



2015 Updating and Screening Assessment for Daventry District Council

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

March 2016

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| Local Authority Officer | Mike Jephcott and Nick Ravine |
| Department | Environmental Improvement |
| Address | Daventry District Council Lodge Road Daventry District Council Northants NN11 9DZ |
| Telephone | 01327 871100 |
| e-mail | environmentalimprovement@daventrydc.gov.uk |
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Executive Summary

Part IV of the Environment Act 1995 places a statutory duty on local authorities to review and assess the air quality within their area and take account of Government guidance when undertaking such work. This Updating and Screening Assessment (USA) is a requirement of the third round of review and assessment for local authorities.

The Report has been undertaken in accordance with technical guidance note LAQM.TG(09) and the web based USA template on the Review and Assessment Report Submission Website.

This Updating and Screening Assessment has concluded that Daventry District Council is not required to carry out a Detailed Review and Assessment for carbon monoxide, benzene, 1,3-butadiene, lead, nitrogen dioxide, PM₁₀ or Sulphur dioxide.

The recent Progress Report 2014 was completed in December 2015. The data for NO₂ monitoring results in the vicinity of the M1 (the data included results to the end of 2010) concluded that there was no exceedance of the annual average at points representative of relevant exposure. Therefore no detailed assessments were recommended in the report.

The collective monitoring data for NO₂ across the district from the years preceding 2005 to date has been scrutinised and it appears that overall a small decreasing trend in levels is taking place.

Previously kerbside monitoring sites to the M1 have shown slight exceedences, however these are now within acceptable limits. Only one location in Daventry District exceeds the annual average limits and this is alongside the M1 at Lilbourne, but there are no appropriate receptors that exceed the annual average.

It is therefore not necessary to proceed to a detailed assessment for NO₂ in Daventry district, however diffusion tube monitoring throughout the district will continue and due regard given to the data obtained in relation to sensitive receptors.

It is planned to have an ongoing review of diffusion tube locations through the next three years in line with proposed development, any exceedances measured or any other local factors which may influence their locations.

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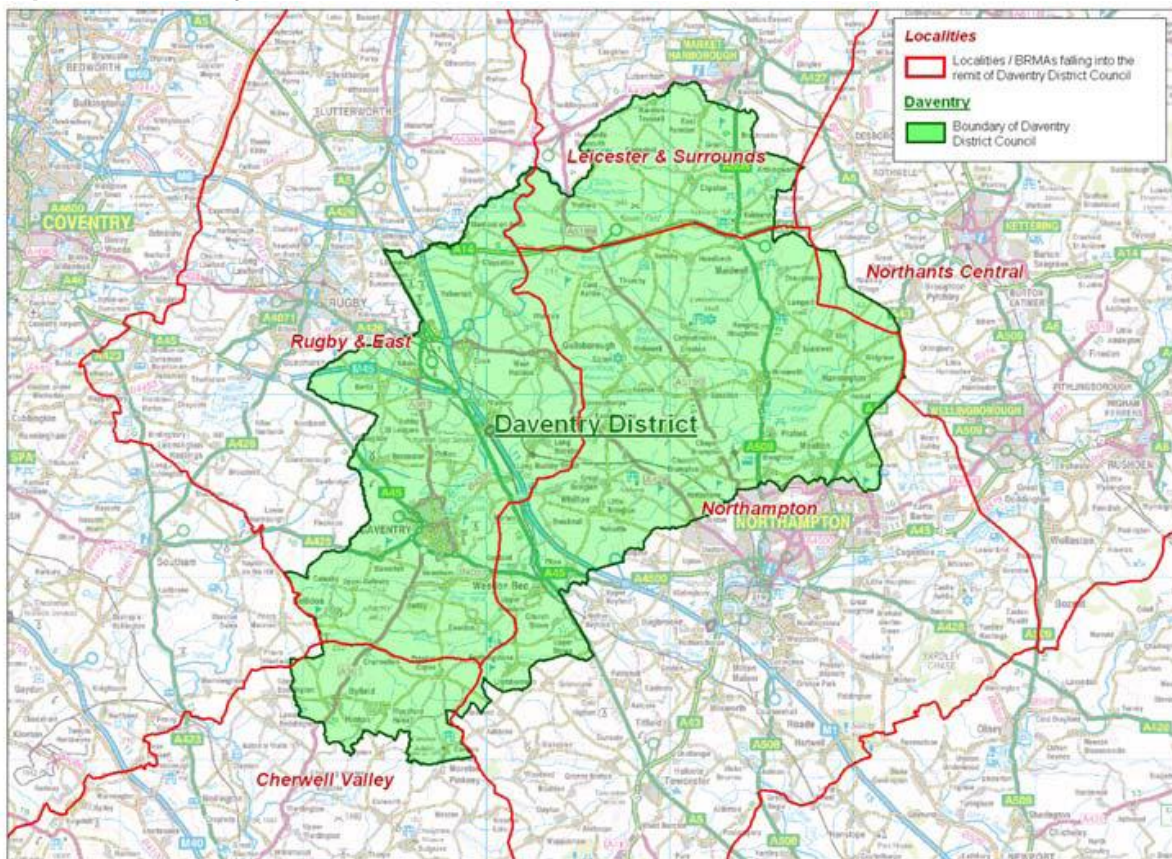
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1 Introduction

1.1 Description of Local Authority Area

Daventry District is a predominantly rural district with the larger and most northerly section occupying that part of the Northamptonshire Uplands lying to the east of the Watford Gap section of the M1 Motorway. This northern part of the district stretches from Northampton in the south to Market Harborough and the Leicestershire border in the north; from the Warwickshire town of Rugby in the west almost to Kettering and the A6 Towns in the east. A smaller part of the District is situated to the south west of the M1 Motorway, with its southernmost boundary coming to within 6 miles of the Oxfordshire border at Banbury.

Map 1.0 - Daventry District



The population of the District further to the 2011 census was estimated to number some 78,000 people. The administrative centre of the district is Daventry town itself, which is located within this southern area, some 8 miles from Junction 16 of the M1. The town has grown steadily since the early sixties, having been the subject of an

expansion scheme designed to cater for Birmingham people needing alternative housing accommodation.

The population of Daventry Town at mid 1996 was approximately 20,000. Whilst there are no more recent population estimates for the town itself, Daventry District Council is planning for Daventry Town to grow significantly in the next few years and to reach a population of around 40,000⁽¹⁾. The town is continuing to grow as an employment, shopping and recreational centre for the surrounding rural area, with a forecast that the population of the district will increase to 90,200 by 2031⁽¹⁾. The 'usually resident' population of Daventry District recorded in the 2011 census was 77,843.

Whilst the town has become well known as an ideal location for warehousing, not least as the home of Ford Motor Company's major distribution centre, it has gradually acquired a wide range of manufacturing and service industries, located on five industrial estates within the town.

The district is home to a major distribution hub, the Daventry International Rail Freight Terminal (DIRFT), located to the North West of the district, close to the district boundary with Rugby. DIRFT is currently under expansion, with further significant growth predicted in the next few years.

The district lies within the Milton Keynes/South Midlands Growth Area.

