

# Appendix B: Response to Consultation

Table A.1 – Summary of Responses to Consultation and Stakeholder Engagement on the AQAP

Consultee	Category	Response
Chideock Parish Council	Stakeholder	<ul style="list-style-type: none"> <li> <p>“It needs to be made clear that the previous Chideock AQAP has not been updated or reviewed since 2011.</p> <p><i>The previous AQAP has been due for review for a number of years. In saying that DC have made due regard to it within our Annual Status Report to ensure Defra were fully aware of this fact.</i></p> </li> <li> <p>The correlation between less affluent areas and Chideock is inappropriate. Chideock is not a “less affluent” area. This example ignores the fact that the issue for Chideock is specifically topography and the high level of traffic and congestion. The village sits in a deep valley, vehicles of all types struggle to ascend the hills in both directions and brakes are applied at the last minute when descending.</p> <p>Currently there is little or no enforcement by the police on speed</p> <p><i>The topography is the main factor which prevents adequate dispersal of NO<sub>2</sub>. National Highways are currently working with DC to provide the appropriate signage which will enable the legal proceeding for breaching the speed limit. The reference to affluence is included in the template provided by Defra.</i></p> </li> <li> <p>“Our priorities are to ensure that the Council, in collaboration with others, work in pursuit of the achievement of the air quality objectives in Chideock, and also to reduce emissions more generally across the district.....”. This comment must be amended – presumably, it is a carry-over from the previous WDDC reports as it references “district” rather than “the Dorset Council area”.</p> <p><i>References to district have been changed to Dorset Council area.</i></p> </li> <li> <p>Chideock Parish Council agrees that Chideock presents a complex problem but it is not one that is going away soon. The levels of pollution have been increasing in</p> </li> </ul>

		<p>severity over the last twenty years and will not go away with the arrival of electric cars. There are solutions, both short term and long term. So far, Chideock Parish Council is of the opinion that Dorset Council is not very committed to resolving Chideock's pollution</p> <p><i>DC acknowledge that it has been difficult to find a solution which is viable and proportionate given the topography and the number of properties involved. We continue to work with CPC and partners to explore resolutions and have submitted these in the Action Plan. Monitoring shows that the level of NO<sub>2</sub> on this section of road has reduced over the last 10 years</i></p> <ul style="list-style-type: none"> <li>The current proposed 30-mile an hour speed limit on Chideock Hill to the west is meaningless without enforcement. Even with enforcement, the issue of exposure to tyre dust (PM<sub>2.5</sub>) from heavily laden HGVs and tourist traffic applying their brakes coming down Chideock Hill will continue to exist. The whole issue of speed controls has been mismanaged by National Highways, who make it clear that its role is to keep the traffic moving and not to consider the health of the citizens of Chideock.</li> </ul> <p><i>See previous comments about signage and enforcement</i></p> <ul style="list-style-type: none"> <li>Dorset Council states that there has been ongoing consultation with Chideock Parish Council, one of its Prime Stakeholders but this is incorrect. Over the last three years, apart from the correspondence that the Chideock Parish Council have sent to Dorset Council asking for an updated AQMA, there has been no uninitiated response or conversation.</li> </ul> <p><i>DC has had many email conversations with CPC over the years and held a meeting with representatives CPC in February 2022 to discuss the draft plan and their concerns and to give an update on new AQ legislation. Currently there are no plans to update the AQMA</i></p> <ul style="list-style-type: none"> <li>Five broad topics to reduce NO<sub>2</sub> and PM<sub>2.5</sub>. Occupancy, Alternative Fuels, Transport Plan, Partnership Working and Other Forms of transport “</li> </ul>
Weymouth Town Council	Consultee	<p>“Weymouth Town Council has declared a Climate Emergency. Residents are concerned about air quality black spots, and impact on the health of children and vulnerable residents. Traffic emissions are recognised as a major factor.</p>

Weymouth is the second largest settlement in Dorset and, as such, should be included as a substantive part of the AQAP. Weymouth is the largest conurbation in the DC area so the focus on what is happening in the middle of Bournemouth is inappropriate.

There are currently only 2 mentions of Weymouth but just in reference to WPBC. The AQAP must consider Weymouth, and the known issues on Boot Hill, King Street, Buxton Road, and Portland Road. HGVs are now directed via Lanehouse Rocks Road and All Saints Road, and DC need to monitor the air pollution here as well.”

Other summarised issues raised included:

- air quality data should be shared more effectively with the public.
- the automatic monitoring station at Boot Hill needs to be repaired
- Issues of road layout and idling traffic
- EVs and charging points
- Bus provision
- Impact of the potential Portland incinerator
- Investment in air quality improvements
- Wider engagement

*DC recognise the concerns of residents. In terms of the Weymouth, AQ monitoring points are situated around Rodwell, King Street, and several on Boot Hill itself. Other locations within Weymouth, including around All Saints Church, have been subject to recent monitoring but high levels of NO<sub>2</sub> were not seen and we have currently ceased monitoring in these locations. To date there have been no exceedances in objective levels of NO<sub>2</sub> and Air Quality Management Areas can only be declared where exceedances are considered likely. Any changes or additions to monitoring points are considered annually.*

*Air Quality data is shared on Dorset Council’s website in a raw, un-adjusted form during the year which is then presented in the ASR available upon request. Traffic flows and air quality modelling is frequently requested when Environmental Health is consulted on planning applications that may cause a meaningful change in air quality and/or traffic flow.*

*Although our statutory responsibility is to provide a plan relating to the Air Quality Management Area of Chideock, DC recognise that AQ is a concern & therefore we are looking to implement the actions from the Plan throughout our District*

Public Health Dorset	Statutory Consultee	<ul style="list-style-type: none"><li>• Supports the strategic approach to proposed actions which have the potential impact positively on air quality for and for the population of Dorset as a whole.</li><li>• Supports the aspiration to improve air quality through planning policy and will collaborate with relevant officers to achieve this. As such, PHD;<ul style="list-style-type: none"><li>○ agrees that the wording of policy ENV12 in the new Dorset Council Local Plan should be reviewed to ensure that air quality gains the highest prominence for all areas, not just AQMAs</li><li>○ supports the suggestion of producing a guidance document for developers on air quality, which could take the form of a supplementary planning document</li><li>○ would be supportive of projects to increase the use of renewable energy within homes, development of electric vehicle infrastructure, as this would ultimately have a positive effect on communities in the long term and particularly those exposed to air pollutants that are often more vulnerable</li><li>○ would be supportive of projects to reduce energy and transport demand particularly through promotion of sustainable travel in place of journeys by private vehicles.</li></ul></li><li>• Supports the aim to work more closely to further develop Dorset Council's strategic position on air quality and would welcome regular meetings to ensure opportunities for collaborative working on projects that will impact air quality are capitalised upon</li></ul>
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