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Innocence Farm  
Strategic Employment Site  
Trimley St. Martin, Felixstowe  
Stage 1 Engineering Assessment

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## **Executive Summary**

## **1.0**

- 1.1 Scott-White & Hookins have been commissioned by Bidwells on behalf of Trinity College, Cambridge to carry out an assessment to determine the engineering implications of the development of the Innocence Farm site at Trimley St. Martin, Felixstowe as a potential strategic employment site as one of the next phases of the Trinity Distribution Park which services the port of Felixstowe.
- 1.2 Innocence Farm is currently set to agriculture and is farmed under a single tenure. The freehold of the development site is held by Trinity College with the minor exception of a small non core area adjoining Walkbarn Lane.
- 1.3 During the preparation of this report we have consulted with the utilities companies with respect to the location and capacity of their plant. Reference has also been made to Landscape Design Associate's 'Landscape Report' and Royal Haskoning's 'Site Characteristic Report', both dated November 2007, to provide additional base reference material in support of the options considered by our study.
- 1.4 This report has principally appraised the following for the site development:
- Access/egress to the site
  - On-site construction and earthworks
  - Provision of service utilities
  - Surface water drainage
  - Landscaping measures to minimise impact of the development.
  - Public rights of way
  - Land ownership
- 1.5 Various road access options have been appraised. It is considered that initial development could be progressed using Croft Lane as the principal point of access thus opening up the entire site for construction. This has the benefit of allowing excavated material from the site to be immediately used to start building the landscaping bund to the rear of the residential homes on Kirton Road.
- 1.6 Kirton Road presents more limited options for the initial development. Major improvements will be required to this road to provide a Heavy Goods Vehicle route to the A14. By widening this road there will also be an improved link to Trimley St. Martin Primary School. Additional land (not owned by Trinity) would be required to carry out the access improvements.
- 1.7 The provision of a railway connection to service the development has been considered and will offer a number of advantages to the development. A viable proposal has been appraised which locates this link on land between the Levington Link Road and the A14.
- 1.8 The provision of utility services to this site is viable for all of the primary utilities. Off site reinforcement to the supply networks will be required, and are likely to occur at different stages as development proceeds. It may be possible to phase construction and limit the initial demand on early development to reduce the initial expenditure on infrastructure.

1.9 The drainage measures for the collection and discharge of surface water for the site will need to limit discharge to green field run-off rates to satisfy planning and Environment Agency requirements. For this site this will be achieved by a combination of features including soakaways, swales, attenuation and detention/balancing ponds for infiltration into the ground.

1.10 The proposed earthworks can be designed to mitigate any visual intrusion of the warehousing, container stacks and lighting from the site to the surrounding areas. A landscaped margin around the perimeter of the development is proposed utilising a variety of features such as embankments, drainage bunds, swales, ponds and ditches, as well as vegetation to screen the development. We have determined that with careful planning all excavated material can remain on site and be used to re-contour the development.

### 1.11 Conclusion:

This stage 1 engineering appraisal concludes that the Innocence Farm proposal can be satisfactorily developed as a strategic employment site for a range of port related logistics and employment uses. In engineering terms this can achieve :

- A variety of road access options for east and west bound access and egress onto the A14 including the possibility of an A14 underpass or bridge , with or without utilising the Kirton Road option.
- Rail access connection.
- Visual impact screening measures to accommodate the full range of potential uses, including bunding from balanced cut and fill earthworks either within the site or on the College's adjoining land.
- Service and drainage infrastructure.
- Deliverability without 3rd party land requirements if so required.
- Confirmation that there are no public rights of way within the site.
- Phasing options

### 1.12 Next steps:

In addition to maintaining an ongoing dialogue with the statutory agencies to promote this site it is recommended that a 'Stage 2 engineering assessment' be conducted in due course to comprise of the following:

1. A detailed topographical survey of the development site.
2. A scheme design to be undertaken to more accurately quantify earthworks, phasing and related costs.
3. A site investigation to determine Geotechnical and Infiltration characteristics on the site. This will give the opportunity to consider:
  - Viable foundation options.
  - Engineering properties for earthworks cut and fill.
  - Development of the surface water drainage strategy.
4. Further identification of appropriate service infrastructure corridors.

On completion of the surveys differing construction options can be further considered with respect to suitability, cost and site conditions.

## Site Description and Location

## 2.0

- 2.1 Innocence Farm is located to the north of Trimley St Martin and the A14. It is bounded by the A14 Felixstowe Road, Croft Lane, Innocence Lane and Kirton Road. The site is approximately 114ha. A site location plan is given in Appendix A.
- 2.2 A typical layout of the site is shown in Appendix B. This illustrates a basic form for the site including a mixture of warehousing together with transport and haulage operations. The developable area is approximately 85ha.
- 2.3 In order to mitigate the effect of the development on the local environment it is proposed to provide a landscaped buffer zone which shall act as a green collar around the site. This landscaping shall be formed as a bund to ensure that visual intrusion will be minimised from the surrounding area. In addition it is intended that this collar be heavily planted to screen the site.
- 2.4 The site is generally flat and featureless except for isolated areas of woodland and hedgerow. The Mineral Assessment Report from the British Geological Society shows the land to have some 3 to 4 m of glacial sand with very little gravel overlying a further deposit of Red Crag. This is also mainly sand but generally slightly finer in quality resting on London Clay.

It is unlikely that the extraction of these mineral deposits is commercially viable in isolation.

- 2.5 There are no public rights of way through the site.

## Existing Transport Network

## 3.0

### A14

- 3.1 The A14 is a strategic trunk road. It is maintained by the Highways Agency (HA) and is the principal route to/from the Port of Felixstowe .

The road is dual carriageway with both 'at-grade' and 'grade-separated' junctions. There is an example of both types of junction at either end of the development site; Croft Lane is an 'at-grade' junction and J59 Trimley St. Martin a 'grade-separated' junction. Both of these junctions are locally illuminated however the main carriageway between them is not.

Any improvement work to either junctions will require approval from the HA. The HA would also be a consultee to any development proposals due to the impact of increased levels of traffic on both junctions and the A14 itself.

