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101 Pickwick Road, Corsham

Cliffe Property Investments Limited

Air Quality Assessment

November 2025





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Executive Summary

Rappor Consultants Limited was appointed by Cliffe Property Investments Limited to undertake an air quality screening assessment for the proposed redevelopment of the existing petrol station at 101 Pickwick Road in Corsham.

The Site is currently an operational petrol station. The proposals are for the demolition of the existing petrol filling station shop and car wash and construction of replacement retail building, together with relocation of vac and air facilities, introduction of electric vehicle charging points and replacement of underground fuel storage tanks, pipework, forecourt drainage, interceptor, utilities infrastructure and associated works.

A planning application for redevelopment of the petrol station was submitted to Wiltshire Council in 2020 which was subsequently granted planning consent with a planning condition attached relating to air quality. The condition required an air quality screening assessment to be prepared to consider the impact of the proposals on local air quality as a result of any uplift in traffic generation. The 2020 planning consent has now lapsed and a new application is being prepared for the Site. To address the previous consent planning condition, this air quality assessment has been prepared in support of the application and negate the requirement for an air quality related planning condition for the new application.

The proposed development Site is located within the administrative area of Wiltshire Council and is not located within or adjacent to an existing Air Quality Management Area.

A qualitative construction phase dust assessment was undertaken in accordance with Institute of Air Quality Management guidance and measures were recommended to minimise emissions during construction activities. With the implementation of these mitigation measures the impact of construction phase dust emissions was considered to be 'not significant' in accordance with Institute of Air Quality Management guidance.

Wiltshire Council has published an Air Quality Supplementary Planning Document which states that, as the Site is designated as *Sui Generis*, discussion should be held with Wiltshire Council to determine the appropriate level of air quality assessment for the application. The previous planning condition related to air quality identified that either a detailed air quality assessment or an air quality screening assessment would be required, depending on the proposed development trip generation. The proposed development trip generation was screened using the Institute of Air Quality Management and Environmental Protection UK two stage screening process, to determine whether a detailed assessment was required. The proposed development trip generation did not exceed the relevant screening criteria and therefore detailed dispersion modelling of development-generated road traffic was not required.

The development was not predicted to result in any new exceedances of the relevant air quality objectives and the impact of the development on local air quality was predicted to be 'negligible' in accordance with guidance.

Whilst the proposed development will not significantly impact local air quality once operational, measures are incorporated into the design to further minimise the impact of the development on local air quality. These measures include the provision of Electric Vehicle charging points.



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1 Introduction

General

- 1.1 Rappor Consultants Limited was instructed by Cliffe Property Investments Limited to undertake an air quality assessment for the proposed redevelopment of the existing petrol station at 101 Pickwick Road in Corsham. ('the Site').
- 1.2 The Site is currently an operational petrol filling station comprising four fuel pumps. The Site gained planning permission was in 2020 (ref. 20/03036/FUL) for an increase in gross internal area (GIA) from 100 sqm to 339 sqm, with the existing fuel pump provision retained. The approved scheme also included an increase in on-Site parking from four spaces to twelve, comprising two mobility-impaired spaces and one parent-and-child space, enabled by the removal of the existing car wash. The most recent proposals now include the demolition of the existing petrol filling station shop and car wash and construction of replacement retail building, together with relocation of vac and air facilities, introduction of electric vehicle (EV) charging points and replacement of underground fuel storage tanks, pipework, forecourt drainage, interceptor, utilities infrastructure and associated works.
- 1.3 The 2020 planning consent included a condition relating to air quality, stating:

"Prior to the first operation the application must undertake an AQA or Screening Assessment (if vehicles movements are less than 500 AADT) which is to be submitted and approved by the LPA. This must quantify the effect of the development on existing local authority air quality monitoring locations and sensitive receptors as well as the proposed development. It must also identify and make adjustments for all core strategy-based development in the development's locality."
- 1.4 As the planning consent from 2020 has now lapsed, a fresh application is proposed for the scheme, and an air quality assessment will be submitted in support of the application, to address the previous consent's condition and to negate the requirement for any post-consent conditions relating to air quality.
- 1.5 The assessment considers the potential impacts of the proposed development during both the construction and operational phases. A qualitative construction phase assessment was undertaken in accordance with relevant guidance. An operational phase road traffic emissions screening assessment was undertaken to consider the impact of development-generated road traffic on local air quality.
- 1.6 The assessment takes account of relevant local and national policy and guidance. A glossary of terms utilised in this report is provided in **Appendix A**.

