

# Non Road Mobile Machinery (NRMM) Low Emission Zone

## Local Authority Frequently Asked Questions

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### Section 1: Background

The FAQs below are designed to help local air quality and planning officers understand the implications of the Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance (SPG). In particular, it covers how to implement and enforce the NRMM policy on development sites in your borough.

#### 1. What is the Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance (SPG)?

The Mayor of London is introducing new standards to reduce emissions of pollutants from construction and demolition activity and associated equipment. The SPG includes the world's first Low Emission Zone (LEZ) for non-road mobile machinery (NRMM) combining standards for both nitrogen oxide (NOx) and particulate matter (PM).

#### 2. What is NRMM?

Non-road mobile machinery (NRMM) is defined as any mobile machine, item of transportable industrial equipment, or vehicle - with or without bodywork - that is:

- not intended for carrying passengers or goods on the road
- installed with a combustion engine - either an internal spark ignition (SI) petrol engine, or a compression ignition diesel engine

Examples of non-road mobile machinery include, but are not limited to:

- generators
- bulldozers
- pumps
- construction machinery
- industrial trucks

- fork lifts
- mobile cranes

### 3. What is the NRMM Low Emission Zone (LEZ)?

The NRMM LEZ covers the whole of London. The zone is designed to regulate the emissions standards of construction equipment used in the Greater London area.

### 4. Why is the NRMM LEZ being introduced?

The London Atmospheric Emissions Inventory (LAEI) estimates that in 2010 the Non-Road Mobile Machinery (NRMM) used on construction sites was responsible for 12% of NO<sub>x</sub> emissions and 15% of PM<sub>10</sub> emissions in Greater London. Diesel exhaust emissions have also been classified as being carcinogenic to humans based on evidence that exposure is associated with an increased risk for lung cancer by The International Agency for Research on Cancer (IARC), which is part of the World Health Organization (WHO). To address this significant contribution of NRMM to London's poor air quality, the GLA are seeking to control the emissions from this equipment from 1st September 2015 by establishing emissions standards for London.

The policy was included in 'The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance' published in July 2014. To view the policy please visit [www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and-demolition](http://www.london.gov.uk/priorities/planning/publications/the-control-of-dust-and-emissions-during-construction-and-demolition)

## Section 2: The new emissions standards

### 5. What are the new standards?

From 1<sup>st</sup> September 2015 NRMM of net power between 37kW and 560kW will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NO<sub>x</sub> emissions.

#### 1<sup>st</sup> September 2015

- (i) **Major Development Site within Greater London**  
NRMM used on the site of any major development within Greater London will be required to meet Stage IIIA of EU Directive 97/68/EC
- (ii) **Any development site within the Central Activity Zone or Canary Wharf**  
NRMM used on any site within the Central Activity Zone or Canary Wharf will be required to meet Stage IIIB of EU Directive 97/68/EC

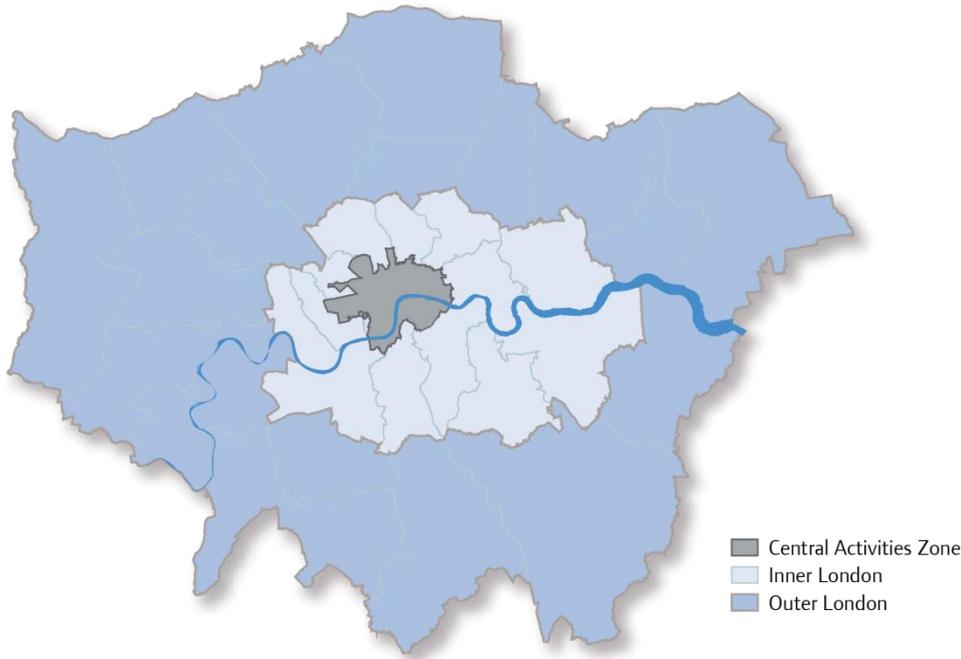
#### 1<sup>st</sup> September 2020

- (iii) **Any development site within Greater London**  
NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

