

## **Air Quality and Dust Monitoring Monthly Report – September 2018**

**Three Rivers District Council**



## 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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A report prepared by Osborne on behalf of HS2 Ltd.

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# Monthly Summary

- 1.1.1 This Summary Report is published in fulfilment of commitments detailed in the High Speed Rail (London-West Midlands) Environmental Minimum Requirements, Annex 1: Code of Construction Practice, for the nominated undertaker to present the results of dust monitoring undertaken in the Three Rivers District Council (TRDC) during September 2018.
- 1.1.2 Figure 1 in Appendix A indicates the current work sites together with dust and air quality monitoring locations for September 2018.
- 1.1.3 This summary should be read in conjunction with the overview monitoring report available from [www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2](http://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2), which highlights: the applicable standards and guidance, as well as the air quality and dust monitoring methodologies to be implemented by nominated undertakers throughout construction.
- 1.1.4 The current phase of works commenced July 2017 and is expected to be completed in January 2019. The current worksites, as presented in Appendix A, Figure 1, include:
- Construction of a new entry slip onto the clockwise M25, from Shire Lane to include: associated drainage, utilities, lighting, signage and road markings to full motorway standards.
  - Construction of a new exit slip from the anti-clockwise M25, connecting to Chalfont Lane to include: associated drainage, utilities, lighting, signage and road markings to full motorway standards.
  - Construction of a Chalfont Lane diversion road between Shire Lane and Hornhill Road to include a temporary road to Local Authority Highway standards, a junction with Shire Lane and Hornhill Lane and associated signage on local roads.
  - Construction of a new junction for access to Orchards caravan park and footpath CSP/16/1.
  - Widening of Chalfont Lane between the M25 exit slip and Denham Way to include: a bell mouth access to a future Scottish and Southern Energy (SSE) sub-station, accesses to the future High Speed 2 (HS2) construction compound south of Chalfont Lane and construction of BT and City Fibre ducts and chamber diversions along Chalfont Lane.
- 1.1.5 Works have also commenced on the SSEN phase of the project; the yard compound has been based out and office & welfare cabins installed. Construction of PMA222R foundation has also begun, with all four legs having been excavated, shoring has been installed on all, and blinding was poured on 18/10/2018. Southern compound area has been cleared of vegetation and scraped ready for installation of stone. Access road to PMA224 has begun but only installed to the limits of Wood land possession.

- 1.1.6 One (1) dust monitor is installed around the worksite, where construction works are underway. This site was classified with a medium dust risk rating, in accordance with the methodology described in the Overview Monitoring Report, available from [www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2](http://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2), in line with the IAQM Guidance (2014) on the assessment of dust from demolition and construction activities.
- 1.1.7 The dust monitoring location, line graph and results are presented in Appendix B, Table 1.
- 1.1.8 No (0) exceedances of the dust trigger level were recorded during the September 2018 monitoring period. Osborne's construction works continued to increase along Chalfont Lane in September, particularly around the monitor and adjacent to the key receptors in Sunnyhill Road. Dust suppression measures continued to be successfully implemented during the dry conditions, given the number of exceedances.
- 1.1.9 There were no complaints received, relating to air quality, during this monitoring period.

