



2009 Air Quality Updating and Screening Assessment for *West Dorset District Council*

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

April 2009

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Executive Summary

This Updating & Screening Assessment has been produced by West Dorset District Council to satisfy the requirements of Part IV of the Environment Act 1995. This Act requires local authorities to review and assess the air quality within their area and to take account of Government guidance when undertaking such work.

The assessment shows that two areas, in High East Street Dorchester and in Chideock, have exceeded the national objective for nitrogen dioxide; both these areas are already designated Air Quality Management Areas. A Further Assessment of air quality is required in High East Street Dorchester by 2010 and an air quality action plan has been produced for Chideock.

Nitrogen dioxide targets have also been exceeded in East Road, Bridport. The sites there are not representative of relevant exposure and it is recommended that additional diffusion tubes are placed in more representative locations.

All other objectives have been met and there is no requirement to progress to a detailed assessment for any pollutants.

The report has been undertaken in accordance with the technical guidance LAQM.TG (09).

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1 Introduction

1.1 Description of Local Authority Area

West Dorset is a predominantly rural area; the main source of pollution is from road traffic. At 418 square miles West Dorset is the largest District Council within the County of Dorset, covering 42% of the county area. Being predominately rural in character with small market towns, the district has a relatively low population density, with a total population of just over 95,000. Almost half of the population in West Dorset live in villages/rural areas.

Air quality in West Dorset has been assessed and has been found to be broadly very good due to the predominantly rural environment. However, in certain locations - parts of Chideock, Dorchester and Bridport - air quality has been found to be close to, or exceeding the objective level for nitrogen dioxide. This is due to vehicle emissions and other factors including type and number of vehicles; their speed; congestion and local topographical circumstances.

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. Local authorities must regularly review and assess air quality in their areas, and to determine whether or not national 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 to improve air quality and meet the objectives.

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), as amended by the Air Quality (England) (Amendment) Regulations 2002 (SI 3043). Table 1.1 opposite shows the objectives in units of microgrammes per cubic metre $\mu\text{g}/\text{m}^3$ (and in milligrammes per cubic metre, mg/m^3 for carbon monoxide) with the number of exceedences that are permitted in each year, where applicable.

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Table 1.1 Air Quality Objectives included in Regulations for the purpose of Local Air Quality Management in England.

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
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 (PM₁₀) (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

West Dorset District Council (WDDC) undertook the first round of air quality review and assessment in 2001. It was found that there was no requirement to proceed to the next stage, as exceedences in the seven regulated pollutants were not likely.

In 2003 the second round of reviews and assessments commenced. As with Stage One of the first round, the seven pollutants of concern to health were considered, and an assessment was made as to whether air quality objectives for these pollutants would be met. In 2004 Defra accepted this assessment but required West Dorset District Council to proceed to a detailed assessment in Chideock, Bridport and Dorchester. The detailed assessment completed in 2006 concluded that there was no need to proceed to an AQMA at any of the identified areas. However, after discussions with Defra it was concluded that an AQMA be declared in Chideock and that further monitoring was to be carried out in Dorchester and Bridport. The area of Chideock shown in Appendix 2 was declared an AQMA in May 2007.

WDDC submitted its 2007 Progress Report in May 2007. This report concluded that a detailed assessment was required in Dorchester and Bridport for nitrogen dioxide due to road traffic emissions. The detailed assessment was completed in 2008. From this assessment Defra recommended that an AQMA be declared in High East Street in Dorchester and in East Road in Bridport. The council agreed to declare an AQMA in Dorchester and to do further modelling and monitoring at East Road in Bridport.

1.4.1 Automatic Monitoring Sites

An automatic monitoring station was installed in Chideock on the 31 March 2009 (see map) to measure nitrogen dioxide. Air quality data from the monitor should be available by May 2009 when communication problems have been resolved.

Table 2.1 Details of Automatic Monitoring Sites

Site Name	Site Type	OS Grid Ref	Pollutants Monitored	In AQMA ?	Relevant Exposure? (Y/N with distance (m) to relevant exposure)	Distance to kerb of nearest road (N/A if not applicable)	Worst-case Location ?
Chideock	Roadside	X 342,301 Y 92,817	NO ₂	Y	Y (1m)	3m	Y

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1.4.2 Non-Automatic Monitoring

WDDC currently monitors for nitrogen dioxide in 21 locations in West Dorset, covering 6 geographical areas; Dorchester, Sherborne, Bridport, Chideock, Lyme Regis and Abbotsbury. The results of the monitoring are shown table on the following page.

