Air Quality Baseline Report
Exeter Airport Commercial Site

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1. Introduction

Hilson Moran has been instructed by Paragon to provide an Air Quality Baseline Report and subsequent Air Quality Impact Assessment (AQIA) for the Proposed Development at land near Exeter Airport, Devon.

The Site is illustrated in **Figure 1** (included at the end of the report), hereafter referred to as the 'Proposed Development' or 'Application Site'.

1.1. Proposed Development

At this stage it is understood that the proposals comprise Class B8 units, associated car parking and hardstanding.

1.2. Purpose of Report

This air quality baseline report provides a summary of the existing baseline air quality in the vicinity of the Proposed Development. This report sets out the likely considerations to support the future planning application including an assessment of the constriction and operational phase impacts.

At this stage, an assessment of the construction and operational phase has not been carried out, however once the scheme is fixed and a planning application is being brought forward the above assessments will be completed and incorporated into this baseline report.

A glossary of terms is provided in **Appendix A**.

2. Legislation & Policy

2.1. Legislation

A summary of the relevant air quality legislation is provided below.

2.1.1. Air Quality Strategy for England, Scotland, Wales and Northern Ireland

The Government's policy on air quality within the UK is set out in the Air Quality Strategy (AQS) for England, Scotland, Wales and Northern Ireland[1], most recently updated in July 2007. The AQS sets out a framework for reducing hazards to health from air pollution and ensuring that the European Union and International agreements are met in the UK.

The AQS covers the following air pollutants: ammonia (NH_3), benzene (C_6H_6), 1,3 butadiene (C_4H_6), carbon monoxide (CO), lead (Pb), oxides of nitrogen (NO_X) (including nitrogen dioxide (NO_2)), particulate matter (PM_{10} and $PM_{2.5}$), sulphur dioxide (SO_2), ozone (O_3) and polycyclic aromatic hydrocarbons (PAHs).

The AQS sets standards and objectives for the listed pollutants for the protection of human health, vegetation and ecosystems. The standards are based on recommendations by the Expert Panel on Air Quality Standards (EPAQS) and the World Health Organisation (WHO) based on current understanding and scientific knowledge about the effects of air pollution on health and the environment. The air quality objectives are policy-based targets set by the UK Government that are often expressed as maximum concentrations not to be exceeded either without exception or with a limited number of exceedances within a specified timescale.

For the pollutants considered in this assessment, there are both a long-term (*e.g*. annual mean) and short-term (*e.g*. one hour mean) standard. In the case of NO_2, the short-term standard is for a 1-hour averaging period (no more than 18 exceedances of 200 µg/m^3 per year), whereas for PM_{10} it is a 24-hour averaging period (no more than 35 exceedances of 50 µg/m^3 per year). The variation in time-period reflects the varying impacts on health of differing exposures to pollutants.

2.1.2. Air Quality Standards Regulations

The air quality objectives in the AQS are statutory in England with the Air Quality (England) Regulations 2000[2] and the Air Quality (England) (Amendment) Regulations 2002[3] for the purpose of Local Air Quality Management (LAQM).

The Regulations require likely exceedances of the AQS objectives to be assessed in relation to:

> *'…the quality of air at locations which are situated outside of buildings or other natural or man-made structures, above or below ground, and where members of the public are regularly present…'*

The Air Quality Standards (Amendment) Regulations 2016[4] transpose the European Union Ambient Air Quality Directive (2008/50/EC) into law in England, with the Air Quality (Amendment of Domestic Regulations) (EU Exit) Regulations 2019 ensuring continuation of the transposition of the Directive. This Directive sets legally binding limit values for concentrations in outdoor air of major air pollutants that impact public health such as NO_2, PM_{10} and $PM_{2.5}$. The limit values for NO_2 and PM_{10} are the same concentration levels as the relevant AQS objectives and the limit value for $PM_{2.5}$ is a concentration of 25 µg/m^3. The relevant air quality objectives are presented in Table 2.1.