Site Location

- 1.7 To the north, west, and east of the Site, there are residential properties, with Dickens Avenue further to the north and west. The Site sits directly adjacent to the north of Pickwick Road (B3353) with residential dwellings further south. The Site is situated in a predominantly residential area.
- 1.8 The proposed development Site is located within the administrative area of Wiltshire Council. WC has eight declared Air Quality Management Areas (AQMA). The Site is not located within or adjacent to an AQMA. The closest AQMA ('Bath AQMA') is approximately

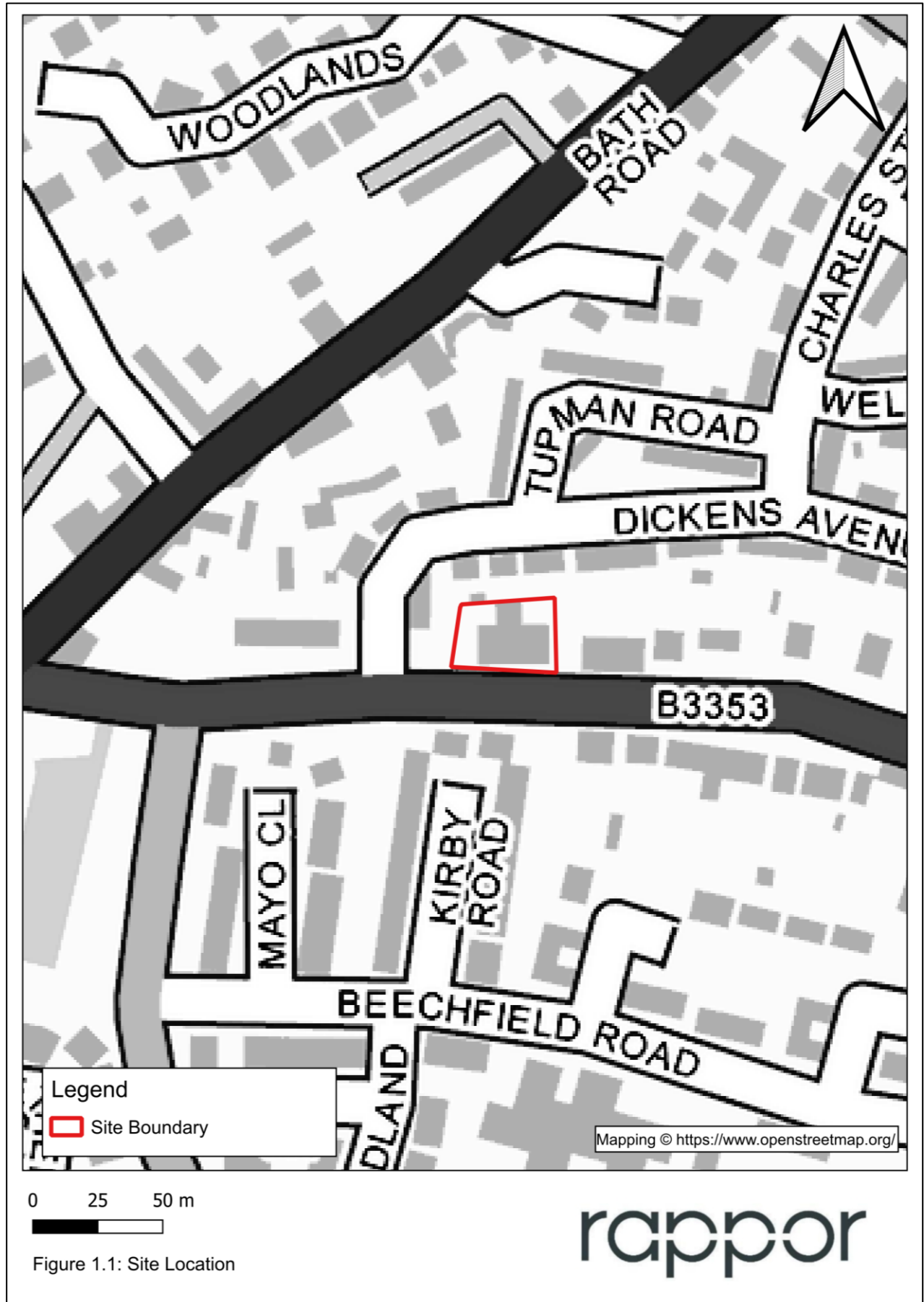


10.5km to the southwest of the Site, within the neighbouring administrative area of Bath & Northeast Somerset Council. Due to the distance between the Site and the closest AQMA, it is unlikely that traffic generated by the proposed development will travel into the AQMA.

1.9 The Site location is illustrated in **Figure 1.1**.



Figure 1.1 Site Location



2 Relevant Policy and Guidance

National Legislation and Planning Policy

2.1 The following national legislation and planning policy is relevant to air quality and was considered throughout this air quality assessment:

- European Parliament, EU 2008 Ambient Air Quality Directive (2008)¹;
- HMSO, Air Quality (England) Regulations (2000)²;
- HMSO, Environment Act (1995)³;
- HMSO, Environment Act (2021)⁴;
- Department for Environment, Air Quality Strategy (1997)⁵;
- Department for the Environment, Food and Rural Affairs (DEFRA), Air Quality Strategy (2007)⁶;
- Department for the Environment, Food and Rural Affairs, The Environment (Miscellaneous Amendments) (EU Exit) Regulations (2020)⁷;
- HMSO, The Environmental Targets (Fine Particulate Matter) (England) Regulations (2023)⁸;
- Department for the Environment, Food and Rural Affairs, Air Quality Strategy: Framework for Local Authority Delivery (2023)⁹;
- Department for the Environment, Food and Rural Affairs, Environmental Improvement Plan 2023 (2023)¹⁰;
- Ministry of Housing, Communities and Local Government, National Planning Policy Framework (NPPF) (2024)¹¹;
- Ministry for Housing, Communities and Local Government, Planning Practice Guidance (PPG) for air quality (2019)¹²; and
- Department for the Environment, Food and Rural Affairs, PM_{2.5} Targets, Interim Planning Guidance (2024)¹³.

