

Other Reports

The following reports have been prepared by Wardell Armstrong and are summarised below.

Report on Site Investigation

The purpose of the investigation was to obtain information to be used for the design of structural foundations and other groundworks. The site is presently unoccupied and is considered to be 'Greenfield'. The site is surrounded and crossed by man made drainage ditches.

It is not believed that levels of soil and groundwater contaminants would have any influence on the proposed site development

Outline Drainage Strategies and Flood Risk Assessment

Flood Risk Assessment

Wyberton Fen falls within Category 2 (low to medium risk) of Table 1 of PPG25, where a residential development would not normally be permitted. It is therefore considered suitable for the type of development proposed. These are considered to be no significant increased off-site flooding risks as a result of the development proposals.

Tattershall Road falls within Category 2 (low to medium risk) of Table 1 of PPG25. This is described as being suitable for most types of development. There are no local site specific risks, which would adversely effect this categorisation. Similarly there are considered to be no significant increased off-site flooding risks as a result of the development. It is, therefore, considered suitable for the type of development proposed.

The Boston Strategic Flood Risk Assessment places the area of town where the Boston United football ground is located, York Street in Category 3 (high risk). Table 1 of PPG25 states that in developed areas (of this risk category) residential development may be suitable provided the appropriate minimum standard of flooding defences (including suitable warning of evacuation procedures) can be maintained for the lifetime of the development. The "minimum standard of defence" referred to is taken to mean the protection against the 1 in 200 year tidal flooding event.

It is assumed that because the surrounding area is intensely developed at present, steps will be taken to improve the flood defences to give protection against the increased tidal surge levels predicted as result of climate change.

Drainage

A site inspection/ walkover survey of the three proposed development sites (Wyberton Fen, York Street football ground and Tattershall Road) was undertaken in August 2004.

At Wyberton Fen the provision of on site surface water attenuation which would need to be underground and online if any connected on-site sewers are to be adoptable. There are two options to deal with foul drainage

- Discharge to public foul sewer located 900 metres to the west of the site
- The provision of on-site package treatment plant with the treated effluent being discharged to a soak away system (if ground conditions permit) to the open drainage system.

Option one would involve the construction of a pumping station because of generally flat nature of the area. Anglian Water have indicated that option 2 would not ordinarily be adoptable and suggest that the responsibility for future maintenance of such a system could be via a management company set up by the user.

Approval from the Environment Agency would be required to discharge the treated effluent to an open surface water drain. Option 1 would be adoptable and future maintenance cost would be borne by Anglian Water.

At the existing football ground at Tattershall Road surface water drainage, subject to Anglian Water's agreement will discharge a flow attenuated to existing discharge rates to the 450mm diameter combined sewer in Tattershall Road. It is recommended to deal with surface water on and off site subject to more detailed soils permeability, groundwater levels, topographical information and discussions with Anglian Water. SUDS (or on-line balancing arrangements) will be implemented as practicable to provide sufficient attenuation in off site flows to flow rates currently discharging to the public confined sewer in Tattershall Road

A separate foul sewerage system on site, which connects to existing combined public sewer in Tattershall Road is proposed.

At the exiting Boston FC ground, surface water will be dealt with on-site with the most economic option, subject to it being demonstrated that the surface water from the existing site is connected to the public combined sewer, flows upto the existing run-off rate could be discharged into the 1200mm drainage combined sewer.

On site foul drainage would take the form of a separate foul sewerage system. A separate foul sewerage system will be connected to existing public combined system.

For further information please contact:

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**BOSTON UNITED FC
NON TECHNICAL SUMMARY**

Boston United Planning Applications

The proposals consist of a series of four inter-related applications, opening up several key sites around Boston and providing various opportunities for the town. The development comprises the relocation of Boston United Football Club to a new stadium at Boardsides, whilst its existing ground at York Street will be redeveloped for residential use. It provides an opportunity for Boston United Football Club to move to a purpose built, modern, safe and long-term location providing enhanced facilities. In conjunction with this proposal, Boston Town's existing site at Tattershall Road will be the subject of an enabling residential development to fund both Boston United and Boston Town's relocation.

Boston United at Boardsides

If the planning application is approved by the Borough Council, Boston United FC will relocate to a 7,500 seat stadium approximately three kilometres west of the town centre. The proposals also comprise

- 2 training pitches;
- 300 seats for conferencing,

and an outline planning application for

- a 90 room hotel,
- a pub and restaurant and
- construction of a roundabout as the first stage of the Southern Economic Link Road.