The diffusion tubes are supplied by Gradko Laboratories. The preparation used is 50% TEA in Acetone and the laboratory follows the procedures as set out in the Harmonisation Practical Guidance. Although WDDC is not part of the diffusion tube network, the tubes are handled in the same manner; a field blank used, and stored correctly before and after exposure. The bias adjustment used to correct the diffusion tube results has been taken from the Review & Assessment helpdesk website as at the time no co-location study could be carried out in order to get a local bias adjustment. But now that the new continuous monitor is installed Chideock, a co-location study can be carried out at this site.

In January 2009 monitoring was discontinued at Maiden Newton, Dorchester Tesco site and Sherborne Newlands as these sites were not located near to relevant exposure. New sites that comply with the current guidance have been set up and results will be reported in next year's progress report.

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Table 2.2 Details of Non- Automatic Monitoring Sites in 2008

Site Name	Site Type	OS Grid Ref	Pollutants Monitored	In AQM A?	Relevant Exposure? (Y/N with distance (m) to relevant exposure)	Distance to kerb of nearest road (N/A if not applicable)	Worst-case Location?
711 Dorchester High West Street 1	Roadside	X369,121 Y 90,739	NO ₂	Y	N	1m	N
721 Dorchester High West Street 2	Roadside	X368,982 Y 90.706	NO ₂	Y	Y (on façade)	1m	Y
712 Dorchester Tesco site	Roadside	X368,573 Y 89,200	NO ₂	N	N	1m	N – Site discontinued
713 Dorchester High East Street 2	Roadside	X369,484 Y 90,759	NO ₂	Y	Y (on façade)	1m	Y
714 Dorchester High East Street 1	Roadside	X369,387 Y 90,742	NO ₂	Y	Y (on façade)	1m	Y
720 Abbotsbury	Roadside	X357,707 Y 85,321	NO ₂	N	Y (1m)	1m	Y
717 Bridport East Rd 1	Roadside	X369,121 Y 90,739	NO ₂	N	N	1m	N
718 Bridport West Street	Roadside	X369,121 Y 90,739	NO ₂	N	Y (on façade)	2m	Y
719 Bridport South Street	Roadside	X369,121 Y 90,739	NO ₂	N	Y (2m)	1m	Y
730 Bridport East Rd 2	Roadside	X369,121 Y 90,739	NO ₂	N	N (5m)	1m	N
724 Chideock Duck Street	Roadside	X369,121 Y 90,739	NO ₂	Y	Y (1m)	1m	Y
725 Chideock George pub	Kerbside	X369,121 Y 90,739	NO ₂	Y	Y	0m	Y
726 Chideock Village Hall	Roadside	X369,121 Y 90,739	NO ₂	Y	Y (5m)	1m	Y
722 Lyme Regis Church St	Roadside	X369,121 Y 90,739	NO ₂	N	Y (1m)	1m	Y
723 Lyme Regis Broad St	Roadside	X369,121 Y 90,739	NO ₂	N	Y (on façade)	1m	Y
715 Maiden Newton	Roadside	X369,121 Y 90,739	NO ₂	N	Y (on façade)	2m	Y – Site discontinued
716 Beaminster	Roadside	X369,121 Y 90,739	NO ₂	N	Y (on façade)	3m	Y
727 Sherborne Green Hill	Roadside	X369,121 Y 90,739	NO ₂	N	Y (on façade)	5m	Y
728 Sherborne Newlands	Roadside	X369,121 Y 90,739	NO ₂	N	N	2m	N – Site discontinued
721 Chickerell	Roadside	X369,121 Y 90,739	NO ₂	N	N	2m	N - Site discontinued

1.5 Comparison of Monitoring Results with AQ Objectives

1.5.1 Nitrogen Dioxide

The results from diffusion tube monitoring across the district in 2008 has shown that 6 locations have exceeded the annual mean objective for nitrogen dioxide:

- Dorchester High West Street 1. This site has exceeded the annual objective but its location does not represent relevant exposure. This site has been monitored since 1991 and will therefore be kept for correlation purposes. Monitoring has been undertaken at a relevant exposure at one location in High West Street (721) since October 2008 and preliminary results show that this site is under the objective. High West Street runs into High East Street where an AQMA has recently been declared. WDDC will decide whether to increase the AQMA boundary to include High West Street when further monitoring results are available and reported in the Further Assessment. Relevant exposure was not being monitored there when the AQMA was declared.
- Dorchester High East Street 1. This area has been declared an AQMA, and an action plan is being produced to improve its air quality. This will also include High West Street
- East Road, Bridport. Both monitoring sites have exceeded the annual mean objective but are not at locations that represent relevant exposure. We could not gain the householder's permission to monitor at the façade of the nearest house, so two further diffusion tubes have been located on this road and modelling will be undertaken this year. This site was reviewed in WDDC's 2008 detailed assessment and Defra recommended that an AQMA be declared. However the council decided that it was not appropriate at this time to declare an AQMA as monitoring had not been carried out at the nearest receptor and only one household would be affected. It was decided that further monitoring and modelling should be undertaken before taking further action.
- Chideock. This is an air quality management area. An action plan was produced and approved by Defra in March 2009; therefore actions are in place to improve air quality in this area.

Technical guidance TG09 states that exceedences of the 1-hour mean objective for nitrogen dioxide are only to occur where annual mean concentrations are $60\mu\text{g}/\text{m}^3$ or above. None of the annual mean results in West Dorset exceed the $60\mu\text{g}/\text{m}^3$, therefore it is unlikely that the 1-hour objective would be exceeded.

Automatic Monitoring Data

Automatic monitoring was not undertaken in West Dorset during 2008. WDDC has recently installed an automatic monitor at Chideock and results will be available for 2009.

Diffusion Tube Monitoring Data

The table below shows the annual mean monitoring results for 2008. Table 2.4b shows the changes over the last two years.

Table 2.4a Results of Nitrogen Dioxide Diffusion Tubes

Site ID	Location	Within AQMA?	Data Capture 2008 %	Annual mean concentrations
				2008 ($\mu\text{g}/\text{m}^3$) Adjusted for bias
711	Dorchester High West Street 1	Y	100	41.93
721	Dorchester High West Street 2	Y	40 Started Oct 08	35.6
712	Dorchester Tesco site	N	100	26.79
713	Dorchester High East Street 2	Y	95	38.21
714	Dorchester High East Street 1	Y	100	43.02
720	Abbotsbury	N	100	18.89
717	Bridport East Rd 1	N	100	55.11
718	Bridport West Street	N	100	28.57
719	Bridport South St	N	95	29.48
730	Bridport East Rd 2	N	100	40.02
724	Chideock Duck St	Y	95	44.34
725	Chideock George pub	Y	100	31.5
726	Chideock Village Hall	Y	100	41.58
722	Lyme Regis Church St	N	95	25.89
723	Lyme Regis Broad St	N	100	27.64
715	Maiden Newton	N	100	17
716	Beaminster	N	100	24.53
727	Sherborne Green Hill	N	100	30
728	Sherborne Newlands	N	100	17.05
721	Chickerell	N	40 cancelled Jul 08	13.86

N.B The bias adjustment factor of 0.93 has been used for the 2008 results. This adjustment has been calculated by using the national adjustment factor taken from the review and assessment website.

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Table 2.4b Results of Nitrogen Dioxide Diffusion Tubes

Site ID	Location	Within AQMA?	Annual mean concentrations ($\mu\text{g}/\text{m}^3$) Adjusted for bias		
			2006 *	2007 *	2008
711	Dorchester High West Street 1	Y	37.12	41.13	41.93
721	Dorchester High West Street 2	Y	N/A	N/A	35.6
712	Dorchester Tesco site	N	26.59	28.85	26.79
713	Dorchester High East Street 2	Y	43.09	42.88	38.21
714	Dorchester High East Street 1	Y	N/A	39.16	43.02
720	Abbotsbury	N	20.93	21.57	18.89
717	Bridport East Road 1	N	47.91	51.34	55.11
718	Bridport West Street	N	10.83	33.78	28.57
719	Bridport South Street	N	27.95	31.07	29.48
730	Bridport East Road 2	N	39.64	38.8	40.02
724	Chideock Duck Street	Y	46.15	41.65	44.34
725	Chideock George Inn	Y	31.97	32.67	31.5
726	Chideock Village Hall	Y	41.03	39.25	41.58
722	Lyme Regis Church Street	N	13.23	27.73	25.89
723	Lyme Regis Broad Street	N	N/A	36.14	27.64
715	Maiden Newton	N	18.81	16.36	17
716	Beaminster	N	23.85	24.13	24.53
727	Sherborne Green Hill	N	31.52	31.17	30
728	Sherborne Newlands	N	16.42	22.4	17.05
721	Chickerell	N	13.71	14.03	13.86

