

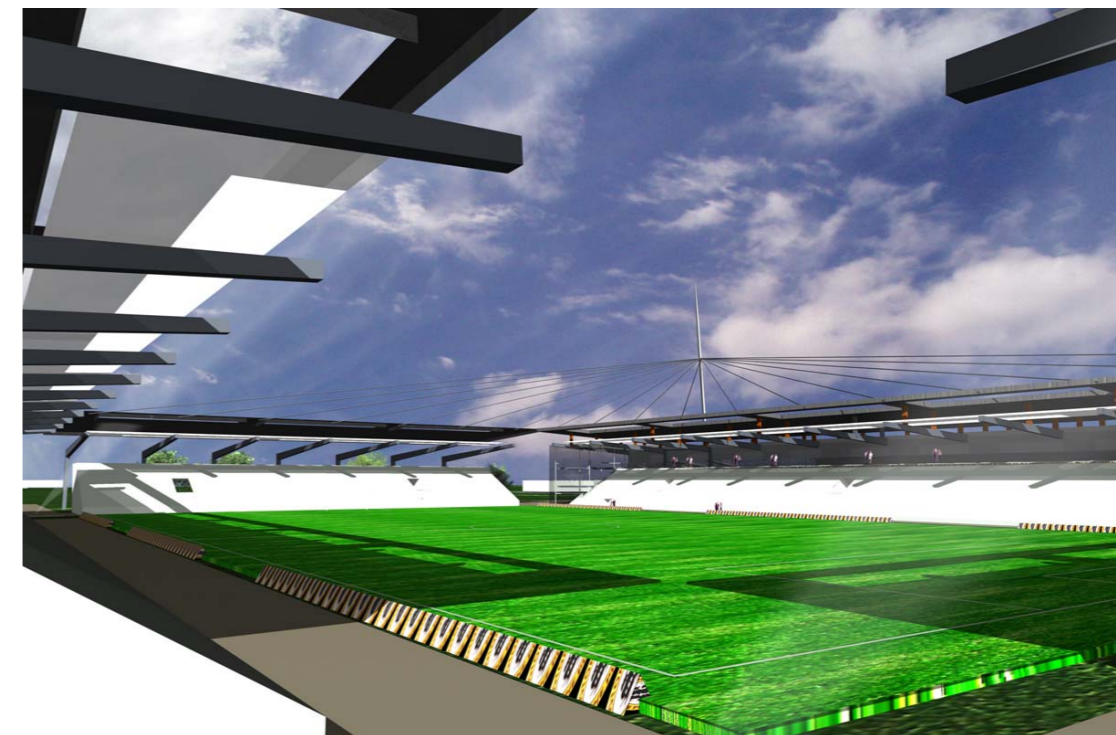
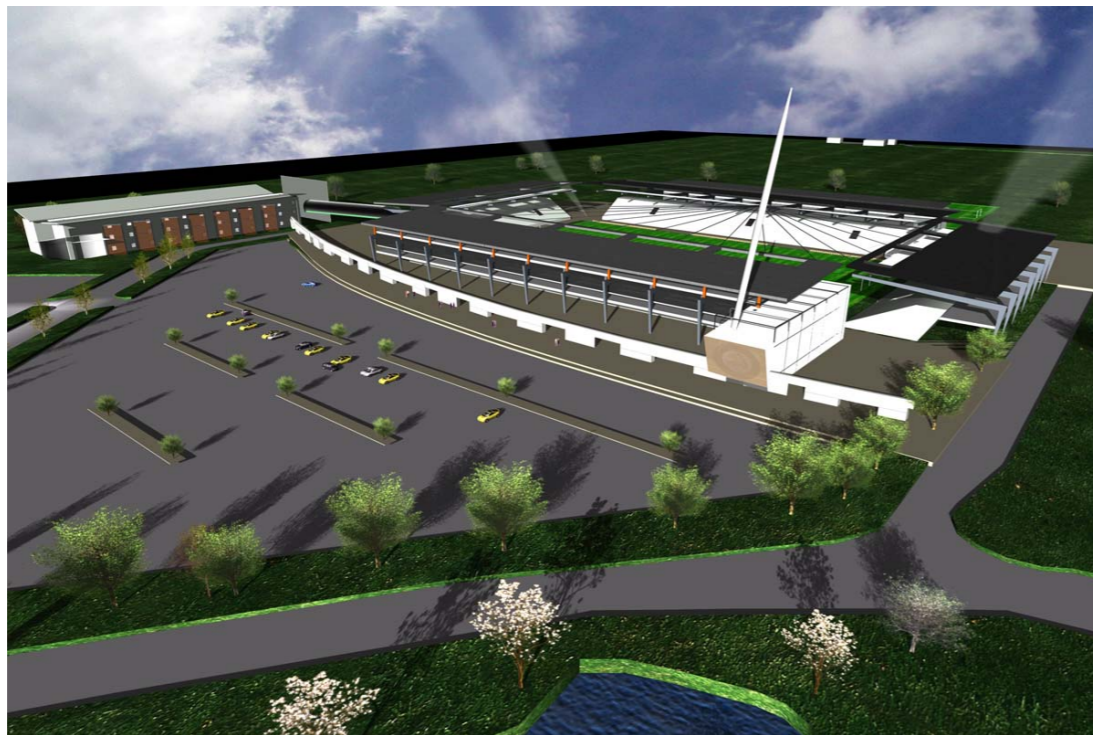
CONTENTS