¹ European Parliament (2008) Council Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe

² HMSO (2000) Statutory Instrument 2000 No. 928, The Air Quality (England) Regulations 2000 (as amended), London: HMSO

³ HMSO (1995) The Environment Act 1995, London: TSO

⁴ HMSO (2021) The Environment Act 2021, London: TSO

⁵ Department of the Environment (DoE) (1997) The UK National Air Quality Strategy, London: HMSO

⁶ Department of the Environment, Food and Rural Affairs (Defra) (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, London: HMSO

⁷ Department of the Environment, Food and Rural Affairs (Defra) (2020) The Environment (Miscellaneous Amendments) (EU Exit) Regulations, London: HMSO

⁸ HMSO (2023) The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023

⁹ Defra (2023) Air Quality Strategy: Framework for Local Authority Delivery

¹⁰ Defra (2023) Environmental Improvement Plan 2023, First revision of the 25 Year Environment Plan

¹¹ Ministry of Levelling Up, Communities and Local Government (2024) National Planning Policy Framework (January 2025 amendments), HMSO London

¹² Ministry for Housing, Communities and Local Government (2019) Planning Practice Guidance Air Quality

¹³ Defra (2024) PM_{2.5} Targets: Interim Planning Guidance



Local Planning Policy

2.2 The following local planning policy was reviewed with regards to air quality and a summary of any relevant policies is provided in **Appendix B**:

- Wiltshire Council, Wiltshire Core Strategy, (2015)¹⁴.
- Wiltshire Council, Wiltshire Council Air Quality Supplementary Planning Document (SPD), (2023)¹⁵

Air Quality Guidance

2.3 The following air quality guidance was utilised in the air quality assessment:

- DEFRA, Local Air Quality Management (LAQM) Technical Guidance (TG22) v2.1 (2025)¹⁶;
- Institute of Air Quality Management (IAQM), Guidance on the assessment of dust from demolition and construction (2024)¹⁷; and
- IAQM and Environmental Protection UK (EPUK), Land-Use Planning and Development Control: Planning for Air Quality (2017)¹⁸.

¹⁴ Wiltshire Council (2015) Wiltshire Core Strategy

¹⁵ Wiltshire Council (2023), Wiltshire Council Air Quality Supplementary Planning Document (SPD)

¹⁶ Defra (2025) Local Air Quality Management (LAQM) Technical Guidance (TG(22)) V.21

¹⁷ Institute of Air Quality Management (2024) Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, London

¹⁸ Institute of Air Quality Management and Environmental Protection UK (2017) Land-Use Planning and Development Control: Planning for Air Quality



3 Assessment Methodology

Consultation

- 3.1 WC's Environmental Control & Protection Team provided a condition for the 2020 consented scheme with the requirements for an air quality screening assessment to be submitted to demonstrate the level of additional traffic associated with the previously consented scheme.
- 3.2 WC has also published an Air Quality SPD which states that, as the Site is designated as *Sui Generis*, discussion should be held with WC to determine the appropriate level of air quality assessment for the application. The previous condition identified that either a detailed air quality assessment or an air quality screening assessment (where vehicle movements are below 500 AADT) would be required, depending on the level of additional traffic. As vehicle movements associated with the Site fall below this threshold, a screening assessment is considered appropriate for the new application. This approach will address the requirement of the previous consent and avoid the need for any post-consent air quality conditions.
- 3.3 Further consultation was undertaken with the Environmental Control & Protection Team at WC, in November 2025, detailing the proposed scope of works and assessment methodology to be utilised within the air quality assessment. At the time of writing, no response was received from WC. Details of the consultation with WC is provided in **Appendix C**.
- 3.4 The assessment methodology is detailed below.

Construction Phase - Dust Assessment

- 3.5 A qualitative assessment of the potential for construction phase activities to influence local air quality through dust soiling, human health and ecological effects was undertaken utilising the methodology set out in IAQM guidance¹⁷. The IAQM guidance provides a four-step approach, summarised below:
 - Step 1: Screen the need for a detailed assessment. Where relevant sensitive receptors are located within 250m of the Site boundary, or within 50m of roads used by construction vehicles up to 250m from the Site, the assessment should progress to Step 2. No further assessment is required if there are no receptors within the specified distances of the works.
 - Step 2: Assess the risk of dust impacts using the following steps:
 - a) Define the potential dust emission magnitude for demolition, earthworks, construction and trackout, as appropriate;
 - b) Define the sensitivity of the area to dust; and
 - c) Define the risk of impacts.
 - Step 3: Identify appropriate Site-specific mitigation based on the identified dust risk;
 - Step 4: Determine the significance of residual effects.