- 3.2 The layout of the local road network is influenced by access/egress on to the A14 with J59 acting as the principal route into Trimley St. Martin and Kirton. In addition to the slip roads to the A14 from Junction 59, there is also a direct slip road to the A14 westbound from Trimley. This would suggest that it is a designated diversion route should the A14 be blocked.

A local distributor road, Levington Link Road (single track with passing places) runs parallel to the south of the A14 to allow local traffic travelling to Levington to avoid travelling along the A14.

### Kirton Road

- 3.3 Access to Kirton Road is from Junction 59 off the A14. This is a standard grade-separated interchange, with a roundabout over. This junction has significant additional capacity for traffic than would normally be expected to be provided for a small settlement like Trimley St. Martin.
- 3.4 Kirton Road although initially upgraded for connection to the trunk road network narrows down quickly to a standard 5-6m wide country lane. There is a weight restriction on vehicles over 7.5t using the road. This is clearly to prevent traffic from the A14 using the road as a 'rat-run'.
- 3.5 If it is intended that Kirton Road provide the principal link to the highway network, then it will need to be upgraded. The highway authority is likely to require the road to be widened to 7.3m together with associated verges. We understand that this improvement will require additional land outside of Trinity's current ownership.
- 3.6 There would be a consequential increase in the volume of vehicular traffic expected to use Kirton Road. Kirton Road is the principal route to Trimley St. Martin Primary School; the main junior school for the area. Taking both factors in to account it is considered that in order to maintain pedestrian safety and separation from road traffic, an extension to the existing pedestrian footbridge will most probably be required.

- 3.7 Kirton Road also part of Sustrans Regional Cycle Route 41. Should the road be improved it will most likely be necessary to offer a dedicated cycle lane for cyclists. This too will require additional land take, and will also be outside of Trinity's current ownership.

### Croft Lane

- 3.8 Croft Lane is the advised/recommended route for heavy goods vehicles travelling to Kirton and is signed from the A14 as such. It is substantially wider than would be normally expected for a country lane and unlike Kirton Road has no weight restriction. Croft Lane is also the principal access route for heavy vehicles to the adjacent villages.
- 3.9 The junction from the A14 is a simple at grade 'T' junction with associated acceleration and deceleration lanes. It is possible for this junction to be improved to serve the development, but will require significant upgrading to improve its geometry, visibility and lighting to required levels.

### Rail Link

- 3.10 At present the existing railway line runs parallel to the A14 along its southern side. A railway junction and marshalling yard could be formed on land between the Levington Link Road and the A14.; this could accommodate a road underpass or bridge link across the A14. Refer to sections 6.9 to 6.12 for proposals for the development.

## **Existing Services**

## **4.0**

- 4.1 We have consulted with the primary utility companies and the location of their primary plant has been summarised on drawing H263/107 in Appendix D. None of the utility providers were able to advise on the current spare capacity available within their systems/grids that would enable us to estimate what off-site reinforcement would be necessary to service the site as part of this initial study.
- 4.2 A review of the service information provided in Royal Haskoning's underground services report dated November 2007 has also been undertaken, and compared with the information received from enquiries made to the service utility companies regarding the location and size/capacity of their plant.
- 4.3 It is considered that any development strategy for the site should include the provision of dedicated service corridors to permit the efficient networking of the utilities. These corridors would provide sufficient redundancy of the service infrastructure within the site to ensure that continuity of supply could be maintained at all times.
- 4.4 In the following sections we describe the known infrastructure, together with our initial appraisal of how each service may be utilised for the development.

### **Gas**

- 4.4 The closest high pressure gas distribution main is located in Trimley St. Mary and is approximately 1,400m from the southern boundary of the site.
- 4.5 In order to service the site a new main booster station will be required to provide sufficient level of supplies along the main to reach the development.
- 4.6 Although there will be a substantial infrastructure cost to provide a gas supply service to the site, the timing of when this service will be required will be dependent on the requirements of the buildings in the first phase of development.

### **Electricity**

- 4.7 There are two existing 132kv overhead power lines to the south of the A14. In order to distribute electricity to this development the provision of a primary sub-station will be required.
- 4.8 It is possible that some reinforcement of the electricity supply network will be required in order to service the site. The local infrastructure does not have the capacity to provide the level of supply required. The electricity service providers will only be able to assess this when an application is made for the first development on the site. The allocation of any spare electricity capacity is given on a strict 'first come first' basis.
- 4.9 Whilst the local electricity supply network is in place, the demand of the development will exceed any current capacity. The provision of a new primary sub-station and reinforcement to the supply network, together with new sub-stations within the development site will inevitably lead to substantial infrastructure costs at an early stage of the development.



## Water

- 4.10 A 450mm main is present on the southern boundary of the site. This main appears to serve both Kirton and Trimley St. Martin. Subject to the demand of the development it is possible that this supply main could be utilised to service the site.
- 4.11 Anglian Water will need to be consulted at an early stage. It is possible that initial development of the site may not require any significant upgrade to the primary supply main other than a distribution main on to the site. This will only be determined following discussion with Anglian Water. Should Anglian Water not be able to use this as the point of supply, then reinforcement of the distribution network will be necessary, again at substantial cost.
- 4.12 If there is limited or no spare capacity in the 450mm main then Anglian Water may need to reinforce the distribution network. The point at which this would be required will need to be assessed against proposed phases of construction to optimise the amount of development before any significant infrastructure charge is incurred. It may also be possible to negotiate in advance with Anglian Water and agree to spread the cost of water infrastructure charges with an increase in rates scheduled to coincide with stages of development on the site.

## Sewage

- 4.13 A small local foul pump station services the houses on Kirton Road. This discharges to Trimley St. Martin and is sized for the small number of properties it serves. New foul drainage is likely to discharge in to this system. An on site pump station is likely to be required due to the size of the site.
- 4.14 Dependent upon the occupation/use of the site, the development is likely to put excessive demand on the offsite foul drainage system at some point. It is unlikely that it would have sufficient capacity to cope for the whole site development, although there may be some capacity for initial development. A study of the capacity and ability of this system will need to be commissioned with Anglian Water so that the point at which any upgrades will be required can be determined, and initial development tailored to suit.

