

# Local Environmental Management Plan for Royal Borough of Kensington and Chelsea

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# 1 Introduction

- 1.1.1 This Local Environmental Management Plan (LEMP) sets out site-specific control measures to be adopted by the HS2 Contractors working within the Royal Borough of Kensington and Chelsea (RBKC). This LEMP builds upon, but does not repeat, the HS2 general environmental requirements set out in the Control of Construction Practice (CoCP) (available online at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/593592/Code\\_of\\_Construction\\_Practice.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/593592/Code_of_Construction_Practice.pdf)).
- 1.1.2 This LEMP contains control measures and standards to be implemented within RBKC. The sections within this LEMP should not be read in isolation from other sections due to the interconnected nature of the measures between disciplines.
- 1.1.3 For ease of reference the LEMP mirrors the topic headings in the CoCP.
- 1.1.4 Information of relevance to the formation and development of this LEMP (as shown in Figure 1) is contained within this document, or links are provided to where it can be accessed. This includes:
- 1.1.5 Information of relevance to the formation and development of this LEMP (as shown in Figure 1) is contained within this document, or links are provided to where it can be accessed. This includes:
- Information from traffic, environmental surveys and ground investigation works. This could either be seasonal ecological surveys, tree surveys, air quality monitoring, noise monitoring, ground settlement or the results of ground investigations detailing levels of contamination (where present) and the nature of the ground;
  - Feedback on pertinent information from ongoing engagement; and
  - Results of petitions of the Parliamentary process which have resulted in amendments to the mitigation measures contained within the CoCP.



Figure 1: Key work streams that will provide additional information for the LEMPs.

- 1.1.6 This LEMP has been prepared taking into account findings of the Environmental Statement (ES), Supplementary Environment Statement (SES) and Additional Provision 2 ES (AP2 ES) and the SES2 and AP3 ES where relevant. It has evolved during the Parliamentary process and engagement with the Local Authority and other Stakeholders, such as members of the HS2 National Environment Forum, which have informed its development. This LEMP may be subject to further refinement, amendment and expansion as necessary as the project design progresses.
- 1.1.7 The Contractors will implement the requirements of the LEMPs and the CoCP through their own Environmental Management System (EMS), which will be certified to BS EN ISO 14001.
- 1.1.8 The Nominated Undertaker (HS2 Ltd)<sup>1</sup> and/or its Contractors will continue to engage with the Local Stakeholders. This will take the form of engagement events which will be carried out to introduce and brief the communities on local environmental information, management and mitigation as detailed within this document.
- 1.1.9 The HS2 Environmental Memorandum identifies key worksites along the route of HS2 Phase One that are environmentally sensitive in terms of nature conservation, terrestrial and aquatic ecology, water resources, geomorphology, recreation and amenity, landscape, public open space and agricultural land. The criteria for inclusion are 'worksites where a key significant impact (that has been agreed with the HS2

<sup>1</sup>HS2 Ltd is the nominated undertaker. The two terms are used interchangeably throughout this LEMP.

National Environment Forum<sup>2</sup> members) is generated in any of the environmental topics' as mentioned above. There are currently no such sites identified in Kensington and Chelsea.

- 1.1.10 The controls within this LEMP, as with those in the CoCP, are in line with HS2's Safe at Heart health and safety brand. Safe at Heart seeks to ensure that health and safety are at the heart of everything that we do including in the design, construction and operation of the scheme. This aim stretches beyond the scheme itself, through instruments such as this LEMP, and into the communities along the scheme to ensure that we protect their health, safety and wellbeing.
- 1.1.11 HS2 documents referenced within this LEMP can be found on the <http://www.gov.uk> website

## **1.2 Area and scope**

- 1.2.1 Plans showing an overview of the Local Authority area covered by this LEMP are shown within the Environmental Statement (ES) maps (CFA4 Volume 2 Map Books ES Ref 3.2.2.4) – CT-05-007, CT-05-007-L1, CT-05-008 and CT-005-008-L1.

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<sup>2</sup>The National Environment Forum comprises Government departments and statutory bodies and was established to advise on environmental policy for HS2, including project-wide strategies for reducing the environmental impact of the line and principles for a Code of Construction Practice



