

Parking & Accessibility Statement

Proposed alterations and extension — 17 Sandown Crescent, Corsham, SN13 0EW

Planning application PL/2026/03002 · submitted in support of revised drawings 5114-101 Rev B · Grow Architectural

1. Introduction

This statement supports the revised scheme for 17 Sandown Crescent under application PL/2026/03002, comprising two dormer windows to the front elevation, a single-storey rear extension, and alterations to the existing integral garage. It is submitted with revised drawings (5114-101 Rev B).

The statement responds to two matters raised by the Council: condition WE15 of the reserved matters consent (15/11889/REM) under which this development was approved, and the parking standard applicable to the enlarged dwelling. Following the revisions, the former garage is given over to non-habitable uses — a utility and a garden store — and is not converted to habitable accommodation; two off-street driveway spaces are retained. The purpose of this statement is to demonstrate that the revised scheme accords with condition WE15, and that the level of parking provision is acceptable having regard to Wiltshire Council's adopted parking standard, the accessibility of the site, and national policy.

2. Condition WE15

The reserved matters consent 15/11889/REM, under which the wider development was built, imposed the following condition:

"Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting or amending that Order with or without modification), the garage(s) hereby permitted shall not be converted to habitable accommodation."

Reason: To secure the retention of adequate parking provision in the interests of highway safety.

The revised scheme has been designed to accord with this condition. The former garage is now laid out as a utility and a non-habitable garden store. Neither is habitable accommodation: under the established planning meaning, habitable rooms are living rooms, bedrooms, dining rooms and the like, whereas utility rooms and stores are non-habitable. The revised scheme therefore creates no habitable accommodation within the former garage and does not breach condition WE15.

The condition restricts conversion to *habitable* accommodation only; it does not prevent the garage being put to a non-habitable use. The parking consequences of the revised layout are addressed under Policy PS6 below, which is the appropriate framework for assessing the level of provision.

3. Policy context

The relevant standard is set out in the Wiltshire LTP3 Car Parking Strategy (2011–2026), Policy PS6 – Residential parking standards. Two elements are material to this application:

- Table 7.1 sets banded minimum allocated parking standards. 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.
- PS6 applies these minimum standards flexibly, having regard to a site's accessibility by sustainable transport modes and to local circumstances, allowing for a lower level of provision where parking demand

is likely to be low and any overspill can be controlled. It anticipates that a reduced provision will be justified through a design statement and/or accessibility appraisal – the purpose of this statement.

For completeness, paragraph 7.5 of the Strategy records that single garages are not normally counted towards allocated provision, on the basis that they are commonly used for storage rather than parking. We acknowledge the Council's position that, on this modern estate, the garages were built to a size capable of accommodating a car and are counted here. The assessment below does not rely on paragraph 7.5; it rests on the PS6 accessibility justification.

4. 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
Former garage	Utility / non-habitable store — not habitable accommodation; not relied upon for parking

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

5. Accessibility appraisal

5.1 Settlement context

The site lies within an established modern residential development just off the A4, on the Bath side of Corsham – a sustainable market town identified in the Wiltshire Core Strategy as a place where development is directed. It 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.

5.2 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 The Corsham School, approximately 0.9 miles, and local primary provision within around a mile) and local recreation are similarly within walking range. Day-to-day needs can therefore be met on foot without reliance on a car.

Key town-centre services lie within approximately 1 to 1.6 km of the site – an easy walking distance, well within the range generally accepted as walkable for everyday journeys.

5.3 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.

5.4 Public transport

The development adjoins 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, Monday to Saturday, with an hourly service on Sundays

and Bank Holidays. The service runs from early morning until late evening, with last buses after 23:00, giving a long span of operation as well as a high frequency. Bus stops on the A4 within Corsham 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.

6. 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 and schools 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 two retained 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.

7. Highway safety and national policy

The revised proposal retains two off-street parking spaces and does not alter the approved vehicular 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.

8. Conclusion

The revised scheme accords with condition WE15: the former garage is put to non-habitable use, and no habitable accommodation is created within it. The increase to five bedrooms does not increase the parking requirement under the Council's banded standard. The two retained 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 application 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, and the precise wording of Policy PS6 should be confirmed against the adopted Strategy.