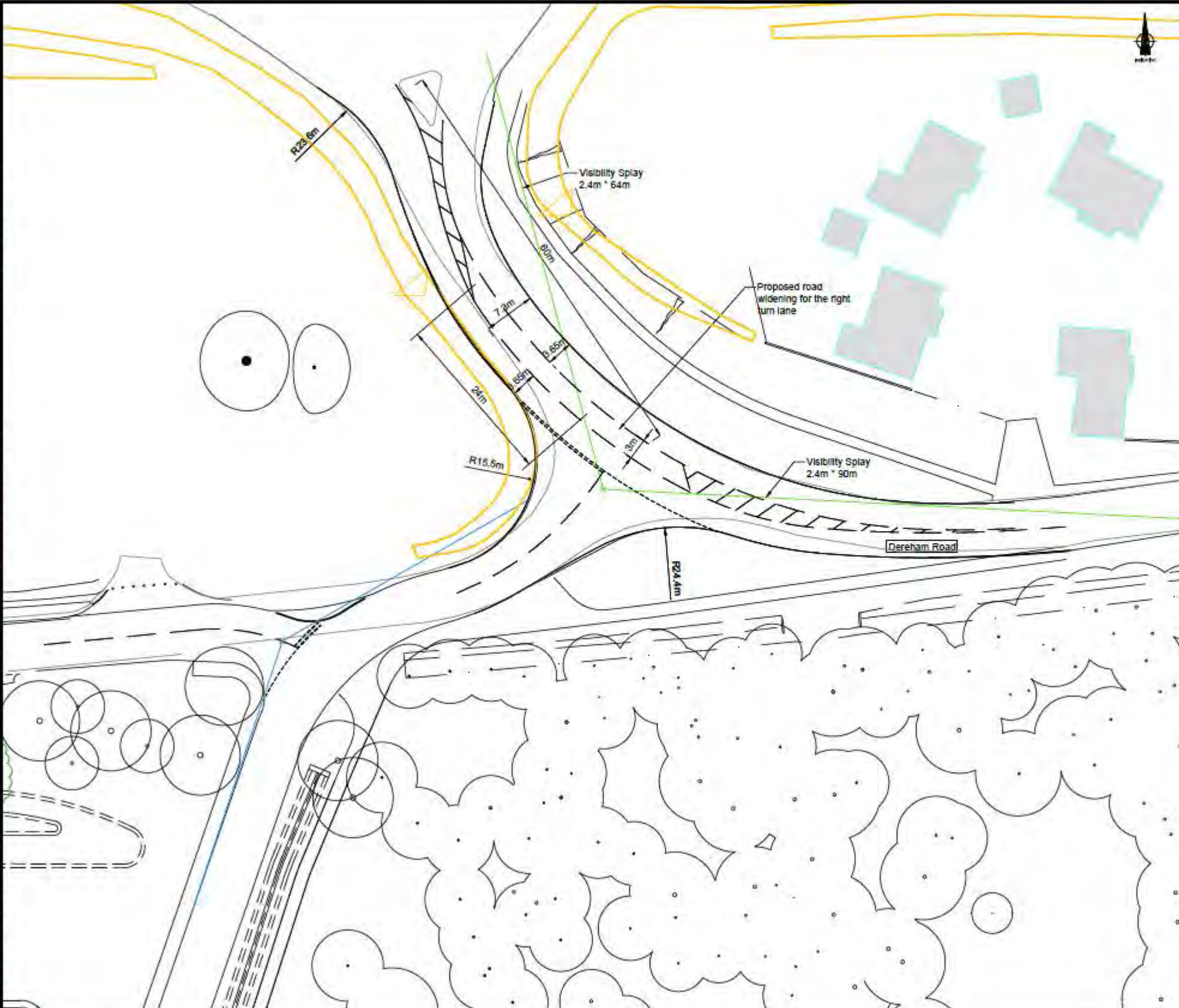


# APPENDIX I

Project Management/Initials: Designer: RIG Checked: CHD Approved: NW  
 Latest Revision/Initials: Designer: RIG Checked: CHD Approved: NW  
 Project Reference Number: 60328033

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**CONSULTANT**

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 71 High Holborn, London, WC1V 6DB  
 +44(0) 203 009 2100 tel  
 +44(0) 203 009 2199 fax  
 www.aecom.com