## Telecoms

- 4.15 Details of the routes of the telecoms links to site have been obtained from the Telecom providers, principally BT. The BT cable routes run parallel to the A14 for approximately 50% of the length of the southern boundary of the site, and also between Trimley St. Martin and Kirton along Kirton Road. It is expected that links to the site from either of these locations will be viable.
- 4.16 The closest local telephone exchange is located at Kirton. The exchange serves approximately 600 domestic and 20 commercial properties in the Trimley St. Martin and Kirton area. It is a very small exchange and would require upgrading to provide additional lines for a commercial development of the size proposed. At present the exchange has been enabled for ADSL which is the lowest and cheapest form of broadband. For faster higher grade broadband services such as SDSL, or Local Loop

Unbundling (LLU) an upgrade will be required. There is a much larger exchange at Felixstowe which offers all of these services.

- 4.17 In developing the site diversity of supply routes, it will be necessary to provide robust telecom infrastructure. Use of multi core ducts and a diverse (alternate) route will avoid future redundancy.

### Surface Water Disposal

- 4.18 Surface water disposal is legislated under PPS 25 – Planning Policy Statement 25. This policy requires that any surface water discharge from the developed site should mimic that of an undeveloped Greenfield site, up to and including a 1 in 100 year critical duration storm event. Typically the green field run-off rates are between 2 and 4 litres/sec per hectare for storm events up to the critical 1 in 100 year return period event.
- 4.19 There are no substantial watercourses running through, or adjacent to, the site. Therefore there are no definitive points of discharge. Even if this had been the case the allowable discharge from the site would have been limited to the estimated greenfield run-off of less than 3 litres/sec per hectare.
- 4.20 It will therefore be necessary to provide drainage measures and features including soakaways, swales, attenuation and detention/balancing ponds to allow any collected rainfall infiltrate into the ground. It is also anticipated that the haulage yard hardstanding areas will need to be constructed with permeable paving to allow for the immediate infiltration of this run-off. In addition to these measures it will be necessary to utilise areas of the perimeter planting and the bund area as detention basins.
- 4.21 Our experience of similar geology to that which exists on this site suggests that infiltration techniques utilising soakaways or detention basins are likely to be viable. Infiltration testing and geotechnical investigation will be able to confirm this, and it is recommended that these are undertaken at an early stage since the implications on the design of the surface water drainage system will be fundamental in developing a viable cost effective strategy for the site.
- 4.22 We consider it unlikely that the measures in 4.21 alone will be capable to cope with the collected rain water. We would consider that the entire range of Sustainable Urban Drainage (SUDs) methods will be needed, including large scale permeable paving options, to enable the disposal of the collected rainfall.
- 4.23 It has been noted that there are above ground storage ponds on farms located to the west of the site. These storage ponds are for the irrigation of the crops. The possibility of off-site pumping to an attenuation pond should be considered if a use of the water can be established.

Whilst it may not be possible to re-sell the water it would act as an additional point of discharge and release more of the site for development instead of use as a detention basin or similar.

## Landscaping & Earthworks

## 5.0

- 5.1 It is proposed that a landscaped margin will be provided around the perimeter of the development, and will provide many benefits:
- It will allow planting of trees and vegetation to screen the development from view
  - All excavated material can remain on site and be used in the construction of the perimeter landscaping features such as embankments, drainage bunds, swales, ponds and ditches.
  - Costs will be reduced by avoiding the need to import material or incur offsite tipping.

The embankments and associated areas of planting will therefore need to be carefully designed to allow for balanced cut and fill for the earthworks.

- 5.2 It is intended that the proposed earthworks from landscaping will be designed to mitigate any visual intrusion of the warehousing, container stacks and lighting on site.

A typical 5 container stack is 40ft (14.5m) high, and the height (to the eaves) of a typical storage warehouse is 20m.

Lighting will be required to any on site estate roads and hard standing. Lighting columns on the estate roads are likely to be only 6m high to allow clearance for any vehicular traffic. In some storage yards 25 to 30m high lighting towers may be necessary due to the height of container stacks.

The provision of such landscaping measures will also significantly reduce any impact of noise and dust arising from site activities, both during construction and operation.

Whilst the mitigation of these factors has been considered in the design of the basic site layout, each will require further investigation at the detailed design stage. This will permit specific measures for each to be incorporated into the proposals. Due to their specialisation they are not dealt with specifically within this report.

- 5.3 A landscape collar has been illustrated on the indicative site layout (Drawing H263/105 in Appendix B) and landscaping and earthworks plan (Drawing H263/106 in Appendix C), together with some typical cross sections through a bund, balancing pond and 'extended slope'. This shows the type of landscaping measures that could be utilised as part of the earthworks to deal with the factors described in 5.2 above. The layout would be adjusted to suit as development of the site proceeds.
- 5.4 A neutral balance between excavation and deposition can be achieved by changing the cross-section and profile of embankments and bunds. This will allow flexibility in the design with regards to the depth of excavation for the road pavements and foundations. It is intended that all excavated material will be accommodated in the filling of the landscaping bund/embankment.

- 5.5 The option on drawing H263/106 in Appendix C shows a possible cross section for the

bund/embankment.

To illustrate what is possible we have calculated a neutral cut/fill scenario for the development site using this cross section. Assuming a topsoil strip of 150mm thickness and pavement excavation of 900mm of the entire developable area, we estimate that there will be approximately 900,000m<sup>3</sup> of excavated material to be placed. If this is distributed evenly around the landscaping collar this would result in a bund height of 7m up to 50m wide (assuming 1 in 3 slopes).

- 5.6 The cross-section of the perimeter bund/embankment can be adjusted in both its height and width. However, our calculations have shown that existing site levels across the development site should not be reduced by more than 1.0 metres since this will generate significant quantities of surplus material to dispose of off site.

Due to the relatively poor geotechnical properties of the excavated subsoil (Red Crag) on this site we consider it likely that any embankments, mounds or bunds will require some soil stabilisation. This requirement will become more significant as their height increases, and may lead to their width increasing accordingly. Although soil stabilisation will be more costly it will have the benefit of reducing the impact on the net developable area of the site.