1.2 Purpose of Report

This report fulfils the requirements 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. 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 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 1.1. 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 1.1 Air Quality Objectives included in Regulations for the purpose of LAQM 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 | 1-hour mean | 31.12.2004 |

| | | | |
|--|--|----------------|------------|
| | exceeded more than 24 times a year | | |
| | 125 µg/m ³ , not to be exceeded more than 3 times a year | 24-hour mean | 31.12.2004 |
| | 266 µg/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

Between 1998 and 2000, Daventry District Council undertook its first round of review and assessments of air quality. The first round assessments concluded that pollutant concentrations were likely to meet the air quality objectives and it was not necessary for Daventry District Council to declare any AQMA's. The updating and screening assessment from 2003 concluded that some properties close to the M1 may exceed the objectives, however the monitoring data at locations close to the M1 was not representative of relevant exposure. It was agreed after discussion between Daventry District Council and DEFRA that there was no need to proceed to a detailed assessment for NO₂. The 2005 progress report also reported that monitored NO₂ concentrations in the vicinity of the M1 were exceeding the objectives; however these locations were again not representative of relevant exposure as the monitoring tubes were located virtually next to the hard shoulder and not near any potential public exposure.

The 2006 Updating and Screening Assessment undertaken by Bureau Veritas concluded that the air quality objectives for benzene, 1,3-butadiene, carbon monoxide, lead, PM₁₀ and sulphur dioxide will be met and there would be no requirement to undertake a detailed assessment of these pollutants. The predicted annual mean NO₂ concentrations for a number of monitoring sites had indicated that the annual mean would be exceeded. However the road traffic contribution to the predicted pollutant concentrations reported was doubled to compensate for restricted dispersion of vehicle emissions in street canyons which was described in LAQM.TG(03) at the time. The circumstances for relevant exposure at the monitored locations is that the canyon effect contains the pollutants at the carriageway and actually minimises the effect upon those properties located at the top of a sizeable embankment as the M1 travels through a cutting. The DMRB model is not able to take such topography conditions into consideration in its calculations. Bureau Veritas concluded that a detailed assessment is required based upon the predicted annual mean NO₂ concentrations exceeding the objective in the vicinity of the M1 at Haythog Farm, Yelvertoft Road and Greenhill Farm. However Bureau Veritas concluded that a cautious approach be taken of the NO₂ results as the data is based upon predictions with a street canyon effect and the monitored concentrations exceeding the AQS objective close to the M1, were not in the immediate vicinity of relevant receptors.

The 2009 Updating and Screening Assessment undertaken by Daventry District Council determined that the conclusions drawn in 2006 assessment remained current. There was no need for detailed assessments to be undertaken in any

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locations throughout the district and it was concluded that the Benzene monitoring cease.

The 2012 Updating and Screening Assessment undertaken by Daventry District Council determined that the conclusions drawn in 2006 and 2009 remained current. There was no need for detailed assessments to be undertaken in any locations throughout the district and it was concluded that Benzene monitoring was not required.

The 2015 Updating and Screening Assessment undertaken by Daventry District Council determined that the conclusions drawn in 2006, 2009 and 2012 remained current. There was no need for detailed assessments to be undertaken in any locations throughout the district and it was concluded that Benzene monitoring was not required.

2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

Daventry District Council does not operate any continuous monitoring sites.

2.1.2 Non-Automatic Monitoring Sites

There is a local monitoring scheme for NO₂ using passive diffusion tubes. Details of the site locations for NO₂ monitoring are detailed in table 2.2 below.

Within Daventry District Nitrogen Dioxide has been measured using diffusion tubes at 26 sites across the area. Since the 2012 Screening Assessment, some locations have been reviewed and some diffusion tubes relocated. The details within table 2.2 reflect the current monitoring locations.

Gradko Ltd supplies and analyses the diffusion tubes using the 20% TEA (Triethanolamine) in water method. Gradko participates in the UK National Diffusion Tube Network and the Workplace Analysis Scheme for Efficiency (WASP). They currently hold UKAS accreditation for analysis of diffusion tubes and consistently achieve the highest performance level in annual field inter-laboratory performance comparisons. The details of the monitoring locations for Nitrogen Dioxide are given in the table 2.2 overleaf.

Table 2.2 Details of Non-Automatic Monitoring Sites

| Table 2.2 Details of Non- 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? |
|---|--------------------|----------------------|---------------------------------|---------------------|--|---|--------------------------------------|
| A361 Roundabout, Byfield | Roadside | X 451734 Y 253421 | NO ₂ | N | Y (15M) | 1m | Y |
| Boughton Road, Moulton | Kerbside | X 476848 Y 265802 | NO ₂ | N | Y(25M) | 1M | Y |
| A361. Kilsby | Roadside | X 456213 Y 270717 | NO ₂ | N | N | 1M | N/A no receptor |
| A428 Roundabout, West Haddon | Roadside | X 462960 Y 271794 | NO ₂ | N | Y(5M) | 1M | Y |
| Park View, Moulton | Kerbside | X 479378 Y 266384 | NO ₂ | N | N | 1M | N |
| Morrison Rd West Haddon | Rural | X 463424 Y 272119 | NO ₂ | N | Y (10M) | .5M | N/A |
| Post Office Moulton | Roadside | X 478300 Y 266200 | NO ₂ | N | Y(5M) | 1M | Y |
| Church St Moulton | Suburban/ rural | X 478382 Y 266386 | NO ₂ | N | Y(1M) | .5M | N/A |
| New St Daventry | Roadside | X 457420 Y 262439 | NO ₂ | N | N | 1M | Y |
| London Rd Daventry | Roadside | X 457592 Y 261745 | NO ₂ | N | N | 1M | Y |
| Watling Street, Kilsby | Kerbside | X 456407 Y 271205 | NO ₂ | N | N | 1M | Y |
| M1 Lilbourne | Roadside | X 456572 Y 276826 | NO ₂ | N | N | 1M | N/A no receptor |
| Yelvertoft Road, Lilbourne | Suburban/ rural | X 456461 Y 276872 | NO ₂ | N | Y (5M) | 1M | Y |
| Haythog Farm Crick | Roadside to M1 | X 457573 Y 273884 | NO ₂ | N | N | N/A | N/A no receptor |
| Hillmorton Lane, Lilbourne | Rural | X 455422 Y 275971 | NO ₂ | N | N | 1M | N/A no receptor yet |
| Haythog Farmhouse | Suburban/ Rural | X 457673 Y 273884 | NO ₂ | N | Y (1M) | N/A | Y |
| Long Buckby Train Station | Kerbside | X 462354 Y 266701 | NO ₂ | N | N | 1M | N/A no receptor yet |
| Buckby Wharf | Suburban/ Rural | X 461358 Y 265469 | NO ₂ | N | Y(10M) | 1M | N/A |
| William Road, Long Buckby, | Kerbside | X 462688 Y267426 | NO ₂ | N | Y (10M) | 1M | Y |
| A5, Weedon | Kerbside | X 463170 Y 259931 | NO ₂ | N | Y (25M) | 1M | Y |
| A45, Windsor Close, Weedon | Roadside | X 462862 Y 259867 | NO ₂ | N | Y (10M) | 5M | N/A |
| A45, Spring Lane, Flore | Roadside | X 464353 Y 260282 | NO ₂ | N | Y (5M) | .5M | N/A |
| Welton Road, Daventry | Kerbside | X 457690 Y 264473 | NO ₂ | N | Y (5M) | 1M | Y |
| A361, Middlemore, Daventry | Kerbside | X 456817 Y 265197 | NO ₂ | N | Y (25M) | 1M | Y |
| Ashby Road, Daventry | Kerbside | X 457067 Y 263051 | NO ₂ | N | Y (5M) | 1M | Y |
| Braunston Road, Daventry | Kerbside | X456477 Y 262953 | NO ₂ | N | Y (5M) | 1M | Y |