**PROJECT**

Easton Village Growth  
 Location  
 60328033

**CLIENT**

Eastern Landowners  
 Consortium Joint Venture  
 LLP

**COMMENTS**

1. This is an indicative sketch only.
2. Do not scale from this drawing.
3. Design has not been subject to road safety audit
4. Junctions designed according to guidance set out in Manual for Streets
5. Visibility Splays are measured:  
— 2.4m x 40m  
— Embankments

**ISSUE/REVISION**

IR	DATE	DESCRIPTION

**SHEET TITLE**

PROPOSED IMPROVEMENTS  
 TO DEREHAM ROAD/  
 CHURCH ROAD JUNCTION

**FIGURE NUMBER**

9.1

**SCALE**

1:500 @ A3

Project Management Initials: Designer: SR Check: SR Approved: SP  
 ISO A1 594mm x 841mm  
 Last saved by: MARSHALLA(2016-02-01) Last Plotted: 2016-02-01  
 Filename: C:\USERS\MARSHALLA\DESKTOP\TRA\_SK\_101\_CZ\SHARED\CYCLE\_LANE\_DWG

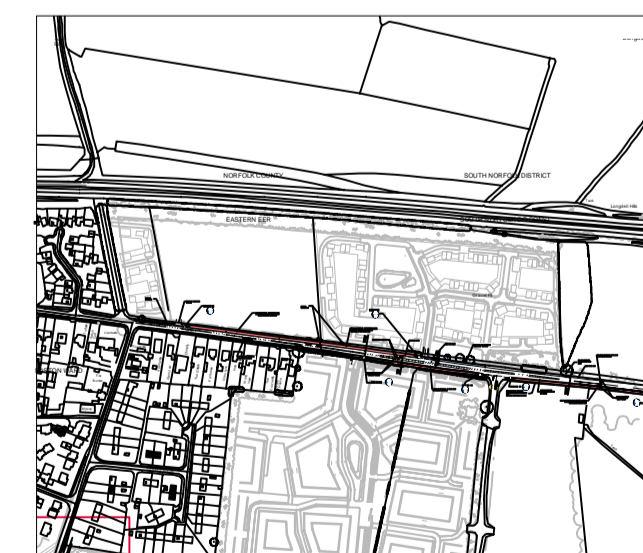
- Proposed shared pedestrian and cycle way 3m wide (to be provided within highway boundary)
- Proposed new footpath
- Kerbline