1.5.2 PM₁₀

West Dorset District Council is currently not monitoring for PM₁₀'s. However an application for the funding of a PM₁₀ monitor is being submitted to Defra shortly to enable us to monitor for this pollutant in Chideock.

1.5.3 Sulphur Dioxide

West Dorset does not currently monitor for Sulphur Dioxide. Previous measured background concentrations indicated no exceedences of the objective

1.5.4 Benzene

West Dorset is not currently monitoring for Benzene as there are no significant sources of benzene in the district

1.5.5 Other pollutants

No other air pollutants are monitored within West Dorset, as there are unlikely to be significant concentrations

2 Road Traffic Sources

2.1 Narrow Congested Streets with Residential Properties Close to the Kerb

The council has identified two areas in Dorchester and Chideock that fit these criteria and are included in air quality management areas. There are also a number of narrow rural roads in West Dorset's road network but these country roads are mainly bounded by hedges and fields and therefore do not meet the criteria of narrow congested streets with residential properties close to the kerb.

The council has not identified any West Dorset roads outside AQMA's that meet the criteria for this source description despite the changes in the traffic threshold limit from 10,000 to 5,000 daily vehicles.

West Dorset District Council confirms that there are no new/newly identified congested streets with a 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.

2.2 Busy Streets Where People May Spend one Hour or More Close to Traffic

Technical Guidance (09) states that the local authority needs to assess busy street where people spend 1 hour or more close to traffic, examples of this could be outdoor cafes & bars. This assessment only needs to include NO₂.

These locations were assessed during the last review & assessment in 2006 and there has been no change since the last assessment.

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

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

West Dorset District Council confirms that there are no new/newly identified roads with high flows of buses or HDVs.

2.4 Junctions

West Dorset District Council confirms that there are no new/newly identified busy junctions/busy roads that are not already within an AQMA.

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

The Weymouth Relief Road began construction in 2009 on the southern boundary of the district. This road development was reviewed in the last Updating & Screening Assessment and found that it would not impact on air quality. An assessment of air quality associated with the new road was carried out in 2005 by Air Quality Consultants who concluded that it would improve levels of NO₂ on the outskirts of Dorchester. If there are any new receptors nearby once the road is open, WDDC will undertake monitoring at those locations. There are no other new or proposed roads within the district.

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

2.6 Roads with Significantly Changed Traffic Flows

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

2.7 Bus and Coach Stations

There are no bus stations within WDDC that fall into a category to be considered, ie more than 1000 movements a day.

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

3 Other Transport Sources

3.1 Airports

West Dorset District Council confirms that there are no airports in the Local Authority area.

3.2 Railways (Diesel and Steam Trains)

There are 2 railway stations within Dorchester and one at Sherborne, none of which are terminus stations; only electric locomotives run through Sherborne, while the two Dorchester stations are used by both electric and diesel trains. According to First Great Western, it is unlikely a stationary diesel locomotive would be left with its engine running for 15 minutes or more.

3.2.1 Stationary Trains

West 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.

3.2.2 Moving Trains

New evidence has come to light that NO₂ concentrations alongside rail lines are elevated where there are a large number of diesel locomotive movements. Therefore Technical Guidance TG09 has provided a list of authorities that have a section of railway track that may have a large number of movements of diesel locomotives that need to be considered. None of the lines in the list are in West Dorset.

West 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.

3.3 Ports (Shipping)

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

4 Industrial Sources

4.1 Industrial Installations

No industrial sources were identified in the last round of Updating & Screening Assessment and since this last round there have been no new industrial developments in the area that would give rise to significant emissions of nitrogen dioxide.

4.1.1 New or Proposed Installations for which an Air Quality Assessment has been Carried Out

West 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.

4.1.2 Existing Installations where Emissions have Increased Substantially or New Relevant Exposure has been Introduced

West 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.

