Mid Ulster District Council

2023 Air Quality Progress Report

In fulfilment of Environment (Northern Ireland) Order 2002

Local Air Quality Management

Date: March 2024

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Executive Summary

Mid Ulster District Council undertakes non-automatic monitoring for NO_2 in a number of towns and villages across the District. These are generally located close to the centres of the towns and villages along the main North to South A29 road transport system. This road runs from the North to the South of Northern Ireland and connects the three main towns in the District of Magherafelt, Cookstown and Dungannon.

There were previously five AQMA's declared for NO_2 in the District, two of which have been revoked due to improvements in the air quality at these locations. Ongoing monitoring has shown continued exceedances of the air quality objective for NO_2 at two of the AQMA's.

The third AQMA in Magherafelt Town Centre has now shown no exceedances at any of the six monitoring sites for five straight years with all results being below 37µg/m³. Over the course of the forthcoming year, Mid Ulster District Council now plan to review the available information for the Magherafelt AQMA and make a determination on revoking the AQMA in accordance with Department of Agriculture, Environment and Rural Affairs guidance: Local Air Quality Management during the COVID-19 Outbreak: Update, dated August 2021 and Supplementary Guidance for Councils RE: Revocation/Designation of AQMAs (Updated 2023).

The improvement in the air quality at Magherafelt is most likely linked to the construction of the A31 Magherafelt by-pass. The by-pass consists of a 5.9km single carriageway to the east of Magherafelt town, and now diverts a lot of the through traffic that previously passed through the town centre around the outskirts of the town.

Diffusion Tube monitoring at locations within the AQMA's in Dungannon and Moy has demonstrated that there are 2 sites where NO2 levels continue to exceed the objective limit of 40ug/m³, namely Newell Road, Dungannon and Charlemont Street in Moy.

Diffusion tube monitoring at eight locations along the main thoroughfare in Cookstown and Moneymore did not demonstrate any exceedances of the air quality objective limit. Routine

monitoring of these locations will continue to help monitor trends in the air quality at these locations.

The report concludes that a detailed assessment is not required for any of the pollutants.

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1 Introduction

1.1 Description of Local Authority Area

The Mid Ulster District straddles two counties running from Swatragh in the north to Fivemiletown in the south and from the Sperrin Mountains in the west to Lough Neagh in the east. It comprises of an area of 1955km2 with a varied landscape and a diverse mix of rural and urban communities. It is characterised by its rural nature, given the large proportion of households which are located in the small towns, villages and countryside.

Demographics

Mid Ulster is the 6th most populous District in Northern Ireland with a population of 150,293. This is an increase of 8.4% since the 2011 census (Census 2021). The population is an ageing one with a greater proportion of people aged over 64 than in previous years. Another marked demographic feature of our District is the relatively high migrant population. 9% of the population was born outside the UK and ROI, as opposed to a Northern Ireland average figure of 7%

This trend can partly be explained by the success of the agri-food industry in attracting migrant labour, particularly in and around the Dungannon area. The average household size is 2.76 people per household. This is the highest of all the 11 Local Government Districts. Mid Ulster has 15% of its population living in a household with more than 5 people compared to a Northern Ireland average of 9%.

Mid Ulster is also a very rural District with 72% of the population living in a rural area, as defined by the inter-departmental rural urban definition group. This definition of rural means that everywhere in the District is classed as rural apart from Cookstown, Dungannon, Magherafelt and Coalisland. Additionally, 40% of households are located with the countryside.

Economic Trend

Unemployment levels in Mid Ulster are in line with the Northern Ireland average of just under 5% (Census 2011). The District is significantly more dependent on the construction and manufacturing sectors than the rest of Northern Ireland. For instance, 27.5% of all jobs in Mid Ulster are in manufacturing and 8% are in construction, compared to regional figures of 11% and 4.2% respectively (Census for Employment, NISRA, July 2014). The high prevalence of manufacturing is in part linked to a thriving minerals industry in the District, particularly the extraction of sand and gravel. As a spin off to this extraction activity, there is a very strong manufacturing sector specialising in crushing and screening equipment. It has been estimated that Northern Ireland provides 40% of the world's mobile screening and crushing equipment and undoubtedly, a large proportion of this is supplied by companies within Mid Ulster.

Infrastructure

In terms of infrastructure, the A29 which runs throughout Northern Ireland from north to south, is the spine of the District and the main transport corridor. The A29 also connects the 3 main towns in the District, or what may be referred to as the three main "hubs" i.e. Cookstown, Dungannon and Magherafelt. Of these 3 towns, Dungannon and Cookstown are classed as "medium towns" by NISRA due to having a population of more than 10,000 whilst Magherafelt is considered a "small town."

The A4 which is an important east-west transport corridor also runs through the southern part of the District as does the A5 which is the main link between Dublin/ROI and the northwest of Northern Ireland. The A6 runs through the northern portion of the District, and this is a vital corridor which connects the two main cities in Northern Ireland. Travel times from some parts of Mid Ulster to an A&E hospital is over 50 minutes, making the need for improved roads and infrastructure a significant priority.

Environment

Mid Ulster is home to some of the most picturesque and high value landscapes in Northern Ireland. A significant portion of the northern half of the District is included within the Sperrin Area of Outstanding Natural Beauty, including the summit of Slieve Gallion which is a prominent feature in the Mid Ulster landscape. The Clogher Valley

is also an area of high scenic importance and in addition to important landscapes, Mid Ulster is also home to numerous important habitats including Lough Neagh, Lough Beg and Slieve Beagh, all of which are internationally important habitats.

1.2 Purpose of Progress Report

This report fulfils the requirements of the Local Air Quality Management (LAQM) process as set out in the Environment (Northern Ireland) Order 2002, 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 exceedances 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.

For Local Authorities in Northern Ireland, Progress Reports are required in the intervening years between the three-yearly Updating and Screening Assessment reports. Their purpose is to maintain continuity in the LAQM process.

They are not intended to be as detailed as Updating and Screening Assessment Reports, or to require as much effort. However, if the Progress Report identifies the risk of exceedance of an Air Quality Objective, the Local Authority (LA) should undertake a Detailed Assessment immediately, and not wait until the next round of Review and Assessment.

1.3 Air Quality Objectives

The air quality objectives applicable to LAQM in **Northern Ireland** are set out in the Air Quality Regulations (Northern Ireland) 2003, Statutory Rules of Northern Ireland 2003, no. 342, and are shown in Table 1.1. This table shows the objectives in units of micrograms per cubic metre μg/m^3 (milligrammes per cubic metre, mg/m^3 for carbon

monoxide) with the number of exceedances in each year that are permitted (where applicable).

Table 1.1 – Air Quality Objectives included in Regulations for the purpose of LAQM in Northern Ireland

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 µg/m^3	Running annual mean	31.12.2003
	3.25 µg/m^3	Running annual mean	31.12.2010
1,3-butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon monoxide	10 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.50 µg/m^3	Annual mean	31.12.2004
	0.25 µg/m^3	Annual mean	31.12.2008
Nitrogen dioxide	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particulate matter (PM_{10}) (gravimetric)	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg/m^3	Annual mean	31.12.2004
Sulphur dioxide	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	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

The Updating and Screening Assessment of 2015 was the first Report submitted on behalf of the newly established Mid Ulster District Council. Previous reports submitted by both Dungannon and South Tyrone borough Council, and by Magherafelt District Council had identified a number of problematic areas in relation to areas where the air quality objective of 40µg/m³for Nitrogen dioxide (NO_2) was exceeded. Routine air quality monitoring for Nitrogen Dioxide using diffusion tubes had identified the exceedances of this objective. As a result of this monitoring a number of Air Quality Management (AQMA's) were established in various areas throughout the District. There has been a total of five AQMA's declared within the Mid Ulster area since routine monitoring began. Four of these were located in the former Dungannon and South Tyrone Borough and one in the former Magherafelt District. However, following improvements in the air quality in two of these AQMA's for three successive years during which time the air quality objective was not exceeded the AQMA for these areas were revoked.

The AQMA's were revoked for the following areas:

1. Church Street, Dungannon
2. Stewartstown Road, Coalisland.

There are still three remaining AQMA's in the District located at the following locations:

1. Newell Road, Dungannon.
2. Charlemont Street, Moy.
3. Church Street & King Street, Magherafelt.

It is hoped to revoke the Magherafelt AQMA soon.

Figure 1.1 – Map of AQMA Boundary at Church Street/ King Street Magherafelt

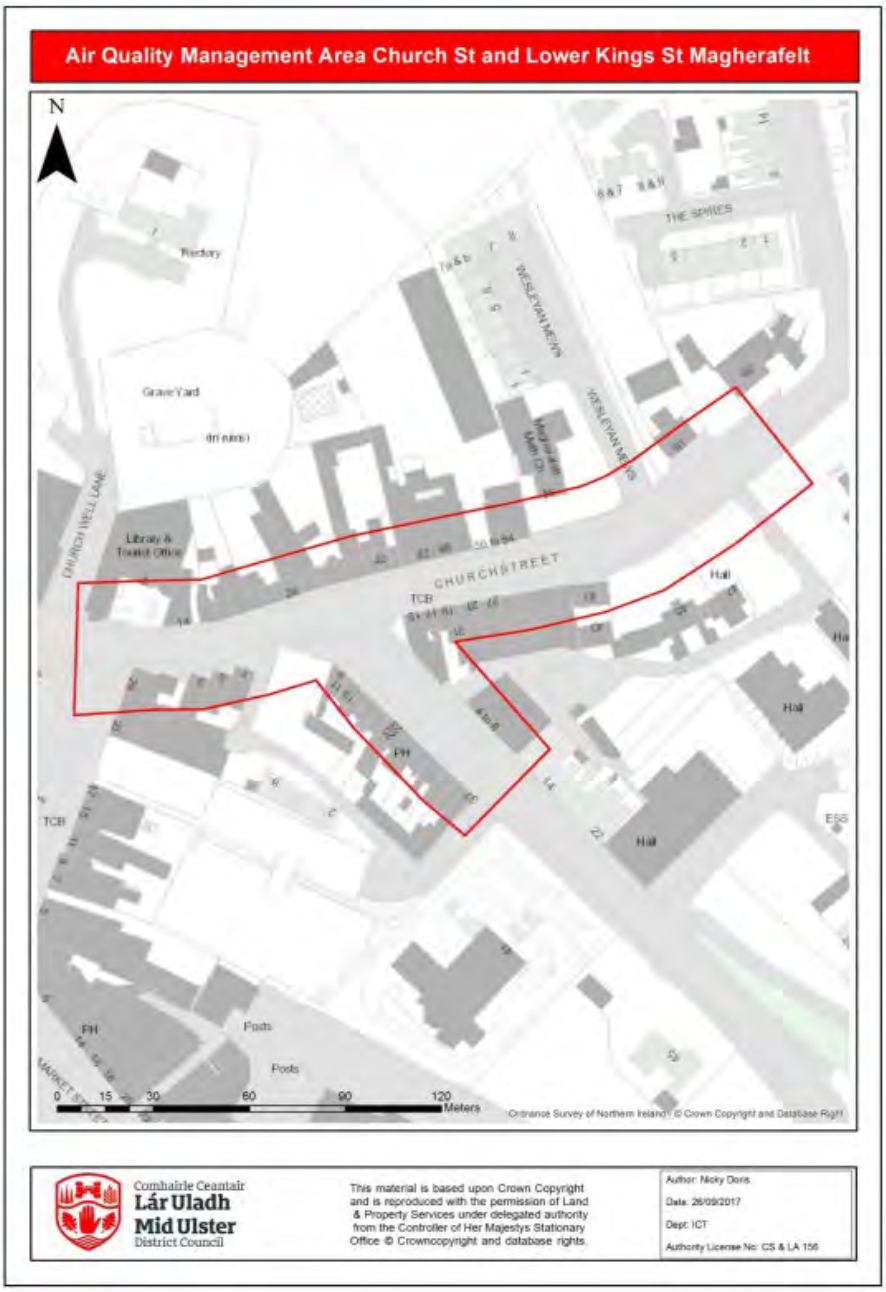
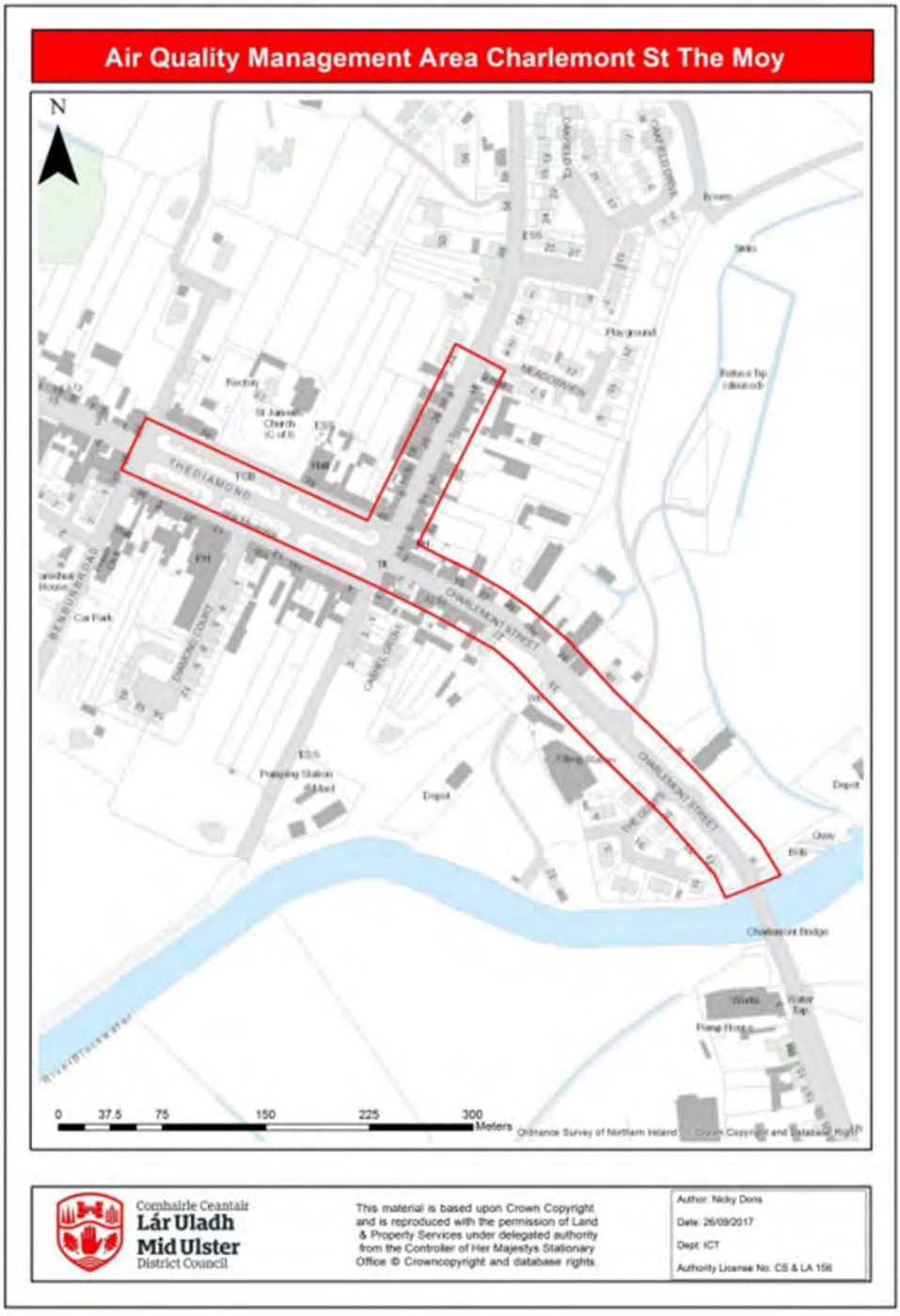


Figure 1.2 – Map of AQMA Boundary Newell Road, Dungannon

Figure 1.3 – Map of AQMA Boundary Charlemont Street, Moy



2 New Monitoring Data

2.1 Summary of Monitoring Undertaken

2.1.1 Automatic Monitoring Sites

There are no automatic monitoring sites in the Mid Ulster Council area. All monitoring is undertaken by diffusion tube at present.

2.1.2 Non-Automatic Monitoring Sites

Mid Ulster District Council monitors 22 separate locations for Nitrogen dioxide NO_2. This is done using 44 tubes which are changed on a monthly basis. The tubes located in the Air Quality Management Areas are in triplicate while single tubes are used to monitor other locations.

The Air quality monitoring takes place along the roads that are more heavily congested throughout the District. This generally occurs along the main North-South transport route identified in the Local Development Plan 2030 – Draft Plan Strategy. The roads in question link the three main towns of Magherafelt, Cookstown and Dungannon. Two of the smaller villages that this traffic passes through are also monitoring sites, namely Moneymore and Moy. The chosen sites tend to be located close to residential dwellings at points where the traffic is slowing down or idling at busy junctions or traffic lights.

Laboratories Used

The laboratory used for the 2022 year was Somerset Scientific Services. The methodology used was 20% T.E.A. in water. Laboratory Quality Assurance

AIR is an independent analytical proficiency-testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Executive (HSE). AIR PT is a new scheme, started in April 2014, which combined two long running PT schemes: LGC Standards STACKS PT scheme and HSE WASP PT scheme.

