Construction Management Plan

Rev 02: 02/03/26

British Library Extension

mace

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
01/12/25	00	David Carter
07/01/26	01	David Carter
02/03/26	02	David Carter

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

Introduction

The purpose of a Construction Management Plan (CMP) is to help developers to minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will consist of both planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

Please complete the questions below with additional sheets, drawings and plans where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: **Land to the north of the British Library, 96 Euston Road, London. NW1 2DB**

Planning reference number to which the CMP applies: **2022/1041/P**

2. Please provide contact details for the person responsible for submitting the CMP.

Name: **David Carter**

Address: **British Library Extension Project Office, 24 Eversholt Street, London. NW1 1DB**

Email: **david.j.carter@macegroup.com**

Phone: **07917 806 794**

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints.

Name: **David Redfern**

Address: **British Library Extension Project Office, 24 Eversholt Street, London. NW1 1DB**

Email: **david.redfern@macegroup.com**

Phone: **07909 705 381**

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: **David Demolder**

Address: **British Library Extension Project Office, 24 Eversholt Street, London. NW1 1DB**

Email: **david.demolder@macegroup.com**

Phone: **07881 091 483**

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: **Kevin Grace**

Address: **British Library Extension Project Office, 24 Eversholt Street, London. NW1 1DB**

Email: **kevin.grace@macegroup.com**

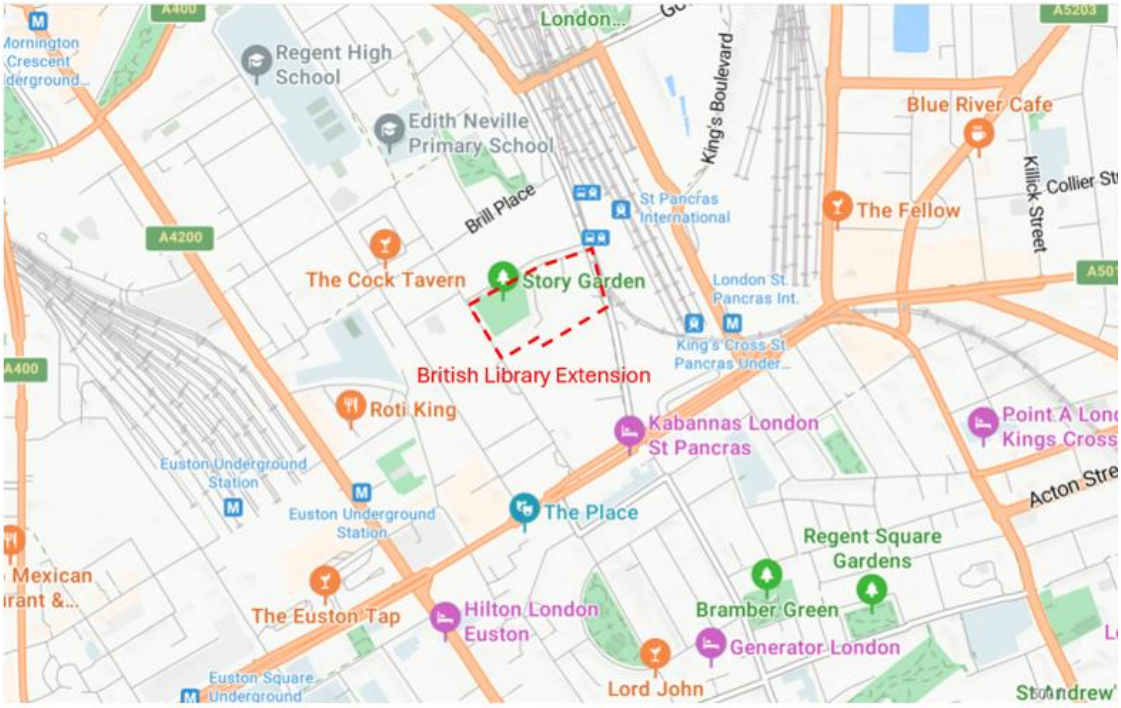
Phone: **07884 580 715**

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The British Library Extension (BLE) project site is located to the north of the existing British Library buildings on an existing plot of land owned by the British Library.

The wider British Library site is located on the north side of Euston Road in the London Borough of Camden and is bounded on the east by Midland Road, west by Ossulston Street and to the north by Dangoor Walk (a privately owned area of public realm which provides a public throughfare between Midland Road and Ossulston Street)



= Site perimeter

The eastern half of the development site is currently occupied by the British Library Centre for Conservation (BLCC) external landscaped areas and a private vehicle access road from Midland Road. A community garden known as "Story Garden" previously occupied the western half of the site.

The north and east perimeters of the site comprise metal railings/fencing forming the boundary with the Francis Crick Institute (FCI) to the north and Midland Road to the east. The west site perimeter is secured by means of timber hoarding, with points of pedestrian access

The British Library Extension project comprises the expansion of the existing library facility through the construction of a new 10-storey (plus roof) building incorporating a central atrium and foyer, together with a single-storey basement accommodating amenity, office, laboratory-enabled spaces, ground-floor retail units, and extended library accommodation from lower ground to level one. The scheme will deliver full public access to all new British Library areas, including the Foyer, and will enable public connectivity through the site via the newly created public realm.

In total, the development provides approximately 100,000 sq ft of additional library space and 600,000 sq ft of commercial floorspace. It also includes safeguarded infrastructure for future Crossrail 2 works, comprising a 7-storey deep basement shaft and a single-storey station entrance and plant/amenity spaces.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The main challenges facing the project are:

1.Proximity of sensitive neighbours such as the residents, the British Library, the Francis Crick Institute, St Pancras Station and residential properties on Ossulston Street

2. Highly constrained logistics. Vehicular routes into and out of the site are limited to Midland Road and all unloading / picking points are constrained within the site footprint.

The construction works are summarised as follows:

<u>Site set up and enabling works</u>

Establishment of the site through the erection of site hoardings to the perimeter, site clearance of existing vegetation, pile probing and removal of existing hard features such gabian walls and ground obstructions, isolation and diversion of existing services and utilities, creation of temporary loading bay to serve the library and demolition of the existing “pepper pot” stair and BLCC building.

All existing retained buried services will be traced and mapped. All breaking of ground will be in strict accordance with Mace Permit to dig procedures.

<u>Piling</u>

Construction of guidewall and installation of secant piling to the east north and west perimeter of the site. Installation of kingposts, whalers and sheet piles to provide temporary retention of the pavement. Construction of capping beam to perimeter of secant piled wall.

Basement construction

Basement dig and progressive installation of temporary raker props to support the secant piled wall. Construction of basement raft integrating tower crane bases followed by construction up to ground floor podium slab level and removal of temp works as permanent propping action achieved by ground floor slab.

CrossRail 2 shaft construction

Top down construction of 7- storey deep basement shaft utilising diaphragm wall ("D-wall") to form shaft walls

Superstructure

The superstructure comprises an eleven-storey reinforced concrete frame with post-tensioned slabs. The structural grid transitions at level +2 by means of a significant transfer structure. Stability is provided by means of a number of reinforced concrete structural cores which extend full height of the structure. External stair structures supported by means of cantilevered steel trusses are located on the east and west elevations. During this phase large volumes of concrete and steel reinforcement will be delivered to site

Envelope

The façade comprises a variety of unitised closed cavity composite units. These incorporate anodised / ppc finish framing, spandrels and fins; red pigmented pre-cast concrete spandrels and triple glazing with integrated blind systems. The façade units panelisation strategy will seek to maximise opportunities for off-site fabrication to allow units to be craned in position in a single operation thereby minimising the need for external access. Units will be delivered to site on stillages via articulated vehicles.

Fitout

Commercials spaces will be fitted out. Ground floor reception lobbies and amenity spaces will be fitted out with high quality finishes commensurate with the existing British Library areas. This phase of works will require high volumes of finishing materials to be delivered to the works.

