Chelmsford City Council Cabinet

30th January 2024

REVOCATION OF AIR QUALITY MANAGEMENT AREAS

Report by:
Cabinet Member for a Greener and Safer Chelmsford

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Purpose

Following the production of a report for the Department for Environment, Food and Rural Affairs (DEFRA) regarding Air Quality Management Areas (AQMA), to consider the revocation of the two AQMAs in the area of Chelmsford City Council at The Army and Navy and A414 Maldon Road, Danbury.

Options

1. To revoke of the Air Quality Management Areas.
2. To retain the Air Quality Management Areas.

Recommendations

1. The Director of Public Places be authorised to revoke the two Air Quality Management Areas within the Chelmsford City Council area.

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1. Introduction and Background

1.1 AQMAs are declared by local authorities when air quality objectives are not being achieved in a certain area. Chelmsford City Council currently has two declared AQMAs; one at and around the Army and Navy roundabout in Chelmsford and one at a short stretch at the A414 Maldon Road in Danbury. The Army Navy AQMA was first declared in 2005 (and amended in 2012). The Danbury AQMA was declared in 2018. The pollutants that were being exceeded in both locations was Nitrogen Dioxide (NO2) measured as an annual mean.

1.2 DEFRA technical guidance TG.22 sets out the process for how local authorities must determine if AQMAs are to be amended or revoked.

1.3 Where there have been no exceedances over the previous 5 years, local authorities must make plans to revoke the AQMA. Revoking an AQMA should also be considered if 3 consecutive years of compliance with levels has been demonstrated (10% below the borderline threshold of the relevant objective).

1.4 Within the last 3 years both the AQMA areas have produced results for NO2 below the relevant thresholds. The full results for 2023 have not yet been completed but provisionally these suggest that further reductions will be obtained for this year.

1.5 The Council must consider whether there is the likelihood of levels increasing in forthcoming years before revoking an AQMA. There is a long-term downward trend of monitored NO2 pollution in Chelmsford. The effects of proposed developments at, and around, the Army and Navy area have been assessed and these are expected to have an imperceptible change or a small improvement to air quality. From 2020 the levels of NO2 at A414 Maldon Road, Danbury have been decreasing and no exceedances at relevant exposure.

1.6 Taking into account this information, it is recommended that the Army and Navy AQMA and the A414 Maldon Road, Danbury AQMA are revoked.

1.7 The full report to DEFRA is at Appendix 1 and includes the current AQMA documents and plans. The report explains, in full, the rationale behind revocation including information on results of air quality monitoring at both locations.

2. Conclusion

2.1 A report has been produced for DEFRA in accordance with the relevant requirements of the technical guidance.

2.2 Following a review of the air quality monitoring data and the air quality technical guidance it is considered that it is appropriate to revoke both the AQMAs at The Army and Navy and at A414 Maldon Road, Danbury.

List of appendices:
Appendix 1 – 2023 Air Quality AQMA Revocation Report (November 2023)

Background papers:
N/A

Corporate Implications

Legal/Constitutional: None
Financial: None
Potential impact on climate change and the environment: None
Contribution toward achieving a net zero carbon position by 2030: None
Personnel: None
Risk Management: None
Equality and Diversity: Impact assessment not required
Health and Safety: None
Digital: None
Other: None

Consultees: N/A

Relevant Policies and Strategy:

2023 Air Quality AQMA Revocation Report

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

November 2023

Local Authority Officer	Tim Savage
Department	Public Health & Protection
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Report Reference number	CCC/AQMA/2023
Date	27th November 2023
Written by	Tim Savage
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1. Introduction

The Defra technical guidance TG.22 sets out the process for determining whether revocation or amendment of AQMA should be considered.

Where there have been no exceedances for the past five years, local authorities must proceed with plans to revoke the AQMA. The revocation of an AQMA should also 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 to the point of relevant exposure). Appendix E provides details about relevant exposure.

The Chelmsford City Council 2023 Annual Status Report (ASR) that was submitted to and approved by Defra concluded:

- There is a long term downwards trend of monitored NO2 air pollution in Chelmsford
- No exceedances of the air quality objectives have been identified in 2022
- Within the last three years, all concentrations at relevant exposure have been below the borderline (10%) threshold with the air quality objectives
- Chelmsford City Council will consider revocation of the Army & Navy Air Quality Management Area (AQMA)
- Chelmsford City Council will consider revocation of the Danbury Air Quality Management Area (AQMA)

In order to consider revocation of the AQMAs, it is necessary undertake analysis of air quality monitoring results within the two AQMAs.

This report identifies that:

- Within the last three years, all concentrations at relevant exposure have been below the borderline (10%) threshold with the air quality objectives
- Whilst monitoring in 2023 has not yet been completed or ratified, the provisional results suggest that further reductions in NO2 will be measured in 2023
- The effects of the proposed developments within the Army & Navy AQMA have been modelled to range from imperceptible to a small improvement and as such will have no negative impact upon the compliance with the air quality objectives
- These factors provide justification for revoking the AQMAs

This report recommends that the Army & Navy AQMA and the A414 Maldon Road, Danbury AQMA should be revoked.

2. Air Quality Management Areas

Chelmsford currently has two declared Air Quality Management Areas (AQMA). The AQMA orders can be viewed in Appendix A and B.

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. The current AQMAs have been declared for exceedances of the nitrogen dioxide (NO2) annual mean air quality objective. The air quality objectives are provided in Appendix D.

A summary of AQMAs declared by Chelmsford City Council can be found in Table 2.1 below:

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration (µg/m^3)	Level of Exceedance: Current Year (µg/m^3)	Number of Years Compliant with Air Quality Objective (at relevant exposure)
Army & Navy AQMA	Declared 01/12/2005 Amended 1/10/2012	NO2 Annual Mean	Army & Navy Roundabout and surrounding roads	NO	51	No Exceedance	3
A414 Maldon Road, Danbury	Declared 08/10/2018	NO2 Annual Mean	The stretch of road between Gay Bowers Lane and Danbury Village Green	NO	47.3	No Exceedance	3

Appendix A and Appendix B provides the current AQMA orders and maps of AQMAs.

3. Proposed Revocation of the AQMAs

Defra sets out that there should not be any declared AQMAs for which compliance with the relevant objective has been achieved for a consecutive five-year period.

