

004.BG/P19-2767

VIA EMAIL ONLY

18th June 2020

Dear Mr Gildersleeves,

Re: Planning Application Ref. B/19/0520 | Hybrid planning application seeking full planning permission for the part change of use of the golf course for the siting of caravans and outline planning permission for the development of a "hub" building containing an ancillary reception/ activity centre/ spa (Use Class D2)/ retail unit (up to 100sqm)/ food and beverage (Use Classes A1, A4 and A5) and facilities management and ancillary works | Boston West Golf Centre, Langrick Road, Hubbert's Bridge, Boston, PE20 3QX.

I write on behalf of Boston West Leisure Limited in respect of the above-referenced planning application regarding phasing the construction of the development proposal should the local planning authority be minded to grant planning permission.

During the course of the planning application, Boston West Golf Course has closed to the public following Government lockdown restrictions in respect of the Coronavirus Pandemic and has not had a source of income into the business for several weeks. Accordingly, it is imperative the business secures a source of capital to ensure its economic vitality which is currently threatened, which consequently jeopardises the deliverability of the development proposed.

Phasing the construction of the development would enable the applicant to commence a limited amount of development on the site without the need to discharge planning conditions. This would minimise delays to the construction process, and allow for a limited number of caravans to be erected on site and sold which would secure a source of income for Boston West Leisure Limited, ensuring the development can be delivered.

Pegasus Group

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Discussions with the local planning authority have revealed that should planning permission be granted, conditions seeking additional information in respect of how the construction of the development would minimise its impact to trees and ecology would be required. Acknowledging this, the proposed phased construction approach will ensure the only works to be implemented without submitting the requisite supporting information would have minimal impacts to trees and ecology.

The phased construction approach is described below, this should be read in conjunction with the enclosed proposed phasing plan.

Phase 1 – Spine Road

The preliminary phase of the development requires the spine road to be implemented as this enables the development of the wider holiday park. The main spine road is illustrated on the enclosed phasing plan. Although every effort has been made for the spine road to avoid trees, the implementation of the spine road will, unavoidably, require some tree removal. This said however, the extent of the tree removal is insignificant; as illustrated by Appendix 7a of the Arboricultural Impact Assessment (AIA). The spine road avoids existing drains on the site which were identified as having potential for ecology, and so the ecological impact of implementing the spine road would be insignificant. Overall, it is considered the spine road could be implemented without the need to submit further information regarding how the impact to trees and ecology will be minimised during the construction phase.

Phase 2 – 70 Caravan Units

Phase 2 of the construction of the proposed development would see the erection of up to 70 caravan units, alongside their associated infrastructure. 70 caravan units have been identified for this phase of construction and this phase is illustrated on the accompanying phasing plan.

The 70 units would be sited down the centre of existing fairways; thereby reducing their impact to trees and ecology as the nature of the land they are sited on is regularly maintained grassland. The AIA identifies that 7 units out of the 70 would necessitate minor tree removal, however, it is considered the impacts of this would be outweighed by the benefits of the extensive tree planting which is proposed in this area of the development proposal. None of the 70 units would be sited

on land currently used as a drainage ditch and so the ecological impacts of the erection of the 70 units on regularly maintained grassland used as a fairway would be minimal.

Consequently, it is considered appropriate for up to 70 caravan units to be sited on the application site, without the need to provide further information relating to how arboricultural and ecological impacts will be minimised during construction, as their impacts would be minor.

Following Phases 1 and 2, it is considered additional information relating to how construction impacts will be minimised will be required as fairways begin to reduce in size; meaning the construction may begin to have more of an impact to trees, and the presence of drainage ponds means the construction process will be required to ensure its impacts to ecology are minimised. Appropriately, it is proposed that prior to the commencement of phases 3 onwards, additional information is submitted to satisfy the conditional requirements of the planning permission, should this be granted. The remainder of the phases of the construction process are detailed within the enclosed proposed phasing plan.

I trust the proposed phased approach to the development proposal is acceptable and invite the local planning authority to suggest suitably worded conditions to control the phased construction approach hereby proposed.

Yours sincerely,



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Planner

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