BRITISH LIBRARY EXTENSION

CONSTRUCTION WORKING GROUP MEETING

16TH FEBRUARY 2026

CONSTRUCTION WORKING GROUP - AGENDA

Introductions

Minutes of the last meeting

- Appointment of Chair

CMP Review

1. Transport
2. Environment
3. Comments Log

Works update

Q&A

INTRODUCTION

- Welcome
- Introductions
- Apologies
- Housekeeping

CONTACTS

GRAHAM BARTER
PROJECT DIRECTOR

DAVID DEMOLDER
STAKEHOLDER LEAD

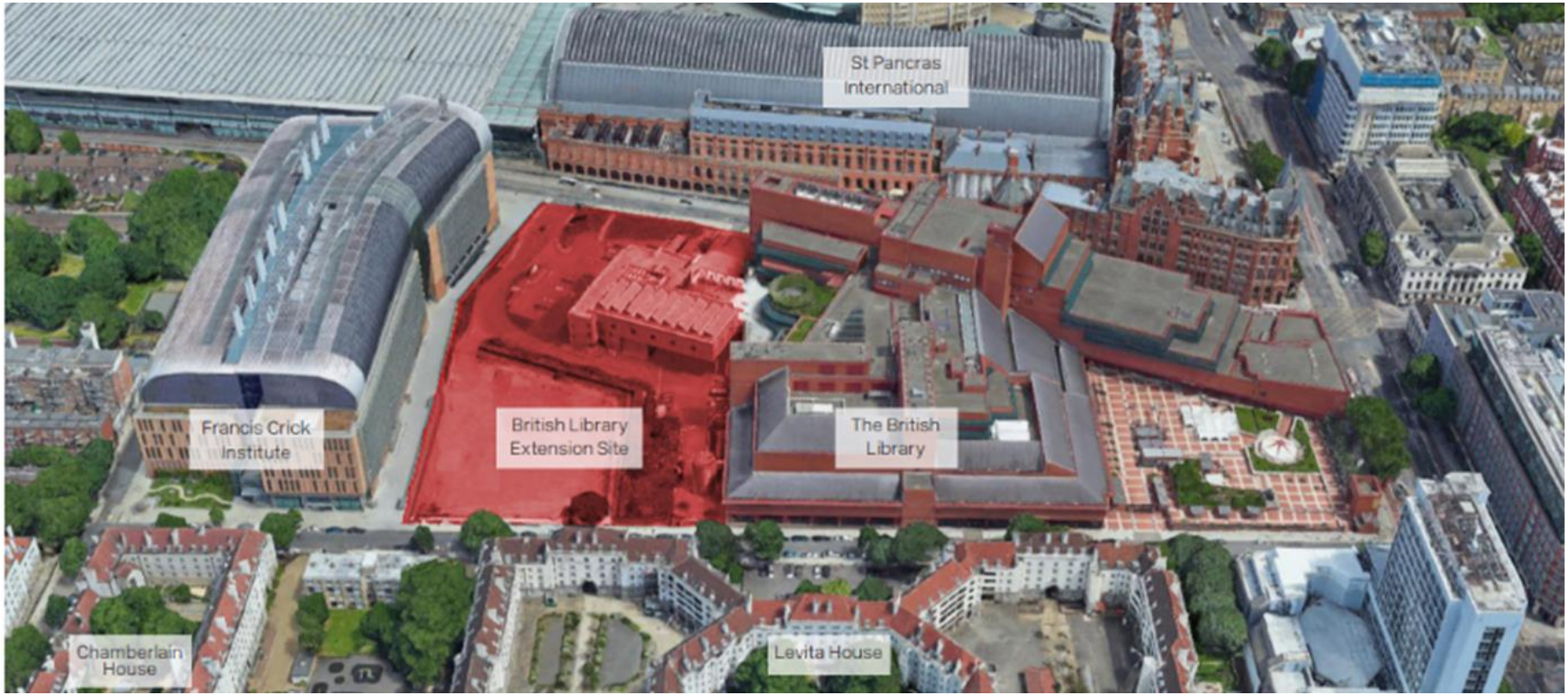
DAVID REDFERN
CONSTRUCTION LEAD

DAVID CARTER
PROJECT MANAGER

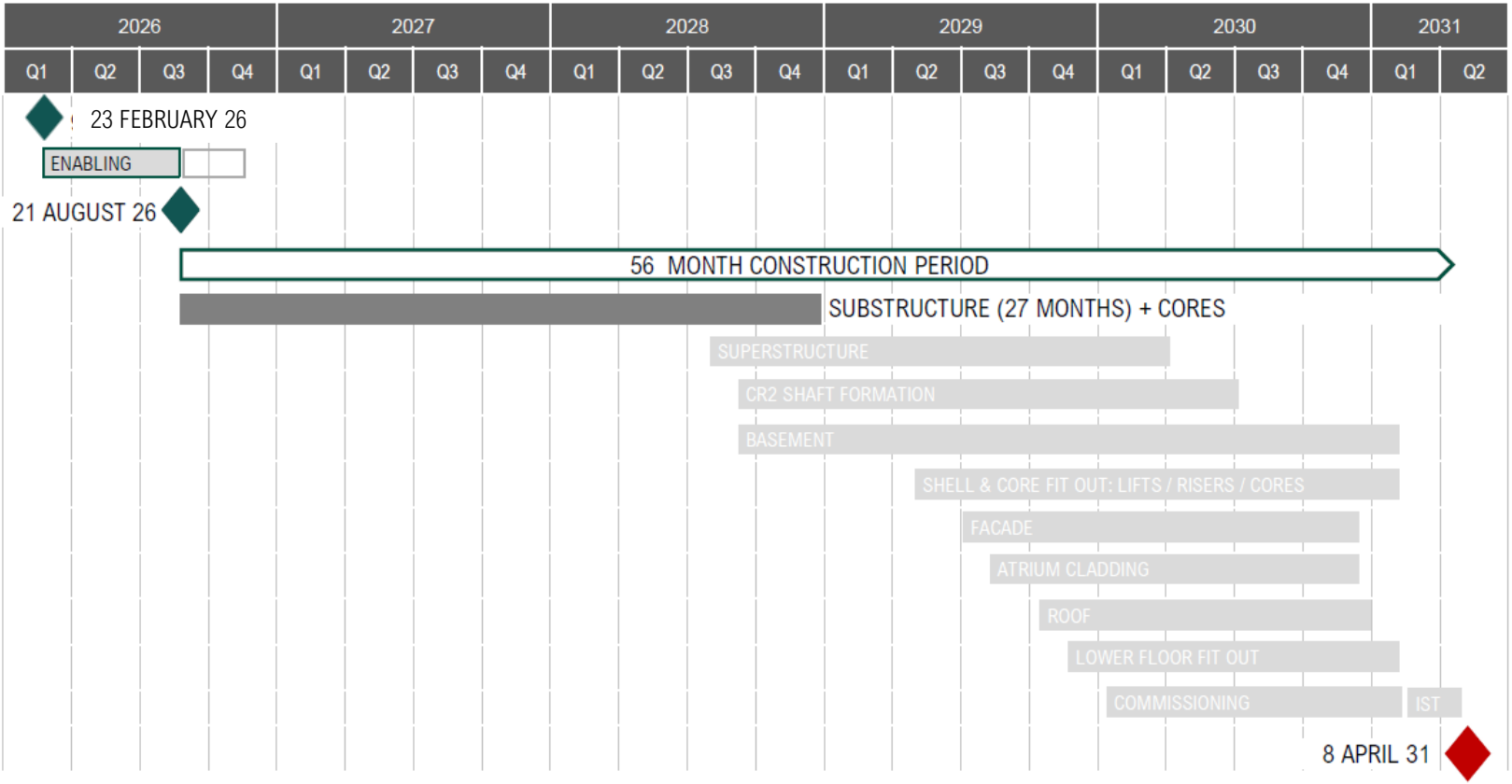
TERMS OF REFERENCE REFRESHER

- Initial purpose
- Ongoing purpose
- Membership
- Frequency of meetings
- Minutes and papers
- Chair
- Dates for meetings

SITE - CONTEXT



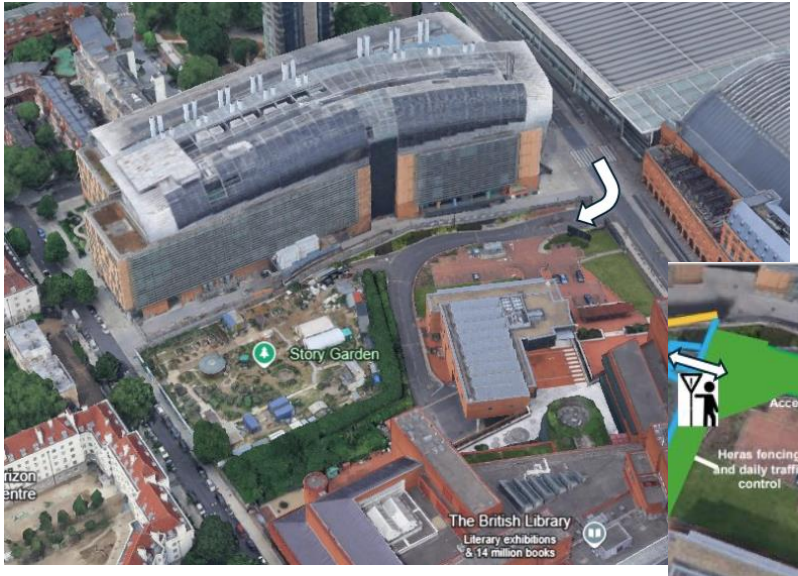
OVERALL PROGRAMME



CONSTRUCTION MANAGEMENT PLAN- TRANSPORT

- Site access