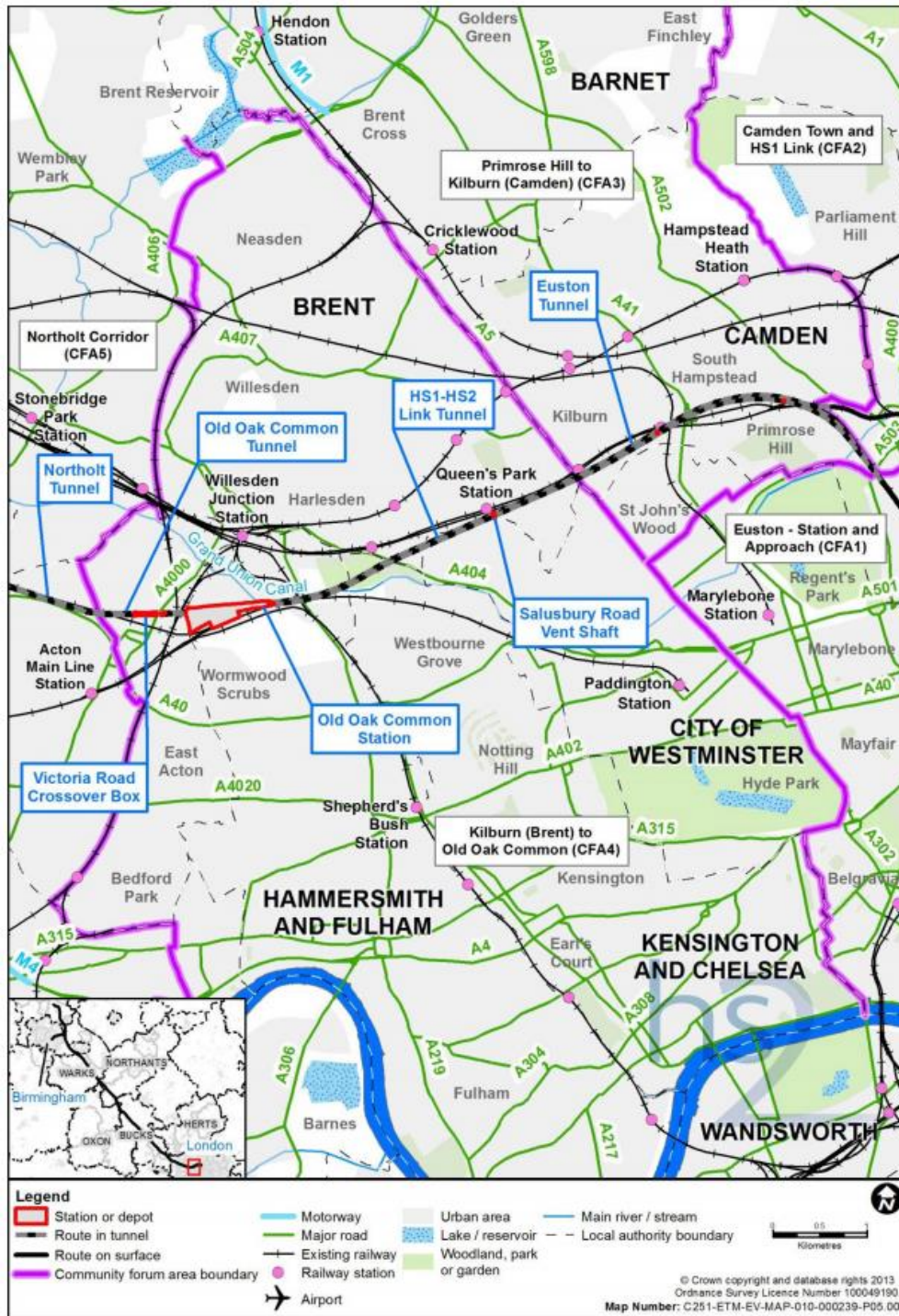


Figure 2: Royal Borough of Kensington and Chelsea Area Context Map

- 1.2.2 The Main Works Civils Contractors (MWCC), Skanska Costain STRABAG Joint Venture (SCSJV) Railways mobilised to site in November 2019 to undertake preparation works. MWCC were given full notice to proceed with the Main Works on 15th April 2020.
- 1.2.3 It is anticipated that the following general descriptions of work activities will take place during the construction period within this Local Authority boundary:
- Ground investigations and associated environmental surveys;
  - Preliminary enabling works;
  - Utility diversions;
  - Subsurface tunnelling, excavations and civil engineering works;
  - Works to the conventional railway track, signalling and other railway systems; and
  - Railway testing and commissioning.
- 1.2.4 There are no construction worksites within RBKC. However, several construction traffic routes pass through the Local Authority. These construction traffic routes are via North Pole Road, Barlby Road, B542 Ladbrooke Grove and Canal Way; and via the A40 Westway.
- 1.2.5 The following assets to be delivered by MWCC in RBKC include:
- Euston Tunnels including associated cross passages.
- 1.2.6 The Euston Tunnels pass underground through RBKC. To support the delivery of the Main Works including this asset, there may be associated ground investigations works, utilities works and asset protection works across the borough which may require temporary site compounds.
- 1.2.7 Required ground investigation work may be required to inform detailed design and will include but is not limited to:
- Survey Control Network;
  - Geospatial Monitoring;
  - Topographical Surveys;
  - Utility Surveys;
  - Condition Surveys;
  - Obstructions; and
  - Temporary works.
- 1.2.8 Utilities include water, gas, electricity, and telecommunication. Utility work may be required to facilitate the Main Works and will consist of but is not limited to:
- Diversions;
  - Protection;



- Removals; and
- New Connections.

1.2.9 Asset Protection includes structures requiring protection/mitigation/monitoring due to ground movements induced by the passage of the Tunnel Boring Machine (TBM) and ground settlement occurring after the TBM has passed. Asset Protection works may be required to facilitate the Main Works across the borough.

## **2 Purpose of the Local Environmental Management Plan**

2.1.1 This LEMP focuses on the area specific control measures by topic as relevant to construction works within the RBKC area. The measures described will be applied by the Nominated Undertaker and its Contractors throughout the construction period to reduce the potential environmental impacts within the RBKC area during construction.

2.1.2 The Nominated Undertaker's Contractors will develop detailed environmental site management mitigation through their EMS, taking into account this LEMP and the Environmental Minimum Requirements (EMRs).

## **3 Policy and environmental management principles**

3.1.1 Information relating to the HS2 Ltd Sustainability Policy and environmental management principles is provided in Section 3 of the CoCP.

## **4 Implementation**

4.1.1 Details relating to implementation, such as enforcement and site management measures, are provided in Section 4 of the CoCP.

## **5 General requirements**

5.1.1 General control measures relating to community relations, hours of work, pollution incident control and security etc. are identified in Section 5 of the CoCP.

5.1.2 To reduce the likelihood of an environmental incident or nuisance occurring, measures from Section 5 of the CoCP will be implemented, including:

Effective preventative pest and vermin control and prompt treatment of any pest and vermin infestation, including arrangements for disposing of food waste or other attractive material. If infestation occurs, the Contractor will take action to eliminate the infestation and prevent further occurrence.

5.1.3 General control measures are detailed in sections 5.2 to 5.16 below.

## 5.2 Community relations

5.2.1 As detailed within Section 5 of the CoCP, the Nominated Undertaker and its Contractors will implement the Community Engagement Framework. The Framework will focus on engagement during construction with the local communities and on the specific needs of protected groups (as defined in the Equalities Act 2010) especially those who may be affected by construction impacts in the immediate vicinity of the works. A range of tools will be used to achieve this that will tailor engagement to local needs.

5.2.2 Successful management of the project will involve understanding communities and their needs, actively engaging, listening and responding. The arrangements for this are set out in the HS2 Community Engagement Framework. Liaison with the local community will take place to consistently provide timely, clear tailored information on the construction programme, updates on forthcoming works. It will also provide the opportunity for members of the public to respond, discuss issues and provide feedback that can be acted upon. This information will be included in the local area plan for community engagement.

5.2.3 The local area plan will take account both of distinct geographic distribution of the communities in RBKC and will involve the Contractors and any relevant third parties<sup>3</sup> and Stakeholders, for which there will be co-ordination arrangements.

5.2.4 In addition, information on the construction of HS2 in RBKC will be made available to the local community through the HS2 website (available online at: <https://www.hs2.org.uk/in-your-area/local-community-webpages/>).

5.2.5 Ongoing engagement with local interests and community groups will occur during construction, as listed in Appendix 2 of this LEMP. (NB: This list is indicative and will be subject to change as more information becomes available.)

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<sup>3</sup> For the purposes of this LEMP, a third party is an organisation with whom HS2 Ltd has entered into a legal agreement to undertake works on its behalf, to be delivered under the powers of the High Speed Rail (London – West Midlands) Act (the Act), or the third party's own powers (e.g. permitted development). Such agreements require the third parties to comply with the requirements of the Act and the EMRs, including the CoCP. Third parties relevant to this LEMP include Network Rail, Highways England, and utility companies such as Thames Water and National Grid.

### **Advanced notice of works**

- 5.2.6 The Nominated Undertaker and its Contractors are committed to informing communities on matters of interest and relevance. Therefore they will ensure that Stakeholders affected by the proposed construction works, as outlined in the ES, will be informed in advance of works by methods outlined in the Community Engagement Framework and as per Section 5.1.4 of the CoCP.

## **5.3 Working hours**

### **Consents**

- 5.3.1 The Framework for seeking consent for working hours under Section 61 of the Control of Pollution Act 1974 is set out in the CoCP.

### **Core working hours**

- 5.3.2 Core working hours will be from 08:00 – 18:00 on weekdays (excluding bank holidays) and 08:00 – 13:00 on Saturdays. See also HS2 Information Paper D4: Working Hours.