Operational Phase – Screening Assessment

- 3.6 IAQM and EPUK guidance¹⁸ provides screening criteria to determine whether a detailed assessment of development-generated road traffic emissions is potentially required. The screening criteria are split into two stages:

Stage One:

- 3.7 The Stage One criteria detailed below are utilised to determine whether there is the need to proceed to Stage Two of the screening assessment:
- If any of the following apply:
 - a) 10 or more residential units or a Site area greater than 0.5ha; or
 - b) More than 1,000m² of floorspace for all other use classes or a Site area of greater than 1ha;
 - Coupled with any of the following:
 - a) The development has more than 10 parking spaces; or
 - b) The development will have a centralised energy facility or other centralised combustion process.

Stage Two:

- 3.8 Where the proposed development exceeds the criteria set out in Stage One, the following indicative criteria are used to determine whether a detailed assessment of development-generated road traffic emissions is required.
- 3.9 The Stage Two screening criteria are:
- A change in Light Duty Vehicles (LDVs) flows of:
 - a) More than 100 Annual Average Daily Traffic (AADT) flow within or adjacent to an Air Quality Management Area (AQMA); or
 - b) More than 500 LDVs as an AADT elsewhere.
 - A change in Heavy Duty Vehicles (HDVs) of:
 - a) More than 25 AADT flow within or adjacent to an AQMA; or
 - b) More than 100 AADT flow elsewhere.
- 3.10 Where none of the Stage Two criteria are exceeded, IAQM and EPUK guidance¹⁸ states:

“there should be no requirement to carry out an air quality assessment of the impact of the proposed development on the local area, and the impacts can be considered to have insignificant effects”.

4 Baseline Conditions

Introduction

4.1 Baseline air quality conditions in the study area were defined based on a review of the following sources of data:

- Defra's Local Air Quality Management support pages;
- WC's Local Air Quality Management reports¹⁹ and monitoring data; and
- Aerial imagery, maps and plans of the Site and study area.

Local Air Quality Management and Monitoring

4.2 The Site is not located within or adjacent to an AQMA. The closest AQMA ('Bath AQMA') is approximately 10.5km to the southwest of the Site, within the administrative area of Bath & North East Somerset Council. Bath AQMA was declared in 2002 due to the exceedance of the annual mean objective for nitrogen dioxide (NO₂).

4.3 WC undertakes monitoring of NO₂ within its administrative area. The closest, most representative monitoring locations to the Site are detailed in **Table 4.1** below. Due to the influence of the COVID-19 pandemic and subsequent lockdowns, monitoring data up to 2019 are considered the 'pre-pandemic baseline' whilst monitoring data for 2022 onwards represent the 'post-pandemic baseline'. Monitoring data recorded in 2020 and 2021 are considered atypical due to the influence of lockdown restrictions on road traffic levels and emissions, in accordance with the IAQM position statement²⁰.

Table 4.1: Local Air Quality Monitoring Data (µg.m⁻³)

Site ID	X	Y	Site Type	Monitored Concentration			
				2021	2022	2023	2024
44	386321	170604	Roadside	25.1	24.1	21.6	20.4

4.4 WC undertake monitoring at a location situated approximately 280m to the west of the Site, along Bath Road (A4). Monitoring data shows that NO₂ concentrations do not exceed the relevant air quality objectives and have decreased year-on-year. As the monitoring site is located on an A-road, which typically carries higher traffic volumes due to its role as a major route between towns and cities, pollutant concentrations recorded there are likely to be higher than those at the Site, which is situated on a B-road. B-roads generally experience lower traffic flows, and therefore lower associated pollutant levels.

4.5 Overall, the monitoring data presented in **Table 4.1** show that NO₂ concentrations at the monitoring location is below the relevant air-quality standards and objectives, indicating no air quality concerns for the development area.

4.6 A review of Defra background maps²¹ for the 1km by 1km grid square that the Site is located within was undertaken and pollutant concentrations compared to the current relevant air quality objectives. Background concentrations of NO₂, PM₁₀ and PM_{2.5} were all well below

¹⁹ Wiltshire Council (2025) ASR

²⁰ Institute of Air Quality Management (2023) Position Statement: The Use of 2020 and 2021 Monitoring Datasets Version 2.1

²¹ Defra (2024) background pollutant concentration maps [<https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2021>]



the relevant air quality objectives, indicating no air quality concerns for the development area.

5 Construction Phase Dust Assessment

- 5.1 Construction phase activities associated with demolition, earthworks, construction and trackout have the potential to generate dust and particulate matter which may influence local air quality at sensitive receptor locations.
- 5.2 As there are existing sensitive receptors within the distances set out in IAQM guidance¹⁷, a construction phase dust assessment was undertaken. The assessment includes determining the dust emission magnitude for construction phase activities and identifying the sensitivity of the area to determine the overall risk of construction phase dust impacts. Mitigation measures proportionate to the level of dust impacts identified are then recommended to minimise the impact of construction phase activities on local air quality.