# Appendix A – Worksites and Monitoring Locations

Figure 1: Worksite locations during September 2018 in TRDC

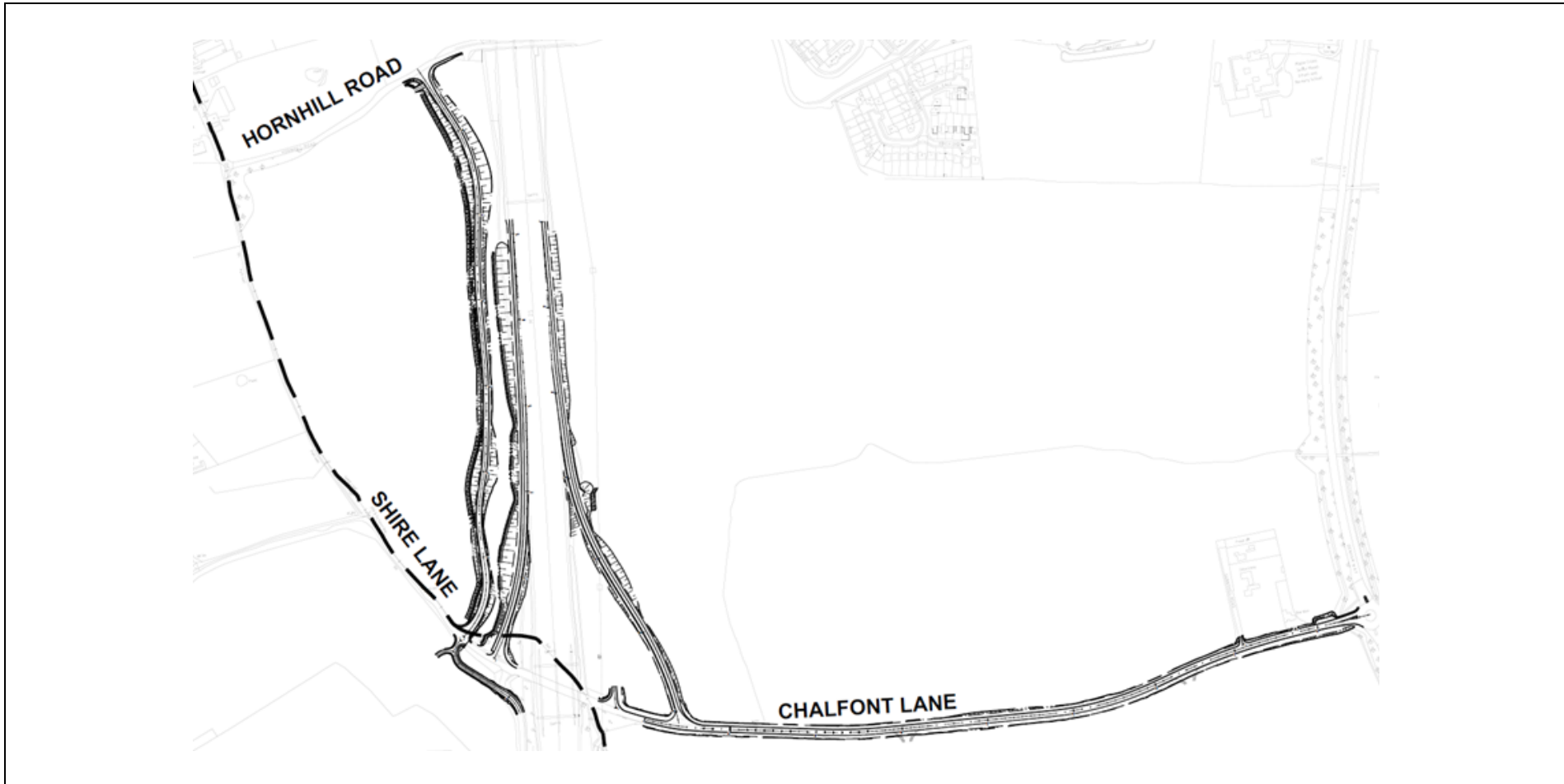


Figure Name

**Worksite locations during September 2018 in TRDC**

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Figure 2: Monitoring locations during September 2018 in TRDC

