

High Speed Rail (Crewe – Manchester) Environmental Statement

Volume 5: Appendix AQ-001-OR001

Air quality

Off-route works: Preston Station

Air quality report

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Department
for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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1 Introduction

- 1.1.1 This report is an appendix to the air quality assessment for the Proposed Scheme off-route works in relation to the Preston Station area.
- 1.1.2 This appendix comprises:
- baseline air quality data; and
 - construction dust assessment.
- 1.1.3 This appendix should be read in conjunction with Volume 4, Off-route effects.
- 1.1.4 Additional data used for the air quality assessment are set out in Background Information and Data (BID) (BID AQ-002-OR001)¹.
- 1.1.5 The assessment scope, key assumptions and limitations, and the methodology for determining significance of effects for air quality are set out in Volume 1, Introduction and methodology, Section 3 and the Environmental Impact Assessment Scope and Methodology Report (SMR) (see Volume 5: Appendix CT-001-00001).
- 1.1.6 The air quality standards relevant to this assessment are:
- 40µg/m³ as an annual mean for nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀);
 - 200µg/m³ one-hour mean for NO₂ not to be exceeded more than 18 times a year (equivalent to the 99.8th percentile of the one-hour mean);
 - 50µg/m³ 24-hour mean for PM₁₀ not to be exceeded more than 35 times a year (equivalent to the 90.4th percentile of the 24-hour mean); and
 - 25µg/m³ as an annual mean for fine particulate matter (PM_{2.5}).

¹ High Speed Two Ltd (2022), High Speed Rail (Crewe – Manchester), *Background Information and Data, Additional data used in the air quality assessment*, BID AQ-002-OR001. Available online at: <https://www.gov.uk/government/collections/hs2-phase-2b-crewe-manchester-environmental-statement>.

2 Baseline air quality data

2.1 Existing air quality

Local authority review and assessment information

- 2.1.1 The Preston Station area lies within the administrative area of Preston City Council (PCC). All councils review air quality throughout the area following the local air quality management (LAQM) regime from the Department for Environment, Food and Rural Affairs (Defra)².
- 2.1.2 There are five air quality management areas (AQMA) within the Preston Station area, all of which have been designated for risk of exceedances of the annual mean NO₂ standard.
- 2.1.3 The Preston AQMA No.1 covers an area encompassing a number of properties between Church Street and Percy Street adjacent to the junctions of these roads and the A6/A59 Ringway, it was declared in September 2005. The Preston AQMA No.2 covers an area encompassing a number of properties in the vicinity of the junction of the A5085 Blackpool Road and Plungington Road, and was declared in September 2005.
- 2.1.4 The Preston AQMA No.3 covers an area incorporating part of Garstang Road, Broughton, Preston, and was declared in May 2012. The Preston AQMA No.4 covers Part of New Hall, Preston, and was declared in May 2012. The Preston AQMA No.5 covers London Road, Preston, and was declared in March 2014.

Local air quality monitoring data

- 2.1.5 The following sections provide a summary of the recorded pollutant concentrations at monitoring sites in this area. Further details on monitoring data are presented in BID AQ-002-OR001¹.

Continuous monitoring

- 2.1.6 There are two continuous air quality monitoring sites in this area. These are located at Meadow Street, which measures NO₂, and Bootle Street, which measures NO₂ and PM_{2.5}. Measurements of NO₂ and PM_{2.5} were within the air quality standards in 2018.

² Department for Environment, Food and Rural Affairs (Defra) (2021), *Defra Background Pollutant Concentration Maps*. Available online at: <https://uk-air.defra.gov.uk/data/laqm-background-maps?year=2018>.

Diffusion tubes

- 2.1.7 The local authorities in this area undertake air quality monitoring with the use of passive diffusion tubes as part of their LAQM process. There are nine diffusion tube sites in this area.
- 2.1.8 Measurements of NO₂ were within the air quality standard at all sites in 2018, except at A59 New Hall Lane.