Commissioning and handover

Commissioning and close out of areas for handover will commence as soon as the initial floors mechanical and electrical services achieve static completion. Deliveries to site during this phase will be minimal compared to previous phases

Summary

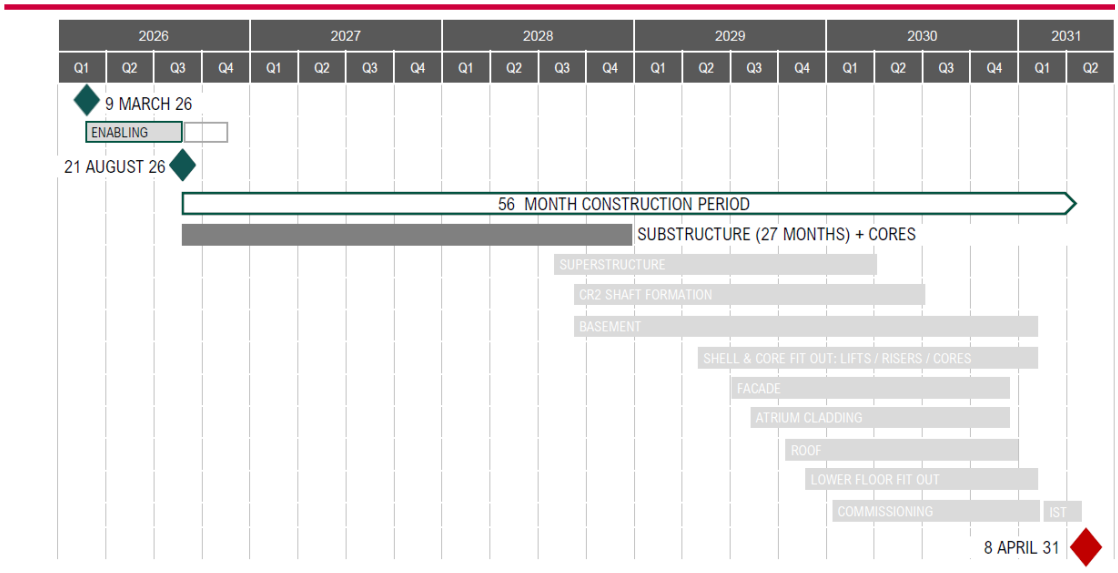
The development comprises a single storey basement over the majority of the site footprint, with a 10 storey (plus roof) commercial building above.

Once complete the development will provide an additional 100,000 square feet of Library and 600,000 square feet of commercial floor space. 4no retail shell units will feature at ground floor level along with main reception and lobby areas to the commercial areas.

Extensive hard and soft landscaping form public realm and amenity spaces including a community garden to integrate with the adjacent streetscapes.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

The proposed start and end dates for each phase of the works, along with the overall duration are as follows:



This CMP is written to cover the enabling sub-structure phase of the project which is programmed to take place over the period from Q1 2026 through to Q3 2028. A further CMP will be submitted to cover the later Superstructure, Envelope and Fitout phases

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

The standard working hours for the site will be:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Access to the site welfare will be from approximately 07:00 but no physical works will be permitted until after 08:00.

Pedestrian access routes into the site will adapt to suit the different works phases.

Site personnel will generally approach the site from either Euston and Kings Cross stations via Euston Road, Midland Road, Ossulston Street and Dangoor Walk. There will be no provision for staff parking on-site and all staff will be encouraged to travel via the public transport network

There will be some elements of works that will be required to be undertaken outside of normal site hours such as piling rig delivery and tower crane erection. Relevant stakeholders will be notified in writing in advance of such works taking place. All planned out-of-hours works will be requested through a Section 61 dispensation request.

Community Liaison

Consultation is an important part of the CMP process. Camden requires the process to:

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.

The British Library Extension site is in close proximity to neighbouring residents and businesses. Mace are consulting with all potentially affected parties including schools and the emergency services.

Mace have set up a Construction Working Group (CWG) in order to ensure interested parties are consulted on the Construction Management Plan and have the opportunity to comment/influence the plan.

An introductory letter was sent giving fourteen days notice of the first meeting of the Working Group:

- Explaining the consultation is about the Construction Management Plan
- Providing a copy of the draft plan
- The deadline for comments

Membership of the group is:

- Somers Town Neighbourhood Forum
- Ossulston St TRA
- Walker House TRA
- STCA/Living Centre
- Francis Crick Institute
- LB Camden (officers and Members)
- HS1
- Autograph Hotels
- The British Library
- Other interested parties wishing to attend

CWG meetings have been held on 22 January 2026 & 16 February 2026, with further meetings scheduled on 16 March 2026 and monthly thereafter. The above groups were well represented at these meetings.

The initial two meetings were chaired by Mace, pending nomination of a chair from the meeting attendees.

To support the CMP consultation process and ensure information is easily accessible, a digital copy of the CMP has been published on the British Library Extension website https://blextension.co.uk/ and presented to the Construction Working Group (CWG) during recent meetings. Meeting minutes and a rolling comments log—capturing issues raised both within CWG sessions and from others within the consultation area—have been issued to all members following each meeting and posted on the British Library Extension website.

The Construction Management Plan has been updated to reflect feedback received through the consultation process to date. Regular meetings will continue to provide updates on construction progress and compliance with the CMP giving members the opportunity to comment. The group will also be consulted on any future amendments to the Construction Management Plan prior to its submission.

Please refer to Appendix 7 for copies of letters, meeting minutes and other supporting documentation as evidence of local stakeholder consultation in respect of the CMP

10. Consultation

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable
- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)
- Network Rail and/or London Underground where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

Invitations to the Construction Management Working Group were sent to organisations identified in the s106 agreement and over 12,000 local dwellings and businesses as described in the box above.

Prior to and during the works Mace will also provide look-aheads by means of newsletters, letters, WhatsApp groups and emails to ensure residents are informed about the works and have the opportunity to provide feedback.

Information will also be provided on a Notice Board so it is accessible to passers by and regular visitors to the area. Regular briefing meetings will also be held with stakeholders such as the British Library and Francis Crick Institute to ensure our operations are coordinated with theirs and that they are kept informed.

11. Construction Working Group

For particularly sensitive/contentious sites, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents. Please ensure that adjacent or neighbouring construction sites are included as part of this.

The arrangements for ensuring residents and stakeholders are consulted and kept informed are described in the two boxes above.

12. Schemes

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits for the full duration of your project. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

Please provide your site CCS registration number.

The site CCS registration number is SRO42134. The project identification number is 519476.

13. Complaints

Please agree to maintain a complaints log which must be made available for inspection.

Mace will manage all complaints through a dedicated system, ensuring a structured and transparent approach. A helpline number will be prominently displayed on site hoardings to provide easy access for the public. Upon receipt, each complaint will be logged within the system and automatically routed to the appropriate manager for investigation and resolution. Actions taken in response to complaints will be recorded within the system to maintain a clear audit trail. Furthermore, all complaints and associated corrective measures will be reviewed during regular community liaison meetings, ensuring accountability and continuous improvement throughout the project lifecycle.

Provision for out-of-hours reporting and management will be implemented to ensure swift resolution of any issues arising outside the site's standard operating hours, such as an alarm activation

Transport

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

14. Name of Principal contractor:

Mace Group Limited

Address: 155 Moorgate, London. EC2M 6XB

15. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

Mace requires all vehicles servicing the site to be fully compliant with the Construction Logistics and Community Safety scheme (CLOCS). This obligation is clearly stated in the documentation issued to Trade Contractors at the tender stage and forms a Contractual requirement. Compliance will be reiterated during mid-bid discussions, prior to final order placement, and reinforced at pre-commencement meetings between Mace site management and trade contractor supervisors.

Upon arrival, each vehicle will be inspected by the Traffic Marshal at the site gates to verify CLOCS compliance before being permitted to unload. Any non-compliant vehicle will be refused entry.

All compliance checks and any instances of non-compliance will be recorded in our safety management system, enabling performance monitoring of trade contractors and escalation of recurring issues to senior management for resolution.

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 Fleet Operator Recognition Scheme (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. Under the Mace Logistics Standard, all fleet operators must either hold FORS Silver accreditation or demonstrate active progress toward achieving it. Additional guidance and resources are available on the FORS website.

The CLOCS vehicle log sheets will also be utilised by the on-site teams to ensure compliance

As part of CLOCS compliance checks conducted by our Logistics Team upon vehicle arrival, an additional question has been included in the 'Driver Confirmation' section to verify whether drivers have completed Vulnerable Road User and Safe Urban Driver training. All responses will be recorded, and any gaps in training will be communicated to subcontractors and associated hauliers or suppliers. The Traffic Marshals use a digital system for these checks, and a template of the questions is provided below.

