



**AMBER VALLEY  
BOROUGH COUNCIL**

**Environment Act 1995  
Local Air Quality Management**

**PROGRESS REPORT**

**April 2004**

## Executive Summary

This report summarises the changes and developments that have taken place within the Borough since the last round of review and assessment of air quality for Amber Valley Borough Council. It focuses on any significant changes to industrial, domestic and road transport sources since the second round review was undertaken and evaluates whether there is a need for further investigation to determine whether the air quality standards and objectives are likely to be achieved or continue to be met if levels are currently below the standards.

Conclusions from the previous Updating and Screening Assessment are listed in this document for reference and, together with the outcome of this report, consideration is given to the need for a detailed review for individual pollutants. The pollutants evaluated are:

- Carbon monoxide
- Benzene
- 1,3 Butadiene
- Lead
- Sulphur Dioxide
- Particulate matter (PM<sub>10</sub>)
- Nitrogen dioxide

Since there has been little change since the Updating and Screening Assessment done for this Council in 2003, the pollutants have not been considered on an individual basis but a conclusion has been reached about the overall need for a detailed assessment. For all the pollutants listed above, the round 2 review showed that the objectives are expected to be achieved in all areas and for all road links within the Borough. This report also shows that there is little likelihood of any air quality objectives being exceeded and it is not proposed therefore to proceed to a detailed assessment for any of the identified pollutants.

## **The Borough of Amber Valley**

The borough of Amber Valley forms one of the nine Local Authority districts in Derbyshire. Located on the eastern side of Derbyshire, between Derby to the south, and Chesterfield to the north, the area gets its name from the River Amber, which flows, through it.

The area is comprised of four main towns; Alfreton, Belper, Heanor and Ripley, and is divided into twenty-five wards. Amber Valley covers just over 260 square kilometres and, apart from the towns, is largely rural in character. The present population, taken during 2003, is 117,046. The population structure is a product of the Industrial Revolution, when the country moved from an economy based on agriculture, to a manufacturing one. The physical resources and topography of the area made this a particularly significant event in the area.

Coal, limestone and sandstone provided the key natural resources, while the four rivers supplied valuable power sources. Water power on the Derwent allowed the textile industry to grow and prosper. The demand for iron, steel and coal grew in proportion and ensured the rapid development of Alfreton, Heanor and Ripley. The result of this industrial development is that the eastern part of Amber Valley has a distinctly urban character, whilst the west is rural, with a dispersed settlement pattern. The exploitation of natural resources has not only brought direct wealth, but provides a legacy upon which a thriving tourism industry is based.

The borough has almost 500 companies located within its 20 industrial estates, with a further 400 located on singular sites or within the urban areas. The gradual shift away from the two traditional industries of coal mining and textiles now means that the area is now well represented in a wide range of industrial sectors including instrument engineering, timber and furniture manufacture, hotels and catering, and business services; textiles and clothing is still a significant industry in Amber Valley.

Although based in the East Midlands, Amber Valley provides access to all parts of the country, including ports, airports and rail stations, without the major congestion problems of larger conurbations. Travel within the borough and local area is also well provided for. Major roads, including the A38 and A6 run through the borough in a north-south direction; the A38 providing a busy link between Derby and junction 28 of the M1. The A609 and A610 also provide links to Ilkeston and Nottingham to the east. In addition, the A52 between Derby and Ashbourne cuts through the southern-most tip of the borough. The only rail stations in the area are at Belper, which is on the busy east coast mainline, and at Alfreton, with through trains to London, Manchester and the north. The River Derwent bisects the area from north to south, running parallel with the A6, Cromford Canal and the local rail line to Matlock.

The area can offer residents and visitors a wide variety of leisure facilities. A thriving tourist industry has developed with attractions such as the American Adventure World, National Tramway Museum, Midland Railway Centre, Kedleston Hall, Wingfield Manor, and numerous parks and gardens.

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# 1 **Introduction**

The Environment Act 1995 brought a responsibility for local authorities to review and assess the quality of air within their district. This process started in 1999/2000 with the first Review and Assessment being undertaken for the Borough. This was conducted in 3 stages and evaluated the likelihood of any of the air quality standards listed in the regulations being exceeded. The conclusions of that review are not reproduced within this report.

