

North Dorset District Council - England

Updating and Screening Assessment



2015 Air Quality Updating and
Screening Assessment for
North Dorset District Council

In fulfillment of Part IV of the Environment Act 1995
Local Air Quality Management

March, 2015

North Dorset District Council - England

DOCUMENT CONTROL SHEET

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Executive Summary

North Dorset District Council has undertaken the 2015 Local Air Quality Management Updating and Screening Assessment in fulfilment of Part IV of the Environment Act 1995 which requires local authorities to review and assess air quality within their administrative area. This Updating and Screening Assessment updates all monitoring data since the last Updating and Screening Assessment (undertaken in 2012) and screens for various potential sources of pollution within the District's administrative area in accordance with the Local Air Quality Management Technical Guidance 2009 (LAQM.TG(09)).

This Updating and Screening Assessment has concluded the following:

- Monitoring Data: North Dorset DC has no monitoring sites within its boundaries apart from the PM₁₀ monitoring undertaken during the Detailed Assessment of East Down Farm which shows that there are no grounds for proceeding further with assessment of air quality in this location
- Assessment of Sources: Following the screening criteria in LAQM.TG(09), a Detailed Assessment will be required for PM₁₀ at the HGV wash facility near Gillingham Station where there were previously complaints about dust / overspray if, following the enclosure of the facility, the requirement to do so remains. There are no other sources (transport, other transport, industrial, commercial/domestic and fugitive) of concern within North Dorset.

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1 Introduction

1.1 Description of Local Authority Area

North Dorset is located in the south west of England, bordering Somerset and Wiltshire. It is predominantly a rural area comprising of five major market towns: Blandford Forum, Gillingham, Shaftesbury, Stalbridge and Sturminster Newton. The rural area of North Dorset covers 235 square miles. In the south and east of the District are the Dorset Downs and Cranborne Chase, both officially recognised as Areas of Outstanding Natural Beauty. The Blackmore Vale and Limestone Ridges occupies the northern and western part of the District.

According to the Office of National Statistics, the population of North Dorset was estimated to be 69,880 in 2013, dispersed over a large geographical area including the market towns and many villages. Between 2008 and 2033, the number of households in North Dorset is predicted to increase by 22.2% from 27,000 to 33,000. Appendix A shows the boundary of the District.

1.2 Purpose of Report

This report fulfils the requirements of the Local Air Quality Management (LAQM) process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where exceedences are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

The objective of this Updating and Screening Assessment (USA) is to identify any matters that have changed which may lead to risk of an air quality objective being exceeded. A checklist approach and screening tools are used to identify significant new sources or changes and whether there is a need for a Detailed Assessment.

The USA report should provide an update of any outstanding information requested previously in Review and Assessment reports.

1.3 Air Quality Objectives

The air quality objectives applicable to LAQM in England are set out in the Air Quality (England) Regulations 2000 (SI 928), The Air Quality (England) (Amendment) Regulations 2002 (SI 3043), and are shown in Table 1. This table shows the objectives in units of microgrammes per cubic metre $\mu\text{g}/\text{m}^3$ (milligrammes per cubic metre, mg/m^3 for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

Table 1: Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England.

Pollutant	Air Quality Objective Concentration	Measured as	Date to be achieved by
Benzene	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
Carbon monoxide	10.0 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
Particles (PM ₁₀) (gravimetric)	50 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
Sulphur dioxide	350 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$, not to be exceeded more than 35 times a year	15-minute mean	31.12.2005

1.4 Summary of Previous Review and Assessments

As part of the requirement of the LAQM process, North Dorset District Council (North Dorset DC) has previous Review and Assessment reports. Set out below is a summary of these previous documents, all of which (except Round 1 and the 2003 USA) can be found here: <https://www.dorsetforyou.com/airquality/north>.

Round 1 of the LAQM, 1999

This review concluded that none of the regulated pollutants required further assessment at that time. It showed that no exceedences of the air quality objectives were likely in North Dorset due to low level of industry and low traffic flows.

2003: Updating and Screening Assessment Report

This USA Report provided an update to the Stage 1 review of air quality in 1999. The 2003 Progress Report indicates that the UK air quality objectives for all seven regulated pollutants were likely to be met in the district.