In addition, where diffusion tube monitoring sites within an AQMA have achieved three consecutive years 10% below the relevant objective at the point of exposure it is possible to consider revoking the AQMA.

Pollutant concentrations may vary significantly from one year to the next, due to the influence of meteorological conditions, and it is important that authorities avoid cycling between declaring, revoking and declaring again, due simply to these variations. Therefore, before revoking an AQMA on the basis of measured pollutant concentrations, the authority therefore needs to be reasonably certain that any future exceedances (that might occur in more adverse meteorological conditions) are unlikely.

Army & Navy AQMA

The Army and Navy Roundabout serves as a junction to both the A1114 and the A138 Chelmer Road. In addition to these trunk roads, two major residential link roads (Baddow Road and Van Diemans Road) also converge on the roundabout. Congestion is a major issue on all of the converging roads and this is most acute during peak period traffic.

In December 2005 Chelmsford Borough Council declared an area around Chelmsford's Army and Navy Roundabout as an Air Quality Management Area (AQMA). The AQMA encompassed a large residential area surrounding the roundabout and the converging roads.

As monitored Nitrogen Dioxide (NO2) levels showed a decline between 2007 and 2009 monitoring periods, a Detailed Assessment was conducted in April 2010 for Army and Navy Roundabout.

The Detailed Assessment concluded that exceedances of Nitrogen Dioxide are restricted to Baddow Road, the immediate vicinity of the Parkway/High Bridge Road Roundabout and properties backing onto Parkway off Baddow Road near the High Bridge Road Roundabout.

In 2012, the AQMA was amended to reduce the size and the boundaries to reflect the Detailed Assessment results.

The Council has developed and adopted an Air Quality Action Plan (AQAP) setting out measures that the Council and associated organisations will take in order to lower pollutant concentrations within the AQMA.

A number of infrastructure changes that were identified in the Army & Navy AQAP have been implemented to improve traffic flow and air quality:

- Parkway widening (Pinch-point removal fund) originally assessed as a dedicated filter land from Van Diemans Road to Parkway
- Left hand filter lane from Parkway to Chelmer Road

Air quality monitoring identified that areas directly around the Army and Navy roundabout have been compliant with the air quality objectives since 2018.

Monitoring on Parkway to the rear of properties in Baddow Road commenced in 2018 and identified exceedances in 2018, 2019 and 2020. However, from 2020, there have been no exceedances at relevant exposure.

Whilst monitoring in 2023 has not yet been completed or ratified, the provisional results suggest that further reductions in NO2 will be measured in 2023.

Table 3.3 identifies that for the period of January to September in 2023, concentrations measures across the Army & Navy AQMA are lower than the same period in 2022.

The Army and Navy flyover which was a feature of the junction was closed in 2019 after defects were found in the concrete foundations.

The closure of the flyover may have increased traffic congestion in some locations, however there is no evidence that air quality has worsened as a result. The significant decline in measured concentrations at CB98 and CB99 on Parkway from 2020 onwards suggests that the closure of the flyover may have improved air quality at these locations.

The flyover structure was dismantled and removed in 2020.

After reviewing the air quality monitoring data and air quality technical guidance, Chelmsford City Council consider that it is appropriate to revoke the Army & Navy Air Quality Management Area (AQMA).

Table 3.1 – Army & Navy 2013 – 2022 Air Quality Monitoring

Site ID	Address	NO2 concentration measured in µg/m3									
		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
CB01	12 Van Diemans Road	33.9	30.3	28.4	31.3	32.5	31.7	30.2	24.4	25.6	26.4
CB22A / CB22B/ CB22C	95 Baddow Road	36.1	32.4	30.3	32.4	32.3	33.0	29.6	23.6	26.1	24.6
CB58	148 Baddow Road	**45.9**	36.8	35.8	36.6	**40.6**	37.2	35.1	31.3	31.7	31.0
CB98A / CB98B / CB98C	Rear of 66 Baddow Road	N/A	N/A	N/A	N/A	N/A	**45.9**	**45.8**	38.3	36.8	35.9
CB99A / CB99B / CB99C	Rear of 74 Baddow Road	N/A	N/A	N/A	N/A	N/A	**47.1**	**45.4**	**40.2**	37.5	37.8

Table 3.2 – Army & Navy NO2 Fall-off Calculations (Estimated concentrations at Relevant Exposure)

Site ID	NO2 concentration measured in µg/m3				
	2018 Annual Mean with NO2 Fall-off Calculations Applied	2019 Annual Mean with NO2 Fall-off Calculations Applied	2020 Annual Mean with NO2 Fall-off Calculations Applied	2021 Annual Mean with NO2 Fall-off Calculations Applied	2022 Annual Mean with NO2 Fall-off Calculations Applied
CB98A / CB98B / CB98C	**42.2**	**42.0**	35.4	34.0	33.2
CB99A / CB99B / CB99C	**41.4**	39.9	35.6	33.3	33.4

Table 3.3 – Army & Navy 2023 Air Quality Monitoring

Site ID	Address	NO2 concentration measured in µg/m3	
		2023 (January to September)	Change Vs 2022 (January to September)
CB01	12 Van Diemans Road	24.08	-2.9
CB22A / CB22B/ CB22C	95 Baddow Road	22.60	-0.2
CB58	148 Baddow Road	29.89	-1.0
CB98A / CB98B / CB98C	Rear of 66 Baddow Road	34.39	-2.4
CB99A / CB99B / CB99C	Rear of 74 Baddow Road	33.95	-3.6

The results in the table are based on the 2022 bias adjustment figure of 0.76

Figure 3.1 – Parkway (Rear of Baddow Road) 2018 to 2022 Air Quality Monitoring (Adjusted for Relevant Exposure)

