



SILVERTOWN TUNNEL

DOCUMENT TITLE:

Construction Environmental Management Plan – PRS Works and Accesses

DOCUMENT NUMBER:

ST150030-RLC-ZZZ-06-ZZ-PEM-TP-0015

Asite Task ID: STT-DCO-0ZZ.12.9.2.1

PURPOSE OF ISSUE	For Acceptance	DOCUMENT SUITABILITY	S3 - For Review & Comment	TOTAL PAGES (Including this page)	15
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Prepared by	Checked by	Approved by	Date	Revision
			28/05/2020	P02
CJV Environmental Manager	CJV Assurance Manager	CJV Project Director		

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Issue and Revision Control

Distribution and revision control is managed through the Electronic Document Management System – ASITE, with the latest revision displayed.

Document uncontrolled when printed.

Revision History			
Rev No	Date	Summary of Changes	Section & Number
P01	10/02/2020	First Issue	
P02	28/05/2020	Second Issue to address comments	1.3, 5.2 and 5.5

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1. Overview

1.1 Introduction

The Silvertown Tunnel (STT) scheme involves the construction of a twin bore road tunnel providing a new connection between the A102 Blackwall Tunnel Approach on the Greenwich Peninsula (Royal Borough of Greenwich) and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing / Silvertown Way (London Borough of Newham). The project was formally granted planning permission through a Development Consent Order (DCO) issued by the Department of Transport in May 2018. STT will be approximately 1.4km long and able to accommodate large vehicles including double-decker buses. It will include a dedicated bus, coach and goods vehicle lane, enabling TfL to provide additional cross-river bus routes. The scheme also includes the introduction of free-flow user charging on both the Blackwall Tunnel (northern portal located in London Borough of Tower Hamlets) and the new Silvertown Tunnel.

Transport for London (TfL) have entered into a Project Agreement with the Project Company Riverlinx (Project Co) who are responsible for the detailed design, construction, financing and maintenance of the tunnel and supporting infrastructure. A 5 year period of design and construction will be followed by a further 25 years of operation and maintenance. The Project Co has appointed Riverlinx CJV as the Design and Construction (D&C) Contractor responsible for undertaking the detailed design and construction of the STT scheme all in accordance with the constraints and parameters of the Development Consent Order (DCO), TfL specifications and other commitments made by TfL to stakeholders. Riverlinx CJV is a joint venture formed between Ferrovial Agroman (UK) Ltd, BAM Nuttall and SK Engineering and Construction Co Ltd.

1.2 SGN Accesses Scope of Works

The SGN Accesses works involves the following;

- **SGN Access 2 – (PRS Relocation)** – The STT permanent highway design will redirect the A102 (Northbound) toward the new Silvertown Tunnel. In doing so the existing SGN Pressure Reduction System (PRS) is required to be relocated by SGN in order to facilitate the new highway design. For SGN to relocate the existing PRS, a new access is required to be constructed to connect directly to the northbound carriageway of Millennium Way. The works to construct this access will be split in two phases to allow the PRS relocation by SGN.
- **SGN Access 1 – (Gasholder)** – Due to the permanent design of the Cut and Cover tunnel section of Silvertown Tunnel the existing SGN facility access will be removed therefore Riverlinx CJV will construct a new access (SGN Access 1) to the SGN facility. Once construction of the access splay is completed for SGN Access 2 (PRS relocation) a second access splay for SGN access will commence (SGN Access 1). This new access is required to be constructed to connect directly to the northbound carriageway of Millennium Way.

The works are currently planned to commence as follows;

- PRS phase 1 on the 14th of July 2020
- PRS Relocation undertaken by SGN
- PRS phase 2 on the 18th December 2020
- Gasholder on the 18th December 2020

The anticipated durations of each item of works is as follows;

- The PRS access phase 1 to be constructed within 15 working days.
- The PRS access phase 2 to be constructed within 10 working days.
- The Gasholder access to be constructed within 30 working days.

1.3 Construction Environmental Management Plan

This Construction Environmental Management Plan (CEMP) for the SGN Accesses works establishes the roles and responsibilities of those within Riverlinx CJV in demonstrating compliance with DCO and the Code of Construction Practice (CoCP). The CEMP covers the works required to construct and design the SGN Accesses works only. The CEMP will be administered by the Riverlinx CJV Environmental Manager and includes all subsidiary plans, as referenced in the DCO and CoCP in the following sections.