Table 2.1 Air Quality Objectives for Relevant Pollutants

Pollutant	Concentration	Measured as
NO_2	200 µg/m^3	1-hour mean, not to be exceeded more than 18 times a year (99.79 %ile)
	40 µg/m^3	Annual mean
PM_{10}	50 µg/m^3	24-hour mean, not to be exceeded more than 35 times a year (90.41 %ile)
	40 µg/m^3	Annual mean
$PM_{2.5}$	25 µg/m^3	Annual mean

2.1.1. Environment Act

Part IV of the Environment Act 1995[5] requires local authorities to periodically review and assess the quality of air within their administrative area. The reviews have to consider both the air quality at the time of review and likely future air quality during the 'relevant period' and whether any air quality objectives prescribed in regulations are being achieved or are likely to be achieved in the future. Where the objectives are not likely to be achieved, an authority is required to designate an Air Quality Management Area (AQMA). For each designated AQMA the local authority is required to produce an Air Quality Action Plan (AQAP) that works to ensure compliance with the objectives by implementing a number of air quality improvement measures.

2.1.2. Environmental Protection Act 1990

Section 79 of the Environmental Protection Act 1990 (as amended)[6] makes provision for the identification and control of statutory nuisances. The Act identifies statutory nuisance, in relation to air quality, as:

- '*Any dust, steam, smell or other effluvia arising on industrial, trade or business premises and being prejudicial to health or a nuisance*'; and,
- '*Any accumulation or deposit which is prejudicial to health or a nuisance*'.

As a result, the level at which a nuisance occurs is highly variable and dependent on perception, with effects influenced by existing conditions and the degree of change that has occurred.

Where a statutory nuisance has been demonstrated the local authority must serve an abatement notice, non-compliance with which would constitute a legal offence. The abatement notice may prevent or restrict occurrence or re-occurrence of the nuisance or the local authority may, itself, undertake action to abate the nuisance and recover any associated expenses.

2.2. Planning Policy

A summary of the national and local planning policy relevant to air quality and the Proposed Development is detailed below.

2.2.1. National

2.2.1.1. National Planning Policy Framework

The National Planning Policy Framework (NPPF)[7] sets out policies, which apply to the preparation of local plans and to development management decisions. This framework sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

The NPPF sets out the Government's planning policies on the conservation and enhancement of the natural environment, with the following paragraphs relating to air quality:

- Paragraph 8c, which states '*to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy*';
- Paragraph 54, which states '*Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition*';
- Paragraph 103, which states '*the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations, which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*';
- Paragraph 170e, which states '*preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans*';
- Paragraph 181, which states '*Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan'*;
- Paragraph 183, which states '*The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities*'; and,
- Paragraph 205c, which states '*ensure that any unavoidable noise, dust and particulate emissions and any blasting vibrations are controlled, mitigated or removed at sources, and establish appropriate noise limits for extraction in proximity to noise sensitive properties*'.

2.2.2. Local Planning Policy

2.2.2.1. East Devon Local Plan

Local planning policy provided in the East Devon Local Plan[8] is the key planning document which sets out the policies and spatial planning requirements up to 2031.

The main planning policy relating to air quality is provided by Policy EN14 – Control of Pollution, which states:

"Permission will not be granted for development which would result in unacceptable levels, either to residents or the wider environment of:

a) Pollution of the atmosphere by gas or particulates, including. smell, fumes, dust, grit, smoke and soot.

Within the powers available to it, the Council will make decisions which will control and reduce environmental impacts or detriment to health or amenity. In particular:

b) Existing developments must not be put at risk from unacceptable levels of soil, air, water or noise pollution arising from a new development.

c) The cumulative impacts on air quality shall be taken into account, and developments within Air Quality Management Areas shall be consistent with the local air quality action plan."

3. Assessment Methodology

3.1. Scope of the Planning Application Assessment Report

For the planning application report the scope of the assessment will be determined in the following way:

- Consultation with the Environmental Health Officer (EHO) at Exeter City Council (ECC) to agree the scope of the assessment and the methodology to be applied;
- Review of East Devon District Council (EDDC)'s latest review and assessment reports[9] and the air quality data for the area surrounding the Application Site, including EDDC and Defra;
- Desk study to confirm the locations of nearby existing receptors that may be sensitive to changes in local air quality, and a review of the masterplan for the Development to establish the location of new sensitive receptors; and,
- Review of the traffic data provided by the Applicants Transport Consultant.