- 5.3.3 A period of up to one hour before and up to one hour after core working hours will be required for start-up and close down activities as detailed within the CoCP. To maximise the productivity within the core working hours, the 1hr start up and close down periods will include activities such as deliveries, workforce arrival/departure, unloading, maintenance and general preparation works etc. During this period plant and machinery that is likely to cause disturbance to local residents will not be allowed to operate. This period will not be an extension of the core working hours. Working outside of these hours would need to be agreed through the Section 61 consenting process with RBKC. Emergencies (not repairs and maintenance) may be undertaken outside core hours.

- 5.3.4 Certain work activities at specific locations within the RBKC area will need to take place outside of the core working hours for safety and engineering purposes. These work activities (which may include construction associated with station, infrastructure works and rail works, including possessions) will be covered by the Section 61 process and are likely to include:

Ground investigation works;

Works on the conventional railway, including, track, signalling and other railway systems;

Subsurface tunnelling, excavations and civil engineering works; and

Deliveries of large components, such as bridge beams, heavy plant and equipment.

- 5.3.5 To limit possessions at Old Oak Common, a protective barrier will be installed, where practicable, between the existing railway and HS2 sites to maximise the works to be

carried out during core working hours where stipulated clearance can be met. In circumstances where this is not practicable, the work will typically be carried out during possessions either during midweek nights or extended weekend nights. Every effort will be made to reduce work outside of core hours so as to avoid excessive community disturbance.

5.3.6 Road Rail Vehicles (RRVs)<sup>4</sup> will generally be delivered and operated outside of normal working hours for works associated with the existing railway. Material delivery and removal for these works interfacing with conventional rail will be carried out during the same periods.

## **5.4 Construction site layout and good housekeeping**

5.4.1 The measures set out in Section 5.3 of the CoCP will be used to reduce the likelihood of an environmental incident or nuisance occurring.

## **5.5 Site lighting**

5.5.1 All construction sites will be lit in accordance with the requirements of the CoCP as detailed within Section 5.4 and approval of site lighting in Schedule 17 Part 1 of the High Speed Rail (London – West Midlands) Act (the Act).

5.5.2 Site lighting will be designed to avoid light pollution to surrounding buildings, ecological receptors, local residents, railway operations, passing motorists, pedestrians, cyclists and other sensitive land uses, where reasonably practicable.

## **5.6 Worksite security**

5.6.1 The intention is to achieve safe and secure worksites, with balanced and appropriate security measures that are commensurate with the risk, as detailed within Section 5.5 of the CoCP.

5.6.2 A security plan will be required for each site and where appropriate, security fencing and gates provided to perimeters of construction locations and site compounds. Fence type and construction will be appropriate to the level of security required and depend upon the likelihood of intruders, level of danger and visual impact to the environment.

5.6.3 Contractors will be responsible for ensuring that the site/working areas and plant and materials are secure from use by unauthorised persons at all times and plant machinery will be securely locked away and immobilised each night. Securing sites

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<sup>4</sup> A vehicle which can operate both on rail tracks and road, often used for railway maintenance.

will involve the use of physical, electronic and human resources in a proportionate and cost effective manner.

5.6.4 In some situations, particularly in an urban setting, consideration will be given to extra visibility for the public and workforce at night, e.g. use of half-timber / half-infill (i.e. Perspex) at hoarding corners together with convex mirror to prevent blind spots. All sites will have security lighting to ensure the safety of passing pedestrians and other traffic.

5.6.5 Security provisions will be deployed at all HS2 sites and working areas on a 24/7 basis this may include CCTV cameras, alarms and security personnel. This approach will help protect assets with measures that deter, delay and detect intrusion.

## **5.7 Hoardings, fencing and screening**

5.7.1 The site perimeter will generally be fenced with 2.4m high solid hoardings that will be appropriately decorated, in line with measures described within Section 5.6.1 of the CoCP, if appropriate.

5.7.2 Hoardings up to 3.6m high will, on occasions, be used to control construction noise. At locations where existing fencing may need to be removed suitable alternatives will be used. Specific hoarding heights in RBKC will be included in this LEMP as and when the hoarding designs are finalised.

5.7.3 The type of fence will be dependent upon the nature of use of the adjacent land, as well as environmental, design and safety considerations.

5.7.4 Opportunities to include temporary landscaping measures including but not limited to green hoardings, ivy screens, artificial ivy and instant hedging will be considered and where reasonably practicable implemented where there are clear benefits to local air quality, biodiversity and visual appearance of the area, taking into account costs, longevity and ease of maintenance.

## **5.8 Unexploded ordnance**

5.8.1 A risk assessment for the possibility of unexploded ordnance being found within construction areas will be carried out, as detailed within Section 5.7 of the CoCP.

## **5.9 Electromagnetic interference**

5.9.1 The impacts of electromagnetic interference during design and construction will be undertaken, as detailed within Section 5.8 of the CoCP.

## **5.10 Temporary living accommodation**

There will be no temporary living accommodation for construction workers in RBKC.

## **5.11 Occupational healthcare**

5.11.1 The Nominated Undertaker will ensure there is provision for either access to on-site or near site occupational healthcare for site workers, as detailed within Section 5.10 of the CoCP.

## **5.12 Clearance and re-instatement of sites on completion**

5.12.1 This will be carried out as detailed within Section 5.11 of the CoCP.

## **5.13 Pollution incident control and emergency preparedness**

5.13.1 The Contractors' pollution incident control and emergency preparedness plan(s) will need to have due regard to local receptors as detailed in Sections 6 to 16 of this LEMP.

5.13.2 The Contractors will also consider measures and processes to be implemented in the event of environmental non-conformances.

### **Local control measures**

5.13.3 The Contractors' pollution incident control and emergency preparedness plan(s) will need to include the following pollution prevention and control measures:

Static plant will be used with secondary containment measures such as plant nappies to retain any leakage of fuel or oil to reduce the risk of pollution;  
Spill kits will be provided where appropriate to reduce the risk of pollution; and  
The use of oil interceptors at site offices and work compounds.

## **5.14 Fire prevention and control**

5.14.1 The Contractors will ensure all construction sites and welfare facilities will have in place appropriate plans and management controls to prevent fires. See also section 5.13 of the CoCP.

## **5.15 Extreme weather events**

5.15.1 The Contractors' pollution incident control and emergency preparedness plan(s) will need to have due regard to the potential of extreme weather events and key receptors and take into account any proposed risk management or mitigation measures. See also Section 5.14 of the CoCP. Where necessary, the statutory bodies will be consulted with regards to emergency planning.

## **5.16 Carbon management plans**

5.16.1 The Contractors will produce carbon management plans, in accordance with the HS2 Carbon Minimisation Policy as detailed within Section 5.15 of the CoCP.

## **5.17 Interface management between adjacent construction areas**

5.17.1 The Nominated Undertaker will oversee the interface between the Contractors as detailed within Section 5.16 of the CoCP, which may be within the same or adjacent Local Authority boundaries

# **6 Agriculture, forestry and soils**

6.1.1 General control measures relating to agriculture, forestry and soils are provided in Section 6 of the CoCP.

## **6.2 Sensitive receptors**

6.2.1 There is no agricultural land likely to be affected within Kensington and Chelsea.

## **6.3 Local control measures**

6.3.1 In respect of storage areas for soil and excavated materials, and within the wider construction site, the presence and spread of invasive, non-native species (plants and animals) and noxious weeds will be controlled through the adoption of an appropriate management regime.

