trail via Denhill Close is being pursued instead. The Highway Authority welcome narrative as to why this option of a direct connection from the site onto the Hayling Billy Trail is no longer being considered'.

- 2.8 In order to address this comment, a drawing has been prepared to show the proposed connection into the Hayling Billy Trail up to the boundary of the site, measuring approximately 3m wide to enable a footway/cycleway connection, as demonstrated within **Appendix F**. Connection into the Hayling Billy Trail will require modest works beyond the site boundary to deliver the tie in point. It is believed that this is readily achievable with HCC, in a similar manner to the Sinah Lane development (application ref: APP/20/01093) connection points to the Hayling Billy Trail.

3. SUMMARY AND CONCLUSIONS

- 3.1 This HRN has been prepared by Paul Basham Associates on behalf of Hayling Island Builders in response to comments provided by Hampshire County Council (HCC) regarding an outline planning application (submitted under reference: APP/21/01351) for up to 60 dwellings at Land south of Saltmarsh Lane, Hayling Island.
- 3.2 This HRN has summarised a number of off-site upgrades that the applicant is willing to deliver including widening of the footway along the northern side of Saltmarsh Lane as well as tactile paving, the provision of tactile paving at the Glebe Close/West Lane junction, the proposed footway from Brights Lane to 78 West Lane, Brights Lane/Brights Lane junction and Highworth Lane at its junction with the A3023.
- 3.3 Furthermore, traffic calming will be provided along West Lane and the provision of a pedestrian refuge island has been explored along the A3023. Due to the requirement for road widening to facilitate a refuge the applicant is agreeable towards a contribution towards the value of the pedestrian refuge itself, and any additional costs required to deliver necessary road widening can be funded by HCC.
- 3.4 Therefore, through the completion of drawings highlighting the pedestrian infrastructure improvements that can be made to the surrounding areas, HCC should review this HRN favourably in terms of highways. The sole remaining highways matter would therefore be the

cumulative impact of developments on Hayling Island in regard to the strategic model and mitigation, which will be addressed under separate cover.

Appendix A

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 14 March 2023

My reference 047833

Your reference APP/21/01351

Email havantdc@hants.gov.uk

Dear Ms Miszewska,

Land south of Saltmarsh Lane, Hayling Island, PO11 0JT

Outline application for erection of up to 60 dwelling units with access; associated landscape and highway works on land south of Saltmarsh Lane, and all other matters reserved.

Thank you for your re-consultation on the above outline planning application. The Highway Authority wish to make the following comments. In the Highway Authorities previous response dated 5th May 2022, a number of matters were raised for the applicant to address and further consider as part of this planning consent.

In response to these comments the applicant has submitted a Post-App Technical Note (PATN) (reference 020.0660/PATN/1). It is noted that the assessment of the Manor Road and the A27 Langstone Roundabout are to be addressed separately and as not part of the submitted PATN. Whilst the Highway Authority can provide comments based on the submitted information, no final decision will be made on the planning application until the above assessment has been submitted for consideration and conclusions drawing on the cumulative impacts of development in the summertime peaks.

The Highway Authority have reviewed the PATN and have the following comments to make.

Sustainable Access

Connection to the Hayling Billy Trail:

In the Highway Authorities previous response comments were made regarding a connection on to the Hayling Billy Trail from the red line boundary of the site. The applicant states that a 3.0m connection from the site will be delivered and shown on

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future layouts produced up to the site boundary. Thus, improvements to the connection via Denhill Close are no longer being pursued. This is agreed subject to an appropriate connection being able to be made within the internal road network as laid out below without obstruction by 3rd party land.

The direct connection from the site boundary should be provided at the outline stage for comments to be provided on the suitability of the connection. Without any supporting drawings the Highway Authority are unable to provide any comments on the suitability of a connection in this location. The location of this connection onto the Hayling Billy trail should be secured as part of any outline planning consent and not be resolved at the reserved matters stage.

Pedestrian Improvements:

Drawing 020.0660.002 shows proposed pedestrian infrastructure improvements along West Lane, Brights Lane and Manor Road. The width of the proposed footway along the eastern side of West Lane have not been provided and should be so comments can be provided on the suitability of the footway width.

The Highway Authority requested that the applicant provided wayfinding for the walking route into West Town to overcome deficits in the wayfinding provision. Currently, the most direct route is unclear and should be clearly signed to minimise pedestrians from utilising the southern stretch of West Lane where no footway is present. No narrative has been provided on this point and it is still requested that this is explored.

Walking, Cycling and Horse-Riding Assessment (WCHAR):

As requested in the Highway Authorities previous response, the applicant has undertaken a WHCAR assessment with the scope including routes to all local facilities as identified within the Transport Assessment. The WCHAR notes the following off-site improvements to overcome the deficits in the pedestrian and cycle infrastructure:

- Tactile paving to be provided in the following locations:
 - Saltmarsh Lane at its junction with West Lane;
 - Brights Lane/Brights Lane junction;
 - Glebe Close at its junction with West Lane;
 - Brights Lane across the A3023 south of the junction; and
 - Higworth Lane at its junction with the A3023;
- Extend the footway along West Lane up to no.78 (circa 10 metres in length) with associated tactile paving; and
- Connection direct between the site and the Hayling Billy Trail to avoid the need to utilise the public footpath link via Denhill Close

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It is noted that the WCHAR has failed to identify the deficit in tactile paving at Glebe Close (south of Saltmarsh Lane). It was requested that this be provided as part of the development proposals considering this is the most direct route for pedestrians from the site to West Town. This deficit should be addressed and added to drawing 020.0660.002 to be provided as part of the offsite S278 works.