- CLOCs
- Routing
- Deliveries

LOGISTICS AND SITE ACCESS ROUTES



TRANSPORT - CLOCS

Mace requires all vehicles servicing the site to be fully CLOCS compliant. This obligation is clearly stated in the documentation issued to Trade Contractors at the tender stage and forms a Contractual requirement.

Mace will ensure full compliance with the seven core requirements of the CLOCS Standard.

- Construction Logistics Plan
- Suitability of site for vehicles fitted with safety features
- Site Access and Egress
- Vehicle loading and Unloading
- Traffic routing
- Control of site traffic
- Supply chain compliance

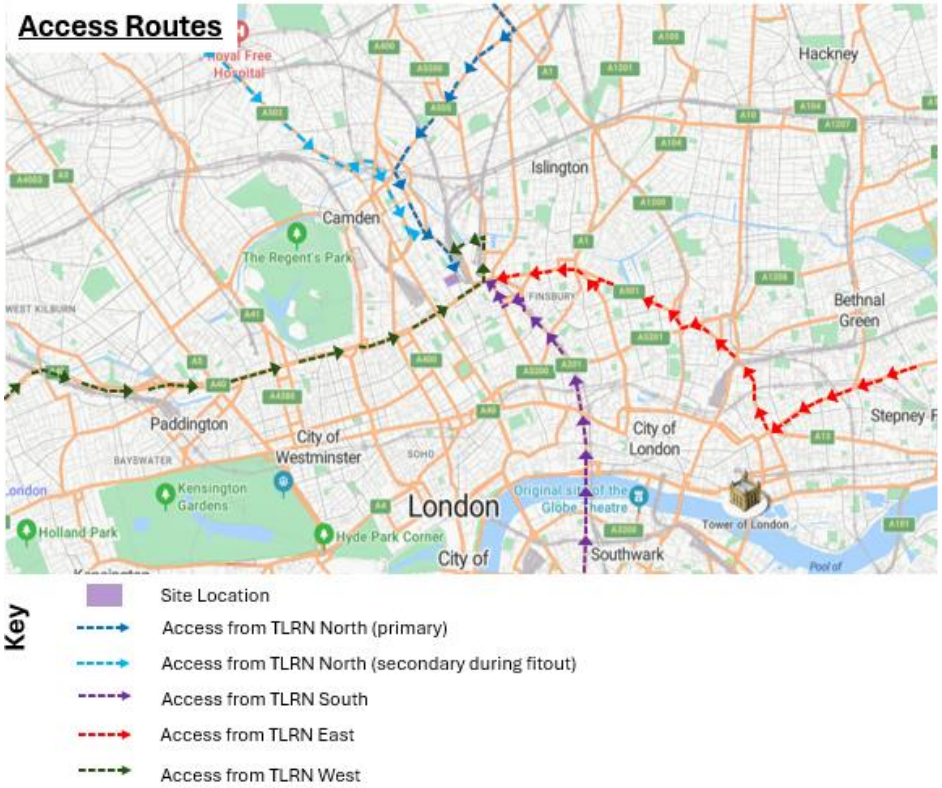
CLOCS is closely aligned with the FORS standards, ensuring that the supply chain operates in compliance with both frameworks. As a result, the requirements of FORS at Silver level will be met.

