

North Dorset - England



2009 Air Quality Updating and Screening Assessment for *North Dorset*

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

A report produced for North Dorset District Council

Date (April 2009)

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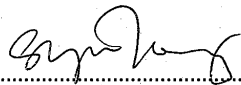
North Dorset – England

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Executive Summary

An Updating and Screening Assessment (USA) of air quality has been undertaken on behalf of North Dorset District Council (North Dorset DC) by Faber Maunsell in fulfilment of the Local Air Quality Management 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.

There is no Air Quality Management Area (AQMA) currently in place in the District of North Dorset. Road traffic is the main emission source of pollutants within the District with few Part B industrial processes but no Part A processes requiring regulation.

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 any of the six key pollutants. However, the USA has identified potential exceedences of PM₁₀ at one poultry farm in the District. A Detailed Assessment is recommended for PM₁₀ at this site.

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Appendix A Industrial Sources

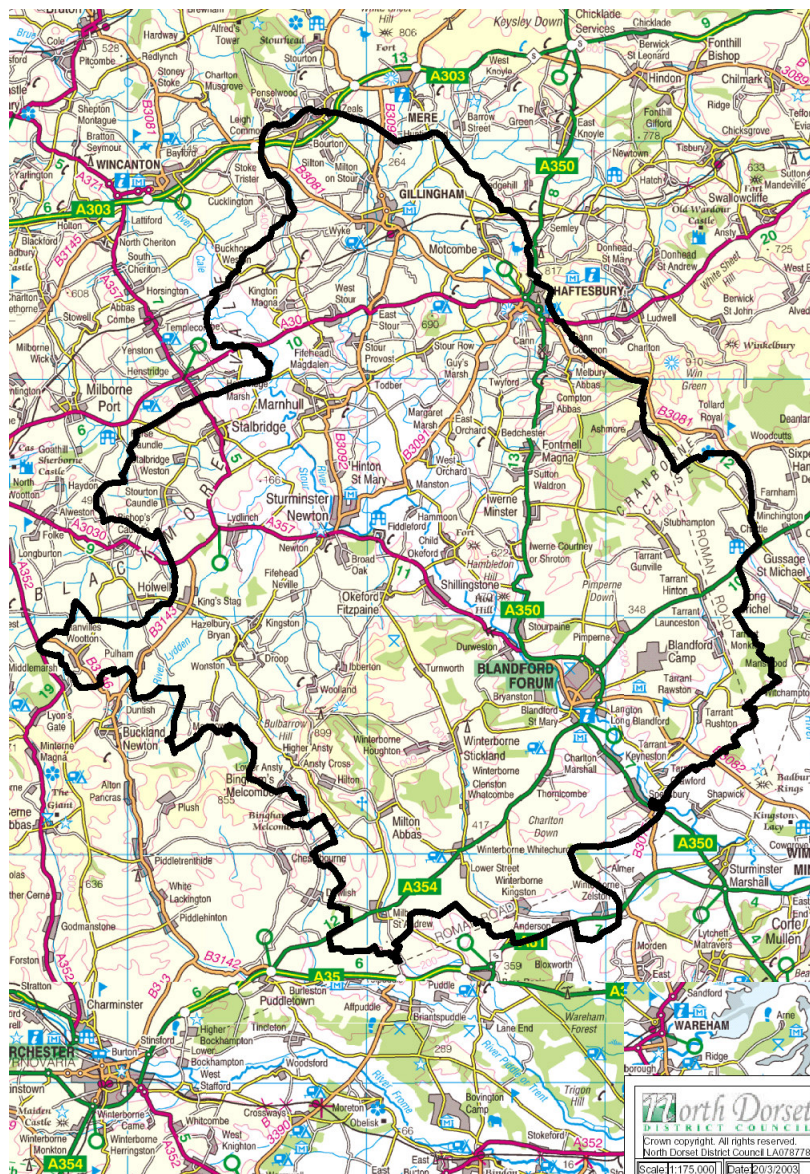
1 Introduction

1.1 Description of Local Authority Area

The District of North Dorset is located in the south west of England, bordering Somerset and Wiltshire. It is predominantly a rural area with very little industry. The five major market towns in the District are Blandford Forum, Gillingham, Shaftesbury, Stalbridge and Sturminster Newton. To the south and east of the District lies the Dorset Downs, Cranborne Chase & West Wilshire Downs, both are recognised as Areas of Outstanding Natural Beauty (AONB). The Blackmore Vale and Limestone Ridges occupies the northern and western part of the District, although not officially designated as AONB but both are recognised as contributing to the general attractiveness of the area. Population number in the District is estimated to be 68,600 in 2007 and is likely to increase to 72,100 by 2014.