National and international policies are being implemented to bring about reductions in polluting emissions, particularly from road traffic and some industrial sectors. Local sources however, do have the potential to emit significant quantities of some pollutants and for this reason, review and assessment must be undertaken at the local level.

In order to ensure that the anticipated reductions in pollutant levels detailed in the previous report occur as predicted and that the anticipated targets are still likely to be met, local authorities are required to conduct reviews on a 3 – yearly cycle. These will now be in 3 parts: -

- An 'Updating and Screening Assessment' – this will be done in the form of a desk study to identify any changes that may have occurred since the last reports and evaluate whether these are likely to lead to improvement or worsening of pollutant levels and thereby determine any change to the risk of exceeding the standards and objectives. If this shows any increased risk then a 'Detailed Assessment will be required.
- A 'Detailed Assessment' – this will be a technical evaluation of current and future predicted pollutant levels by monitoring or modelling techniques.
- A Progress Report – this will be an interim desk study based report designed to highlight any potentially significant changes that may have taken place in the intervening years between the Updating and Screening Assessments.

The framework under which the Progress Report is to be conducted is set out in the DEFRA document 'Local Air Quality Management – Progress Report Guidance [LAQM.PRG (03)]. This report has been compiled in accordance with this guidance and presents the findings of the Progress Report for Amber Valley Borough Council.

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## 2 Air Quality Standards and Objectives

The standards and objectives proposed in the original Strategy released in 1997 were derived from recommendations made by the Expert Panel on Air Quality Standards and were based on scientific and medical evidence of the effects of a particular pollutant on human health. The standards were set at a level that was assumed would present minimum or no risk to health.

The Strategy was revised in January 2000 and amended regulations released at this time. Further amendments to the regulations were released in 2002 which again revised the air quality standards and objectives. A summary of the current standards and objectives is given in the table below.

**Table 1 Summary of the Revised Air Quality Standards and Objectives**

POLLUTANT	STANDARD		OBJECTIVE
	Concentration	Measured as	Date to be achieved
Benzene	16.25 ug/m <sup>3</sup>	running annual mean	31 December 2003
	5.00 ug/m <sup>3</sup>	annual mean	31 December 2010
1,3-Butadiene	2.25 ug/m <sup>3</sup>	running annual mean	31 December 2003
Carbon monoxide	10 mg/m <sup>3</sup>	running 8-hour mean	31 December 2003
Lead	0.5 µg/m <sup>3</sup>	annual mean	31 December 2004
	0.25 µg/m <sup>3</sup>	annual mean	31 December 2008
Nitrogen dioxide	200 µg/m <sup>3</sup> with less than 18 ex/yr*	1 hour mean	31 December 2005
	40 ug/m <sup>3</sup>	annual mean	31 December 2005
Fine particles (PM <sub>10</sub> ) Gravimetric	50 µg/m <sup>3</sup> with less than 35 ex/yr*	24-hour mean	31 December 2004
	40 ug/m <sup>3</sup>	annual mean	31 December 2004
Sulphur dioxide	350 µg/m <sup>3</sup> with less than 24 ex/yr*	1 hour mean	31 December 2004
	125 µg/m <sup>3</sup> with less than 3 ex/yr*	24-hour mean	31 December 2004
	266 µg/m <sup>3</sup> with less than 35ex/yr*	15 minute mean	31 December 2005

**KEY**

µg/m<sup>3</sup>            micrograms per cubic metre  
ex/yr\*            exceedences per year

Source - 'The Air Quality Regulations 2002'

### **3 Consultation**

As with the previous review and assessment reports, authorities are required to consult a number of bodies and organisations. Consultation will be undertaken in line with the guidance document.

**Consultees** for the Progress Report are:-

- The Secretary of State
- The Environment Agency
- Derbyshire County Council

**Copies** of the Progress Report will be made available for public inspection at:-

- The Council offices
- Town Centre Bureaux
- Public libraries throughout the Borough

They will also be available on the Councils web site.