4.1.3 New or Significantly Changed Installations with No Previous Air Quality Assessment

West 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.

4.2 Major Fuel (Petrol) Storage Depots

West Dorset District Council confirms that there are no major fuel (petrol) storage depots within the Local Authority area.

4.3 Petrol Stations

According to the guidance TG(09) there is a possibility that the objective for benzene could be exceeded where there is a petrol station with an annual throughput of more than 2000m³ of petrol, a busy road nearby (>30,000 vehicles per day) and relevant exposure within 10m. This was assessed during the previous updating & screening assessment and it was concluded that there were petrol stations within WDDC that fall into this category. However there were no residential dwellings within 10m of the pumps. There has been no change since this last assessment.

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

4.4 Poultry Farms

Technical guidance TG(09) states that some local authorities have identified exceedences of the PM₁₀ objective associated with emissions from poultry farms. There are two poultry farms within West Dorset. The first is located in Holnest, Sherborne. From the details provided in the IPPC Public Register this farm has less than 200,000 birds and the nearest relevant exposure is 100m east of the farm.

The second poultry farm is located in Trent, Sherborne this farm has the capacity for 150,000 birds and is mechanically ventilated. Neither of the poultry farms in West Dorset meet the criteria set out in TG(09) and therefore no further assessment is required.

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

5 Commercial and Domestic Sources

5.1 Biomass Combustion – Individual Installations

Biomass burning can lead to an increase in PM10 emissions due to the process of combustion and can also result in an increase of overall NOx emissions due to the fuel derived portion that is not present in gas combustion. Because of this, new guidance has been introduced for local authorities to assess Biomass installations in there area.

There are 2 individual biomass installations in West Dorset; Kingston Maurward College, Dorchester and St Osmunds Middle School in Dorchester.

Site	Output (kw)	Stack Height (m)	Stack Diameter (mm)	Description of appliance	Maximum emission rates (g/sec)		Background Adjusted emission rates	
					PM ₁₀	NO ₂	PM ₁₀	NO ₂
Kingston Maurward College, Dorchester	500	8.9	300	Wood fuelled burner	0.041	0.052	0.0024	0.0017
St Osmunds Middle School, Dorchester	300	8.6	300	Heizomat RHK-AK 300 Wood fuelled burner-	0.038	0.045	0.0023	0.0016

Background emission rates for Kingston Maurward College are 10.14µg/m³ and 15.37µg/m³ for NO₂ & PM₁₀ respectively. Background emission rates for St Osmunds Middle School are 12.2 µg/m³ and 15.79 µg/m³ for NO₂ & PM₁₀ respectively.

Background measurements have been taken from the 2008 background maps from the local authority support website. Adjusted background calculations were undertaken by using the formulae in TG (09)

Calculations were taken from the nonograms in TG (09). Based on the results, neither of the biomass boilers identified will need to proceed to a detailed assessment.

West Dorset District Council has assessed the biomass combustion plant, and concluded that it will not be necessary to proceed to a Detailed Assessment.

5.2 Biomass Combustion – Combined Impacts

There is a concern that the effects of many small biomass combustion installations could combine and lead to unacceptably high PM10 concentrations. The average background level in West Dorset is 14.58 µg/m³ so cumulative impacts seem unlikely. According to the report in the FAQ section of the Review & assessment helpdesk website, the nonogram shows that the minimum number of houses burning wood in a fireplace as their principle source of heat that may lead to an exceedence in the 2004 PM10 objective would be over 450 households in a 500m x 500m area. From local knowledge it is highly unlikely that there are any such areas in West Dorset.

West Dorset District Council has assessed the biomass combustion – combined impacts, and concluded that it will not be necessary to proceed to a Detailed Assessment.

5.3 Domestic Solid-Fuel Burning

This was reviewed in the 2006 and it was found that there were no areas within West Dorset where there is a high density of domestic coal burning. There has been no change since this last assessment.

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

6 Fugitive or Uncontrolled Sources

In the previous round of review & Assessment it was found that the two quarries in West Dorset do not significantly contribute to levels of PM10 and there are no relevant receptors nearby. There has been no change since the last review. During 2008, the council received only four complaints of dust emissions. All of these complaints related to separate one off incidents of dust from building sites that were quickly resolved.

West Dorset District Council confirms that there no *potential* sources of fugitive particulate matter likely to cause an exceedence of the air quality objectives.