Defra and the Devolved Administrations advise that diffusion tubes used for Local Air Quality Management should be obtained from laboratories that have demonstrated

satisfactory performance in the AIR PT scheme. Laboratory performance in AIR PT is also assessed, by the National Physical Laboratory (NPL), alongside laboratory data from the monthly NPL Field Intercomparison Exercise carried out at Marylebone Road, central London. The information is used to help the laboratories to identify if they have problems and may assist devising measures to improve their performance and forms part of work for Defra and the Devolved Administrations under the Local Air Quality Management Services Contract.

For the Air PT rounds of testing from July/August 2021 to January/ February 2023 (AR045- AR055) Somerset Scientific Services laboratory scored 100% on five out of seven rounds. For the remaining rounds Somerset Scientific Services scored 75% (AR049 and AR052). From their participation in this scheme and the results obtained we can safely assume that the laboratories show a satisfactory performance level.

Figure 2.2 – Map(s) of Non-Automatic Monitoring Sites

Fig.2.2.1 Map Overview of Magherafelt Town Centre

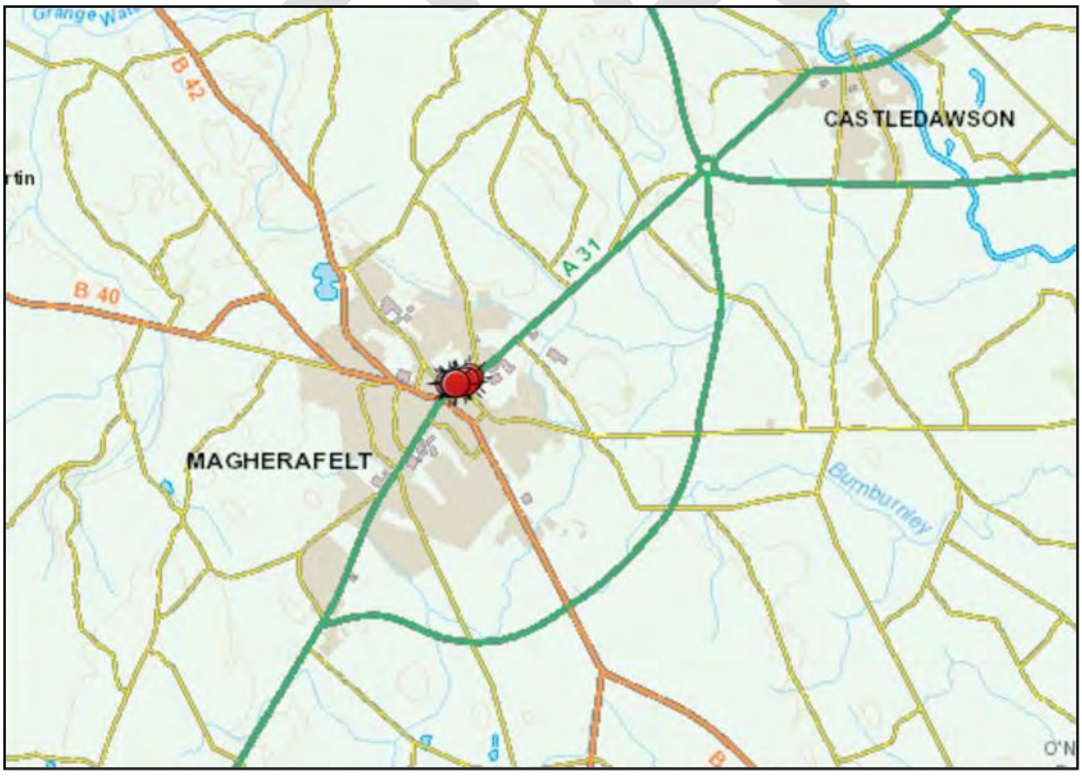
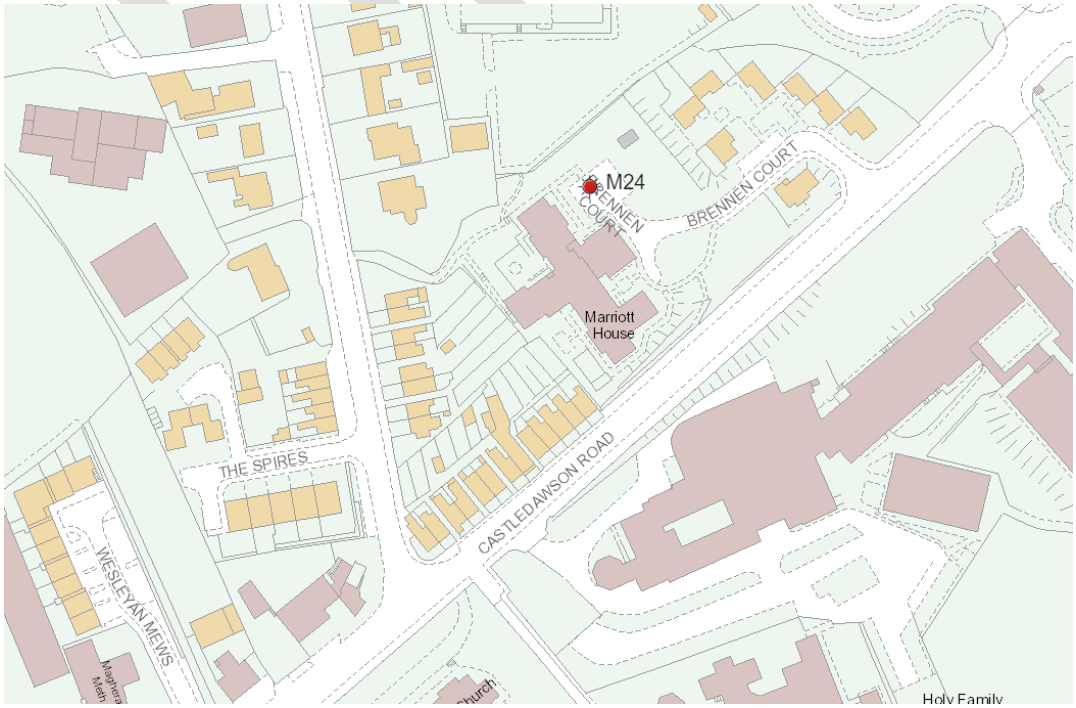


Figure 2.2.1 shows that the monitoring tubes are clustered in the town centre along the previous main thoroughfare of the A31 (route shown in green). The new Magherafelt by-pass is also shown in green, and it can be seen that this loops around Magherafelt to the South and is now the main route for all through traffic.

Fig. 2.2.2 Map Showing Location of Diffusion Tubes in Magherafelt Town Centre along Church St. and King St

Fig. 2.2.3 Map Showing Location of Diffusion Tubes in Magherafelt Town Centre at Marriott House



The air quality monitoring sites for Magherafelt in Figures 2.2.2 and 2.2.3 above. It can be seen that the monitoring sites are located in the Church Street/ King Street areas in the centre of the town. These sites correspond with the AQMA area for the town outlined in Figure 1.1. Routine monitoring of other areas in the Magherafelt town centre in previous years indicated compliance with the air quality objective. Consequently, the focus of the monitoring is now within the AQMA. The new urban background location can be seen at Marriott House labelled M24.

Fig. 2.2.4- Overview of Air Quality Monitoring Sites in Moneymore

The village of Moneymore receives a lot of through traffic from Cookstown to Magherafelt, and from Cookstown to the north coast. The air quality monitoring sites in Moneymore are located close to residential properties on the main roads into and out of the village, and in the cases of the Stonard Street and Conyngham Street locations along inclines where traffic is likely to be moving slowly.

The sites shown are from top to bottom Smith Street, Lawford Street, Conyngham Street and Stonard Street.

Fig. 2.2.5 Overview of Air Quality Monitoring Sites in Cookstown

Fig. 2.2.5 above shows the monitoring site locations along Cookstown's main thoroughfare. As can be seen the sites are located close to busy road junctions and traffic lights where high volumes of traffic will frequently be idling.

Fig. 2.2.6. Monitoring Locations at William Street and James Street

Figure 2.2.6 above shows the town centre monitoring locations along the town centre area of Cookstown in the main retail area of the town.

Fig. 2.2.7. Monitoring Locations at Church Street and Killymoon Street

Figure 2.2.7 above shows the town centre monitoring locations at the busy Church Street junction (top) and at the traffic lights beside the Sweep Road Asda/ McDonald's development.

Fig. 2.2.8 Overview of Monitoring Locations in Dungannon

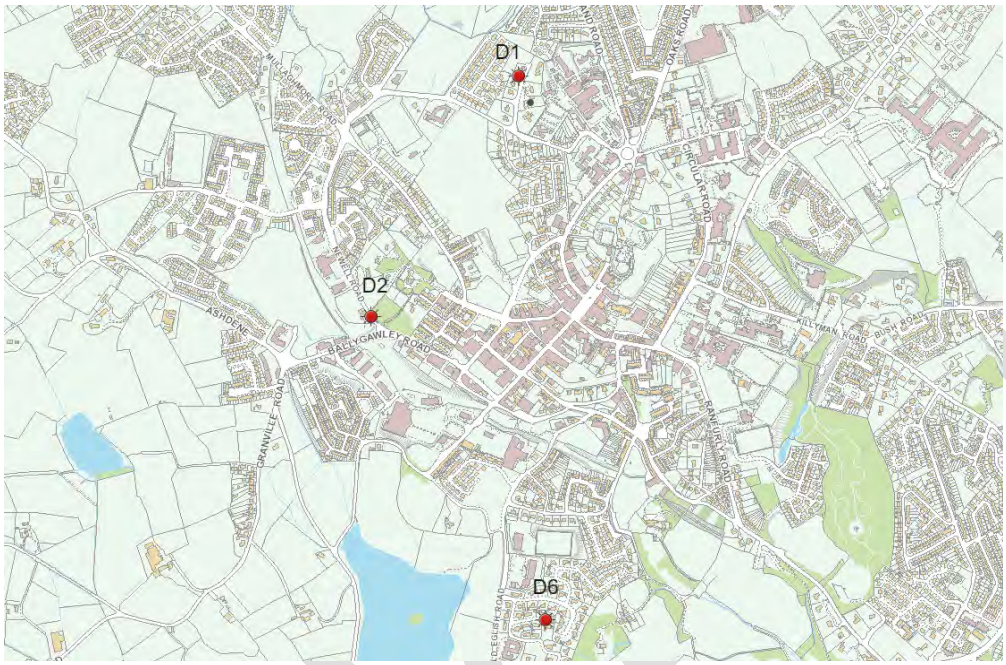


Fig. 2.2.8. shows the three monitoring sites in Dungannon showing from top to bottom sites at Ardgannon, Newell Road, and Dunclare Way.

Fig. 2.2.9 Position of Monitoring Site at Newell Road, Dungannon

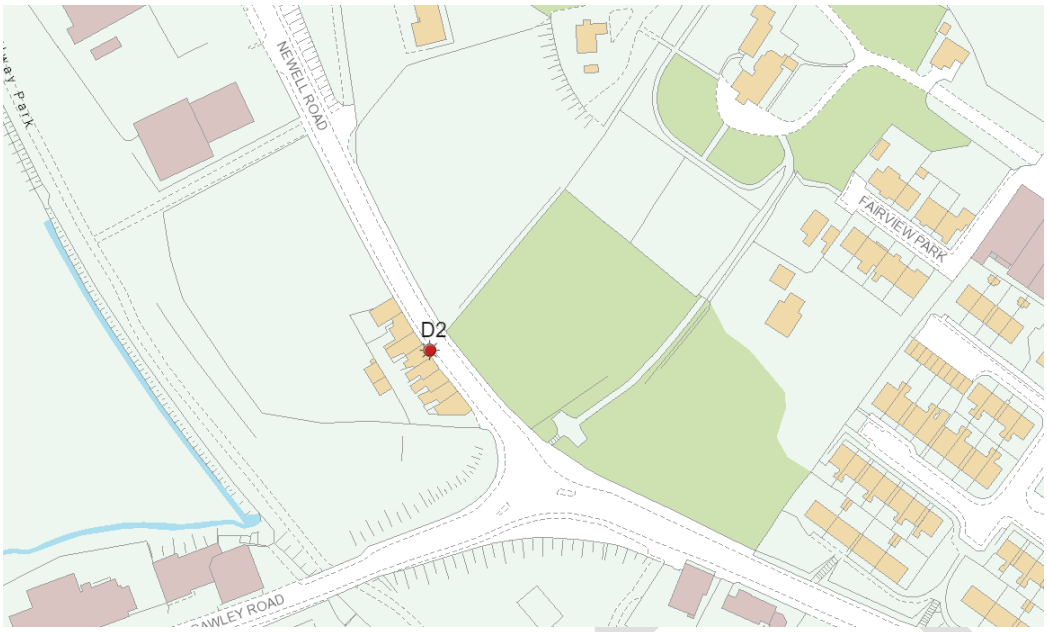
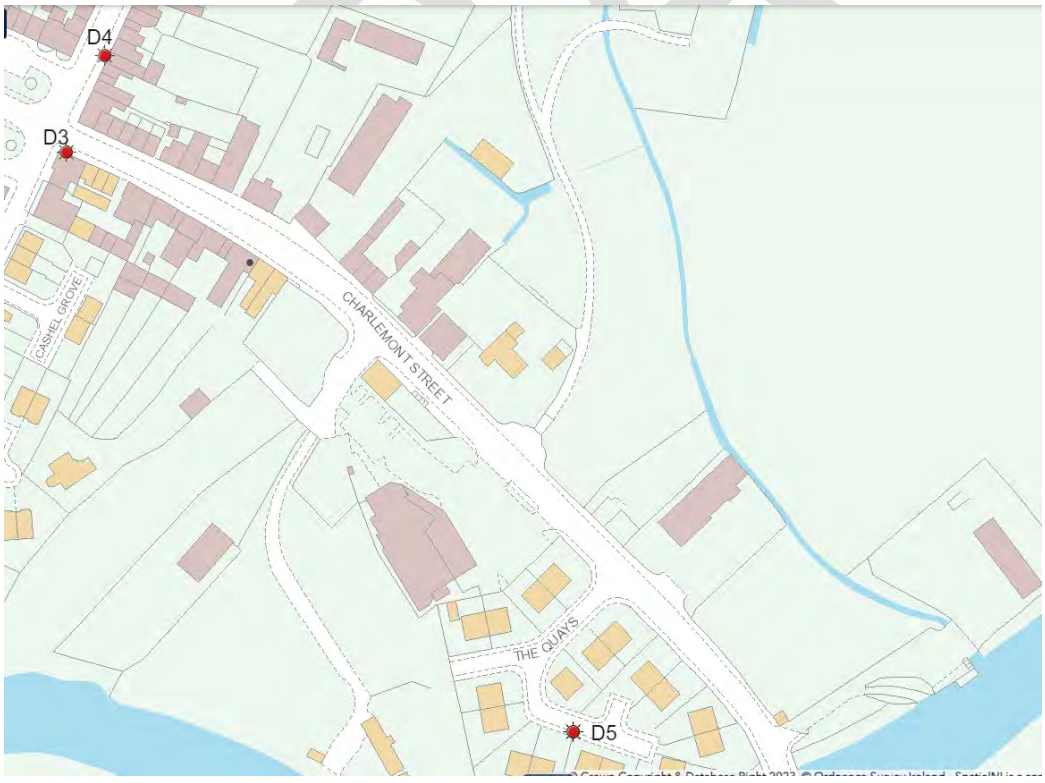


Fig.2.2.9. shows the location of the monitoring site at the AQMA on Newell Road. The site is framed by terraced houses on one side and a steep bank on the other. The route is along the main thoroughfare through the town from North to South. The proximity of the receptors to the main road can clearly be seen in the photograph.

Fig. 2.2.10 Overview of Monitoring Locations in Moy

Fig. 2.2.11 Shows the three monitoring sites in the village of Moy along the main Armagh to Dungannon Road.



The air quality monitoring sites for Moy are shown above.

The Charlemont Street site is shown at the junction of Charlemont Street running into the Square. The Killyman Street site (top site in Map) is located at a busy traffic light junction feeding into the main Square as well. These two sites are located within the AQMA. The urban background site located in the Quays residential area is also shown.

Table 2.2 – Details of Non-Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (m)	Tube Co-located with a Continuous Analyser	Height (m)
M2	22 Church St	Roadside	289771	390728	NO2	Yes	1.0	2.0	No	2.5
M9	12 Church St	Roadside	289745	390722	NO2	Yes	1.0	2.0	No	2.5
M10	30 Church St	Roadside	289794	390735	NO2	Yes	15.0	2.0	No	2.5
M11	27 King St	Roadside	289798	390706	NO2	Yes	1.0	2.0	No	2.5
M13	47 Church St	Roadside	289903	390778	NO2	Yes	1.0	2.0	No	2.5
M23	47 Church St	Roadside	289860	390734	NO2	Yes	1.0	2.0	No	2.5
M24	Marriott House	Urban Background	290012	390944	NO2	N	5.0	50.0	No	2.5
D1	Ardgannon	Urban Background	279576	363173	NO2	N	5.0	50.0	No	2.5
D2	Newell Rd	Roadside	279139	362445	NO2	Yes	0.0	2.0	No	2.5
D3	Charlemont St	Roadside	284969	356128	NO2	Yes	1.0	2.0	No	2.5
D4	Killyman St	Roadside	284984	356161	NO2	Yes	1.0	2.0	No	2.5
D5	The Quays	Suburban	285171	355922	NO2	No	1.0	30.0	No	2.5
D6	Dunclare Way	Urban Background	279568	361548	NO2	No	1.0	3.0	No	2.5
D7	Eskragh Road	Roadside	277660	361492	NO2	No	8.0	1.0	No	2.5
C1	Lawford St	Kerbside	285770	383510	NO2	No	1.0	2.0	No	2.5
C8	Smith St	Roadside	285813	383458	NO2	No	1.0	2.0	No	2.5
C10	Conyngham St	Kerbside	285759	383333	NO2	No	1.0	2.0	No	2.5
C11	Stonard St	Roadside	285874	383341	NO2	No	1.0	2.0	No	2.5
C2	William St	Kerbside	281071	378445	NO2	No	2.0	1.0	No	2.5
C5	Killymoon St	Kerbside	281053	378197	NO2	No	5.0	1.0	No	2.5
C4	Church St	Kerbside	281121	377537	NO2	No	1.0	1.0	No	2.5
C3	James St	Roadside	281225	376939	NO2	No	4.0	2.0	No	2.5

2.2 Comparison of Monitoring Results with Air Quality Objectives

2.2.1 Nitrogen Dioxide (NO_2)

Throughout the period of this monitoring there was little interruption to the air quality monitoring schedule except for continuing staff shortages due to illness and staff covering other posts.