1.0	INTRODUCTION
2.0	THE BRIEF
3.0	THE SITE
3.1	Context and Characteristics
3.2	Topography
3.3	The Development Site
3.4	Prevailing Winds
3.5	The Boston Woods Project
3.6	Existing Features - The Boston Stump
4.0	DESIGN APPROACH
4.1	Aims and intentions
4.2	Height and Scale
4.3	Identity
4.4	Separation
4.5	Site Layout
4.3	Car Parking
4.4	Boston United Stadium Layout
4.5	Disabled Facilities
4.6	Security and Access
4.7	Lighting
4.8	Responding to community Consultations
4.9	Materials



INTRODUCTION

This design statement is in support of our clients Planning Application for the relocation and development of a 7500 seat Football stadium for Boston United and the relocation and development of the football ground and facilities for Boston Town. Both stadiums are to be relocated to the area highlighted in the Boston Woods project as Gateway 4, Sports and Recreation. The relocation of the two existing football grounds will release the centrally located sites for residential development.



THE BRIEF



Boston United

The existing Boston United ground is located in the centre of Boston with old and outdated facilities. Promotion to the Coca-cola league two has hastened the need to improve and expand their facilities. Their existing ground cannot cater for this type of expansion given its context and confinement. The existing town centre location is surrounded by residential properties and has limited access. Match days cause congestion and parking difficulties in the area. This situation would be exacerbated by an increase in stadium capacity and additional facilities.

Furthermore legal ownership of the site would also make any such development a significant risk. It is a financial imperative for the club to make these improvements and include new commercial opportunities to ensure a future.

Our clients have acquired the site at Wyberton Fen with the intention of developing a new football stadium for Boston United. The new site has already been identified for sports and recreational use by the Boston Woods Project.



Boston Town

boston united football club

new stadium development

august 2005

h|n architects

THE SITE



Context and Characteristics of the site

The area around Boston is within the Fen Landscape Character Zone. The site is typical of the area being low lying with flat topography.

The site lies on the outskirts of Boston where the majority of land is farmland. Where built development does exist it tends to be low rise, and horizontal in character.

Where such vast expanses of flat terrain are prevalent, vertical elements have a strong impact on the landscape.

Topography

The typically low lying Fen land needs careful consideration of surface water drainage. This issue is covered in greater detail in the accompanying environmental report. Drainage from the pitch is of particular importance and the level of the pitch will be raised 600mm above existing. Two new attenuation ponds are proposed to deal with the increased surface water drainage.