CLOCS

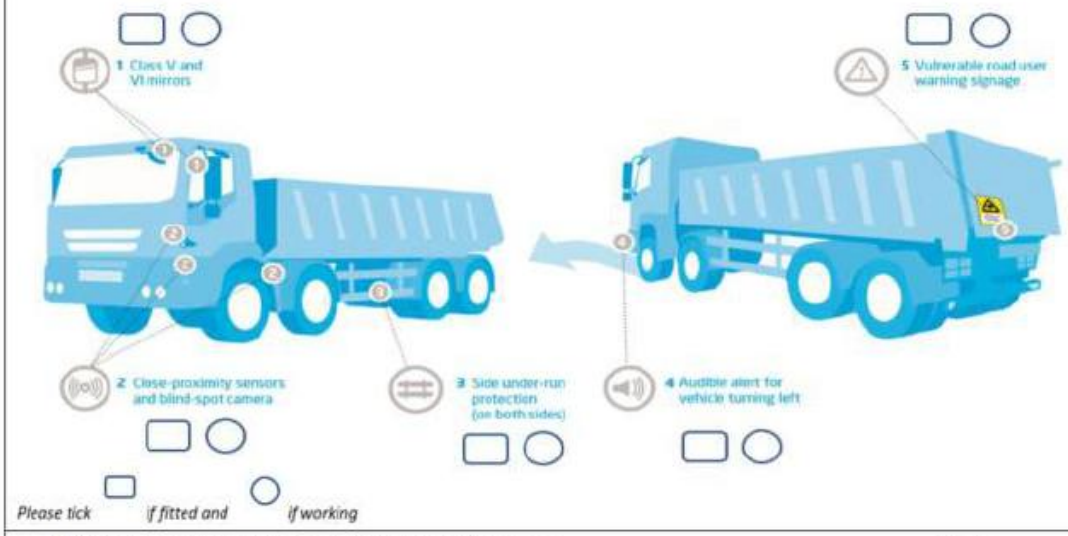
CLOCS Compliance Check

Note: All information must be captured at time of check

Project Name		**Project Number**	

Traffic Marshal Name		**Date and Time**	
Vehicle Operator		**Delivering on behalf of**	
Vehicle Registration			

Vehicle Check					
FORS Status	◯ *Registered*	◯ *Bronze*	◯ *Silver*	◯ *Gold*	**FORS ID:**



Please tick ☐ *if fitted and* ○ *if working*

Windscreen is free from any vision-affected defect / damage	✓ X
Windscreen is free from items that obstruct driver view	✓ X
Dashboard is free from obstruction or items that may reflect onto the windscreen	✓ X
Comments	

Driver Confirms		*Briefing of site rules*	✓ X
Means of recording accidents	✓ X	*VRU/SUD training*	✓ X
In date, valid licence	✓ X	*Provided with traffic routing plan to site*	✓ X

Camden

16. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

We confirm that we have included the requirement to abide by the CLOCS Standard in all contracts with our Trade Contractors and suppliers, and that all drivers of vehicles over 3.5t will have undertaken safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

We also confirm that all Trade Contractors will be made aware of agreed vehicle routing and delivery times as provided below.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

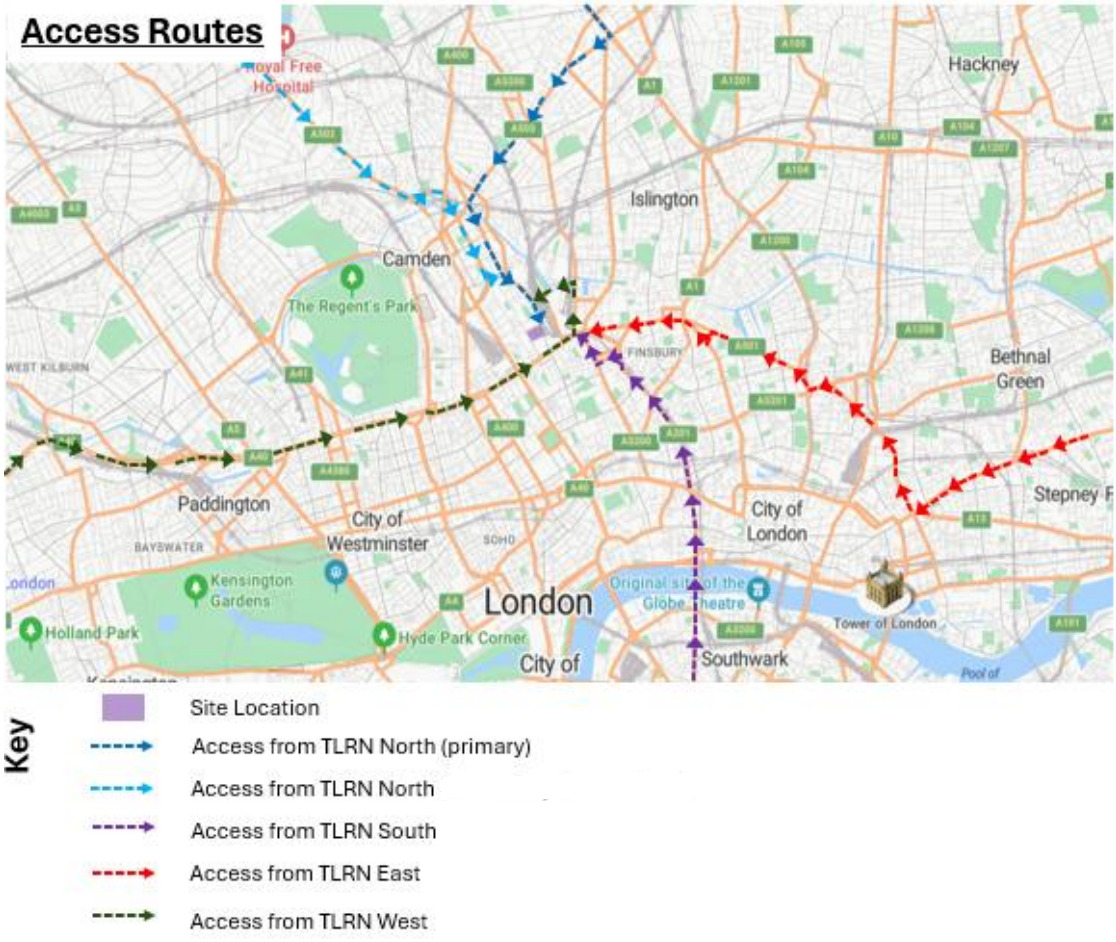
17. Construction traffic routing

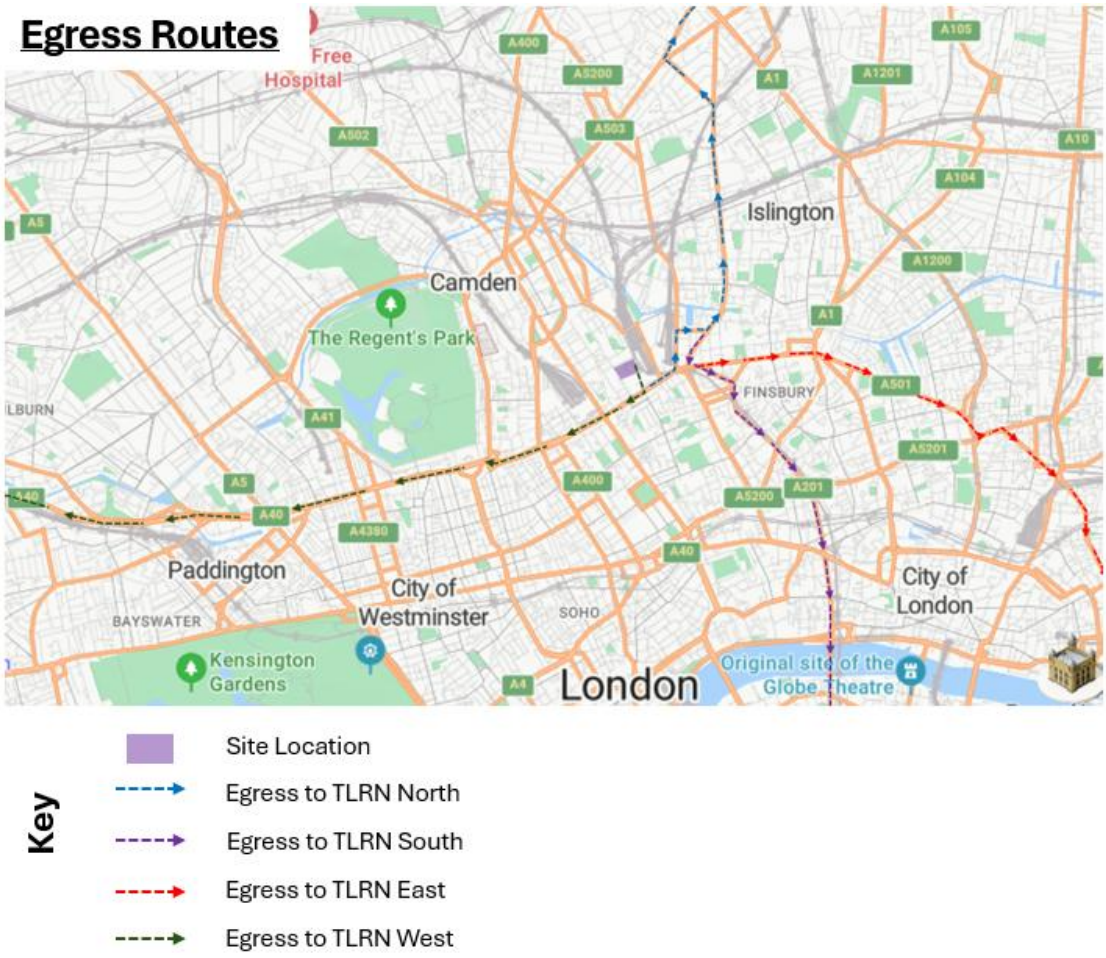
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

a. Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

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 below.