6.3.2 Appropriate construction, handling, treatment and disposal procedures will be implemented in relation to invasive species and noxious weeds. Route-wide measures will also be implemented to promote bio-security and reduce the risk that invasive non-native species and diseases are spread as a consequence of the project. Further details are provided in the CoCP.



## 7 Air quality

7.1.1 General control measures relating to air quality are provided in Section 7 of the CoCP.

7.1.2 Contractors will be required to manage dust, air pollution, odour and exhaust emissions during the construction works in accordance with Best Practicable Means (BPM) and refer to current publications on 'best practice'<sup>5</sup>.

### 7.2 Sensitive receptors

7.2.1 The Contractors' working methods will have due regard to local sensitive receptors where there may be impacts due to dust emissions from construction works and exhaust emissions of air pollutants from onsite machinery and construction traffic vehicles travelling to and from construction areas.

7.2.2 For air quality, relevant sensitive receptors include locations where there are residential properties, other types of property where there is human exposure over extended periods, for example hospitals and schools, and locations where there are designated ecological sites with sensitive vegetation. The potential impacts are considered in terms of dust soiling on people and property; human health effects of dust and air pollutant emissions; and effects of dust deposition on vegetation.

7.2.3 There are no construction worksites within RBKC. However, several construction traffic routes pass through the Local Authority.

7.2.4 Receptors within RBKC affected by emissions from anticipated construction traffic are mainly along North Pole Road, Barlby Road, B542 Ladbrooke Grove and Canal Way and adjacent the A40 Westway.

### 7.3 Local control measures

7.3.1 All the relevant methods outlined within the CoCP will be applied to control and manage potential air quality effects. In RBKC the key measures will include compliance with required vehicle emission requirements and covering materials, deliveries or loads for vehicles on construction routes. Further measures are detailed within Section 7 of the CoCP.

7.3.2 HS2 has set emission requirements and targets for the engines of Contractors cars, vans, and heavy road vehicles. These have been developed for the whole route and

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<sup>5</sup> Guidance on the assessment of dust from construction and demolition: Institute of Air Quality Management (IAQM), February 2014  
Air Quality Monitoring in the Vicinity of Demolition and Construction Sites: IAQM, November 2012  
The Control of Dust and Emissions during Demolition and Construction: GLA Supplementary Planning Guidance Document, July 2014

are categorised as follows: London Low Emission Zone, Clean Air Zone and Rest of Route.

7.3.3 For the RBKC the relevant category of vehicle emission standard is the London Low Emission Zone. Within the London Low Emission Zone there are requirements for heavy road vehicles to be powered by EURO VI (or cleaner) engines and for cars and vans to be Euro 6 diesel and Euro 4 petrol<sup>6</sup>. There are also targets for the use of Ultra Low Emission Vehicles.

7.3.4 HS2 has also set requirements for NRMM (i.e. stationary plant and off-road vehicles). These have been developed for the whole route and are categorised as follows: Central Activity Zone, Rest of Greater London and Rest of Country. Although HS2 has set NRMM requirements, they are not relevant to RBKC as there are no above ground works taking place in RBKC.

7.3.5 The HS2 Information Paper E31: Air Quality gives further information on the HS2 emissions standards.

## 7.4 Monitoring Procedures

7.4.1 An inspection and monitoring programme will be implemented by the Contractors to assess the effectiveness of the control measures as outlined in section 7.3 of the CoCP. In RBKC, the monitoring procedures include monitoring of nitrogen dioxide around highways and continuous automatic monitoring of airborne dust, including the setting of a relevant site action level for dust (defined as a dust measurement threshold above which investigation will be required). The monitoring being undertaken by HS2 supplements existing air quality monitoring which is part of national and Local Authority surveys. The monitoring programme, including locations, will be discussed with RBKC prior to construction.

7.4.2 The HS2 monitoring of nitrogen dioxide around highways commenced in June 2016 and is being undertaken using diffusion tubes. There are currently seven monitoring locations within RBKC and includes locations where the environmental statement, as amended, identified significant effects, certain locations not expected to be affected by the Scheme for comparison purposes, and locations co-located with automatic monitoring sites which are part of national and local Authority surveys for comparison purposes. The monitoring programme, including locations for dust monitoring is in

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<sup>6</sup> Euro standards for heavy vehicles are given in terms of roman numerals. Euro standards for light vehicles are given in terms of numerical values and different Euro standards apply for petrol and diesel vehicles.

<sup>6</sup>Roman numerals are also used within the NRMM EU regulations but are not directly comparable to the road vehicle Euro standards.

the process of being agreed. Monthly reports of monitoring data from HS2 air quality surveys will be made publicly available throughout construction.

- 7.4.3 Details of the locations of NOx tubes & dust monitoring equipment will be included in the monthly air quality reports uploaded to the <https://www.gov.uk/government/organisations/high-speed-two-limited> website.

## 8 Cultural heritage

- 8.1.1 General control measures relating to cultural heritage are provided in Section 8 of the CoCP. Further control measures for Cultural Heritage are provided in the HS2 Phase One Heritage Memorandum within the Environmental Minimum Requirements and the specific documents identified therein.
- 8.1.2 A route-wide Generic Written Scheme of Investigation: Historic Environment Research and Delivery Strategy (GWSI:HERDS) has been prepared which sets out the general principles for design, evaluation, mitigation, analysis, reporting and archive deposition to be adopted for the design development and construction of the Scheme.
- 8.1.3 Works associated with the scheme will impact both designated and non-designated archaeological and built heritage assets in RBKC. Full details of the works to be undertaken (i.e. archaeological investigations and built heritage recording) was determined during the detailed design and will be set out, if required, in Heritage Agreement Method Statements (HAMS), Project Plans and Location-Specific Written Scheme of Investigations (LS-WSI).
- 8.1.4 SCS has undertaken studies within Kensal Green Cemetery to determine which assets require monitoring and/or mitigation. This will inform the design of protective measures to be implemented. HAMS will be prepared if protection measures require Schedule 18 consent.
- 8.1.5 Schedule 18 and Schedule 19 of the Act concern how legislation in respect of listed buildings and scheduled monuments respectively apply to the Phase One works. Schedule 20 to the Act provides a regime for the removal of human remains and related funerary monuments.

### 8.2 Sensitive receptors

- 8.2.1 Details of all designated and non-designated heritage assets within 500m of the land required, temporarily or permanently, for the construction of the Scheme are listed in Volume 5 of the ES (Appendix CH-002-003 and CH-002-004 and Cultural Heritage Map Book – Euston and London Metropolitan, ES 3.5.1.4.1).

