

## CHAPTER 3: PROPOSED DEVELOPMENT

3.1 The hybrid planning application proposes the following description of development:

**“Hybrid (part-outline/part-full) planning application for a single composite development comprising: a new Community Stadium for Boston United Football Club (including education, community and sports facilities); a food store (Use Class A1) gross floor area approximately 7,000 sqm together with Petrol Filling Station; in the region of 500 dwellings (Use Class Order C3) offering a mix and range of house types and tenures; commercial and leisure uses (Use Classes A3, A4, A5 – with a total gross floor area in the region of 2,200 sqm; a hotel (approximately 60 beds); a new distributor road connecting the A16 with London Road; vehicular, cycle and pedestrian access; associated car/coach parking spaces; and open space/landscape provision.”**

3.2 The scheme seeks outline planning permission across the entire site, with all detailed elements submitted for the proposed Community Stadium and related uses as well as the distributor road and points of vehicular access for all the developments.

3.3 A key principle that has been followed throughout the evidence base work in support of the proposed development and the pre-application work is a design-led approach to securing a high quality design and distinctive setting. The development embraces good design and will function well and add to the overall quality of the area, not just for the short term but for the lifetime of the development. It will establish a strong sense of place and will create buildings and streetscapes to create attractive and comfortable places to live, work and visit. The development sensitively creates an appropriate mix of uses and care has been taken in formulating these proposals to ensure that the development proposal responds to the local surroundings and materials whilst not discouraging appropriate design innovation. The development would not only be integrated into the existing built up area but actually enhance it because of its environmental qualities, land use mix and community and recreational benefits. The approach taken from the outset has been to facilitate and respect the natural, built and historic environment. However, it is not anticipated that the proposed stadium and commercial uses conform to a traditional vernacular. To

reflect the area being a key gateway into the town the design principles of these uses would create a more iconic and innovative design to set the tone for the town as a whole.

- 3.4 Against this background, the design principles and objectives of the scheme, having regard to the opportunities and constraints of the site, and these are clearly assessed within the Design and Access Statement accompanying this application.

### **Key Elements of the Scheme**

- 3.5 In terms of amplifying the description found within the application form, the proposal can be broken down into a number of elements and a matrix of uses, approximate sizes and associated number of parking spaces is included as Figure 3.1. This should be read in conjunction with the Indicative Masterplan for the mixed-use development (drawing number: HG0249/001/REVD) included as Figure 3.2 and the detailed plans for the Community Stadium, with these comprising as follows:

- Figure 3.3 Proposed Site Plan (7283-010 P7)
- Figure 3.4 Proposed Stadium Plan (7283-100 P7)
- Figure 3.5 Proposed West Stand Floor Plans (7283-101 P7)
- Figure 3.6 Proposed Sports Hall Floor Plans (7283-102 P3)
- Figure 3.7 Proposed Sections – Sheet 1 (7283-200 P4)
- Figure 3.8 Proposed Sections – Sheet 2 (7283-201 P2)
- Figure 3.9 Proposed Elevations (7283-300 P3)
- Figure 3.10 Proposed Sectional Elevations (7283-301 P2)

along with the following 3D visuals, included in Appendix 3.1:

- 3D Visual 1 (7283-700 P1)
- 3D Visual 2 (7283-701 P1)
- 3D Visual 3 (7283-702 P1)

## **Community Stadium**

- 3.6 The Community Stadium will provide a mix of seated and standing accommodation for in the region of 5,000 spectators in four separate stands around the playing pitch. The west stand will be a single tier all-seated terrace with spectator concourse at ground floor level. The north, south and east stands will be single-tier standing terraces with spectator accommodation to the rear. The west stand will be the 'main stand' at a height of 9.7 metres at its highest point, with the three remaining stands being lower; the north standing being between 6.9 metres and 5.4 metres and the south and east stands both at 5.9 and 4.4 metres at the highest and lowest parts of their roofs.
- 3.7 To the rear of the seating tiers, the west stand will be two storeys with players and coaching staff, accommodation, club office, community hub and shop at ground floor. The first-floor will consist of corporate hospitality facilities on match days, and on non-match days will provide conference and banqueting facilities. The west stand will also provide the Boston United community and educational facilities. The south western corner of the stadium will contain a two-storey community sports hall and, within the grounds of the stadium site, there will be an all-weather floodlit 3G-pitch that will be provided for community use.
- 3.8 To serve the new Community Stadium together with its community uses including educational facilities, conference and banqueting facilities, and sports hall it is proposed to accommodate 404 car parking spaces (including 24 disabled spaces), 24 cycle/motorcycle spaces and four coach spaces.
- 3.9 The community stadium and related uses form part of the full element of the hybrid planning application and are described fully within the Design and Access Statement for this specific part of the proposal.

