Ashford Borough Council

Air Quality Annual Status Report

Bureau Veritas

June 2025

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2025 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management, as amended by the Environment Act 2021

Date: June 2025

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Local Responsibilities and Commitment

This ASR was prepared by Bureau Veritas UK Ltd on behalf of the Environmental Protection Officer at Ashford Borough Council with the support and agreement of the following officers and departments:

- Ashford Borough Council – Parking, Economic Development, Planning, Strategy and Policy Development and Environmental Protection.

This ASR has been approved by:

Natalie Pearce – Environmental Health Manager, Ashford Borough Council

A copy of this report has been shared with the Public Health Department at Kent County Council. Comments were received and have been incorporated into the final report for submission.

If you have any comments on this ASR please send them to Tanya Lomakin at:

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Executive Summary: Air Quality in Our Area

Air Quality in Ashford Borough Council

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.

Ashford is the largest borough in Kent, with a fast-growing population. In 2003, Ashford was identified by the government as one of the Growth Areas in the Sustainable Communities Plan. An assessment of the social, economic and environmental factors followed, and concluded that Ashford has the capacity to deliver 31,000 additional homes

and create 28,000 new job opportunities by the year 2031[1]. Although the urban area of Ashford is expanding, much of the borough is rural in character, including protected areas such as the North Downs and the High Weald.

Road traffic emissions, notably those from the M20, A20, A28 and A292 are the main source of air pollution in Ashford. Other pollution sources, including commercial, industrial and domestic sources, also contribute to background pollutant concentrations.

All NO_2 annual mean concentration are below 10% of the AQS objective. The latest monitoring data show that levels are generally decreasing in 2024 compared to 2023.

Economic Development

There are significant plans for economic development in the borough in the future to maintain prosperity in the region.

The council has continued to campaign for the return of Eurostar services to Ashford alongside working with various partners including Kent County Council, neighbouring councils as well as MP Sojan Joseph and Visit Kent. The return of services to Ashford International Station is a priority for the council and the campaign to return these services continues, with lobbying to Eurostar and government. Additionally, it is reported in the media that new entrants to the International Rail market may be coming forward which provides an additional opportunity to restore international services to Ashford.

Outline Planning Permission has now been approved for Brompton for a production facility and company HQ with up to 46,000 sqm of employment floor space on land south of Asda off Kimberley Way in Ashford. This development, with Brompton's ethos, will provide an opportunity to promote walking and cycling for the local community. The first phase is set to create up to 1,500 jobs with future phases potentially creating more in subsequent years.

The council has also adopted the Local Cycling and Walking Infrastructure Plan (LCWIP) for Ashford Town Centre, which sets out how such infrastructure can be supported locally to promote walking and cycling over other modes of transport.

[1] Ashford Borough Council. Local Development Framework – Core Strategy, July 2008.

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.

Air quality across Ashford is generally good, with recorded pollutant concentrations remaining below the national Air Quality Objectives. There are currently no AQMAs within the borough. In 2019, Ashford Borough Council adopted their current Local Plan 2030, which addresses air quality through Policy ENV12[2]. This policy highlights the focus on promoting low emission transport to minimise the impact of vehicle emissions and the need for Air Quality Assessments in relation to proposed developments within the area. Any major developments to be built or in operation are all in line with guidance from the Institute of Air Quality Management.

The Local Transport Plan 5 for Kent[3], published in December 2024, sets out policies to improve transport, with a focus on shifting to sustainable transport alternatives within the county via Planned Outcome 7. Ashford Borough Council has been working closely with Kent County Council to improve air quality.

Ashford Borough Council have written their Local Air Quality Strategy[4] in line with guidance from LAQM PG.22. It was published online in 2025. This document is designed to collate and summarise the Council's actions, measures and interventions relating to air quality that have been separately agreed as part of other policies and strategies, for example the Climate Change Strategy and Local Plan. The document is designed to be a working document and updated as Council actions, polices are completed, amended or developed. Ashford Borough Council has progressed the following actions:

- Published their Local Air Quality Strategy in line with LAQM PG.22 guidance.
- Conducted usage study for the installed electric vehicle (EV) charging points.
- Round two of the Green Taxi licensing scheme.

[2] Ashford Borough Council. Local Plan 2030, February 2019. Available at: adopted-ashford-local-plan-2030.pdf

[3] Kent County Council. Local Transport Plan 5, December 2024. Available at: KCC Local Transport Plan 5 December 2024

[4] Ashford Borough Council. Air Quality Strategy, 2025. Available at: abc-air-quality-strategy-2024.pdf

- The major updates to be built or in operation are all in line with guidance from Institute of Air Quality Management.

Conclusions and Priorities

This Annual Status Report confirms that air quality within Ashford continues to meet the relevant Air Quality Objectives, and that air quality is generally good.

In 2024, NO_2 concentrations remained below the annual Air Quality Objective of 40 µg/m^3 at all monitoring locations. As concentrations were below 60 µg/m^3 it is considered that the hourly mean objective of 200 µg/m^3 was not exceeded at any monitoring location. The highest concentration monitored was 32.4 µg/m^3, at roadside site AS59, located on Romney Marsh Road. This monitoring location also recorded the highest concentration of NO_2 in the previous monitoring year, 2023. AS59 is a fairly open junction with phased traffic lights and no specific causes known. KCC Highways were contacted in 2025 to establish whether there have been any changes to traffic light phasing or traffic volumes through that junction. Information received from KCC Highways reported the traffic detection system used at the junction had failed since October 2023 due to the poor surface condition. Adjustments were made to the signal timings to try and keep the site operating as effectively as possible, but resurfacing works were needed to allow the loops to be repaired and resolve this issue permanently. The junction was resurfaced and the damaged loops replaced in May 2025 and are now operational. Diffusion tube data will continue to be monitored at this location.

The Local Transport Plan for Kent is a crucial framework in maintaining good air quality in the borough, as road traffic emissions are the main source of pollution within Ashford. It outlines policies to promote sustainable transport within the borough. Ashford Borough Council's ASR and Local Air Quality Strategy sets out the key steps to maintaining and improving good air quality within the area. This is supported by Ashford's Local Plan 2030, adopted in February 2019, which reinforces the importance of sustainable transport and sets out Policy ENV12 to ensure developments within the area do not contribute to worsened air quality.

How to get Involved

Members of the public can help improve air quality in Ashford by travelling using sustainable transport options, such as walking, cycling, and using public transport.

Ashford Borough Council, in conjunction with Kent and Medway Air Quality Partnership encourages the promotion of air quality, and educational materials can be provided.

Further information on local air quality can be found via the UBreathe app for iPhone and Android and the Kentair website Kent and Medway Air Quality, which provides air pollution health advice where you need it.

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1 Local Air Quality Management

This report provides an overview of air quality in Ashford Borough 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 or not 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 in order 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 Ashford Borough 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.

Ashford Borough Council currently does not have any declared AQMAs. Ashford Borough Council have written their Local Air Quality Strategy in line with guidance from LAQM PG.22. It was published online in early 2025. This document is designed to collate and summarise the Council's actions, measures and interventions relating to air quality that have been separately agreed as part of other policies and strategies, for example the Climate Change Strategy and Local Plan. The document is designed to be a working document and updated as Council actions, policies are completed, amended or developed.