- 8.2.2 Contractors will have due regard for the follow designated heritage assets:
- The Grade I listed registered park and garden Kensal Green (All Souls') Cemetery;
  - Four Grade II\* listed tombs within Kensal Green Cemetery (the tomb of Andrew Ducrow, the tomb of John St. John Long, the tomb of Mary Gibson and the tomb of William Mulready RA; and
  - 43 Grade II listed structures within Kensal Green Cemetery, including tombs and mausolea, their perimeter walls and railings.

8.2.3 Preliminary survey of Kensal Green Cemetery studies identified circa 70 non-designated heritage assets (funerary monuments) that may require measures to manage potential impact of ground movements. Further analysis of initial findings will determine which assets require protective measures f compliance with general obligations defined in the Heritage Memorandum.

### **8.3 Local control measures**

8.3.1 Where practicable, construction methodologies will be required to reduce the impacts on heritage assets. The CoCP sets out the provisions that will be adopted to control those effects, including the use of appropriate equipment and methods to limit ground disturbance and settlement followed by monitoring, protection and remediation. A programme of settlement monitoring and the implementation of avoidance measures where appropriate will be undertaken by the Contractors. Detailed provisions with regard to settlement and listed buildings are outlined in the Settlement Policy / HS2 Information Paper: C3 Ground Settlement.

8.3.2 Those listed buildings which may require works to maintain or restore their character, or for the affixing of monitoring apparatus are named in Table 2 of Schedule 18 of the Act. Listed buildings named in Table 2 are also covered by a Heritage Agreement with RBKC, which sets out arrangements for obtaining approvals for protective or monitoring works to these buildings.

8.3.3 Schedule 20 'Burial Grounds' to the Act provides a regime for the removal of human remains and related funerary monuments. The Schedule disappplies existing legislation in relation to burial grounds, human remains and monuments to deceased persons to enable works authorised by the Act to be carried out. The disapplication is conditional on those remains being removed and dealt with in accordance with the requirements of Schedule 20.

8.3.4 The programme of archaeological and built heritage works will be undertaken by specialist Contractors appointed by the Nominated Undertaker prior to and during,

the construction period in accordance with the provisions of the Location-Specific Written Scheme of Investigation for archaeology and built heritage.

## 8.4 Monitoring

8.4.1 Appropriate monitoring of heritage assets will be undertaken as necessary as detailed within Section 8.4 of the CoCP.

# 9 Ecology

9.1.1 General control measures relating to ecology are provided in Section 9 of the CoCP.

## 9.2 Sensitive receptors

9.2.1 The following locations which lie within or are adjacent to the Scheme in RBKC are designated for nature conservation. These locations are shown within the Volume 5 map books of the ES (3.5.1.5.4):

Kensal Green Cemetery Site of Metropolitan Importance (SMI) – a species rich grassland supporting regionally rare plant species, a variety of breeding birds and a nationally declining butterfly species. The vegetated masonry has a diverse community of ferns, mosses and lichens;

London Canals Site of Metropolitan Importance (SMI), which supports a number of scarce wetland plants and uncommon plants on banks, brickwork and towpaths; and British Rail Western Region Land Site of Borough Importance Grade II (SBI.II) for Nature Conservation (SBI.II).

9.2.2 It should be noted that the non-statutory designated sites within Kensington and Chelsea are all functionally linked ecologically and form strategic green corridors throughout London, therefore impacts on wildlife within the sites above need to be assessed at a wider scale and not in isolation.

9.2.3 Key protected or important species known or assumed to occur in the vicinity of the works:

Bats (buildings, structures and trees within Kensal Green Cemetery);

Breeding birds (assemblages at the Kensal Green Cemetery); and

Terrestrial invertebrates (eight species were recorded during the surveys at Kensal Green Cemetery that are considered to be of conservation interest in this area of London).

9.2.4 Further information on designated sites and legally protected species occurring in this area can be found within Volumes 2 and 5 of the ES.

9.2.5 Contractors will check whether any protected species licences are required prior to work commencing, or where such have been obtained, to ensure compliance with the requirements of the licence.

9.2.6 All actions required to comply with licences, will be undertaken by suitably qualified specialist ecologists licensed to undertake the work.

### 9.3 Local control measures

9.3.1 The standard ecological issues and associated control measures outlined in Table 1 are of particular relevance to RBKC.

Table 1: Standard ecological issues and control measures relevant to RBKC

Species/species group	Issue	Standard control measure
Designated Sites	The Scheme affects non-statutory wildlife sites	Measures to minimise habitat loss should be included in planning of construction works, such as avoiding siting temporary material stockpiles, construction materials and vehicle parking within designated sites.
Bats	All UK bat species and their roosts (even if bats are not present) are fully protected under both UK and European legislation.  The Scheme will result in the loss of confirmed bat roosts in trees and buildings.	Adhere to requirements of licences and, where relevant, Ecology Site Management Plans.
	The Scheme will result in the loss of trees and buildings identified as having moderate or high potential to support roosting bats, but no	Adopt precautionary approach. Follow appropriate Working Method Statement for demolition of buildings and felling of trees.

Species/species group	Issue	Standard control measure
	evidence of their use has been recorded to date through survey work.	
	Retained bat roosts are present in close proximity to the Scheme. Caution is required to ensure that these roosts are not disturbed during works.	<p>Where practicable, undertake activities causing disturbance during seasonal periods when bats are likely to be absent.</p> <p>Ensure lighting is directed away from known roosts.</p> <p>Minimise night time working in close proximity to retained roosts.</p> <p>Where practicable, temporary structures will be erected to screen the entrances/exits of retained roosts from construction areas.</p>
	The Scheme will result in the loss of and disruption to bat foraging areas and commuting routes.	<p>Where practicable, undertake activities causing loss or disruption during seasonal periods when bats are likely to be less active.</p> <p>Retain as much of the key habitat for as long as possible and establish new areas as quickly as possible to reduce the effects.</p> <p>Ensure lighting is directed away from foraging areas and commuting routes.</p> <p>Minimise night time working in close proximity to foraging areas and commuting routes.</p>
Breeding birds	The nests and eggs of all bird species are legally protected	Habitat clearance should be conducted outside of the bird nesting season (March to August



Species/species group	Issue	Standard control measure
	<p>against being damaged or taken. Some species are specially protected against disturbance whilst nesting.</p> <p>The Scheme will result in the loss of nesting bird habitat, including vegetation, buildings and structures.</p>	<p>inclusive) where practicable.</p> <p>If habitat clearance is carried out during the bird nesting season then an appropriate Working Method Statement shall be completed in advance of clearance works commencing.</p>
General	Unexpected discovery of legally protected species during works.	<p>There will be a procedure to follow in the unexpected event that protected species are identified during construction. This will include seeking appropriate licences and consulting with Natural England.</p> <p>Unexpected finds of great crested newts or badgers are covered by the organisational licences and works must be in accordance with those licences.</p>

9.3.2 Further information on the control of ecological impacts is provided in HS2 Information Paper E2: Ecological Impact, Section 9 of the CoCP, in Technical Note: Ecological principles of mitigation are set out in Volume 5 of the SES2 and AP3 ES (Scope and methodology report addendum (CT-001-000/2)).