May 2006: Updating and Screening Assessment Report

The results of this USA indicate that a Detailed Assessment will not be required for any of the seven pollutants assessed. None of the UK air quality objectives are likely to be breached within North Dorset DC.

April 2007: Progress Report

This Progress Report provided an update to the 2006 report. The April 2007 Progress Report indicates that the UK air quality objectives for all seven regulated pollutants were likely to be met in the district.

April 2008: Progress Report

This Progress Report provided an update to the April 2007 report. The April 2008 Progress Report indicates that the UK air quality objectives for all seven regulated pollutants were likely to be met. It concluded that it has not been necessary to proceed to secondary stages of the air quality management regime.

April 2009: Updating and Screening Assessment Report

The USA, undertaken on behalf of North Dorset DC by Faber Maunsell indicated that none of the UK air quality objectives for all seven pollutants excluding particulate matter (PM₁₀) are likely to be exceeded within the District. Therefore, a Detailed Assessment will not be required for six of the key pollutants. However, the USA identified potential exceedences of PM₁₀ in the vicinity of a poultry farm housing in excess of 400,000 birds and equipped with mechanical ventilation. A Detailed Assessment was recommended for PM₁₀ at this site.

January 2010: Detailed Assessment Report

The Detailed Assessment of the East Down Farm commenced on 8 September 2009 and was completed in 10 December 2009. The report concluded that the possibility of the Air Quality Objectives for PM₁₀ being exceeded at the farm was very low and that there are no grounds for declaring an Air Quality Management Area and for proceeding further with assessment of air quality in this location.

April 2011: Progress Report

The 2011 Progress Report provided an update to the April 2008 report. The April 2011 Progress Report indicated that the UK air quality objectives for all seven regulated pollutants were likely to be met in the District.

February 2012: Updating and Screening Assessment

The USA, undertaken on behalf of North Dorset DC by the Air Quality Management Resource Centre at the University of the West of England, indicated that none of the UK air quality objectives for all seven pollutants excluding particulate matter (PM₁₀) are likely to be exceeded within the District. Therefore, a Detailed Assessment will not be required for six of the key pollutants. However, the USA identified potential exceedences of PM₁₀ in the vicinity of a HGV wash facility near Gillingham Station. A Detailed Assessment was recommended for PM₁₀ at this site.

March 2013: Progress Report

The 2013 Progress Report provided an update to the April 2011 report. The 2011 Progress Report indicated that the UK air quality objectives for all seven regulated pollutants were likely to be met in the District. However there was a need to

undertake a Detailed Assessment in respect of particulates ('PM₁₀') in the vicinity of an HGV wash facility in the north of the district, identified in the 2012 USA (pages 10 & 11). This exercise has been postponed pending the completion of construction works to enclose the HGV wash, the use of which has been substantially reduced in the meantime.

March 2014: Progress Report

The 2014 Progress Report provided an update to the March 2013 report. The 2014 Progress Report indicated that the UK air quality objectives for all seven regulated pollutants were likely to be met in the District. However there was a need to undertake a Detailed Assessment in respect of particulates ('PM₁₀') in the vicinity of an HGV wash facility in the north of the district, identified in the 2012 USA (pages 10 & 11). This exercise has been further postponed pending the completion of construction works to relocate and enclose the HGV wash.

2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

Previous Rounds of Review and Assessment have indicated no exceedences of the air quality objectives. North Dorset DC has no monitoring sites within its boundaries and has undertaken no monitoring since the 2009 Updating and Screening Assessment, apart from the PM₁₀ monitoring undertaken during the Detailed Assessment of the East Down Farm between 8 September 2009 and 10 December 2009. These data are presented in the 2010 Detailed Assessment on the North Dorset DC website at:

<http://www.dorsetforyou.com/media.jsp?mediaid=148460&filetype=pdf>

3 Road Traffic Sources

3.1 Narrow Congested Streets with Residential Properties Close to the Kerb

Consideration has been given to locations where traffic is slow moving, with stop/start driving, and where buildings on either side reduce dispersion. This element of the Updating and Screening Assessment only considers nitrogen dioxide (NO₂).

North Dorset District Council confirms that there are no new/newly identified congested streets with a traffic flow above 5,000 vehicles per day and residential properties close to the kerb.