The Highway Authority did not imply that the development had proposed a refuge island across the A3023 but suggested that this may be the most suitable crossing point in this location considering this is the main walking route to both the primary and secondary schools within the catchment of the development. It is still requested that this is explored, and a drawing should be provided of the proposed scheme to understand if a refuge island in this location would be deliverable. The verge along the western side of Brights Lane falls under ownership of the Highway Authority so alterations could be made to the carriageway to keep a consistent width in this location with the addition of a refuge island should this be necessary.

The comment regarding widening the northern footway on Saltmarsh Lane related to the stretch of footway at the Saltmarsh Lane/West Lane junction which is substandard in width. It is noted however that pedestrians from the site are likely to utilise the southern side of Saltmarsh Lane and cross at the Saltmarsh Lane/west Lane junction where new tactiles are proposed as part of the development works. Some localised footway widening would be beneficial if there is scope to do so at the Saltmarsh Lane/West Lane junction on the northern side of the carriageway to improve the alignment of the tactile crossing facility in this location. Visibility splays should be provided at the Saltmarsh Lane/West Lane junction to ensure that this widening will not impact on any achievable visibility. Tracking should also be provided to ensure this does not impact vehicle movements at the junction.

It is agreed that no improvements are deemed necessary as a result of the proposed development for Equestrian users.

Speed Surveys and Visibility Splays

The applicant has undertaken a speed survey between 6th July and 12th July 2022 along Saltmarsh Lane to inform the required visibility at the proposed development access. Weather conditions were noted to be warm and dry. 85th percentile recorded speeds were found to be 24.8 and 25.0 mph eastbound and westbound respectively.

Following the results of the speed survey, drawing 020.0660.001 Rev B has been updated showing the required visibility based on recorded speeds. It is agreed that the visibility splays shown are in accordance with Hampshire County Council's Technical Guidance TG3 Stopping Sight Distance Calculator.

The splay to the right is still obstructed by a tree trunk. Whilst the applicant notes that the width of the tree trunk does not currently block visibility, the species of the tree should be confirmed to ensure that the width of the trunk is unlikely to impact upon any

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achievable visibility in the future. Visibility splays will be suitably conditioned as part of any future planning consent.

No narrative has been provided within the PATN regarding visibility at the access to number 64 however it is noted that drawing 020.0660.001 Rev B has been updated showing interaction between the existing fence line and the required visibility splay. The visibility splay seems to run tight to the edge of the fence line however the splay is not obstructed. It is agreed that appropriate visibility can be achieved from the existing access in this location.

Stage One Road Safety Audit (RSA1)

As requested in our previous response, the applicant has undertaken an RSA1 for the site access proposals.

Audit problem 3.3.1 relates on-street parking restricting visibility at the site access which may lead to site impact collisions. The Highway Authority agree that this matter can be given further design consideration at the detailed design stage however do not agree that this is a RSA4 matter.

West Lane Traffic Calming Measures

The Highway Authority have engaged in direct discussions regarding proposed traffic calming measures along West Lane. Following on from these discussions, the Highway Authority are still awaiting a traffic calming scheme to be drawn up in conjunction with the proposed pedestrian improvements along West Lane.

It was discussed with the applicant that an improved gateway feature and an extension of the 30mph speed limit should be provided as part of the development proposals. This could be drawn up in conjunction with the proposed pedestrian improvements along West Lane. The Highway Authority can agree delivery mechanisms on the scheme once a scheme has been drawn up.

The applicant should be made aware that a TRO contribution will be required on top of these works the traffic management team to undertake the legal works involved to implement the 30mph speed limit extension.

Traffic Distribution

The traffic distribution for the proposed site is now confirmed to be as follows which is consistent with the approach as agreed as part of the Sinah Lane application.

Route Assignment	Percentage
Park Road North/South	17.2%
A27 West	43.2%
A27 East	7.8%

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Stay on Hayling Island	25.4%
A3(M)	6.4%

Whilst the percentage of development traffic proposed to stay on the Island seems high, the Highway Authority have cross-referenced this figure (25.4%) with census data and are minded to agree the proposed distribution.

Clarification has been provided within the PATN regarding the 80/20 split along Brights Lane and West Lane for those vehicle users routing north. The split has been based following a review of the network and conditions of both routes. It is not agreed that this is a robust assessment, and the split should be based of turning movements. It is requested that further consideration is given towards the distribution split of traffic routing north utilising turning movements.

Saltmarsh Lane/West Lane Junction Modelling

The applicant has undertaken junction capacity analysis for the Saltmarsh Lane/West Lane priority junction using Junctions 9. The following scenarios have been assessed:

- 2022 Base;
- 2027 Forecast; and
- 2027 Forecast + Proposed Development

The maximum RFC value for the 2027 Forecast + Proposed Development scenario is 0.12 suggesting the junction is able to operate well within capacity. Based on the results of the modelling, it is therefore agreed that further localised modelling is not required considering the results, apart from the strategic modelling assessments that are being undertaken separately.

Travel Plan

This Framework Travel Plan (TP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". Whilst the quality of this FTP is generally excellent, it still requires some amendments before it can be approved.