2.2 Progress and Impact of Measures to address Air Quality in Ashford Borough Council

Defra's appraisal of last year's ASR concluded

1. *There are good quality maps included in Appendix D. This allows the reader to easily see where each monitoring site is located, and to see if the current monitoring network is still fit for purpose. This is encouraged for future reports*.

   This has been carried forward in this report.

2. *There is good quality discussion about the biomass installations within the council area. This is encouraged for future reports.*

   Biomass installations have been included in this report.

3. *There is good quality discussion about future developments within the council area. This allows the reader to see how the council area might change in the foreseeable future. This is encouraged for future reports.*

   This has been carried forward in this report.

4. *A local air quality strategy should be developed as soon as possible (in line with Defra guidance).*

   A Local Air Quality Strategy has been written and was published online in 2025.

5. *The priorities and measures to improve air quality to be progressed or completed over the course of the next reporting year are not clearly outlined. This should be revised for future reports.*

   This is included in the 2024 ASR.

6. *The column names in Table 2.1 should match the column names for the same table in the excel template. This should be corrected before publication.*

   This was corrected and is correct in this year's ASR.

Ashford Borough Council has taken forward a number of direct measures during the current reporting year of 2024 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. Six measures are included within Table 2.2, with the type of measure and the progress Ashford Borough 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 2.2.

More detail on these measures can be found in the Local Air Quality Strategy. Key completed measures are:

1. Electric Vehicles Charging Points

Led by Kent County Council, this project works with 7 Kent local authorities to implement more charging points around Kent. Within the Ashford Borough there are 69 electric vehicle charging points (EVCP). Below are the locations and type of current charging points:

- Civic Centre: EVDot x9
- Edinburgh Road CP: EVDot x12
- Leisure Centre: EVDot x4
- Station Rd, Tent: EVDot x4
- Vicarage Lane: EVDot x6
- Elwick Place: EVDot x6
- Victoria Rd CP: EVDot x4
- Station Rd, Ash: EVDot x6
- Adley's Yard: EVDot x2

Table 2.1 – Usage Statistics of EV Charging Points in 2024

Electric Vehicle Charging Point	Total Sessions	Total kWh Dispensed	CO_2 Offset (kg)
Edinburgh Road Car Park, Ashford	1017	16,707.00	13,159.35
Stour Centre, Tannery Lane, Ashford	1151	19,863.78	15,659.39
Station Road, Tenterden	522	11,297.15	8,905.99
Adley's Yard, Ashford	104	638.50	503.35
Station Road, Ashford	30	504.76	397.92
Victoria Road, Ashford	87	3,130.99	2,468.28
Elwick Place, Ashford	608	10,412.21	8,208.35
Vicarage Lane, Ashford	51	711.85	561.18

Electric Vehicle Charging Point	Total Sessions	Total kWh Dispensed	CO_2 Offset (kg)
Tenterden Leisure Centre, Tenterden	92	2,041.80	1,609.63

Vicarage Lane, Station Road, Victoria Road and Tenterden Leisure Centre did not come in until mid-late 2024.

The prices of these have just risen from £0.39/kwh to £0.60/kwh to cover the running costs (by our provider, not ABC).

In recent years there has been a continued expansion of the EVCP network, with the intended outcome of improving air quality for public health benefits and reducing carbon emissions. The council has directly funded these and utilised grants for these charging points, and through the Rural England Prosperity Fund scheme. This helps the council achieve it's intended EV outcomes, make usage more practical and meet expectations for EV ownership on a local and national scale.

No further plans have been made for additional charging points by Ashford Borough Council until a better understanding of usage is ascertained. However, Kent County Council will soon start looking at areas on public roads where points could be placed. Suggestions for new on street electric vehicle charge points can be made on the Kent County Council website https://letstalk.kent.gov.uk/on-street-ev. Installation is due to start with 26 new points planned in 2026 increasing each year for ten years. Kent County Council plan to install 10,000 on street electric charge points in total.

To consider the cumulative impacts of development on air quality, and to encourage EV ownership, Ashford Borough Council requires future new builds to incorporate EV charging points. Each new dwelling with a designated parking space (driveway, carport, or garage), is required to provide at least one electric vehicle charging point. All EV charger points shall be provided to Mode 3 standard (providing up to 7kw) and SMART (enabling Wi-Fi connection). The charging point shall thereafter be retained available, in a working order for the charging of EV. Approved models are shown on the Office for Low Emission Vehicles Home charge Scheme approved ChargePoint model list:

https://www.gov.uk/government/publications/electric-vehicle-homecharge-schemeapproved-chargepoint-model-list.

The recent implementation of EVCPs and growing EV ownership has the potential to reduce pollutant concentrations from road traffic. Tracking and mapping of consumption at charging points and nearby NO_2 concentrations could provide the council the opportunity

to establish trends in air quality and demonstrate quantitative evidence of progress from this measure.

2. Green Taxi Scheme

Since 2019, Ashford Borough Councils Licensing team have been providing an incentive scheme for ultra-low emission taxis and private hire vehicles bought onto the licensed fleet. The scheme effectively providing vehicle licensees with zero licensing fees over three years, which is worth approximately £1,000 on top of any additional grants available.

During round one (2019-2022) three ultra-low emission vehicles were bought onto the licensed fleet, and during round two (2022-2025) two ultra-low emission vehicles were bought onto the fleet. Out of the five vehicles bought on, only two remain as licensed vehicles as of February 2025.

Currently, no decision has been made on whether to continue the scheme. However, it is possible that the scheme may be ended considering the low uptake.

Furthermore, the council intends to explore options to provide fuel efficient driver training for taxi and private hire drivers to reduce vehicle emissions.

3. Handlebars vs. Cars Campaign

A cycling network feasibility study was completed to look to extend the cycling network with contractor Sustrans for a route in central Ashford.

A ‘handlebars vs cars’ campaign was run promoting cycling as a commuter option alongside recreation. This includes how to get started cycling videos culminating in a live stream race between a car and a bike, to encourage bike usage by the public to and from work. Providing accessible routes as well as promoting it as the most convenient commuter option is crucial to its uptake.

4. Climate Change Action Plan 2022-24

The Council continues to move toward a strong foundation of cycling infrastructure for the future. This is echoed in the council Climate Change Action Plan 2022-24, with Priority 4 being to encourage a shift towards cleaner modes of transport and reduce car dependency. This is set out in objective 4.3: Enable and facilitate a borough wide reduction in transport related emissions, and has been targeted through methods listed below:

- Strengthen anti-idling message promoted in schools through CEO road safety programme and other agencies to improve air quality and reduce emissions.

- Encourage residents to use the Kent Connected for active transport options digital app.
- Improve understanding of future demand for EV charging points, infrastructure capacity and location. Implement a corporate approach to installation and maintenance of EV charging points.

Ashford Borough Council expects the following measures to be completed over the course of the next reporting year: Ultra Low Emission Vehicle Licensing, which is expected to reduce emissions from vehicles thus lower NO_2 concentrations at roadside monitoring sites. Ashford Borough Council's priorities for the coming year are continue the implementation and monitoring use of Electric Vehicle Charging Points throughout the borough.