## 4 Summary of the 2003 Updating and Screening Assessment

### 4.1 Updating and Screening Assessment for Carbon Monoxide

The Updating and Screening Assessment was based on the guidance and checklists provided in Technical Guidance LAQM. TG(03) and the results are produced in Table 2 below.

**Table 2**

Data to be assessed	Work undertaken	Comments
<b>Monitoring:</b> (A) Monitoring data	Collate all CO monitoring data	No monitoring has been undertaken for either round 1 or round 2 reviews and assessments
<b>Road Traffic</b> (B) Busy roads or junctions in built up areas	1. Identify 'very busy' roads and junctions in areas where the 2003 background is expected to be >1mg/m <sup>3</sup> .	No road links within the Borough have daily average traffic flows (AADT) >80,000 for single carriageways or >120,000 for dual carriageways.  Modelled background levels for the Borough are all < 1mg/m <sup>3</sup> .

### Conclusion

Since the traffic flows and background concentrations of carbon monoxide are well below the criteria set in LAQM. TG(03) it was not necessary to proceed to a Detailed Assessment for carbon monoxide.

### 4.2 Updating and Screening Assessment for benzene

The Updating and Screening Assessment was based on the guidance and checklists provided in Technical Guidance LAQM. TG(03) and the results are produced in Table 3 below.

**Table 3**

Data to be assessed	Work undertaken	Comments
<b>Monitoring:</b> (A) Monitoring data	Collate all benzene monitoring data	Limited monitoring was undertaken prior to round 1 review, but data not 'bias corrected' so not included in this review. No round 2 monitoring undertaken.
<b>Road Traffic</b> (B) Busy roads or junctions in built up areas	1. Identify 'very busy' roads and junctions in areas where the 2003 background is expected to be >2ug/m <sup>3</sup> .	No road links within the Borough have daily average traffic flows (AADT) >80,000 for single carriageways or >120,000 for dual carriageways.  Modelled background levels for the Borough are all < 2ug/m <sup>3</sup> .
<b>Industrial Sources</b> (C) Industrial Sources  (D) Petrol Stations	Identify any processes likely to emit significant quantities of benzene (from Annex 2 – Appendix E)  Identify petrol stations with a throughput in excess of 2000m <sup>3</sup> per annum with a 'busy' road nearby and relevant exposure within 10m.	There are no processes identified in this area or adjacent areas listed as significant.  One petrol station is located near to a road where AADT > 30,000 but no receptors located within 10m of pumps as site is on retail park.
<b>Other Sources</b> (E) Major petrol storage depots	Identify any major petrol storage depots	There are no major petrol storage depots in this area.

## Conclusion

As there were no relevant road links, industrial processes or major petrol handling storage depots within this area as described in LAQM. TG(03) it was not necessary to proceed to a Detailed Assessment for benzene.

### 4.3 Updating and Screening Assessment for 1,3 - butadiene

The Updating and Screening Assessment was based on the guidance and checklists provided in Technical Guidance LAQM. TG(03) and the results are produced in Table 4 below.

**Table 4**

Data to be assessed	Work undertaken	Comments
<b>Monitoring:</b> (A) Monitoring data	Collate all 1,3-Butadiene monitoring data	No monitoring has been undertaken for either round 1 or round 2 reviews and assessments
<b>Industrial Sources</b> (B) New Industrial Sources	Identify any processes likely to emit significant quantities of 1,3-Butadiene.	No new process have been established in this area that use or emit 1,3-Butadiene.
(C) Industrial sources with substantially increased emissions.	Determine any sources identified in the first round that may have increased emissions.	No processes were identified in the first round that emit significant quantities of 1,3-Butadiene.

## Conclusion

As there were no relevant industrial processes as described in LAQM. TG(03) it was not necessary to proceed to a Detailed Assessment for 1,3-Butadiene.

### 4.4 Updating and Screening Assessment for lead

The Updating and Screening Assessment was based on the guidance and checklists provided in Technical Guidance LAQM. TG(03) and the results are produced in Table 5 below.