Title Page – Control Sheet – Introduction:

The document control sheet and introduction should contain the following additional information between them:

- Site postcode
- Version history

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- Drafting officer
- Description of the site
- Site masterplan
- Developer's view on travel planning / statement from the developer supporting the contents of the travel plan

Guidance – Section 2:

Section 2 should reference additional national and local policy documents relevant to the TP. These may include, but are not limited to:

National

- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- IHT's 'Guidelines for Planning for Walking (2015)

Regional

- Hampshire County Council's Parking Standards
- Hampshire's Local Transport Plan 2011-2031 (2013)

Local

- LPA Clean Air Policy (where applicable)
- LPA Electric Vehicle SPD (where applicable)
- LPA Parking SPD (where applicable)

This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Hayling Island Builders would suffice.

Existing site conditions / site audit – Section 3:

Section 3 should include the following details:

- Footways and cycleways, including:
- Walking Isochrone Map
- Cycling Isochrone Map

Site Audit – proposed layout – Section 4:

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Section 4 should include the following details:

The items in red will be required for inclusion in the Full Travel Plan which will need to be submitted to HCC before construction commences:

- Car parking, including
 - LPHA/HA SPD guidelines (including electric vehicles)
 - Quantum
 - Location
 - Type
- Cycle parking, including
 - LPHA/HA SPD guidelines (including electric vehicles)
 - Quantum
 - Location
 - Type
- Internal highway design, including
 - Roads
 - Footways
 - Cycleways
 - Guidelines used to inform them

Measures – Section 6:

There are a few additional measures which should be considered for inclusion within this FTP.

Smart Working Measures

- Promote home delivery services
- Provide good quality broadband services

Management / TPC role – Section 7:

Section 7 should include the following details:

The items in red will be required for inclusion in the Full Travel Plan which will need to be submitted to HCC before construction commences

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- Name (cannot be generic at the Full TP stage, such as a consultancy name)
- Job title
- Organisation
- Contact details, including:
 - Email address
 - Work address
 - Phone number
 - Website (where applicable)
- Start date (to be at least 3 months prior to occupation to ensure uptake)

Monitoring – Section 7:

Section 7 should include the following details:

- Recognition that HCC requires a 35% response rate for questionnaire surveys. It is acknowledged by HCC that it is difficult to achieve. In view of this it is acceptable to provide a response rate between 10-35%;
- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer;
- Keep records of participation levels in sustainable travel schemes and incentives;
- Monitor number of car sharers

There are currently no measures in place to encourage members of staff/residents to complete a questionnaire survey. Entry into a prize draw could be offered to those who complete a survey, although it should be noted that the prize should **not** be travel-related (e.g., bus tickets, cycle vouchers, etc).

The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

Having regard to the above the Highway Authority require the following further information before a formal recommendation can be made:

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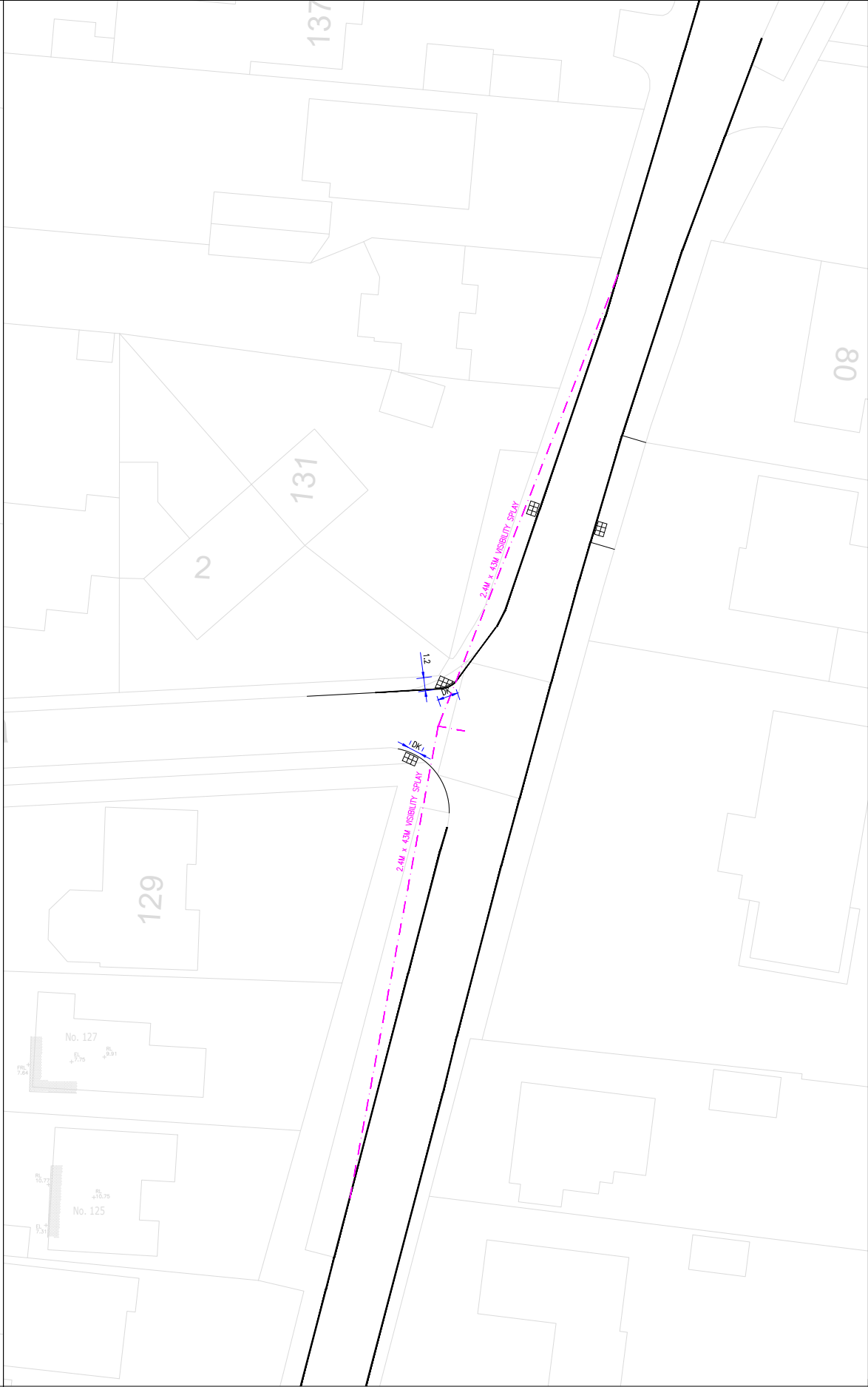
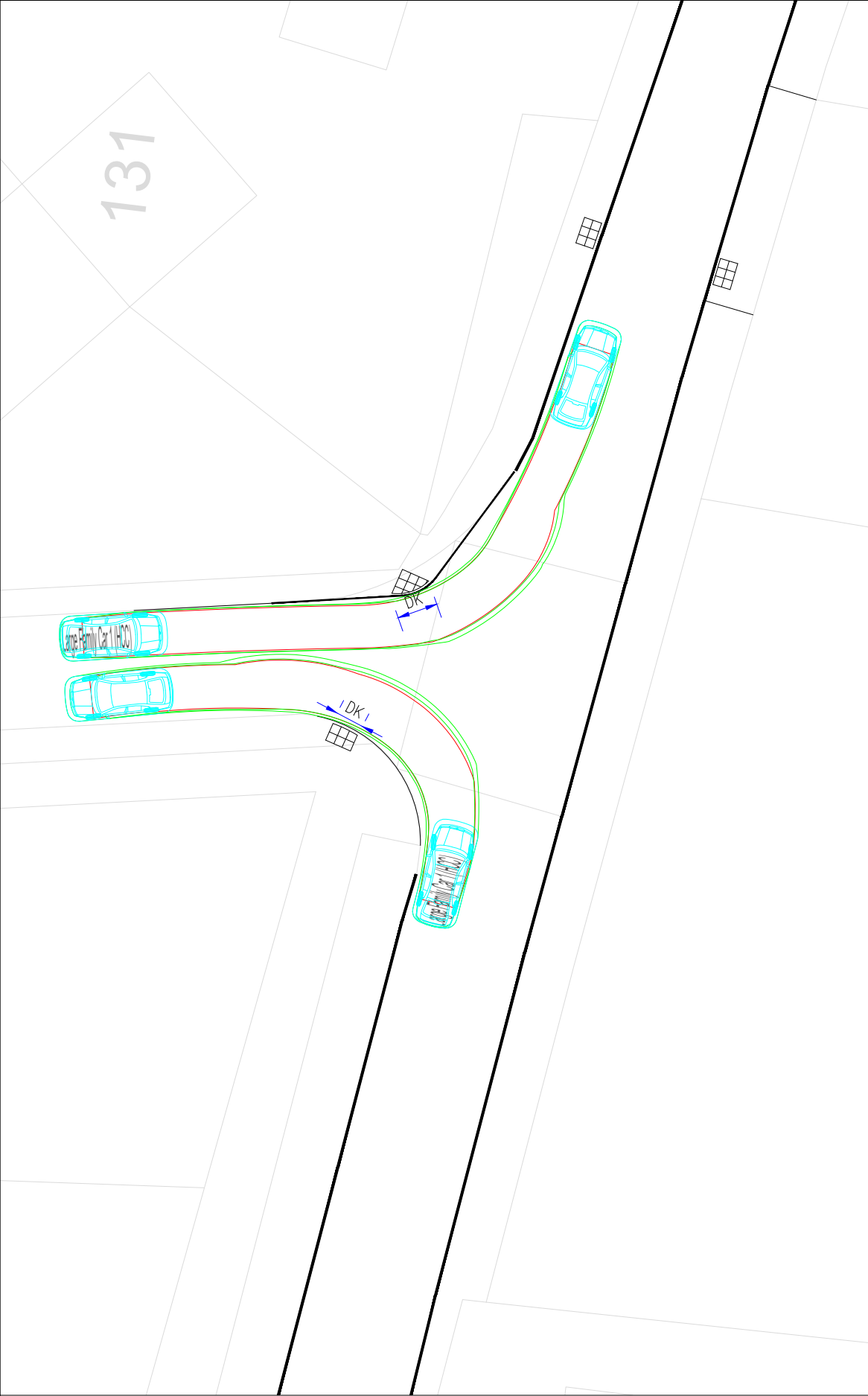
- Direct connection through the site boundary to the Hayling Billy Trail should be provided at the outline stage and not the reserved matters stages – drawings should be submitted regarding this connection;
- The width of the proposed footway along the Eastern side of West Lane should be confirmed;
- No narrative has been provided regarding wayfinding on the walking route to West Town and this should be considered;
- Tactile paving should be provided at Glebe Close;
- Refuge island should be considered at the proposed crossing location along Manor Road with supporting drawings as laid out within the response;
- Localised footway widening would be beneficial if there is scope to do so to improve the alignment of the tactile crossing facility at Saltmarsh Lane/West Lane junction;
- Tree specie that obstructs the visibility splay at the proposed site access should be confirmed to ensure any future growth does not impact visibility;
- Drawing of a proposed traffic management scheme along West Lane to be submitted which should include a gateway feature and 30mph speed limit extension;
- Turning counts should be provided to aid the assumptions of which route residents are likely to utilise when routing north;
- Strategic modelling of Hayling Island;
- Amendments to the travel plan as laid out above.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