The CoCP requirements are all applicable to these work to the extent where they are relevant. The approach to each CoCP aspect e.g. Air Quality, Noise and Vibration etc. is described within the relevant subsections within sections 2, 3, 4 and 5 below is commensurate with the nature of the works and are in adherence with the CoCP where appropriate.

1.4 Roles and Responsibilities

The Riverlinx CJV Project Director is ultimately responsible for our environmental management performance however all members of Riverlinx CJV involved in the delivery of the SGN Accesses works shall have responsibility for elements of environmental management appropriate to their function, experience and seniority. The Riverlinx CJV Environmental Manager will provide the principle environmental reporting role and will report into the Project Director as part of the Riverlinx CJV Leadership Team. Environmental specialists will be used as required, including ecology, arboriculture, archaeology, noise, vibration and air quality. The roles and responsibilities of named roles are as described in Table 1 below;

Role Title	Responsibilities
Project Director	Overall responsibility and accountability for compliance to the DCO.
Project Manager	Lead on delivery of the SGN Accesses works and compliance with the DCO, CoCP and CEMP.
Environmental Manager	Leads on establishing, maintaining and implementing the CEMP Establishes an environmental inspection and reporting regime Management of environmental specialists Acting as a main point of contact between relevant regulatory authorities and the Project on environmental issues.
Consents Manager	Prepare, implement, maintain and update the Consents Management Plan and Consents Register. Manage discharge of DCO conditions and obtain and maintain appropriate licences for all activities.
Community Construction Liaison Manager	The Community Construction Liaison Manager will implement the measures outlines within the Community Engagement Plan and will be the main point of contact for stakeholders on site, providing information and resolving issues of concern.
Noise and Vibration Specialist	The Noise and Vibration Specialist will provide guidance on minimising noise and vibration during the delivery of the SGN Accesses works.
Air Quality Specialist	The Air Quality Specialist will provide guidance on minimising dust during the delivery of the SGN Accesses works.
Ecologist	The Ecologist Specialist will provide advice in order to minimise the potential impact of the SGN Accesses works on the local ecology.
Arboriculture Specialist	The Arboriculture Specialist will advise on tree protection measures during the delivery of the SGN Accesses works.
Archaeological and Heritage Specialist	The Archaeological and Heritage Specialist will provide advice on minimising the potential impact of the SGN Accesses works on archaeological and heritage features.
Site construction team	Ensure all personnel for whom they are responsible are aware of the CEMP and implement the relevant requirements. Ensure significant environmental aspects identified for the Project, over which they are deemed to have influence and control, are managed appropriately. Assign specific environmental duties to competent team members.

Role Title	Responsibilities
	<p>Ensure timely and efficient reporting of environmental and sustainability data.</p> <p>Ensure all personnel undergo suitable and sufficient environmental induction before starting work on the project.</p> <p>Monitor performance of personnel and activities under their control and ensure that arrangements are in place, so all personnel can work in a manner which minimises risks to themselves and the environment.</p> <p>Comply with environmental incident investigation and reporting procedures as appropriate.</p> <p>Instigate a programme of regular environmental inspections.</p> <p>Carry out corrective actions resulting from any non-conformances, and reporting of near incidents, near misses and observations using the appropriate systems.</p>
All employees	<p>Being familiar with and demonstrating commitment to the CEMP</p> <p>Co-operating with Riverlinx CJV in fulfilling its legal obligations</p> <p>Monitoring their workplace for potential environmental risks and alerting their immediate line manager if any are observed, assisting Riverlinx CJV in its pursuit of continual improvement in environmental performance</p> <p>Ensuring site staff are fully aware of environmental legislative controls, protected species and consents.</p>

Table 1 Roles and Responsibilities

1.5 Training

Riverlinx CJV shall brief all staff delivering the SGN Accesses works of the relevant environmental constraints specific to the works via a site briefing. All those working for Riverlinx CJV or on behalf of Riverlinx CJV shall undertake an induction that includes an introduction to the key aspects of environmental management on the wider project including information on management plans and the central focus of the CoCP.