**DRAFT PRELIMINARY DESIGN**

ISSUE/REVISION

I/R	DATE	DESCRIPTION
B	01/02/16	REVISED_LAYOUT
A	07/01/15	PRELIMINARY

LOCATION MAP

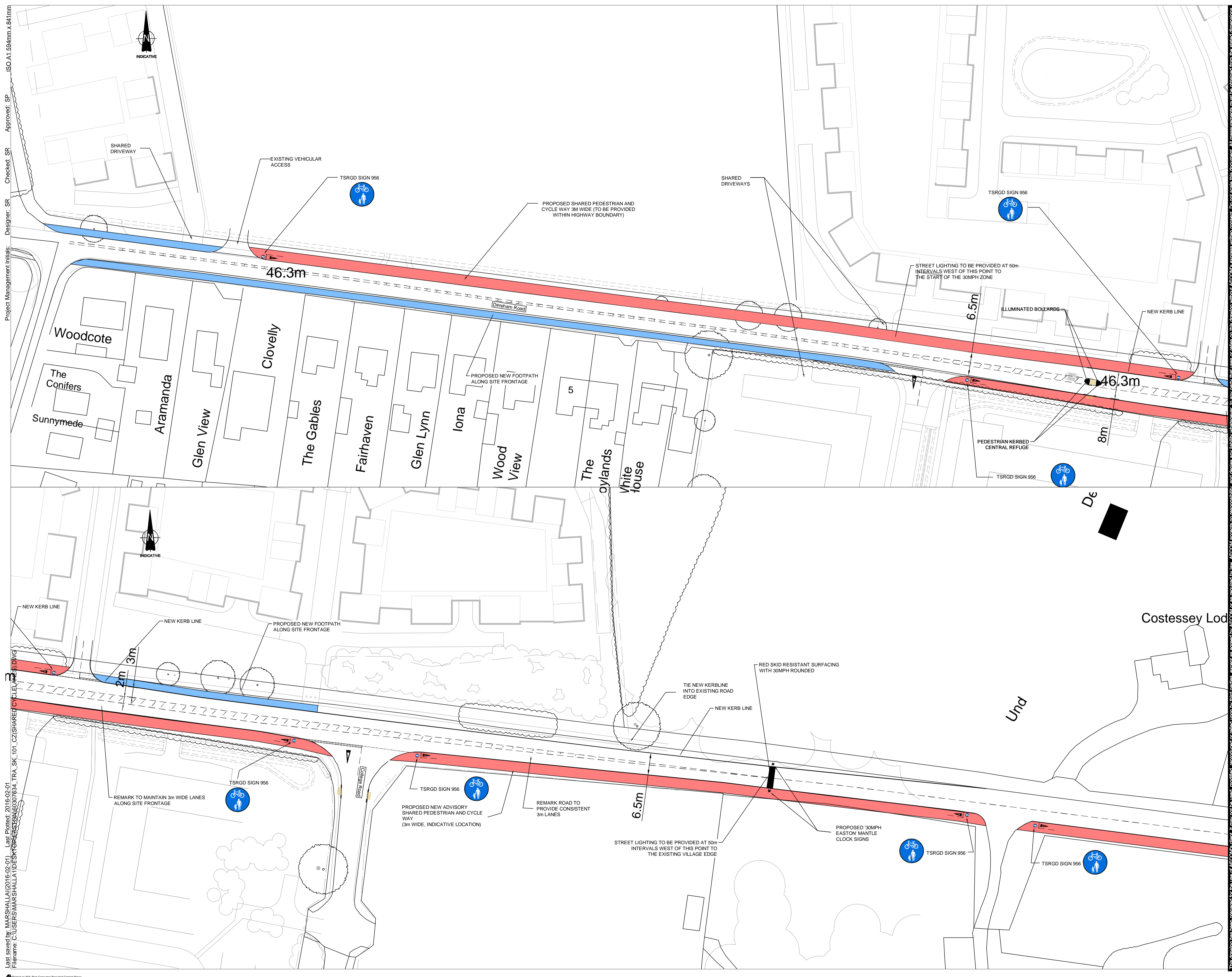


SHEET TITLE

PROPOSED DEREHAM ROAD IMPROVEMENTS  
 SHEET 1

SHEET NUMBER

SK01-TR-01



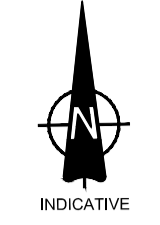
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Last saved by: ZIDGASCI (2015-05-06) Last Plotted: 2015-05-06  
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 Project Management Initials: Designer: SR Checked: SR Approved: SP  
 ISO A1 594mm x 841mm

Costessey Lodge

Und

Track



**PROJECT**  
 Easton Village Growth  
 Location  
 60328033

**CLIENT**  
 Eastern Landowners  
 Consortium Joint Venture LLP

**CONSULTANT**  
 AECOM  
 MidCity Place  
 71 High Holborn  
 London, WC1V 6QS, UK  
 www.aecom.com

**NOTES**

**LEGEND**

- Proposed shared pedestrian and cycle way 3m wide (to be provided within highway boundary)
- Kerbline

46.0m

REPLACE EXISTING TROD PATH WITH A PROPOSED NEW SHARED PEDESTRIAN AND CYCLE WAY (3m WIDE)

