

Air Quality and Dust Monitoring Monthly Report – September 2021

Birmingham City 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 EWCs and MWCCs 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 within Birmingham City Council (BCC) during September 2021.
- 1.1.2 Figure 1 and Figure 2 in Appendix A indicates the current worksites together with the dust monitoring locations for September 2021.
- 1.1.3 This summary should be read in conjunction with the overview monitoring report monthly 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 construction works commenced in October 2020 and is expected to be completed within 5 years. The current worksites, as presented in Appendix A, Figure 1 and Figure 2, include:
- Setup of the compound area and haulage routes; and
 - Demolition and crushing of existing concrete foundations on site.
- 1.1.5 Three (3) dust monitors are installed around worksites, where works are underway. These sites returned a low to medium dust risk rating.
- 1.1.6 Dust monitoring locations and results are presented in Appendix B, Table 1, together with line charts of monthly data from the dust monitors presented in Figure 3. All continuous dust monitoring is undertaken using indicative monitors. Despite being Environment Agency (MCERTS) certified, indicative monitors carry a higher level of uncertainty than reference monitors, and therefore cannot be strictly compared with Air Quality Standards for human health and the environment. The purpose of the monitoring undertaken is to ensure the effectiveness of the on-site mitigations.
- 1.1.7 The trigger level for PM₁₀ concentrations of 190 µg/m³, over a 1-hour period, in accordance with the updated guidance document '*Guidance on Monitoring in the Vicinity of Demolition and Construction Sites – (October 2018)*' has been applied.
- 1.1.8 There were no (0) dust trigger alerts recorded during the monitoring period (September 2021).

1.1.9 There were no (0) complaints received during this reporting period.

Appendix A – Worksites and Monitoring Locations

Figure 1: Worksites and Monitoring locations at Washwood Heath during September 2021