Based on our understanding of the current proposals it is likely that the scope of the assessment will include the consideration of the potential impacts on local air quality resulting from:

- Dust and particulate matter generated by on-site activities during the construction phase;
- Increases in pollutant concentrations as a result of exhaust emissions arising from construction traffic and plant; and
- Increases in pollutant concentrations as a result of exhaust emissions arising from traffic generated by the Proposed Development once operational.

The assessment would be undertaken in accordance with all relevant legislation, policy and air quality guidance.

4. Baseline Conditions

4.1. Local Air Quality Information

The main pollutant of concern in East Devon is NO_2, principally arising from road traffic around the busier and more congested areas of the district. Historically there was one Air Quality Management Area (AQMA) declared in East Devon, which was revoked in April 2018 as a result of improvement in air quality in the designated area as well as the findings of a detailed air quality report with no exceedances observed at sensitive receptor locations.

4.2. Defra Background Concentrations

The Defra background concentrations for NO_2, PM_{10} and $PM_{2.5}$ for the 1x1km grid square in which the Proposed Development is located are presented in Table 4.1. The Defra background concentrations for NO_2, PM_{10} and $PM_{2.5}$ for 2021 are below the relevant AQS objectives (40µg/m^3 for NO_2 and PM_{10}, and 25µg/m^3 for $PM_{2.5}$).

Table 4.1 Defra Background Concentrations (µg/m^3)

Pollutant	2021 – (X:300500, Y:093500)
NO_2	10.5µg/m^3
PM_{10}	11.2µg/m^3
$PM_{2.5}$	6.3µg/m^3

4.2.1. Local Air Quality Monitoring Data

The latest local air quality monitoring data for East Devon is outlined in the East Devon District Council Local Air Quality Monitoring Annual Status Report 2020[9]. There is a primary focus on NO_2 monitoring with 53 passive diffusion tube monitoring sites across the district in 2018, as well as the Honiton Urban Background automatic monitoring site.

Air quality across East Devon is of a high overall standard, with only one exceedance (after annualisation) in the most recent reporting year. Monitoring location N46 in Honiton recorded 41.5µg/m^3, which falls below the exceedance limit after distance correction. Generally, monitoring results from the more populous towns such as Honiton and Axminster were slightly elevated compared to other areas. A summary of the monitoring data is provided below.

The latest monitoring report published in 2020 identified that air quality in East Devon has gradually been improving year on year. In 2019 there was a significant drop in annual average concentrations of nitrogen dioxide (NO_2) when compared to 2018, with 41 diffusion tube sites reporting a decrease. The largest decrease in NO_2 concentrations was recorded at N59 Clyst St George with a decrease of 11.5µg/m^3 (29%). There was, however, a slight increase in concentrations at 10 diffusion tube locations, the highest of those recorded at N68 Clyst St George with an increase of 6.7µg/m^3 (17%). One monitoring location, N84 - Newton Poppleford, recorded its first years' worth of data in 2019 and so cannot be compared to any previous years and another, N61 – Sowton Lodge,was decommissioned in February 2019 .

The automatic monitoring site in Honiton reported a slight increase in NO_2 concentrations (0.7µg/m^3) when compared to 2018, however levels recorded at this site were still well below the AQS objective with an annual mean concentration of 8.1µg/m^3. No exceedances of the 1-hour mean objective were reported in 2019 at the automatic monitoring site.

A summary of East Devon District Council (EDDC) monitoring sites in the vicinity of the Site are illustrated in **Figure 4.2.**

A summary of the annual mean NO_2 monitoring results collected at EDDC monitoring sites for the years 2015-2019 can be found in **Table 4.2** below.