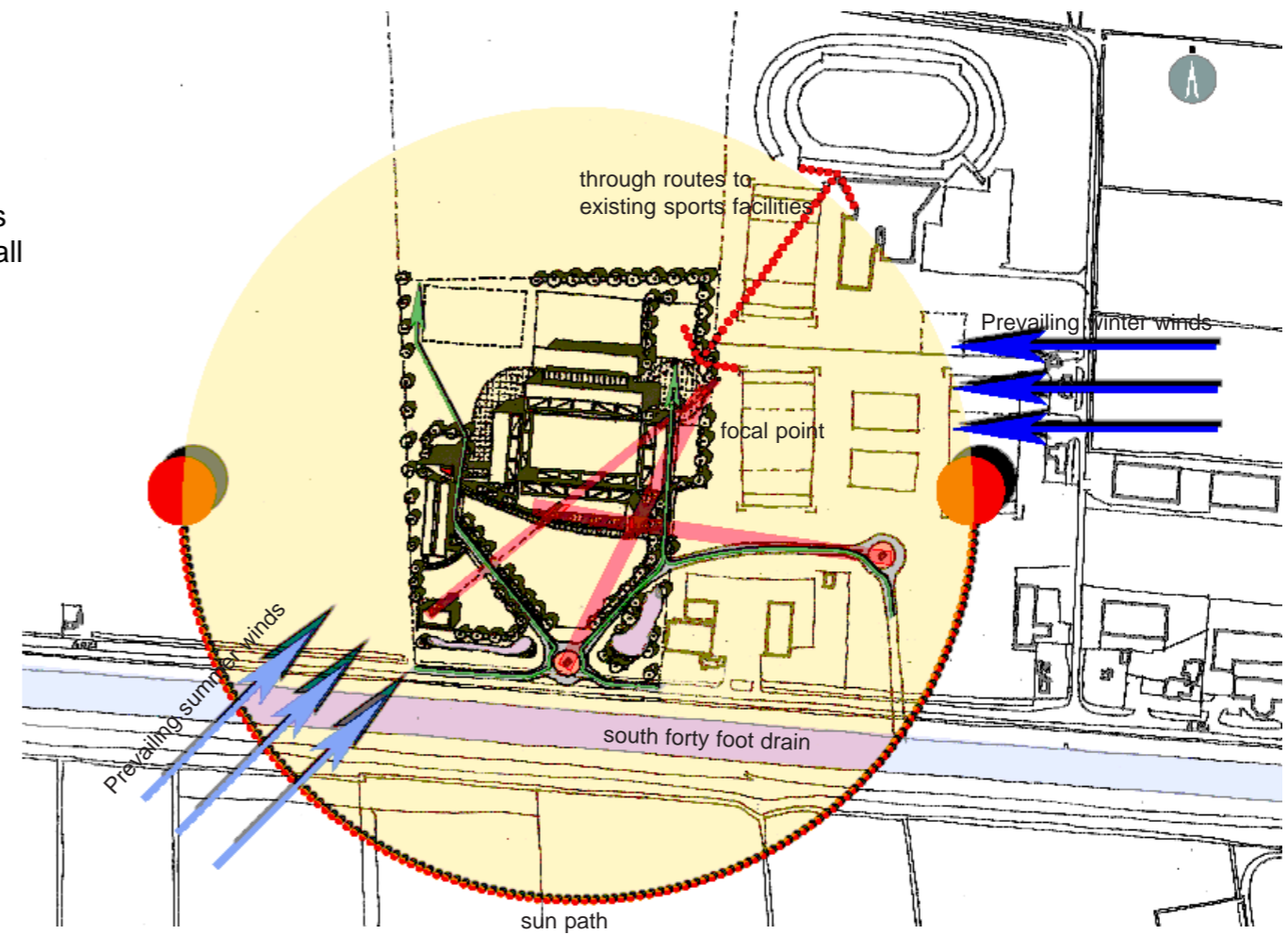
The development site

The site is currently used as, and surrounded by, farmland. To the south of the site lies the A1121 Sleaford Road. The Boston to Sleaford railway line runs parallel to the A1121 on a raised embankment, with the south forty foot drain to the south of that.

The new Princess Royal Stadium lies to the north east of what is otherwise a flat exposed site.

Prevailing winds

The close proximity to the North Sea coast combined with the flat topography of the Fens means the site is exposed to seasonally varying prevailing winds. During the winter football season the prevailing easterly winds suggest a preferred east west pitch orientation.



Boston Woods Project

The Boston Woods Project has included the site in the area known as Gateway 4 - The Sports and Recreation Gateway. With the Princess Royal Stadium already completed, it is intended that this area becomes the focus of other sporting facilities connected with the Boston Woods Project.

Other recreational facilities are being encouraged for the Gateway area. Our clients proposals include development of a hotel and restaurant.

The land to the north of the site has also been secured for development of further recreational facilities.



Existing buildings

A number of small and medium scale industrial units exist to the southeast of the site in buildings previously part of the Boston Areodrome. A more recent farm machinery showroom also exists adjacent the areodrome.

St Michaels cottages adjacent the aerodrome and Rectory Farm to the north of the site are the only residential buildings within close proximity to the site.





Existing Features - The Boston Stump

In this topographically flat region vertical elements are particularly distinct. Prominent church spires are characteristic of the area, clearly marking towns and villages. The Tower of Boston Cathedral with its square tower (the Boston Stump) is a notable landmark in the area. Approaching the site along the A1121 from Sleaford, the stump is visible beyond the site from some distance. On nearing the site the juxtaposition of the proposed stadium and the stump alters and the stump remains visible.