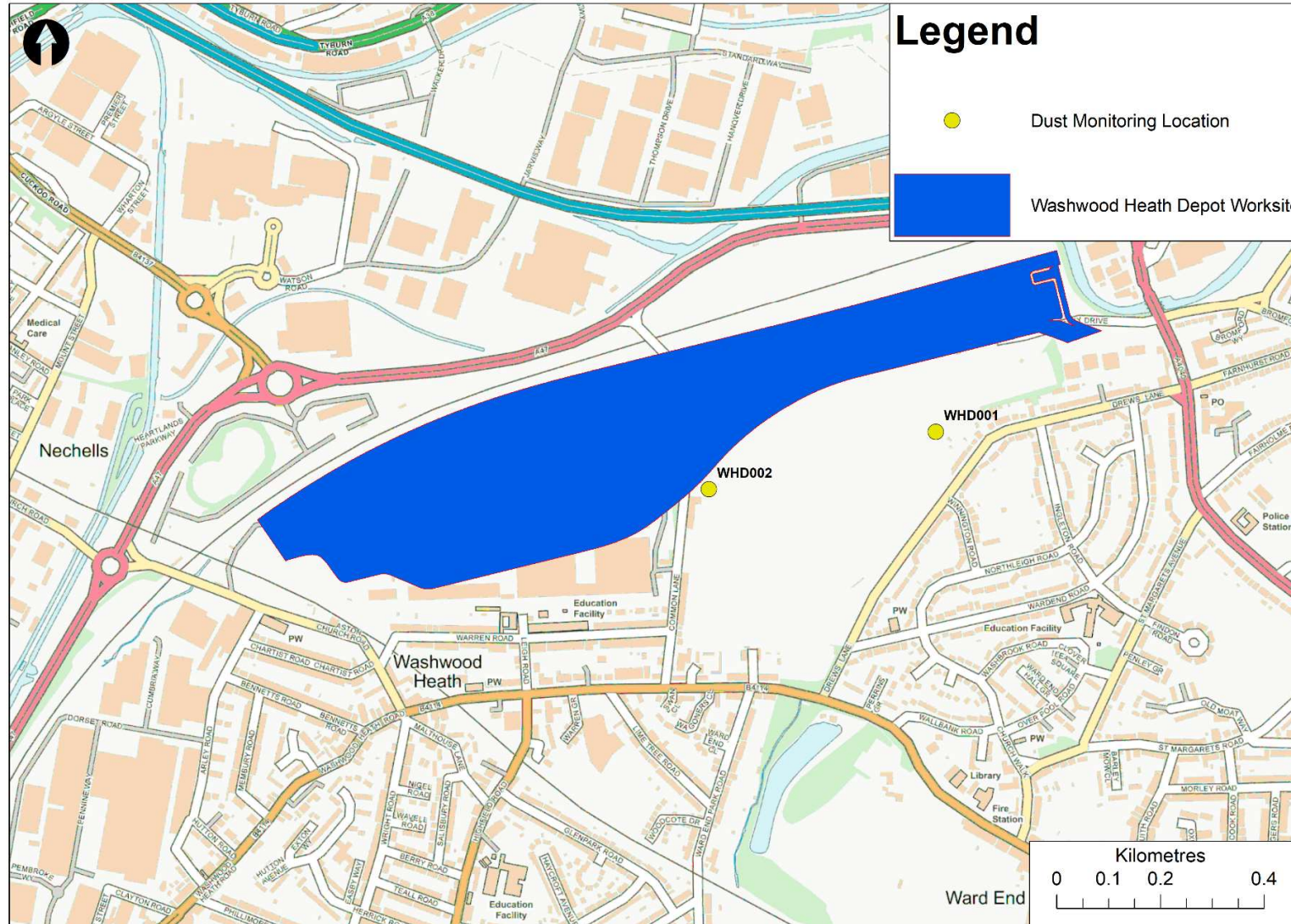
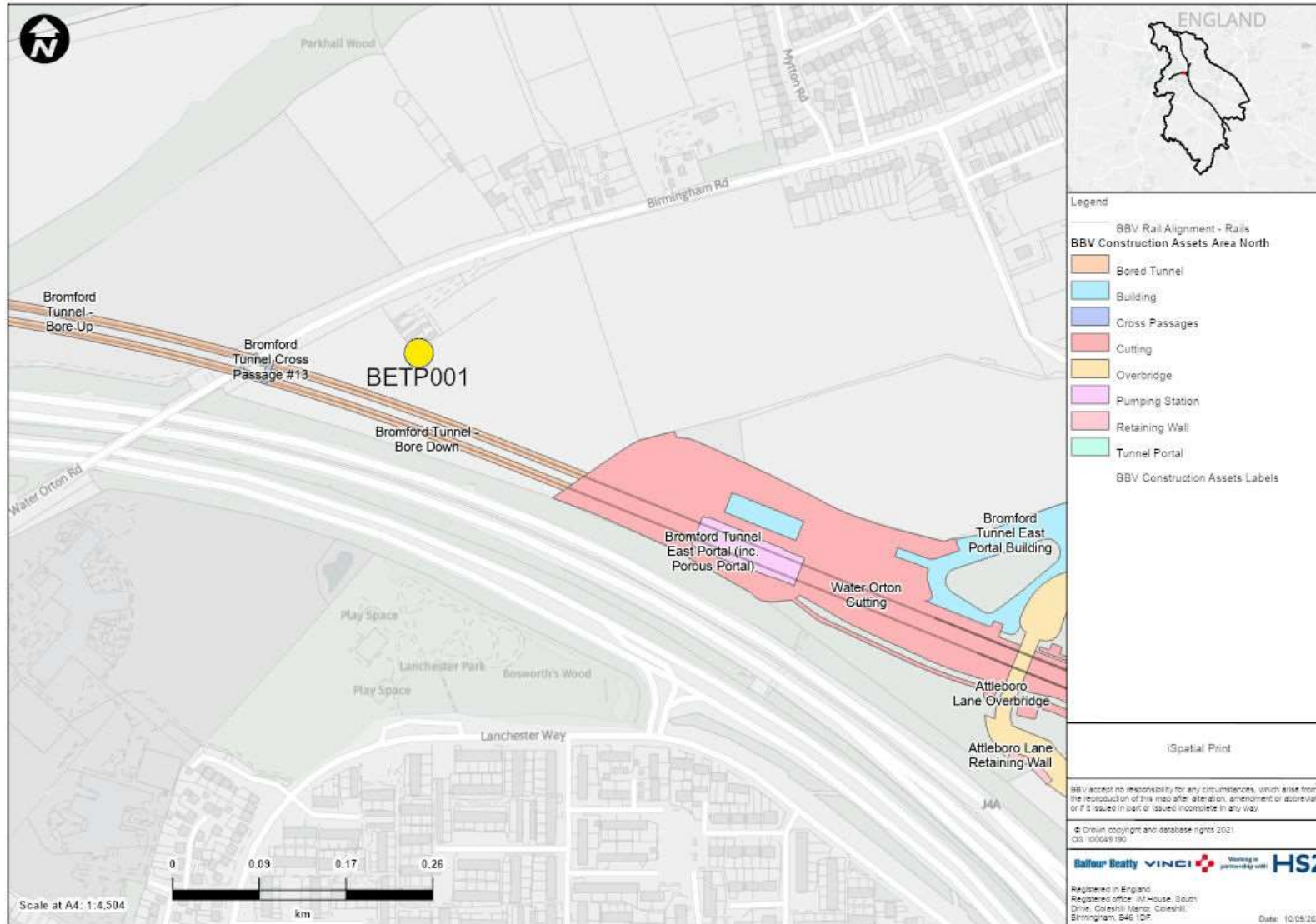


Figure 2: Worksites and Monitoring locations at Bromford East Tunnel Portal during September 2021



Appendix B – Dust Monitoring Results

Table 1: Dust monitoring locations and September 2021 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	Data capture (%)
WHD001	411221, 289245	Washwood Heath Depot, near receptors on Drews Lane	M	Yes	No	9.9	1.2	83.2	0	100.0
WHD002	410758, 289130	Washwood Heath Depot, near receptors on Common Lane	M	Yes	No	4.0	0.1	57.9	0	100.0
BETP001	416620, 290808	Bromford Tunnel East Portal, Twisted Oak Stables	L	Yes	No	14.2	0.6	169.8	0	100.0

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