SITE TRAFFIC ROUTING

The site entrance / exit is located on Midland Road opposite St Pancras Stations.

All vehicles will approach the site from the north via Midland Road and exit the site southbound on Midland Road.

The principal vehicle approach and departure routes between the site and the TLRN are illustrated.

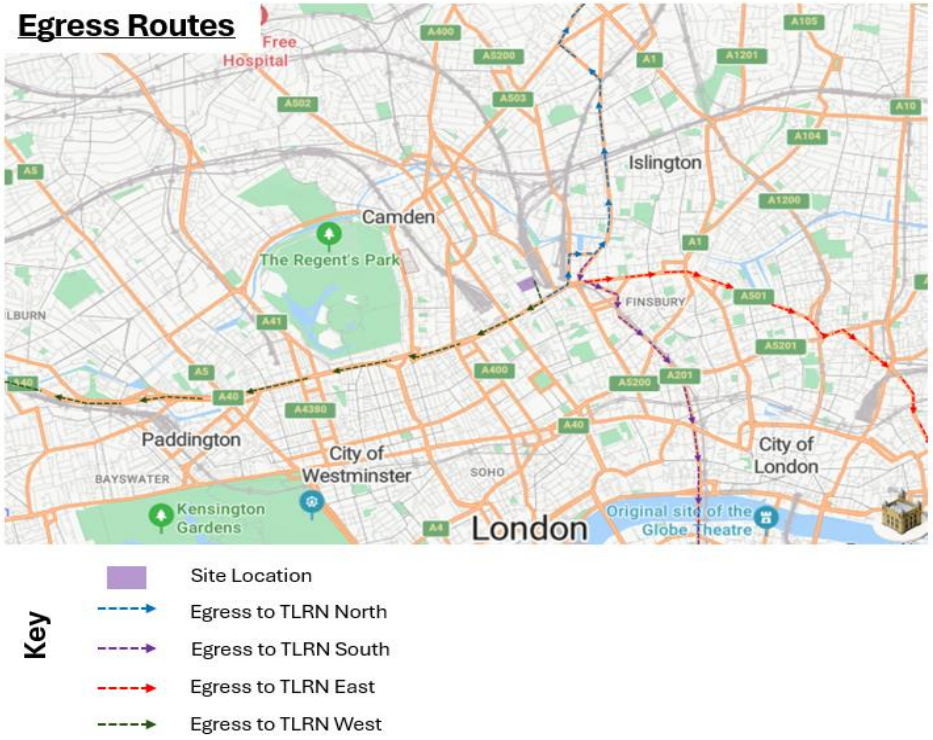


SITE TRAFFIC ROUTING

A key logistical route serving the site during the initial phases of works will be that to and from the waste transfer stations which are located west of the site along the A40 (green access / egress route detailed above)

Another key route will that between the nearest concrete batching plant and the site.

The vehicle access routes detailed above have been planned to avoid construction traffic passing close by to schools and other vulnerable user locations.



VEHICLE TYPES AND DELIVERY TIMES

The diagram adjacent shows type of vehicles and frequency.

We would like to bring vehicles on to site between 7.30 and 8.00.

To minimise impact, we will have a real time delivery management system in place, this will aggregate the deliveries across the entire working day to lessen potential congestion on Midland Road.

We are Principal Contractor on BLE, HS2 and Euston Tower

Construction Vehicle Type	Frequency	Comment
Tipper Lorry	Up to 120 daily	Peak for limited periods during demolition, excavation and sub-structure works.
Van	Up to 30 daily	Delivery of small materials, plant, etc.
Low Loader	Occasional	Visits for delivery and collection of larger items of plant.
Mobile Crane	Occasional	Visits for erection and dismantle of tower cranes. Will be site based for some periods of heavy lifting for structural steel and pre-cast concrete elements beyond the tower crane capacities.
Articulated Lorry	Infrequent - 1 to 5 per week	Will be used for delivery of some materials including curtain walling and prefab/precast elements
Flat Bed Lorry	Frequent 1 to 3 per day	Will be used for delivery and removal of initial plant and materials
Grab Lorry	Occasional	Collection of arisings from excavations where not applicable by standard tipper lorry
Concrete Pump	Infrequent 1 to 5 per week	Will be used for concrete placement where static pumps are not practicable
Concrete Truck	10 to 30 per day but not every day	During sub and super structure concrete works
Skip Lorry	Frequent 6yds up to 10 per week, 40 yards up to 2 per week	General segregated waste removal