DESIGN APPROACH

Our aims and intentions were to:

- Minimize the visual impact of the building.
- Provide a vertical feature as a new landmark for gateway 4.
- Give a clear sense of delineation between public and private space
- Provide a stadium with new and improved facilities for players and spectators

Height and Scale

The design intent is to minimize the visual impact of the new development on the environment. This is achieved by keeping the height of the stadium to a minimum and accentuating the horizontal. Distributing the seating evenly around the pitch has allowed the roof heights to be kept to a minimum. Where additional facilities are required (in the south stand) a reduced bank of seating allows the second floor to be incorporated with a minimal height increase.

The layering of materials helps to break the building into a series of horizontal elements, reducing its scale and allowing it to sit comfortably in its environment. Views of the Boston stump from the road are not obstructed.

The externally expressed structure helps to break down the mass of the building and along with the aerodynamic form, reflects the architecture of the adjacent Princess Royal stadium.



Identity

A single vertical element, the Spike, punctuates the landscape providing a counterpoint for the Boston stump in the distance. The Spike will be up lit at night and on match days to provide a landmark for the recreation gateway.

Seperation

The long monolithic wall delinieates the boundary between the car park and stadium and defines the entrance to the stadium. At its western end it connects with the hotel to unit the buildings. Openings in the wall allow pedestrians to penetrate from public to private space.



Site Layout

Access to the site is from the A1121 to the south via a proposed new roundabout. A public space is created on the southern section of the site comprising parking facilities, a food outlet and a ninety bedroom hotel.

The long wall separates the public area from the stadiums and pitches. To the east of the wall, the Spike forms the focal point of the scheme and of Gateway 4.

To the north of the wall is the main Boston United stadium. The orientation of the pitch has been determined primarily by the prevailing easterly wind direction during the winter months of the football season. Aligning the pitch east - west allows the match to be played into or against the wind rather than experiencing cross winds.

Behind the United stadium to the north, two training pitches are proposed. The remainder of the site is given over to car parking and some careful landscaping. Clusters of trees along the site boundaries contribute as part of the Boston Woods proposals.

Provision is made along the eastern boundary of the site for facilitating the future access to the site to the north of the stadium site.