Ashford Borough Council worked to implement these measures in partnership with the following stakeholders during 2024:

- Kent County Council
- ConnectedKerb
- Sustrans
- Kent and Medway Air Quality Partnership

The principal challenges and barriers to implementation that Ashford Borough Council anticipates facing are low uptake of implemented measures (e.g. Green Taxi Scheme).

Ashford Borough Council anticipates that the measures stated above and in Table 2.2 will allow for continued compliance across the whole local authority.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
1	Electric Vehicle Charging	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	N/A	Ongoing	Kent County Council, ConnectedKerb				Implementation	Reduced vehicle emissions	Number of charging points	Implementation on-going	
2	Ultra Low Emission Vehicle Licensing	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	N/A	2025	Local Authority				Implementation	Reduced vehicle emissions	No. of vehicle in licensed fleet	Implementation on-going	
3	Climate Change Action Plan 2022-2024	Policy Guidance and Development Control	Other policy	N/A	2021	Local Authority Environmental Health, Local Authority Transport Department				Implementation	Reduced vehicle emissions		Implementation on-going	
4	Cycling Network Feasibility Study	Transport Planning & Infrastructure	Cycle Network	N/A	2023	Local Authority, Sustrans				Planning	Reduced vehicle emissions		Planning phase	
5	Handlebars vs Cars Campaign	Promoting Travel Alternatives	Promoting of cycling, Workplace Travel Planning	N/A	2023	Local Authority				Completed			Completed	
6	Pollution Patrol Education Resource	Public Information	Via the Internet	N/A	2023	Local Authority, Kent and Medway Air Quality Partnership				Implementation	N/A		Completed	

2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy[5], 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.

Ashford Borough Council is taking the following measures to address $PM_{2.5}$:

AURN $PM_{2.5}$ – Stanhope, Ashford Monitoring Station

Ashford Borough Council is working in conjunction with AURN, (Automatic Urban and Rural Network) to install a $PM_{2.5}$, urban background monitor monitoring site. This is in the early stages of development and should be in operation at some point in 2026. Once the station is operational, it will be part of the automatic network, and the monitoring results will be publicly available at the UK Air website.

[5] Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2024 by Ashford Borough 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

3.1.1 Automatic Monitoring Sites

Ashford Borough Council does not undertake any automatic monitoring.

3.1.2 Non-Automatic Monitoring Sites

Ashford Borough Council undertook non- automatic (i.e. passive) monitoring of NO_2 at 27 sites during 2024, including one triplicate location. Table A.1 in Appendix A presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in Appendix D: Map(s) of Monitoring Locations and AQMAs. 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.2 in Appendix A: Monitoring Results compares the ratified and adjusted monitored NO_2 annual mean concentrations for the past five years with the air quality objective of 40 µg/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).

The full 2024 dataset 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.

In 2024, there were no exceedances of the air quality objectives in NO_2 in Ashford Borough Council. Therefore, no AQMAs need to be declared within the Local Authority. As concentrations were below 60 µg/m^3 it is considered that the hourly mean objective of 200 µg/m^3 was not exceeded at any locations. The highest concentration recorded was 32.4 µg/m^3, at the roadside monitoring location AS59, located on Romney Marsh Road. This monitoring site also recorded the highest concentration of NO_2 in the previous year. AS59 is a fairly open junction with phased traffic lights and no specific causes known. KCC Highways were contacted in 2025 to establish whether there have been any changes to traffic light phasing or traffic volumes through that junction. Information received from KCC Highways reported the traffic detection system used at the junction had failed since October 2023 due to the poor surface condition. Adjustments were made to the signal timings to try and keep the site operating as effectively as possible, but resurfacing works were needed to allow the loops to be repaired and resolve this issue permanently. The junction was resurfaced and the damaged loops replaced in May 2025 and are now operational. Diffusion tube data will continue to be monitored at this location.

All the December results were omitted for 2024, as they were considered outliers due to them being abnormally low. This was also observed in other boroughs within Kent who use the same diffusion tubes from SOCOTEC Didcot. The laboratory has been made aware.

Comparisons are drawn between 2024 and the previous monitoring year 2023 in Table 3.1 and then between 2024 and 2020 in Table 3.2. Figure A.1 in Appendix A: Monitoring Results presents the monitored concentrations in the last five years graphically.

Table 3.1 - Comparison of NO_2 Concentrations Between 2023-24

Site	2023 NO2 Monitoring Result	2024 NO_2 Monitoring Result	Increase / Decrease between 2023-24	Difference (µg/m^3)
AS50	18.6	17.1	Decrease	-1.5
AS51	30.1	28.3	Decrease	-1.8

Site	2023 NO2 Monitoring Result	2024 NO_2 Monitoring Result	Increase / Decrease between 2023-24	Difference (µg/m^3)
AS52	25.5	21.2	Decrease	-4.3
AS53	21.4	20.5	Decrease	-0.9
AS54	17.0	15.5	Decrease	-1.5
AS55	15.4	14.4	Decrease	-1.0
AS56	16.9	16.2	Decrease	-0.7
AS57	20.1	19.1	Decrease	-1.0
AS58	17.6	16.6	Decrease	-1.0
AS59	32.0	31.6	Decrease	-0.4
AS60	23.5	20.0	Decrease	-3.5
AS61	21.0	20.4	Decrease	-0.6
AS68	18.6	18.5	Decrease	-0.1
AS44	11.8	12.5	Increase	+0.7
AS49	21.3	20.8	Decrease	-0.5
AS69	27.7	28.0	Increase	+0.3
AS70	15.8	16.0	Increase	+0.2
AS71	17.8	17.2	Decrease	-0.6
AS15, AS16, AS17	19.2	19.5	Increase	+0.3
AS33	15.0	13.8	Decrease	-1.2
AS31	16.1	14.2	Decrease	-1.9
AS64	16.2	15.3	Decrease	-0.9
AS37	18.5	17.5	Decrease	-1.0
AS65	22.1	22.7	Increase	+0.6

Site	2023 NO2 Monitoring Result	2024 NO_2 Monitoring Result	Increase / Decrease between 2023-24	Difference (µg/m^3)
AS63	21.1	19.6	Decrease	-1.5

Table 3.1 shows that 5 of the 25 sites (20%) recorded higher concentrations in the 2024 monitoring year compared with 2023. However, the largest observed increase is +0.7 µg/m^3. The remaining 20 sites (80%) all showed decreases in NO_2 concentrations in 2024 when compared with 2023.