A map showing the boundary of the District is shown below in Figure 1.1.

Figure 1.1: Map of North Dorset



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.

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 1.3.1. 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 1.3.1 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 (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 LAQM regime, North Dorset DC has completed the following air quality Review and Assessments:

- Round 1 of the LAQM, 1999;
- Updating and Screening Assessment, 2003;
- Progress Report, 2005;
- Updating and Screening Assessment, 2006;
- Progress Report, 2008.

All previous assessments indicate that the UK air quality objectives for all seven regulated pollutants were likely to be met in the District and so a Detailed Assessment was not required for any of the pollutants. These conclusions were made after considering the emission sources, relevant exposure, and changes that have taken place since the earlier round of assessment. No exceedences of the air quality objectives were likely in North Dorset due to low level of industry and low traffic flows.

2 Monitoring Data

2.1 Summary of Monitoring Undertaken

None of the seven pollutants prescribed in Regulations are routinely monitored at North Dorset. This follows the findings of previous air quality Review and Assessments, all indicating that the seven pollutants are likely to meet their respective air quality objectives. As such, air quality monitoring is deemed not necessary at any locations in the District.

3 Road Traffic Sources

Limited traffic data are available for roads within North Dorset. The most recent data for major roads in the District are for 2006. Therefore, this section has based all assessment on the 2006 traffic data. As full 2007 data will be available later this year 2009, it is recommended that future Review and Assessment re-assess this source category using the 2007 data.

According to the 2006 traffic data, the busiest road in the District is a section of the A354, the Blandford Bypass near Blandford Forum. Annual average daily traffic (AADT) flows in 2006 is approximately 19,500 for this section of the A354. This figure is a reduction from the 2004 data which recorded approximately 19,800 AADT flows.

3.1 Narrow Congested Streets with Residential Properties Close to the Kerb

There are a number of narrow rural roads in North 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.

One road in the District, the C13, has continuously attracted complaints from residents. The C13 runs parallel to the A350; linking Melbury Abbas, Spread Eagle Hill and Dinah's Hollow to the B3081. This route can be considered as a typical rural route, with mainly fields on both sides of the road. At a few locations, the road curves steeply with cottages directly facing the roadside. According to local knowledge, slow moving traffic occurs when heavy goods vehicles attempt to manoeuvre through these locations.

Automatic traffic counts collected in 2005 show an average of 5600 vehicles along the C13, which is above the threshold requiring a Detailed Assessment. However, the slow moving traffic described above only happens intermittently and does not occur consistently throughout the day. The speed limit for this road (assumed to be the average vehicle speed) is also above the 25 kph limit requiring a Detailed Assessment. The above mentioned locations also do not meet the narrow street criteria, defined as 'residential properties located close to the kerb on both sides of the road'. Based on these reasons, it is deemed unnecessary to proceed to a Detailed Assessment for the C13.

The Council has not identified any other roads within North Dorset which meet the criteria for this source item despite the changes in the traffic threshold limit from 10,000 to 5,000 daily vehicles.

North Dorset DC 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.

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

North Dorset DC has found no changes from earlier rounds of Review and Assessment in relation to busy roads where people may spend one hour or more close to traffic.

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

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

There has been no change since the previous round of assessment for this source item. North Dorset DC has also identified no roads with unusually high proportion of buses and/or HGVs; greater than 20% or greater than 2500 vehicles per day within the District.

North Dorset DC 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. Whilst a number of junctions within the Borough may be categorised as “busy” (greater than 10,000 vehicles per day), there are no road junctions with relevant exposure within 10 metres that have not been previously assessed and there is no new relevant exposure.

North Dorset DC 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

Since the previous rounds of Review and Assessment, one new road has been identified in the District, at Sturminster Newton. The development includes a new through road (north of Brinsley Close) linking the B3092 Bath Road to the B3091 Station Road/Rixon Hill, with new housing and commercial development alongside the re-aligned road.