COSTESSEY ED



43.9m

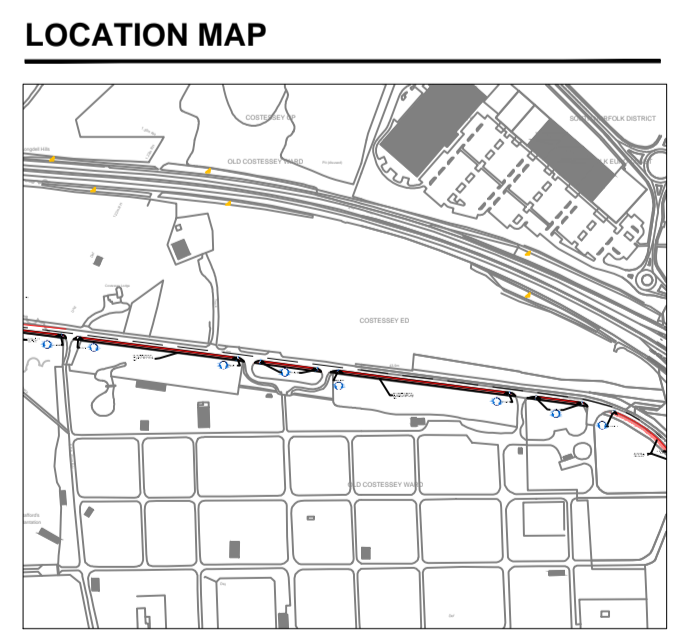
REPLACE EXISTING TROD PATH WITH A PROPOSED NEW SHARED PEDESTRIAN AND CYCLE WAY (3m WIDE)

DEREHAM ROAD

**DRAFT PRELIMINARY DESIGN**

**ISSUE/REVISION**

A	DATE	DESCRIPTION
A	07/01/15	PRELIMINARY
I/R	DATE	DESCRIPTION



**SHEET TITLE**  
 PROPOSED DEREHAM ROAD IMPROVEMENTS SHEET 2

**SHEET NUMBER**  
 SK01-TR-02

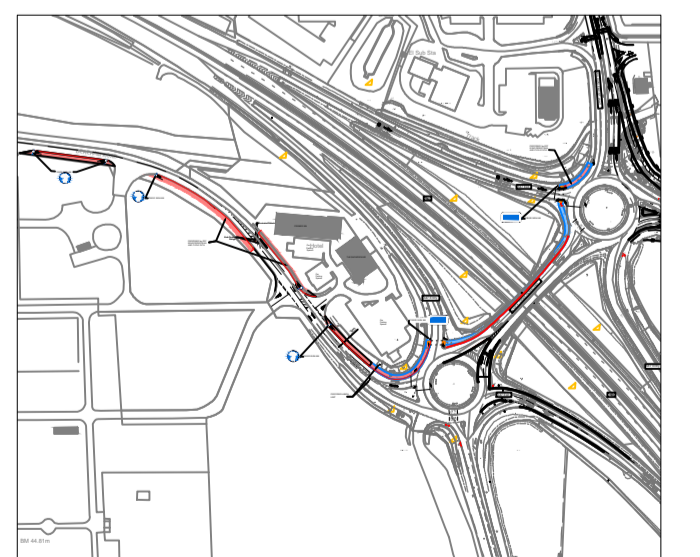
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DRAFT PRELIMINARY DESIGN