Table 3.2 - Comparison of NO_2 Concentrations Between 2020-24

Site	2020 NO2 Monitoring Result	2024 NO_2 Monitoring Result	Increase / Decrease between 2020-24	Difference (µg/m^3)
AS50	19.8	17.1	Decrease	-2.7
AS51	31.0	28.3	Decrease	-2.7
AS52	22.8	21.2	Decrease	-1.6
AS53	23.7	20.5	Decrease	-3.2
AS54	21.0	15.5	Decrease	-5.5
AS55	16.4	14.4	Decrease	-2.0
AS56	17.0	16.2	Decrease	-0.8
AS57	21.5	19.1	Decrease	-2.3
AS58	22.1	16.6	Decrease	-5.5
AS59	25.3	31.6	Increase	+6.3
AS60	23.7	20.0	Decrease	-3.7
AS61	22.7	20.4	Decrease	-2.3
AS68	-	18.5		
AS44	14.3	12.5	Decrease	-1.8
AS49	26.9	20.8	Decrease	-6.1
AS69	-	28.0		

Site	2020 NO2 Monitoring Result	2024 NO_2 Monitoring Result	Increase / Decrease between 2020-24	Difference (µg/m^3)
AS70	-	16.0		
AS71	-	17.2		
AS15, AS16, AS17	22.2	19.5	Decrease	-2.7
AS33	16.0	13.8	Decrease	-2.2
AS31	16.1	14.2	Decrease	-1.9
AS64	17.2	15.3	Decrease	-1.9
AS37	19.2	17.5	Decrease	-1.7
AS65	-	22.7		
AS63	22.5	19.6	Decrease	-2.9

Table 3.2 displays the longer-term trend in NO_2 concentrations in Ashford Borough Council by comparing 2024 with 2020. 19 of the 20 comparable sites showed a decrease when comparing 2024 to 2020 concentrations of NO_2. Only one site showed an increase. This was a significant increase, by 6.3 µg/m^3. This site also recorded the highest concentration in 2024. Comparisons in Table 3.1 and Table 3.2 demonstrate that concentrations of NO_2 are decreasing overall.

Data capture was above 75% for all diffusion tubes except for one, AS70. Annualisation was carried out for this site, details are in Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC. No concentrations were found to be within 10% of the annal mean Air Quality Objective, therefore distance correction was not required.

Appendix A: Monitoring Results

Table A.1 - 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)
AS50	49 Hythe Road, Ashford TN24 8PG	Urban Centre	601707	142748	NO_2	No	0.0	5.7	No	2.0
AS51	Wellesley Road, Ashford TN24 8LH	Roadside	601247	142850	NO_2	No	0.6	3.9	No	2.0
AS52	49 Somerset Road, Ashford TN24 8EJ	Urban Centre	601211	142990	NO_2	No	0.0	5.4	No	2.0
AS53	Northgate House, 1-9 North Street, Ashford TN24 8JR	Urban Centre	601055	142972	NO_2	No	0.0	2.4	No	2.0
AS54	North Street, Ashford TN24 8EB	Roadside	601068	143048	NO_2	No	2.7	2.0	No	2.0
AS55	5 Maidstone Road, Ashford TN24 8UA	Urban Centre	600367	143225	NO_2	No	0.0	12.7	No	2.0
AS56	68 New Street, Ashford TN24 8TT	Urban Centre	600667	143016	NO_2	No	0.0	5.0	No	2.0
AS57	24 Bank Street, Ashford TN23 1BE	Urban Centre	600883	142694	NO_2	No	0.0	4.5	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)
AS58	Trafalgar House, Elwick Road, Ashford TN23 1FA	Urban Centre	600865	142588	NO_2	No	0.0	18.7	No	2.0
AS59	Romney Marsh Road (opposite railway station)	Roadside	601096	142114	NO_2	No	3.0	3.2	No	2.0
AS60	Victoria Road (opposite Curious Brewery)	Roadside	600992	142182	NO_2	No	0.6	1.8	No	2.0
AS61	117 Station Road, Ashford TN23 1EY	Urban Centre	601150	142342	NO_2	No	0.0	10.8	No	2.0
AS68	East Hill Junction of Wellesley Road TN24 8PB	Roadside	601235	142772	NO_2	No	1.0	2.5	No	2.0
AS44	Dovecote House, 73 The Street, Willesborough, Ashford TN24 0NA	Urban Background	603800	141792	NO_2	No	0.0	22.2	No	2.0
AS49	Hythe Road, Willesborough TN24 0NB (opposite Tescos)	Roadside	604005	141612	NO_2	No	4.3	2.0	No	2.0
AS69	Wellesley Road (Ashford Sch Side) opp Stour Heights, TN24 8FD	Roadside	601269	142923	NO_2	No	0.5	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)
AS70	Wellesley Road, Stour Heights TN24 8FD	Urban Centre	601235	142897	NO_2	No	0.0	1.0	No	2.0
AS71	34 Wellesley Road (Old Tax Office, now flats) TN24 8EE	Roadside	601274	142977	NO_2	No	1.0	3.0	No	2.0
AS15, AS16, AS17	Bracken Hill, Lees Road, Willesborough TN24 0NW Tube3	Other	603390	142075	NO_2	No	0.0	33.0	No	2.0
AS33	East Lodge, Chart Road, Ashford TN23 3DG	Other	599826	143084	NO_2	No	0.0	12.7	No	2.0
AS31	42 Newtown Green, Ashford TN24 0PE	Roadside	601840	141457	NO_2	No	0.0	3.8	No	2.0
AS64	282 Beaver Road, Ashford TN23 7SP	Urban Centre	600597	141385	NO_2	No	0.0	58.0	No	2.0
AS37	30 Kingsnorth Road, Ashford TN23 6HT	Urban Centre	600488	141277	NO_2	No	0.0	7.0	No	2.0
AS65	Maidstone Road, off Drovers Roundabout-nr Warren Lodge Nursing Home)	Roadside	600188	143619	NO_2	No	15.9	2.4	No	2.0
AS63	Brookfield Road (nr Matalan)	Roadside	599263	142471	NO_2	No	5.8	5.9	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.2 - 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
AS50	601707	142748	Urban Centre	90.6	90.6	19.8	21.4	21.3	18.6	17.1
AS51	601247	142850	Roadside	90.6	90.6	31.0	37.7	36.8	30.1	28.3
AS52	601211	142990	Urban Centre	83.0	83.0	22.8	26.3	27.5	25.5	21.2
AS53	601055	142972	Urban Centre	83.0	83.0	23.7	24.3	25.2	21.4	20.5
AS54	601068	143048	Roadside	75.0	75.0	21.0	21.6	22.4	17.0	15.5
AS55	600367	143225	Urban Centre	83.0	83.0	16.4	17.0	18.2	15.4	14.4
AS56	600667	143016	Urban Centre	90.6	90.6	17.0	18.7	19.2	16.9	16.2
AS57	600883	142694	Urban Centre	81.1	81.1	21.5	24.3	23.8	20.1	19.1
AS58	600865	142588	Urban Centre	90.6	90.6	22.1	23.8	19.8	17.6	16.6
AS59	601096	142114	Roadside	75.0	75.0	25.3	33.3	14.0	32.0	31.6
AS60	600992	142182	Roadside	90.6	90.6	23.7	26.0	32.9	23.5	20.0
AS61	601150	142342	Urban Centre	81.1	81.1	22.7	24.1	24.8	21.0	20.4

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
AS68	601235	142772	Roadside	90.6	90.6				18.6	18.5
AS44	603800	141792	Urban Background	90.6	90.6	14.3	15.0	14.0	11.8	12.5
AS49	604005	141612	Roadside	90.6	90.6	26.9	26.7	23.5	21.3	20.8
AS69	601269	142923	Roadside	83.0	83.0				27.7	28.0
AS70	601235	142897	Urban Centre	66.0	66.0				15.8	16.0
AS71	601274	142977	Roadside	83.0	83.0				17.8	17.2
AS15, AS16, AS17	603390	142075	Other	90.6	90.6	22.2	20.7	21.4	19.2	19.5
AS33	599826	143084	Other	90.6	90.6	16.0	15.5	16.6	15.0	13.8
AS31	601840	141457	Roadside	90.6	90.6	16.1	16.8	17.5	16.1	14.2
AS64	600597	141385	Urban Centre	75.0	75.0	17.2	19.1	19.1	16.2	15.3
AS37	600488	141277	Urban Centre	83.0	83.0	19.2	20.7	22.0	18.5	17.5
AS65	600188	143619	Roadside	83.0	83.0		24.2	27.7	22.1	22.7
AS63	599263	142471	Roadside	83.0	83.0	22.5	23.6	25.1	21.1	19.6

☒ **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**.