**Table 5**

Data to be assessed	Work undertaken	Comments
<b>Monitoring:</b> (A) Monitoring data	Collate all lead monitoring data	Limited monitoring was undertaken for round 1 review, but data showed no likelihood of exceedences. No round 2 monitoring undertaken.
<b>Industrial Sources</b> (B) New Industrial Sources	Identify any processes likely to emit significant quantities of lead.	No new processes have been established in this area that use or emit lead.
(C) Industrial sources with substantially increased emissions.	Determine any sources identified in the first round that may have increased emissions.	No sites within the area have substantially increased emissions. Also, the two largest ferrous and non-ferrous metal foundries in the area have now closed. All others have furnaces with melting capacities <0.5 tonnes.

## Conclusion

As there were no relevant industrial processes as described in LAQM. TG(03) it was not necessary to proceed to a Detailed Assessment for lead.

## 4.5 Updating and Screening Assessment for Sulphur Dioxide

The Updating and Screening Assessment was based on the guidance and checklists provided in Technical Guidance LAQM.TG(03) and the results are produced in Table 6 below.

**Table 6**

Data to be assessed	Work undertaken	Comments
<b>Monitoring:</b> (A) Monitoring data	Collate all sulphur dioxide monitoring data	Monitoring ongoing using 8 – port bubbler (acidity). Data used in round 1 review, but showed no likelihood of exceedences. Round 2 - monitoring undertaken again with 8 - port. Data for 2001 and 2002 show max daily mean to be $49 \times 1.25 = 61.25 \text{ug/m}^3$ (2001) $56 \times 1.25 = 70 \text{ug/m}^3$ (2002).
(B) Monitoring within AQMA	No AQMA declared	
<b>Industrial Sources</b> (C) New Industrial Sources	Identify any processes likely to emit significant quantities of sulphur dioxide.	No new industrial sources likely to emit SO <sub>2</sub> have been identified.
(D) Industrial sources with substantially increased emissions.	Determine any sources identified in round 1 that may have increased emissions.	Sources identified in round 1 were found not to be likely to lead to exceedences. No processes have substantially increased emissions.
(E) Domestic coal burning.	Identify areas of significant coal burning.	Monitoring undertaken at Alfreton using 8-port to evaluate coal emissions as round 1. Results are as follows. Data for 2001 and 2002 show max daily mean to be $49 \times 1.25 = 61.25 \text{ug/m}^3$ (2001) $56 \times 1.25 = 70 \text{ug/m}^3$ (2002). See Appendix 4. LAQM.TG(03) advises where max daily mean (multiplied by 1.25) < 80ug/m <sup>3</sup> there is no likelihood of exceedence.
(F) Small boilers >5Mw.	Collate data on small oil/coal fired boilers.	From round 1, Stevensons Dyers at Bullbridge had heavy fuel oil fired boiler plant in the range 5Mw – 20Mw. These have now been converted to gas firing with diesel back up so are not likely to lead to exceedences.
(G) Shipping	N/A	N/A
(H) Railway locomotives	Identify locations where stationary for >15 mins.	No locations identified – transit stations only.

## Conclusion

There were no relevant industrial processes as described in LAQM. TG(03). Monitoring results showed that there are not likely to be exceedences due to domestic coal burning and the only boiler plant in the range 5 – 20Mw being fired by oil or coal have been converted to gas firing. It was not necessary to proceed to a Detailed Assessment for sulphur dioxide.

## 4.6 Updating and Screening Assessment for PM<sub>10</sub>

The Updating and Screening Assessment was based on the guidance and checklists provided in Technical Guidance LAQM.TG(03) and the results are produced in Table 7 below.

