Hart District Council

Air quality annual status report

June 2025

Hart
DISTRICT COUNCIL

www.hart.gov.uk

Information	Hart District Council details
Local authority officer	Mr Neil Hince BSc (Hons) MCIEH CEnvH
Department	Environmental Health
Address	Hart District Council, Civic offices, Harlington Way, Fleet, Hampshire, GU51 4AE
Telephone	01252 774421
E-mail	eh@hart.gov.uk
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Local responsibilities and commitment

This Air quality annual status report was prepared by AECOM on behalf of Hart District Council with the support and agreement of the following departments:

- Place directorate
- Communities' directorate
- Climate change team
- Environmental Health team.

If you have any comments on this report, please send them to Hart District Council at:

Hart District Council, Civic offices, Harlington Way, Fleet, Hampshire, GU51 4AE

01252774421

eh@hart.gov.uk

Executive summary: Air quality in our area

Air quality in Hart District Council

Hart District Council's Corporate Plan (Harts District Council, 2023) identifies Planet, People and Place as the focus for the period from 2023 to 2027. Within these priorities and goals, the Council is committed to reducing sources of air pollution and improving air quality across the district.

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

Table ES 1 provides a brief explanation of the key pollutants relevant to Local air quality management and the kind of activities they might arise from.

Table ES 1 - Description of key pollutants

Pollutant	Description
Nitrogen dioxide (NO_2)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur dioxide (SO_2)	Sulphur dioxide (SO_2) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate matter (PM_{10} and $PM_{2.5}$)	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM_{10} refers to particles under 10 micrometres. Fine particulate matter or $PM_{2.5}$ are particles under 2.5 micrometres.

Air quality management areas (AQMAs) can be declared when there is an exceedance, or likely exceedance, of an air quality objective. Hart District Council does not currently have any AQMAs.

Hart District Council monitors nitrogen dioxide (NO_2) levels at 13 locations across the district using passive diffusion tubes. In 2024, annual mean NO_2 concentrations at all monitoring sites remained below the national air quality objective of 40 µg/m³.

Over the past five years, NO_2 concentrations have generally shown a downward trend. A slight increase was observed between 2021 and 2022 across all sites, likely due to the easing of COVID-19 restrictions and the associated rise in traffic and economic activity. In 2024, nearly every monitoring site recorded a reduction in NO_2 concentrations compared to 2023, continuing the overall trend of improving air quality across the district.

A review of planning applications, local road networks, and industrial processes operating within the district has not identified any major new sources of emissions in 2024.

Actions to improve air quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

The Environmental Improvement Plan (Defra, 2023) outlines national actions to improve air quality, with a strong emphasis on meeting new interim and long-term targets for fine particulate matter ($PM_{2.5}$)—the pollutant known to pose the greatest risk to human health. Supporting this, the government's Air Quality Strategy (Defra, 2023) clarifies the responsibilities of local authorities in working toward these targets and reducing $PM_{2.5}$ emissions in their areas.

Transport emissions remain a major source of urban air pollution, particularly in AQMAs, most of which are designated due to elevated concentrations linked to road traffic. In response, the government's Road to Zero (Department for Transport, 2018) strategy aims to reduce exhaust emissions through a range of mechanisms, while considering the essential role that road transport plays in everyday life.

In line with these national strategies, Hart District Council has implemented a range of measures to maintain and improve air quality across the district:

- Planning policies and Local Transport Plans in place to help protect air quality;

- Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging;
- Promotion of walking and cycling / public transport improvements-interchanges stations and services;
- Greening the council fleet: As part of its commitment to reach net zero by 2035, Hart District Council is upgrading its vehicle fleet to electric models;
- Planting wild gardens, urban trees, living walls in car parks, green/living roofs; and
- Transitioning Hart District Council fleet vehicles to ultra-low / low emission vehicles.

These initiatives reflect the council's proactive approach to delivering cleaner air and a healthier environment, while supporting national goals and responding to local community needs.

Conclusions and priorities

In 2024, NO_2 concentrations across all monitoring sites in Hart District remained below the national Air Quality Objective (AQO) of 40 µg/m³. A review of planning applications submitted during the year found no new developments likely to result in significant adverse impacts on local air quality.

Hart District Council remains committed to maintaining and improving air quality. The council will continue monitoring NO_2 levels through its network of passive diffusion tubes, promote the uptake of low-emission transport options, and safeguard air quality through robust planning policies and processes.

How to get involved

Road traffic remains a key source of localised air pollution in Hart District. While the council continues to take action, residents also play an important role in improving local air quality. Members of the public can help by:

- Choosing alternative modes of transport such as walking, cycling, or public transport where possible.
- Car sharing to reduce the number of vehicles on the road.
- Using low-emission vehicles, including electric or hybrid cars.
- Avoiding driving during peak hours to help ease traffic congestion.
- Switching off engines when stationary to prevent unnecessary idling.

To support national and local efforts, several key resources are available:

- Clean Air Strategy (Defra, 2019): This strategy outlines the main sources of air pollution in the UK and best practice measures for reducing emissions.
- Hart District Council's Air quality webpage (Harts District Council, 2025): Stay informed about local air quality, monitoring data, and ongoing initiatives.
- Defra’s Air Quality Strategy (Defra, 2023): This updated strategy provides a framework for how local authorities can contribute to national air quality improvements.
- Public Health England’s Guidance – Health Matters: Air Pollution (Public Health England, 2018): Learn more about the health impacts and societal costs of air pollution.

Table of contents

Figures

Tables

1 Local air quality management

This report provides an overview of air quality in Hart District Council during 2024. It fulfils the requirements of Local air quality management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), 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 the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must 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 to achieve and maintain the objectives and the dates by which each measure will be carried out. This annual status report (ASR) is an annual requirement showing the strategies employed by Hart District Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

2 Actions to improve air quality

2.1 Air quality management areas

Air quality management areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an air quality action plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

Hart District Council currently does not have any declared AQMAs. Hart District Council produced a draft air quality strategy (AQS) in early 2025, in accordance with Defra's requirements, to prevent and reduce polluting activities. The Council plan to publish this document in early 2026. For reference, a map of Hart District Council monitoring locations is presented in Figure D.1.