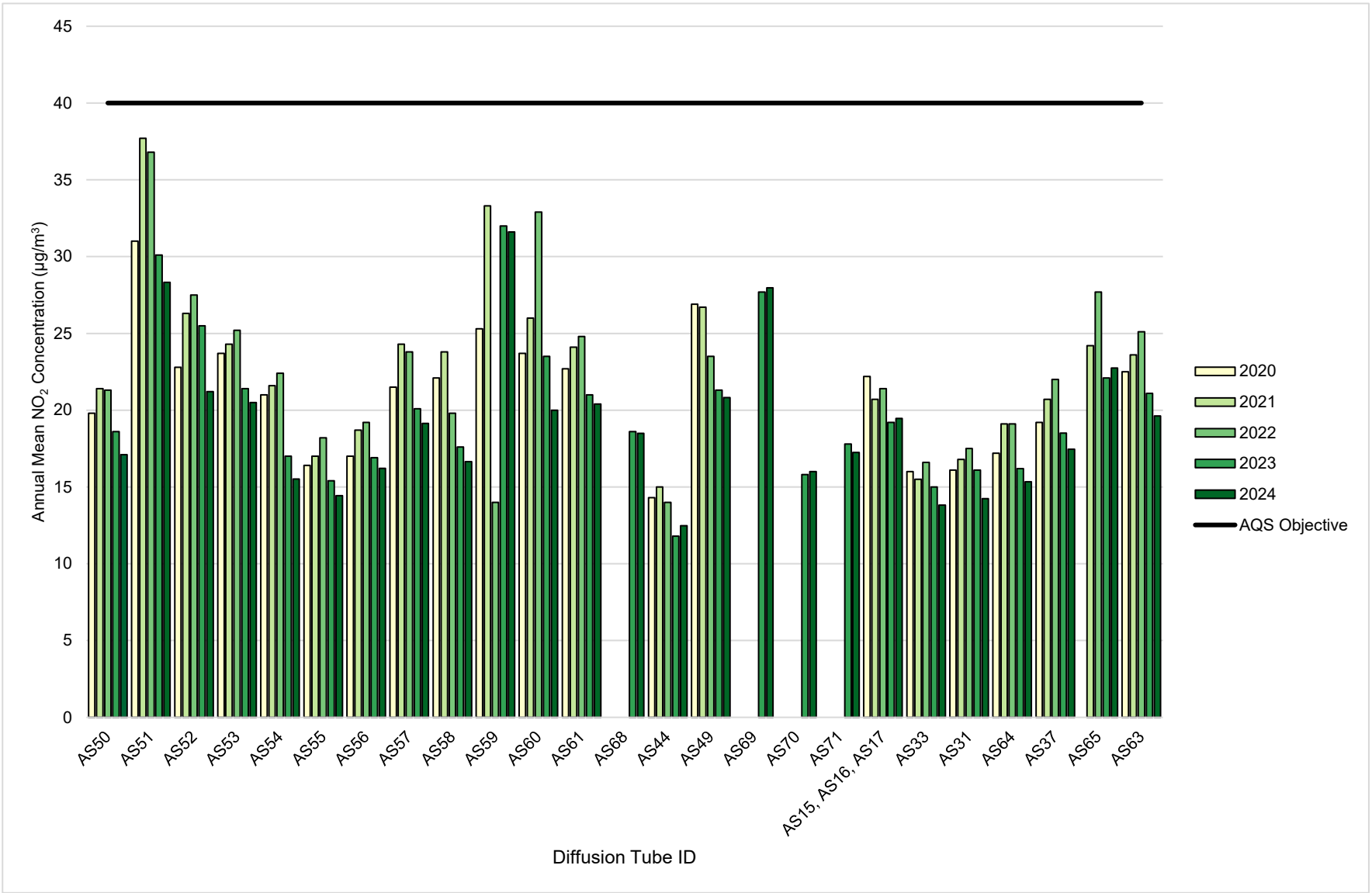
Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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 ($\mu g/m^3$)

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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
AS50	601707	142748	26.0	23.1	22.5	22.0	21.9	20.8	16.7	15.4	24.4	25.9	22.5		21.9	17.1	-	
AS51	601247	142850	46.5	41.6	41.3	30.7	33.8	32.5	24.7	30.6	36.2	35.8	45.8		36.3	28.3	-	
AS52	601211	142990		29.3	27.8	26.7	27.8	24.4	18.9	22.6	29.1	33.1	32.3		27.2	21.2	-	
AS53	601055	142972	19.8	31.1		26.2	23.8	24.5	24.3	25.6	25.7	33.0	28.8		26.3	20.5	-	
AS54	601068	143048		8.4	26.0		21.4	17.8	15.8	18.4	18.1	26.1	27.0		19.9	15.5	-	
AS55	600367	143225	25.3	21.0	20.9	16.7	16.5	15.5	16.3	15.6	16.7	20.6			18.5	14.4	-	
AS56	600667	143016	30.0	23.1	20.3	17.2	20.0	17.4	15.6	14.2	19.6	24.7	26.5		20.8	16.2	-	
AS57	600883	142694	33.1	24.2	26.6	22.2		21.0	20.0	20.2	24.4	28.3	25.4		24.5	19.1	-	
AS58	600865	142588	29.8	19.4	22.8	17.8	21.3	16.4	17.0	18.4	22.3	26.7	22.8		21.3	16.6	-	
AS59	601096	142114	48.1	54.3		37.0		34.0	32.8	33.5	38.6	41.2	45.2		40.5	31.6	-	
AS60	600992	142182	33.4	26.9	28.8	16.0	22.5	23.2	21.3	21.3	24.0	32.3	32.2		25.6	20.0	-	
AS61	601150	142342	32.8	29.1	25.5	23.9		23.6	21.1	22.5	24.3	29.4	29.4		26.2	20.4	-	
AS68	601235	142772	31.9	28.0	26.2	24.2	22.1	18.5	15.9	16.7	22.1	24.0	31.1		23.7	18.5	-	
AS44	603800	141792	21.4	21.0	15.4	15.2	16.2	12.8	11.8	13.4	13.8	16.5	18.5		16.0	12.5	-	
AS49	604005	141612	29.1	32.6	28.1	25.3	25.5	23.2	26.0	29.2	23.1	24.7	26.8		26.7	20.8	-	
AS69	601269	142923	44.8	42.4		35.3	33.8	33.8	29.5	30.1	32.3	36.0	40.6		35.9	28.0	-	
AS70	601235	142897	27.9	24.1	20.9	17.3	18.4		14.5	13.8	19.8				19.6	16.0	-	
AS71	601274	142977	26.3	26.2	23.2	19.8	18.2		19.2	20.8	19.0	21.6	26.8		22.1	17.2	-	