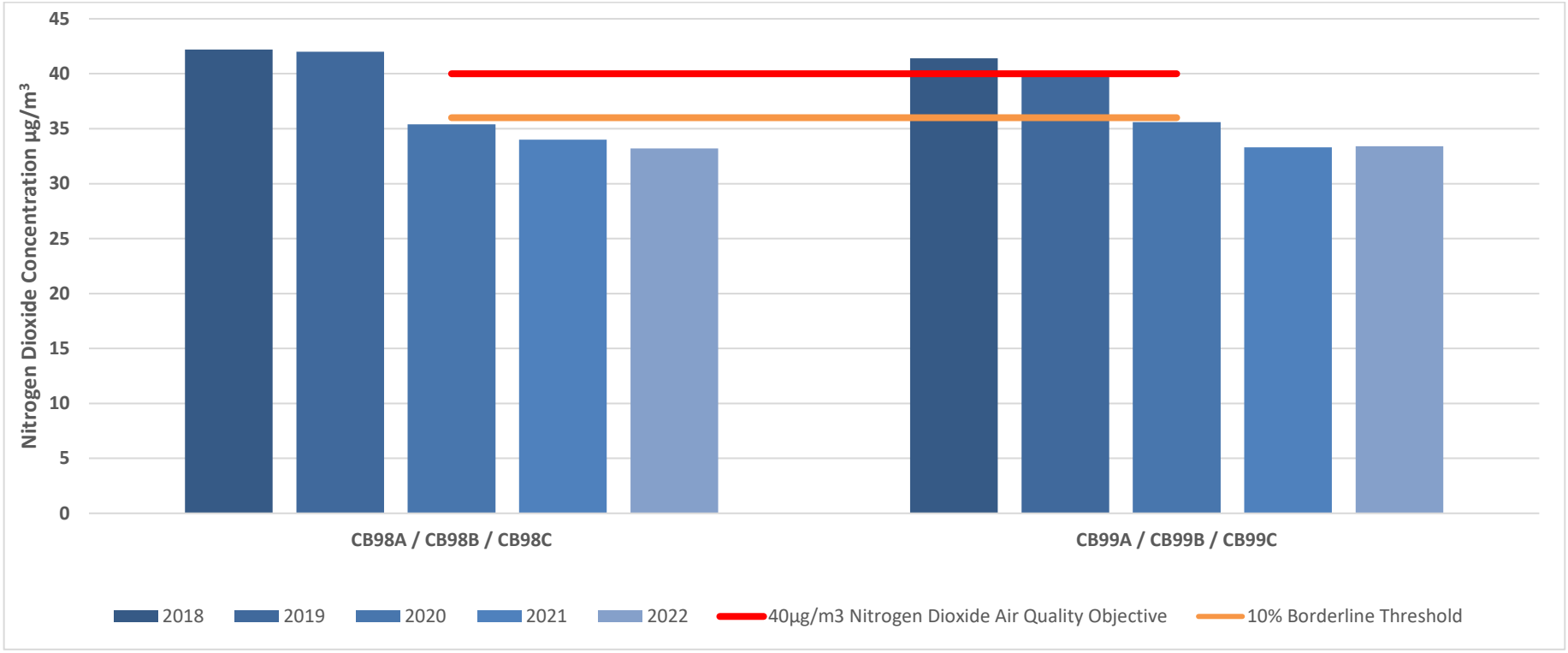


Figure 3.2 - CB98A / CB98B / CB98C Rear of 66 Baddow Road Photograph

Figure 3.3 - CB98A / CB98B / CB98C Rear of 66 Baddow Road Site Plan

Figure 3.4 - CB99A / CB99B / CB99C Rear of 74 Baddow Road Photograph

Figure 3.5 - CB99A / CB99B / CB99C Rear of 74 Baddow Road Site Plan

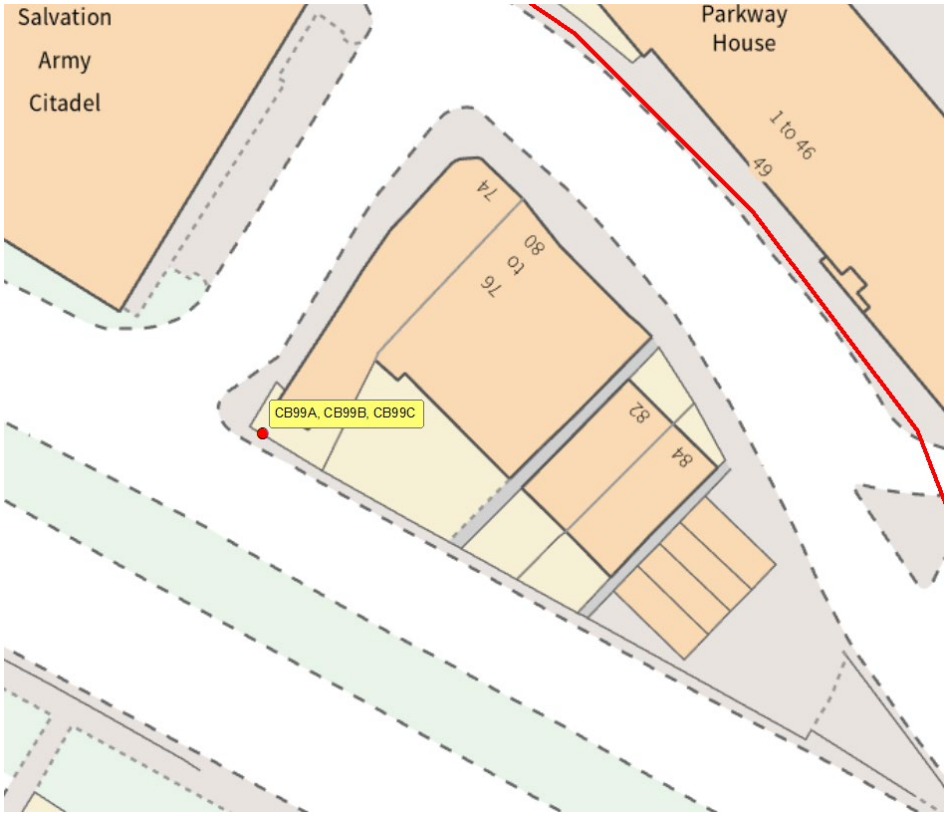
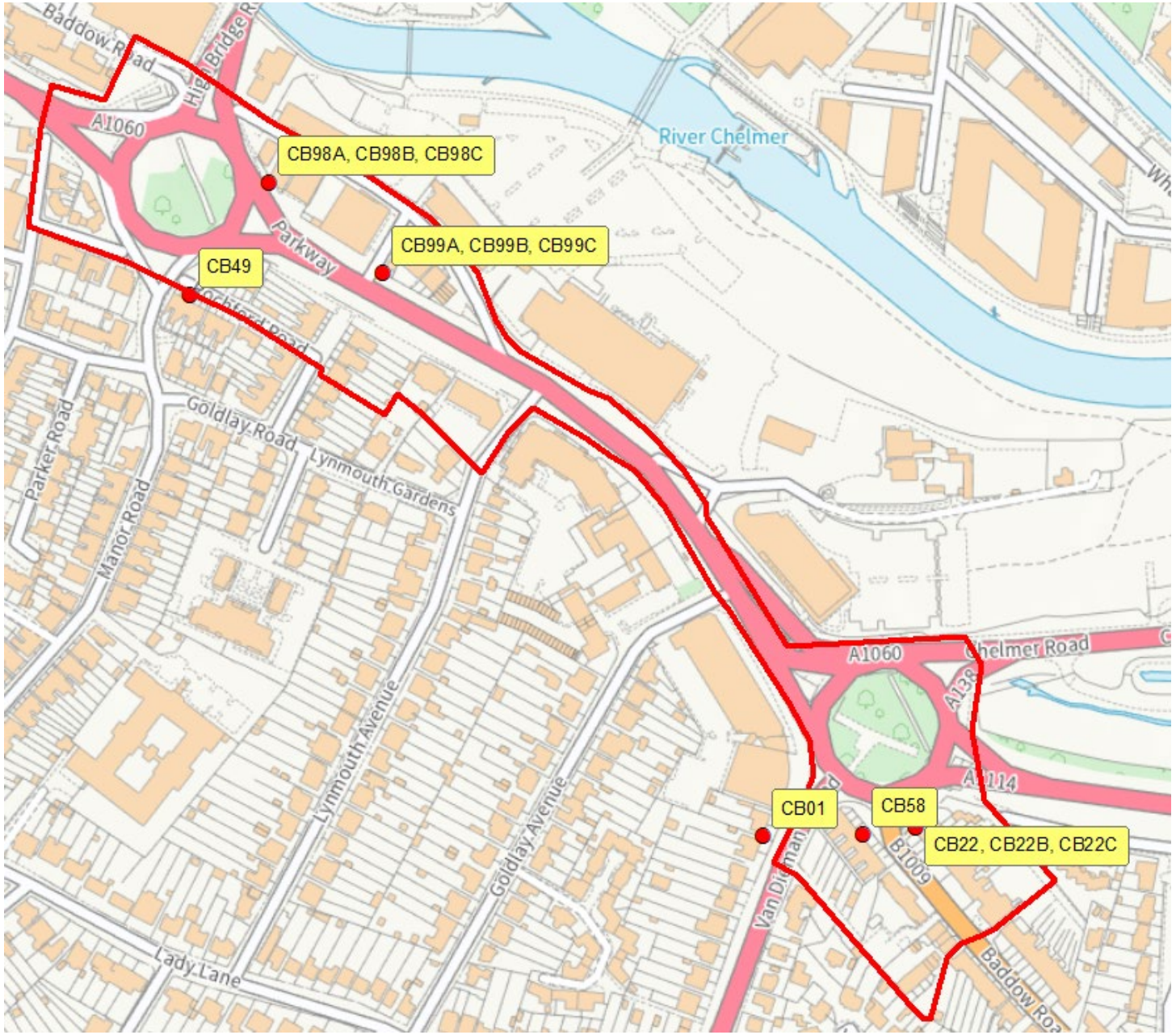