2.2 Progress and impact of measures to address air quality in Hart District Council

Defra's review of Hart District Council's 2024 Annual status report concluded that the report was well-structured, detailed, and met the requirements set out in the Local air quality management (LAQM) guidance. Several comments were provided to inform and improve future reporting. A summary of these points and the council's responses is provided below:

1. Overall quality
   Comment: Hart District Council has produced a high-quality ASR and should continue this standard in future years.
   Response: This standard has been maintained in the 2025 report.
2. Monitoring results presentation
   Comment: The inclusion of clear figures showing NO_2 monitoring results over the past five years, alongside comparisons to the air quality objective, is commendable.
   Response: This approach has been continued in this year's report.
3. Air quality strategy
   Comment: HDC should prioritise publishing a local air quality strategy in 2024, as required for authorities without designated AQMAs.
   Response: Hart District Council produced a draft Air Quality Strategy (AQS) in early 2025, in accordance with Defra's requirements, to prevent and reduce polluting activities. The council plan to publish this document in early 2026.
4. Tube height reporting
   Comment: Tube heights should be reported for each individual monitoring site, rather than providing a range.
   Response: This has been noted and has been addressed.
5. Monitoring site location maps
   Comment: The inclusion of high-quality figures showing the locations of all diffusion tube monitoring sites is welcomed.
   Response: These figures have been updated and included again in this year's report.
6. Monitoring calendar compliance
   Comment: HDC has clearly stated adherence to the Defra monitoring calendar.
   Response: This practice continues in the current report.
7. Data consistency in reporting tables

Comment: Minor inconsistencies were observed between Table 2.1 in the report and the accompanying Excel template.

Response: This issue has been addressed in the current year's submission.

8. Detail on $PM_{2.5}$ measures and regulations

   Comment: The report includes a comprehensive list of measures to address $PM_{2.5}$ as well as details on environmental permitting and building regulations. HDC is encouraged to maintain this level of detail.

   Response: This level of detail has been continued in the 2024 ASR.

Hart District Council has taken forward several direct measures during the current reporting year of 2024 in pursuit of improving local air quality. Details of all measures from their draft AQS, completed, in progress or planned are set out in Table 2-1. Five measures are included within Table 2-1, with the type of measure and the progress Hart District Council have made during the reporting year of 2024 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2-1.

More detail on these measures can be found in their respective action plans. Key completed measures are:

- Cycle and car parking in new development supplementary planning document adopted.
- Local cycling and walking infrastructure plan published.
- Climate action plan published.
- Electric charge points set for installation at 9 car parks in Hart.

Hart District Council expects the following measures to be completed over the course of the next reporting year:

- Implementation of fabric and energy efficiency measures at key priority buildings including leisure centres and civic offices.
- Continuation of the expansion of the electric charge point network in Hart in collaboration with Hampshire County Council to provide parking for residents with limited access to off-street charge points.
- Investigate the possibility of ultra-low emission pool cars.
- Council to support residents and businesses to reduce domestic emissions through thermal imaging schemes and local events.

Hart District Council's priorities for the coming year are:

- Continuing passive monitoring throughout the council and continue securing compliance with the air quality objectives.
- Continue the work implementing the actions laid out in the climate change action plan.

Hart District Council worked to implement these measures in partnership with stakeholders during 2024.

The principal challenges and barriers to implementation that Hart District Council anticipates facing are:

- Technological: Where not all vehicles can be converted to low emission alternatives.
- Limitations due to external processes/organisations: where restrictions are placed due to developments of new county-wide strategies which may delay/alter the delivery of certain objectives.
- Financial: Depending on the outcome of bids for funding certain actions.
- Communication: Where some stakeholders are very hard to reach.

The top three measures are Measure number 1, 2 and 3 as displayed in Table 2-1. These are primarily aligned with the priorities of the AQS and have been determined in part due to their likelihood of implementation.

2.2.1 Air quality management and climate change

- In April 2021, Hart District Council declared a climate emergency, committing to become a carbon neutral authority by 2035, and a carbon neutral district by 2040.
- Hart District Council's climate change action plan lays out the actions which Hart District Council have committed to completing. This plan has numerous co-benefits mainly focusing on the reduction of air pollution from transport and buildings and through nature-based solutions to remove harmful pollutants.
- The action plan contains a range of measures grouped under key themes; "Buildings", "Energy", "Transport", "Communications and Reporting", and "District-wide actions".
- The council is also supporting and encouraging a modal shift toward more sustainable forms of transport such as walking, cycling, and public transport. This is demonstrated in the local walking and cycling infrastructure plan, and the Hart District Council local plan.

2.2.2 How Hart District Council's planning policy will mitigate air pollution

Hart District Council adopted the Hart Local Plan (Strategy and Sites) 2032 on 30 April 2020. There are no AQMAs in the district for the adopted Hart local plan 2032 to take account of. The Hart local plan 2032 was prepared in accordance with national planning policy and guidance and includes policy NBE11 Pollution. The policy complies with and contributes towards European Union (EU) limit values and national objectives for pollutants and the cumulative impacts on air quality from individual sites in local areas (in Hart District Council LAQM Annual status report 2024 (Harts District Council, 2024) in accordance with National Planning Policy Framework (NPPF) paragraph 199, and Planning Practice Guidance (PPG) paragraph 002 reference ID: 32-002- 20191101). Policy NBE11 Pollution contained in the Hart local plan 2032 reads as follows:

> ***Policy NBE 11 Pollution***
>
> *Development will be supported provided:*
>
> a) *It does not give rise to, or would be subject to, unacceptable levels of pollution (including cumulative effects); and*
> b) *It is satisfactorily demonstrated that any adverse impacts of pollution, either arising from the proposed development or impacting on proposed sensitive development or the natural environment will be adequately mitigated or otherwise minimised to an acceptable level.*
>
> *Where development is proposed on or near a site that may be impacted by, or may give rise to, pollution, such a proposal must be accompanied by an assessment that investigates the risks associated with the site and the possible impacts on the development, its future users and the natural and built environment. The assessment shall propose adequate mitigation or remediation when required to achieve a safe and acceptable development. Impacts on air quality should be considered in combination with other relevant plans or projects.*

The Hart local plan 2032 also contains policy INF3 Transport which requires developments that would generate a significant transport impact to incorporate measures to reduce the need to travel by car and promote sustainable forms of travel, for example through travel plans. For more on travel plans see Hampshire County Council's dedicated webpage.