**Table 7**

Data to be assessed	Work undertaken	Comments
<p><b>Monitoring:</b></p> <p>(A) Monitoring data outside an AQMA.</p> <p>(B) Monitoring within AQMA.</p>	<p>Collate all monitoring data.</p> <p>No AQMA declared</p>	<p>Limited monitoring was undertaken for round 1 review, but data showed no likelihood of exceedences. No round 2 monitoring undertaken.</p>
<p><b>Road Traffic:</b></p> <p>(C) Junctions.</p> <p>(D) Roads with high flows of buses and/or HGV's.</p> <p>(E) New roads since round 1.</p> <p>(F) Roads close to objective in round 1.</p> <p>(G) Roads with significantly changed traffic flows</p>	<p>Identify busy junctions with relevant exposure.</p> <p>Identify all roads where AADT &gt; 20% HGV.</p> <p>Identify new road links.</p> <p>Identify any roads where more than 30 exceedences of 50ug/m<sup>3</sup> predicted in round 1.</p> <p>Identify any roads with AADT &gt; 10,000 where large increase in flow.</p>	<p>Relevant junctions are listed with DMRB calculations in <b>Section 10.7</b>.</p> <p>No road links within area have AADT where HGV's &gt;20%.</p> <p>No new roads have been constructed since round 1 review.</p> <p>No road links were identified (using DMRB) as having significant potential to exceed objectives.</p> <p>Comparison of traffic flows between 2003 levels corrected to 2005 and 1996 flows corrected to 2005 for round 1 show that the predicted flows were <b>overestimated</b> and there are no road links that have been subject to 'large' increases in flow.</p>
<p><b>Industrial Sources</b></p> <p>(H) New Industrial Sources</p> <p>(I) Industrial sources with substantially increased emissions.</p>	<p>Identify any new processes likely to emit significant quantities of PM<sub>10</sub>.</p> <p>Determine any sources identified in the first round that may have increased emissions.</p>	<p>No new processes have been identified since round 1 which are listed in Annex 2 - Appendix E.</p> <p>No sources have been identified that have increased emissions. Several of the sources assessed in round 1 have also now closed. Notably – the only 2 potentially significant foundries and the operating opencast site.</p>
<p><b>Domestic Sources</b></p> <p>(J) Domestic coal burning.</p>	<p>Identify areas of significant coal burning.</p>	<p>No areas were identified as having higher incidence of coal burning in any parts of the Borough. All non-smoke control areas were of similar incidence.</p>
<p><b>Other Sources</b></p> <p>(K) Quarries and Opencast Coal Sites.</p> <p>(L) Aircraft</p>	<p>Establish whether there is significant exposure 'near' to the dust sources.</p> <p>Identify any relevant exposure.</p>	<p>There is currently 1 quarry and 1 opencast coal site either operating or in the process of beginning operations.</p> <p>There are no airports within 500m of this Borough.</p>

## Conclusion

There were no relevant industrial processes as described in LAQM. TG(03) apart from a potential opencast coal site. No complaints have been received about this site. The density of coal burning housing in areas not subject to smoke control orders was well below the level likely to lead to exceedences. Road traffic was evaluated using DMRB and found to be below the criteria listed in the guidance. It was not necessary to proceed to a Detailed Assessment for PM<sub>10</sub>.

## 4.7 Updating and Screening Assessment for NO<sub>2</sub>

The Updating and Screening Assessment was based on the guidance and checklists provided in Technical Guidance LAQM. TG(03) and the results are produced in Table 8 below.