No traffic data is available for the new road but this new road is unlikely to breach the LAQM.TG(09) criteria of:

- generating traffic flows greater than 10,000 vehicles per day (existing traffic data (2006) shows approximately 3000 AADT travelling along the B3092 and 2000 AADT for the B3091); or
- significantly increase traffic flows on existing roads nearby which has been identified as having an annual mean NO₂ concentrations greater than 36 µg/m³ or more than 30 days where the daily mean PM₁₀ is greater than 50 µg/m³.

In addition, the distance from the road to the new residential development is anticipated to be greater than 10 metres.

Based on the above, the NO₂ and PM₁₀ objectives are deemed unlikely to be breached and therefore a Detailed Assessment is not necessary for either of the pollutants for the newly constructed road.

North Dorset DC has assessed new/newly identified junctions meeting the criteria in Section A.5 of Box 5.3 in TG(09), and concluded that it will not be necessary to proceed to a Detailed Assessment.

3.6 Roads with Significantly Changed Traffic Flows

There are no roads within the District that have not been assessed previously and meet the criteria in relation to significantly changed traffic flows. There are no roads with flows greater than 10,000 vehicles per day that have experienced at least a 25% increase in traffic flows since the last round of Review and Assessment. A Detailed Assessment for this source category is not necessary.

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

3.7 Bus and Coach Stations

Since the previous rounds of Review and Assessment, the bus depot located at Salisbury Road in Blandford Forum has now closed. There are also no bus stations within North Dorset that meet the criteria specified in Box A.7 of the LAQM.TG(09), with more than 2500 daily movements and relevant exposure within 10 metres of the bus station. Therefore, it is not necessary to proceed to a Detailed Assessment for this source category.

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

4 Other Transport Sources

4.1 Airports

There is one small airfield which only caters for light aircraft in the District. This airfield does not exceed the criteria for passengers or freight as such it is not necessary to proceed to a Detailed Assessment for the pollutant NO₂.

North Dorset DC confirms that there are no airports in the Local Authority area.

4.2 Railways (Diesel and Steam Trains)

There is one railway station within the authority, located in Gillingham. This is a single-track rail line through approximately 13 km of the District, running from Exeter to London Waterloo.

4.2.1 Stationary Trains

North Dorset DC has identified no locations along train line, where diesel locomotives are regularly stationary for 15 minutes with relevant exposure within 15 meters. Therefore, it is not necessary to proceed to a Detailed Assessment for this emission source.

North Dorset DC 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

The Exeter to London Waterloo line serving the Gillingham railway station is not considered to be one of the rail lines with a heavy traffic of diesel passenger (see Table 5.1 of LAQM.TG(09)). Therefore, a Detailed Assessment is not required for this source item.

North Dorset DC 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)

There are no shipping ports in the District of North Dorset.

North Dorset DC confirms that there are no ports or shipping that meets the specified criteria within the Local Authority area.

5 Industrial Sources

5.1 Industrial Installations

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

North Dorset DC has identified no new or proposed industrial installations with an air quality assessment within North Dorset since the previous rounds of Review and Assessment.

North Dorset DC 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

North Dorset DC has identified no installations within the Borough or neighbouring areas where emissions have increased substantially (greater than 30%) or where new relevant exposure has been introduced in the vicinity of sources identified in previous rounds of Review and Assessment.

North Dorset DC 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

A total of seven new processes in North Dorset were granted pollution permit to operate in 2007, as indicated in the 2008 Progress Report. These include six dry cleaners located at various locations in the District and one waste oil burner (Ford Fuel Oils Ltd) in Stalbridge. Details of all permitted process in North Dorset are shown in Appendix A.

Dry cleaners are, strictly speaking, regulated under the policy of Local Authority Pollution and Prevention Control (LAPPC). Therefore, these are not further investigated in this USA. The Ford Fuel Oils site in Stalbridge stores fuel oils in above ground storage tanks for local distribution and does not consist of any industrial stack for emissions. No air quality assessment has been undertaken for this site but local knowledge indicates an insignificant impact from this process.

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

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5.2 Major Fuel (Petrol) Storage Depots

There are no major fuel (petrol) storage depots within North Dorset, therefore a Detailed Assessment is not necessary for this emission source.