## **Housing**

- 3.10 Based on the proposed Indicative Masterplan, the housing would amount to some 500 dwellings and, given the undersupply of housing land in the Borough compared to their overall five year requirement (as detailed in the Planning Statement), the

principle of this element of the development is considered acceptable in terms of the presumption in favour of sustainable development found in National Planning Policy Framework, 2012 (NPPF). It will also contribute towards the funding gap to allow the Community Stadium to be built. The net developable area of the site for residential use would amount to 12 hectares and, based on the character areas and mix of housing types for the different phases of development, the overall density equates to a range between 35-42 dwellings per hectare. To create a sustainable community, a mix of housing types and tenures from one/two bed apartments to two, three and four bed houses will be included.

### **Commercial Development**

3.11 The commercial development would not only be the enabling mechanism to bridge the funding gap to secure the construction of the new community stadium but it would also support economic growth and improve the retail and leisure offer in the town. This will comprise the following elements:

- A food store of 7,000 sqm gross. This is situated in a high commercial profile location immediately to the west of the A16. This will also include a petrol filling station (including kiosk and car wash) and associated car parking.
- The other commercial and leisure units are also proposed to be positioned along either side of the A16 Road, in particular the proposed new roundabout. Whilst there has been strong interest expressed by a number of operators, the applicant, at this stage requires maximum flexibility to deliver a range of restaurants/cafes, public houses, drive-through outlets (Use Classes A3, A4 and A5 respectively) and overall gross floorspace of 2,200 sqm has been identified. This overall floorspace total will break down into a series of units and the Indicative Masterplan shows six units ranging in size from 200 sqm to 600 sqm. In association with these uses, the Indicative Masterplan shows different spaces to provide in the region of 270 car parking spaces which, again, will be distributed proportionately between the units.

- Within the site a standalone lodge type hotel is proposed which will accommodate approximately 60 bedroom spaces, as well as accommodating car parking for in the region of 65 spaces.

### **First Phase of Distributor Road (A16 to London Road)**

- 3.12 The proposed development creates an opportunity to deliver a distributor road from the A16 across to London Road. The potential for a distributor road of this nature has been on the agenda for many years, with the Transport Strategy for Boston favouring a series of distributor roads to relieve town centre congestion. The second phase of the distributor road could subsequently extend north along London Road and then north-west across to the A52/Boardsides in association with a potential future phase of the Quadrant development known as Q2. The character of the distributor road was conserved in terms of ensuring that the development was not dominated by this key piece of infrastructure. Careful consideration has therefore been given to create an active frontage to the road despite it not being feasible to serve dwellings off it.

### **Vehicle Access Arrangements**

- 3.13 In order to manage traffic flows, detailed vehicle access arrangements have been submitted which propose the following:
- A new roundabout access on the A16 to serve the Community Stadium as well as the commercial uses to the east and the remainder of the development to the west.
  - The access onto London Road requires the demolition of two dwellings (property numbers 262 and 264 London Road) and the road access will be designed to accommodate traffic signalised junction. The eastern section of the distributor road is proposed to be a dual carriageway between the A16 roundabout and a centrally located roundabout within the development. This arrangement will ensure the flow of traffic is as efficient as possible.

The proposed vehicular access arrangements are shown in Figure 3.11 - Proposed Detailed Vehicular Access Arrangements (drawing number 13028.02.01).

### **Green Infrastructure/Open Space**

- 3.14 The key to securing the high quality landscape setting is a range of open spaces provided as part of the development. Throughout the site it is proposed to introduce landscaped routes to enhance the quality of the development. In addition to this there are formal and informal play spaces, sports provision (including a 3G pitch) as well as semi-natural green space which will create an ecological corridor to enhance biodiversity and create new wildlife habitat.
- 3.15 As part of the underlying drainage strategy, it is proposed that within the semi-natural greenspace areas, a series of wetland feature basins and swales will be created. Sustainable Urban Drainage principles are being sensitively applied to this development.
- 3.16 The Design and Access Statement (non-stadium version) as well as the Illustrative Masterplan establish sound design principles to ensure that the development of the site is of a high quality which respects the context and indeed enhances it whilst also having regard to the commercial objectives in delivering a viable scheme.