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Appendix B

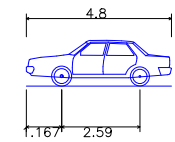


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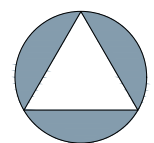
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VEHICLE PROFILE (NOT DRAWN TO SCALE)



Large Family Car 1 (HCC)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m



NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

PROPOSED FOOTWAY WIDENING TRACKING (1:250)			PROPOSED FOOTWAY WIDENING DIMENSIONS (1:500)			P01	FIRST ISSUE		10.04.25	HML	THP		
Project Name		Title		 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com		Client		Rev	Description		Date	By	App'd
SALTMARSH LANE, HAYLING ISLAND		PROPOSED FOOTWAY WIDENING AND VISIBILITY SPPLAYS				Date Created	Drawn By	Approved By		Suitability Code			
Project Phase						PBA Project Number		Scale					
PRELIMINARY						020.0660		AS SHOWN (AT A3)					
						PBA Drawing No:				Revision			
						020.0660-0005				P01			

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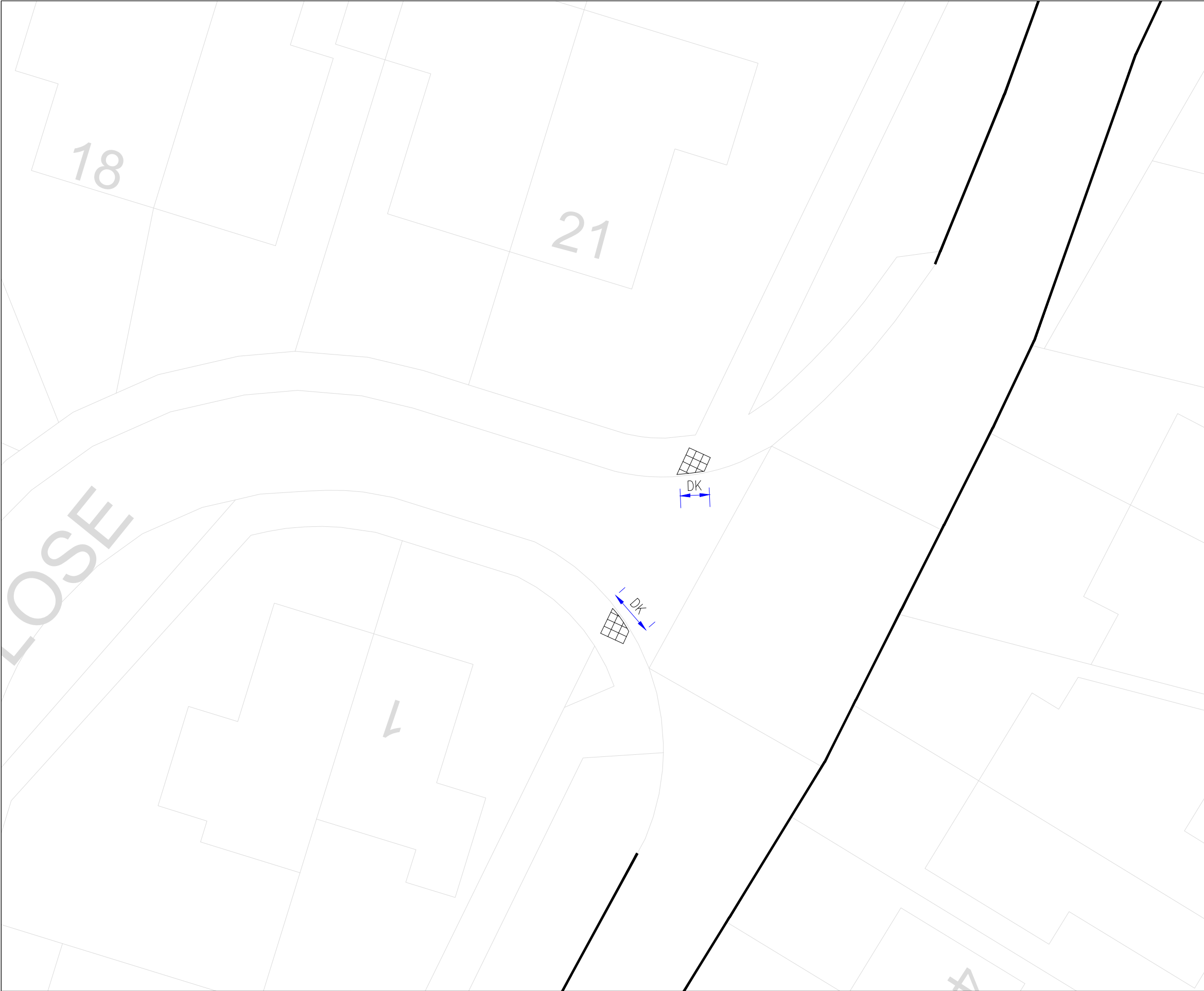
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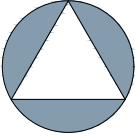
Appendix C