Figure 3.6 - Air Quality Monitoring Sites within Army & Navy AQMA



Army & Navy Sustainable Transport Package

The Essex Highways air quality impact assessment (AQIA) in support of the proposed Army & Navy Sustainable Transport Package sets out that air quality changes as a result of the scheme will range from an 8.1µg/m3 improvement to a 3.4µg/m3 worsening of air quality at locations around the AQMA. Although some locations do show increased concentrations of NO2, the modelling identifies no exceedances of the air quality objectives.

The modelling is based upon 2019 air quality data which was higher than current conditions. When applying the percentage change to 2022 data at existing monitoring locations, the resulting lower expected concentrations identifies that at worse case relevant exposure the changes range between imperceptible and a small improvement.

Table 3.4 – Modelled Air Quality Impact of Army & Navy Sustainable Transport Package at Worst Case Relevant Exposure

Diffusion Tube Code	Receptor ID	Address	Eastings	Northings	2022 Monitored Concentration (µg/m3)	Affect of Proposed Scheme Applied to 2022 Monitored Concentrations (µg/m3)	AQIA Change Concentration (µg/m3)	Description of Change
CB01	NEW57	12 Van Diemans Road	571421	205963	26.4	25.5	-0.9	Small Improvement
CB22/B/C	AQMA38	95 Baddow Road	571505	205968	24.6	23.5	-1.1	Small Improvement
CB58	AQMA30	148 Baddow Road	571476	205964	31.0	30.0	-1.0	Small Improvement
CB98A/B/C	AQMA10	Rear of 66 Baddow Road (Dentists)	571148	206324	35.9	35.8	-0.1	Imperceptible

The latest modelled journey time improvements for the Hamburger Roundabout are:

- Average journey times for cyclists will be 44% quicker
- Bus journey times will be about 40% faster on average
- Journeys will be 53% quicker on average for motorised vehicles
- Walking through the junction at ground level will be about 11% quicker

With improved journey times and reduced queuing times, the operational phase of the new junction is not expected to worsen local air quality and is not a barrier to revoking the AQMA.

Chelmer Waterside Access Road and Bridge

As part of the Chelmer Waterside development, a new access road and bridge will link Wharf Road and Parkway. It will replace the existing Bailey Bridge, which spans the River Chelmer to create access to the new housing sites on Chelmer Waterside. It will also provide additional capacity in the road network, which is currently under pressure at the junction of Springfield Road and Navigation Road.

Table 3.5 – Modelled Air Quality Impact of Chelmer Waterside Access Road and Bridge Development

Receptor ID	Address	Eastings	Northings	NO2 (µg/m^3)			Change in Concentration (µg/m^3)	Magnitude of Change
				Base 2019	DM 2022	DS2022	DS-DM	
R1	Lynmouth Avenue	571292	206189	27.7	26	26.0	0.0	Imperceptible
R2	Baddow Road	571266	206276	28.9	27.1	27.4	0.3	Imperceptible
R3	Army & Navy Roundabout	571058	206303	32.5	30.4	30.3	-0.1	Imperceptible
R4	Parkway	571241	206222	28.4	26.7	26.7	0.0	Imperceptible
R5	Army & Navy roundabout	571149	206327	44.3	41.9	41.7	-0.2	Imperceptible
R6	Wharf Road	571398	206559	20.1	18.9	18.3	-0.2	Imperceptible
R7	Goldlay Avenue	571394	206085	30.7	28.9	28.9	0.0	Imperceptible

The air quality impact assessment submitted as part of the planning application 21/00024/FUL identifies that the scheme leads to imperceptible air quality changes and is not a barrier to revoking the AQMA.