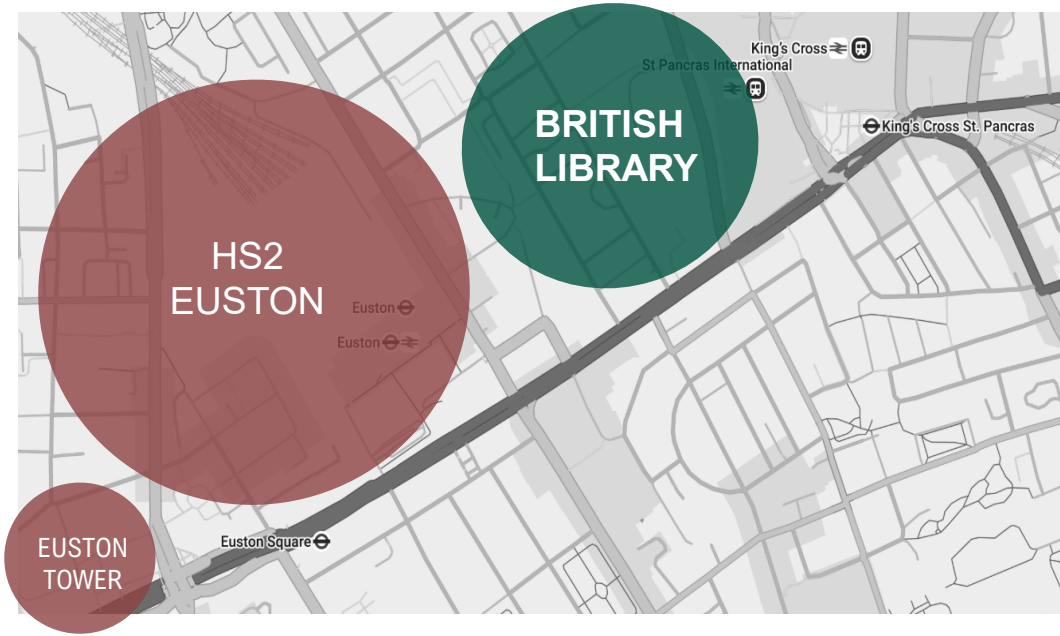
TRAFFIC AND DELIVERY MANAGEMEMNT

To minimise impact, we will have a real time delivery management system in place

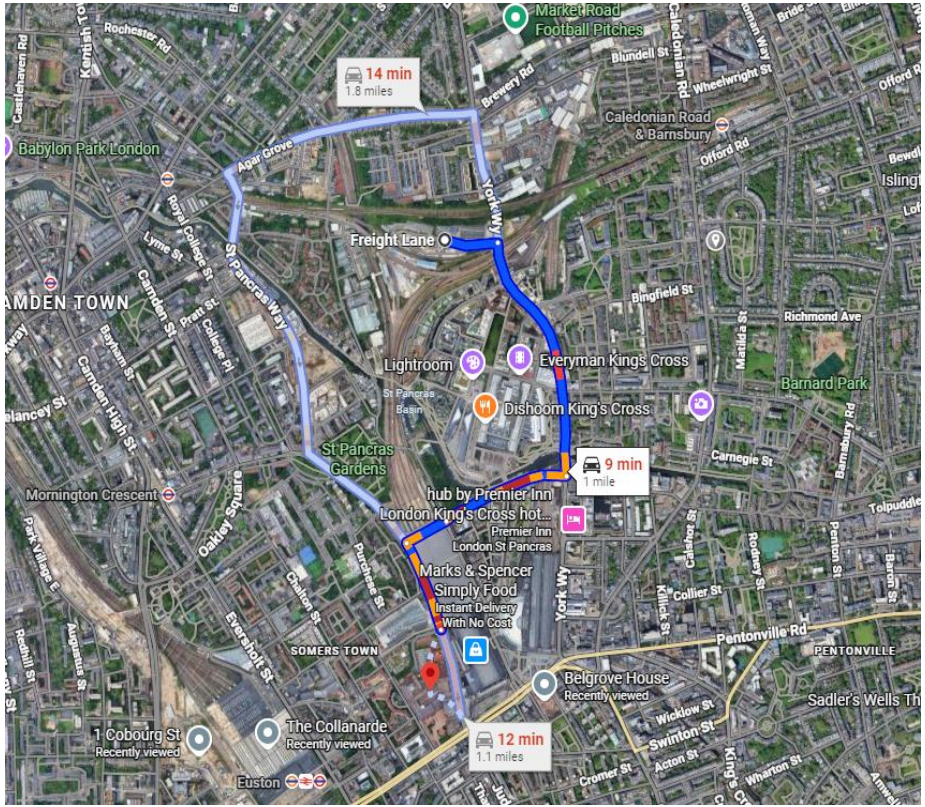
We are Principal Contractor on BLE, HS2 and Euston Tower

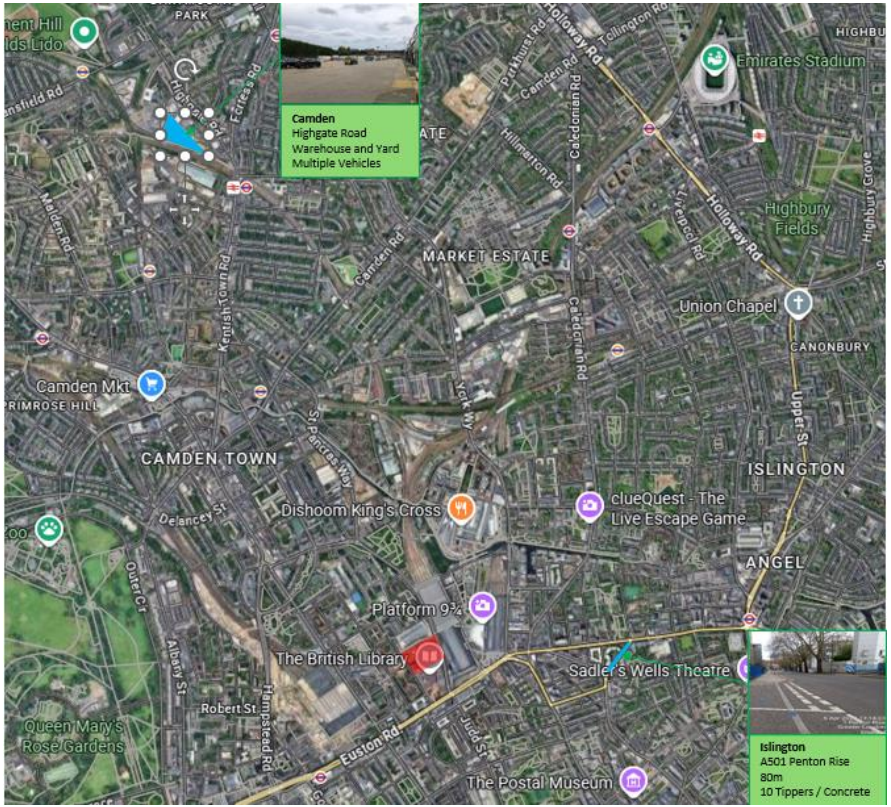
Measures and Mitigation:

- Regular Communications
- Shared Delivery Systems
- Traffic Management
- Noise Mitigation
- Stakeholder Updates



VEHICLE HOLDING AREAS

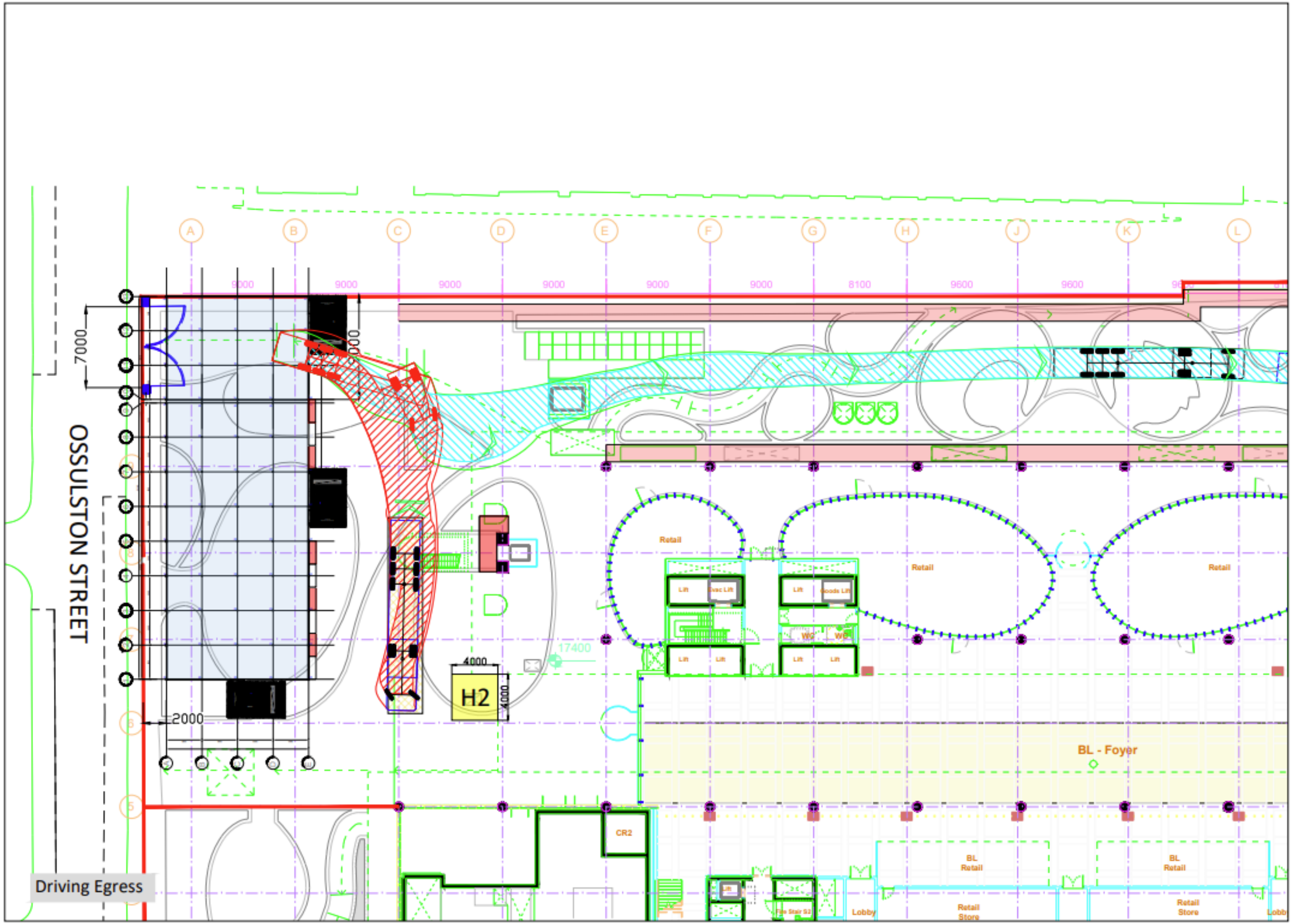




TEMPORARY SITE ACCOMMODATION LOCATIONS

PHASE 2: OSSULSTON ST - MAIN OFFICE AND WELFARE

PHASE 1: NORTH OF THE EX BLCC

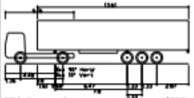


Vehicle Safety Disclaimer: Alandale Group of Companies has identified the risk from operations involving transport activities (these include the safety of cyclists and other vulnerable road users). Therefore, drivers must put in place procedures to mitigate these risks.

Disclaimer: Logistics, Traffic Management and Swept Path Analysis drawings are produced using the available information, within the design constraints of the utilised technology and Traffic Engineering knowledge. They are not Structural or Civil Engineering designs and should be reviewed by competent persons where required.

The British Library

Notes:



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	10.0s
Kerb to Kerb Turning Radius	6.530m

Clarification: Swept Path Analysis drawings are produced within a controlled environment, free from the obstructions and distractions found on site. As a result a recommended safety margin of at least 1 metre to each side of the vehicles' swept path should be incorporated into any setting out drawings/designs etc.