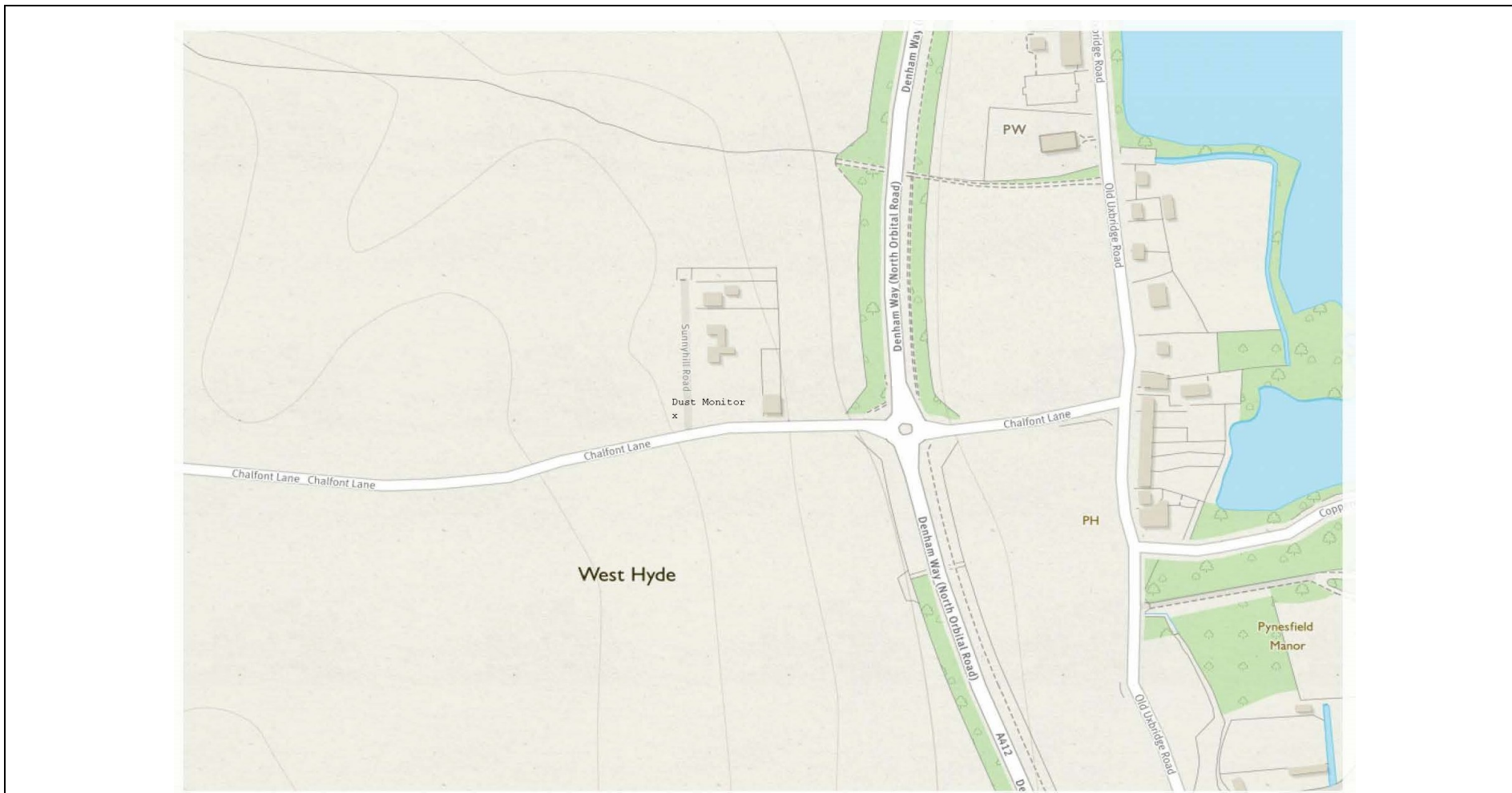


Figure Name

**Monitoring locations during September 2018 in TRDC**

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# Appendix B – Dust Monitoring Results

Table 1: Dust monitoring locations and September 2018 Results

Monitoring site ID	Coordinates (X,Y)	Location description	Dust risk rating for site <sup>1</sup>	Monitoring site active during period	Change to site since previous period report	Mean 15-minute PM10 concentration (µg/m <sup>3</sup> )	Minimum 15-minute PM10 concentration (µg/m <sup>3</sup> )	Maximum 15-minute PM10 concentration (µg/m <sup>3</sup> )	Number of 15-min periods exceeding trigger level of 250 µg/m <sup>3</sup>	15-min data capture (%)
M25 Slip Roads	51.613059, -0.515667	Chalfont Lane	M	Yes	No	1.09	0.0	137.2	0	100.0

<sup>1</sup> The dust risk rating (H – High, M – Medium, L – Low) has been assigned in accordance with the methodology described in the Overview Monitoring Report, available from [www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2](http://www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2), in line with the IAQM Guidance (2014) on the assessment of dust from demolition and construction activities.

Figure 3: Construction dust 15-minute mean indicative PM<sub>10</sub> concentration for dust monitors