A414 Maldon Road Danbury AQMA

The A414 is a busy road that runs through Danbury connecting Maldon and the Dengie area with the A12 and Chelmsford.

Traffic lights designed to improve the flow on the A414 through the centre of Danbury were installed with signals located at Mayes Lane and Little Baddow Road on the approach to the A414 at Eves Corner to operate in peak hours to smooth traffic flow. However exceedances of the air quality objectives were measured and in October 2018, Chelmsford City Council declared an area in Danbury as an Air Quality Management Area (AQMA). The AQMA encompasses a short stretch of road between Gay Bowers Lane and Danbury Village Green.

The road has a slight gradient. When vehicles travel up inclines, engines are required to work harder to overcome gravity and emissions are significantly higher. The opposite occurs for vehicles travelling downhill however combined, a general increase in emissions occurs when compared with flat roads.

Areas of the road are flanked by buildings on one or both sides. Street canyons and facades built close to the kerbside significantly reduce the dispersal of pollution.

The footway is less than 1 metre wide meaning that relevant exposure is within 1 metre of the kerb.

Air quality monitoring commenced in Danbury commenced in 2015 and identified exceedances in 2018, 2019 and 2020. However, from 2020, there have been no exceedances at relevant exposure.

Whilst monitoring in 2023 has not yet been completed or ratified, the provisional results suggest that further reductions in NO2 will be measured in 2023.

Table 3.7 identifies that for the period of January to September in 2023, concentrations measured within the AQMA are significantly lower than the same period in 2022.

After reviewing the air quality monitoring data and air quality technical guidance, Chelmsford City Council consider that it is appropriate to revoke the A414 Maldon Road Danbury Air Quality Management Area (AQMA).

Table 3.6 – Danbury 2015 to 2022 Air Quality Monitoring

Site ID	Address	NO2 concentration measured in µg/m3							
		2015	2016	2017	2018	2019	2020	2021	2022
CB76 / CB76B / CB76C	5/7 Maldon Road, Danbury	33.4	39.4	**41.8**	36.5	36.3	27.6	31.5	31.0
CB91 / CB92 / CB93	26 Maldon Road, Danbury	N/A	N/A	**47.3**	**44.6**	**42.8**	33.9	34.6	34.8
CB94	Copt Hill, Danbury	N/A	N/A	31.4	27.8	25.0	19.7	21.6	22.3
CB103A / CB103B / CB103C	Opposite Myra Cottage Maldon Road, Danbury	N/A	N/A	N/A	N/A	36.9	29.6	30.7	30.8
CB108	Opposite Myra Cottage Maldon Road, Danbury	N/A	N/A	N/A	N/A	17.8	14.8	14.4	14.5

Notes:

- The annual mean concentrations are presented as µg/m^3.
- Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.
- Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%.

For the diffusion tube site CB91/ CB92 / CB93 where historically exceedances have been measured, the diffusion tubes are mounted 27cm from the façade of the property. As this is so close, there is no need to undertake NO2 Fall-off calculations.

Table 3.7 – Danbury 2023 Air Quality Monitoring

Site ID	Address	NO2 concentration measured in µg/m3	
		2023 (January to September)	Change Vs 2022 (January to September)
CB76 / CB76B / CB76C	5/7 Maldon Road, Danbury	27.32	-4.26
CB91 / CB92 / CB93	26 Maldon Road, Danbury	28.93	-5.41
CB94	Copt Hill, Danbury	21.10	-1.54
CB103	Opposite Myra Cottage Maldon Road, Danbury	28.05	-3.48
CB108	Opposite Myra Cottage Maldon Road, Danbury	12.56	-1.21