Additionally, to support the Hart local plan, the Habitat regulation assessment (HRA) was prepared. The objective of the HRA is to identify any areas of the Hart Local Plan that are

likely to have a significant effect on Natura 2000 or European special areas of conservation (SACs), Special protection areas (SPAs) and Ramsar sites and it devises appropriate mitigation strategies where such effects are identified. Much of Hart lies within five kilometres of the Thames Basin Heaths special protection area (TBHSPA) and it is therefore relevant to consider these issues.

The HRA confirms that the recreational impacts of proposed development on European sites can be avoided or mitigated. It also confirms that air quality is not likely to cause a significant effect on the SPA. Increased nitrogen deposition has the potential to result in earth land habitat change and loss of species diversity which could adversely affect the TBHSPA. The Council is committed to working with partners to monitor roadside air quality that may affect the TBHSPA.

2.2.3 Supplementary planning guidance

In December 2023, Hart's cabinet adopted a Cycle and car parking in new development supplementary planning document (SPD). A key objective of the SPD is to ensure sufficient, well-designed and secure cycle parking which is convenient so as to encourage modal shift for shorter trips. This is achieved through a requirement for a greater quantum of residential cycle parking and an emphasis on high-quality cycle parking layout and design.

2.2.4 Developer contribution towards transport improvements including sustainable transport

The Council secures developer contributions for transport improvements on behalf of Hampshire County Council (see Hart's community infrastructure policy and Hampshire County Council's Transport Contributions Policy). These contributions go towards the implementation of Hampshire County Council's Local Transport Plan 4, and other schemes for which there is an up to date evidence base. These include measures to promote sustainable transport or alleviate traffic congestion. Hampshire County Council control the spending of transport contributions.

2.2.5 Local Transport Plans and strategies

The following documents are prepared by Hampshire County Council and aim to promote sustainable travel and reduce congestion:

- Local Transport Plan 4

- Hart District Transport Statement, 2013
- Hart Transport Statement Live Scheme List, December 2013
- Walking Strategy, 2016
- Cycling Strategy, 2015

On 6 February 2024 Hampshire County Council adopted a new Local Transport Plan setting out how the county's transport system should develop over the next 30 years. LTP4 proposes transformational change which:

- shifts away from planning for vehicles towards planning for people and places,
- reduces the reliance on private car travel,
- promotes active lifestyles, and
- meets national priorities to decarbonise the transport system by reducing transport related carbon emissions to net zero by 2050.

Local Cycling and Walking Infrastructure Plan (LCWIP)

LCWIPs identify cycling and walking infrastructure improvements at a local level and provide a long-term plan for developing local cycling and walking networks with the aim of promoting a shift away from private cars towards active travel.

Hart's LCWIP enables the council to:

- demonstrate a clear commitment to walking and cycling through the identification and prioritisation of infrastructure improvements,
- make the case for future funding for active travel infrastructure and developer contributions, and
- ensure that consideration is given to active modes of travel through the integration of the LCWIP with local planning and transport strategies and policies.

The LCWIP was adopted by Hart's Cabinet in January 2024 and by Hampshire County Council in June 2024.

Feasibility studies are currently underway for part or all, of several identified routes (Routes 150, 160, 210 and 220). As additional funding becomes available, feasibility studies will be developed for all remaining routes and walking zones.

Table 2-1 – Progress on measures to improve air quality from AQS

Measure no.	Measure title	Category	Classification	Year measure introduced	Estimated / actual completion date	Bodies involved	Funding source / status	Measure status	Reduction in pollutant / emission from measure	Performance indicator	Progress to date	Comments / barriers to implementation
1	Planning policies and Local Transport Plans in place to help protect air quality	Policy guidance and development control	Other policy	Local plan policy NBE11 Pollution adopted April 2020 Hampshire Local Transport Plan 4 adopted February 2024 Cycle and car parking in new developments supplementary planning document (SPD) adopted December 2023.	Policy already in place SPD adopted in December 2023	Local authority	Local authority		Not quantifiable	Number of planning applications where air quality has been screened/assessed		Hampshire County Council adopted a new Local Transport Plan – LTP4 in February 2024. LTP4 represents a strong move towards prioritising environmental issues and places people including healthy environments and tackling air pollution.
2	Installation of an electric vehicle charging point	Promoting low emission transport	Procuring alternative refuelling infrastructure to promote low emission vehicles, EV recharging		Ongoing	Local authority	Local authority		Not quantifiable	Use of the charging point	Implementation ongoing. Four EV charging points have been installed at civic offices (31st March 2023). Additional charging points installed across 3 other Hart car parks.	Documentation and car parks agreed for further installation of electric charge points. Four car parks set for EV charge points, with one additional car park set for expansion of existing provision. Working with Hampshire County Council on county wide charge point strategy to support residents with limited access to off-street parking.
3	Local Cycling and Walking Infrastructure Plan	Promoting travel alternative	Promotion of walking and cycling / public transport	2021	The LCWIP project is now complete.	Local authority and Hampshire	Local authority and Hampshir	On-going	Not quantifiable		The LCWIP was adopted by Hart's Cabinet in January 2024 and by	Developing a green grid framework to encourage cycle paths and

Measure no.	Measure title	Category	Classification	Year measure introduced	Estimated / actual completion date	Bodies involved	Funding source / status	Measure status	Reduction in pollutant / emission from measure	Performance indicator	Progress to date	Comments / barriers to implementation
			improvements -interchanges stations and services			County Council.	e County Council.				Hampshire County Council in June 2024. The Fleet Pond corridor, a pilot scheme improving cycling and walking infrastructure between Hartland village and Fleet station, was completed in July 2022. Feasibility studies are currently underway for part or all, of several identified routes (routes 150, 160, 210 and 220).	sustainable transport links between places in Hart is also an objective under the council's Climate action plan 2023 – 2027.
4	Offsetting projects	Other – planting wild gardens, urban trees, living walls in car parks, green/living roofs	Other	2020	Oct 2020	Local authority	Local authority / staffing costs	On-going			Plan to use Biodiversity Net Gain projects to calculate opportunities for carbon capture and monitoring.	Objective under Hart District Council's Climate action plan 2023 – 2027. Council will monitor and adjust mowing regime in future along with climatic issues and after an audit of all open spaces select areas for later cutting only and not for regular cutting. Implementation of tree pilot planting project at QEII Fields to increase carbon capture and demonstrate good practice for tree planting.