Concept Sketch



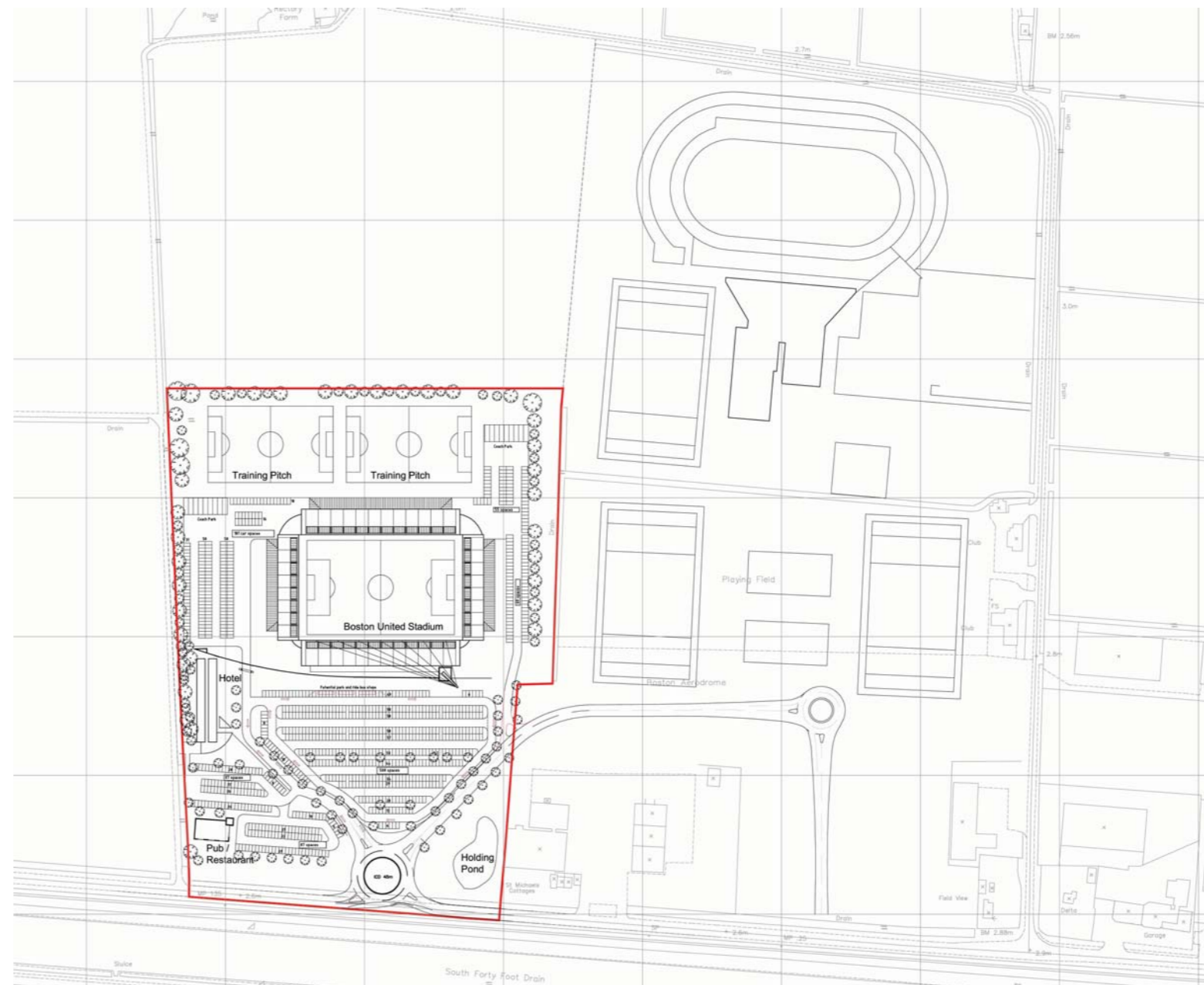
Car Parking

The main car parking facilities are located to the south of the main stadium with access proposed from the A1121 via a newly constructed roundabout. Including the area of parking to the west of the stadium, the main car park provides 563 parking spaces. Parking to the east of the Boston United stadium provides an additional 115 car parking and 9 coach parking spaces including provision for players and VIP's. 181 car park spaces and 9 coach spaces are provided to the west of the stadium. It is anticipated this will be for use by Away team supporters.