The results in the table are based on the 2022 bias adjustment figure of 0.76

Figure 3.7 – Danbury 2018 to 2022 Air Quality Monitoring

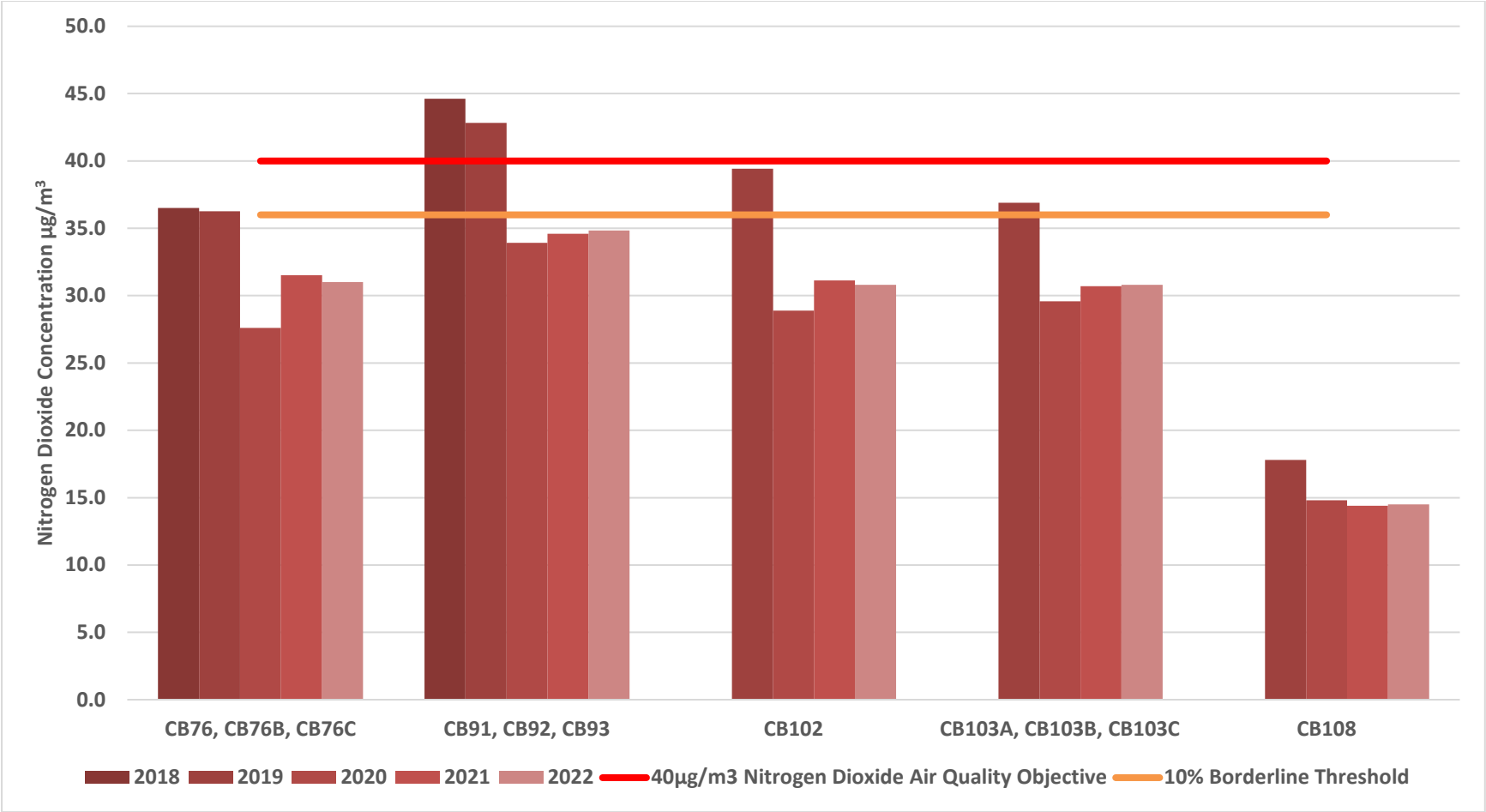


Figure 3.8 – Air Quality Monitoring Sites within Danbury AQMA

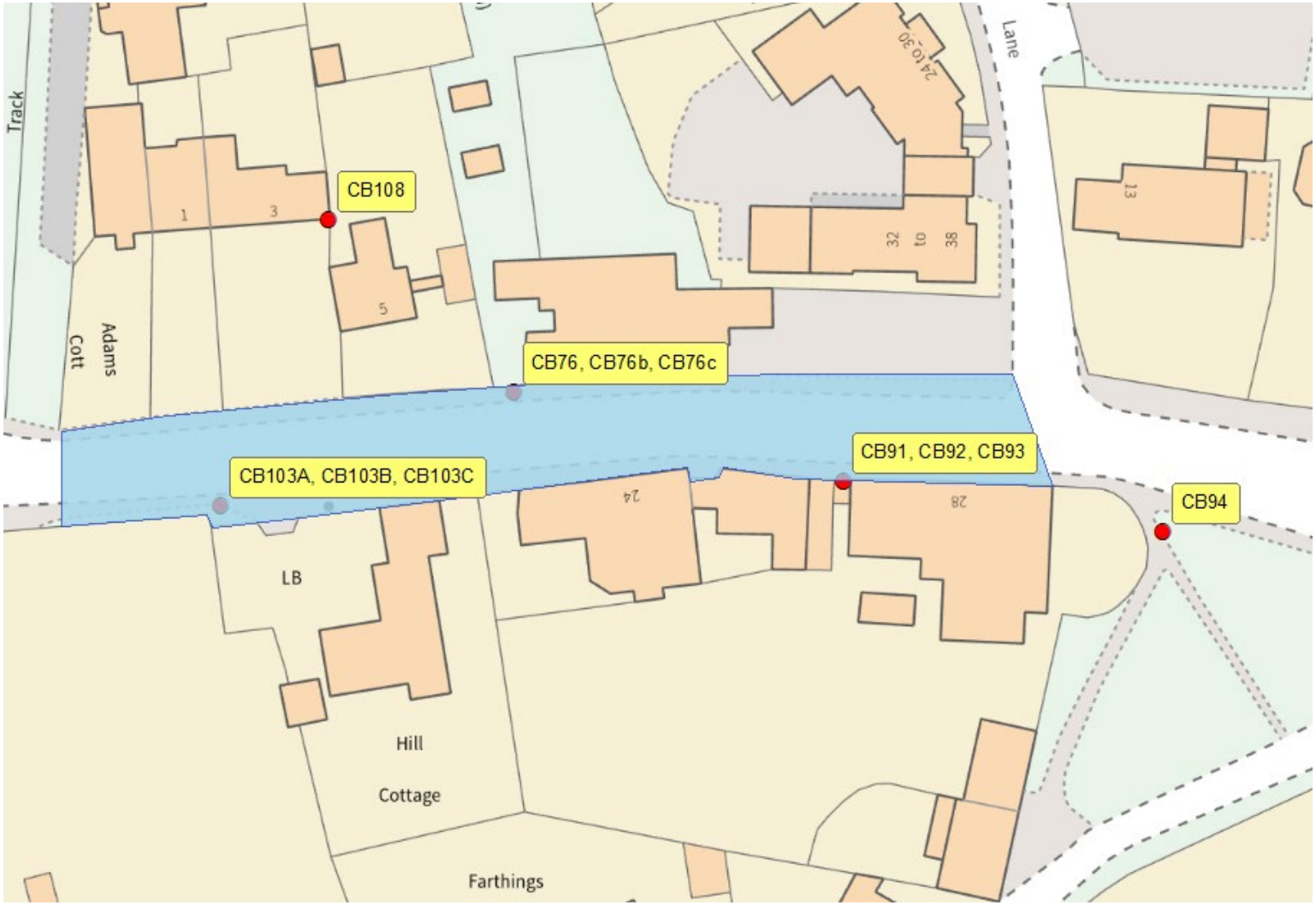


Figure 3.9 - CB91/CB92/CB93 Monitoring Location

4. What Happens After The AQMA Revocations?

From 2023, following an AQMA revocation which would result in that local authority no longer having any AQMA, Defra require that the local authority should put in place a local air quality strategy to ensure air quality remains a high profile issue and to ensure it is able to respond quickly should there be any deterioration in condition.

Chelmsford City Council has already adopted an Air Quality Strategy which sets out:

- Chelmsford City Council policies and actions which will contribute to improving air quality
- the air quality monitoring plan for Chelmsford
- targets to be achieved across the duration of the strategy

Alongside the Air Quality Strategy, the Council operates an online air quality dashboard where results from air quality monitoring stations, diffusion tubes and *air*TEXT forecasts are aggregated onto a web map.