2.2 Comparison of Monitoring Results with Air Quality Objectives

2.2.1 Nitrogen Dioxide

The annual mean concentration exceeds $40\mu\text{g}/\text{m}^3$ in one location; the M1 at Lilbourne, but this location does not host a sensitive receptor. Additional monitoring is undertaken in the village of Lilbourne and at Haythog Farmhouse because these locations are the nearest sensitive receptors to the exceedence. No excessive levels have been recorded at these representative locations.

The results shown in Table 2.6 demonstrate through diffusion tube monitoring that overall there is very little change in the monitoring results obtained in 2013 when compared to those from 2014. The results show a general decrease in levels across the district over a five year period since 2010. In comparison to the results from 2013, there has been a decrease in levels at 6 sites, a slight increase at 14 sites and 6 sites have no previous data for comparison.

The site which records the highest difference in levels between those years, is the M1 location, which has significantly reduced since the 2010 records. This site shows a reduction of around 20% since the 2010 monitoring was carried out.

Please note that a number of diffusion tube locations have changed since the 2012 USA report, as follows:

- N5 previously Watford Rd, West Haddon relocated to Park View, Moulton
- N11 previously Inlands, Daventry relocated to Watling Street, Kilsby
- N13 previously Horsepool, Lilbourne relocated to Yelvertoft Road, Lilbourne
- N15 previously Haythog Farm, Crick relocated to Hillmorton Lane, Lilbourne
- N17 previously Long Buckby Wharf relocated to Long Buckby Train Station
- N19 previously School lane, Naseby relocated to William Road, Long Buckby
- N20 previously High Street, Welford relocated to A5, Weedon

Data for other locations throughout the district remains close to previously reported figures. The diffusion tube locations will be reviewed prior to the next progress report. Levels will continue to be scrutinised on a monthly basis then reviewed in the 2016 Progress Report.

Table 2.5 Results of Nitrogen Dioxide Diffusion Tubes in 2014

| Site ID | Location | Site Type | Within AQMA? | Triplicate or Collocated Tube | Data Capture 2014 (Number of Months or %) | Data with less than 9 months has been annualised (Y/N) | Confirm if data has been distance corrected (Y/N) | Annual mean concentration (Bias Adjustment factor = 0.92) |
|-------------|-------------------------------|-----------|--------------|-------------------------------|---|--|---|---|
| | | | | | | | | 2014 ($\mu\text{g}/\text{m}^3$) |
| N1 | A361 Roundabout, Byfield | K | N | N | 12 | N/A | N | 19.27 |
| N2 | Boughton Road, Moulton | K | N | N | 8 | N | N | 18.55 |
| N3 | A361, Kilsby | K | N | N | 12 | N/A | N | 25.34 |
| N4 | A428, Roundabout, West Haddon | K | N | N | 12 | N/A | N | 20.52 |
| N5 | Park View, Moulton | K | N | N | 9 | N/A | N | 26.17 |
| N6 | Morrison Road, West Haddon | B | N | N | 12 | N/A | N | 14.73 |
| N7 | Post Office, Moulton | K | N | N | 10 | N/A | N | 24.93 |
| N8 | Church Street, Moulton | B | N | N | 8 | N | N | 16.36 |
| N9 | New Street, Daventry | K | N | N | 11 | N/A | N | 23.89 |
| N10 | London Road, Daventry | K | N | N | 12 | N/A | N | 18.73 |
| N11 | Watling Street, Kilsby | S | N | N | 11 | N/A | N | 38.09 |
| N12 | M1, Lilbourne | K | N | N | 12 | N/A | N | 60.55 |
| Old N13 | Horsepool, Lilbourne | K | N | N | 8 | N | N | 20.94 |
| Current N13 | Yelvertoft Road, Lilbourne | B | N | N | 4 | N | N | 28.32 |
| N14 | M1, nr Haythog Farm, Crick | K | N | N | 12 | N/A | N | 31.74 |
| N15 | Hillmorton Lane, Lilbourne | B | N | N | 12 | N/A | N | 28.61 |
| N16 | Haythog Farmhouse | | N | N | 12 | N/A | N | 27.55 |
| N17 | Long Buckby Train Station | K | N | N | 12 | N/A | N | 22.16 |

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| Site ID | Location | Site Type | Within AQMA? | Triplicate or Collocated Tube | Data Capture 2014 (Number of Months or %) | Data with less than 9 months has been annualised (Y/N) | Confirm if data has been distance corrected (Y/N) | Annual mean concentration (Bias Adjustment factor = 0.92) |
|---------|----------------------------|-----------|--------------|-------------------------------|---|--|---|---|
| | | | | | | | | 2014 ($\mu\text{g}/\text{m}^3$) |
| N18 | Buckby Wharf , Background | B | N | N | 12 | N/A | N | 25.54 |
| N19 | William Road, Long Buckby | B | N | N | 12 | N/A | N | 20.59 |
| N20 | A5, Weedon | B | N | N | 12 | N/A | N | 27.54 |
| N21 | A45, Windsor Close, Weedon | K | N | N | 12 | N/A | N | 17.81 |
| N22 | A45, Spring Lane, Flore | K | N | N | 12 | N/A | N | 17.77 |
| N23 | Welton Road, Daventry | K | N | N | 10 | N/A | N | 21.01 |
| N24 | A361 Middlemore Daventry | K | N | N | 10 | N/A | N | 23.90 |
| N25 | Ashby Road, Daventry | K | N | N | 10 | N/A | N | 19.88 |
| N26 | Braunston Road, Daventry | K | N | N | 12 | N/A | N | 25.60 |

Site Type Key: K - kerbside monitor. B - background monitor S – suburban monitor

Table 2.6 Results of Nitrogen Dioxide Diffusion Tubes (2010 to 2014)

| Site ID | Site Type | Within AQMA? | Valid Data Capture for period of monitoring % ^a | Valid Data Capture 2014 % ^b | Annual Mean Concentration $\mu\text{g}/\text{m}^3$ | | | | |
|------------|------------------------|--------------|--|--|--|--------------------|--------------------|--------------------|-------------------|
| | | | | | 2010* _c | 2011* _c | 2012* _c | 2013* _c | 2014 _c |
| N1 | A361 Byfield, K | N | N/A | 100 | 20.60 | 21.72 | 19.78 | 17.46 | 19.27 |
| Old N2 | Church St, Byfield, K | N | N/A | N/A | 18.90 | 15.55 | 13.62 | 11.97 | N/A |
| Current N2 | Boughton Road, Moulton | N | N/A | 67 | N/A | N/A | N/A | N/A | 18.55 |
| N3 | A361, | N | N/A | 100 | N/A | 27.09 | 25.09 | 22.94 | 25.35 |