Alandale LOGISTICS

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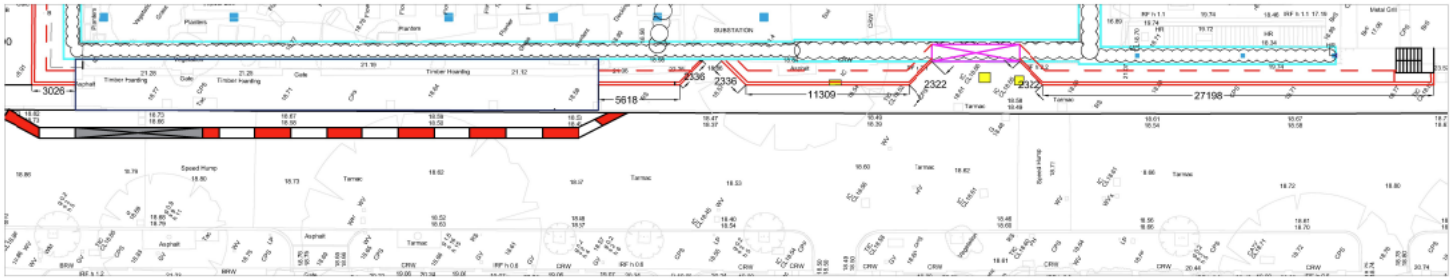
E-mail: enquiries@alandaleuk.com Web: alandaleuk.com

Rev.	Amendment(s)	Date
1	CAD File supplied	09/12/21

FOR TENDER

Project:	The British Library
Drawing:	Swept Path Analysis
Drawing No:	SPA
Design Vehicle(s):	Articulated Vehicle
Base Drawing:	OS
Drawn By: MA	Checked By: MA
Scale: @A3	Sheet: 2 of 3
Date: 30/01/2026	Revision:

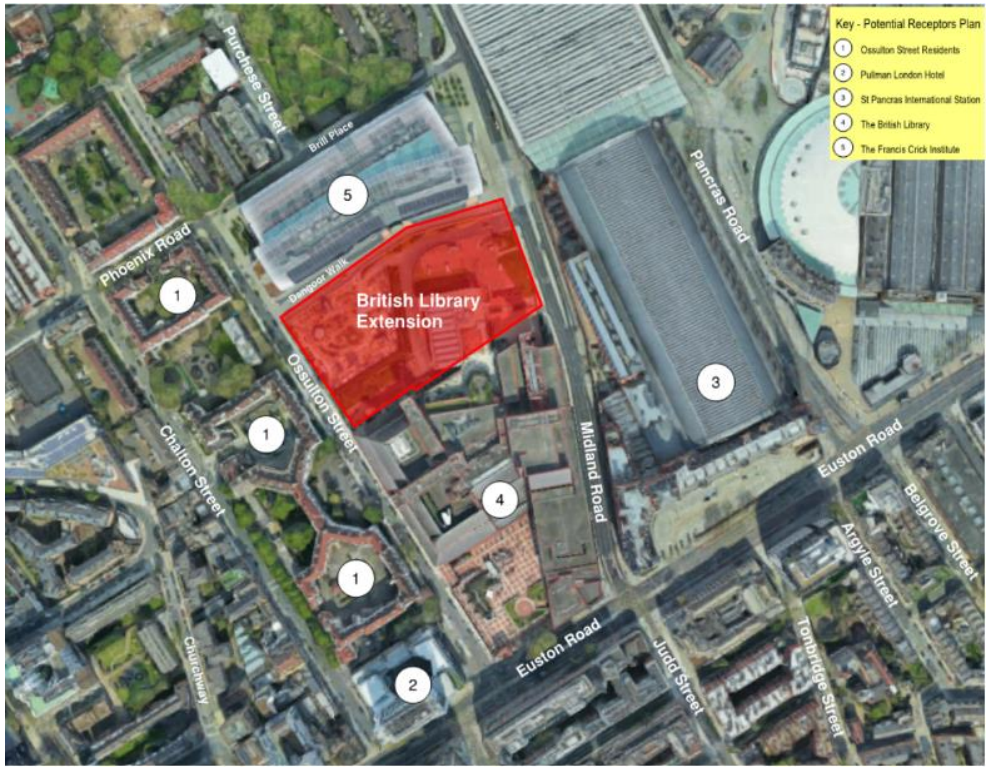


Ossulston Street
May 2027 - August 2030

CONSTRUCTION MANAGEMENT PLAN - ENVIRONMENT

- Receptors
- Monitoring

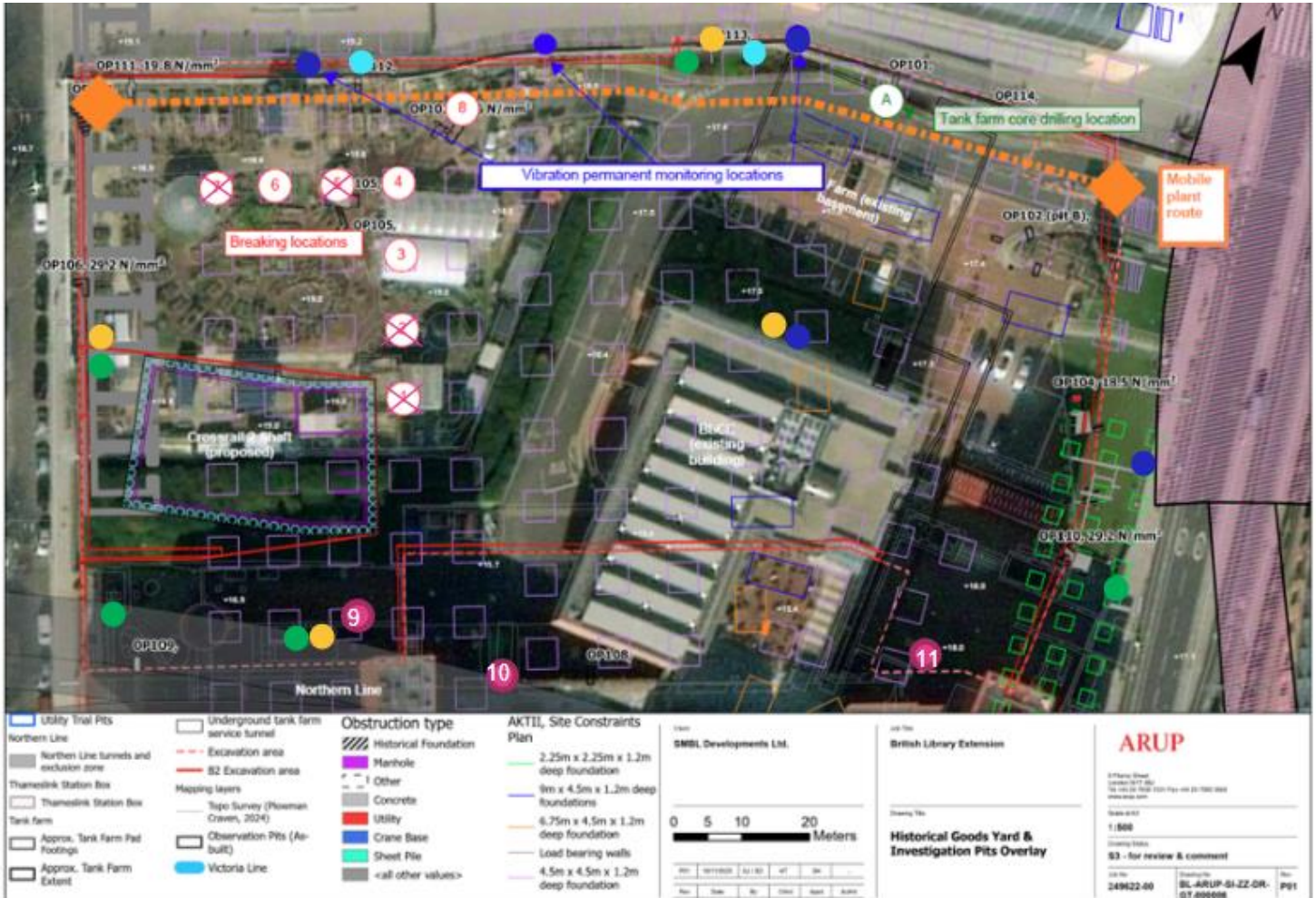
SENSITIVE RECEPTORS/MONITORING



Receptor Type	Receptor	Potential Impacts from Construction Works
Education		
	[4] The British Library	1m from the nearest potential noise/dust source at the southern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by
	[5] The Francis Crick Institute	1m from the nearest potential noise/dust source at the northern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic. The Francis Crick Institute is also sensitive to Electromagnetic Interference (EMI) from moving construction plant.
Offices		
	[4] The British Library	5m from the nearest potential noise/dust source at the southern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by
	[5] The Francis Crick Institute	5m from the nearest potential noise/dust source at the northern boundary. There is the potential for impact from construction noise, dust and vibration and for occupants/visitors to be impacted by construction traffic. The Francis Crick Institute is also sensitive to Electromagnetic Interference (EMI) from moving construction plant.
Residential		
	[1] Ossulston Street – Hadstock and Levita House and various properties	20m from the nearest potential noise/dust source at the western boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction traffic.
	[1] Phoenix Road	75m from the nearest potential noise/dust source at the northwest boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction
	[2] Pullman Hotel	160m from the nearest potential noise/dust source at the southern boundary. There is the potential for impact from construction noise, dust and vibration and for residents to be impacted by construction
	[3] St Pancras International	St Pancras International contains serviced apartments and a hotel. 25m from the nearest potential noise/dust source on the Midland Road boundary. There is the potential for impact from construction noise, dust and vibration and for staff and residents to be impacted by
Restaurants & shops		
	[3] St Pancras International	25m from the nearest potential noise/dust source on the Midland Road boundary. There is the potential for impact from construction noise, dust and vibration and for staff and users to be impacted by

SENSITIVE RECEPTORS/MONITORING

- Vibration Monitor
- EMC Monitor
- Noise Monitor
- Dust Monitor



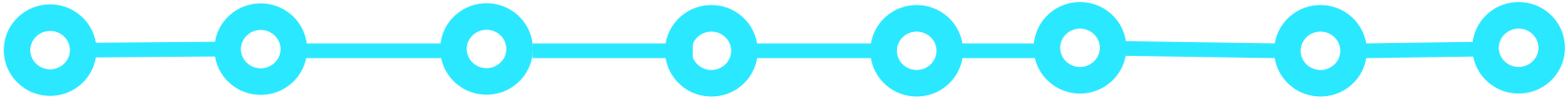
COMMENTS LOG UPDATE

- Further comments received from HS1/NWR, Camden and local residents
- 20 February 2026 for conclusion of comments and update of CMP