1.6 Communication

Environmental issues will be included as an item on the agenda during SGN Accesses works progress meetings to ensure due consideration is given to environmental aspects of the SGN Accesses works. Onsite briefings will be used to advise the site workforce of environmental matters. This will include the requirements with the CoCP and information from the CEMP. The Riverlinx CJV Environmental Manager, Consents Manager and members of the Environmental team will meet statutory bodies and other authorities if required to keep them apprised of environmental issues and ahead of formal submissions.

2. Emergency Planning

2.1 Emergency Plan

The SGN Accesses works team will work under the Emergency Preparedness and Response Plan developed for the main works on STT.

2.2 Fire Plan

The SGN Accesses works team will work under the Fire Plan developed for the main works on STT.

3. Construction Transportation

3.1 Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) for the SGN Accesses works has been submitted as a standalone management plan.

3.2 Passage Plan

Given the nature of the SGN Accesses works and no regular use of the River Thames is planned it is therefore understood that a Passage Plan specific to the SGN Accesses works will not be required.

3.3 Construction Site River Strategy

The SGN Accesses works team will work under the Construction Site River Strategy (CSRS) developed for the main works on STT.

4. Communication and Community Liaison

4.1 Community Engagement Plan

Due to the location of these works, short-term and smaller scale nature of the works, it is not expected that there will be a heavy stakeholder interface, however Riverlinx CJV will implement measures in order ensure the public is aware of the works and what they entail.

Riverlinx CJV’s whole team and supply chain will understand the local stakeholders environment. To explain the characteristics of the local environments to the workforce, Riverlinx CJV will develop internal communications outlining key information such as the location of residents in relation to the project. These materials will be delivered through pathways such as onboarding, toolbox talks, briefings and staff newsletters.

Riverlinx will set up and maintain a 24-hour helpline service which will act as a first point of contact for information or queries raised by stakeholders. Any calls received and actions taken will be logged. Details for this are still to be finalised and will be made available.

Should for any reason the 24-hour helpline service be unavailable, this will be communicated to local stakeholders and Riverlinx CJV’s Construction Community Liaison Manager (CCLM) will be the main point of contact for stakeholders on site for the PRS works. The CCLM and will maintain dialogue with local communities and associations by various means to provide information and resolve any issues of concern any stakeholders may have.

Contact numbers for the aforementioned points of contact are found below:

Name	
Contact Details	Construction Community Liaison Manager: Shelley Browne Address: 7th Floor, One Canada Square Canary Wharf London E14 5AA Contact Number: 07557816007 Email Address: Shelley.browne@bamnutall.co.uk

In advance of the PRS works, information sheets will be delivered to the local community and business within the potentially affected areas within the immediate vicinity of these construction works to keep the local community informed. The information bulletins and newsletters will include details of the works, key anticipated impacts, working hours, estimated duration and measures being implemented to mitigate those impacts. The project website will also communicate these key details of the PRS works. These materials will be provided in appropriate accessible media formats for the visually impaired and in other languages for non-native English speakers. In addition to the above, Riverlinx CJV will keep stakeholders informed of the works through an established Community Liaison Group (CLG). These meetings, organised by Riverlinx CJV, will take place online or in person (whichever is most practical for the time) and will provide an opportunity for key local groups, user representatives, affected local landowners for the Scheme and the local authorities for the CCLM to inform them of the upcoming construction activities and answer any questions they may have. Here they will also be informed of any noisy works and traffic management measures. Should pollution incidents occur due to construction activities, Riverlinx CJV will report details to relevant authorities in accordance with the Emergency Plan. Before any formal communication to parties other than local communities and authorities regarding environmental matters, the Riverlinx CJV Environmental Manager will liaise with the Riverlinx CJV Project Director and TfL to agree on the release of the formal communication.