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 (0.78)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
AS15	603390	142075	24.9	30.6	28.5	24.7	24.7	21.3	25.8	27.2	19.5	26.2	24.8		-	-	-	Triplicate Site with AS15, AS16 and AS17 - Annual data provided for AS17 only
AS16	603390	142075	25.6	33.0	26.1	25.3	23.9	23.2	23.2	27.0	22.3	20.2	22.6		-	-	-	Triplicate Site with AS15, AS16 and AS17 - Annual data provided for AS17 only
AS17	603390	142075	29.4	27.1	30.2	23.0	21.3	22.5	24.6	26.5	20.4	27.5	20.5		25.0	19.5	-	Triplicate Site with AS15, AS16 and AS17 - Annual data provided for AS17 only
AS33	599826	143084	21.7	20.2	20.4	15.0	15.7	14.5	14.9	14.3	15.2	22.4	20.5		17.7	13.8	-	
AS31	601840	141457	25.3	22.0	18.0	16.9	15.0	15.2	13.3	10.1	17.8	21.6	25.6		18.3	14.2	-	
AS64	600597	141385	26.8	21.2	18.1	18.2	17.5	15.4	13.1			23.3	23.3		19.7	15.3	-	
AS37	600488	141277	26.7	26.3	26.4	18.0	21.9	19.5	20.2	19.0		21.5	24.3		22.4	17.5	-	
AS65	600188	143619	39.4	29.1	29.3	24.5	28.2	27.4	27.5	22.8	31.0	32.4			29.2	22.7	-	
AS63	599263	142471	30.1	27.7		23.8	24.1	21.2	23.4	21.6	22.0	29.1	28.5		25.2	19.6	-	

☒ **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.**

☒ **Ashford Borough 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 Ashford Borough Council During 2024

A list of major development sites within the Ashford Borough that are currently under construction is set out below.

In addition to this list, there are a number of other sites where development is either approved but not commenced, resolved to be granted subject to completion of a legal agreement, subject to a current planning application or where the submission of a planning application is imminent or an appeal is likely. A number of other planning applications have not progressed to consent due to outstanding nutrient neutrality (NN) issues relating to the impact of the development on the nationally and internationally designated wildlife habitat at Stodmarsh lakes, east of Canterbury.

Chilmington Green – A mixed-use development of up to 5,750 new homes and associated infrastructure including a district centre, two local centres, five schools and open space and sports is now at an occupation level of c.370 homes. A s.106B Planning Inquiry will take place mid-February to mid-March concerning the master developers requests to modify or delete a large number of obligations contained within the s.106 agreement. Various NN solutions are actively under consideration.

Possingham Farm – Outline planning permission has been granted on appeal following Planning Inquiry. The scheme is located on the south-west of the Chilmington Green development and the appellant's position was that it would largely rely on the facilities to be provided as part of Chilmington Green development. The scheme would be reliant on a NN solution for which a permit from the Environment Agency has yet to be given.

Court Lodge – An appeal on grounds of non-determination has been received in respect of outline planning application with all matters reserved for future consideration (aside from access) for the construction of up to 1000 new homes (C3), local centre comprising retail uses (up to 450 sqm A1-A5) flexible office space (up to 350 sqm B1) and community facilities including a primary school (2.4ha), a combined community hall and site management suite (up to 650 sqm D1) together with new vehicular accesses onto Pound Lane, Long Length, Magpie Hall Road, new pedestrian and cycle routes, open space, green infrastructure

(including allotment gardens and areas of ecological habitats) & drainage infrastructure. The main issue that has held up the application moving forward relate to NN mitigation. A planning inquiry is likely to take place in mid-2025.

Brompton (land south of ASDA, Kimberley Way) – An application for outline planning permission for up to 46,000 sqm of employment floorspace (Use Class E and B2) with all matters reserved except access (excluding internal circulation routes and links to pedestrian and cycle network) and change of use of land to parkland including flood storage area has been resolved to be granted subject to s.106 agreement (on the proviso that the Council is able to continue to determine the application in the light of an objection by the Environment Agency necessitating referral to the Secretary of State – response expected before end of February).

Eureka Park – An outline application for development of up to 375 homes and c.35,000 sq.m of commercial floorspace with open space and associated infrastructure has been resolved to be granted subject to completion of a s.106 agreement.

Land north-east of Willesborough Road, Kennington – Planning permission was granted in 2022 for a mixed-use development including up to 725 homes across the majority of this site. The first phase of this development is being built out by Redrow and first occupations have taken place. A wetland solution assisting NN has been constructed.

Conningbrook Lakes – Planning permission was granted in 2014 for a mixed-use development including 300 homes, a country park and leisure facilities. This development is approaching completion.

Former Powergen Site, Victoria Road - A development of 674 dwellings over five phases (described as 'Plots') with ancillary A1/A3 uses has commenced. Three of the Plots (3, 4 & 5) were constructed by GRE Assets and are now occupied, and work on the remaining two Plots (1 & 2) is continuing.

Park Farm South-East – Planning permission was granted in 2019 for 353 dwellings. This development is approaching completion with finishing soft and hard landscaping work needed to open space/ SUDs areas.

Finberry – Work continues in respect of build-out to the south of Captain's Wood and a small residential parcel near to Bilham Farm is largely complete with the majority now occupied. An outline planning permission has been granted for a local centre comprising homes and commercial facilities close to the entrance roundabout on Avocet Way. An application for the commercial facilities is expected later in 2025. An application has been

received for a vehicle/foot/cycle bridge over the East Stour River to connect to the Waterbrook Park development.

Waterbrook Park – Planning permission has been granted (including outline and detailed elements) for a mixed-use development including up to 400 homes, a relocation and significant expansion of the existing lorry park and new business and retail floorspace. The new lorry park and associated facilities are complete, as are small and medium-size enterprise (SME) commercial uses on Arrowhead Road. A proposal for more SME floorspace to the rear of the existing VOSA facility is under consideration. A sports/health-club has also been approved on the main frontage of the site to the A2070 Southern Orbital: an earlier approval in relation to an Amazon facility has not been taken forward. To the west of Waterbrook Avenue, an ALDI food store is approved with commencement of construction awaited. South of commercial use plots, schemes involving c.350 homes have been resolved to be approved subject to completion of s.106 agreements and subject to NN mitigation being secured.

Inland Border Facility, Sevington - The Department for Transport purchased this office and logistics use site and, pursuant to a Special Development Order, it has been developed as an Inland Border Facility. This facility was operational from January 2021 and the SDO expires December 2025. It is understood that a planning application to permanently retain the facility will be submitted to the Council in the near future.

Former Newtown Works, Newtown Road – Planning permission was granted for a mixed-use development including housing, a hotel and film studios in 2020. The development has commenced on site.

Former Klondyke Works, Newtown Road – Planning permission was granted for 93 dwellings in 2018 and this development is approaching completion.

