

# PROPOSED ALTERATIONS to 32 BOWDITCH ROAD, SPALDING to create 2 ONE-BEDROOMED FLATS for SPALDING TOWN HUSBANDS

# DESIGN, ACCESS & FLOOD RISK ASSESSMENT STATEMENT

1. BACKGROUND AND PRESENT SITUATION

1.1. Currently 32 Bowditch Road is the largest Almshouse Flat within the Spalding Town Husband's Bowditch Road group. It has the facilities for guests. However, this part of the property is rarely if ever used.

1. SITE ASSESSMENT

1.1. 32 Bowditch Road has two very similarly sized area for amenity use. Meaning one would be utilised by No 32 and the other by the newly formed flat.
1.2. Site levels are flat and horizontal to all intents and purposes and match the surrounding areas.

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2. EVALUATION

2.1. Opportunities

2.1.1. There is an opportunity to make better use of an underutilised dwelling, and to provide a new dwelling for the use of those in need via The Almshouse Charity.

2.2. Flood Risk Assessment

2.2.1. The site is the EA Flood Zone 3.
2.2.2. As the proposal does not call for an increase in footprint of the building and the property has always been in residential use. It is contended that the finished floor level does not need to be altered and the status quo remain. To alter the floor levels would be near impossible in a building with a existing roof line linked to the neighbouring property, without affecting the room heights.

2.3. Constraints

2.3.1. General constraints exist as with any proposals. Care must also be taken to avoid either overlooking the neighbouring properties.
2.3.2. Care must also be taken to avoid the creation of living units with less than acceptable levels of amenity.

3. DESIGN

3.1. The proposed layout for No.32 and the proposed new flat meet South Hollands Flat Conversion Policy.
3.2. Only minor alterations have been made to the elevations of the dwelling. The reduction of the fenestration to No. 32's bedroom helps ensure no overlooking of or by the neighbour.

2. ACCESS AND SUSTAINABILITY

2.1. The proposed house is within a sizable town, with all the amenities one would expect within such a town.
2.2. Access to the site is possible by foot or by vehicle. Disabled visitors can drive, or be driven to the curb side adjacent to the principle entrance. There is adequate on road parking along Bowditch Road.
2.3. A bus service operates along Stonegate/ Clay Lake, with bus stops within 250m of the site, providing easy access to the town centre, Peterborough, Boston, Holbeach and beyond. Spalding has a railway station so it is not difficult to access the national network by public transport

4. CONCLUSION

4.1. It is considered that the application proposals recognise the rising need for these 1 person flats and provide suitable accommodation within the latest guidelines.
4.2. The size and location of external private garden space and secure outside storage is more than adequate.
4.3. Parking provision is both adequate in numbers and is easily accessible without disruption to neighbouring properties.
4.4. In summary, it is contended that the proposal is of benefit not only to the site, but also to those in need of housing via The Almshouse Charity.