Measure no.	Measure title	Category	Classification	Year measure introduced	Estimated / actual completion date	Bodies involved	Funding source / status	Measure status	Reduction in pollutant / emission from measure	Performance indicator	Progress to date	Comments / barriers to implementation
5	Transition Hart DC owned vehicles and maintenance equipment to ultra-low / low emissions	Vehicle fleet efficiency	Fleet efficiency and recognition schemes	2023		Local authority		On-going	Not quantifiable		Two service vehicles have been updated for electric vans, and these are in service as of May 2023. Further new van purchases have been for electric versions. All hand-operated machinery converted to electric where feasible	Objective under Hart District Council's Climate action plan 2023 – 2027. Hart Council will look to replace other vehicles as and when they come to their end of life and if suitable electrical replacements are available. Council are also looking to run mowers on HVO fuel in future. Full decarbonisation limited to technology available for larger vehicles, will continue to investigate opportunities for further emissions reduction
6	Transition Hart's contracted service vehicles (waste collection, street care, grounds maintenance) to ultra-low / low emission vehicles	Vehicle fleet efficiency	Fleet efficiency and recognition schemes	2024		Local authority, contracted services for waste, street care and grounds maintenance		On-going			Majority of waste vehicle fleet now running off hydrotreated vegetable oil (HVO) fuel, proportion of grounds maintenance and street care services also running from HVO fuel	Objective under Hart District Council's climate action plan 2023 - 2027. Current trial of electric for larger waste vehicle fleet. Vehicles to be replaced as and when they are due for replacement and through working with contracted service providers on investigating alternative solutions.

2.3 $PM_{2.5}$ – Local authority approach to reducing emissions and/or concentrations

As detailed in policy guidance LAQM.PG22 (Chapter 8) (Defra, 2022) and the Air Quality Strategy (Defra, 2023), local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter ($PM_{2.5}$). There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

There is clear evidence that $PM_{2.5}$ (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases. Indicator D01 of the Public Health Outcomes Framework indicates the fraction of mortality attributable to particulate air pollution for England standing at 5.2% for 2023. The fraction of mortality attributable to particulate air pollution for Hart District in 2023 is 5.0%, which is lower than the average for England.

Currently, there are no automatic monitoring stations for $PM_{2.5}$ or PM_{10} within the Hart District Council area. In the absence of local monitoring data, it is recommended that local authorities use Defra's background mapping resource to assess ambient particulate matter concentrations.

According to the 2021 based Defra background maps, the highest predicted annual mean $PM_{2.5}$ concentration in Hart District is 7.7 µg/m³ in 2024, which is below the annual mean $PM_{2.5}$ objective of 10 µg/m³. This concentration is forecasted for the 1 km² grid square with a centroid at grid reference 484500, 160500, which corresponds to an area in Blackwater, encompassing parts of the A30 and B3272 road corridors. The location includes Blackwater train station and is primarily made up of residential and commercial properties.

These levels are well below the proposed annual average $PM_{2.5}$ target of 10 µg/m³ that is to be met across England by 2040, suggesting that background concentrations in Hart remain comparatively low.

Smoke control areas and guidance on domestic fires and wood burning

Although there are no designated smoke control areas within Hart District, the council encourages responsible use of open fires and wood-burning appliances, as these can be significant localised sources of air pollution, particularly $PM_{2.5}$.

The public can help reduce emissions by following good practice, including:

- Regular stove servicing and maintenance to ensure efficient burning.
- Routine chimney sweeping to prevent buildup and improve ventilation.
- Using only seasoned or “Ready to Burn” wood, which has a moisture content below 20%.
- Avoiding burning of treated wood, painted materials, or household waste, all of which release harmful pollutants.
- Considering the purchase of a Defra-approved or “Ecodesign Ready” stove, which meets stricter emissions standards.
- By making informed choices at home, residents can play a direct role in supporting cleaner air across the district.

2.3.1 Domestic heating and air pollution

Heating systems for homes and other buildings can be a source of air pollution, for example the combustion of fuels (e.g. coal, gas or wood) result in emissions of pollutants to air. The emissions to air from domestic heating can be reduced by:

- Insulating your home efficiently and be energy efficient.
- Use electric heating powered by non-combustion forms of renewable energy.

More information on this and links to other resources are available at: Defra UK Air Information Resource and Air quality | Hart District Council .

2.3.2 Environmental permitting regulations (EPR)

Local authorities administer some of the EPR permit types whilst others, such as waste carrier licenses, are issued by the Environment Agency. More information on the issuing body is available by clicking on the Environment Agency link for Environmental permits - GOV.UK (www.gov.uk).

Industrial processes that pollute the atmosphere are controlled by the council or the Environment Agency. Here you can find a register of the processes authorised by the Council which is kept by the Environmental Health team. You can also view the register at our council offices at Civic offices, Harlington Way, Fleet during normal office hours (currently 09:00-16:00).

You must have an environmental permit if you operate a regulated facility in England or Wales. You can find out more and apply for a permit on GOV.UK’s website. You can also Tell us about a change to your existing circumstances.

For more information on Hart District Council's EPR processes, including air quality, contaminated land and noise, please visit Environmental Health | Hart District Council.

2.3.3 Building regulations part S

The regulation that became operational on 15th June 2022 provides a requirement for new homes and existing homes undergoing large renovations (of 10 or more dwellings) to have facilities for charging electric vehicles at home that may be parked on associated parking spaces at that home. Although a transition period is included where applications made prior to this date have a year before it becomes a requirement in June 2023. The document applies to the following projects:

- New residential and non-residential buildings.
- Buildings undergoing a material change of use to dwellings, such as converting a barn into a home.
- Residential and non-residential buildings undergoing a major renovation where 10 or more dwellings are being created.
- Mixed-use buildings that are either new or undergoing a major renovation.