Figure 4.2 EDDC Monitoring Locations in the Vicinity of the Site (Source: © 2021 Google)

Table 4.2 Annual Mean NO_2 Monitoring Results

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration (µg/m3) (3) (4)				
							2015	2016	2017	2018	2019
Honiton AURN (Dove Close)	315749	99874	Urban Background	Automatic	100.0%	100.0%	8.0	8.2	7.8	7.4	8.1
Exmouth, Exton, Lympstone											
N01	300267	81193	Kerbside	Diffusion Tube	100.0%	100.0%	16.1	20.6	17.9	19.7	19.2
N02	302163	81724	Roadside	Diffusion Tube	100.0%	100.0%	15.9	19.2	18.4	17.4	16.9
N03	301386	81518	Industrial	Diffusion Tube	100.0%	100.0%	8.7	9.8	8.7	10.6	8.8
N07	300087	80955	Kerbside	Diffusion Tube	100.0%	100.0%	21.0	24.7	24.1	22.8	21.3
N73	300294	83265	Kerbside	Diffusion Tube	100.0%	100.0%	-	-	30.4	29.7	29.8
N74	299931	84157	Kerbside	Diffusion Tube	100.0%	100.0%	-	-	29.1	27.8	25.9
N75	298425	86472	Kerbside	Diffusion Tube	100.0%	100.0%	-	-	36.6	37.5	34.5
Newton Pop, Sidford. Sidmouth											
N16	312665	87432	Roadside	Diffusion Tube	100.0%	100.0%	12.9	14.3	14.4	13.3	12.2
N19	313403	90074	Roadside	Diffusion Tube	100.0%	100.0%	20.6	20.7	19.0	17.5	19.0
N72	308004	89533	Kerbside	Diffusion Tube	100.0%	100.0%	-	-	18.8	18	18.5
N84	308632	89742	Roadside	Diffusion Tube	91.7%	91.7%	-	-	-	-	19.3
Clyst St George											
N06	298062	88425	Kerbside	Diffusion Tube	100.0%	100.0%	28.4	32.4	30.7	30.4	28.3
N68	298079	88521	Roadside	Diffusion Tube	100.0%	100.0%	27.6	31.4	27.3	31.8	38.5
N59	298083	88337	Roadside	Diffusion Tube	100.0%	100.0%	37.1	**43.0**	38.6	39.8	28.3
N63_EB	298088	88161	Roadside	Diffusion Tube	100.0%	100.0%	29.5	32.1	29.8	32.4	31.6
N80	297941	89437	Roadside	Diffusion Tube	100.0%	100.0%	-	-	-	20.3	19.5
East of Exeter – Beare, Broadclyst											
N26	299102	93198	Roadside	Diffusion Tube	91.7%	91.7%	18.8	19.9	20	19.5	18.8
N60	297029	93140	Roadside	Diffusion Tube	100.0%	100.0%	26.2	32.6	26.7	27.7	31.7
N61	297018	93139	Roadside	Diffusion Tube	100.0%	8.3%	26.5	29.9	25.5	27.1	-*
N20	300345	94860	Roadside	Diffusion Tube	100.0%	100.0%	12.6	13.7	13.2	12.9	13.3
N21	299605	95350	Roadside	Diffusion Tube	91.7%	91.7%	7.7	8.5	7.8	7.5	7.9
N22	301876	95558	Industrial	Diffusion Tube	100.0%	100.0%	7.2	10.9	9.2	9.7	10.3
N76	300283	95200	Roadside	Diffusion Tube	91.7%	91.7%	-	-	11.4	11.4	11.2
N77	301228	95665	Roadside	Diffusion Tube	83.3%	83.3%	-	-	13.1	12.4	11.7