## 9.4 Monitoring

9.4.1 Contractors will be required to undertake appropriate monitoring of the consequences of construction works on ecological resources and of the effectiveness of the management measures designed to control ecological effects, as detailed within Section 9.3 of the CoCP.

## 10 Ground settlement

- 10.1.1 General control measures relating to ground settlement are provided in Section 10 of the CoCP. Specific measures to reduce and repair settlement and requirements with regard to assessment, surveys and monitoring are contained in the Settlement Policy / HS2 Information Paper C3: Ground Settlement.
- 10.1.2 Requirements for monitoring will be confirmed by the settlement report prepared during the detailed design stage. Where determined as necessary, monitoring will be undertaken on selected adjacent buildings, structures and the conventional railway tracks. Baseline readings will be taken prior to the commencement of excavation.
- 10.1.3 The monitoring strategy, methodology and programme, including the choice and location of monitoring equipment, will be discussed and agreed with the local authorities and land/building owners prior to commencement of construction.
- 10.1.4 Where significant building movement is predicted to be caused by excavation induced ground movements, ground treatment/improvement techniques might be required to ensure that if ground movement occurs, it stays within agreed and acceptable limits thereby limiting the impacts on buildings.
- 10.1.5 Monitoring may be required where existing sensitive buildings/structures/utilities are in close proximity to the planned excavation works. An assessment of the sensitivity of each building/structure/utility in close proximity to the excavation works will be carried out at the detailed design stage. This will then inform the design/specification of the monitoring system for that building/structure/utility and will also inform the design of any movement mitigation works if these are deemed necessary by the designer.
- 10.1.6 Prior to the commencement of construction, structural surveys and condition/defect surveys will be commissioned where structures are at likely risk of potentially damaging settlements.

## 11 Land quality

- 11.1.1 Further land quality study work including intrusive ground investigation (where needed) and analysis will be conducted prior to construction in order to confirm areas of suspected land contamination that could be disturbed or encountered during construction of the Scheme. These investigations will enable identification and safe design of any needed remediation works. Contaminated sites beyond the Scheme will be considered only in terms of potential impact on the Scheme. For the purposes of this LEMP it is assumed that no new land quality constraints will be identified during

these pre-construction surveys. If new constraints are identified, then the LEMP would be updated accordingly. No contaminated sites (in accordance with the meaning defined in Part IIa of the Environmental Protection Act, 1990) have been formally identified by the Regulator (in accordance with and the Contaminated Land (England) Regulations 2000) within the Scheme.

11.1.2 General control measures relating to land quality are provided in Section 11 of the CoCP.

## **11.2 Potential contamination sources and sensitive receptors**

11.2.1 There are no existing or historical land uses within RBKC that have been assessed as posing a contaminative risk for the Scheme during construction.

## **11.3 Local control measures**

11.3.1 Ground investigations are being undertaken to assess areas of potential contamination within the Scheme. Following development of a conceptual site model and a risk assessment a remedial strategy will be prepared, as needed. Consultation with RBKC and the Environment Agency should take place, as appropriate, during the formulation of any remedial strategy, which will include measures to be taken if unexpected contamination is encountered as outlined in Section 11 of the CoCP.

11.3.2 Contaminated soils excavated from the site are to be separated from other materials and treated, as necessary. Where reasonably practicable, material will be reused within the Scheme, where it is suitable for use. Treatment techniques could include stabilisation methods, soil washing, appropriately permitted bioremediation to remove oil contaminants and disposal off site. For material from RBKC, this will take place off-site at a soil treatment facility or an appropriately permitted landfill site.

11.3.3 Tunnelling will be required in RBKC. Should the ground investigation discover contaminated materials within the area required to construct the works in these locations, it will be excavated, then treated and re-used, or removed, as appropriate. In addition ground (landfill) gas and/or leachate control systems will be constructed where necessary to manage ingress to the Scheme or control migration pathways external to the works where pathways have been affected adversely by the construction.

11.3.4 Similar measures will be undertaken as needed at any other sites where contaminated soils or groundwater are identified during the investigation and / or construction processes.

## 11.4 Minerals

11.4.1 There is no record of mining or quarrying activities being undertaken within the relevant area of RBKC, and no identified active mining or mineral sites or Preferred Areas (PA).

# 12 Landscape and visual

12.1.1 General control measures relating to landscape and visual are provided in Section 12 of the CoCP.

## 12.2 Sensitive receptors

12.2.1 With reference to the set-up and location of temporary works, the Contractors will have due regard to limiting impacts of the character of the following landscape character areas (LCAs):

- Kensal Green and St Marys Cemetery LCA; and
- Old Oak Common Depot and Surrounding Infrastructure LCA.

12.2.2 The Contractors will also have due regard to limiting visual intrusion on the following visual receptors:

- Residents on Admiral Mews, Ladbroke Grove, Wornington Road and Golborne Road; and
- Residents on Southern Row, Manchester Drive, Appleford Road and Southam Street.

## 12.3 Local control measures

12.3.1 As construction works taking place within RBKC are generally confined to the existing railway corridor or subsurface tunnelling works, it is not anticipated control measures will be necessary. However, measures that have been incorporated into the CoCP to avoid or reduce landscape and visual effects during construction, which will be considered by the Contractors, include the following (see Volume 5 of the ES):

- Maximising the retention and protection of existing trees and vegetation where possible;
- Use of well-maintained hoardings and fencing;
- Use of high-quality hoardings and noise barriers;
- Designing lighting to avoid unnecessary intrusion onto adjacent buildings and other land uses;

- Replacement of any trees felled as a consequence of construction works prevention of damage to the trees and landscape features adjacent to the construction sites due to movement of construction vehicles and machinery;
- Provision of active frontages in the phased development associated with the Station;
- Appropriate design, implementation and maintenance of planting and seeding works and implementation of management measures, to continue through the construction period as landscape works are completed; and
- The design of construction compound layouts to prevent damage to the retained trees as well as reduce visual and other impacts where practicable.

## 12.4 Trees

12.4.1 It is not anticipated that works within the Kensal Green Cemetery and the wider RBKC will require removal of existing trees. However, should further survey determine that tree removal is required, the Contractors will give consideration to where trees and other planting can be established early in the construction programme. For example, where trees require removal due to utility works early in the programme, replacement trees will be provided at the earliest possible opportunity, where reasonably practicable. The Nominated Undertaker will ensure any early planting during construction is maintained to promote healthy growth.

12.4.2 Where practicable, the Contractors will determine the details of tree protection measures, in accordance with BS5837:2012, Trees in relation to design, demolition and construction with RBKC, in advance of any works in the vicinity of trees.

## 13 Noise and vibration

13.1.1 General control measures relating to noise and vibration are provided in Section 13 of the CoCP and additional information is provided in Information Paper E23: Control of construction noise and vibration.

### 13.2 Sensitive receptors

13.2.1 Noise and vibration construction assessment locations, at sensitive residential and non-residential properties, are identified in the main ES on plan(s) SV-03-004 within Noise and Vibration Volume 5 map book (ref.: ES 3.5.1.9.1).