All new build homes must have electric vehicle charging facilities for each associated parking space that is equal to the total number of dwellings.

2.3.4 Planning applications in Hart District Council

A review of significant planning applications granted in 2024 identified no new or proposed developments where air quality was considered likely to be a concern by Hart District Council. Table 2-2 below contains significant planning applications granted in 2024 in the district, which are relevant in this context.

Table 2-2 Hart District Council planning applications

Reference	Address	Proposal	Date of decision	Decision
23/02471/OUT	Land Off Holt Lane, Hook, Hampshire	Erection of a new veterinary practice.	27-Feb-24	Permitted
23/00823/FUL	Land At Ormersfield Farm, Crondall Road, Crookham Village, Fleet	Installation of a battery energy storage system with associated infrastructure and works including access to the public highway	22-Apr-24	Permitted
22/02182/FUL	Minley Manor, Minley Road, Blackwater, Camberley, Hampshire, GU17 9JT	Change of use of Minley Manor and ancillary land and buildings from C2A to a hotel, restaurant and wedding venue use, erection of an extension to the Manor following demolition of existing structures, erection of an extension to the orangery, extension and alteration of former swimming pool buildings, extension, alterations and change of use of stable buildings to form 8 hotel suites, demolition of garages adjacent to stables, demolition of garages adjacent to Arch Cottage and erection of 7 hotel suites, erection of an extension to the officers annexe, erection of a spa building, swimming pool and function suite in the North Walled Garden, erection of a forestry building, creation of a new parking area, alterations to the internal road layout, alterations to Kennel Cottage, erection of new entrance lodge, walls and gates and alterations to the vehicular access onto the A327	16-Aug-24	Permitted

Reference	Address	Proposal	Date of decision	Decision
24/00070/FUL	Land At Fleet Substation, Farnham Road, Crondall, Farnham	Construction of an alternative underground cable route and associated works between Alton Road (B3349) and the Fleet Substation	26-Sep-24	Permitted

3 Air quality monitoring data and comparison with air quality objectives and national compliance

This section sets out the monitoring undertaken within 2024 by Hart District Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2020 and 2024 to allow monitoring trends to be identified and discussed.

3.1 Summary of monitoring undertaken

Automatic monitoring sites

Hart District Council did not undertake automatic (continuous) monitoring during 2024.

3.1.1 Non-automatic monitoring sites

Hart District Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 13 sites during 2024. Table A.2 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on quality assurance/quality control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in Appendix C.

3.2 Individual pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen dioxide (NO_2)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and

annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2024 of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

Figure A.1 in Appendix A compares the ratified continuous monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40µg/m^3.

Based on the data presented in the table, there are no exceedances of the annual mean AQO for NO_2, which is set at 40 µg/m³. All monitoring sites within Hart District recorded concentrations well below this threshold across the five-year period from 2020 to 2024. The highest concentration recorded during this period was 22.5 µg/m³ at site BI1 in 2022. In 2024, the highest concentration recorded was 18.1 µg/m³ at the same location (site BI1). Site BI1 is a kerbside location located on Vicarage Road, Blackwater. It should be noted that these monitored concentrations are still significantly below the AQO.

Hart District does not currently have any AQMAs, and as the data shows consistent compliance with national air quality objectives, no exceedances have occurred either within or outside an AQMA.

In terms of trends, NO_2 concentrations generally declined from 2020 to 2024, although a temporary increase was observed in 2021 and 2022 at most sites. This rise is likely attributable to increased vehicle movements and economic activity following the lifting of COVID-19 lockdown measures. From 2023 onwards, concentrations have resumed a downward trajectory at all sites, suggesting that local air quality is improving steadily. This positive trend may reflect the effectiveness of Hart District Council's ongoing measures, including support for cleaner transport, planning interventions, and public engagement on air quality issues.

Appendix A: Monitoring results

Table A.1 – Details of automatic monitoring sites

Site ID	Site name	Site type	X OS grid ref (Easting)	Y OS grid ref (Northing)	Pollutants monitored	In AQMA?	Which AQMA? (1)	Monitoring technique	Distance to relevant exposure (m) (2)	Distance to kerb of nearest road (m) (1)	Inlet height (m)
Hart District Council does not currently undertake any automatic monitoring.											

Table A.2 – Details of non-automatic monitoring sites

Diffusion tube ID	Site name	Site type	X OS grid ref (Easting)	Y OS grid ref (Northing)	Pollutants monitored	In AQMA? Which AQMA?	Distance to relevant exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a continuous analyser?	Tube height (m)
FL3	Fleet	Roadside	481161	154632	NO_2	No	22.0	1.0	No	2.0
OD1	Clover Leaf, Odiham	Roadside	473651	151085	NO_2	No	50.0	4.0	No	2.0
HO2	Dorchester Arms, Hook	Kerbside	471382	153407	NO_2	No	16.0	2.0	No	2.0
HO3	Hook	Kerbside	472469	154254	NO_2	No	6.0	1.5	No	2.0
HW2	The Phoenix, Hartley, Wintney	Kerbside	475884	155818	NO_2	No	30.0	2.0	No	2.0

Diffusion tube ID	Site name	Site type	X OS grid ref (Easting)	Y OS grid ref (Northing)	Pollutants monitored	In AQMA? Which AQMA?	Distance to relevant exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube co-located with a continuous analyser?	Tube height (m)
HW3	Hartley, Wintney	Roadside	476684	156850	NO_2	No	16.0	1.0	No	2.0
YA2	Yateley	Roadside	481723	161015	NO_2	No	5.0	1.5	No	2.0
BI1	Vicarage Road, Blackwater	Kerbside	485114	159809	NO_2	No	3.0	3.0	No	2.0
AQ1	Blackwater (AQM 1)	Roadside	485251	159813	NO_2	No	22.0	4.0	No	2.0
AQ2	Blackwater (AQM 2)	Roadside	485251	159813	NO_2	No	22.0	4.0	No	2.0
M3 EH	Elvetham Heath, Fleet	Kerbside	480290	155899	NO_2	No	10.0	15.0	No	2.0
M31	M3 Northbound	Roadside	479920	156030	NO_2	No	100.0	2.0	No	2.0
HS1	High Street, Fleet	Roadside	480592	153870	NO_2	No	22.0	2.0	No	2.0

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual mean NO_2 monitoring results: automatic monitoring (µg/m^3)

Site ID	X OS grid ref (Easting)	Y OS grid ref (Northing)	Site type	Valid data capture for monitoring period (%) (1)	Valid data capture 2024 (%) (2)	2020	2021	2022	2023	2024
Hart District Council does not currently undertake any automatic monitoring.										