100 parking spaces are provided for the 90 bedroom hotel, with a further 40 spaces allowed for the small food outlet.

The option of using the site as a park and ride facility has also been discussed with the local authority. Bus stops for such a facility could easily be provided in front of the south stand.

A detailed traffic assessment is provided separately.



Boston United Stadium Layout

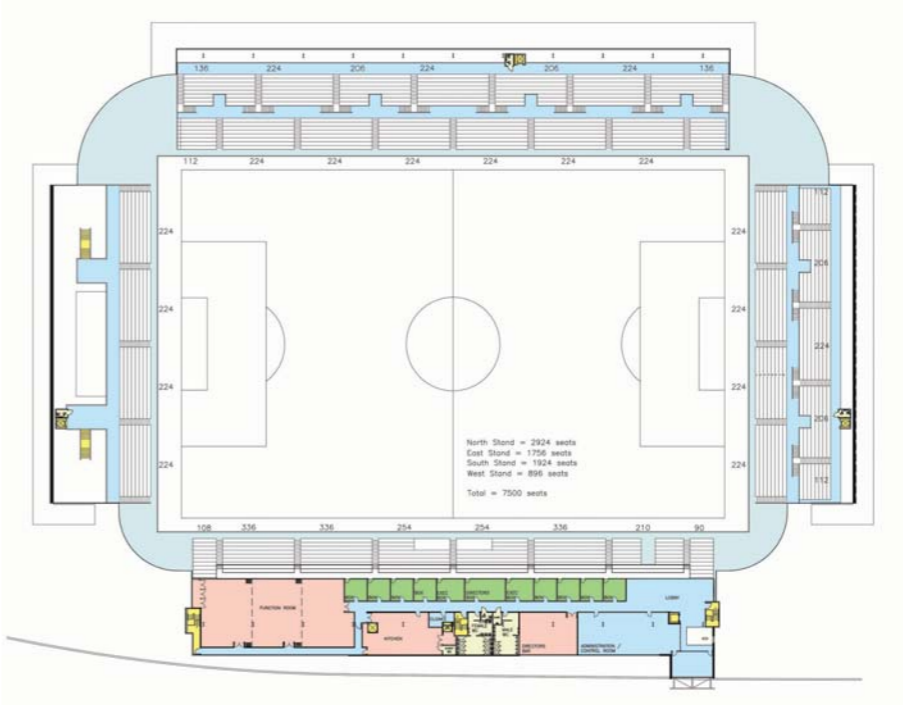
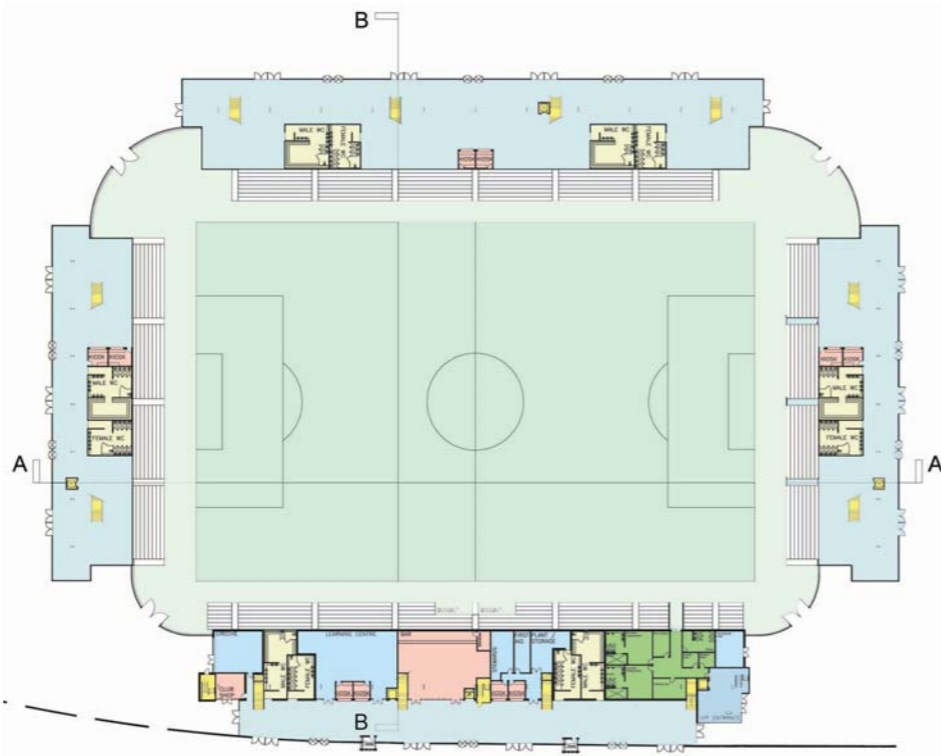
The new stadium has a capacity of 7500 spectators, all seated in covered stands arranged on all four sides of the pitch.