Land north of St. Mary's Close, Hamstreet – Outline planning permission was granted in 2020 for up to 80 homes and a 60-bed care home. This development is under construction.

Land between Hillside and Carter Wood, south of Hamstreet Road, Hamstreet – Outline planning permission has been refused for the construction of up to 140 new homes, formation of new accesses from Hamstreet Road, green infrastructure including landscape planting, habitat creation and open space, drainage infrastructure including a new pumping station, pedestrian and cycle routes, and associated works and infrastructure. A planning appeal has been submitted and an Inquiry expected later this year.

The planning system is being used to ensure that major developments have a robust air quality assessment submitted, and that appropriate and proportionate mitigation is implemented where impacts are likely to arise.

Biomass Installations

Table C.1 - Biomass Installations Information

Information	Kitchen Generator Ltd	Piper Joinery Ltd
Address	Units 3 and 4, Brunswick Road Cobbs Wood Industrial Estate Ashford TN23 1EL	Fraser House Henwood Ind Estate Henwood Ashford TN24 8DT
Grid References	599688, 142728	601724, 143207
New/Existing Process	Existing	Existing
Process Type	Wood burning biomass boiler	Wood burning biomass boiler
Pollutants of Concern	PM, Nox	PM, Nox
Fuel Type	Grade 2 including wood and MDF	Grade 2 including wood and MDF
Stack Height (m)	11m	11.2m
Stack Diameter (m)	0.25m	0.40m
Dimensions Of TALLEST Buildings With 5 Times The Stack Height Above Ground (m)	N/A	N/A
Description of Combustion Appliances	MWE300 biomass boiler	MWE300 biomass boiler
Date of Latest Emissions Monitoring (if undertaken)	10/12/2021	07/09/2021
Maximum Emission Rates (g/sec) of NOx and PM_{10}	PM - MFC fuel 26.4 g/GJ WoodChip fuel 24.3 Nox - MFCFuel 82.3 g/GJ Woodchip fuel 60.1g/GJ	PM - MFC fuel 26.4 g/GJ WoodChip fuel 24.3 Nox - MFCFuel 82.3 g/GJ Woodchip fuel 60.1g/GJ
Distance to Relevant Exposure	300m	300m
Complaints History	None	None
Any Changes Planned?	None	None

Additional Air Quality Works Undertaken by Ashford Borough Council During 2024

Ashford Borough Council has not completed any additional works within the reporting year of 2024.

QA/QC of Diffusion Tube Monitoring

The supplier of diffusion tubes for Ashford Borough Council in 2024 was SOCOTEC Didcot. The tubes were prepared using the method 50% TEA in acetone.

SOCOTEC participated in the AIR-PT analysis scheme which ran from May 2022 to June 2024. For all months in this study, SOCOTEC received 100% satisfactory results based upon a z-score of $\leq \pm 2$.

The monitoring has been completed in adherence with the 2024 Diffusion Tube Monitoring Calendar.

Diffusion Tube Annualisation

One diffusion tube monitoring location within Ashford Borough Council, AS70, recorded data capture of below 75% and above 25% therefore it was required to annualise the monitoring data.

Table C.2 - Annualisation Summary (concentrations presented in µg/m^3)

Site ID	Annualisation Factor Southend-on-Sea	Annualisation Factor Rochester Stoke	Annualisation Factor Thurrock	Annualisation Factor Lullington Heath	Average Annualisation Factor	Raw Data Annual Mean	Annualised Annual Mean
AS70	1.0723	1.0702	1.0643	0.9833	1.0475	19.6	20.5

Diffusion Tube Bias Adjustment Factors

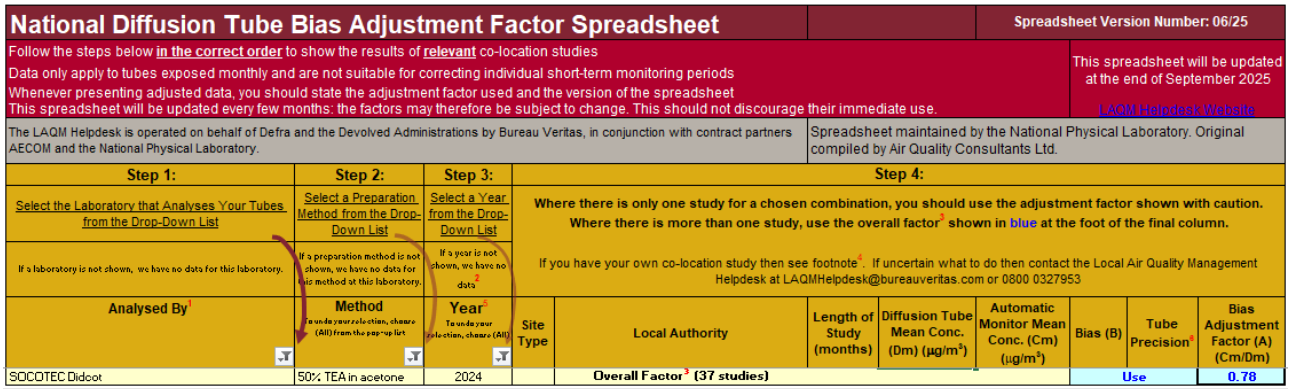
The diffusion tube data presented within the 2024 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application 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.

Ashford Borough Council have applied a national bias adjustment factor of 0.78 to the 2024 monitoring data. A summary of bias adjustment factors used by Ashford Borough Council over the past five years is presented in Table C.3.

A national bias adjustment factor was chosen as Ashford Borough Council undertakes no automatic monitoring.

Table C.3 - Bias Adjustment Factors

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	06/25	0.78
2023	National	03/24	0.77
2022	National	03/23	0.76
2021	National	03/21	0.78
2020	National	09/20	0.77



National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 06/25

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 September 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:	Step 2:	Step 3:	Step 4:								
Select the Laboratory that Analyses Your Tubes from the Drop-Down List	Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.								
If a laboratory is not shown, we have no data for this laboratory.	If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data[2]	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 To undo your selection, choose (All) from the pop-up list	Year[5] To undo your selection, choose (All)	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[6]	Bias Adjustment Factor (A) (Cm/Dm)	
SOCOTEC Didcot	50% TEA in acetone	2024		Overall Factor[3] (37 studies)				Use		0.78	

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 Ashford Borough Council required distance correction during 2024.

Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 - Map of Non-Automatic Monitoring Sites (Whole Borough)

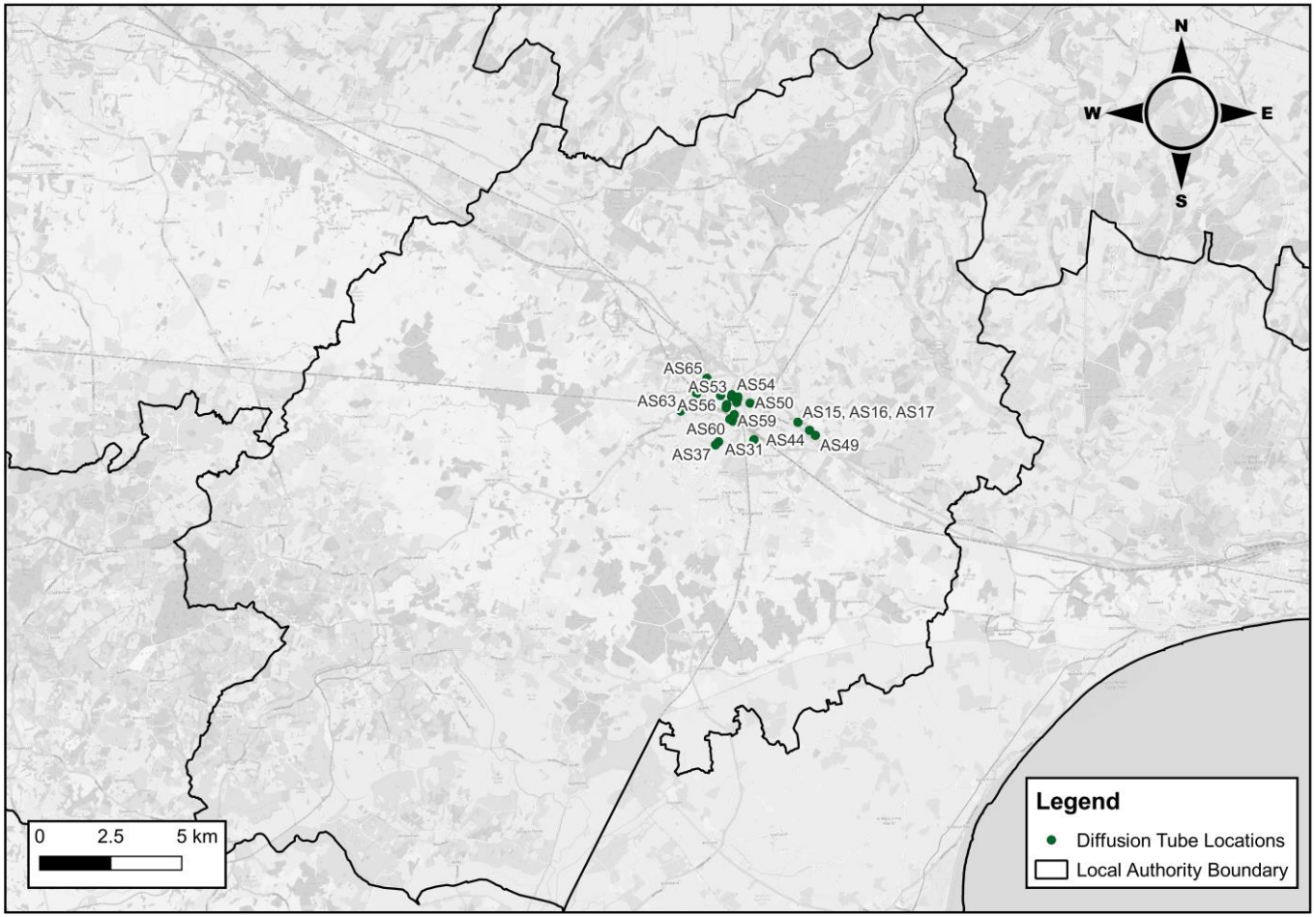
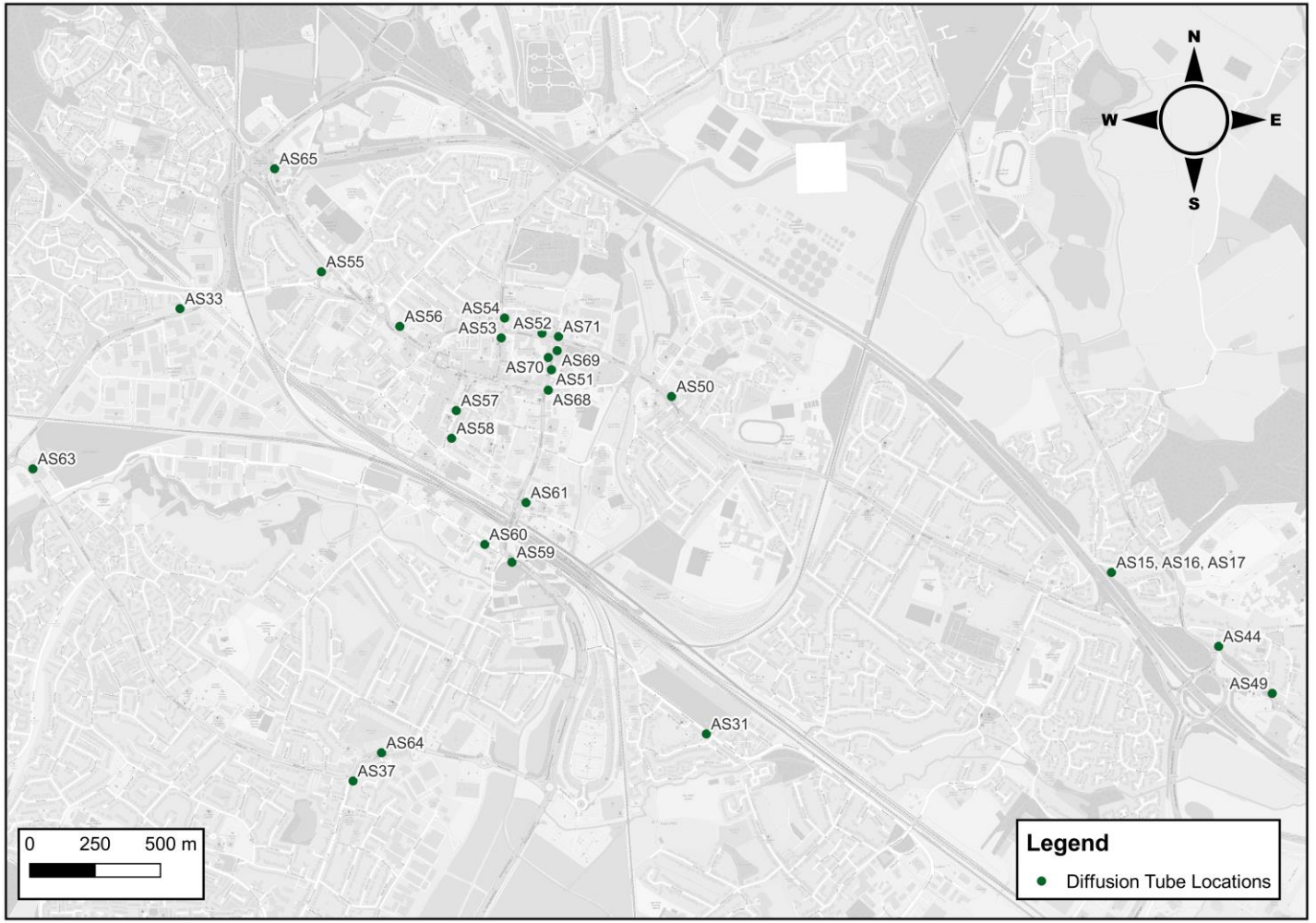


Figure D.2 - Map of Non-Automatic Monitoring Sites



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England[6]

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

[6] 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
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide

References

- Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
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- Local Development Framework – Core Strategy. July 2008. Published by Ashford Borough Council.
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