Table A.4 – Annual mean NO_2 monitoring results: non-automatic monitoring (µg/m^3)

Diffusion tube ID	X OS grid ref (Easting)	Y OS grid ref (Northing)	Site type	Valid data capture for monitoring period (%) (1)	Valid data capture 2024 (%) (2)	2020	2021	2022	2023	2024
FL3	481161	154632	Roadside	98.1	98.1	17.8	20.0	20.3	18.1	16.7
OD1	473651	151085	Roadside	98.1	98.1	11.0	13.1	13.5	11.5	10.6
HO2	471382	153407	Kerbside	98.1	98.1	19.9	21.5	20.6	18.2	17.1
HO3	472469	154254	Kerbside	98.1	98.1	19.8	21.3	20.9	18.8	16.6
HW2	475884	155818	Kerbside	98.1	98.1	18.4	21.0	20.2	18.5	17.8
HW3	476684	156850	Roadside	98.1	98.1	15.5	17.3	17.9	16.7	15.2
YA2	481723	161015	Roadside	88.7	88.7	18.7	20.7	19.6	19.0	17.2
BI1	485114	159809	Kerbside	75.2	75.2	19.9	21.8	22.5	19.9	18.1
AQ1	485251	159813	Roadside	90.6	90.6	16.2	19.0	17.9	16.4	16.1
AQ2	485251	159813	Roadside	90.6	90.6	16.6	18.8	17.6	16.2	16.4
M3 EH	480290	155899	Kerbside	98.1	98.1	14.3	16.4	15.3	14.1	11.4
M31	479920	156030	Roadside	98.1	98.1	16.3	16.8	17.2	14.7	14.7
HS1	480592	153870	Roadside	98.1	98.1	16.1	19.9	17.5	16.1	15.8

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☒ **Diffusion tube data has been bias adjusted.**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.**

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**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

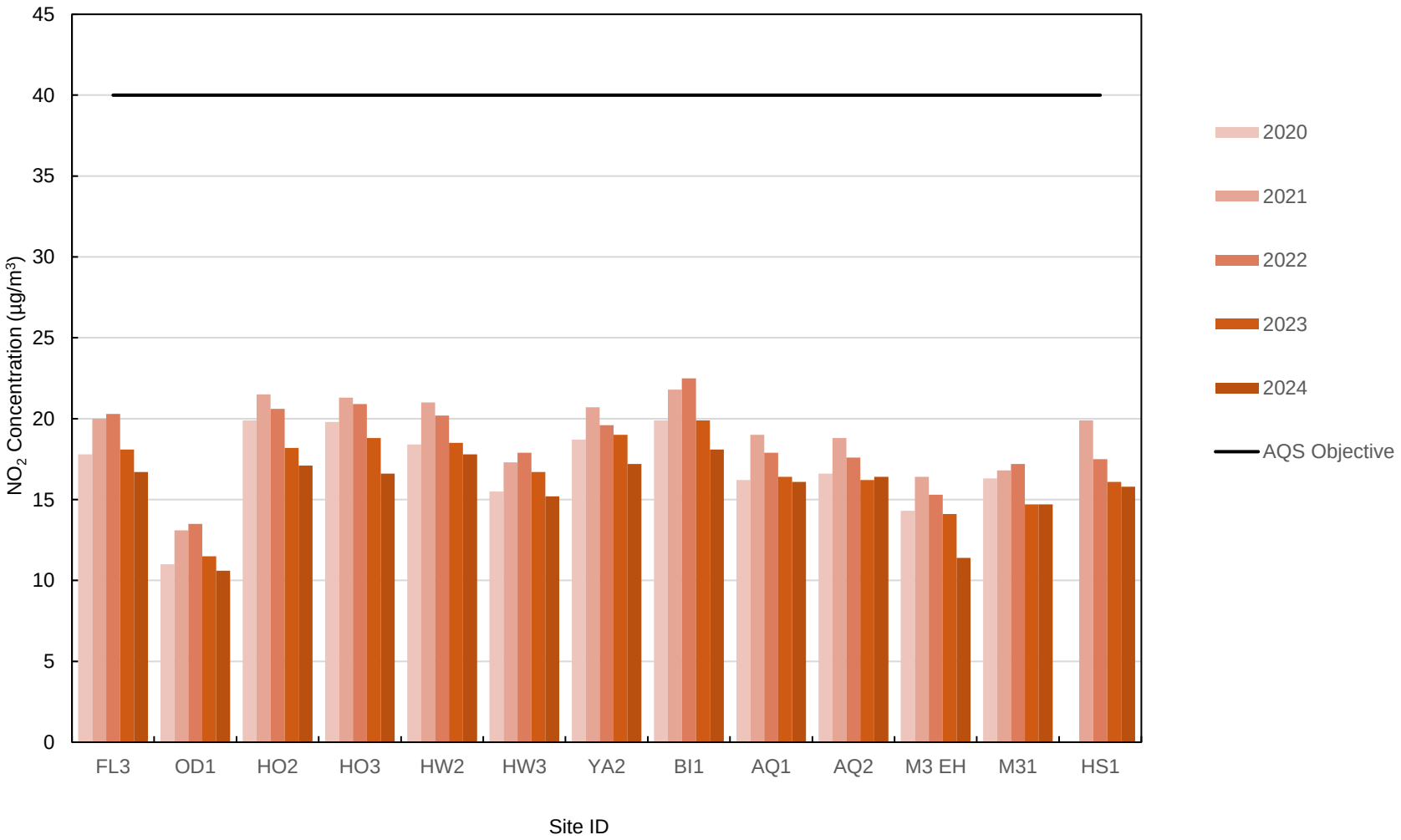
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.1 – Trends in annual mean NO_2 concentrations