7 Conclusions and Proposed Actions

7.1 Conclusions from New Monitoring Data

Monitoring has identified that all sites in West Dorset are below the national objective for nitrogen dioxide apart from those areas in the Chideock and Dorchester AQMA, High West Street in Dorchester and East Road in Bridport.

The diffusion tube at the George Pub in Chideock is below the national objective but is within an AQMA. However there are plans to install a pedestrian crossing near to this location and this may have an adverse affect on air quality, so it is proposed that the AQMA boundary in Chideock remains until further results have been provided after the installation of the crossing.

7.2 Conclusions from Assessment of Sources

The assessment of the two biomass boilers in West Dorset shows that a detailed assessment is not required for either nitrogen dioxide or PM₁₀'s.

There have been no other new or significantly changed sources identified that could impact on air quality within West Dorset

7.3 Proposed Actions

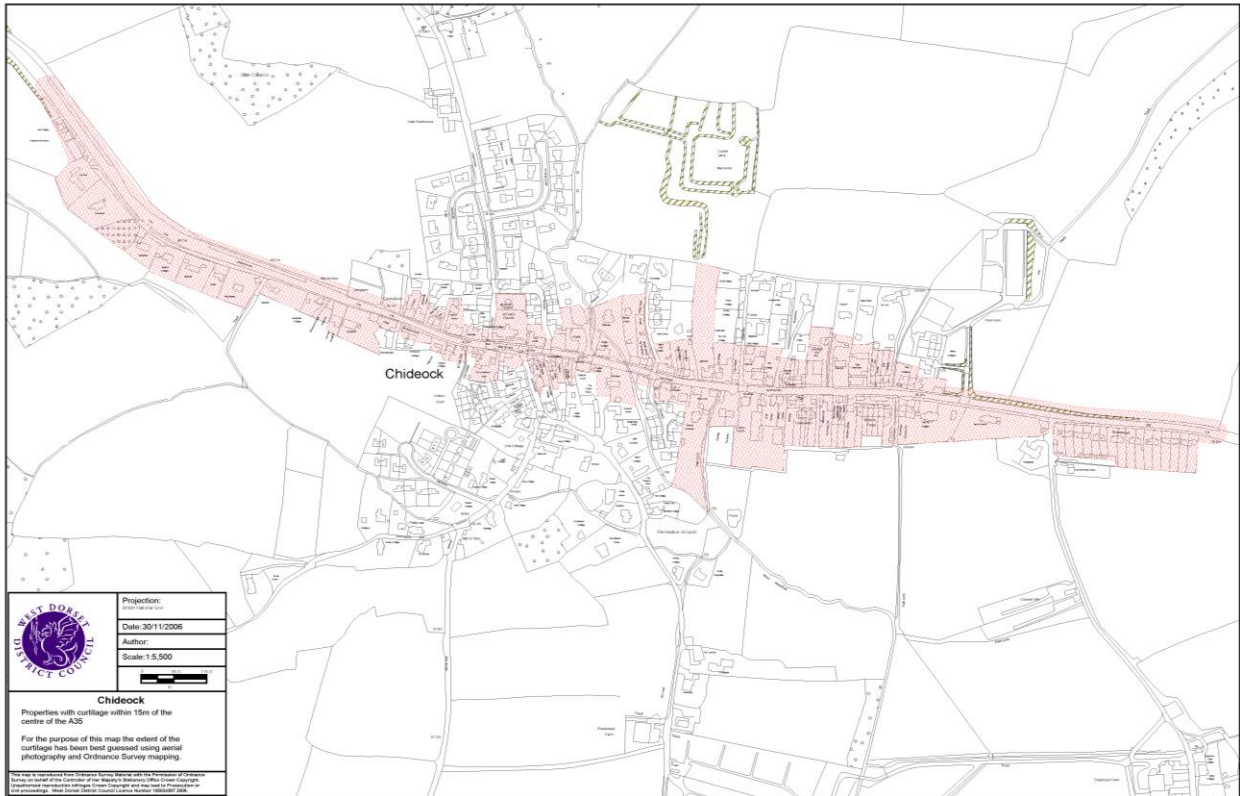
The 2009 Updating & Screening Assessment has identified that there are exceedences along East Road in Bridport. However these locations do not represent relevant exposure. Further monitoring using additional diffusion tubes is now being undertaken and will be reported in the 2010 Progress Report.