5. Environmental Controls

5.1 Air Quality Management Plan

The nature of the SGN Access works dictates that air quality issues should be very low risk and not give rise to any specific impacts during the delivery of the works. Given the relatively short time scale and nature of the works no automatic continuous monitoring of site dust emissions (PM10) will be undertaken however the following control measures in Table 2 below will be adopted, where appropriate and reasonably practicable, for the tasks identified;

Issue	Control measures
Site Management	<ul style="list-style-type: none"> Record all dust and air quality complaints in a complaints log which may be made available to the Local Authority upon request; and Record any exceptional incidents that cause dust/or air emissions, and the action taken to resolve the situation.
Monitoring	<ul style="list-style-type: none"> Undertake on-site and off-site visual inspections to monitor dust
Preparing and maintaining the worksites	<ul style="list-style-type: none"> Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible; Avoid site runoff of water or mud; Keep site fencing clean using wet methods; Use water as dust suppressant where applicable; Remove waste materials that have a potential to produce dust from site as soon as practicable;
Operating Vehicle/ Machinery and Sustainable Travel	<ul style="list-style-type: none"> Well maintained/low emission vehicles and equipment fitted with catalysts, diesel particulate filters or similar devices; All vehicles to switch off engines - no idling vehicles;
Operations	<ul style="list-style-type: none"> Cutting equipment to use water as dust suppressant or suitable local extract ventilation; Ensure an adequate water supply on the site for effective dust/particulate matter suppression, using recycled water where possible and appropriate; Minimise drop heights; and Ensure equipment is readily available on site to clean any spillages.
Waste Management	<ul style="list-style-type: none"> No bonfires and burning of waste materials.

Table 2 Control Measures for SGN Accesses works

All vehicles used in construction of Silvertown Tunnel will comply with the following standards in Table 3 below;

Type	Emissions Standard/CO2 Emissions
Cars	Maximum certified CO2 emissions of 105 g/km
Vans with a kerb weight equal to or less than 1205kg	Maximum certified CO2 emissions of 115 g/km
Vans with a kerb weight greater than 1205kg but equal to or less than 1660kg	Maximum certified CO2 emissions of 155 g/km
Vans with a kerb weight greater than 1660kg	Maximum certified CO2 emissions of 215 g/km
Heavy Good Vehicles	Euro 6

Table 3 Vehicle Emission Standards

All non-road mobile machinery (NRMM) will comply with the following standards, in Table 4 below, set within the Greater London Authority’s Control of Dust and Emissions During Construction and Demolition Supplementary Planning Guidance (2014). The requirements are for all NRMM of net power 37 kW to 560 kW and relate to EU Directive 97/68/EC (Directive 97/68/EC of the European Parliament and of the Council, 1997) and its subsequent amendments as a minimum.

From 1 st September 2015	From 1 st September 2020
Stage IIIA	Stage IIIB

Table 4 NRMM* Emission Standards

Given the proximity to the gas holder and know presence of contaminated land there is a potential to encounter volatiles that may have a bad smell the following measures will be adopted as applicable to limit the risk of causing odour nuisance to local people.

- Contaminated and non-contaminated materials will be stockpiled separately following excavation;
- Covering up of any odorous materials;
- Ensuring odorous material is prioritised for removal from the worksites.

5.2 Archaeological Written Scheme of Investigation

The deepest excavation currently anticipated for the SGN Accesses works is to maximum depth of 1.8 to 2.0 metres and all site works are within previously disturbed land. It is therefore considered that there is a negligible risk of encountering a find of any archaeological interest and consequently a Site Specific Written Scheme of Investigation (SSWSI) will not be prepared for the SGN Accesses works. The requirements contained with the CoCP Section 6 on Cultural Heritage are therefore not applicable to these works.

However, in the event of unexpected discoveries during construction work will cease in the vicinity and The Environment Manager and an archaeologist will be contacted immediately for further investigation.

5.3 Ecology Management Plan

The SGN Accesses works includes the removal of existing vegetated verges that include some small to medium sized trees at each access point in order to make space for the permanent works, see Figure 1 below. No additional vegetation is required to be removed for any temporary land take construction needs. The area of the SGN Accesses works has undergone a Phase 1 Habitat Survey and Arboricultural Survey in April 2020 and no significant finds were encountered. An ecological clerk of works will perform a nesting bird check and general ecological check prior to the clearance of any vegetation and issue a written permit to clear vegetation to the site team once satisfied there are no risks to any birds or other protected wildlife.