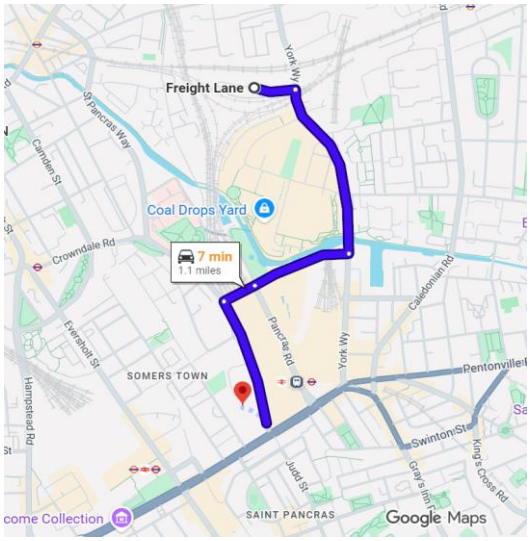




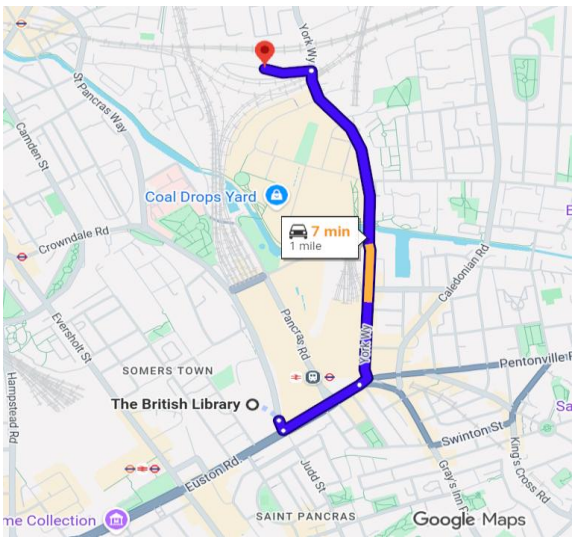
A key logistical route serving the site during the initial phases of works will be that to and from the waste transfer stations which are located west of the site along the A40 (green access / egress route detailed above)

Another key route will that between the nearest concrete batching plant and the site. These are as detailed below.

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



Route between concrete batching plant and site



Route between site and concrete batching plant

b. Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

The following swept path analysis drawings have been prepared for common vehicle types accessing and egressing the site from Midland Road.

BL-RBG-XX-XX-DR-CV-86201 P01

BL-RBG-XX-XX-DR-CV-86202 P01

BL-RBG-XX-XX-DR-CV-86203 P01

BL-RBG-XX-XX-DR-CV-86204 P01

These are included for reference within Appendix 1

18. Construction traffic vehicle types and delivery times

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must be also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.30 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only

do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

a. Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

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

b. 18 b: Please agree to restrict all HGV movements between 07.30 - 08.00, 09.30 - 4.30 where possible. If this isn't possible please provide a reason here. Please note that if the site is in the vicinity of a school then deliveries should also not be permitted during school pick-up times.

It will not be possible for the British Library Extension project to restrict HGV movements between 09:30–16:30 due to the complexity of the works and the continuous delivery requirements associated with basement excavation, superstructure construction and large-scale fit-out.

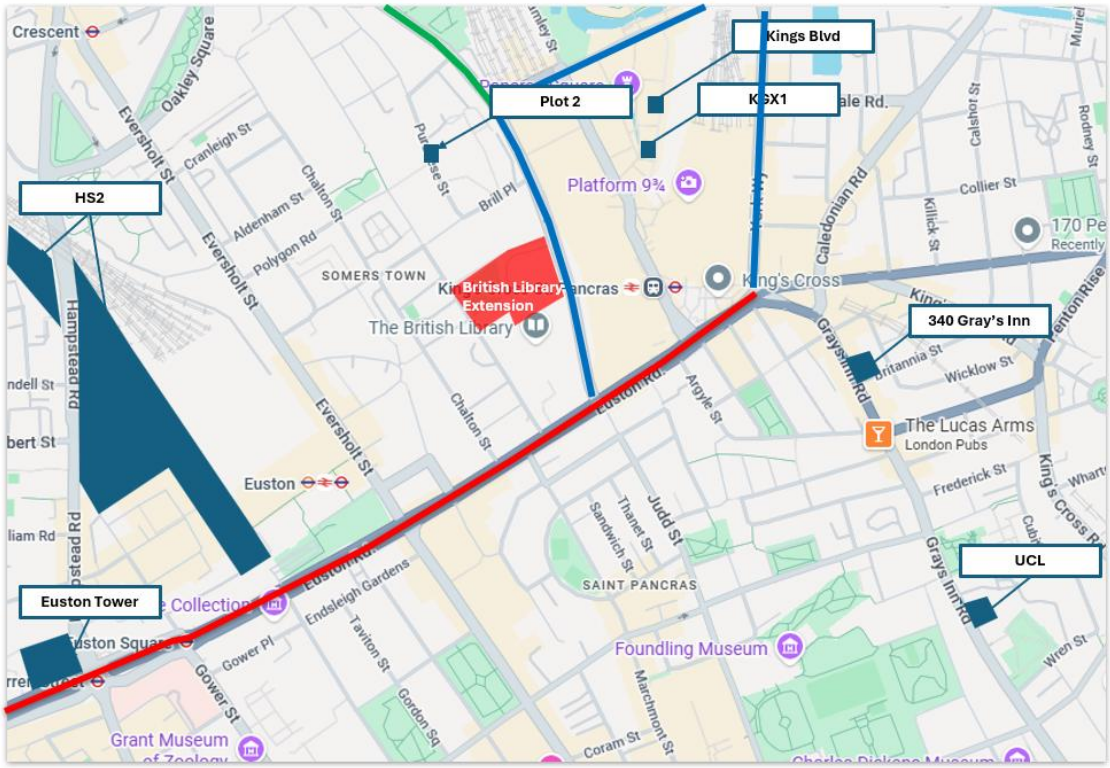
To minimise impacts, Mace will implement real-time delivery scheduling through the DataScope system and Haulier App, alongside a comprehensive prefabrication strategy to reduce the volume of individual deliveries.

Certain activities—such as piling rig mobilisation, tower crane erection and oversized plant movements—must occur outside standard hours for safety and traffic management reasons. The constrained central London location provides no capacity for on-street vehicle holding, and the off-site holding area cannot accommodate the volumes that compressed delivery windows would generate. Furthermore, concrete deliveries are time-critical, and restricting movements during core hours would compromise the ability to maintain continuous pours essential for structural integrity.

c. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

The following plan identifies the locations of other local projects scheduled to run concurrently with the British Library Extension (BLE), which may collectively increase construction traffic. The 4no smaller schemes to the east of the British Library site are scheduled to complete late 2026 / early 2027 thereby overlapping during their final stages of works where deliveries will have tailed off. A 35-unit affordable residential scheme on Purchese Street, located north of the British Library, is also expected to commence and complete within the BLE programme period.

During and beyond 2027 Mace are Principal Contractor on the 3 major schemes, BLE, HS2 and Euston Tower in the immediate area and will have significant insight to coordinate relevant works and interfaces.



