

Air Quality and Dust Monitoring Monthly Report – March 2019

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.

High Speed Two (HS2) Limited,
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.gov.uk/hs2

A report prepared by Osborne on behalf of HS2 Ltd.

High Speed Two (HS2) Limited has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the HS2 website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact High Speed Two (HS2) Limited.

© High Speed Two (HS2) Limited, 2019, except where otherwise stated.

Copyright in the typographical arrangement rests with High Speed Two (HS2) Limited.

This information is licensed under the Open Government Licence v2.0. To view this licence, visit www.nationalarchives.gov.uk/doc/open-government-licence/version/2 **OGI** or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk. Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.



Printed in Great Britain on paper containing at least 75% recycled fibre.

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 March 2019.
- 1.1.2 Figure 1 and Figure 2 in Appendix A indicates the current worksites together with dust monitoring locations for March 2019.
- 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, 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 within TRDC during July 2017, and is expected to be completed in May 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 One (1) dust monitor is installed around the worksite, where construction works are underway. This site was classified with a medium dust risk rating.
- 1.1.6 The dust monitoring location, line graph and results are presented in Appendix B, Table 1 and Figure 3.
- 1.1.7 Osborne's construction works remain focussed along Chalfont Lane in March, in the vicinity of the main receptors and the monitor (near Sunnyhill Road). Due to a technical fault of the monitor alert feature, exceedances were not captured during working hours. As a lesson

learned, HS2 contractors will be implementing more frequent equipment inspection checks to ensure the monitor is operating as intended.