Automatic Monitoring Data

There is no automatic monitoring data for the Mid Ulster District Council area.

Diffusion Tube Monitoring Data

The results for the diffusion tube monitoring are shown in Table 2.5 below. The results have been bias adjusted in accordance with the National Diffusion Tube Bias Adjustment Factor Spreadsheet (Version Number 09/23).

Fig 2.212 Showing National Bias Adjustment Factor for Somerset.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 09/23

Follow the steps below in the correct order to show the results of relevant co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of March 2024

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop Down List — If a laboratory is not shown, we have no data for this laboratory

Step 2: Select a Preparation Method from the Drop-Down List — If a preparation method is not shown, we have no data for this method at this laboratory

Step 3: Select a Year from the Drop-Down List — If a year is not shown, we have no data

Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor shown in blue at the foot of the final column.

If you have your own co-location study then see footnote. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By	Method (To undo your selection, choose [All] from the pop-up list)	Year (To undo your selection, choose [All])	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision	Bias Adjustment Factor (A) (Cm/Dm)
Somerset County Council	20% TEA in water	2022		Overall Factor (14 studies)				Use		0.85

As can be seen from the above figures the Bias Adjustment chosen for Somerset County Council (Somerset Scientific Services) was 0.85. This factor was based on 14 studies.

Table 2.5 – Results of NO_2 Diffusion Tubes 2022

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2022 (Number of Months)	2022 Annual Mean Concentration (µg/m^3) Bias Adjustment factor = 0.85
M2	22 Church St, Magherafelt	Roadside	Y	Triplicate	10	32.1
M9	12 Church St, Magherafelt	Roadside	Y	Triplicate	10	28.8
M10	30 Church St, Magherafelt	Roadside	Y	Triplicate	10	33.7
M11	27 King St, Magherafelt	Roadside	Y	Triplicate	10	19.9
M13	47 Church St, Magherafelt	Roadside	Y	Triplicate	10	22.3
M23	47 Church St, Magherafelt	Roadside	Y	Triplicate	10	28.4

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2022 (Number of Months)	2022 Annual Mean Concentration (µg/m^3) Bias Adjustment factor = 0.85
M24	Marriott House, Magherafelt	Urban Background	N	Triplicate	9	10.0
D1	Ardgannon, Dungannon	Urban Background	N	Single	11	10.1
D2	Newell Rd, Dungannon	Roadside	Y	Triplicate	11	**42.7**
D3	Charlemont St, Moy	Roadside	Y	Triplicate	11	**46.9**
D4	Killyman St, Moy	Roadside	Y	Triplicate	11	20.7
D5	The Quays, Moy	Suburban	N	Triplicate	9	5.9
D6	Dunclare Way, Dungannon	Urban Background	N	Single	10	5.9

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2022 (Number of Months)	2022 Annual Mean Concentration (µg/m^3) Bias Adjustment factor = 0.85
D7	Eskragh Road, Dungannon	Roadside	N	Single	10	8.3
C1	Lawford St, Moneymore	Kerbside	N	Single	10	31.4
C8	Smith St, Moneymore	Roadside	N	Single	11	23.4
C10	Conyngham St Moneymore	Kerbside	N	Single	11	12.1
C11	Stonard St Moneymore	Roadside	N	Single	11	29.5
C2	William St Cookstown	Kerbside	N	Single	11	24.4

Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	Full Calendar Year Data Capture 2022 (Number of Months)	2022 Annual Mean Concentration (µg/m^3) Bias Adjustment factor = 0.85
C5	Killymoon St, Cookstown	Kerbside	N	Single	11	20.7
C4	Church St, Cookstown	Kerbside	N	Single	11	22.9
C3	James St, Cookstown	Roadside	N	Single	11	27.4

In bold, exceedance of the NO_2 annual mean AQS objective of 40µg/m^3

Underlined, annual mean > 60µg/m^3, indicating a potential exceedance of the NO_2 hourly mean AQS objective

[a] Means should be "annualised" as in Boxes 7.9 and 7.10 of LAQM.TG22, if full calendar year data capture is less than 75%

[b] If an exceedance is measured at a monitoring site not representative of public exposure, NO_2 concentration at the nearest relevant exposure should be estimated based on the NO_2 fall-off with distance calculator, and results should be discussed in a specific section. The procedure is also explained in paragraphs 7.82 to 7.85 of LAQM.TG22.

Table 2.6 – Results of NO_2 Diffusion Tubes (2018 to 2022)

Site ID	Site Type	Within AQMA?	Annual Mean Concentration (µg/m³) - Adjusted for Bias [a]				
			2018 (Bias Adjustment Factor = 0.76)	2019 (Bias Adjustment Factor = 0.77)	2020 (Bias Adjustment Factor = 0.77)	2021 (Bias Adjustment Factor = 0.78 & 0.86)	2022 (Bias Adjustment Factor = 0.85)
M2	Roadside	Y	35	35	28	32	32
M9	Roadside	Y	30	31	25	26	29
M10	Roadside	Y	35	27	31	35	34
M11	Roadside	Y	24	22	18	17a	20
M13	Roadside	Y	23	19	15	19a	22
M23	Roadside	Y	33	29	21	26	28
M24	Urban Background	N	0	10	8	9	10

Site ID	Site Type	Within AQMA?	Annual Mean Concentration (µg/m^3) - Adjusted for Bias [a]				
			2018 (Bias Adjustment Factor = 0.76)	2019 (Bias Adjustment Factor = 0.77)	2020 (Bias Adjustment Factor = 0.77)	2021 (Bias Adjustment Factor = 0.78 & 0.86)	2022 (Bias Adjustment Factor = 0.85)
D1	Urban Background	N	12	11	9	10	10
D2	Roadside	Y	**50**	**54**	**42**	**45**	**43**
D3	Roadside	Y	**55**	**55**	**46**	**47**	**47**
D4	Roadside	Y	26	26	20	22	21
D5	Suburban	N	8	8	7	8	6
D6	Urban Background	N	9	9	7	7	6
D7	Roadside	N	0	0	0	9a	8
C1	Kerbside	N	35	33	26	29	31
C8	Roadside	N	25	24	19	20	23

Site ID	Site Type	Within AQMA?	Annual Mean Concentration (µg/m^3) - Adjusted for Bias [a]				
			2018 (Bias Adjustment Factor = 0.76)	2019 (Bias Adjustment Factor = 0.77)	2020 (Bias Adjustment Factor = 0.77)	2021 (Bias Adjustment Factor = 0.78 & 0.86)	2022 (Bias Adjustment Factor = 0.85)
C10	Kerbside	N	17	13	13	11	12
C11	Roadside	N	37	27	27	24	29.5
C2	Kerbside	N	25	26	26	22	24
C5	Kerbside	N	30	27	27	19	21
C4	Kerbside	N	26	24	24	20	23
C3	Roadside	N	31	27	27	25	27

In bold, exceedance of the NO_2 annual mean AQS objective of 40µg/m^3

Underlined, annual mean > 60µg/m^3, indicating a potential exceedance of the NO_2 hourly mean AQS objective

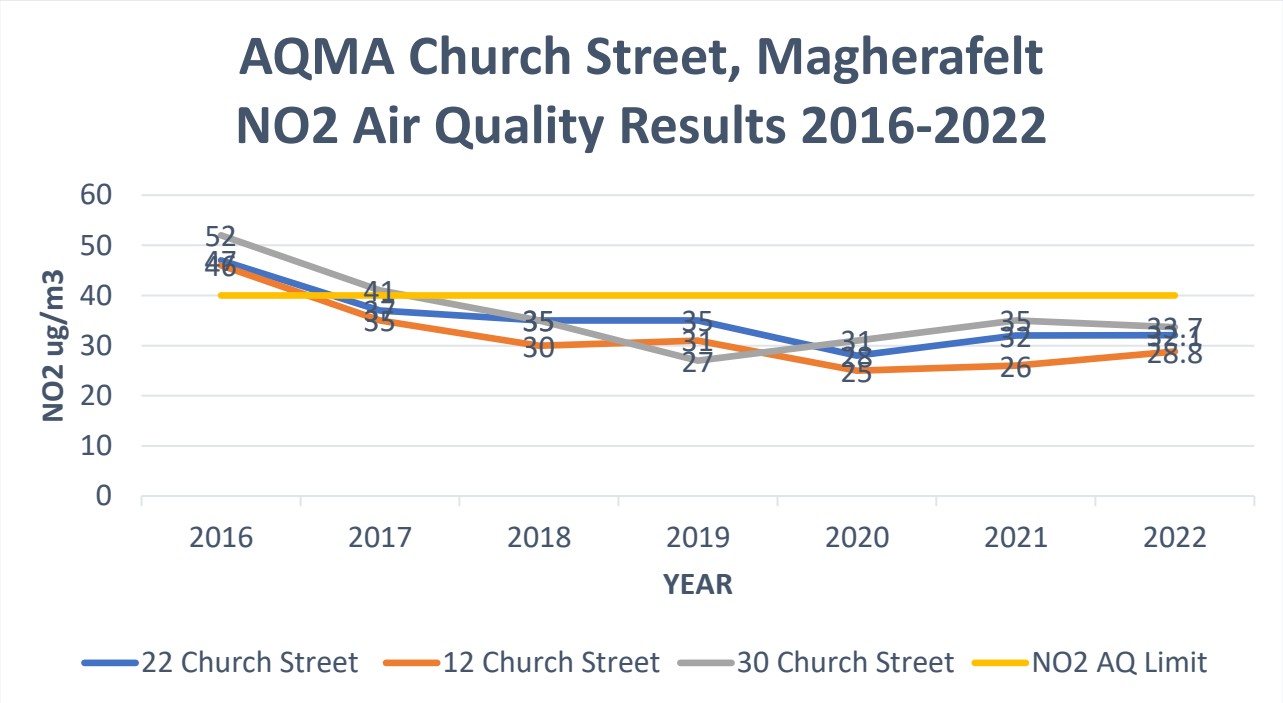
[a] Means should be “annualised” as in Boxes 7.9 and 7.10 of LAQM.TG22, if full calendar year data capture is less than 75%

Figure 2.4 – Trends in Annual Mean Nitrogen Dioxide Concentrations Measured at Diffusion Tube Monitoring Sites

In recent years there has been a steady downwards trend since 2016 with most years continuing this trend. The Covid-19 pandemic of 2020 sharpened the rate of decline due to the massive decrease in traffic due to lockdown. Results for 2021 were generally slightly higher than for 2020 due to an increase in traffic to more normal pre pandemic times. In 2022, of the 24 locations monitored, 13 showed results slightly higher than 2021, 11 sites had a lower result than 2021 and the remaining sites had no change to the 2021 levels. Following the pandemic, we are continuing to monitor if the sites will increase again towards pre-pandemic levels or continue to decline or level off as happened during and post pandemic.

A number of sites from within the AQMA's have been selected along within one of the Urban Background sites for comparison purposes below.

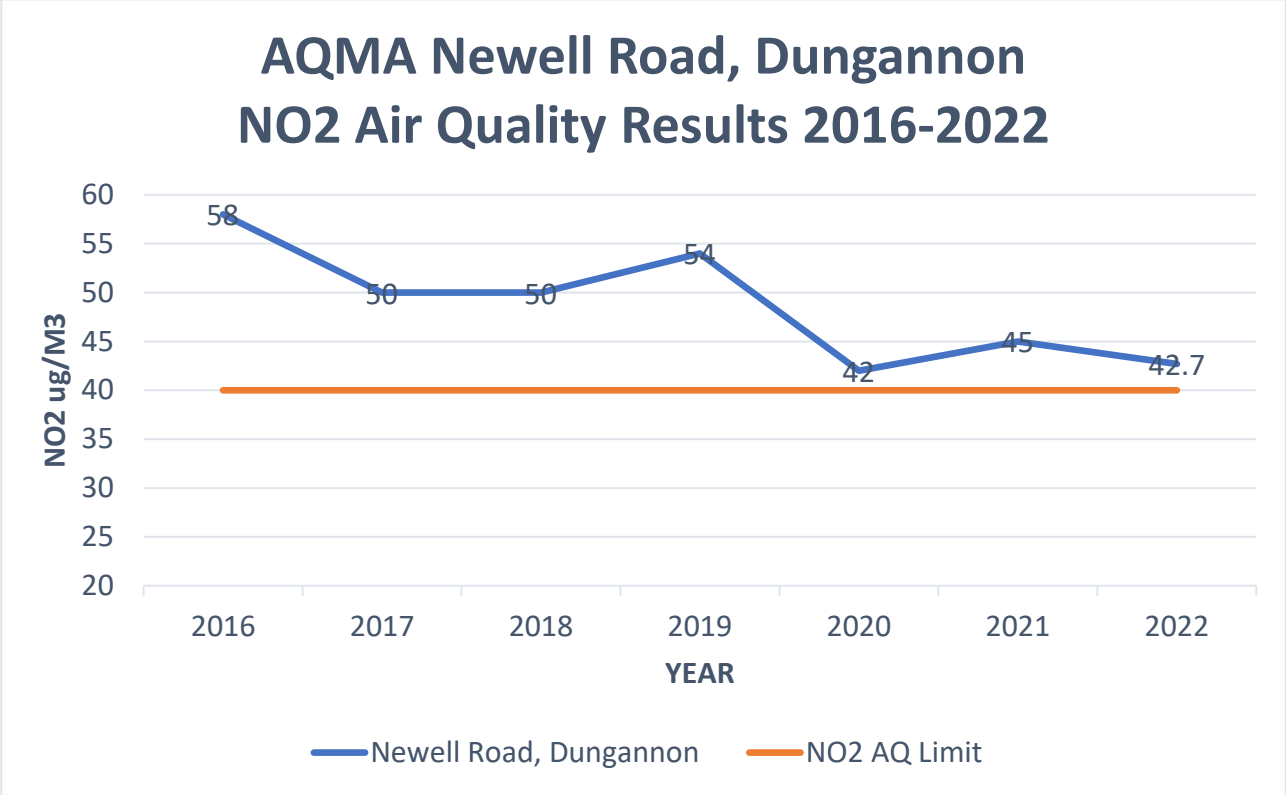
Fig. 2.41 Seven Year Trend at Church Street, Magherafelt



The graph above shows the seven-year trend within the AQMA in Magherafelt town centre. The graph shows a trend downwards from values which exceeded the air quality objective in 2016 to having no exceedances for the last five years at 30 Church Street, and

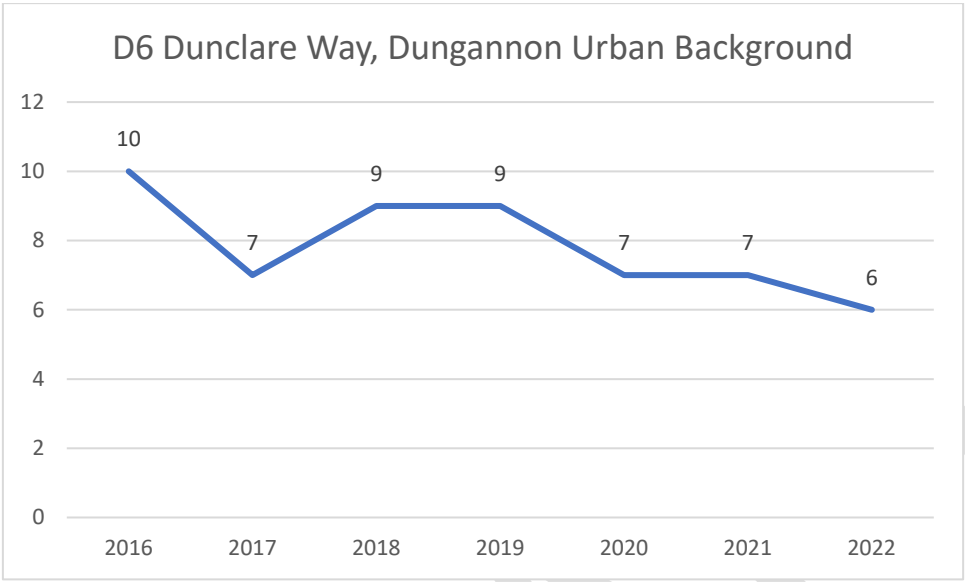
no exceedances at 12 Church Street and 22 Church Street for the last six years. Some caution must be taken for the figures for 2020 and 2021 due to Covid impacts. There have now been no exceedances within the AQMA at any monitoring point for five years. Mid Ulster District Council will now review the results and make a determination on revoking the AQMA in accordance with Department of Agriculture, Environment and Rural Affairs guidance: Local Air Quality Management during the COVID-19 Outbreak: Update, dated August 2021 and Supplementary Guidance for Councils RE: Revocation/Designation of AQMAs (Updated 2023).