A key road serving the above schemes and located close to the site is the A501 (Euston Road, highlighted in red), situated to the south of the British Library. This forms part of the TfL Red Route network and is a heavily trafficked east–west corridor. Additional roads susceptible to cumulative construction traffic include the route circulating around King's Cross Station (highlighted in blue), comprising York Way (A5200), Goods Way, and Midland Road. The approach to Midland Road from the north via the A503 (highlighted in green and referenced earlier in Section 17) is also likely to be shared with adjacent projects, at least in the short term.

The British Library Extension project is not expected to have a significant impact on traffic levels along Hampstead Road, which serves as a principal route for vehicles accessing the HS2 and Euston Tower projects.

Following a review of the Planning Portal, we are not aware of any other existing or anticipated construction sites in the local area that would impact, or be impacted by, the proposed works. Should any further potential sites be identified, appropriate mitigation measures will be implemented.

The following measures are proposed to mitigate the cumulative impacts of construction in the vicinity of the site:

- **Regular Communication:** Maintain ongoing contact with other sites and stakeholders through formal weekly meetings with other main contractors and our Mace colleagues at HS2 and Euston Tower. These meetings will enable discussion of major logistical milestones and key delivery slots requiring coordination.
- **Shared Delivery Systems:** Access to online delivery management systems of neighbouring sites will be sought to facilitate real-time coordination. Key contact details will be exchanged to ensure immediate communication when necessary.
- **Traffic Management:** Logistics contractors and traffic marshals will be informed of neighbouring site deliveries to coordinate access routes, including the TfL red route on Euston Road. This approach will help prevent major traffic disruptions.
- **Noise Mitigation:** Noisy works will be scheduled in consultation with other sites during weekly meetings to minimise cumulative noise impacts, particularly during substructure phases.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries.

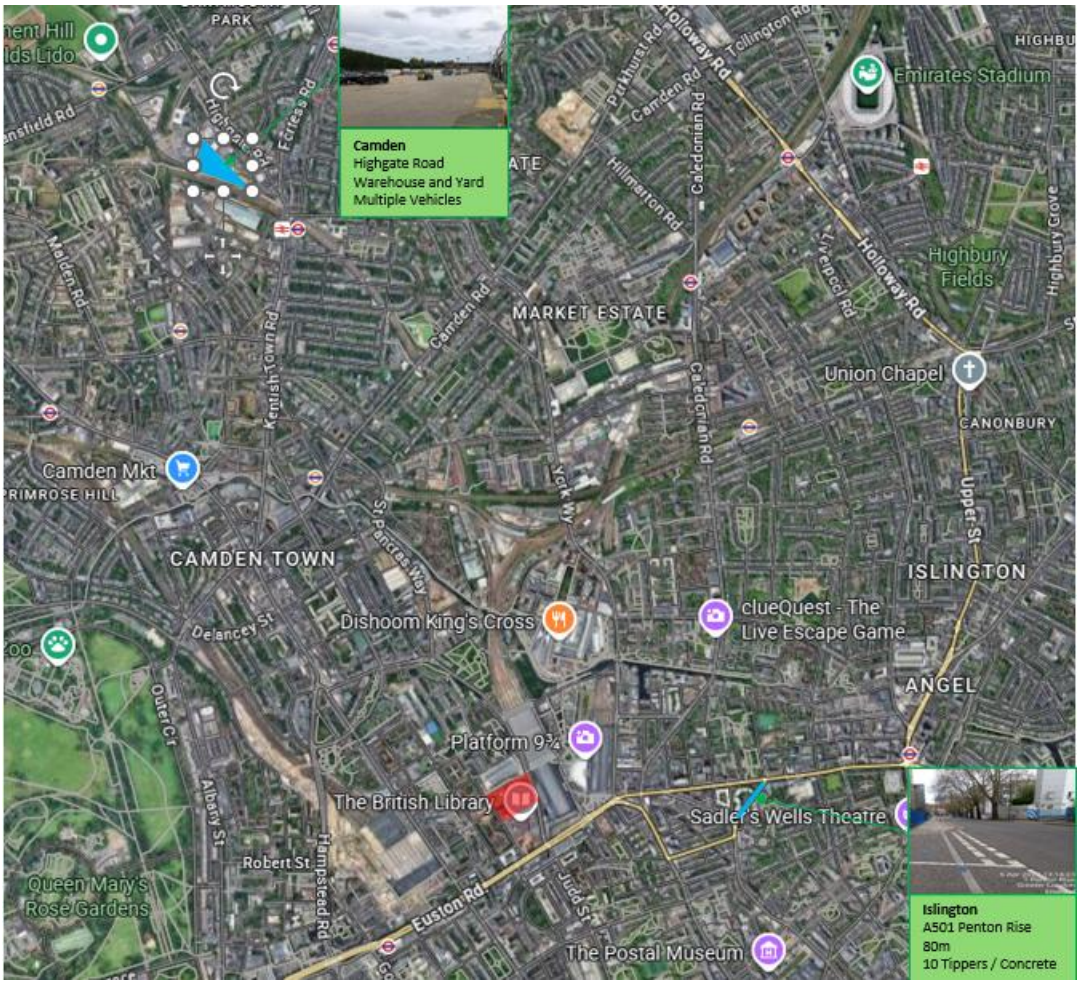
Please identify the locations of any off-site holding areas or waiting points on approach to site.

Please refer to question 21 if any parking bay suspensions will be required to provide a holding area.

In order to regulate the flow of construction traffic to site and avoid vehicles waiting on the highway the project will utilise an off site holding area located locally to the north of the site on Freight Lane as illustrated below and as recently successfully utilised by the Mace project at Belgrove House. A traffic marshal will be stationed at Freight Lane, with a direct of communication with the site logistics lead to manage queuing and call off of vehicles to site.

No construction vehicles travelling between Freight Lane and the site will be permitted to travel along Agar Grove and this restriction will be specifically communicated to all drivers

The availability of the two additional holding sites identified below to supplement the primary location is currently under review.



In addition to the above, during the enabling works and sub-structure phase, the site footprint will be capable of receiving and holding up to 10 tipper truck sized vehicles, which allow vehicles to enter site on arrival and prevent vehicles "stacking" on Midland Road therefore maintaining traffic flows.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

Mace will utilise the DataScope online booking and delivery management software to coordinate all deliveries to site and manage delivery volumes at the weekly logistical planning stage. In addition, the Haulier App will be deployed to enable real-time tracking of incoming vehicles. GPS functionality within the app provides the logistics team with accurate estimated arrival times, supporting the implementation of a just-in-time delivery approach. This will also provide the logistic team an option to divert incoming vehicles to the off site holding area (described above) if required to smooth vehicle numbers accessing the site.

Mace are also developing a prefabrication strategy during the pre-construction/design phase to reduce the number of individual components delivered to site. Further details will be confirmed as the design progresses.

19. Construction vehicle loading

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

Traffic marshals, or site staff acting as traffic marshals, must hold the relevant qualifications required for directing large vehicles when reversing. This must be available for inspection during compliance monitoring visits. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required during vehicle banking/loading. Marshals should have radio contact with one another where necessary.

a. Please state whether vehicles will load from within the site boundary or from the public highway.

All vehicles will load from within the site boundary

At this stage we don't foresee need to utilise a pit lane on Midland Road

b. Please describe how the above – either site entry/exit or loading from the highway - will be managed/overseen by traffic marshals, stating the number of marshals that will be required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

As Midland Road as a one-way traffic route in the north to south direction all construction vehicles will turn right when entering the site from the public highway.

Vehicles exiting the site will turn right onto Midland Road via the same route and proceed southbound towards Euston Road.

The principle of a shared point of access and egress will be maintained throughout the enabling works and piling phases, with the gate location along Midland Road amended to suit the progress of the works.

When executing the above manoeuvres, vehicles will cross the north bound C6 cycle lane.

Access and egress of construction vehicles will be managed by 2no traffic marshals permanently stationed at the Midland Road gate at the locations shown below. All traffic marshals will be trained and competent to a CPCS A73 standard.

Expandable safety barriers will be used by the marshals to establish a temporary physical barrier across both the pavement and cycle lane prior to a vehicle turning into or out of the site to create and effective exclusion zone.

Additional hazard warning signage will be installed to warn pedestrians, cyclists and other road users of the Construction vehicles accessing and egressing the site

In addition to the above, an additional traffic marshal will be stationed remotely at each operational vehicle holding area (VHA) as described in section 18d above. Mobile phone / radio contact will be maintained at all times between the VHA and the traffic marshals at the site entrance. The VHA traffic marshal will be responsible for banking all vehicles into and out of the VHA and releasing vehicles to site as and when called off by the site logistics lead.

c. Where applicable, please provide tracking/swept path drawings either for vehicles entering/departing from the site/off-site loading area, or for general traffic passing the stationary vehicle whilst it is stopped in the designated loading area.