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration (µg/m3) (3) (4)				
							2015	2016	2017	2018	2019
N78	299763	102177	Industrial	Diffusion Tube	100.0%	100.0%	-	-	19.2	22.7	21.3
Clyst St Mary, Farringdon											
N13	297314	91056	Roadside	Diffusion Tube	100.0%	100.0%	19.2	22	23.2	22.3	21.2
N63_LODGE	297633	90927	Roadside	Diffusion Tube	100.0%	100.0%	31.7	35.4	34.3	33.8	30.9
N64_GP	300259	90712	Roadside	Diffusion Tube	100.0%	100.0%	18.9	21.9	21.0	21	19.6
N65	300735	90555	Kerbside	Diffusion Tube	100.0%	100.0%	28	31.3	32.5	31	28.0
N66	302491	90461	Roadside	Diffusion Tube	100.0%	100.0%	12.9	14.6	13.6	14.1	12.1
N67	302420	90750	Kerbside	Diffusion Tube	100.0%	100.0%	8.1	9.6	9	9.5	8.9
N81	297327	90998	Roadside	Diffusion Tube	100.0%	100.0%	-	-	-	24.9	24.1
N82	298923	90859	Roadside	Diffusion Tube	100.0%	100.0%	-	-	-	27.7	25.8
N83	299997	90722	Roadside	Diffusion Tube	100.0%	100.0%	-	-	-	25.1	22.9
Axminster											
N11	329584	98464	Roadside	Diffusion Tube	100.0%	100.0%	32.4	34.7	32.9	30.4	33.0
N56	329680	98550	Roadside	Diffusion Tube	100.0%	100.0%	30.3	36.0	31.3	32.1	30.3
N57	329765	98554	Kerbside	Diffusion Tube	100.0%	100.0%	23.4	24.0	23.2	23.5	22.2
N58	329789	98613	Roadside	Diffusion Tube	100.0%	100.0%	27.2	35.7	33.2	31.1	31.1
N64_AX	329743	98589	Roadside	Diffusion Tube	100.0%	100.0%	31.7	28.0	24.2	23.7	22.4
Ottery, Seaton											
N14	324479	89930	Roadside	Diffusion Tube	100.0%	100.0%	12.6	15.8	15.1	14.3	12.4
N10	309882	95449	Roadside	Diffusion Tube	100.0%	100.0%	23.1	25.2	23.3	22.9	23.4
Honiton - West (Near Turks Head Junction)											
N24	315097	100182	Roadside	Diffusion Tube	100.0%	100.0%	34.6	31.6	30.3	30.6	30.1
N25	315087	100165	Roadside	Diffusion Tube	100.0%	100.0%	-	-	-	31.7	29.4
N27	314875	100097	Roadside	Diffusion Tube	100.0%	100.0%	17.3	19.7	17.9	18.6	17.3
N29	315114	100201	Roadside	Diffusion Tube	100.0%	100.0%	17.8	20.4	19.0	21.3	18.0
Honiton - CENTRAL & EAST HONITON (High Street)											
N09	316062	100596	Kerbside	Diffusion Tube	91.7%	91.7%	28.9	31.8	31.7	25.4	29.2
N36	316012	100653	Kerbside	Diffusion Tube	100.0%	100.0%	32.3	36.1	37.0	30.3	31.4
N37	316102	100607	Kerbside	Diffusion Tube	100.0%	100.0%	32.3	**41.0**	39.7	35.3	34.7
N44	316629	100837	Kerbside	Diffusion Tube	100.0%	100.0%	28.0	32.6	28.6	25.9	26.4
N45	316816	100934	Kerbside	Diffusion Tube	100.0%	100.0%	32.8	35.4	36.5	34.7	33.1
N46	316796	100856	Kerbside	Diffusion Tube	91.7%	91.7%	**40.4**	**45.2**	**45.8**	**42.7**	**41.5**

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2019 (%) (2)	NO_2 Annual Mean Concentration (µg/m3) (3) (4)				
							2015	2016	2017	2018	2019
DEFRA AURN SITE - HONITON, DOVE CLOSE											
N62a,b,c	315745	99875	Urban Background	Diffusion Tube	97.2%	97.2%	8.1	9.5	8.8	9.4	8.1
Wilmington											
N71	321135	99875	Kerbside	Diffusion Tube	100.0%	100.0%	-	37.7	**41.5**	**40.9**	38.6

4.3. Sensitive Receptors

Defra provides guidance on locations where the air quality objectives should apply, Table 4.3 combined with professional judgement has been used to select receptors where likely significant exposure to pollutant concentrations may occur.