No changes are required for the Chideock and Dorchester AQMA. The next course of action is to produce a Further Assessment for the Dorchester AQMA and Progress report in 2010.

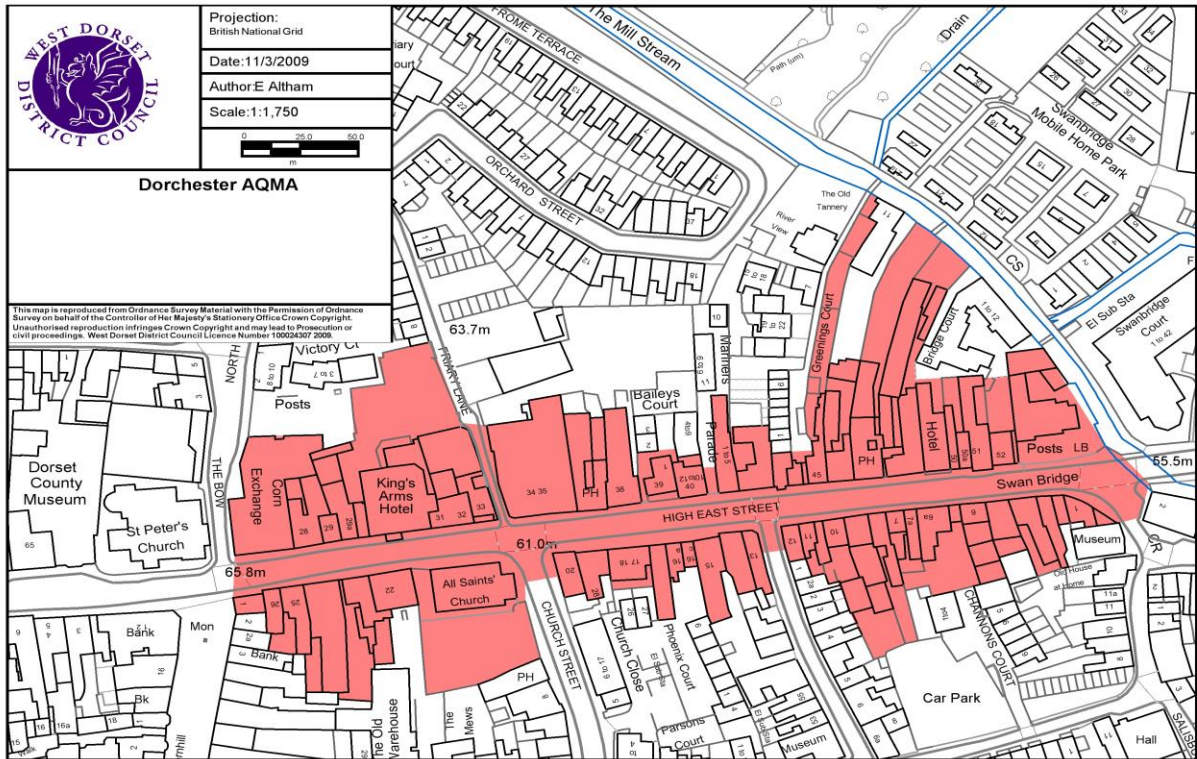
Appendices

Appendix 1 – AQMA Boundaries