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| Site ID | Site Type | Within AQMA? | Valid Data Capture for period of monitoring % ^a | Valid Data Capture 2014 % ^b | Annual Mean Concentration $\mu\text{g}/\text{m}^3$ | | | | |
|-------------|----------------------------------|--------------|--|--|--|--------------------|--------------------|--------------------|-------------------|
| | | | | | 2010* ^c | 2011* ^c | 2012* ^c | 2013* ^c | 2014 ^c |
| | Kilsby, K | | | | | | | | |
| N4 | A428, roundabout, West Haddon, K | N | N/A | 100 | 24.40 | 20.99 | 21.93 | 16.52 | 20.52 |
| Old N5 | Watford Rd, West Haddon, K | N | N/A | N/A | 25.50 | 22.65 | 22.85 | 18.82 | N/A |
| Current N5 | Park View, Moulton, K | N | N/A | 75 | N/A | N/A | N/A | 22.64 | 26.17 |
| N6 | Morrison Rd, West Haddon, B | N | N/A | 100 | 17.80 | 15.58 | 16.52 | 13.06 | 14.73 |
| N7 | Post Office, Moulton, K | N | N/A | 83 | 29.30 | 30.26 | 25.42 | 21.56 | 24.93 |
| N8 | Church St, Moulton, B | N | N/A | 67 | 19.10 | 21.68 | 16.66 | 14.56 | 16.36 |
| N9 | New St, Daventry, K | N | N/A | 92 | 28.90 | 28.06 | 22.81 | 24.54 | 23.89 |
| N10 | London Rd, Daventry, K | N | N/A | 100 | 22.70 | 18.14 | 19.27 | 17.24 | 18.73 |
| Old N11 | Inlands, Daventry | N | N/A | N/A | 21.50 | 15.77 | 18.54 | 16.66 | N/A |
| Current N11 | Watling Street, Kilsby, K | N | N/A | 92 | N/A | N/A | N/A | 29.33 | 38.09 |
| N12 | M1, Lilbourne, K | N | N/A | 100 | 74.00 | 63.67 | 67.45 | 75.77 | 60.55 |
| Old N13 | Horsepool, Lilbourne, | N | 67 | 100 | 25.40 | 26.61 | 21.11 | 16.93 | N/A |
| Current N13 | Yelvertoft Rd, Lilbourne, K | N | 33 | 100 | N/A | N/A | N/A | N/A | 28.32 |
| N14 | Haythog Farm, K | N | N/A | 100 | 37.70 | 40.91 | 35.12 | 32.22 | 31.74 |
| Old N15 | Haythog Farm, B | N | N/A | N/A | 30.30 | 30.95 | 32.01 | 37.31 | N/A |
| Current N15 | Hillmorton Lane, Lilbourne | N | N/A | 100 | N/A | N/A | N/A | 30.48 | 28.61 |
| N16 | Haythog Farmhouse | N | N/A | 100 | 29.50 | 30.90 | 29.57 | 24.90 | 27.55 |
| Old N17 | Buckby Wharf, K | N | N/A | N/A | 40.70 | 24.71 | 33.97 | 28.27 | N/A |

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| Site ID | Site Type | Within AQMA? | Valid Data Capture for period of monitoring % ^a | Valid Data Capture 2014 % ^b | Annual Mean Concentration $\mu\text{g}/\text{m}^3$ | | | | |
|-------------|-------------------------------|--------------|--|--|--|--------------------|--------------------|--------------------|-------------------|
| | | | | | 2010* ^c | 2011* ^c | 2012* ^c | 2013* ^c | 2014 ^c |
| Current N17 | Train Station, Long Buckby | N | N/A | 100 | N/A | N/A | N/A | 17.28 | 22.16 |
| N18 | Buckby Wharf, B | N | N/A | 100 | 29.60 | 23.86 | 25.60 | 23.42 | 25.54 |
| Old N19 | School Lane, Naseby, B | N | N/A | N/A | 18.50 | 17.93 | 15.20 | 12.59 | N/A |
| Current N19 | William Rd, Long Buckby, K | N | N/A | 100 | N/A | N/A | N/A | 14.70 | 20.59 |
| Old N20 | 39 High Street, Welford, K | N | N/A | N/A | 27.80 | 21.95 | 22.04 | 24.84 | N/A |
| Current N20 | A5, Weedon, K | N | N/A | 100 | N/A | N/A | N/A | 22.70 | 27.54 |
| N21 | A45, Weedon, K | N | N/A | 100 | 25.00 | 20.15 | 18.55 | 16.34 | 17.81 |
| N22 | A45, Spring Lane, Flore | N | N/A | 100 | 24.40 | 21.21 | 18.61 | 22.43 | 17.77 |
| N23 | Welton Rd, Daventry, K | N | N/A | 83 | N/A | N/A | N/A | 16.89 | 21.01 |
| N24 | A361, Middlemore, Daventry, K | N | N/A | 83 | N/A | N/A | N/A | 23.29 | 23.90 |
| N25 | Ashby Rd, Daventry, K | N | N/A | 83 | N/A | N/A | N/A | 22.90 | 19.88 |
| N26 | Braunston Rd, Daventry | N | N/A | 100 | N/A | N/A | N/A | 20.65 | 25.60 |

2.2.2 PM₁₀

There is currently no monitoring of PM₁₀ within Daventry District. There were no reported exceedances of the 15-minute, hourly or daily AQS objectives at sites within the East Midlands, and therefore it is likely that there would be no measured exceedances of PM₁₀ objectives in Daventry district.

2.2.3 Sulphur Dioxide

There is currently no continuous or indicative monitoring of sulphur dioxide within Daventry district. Historical measurement of Sulphur Dioxide concentrations indicated no likelihood of exceedances within Daventry district. There were no reported exceedances of the 15-minute, hourly or daily AQS objectives at sites within the East Midlands http://www.airquality.co.uk/data_and_statistics.php.

Daventry District does not have any history of coal mining where solid fuel usage would have been likely to be used as a means of heating rather than natural gas.

2.2.4 Benzene

There is currently no monitoring of Benzene undertaken within Daventry District, as previously monitored levels were consistently significantly below the threshold of 5 µg/m³. Monitoring of Benzene is therefore no longer undertaken by this Authority.

2.2.5 Other pollutants monitored

Daventry District Council does not monitor any other pollutants

2.2.6 Summary of Compliance with AQS Objectives

Daventry District Council has examined the results from monitoring in the district. Concentrations are all below the objectives at relevant locations; therefore there is no need to proceed to a Detailed Assessment.