- (iv) **Any development site within the Central Activity Zone or Canary Wharf**  
NRMM used on any site within the Central Activity Zone or Canary Wharf will be required to meet Stage IV of EU Directive 97/68/EC

**6. Where do the new standards apply?**

From September 2015 NRMM used on the site of any major development within Greater London will be required to meet Stage IIIA of EU Directive 97/68/EC as a minimum; and NRMM used on any site within the Central Activity Zone or Canary Wharf will be required to meet Stage IIIB of the Directive as a minimum. From 2020 these standards will tighten in each area.



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**7. Will the standards apply to me if my borough is not in the Central Activity Zone or Canary Wharf?**

Yes. The policy covers the entire Greater London area all 32 boroughs and the City of London.

**8. How do we know what constitutes a major development site in Greater London?**

Major developments are defined in the London Plan as residential developments of 10 dwellings or more (or, where the number is not given, 0.5 ha or more); and for all other uses, a floor space 1000 m<sup>2</sup> or more or a site area 1 ha or more. The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.

**9. How can the standards be met?**

The requirements set out above may be met using the following techniques;

- Reorganisation of NRMM fleet
- Replacing equipment (with new or second hand equipment which meets the policy)
- Retrofit abatement technologies
- Re-engining
- If eligible, applying for an exemption

## **Section 3: What do local authorities need to do (implementation)**

### **10. What do I need to do to enforce the standards?**

Local authorities will implement the NRMM LEZ through planning conditions attached to planning permissions or section 106 agreements.

### **11. How do I make sure the policy is being implemented within applications for developments on eligible development sites?**

Ensure the requirements are set out in the development's air quality strategy, if not - advise the applicant of the standards and secure compliance through condition or s106 agreement.

### **12. Is there an introductory period to let people get up to speed with the new requirements?**

We recognise that it will take time to ensure all local authorities are properly trained and understand the policy and to ensure that the industry is aware of its obligations. As a result we envisage a soft launch for the first six months, where the emphasis will be on informing and training rather than any enforcement of penalties.

## **Section 4: What do local authorities need to do (enforcement)**

### **13. How do I enforce the policy?**

To make enforcement as simple as possible the GLA has developed a new NRMM Register. You can sign-up as a borough user of the NRMM Register at <https://nrmm.london/user-nrmm/register>. This provides a mechanism for easy checking by a local authority that specific building sites are compliant with the NRMM LEZ policy.

### **14. What do I do if a development that should have registered has not?**

Encourage the site manager to register their site at <https://nrmm.london/user-nrmm/register>. If they continue to not register their site they will be in breach of the requirements of the policy.

### **15. What do I do if a development has equipment that is non-compliant?**

On first inspection of the NRMM register inform the site manager that there are a number of options open to the developer to comply with the requirements of the NRMM policy:

- Reorganisation of NRMM fleet so that only compliant equipment is used in London
- Replacing equipment (with new or second hand equipment which meets the policy)
- Retrofit abatement technologies
- Re-engining
- If eligible, apply for an exemption

If on the second inspection the site is still using non-compliant construction equipment inform the site manager that you will take enforcement action if the site does not become compliant with the policy within a specified timeframe (this will vary depending on the stage and length of

the development).

**16. What penalties are there for non-compliance?**

Penalties will depend on the individual borough and their development control team. Options include delaying sign-off of the s106 agreement or building control approval a delay the final completion of the project which could have an implied financial cost for the company concerned.

<b>Section 5: Funding, training and support</b>
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**17. Is there any funding available to help local authorities implement the scheme?**

A number of boroughs have raised concerns about being able to properly resource the implementation and enforcement of the NRMM LEZ. In recognition of this local authorities can apply for funding from the Mayor’s Air Quality Fund to help deliver this policy. The deadline for applications is 14th September and further information can be found at:

<https://www.london.gov.uk/priorities/environment/clearing-londons-air/mayors-air-quality-fund-maqf>

**18. What training is available?**

It is proposed that there will be a number of training sessions for borough officers which will explain about the new policy, how to implement it, enforce and check NRMM emission stages as well as an introduction to the new NRMM database. Boroughs officers will be contacted about these sessions shortly.

**19. What if I can’t make a training session?**

Training resources will be made available online for other people who may need to use the NRMM Register. There is a wealth of useful information at [www.nrmm.london](http://www.nrmm.london).

**20. I’ve got a question you’ve not answered in this FAQ, is there someone I can speak to?**

Yes, of course. We are happy to provide help, advice and support. Please email [nrmm@london.gov.uk](mailto:nrmm@london.gov.uk)