North Dorset District Council confirms that there are no new/newly identified congested streets with a traffic flow above 5,000 vehicles per day and residential properties close to the kerb, that have not been adequately considered in previous rounds of Review and Assessment.

3.2 Busy Streets Where People May Spend 1-hour or More Close to Traffic

Consideration has been given to streets with many shops, outdoor cafes and bars where people may be expected to regularly spend one hour or more. This element of the Updating and Screening Assessment only considers NO₂. North Dorset District Council confirms that there are no new/newly identified busy streets where people may spend 1 hour or more close to traffic that have not been previously assessed.

North Dorset District Council confirms that there are no new/newly identified busy streets where people may spend 1 hour or more close to traffic.



Figure 1: Blandford Forum

3.3 Roads with a High Flow of Buses and/or HGVs.

There are currently no roads with unusually high proportion of buses and/or HGVs; greater than 20% or greater than 2500 vehicles per day within North Dorset DC that have been identified since the previous round of assessment.

North Dorset District Council confirms that there are no new/newly identified roads with high flows of buses/HGVs.

3.4 Junctions

There have been no changes since the previous round of Review and Assessment. Although there are a number of junctions within the district that may be categorised as “busy” (greater than 10,000 vpd), there are no road junctions with relevant exposure within 10 m that have not been previously assessed and there is no new relevant exposure.

North Dorset District Council confirms that there are no new/newly identified busy junctions/busy roads.

3.5 New Roads Constructed or Proposed Since the Last Round of Review and Assessment

Consideration has been given to new roads constructed or proposed since the last round of Review and Assessment. This element of the Updating and Screening Assessment considers both NO₂ and PM₁₀. North Dorset DC have reviewed new roads in their area and determined that there are no sites of concern that meet the criteria detailed in Box 5.3 A.5 LAQM.TG(09).

North Dorset District Council confirms that there are no new/proposed roads.

3.6 Roads with Significantly Changed Traffic Flows

This section of the Updating and Screening Assessment only considers those roads that have not been assessed in Sections 3.2 to 3.5 above. A significant increase can be considered as a 25% increase in traffic flow on any road with more than 10,000 vehicles per day. This element of the Updating and Screening Assessment considers both NO₂ and PM₁₀. North Dorset DC have reviewed roads in their area and determined that there are no sites of concern that meet the criteria detailed in Box 5.3 A.6 LAQM.TG(09).

North Dorset District Council confirms that there are no new/newly identified roads with significantly changed traffic flows.

3.7 Bus and Coach Stations

This section considers bus stations or sections of bus stations that are not enclosed, and where relevant exposure exists. This element of the Updating and Screening Assessment considers both NO₂ objectives (annual mean and 1-hour). North Dorset DC have therefore reviewed bus and coach stations in their area and determined that there are no sites of concern that have not been previously assessed that meet the criteria detailed in Box 5.3 A.7 LAQM.TG(09).

North Dorset District Council confirms that there are no relevant bus stations in the Local Authority area.

4 Other Transport Sources

4.1 Airports

Consideration has been given to airports with more than 10 million passengers per annum (100,000 tonnes freight = 1mppa) and with relevant exposure within 1000 m of the airport boundary. This element of the Updating and Screening Assessment considers just NO₂ (consideration of PM₁₀ has been removed from the latest Technical Guidance). North Dorset DC has reviewed airports in their area. The small airfield within the district only caters for light aircraft and does not have the throughput of freight or passengers to fulfil the criteria in this screening assessment. There are therefore no sites of concern that have not been previously assessed that meet the criteria detailed in Box 5.4 B.1 LAQM.TG(09).

North Dorset District Council confirms that there are no airports that fulfil the criteria in this screening assessment within the Local Authority area.

4.2 Railways (Diesel and Steam Trains)

Stationary locomotives, diesel and coal-fired, can give rise to high levels of SO₂ close to the point of emissions. Additionally, lines with heavy traffic of moving locomotives may give rise to high levels of NO₂ close to the track.