Figure 1 Area of Vegetation Clearance for SGN Accesses

5.4 Construction Materials Management Plan

The SGN Accesses works are due to generate a limited volume of waste materials through site clearance, excavation of existing roads and existing concrete bases and other construction type waste. The limited site area means that the vast majority of waste will be removed from site during the same working day or the following working day and not be available for beneficial reuse in the permanent works or elsewhere. Where clean it will be targeted for recycling. All waste materials will be handled with care to prevent harm to human health and pollution of the environment. Suspected contaminated materials will be stockpiled separately from clean waste materials. Any suspected contaminated materials will be kept secure either by use of receptacles or by excavation into waste trucks for quick removal from site. Testing will be used to determine the nature of the material to ensure it can be safely sent off for disposal. Appropriate Personal Protective Equipment (PPE) will be used by operatives who may come in close proximity to contaminated materials. Owing to the nature of the material

5.5 Groundwater Monitoring and Verification Plan

The deepest excavation currently anticipated for the SGN Accesses works is to maximum depth of 1.8 to 2.0 metres and is not expected to go beyond the man-made ground. It is therefore considered that there is a negligible risk of encountering any groundwater therefore a standalone Groundwater Monitoring and Verification Plan specific to these works will not be produced. The GMVP requirements contained with the CoCP clauses 9.1.2, 9.4.9, 9.4.10 and 9.4.11 are therefore not applicable to these works.

5.6 Noise and Vibration Management Plan

The nature of the SGN Accesses works dictates that noise and vibration issues should be very low risk and not give rise to any specific impacts during the delivery of the works. The nearest residential receptors are 250m to 300m away. Given the relatively short time scale, nature of the works and heavily trafficked location no noise and vibration monitoring will be undertaken. The effective management of potential construction noise and vibration impacts on receptors will be accomplished by the adoption of Best Practicable Means (BPM) as defined under Section 72 of the Control of Pollution Act 1974. The following measures will be adopted;

- providing contact details for a site representative in the event that disturbance due to noise or vibration from the construction works occurs;
- ensuring that any complaints are dealt with pro-actively and that subsequent resolutions are communicated to the complainant;

- keeping site access routes in good condition and well maintained with no potholes or other significant surface irregularities;
- turning off plant machinery when not in use;
- maintaining all vehicles and mobile plant such that loose body fittings or exhausts do not rattle or vibrate;
- using silenced equipment where possible, in particular silenced power generators and pumps;
- using the most modern equipment available where possible and maintaining and operating equipment properly by trained staff;
- ensuring that the quietest plant and equipment, techniques and working practices available are selected and used; and
- no music or radios would be played on site.

The majority of the SGN Accesses works will be undertaken in day time core hours, as shown in Table 5 below; 08:00 to 18:00, Monday to Friday and 08:00 to 13:00 on Saturday. To maximise productivity within the core hours, Riverlinx CJV will use a period of up to one hour before and up to one hour after core working hours for start-up and close down activities. Start-up and close down activities can include, but are not limited to, preparation, deliveries (loading/unloading), maintenance, site briefings, inspections, meetings and training. These periods will not be considered an extension of core working hours.

Working Hours	Description
Monday to Friday 08:00 to 18:00 Saturday 08:00 to 13:00	Core Hours
Monday to Friday 07:00 to 08:00 Saturday 07:00 to 08:00	Start Up Activities
Monday to Friday 18:00 to 19:00 Saturday 13:00 to 14:00	Close Down Activities
Monday to Friday 19:00 to 23:00 Saturday 14:00 to 23:00 Sundays 07:00 to 23:00	Evening and Weekend Hours
All Week (23:00 to 07:00)	Night Hours

Table 5 Riverlinx CJV Working Hours Hierarchy

There may be a need to undertake additional utilities work under Millennium Way and under these circumstances there may be a preference to undertake this work at night when disruption to road users will be minimised and it would be safer for operatives to work in the carriageway at night when there are a less road users as opposed to working during day time hours under extensive traffic management. In this circumstance Riverlinx CJV would propose to undertake the work under a Statement of Intent with the Royal Borough of Greenwich.