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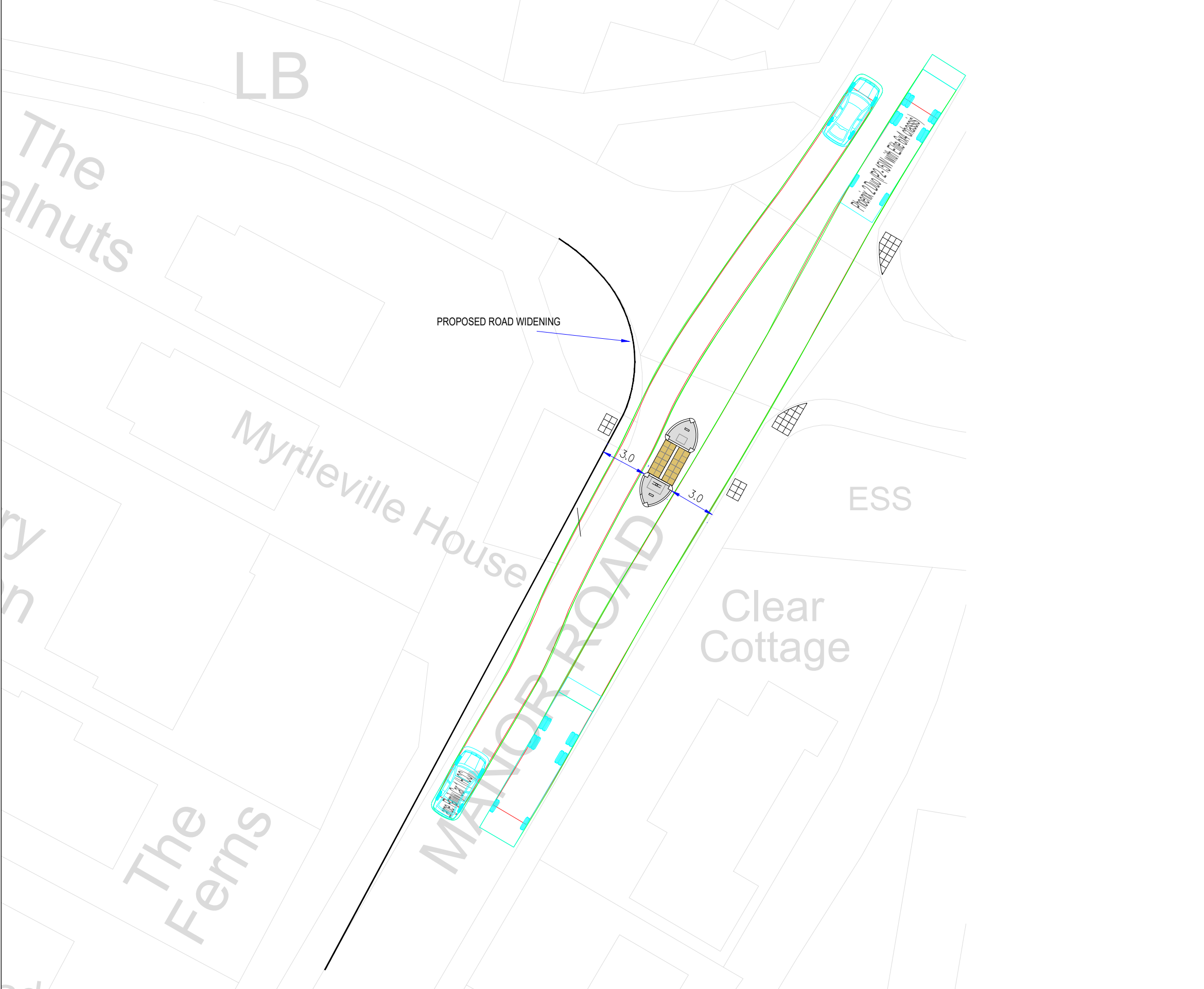
PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P01	FIRST ISSUE	10.04.25	HML	THP
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	20.03.23	HML	THP	-
PBA Project Number		Scale		
020.0660		1:200 (AT A3)		
PBA Drawing No:				Revision
020.0660-0004				P01

Project Name SALTMARSH LANE, HAYLING ISLAND	Title GLEBE CLOSE TACTILE CROSSING POINT	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client HAYLING ISLAND BUILDERS
Project Phase PRELIMINARY			

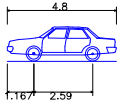
Appendix D



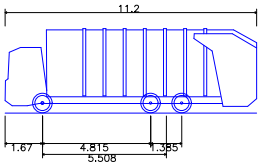
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VEHICLE PROFILE (NOT DRAWN TO SCALE)