13.2.2 The mitigation measures employed will ensure that no significant adverse airborne construction noise effects are experienced at all identified residential receptors and communities and non-residential receptors within RBKC.

## 13.3 Local control measures

13.3.1 Site-specific best practicable means measures to control noise and vibration have been identified through the Parliamentary process and discussions with RBKC, and reflected in this document. Furthermore, site-specific measures will be identified by the Contractor on a site-by-site and activity-by-activity basis and agreed with RBKC. As identified in the ES, examples of best practicable means measures that may be employed by the Contractors to control noise and vibration include:

- Controlling noise and vibration at source - for example the selection of quiet and low vibration equipment, review of construction programme and methodology to consider quieter methods i.e. hydraulic pulveriser excavator attachment for demolition;
- Arranging the layout of compounds to reduce noise impacts where construction compounds are in close proximity to noise sensitive receptors. This may include placing any stacked portacabins between noisy works and sensitive receptors; and;
- Additional height hoardings which may, on occasion, be used to control construction noise. These will be subject to approval in accordance with the requirements of Schedule 17 Part 1 of the Act.

13.3.2 Local control measures will be periodically reviewed, including following any material changes in the proposed construction method and appointment of the Contractors.

## 13.4 Monitoring

13.4.1 The Nominated Undertaker requires its Contractors to undertake and report such monitoring as is necessary to ensure and demonstrate compliance with all noise and vibration commitments and the requirements of the CoCP. As set out in section 4.3.10 of the CoCP, where the Nominated Undertaker's Contractors are monitoring noise, dust and air quality with equipment capable of streaming data in real time, this will be made available to RBKC if a written request is received by the Nominated Undertaker.

13.4.2 In addition, monthly noise monitoring reports will be made publicly available throughout construction. The monthly reports will include information such as measurement methodology and monitoring locations.

13.4.3 All sound and vibration monitoring equipment should hold a valid calibration certificate issued by either a United Kingdom Accreditation Service (UKAS) accredited calibration laboratory or equipment manufacturer.

- 13.4.4 Details of locations of monitoring equipment and results can be found in the monthly noise monitoring reports and data uploaded to the <https://www.gov.uk/government/organisations/high-speed-two-limited-website> and <https://data.gov.uk/dataset/24542ae7-dd44-444f-b259-871c4cc43b5e/environmental-monitoring-data> sites.

## 14 Traffic and transport

- 14.1.1 A number of transport and traffic plans will be prepared, in accordance with the Code of Construction Practice, Section 14. A Route-wide Traffic Management Plan (RTMP) will set out the strategic requirement that the Contractors will need to follow, which will be consulted on with all highway authorities through the Highways Sub Group to the Planning Forum.
- 14.1.2 Local Traffic Management Plans (LTMPs) will set out how traffic will be managed on a sub-regional level. LTMPs will be consulted through local Traffic Liaison Group meetings. Consultation, consents and notifications for site-specific highway works will be undertaken via the local Traffic Liaison Group.
- 14.1.3 Information on how the local impacts of construction will be mitigated, in particular those associated with the removal of excavated and demolition materials; delivery of construction materials; and construction offices will be included within the LTMP or on a site-specific basis.
- 14.1.4 Site-specific traffic management measures, as detailed within the CoCP, will be discussed with highway authorities and the emergency services via local meetings.
- 14.1.5 General control measures relating to traffic and transport are provided in Section 14 of the CoCP. Information relating to construction traffic is also provided in Information papers:
- D11: Maintaining access to residential and commercial property during construction;
  - E13: Management of traffic during construction;
  - E14: Highways and traffic during construction – legislative provisions; and
  - E30: Vehicle flow management and safety requirements during construction.



## 14.2 Local control measures

### Sensitive Receptors

- 14.2.1 In relation to traffic and transport, key sensitive receptors will need to be considered when the Contractors develops the LTMP. Sensitive receptors include road users and non-motorised road users, who are susceptible to severance.

### Site access

- 14.2.2 A number of vehicle access points to the construction sites will be required and so the construction vehicle movements will be spread over a number of roads within the area of works in RBKC. Highway access notifications and/or approvals will be undertaken in accordance with Schedule 4 of the Act.
- 14.2.3 Routes for construction traffic will be subject to approval of the relevant planning authority in accordance with the Schedule 17 of the Act when large construction vehicle movements exceed 24 single movements (12 two-way movements) per day to and/or from site.
- 14.2.4 Any permanent highway works outside the limits of deviation as outlined in the Act will be subject to normal Highways legislation and Highway Authority powers.

## 14.3 Works to the Highway and Access Measures

- 14.3.1 No temporary road or Public Right of Way (PRoW) closures or diversions are likely to be required in RBKC, with the exception of temporary disruption of routes within the Kensal Green Cemetery.

## 14.4 Monitoring procedures

- 14.4.1 Each Contractor will be responsible for monitoring to ensure compliance with the relevant requirements of the RTMP, LTMP, the requirements of the provisions of the Act, assurances and undertakings, site specific drawings and site specific traffic requirements and conditions.

## 15 Waste and materials

15.1.1 All waste will be managed in accordance with the waste hierarchy which aims to reduce waste at source and to reduce the quantity that requires final disposal to landfill. This applies to excavated material arising on-site, which will be reused within the Scheme as far as reasonably practicable, as well as material from demolition and construction activities. This approach is described in greater detail in HS2 Phase One Information Paper E3: Excavated Material and Waste Management and in Section 15 of the CoCP.

### 15.2 Local control measures

#### Testing and classification of materials

15.2.1 The 'basic characterisation'<sup>7</sup> of excavated material will be determined by the Contractors to ascertain the potential for reuse, recycling, recovery or disposal to inert, non-hazardous or hazardous landfill.

15.2.2 A Materials Management Plan will be developed in accordance with the Definition of Waste: Development Industry Code of Practice<sup>8</sup> to set out the processes to be adopted in respect of the reuse of excavated materials either on the Scheme or transferred to another development site.

15.2.3 In the event that excavated material is to be sent for disposal, which shall be the option of last resort, testing and classification will be undertaken by the Contractors in line with the Environment Agency's guidance. This includes:

Waste Sampling and Testing for Disposal<sup>9</sup>; and  
WM3 – Guidance on the classification and assessment of waste (1st edition 2015)<sup>10</sup>.

#### Transport of waste and materials

15.2.4 Opportunities for the off-site re-use of surplus excavated material will be identified and utilised where reasonably practicable. Surplus excavated material will only be sent to landfill as an option of last resort. Further detail on the approach to the management of all excavated material may be found in the HS2 Phase One Information Paper E3: Excavated Material and Waste Management.

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<sup>7</sup> 'Basic characterisation' refers to the characterisation of excavated material to help define the type of re-use for which it is suitable (e.g. DMRB soil classes). Characterisation of waste would include the allocation of an EWC code (in accordance with The List of Wastes (England) Regulations 2005 SI No. 895) and a detailed evaluation of the waste properties. The latter is based on a combination of the detailed knowledge of the source process and chemical testing.