Assessing Risk of Dust Impacts

Defining the Dust Emission Magnitude

- 5.3 The scale and nature of construction phase activities were compared to the criteria set out in IAQM guidance¹⁷ to define the initial dust emission magnitude for each activity. **Table 5.1** summarises the dust emission magnitude for each activity and provides the justification for each assigned magnitude.

Table 5.1: Dust Emission Magnitude

Activity	Dust Emission Magnitude	Justification
Demolition	Medium	The proposals include the removal of the existing car wash. The total building volume being removed is less than 12,000m ³ , however, demolition has been classified as medium due to the structure's potentially dusty construction material.
Earthworks	Small	The total site area is less than 18,000m ² .
Construction	Small	The total building volume is less than 12,000m ² .
Trackout	Small	There will be less than 20 HDV outward movements in any one day, traveling along a surface material with low potential for dust.

- 5.4 In accordance with the IAQM guidance¹⁷, the Dust Emission Magnitude associated with demolition activities would ordinarily be classified as '*Small*'. However, because the structure to be demolished is located immediately to the south of residential properties which have raised concerns regarding dust impacts during demolition, a precautionary approach has been adopted. The Dust Emission Magnitude has therefore been conservatively upgraded to '*Medium*' to ensure a higher overall dust-risk rating and to promote the implementation of more robust mitigation measures during the demolition phase.

Defining the Sensitivity of the Area

- 5.5 The proximity of receptors to construction phase activities was reviewed alongside meteorological conditions and receptor use classes to define the sensitivity of the area. In accordance with IAQM guidance¹⁷, different use classes can be more or less sensitive to dust and particulate matter emissions during the construction phase based on parameters such as the level of amenity typically expected and the duration of time spent at the location.



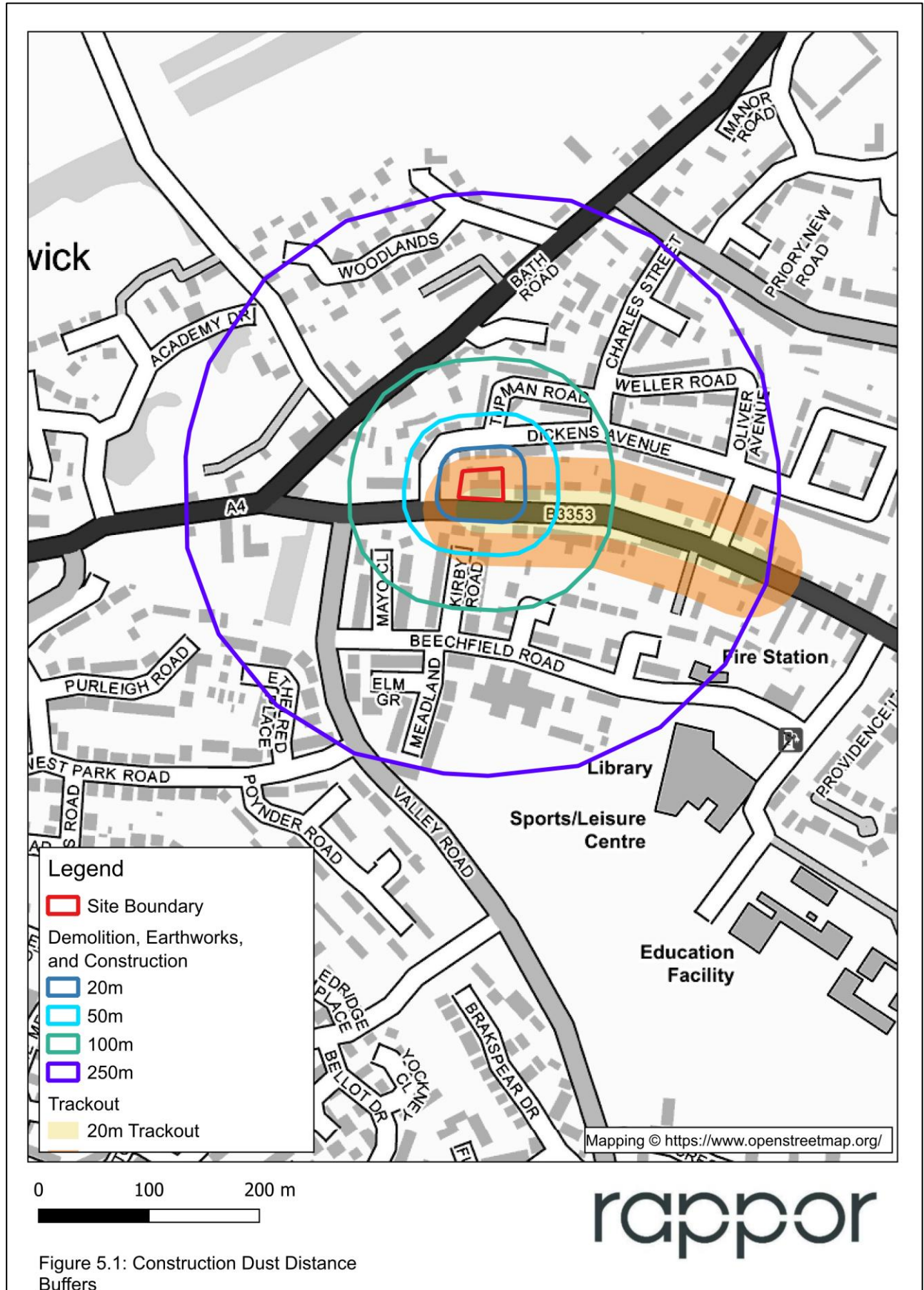
Table 5.2 details the sensitivity of the area to dust soiling, human health for the different phases of construction activities. **Figure 5.1** was utilised to identify the number of sensitive receptors within the distances set out in IAQM guidance¹⁷.

