

Parking & Accessibility Statement

Proposed five-bedroom dwelling, land off Pickwick Road, Corsham

1. Introduction

This statement is submitted in support of the proposal to increase the existing dwelling from four to five bedrooms, together with the conversion of the integral garage. Following the conversion, the dwelling provides two off-street car parking spaces on its driveway. The purpose of this statement is to demonstrate that the proposed provision is acceptable, having regard to Wiltshire Council's adopted parking standard, the accessibility of the site, and national policy.

2. Policy context

The relevant standard is set out in the Wiltshire LTP3 Car Parking Strategy (2011–2026). Three elements are material to this application:

- Table 7.1 sets minimum allocated parking standards that are banded. All dwellings of four or more bedrooms fall within a single band requiring three spaces. The approved four-bedroom dwelling and the proposed five-bedroom dwelling therefore carry an identical requirement; the additional bedroom does not increase the standard.
- Paragraph 7.5 confirms that the Council does not count garages towards allocated parking provision (other than in exceptional design circumstances), reflecting the established position that single garages are commonly used for storage rather than parking. The policy-recognised provision on this plot is therefore the driveway.
- Policy PS6 provides express flexibility for a lower level of provision where there are significant urban design or heritage issues, where parking demand is likely to be low, or where any parking overspill can be controlled. It anticipates that a design statement and/or accessibility appraisal will be used to justify the provision – the purpose of this statement.

3. The proposed provision

Item	Provision
Dwelling size	5 bedrooms (within the 4+ band)
Table 7.1 minimum	3 allocated spaces (same as a 4-bed)
Off-street spaces provided	2 driveway spaces
Garage	Converted – not counted under para 7.5 in any event

The provision is therefore two off-street spaces, supported by the accessibility appraisal below under Policy PS6.

4. Accessibility appraisal

4.1 Settlement context

The site lies on Pickwick Road within the built-up area of Corsham, a sustainable market town identified in the Wiltshire Core Strategy as a place where development is directed. The site is within convenient reach of the town centre and a full range of everyday services, rather than in an isolated or car-dependent rural location.

4.2 Access on foot

Corsham town centre, with its convenience and food stores, pharmacies, cafés, professional services and community facilities, lies within comfortable walking distance of the site along established, lit footways. Primary and secondary schooling (including Corsham Primary School and The Corsham School) and local recreation are similarly within walking range. Day-to-day needs can therefore be met on foot without reliance on a car.

All key town-centre services lie within an approximately 800m to 1.6km walk of the site – an easy walking distance, well within the range generally accepted as walkable for everyday journeys.

4.3 Cycling

The relatively flat, compact form of Corsham makes cycling a realistic option for local trips and for journeys to neighbouring centres, with the town centre and local schools comfortably within cycling range of the site.

4.4 Public transport

Pickwick Road lies on the A4 corridor through Corsham, which carries the town's principal bus services. The combined 231/X31 service (Bath – Box – Corsham – Chippenham) operates at an approximately half-hourly frequency through the day, in each direction, from Monday to Saturday, with an hourly service on Sundays and Bank Holidays. The service runs from the early morning until late evening, with last buses after 23:00, providing a long span of operation as well as a high frequency. Bus stops within Corsham (including Newlands Road and Kings Avenue) lie within walking distance of the site.

The service connects Corsham directly to the larger centres of Bath and Chippenham, and calls at Chippenham railway station for onward GWR rail travel to Bath, Bristol, Swindon, Reading and London. Additional local services (including routes towards Melksham and Trowbridge) further supplement these connections. The site therefore benefits from a genuine, frequent and long-span public-transport alternative to the private car.

Frequencies taken from the published 231/X31 timetable effective 5 April 2026.

5. Assessment against Policy PS6

Applying the PS6 criteria to the appraisal above:

- Parking demand is likely to be lower than for a comparable edge-of-settlement or rural dwelling. The site's location within Corsham, with everyday services within walking and cycling distance and a frequent (half-hourly Monday–Saturday) bus service on the adjoining A4, supports reduced reliance on the private car – exactly the circumstances PS6 envisages.
- Any overspill can be controlled. The retained two driveway spaces meet the realistic day-to-day parking needs of a single household, and the surrounding highway network and on-street arrangements are capable of accommodating occasional visitor demand without harm.
- The provision is consistent with the Strategy's wider objectives of reducing reliance on the private car and making efficient use of land, and with the position in para 7.5 that garages are not relied upon as parking spaces.

6. Highway safety and national policy

The proposal retains two off-street parking spaces and does not alter the approved access. There is no resulting harm to highway safety. National policy is clear that development should only be refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe. For a

single dwelling retaining two off-street spaces in an accessible town location, neither threshold is engaged.

7. Conclusion

The increase to five bedrooms does not increase the parking requirement under the Council's banded standard, and the garage is not counted as parking provision in any event. The retained two off-street driveway spaces, taken together with the genuinely accessible location of the site within Corsham, represent an acceptable level of provision consistent with Policy PS6 and with national policy. The proposal should accordingly be supported.

This statement is provided to support the planning argument and does not constitute formal legal advice. Bus frequencies are taken from the published 231/X31 timetable effective 5 April 2026. For a contested case a transport planning consultant should verify the accessibility assessment and the current NPPF wording.