Fig 2.42 Seven Year Trend at Newell Road, Dungannon



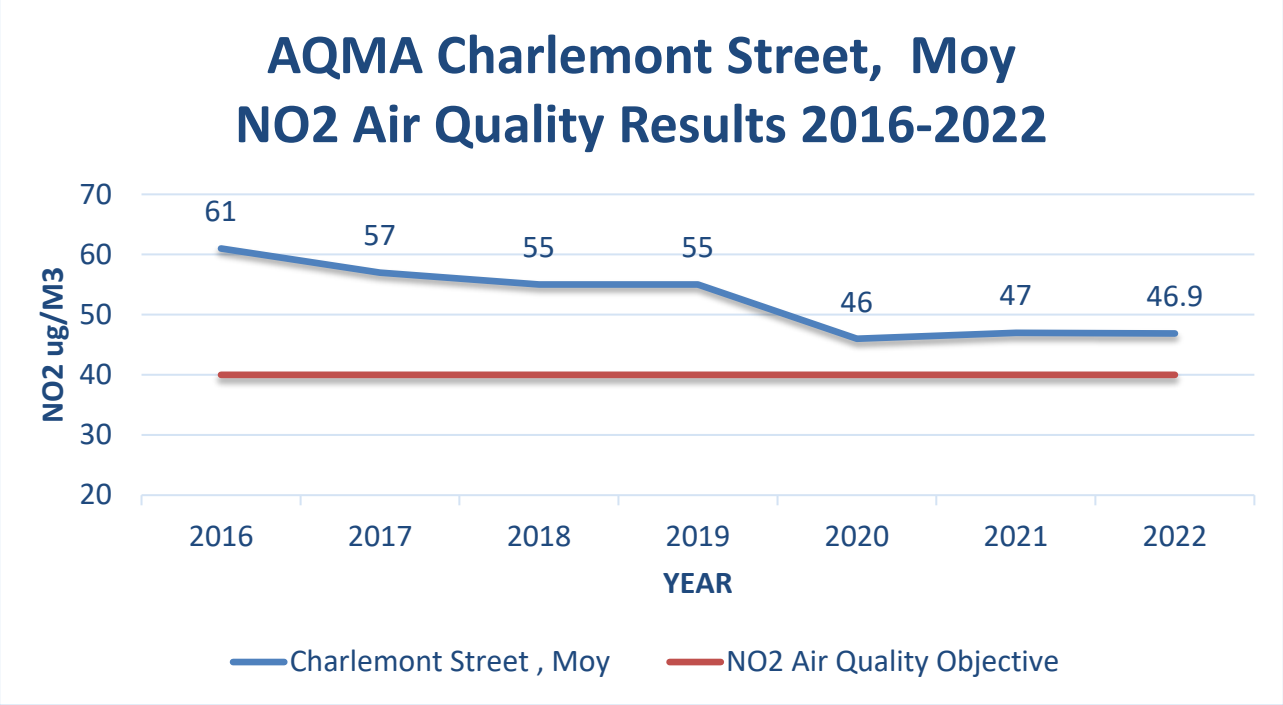
The trend for the Newell Road AQMA has been one of a gradual reduction. It is disappointing that even in a period with Covid restrictions that the air quality at this spot exceeds the Air Quality Objective. It is believed that this stretch of road is affected by the canyoning effect of tall houses on one side and a steep bank on the other which elevate pollution levels beyond what they would be if the site was more open. The trend graph show the level of NO2 has plateaued in the lasy 3 years at just above the Air Quality objective level.

Fig. 2.43 Seven Year Trend at Dunclare Way, Dungannon.



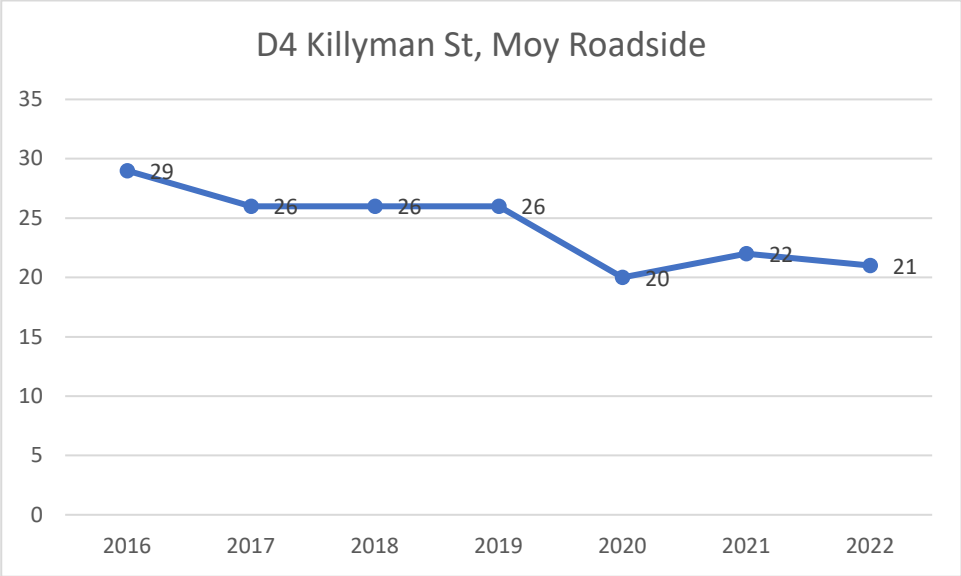
The urban background monitoring site at Dunclare Way, Dungannon provides an interesting comparison with the Newell Road site. It is located over 50m away from the main arterial route through the town. Background levels have been under 10μg/m^3 for the last seven years and continue to show a gradual decline in line with generally improving air quality throughout the District.

Fig 2.44 Seven Year Trend at Charlemont Street, Moy



The seven-year trend at Charlemont Street in Moy shows a similarity to that of the other AQMA at Newell Road in Dungannon. The monitoring site is at a busy set of traffic lights on an incline. The site has shown a gradual decline from 2016 when it had a result of 61µg/m^3 to 55 µg/m^3 in 2019. The site showed a reduction to 46 µg/m^3 in 2020. Encouragingly this figure only rose to 47 µg/m^3 in 2021 and remained steady at 46.9 µg/m^3 in 2022. At present the downward trend appears to have plateaued. The site continues to consistently exceed the 40 µg/m^3 air quality objective.

Fig. 2.45 Seven Year Trend for Killyman Road, Moy



The trend chart for the Killyman Road in Moy is like many of the other trend charts throughout the District. The overall trend is down from 29 µg/m³ in 2016 to 21ug/m3 in 2022 with a low of 20 µg/m³ in 2020 reflecting the reduction in traffic due to the Covid-19 pandemic. It is hoped that the overall downward trend will continue. All the results for this site which is in the AQMA for Moy are well within the air quality objective of 40 µg/m³. This is despite the monitoring site being located less than 35m from the site at Charlemont Street which has consistently breached the air quality objective.

2.2.2 Particulate Matter (PM_{10})

Mid Ulster District Council does not monitor for particulate matter PM_{10}.

2.2.3 Sulphur Dioxide (SO2)

Mid Ulster District Council does not monitor for Sulphur Dioxide (SO2).

2.2.4 Benzene

Mid Ulster District Council does not monitor for benzene.

2.2.5 Other Pollutants Monitored

Mid Ulster District Council does not monitor for other pollutants.

2.2.6 Summary of Compliance with AQS Objectives

Mid Ulster District Council has examined the results from monitoring in the district. Concentrations outside of the AQMAs are all below the objectives at relevant locations, therefore there is no need to proceed to a Detailed Assessment.

3 New Local Developments

3.1 Road Traffic Sources

There are three new major road projects in the Mid Ulster District Council area currently proposed, or recently completed.

The 14.7km Randalstown to Castledawson scheme opened in May 2021. Mid Ulster District Council

Details of the air quality assessment undertaken for this development are available at the hyperlink below:

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/a6-toome-bypass-environmental-statement-volume-1.pdf

The air quality assessments undertaken for the A29 Cookstown by-pass can be found at the link below.

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/sar-report-cookstown-bypass-2021.pdf

The air quality assessment for the A5 Western Transport corridor part of which runs through the District can be found at the link below.

https://www.a5wtc.com/Environmental-Consultation-2022

In general, it can be said that these schemes will improve air quality in the district by reducing areas of urban congestion. This is best illustrated by the Magherafelt By-pass which has resulted in an improvement in air quality in the town centre since its construction.

Mid Ulster District Council has assessed new/proposed roads meeting the criteria in Table 7.10 of Chapter 7 of LAQM.TG22 and concluded that it will not be necessary to proceed to a Detailed Assessment.

3.2 Other Transport Sources

There are no large airports, ports or railways located in the Mid Ulster District at present.

3.3 Industrial Sources

The planning applications below were all considered for air quality impacts. Further industrial applications are outlined in the planning section (S.4) where an air quality assessment may have been requested as part of the planning process.

Table 3.21 Planning Applications for Industrial Sources

Planning Reference	Application	Location
LA09/2021/0583/F	Retrospective extension to existing factory building	Specialist Joinery Group 100 Coleraine Road Maghera 100 Coleraine Road Maghera
LA09/2021/0135/F	Cunningham Covers Proposed factory within existing complex	Glenshane Industrial Park

		Tobermore Road Maghera 42 Tobermore Road Maghera
LA09/2021/0217/F	Section 54 of the Planning Act (NI) BT80 9PL Cookstown (Access From 2011 seeking to vary condition The Kileenan Road) BT80 No.2 of planning permission I/2006/1166/F granted permission for gravel extraction & restoration to agricultural on these lands.	Land 50M SW Of 11 A planning application made under Aggregates Cookstown Killeenan Road
LA09/2021/0402/F	Retention of workshop, storage building, portable office cabin & machine testing shed used in association with established engineering business (certified under LA09/2020/1579/LDE).	Screeenpod) 30 Tullyodonnell Road Rock Dungannon
LA09/2021/1339/F	Extension to existing factory to provide additional storage/dispatch area. Replacement of existing W.C. portacabin with new W.C. block to provide staff welfare facilities	Uform 9 Creagh Business PK Hillhead Road Toomebridge
LA09/2019/1633/DC	Discharge of Planning Condition 10 of Planning Application M/2014/0567/F (Development of an In Vessel Composting Facility IVCF)	Lands At & To The South Of 17 Aghnagar Road Ballygawley
LA09/2020/0847/F	Retention of existing boiler house and feed bin	65 Legilly Road Dungannon BT70 1PE
LA09/2021/0716/LDE	1 no. digester tank; Combined Heat and Power (CHP) engine container; retaining wall; and sump for the collection of contaminated runoff associated with on farm AD Plant	100M South Of 156 Coash Road Dungannon BT71 6JB
LA09/2021/0374/F	Proposed battery energy storage system, access lane and ancillary development	Lands C. 160M S.E Of 17 Quintinmanus Road Newmills
LA09/2020/1571/F	Retrospective application for the retention of livestock shed, silage pit, and extension to existing agricultural storage/equipment/machinery shed and all associated site development and drainage works	Approx. 200M South East Of 68 Kilnacart Road Dungannon
LA09/2021/0936/F	Proposed expansion of existing truss production facilities to include a proposed truss production & timber storage unit	Site 30M N.E. Of 74 Kilmascally Road Ardboe Dungannon BT71 5BJ
LA09/2019/1503/F	Erection of free range poultry laying unit (max no. of birds 16,000), litter shed, 2 no. feed bins, new access to public road and	Approx. 115M NW Of No. 25A Old

	associated works (revised plans showing levels)	Monaghan Road Clogher Co Tyrone
LA09/2021/1759/F	Dairy shed including automated milking facilities with feed bin, a silo, shed and associated site works (to contain 120 dairy cows).	Land Approx. 150M East Of 28 Mullaghcreevy Road Dungannon BT70 1RJ.
LA09/2022/0240/LDP	Proposed slurry separator & bunker for use in connection with an existing AD plant	Land Approx. 300M Ne Of 17 Annaghroe Road Caledon
LA09/2021/0111/F	Erection of free range poultry unit (max no. birds 16000) litter shed 2feed bins and associated works	Land Approx. 170M S.E. Of 15 Halftown Road Ballylagan Augher
LA09/2022/0095/LDP	Proposed erection of a farm shed to contain a feed kitchen for preparation of animal feed including 2No. meal bins and associated yard and wall	27 Terryscollop Road Dungannon
LA09/2020/1644/F	Proposed retaining walls, roof to existing storage bays. Intake hopper and conveyors	14 Granville Ind. Estate Granville Road Dungannon
LA09/2021/0553/F	Proposed extension & alterations to existing farm supplies shop, stores & offices (revised description of proposal)	78 Gortindarragh Road Pomeroy BT70 3DX.
LA09/2021/0509/F	Proposed erection of 6 Industrial units, parking, 2.4m paladin fence and ancillary site works	Ronan Valley Business Park 58 Ballyronan Road Magherafelt 58 Ballyronan Road Magherafelt
LA09/2020/1262/F	Warehouse/Distribution centre with ancillary offices to include site security kiosk, car parking and HGV parking	Approx. 135M South East Of Former Brickworks Site And Between 48 Coalisland Road And 11 Cookstown Road Dungannon
LA09/2020/1196/F	Extension to existing compost manufacturing facility to facilitate the relocation of existing bagging plant	Evergreen Horticulture 10A Ferry Road Coalisland
LA09/2021/0685/F	Proposed whey protein concentrate (WPC) processing, storage and dispatch project at existing cheese processing factory including 2 chiller units, 5No. 100000L silos 2No. 150000L silos within a 3m high bund area and associated equipment and site works including acoustic fencing	Lands At 141 Moneymore Road Dunman Bridge Cookstown
LA09/2021/1567/F	Proposed 1no. pig shed with 1no. feed bin, loading bay and associated site works (pig sheds to contain 4,500 weaner pigs <30kg).	Land To The Rear Of 7 Desertlyn Road Moneymore BT45 7TY.
LA09/2022/0206/PAN	Proposed North Easterly lateral extension to the existing sand and gravel pit at Murnells,	Murnells Pit

	with phased mineral working, progressive restoration and final restoration of the pit to nature conservation habitats.	Lands North Of 40 Murnells Road And West Of 56 Cavanoneill Road Pomeroy
LA09/2022/0212/PAN	Proposed rationalisation & northerly extension to the existing sand & gravel pit at Brackagh, with phased mineral development, restoration undertakings & final restoration to nature conservations habitats	Lands Directly North Of The Existing Sand & Gravel Pit At Brackagh 29 Disert Road Draperstown
LA09/2022/0030/F	Proposed new free range poultry unit and ancillary shed for storage of equipment and plant for up to 16000 free range birds ,new concrete aprons, meal silos, landscaping and new storm water attenuation utilising existing access onto Killygarvan Road	Land Approx. 242M North East Of 27 Killygarvan Road Dungannon
LA09/2021/1585/F	Extension to right side, change of use from 1 unit to 7 no units. Recladding to existing facade and new entrance to light industrial units	10 Derryloran Industrial Estate Sandholes Road Cookstown
LA09/2021/0368/F	Proposed free range poultry shed with 4 feed bins, a storage shed, a standby generator building and associated site works (Poultry shed to contain 32000 free range egg laying hens)	Land Approx. 500M North East Of 8 Mallabeny Road Clogher
LA09/2019/1458/F	Proposed light industrial unit (class B3 General Industrial) and associated ancillary office accommodation	Lands 275M South East Of Bradmount 14 Desertmartin Road Moneymore
LA09/2021/1545/F	New building for existing manufacturing business for light industrial engineering use.	Adjacent To And 30M Ne Of 13 Mountjoy Road Coalisland BT71 5DQ.
LA09/2021/0946/F	Proposed Free Range Poultry Unit (Layers) Max 3000 Birds with 2 no Meal Bins	Approximately 100M North West Of 17 Fogart Road Ballagneed Clogher
LA09/2021/0995/F	Extension to existing mushroom storage & distribution facility	118 Trewmount Road Dungannon
LA09/2022/0153/F	Proposed regularisation of an operational Anaerobic Digestion (AD) plant including extension to curtilage and shed (housing feedstock hopper), hopper access lane, digestate storage tank, relocated pasteurisation tanks, macerator and heat exchanger within extension and proposed extension to shed, carbon filter and amendment to previously approved digestate storage tank	Lands Approximately 200 M North East Of 14 Tullywiggan Cottages Tullywiggan Road Tullywiggan Cookstown

LA09/2019/1016/F	Redevelopment of gortgonis leisure centre and playing fields compromising of the demolition and general site clearance of existing facilities and erection of a new leisure centre on the gortgonis site. The proposed leisure centre will house a community hall, gym, day care facilities and associated ancillary accommodation. It is proposed to replace the existing pitch with a floodlit 3G synthetic pitch and 6 lane running track with outdoor play areas. The site works to the new centre and recreation facilities include modification and improvement of the existing vehicular entrance, the addition of a right hand turn land, car parking, pavements, fencing and amenity lighting.	Adjacent To The Gortgonis Sports Pavillion Gortgonis Road Coalisland
LA09/2020/1239/F	Change of use of enclosed yard from disused vehicular storage yard for DRD, to an area for the storage and bagging of peat	45 Cravenny Road Martray Ballygawley Co Tyrone BT70 2JU.
LA09/2021/0141/F	Proposed retention of alterations to in Vessel Composting Facility approved under M/2014/0567/F and LA09/2016/0729/NMC comprising additional bay and vent scoops to bunker building raised platform to tunnel building, bio filter enclosure , de watering plant, storage areas and ancillary plant, tanks, conveyors and ducting	Lands At Northway Mushrooms 24M South Of 17 Aghnagar Road Ballygawley
LA09/2021/0717/F	Proposed storage warehouse for use in association with proposed peat storage and distribution yard (currently being assessed under LA09/2020/1239/F) with associated single storey canteen ,toilets. office reception area and ancillary works	45 Cravenny Road Martray Ballygawley
LA09/2020/0557/F	Retention of filtration unit for a plasma cutter including its proposed enclosure (Additional Information Noise Assessment Provided)	Premises At 51 And 55 Knockanroe Road Cookstown
LA09/2021/1564/F	Retention of farm buildings & animal feed bin.	37M NW Of 21 Dumard Cross Roads Dungannon Co Tyrone BT71 6RP.
LA09/2021/1684/F	Proposed portal framed shed for the dry storage of aggregate and the secure storage of the plant and equipment.	190M South Of 60 Knockaleery Road Cookstown.
LA09/2020/0011/F	Proposed new paint work shop	30 Farlough Road & Adjacent To And South Of 30 Farlough Road Newmills Dungannon BT71 4DT. .