The following swept path analysis drawings have been prepared for common vehicle types accessing and egressing the site from Midland Road.

BL-RBG-XX-XX-DR-CV-86201 P01

BL-RBG-XX-XX-DR-CV-86202 P01

BL-RBG-XX-XX-DR-CV-86203 P01

BL-RBG-XX-XX-DR-CV-86204 P01

These are included for reference within Appendix 1

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Due to the spatial constraints of the site, a static wheel-wash installation at the site exit is not proposed.

Wherever possible, vehicle movements shall be controlled via concrete hardstandings and designated haul roads, thereby limiting the potential for mud, debris or dust being transferred onto the public highway

Where the above is not practicable, such as during the ground works phase, all vehicles leaving the site will undergo wheel-cleaning at a dedicated, bunded jet-wash area to ensure adequate cleanliness prior to re-entering the public highway. This facility will incorporate integrated settlement tanks connected to a licenced point of discharge. The jet wash wheel cleaning area will be actively monitored by logistics operatives to ensure it's maintenance and continued operation. Wheel washing operations will be sited as far as practically possible from the Midland Road entrance/exits

As a further measure to maintain highway cleanliness, lorry-mounted road sweepers will be deployed to service the primary access and egress routes, including Midland Road, Ossulston Street and Euston Road, addressing any localised accumulations of spoil or dust as necessary.

Site set up

20. Site set-up and temporary highways changes

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths

The following - where applicable - can be shown as part of the above or separately if preferred:

- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the Safety at Street Works and Road Works Code of Practice.
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

a. Please list all relevant changes below and/or reference drawings in the appendix.

Midland Road

To facilitate the phased points of construction vehicle access / egress, as described above a number of temporary cross overs will be installed along the Midland Road boundary. These have been located taking into account the position of the existing street lighting, thereby not requiring their removal. A number of existing cycle hoops will however require removal to facilitate the temporary crossover arrangement.

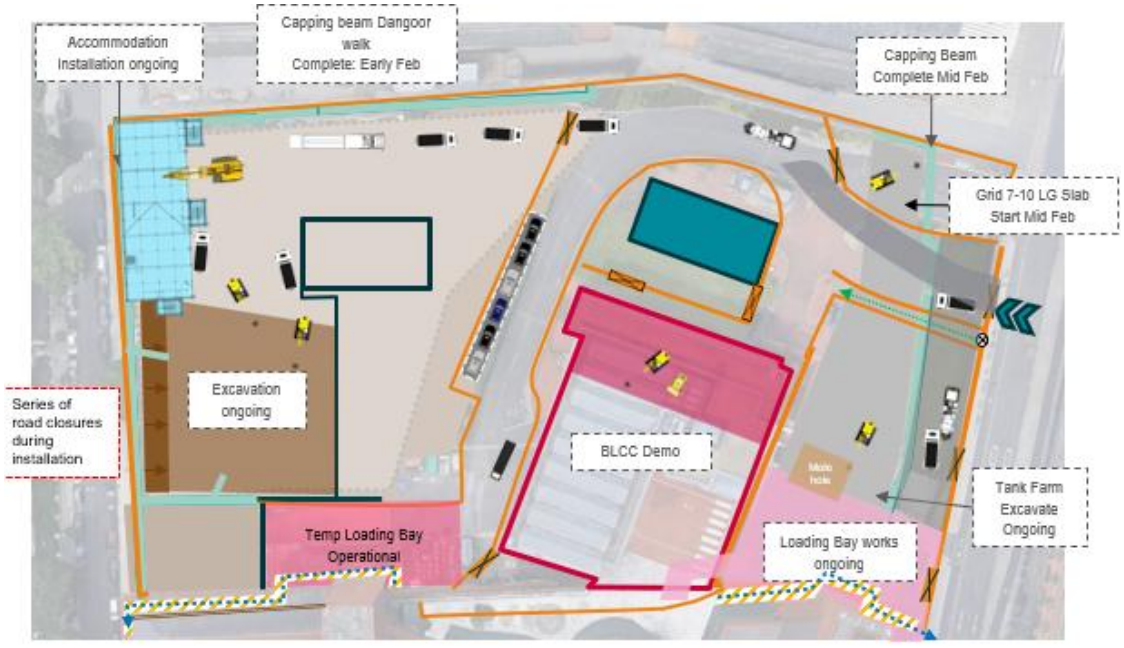
No temporary traffic orders or parking bay suspensions on Midland Road are currently proposed.

2.4m high site hoardings and gates will be sited on the pavement, subject to execution of a hoarding licence. The pavement and C6 cycle highway will remain in operation through out the duration of the project and a minimum of 1600mm width of pavement from face of site hoarding to kerb will be maintained. Short term partial pavement closures and pedestrian diversions will be implemented to facilitate the construction of the site hoardings and temporary crossovers

Ossulston Street

2.4m high site hoardings will be sited on the pavement, subject to execution of a hoarding licence. Short term pavement closures and pedestrian diversions will be implemented to facilitate the construction of the site hoardings and temporary accommodation units

From February 2027 the site temporary accommodation set up will be constructed on the east pavement of Ossulston Street. Locating the site accommodation in this position will ensure there is sufficient space, during the works, for articulated vehicles to turn on site using Midland Road as the principle site entrance and exit. This will support the minimisation of the use of Ossulston Street for site vehicles. We will maintain a 2m pavement width allowing the continued us of the pavement and adjacent residents car parking spaces. A short term suspension of all parking bays and temporary road closure will be implemented to facilitate removal of the final tower crane



Dangoor Walk

Although Dangoor Walk is a privately owned public realm, it is recognised as an important pedestrian thoroughfare between Midland Road and Ossulston Street. Due to the required hoarding arrangements at this elevation and the location of the Francis Crick Institute gas compound, it will be necessary to implement temporary closures of Dangoor Walk to permit gas deliveries and some construction activities. During these periods, Mace will install clear temporary signage and deploy site operatives at both ends of Dangoor Walk to safely divert pedestrians via Brill Place, north of the Francis Crick Institute

b. Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

Works will be sequenced on Midland Road to ensure that the footway remains accessible to pedestrians at all times. This will necessitate short term localised reduction in footway widths and will be managed by means of physical barriers and clear wayfinding signage

The east pavement of Ossulston Street will be closed for short durations to facilitate the construction of the site hoardings and periodically for utility works. During these periods pedestrians will be diverted onto the opposite pavement. Given the low levels of traffic on Ossulston Street it is not intended to install a temporary pedestrian crossing.

21. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions can be found here. For periods greater than 6 months, or for any other changes to existing parking/loading/traffic restrictions on the highway, a Temporary Traffic Restriction (TTR) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type(s) of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short-term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

Separate short term parking bay and pavement suspensions are envisaged for utility connections. A full road closure (which will include all parking bays) will be procured to facilitate removal of the final tower crane towards the latter stages of the project.

No parking bay suspensions are envisioned as being required on Midland Road

22. Motor vehicle/cyclist/pedestrian diversions

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar alternative facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide details of any diversion routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

See above for description of proposed short term temporary pedestrian diversions.

During temporary closure of Ossulston Street, motor vehicles will be diverted via the neighbouring Phoenix Road and Chalton Street

23. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

The existing private substation on Ossulston Street will be decommissioned during the enabling works phase of the project. A short term pavement closure and parking bay suspension will be implemented to facilitate the works, which will involve excavation, pot ending of the existing incoming supply and removal of the existing HV plant. This is also a requirement for a number of other existing utility services serving the site to be disconnected and abandoned. These will require isolation of the service in question back to its point of connection to the mains outside of the site boundary, thereby necessitating partial pavement and potential partial road closures depending on the location of the mains service

Further short-term pavement and partial road closures will be scheduled on Ossulston Street for the new incoming utility services which includes 2no foul water, 1no telecoms and 1no incoming HV utility connections.

New foul water and stormwater drainage, potable water and telecoms connections are also planned at the north-east corner of the site at the junction of Dangoor Walk with Midland Road pavement.