- 5.7 Surface water retention will be required on the site as noted in section 4.20 above. It will be viable to use the wider landscaped areas to accommodate balancing ponds within the earthworks. These landscaped features and can be designed to be allowed to flood in a managed way to minimise the need to attenuate any surface water from the site.
- 5.8 It is likely that a number of different development scenarios will be explored as development proceeds. In this stage 1 study options have been considered to appraise the overall viability of undertaking earthworks on this site. The development as a whole has been assessed to verify that a balanced earthworks solution is possible, and to quantify the amount of cut and fill to appraise initial budget costs (see 5.9 below).

More detailed cut/fill appraisals will need to be undertaken once the combination of warehouse and yard area for each phase of development has been determined. There will inevitably be a number of phasing scenarios that will need to be tested for economic and engineering viability as the development proceeds. For example; should the site be an equal mix of warehousing and haulage then this is likely to produce less excavated material than a site entirely dedicated to haulage, since less excavation will be necessary for buildings.

- 5.9 The provision of an off site rail link adjacent to the site to the south of the A14 on land between the Levington Link Road and the A14, such as that indicated on drawing H263/104 in Appendix C, offers a number of advantages to the development:
- The rail link is entirely off site and therefore the track will not have to slope to get under the A14. This will significantly reduce the amount of excavation required.
  - The link will be close to the existing railway and should therefore cause less disruption, and be easier and cheaper to construct.
  - The ground levels in this area may need to be raised slightly which may provide

the opportunity to dispose of a substantial quantity of the surplus excavated material from the development site (see 5.10 below).

- There is no additional impact on the volume of material to be excavated within the development site.

**5.10** The Red Crag sub soil excavated from the site could be used as sub-grade material for any proposed earthworks, but is not considered suitable for use immediately under the track bed itself.

Transportation of the material to rail link site could be achieved by conveyor belt either under or over the A14 thus removing the need for mass haulage. This could save a considerable amount of cost and avoid the detrimental effect on residents and the local transport network caused by earthwork haulage.

**5.11** A brief overview of the Ecology of the site was published in Landscape Design Associates (LDA) Planning Framework Report dated June 2003. With the large volume of earthworks required on this site it is anticipated that more detailed and separate Archaeology and Ecology reports will need to be undertaken as part of submissions to the Planning Authority prior to any development on the site.

## Access Options

## 6.0

### Kirton Road

- 6.1 Drawing H263/102 in Appendix C shows access options to the site utilising Kirton Road. All options whether a simple 'T' junction or roundabout, will require Kirton Road to be substantially upgraded to cope with the increased volume of traffic expected.

It is considered that the grade-separated interchange on the A14 has the capacity to cope with the increase in traffic flows that the development site would attract and as such will only require minor improvements.

- 6.2 Kirton Road also doubles as the main route to the local primary school and regional cycleway 41. As such the planning authority will probably require the complete upgrading of the road. This will most likely also include for separate facilities for pedestrians/cyclists.
- 6.3 A typical road section would be a 7.3m carriageway with 2.5m verges. The segregated pedestrian/cycleway would be a minimum of 3m wide. To fully cater for the improvement of the pedestrian/cycleway, the footbridge over the A14 will most likely have to be extended. Therefore, land outside the current Trinity College ownership will need to be utilised to achieve this.
- 6.4 The existing weight and access restrictions on Kirton Road would remain beyond the proposed entrance to the development site and would most likely be required to be reinforced by additional traffic calming.

### Croft Lane

- 6.5 Drawing H263/101 in Appendix C shows access to the site from Croft Lane. Although Croft Lane is sufficiently wide to cope with HGV's it will need to be strengthened to cater for the increased volume of traffic that is intended to use it. The acceleration/deceleration lanes to/from the A14 will need to be lengthened together with improved lighting and signing.

Like Kirton Road, access to the site will be by a simple junction or roundabout. The size and form of the junction will be determined by the volume of traffic expected to use the access.

- 6.6 The proximity of Croft Lane to junction 59 of the A14 may be considered a problem by the Highways Agency because any improvement to the on-slip from Croft Lane may result in it overlapping with the off-slip for junction 59. It may be that Croft Lane may only be considered to be an entrance to the development and that access back onto the A14 is by travelling through the development site to junction 59.

Any improvements to the slip roads can most likely be accommodated on existing highway land. Should any additional land be required then this would probably be limited to a thin strip of land in one of the wider areas of landscaping/woodland planting.

- 6.7 With the provision of access to the development site it is considered that width and weight restrictions together with possible traffic calming on Croft Lane may be introduced to prevent traffic entering the local road network past the site access.
- 6.8 It should be noted that should access be permitted to/from Croft Lane from the A14, then the development of the site could be possible without needing to gain access to the site from J59/Kirton Road.

### Rail Link

- 6.9 The freight railway line to Felixstowe docks runs close to the site just south of the A14). This provides an opportunity to connect the site to the railway network. The provision for a rail link marshalling yard have been considered and a viable proposal is illustrated on drawing H263/104 in Appendix C.
- 6.10 The proposed marshalling yard and rail link could be located adjacent to the southern side of the site between the existing railway line and A14.
- 6.10.1 The location has the benefit of keeping the amount of earthworks to a minimum. No significant additional 'on site' excavation will be required north of the A14.
- 6.10.2 There is adequate space between the A14 and existing railway line to form a satisfactory rail link and marshalling yard.
- 6.10.3 We understand the land in this area is currently owned by Trinity College.
- 6.10.4 There will be the need to construct a road link from this rail link on to the development site by either a bridge or underpass across the A14. The area required within the development site for the link road would be relatively small and should easily be accommodated when phasing the development of the site.
- 6.10.5 The ground levels in this area may need to be raised slightly. This could allow the opportunity to dispose of surplus excavated material from the development site (see 5.9 above).
- 6.10.6 The length of this rail link is kept to a minimum due to its close proximity to the existing railway line, and will therefore cost less to build.
- 6.11 A forward link to the port from the site may be possible by utilising the marshalling yard where the composition of the trains can be changed. This would however require some shunting operations which may have to be carried out within the marshalling yard as they would most likely not be permitted on the main line.
- 6.12 Any rail link should be combined with adequate highway links to the site. By providing a highway link parallel to the rail link the need to provide access options utilising Kirton Road may be removed from the development proposals.