LA09/2022/1110/F	Construction of proposed motorsport racetrack to include: ancillary buildings	Clay Pits Dungannon Road Coalisland BT71 4JA
LA09/2021/0634/F	Proposed Sand and gravel washing unit, associated fixed plant and new filtration/settlement pond	Within Existing Sand And Gravel Quarry 320M North Of Nr.17 Brackaghlislea Road Draperstown

3.4 Commercial and Domestic Sources

New commercial or domestic sources identified since the last Updating and Screening Assessment:

LA09/2021/0716/LDE (See Table 3.21)

3.5 New Developments with Fugitive or Uncontrolled Sources

New developments with fugitive or uncontrolled sources of particulate matter identified since the last Updating and Screening Assessment:

LA09/2022/0206/PAN (See Table 3.21)

LA09/2022/0212/PAN (See Table 3.21)

Mid Ulster District Council confirms that the above listed new or newly identified local developments may have an impact on air quality. These will be taken into consideration in the next Update and Screening Assessment.

Mid Ulster District Council confirms that all the following have been considered:

- **Road traffic sources**
- **Other transport sources**
- **Industrial sources**
- **Commercial and domestic sources**
- **New developments with fugitive or uncontrolled sources.**

4 Planning Applications

The Environmental Health Service are consulted on a range of planning applications where their input is considered necessary. They consider the applications in relation to noise, air quality, contaminated land, and odour. Environmental Health may request that assessments are submitted in relation to these where they believe an application has the potential to impact on residential amenity. The following is a list of approved applications considered by Environmental Health in 2022. Some other applications have been considered in a previous chapter of this Progress Report.

Table 5.1 Planning Applications for Other Industrial Sources

Planning Reference	Application	Location
LA09/2021/1390/F	Proposed Farm Machinery/General Store Permission Granted	26 Carricknakielt Magherafelt BT46 5EQ Site 140M North East Of 32 & 200M South Of 26 Carricknakielt Road Maghera
LA09/2021/1510/F	Retrospective alterations & additions to industrial approved under LA09/2020/0721/F and LA09/2020/1673/F.	202M Se Of 24 Lisgorgan Lane Upperlands BT46 5TE.
LA09/2021/1341/F	Extension to existing warehouse to include replacement office accommodation, welfare and additional storage space	25 Magherafelt Road Moneymore
LA09/2021/1664/LDE	150MTS South Of 92 Old Eglish Road Cottagequinn Dungannon BT71 7PG.	3no existing large portal frame sheds accessed off the Old Eglish Road used exclusively for the commercial storage of large (200kilo) straw bales for processing and manufacturing purposes at the straw bale plant at their operations site Capper Trading Ltd, 124 Tamnamore Road Dungannon.
LA09/2021/0888/F	Retention of existing shed for agricultural use, which replaced demolished agricultural shed	Site 260M NW Of 1 Loveshill Road Castledawson
LA09/2020/1556/F	Retention of unauthorised infilling with inert material	Lands Approx. 289M Ne Of 209A Termon Road Pomeroy Co Tyrone.
LA09/2021/1554/F	Proposed free range poultry shed with 4 feed bins , a storage shed a standby generator building and	Lands Approx. 200M West Of 85 Springhill Road Moneymore

	associated site works (Poultry shed to contain 32000 free range egg laying hens)	Magherafelt
LA09/2019/0784/F	Proposed farm shed to include feeding & shelter area, storage area and underground slurry tanks - new access to be taken from Drumlamph Lane	Approx 130M South East Of 9 Drumlamph Lane Castledawson
LA09/2022/0236/F	Erection of spectators stand with 202 seats, 2 wheelchair spaces with associated access facilities (previously approved under M/2010/0795/F)	Owen Roes Gfcbrackaville Roadcoalisland
LA09/2022/0081/F	Replacement of existing poultry shed to proposed storage shed for agricultural purposes	Land Approx. 120M South Of 28A Tullyaran Road Dungannon
LA09/2021/1763/F	Garage/workshop/stores with portal frame structure	100M South Of 8 Lurganagoose Road Knockloghrim
LA09/2020/1021/O	Site for small business park to include light & general industrial use/assembly/storage/business (20,000sq ft total), with parking, turning, loading, new access, boundary treatments & site works including landscaped buffer. Enterprise to be contained within 4 no. buildings approximately 5000 squ ft each	Adjacent To Eurosprings 127 Ballynakilly Road Coalisland
LA09/2020/0600/F	Proposed industrial development consisting of 3 industrial units for light industrial and storage use	Lands To The Rear Of 17A Deerpark Road Bellaghy BT45 8LB
LA09/2022/0432/F	Proposed industrial unit	Creagh Business Park Toomebridge BT413UF

Table 5.2 Planning Applications for Residential Properties

Planning reference	Application	Location
LA09/2021/1234/O	Proposed housing development (two pairs of semi detached dwellings and 2 detached dwellings)	28 Longfield Road Desertmartin Magherafelt Adjacent To And North West Of 3 Tobermore Road Desertmartin
LA09/2020/0319/F	Proposed new housing development for include 23 dwellings (3 detached and 20 semi¬detached), garages, associated access and landscaping	Lands To The North Of 28 & 30 Aughrim Road Magherafelt
LA09/2020/1493/F	Erection of 35 dwellings consisting of 2 detached, 3 blocks of terraced houses (3	East Of 6-12 Coolreaghs Road And South Of 29 Coolreaghs Road

	houses per block) & 24 semi detached houses, access roads, footpaths, open space, site drainage & associated site works and on-site pumping station (Amended description to include pumping station)	And 10 Claggan Lane Cookstown
LA09/2021/0556/F	Proposed 10No dwellings (6 semi- detached & 4 detached) with detached garages.	Lands Accessed Through And To The Rear Of Gorteade Park Upperlands BT46 5DZ.
LA09/2020/1454/F	Construction of 29 dwelling units with associated parking, access, landscaping and wastewater treatment (reduced from 35 to 29 units)	15-17 Oaks Road Dungannon BT71 4AR
LA09/2021/1202/F	Erection of 10 Houses, access, landscaping and associated site works (change of dwelling types from permission H/2010/0177/F including removal of townhouse house types to semi detached and detached dwellings)	Bracken Bawn Ballyheifer Road Magherafelt
LA09/2020/0951/F	Application under section 54 of the Planning Act (NI) 2011 in respect of Planning Approval LA09/2018/1510/F comprising of 33 dwellings. Application seeks to vary Condition No. 09 to replace stamped approved drawing No. 22/1 which required the provision of a right hand turning lane on Coolshinney Road to drawing no. 120-068-P-100 which shows the creation of T-junction in lieu of the right hand turning lane	Lands At 14 Moneymore Road Situated Adjacent And South West Of Oakvale Manor Adjacent And North East Of Thornhill Avenue Between Coolshinney Road And Moneymore Road Magherafelt
LA09/2022/0295/PAN	Proposed Extension to exisiting hardstanding yard for storage area	Macrete Ireland Ltd 50 Creagh Road Toomebridge BT41 3SE
LA09/2020/0486/RM	Residential development (Reserved Matters application. Outline permission LA09/2016/0697/O) for 17 apartments (amended proposal from 18 units)	Vacant Site At Lands Between 39 - 27 Charlemont Street Moy
LA09/2020/0615/O	Proposed housing development	156 Annagher Road Coalisland
LA09/2021/0138/O	Proposed housing development (revised road details)	26 Coalisland Road Dungannon
LA09/2021/1029/F	Residential development comprising of 9 no dwellings (3 no detached, 6 no semi-	64 Hospital Road Magherafelt

	detached dwellings), garages, associated roads access, and all other associated works	
LA09/2016/1141/F	Proposed housing development comprising of detached and semi detached two storey dwellings and associated access road	Approx 80M South East Of 16 Queens Park Fivemiletown Accessing On To Altaveedan Road Ballyvaddan Fivemiletown
LA09/2022/0014/F	Residential development Phase 1 to provide 45 no houses, to include 19 no detached & 26 no semi-detached houses with associated gardens, open-space & garages	50 St. Patricks Street Draperstown Londonderry BT45 7AL
LA09/2020/0667/F	Housing development of 7 no dwelling units made up of 3 no detached units and 2 no sets of semi-detached units	Adjacent To And Immediately West Of 10 Oldmill Court Moneymore
LA09/2018/1564/F	Proposed 4 No apartments, 2 No 2 bedroom and 2No 1 bedroom with associated parking with access onto Woodlawn Park and on site waste water treatment plant. (Noise and Odour Assessment Provided)	10M To The Rear Of 60 Union Place Dungannon
LA09/2022/0377/O	Housing development- the erection of 33 units- Renewal of planning permission LA09/2017/1303/O	Lands At Tobermore Road (North Of Former Maghera High School Site And South Of Largantogher Park) Maghera
LA09/2021/0907/F	Land Adjacent To & To The Rear Of 24 Mullan Road Ballinderry Coagh. Proposed residential development of 6 detached dwellings, garages and associated works	20 Mullan Road Ballinderry Coagh BT80 0JE
LA09/2021/1487/F	Erection of 4 two bed apartments	Between 240 And 246 Mayogall Road Clady Portglenone
LA09/2022/0101/F	Proposed residential development of 11 dwellings ,comprising of 8 semi detached and 3 detached with associated garages, site access and ancillary site works	30M West Of 15 Blackpark Road Toomebridge
LA09/2021/1370/F .	Proposed extension of existing flue by 10m	Site 1 And 2 Dungannon Business Park

		Extended Granville Inds Estate Killyliss Road Dungannon
LA09/2022/0014/F	Residential development Phase 1 to provide 45 no houses, to include 19 no detached & 26 no semi-detached houses with associated gardens, open-space & garages	50 St. Patricks Street Draperstown Londonderry BT45 7AL
LA09/2021/1572/F	Proposed residential development consisting of 29No. dwellings made up of a range of 3 & 4 bed detached and semi detached houses with associated access & parking and public open space.	32 & 34 Lisnamonaghan Road And Directly To The Se Of And Adjacent To Blessed Patrick O'Loughran Primary School Castlecaulfield Dungannon.
LA09/2021/1530/RM	Proposed Housing development consisting of 2 no two storey detached, 4 no two storey semi-detached, access road, footpaths, services and landscaping	Lands Immediately East Of 5-11 Cavehill Drive On Kilmascally Road Ardboe Cookstown
LA09/2020/1211/O	Proposed residential development comprising 38 units (comprising 24 semi detached and 14 detached) open space, private amenity space, landscaping, access onto Moneymore Road and ancillary site works.	Lands At 93 Moneymore Road Magherafelt
LA09/2022/0027/F	Proposed residential development to erect 7 No. dwellings (5 No. detached and 2 No. semi-detached) with associated garden amenities and garages. (Previous planning on lands H/2009/0275/F)	Land Opposite 55-57 Sixtowns Road Straw Draperstown

Table 5.3 Planning Applications for Commercial Activities

Planning Reference	Application	Location
LA09/2021/1439/F	Proposed change of use from education & training facility to a fast food takeaway.	10 Cedar Park MagherafeltGround Floor 118-120 Main Street Maghera BT46 5AF.
LA09/2020/1498/F	Retention of the Gym and Wellbeing Facility currently under construction on this site. This will compromise of a portal framed and cladding building 297sqm in floor space, tarmac car parking surface and	99 Ardboe Road Ardboe BT80 0HU Site Adjacent To 99 Ardboe Road Ardboe Co Tyrone

	associated drainage and septic tank.	
LA09/2020/0010/F	Proposed new creche building, car parking and all associated site works	Specialist Joinery Group 100 Coleraine RoadMaghera BT46 5BP Lands 75M Ne Of 100 Coleraine Road Maghera.
LA09/2021/1190/F	Change of use from retail unit and yard to sit in take away food outlet with outside sitting area (no change to elevations)	30 Killyman Street Moy
LA09/2021/1163/F	Change of use from gym to cafe.	125 Main Street Pomeroy Co Tyrone.
LA09/2021/0622/F	Proposed extension and alterations to existing clubhouse to provide multi-purpose sports hall, associated changing facilities, community gym and associated parking and site works	St Colms Gaa Ballinascreen10 Corrick Road Straw Draperstown
LA09/2020/1378/F	Proposed 2 blocks of 5No glamping accommodation to provide tourist facilities at Fishermans Walk.	Site 380M East Of 23A Ballymacombs Road Bellaghy.
LA09/2021/0266/F	Demolition of shop, petrol pumps and 3 dwellings. Replace with 3 shop units including off sales, post office, chip shop & offices	1-3 The Villas Sessiagh Scott Road Dungannon
LA09/2021/1254/F	The proposal is for the construction of a new gym building for the use of the club members of Greenlough GAC	Oliver Plunkett's Gac, Greenlough 231 - 235 Mayogall Road Clady Portglenone BT44 8LG
LA09/2021/0184/F	Proposed extension to the existing Petrol Filling Station/ shop and 2 additional fuel pumps to the forecourt (additional information and plans to address Dfl Roads concerns)	21 Pomeroy Road Donaghmore
LA09/2022/0284/LDP	Proposed completion of three storey development with a commercial unit, business stores & parking on ground floor, & 4 no. one bedroom apartments to first and second floors with balconies as ancillary space and associated site works granted permission 17th October 2007under planning ref. H/2006/0868/F	44 Garden Street Magherafelt BT45

LA09/2021/1594/F	Part retrospective application for extension to existing car parking area	80M NW Of 48 Cookstown Road Moneymore
LA09/2021/1317/F	Proposed revised layout to existing car park and service road, to include upgrade of access onto main road and boundary fence/gates	Land Currently Car Parking Of Industrial Units 1 Loves Hill Magherafelt BT45 8DP
LA09/2019/0929/F	Redevelopment of lands to provide petrol filling station, forecourt with canopy and associated parking to include retail space, deli, seating area, public toilets, storage, service compound, ATM, underground storage tank. The relocation of public bus stop and the realignment of a private driveway	Unit 10 A45 Complex Ballynagilly Road Dungannon Lands At 66 Brackaville Road Coalisland
LA09/2022/0094/F	Retention of 3No. retail units with associated car parking and ground works (Amended Description)	Lands Approx. 45-55M Of 40 Ballyronan Road Magherafelt

5 Air Quality Planning Policies

Mid Ulster District Council's Local Development Plan 2030 (Draft Plan Strategy) prioritises a number of issues which relate to both air quality and transportation issues throughout the District.

Chapter 4 outlines the growth strategy and spatial planning framework for the District. This spatial planning framework has been considered in formulating the subject planning policy within this Plan and will act as a guide when preparing the Local Policies Plan.

The air quality improvements necessary are outlined within SPF8 and SPF 9 of the document. This outlines the Councils commitment to improving the infrastructure along the main A29 North to South transportation link. It also highlights the importance of moving individuals away from private cars and other forms of transport, and highlights planning considerations to be given to encourage greater cycling and pedestrian movement within the main towns and villages.

SPF 8 – Encourage improvements to public and private transportation provision including railway lines and upgrading of the road network.

In Mid Ulster public transport is essential for those people who do not have access to the private car. At present, there are limited services across the District, although the links to Belfast along the main northwest and southwest transport corridors are reasonably strong. It is therefore important that encouragement is given to local services particularly transport which can help to link up our family of settlements to the Ulster Bus Translink provision along the key transport corridors.

This means ensuring that new development for housing estate developments or when improvements are made to existing streets, consideration is given to allowing sufficient movement for local buses. Also, in the interest of promoting sustainable transport, consideration needs to be given to providing safe environs for the pedestrian and cyclist. This does not necessarily mean the provision of dedicated cycle ways as it can often be achieved through careful design of roads and promotion of safer routes, particularly when it comes to children travelling to school.

We best link public transport to land use by adopting a town centre first approach to the development of new shops, leisure, and other uses which people need to travel to.