**ISSUE/REVISION**

A	07/01/15	PRELIMINARY
I/R	DATE	DESCRIPTION

**LOCATION MAP**



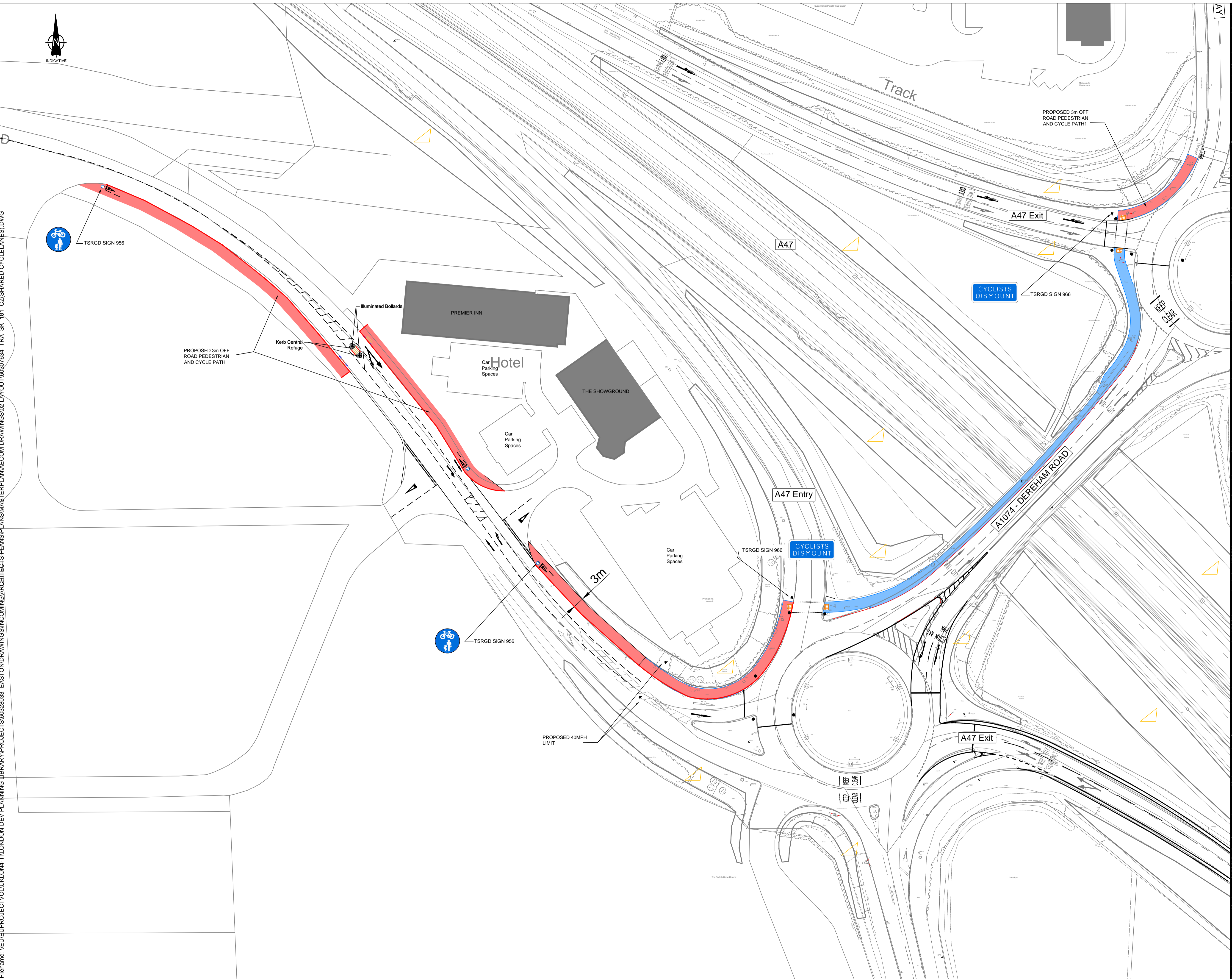
**SHEET TITLE**

PROPOSED DEREHAM ROAD IMPROVEMENTS SHEET 3

**SHEET NUMBER**

SK01-TR-03

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 Project Management Initials: Designer: SR; Checker: SR; Approver: SP  
 ISO A1 594mm x 841mm