The provision of the road link under the A14 to link the Croft Lane access (eastbound

access/egress) with a new roundabout at the Stratton Hall Road junction (westbound access/egress), will provide complete access to the site without impacting on Kirton Road or Trimley St. Martin. Improvements will be necessary to the existing slip roads at Stratton Hall Road junction however this considered to be easier than improving Kirton Road as this area already belongs to the Highways Agency.

Adjustments would also be required to allow highway access to those properties feeding off Morston Hall Lane.

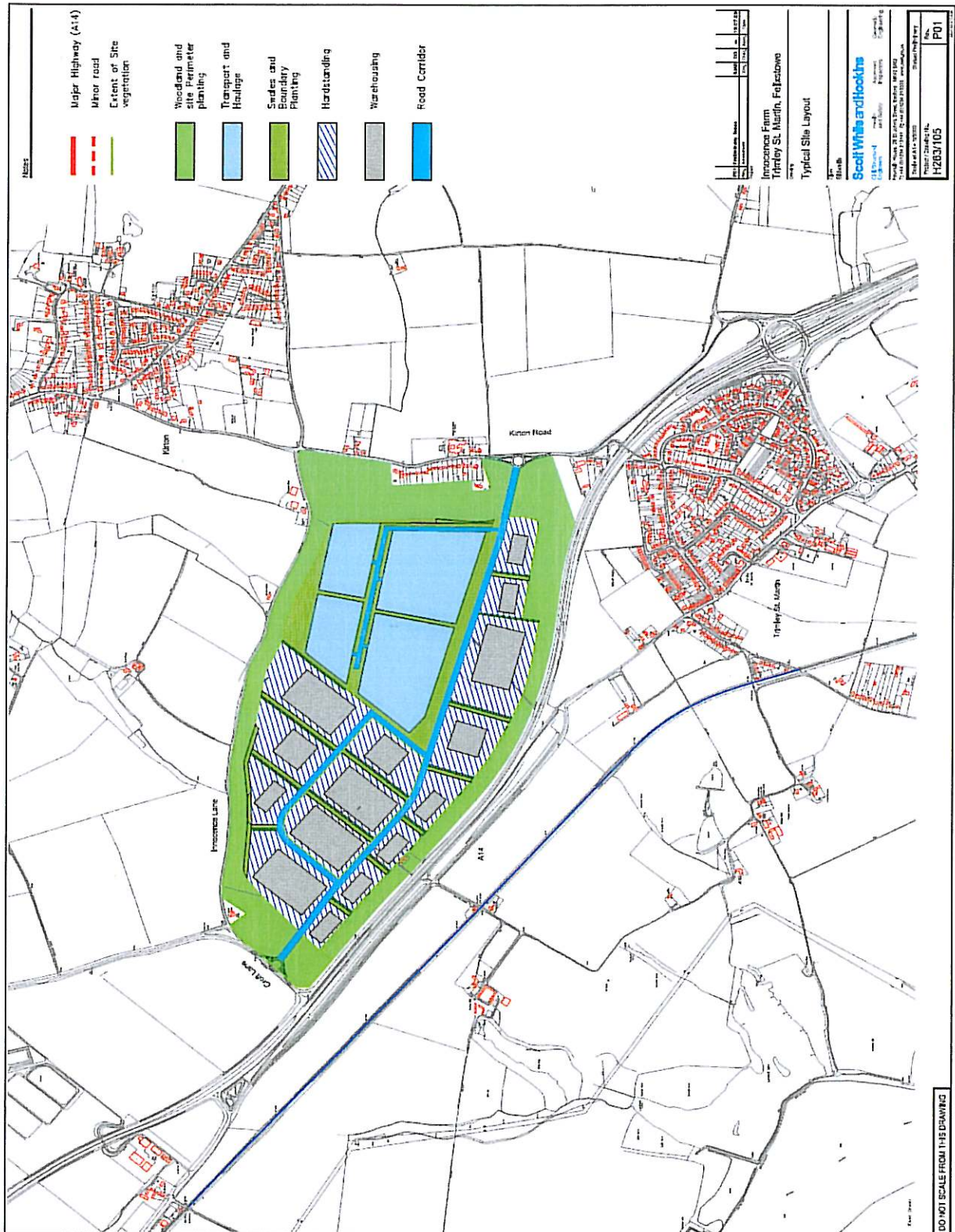