4.2.1 Stationary Trains

The railway station located in Gillingham (within the District) is a commuter station for single-track rail line through approximately 13 km of the District, running from Exeter to London Waterloo. North Dorset DC has identified no locations along the train line, where diesel locomotives are regularly stationary for 15 minutes with relevant exposure within 15 metres. Therefore, it is not necessary to proceed to a Detailed Assessment for this emission source.

North Dorset District Council confirms that there are no locations where diesel or steam trains are regularly stationary for periods of 15 minutes or more, with potential for relevant exposure within 15m.

4.2.2 Moving Trains

Consideration has been given to sections of tracks with large numbers of moving diesel locomotives, with background NO₂ concentrations greater than 25 µg/m³ and relevant exposure with 30 m of the edge of the tracks. This element of the Updating and Screening Assessment considers just NO₂. North Dorset DC has identified no sections of the track along the Exeter to London Waterloo line within the district that meets the criteria in Box 5.4 B.2 LAQM.TG (09). Therefore, it is not necessary to proceed to a Detailed Assessment for this emission source.

North Dorset District Council confirms that there are no locations with a large number of movements of diesel locomotives, and potential long-term relevant exposure within 30m.

4.3 Ports (Shipping)

Consideration is given to ports where large ships generally burn oils with high sulphur content in their main engines (bunker oils). This element of the Updating and Screening Assessment only considers SO₂. There are no ports within North Dorset DC area. Consequently, there are no sites of concern that meet the criteria detailed in Box 5.4 B.3 LAQM.TG (09).

North Dorset District Council confirms that there are no ports or shipping that meet the specified criteria within the Local Authority area.

5 Industrial Sources

5.1 Industrial Installations

Industrial sources are controlled by the Environment Agency (EA) and by local authorities under the Pollution Prevention and Control regulations and through the Clean Air Act. A list of Part A1 Permitted Processes in North Dorset is provided in Appendix B. Many of these sources have been previously assessed in detail in previous Rounds of Review and Assessment, therefore focus in this Updating and Screening Assessment is primarily on new installations and those with significantly changed emissions. This section considers all of the regulated pollutants although those most at risk included SO₂, NO₂, PM₁₀ and benzene.

5.1.1 New or proposed installations for which an Air Quality Assessment has been carried out

Consideration has been given to any new or proposed industrial installations for which an Air Quality Assessment has been carried out. North Dorset DC has identified no new or proposed industrial installations in their area and determined that there are no sites of concern that meet the criteria detailed in Box 5.5 C.1 LAQM.TG(09).

North Dorset District Council confirms that there are no new or proposed industrial installations for which planning approval has been granted within its area or nearby in a neighbouring authority.

5.1.2 Existing installations where emissions have increased substantially or new relevant exposure has been introduced

Consideration has been given to any new or proposed industrial installations for which an Air Quality Assessment has been carried out. North Dorset DC have identified no installations within the district or neighbouring areas where emissions

have increased substantially (greater than 30%) or where new relevant exposure has been introduced and determined that there are no sites of concern that meet the criteria detailed in Box 5.5 C.1 LAQM.TG(09).

North Dorset District Council confirms that there are no industrial installations with substantially increased emissions or new relevant exposure in their vicinity within its area or nearby in a neighbouring authority.

5.1.3 New or significantly changed installations with no previous Air Quality Assessment

Consideration has been given to any new or existing industrial installations where emissions have increased substantially or new exposure has been introduced. North Dorset DC have identified no new or significantly changed installations within the district or neighbouring areas

North Dorset District Council has assessed new/proposed industrial installations, and concluded that it will not be necessary to proceed to a Detailed Assessment.

5.2 Major Fuel (Petrol) Storage Depots

There is the potential for major fuel (petrol) depots to emit benzene and risk exceeding the 2010 objective. This element of the Updating and Screening Assessment considers benzene only. There are no major fuel (petrol) depots within North Dorset of concern that meet the criteria detailed in Box 5.5 C.2 LAQM.TG(09).

There are no major fuel (petrol) storage depots within the North Dorset District Council area.

5.3 Petrol Stations

Petrol stations combined with nearby busy roads may potentially emit sufficient benzene to risk exceeding the 2010 objective. Consideration must be given to all petrol stations with an annual throughput of more than 2000 m³ of petrol, with busy roads close by and relevant exposure within 10 m of the pumps. North Dorset DC can confirm that there are no sites of concern that have not been previously assessed that meet the criteria detailed in Box 5.5 C.3 LAQM.TG(09).