**Table 8**

Data to be assessed	Work undertaken	Comments
<b>Monitoring:</b>		
(A) Monitoring data	Collate all monitoring data	Stage 3 report prepared for round 1 review included monitoring using chemiluminescent continuous analyser and bias adjusted diffusion tubes, but data showed no likelihood of exceedences on any road links.  No round 2 monitoring undertaken.
(B) Monitoring within AQMA.	No AQMA declared.	N/A
(C) Narrow congested streets with properties located close to kerb.	Check whether these locations were considered in round 1 review.	Addressed in round 1 review (Stage 3 report) with continuous monitor and diffusion tubes. No likelihood of exceedences predicted.
(D) Junctions.	Check whether junctions were addressed in round 1.	The major junctions (Nottingham Road Ripley and Codnor Market Place) which have relevant exposure within 10m of the kerb were also addressed in round 1 (Stage 3 report). No exceedences likely.
(E) Busy streets where people may spend 1-hour or more close to traffic.	Check whether relevant locations were assessed in round 1.	The only road link >10,000 vehicles per day with potential exposure for 1-hour is the A6 trunk road in Belper town centre. This was specifically targeted in round 1 (Stage 3 report).
(F) Roads with high flows of buses and/or HGV's.	Check whether road links with %HGV >25% were addressed in round 1 review.	No road links identified in traffic survey issued by Derbyshire County Council for this Borough that have HGV% > 25%.
(G) New or proposed roads since round 1 review.	Check for new roads.	No new or proposed roads since round 1.
(H) Roads close to objective in round 1.	Identify any roads where annual mean concentration above 36ug/m <sup>3</sup> but below 40um/m <sup>3</sup> at round 1.	All predicted levels validated by monitoring at round 1 (Stage 3 report) for relevant locations were < 36ug/m <sup>3</sup> .
(I) Roads with significantly changed traffic flows.	Identify any roads with AADT > 10,000 that have experienced 'large' increases in traffic.	Comparison of traffic flows between 2003 levels corrected to 2005 and 1996 flows corrected to 2005 for round 1 show that the predicted flows were <b>overestimated</b> and there are no road links that have been subject to 'large' increases in flow.
(J) Bus stations.	Identify any non-enclosed bus stations with relevant exposure within 10m where >1000 bus movements/day	Bus station in Belper is enclosed with no residential properties within 10m and <1000 movements/day. Bus station in Alfreton – no relevant exposure within 10m and <1000 movements/day.
<b>Industrial Sources</b>		
(K) New Industrial Sources	Identify any new processes likely to emit significant quantities of NO <sub>x</sub> .	No new processes identified.
(L) Industrial sources with substantially increased emissions.	Determine any sources identified in round 1 that may have increased emissions.	No industrial sources were identified in round 1 review that were likely to cause exceedences.
(M) Aircraft.	Identify airports with emissions at <200m.	No airports in this Borough.

## Conclusion

There were no relevant industrial processes as described in LAQM. TG(03). Monitoring results showed traffic emissions were again unlikely to give exceedences of the objectives and it was not necessary to undertake a Detailed Assessment.

## **5 New Monitoring Results**

As reported in the Updating and Screening Assessment done in 2003, no detailed assessment of pollution levels was required. It was decided therefore not to conduct any air quality monitoring at that time so no new monitoring results are available.

However, in order to provide more information for the next Updating and Screening Assessment to be conducted in 2006, a series of diffusion tube monitoring studies have been started for sulphur dioxide, nitrogen dioxide and benzene. These results, when available, will look at ongoing trends for pollutant levels at the locations most likely to produce the highest results within the authority area.

The surveys are investigating the following sources:

- SO<sub>2</sub> – domestic solid fuel heating systems within non-smoke control areas in the four main town residential areas.
- NO<sub>2</sub> – road traffic emissions from the main road links and major junctions highlighted in previous reports.
- Benzene – from the two most likely industrial sources (although neither list benzene as a solvent used directly in the process).

To provide comparison data, the diffusion tube surveys for NO<sub>2</sub> and SO<sub>2</sub> have a triplicate site co-located with a real time NO<sub>x</sub> analyser (at an adjacent authority) and our own 8-port smoke/SO<sub>2</sub> sampler. Due to the improbability of any significant benzene concentrations being recorded it was not considered necessary to co-locate any tubes with continuous analysers, but this will be reviewed on an ongoing basis as the results become available. Correction factors are available for all tubes used and they are supplied direct from NETCEN laboratories under the Scientifics company name.

## **6 New Local Developments**

### **6.1 Retail Developments**

No new local developments have been identified which may have a significant adverse effect on air quality. The only development to note is a new supermarket store on Hall Road at Alfreton which is currently being built on the site of a previous large car dealership and service facility. This may increase traffic flows locally but this area was below the criteria in the USA and had no sensitive receptors within 10 metres of the carriageways at this point. This site will be further addressed in the diffusion tube survey as no predictions of the effects on traffic flows, particularly on the nearby A61 trunk road, are currently available.