Appendix B: Full monthly diffusion tube results for 2024

Table B.1 – NO_2 2024 Diffusion tube results (µg/m^3)

DT ID	X OS grid ref (Easting)	Y OS grid ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual mean: raw data	Annual mean: annualised and bias adjusted (0.84)	Annual mean: distance corrected to nearest exposure	Comment
FL3	481161	154632	24.0	21.6	19.1	17.5	20.7	17.6	15.4	17.8	17.3	23.1	25.7	19.5	19.9	16.7	-	
OD1	473651	151085	14.8	14.0	13.5	10.3	12.6	8.7	10.1	9.0	14.5	15.7	17.5	10.7	12.6	10.6	-	
HO2	471382	153407	25.3	23.7	21.5	19.5	17.9	18.3	17.5	17.3	21.2	20.2	23.2	19.2	20.4	17.1	-	
HO3	472469	154254	23.8	22.6	19.5	18.6	20.6	17.9	17.3	15.6	18.5	20.5	24.7	18.2	19.8	16.6	-	
HW2	475884	155818	26.6	24.9	22.1	16.9	19.0	20.2	18.0	18.5	19.3	20.8	26.3	21.5	21.2	17.8	-	
HW3	476684	156850	22.6	23.3	19.6	15.0	16.9	13.7	16.5	14.5	16.5	21.5	21.2	16.3	18.1	15.2	-	
YA2	481723	161015	28.3	26.5	23.1	10.2	17.5	14.9	19.2	18.6	22.1	20.6	24.1		20.5	17.2	-	
BI1	485114	159809		25.3	21.9		18.7		18.3	19.2	21.2	20.9	24.9	23.5	21.6	18.1	-	
AQ1	485251	159813	22.7	18.4	17.8		13.4	15.5	13.8	13.8	18.6	24.4	28.7	23.8	19.2	16.1	-	
AQ2	485251	159813	24.7	20.0	17.3		15.2	15.8	14.1	13.4	19.2	23.7	30.2	21.0	19.5	16.4	-	
M3 EH	480290	155899	18.7	14.2	12.6	11.4	9.8	12.5	11.2	11.4	14.8	13.5	18.1	15.0	13.6	11.4	-	
M31	479920	156030	20.4	20.5	22.3	15.9	15.9	13.2	15.8	19.4	15.6	16.8	17.7	16.9	17.5	14.7	-	
HS1	480592	153870	26.2	18.4	19.1	18.3	19.3	13.8	13.9	13.0	19.8	19.3	25.3	19.3	18.8	15.8	-	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table B.1.**

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22.**

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

☒ **Where applicable, data has been distance corrected for relevant exposure in the final column.**

☒ **Hart District Council confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting technical information / air quality monitoring data QA/QC

New or changed sources identified within Hart District Council during 2024

Hart District Council has not identified any new sources relating to air quality within the reporting year of 2024.

Additional air quality works undertaken by Hart District Council during 2024

Hart District Council has not completed any additional works within the reporting year of 2024.

QA/QC of diffusion tube monitoring

Hart District Council's non-automatic monitoring has been completed in adherence with the 2024 Diffusion tube monitoring calendar (Defra, 2025).

The diffusion tubes deployed by Hart District Council are supplied and analysed by Gradko using a preparation mixture of 20% triethanolamine (TEA) in water. The bias adjustment factor of 0.84 reported in the national database of 27 different co-location studies, conducted using diffusion tubes prepared and analysed by Gradko during 2024, has been used to adjust the diffusion tube results (Figure C.1).

Figure C.1– National bias adjustment factor tool

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 04/25

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 June 2025
LAQM Helpdesk Website

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[2]

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[3] shown in blue at the foot of the final column.

If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953

Analysed By[1]	Method	Year[5]	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (μg/m³)	Automatic Monitor Mean Conc. (Cm)	Bias (B)	Tube Precision[6]	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	20% TEA in water	2024	UB	Plymouth City Council	12	16	14	13.8%	G	**0.88**
Gradko	20% TEA in water	2024	R	Plymouth City Council	12	31	23	33.4%	S	**0.75**
Gradko	20% TEA in water	2024	R	Monmouthshire County Council	12	29	24	19.4%	G	**0.84**
Gradko	20% TEA in water	2024	KS	Marylebone Road Intercomparison	11	41	36	16.1%	G	**0.86**
Gradko	20% TEA in water	2024	R	Lisburn & Castlereagh City Council	12	24	19	27.8%	G	**0.78**
Gradko	20% TEA in water	2024	R	Ards And North Down Borough Council	11	28	20	44.5%	G	**0.69**
Gradko	20% TEA in water	2024	R	Eastleigh Borough Council	12	29	24	20.3%	G	**0.83**
Gradko	20% TEA in water	2024	UB	Eastleigh Borough Council	12	19	17	12.4%	G	**0.89**
Gradko	20% TEA in water	2024	R	Eastleigh Borough Council	12	19	17	12.0%	G	**0.89**
Gradko	20% TEA in water	2024	R	Gateshead Council	12	20	18	13.9%	G	**0.88**
Gradko	20% TEA in water	2024	R	Gateshead Council	11	20	17	19.7%	G	**0.84**
Gradko	20% TEA in water	2024	R	Gateshead Council	12	24	20	21.7%	G	**0.82**
Gradko	20% TEA in water	2024	R	Gateshead Council	12	27	23	19.0%	G	**0.84**
Gradko	20% TEA in water	2024	R	Gateshead Council	12	28	30	-6.0%	G	**1.06**
Gradko	20% TEA in water	2024	R	Brighton & Hove City Council	11	34	27	26.3%	G	**0.79**
Gradko	20% TEA in water	2024	R	Liverpool City Council	12	34	25	35.7%	G	**0.74**
Gradko	20% TEA in water	2024	KS	Liverpool City Council	10	52	47	10.2%	G	**0.91**
Gradko	20% TEA in water	2024	R	Nottingham City Council	10	29	26	12.2%	G	**0.89**
Gradko	20% TEA in water	2024	R	Wychavon District Council	10	29	26	14.7%	G	**0.87**
Gradko	20% TEA in water	2024	R	Worcestershire	12	12	12	-3.4%	G	**1.04**
Gradko	20% TEA in water	2024		**Overall Factor[3] (27 studies)**				Use		**0.84**

Diffusion tube annualisation

All diffusion tube monitoring locations within Hart District Council recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion tube bias adjustment factors

The diffusion tube data presented within the 2024 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_X/NO_2 continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Hart District Council have applied a national bias adjustment factor of 0.84 to the 2024 monitoring data. A summary of bias adjustment factors used by Hart District Council over the past five years is presented in Table C.1.