<sup>8</sup> CL:AIRE Definition of Waste: Development Industry Code of Practice, version 2, March 2011

<sup>9</sup> Environment Agency (2013), *Waste Sampling and Testing for Disposal to Landfill*, March 2013.

<sup>10</sup> Environment Agency (2015), Technical Guidance WM3 – Guidance on the classification and assessment of waste (1st edition 2015) (1st Edition 2015).

15.2.5 Excavated material from Euston Tunnels will be transported through the tunnelling process and carted away from the borough via rail.

## 16 Water resources and flood risk

16.1.1 General control measures relating to water resources and flood risk are provided in Section 16 of the CoCP.

### 16.2 Sensitive receptors

16.2.1 The Scheme in the study area will be entirely within the London Clay Formation. This avoids any construction within aquifers and minimises the impacts on groundwater and surface water bodies and flood risk.

16.2.2 The Contractor will however have due regard to the following sensitive local water resource receptors:

Local aquifers, including Lambeth Group (secondary A aquifer), Thanet Sand Formation (Secondary A aquifer); and White Chalk Subgroup (Principal aquifer); and Artificial water bodies, including the Grand Union Canal (Paddington Arm).

16.2.3 There are no groundwater abstraction points within RBKC that are also within close proximity to the works.

16.2.4 The Contractors' pollution incident control plan will have due regard to the local flood risk sources (i.e., surface, artificial, groundwater and sewers) and key receptors and take into account any proposed risk management or mitigation measures.

16.2.5 The Contractors will have due regard to the following local flood water receptors and their respective flood histories:

- Surface water – the area within the scope of the LEMP is within Flood Zone 1, i.e., there is a low risk of flooding. Surface water flood risk locations are identified on plans WR-01-003 and WR-01-004 within water resources – London- West Midlands Map book ref: ES 3.5.1.11.1; and;
- Sewers (Thames Water Utilities Ltd) - Thames Water Utilities Ltd historical sewer flooding records show that there have been a number of sewer flooding incidents in the study area.

## **16.3 Potential sources of contamination**

16.3.1 Potential sources of contamination are detailed within Section 11 of this LEMP.

## **16.4 Local control measures**

16.4.1 Measures identified in Section 16 of the CoCP, including detailed method statements, will aim to mitigate and reduce potential adverse effects on surface water or groundwater quality or flows associated with construction. This will include release to ground, groundwater, watercourses, or surface water sewers in the surrounding receptors.

16.4.2 As outlined in the CoCP, best practice measures will be used (e.g. through the use of silt traps and appropriate attenuation, if required) prior to the discharge of water to watercourses, groundwater or surface water sewers, subject to obtaining the required permits or consents.

16.4.3 This could apply to runoff from wheel washing facilities or from general construction activities. As noted in Section 5.12 of this document, pollution incident control and emergency preparedness plan(s) will incorporate procedures for alerting relevant water supply companies and reducing impacts to public supply Source Protection Zones (SPZs) and local private abstractions in this area.

16.4.4 Where there is the possibility that work may materially affect groundwater, a groundwater monitoring plan will be implemented, as outlined in Section 16 of the CoCP.

16.4.5 A programme of groundwater and surface water monitoring will be undertaken prior to, during and following completion of the construction works. The monitoring programme scope and duration will be developed and agreed with the Environment Agency and where appropriate in consultation with public water supply companies. A management strategy will also be agreed with the Environment Agency in consultation with relevant Stakeholders that will cover any physical mitigation required for the protection of public water supply.

16.4.6 Temporary excavated material stockpiles, construction compounds and site offices will be located outside of areas at risk of flooding where reasonably practicable, to avoid having an impact on the risk of flooding. Where construction compounds cannot be located outside flood risk areas, there will be a site-specific flood risk management plan prepared prior to construction to manage the potential risks. These plans will take account of the flood risk assessments produced for the ES and include any proposed risk management or mitigation measures, if required.

- 16.4.7 Drainage from the works will be attenuated and discharged to watercourses or sewers, under agreement, at a controlled rate and, where required, with approval of the Environment Agency and, where appropriate, the drainage authority in accordance with Schedule 33 Part 5 of the Act.
- 16.4.8 Additional information, such as how the Scheme complies with the Water Framework Directive, as well as further provisions for engagement with Stakeholders, monitoring and protection of local water resources are outlined in HS2 Information Paper E1: Control of Environmental Impacts and HS2 Information Paper E4: Water resources and flood risk.

## Appendix 1: Glossary of Terms

AP	Additional Provision
CFA	Community Forum Area
CoCP	Code of Construction Practice
Contractor	The Contractor on a construction site is responsible for planning, managing and co-ordinating themselves and/or the works and all other sub-Contractors working on their site, or any other Contractor directly employed by the Nominated Undertaker to undertake key construction works on site.
CoPA	Control of Pollution Act 1974
EMS	Environmental Management System
ES	Environmental Statement
HGVs	Heavy Goods Vehicles
HS2	High Speed Two
HS2 Ltd	High Speed Two Limited - is a company wholly owned by the Department for Transport, established in 2009 to develop plans for a new high-speed network and present a proposed route connecting London - West Midlands.
IAQM	Institute of Air Quality Management
IP	Information Paper
LCAs	Landscape Character Areas
LEMP	Local Environmental Management Plan
LTMP	Local Traffic Management Plan

Nominated Undertaker	The body or bodies appointed to implement the powers of the Act to construct and maintain the railway.
PRoW	Public Right of Way
RBKC	Royal Borough of Kensington and Chelsea
RRVs	Road Rail Vehicles. A vehicle which can operate both on rail tracks and road, often used for railway maintenance.
RTMP	Route-wide Traffic Management Plan
SBI.I	Site of Borough Importance Grade I
SBI.II	Site of Borough Importance Grade II
Scheme	The Scheme to which this LEMP relates is the proposed high-speed railway between London - West Midlands. This is a high-speed railway between London - West Midlands with a connection via the West Coast Main Line at conventional speeds to the North West and Scotland. It includes four high speed rail stations at London Euston, Old Oak Common (West London), Birmingham Airport (Birmingham Interchange) and Birmingham (Curzon Street).
Section 61	Section 61 of the Control of Pollution Act 1974 (which sets out procedures seeking and obtaining Local Authority consent to measures for the control of noise and vibration on construction sites).
SMI	Site of Metropolitan Importance
SPZ	Source Protection Zone
TfL	Transport for London
UKAS	United Kingdom Accreditation Service
WSI	Written Scheme of Investigation

## Appendix 2: Non-exhaustive list of Community Groups in Royal Borough of Kensington and Chelsea

- RBKC;
- Transport for London (TfL);
- Kensal Green General Cemetery Company;
- The Friends of Kensal Green Cemetery;
- Residents on Admiral Mews, Ladbroke Grove, Wornington Road and Golborne Road;
- Residents on Southern Row, Manchester Drive, Appleford Road and Southam Street;
- Kensington and Chelsea College; and
- St Thomas' Church of England Primary School.

*(NB: This list is indicative and will subject to change as more information becomes available).*