

Appendix 4

Checklists

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A4	Completed updating and screening assessment checklists
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Checklist summary for carbon monoxide (Box 2.1 in LAQM.TG(03), page 2-2):

	Source, location or data that need to be assessed	Updating and Screening Assessment
A	Monitoring data	This local Authority is not currently monitoring carbon monoxide concentrations
B	Very busy roads or junctions in built-up areas	No roads or junctions in the Borough of King's Lynn and West Norfolk can be classified as 'very busy', according to the criteria in the guidance
	Conclusion	There have been no significant changes with regards to carbon monoxide in this Authority. A detailed assessment is not required for King's Lynn and West Norfolk.

Checklist summary for benzene (Box 3.1 in LAQM.TG(03), page 3-4):

	Source, location or data that need to be assessed	Updating and Screening Assessment
A	Monitoring data	This Authority does not currently undertake benzene monitoring, although monitoring in 2000 indicated that the benzene objectives were likely to be met. The new operating permit (Dec 2004) for Pace Petroleum storage depot requires benzene monitoring to be undertaken by diffusion tube in the vicinity, but results are not yet available. It is recommended that any available monitoring data should be reviewed in the next progress report.
B	Very busy roads or junctions in built-up areas	No roads or junctions in the Borough of King's Lynn and West Norfolk can be classified as 'very busy', according to the criteria in the guidance
C	Industrial sources	There are no Part A or Part B industrial processes in the Borough that have the potential to emit significant quantities of benzene.
D	Petrol sources	There are no petrol stations in the Borough that meet both throughput and AADTF criteria, and no places where members of the public might regularly be exposed within 10 m of the pumps.
E	Major fuel storage depots (petroleum only)	Pace Petroleum: no further throughput or emissions data have been made available since the previous progress report was undertaken, which predicted a possible but unlikely risk of exceedance. This source will not be considered further at this stage, but it is recommended that any available benzene monitoring data should be reviewed in the next progress report.
	Conclusion	There have been no significant changes with regards to benzene in this Authority. A detailed assessment is not required for King's Lynn and West Norfolk.

Checklist summary for 1,3-butadiene (Box 4.1 in LAQM.TG(03), page 4-2):

	Source, location or data that need to be assessed	Updating and Screening Assessment
A	Monitoring data	This local Authority is not monitoring 1,3-butadiene.
B	New industrial sources	There are no new or proposed industrial sources in the Borough that have the potential to emit significant quantities of 1,3-butadiene.
C	Existing industrial sources with significantly increased emissions or new relevant exposure	1,3-butadiene emissions have not increased substantially from any existing industrial process in the Borough. No new instances of exposure have been identified.
	Conclusion	There have been no significant changes with regard to 1,3-butadiene in this Authority. A detailed assessment is not required for King's Lynn and West Norfolk.

Checklist summary for lead (Box 5.1 in LAQM.TG(03), page 5-2):

	Source, location or data that need to be assessed	Updating and Screening Assessment
A	Monitoring data outside an AQMA	This local Authority is not monitoring lead concentrations.
B	New industrial sources	There are no new or proposed industrial sources in the Borough that have the potential to emit significant quantities of lead.
C	Existing industrial sources with significantly increased emissions or new relevant exposure	There are no industrial processes of relevance for lead in the authority, or any of the neighbouring authorities.
	Conclusion	There have been no significant changes with regards to lead in this Authority. A detailed assessment is not required for King's Lynn and West Norfolk.

Checklist summary for nitrogen dioxide (Box 6.1 in LAQM.TG(03), page 6-5):

	Source, location or data that need to be assessed	Updating and Screening Assessment
A	Monitoring data outside an AQMA	An extension to the existing Railway Road AQMA has been proposed. A single exceedence of the annual mean objective found outside the existing AQMA is within the boundaries of the proposed extension. The conservative UWE bias adjustment factors predicted other possible exceedences outside the current AQMA: one was outside the proposed AQMA (but with no relevant exposure) but most were within the boundaries of the proposed AQMA extension.
B	Monitoring data within an AQMA	No exceedences of the annual mean objective were identified within the existing AQMA through diffusion tube and automatic monitoring, although the conservative UWE bias adjustment factor does predict a possible borderline exceedence at Railway Rd 2.
C	Narrow congested streets with residential properties close to the kerb	The Railway Road and London Road street canyons were appropriately considered in this assessment. The road traffic contribution of nitrogen dioxide was doubled by the DMRB to take this into account.
D	Junctions	Busy junctions, those with high proportions of HGVs, and those that were close to the NO ₂ objective in the previous round of review and assessment were modelled using the DMRB. The NO ₂ annual mean was predicted to be met at all relevant receptors at the junctions.
E	Busy streets where people may spend 1-hour or more close to traffic	The main shopping streets are pedestrianised, with no relevant exposure to traffic. Automatic analysers confirm no recorded exceedences of the NO ₂ annual mean or 1-hour mean objective in 2005. It is predicted that no exceedences will be seen at the other shopping streets.
F	Roads with high flow of buses and/or HGVs	There are no roads in the borough with an unusually large proportion (>25%) of buses and/or HGVs.
G	New roads constructed or proposed since previous rounds of review and assessment	There have been no newly constructed or proposed since previous rounds.
H	Roads close to the objective during the previous rounds of review and assessment	All such roads have been considered in the DMRB model.
I	Roads with significantly changed traffic flows	The NORA site will generate increased traffic flow along Nar Ouse Way as and when the various stages of development take place. This should be revisited in the next progress report.