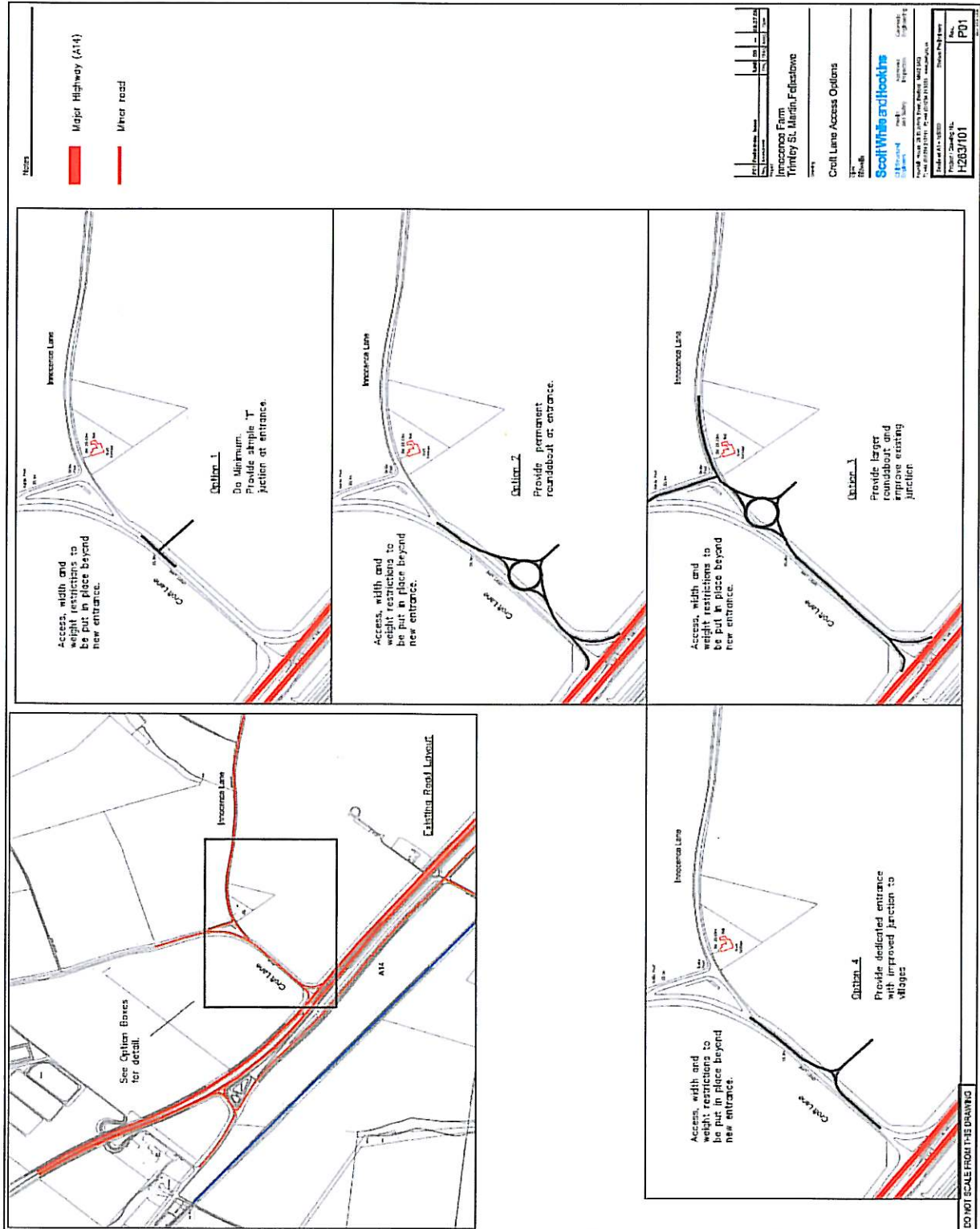
## Appendices

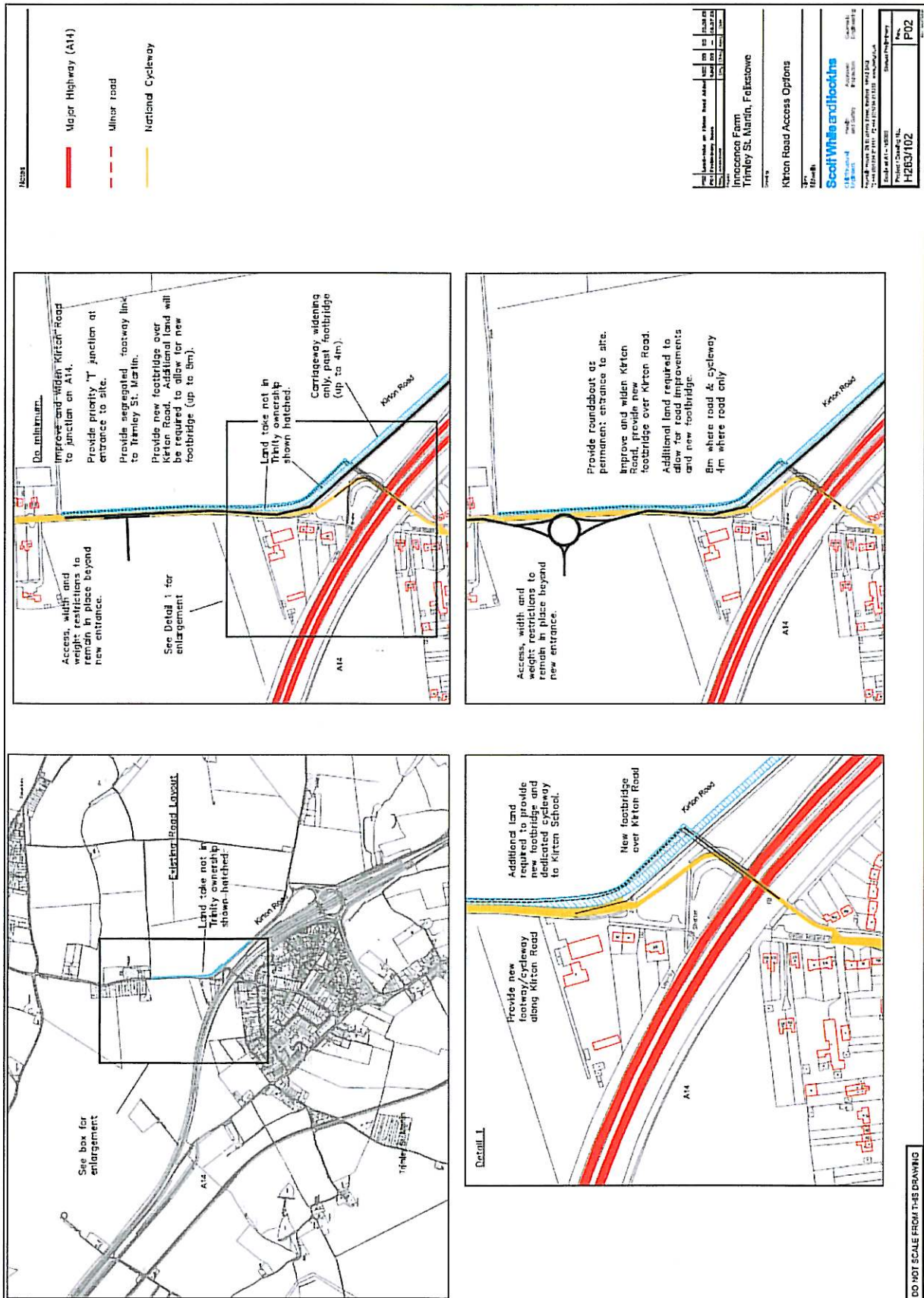
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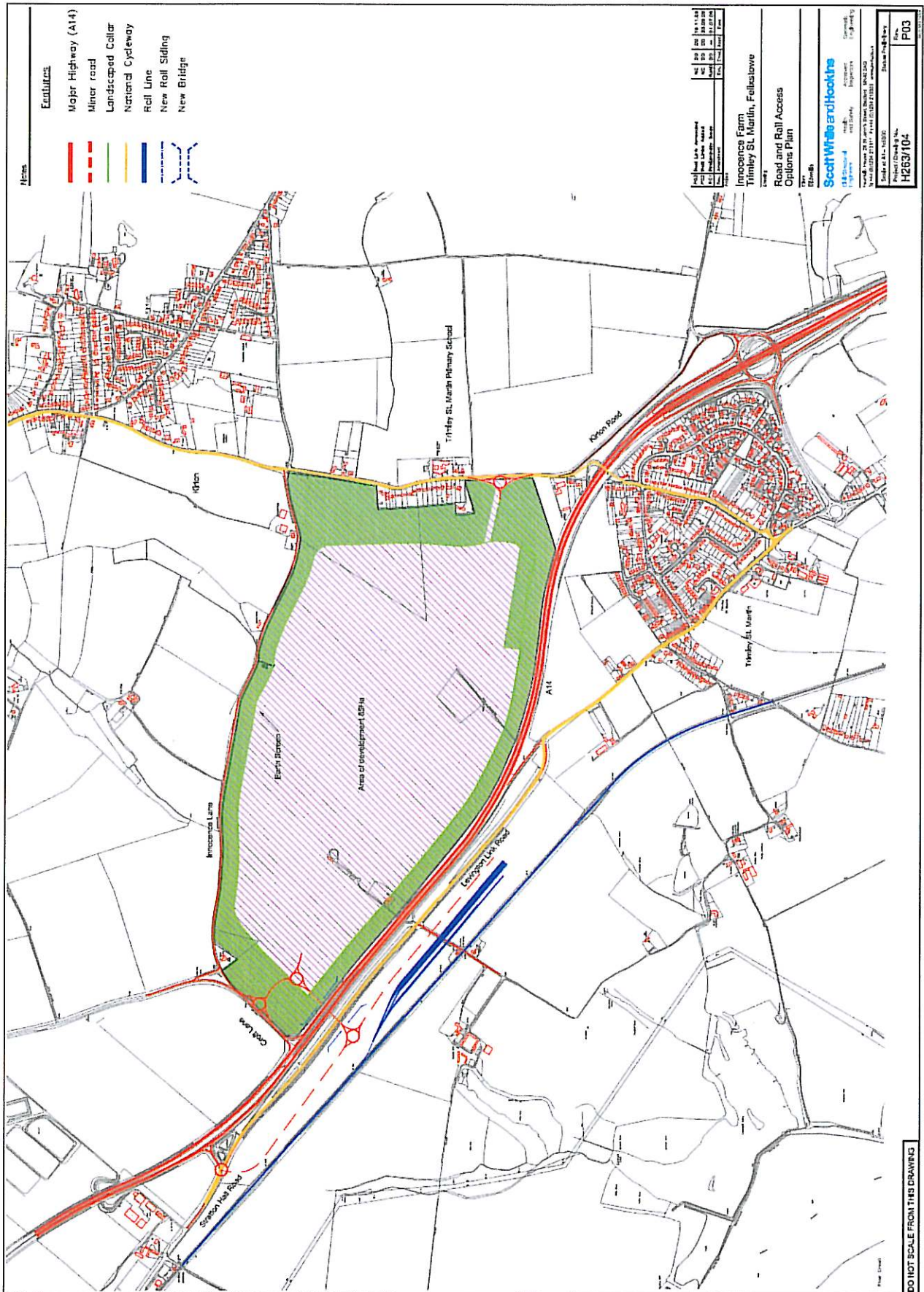
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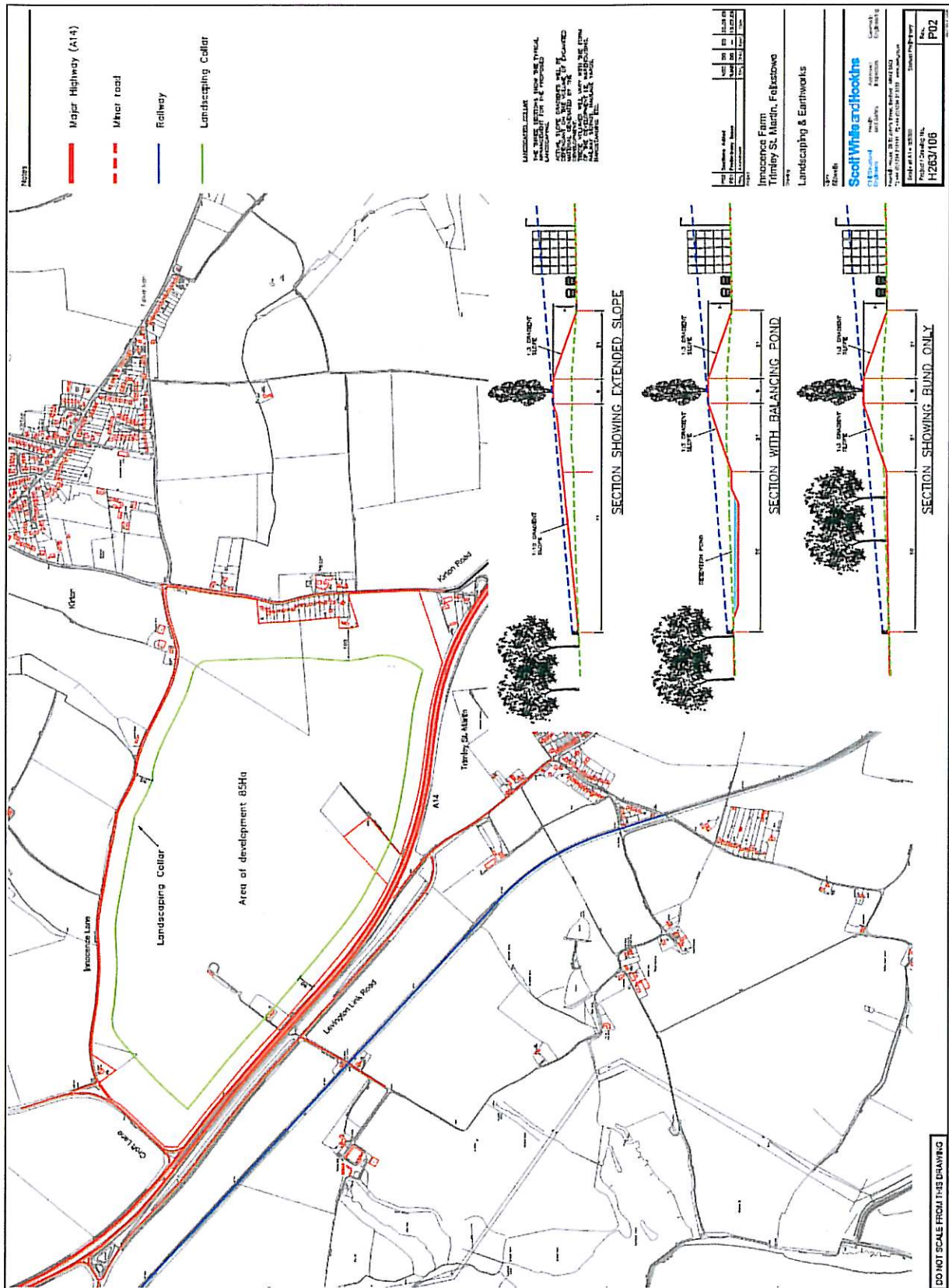