In selecting land use zonings, particularly in our towns, consideration will be given to overall accessibility, with greater priority given to land within walking distance of town centres and other services followed by sites with good links to public transport.

In looking at travel times and the connectivity between our hubs and settlements we are keen to ensure opportunities for improvements to transportation are not lost and therefore, we will protect disused railways from development that would prejudice their future use. We will also protect the Ulster Canal and a Blueway along the River Bann. We will also protect the riverbanks of our other main rivers to ensure that the possibility of riverside walkways and cycle ways is not lost for future generations.

By designing for public transport and encouraging walking and cycling this will also lead to improvements for private transport as a result of taking people off the road.

SPF 9 – Facilitate improvements to the A29 which acts as the transportation spine and link between Mid Ulster's hubs and other trunk roads crossing the District.

For the three hubs of Cookstown, Dungannon and Magherafelt to act as a cluster it is essential that travel times between these settlements are reduced. This means there is a need to bring forward improvements to the A29 and A31.

We remain committed to the provision of a by-pass around Cookstown and Dungannon and will use our powers to protect any road line identified for development. We also recognise that as opportunities arise, new road schemes such as road widening, straightening and provision of overtaking lanes will also help to improve connectivity and help people move across the District quicker in order to connect with the southwest and northwest transport corridor but also directly to Dublin and the north coast.

The importance of improvement to the A29 should not be underestimated as it is critical to address the existing problem of heavy traffic choosing rural routes along the lough shore in order to avoid congestion in Cookstown and Dungannon.

The importance of the more rural roads such as the A505 should not be forgotten for the remoter rural communities where travel times to essential acute hospital services are greatest.

6 Local Transport Plans and Strategies

Mid Ulster District Council's Local Development Plan 2030 (Draft Plan Strategy) prioritises a number of issues which relate to transportation issues throughout the District.

These are outlined below

TRANSPORTATION

Overview

Good quality transport infrastructure is fundamental to achieving sustainable growth and vibrant communities within Mid Ulster. In terms of travel to work, the vast majority of our working population travel by private car, however the majority of our employed population also work within the District. By contrast only a very small percentage of the working population travel to work by public transport. There is a high reliance on the private car as Mid Ulster is a predominantly rural population, with limited access to public transport and a complete absence of railways.

Given the dispersed nature of Mid Ulster's rural population, access to transportation is a key element in developing vibrant rural communities and will assist in alleviating social isolation. Regarding health and well-being, Mid Ulster residents have an average 50-minute travel time to the nearest acute hospital. This demonstrates the importance of improving the local road network in Mid Ulster.

Therefore, the focus is on developing the key and link transportation corridors between the three main hubs of Dungannon, Cookstown and Magherafelt, the two local towns of Maghera and Coalisland and the rural hinterland. Mid Ulster will identify the routes of future infrastructure works to upgrade the A29 trunk road and will think of safeguarding other protected routes within our District.

Regional Policy Context

The Regional Development Strategy 2035 (RDS) advocates managing our road and rail space in a more efficient way and this is to be achieved through a number of key objectives. These are improving connectivity, maximising the potential of the Regional Strategic Transport Network, improving social exclusion and accessibility and road

safety. The RDS establishes the three main towns have the potential to form a cluster and are well positioned on key transport corridors.

Strategic planning policy aims to encourage greater integration of transportation within land use planning. The strategic objectives focus on promoting sustainable transport choices such as walking and cycling and providing more facilities for cyclists. The SPPS also focuses on reducing the reliance on the private car through appropriate car parking policies. To achieve this Local Development Plans are expected to consider transportation in the allocation of land use, and zoning of housing land. Consideration should also be given to new transport schemes, opportunities from disused railways, provision of car parking and protected routes.

Community Plan

Our Community Plan recognises the importance of the roads and public transport infrastructure to facilitate the movement of goods and people particularly between the 'Mid Ulster Urban Cluster' of Cookstown, Dungannon and Magherafelt and the rural hinterland. A key issue identified is the heavy reliance on the private car in Mid Ulster. Key outcomes of the Community Plan are that we are better connected through appropriate infrastructure and we increasingly value our environment and enhance it for our children. This aim shall be met through two main objectives: improving the rural and urban road network and providing facilities that encourage more sustainable modes of transport.

A key objective of improving the roads network will be facilitated by the development of the Strategic Road Network (the A29-A31, A4, A5 and A6) including by-passes for the three main hubs. Within Mid Ulster there is a high proportion of rural dwellers and our Community Plan recognises the need to maintain the local roads network to allow those living in rural communities to access goods and services both in the hubs and local villages.

In terms of sustainable transport, our Community Plan encourages active travel and greater public transport use and this can be achieved by implementing Park & Ride at strategic sites and investigating the feasibility of restoring rail links to and from Mid Ulster. In rural areas the objective is to pilot an 'Integrated Transport Scheme' for rural dwellers and businesses. Also, to develop an Intra-Town Transit System to include

shuttle bus, cycling and walking links.

Our Transportation Strategy

Our approach for transportation is to facilitate a strategy that suits the needs of Mid Ulster as a rural District. The guiding principle is a focus on improving connectivity for both rural and urban dwellers. This will be centred on by-passes around the three main towns, and the villages of Moneymore and Moy, with a focus on improving the A29 spine road. The success of clustering services across our hubs is dependent on improving connectivity and reducing travel time. Critical to this are new by-passes for Cookstown and Dungannon. In turn this will reduce congestion in the town centres making them safer and a better environment for shopping and economic activity. We also wish to see a by-pass for Fivemiletown and the Clogher valley villages to improve travel times along the A5 Ulster Connaught corridor, and delivery of the A4 improvements through Mid Ulster. We will also continue to support tight planning controls along these roads in line with regional protected route policy.

7 Implementation of Action Plans

Table 7.1 – Action Plan Progress

Measure No.	Measure	EU Category	EU Class	Lead Authority	Key Performance Indicator	Target Pollution Reduction in the AQMA	Update
1	Investigate potential for traffic control systems leading to and within AQMA	Traffic Management	UTC, Congestion management, traffic reduction	TransportNI	Reduction in Charlemont AQMA NO_2 levels.	To be determined and dependent on proposed changes	Transport Ni contacted re potential improvements
2	Ensure potential air quality issues are assessed with new developments before problems arise through consultation with the Planning Department	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	MUDC	Air Quality Assessments submitted through planning process for certain developments.	Development of appropriate response for planning consultations in line with up-to-date guidance	Air Quality issues considered in all planning consultation responses. See details in previous Chapters of Progress Report.
3	Investigate the potential of requiring a number of electric charging points to be included in certain developments, through consultation with the Planning Department	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	MUDC	Increase in number of charging points. Currently 20 charge points Sept. 2022	Development of appropriate response for planning consultations in line with up-to-date guidance	23 Charging locations- February 2024

Measure No.	Measure	EU Category	EU Class	Lead Authority	Key Performance Indicator	Target Pollution Reduction in the AQMA	Update
4	Prepare information leaflets on how to help improve air quality and reduce exposure	Promoting Travel Alternatives Transport and Planning Infrastructure	Promotion of cycling Promotion of walking School Travel & Workplace Travel Planning	MUDC DEARA	To be determined	Investigating the feasibility of restoring rail links to and from Mid Ulster. Pilot an 'Integrated Transport Scheme' for rural dwellers and businesses. To develop an Intra-Town Transit System to include shuttle bus, cycling and walking links.	Mid Ulster District Council Local Development Plan 2030
5	Control of emissions from Part C processes	Environmental Permits	Air Quality Planning and Policy Guidance	MUDC	Meet inspection target in line with DEARA requirements	Compliance with KPI	78 premises (Feb 24) permitted and subject of annual inspection regime.
6	Investigation of air quality nuisance complaints, inclusion appropriate action to resolve the problem	No EU category/ classification	No EU category/ classification	MUDC	85% of complaints to be responded to within 3 days	Compliance with KPI	Ongoing
7	Identify, map, and promote use of electric vehicle recharging points within Council area.	Promoting Low Emission Transport	Other	MUDC Local Business/town Centre forum	Map produced and available on council website	Unable to determine	Data available at https://data-midulster.opendata.arcgis.com/datasets/midulster::mid-ulster-district-council-echarging-points-/explore?location=54.718888%2C-6.689293%2C10.71

Measure No.	Measure	EU Category	EU Class	Lead Authority	Key Performance Indicator	Target Pollution Reduction in the AQMA	Update
8	Enforcement of the Clean Air Act with regards to industrial smoke	No EU category/ classification	No EU category/ classification	MUDC	Number of complaints received.	Ongoing	Ongoing
9	Encourage the installation and of new and bicycle stands at large supermarkets located in the District and will promote the use of existing bicycle stands	Promoting Travel Alternatives	Promotion of cycling	MUDC Local Business town Centre forum	Increase in number of bike stands	Unable to determine	Ongoing
10	Ensure that bicycle stands are available at all council buildings	Promoting Travel Alternatives	Promotion of cycling	MUDC	Increase in number of bike stands	Unable to determine	Current Cycle to Work scheme available for staff to access.
11	Investigate fleet improvements of Council owned vehicles	Vehicle Fleet Efficiency	Vehicle Retrofitting Programme	MUDC	Selection of vehicles which meet or exceed EU emission requirements at time of purchase.	Not yet determined	Ongoing. Mid Ulster Corporate Improvement Objective (CIP1) Mid Ulster District Council will seek to reduce the environmental impacts of our own activities and will contribute to the improvement of the wider environment through local action.

Measure No.	Measure	EU Category	EU Class	Lead Authority	Key Performance Indicator	Target Pollution Reduction in the AQMA	Update
12	Annual engagement event to educate and raise awareness regarding air quality. Also, to find joint working opportunities	Public Information	Promotion campaigns and advertisements	MUDC	To be determined	Development of leaflets and information on Council website.	Data available at: https://www.visitmidulster.com/things-to-do/walking-and-hiking
13	Investigation potential for marked walking and routes within towns	Promoting Travel Alternatives	Promotion of walking	MUDC	Increase in number of walking routes within towns	Unable to determine	Data available at: https://www.visitmidulster.com/things-to-do/walking-and-hiking

8 Conclusions and Proposed Actions

8.1 Conclusions from New Monitoring Data

This year's new monitoring data indicates compliance with air quality objectives at areas monitored outside of the AQMA's. It also shows compliance with air quality objectives at the Magherafelt AQMA. However, exceedances were still noted at the Dungannon and Moy AQMA's. Based on this year's results there is no need to proceed to a detailed assessment based on this year's new monitoring data.

8.2 Conclusions relating to New Local Developments

The report provides a summary of new local developments that will require more detailed consideration in the next update and screening assessment. It is not considered necessary to proceed to a 'Detailed Assessment' based on potential sources at this stage.

8.3 Other Conclusions

This monitoring year saw a return to normality following the Covid-19 pandemic. It is anticipated that as more people return to the traditional working environment traffic levels will rise, and levels of NO2 may increase to pre-pandemic levels again. Mid Ulster Council will continue to monitor trends of NO2 levels using diffusion tubes across the District.

8.4 Proposed Actions

New monitoring data has not identified the need to progress to a detailed assessment for any pollutant. The monitoring data has indicated that there are no changes required to the existing AQMA's within the District at this stage. Air Quality at the Magherafelt AQMA has complied with air quality objectives for the fifth successive year. Mid Ulster District Council

now plan to review the available information for the Magherafelt AQMA and make a determination on revoking the AQMA in accordance with Department of Agriculture, Environment and Rural Affairs guidance: Local Air Quality Management during the COVID-19 Outbreak: Update, dated August 2021 and Supplementary Guidance for Councils RE: Revocation/Designation of AQMAs (Updated 2023).

This is a welcome step in the improvement of air quality within the District.

Mid Ulster District Council's next course of action is to continue to monitor pollutants at their current locations and submit an Updating and Screening Assessment later in 2024.

9 References

1. Local Air Quality Management Technical Guidance (TG22) August 2022- Department of the Agriculture, Environment & Rural Affairs.
2. Mid Ulster District Council Local Development Plan 2030 (Draft Plan Strategy) February 2019
3. LAQM Helpdesk – Aug 2023. Summary of Laboratory Performance in AIR NO2 Proficiency Testing Scheme (July 2021 – August 2023).

10 Appendices

Appendix A: Quality Assurance / Quality Control (QA/QC) Data

Appendix B: Impact of COVID-19 upon LAQM

Appendix A: QA/QC Data

QA/QC Diffusion Tube Monitoring

The supplier used for diffusion tubes within 2022 was Somerset Scientifc Services. The method of preparation used was 20% TEA in water. The diffusion tube supplier participates in analysis schemes: AIR-PT. For the Air PT rounds of testing from July/August 2021 to January/ February 2023 (AR045- AR055) Somerset Scientific Services laboratory scored 100% on five out of seven rounds. For the remaining rounds Somerset Scientific Services scored 75% (AR049 and AR052).

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Diffusion Tube Annualisation

All diffusion tube monitoring locations recorded data capture of 75% therefore it was not required to annualise any monitoring data.

Diffusion Tube Bias Adjustment Factors

Mid Ulster District Council have applied a national bias adjustment factor of 0.85 to the 2022 monitoring data. This bias adjustment factor was based on 14 studies.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 09/23

Follow the steps below in the correct order to show the results of relevant co-location studies
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of March 2024

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1:	Step 2:	Step 3:	Step 4:
Select the Laboratory that Analyses Your Tubes from the Drop Down List	Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.
If a laboratory is not shown, we have no data for this laboratory	If a preparation method is not shown, we have no data for this method at this laboratory	If a year is not shown, we have no data[4]	If you have your own co-location study then see footnote[5]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method (To undo your selection, choose (All) from the pop-up list)	Year[2] (To undo your selection, choose (All))	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[6]	Bias Adjustment Factor (A) (Cm/Dm)
Somerset County Council	20% TEA in water	2022		Overall Factor[3] (14 studies)				Use		0.85

A summary of bias adjustment factors used over the past five years is presented in Table A. 1.

Table A.1 - Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2022	National	09/23	0.85
2021	National	06/22	0.78 & 0.86
2020	National	09/20	0.77
2019	National	06/19	0.77
2018	National	09/18	0.76

NO_2 Fall-off with Distance from the Road

No diffusion tube NO_2 monitoring locations required distance correction during 2022.

Appendix B:

DAERA guidance: Local Air Quality Management during the COVID-19 Outbreak: Update, dated August 2021 and Supplementary Guidance for Councils RE: Revocation/Designation of AQMAs (Updated 2023).

FAQ 142 – Three or more years of compliance with air quality objectives

Which years count towards the full compliance needed for revocation?

1. The revocation of an AQMA should be considered following three consecutive years of compliance, 10% below the relevant objective at the point of exposure (i.e., following fall off with distance adjustment). Where there have been no exceedances for the past five years, local authorities must proceed with plans to revoke the AQMA. The LAQM Technical Guidance 2022 is clear in this respect:
2. “There should not be any declared AQMAs for which compliance with the relevant objective has been achieved for a consecutive five-year period.” (Point 3.57, page 50).

3. Unless a likely exceedance has been identified in the area, Defra does not appraise AQAPs for AQMAs that have been in compliance for five years. Local Authorities are instead advised to revoke the AQMA and develop a local Air Quality Strategy.
4. To avoid cycling between declaring, revoking and declaring again, local authorities should be confident that the years counted towards full compliance are representative of typical conditions and therefore, are in a position to assure local communities that achievement with objectives will be maintained after revocation as required through Environment Act 1995, as amended by Environment Act 2021.
5. It is not advisable to base compliance on a year that is not representative of long-term trends. Air quality monitoring data should be considered as part of the wider context and not in isolation.
6. For example, compliance that is first achieved in 2020 unlikely to be representative of long-term trends in pollutant concentrations due to the impact of COVID-19 and associated lock down measures. Similarly in 2021, pollutant concentrations continued to be impacted by the change in typical activity that resulted from COVID-19 restrictions.
7. Substantive evidence would therefore need to be provided to show that these consecutive years are representative of long-term trends.
8. Where 2020 and 2021 are a continuation of a downward trend and part of many consecutive years of compliance (e.g., where compliance has also been achieved in 2019, prior to COVID-19) the AQMA may be appropriate for revocation.
9. If you are unsure how to approach these years of data in plans for revocation, please contact LAQM Helpdesk who will liaise with Defra for specific advice as needed.

Air Quality In the Mid Ulster District

Comhairle Ceantair
Lár Uladh
Mid Ulster
District Council

Local Air Quality Management (LAQM)

Comhairle Ceantair Lár Uladh Mid Ulster District Council

Legal Framework

- Under The Environment Order (NI) 2002, all Councils must monitor air quality in their area against national objectives and report the results to the Government.
- Council must declare an Air Quality Management Area (AQMA) where air quality is likely to fail to meet the objectives set out in the National Air Quality Strategy
- Council must also prepare an Air Quality Action Plan (AQAP) identifying measures it believes may result in these objectives being met.