There are no major fuel (petrol) storage depots within North Dorset.

5.3 Petrol Stations

There are no petrol stations with an annual throughput of more than 2000 m³ of petrol, with a busy road nearby and relevant exposure within 10 m of the pumps in the District, that have not been covered by previous Review and Assessment reports.

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

5.4 Poultry Farms

There are seven poultry farms in North Dorset that fall under the Environment Agency's Environmental Permitting Regulations (EPR). A list of these farms is provided in Appendix A.

All seven farms have some form of mechanical ventilation to ensure good welfare and air quality within the buildings. Six of the seven poultry farms in the District, apart from East Down Farm, house less than 400,000 birds. Therefore, a Detailed Assessment for the pollutant PM₁₀ is not necessary at these locations.

East Down Farm, which is located south-west of Blandford Forum, near to the A354 holds an EPR permit for 418,000 birds. Initial assessment suggests that residential properties located south-west of the poultry farm are within 100 metres of the units (see Appendix A Figure A1). As East Down Farm meets both the criteria specified in the LAQM.TG(09) i.e. housing more than 400,000 birds (if mechanically ventilated) and with relevant exposure within 100 metres of the poultry units, it will be necessary to proceed to a Detailed Assessment for PM₁₀ at this location.

North Dorset DC has identified one poultry farm - East Down Farm, meeting the specified criteria, and **will need to proceed to a Detailed Assessment for PM₁₀.**

6 Commercial and Domestic Sources

6.1 Biomass Combustion – Individual Installations

There are two biomass installations within North Dorset, one at Lowbrook Farm (located on a farm in a remote area of the District, near Blandford Forum) and another at Guy's Marsh Prison in Shaftesbury. The former were granted planning permission in 2006 and the latter is yet to be commissioned having been granted planning consent in February 2009. Relevant information along with calculations performed according to Box 5.8 D.1a in LAQM.TG(09) are provided in Table 1 for Lowbrook Farm and Table 2 for the Guy's Marsh Prison.

Table 6.1.1: Lowbrook Farm

Data				
Location	378917, 109351			
Stack Height (m)	10			
Stack Diameter (m)	0.2			
Dimensions of Buildings Within 5 Times of Stack Height	None			
Description of Appliance	Combined heat and power plant (CHP) powered by biogas			
NO _x Emission Rates (g/s)	194			
PM ₁₀ Emission Rates (g/s)	Not known. Estimated to be 1.9×10^{-4} g/s assuming a thermal capacity of 423 kW th and an emission factor of 0.451 g/GJ.			
	Calculations for 2008		Calculations for 2010	
Pollutants	NO ₂	PM ₁₀	NO ₂	PM ₁₀
Background Concentration (µg/m ³)	7.2	14.6	6.8	14.3
Background Adjusted Emission Rate (g/s)	5.9×10^{-3}	1.1×10^{-5}	5.8×10^{-3}	1.1×10^{-5}
Effective Stack Height (m)	10			
Threshold Emission Rate From Nomographs (Figure 5.19 for PM ₁₀ and Figure 5.20 for NO ₂ in LAQM.TG(09))	1.3×10^{-2}	4.3×10^{-3}	1.3×10^{-2}	4.3×10^{-3}
Threshold Emission Rate > Background Adjusted Emission Rate	Yes	Yes	Yes	Yes
Detailed Assessment Required?	No	No	No	No

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Table 6.1.2: Guy's Marsh Prison, Shaftesbury

Data				
Location	384666, 120686			
Stack Height (m)	9			
Stack Diameter (m)	0.45			
Dimensions of Buildings Within 5 Times of Stack Height	None			
Description of Appliance	One 1.2 MW biomass boiler using virgin woodchip			
NO _x Emission Rates (g/s)	0.155			
PM ₁₀ Emission Rates (g/s)	0.058			
	Calculations for 2008*		Calculations for 2010	
Pollutants	NO ₂	PM ₁₀	NO ₂	PM ₁₀
Background Concentration (µg/m ³)	7.9	14.7	7.4	14.4
Background Adjusted Emission Rate (g/s)	4.8 x 10 ⁻³	3.4 x 10 ⁻³	4.8 x 10 ⁻³	3.3 x 10 ⁻³
Effective Stack Height (m)	9			
Threshold Emission Rate From Nomographs (Figure 5.19 for PM ₁₀ and Figure 5.20 for NO ₂ in LAQM.TG(09))	1.8 x 10 ⁻²	5.6 x 10 ⁻³	1.8 x 10 ⁻²	5.6 x 10 ⁻³
Threshold Emission Rate > Background Adjusted Emission Rate	Yes	Yes	Yes	Yes
Detailed Assessment Required?	No	No	No	No

* The biomass plant at Guy's Marsh Prison is yet to be installed, calculations for 2008 were shown in Table for completeness.