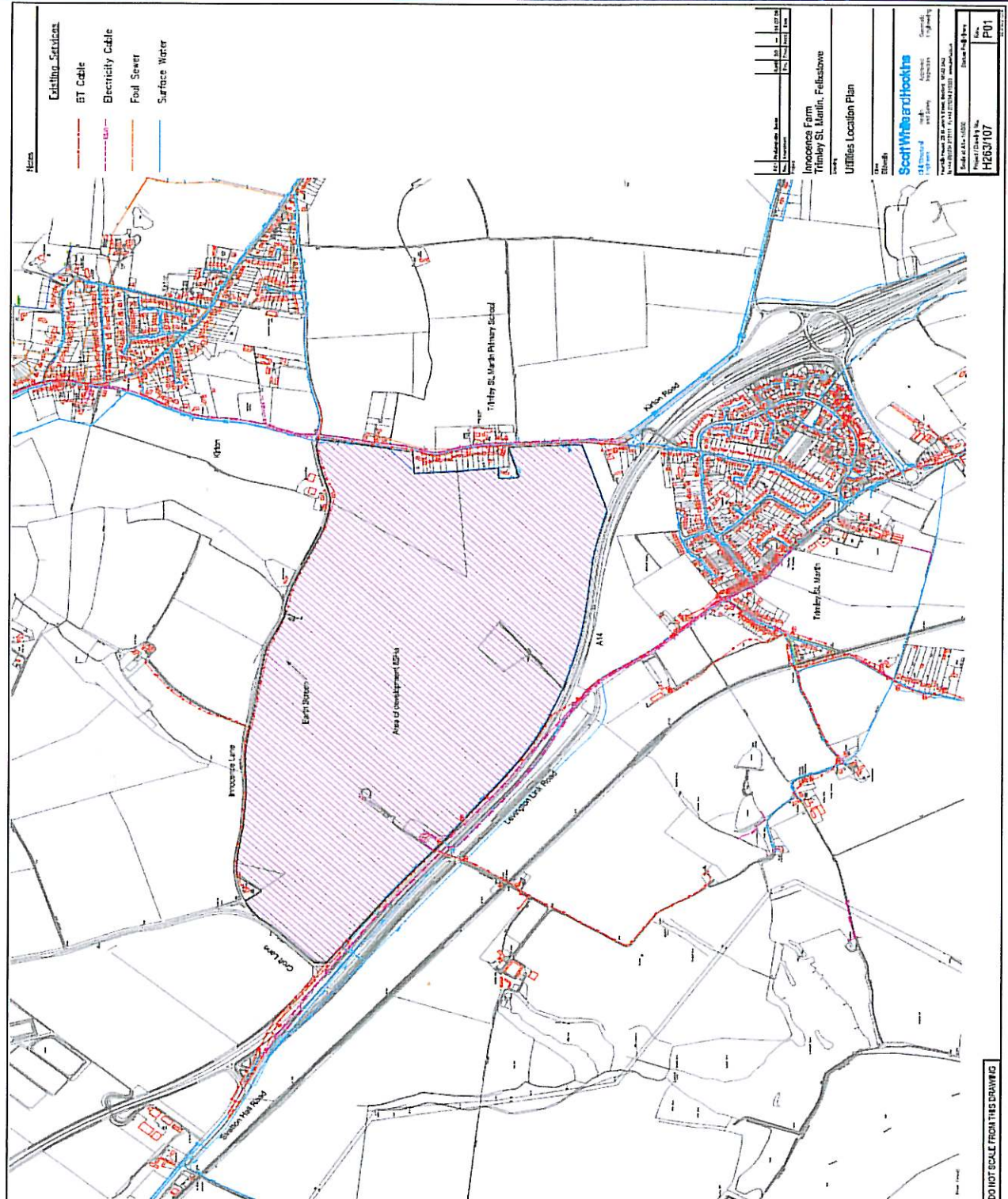






Existing Services

Appendix D





Photographs

Appendix E



**Photograph 1:**  
Croft Lane looking  
North from the A14.



**Photograph 2:**  
View of A14  
deceleration lane to  
Croft Lane.



**Photograph 3:**  
View A14  
acceleration lane  
from Croft Lane.



**Photograph 4:**  
Kirton Road  
looking north  
towards the  
school.



**Photograph 5:**  
Corner where  
access to  
footbridge meets  
Kirton Road.



**Photograph 6.**  
Fields to rear of  
houses on Kirton  
Road.



**Photograph 7:**  
View south from  
Innocence Lane  
towards the A14.



**Photograph 8:**  
View west from  
Kirton Road  
across the site.