Council's Corporate and Community Plan commitments

Our Community plan:
We will protect our environment through the improvement of our air and water quality

Air Quality Objectives

Comhairle Ceantair Lár Uladh Mid Ulster District Council

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 µg/m^3	Running annual mean	31.12.2003
	3.25 µg/m^3	Running annual mean	31.12.2010
1,3-butadiene	2.25 µg/m^3	Running annual mean	31.12.2003
Carbon monoxide	10 mg/m^3	Running 8-hour mean	31.12.2003
Lead	0.50 µg/m^3	Annual mean	31.12.2004
	0.25 µg/m^3	Annual mean	31.12.2008
Nitrogen dioxide	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean	31.12.2005
	40 µg/m^3	Annual mean	31.12.2005
Particulate matter (PM_{10}) (gravimetric)	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 µg/m^3	Annual mean	31.12.2004
Sulphur dioxide	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean	31.12.2004

Nitrogen Dioxide (NO2)

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District Council

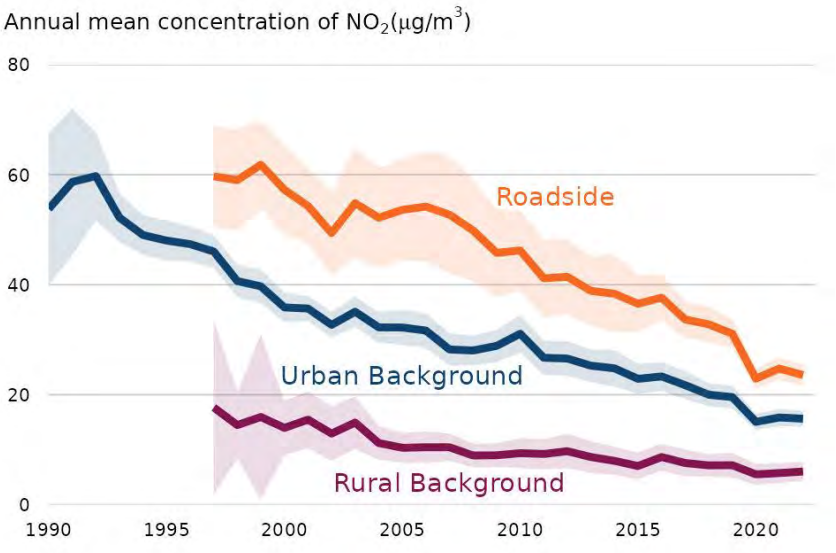
Nitrogen dioxide (NO2), is emitted from combustion processes.

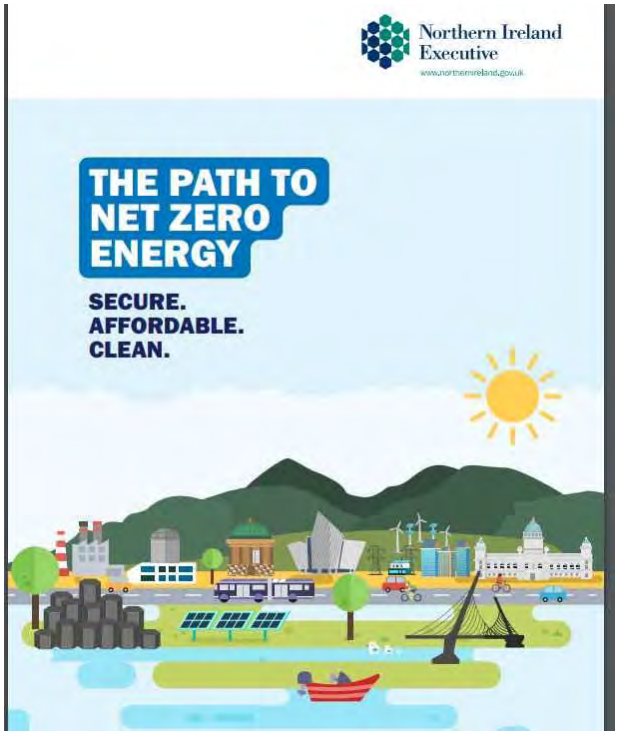
Main sources include power generation, industrial combustion and road transport.

Road transport is now the largest single UK source of NOX, accounting for almost one third of UK emissions.

NO2 changes over time

In 2022, roadside concentrations in UK are 24% lower than concentrations in 2019.





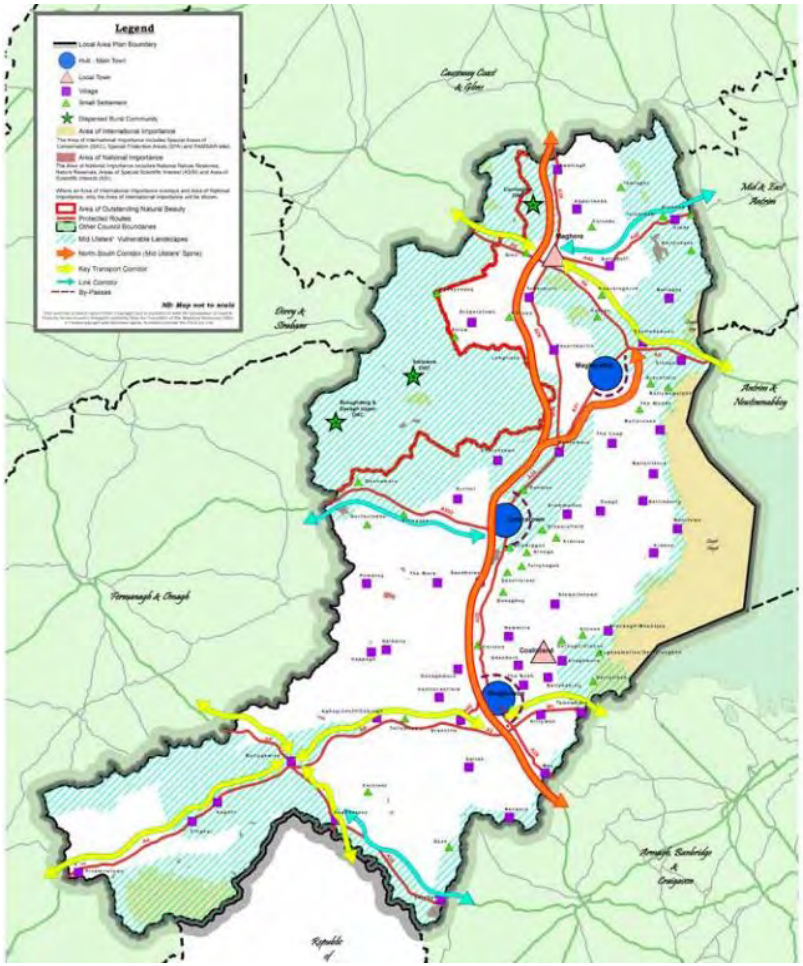
Air Quality Monitoring In Mid Ulster

Comhairle Ceantair Lár Uladh
Mid Ulster District Council

Air Quality monitoring has been carried out for Nitrogen Dioxide (NO_2) in Magherafelt, Cookstown and Dungannon. Monitoring is also undertaken in the villages of Moneymore and the Moy.

Monitoring has taken place on congested traffic routes in the District.

Mid Ulster District Council currently has three AQMA's within the District.



Air Quality Management Areas In Mid Ulster
1. Church Street, Magherafelt

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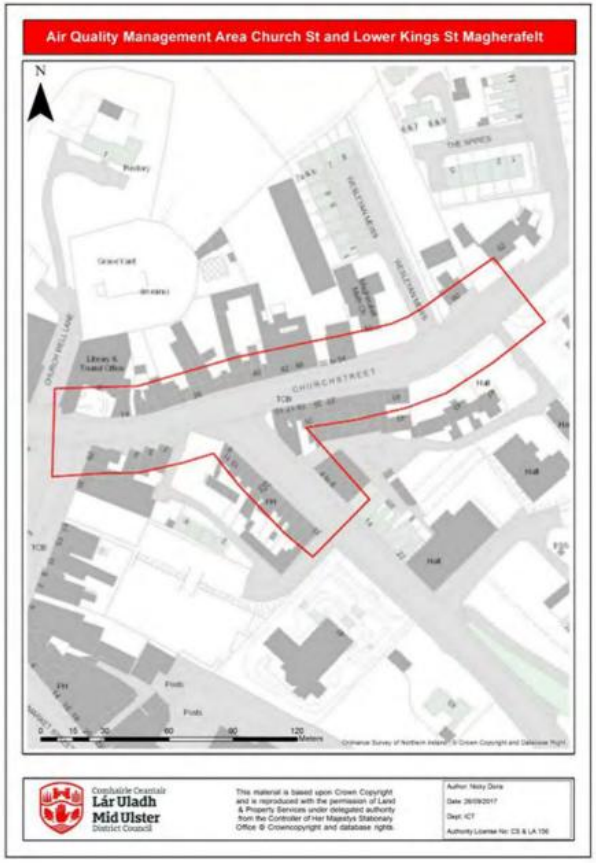
District Council



Air Quality Management Areas In Mid Ulster
2. Newell Road, Dungannon

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Air Quality Management Areas In Mid Ulster
3. Charlemont Street, Moy

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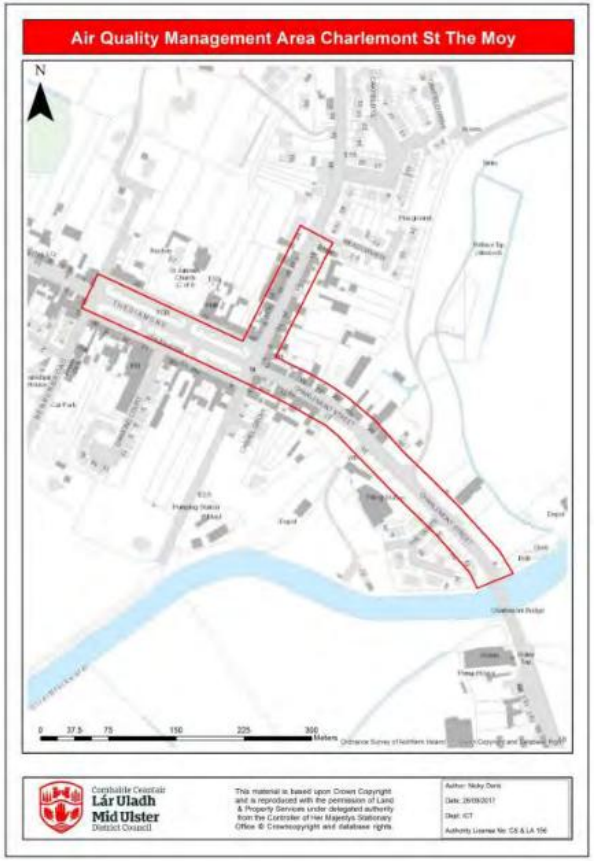
Mid Ulster
District Council



Results of NO2 Monitoring In Mid Ulster 2022

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Site ID	Location	Site Type	Within AQMA?	Triplicate or Co-located Tube	2022 Annual Mean Concentration (µg/m³) - Bias Adjustment factor =
M2	22 Church Street	Roadside	Y	Triplicate	32.1
M9	12 Church Street	Roadside	Y	Triplicate	28.8
M10	30 Church Street	Roadside	Y	Triplicate	33.7
M11	11 King Street	Roadside	Y	Triplicate	19.9
M13	60 Church Street	Roadside	Y	Triplicate	22.3
M23	35 Church Street	Roadside	Y	Triplicate	28.4
D1	Ardgannon	Urban Background	N	N	10.1
D2	Newell Rd	Roadside	Y	Triplicate	42.7
D3	Charlemont St	Roadside	Y	Triplicate	46.9
D4	Killyman St	Roadside	N	Triplicate	20.7
D5	The Quays	Urban Background	N	Triplicate	5.9
D6	Dunclose Way	Urban Background	N	N	6.6
C1	Lawford St	Kerbside	N	N	31.4
C2	William St	Roadside	N	N	24.4
C3	James St	Kerbside	N	N	27.4
C4	Church St	Roadside	N	N	22.9
C5	Killymoon St	Kerbside	N	N	20.7
C8	Smith St	Kerbside	N	N	23.4
C10	Stonard St	Kerbside	N	N	12.1
C11	Conyngham St	Kerbside	N	N	29.5

NO_2 Results since 2016 (Magherafelt Town)

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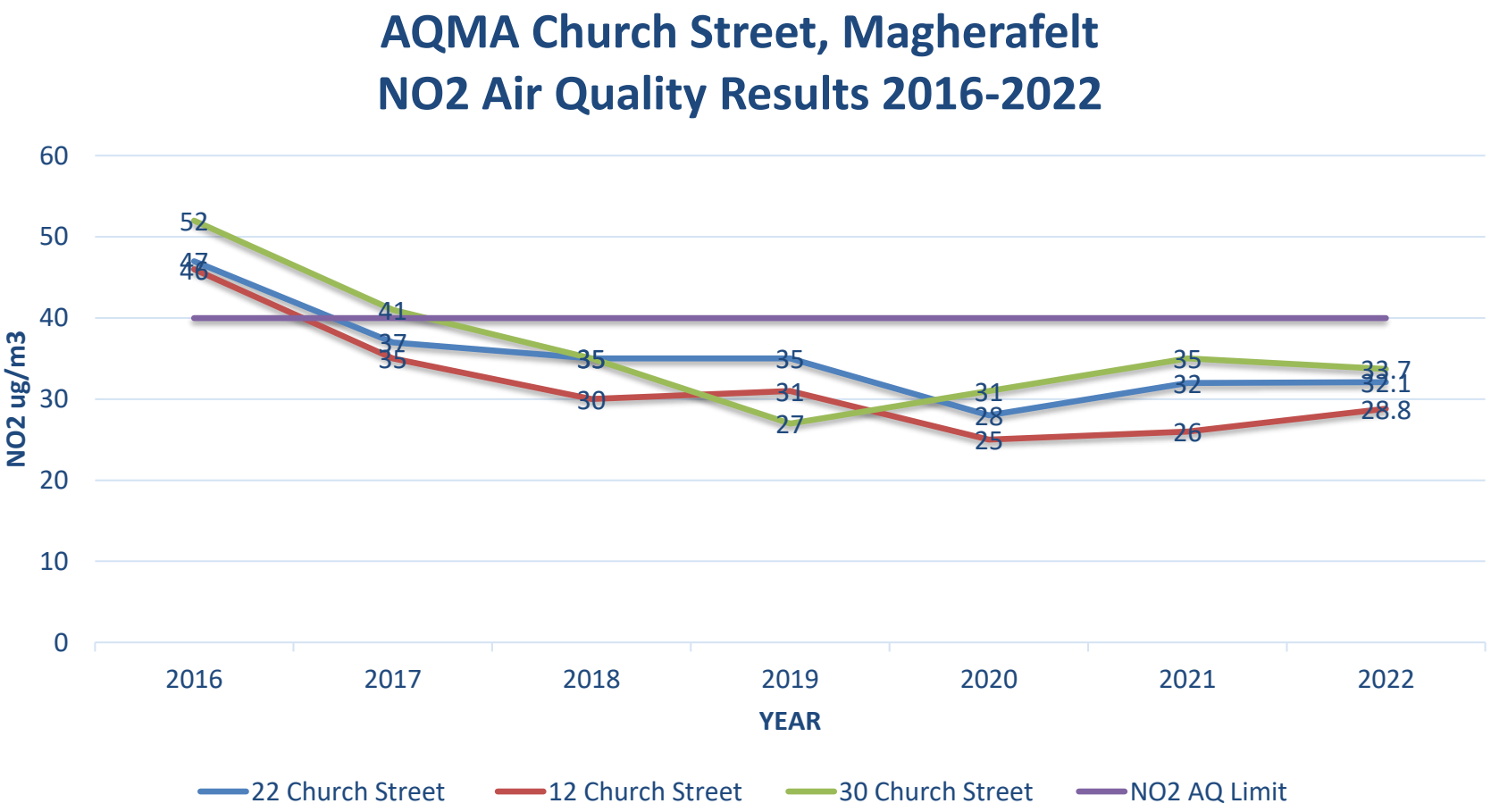

NO_2 Results since 2016 (Newell Road)