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# APPENDIX J

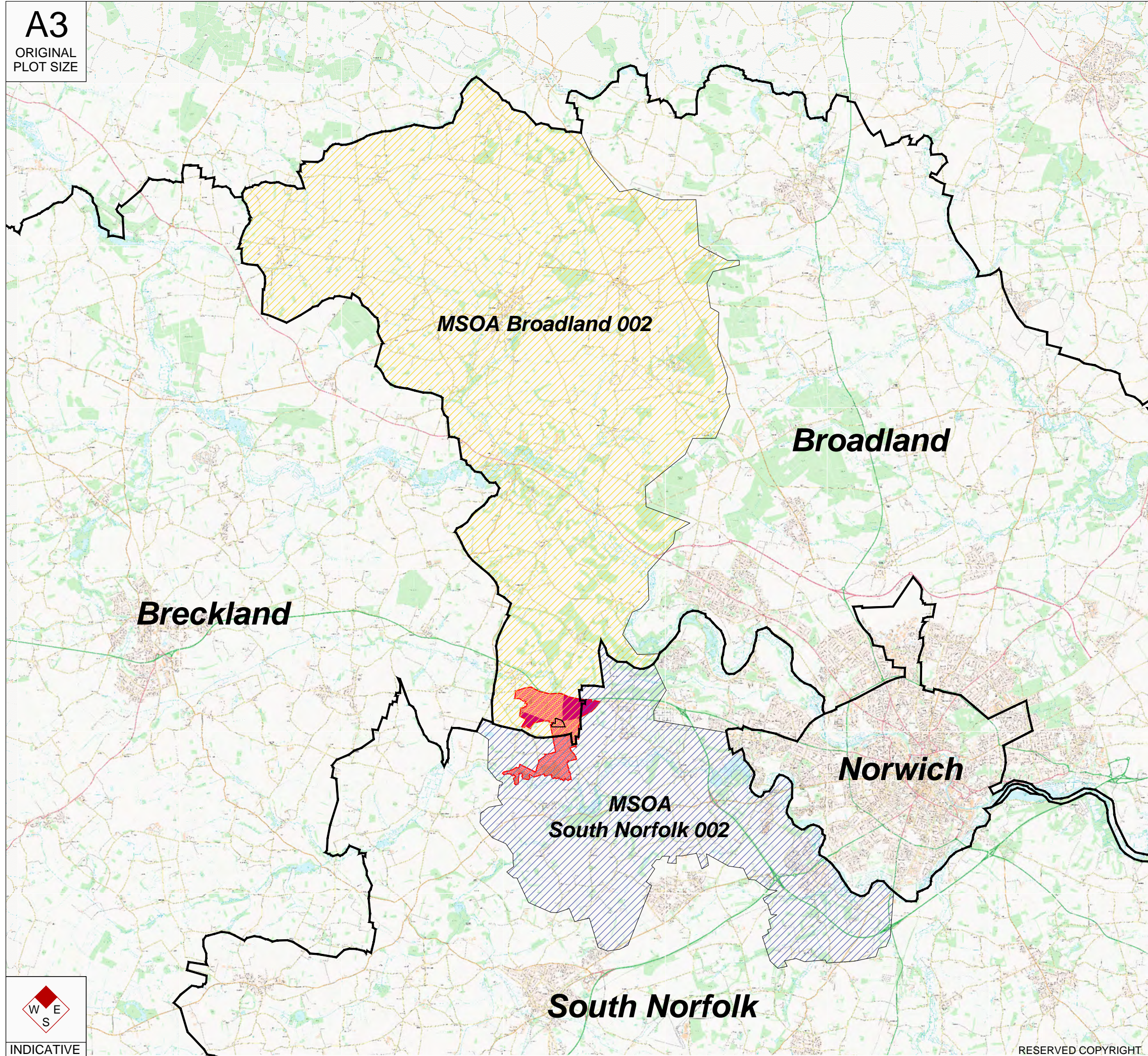
A3

ORIGINAL  
PLOT SIZE

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KEY:

 Site Boundary



Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol  
Cambridge  
**London**  
Manchester  
Oxford  
Welwyn Garden City



25 Southampton Buildings  
London  
WC2A 1AL  
020 3709 9405  
[www.tpa.uk.com](http://www.tpa.uk.com)

CLIENT:



PROJECT:  
**HONINGHAM THORPE**

TITLE:  
**CENSUS AREAS**

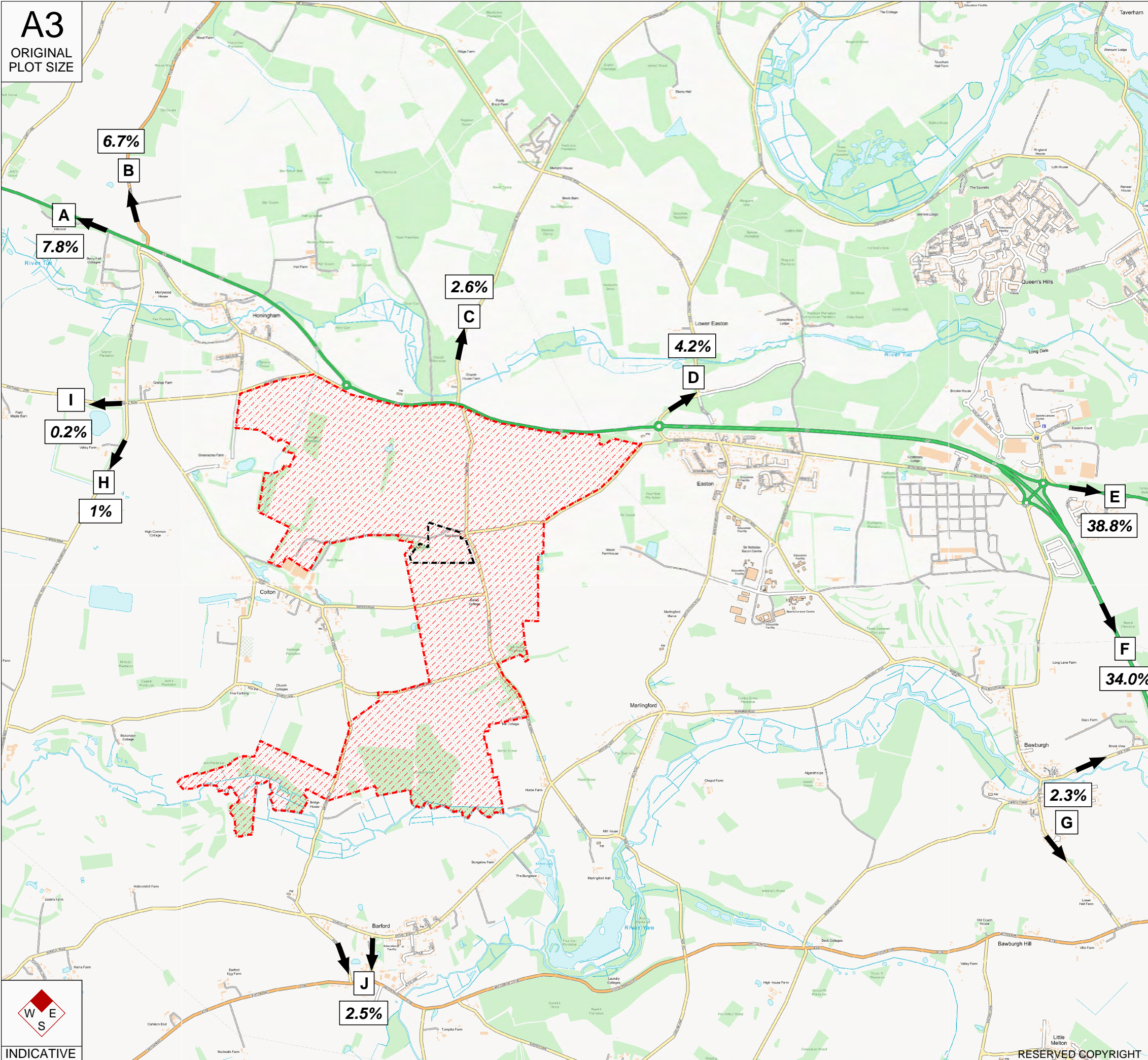
STATUS:  
**FOR INFORMATION**

SCALE: NTS	DATE: 05/11/18	DRAWN: PD	CHECKED: GDG	APPROVED: GDG
JOB NO: 1801-47		DRAWING NO: SK01		REVISION: -



INDICATIVE

RESERVED COPYRIGHT



**A3**  
ORIGINAL  
PLOT SIZE

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**KEY:**

- Site Boundary
- Phase I Boundary

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol  
Cambridge  
**London**  
Manchester  
Oxford  
Welwyn Garden City

Transport Planning Associates

25 Southampton Buildings  
London  
WC2A 1AL  
020 3709 9405  
[www.tpa.uk.com](http://www.tpa.uk.com)

CLIENT:

GLARION  
HOUSING GROUP

PROJECT:  
**HONINGHAM THORPE**

TITLE:  
**VEHICULAR TRIP  
DISTRIBUTION**

STATUS:  
**FOR INFORMATION**

SCALE: 1:50,000	DATE: 30/11/18	DRAWN: PD	CHECKED: GDG	APPROVED: DE
JOB NO: 1801-47	DRAWING NO: SK02	REVISION: -		

INDICATIVE

RESERVED COPYRIGHT



Area				Routes within the Highway Network												
				A	B	C	D	E	F	G	H	I	J	TOT		
1	Breckland	7.8%	Breckland 001	1.44%	50%	50%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
2			Breckland 002	0.29%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
3			Breckland 003	0.43%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
4			Breckland 004	0.27%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
5			Breckland 005	1.64%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
6			Breckland 006	0.61%	20%	0%	0%	0%	0%	0%	0%	0%	40%	40%	0%	100%
7			Breckland 007	0.13%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
8			Breckland 009	0.22%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
9			Breckland 010	0.43%	50%	0%	0%	0%	0%	0%	20%	0%	0%	0%	30%	100%
10			Breckland 011	0.76%	0%	0%	0%	0%	0%	0%	80%	0%	0%	0%	20%	100%
11			Breckland 012	0.16%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
12			Breckland 013	0.76%	0%	0%	0%	0%	0%	0%	80%	0%	0%	0%	20%	100%
13			Breckland 014	0.27%	0%	0%	0%	0%	0%	0%	90%	0%	0%	0%	10%	100%
14			Breckland 015	0.25%	50%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	100%
15			Breckland 017	0.18%	50%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	100%
16	Broadland	26.1%	Broadland 001	2.65%	0%	0%	0%	25%	75%	0%	0%	0%	0%	0%	100%	
17			Broadland 002	8.54%	0%	70%	30%	0%	0%	0%	0%	0%	0%	0%	0%	100%
18			Broadland 003	0.34%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
19			Broadland 004	1.76%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
20			Broadland 005	0.48%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
21			Broadland 006	2.17%	0%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	100%
22			Broadland 007	1.26%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
23			Broadland 008	0.87%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
24			Broadland 010	1.74%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
25			Broadland 011	1.28%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
26			Broadland 013	1.44%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%
27			Broadland 014	0.32%	0%	0%	0%	0%	70%	30%	0%	0%	0%	0%	0%	100%
28			Broadland 016	1.51%	0%	0%	0%	0%	70%	30%	0%	0%	0%	0%	0%	100%
29			Broadland 017	1.78%	0%	0%	0%	0%	70%	30%	0%	0%	0%	0%	0%	100%
30	Great Yarmouth			2.33%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	
31	King's Lynn and West Norfolk			1.49%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
32	North Norfolk			7.51%	25%	0%	0%	25%	25%	25%	0%	0%	0%	0%	100%	
33	Norwich	33.0%	Norwich 001	5.07%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	
34			Norwich 002	1.53%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%
35			Norwich 003	0.42%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%
36			Norwich 004	0.56%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%
37			Norwich 005	1.60%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%
38			Norwich 006	1.38%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%
39			Norwich 007	8.29%	0%	0%	0%	0%	0%	60%	40%	0%	0%	0%	0%	100%
40			Norwich 009	0.44%	0%	0%	0%	0%	0%	60%	40%	0%	0%	0%	0%	100%
41			Norwich 010	2.40%	0%	0%	0%	0%	0%	20%	80%	0%	0%	0%	0%	100%
42			Norwich 011	1.96%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%	100%
43			Norwich 012	1.07%	0%	0%	0%	0%	0%	20%	80%	0%	0%	0%	0%	100%
44			Norwich 013	2.71%	0%	0%	0%	0%	0%	30%	70%	0%	0%	0%	0%	100%
45			Norwich 014	4.96%	0%	0%	0%	0%	0%	30%	70%	0%	0%	0%	0%	100%
46			Norwich 015	0.58%	0%	0%	0%	0%	0%	30%	70%	0%	0%	0%	0%	100%
47			South Norfolk	21.7%	South Norfolk 001	2.64%	0%	0%	0%	20%	80%	0%	0%	0%	0%	0%
48	South Norfolk 002	8.48%			0%	0%	0%	0%	0%	75%	25%	0%	0%	0%	0%	100%
49	South Norfolk 003	0.83%			0%	0%	0%	0%	0%	75%	25%	0%	0%	0%	0%	100%
50	South Norfolk 004	1.25%			0%	0%	0%	0%	0%	0%	0%	60%	0%	40%	0%	100%
51	South Norfolk 005	0.58%			0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%
52	South Norfolk 006	1.19%			0%	0%	0%	0%	0%	10%	90%	0%	0%	0%	0%	100%
53	South Norfolk 007	2.80%			0%	0%	0%	0%	0%	0%	70%	0%	0%	0%	30%	100%
54	South Norfolk 008	0.38%			0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%
55	South Norfolk 009	1.57%			0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%
56	South Norfolk 010	0.36%			0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%
57	South Norfolk 011	0.72%			0%	0%	0%	0%	0%	0%	90%	0%	0%	0%	10%	100%
58	South Norfolk 013	0.27%			0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%
59	South Norfolk 014	0.22%			0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%
60	South Norfolk 015	0.45%			0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%
					100.00%	7.8%	6.7%	2.6%	4.2%	38.8%	34.0%	2.3%	1.0%	0.2%	2.5%	100%