



DARTMOOR TRAINING AREA

Environmental Appraisal

Air Quality

5

5. Air Quality

5.1 Introduction

- 5.1.1 Potential effects from military training on air quality arise from pollutants from vehicles used to move troops around and to access Okehampton and Willsworthy Camps and also from smoke grenades used as part of Dry Training. This Chapter was completed by Rachel Dimmick BSc MSc AIEMA.

5.2 Context

Legislative Context

- 5.2.1 The 2007 AQS³⁴, provides a framework for improving air quality at a national and local level. This updates previous 2000³⁵ Strategy and its 2003³⁶ addendum. Central to these Strategies are health-based standards for key air pollutants; these standards are based on medical and scientific reports on how and at what concentration each pollutant affects human health. The AQOs based on these standards were made statutory through the Air Quality Regulations 2000³⁷, as amended in 2002³⁸ and the Air Quality Standards Regulations (AQSR) 2007³⁹.
- 5.2.2 Part IV of the Environment Act 1995 requires local authorities to review periodically air quality within their areas. This process of Local Air Quality Management (LAQM) is an integral part of delivering the Government's AQOs detailed in the AQS and its associated regulations. The Review and Assessment of local air quality aims to identify areas where national policies to reduce vehicle and industrial emissions are unlikely to result in air quality meeting the Government's AQOs at locations of relevant public exposure. This review and assessment process involves measurement of air quality and predicting how it may change in the next few years. If a local authority identifies an area where one or more of the objectives are not likely to be achieved, it must declare an Air Quality Management Area (AQMA) covering the locality. On declaration of an AQMA the local authority must prepare a Local Air Quality Action Plan in consultation with key stakeholders to improve the air quality within the areas. There are no AQMAs within the vicinity of Dartmoor Training Area (DTA).

Policy Context

- 5.2.3 This Section provides a review of relevant policies relating to air quality within the local area in and around DTA, which are outlined in **Table 5.1**.

³⁴ HMSO (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Department for Environment, Food and Rural Affairs in Partnership with the Scottish Executive, Welsh Assembly Government and Department of the Environment Northern Ireland. July.

³⁵ DETR (2000); The Air Quality Strategy for England, Wales and Northern Ireland; CM4548 and Addendum (2003).

³⁶ DETR (2003); The Air Quality Strategy for England, Wales and Northern Ireland; Addendum .

³⁷ HMSO (2000) The Air Quality (England) Regulations SI 928.

³⁸ HMSO (2002) The Air Quality (England) (Amendment) Regulations SI 3034.

³⁹ The Air Quality Standards Regulations 2007, Statutory Instrument 2007 No. 64.

Table 5.1 Air Quality Planning Policies Relevant to DTA

Policy Reference ¹	Implications
SWRSS RE9	The effects of development on air quality must be taken into account and local authorities should ensure, through LDDs, that new development will not exacerbate air quality problems in existing and potential AQMAs (Air Quality Management Areas).
DSP Policy CO15	Development that would give rise to a significant deterioration in air quality should not be located where that deterioration would adversely affect other land uses and amenity in the vicinity.

Note 1 – The full names of the plans and guidance cited are given in Appendix 4.4, which details all policies and guidance that are relevant

5.3 Scope of the Assessment

Consultations

5.3.1 There has been no specific consultation with any statutory or non-statutory consultees regarding air quality. However, air quality was one of the issues discussed as part of the Land Use Working Group meetings (see **Chapter 8**).

Effects Requiring Further Consideration

Effects Scoped-in in the Scoping Report

5.3.2 No air quality effects were scoped-in to the appraisal as part of the Scoping Report.

Effects Subsequently Scoped-in to the Appraisal

5.3.3 No air quality effects have been scoped-in to the Appraisal since the completion of the Scoping Report.

Effects Not Requiring Further Consideration

Effects Scoped-out in the Scoping Report

5.3.4 The following effects were scoped-out of the EA in the Scoping Report.

- **Direct effects associated with military activities:** The amount of dust associated with digging activities, the use of vehicles on tracks and odour effects associated with pyrotechnics are considered minor and not continuous effects. It is unlikely that there are any residential or other sensitive receptors, which would be affected by such activities. Since the completion of the Scoping Report, potential health effects relating to smoke associated with the use of pyrotechnics used during training have been raised in the Public Access Working Group meetings. During live firing, the Range Danger Areas (RDAs) are closed to the public and therefore exposure to smoke from these sources is unlikely and hence no significant effects should arise. Dry training is not permitted within 100m of the public and 200m of residential properties. It is considered that exposure to smoke is of a temporary nature and given the minimum distances it is unlikely that significant effects will occur.
- **Indirect effects associated with emissions from traffic supporting military activities on DTA:** Baseline information demonstrates that air quality objectives within and around DTA are not exceeded. This would be expected given the low traffic densities in the surrounding area. Moreover, given the small contribution to road traffic from military vehicles associated with training activities using local roads no

significant air quality effects would be expected. Furthermore, management measures are in place to minimise vehicle movements, (i.e. through lift sharing schemes) and ensuring vehicles are well maintained. Therefore, this effect is scoped-out of the EA.

- **Indirect effects associated with supporting facilities (generators, cookers and boilers):** It is unlikely that the use of support facilities such as generators, cookers and boilers would produce significant emissions, which would threaten the achievements of the air quality objectives within DTA. Furthermore, management measures are currently in place to ensure that emissions are minimised as much as possible. These measures ensure that equipment is well maintained, used only when required and energy efficient fuel is used where appropriate. This effect is scoped-out of the EA.
- **Indirect effects associated with the use of aircraft in support of ground troops:** The quantity of aircraft training with ground troops is relatively small. Management measures are undertaken to ensure that aircraft are serviced and maintained efficiently. It is considered that the emissions from aircraft used in support of ground troops would not have a significant effect on air quality due to the small numbers involved and their operational heights (see **Section 2.3**). This effect is scoped-out of the EA.
- **Indirect effects associated with fuel burning (climate change):** The emissions of greenhouse gases from military activities (including the use of aircraft) will remain a very small fraction of regional emissions. Hence, this effect is scoped-out of the EA.

Effects Subsequently Scoped-out of the Appraisal

5.3.5 No subsequent effects have been identified and scoped-out of the Appraisal.

5.4 Environmental Management Measures

5.4.1 Responsibility for the implementation of mitigation measures lies with the MoD through DTE to Commandant DTA assisted by Senior Land Agent DTE SW and MoD's Service Provider. Implementation and compliance will be ensured through DTA's EMS, management plans and DTE SW Standing Orders.

5.4.2 Environmental measures currently in place include the following.

- Regular service and maintenance of generators, combined with infrequent use and limited deployment, use of LPG fuel in cookers, cookers switched off during the night, management system to ensure efficient use of heating systems in buildings.
- Regular servicing and maintenance of aircraft and vehicles.
- Measures to minimise vehicle use including monitoring of mileage and measure to co-ordinate vehicle use and sharing.
- Cramber/Ringmoor: Limited vehicle use across the moor.

5.4.3 No additional management measures have been identified in relation to air quality.

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