North Dorset District Council confirms that there are no petrol stations meeting the specified criteria.

5.4 Poultry Farms

Previous rounds of Review and Assessment have identified the potential for exceedences of the PM₁₀ objectives associated with emissions from poultry farms (defined as chickens (laying hens and broilers), turkeys, ducks and guinea fowl). Consideration has been given to any farms housing in excess of 400,000 birds (mechanically ventilated), 200,000 birds (naturally ventilated) or 100,000 turkeys (any ventilation) where relevant exposure exists with 100 m. This element of the Updating and Screening Assessment considers PM₁₀ only. North Dorset DC have reviewed poultry farms in their area and determined that there are no new sites of concern that meet the criteria detailed in Box 5.5 C.4 LAQM.TG(09).

North Dorset District Council confirms that there are no new poultry farms meeting the specified criteria.

6 Commercial and Domestic Sources

Commercial (including the service sector) and domestic sources need to be considered in relation to biomass combustion and the use of domestic solid-fuel usage. The process of combustion of biomass material may result in an increase in PM₁₀ and NO_x emissions.

6.1 Biomass Combustion – Individual Installations

Previous rounds of review and assessment have identified the potential for exceedences of the PM₁₀ and NO₂ objectives associated with emissions from large individual biomass burning installations, defined as those with a thermal capacity between 50 kW and 20 MW. None of the background emission rates calculated within the 2012 USA were greater than threshold emission rates for each pollutant and as such a detailed assessment was not required. No further units were identified by North Dorset DC during this round of assessment.

North Dorset District Council confirms that there are no individual biomass burners meeting the specified criteria in the Local Authority area.

6.2 Biomass Combustion – Combined Impacts

Numerous small biomass combustion units, while acceptable individually, may have a cumulative impact on PM₁₀ concentrations. This element of the Updating and Screening Assessment considers PM₁₀ only. North Dorset DC have reviewed the combined impacts of biomass combustion installations in their area and determined that there are no sites of concern that meet the criteria detailed in Box 5.8 D.1b LAQM.TG(09).

North Dorset District Council confirms that there are no areas of significant use of small biomass combustion units in the Local Authority area.

6.3 Domestic Solid-Fuel Burning

Consideration has been given to locations where domestic solid-fuel burning (coal) may give rise to exceedences of the SO₂ objectives. This element of the Updating and Screening Assessment considers SO₂ only. North Dorset DC have reviewed domestic solid-fuel burning in their area and determined that there are no sites of concern that have not been previously assessed that meet the criteria detailed in Box 5.8 D.2 LAQM.TG(09).

North Dorset District Council confirms that there are no areas of significant domestic fuel use in the Local Authority area.

7 Fugitive or Uncontrolled Sources

Fugitive or uncontrolled sources may give rise to emissions of PM₁₀. This section considers numerous sources such as quarries, landfill sites, stockyards, construction work and waste management sites. Consideration has been given to elements such as:

- the passage of vehicles over unpaved roads;
- handling of dusty materials;
- process dust, e.g. concrete cutting; and
- windblown dust from stockpiles and dusty surfaces.

In the previous round of Review and Assessment, North Dorset DC identified relevant exposure near to a HGV wash facility close to Gillingham Station. A site plan of the wash facility identifying area of concern is available in Appendix C. Residents' complaints indicate dust from HGVs that are being washed is leaving residues on vehicles and properties. In the 2012 Updating and Screening Assessment, North Dorset DC determined that this is an area of concern that has not been previously assessed, and therefore meets the criteria detailed in Box 5.10 E.1 LAQM.TG (09) necessary for Detailed Assessment. There are, however, plans to enclose the facility in the near future therefore assessment of this site is deferred until these works are complete to determine whether there will still be a requirement for a Detailed Assessment.