1.1.8 There were no complaints received, relating to air quality, during this monitoring period.

Appendix A – Worksites and Monitoring Locations

Figure 1: Worksite locations during March 2019 in TRDC

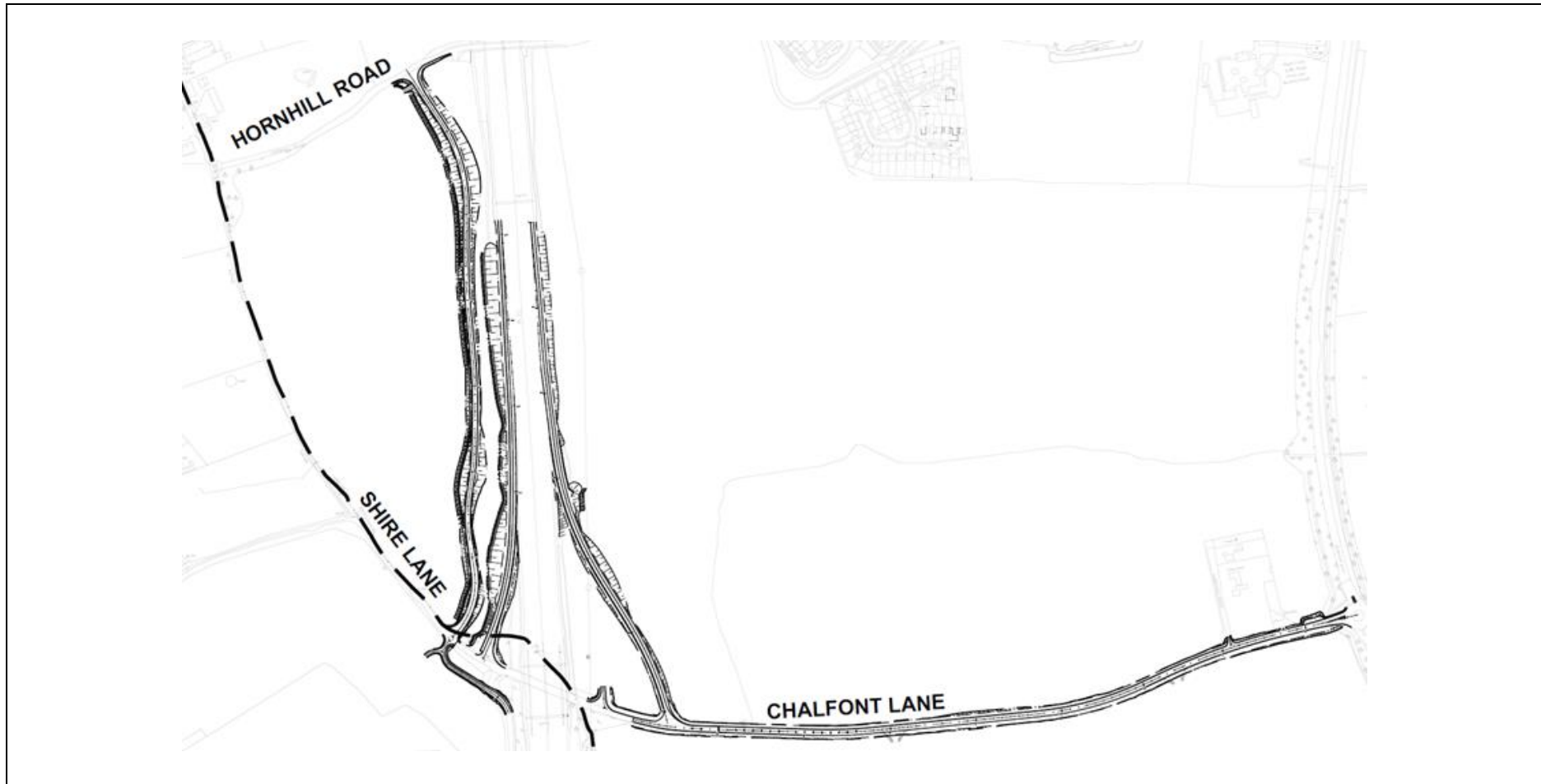


Figure Name

Worksite locations during March 2019 in TRDC

HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.