5.7 Lighting Management Plan

The majority of works will be undertaken during day time hours and will therefore make use of natural lighting. Works are due to commence in Summer 2020 and therefore there will be sufficient natural light during core hours. The works will run in to Autumn/Winter 2020 and there may be a need for additional, limited, task specific lighting may be required towards the end of the delivery of the SGN Accesses works. There are several street lighting columns within the footprint of the SGN Accesses works that will provide additional lighting during dawn and dusk periods. In the event of being required to undertake the Millennium Way utility work at night task specific lighting will be used to protect the workforce. Where possible, practicable and safe the lighting used will be directional and cowled. It should be noted that the current baseline lighting levels in the area of the SGN Accesses works were be categorised as “high district brightness area”, under the Guidance Notes for the Reduction of Obtrusive Light (ILE, 2005), in the Environmental Statement and therefore the limited proposed lighting required is very low risk in respect of causing lighting nuisance from lighting spill.

5.8 Site Waste Management Plan

Waste generated during the delivery of the SGN Accesses works will be managed in accordance relevant legislation including compliance with Duty of Care requirements. The main waste types generated will be concrete, asphalt, soils, and vegetation. The following information will be collected and recorded in respect of the SGN Accesses works;

- Waste types and quantities
- Waste movement and transport, including waste carriers
- Duty of Care obligations and recording requirements
- Waste facilities, listing all receiving sites and associated permits
- Waste classification
- Percentage of waste materials recycled.

All wastes will be removed from site as soon as practicable. Small stockpiles of waste will be used for a limited time of 1 to 2 days at most. A Contaminated Land Report for the SGN Accesses works has been prepared and will provide direction on dealing with potentially contaminated materials. Owing to the nature of the works, potential for contamination and limited space no material will be reused within the permanent works. All waste will be stored safely and securely even for the short durations on site to limit the risk of material escaping. Waste transfer notes and hazardous waste consignment notes will be generated on the transfer of all waste from site and kept on record.

6. Checking

6.1 Inspections

Environmental inspections will be undertaken during the delivery of the SGN Accesses works by the Riverlinx CJV Environment Manager to check for compliance with the CEMP. If findings are raised during an inspection they will be actioned to a named person for closure. The inspection will be recorded, and progress will be tracked to ensure any raised actions are closed out. Weekly inspections will be undertaken by site teams and include an environmental component. Completed inspection check sheets will be stored and circulated to individuals depending on actions identified.

6.2 Environmental Incidents

Riverlinx CJV will work to minimise the risk of any environmental incident occurring. Environmental incidents will fall principally fall in two categories;

- Category 1 - Notifiable Environment Incident
 - formal enforcement action from consent granting body
 - significant pollution event
 - significant environmental damage i.e. injured or killed wildlife
- Category 2 - Minor Environment Incident
 - potential CoCP non-compliance
 - potential consent non-compliance
 - minor pollution event

6.3 Consents management

The Riverlinx CJV Consents Manager will manage consents in accordance with the Riverlinx CJV Consents Management Plan and Consents Register. Works will be undertaken in accordance with the obligations of appropriate planning, environmental and traffic consents. The Consents Manager will oversee the process of obtaining consents, and will ensure that consents requirements are incorporated in works planning, preparation of Risk Assessments and Method Statements, and site supervision.

6.4 Procurement of materials and equipment

Environmental and sustainability criteria will be considered in the procurement of equipment and materials for temporary works in accordance with our:

- Sustainability Policy
- Responsible Procurement Plan
- Construction Materials Management Plan.

Most equipment and materials will be procured by the Riverlinx CJV supply chain. Subcontractors will identify requirements, which they will assess in accordance with the above documents, with support from our Environment and Procurement teams, as required. CJV will prioritise non-hazardous, reused, refurbished, recycled, and recyclable equipment and materials, and those made from renewable sources with low(er) embodied energy, carbon footprint and water footprint. In compliance with Section 13.2 of the CoCP and, where specifications allow, Riverlinx CJV will use:

- Low-embodied-carbon materials
- At least 10% of construction materials with reused and recycled content
- Minimal primary aggregate by selecting secondary materials when possible
- Timber sourced in accordance with the Government's Timber Procurement Policy.

6.5 Subcontractor Assurance

The subcontractors undertaking the SGN Accesses works will provide evidence for Riverlinx CJV approval, e.g. Method Statements, to show how they will control environmental risks in delivery of the SGN Accesses works. Subcontractors will appoint senior staff as principal points of contact and will be required to provide suitably qualified/experienced environmental personnel for all environmental management matters. Subcontractors will be provided the CEMP and be required to conform with the requirements within.