Table 4.2 Examples of where the Air Quality Objective may or may not apply

Averaging Period	Objectives Should Apply	Objectives Should Generally Not Apply
Annual Mean	All locations where members of the public might be regularly exposed. Building facades of residential properties, schools, hospitals, care homes *etc*.	Building facades of offices or other places of work where members of the public do not have regular access. Hotels, unless people live there as their permanent residence. Gardens of residential properties. Kerbside sites (as opposed to locations at the building façade), or any other locations where public exposure is expected to be short-term.
24-Hour Mean	All locations where the annual mean objective would apply, together with hotels. Gardens of residential properties.	Kerbside sites (as opposed to locations at the building façade), or any other locations where public exposure is expected to be short-term.
1-Hour Mean	All locations where the annual mean and 24-hour mean objectives apply. Kerbside sites (for example pavements of busy shopping streets). Those parts of car parks, bus stations and railway stations etc. which are not fully enclosed, where members of the public might reasonably be expected to spend one hour or more. Any outdoor locations where members of the public might reasonably be expected to spend 1 hour or longer.	Kerbside sites where the public would not be expected to have regular access.
15-Minute Mean	All locations where members of the public might reasonably be exposed for a period of 15 minutes or longer.	

The Proposed Development is in a location whereby the existing receptor locations around the Application Site are predominantly commercial and retail in nature with a small number of hotels. As such, the annual mean averaging period is not typically relevant for this type of receptor with the 1-hour NO_2 and 24-hour PM_{10} objectives being more appropriate.