Table C.1 – Bias adjustment factor

Monitoring year	Local or national	If national, version of national spreadsheet	Adjustment factor
2024	National	04/25	0.84
2023	National	03/24	0.81
2022	National	03/23	0.83
2021	National	03/22	0.84
2020	National	03/21	0.81

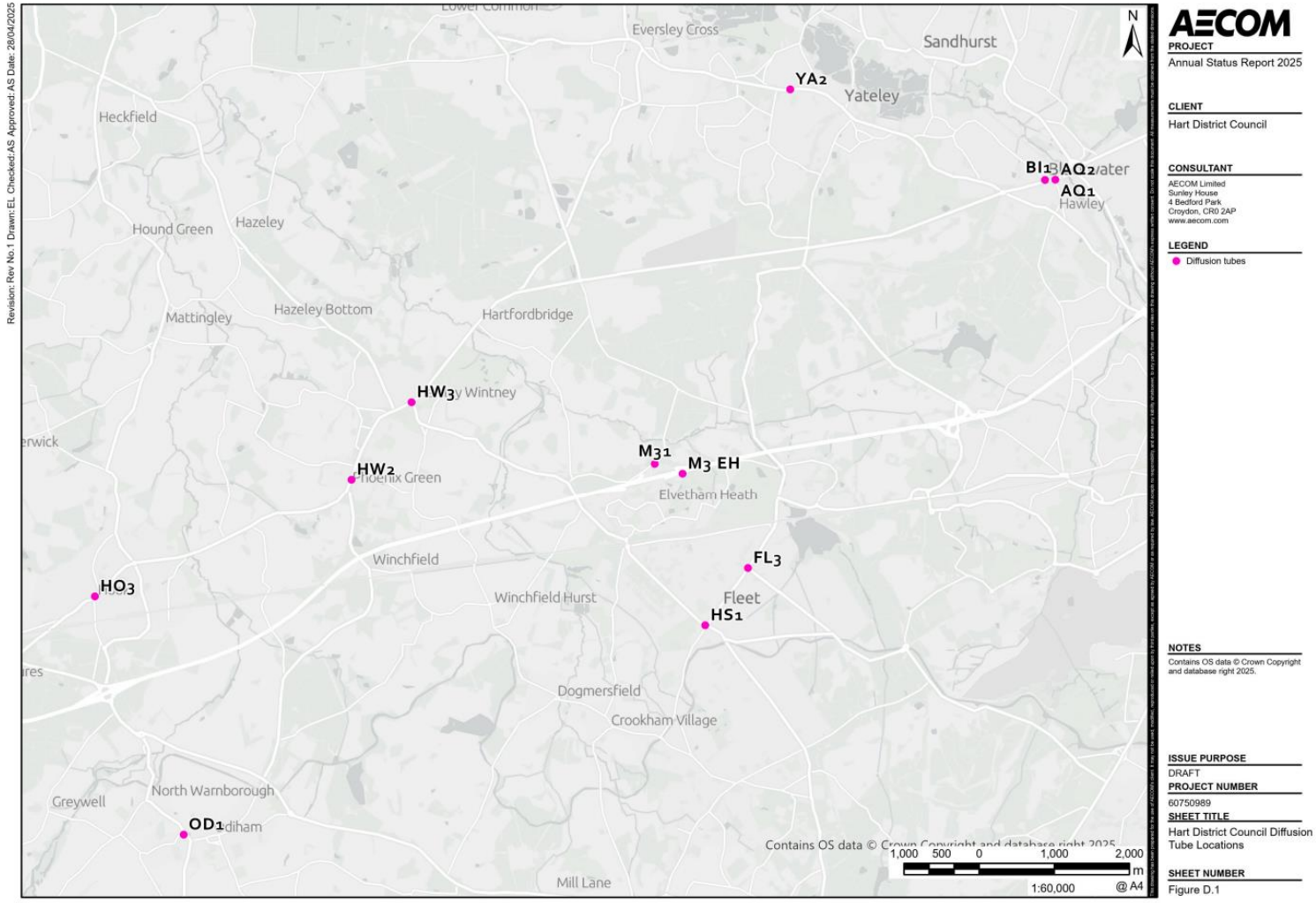
NO_2 Fall-off with distance from the road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO_2 concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO_2 fall-off with distance calculator available on the LAQM support website. Where appropriate, non-automatic annual mean NO_2 concentrations corrected for distance are presented in Table B.1.

No diffusion tube NO_2 monitoring locations within Hart District Council required distance correction during 2024.

Appendix D: Map(s) of monitoring locations and AQMAs

Figure D.1 – Map of non-automatic monitoring site



Appendix E: Summary of air quality objectives in England

Table E.1 – Air quality objectives in England[1]

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

[1] The units are in microgrammes of pollutant per cubic metre of air (µg/m^3).

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'
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
AQO	Air quality objectives
AQS	Air quality strategy
ASR	Annual status report
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EPR	Environmental permitting regulations
EU	European Union
EV	Electric vehicle
HDC	Hart District Council
HRA	Habitat regulation assessment
HVO	Hydrotreated vegetable oil
LAQM	Local air quality management
LCWIP	Local cycling and walking infrastructure plan
LTP	Local Transport Plan
NO_2	Nitrogen dioxide
NO_x	Nitrogen oxides
PG.22	LAQM policy guidance 2022
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less

Abbreviation	Description
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality assurance and quality control
SAC	Special area of conservation
SO_2	Sulphur dioxide
SPA	Special protection areas
SPD	Supplementary planning document
TEA	Triethanolamine
TBHSPA	Thames basin heaths special protection area
TG.22	LAQM technical guidance 2022

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