As indicated in Tables 6.1.1 and 6.1.2, both sites are likely to meet the criteria specified for biomass combustions in LAQM.TG(09), therefore a Detailed Assessment for both pollutants, NO₂ and PM₁₀, are not necessary for either sites.

North Dorset DC has assessed the biomass combustion plants, and concluded that both will not be necessary to proceed to a Detailed Assessment.

6.2 Biomass Combustion – Combined Impacts

With only a single biomass installation within North Dorset operating in 2008 and no significant domestic solid fuel burning elsewhere, it is unlikely that the biomass installation at Lowbrook Farm could affect air quality farther afield. Therefore, it is deemed to be unnecessary to assess the combined impacts of biomass combustion.

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

6.3 Domestic Solid-Fuel Burning

There are no known areas where significant domestic solid fuel burning takes place in the District. As such, it is not necessary to proceed to a Detailed Assessment for the pollutant PM₁₀ for this source.

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

7 Fugitive or Uncontrolled Sources

There are no current landfill sites or opencast coal mines in North Dorset. The only quarries are small sandstone quarries where no regular quarrying takes place and with no relevant exposure within 1000 metres.

Therefore, a Detailed Assessment for PM₁₀ is not necessary for this source.

North Dorset DC confirms that there are no potential sources of fugitive particulate matter emissions in the Local Authority area.

8 Conclusions and Proposed Actions

8.1 Conclusions from New Monitoring Data

North Dorset DC does not currently undertake any form of air quality monitoring within its administrative area.

8.2 Conclusions from Assessment of Sources

There have been no changes identified to the road transport network in North Dorset that have not been considered in previous rounds of Review and Assessment. An investigation of other transport sources of air pollutants has identified no sources that are likely to result in new exceedences of air quality objectives or where new exposure has been introduced to existing sources.

There are no new industrial sources or introduction of new exposure to industrial sources in relation to any of the key pollutants. All existing sources have been considered in previous rounds of Review and Assessment and have not undergone any changes to their processes resulting in significantly increased pollutant emissions.

Biomass and domestic solid fuel combustion sources are not widespread in North Dorset. One poultry farm has been identified to meet the criteria specified in the LAQM.TG(09) and therefore it is required to proceed to a Detailed Assessment for PM₁₀.

There has been no change identified for fugitive and uncontrolled sources since the previous rounds or Review and Assessment.

8.3 Proposed Actions

The following recommendations on local air quality management are proposed for North Dorset:

- No changes to the current position with respect to AQMA;
- Proceed to Detailed Assessment for PM₁₀ at East Down Farm; and
- Proceed to compile the 2010 Progress Report.

9 References

Defra, Part IV of the Environmental Act 1995 Local Air Quality Management Technical Guidance LAQM.TG(09), 2009.

Defra, Part IV of the Environmental Act 1995 Local Air Quality Management Policy Guidance LAQM.PG(09), 2009.

Defra, The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, 2007.

The Air Quality (England) Regulations 2000 Statutory Instrument 2000, No.928.

The Air Quality (England) (Amendment) Regulations 2002 Statutory Instrument 2002 No. 3043.

North Dorset District Council, Local Air Quality Updating and Screening Assessment, 2003.

North Dorset District Council, Local Air Quality Progress report, 2005.

North Dorset District Council, Local Air Quality Updating and Screening Assessment, 2006.

North Dorset District Council, Local Air Quality Progress Report, 2008.