For further details of locations of new proposed incoming utilities please refer to BL-ARUP-XX-XX-DR-UT-600001 and 600002 which are included within Appendix 2

A detailed programme of proposed utility works within the public highway to cover the above will be developed and agreed with the Local Authority along with detailed temporary traffic management plans

Environment

24. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

• 8.00am to 6pm on Monday to Friday
• 8.00am to 1.00pm on Saturdays subject to agreement with Camden
• No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

Standard working hours for the site are 08:00am - 18:00 weekdays and 08:00 - 13:00 on Saturdays. No works will take place on Sundays, Bank holidays or any Saturday on a bank holiday weekend.

Mace will enter into a Section 61 agreement with Camden Council in advance of the works commencing which will outline the permitted noise, vibration and dust levels along with the above working hours.

In the event that works are required to take place outside of the above hours, for example for emergency engineering or health and safety reasons, Mace will seek obtain a dispensation to the s61 via prior consultation with the Camden Environmental Health Officer (EHO)

25. Please include a site plan detailing the location of the works and any nearby sensitive receptors

The below plan identifies the location of the works and the nearby sensitive receptors. Further details of each receptor along with likely impacts are also tabulated below.

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 construction traffic.
	[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
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 construction traffic.
	[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
	[3] St Pancras International	Network Rail/HS1 offices are located 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 construction
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 construction traffic.
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 construction traffic.

26. Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

Demolition

Structures to be demolished will be fully screened with a demolition scaffold clad with fire rated monaflex. Where structural separation of the structure to be demolished is required from structure to be retained this will be achieved by means of saw or hydro cutting so as to mitigate the transfer of vibration from the demolition process. Prior to demolition the building will be soft stripped to remove existing internal finishes and MEP services. Hard demolition will be executed in a top-down level by level sequence by means of a tracked excavator machine fitted with a pneumatic crushing and breaker attachments. Demolition arisings will be deposited via a designed shaft for collection at ground floor level and disposal off site via a machine fitted with a grabber and tipper trucks. All demolition works will be undertaken by National Federation of Demolition Contractors (NFDC) certified Trade Contractors.

Piling

Prior to commencement of piling, pile locations will be probed to a depth of 3m and scanned with a magnetometer to clear UXO risk. A guide wall will then be constructed for the planned length of basement wall to ensure the accurate positioning, alignment, and verticality of each pile. This establishes the required geometry for both primary and secondary piles, which interlock to form the secant wall.

A CFA rig drill the primary piles first. The auger is advanced to the design depth in a single continuous operation. Once the required depth is achieved, concrete is pumped through the hollow stem of the auger while it is withdrawn slowly and steadily. This maintains stability of the bore and prevents collapse. Reinforcement cages are then inserted into the fresh concrete. After the primary piles have gained sufficient strength, secondary piles are installed between them. Using the same CFA technique, each secondary pile is drilled so that it cuts into the edges of the adjoining primary piles. This overlap creates the “secant” connection, resulting in a continuous wall with improved structural integrity and reduced permeability. The above process will also be serviced by means of crawler cranes.

Throughout the above process arisings will be removed via tracked machined fitted with a bucket loading attendant tippers

Ground Works

Excavation will be undertaken in controlled layers across the site footprint following construction of the secant piled wall. The excavation is typically carried out using tracked excavators (13T – 50T), loading vehicles in a coordinated sequence to ensure efficient material removal. Throughout this process, the retaining wall is monitored for deflection and ground movement, and excavation progresses evenly to prevent overstressing the perimeter wall. Temporary horizontal and raking props will be installed to control wall deflection. These will be removed once the permanent ground floor slab is constructed and provides the necessary lateral restraint.

Once the final excavation depth is reached, the formation level is trimmed and compacted. A layer of blinding concrete is placed to provide a clean, even surface for the installation of reinforcement and waterproofing systems. Any drainage features, sump pits, or temporary dewatering provisions are established at this stage.

A waterproofing system—typically a combination of Type A (barrier) and/or Type B (integral) systems—is installed across the blinding. This may include membranes, water bars, and protection layers. Penetrations and interfaces with the perimeter wall are detailed carefully to maintain continuity of the waterproofing envelope.

Reinforcement is fixed over the waterproofing system, and the basement slab is cast in controlled pours. The slab is designed to provide both structural capacity and horizontal restraint to the perimeter walls. Where required, starter bars are cast to tie the slab to subsequent vertical elements.

Once the basement slab and walls have reached sufficient strength construction proceeds with the basement columns, cores, ground-floor slab and superstructure

Key plant that will be utilised during the basement construction will include concrete trucks, concrete pumps, compactors, compressors, mobile cranes and tower cranes. Please refer to appendix 6 for proposed tower crane locations. All tower cranes with a collapse radius intersecting St Pancras Station will be downrated by 25%, with a further 33% safety capacity incorporated into the crane base design.

27. Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

A comprehensive suite of Best Practicable Means will be implemented to minimise noise, vibration and dust in accordance with BS 5228, the Control of Pollution Act 1974, and Camden's Minimum Requirements. Measures include real-time continuous monitoring, use of low-impact CFA piling, and a dedicated secant-piling vibration strategy to protect the Francis Crick Institute. Solid hoarding will provide additional acoustic screening, and any complaints will be investigated immediately with monitoring data reviewed and shared with the Local Authority on request. Construction activities will be carefully planned and managed to limit noise at source, including use of modern silenced plant, electrically powered equipment where practicable, proper maintenance regimes, controlled material handling, engine-off policies, minimisation of reversing, and strategic positioning of stationary plant. Noisy works will be scheduled to reduce disturbance, with hydraulic and prefabricated methods used where possible, and all subcontractors briefed on compliance requirements. With these measures in place, emissions will be reduced as far as reasonably achievable, supported by real-time noise, vibration and dust monitoring throughout the construction phase.

28. Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

Mace confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction

29. For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

Please refer to the Camden Guidance for additional information on monitoring requirements.

Noise and vibration will be monitored continuously throughout the works using Class 1 sound level meters and tri-axial vibration sensors compliant with BS EN IEC 61672 and IEC 61260 respectively. Noise monitors will record LAeq, LAmax and LA90 data, with microphones mounted at least 1 m above hoarding, weather-protected, and accessible remotely for real-time data, alerts and audio capture.

Equipment will be installed at the locations shown below

Trigger levels include LB Camden's thresholds for residential receptors (82 dB LAeq,1hr triggers and 85 dB LAeq,15min action levels), with additional site-specific levels for the FCI and British Library to be confirmed; the system will send real-time alerts to a minimum of three recipients.

Vibration will be monitored using tri-axial sensors capable of measuring PPV and RMS across 1–200 Hz, with three sensors placed along the northern boundary adjacent to the FCI, one at the east Midland Road boundary with the sub-surface Thameslink station and a fifth located initially at the British Library Conservation Centre and later relocated to the main Library. Residential vibration triggers are set at 2 mm/s PPV (trigger) and 5 mm/s (action), with lower limits for the FCI and the British Library to be established.

The trigger level at the boundary interface with Thameslink will be set at 5mm/s PPV as per the asset protection agreement.

All equipment will undergo continuous operation, monthly internal calibration and annual UKAS calibration, with automatic failure notifications, 24-hour replacement provisions and monthly reporting including time histories, exceedance logs and calibration records

In addition to noise and vibration the project will also monitor and set trigger levels for electromagnetic interference (EMI) along the north boundary with the Francis Crick Institute. Specific frequencies of EMI are noted to affect certain equipment operating within the Crick.

30. For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

Mace will enter into a Section 61 agreement with Camden Council in advance of the works commencing which will outline the permitted noise, vibration and dust levels along with the site working hours described in section 24 above

31. If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

To establish if an AQA is required, please refer to Camden's Air Quality Planning Guidance document (section 3) and the Council's 'Air quality assessments in planning applications' webpage.

Please attach the AQA and/or DRA as an appendix to this proforma.

Please refer to the AQA included within Appendix 3

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA's The Control of Dust and Emissions During Demolition and Construction SPG. This may not be required for

smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the SPG.

Please attach the AQA and DRA as an appendix to this proforma.