3 Road Traffic Sources

Transport statistics produced by Northamptonshire County Council and the Highways Agency up until the end of 2014 indicate that on the M1, traffic flows exceed 100,000 AADT between the junction 16-17 and 18-19. The flows along the A classified roads in the district have been assessed and traffic data (ADT) obtained for 2014 which has been compared with traffic data from the previous two years. This is detailed in Appendix B with the traffic monitoring locations shown on the respective map.

3.1 Narrow Congested Streets with Residential Properties Close to the Kerb

Daventry 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.

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

Daventry District Council 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.

The proposed redevelopment of the town centre may have an impact on traffic flows in certain locations. Measurement tubes have been added in these areas to identify any changes in air quality once the development commences.

Daventry District Council confirms that there are currently no new/newly identified roads with high flows of buses/HGVs

3.4 Junctions

Daventry 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

Daventry District Council confirms that there are no new roads in operation, but we are aware there may be two large scale road developments within the district in the near future, however the route / location of these roads has not yet been decided and as such no assessment can be made on the need for or otherwise of additional air quality monitoring.

A Smart Motorway scheme is being implemented between M1 Junctions 16 & 19, this may result in traffic travelling at reduced speeds and may result in a reduced air quality impact.

3.6 Roads with Significantly Changed Traffic Flows

Daventry District Council confirms that there are no new roads with significantly changed traffic flows.

3.7 Bus and Coach Stations

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

4 Other Transport Sources

4.1 Airports

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

4.2 Railways (Diesel and Steam Trains)

4.2.1 Stationary Trains

Daventry 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

Daventry 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)

Daventry 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

The district has a small number of industrial processes (Part B), which are regulated under the Pollution Prevention and Control Act 1999, through the Local Authority Pollution Prevention & Control (LAPPC) regime. A list of the prescribed processes is detailed in Appendix D. There are no Part A2 or Environment Agency controlled Part A processes in the district.

There have been no new applications for substantial regulated processes since the 2012 USA report. Petrol stations are a regulated process and the only parameter within which the guidance requires attention is if a station is dispensing more than 2 million Litres per year, is situated near to a busy road (>30,000 AADT), and there is relevant exposure within 10 meters of the petrol pumps. The only road with traffic flows greater than 30,000 ADT in Daventry District is the M1 alongside the service stations at Watford Gap Services. However, there is no relevant exposure within 10 meters of the pumps at these petrol stations.

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

Daventry 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

Daventry 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

Daventry 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.

5.2 Major Fuel (Petrol) Storage Depots

There are no major fuel (petrol) storage depots within the Local Authority area.

5.3 Petrol Stations

Daventry District Council confirms that there are no petrol stations within the district meeting the specified criteria.

5.4 Poultry Farms

Daventry District Council confirms that there are no poultry farms within the district meeting the specified criteria.

6 Commercial and Domestic Sources

6.1 Biomass Combustion – Individual Installations

Daventry District Council is aware of the following Biomass Combustion plants within its area which are new installations since the 2012 USA. :

| Site name | Heat output | Height of Stack (m) | Description of Appliance | Maximum emission rates (g/sec) NO ₂ and PM ₁₀ | |
|-----------------------------------|-------------|---------------------|--------------------------|---|-------------------------------|
| Palmers Pallets | 90kw | 6m | E-classic 3200 | NO ₂ ≤ 150Mg/MJ | PM ₁₀ ≤ 30Mg/MJ |
| Cottesbrooke Hall | 200Kw | 10m | Froling TM200 | | |
| Watford Lodge Farm | 395Kw | 8m | Glen Farrow 400 | | |
| Brookwood House | 110Kw | 6m | Gilles Biomass 110 | | |
| Towcester Building Supplies (TBS) | 90Kw | 7m | E-classic 3200 | | |
| Yelvertoft School | 65Kw | 5m | KWB Pelletfire Plus 65 | | |

Daventry District Council has assessed these biomass combustion plants and their proximity to receptors and concluded that it will not be necessary to proceed to a Detailed Assessment.

6.2 Biomass Combustion – Combined Impacts

Daventry District Council has assessed the cumulative impact of these biomass combustion plants and concluded that it will not be necessary to proceed to a Detailed Assessment.

6.3 Domestic Solid-Fuel Burning

Daventry District Council is not an area where mining has taken place and where concessionary solid fuel would still be used. The majority of properties in Daventry utilise natural gas for heating. For the more rural areas there is a mixture of liquefied propane gas (LPG) and oil fired central heating systems. Again burning solid fuel from a legacy of mining activity is not an activity undertaken in the rural areas of Daventry district. Domestic solid fuel burning therefore does not have an effect upon

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air quality in Daventry district. Daventry District Council confirms that there are no areas of significant domestic fuel use in the Local Authority area.

7 Fugitive or Uncontrolled Sources

Daventry District Council confirms that there are no sources of fugitive or uncontrolled sources within the district such as quarrying, mineral extraction or open cast operations. The district does not have specific mineral deposits that would actively be quarried. No planning applications have been made for such operations in the future.

8 Conclusions and Proposed Actions

8.1 Conclusions from New Monitoring Data

The Report has compared new monitoring data and data from 2010 onwards against the relevant Air Quality Objectives, and concludes that no further investigation is required for the following:

- Nitrogen Dioxide
- Carbon Monoxide
- Benzene
- 1,3-Butadiene
- Lead
- Sulphur Dioxide
- Fine Particles – PM₁₀

Further monitoring will be continued for Nitrogen Dioxide at key locations in the district. Despite an apparent decrease in NO₂ concentration compared to 2013 results, Haythog Farm will continue to be closely monitored by Daventry District Council as the most sensitive receptor in the district close to the M1 motorway. Consideration for the location of additional NO₂ tubes will be investigated in the context of the proposed growth agenda for the district over the next 10 to 15 years. This has already begun with two tubes previously located at the Watford Gap motorway services being redeployed to the villages of Weedon and Flore adjacent to the A45. These two sites will be intermediary and reflect relevant exposure to the villages from the road traffic source.

The A45 takes traffic from junction 16 of the M1, and during peak hours congestion is experienced through the village of Weedon and sometimes Flore. The A45 will become a key route to serve the proposed growth of Daventry in the future. Further consideration to the air quality impacts of any proposed developments will be made once Environmental Impact Assessments (EIA) have been received from developers.

The slight overall decrease in NO₂ annual mean concentrations could be as a result of tighter fuel standards over recent years, however the proposed growth of Daventry could present new challenges for maintaining air quality at below threshold levels.

8.2 Conclusions from Assessment of Sources

The report concludes that since the 2012 USA report there has been no change to the likely impacts from local developments, road transport, industrial installations, commercial/domestic sources and fugitive emissions.

The Milton Keynes and South Midlands Sub-Regional Strategy published by the Department for Communities and Local Government covers the alterations to the Regional Spatial Strategies covering the East of England, East Midlands and South

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East of England. This provides an ongoing framework for the development of residential and employment land in which to meet development targets up until 2021. Daventry has been set specific development growth targets and is currently developing a Core Strategy as part of its new Local Development Framework for the district. This sets out the key issues raised by the Regional Spatial Strategy, including the development growth targets and possible options for its delivery.