- 5.6 There are no relevant ecological receptors within 50m boundary of the Site, or within 50m of the routes used by construction vehicles on the public highway, up to 250m from the Site entrance. Therefore, in accordance with IAQM guidance¹⁷, the sensitivity of the area to ecological impacts is not required.

Table 5.2: Sensitivity of Study Area

Activity	Sensitivity to Dust Soiling	Sensitivity to Human Health
Demolition, earthworks and construction	High – There are between 10 and 100 highly sensitive receptors (dwellings) within 20m of the Site boundary.	Low – There are between 10 and 100 highly sensitive receptors (dwellings) within 20m of dust generating activities and within 20m of the route to be used by construction vehicles. The background PM ₁₀ concentration is below 24µg.m ⁻³ . Therefore, in accordance with IAQM guidance, the sensitivity to human health is 'low'.
Trackout	High – There are between 10 and 100 highly sensitive receptors (dwellings) within 20m of the anticipated route to be used by construction vehicles up to 250m from the Site access.	

Figure 5.1: Construction Phase Dust Buffers





Defining the Risk of Impacts

- 5.7 The dust emission magnitude and sensitivity of the area for demolition, earthworks, construction and trackout are then combined to determine the overall risk of impacts associated with each activity. **Table 5.3** below summarises the risk of dust impacts for each activity.

Table 5.3: Summary of Risk of Dust Impacts

Activity	Dust Emission Magnitude	Highest Sensitivity of Area	Risk of Dust Impact
Demolition	Medium	High	Medium Risk
Earthworks	Small		Low Risk
Construction	Small		Low Risk
Trackout	Small		Low Risk

Mitigation

- 5.8 IAQM guidance¹⁷ provides a list of dust mitigation measures that should be implemented on Site during the construction phase, where practicable. Mitigation measures proportionate to the level of dust risk identified in **Table 5.3** are detailed in **Appendix D**. With the implementation of these measures, the residual impacts associated with construction phase activities are considered to be 'not significant'.



6 Operational Phase Screening Assessment

- 6.1 The trip generation associated with the proposed development was reviewed and compared to the two stage screening criteria set out in IAQM and EPUK guidance¹⁸.

Stage One

- 6.2 The development proposals include more than 10 car parking spaces; however, the proposals do not include more than 1,000m² of additional floorspace or a Site area of greater than 1ha. Therefore, the Stage One criteria set out in the IAQM and EPUK guidance¹⁸ is not exceeded. However, as WC's Environmental Control & Protection Team provided a condition for the 2020 consented scheme with the requirements for an air quality screening assessment to be submitted, a screening assessment will be undertaken to address the requirement of the previous consent.

Stage Two

- 6.3 The proposed development will generate an additional 284 trips as a 24-hour AADT. The trip generation falls below the relevant Stage Two screening criteria of 500 LDVs and 100 HDVs outside an AQMA.
- 6.4 In accordance with IAQM and EPUK guidance¹⁸, where the Stage Two criteria are not exceeded, a detailed assessment of the impact of the proposed development on local air quality is not required, and the proposed development is considered to have an insignificant effect.

Development Measures

- 6.5 Whilst the proposed development is not predicted to give rise to any significant air quality impacts as a result of development-generated traffic, measures are incorporated into the proposals to further minimise emissions associated with the operation of the proposed development.
- 6.6 Measures include:
- Installation of EV charging stations at two bays, which will serve four EVs, to promote to uptake of low emission vehicle technologies.
 - A Construction Environmental Management Plan (CEMP), which will be prepared prior to construction.