J	Bus stations	There are fewer than 1000 bus movements per day, and is no relevant exposure within 10 m. Diffusion tube data indicates annual means are below the air quality objective, and that the short-term objective will not be exceeded.
K	New industrial sources	There are no new industrial sources that have the potential to emit significant quantities of NO ₂
L	Industrial sources with substantially increased emissions	No industrial sources have substantially increased (>30%) their emissions.
	Conclusion	It is therefore recommended that the Borough Council of King's Lynn and West Norfolk monitor and review the diffusion tube results from this area over the coming months and present them in the next Progress Report. A decision should then be taken as to whether a Detailed Assessment of this area is required, in co-operation with Fenland District Council. The Borough Council of King's Lynn and West Norfolk is not required to undertake a Detailed Assessment for NO₂ at this stage.

Checklist summary for sulphur dioxide (Box 7.1 in LAQM.TG(03), page 7-2):

	Source, location or data that need to be assessed	Updating and Screening Assessment
A	Monitoring data outside an AQMA	Sulphur dioxide concentrations are measured at Stoke Ferry Acid Deposition monitoring site. The 2005 annual mean concentration of SO ₂ is 1.4 µg ^m ⁻³ .
B	Monitoring data within an AQMA	Not applicable – no AQMAs have been declared in the borough for sulphur dioxide.
C	New industrial sources	There are no new or proposed industrial sources in the Borough that have the potential to emit significant quantities of sulphur dioxide.
D	Industrial sources with substantially increased emissions	No such sources have been identified in the borough since the previous round of review and assessment.
E	Areas of domestic coal burning	Domestic coal burning continues to decline across the borough. It is unlikely that there are any areas with 50 houses using solid fuels in a 500m x 500 m square.
F	Small Boilers (>5 MW(thermal)) burning coal or oil	No new processes have been identified
G	Shipping	Fewer than 5,000 large shipping movements were reported in South Quay during 2005. Shipping does not need to be considered further.
H	Railway locomotives	There are no occasions where diesel locomotives run for 15 minutes or more on at least two occasions per day, with relevant exposure to members of the public.
	Conclusion	There have been no significant changes with regards to sulphur dioxide in this Authority. A detailed assessment is not required for King's Lynn and West Norfolk.

Checklist summary for PM₁₀ (Box 8.3 in LAQM.TG(03), page 8-7):

	Source, location or data that need to be assessed	Updating and Screening Assessment
A	Monitoring data outside an AQMA	PM ₁₀ concentrations are measured at Railway Road and South Quay automatic monitoring sites. The 2005 annual mean concentrations recorded for PM ₁₀ are within the 2004 objectives.
B	Monitoring data within an AQMA	Not applicable – the South Quay AQMA has now been revoked
C	Busy roads and junctions in Scotland	Not applicable

D	Junctions	'Busy' junctions have been considered in this assessment. No exceedences of the objectives were seen at the relevant receptors at these locations.
E	Roads with high flow of buses and/or HGVs	The A134 at both Stradsett and Lynn Road, Shouldham Thorpe was considered in the above screening assessment as having proportions of buses and/or HGVs greater than 25 %. No exceedences were identified.
F	New roads constructed or proposed since first round of review and assessment	No new roads have been identified
G	Roads close to the objective during the first round of review and assessment	No roads were identified as meeting this criterion
H	Roads with significantly changed traffic flows	No roads have seen significant (> 25 %) changes to traffic flows since the previous round of review and assessment. Changes predicted from any proposed developments in the borough should be considered in the next progress report.
I	New industrial sources	No new industrial sources of PM ₁₀ have been identified
J	Industrial sources with substantially increased emissions	No industrial sources of PM ₁₀ have been identified as increasing their emissions by > 30 %.
K	Areas with domestic solid fuel burning	The Borough Council has advised that it is unlikely that there are any areas in King's Lynn and West Norfolk with 50 houses using these fuels in a 500m x 500m square.
L	Quarries, landfill sites, opencast coal, handling of dusty cargoes at ports etc	No relevant exposure has been identified near (within 200 m) to the sources of dust emissions (quarries) in King's Lynn and West Norfolk.
M	Aircraft	There are no airports in the Borough of King's Lynn and West Norfolk or neighbouring authorities that have a throughput of 5 million passengers per year and/or 500,000 tonnes of freight.
	Conclusion	There have been no significant changes with regards to PM ₁₀ in this Authority. <i>A detailed assessment is not required for King's Lynn and West Norfolk.</i>