The main facilities are located in the south stand with the north, east and west stands providing, WC, and snack / kiosk facilities in accordance FA recommendations. Access to all seated areas is via a mid level concourse .

South Stand

Facilities in the south stand are provided over three levels. The facilities include:-

- Ground floor player's facilities, public bar, learning centre, club shop and crèche
- First floor spectator access to south stand seating
- Second floor a three hundred and fifty seat function room, director's bar, directors and VIP boxes and administration offices.



Ground Floor

South stand	2060m ²
North stand	1810m ²
East stand	970m ²
West stand	970m ²

Second Floor

South stand	1545m ²
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Seating Numbers

South stand	1942
North stand	3064
East stand	1756
West stand	896



Disabled Facilities

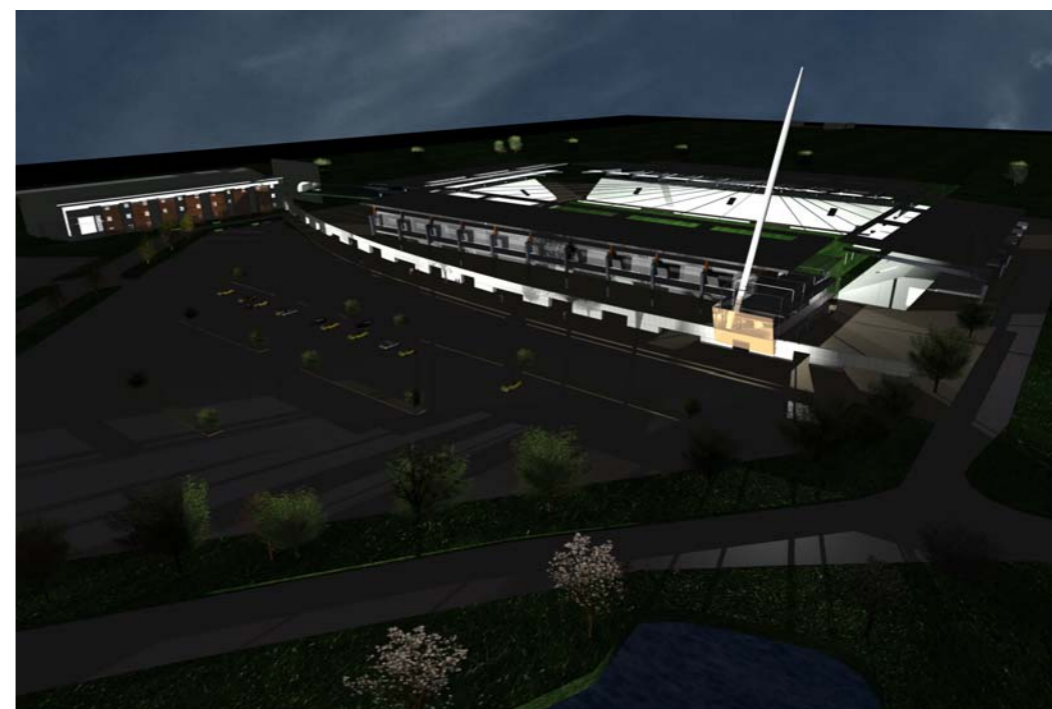
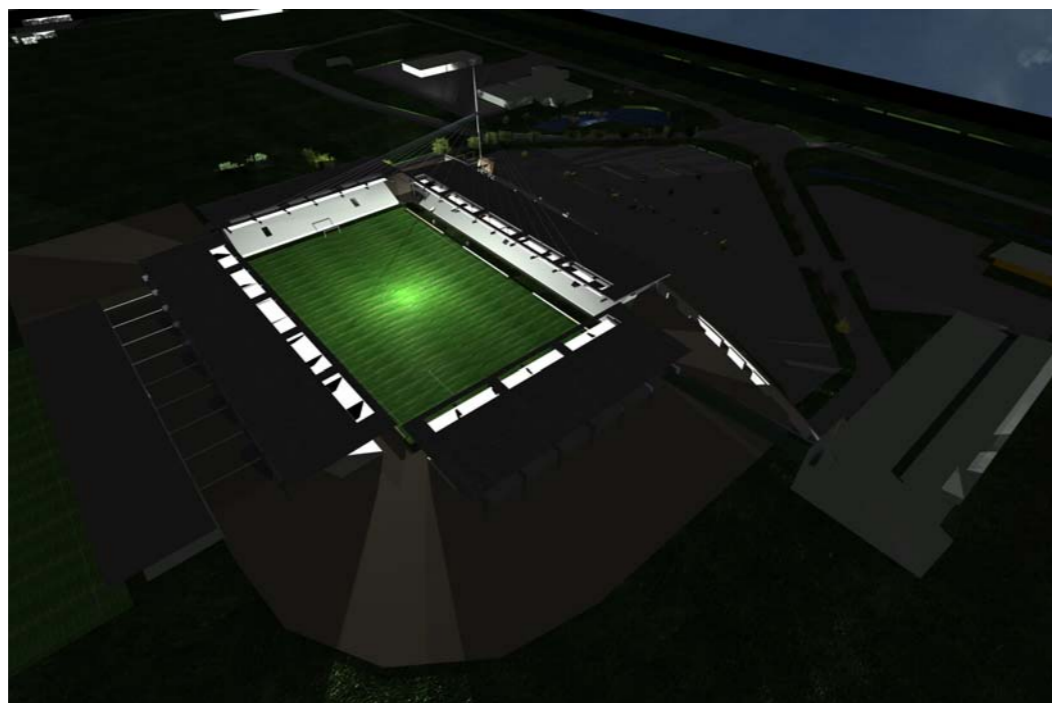
The stadium design will comply with guidance given in SGSG1 Accessible Stadia Guide. Designated wheelchair spectator areas will be accessible by lift at first and second floor levels. The VIP areas to the south stand are also accessible by lift.

Security and Access

The west stand is allocated for away supporters and will be fully segregated from the home supporter stands. A separate area of parking for away supporter's coaches is located adjacent the west stand.

Access to each stand is via full height turnstiles located in the perimeter walls. The number of turnstiles is in accordance with the FA guidance. Emergency exit gates are provided around the perimeter walls.

The players and VIP entrance is located in the south east corner of the south stand. Players VIP parking is close by, with lift access to the second floor facilities from this entrance.