7 Summary and Conclusions

- 7.1 Rappor was instructed by Cliffe Property Investments Limited to undertake an air quality assessment for submission with a planning application for the proposed redevelopment of the existing petrol station at 101 Pickwick Road in Corsham.
- 7.2 A qualitative construction phase dust assessment was undertaken and mitigation measures proportionate to the level of dust risk identified are recommended. With the implementation of these measures, the impact of construction phase dust is negligible which is not significant.
- 7.3 A qualitative operational phase road traffic emissions screening assessment was undertaken to consider the impact of the proposed development on local air quality. The two stage screening criteria set out in guidance were not exceeded and there was no need to undertake any further detailed assessment of the impact of development-generated road traffic. Where the two stage screening criteria are not exceeded, the proposed development can be considered as having a not significant impact on local air quality as a result of development-generated traffic.
- 7.4 Whilst the proposed development will not significantly impact local air quality once operational, measures are incorporated into the design to further minimise the impact of the development on local air quality. These measures include the provision of Electric Vehicle charging points, and the preparation of a Construction Environmental Management Plan.



Appendix A – Glossary



Term	Definition
AADT	Annual Average Daily Traffic flow.
Air quality objective	Policy target generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances within a specific timescale (see also air quality standard).
Air quality standard	The concentrations of pollutants in the atmosphere which can broadly be taken to achieve a certain level of environmental quality. The standards are based on the assessment of the effects of each pollutant on human health including the effects on sensitive sub groups (see also air quality objective).
Annual mean	The average (mean) of the concentrations measured for each pollutant for one year. Usually this is for a calendar year, but some species are reported for the period April to March, known as a pollution year. This period avoids splitting winter season between two years, which is useful for pollutants that have higher concentrations during the winter months.
AQAP	Air Quality Action Plan.
AQMA	Air Quality Management Area.
AQS	Air Quality Strategy.
Defra	Department for Environment, Food and Rural Affairs.
EPUK	Environmental Protection UK.
Exceedance	A period of time where the concentrations of a pollutant is greater than, or equal to, the appropriate air quality standard.
HDV	Heavy Duty Vehicles (HGVs + buses and coaches)
HGV	Heavy Goods Vehicles.
IAQM	Institute of Air Quality Management.
LAQM	Local Air Quality Management.
LDV	Light Duty Vehicles (motorbikes, cars, vans and small trucks)
NO	Nitrogen monoxide, a.k.a. nitric oxide.
NO ₂	Nitrogen dioxide.
NO _x	Nitrogen oxides.
Percentile	The percentage of results below a given value.
PM ₁₀	Particulate matter with an aerodynamic diameter of less than 10 micrometres.
PM _{2.5}	Particulate matter with an aerodynamic diameter of less than 2.5 micrometres.
WC	Wiltshire Council
micrograms per cubic metre (µg.m ⁻³)	A measure of concentration in terms of mass per unit volume. A concentration of 1µg.m ⁻³ means that one cubic metre of air contains one microgram (millionth of a gram) of pollutant.



Appendix B – Local Planning Policy



Wiltshire Core Strategy

Core Plan 55 Air Quality states:

“Locating new development where there is a viable range of transport choices, seeking to boost self-containment of settlements and reduce commuter flows.”

Wiltshire Council Air Quality Supplementary Planning Document (SPD)

Wiltshire Council Air Quality Supplementary Planning Document (SPD) states the purpose of the document:

“This Supplementary Planning Document (SPD) seeks to assist developers in improving air quality and lowering transport emissions in line with national planning and the aims and objectives of Wiltshire’s Air Quality Action Plan and Air Quality Strategy.

This SPD outlines the importance of the following:

- 1. The base design of the development*
- 2. How to classify a development site and what type of air quality assessment is appropriate*
- 3. Emissions calculations*
- 4. Appropriate mitigation/design including our policy on financial ‘off setting’ contributions”*



Appendix C – Consultation



Outlook

Proposed petrol station redevelopment - 101 Pickwick Road, Corsham

From Freya Hoyle <Freya.Hoyle@rappor.co.uk>

Date Tue 2025-11-11 3:39 PM

To publicprotectionwest@wiltshire.gov.uk <publicprotectionwest@wiltshire.gov.uk>

Good afternoon,

I hope you're well?

Rappor has been appointed to provide air quality consultancy services for the proposed redevelopment of the existing petrol station at 101 Pickwick Road in Corsham. The site is currently an operational petrol station let to ASDA. The site obtained planning permission in 2020 for the Co-op to amend the scheme to increase the GIA from 1000sqm to 339sqm, with the petrol pump provision to remain the same as existing. The proposals will also increase parking on site from 4 spaces to 12 (including 2 for mobility impaired and 1 parent and child space) with the on-site car wash being removed to facilitate this uplift in parking provision. There will also be EV charging provision included within the parking area; the site currently does not include any EV charging provision.

As mentioned above, the scheme obtained planning consent in 2020 and a condition relating to air quality was attached, stating:

"Prior to the first operation the application must undertake an AQA or Screening Assessment (if vehicles movements are less than 500 AADT) which is to be submitted and approved by the LPA. This must quantify the effect of the development on existing local authority air quality monitoring locations and sensitive receptors as well as the proposed development. It must also identify and make adjustments for all core strategy-based development in the development's locality."