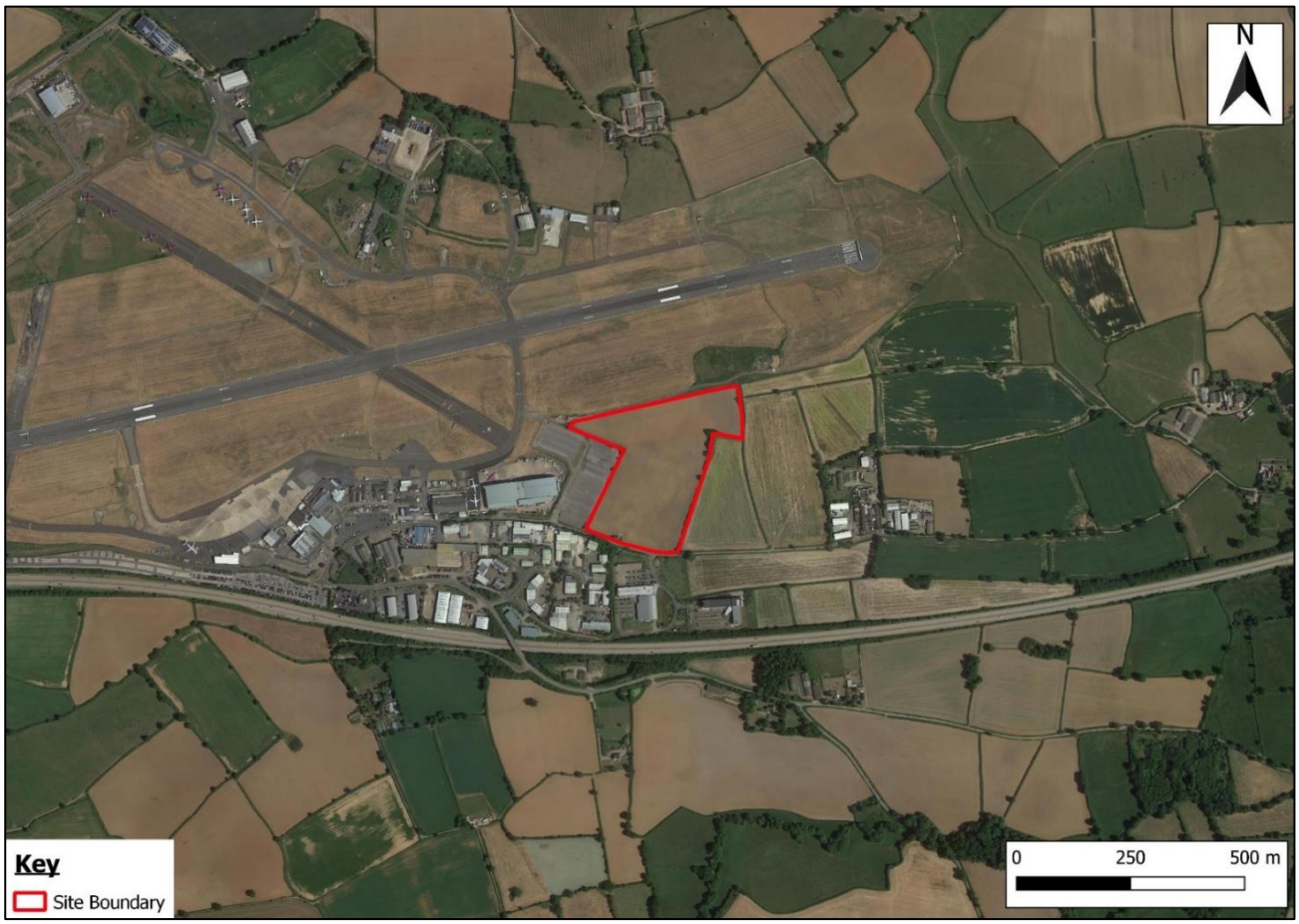
5. Summary & Recommendations

Local air quality data shows compliance with AQS objectives for NO_2 with only 1 exceedance out of 54 monitoring sites across East Devon in the most recent reporting year, 2019. Air quality is gradually improving year on year with the majority of monitoring sites recording a decrease in nitrogen dioxide concentration when compared to 2018 results. There are also no Air Quality Management Areas currently declared.

On this basis it is evident that air quality is not typically an issue in the vicinity of the Application Site and within the wider East Devon District Council area therefore it is unlikely to be an overriding consideration in the planning process. However, there is potential that development generated traffic may be significant and the subsequent impact on local air quality at some locations may cause localised issues.

Figures

Figure 1 – Site Boundary (Source © 2021 Google)



Appendix A Glossary

Term	Definition
AADT Annual Average Daily Traffic	A daily total traffic flow (24 hrs), expressed as a mean daily flow across all 365 days of the year.
Air Quality Objective	Policy target generally expressed as a maximum ambient concentration to be achieved, either without exception or with a permitted number of exceedances within a specific timescale (see also air quality standard).
Air Quality Standard	The concentrations of pollutants in the atmosphere which can broadly be taken to achieve a certain level of environmental quality. The standards are based on the assessment of the effects of each pollutant on human health including the effects on sensitive sub groups (see also air quality objective)
Ambient Air	Outdoor air in the troposphere, excluding workplace air.
Annual Mean	The average (mean) of the concentrations measured for each pollutant for one year.
AQMA	Air Quality Management Area
Conservative	Tending to over-predict the impact rather than under-predict.
Data Capture	The percentage of all the possible measurements for a given period that were validly measured.
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport.
Dust	Dust comprises particles typically in the size range 1-75 micrometres (µm) in aerodynamic diameter and is created through the action of crushing and abrasive forces on materials.
Exceedance	A period of time where the concentrations of a pollutant is greater than the appropriate air quality standard.
HDV/HGV	Heavy Duty Vehicle/Heavy Goods Vehicle
LAQM	Local Air Quality Management
NO_2	Nitrogen dioxide
NO_X	Nitrogen oxides
PM_{10}	Particulate matter with an aerodynamic diameter of less than 10 micrometres (µm)
$PM_{2.5}$	Particulate matter with an aerodynamic diameter of less than 2.5 micrometres (µm)
Trackout	The transport of dust and dirt from the construction/demolition site onto the public road network, where it may be deposited and then re-suspended by vehicles using the network. This arises when heavy duty vehicles (HDVs) leave the construction/ demolition site with dusty materials, which may then spill onto the road, and/or when HDV's transfer dust and dirt onto the road having travelled over muddy ground on site.

References

[1] Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007).
[2] The Air Quality (England) Regulations 2000 – Statutory Instrument 2000 No. 928.
[3] The Air Quality (England) (Amendment) Regulations 2002 – Statutory Instrument 2002 No. 3043.
[4] The Air Quality Standards (Amendment) Regulations 2016 – Statutory Instrument 2016 No. 1184.
[5] The Environment Act 1995.
[6] The Environmental Protection Act 1990.
[7] Department for Communities and Local Government (2019). National Planning Policy Framework. June 2019
[8] East Devon District Council (2016) East Devon Local Plan. January 2016.
[9] East Devon District Council (2020) East Devon District Council Local Air Quality Monitoring Annual Status Report 2020.