North Dorset District Council has identified potential sources of fugitive particulate matter that meet specified criteria, and **will need to proceed to a Detailed Assessment for PM₁₀ at the HGV wash facility close to Gillingham Station if, following enclosure of the facility, there is still a requirement to do so.**

8 Conclusions and Proposed Actions

8.1 Conclusions from New Monitoring Data

North Dorset DC has no monitoring sites within its boundaries apart from the PM₁₀ monitoring undertaken during Detailed Assessment of the East Down Farm. The monitoring indicated that the possibility of the Air Quality Objectives for PM₁₀ being exceeded at the farm was very low and that there are no grounds for proceeding further with assessment of air quality in this location.

8.2 Conclusions from Assessment of Sources

This Updating and Screening Assessment has concluded the following:

- This assessment has indicated that there are no Road Transport Sources of concern in North Dorset, and therefore a Detailed Assessment is not required for this source.
- This assessment has indicated that there are no Other Transport Sources of concern in North Dorset, and therefore a Detailed Assessment is not required for this source
- This assessment has indicated that there are no Industrial Sources of concern in North Dorset, and therefore a Detailed Assessment is not required for this source.
- This assessment has indicated that there are no other Commercial and Domestic Sources of concern in North Dorset, and therefore a Detailed Assessment is not required for this source.
- This assessment has indicated that there are Fugitive or Uncontrolled Sources of concern in North Dorset, and therefore a Detailed Assessment will be required for this source if, following enclosure of the facility, there is still a requirement to do so.

North Dorset DC have reviewed all of the potential sources as detailed in the Updating and Screening Assessment checklists in LAQM.TG(09) and have deferred the requirement to proceed to a Detailed Assessment for PM₁₀ at the HGV wash facility near Gillingham Station until the facility has been enclosed.

8.3 Proposed Actions

North Dorset District Council will proceed to undertake a Detailed Assessment for PM₁₀ at the HGV wash facility near Gillingham Station if, following enclosure of the facility, the requirement to do so remains.

9 References

Defra, (2009). Local Air Quality Management Technical Guidance LAQM.TG(09). February 2009.

Defra (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Volume 2. London: The Stationery Office.

HM Government (1995) *Environment Act 1995*. The Stationery Office.

10 Appendices

Appendix A: District Map

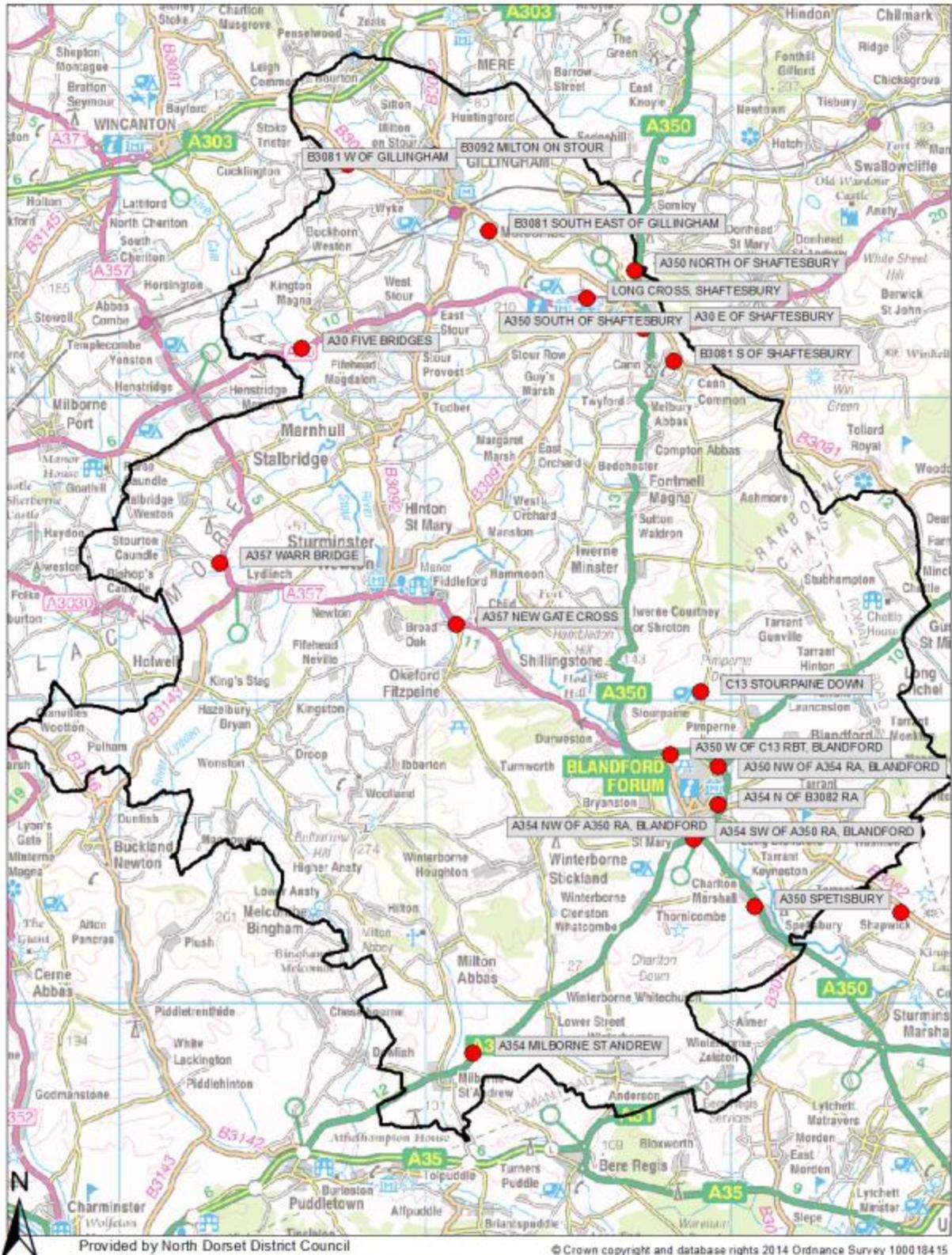
Appendix B: Part A1 Permitted Installations