As the planning consent from 2020 has now lapsed, a fresh application is proposed for the scheme, and an air quality assessment will be submitted in support of the application to address the previous consent's condition, and negate the requirement for any post-consent conditions relating to air quality assessments.

Our methodology for the assessment is provided below for your consideration.

Construction phase:

The proposals will result in part of the existing structures being demolished, and new structures built. A qualitative construction phase dust assessment will therefore be undertaken in accordance with the latest version of IAQM construction dust guidance to determine the dust emission magnitude for construction phase activities, and identify the sensitivity of the area to dust soiling and human health effects. The dust emission magnitude and sensitivity will be combined to determine the overall level of dust risk associated with construction phase activity and mitigation measures proportionate to this level of risk will be set out in the report for implementation within the CEMP.

Operational phase:

The proposals have been reviewed using the Wiltshire Council Air Quality SPD. The proposals are for sui generis use classes and based on the condition attached to the original permission, the relevant assessment required is an air quality screening assessment utilising the IAQM and EPUK guidance thresholds to determine any potential impacts on local air quality.

The site is already operational as a petrol filling station and therefore attracts vehicles to the site. The proposals will provide additional retail space in addition to the petrol filling station use and therefore the trip generation associated with the site will increase. The transport consultants, Eddisons, have advised that an additional 284 vehicle movements will occur as a 24-hour AADT as a result of the proposed

redevelopment. This falls below the 500 LDV trip generation threshold set out in IAQM and EPUK guidance for sites outside of AQMAs, and also below the 500 AADT threshold stated in the previous planning consents condition.

It is therefore considered that the proposals would not significantly impact local air quality and a simple qualitative screening assessment will be prepared to support the application. The assessment will consider baseline air quality through a review of monitoring data, emission sources and receptor locations, as well as considering the generation and distribution of additional vehicle movements on the road network.

The scheme includes EV charging to promote low emission vehicle use, and will provide a sustainable retail provision for nearby properties to facilitate convenience shopping on foot, negating the need for longer journeys in vehicles to obtain convenience goods.

I trust the above is of assistance however please do let me know if you need anything.

Best regards,

Freya

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Appendix D – Construction Phase Dust Mitigation



Mitigation Measure	Highly Recommended	Desirable
Communication	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	None
	Display the name and contact details of person(s) responsible for air quality and dust issues on the site boundary. This may be the environment manager / engineer or the site manager.	
	Display the head or regional office contact information.	
	Develop and implement a Dust Management Plan which may include measures to control other emissions, approved by the Local Authority.	
Site Management	Record all dust and air quality complaints, identify causes and take appropriate action to reduce emissions in a timely manner and record any measures taken.	None
	Make the complaints log available to the local authority when asked.	
	Record any exceptional incidents that cause dust or air emissions, either on or off site and the action taken to resolve the situation in the log book.	
Monitoring	Carry out regular inspections to monitor compliance with the Dust Management Plan, record inspection results and make an inspection log available to the local authority when asked.	Undertake daily on site and off site inspections where receptors including roads are nearby, to monitor dust. Record inspection results and make the log available to the local authority when asked.
	Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	
	Agree dust deposition, dust-flux or real-time dust monitoring locations with the local authority, where monitoring is required. Baseline monitoring should commence at least three months prior to works on site, where possible.	
Preparing and maintain the Site	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as possible.	None
	Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as stockpiles on site.	
	Fully enclose the site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	
	Avoid site runoff of water or mud.	
	Keep site fencing, barriers and scaffolding clean with wet methods.	
	Remove materials that have potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on site, cover as described below.	
	Cover, seed or fence stockpiles to prevent wind whipping.	
Operating vehicle / machinery and sustainable travel	Ensure all vehicles switch off engines when stationary – no idling.	Impost and signpost a maximum 15 mph speed limit on surfaced and 10mph speed limited on unsurfaced haul roads and work areas.



Mitigation Measure	Highly Recommended	Desirable
	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	Implement a Travel Plan that supports and encourages sustainable travel.
Operations	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.	None
	Ensure an adequate water supply to the site for effective dust suppression using non-potable water where possible and appropriate.	
	Use enclosed chutes and conveyors and covered skips.	
	Minimise drop heights from conveyors, loading shovels, hoppers and other loading and handling equipment and use fine water sprays on such equipment wherever appropriate.	
	Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable.	
Waste management	Avoid bonfires and burning of waste materials.	None
Earthworks	None	Re-vegetate earthworks and exposed areas / soil stockpiles to stabilise surfaces as soon as practicable.
		Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable.
		Only remove the cover in small areas during work and not all at once.
Construction	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	Avoid scabbling (roughening of concrete surfaces) if possible.
		Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.
		For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust.
Trackout	None	Use water-assisted dust sweepers on the access and local roads to remove, as necessary, any material tracked out of the site.
		Avoid dry sweeping of large areas.
		Ensure vehicles entering and leaving the site are covered to prevent any escape of materials during transportation.
		Record all inspections of haul routes and any subsequent action taking in site log book.
		Implement a wheel-washing system with rumble grids to dislodge mud prior to leaving the site, where practicable.

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