UK Air Quality Archive, Estimated Background Air Pollution Maps for 2006 and Projections for Other Years, 2009. <http://www.airquality.co.uk/archive/laqm/tools.php?tool=background06>

Appendices

Appendix A: Industrial Sources

Section 5.1: Industrial Installations

Table A1: List of Part A and Part B Permitted Industrial Processes in North Dorset

Public Register of Permitted Industrial Processes in North Dorset	Date Permitted
<i>Production of Pre-mix Concrete/Cement Batching</i>	
Hansons, Gannets Quarry, Todber, Sturminster Newton, Dorset, DT10 1HS	01.09.1992
<i>Coating of Metal and Plastic Where > 5 Tonnes Organic Solvent Used in 12m</i>	
ACL Structure, Holland Way Industrial Estate, Blandford Forum, DT11 7TG	13.03.1997
ASD (Yeovil), Station Road, Stalbridge, Sturminster Newton, DT10 2RW	27.01.1994
John Ballard, Holland Way, Blandford Forum, DT11 7TJ	06.02.1996
Snashell Steel, Pulham Business Park, Pulham, Dorchester, DT2 7 DX	07.10.1999
<i>Powder Coating Where > 20t Coating Powder Used in 12m</i>	
Hospital Metalcraft, Blandford Heights Industrial Estate, Blandford Forum, DT11 7TE	20.08.1993
<i>Waste Oil Burner (< 0.4 MW Rated Thermal Input)</i>	
Ashley Wood, Tarrant Keyneston, Blandford Forum, DT11 9JJ	05.11.1992
C & O Tractors, Blandford Heights Industrial Estate, Blandford Forum, DT11 7TF	06.08.2001
C J Cox, Bagber, Sturminster Newton, DT10 2HT	30.01.1997
Crews Garage, Unit 25d, Sunrise Business Park, Higher Shaftesbury Road, Blandford Forum, DT11 8T	01.04.2003
Ford Fuel Oils Ltd, Gibbs Marsh Trading Estate, Stalbridge, DT10 2RU	08.03.2007
<i>Petrol Vapour Recovery</i>	
Chantry Field SS, Chantry Fields, Gillingham, SP8 4UA	18.12.1998
Cornwall Group Service Station, Blandford Road, Shillingstone, Blandford Forum, DT11 0BE	11.12.1998
Damory SS, Salisbury Road, Blandford Forum, DT11 7LP	15.12.1998
Forge Garage, Bourton, Gillingham, SP8 5PZ	12.12.2001
Ivy Cross SS, Shaftesbury, Sp7 8DS	16.12.1998
Redpost SS, Winterbourne Zelston, Blandford Forum, DT11 9EU	13.01.1999
Ring Street SS, Stalbridge, DT10 7NQ	09.12.1998
Riverside Garage, West Stour, Gillingham, SP8 5RJ	25.11.1999
Tesco SS, Stour Park, Blandford St Mary, DT11 9PU	28.10.1998
Tesco SS, Christys Lane, Shaftesbury.	27.09.2004
<i>Mobile Crushing Plant</i>	
Down End Farm, Stourpaine	
<i>Dry Cleaners</i>	
Cavell Dry Cleaners, 23 High Street, Gillingham, SP8 4AA	26.03.2007
Impressed Dry Cleaners, 9 Barnack Walk, Blandford Forum, DT11 7AL	26.03.2007
Johnsons Cleaners UK Ltd, 28 Salisbury Street, Blandford Forum, DT11 7AT	19.04.2007
Johnsons Stalbridge Linen Services, Christys Lane, Shaftesbury, SP7 8PH	19.04.2007
Market Place Dry Cleaners, Market Place, Sturminster Newton, DT10 1AS	26.03.2007
Blandford Laundry Services, Shaftesbury Lane, Blandford Forum, DT11 7EG	18.12.2007