Chideock

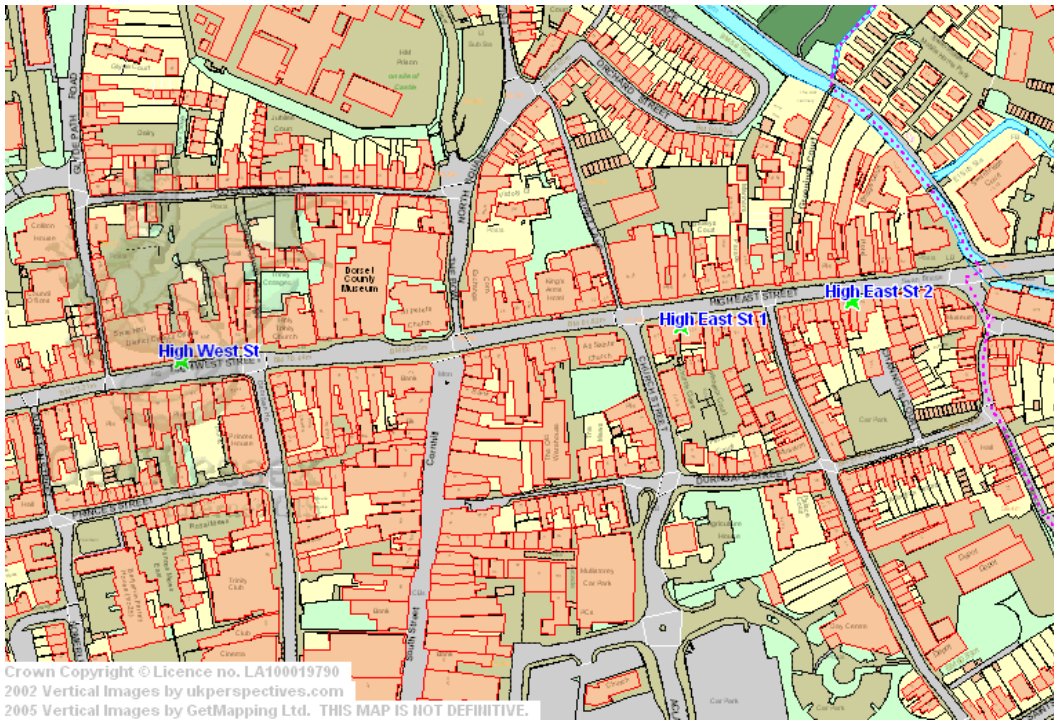


High East Street, Dorchester

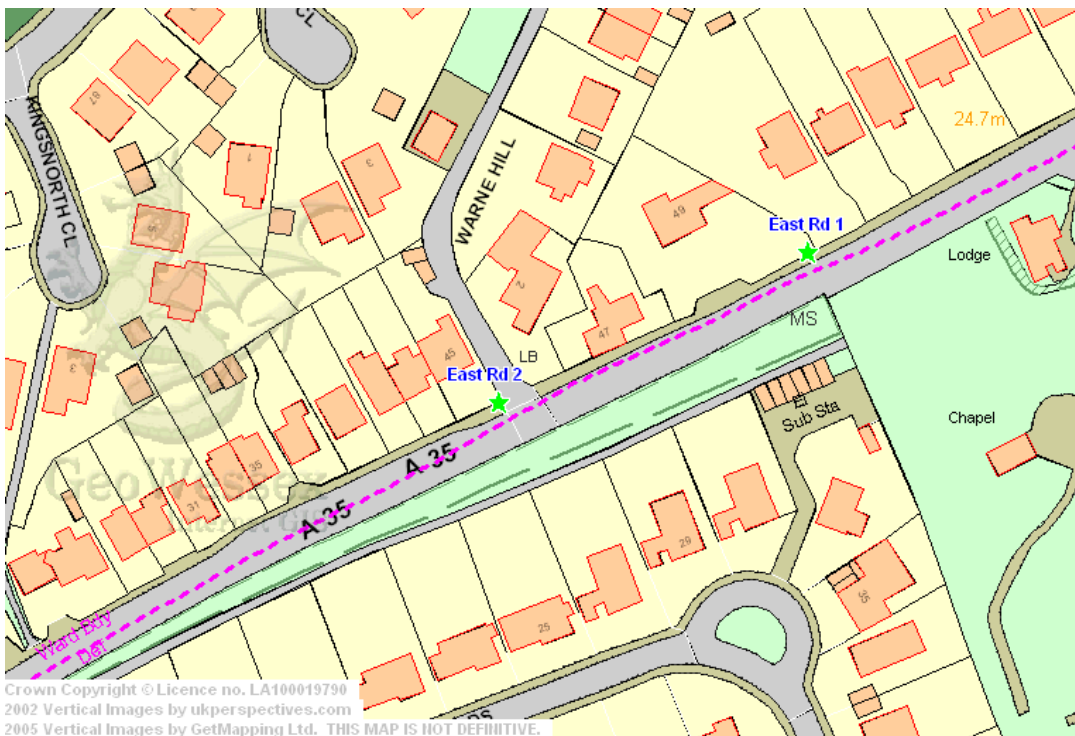


Appendix 2- Maps of Diffusion Tube Locations

Dorchester High East & High West Street



East Road Bridport



Appendix 3