The development of improved facilities will enable the club to comply with Football League standards and secure its long term future.

It is evident the existing York Street site is unable to accommodate the proposed stadium. By adding playing facilities for Boston United FC alongside the Princess Royal Sports Arena at Boardsides, it is hoped the area can become a major sporting destination in its own right and has the potential to become a regionally significant centre of sporting excellence. All the necessary facilities will be present on-site to enable an Olympic-training base to host one of the competing teams in 2012. There is also the potential for a major event centre for Disabled sports for the Paralympics which will follow.

Boston Town - Cuckoo Land

The development on Wyberton Low Road is approximately 2 km south of the town centre and 3½ km south of the club's existing site. The proposals encompass 4 hectares of former allotment land known locally as 'Cuckoo Land' and will provide

- a main senior pitch (90x46m),
- 2 further full-sized replacement training pitches,
- a junior soccer pitch (45x27m) and
- spectator stands and facilities for informal community use.

The north west of the site will be set aside as car parking for 246 cars plus 13 disabled bays. The Boston Town stadium will have 1008 spectator seats on 2 concrete stands. A single storey clubhouse will adjoin the east stand providing changing rooms and function facilities. Parking for Boston Town players and supporters is provided immediately adjacent to the ground. It is also proposed to create an access into the centre of the site and increase the width of the existing junction onto Wyberton Low Road.

York Street Residential Development

Boston United Football Club is proposing to base itself at a purpose built stadium in Boardsides, leaving their current site at York Street vacant. The site and buildings have limited opportunities for alternative use because of their location in a predominantly residential area. The removal of an incompatible use from this predominantly residential area and the introduction of high quality housing will improve the general environment.

It is proposed to demolish the existing Boston United football ground and construct 85 houses and flats suitable for town centre living adding further variety to the housing selection.



Development at York Street would not take place until after Boston United FC has relocated to the proposed stadium at Boardsides.

Tattershall Road Residential Development

This is an outline planning application proposing the construction of a mix of 136 flats and houses spread over an area of low, medium to high density zones on the site of Boston Town Football Club off Tattershall Road, Boston. It is also an opportunity for the developer to provide further benefits including landscape and recreational improvements to the neighbouring Witham Way Country Park.

The proposals will enable the development of better and improved facilities for Boston Town Football Club in the form of a new ground. The wider community will also benefit from improved living conditions and an improved environmental setting within the area: sports pitches will be retained for adaptable uses. Pedestrian links will be opened up onto Witham Way Country Park.

Traffic

Tattershall Road

There would be an insignificant increase in traffic of below 5% before even considering the reduction in traffic caused by the relocation of Boston Town. The site is within the preferred maximum walking distance to the town centre for commuting. Match day surges in traffic will be removed as a result of the development thereby improving the safety levels over the existing situation.

Boardsides

The impact of the stadium would be primarily limited to match days during the August - April football season and the infrequent occurrence of such events should be borne in mind. The single carriageway A1121 road to the south currently has no streetlighting or footways and provides access to the town centre via linkage to the A52. There is no existing safety issue on the local highway network and there is no concern linked to the level of traffic generation expected for this proposal.

The proposed junction will provide improvements over the current proposals for the South Boston Economic Corridor's intersection with the A1121 Boardsides.

A shuttle service is proposed to transport fans from town in order to reduce and minimise the impact as a result of cars. This in combination with other "Green Travel" incentives is expected to mitigate the congestion predicted by the assessments relevant to this report. The limiting capacity of the car park will help reduce car trips and congestion at other junctions and the town centre.

York Street

The local reduction of traffic as a result of the Boston United relocation is similar to the increase as a result of the proposed development and the impact of the proposals is therefore insignificant and likely even to be beneficial, especially when taking into account the levels of match day congestion that will also be removed.

York Street is a straight residential road and combined with on-street parking the restricted road width helps to keep vehicle speeds low. Spayne Road is similar but is not a through road and therefore vehicle speeds will be low. The proposals include formalising the footpath along Spayne Road to prevent illegal parking. The removal of the stadium will remove the match day surges in traffic and congestion from this area of highway network improving safety for vehicular traffic but especially for pedestrians and cyclists.