The Milton Keynes and South Midlands Sub-Regional Strategy specifically states that

“Daventry will grow towards a population of about 40,000 by 2021, seeking to consolidate and extend its role by revitalising and extending the role of the town centre as a Sub-Regional Centre offering improved shopping facilities and a wider range of jobs and services. Sustainable growth will take place both by means of intensification within present built-up area and expanding onto Greenfield sites through one or more sustainable urban extensions”

Previously proposed developments involving 10,000 houses were the three sites of Danetree, Churchfields and Monksmoor, all located to the east of Daventry. Monksmoor, which is a scheme for around 1,000 houses is the only one of these three which has been progressed to date. Permission has been granted, on appeal for this development. Daventry District Council will consider relocating a diffusion tube to monitor the impact of this development once construction is complete, but as this is currently in the 2nd phase of construction no monitoring is being undertaken at this time.

8.3 Proposed Actions

The Updating and Screening Assessment has not identified the need for Daventry District Council to proceed to a detailed assessment for any of the pollutants prescribed in the regulations.

There has been no requirement to declare any AQMA's in the district in the past. The results of this USA report confirm that there is no evidence that Daventry District Council will need to proceed to declare any AQMA's now or in the proceeding future.

Daventry District Council is currently reviewing locations used across the diffusion tube network. Some amendments may be made in future to reflect additional development (i.e the Monksmoor development mentioned above), these will be reported in any future progress reports. A further progress report will be submitted by this Authority as required in 2016 and the next Updating and Screening Assessment will be undertaken as required in 2018.

9 References

1. Northamptonshire County Council – Road Traffic Data
2. Part IV of the Environment Act 1995, Local Air Quality Management. Technical Guidance LAQM. TG (09)
3. The Air Quality Regulations (2000) and the Air Quality (England) Amendment Regulations 2002
4. Local Air Quality Management Policy Guidance LAQM. PG (09)
5. Part IV of the Environment Act 1995. Local Air Quality Management. Progress Report Guidance.
6. Updating and Screening Assessment – Daventry District Council 2009. Martin Glossop.
7. Ordnance Survey Land ranger Maps
8. UK Air Quality Archive <http://uk-air.defra.gov.uk/data/>
9. Transport Statistics Division
<http://www.dft.gov.uk/traffic-counts/area.php?region=East+Midlands>
10. Daventry District Council website, A view of Daventry District
<http://www.daventrydc.gov.uk/your-council/about-us/about-daventry-district/?locale=en>

Appendices

Appendix A: QA/QC Data

Appendix B: Road Traffic Data

Appendix C: Nitrogen Dioxide Data un-biased results (raw data 2014)

Appendix D: PPC permitted sites within Daventry district

Appendix A: QA/QC Data

Factor from Local Co-location Studies (if available)

Daventry District Council has not carried out any co-location studies.

Diffusion Tube Bias Adjustment Factors

Diffusion tubes require a bias factor to be determined to ensure the accuracy of the measurements. This is done by co-location of tubes with a continuous analyser or that tubes are in triplicate at the measurement location so to improve precision and accuracy in the results. However bias of diffusion tubes is largely associated with the laboratory and preparation method used. The bias correction factor for monthly exposure of Gradko tubes made up with 20% TEA in water is calculated each year available at the UWE helpdesk web site

<http://www.uwe.ac.uk/aqm/review/R&Asupport/diffusiontube050509.xls>

The bias adjustment factors used for the NO₂ diffusion tube results are listed below:

| Year | Bias adjustment factor |
|------|------------------------|
| 2012 | 0.87 |
| 2013 | 0.80 |
| 2014 | 0.92 |

Factor from Local Co-location Studies (if available)

Daventry District Council do not co locate any of its diffusion tubes.

Discussion of Choice of Factor to Use

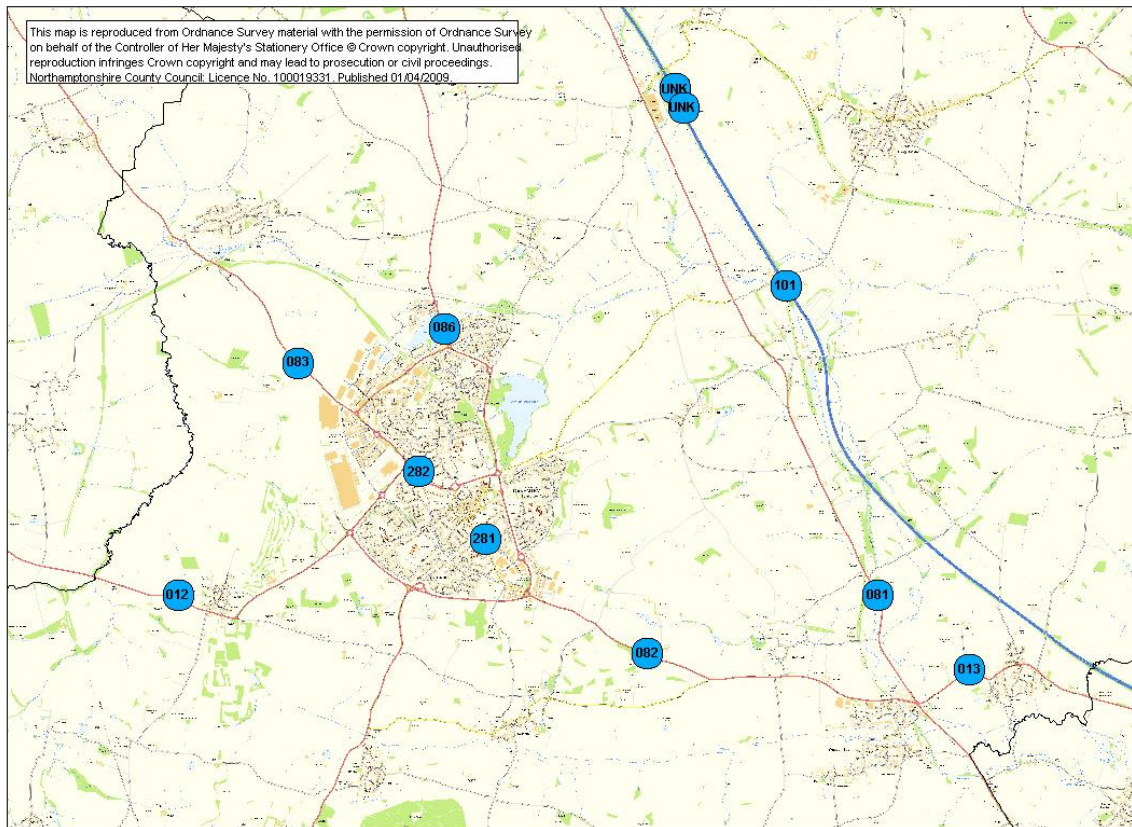
The national bias adjustment factors have been used. The 0.92 bias figure was derived from the table below:

| | | | | | | | | | | |
|--------|------------------|------|----|--|----|-----|----|--------|------------|-------------|
| Gradko | 20% TEA in water | 2014 | UC | Belfast City Council | 11 | 33 | 32 | 5.6% | G | 0.95 |
| Gradko | 20% TEA in water | 2014 | R | Borough Council of King's Lynn & West Norfolk | 12 | 29 | 21 | 37.7% | G | 0.73 |
| Gradko | 20% TEA in water | 2014 | R | Brighton & Hove City Council | 12 | 55 | 48 | 15.2% | G | 0.87 |
| Gradko | 20% TEA in water | 2014 | R | Brighton & Hove City Council | 11 | 60 | 57 | 6.2% | G | 0.94 |
| Gradko | 20% TEA in water | 2014 | R | Cheshire West and Chester | 11 | 40 | 40 | -1.0% | G | 1.01 |
| Gradko | 20% TEA in water | 2014 | R | Dudley MBC | 12 | 36 | 31 | 18.1% | G | 0.85 |
| Gradko | 20% TEA in water | 2014 | UB | Dudley MBC | 12 | 26 | 23 | 11.2% | G | 0.90 |
| Gradko | 20% TEA in water | 2014 | R | Dudley MBC | 12 | 41 | 35 | 15.2% | G | 0.87 |
| Gradko | 20% TEA in water | 2014 | R | Dudley MBC | 12 | 52 | 60 | -12.6% | G | 1.14 |
| Gradko | 20% TEA in water | 2014 | R | Gateshead Council | 10 | 35 | 32 | 10.8% | G | 0.90 |
| Gradko | 20% TEA in water | 2014 | R | Gateshead Council | 12 | 36 | 36 | -0.1% | G | 1.00 |
| Gradko | 20% TEA in water | 2014 | R | Gateshead Council | 12 | 34 | 32 | 6.4% | G | 0.94 |
| Gradko | 20% TEA in water | 2014 | UB | Luton Borough Council | 9 | 36 | 37 | -4.0% | G | 1.04 |
| Gradko | 20% TEA in water | 2014 | KS | Marylebone Road Intercomparison | 12 | 115 | 80 | 42.8% | G | 0.70 |
| Gradko | 20% TEA in water | 2014 | R | Monmouthshire County Council | 10 | 42 | 38 | 10.1% | G | 0.91 |
| Gradko | 20% TEA in water | 2014 | R | NOTTINGHAM CITY COUNCIL | 12 | 44 | 39 | 14.9% | G | 0.87 |
| Gradko | 20% TEA in water | 2014 | R | Bedford Borough Council | 12 | 38 | 39 | -2.7% | G | 1.03 |
| Gradko | 20% TEA in water | 2014 | R | City of Lincoln Council | 12 | 45 | 38 | 16.8% | G | 0.86 |
| Gradko | 20% TEA in water | 2014 | R | East Herts Council | 11 | 37 | 33 | 14.5% | G | 0.87 |
| Gradko | 20% TEA in water | 2014 | R | Lancaster City Council | 11 | 36 | 38 | -4.0% | G | 1.04 |
| Gradko | 20% TEA in water | 2014 | R | Wokingham Borough Council | 12 | 40 | 37 | 9.3% | G | 0.91 |
| Gradko | 20% TEA in water | 2014 | UC | Southampton City Council | 11 | 32 | 31 | 3.5% | G | 0.97 |
| Gradko | 20% TEA in water | 2014 | | Overall Factor² (22 studies) | | | | | Use | 0.92 |

Appendix B: Road Traffic Data

| Road Name | Count Point No. | AADT (2012) | AADT (2013) | AADT (2014) |
|------------------------|-----------------|-------------|-------------|-------------|
| M1 Jnt 16 to 17 | 56000 | 357686 | 360645 | 344858 |
| M1 Jnt 17 to 18 | 6004 | 69663 | 70431 | 73807 |
| M1 Jnt 18 to 19 | 36004 | 122570 | 118685 | 117761 |
| A45 (East of Daventry) | 6473 | 20708 | 20709 | 18692 |
| A45 (West of Daventry) | 99112 | 8853 | 8799 | 8999 |
| A5 (North of Weedon) | 36143 | 18776 | 18769 | 19284 |
| M45 | 6043 | 18787 | 19152 | 19530 |
| A14 | 29033 | 86682 | 86811 | 88786 |

Map 1.3 - Traffic monitoring points



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Appendix C: Nitrogen Dioxide Data un-biased results (raw data 2014)