CURRENT ACTIVITIES

- 12 month lookahead
- Next three months

WHAT TO EXPECT IN 2026



January/ February 2026
Commence Site Clearance and Undertake Trial Works

March 2026
Commence Hoardings on Ossulston Street And Dangoor Walk

May 2026
Commence Removal of Gabion Walls

June 2026
Commence Site Accommodation

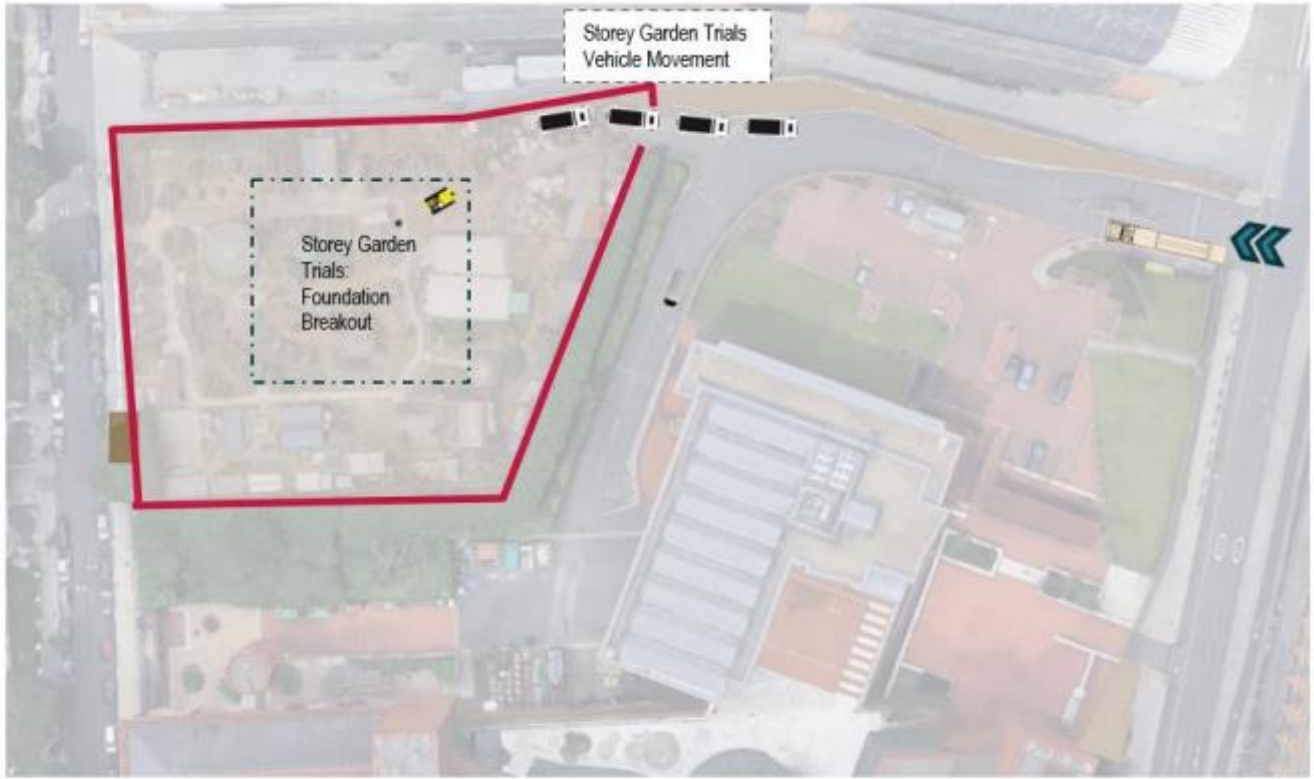
July 2026
Commence demolition of Pepper Pot

August 2026
Commence Piling on Midland Street

October 2026
Commence Piling on Ossulston Street

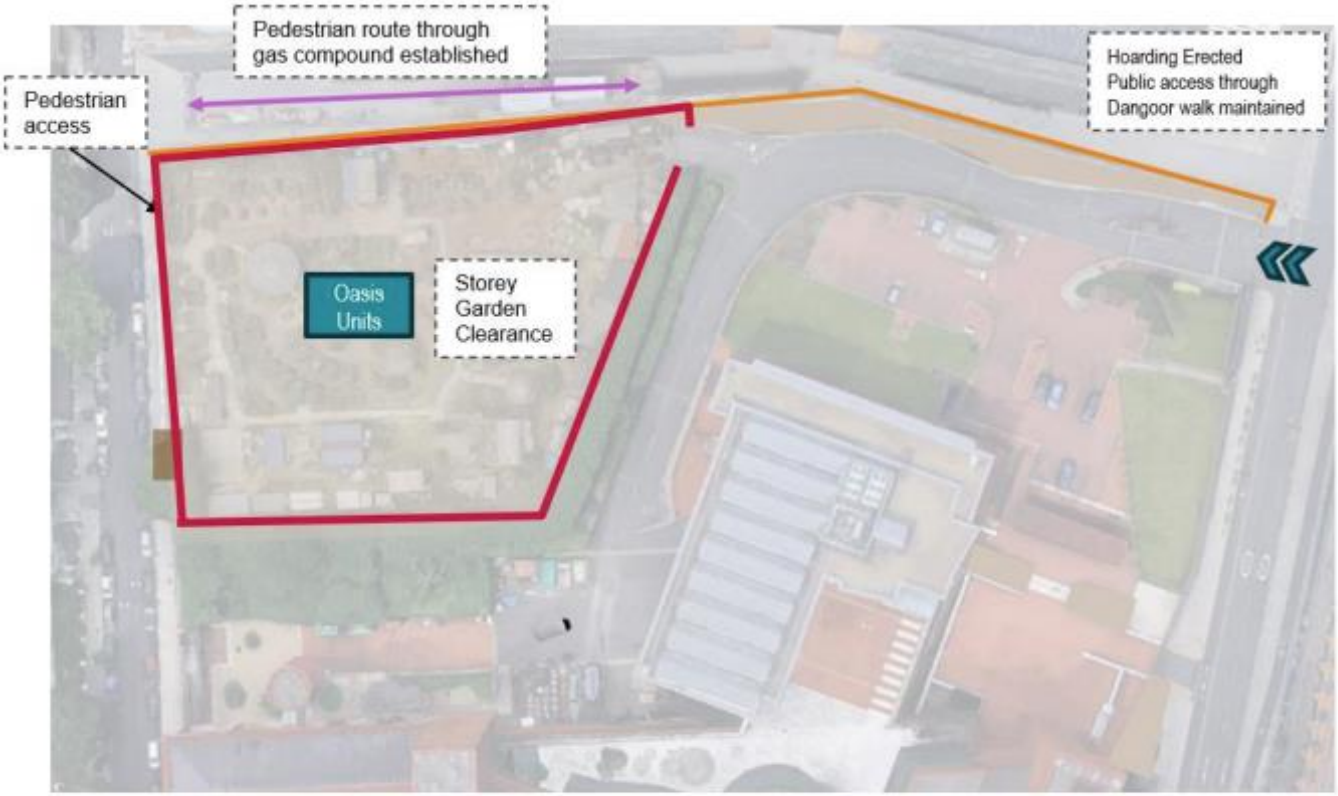
December 2026
Commence BLCC Demolition

FEBRUARY



- 23rd February Mace Principal Contractor Storey Gardens (As per Red Line)

MARCH



- Hoarding erection commence
- Welfare established
- Trials ongoing
- Site Investigations ongoing
- Public route through Francis Crick gas compound established
- British Library CCTV Agreement Required

APRIL

- New Security cameras installed along Dangoor walk

SITE PLAN AND HOARDING LINES

ANY OTHER BUSINESS

- Any other business
- Next meeting date Monday 16 March 2026

macegroup.com