Background pollutant concentrations

- 2.1.9 Estimates of background air quality were obtained from the Defra maps². Background pollutant concentrations are within the air quality standards throughout the study area. Table 1 presents the range of background pollutant concentrations within the Preston Station area for the existing and future baseline.
- 2.1.10 Background pollutant concentrations for the operational year of 2038 have been taken from the Defra background maps for 2030, which is the latest available year of data. The 2030 background maps have been used as representative of the future baseline conditions during operation of the Proposed Scheme.

Table 1: Range of background pollutant concentrations

Pollutant	Background concentrations (µg/m ³)		
	2018	2025	2038
Annual mean NO _x	7.6µg/m ³ to 31.2µg/m ³	5.7µg/m ³ to 19.7µg/m ³	5.2µg/m ³ to 15.3µg/m ³
Annual mean NO ₂	6.0µg/m ³ to 21.9µg/m ³	4.6µg/m ³ to 14.6µg/m ³	4.2µg/m ³ to 11.6µg/m ³
Annual mean PM ₁₀	8.6µg/m ³ to 13.5µg/m ³	7.8µg/m ³ to 12.5µg/m ³	7.7µg/m ³ to 12.5µg/m ³
Annual mean PM _{2.5}	5.8µg/m ³ to 9.3µg/m ³	5.1µg/m ³ to 8.5µg/m ³	5.1µg/m ³ to 8.5µg/m ³

3 Construction dust assessment

3.1.1 This section provides details of the assessment of dust emissions during construction of the Proposed Scheme.

3.2 Dust soiling, human health and ecological effects

Assessed receptors and sensitivity of the area

3.2.1 The assessment of dust soiling, human health and ecological effects has been undertaken for the area around Preston Station:

- there are no earthworks activities in this area. Residential dwellings are located within 20m of construction and trackout³ activities and within 50m of demolition activities; and
- the Preston Junction Local Nature Reserve (LNR) is located within 20m of construction activities. There are no demolition, earthworks or trackout activities within 50m of this ecological receptor.

3.2.2 Table 2 presents the sensitivity to dust soiling, human health and ecological effects.

Table 2: Sensitivity of area to dust soiling, human health and ecological effects

Effect	Demolition	Earthworks	Construction	Trackout
Preston Station area				
Dust soiling	High	Not applicable	High	High
Human health	Low	Not applicable	Medium	Medium
Ecological effects	Not applicable	Not applicable	Low	Not applicable

Dust emission magnitude

3.2.3 Each dust generating activity has been assigned a dust emission magnitude as shown in Table 3.

Table 3: Dust emission magnitude for dust soiling and human health

Area	Demolition	Earthworks	Construction	Trackout
Dust soiling and human health	Small	Not applicable	Small	Medium
Ecological effects	Not applicable	Not applicable	Small	Not applicable

³ Trackout refers to the transport of dust and dirt from the construction site(s) onto the public road network, where it may be deposited and then re-suspended by vehicles using the network.

Risk of impacts

3.2.4 Taking into consideration the dust emission magnitude of each activity and the sensitivity of the area, the risk of dust effects has been defined as shown in Table 4.

Table 4: Risk of dust soiling and human health effects

Effect	Demolition	Earthworks	Construction	Trackout
Preston Station area				
Dust soiling	Medium risk	Not applicable	Low risk	Medium risk
Human health	Negligible risk	Not applicable	Low risk	Low risk
Ecological effects	Not applicable	Not applicable	Negligible risk	Not applicable

3.3 Summary of risks

3.3.1 The summary of risks identified within the Preston Station area are shown in Table 5.

Table 5: Summary of risks for construction dust assessment

Activity	Dust soiling	Human health	Ecological effects
Demolition	Medium	Negligible	Not applicable
Earthworks	Not applicable	Not applicable	Not applicable
Construction	Low	Low	Negligible
Trackout	Medium	Low	Not applicable

4 Assessment of road traffic emissions

- 4.1.1 For the assessment of traffic on the highway network, data for the year 2025 was used as the first construction year of the Proposed Scheme. Following review of the traffic data, no roads have been identified for further assessment in this area. Therefore, no significant effects are anticipated for air quality during construction of the Proposed Scheme.

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