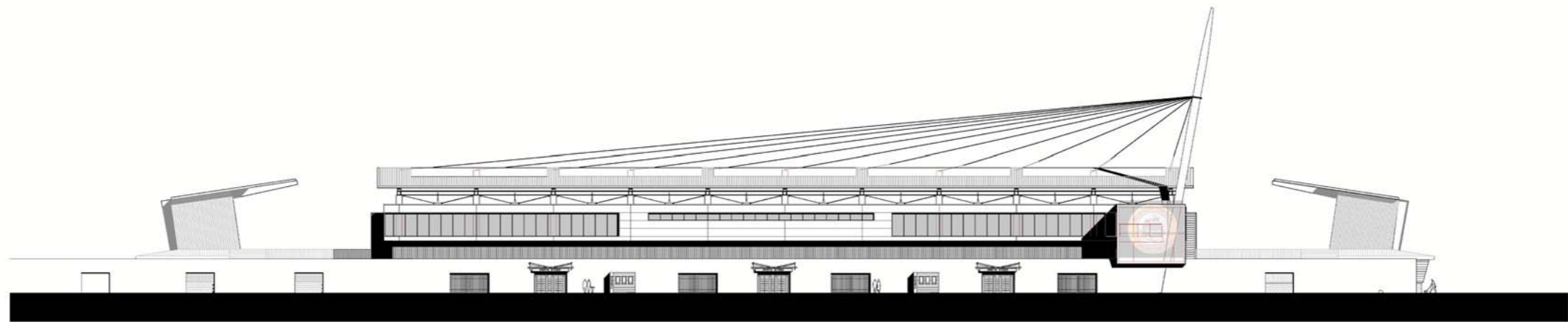
Lighting

Floodlighting will be from the perimeter of the stand roof rather than corner pylons and be in accordance with the FA's guidance on stadium lighting. Evidence regarding the minimisation of light spill will be provided during the consultation process.

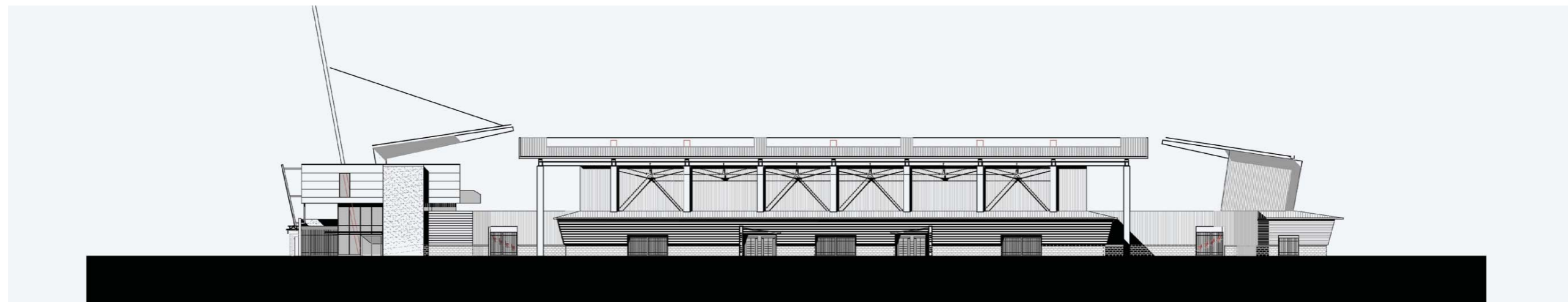
Responding to the community consultations

A series of pre application consultations with residents and supporters have been undertaken.





South elevation



East elevation

Materials

The design intent is to continue to reflect the horizontality of the stadium in the use and choice of materials. On approaching the building from the main car park the first element to be considered is the long curved wall. This will be constructed in rendered blockwork and punctuated by a number of ticket booths and entrance turnstiles. Canopies over the turnstiles and the use of timber boarding to the ticket booths give a human scale to the stadium entrance.

The stands are built up as a series of horizontal layers. At ground floor a plinth of concrete blockwork provides a solid and durable base. To the north, east and west stands the pedestrian concourses are enclosed by horizontally laid profiled metal sheet. A strongly profiled sheet is proposed for these elements to accentuate the horizontal. The Seating areas are enclosed to three sides by profiled sheet. The roof above the stands is supported by a series of cantilevered steel beams. The structure is expressed externally to break up the buildings mass. The stand roofs are clad in a combination of profiled steel and profiled, transparent, polycarbonate sheet. The polycarbonate allows daylight to penetrate onto the pitch, reducing the requirement for floodlights and improving growing conditions for the playing surface.

Whilst the north, east and west stands are considered as outdoor spaces the second floor of the south stand is considered as an internal space. The second floor, VIP facilities, are expressed as a floating horizontal layer, clad in insulated composite steel panels with bands of glazing to function room and administration areas.

The Spike is constructed in painted steelwork and restrained by steel tensile wires. It is intended to up light the Spike at night to highlight it as a landmark.