North Dorset - England

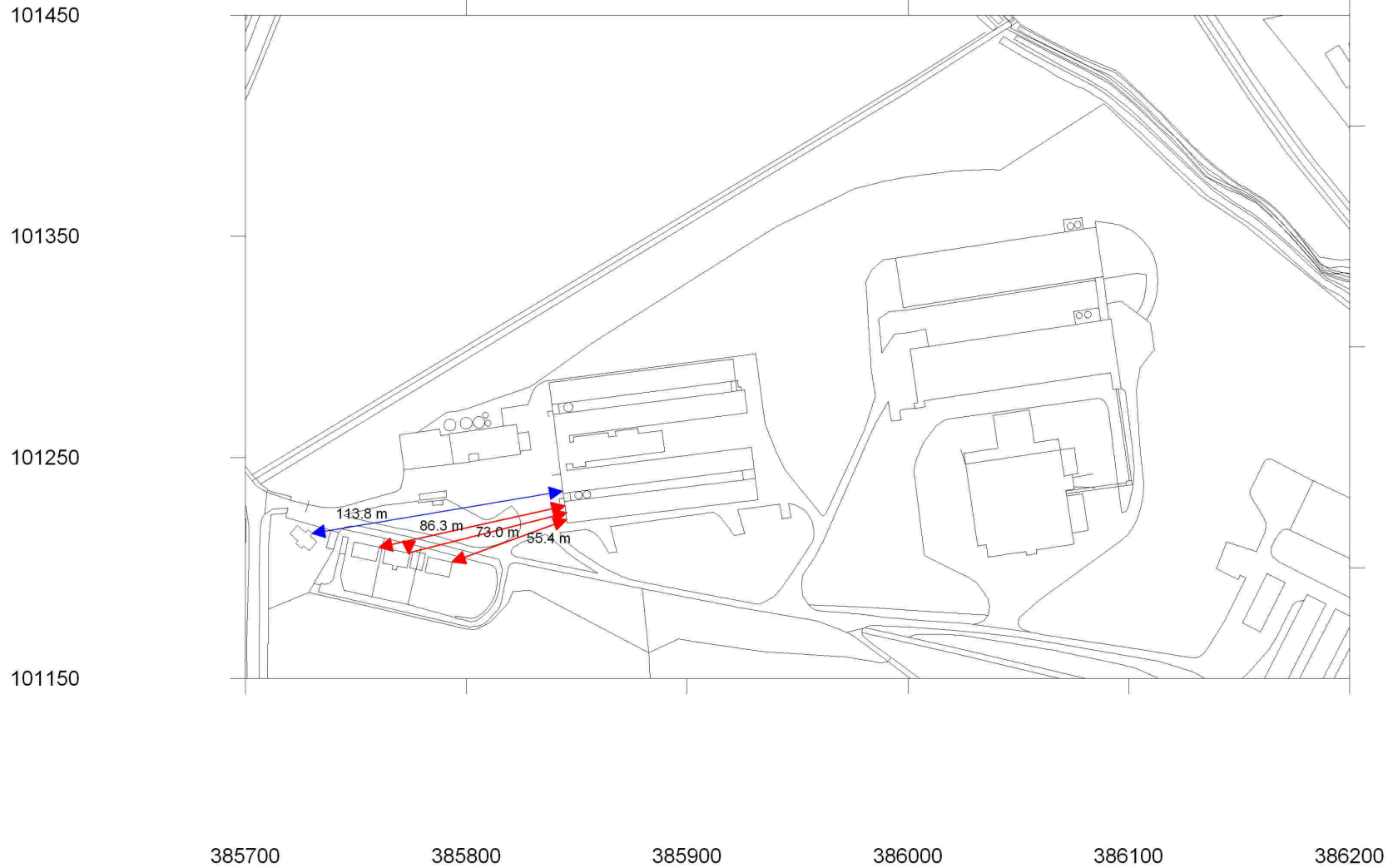
Section 5.4: Poultry Farms

Table A2: List of Poultry Farms Operating within North Dorset

Installation Name	Operator Name	Postcode	NGR
Thorpe Farm, Poultry Unit	Walston Poultry Farm Ltd	DT11 9BN	SY86509755
East Down Farm, Poultry Unit	Walston Poultry Farm Ltd	DT11 9AS	ST85850124
Oldstour Farm	Old Stour Farm Ltd	SP8 5SN	ST80022148
Ferns Farm	F Christensen & Sons	DT10 2DT	ST75320980
Shillingstone Farm	Faccenda Group Ltd	DT11 0RQ	ST80931108
Savage Cat Farm	Savage Cat Farm Ltd	SP8 5QR	ST82032804
Middle Farm	Thrive Unique Ltd	DT10 2LA	ST71901688
Landshire Country Foods, Poultry	M B Crocker Ltd	BA8 0TN	ST75602010

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Figure A1: Distances between East Down Farm and Receptors



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