HS2



Figure 2: Monitoring locations during March 2019 in TRDC

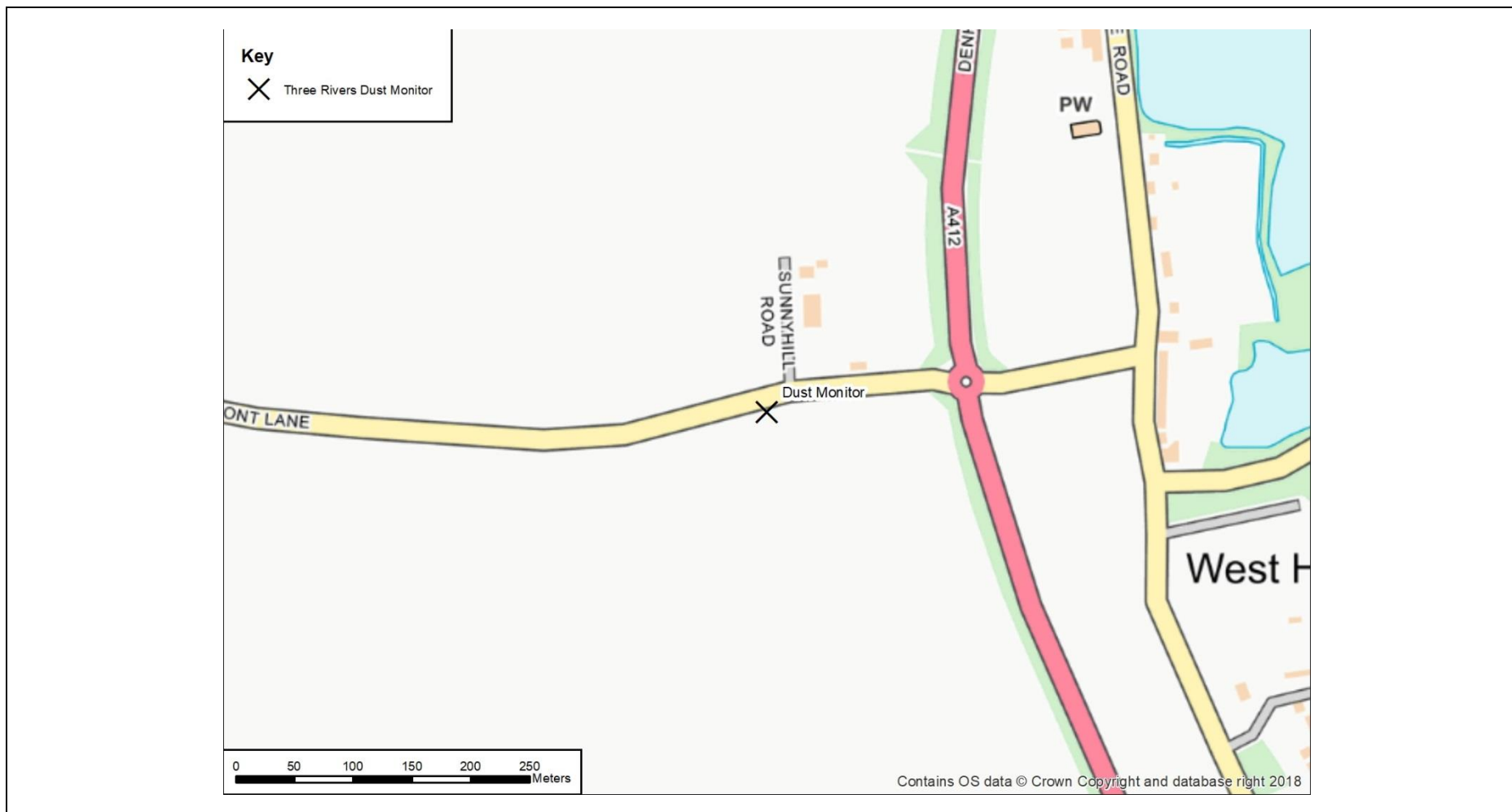




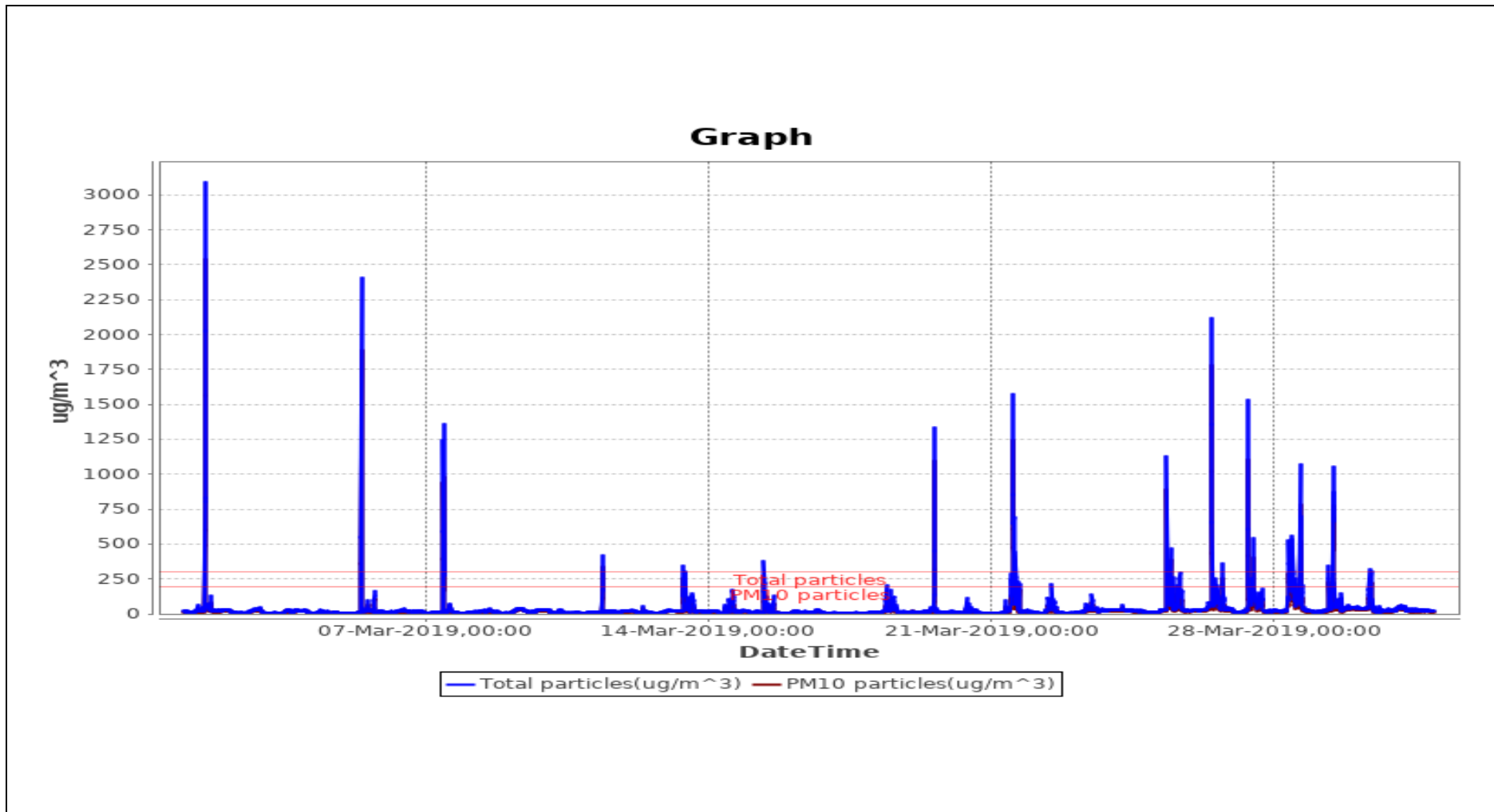
Figure Name	HS2 Ltd accept no responsibility for any circumstances, which arise from the reproduction of this map after alteration, amendment or abbreviation or if it is issued in part or issued incomplete in any way.		
Monitoring locations during March 2019 in TRDC			

Appendix B – Dust Monitoring Results

Table 1: Dust monitoring locations and March 2019 Results

Monitoring site ID	Coordinates (X,Y)	Location description	Dust risk rating for site	Monitoring site active during period	Change to site since previous period report	Mean 1 Hour PM ₁₀ concentration (µg/m ³)	Minimum 1 Hour PM ₁₀ concentration (µg/m ³)	Maximum 1 Hour PM ₁₀ concentration (µg/m ³)	Number of 1 Hour periods exceeding trigger level of 190 µg/m ³	1 Hour data capture (%)
M25 Slip Roads	502882.700, 191476.600	Chalfont Lane	M	Yes	No	Monitor Fault				

Figure 3: Construction dust 1-hour mean indicative PM₁₀ concentration for dust monitors*



* Due to a technical fault of the monitor alert feature, exceedances noted in the raw data are considered to be erroneous.