| Number | Places | JAN | FEB | MARCH | APRIL | MAY | JUNE | JULY | AUGUST | SEPT | OCT | NOV | DEC | MEAN |
|--------|-----------------------------------|-------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|-------|
| N1 | A361 roundabout,Byfield | 16.92 | 18.87 | 22.34 | 19.42 | 19.90 | 21.60 | 20.06 | 21.30 | 24.47 | 18.55 | 30.22 | 17.65 | 20.94 |
| N2 | Boughton Road,Moulton | 28.05 | 30.31 | 17.12 | 15.66 | 14.71 | 11.78 | 12.57 | missing | missing | missing | 31.12 | missing | 20.17 |
| N3 (b) | A361 Kilsby | 31.21 | 26.68 | 29.91 | 23.48 | 25.53 | 23.84 | 22.90 | 27.19 | 29.74 | 32.79 | 32.33 | 25.00 | 27.55 |
| N4 | A428,Roundabout,W Haddon. | 22.77 | 22.93 | 24.91 | 19.21 | 18.63 | 18.82 | 19.06 | 22.55 | 23.68 | 24.86 | 35.50 | 14.74 | 22.31 |
| N5 | Park View. Moulton. | 34.4 | 34.94 | 28.98 | 25.97 | 24.94 | 18.76 | missing | missing | missing | 34.57 | 28.65 | 24.76 | 28.44 |
| N6 | Morrison Rd.,W.Haddon | 18.66 | 18.44 | 17.67 | 13.32 | 13.00 | 12.38 | 10.17 | 14.82 | 16.19 | 19.18 | 18.77 | 19.50 | 16.01 |
| N7 | Post Office,Moulton | 33.17 | 33.59 | 28.73 | 25.63 | 28.75 | 22.01 | 19.70 | missing | missing | 27.06 | 28.10 | 24.26 | 27.10 |
| N8 | Church St.,Moulton | 26.1 | 26.15 | 19.06 | 14.81 | 15.74 | 11.69 | 10.90 | missing | missing | 1.17? | missing | missing | 17.78 |
| N9 | New St, Daventry | 27.77 | 30.83 | 30.22 | 21.87 | 24.28 | 20.10 | 21.43 | 25.03 | 17.23 | missing | 37.04 | 29.79 | 25.96 |
| N10 | London Rd.Daventry | 23.99 | 22.83 | 22 | 18.14 | 20.40 | 16.73 | 14.76 | 17.54 | 22.72 | 22.63 | 27.05 | 15.47 | 20.36 |
| N11 | Watling Street, Kilsby. | 37.84 | 39.08 | 36.84 | 40.36 | 46.09 | 36.89 | missing | 44.75 | 42.97 | 46.24 | 53.65 | 30.75 | 41.41 |
| N12 | M1 ,Lilbourne | 54.18 | 57.08 | 75.91 | 68.49 | 73.21 | 64.32 | 53.38 | 59.66 | 40.78 | 73.74 | 92.57 | 76.44 | 65.81 |
| N13* | Horsepool/Yelvertoft Rd Lilbourne | 25.21 | 20.73 | 26.16 | 20.99 | 25.92 | 20.31 | 18.79 | 24.02 | *26.26 | 27.55 | 34.01 | 20.11 | 23.98 |
| N14 | Haythog Farm,Crick K | 36.01 | 51.5 | 44.11 | 29.43 | 31.00 | 32.02 | 41.20 | 38.10 | 25.86 | 0.18 | 41.33 | 43.25 | 34.50 |
| N15 | Hillmorton Lane, Lilbourne. | 29.74 | 31.55 | 31.63 | 29.04 | 34.97 | 30.46 | 30.79 | 32.99 | 24.84 | 31.59 | 38.11 | 27.49 | 31.10 |
| N16 | Haythog farm house | 31.83 | 40.86 | 34.32 | 24.87 | 26.73 | 23.00 | 28.32 | 30.91 | 23.54 | 29.58 | 32.22 | 33.20 | 29.95 |
| N17 | Long Buckby Train Station | 20.72 | 33.27 | 23.82 | 20.54 | 20.62 | 19.66 | 18.41 | 23.35 | 22.12 | 28.19 | 31.71 | 26.59 | 24.08 |
| N18 | Buckby Wharf B | 28.41 | 14.7 | 34.13 | 31.84 | 37.61 | 26.34 | 26.45 | 31.35 | 26.57 | 25.33 | 28.27 | 22.19 | 27.77 |
| N19 | Long Buckby William Rd/Station Rd | 24.69 | 24.74 | 22.24 | 18.24 | 18.42 | 17.95 | 17.88 | 21.02 | 21.77 | 25.63 | 33.45 | 22.47 | 22.38 |
| N20 | A5 Weedon. | 30.87 | 34.07 | 26.45 | 22.97 | 28.95 | 23.55 | 23.51 | 27.17 | 31.64 | 42.38 | 39.74 | 27.86 | 29.93 |
| N21 | A45 Weedon | 18.37 | 17.97 | 23.49 | 17.48 | 19.51 | 17.03 | 16.63 | 19.84 | 14.89 | 17.72 | 33.70 | 15.69 | 19.36 |
| N22 | A45 Flore | 17.66 | 18.46 | 24.07 | 17.67 | 19.43 | 16.61 | 14.74 | 18.56 | 21.72 | 12.60 | 34.74 | 15.54 | 19.32 |
| N23 | Welton Road, Daventry. | 25.1 | | | 10.45 | 21.66 | 20.74 | 19.94 | 23.63 | 23.22 | 25.57 | 34.38 | 23.69 | 22.84 |
| N24 | A361 Middlemore, Daventry. | 27.28 | 23.82 | 30.96 | 24.45 | 28.32 | 25.31 | 9.31 | missing | missing | 28.47 | 40.86 | 21.05 | 25.98 |
| N25 | Ashby Road, Daventry. | 26.71 | 23.22 | 28.35 | 23.33 | 0.46 | 19.87 | missing | missing | 16.57 | 21.38 | 31.94 | 24.29 | 21.61 |
| N26 | Braunston Road, Daventry. | 28.31 | 24.44 | 31.21 | 22.09 | 24.05 | 22.10 | 26.66 | 33.31 | 28.11 | 30.16 | 36.29 | 27.19 | 27.83 |

Appendix D – PPC permitted sites within Daventry district

| Category | Name | Address | Premises Usage and PG Note | Permit Reference |
|--------------------|--------------------------------------|---|-----------------------------------|-------------------------|
| Coating and SED | Cummins Engines Co Ltd | Royal Oak Way South Daventry | Coating metal | PPC/10/1B |
| | Metakote | Long March Industrial Estate Daventry | Coating Metal | PPC/10/3 |
| Cement & Lime | Lafarge | High March Close Daventry | Bulk cement Ready Mix Concrete | PPC/09/4B |
| | Haddonstone | Harborough Road Brixworth | Bulk cement | PPC/09/5 |
| Mineral Process | Boddington Demolition | Oak Farm Upper Boddington NN11 6DW | Mobile Crusher | PPC/09/6 |
| Vehicle Respraying | Nationwide Crash Repairs Centres Ltd | London Road Daventry NN11 4NR | Respraying of road vehicles | PPC/09/8 |
| | Normandale Products | 38 Lanchester Way Daventry | Respraying of road vehicles | PPC/09/9 |
| Combustion | Time Right Ltd | West Lodge Farm West Haddon Road GUILSBOROUGH NN6 8QE | Pet Crematoria PG 5/3(04) | PPC/10/10 |
| Waste Oil Burner | P J Green | 81 High Street Flore NN7 4LW | Waste Oil Burner PG 1/1(04) | PPC/WOB/10/1 |
| | Newnham Grange Farm | London Road Newnham Daventry District Council NN11 4NQ | Waste Oil Burner PG 1/1(04) | PPC/WOB/09/2 |
| | Long March | 13 Low March Daventry District Council NN11 4SE | Waste Oil Burner PG 1/1(04) | PPC/WOB/09/3 |

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| | | | | |
|------------------|------------------------------------|--|---------------------------------------|--------------|
| | Truckeast Ltd | 17 & 18 Eldon Way Crick NN11 7SL | Waste Oil Burner PG 1/1(04) | PPC/EP/053 |
| Dry Cleaners | Daventry Dry Cleaners | 42 High Street Daventry District Council NN11 4HU | Dry Cleaners | PPC/DC/09/1 |
| | Mr Clean | 18 Sheaf Street Daventry District Council NN11 4AB | Dry Cleaners | PPC/DC/09/2 |
| Filling Stations | Maple Leaf Garage | Braunston Road Daventry NN11 4DY | Petrol Filling Station PG 1/14(06) | PPC/09/PFS/1 |
| | Blasons Garage | Northampton Road Brixworth NN6 9DY | Petrol Filling Station PG 1/14(04) | PPC/10/PFS/3 |
| | G Hamsons & Sons | 12 Harborough Road Brixworth NN6 9BX | Petrol Filling Station | TBC |
| | Moulton Service Station (Shell UK) | Kettering Road Moulton NN3 7XA | Petrol Filling Station | PPC/PFS/09/4 |
| | Shell Oils, High March | High March Daventry NN11 4QB | Petrol Filling Station | PPC/PFS/09/5 |
| | BP Shopping Express | M1 Service Area, Southbound Watford Gap NN6 7UZ | Petrol Filling Station | PPC/PFS/09/6 |
| | BP Shopping Express | M1 Service Area, Northbound Watford Gap NN6 7UZ | Petrol Filling Station | PPC/PFS/09/7 |
| | Shell UK Junction Services | London Road Daventry NN11 4EA | Petrol Filling Station | PPC/PFS/10/8 |

Daventry District Council

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| | SJS Garages Ltd | Watling Street Weedon NN7 4PX | Petrol Filling Station | PPC/PFS/9/9 |
| | Rontec Watford, Daventry Service Station | Vicar Lane Daventry District Council NN11 5AA | Petrol Filling Station | PPC/PFS/09/10 |