Large Family Car 1 (HCC)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

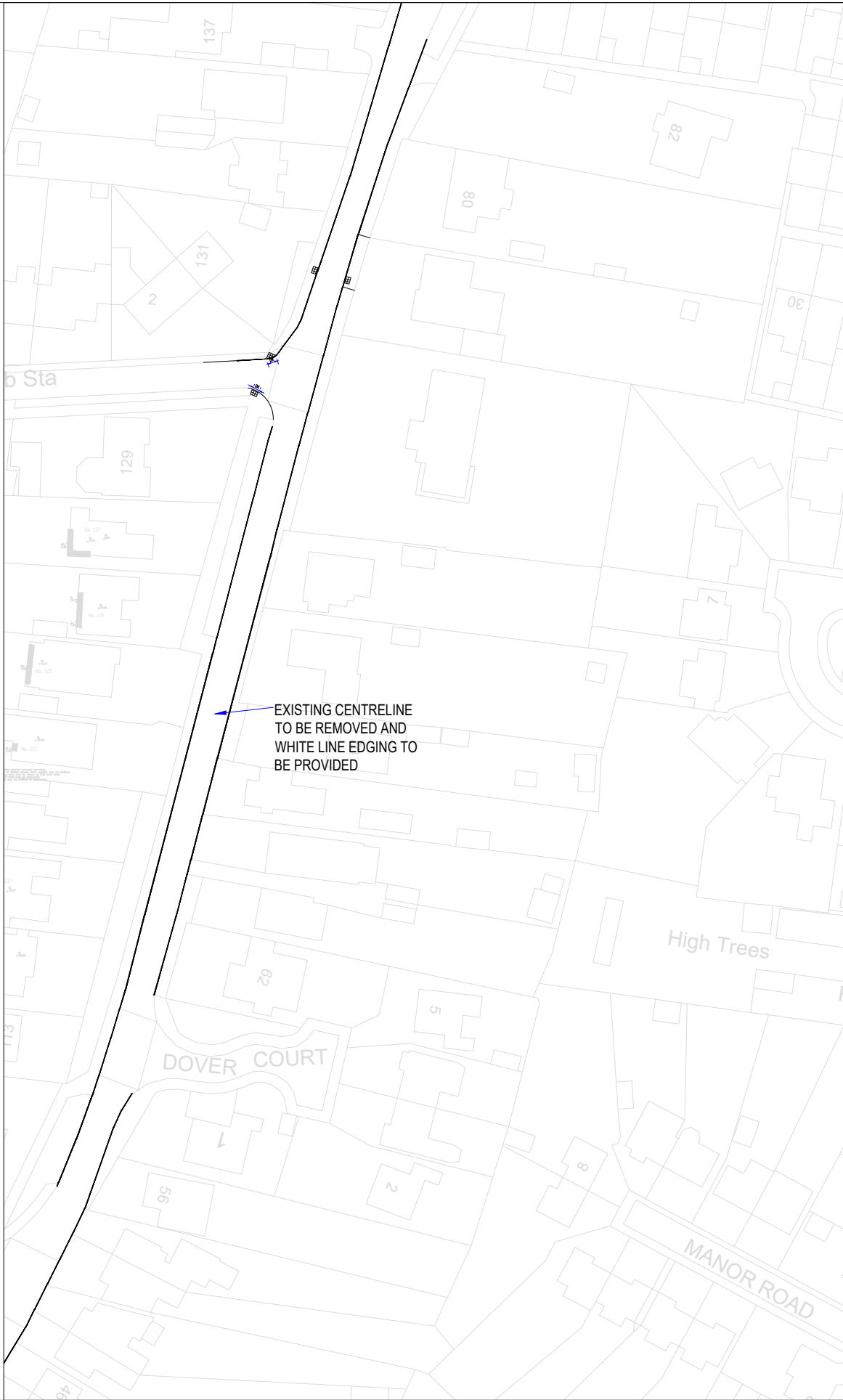
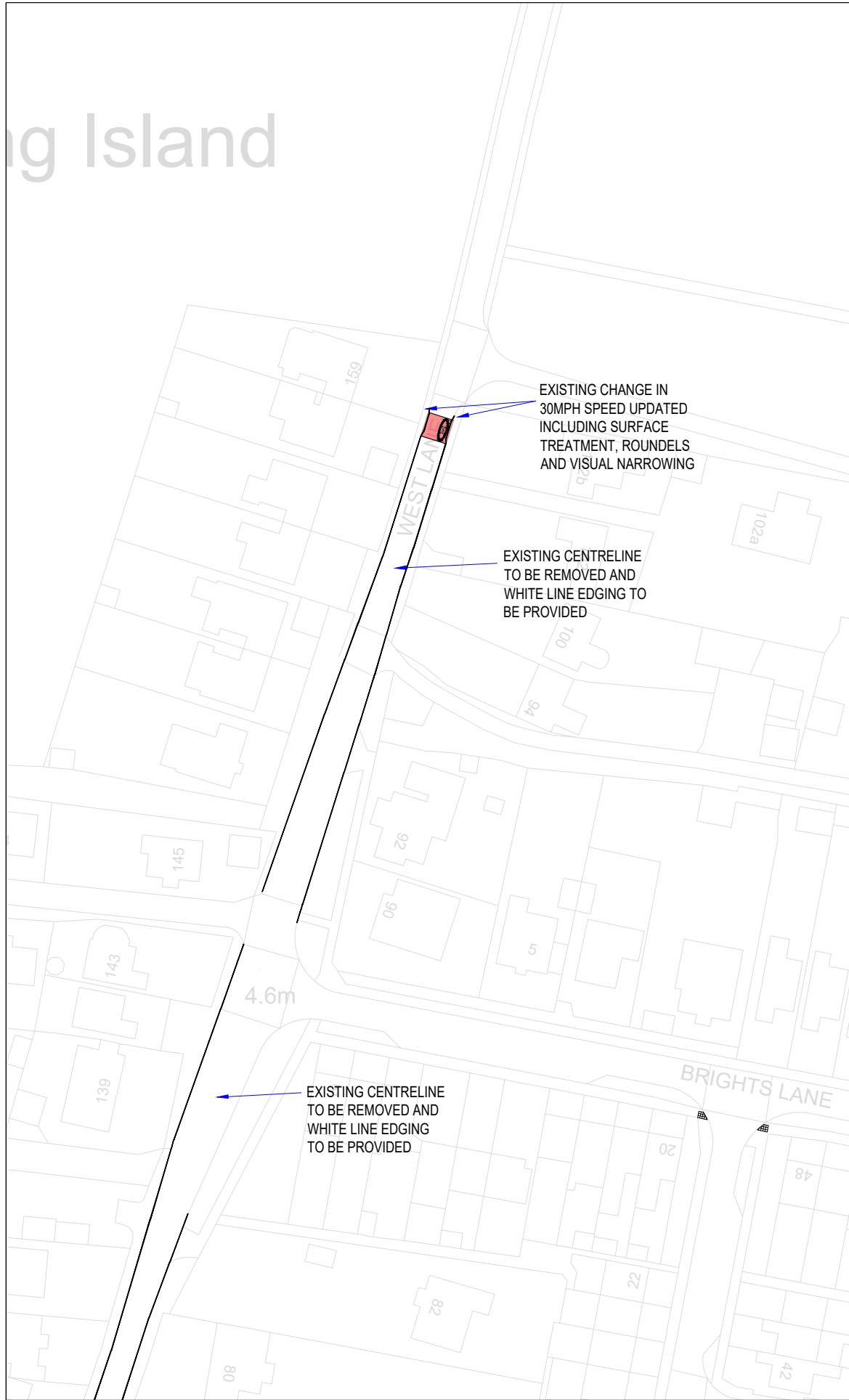