The dashboard also provides information about general air quality in Chelmsford, provides information about domestic burning and sustainable travel.

Appendix A – Current Army and Navy AQMA Order

ENVIRONMENT ACT 1995 PART IV SECTION 83(1)

CHELMSFORD CITY COUNCIL
AIR QUALITY MANAGEMENT AREA (AMENDMENT) ORDER 2012

Made and came into force on 1ST October 2012

Chelmsford City Council, in exercise of the powers conferred upon it by section 83(1) of the Environment Act 1995, hereby makes the following Order:-

1. This Order may be cited as Chelmsford City Council Army and Navy Air Quality Management Area Order 2012 and shall come into effect on 1st October 2012.

2. This Order varies the Air Quality Management Area Order made on the 11th November 2005.

3. The amended area designated as the Air Quality Management Area incorporates several roads leading into the Army and Navy roundabout and the Baddow Road roundabout and is shown in blue with a red outline on the map annexed to this Order.

4. This area is designated in relation to breaches and likely breaches of the annual mean air quality objective of the pollutant Nitrogen Dioxide as specified in the Air Quality Regulations (England) 2000.

5. This Order shall remain in force until it is varied or revoked by a subsequent Order.

THE COMMON SEAL of
CHELMSFORD CITY COUNCIL
was hereunto affixed
in the presence of:-

Mayor

~~Legal Services Manger~~/Principal Solicitor

Annexure to the Air Quality Management Area Order 2012

Chelmsford Air Quality Management Area (amended) 2012

0 35 70 140 210 280 Meters

Appendix B – Current A414 Maldon Road Danbury AQMA Order

Environment Act 1995 Part IV Section 83(1)
Chelmsford City Council
A414 Maldon Road, Danbury Air Quality Management Order 2018

Chelmsford City Council in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be cited/referred to as the Chelmsford City Council A414 Maldon Road, Danbury Air Quality Management Area Order 2018 and shall come into effect on 8th. October, 2018.

The area shown on the attached map in red is to be designated as an Air Quality Management Area. The designated area incorporates the stretch of road between Gay Bowers Lane and Danbury Village Green and adjacent properties.

The map may be viewed at the Council Offices.

This area is designated in relation to the likely breach of the nitrogen dioxide annual mean as specified in the Air Quality Regulations 2000.

This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Chelmsford City Council was hereunto affixed in the presence of:

Mayor .....

Authorised Officer .....

SEALING REGISTER REFERENCE
170/18

Chelmsford City Council

A414 Maldon Road, Danbury Air Quality Management Area Order 2018

1:1,000

0 10 20 40 60 80 Metres

Chelmsford City Council

Appendix C – Proposed AQMA Revocation Order

Environment Act 1995 Part IV Section 83(2)(b)

Chelmsford City Council

Air Quality Management Revocation Order

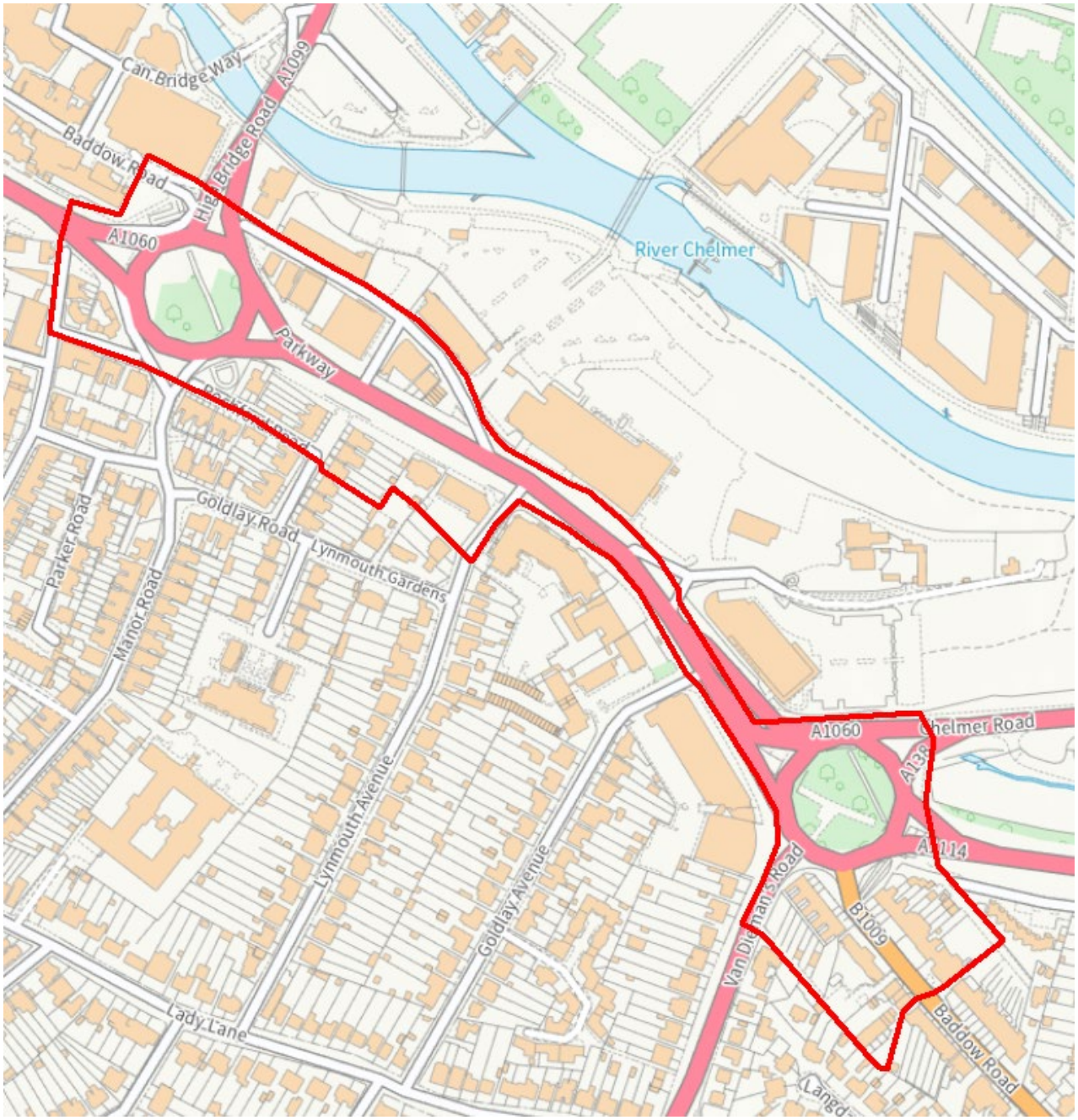
Chelmsford City Council in exercise of the powers conferred upon it by Section 83(2)(b) of the Environment Act 1995, hereby makes the following Order.