Please refer to the AQA included within Appendix 3

32. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in the AQA have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

Please refer to completed GLA mitigation checklist included within Appendix 4 as appropriate to a high risk project

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

The following mitigation measures will be implemented to minimise dust and other emissions arising from site activities, and to reduce disruption or nuisance to neighbouring occupiers:

- Proactive site management and inspection regime for all access roads, site perimeter and hoardings
- Dust-control requirements agreed with subcontractors in advance and incorporated into their method statements.
- Restriction on the use of brooms for sweeping, with vacuum extractors and hoovers used as the preferred method.
- Use of high-pressure water hoses or dust-suppression mist cannons where appropriate.
- Real-time dust monitoring and boundary-level recording, supported by an alert system should trigger levels be exceeded.
- Maintenance of solid 2.4m-high hoardings, inspected daily by the logistics contractor.
- Spraying of water at work faces, during loading operations, and along site access roads as required.
- Dampening of exposed soils and stockpiles when necessary.
- Locating stockpiles of brick, concrete, soil, and other materials away from dust-sensitive properties, taking into account prevailing wind conditions.
- Specific controls to mitigate the risk of wind-blown dust and debris will include strict control of external material storage, exemplary housekeeping, increased checks and controls preceding forecast high winds. All skips and other receptacles of materials susceptible to being blown by wind will be covered and wind netting installed where required.
- Regular inspection and cleaning of local highways and site boundaries to remove dust deposits—undertaken weekly as a minimum, and more frequently during adverse weather—by both the logistics contractor and the sub/superstructure contractor.
- Loading of materials within designated bays or controlled areas.
- Sheeting of all lorries leaving site when carrying loose construction or demolition material.
- A strict prohibition on burning any materials on site.
- All site personnel to receive regular environmental toolbox talks covering best practice for dust control.
- On site storage of combustible and hazardous materials will be avoided where possible and when unavoidable kept to a minimum with strict controls in place.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The primary method by which dust and dirt may spread onto the highway is through vehicles entering and exiting the site boundary in the sub structure and early superstructure stages.

Vehicles operating within the site will predominantly be restricted to concrete hardstanding and surfaced site roads. Where vehicle movements outside these areas are unavoidable, wheels and chassis will be cleaned prior to exiting the work zone to prevent mud or dust from being tracked onto the public highway.

In the event that any spoil is accidentally deposited on the highway during loading or offloading, it will be removed immediately by manual means, with road sweepers deployed as required to address any localised issues.

Dust will be managed day to day on site as a key health and safety priority with damping down employed to mitigate air borne dust arising from the works and sweeping with brooms discouraged in favour of vacuum extraction methods

35. Air quality monitoring requirements.

Real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment. If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the GLA's SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of sensors, monitoring locations, equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site. A summary report must be provided to AirQuality@Camden.gov.uk, following the baseline monitoring period.

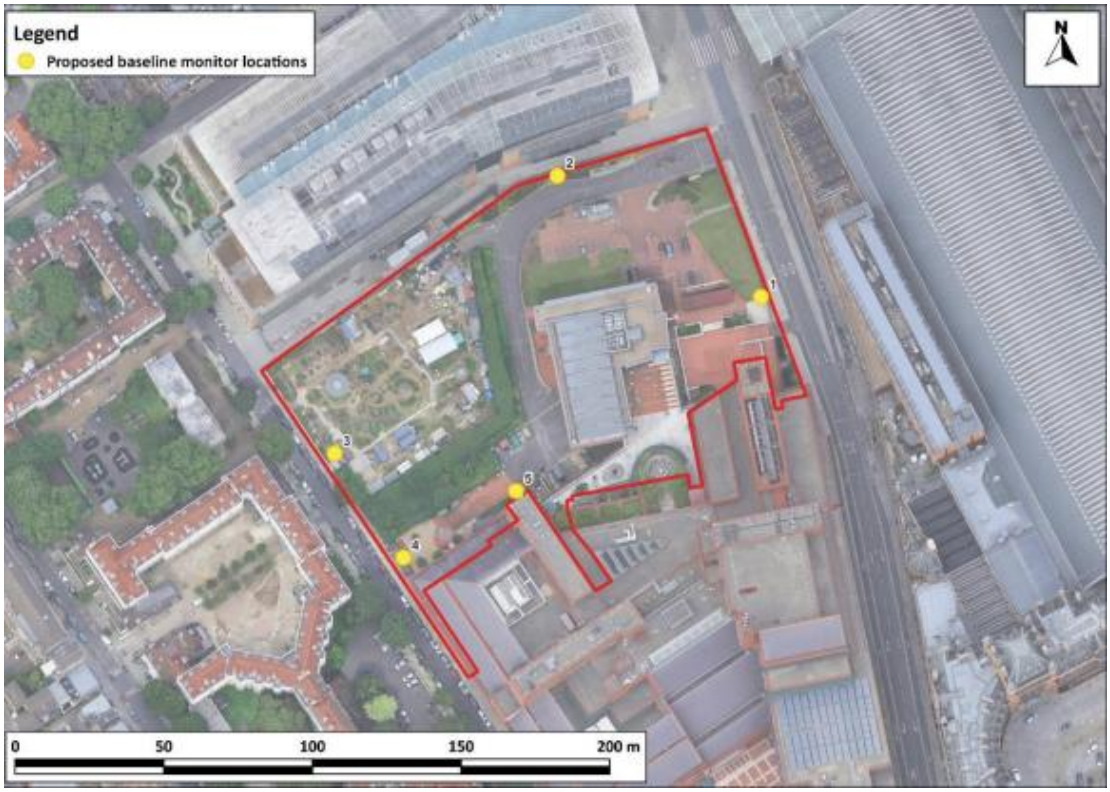
Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to the mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management, and will lead to enforcement action.

Using the above information, please provide details on the air quality monitoring strategy for the proposed development

Air quality monitors will be installed at the locations shown below and remain in operation for the duration of the project. 3 months of baseline readings will be obtained prior to the commencement of the works, in accordance with Planning Condition 36B.



A Site Action Level (SAL) of 190 µg/m3 averaged over 15-minutes for PM10 measurements will be used. This will allow proactive responses to air quality issues while ensuring that any exceedances of the 1-hour average site action level are not missed. In the event that the SAL is exceeded, the Site Manager will be alerted immediately via an automated email alert system, and the Dust Event response procedure will be followed. LBC will e provided with access to the monitoring data on request.

Please refer to the dust monitoring strategy included in the Appendix 5 for further details

36. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at:

https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V6):

https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf

Current requirements (as of 01/01/2025):

(i) All development sites in Greater London required to meet Stage IV - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.
(ii) NRMM register - The site and all in-scope machinery (37-560kW) must be registered on the GLA's NRMM Website.

(iii) Generators - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

a) Construction time period (mm/yy - mm/yy):
02/26 – 04/31

b) Is the development within the CAZ? (Y/N):
No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
Yes

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
Yes

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
Yes

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:
Yes

37. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/resources-1

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

To minimise avoidable air pollution from engine idling, Mace will implement a strict Engines Off policy across the site. All drivers, Trade Contractors, and suppliers will be instructed to switch off engines when vehicles are stationary, whether waiting to enter the site or during loading/unloading. This requirement will be communicated during inductions, reinforced through signage at site entrances, and monitored by Traffic Marshals.

Mace has committed to the **Engines Off pledge** under the London Idling Action Project, and free training materials will be distributed to all fleet operators and Trade Contractors to raise awareness of the health and environmental impacts of idling.

38. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos survey was carried out in 2025 within the existing British Library buildings.

Notwithstanding the above a full demolition asbestos survey will be conducted prior to the commencement of any soft strip works

In addition to the above no asbestos-containing materials (ACMs) were detected in any material tested across the site during the ground investigation and the site has been categorised as low asbestos risk. Notwithstanding this all ground workers will have received asbestos awareness training

39. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

Mace is committed to maintaining a professional image and reputation and has established clear site rules for all operatives and staff. These rules will be communicated during the pre-mobilisation meeting with Trade Contractors and reinforced at site induction. In addition, signage will be displayed throughout the site to outline expectations and discourage antisocial behaviour.

Inappropriate behaviour will not be tolerated. A formal disciplinary procedure will apply: offenders will receive a warning (yellow card) and their employer will be notified. Persistent breaches will result in removal from site (red card).

A designated smoking and vaping area will be provided within the site compound, positioned out of public view. Welfare facilities will be appropriately sized to accommodate all operatives.

Security and traffic marshals will be instructed to manage the movement of personnel in and out of the site and to prevent loitering in surrounding areas.

40. The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you understand these requirements.

We confirm that we understand and will comply with these requirements

Mental Health Training

41. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the "Building Mental Health" charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining Mates In Mind, which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

The project will commit to the Building Mental Health Charter (or an equivalent scheme) and ensure that a sufficient number of trained Mental Health First Aiders are available on site, proportionate to the workforce. This requirement will be cascaded to all Trade Contracts to guarantee consistent representation and coverage across the supply chain

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Print name Graham Barter

Position Project Director

Date 6 March 2026

Please submit to: planningobligations@camden.gov.uk

End of form.

Updated 02/06/2025 V3.1