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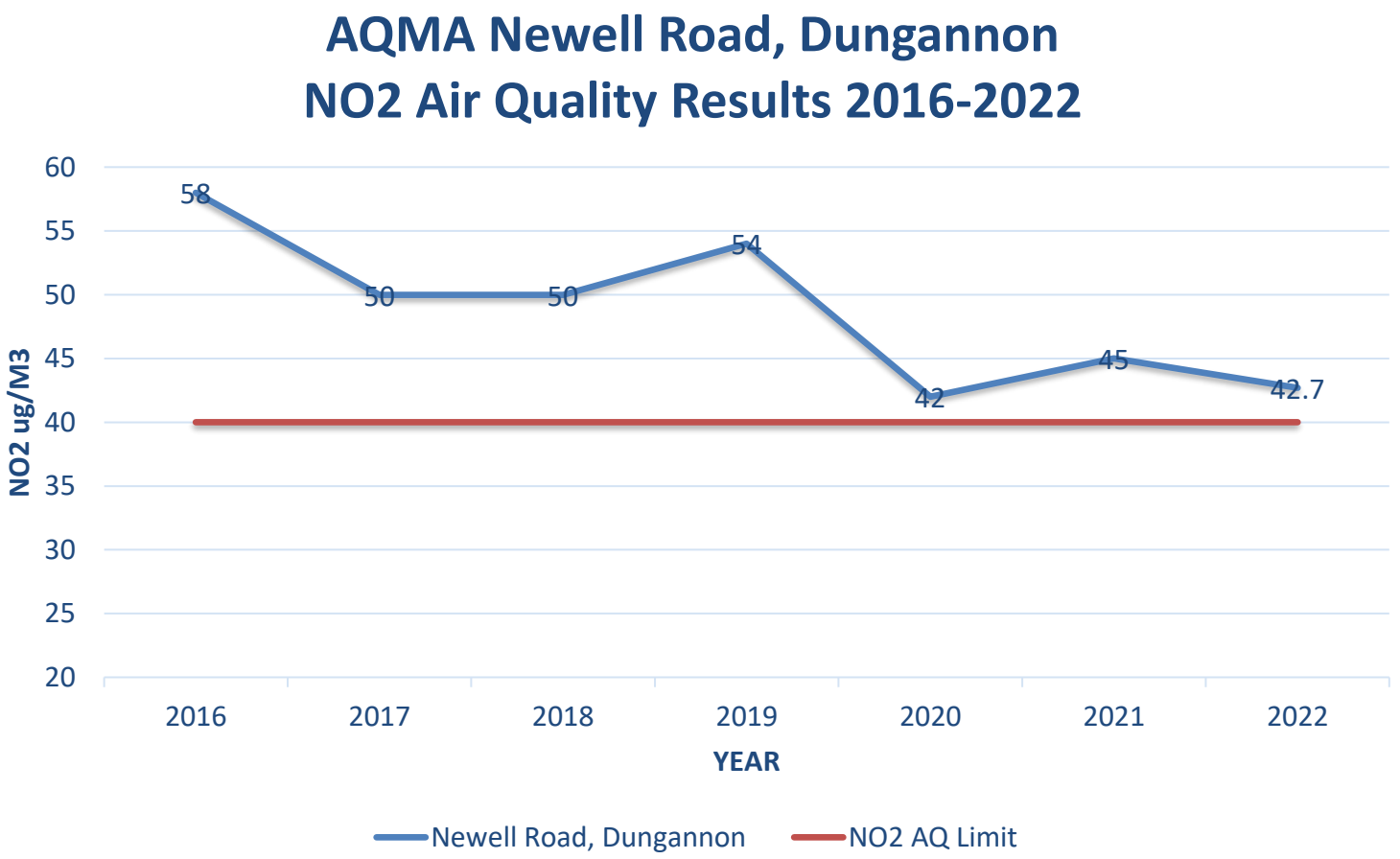

NO_2 Results since 2016 (Charlemont St. Moy)

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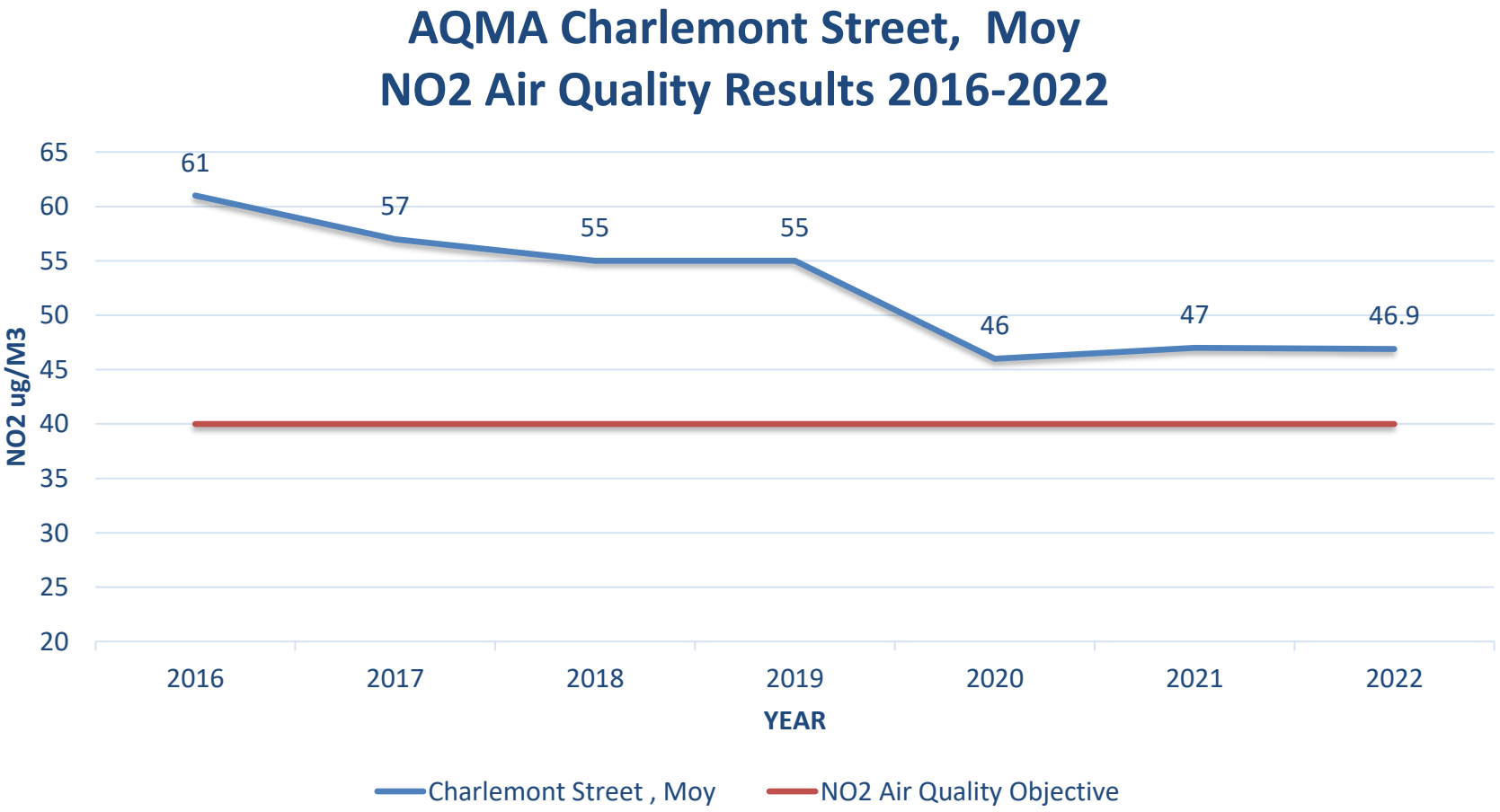

Mid Ulster Action Plan

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- An Action Plan has been produced by Mid Ulster District Council
- Plan includes actions focused on reducing concentrations of air pollutants and exposure to air pollution
- Better local air quality =positive impact on the health and quality of life of residents and visitors to the Mid Ulster District Council area

Air Quality Action Plan Update

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	Measure	Lead	Update
1	Investigate potential for traffic control systems at AQMA	DFI Roads	Traffic surveys carried out in Moy and Newell Road 2023
2	Ensure potential air quality issues are assessed within all new developments before problems arise, through consultation with the Planning Department	MUDC	Ongoing -EH consider in all Planning consultation responses
3	Investigate requiring additional charging points in new developments	MUDC	Local development plan 2030- Draft Plan Strategy- Feb 2019: "more sustainable modes of transport"

Air quality action plan update

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	Measure	Lead	Update
4	Prepare information leaflets on how to help improve air quality and reduce exposure.	MUDC	FAQ developed. NI Air aware app
5	Control of emissions from Part C processes	MUDC	Ongoing Inspections by EH-reported via MUDC Corporate Improvement plan
6	Investigation of air quality nuisance complaints, appropriate action to resolve the problem	MUDC	Ongoing as part of routine EH work
7	Identify, map and promote use of electric vehicle recharging points within Council area.	MUDC	Mapped on GIS-20 sites in Mid Ulster Electric powered vehicles in Council fleet

Air Quality Actions plan Update

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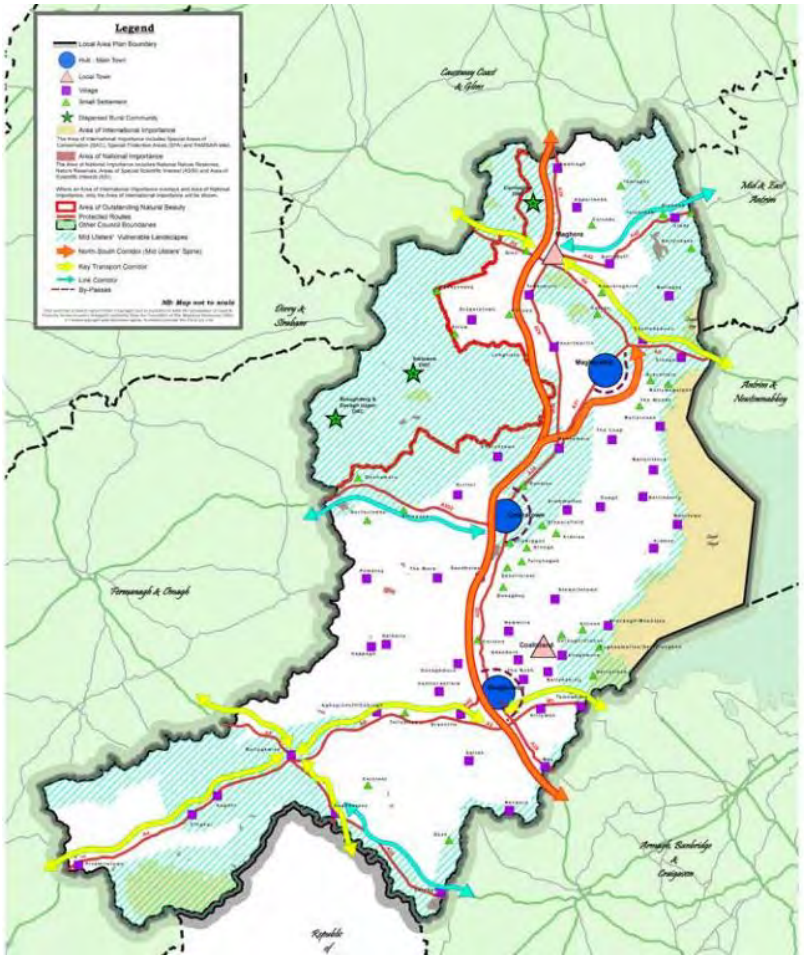
	Measure	Lead	Update
8	Enforcement of the Clean Air Act with regards to industrial smoke	MUDC	Ongoing as part of routine EH work
9	Encourage the installation of new bicycle stands at large supermarkets located in the District and promote the use of existing bicycle stands	MUDC	Local development plan 2030- Draft Plan Strategy
10	Ensure that bicycle stand are available at all Council buildings	MUDC	MUDC corporate improvement plan aims to Reduce carbon emissions related to staff commutes Cycle to Work Scheme in place

2023: New NO2 monitoring sites

- In April 2023, 8 Additional NO2 monitoring sites added at
- Charlemont Street and the Square, Moy;
- Newell Road, Dungannon;
- King's Row and Mamie's Corner, Coalisland;
- Circular Road, Dungannon



Current and Proposed New Monitoring Locations

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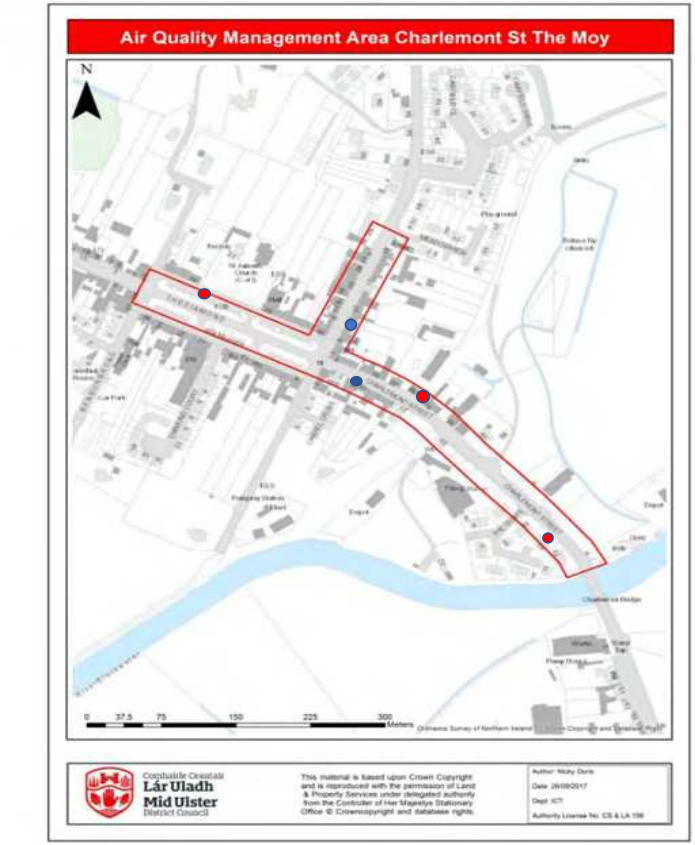

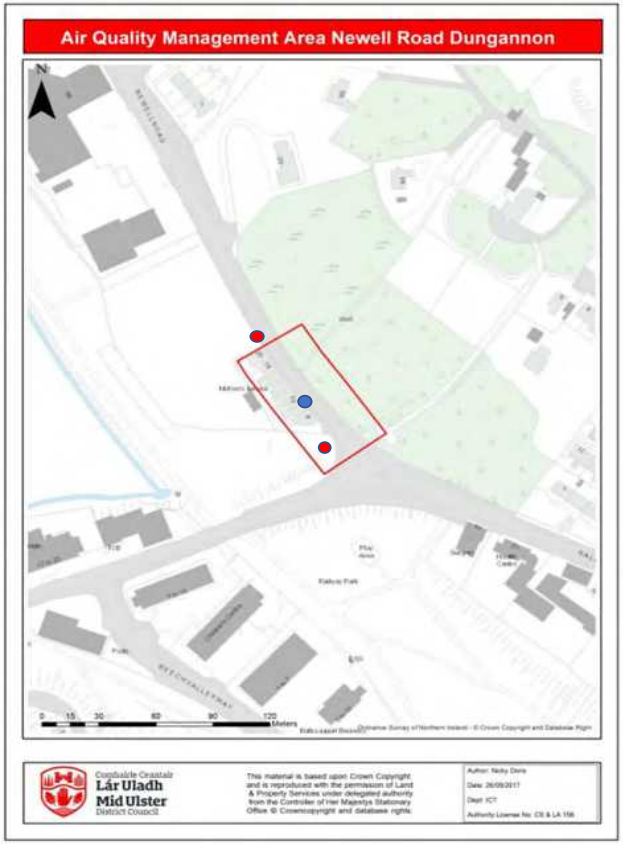

Preliminary Data for new sites

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New Monitoring Location	Preliminary raw data monthly average to date (NO2 ug/m3)
Newell Road (D8)	24
Newell Road (D9)	22
Charlemont Street	14
Charlemont Street	14
The Square Moy	18
Kings Row, Coalisland	31
Mammy's Corner, Coalisland	19
Circular Road, Dungannon	32

DFI Roads-Action update- MOY

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- A previous attempt to introduce double yellows was not able to proceed due to objections.
- Traffic Monitoring survey completed 24th April to 28th April 2023
- The merit in introducing a part time ban on right turning vehicles was considered as it was thought this might be the cause of congestion and hence a reduction in air quality.
- The survey did not show this to be a persistent congestion area
- DfI Roads are planning to consider if less contentious restrictions can be introduced.
- Traffic Monitoring Recommendations

  (1) Introduce additional parking restrictions between Killyman Junction and the Texaco filling station.

  (2) Remark the yellow box marking at Killyman Junction.

DFI Roads Action Update- Newell Road.

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- Traffic survey completed May 2023
- The introduction of traffic signals at this junction could make air quality worse as vehicles would have their engines running while waiting at the lights.
- Yellow box markings are used at junctions and would not be appropriate markings outside the terrace of houses.
- Dfl roads installing cameras to better understand traffic flows. Also to install count in Newell Road.
- Consideration of air flow issues

MUDC Action update

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- MUDC have cut back some of the vegetation at Newell Road area with further works scheduled.
- The removal or relocation of the advertising hoarding may have knock on effects in terms of contracts etc for these hoardings.
- A number of landlords and landowners have now been identified via LandWeb system.
- Privately owned vegetation is not currently in an overgrown state, as was the case previously. Environmental Health will maintain a watching brief and will contact landowners if and when vegetation becomes overgrown
- Redevelopment of Railway Park being explored. How will this impact air quality?
- Air quality leaflet for residents drafted.

Action update- Translink

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- Translink operate a number of different services via the Newell Road and Moy Square including school services.

- Newell Road:-25 services operate via Newell Road daily Monday to Friday.

- Moy Square:- 35 services operate via Moy Square daily Monday to Friday.

Summary of Progress to date

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- Completion of Air quality reports and submission to DAERA
- Air Quality Objectives consistently met for several years at Magherafelt AQMA
- Downward trend of NO2 levels at Newell Rd/ Charlemont street towards air quality objective
- Increased monitoring of NO2 in Mid Ulster at new monitoring sites indicate NO2 levels less than Air quality objective
- MUDC Draft Development strategy & current MUDC Corporate Improvement objectives incorporate actions likely to positively impact on air quality
- Recent Traffic survey available for Newell Road, Dungannon and Moy
- Bus services information available
- Increased stakeholder awareness of air quality issues through meetings
- Regional Climate change strategies may have positive impact on air quality

Work in progress/ Points for further discussion

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- Traffic management recommendations at AQMAs/ Air flow considerations
- Communications with residents regarding Air quality in vicinity of AQMAs
- Housing options- Newell Road
- Explore links to Climate Change action group
- Member/Stakeholder questions
- Any other updates

How do we improve air quality?

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- 1. What further actions can we explore to improve air quality in the Mid Ulster District as a whole?
- 2. Specifically, within the AQMA's?