Appendix C: HGV Wash Facility Site Plan

Appendix A: District Map



Traffic Data



Map of North Dorset showing locations of the Automatic Traffic Counters

Appendix B: Part A1 Permitted Installations

Name and Address	Process type
Faccenda Group, Shillingstone Farm, Okeford Fitzpaine, Blandford Forum DT11 0RQ	Poultry production
J & G Environmental Ltd, Holland Way Ind Est, Blandford Forum, DT11 7TA	Waste transfer
Walston Poultry Farm Ltd, Thorpe Farm, Winterborne Kingston, Blandford Forum, DT11 7BH	Poultry production
Old Stour Farm Ltd, Woodville, Stour Provost, Gillingham, Dorset, SP8 5SN	Poultry production
Thrive Unique Ltd, Middle Farm, Stalbridge Weston, Sturminster Newton, DT10 2LA	Poultry production
Yellowstone Environmental Services (formerly Oil and Water Limited), 20, Wincombe Business park, Shaftesbury, SP7 9QJ	Waste transfer/treatment
Savage Cat Farm, Boweridge Hill, Gillingham, SP8 5QR	Poultry production
Farmergy Ltd, Lowbrook Farm, Belchalwell, Blandford Forum, DT11 0EQ	Biodigester and combustion
Ferns Poultry Farm Back Lane, Kingston, Hazelbury Bryan, Sturminster Newton DT10 2AN	Poultry production
BOCM Pauls, Blandford Heights, Blandford Forum, Dorset, DT11 7TL	Animal feed compounder
Sigma Aldrich, The Old Brickyard, Gillingham, Dorset, SP8 4XT	Chemical production
Dorset County Council, Conygar Landfill Site, Castle Lane, Okeford Fitzpaine, Blandford Forum, DT11 0RJ	Waste management
Mark Farwell Ltd, Downend Farm, Bushes Road, Stourpaine, Blandford Forum, DT11 8SY	Waste management
J Cowley and S Kimber, Deer Park Riding Stables, White Cliff Mill Street, Blandford Forum, DT11 7BN	Waste management
Dorset County Council, Gibbs Marsh Trading Estate, Stalbridge, DT10 2RY	Waste management
Mr V Smith, Okeford Common, Okeford Fitzpaine, Blandford Forum, DT11 0RY	Waste management
PCS South West Ltd, 8 Ambassador Business park, West Stour, Gillingham SP8 5SE	Waste management
North Dorset Stone Ltd, Manor Farm, Silton, Gillingham SP8 5PR	Waste management

Appendix C: HGV Wash Facility Site Plan