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



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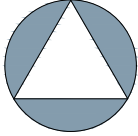
Project Name SALTMARSH LANE, HAYLING ISLAND	Title PROPOSED ROAD WIDENING	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client HAYLING ISLAND BUILDERS	Date Created 20.03.23	Drawn By HML	Approved By THP	Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 020.0660	Scale 1:250 (AT A3)		
PBA Drawing No: 020.0660-0006				Revision P01			



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- PROPOSED REMOVAL OF CENTRELINE AND PROVISION OF WHITE LINING ALONG SIDE OF CARRIAGEWAY ALONG WEST LANE TO EXTEND FROM CHANGE OF SPEED LIMIT AS FAR AS CHARLESTON CLOSE, AT WHICH POINT DOUBLE YELLOW LINES BEGIN.
- IN ACCORDANCE WITH HCC'S TRAFFIC TEAM RECOMMENDATION, A CONTRIBUTION TOWARDS LINING WORKS WILL BE PROVIDED, AND WILL BE IMPLEMENTED CONCURRENTLY WITH HCC MAINTENANCE SCHEDULE.



NORTH

PRELIMINARY

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P02	HIGHWAY COMMENTS	10.04.25	HML	THP
P01	FIRST ISSUE	20.03.23	TP	MS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
20.03.23	TP	MS	-	
PBA Project Number		Scale	(AT A3)	
020.0660		1:1000		
PBA Drawing No:			Revision	
020.0660-0003			P02	

Project Name SALTMARSH LANE, HAYLING ISLAND	Title PROPOSED TRAFFIC CALMING MEASURES ON WEST LANE	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client HAYLING ISLAND BUILDERS	<table><tr><td>Date Created</td><td>Drawn By</td><td>Approved By</td><td>Suitability Code</td></tr><tr><td>20.03.23</td><td>TP</td><td>MS</td><td>-</td></tr><tr><td colspan="2">PBA Project Number</td><td colspan="2">Scale</td></tr><tr><td colspan="2">020.0660</td><td colspan="2">1:1000 (AT A3)</td></tr><tr><td colspan="3">PBA Drawing No:</td><td>Revision</td></tr><tr><td colspan="3">020.0660-0003</td><td>P02</td></tr></table>	Date Created	Drawn By	Approved By	Suitability Code	20.03.23	TP	MS	-	PBA Project Number		Scale		020.0660		1:1000 (AT A3)		PBA Drawing No:			Revision	020.0660-0003			P02
Date Created	Drawn By	Approved By	Suitability Code																									
20.03.23	TP	MS	-																									
PBA Project Number		Scale																										
020.0660		1:1000 (AT A3)																										
PBA Drawing No:			Revision																									
020.0660-0003			P02																									
Project Phase PRELIMINARY																												

Appendix F



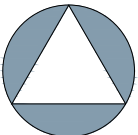
PROPOSED PEDESTRIAN/
CYCLE ACCESS TO
HAYLING BILLY TRAIL

3.0

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Rev	Description			Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code		
	20.03.23	HML	THP	-		
PBA Project Number			Scale	(AT A3)		
020.0660			1:200			
PBA Drawing No:					Revision	
020.0660-0007					P01	

Project Name	SALTMARSH LANE, HAYLING ISLAND
Project Phase	PRELIMINARY

Title	PROPOSED ACCESS TO HAYLING BILLY TRAIL
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paulbasham
associates

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Client	HAYLING ISLAND BUILDERS
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