### **6.2 Mixed Use Developments**

One mixed use development has recently been granted planning permission and work has now started on preparing the site. The development is on the former Fuchs Lubricants site off Derby Road, Belper and will comprise part housing and part commercial use. The commercial operations on site are to consist of:

- Office accommodation
- A hotel
- Restaurant/public house

It is unlikely that the commercial operations on site will have any adverse effect on air quality and more detailed assessment will not be required.

### **6.3 Part A(1), A(2) and B Sites**

No new Part A(1), Part A(2) or Part B processes as listed in LAQM. TG(03) have been started since the completion of the Updating and Screening Assessment in 2003.

### **6.4 Landfills, Quarries and Opencast sites**

No new landfills, quarries or opencast sites have been granted planning permission in this area.

One positive improvement is scheduled to take place in the coming months. The only operational opencast coal site within the borough is due to finish coal extraction in mid 2004 and will then be restored to agricultural use.

## **7 Action Plans**

As no action plans are currently in progress there is nothing to report in this section.

## **8 Local Air Quality Strategy**

Since this authority has not declared any Air Quality Management Areas, no Local Air Quality Strategy has been produced. Previous reviews and assessments have shown that pollutant levels are likely to be comfortably below the targets by the appropriate dates and it was not considered necessary therefore to implement a local strategy. Actions will continue to be taken to reduce the impact of this Council on the environment, for example by 'greening' the vehicle fleet and reducing energy usage etc by individual departments rather than under the provisions of a local strategy.

## **9 Planning and Policies**

No planning applications for new developments have been listed which have required air quality assessments.

There are no local planning policies directly relating to air quality. All relevant applications are considered on an individual basis for air quality implications and the Environmental Services Department has a direct input into the formulation of the Local Plan

## **10 Local Transport Plans**

The Derbyshire Local Transport Plan produced by Derbyshire County Council proposes the following initiatives:

### **“Outcome Targets**

- to contribute to the aims of the Road Traffic Reduction Act by:
  - achieving an increase of at least 5% in the number of primary school pupils (ie up to 11 years) travelling to school by non-car modes by 2005/06
  - achieving a reduction of at least 6% in the number of single occupancy car journeys to work within two years of an employer adopting a Travel Plan
- to reduce by at least 40% by 2010 the number of people killed or seriously injured in road traffic accidents (from a 1995-98 baseline)
- to increase the number of bus passenger journeys in Derbyshire to at least 50 million per

annum within 5 years

- to contribute to the achievement of the National Cycle Strategy by:
  - achieving an increase of at least 25% in the number of secondary school students cycling to school, where schools have adopted cycling as part of their School Travel Plan by 2005/06
  - achieving an increase of at least 20% in the number of employees cycling to work where employers have adopted cycling as part of their Travel Plan by 2005/06.

**Output Targets**

- to implement two pilot Pedestrian Quality Networks by 2002/03
- to complete at least 50% of the proposed cycle route network by 2005/06
- to implement at least one new Bus Quality Partnership per year over the period 2001/02 to 2005/06
- to ensure that 10% of major employers (ie those with 100+ employees) have adopted Travel Plans by 2002/03 and 25% by 2005/06
- to ensure that 10% of Derbyshire schools have adopted School Travel Plans by 2005/06”

Many of these initiatives will impact directly on traffic emissions throughout the county and will thereby seek to minimise or reduce the impact of traffic-generated pollutants on relevant receptors. Progress on the above items will be monitored by Derbyshire County Council.

## **11 Conclusion of Progress Report**

This progress Report has been prepared in accordance with the guidance given in LAQM.PRG(03). It has addressed all the potential issues within the Borough that may impact on air quality but, since the area is semi-rural with four small towns as the main urban areas, no significant road links, no congestion problems or large industry, air quality is not considered to be a major concern for this Council. Previous monitoring exercises included stage 2 reports for sulphur dioxide, particulates and nitrogen dioxide and a stage 3 assessment of nitrogen dioxide that indicated that all pollutant levels are either currently or are anticipated to be well below the standards by the relevant objective dates. It is not proposed therefore to proceed to a detailed assessment for any of the pollutants listed at this time. However, the results of the indicative diffusion tube surveys will be fed into subsequent Progress Reports and Updating and Screening Assessments for consideration and trend analysis at a later date.