1. This Order may be cited/referred to as the Air Quality Management Area (Chelmsford City Council) Revocation Order 2024 and shall come into effect on XX XXXX 2024.
2. This Order revokes the Air Quality Management Area the Chelmsford City Council Air Quality Management Area (Amendment) Order 2012 which was made on 1st October 2012.
3. The effect of this is to revoke as an Air Quality Management Area (AQMA), the area shown outlined in red on the plan in Schedule 1 which incorporates several roads leading into the Army and Navy roundabout and the Odeon roundabout.
4. This Order revokes the Air Quality Management Area the Chelmsford City Council A414 Maldon Road, Danbury Air Quality Management Area Order 2018 which was made on 8th October 2018.
5. The effect of this is to revoke as an Air Quality Management Area (AQMA), the area shown outlined in red on the plan in Schedule 2 which incorporates the stretch of road between Gay Bowers Lane and Danbury Village Green and adjacent properties.

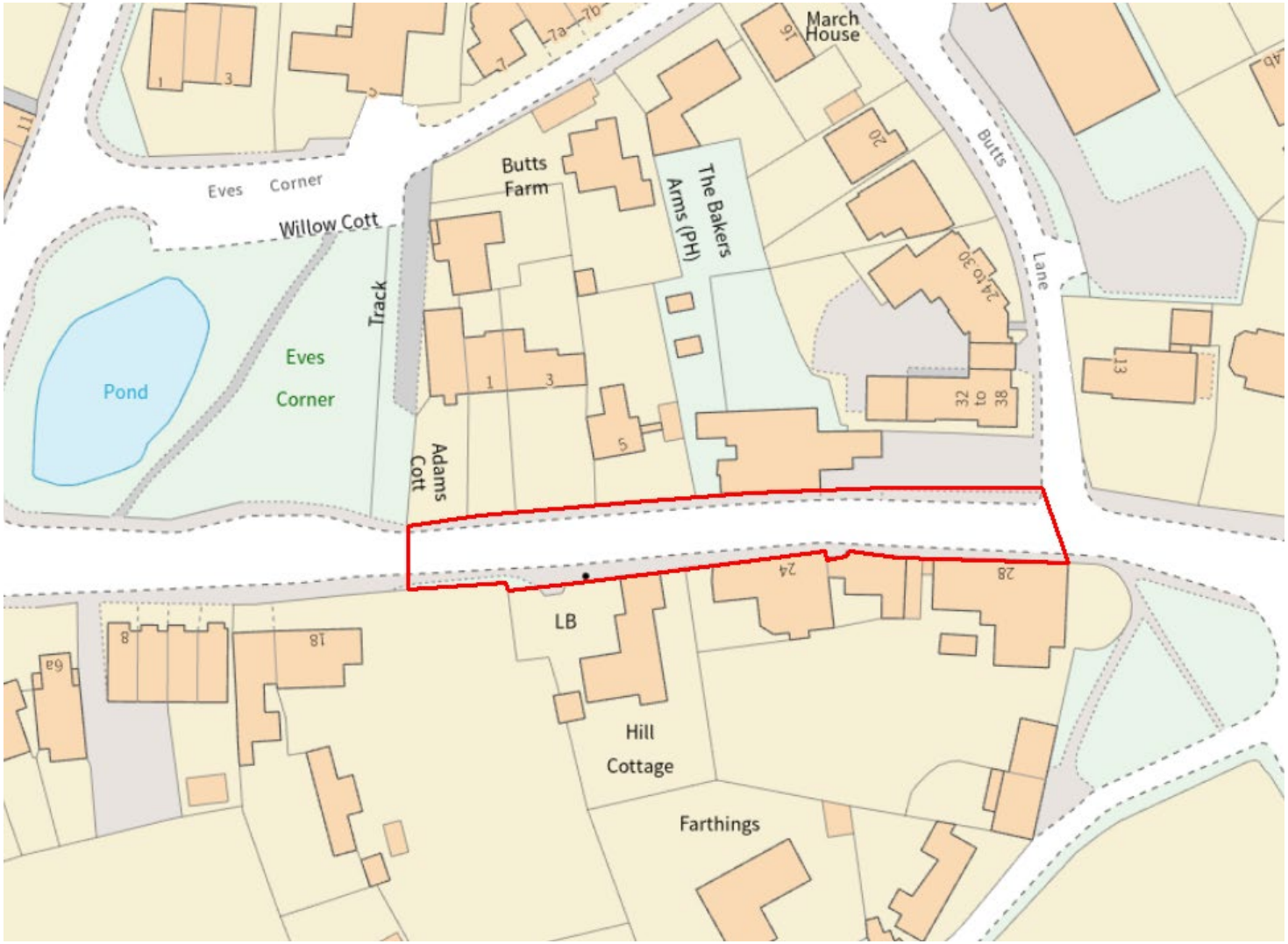
The Common Seal of Chelmsford City Council was hereunto affixed in the presence of:

Authorised signatory

Schedule 1



Schedule 2



Appendix D – Summary of Air Quality Objectives in England

Table D.1 – Air Quality Objectives in England

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO_2)	200µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO_2)	40µg/m^3	Annual mean
Particulate Matter (PM_{10})	50µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM_{10})	40µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO_2)	125µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO_2)	266µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

Appendix E – Summary of Points of Relevant Exposure

Air Quality Objective	Point of Relevant Exposure
Annual Mean NO2 Air Quality Objective	All locations where members of the public might be regularly exposed. Building façades of residential properties, schools, hospitals, care homes etc.
1-Hour NO2 Air Quality Objective	All locations where the annual mean objective would apply Hotels. Gardens of residential properties 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 expect to spend one hour or longer.

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQIA	Air Quality Impact Assessment – Reports provided in support of planning applications.
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Air Quality Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide

References

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