FOLGATE ESTATES – 369 – 377 KENTISH TOWN ROAD
CWG MEETING #4 – MINUTES
5 OCTOBER 2026

The fourth meeting of the 369-377 Kentish Town Road CWG took place on Monday 5 October on Zoom.

1. Attendance

Project team
Jonathan Hollingshead (JH) - Folgate Estates
Paul Hart (PH) – Murphy Group
Michael Monaghan (MM) - Murphy Group
Isaac Poyser (IP) - LCA

2. Site and team intro

- A reminder of the consented scheme was given to attendees:
  - The project will deliver 14 new homes (10 two-bed and 4 one-bed) with terraces on the upper floors, plus new retail space and a widened pavement along Kentish Town Road.

- Key considerations for delivery of the project include:
  - Pedestrian/cyclist interface
  - **TFL**: Removal of existing bus stop for duration of construction works
  - **Network Rail:** Works against the NR boundary with vertical access from their land
  - **Camden Highways/Streetworks:** Closure of footpath outside of the development whilst scaffolding is erected and re-opened once a pedestrian tunnel is created
  - **Camden Highways/Streetworks:** Development is in close proximity of a busy junction, Kentish Town underground/overground station
  - **Neighbours:** Commercial and residential premises in proximity

- It was also noted that the team were in the process of appointing a new site engineer for the project.

3. Construction logistics and mitigation

Reminder of logistics & mitigation measures

- Construction work will be carried out in line with Camden Council's standard working hours:
  - **Monday to Friday 8am – 6pm**
  - **Saturdays 8am – 1pm**
  - **No works on Sundays or Bank Holidays.**

- As in previous meetings, a comprehensive approach to logistics and traffic management was explained to attendees:

- Construction deliveries and collections will be limited to 9am – 3pm on weekdays. If works are required outside of these hours, prior approval will be sought from Camden Council, and you will be notified of this.

- Deliveries and collections will generally be restricted to between 9am and 3pm on weekdays.

- Strict delivery / collection scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. Each delivery / collection will be allocated a time period with only one vehicle attending the site at any given time.

- Drivers will be required to give pre-warning of their arrival to ensure banksmen are in place.

- Any other information on site restrictions will also be provided to the driver prior to them undertaking their journey.

- Delivery / collection drivers will be briefed, and should contractors not adhere to this rule warnings will be issued. If the problem continues suppliers will be removed from the project based on a 'three strikes' basis.

- Permission will be sought directly from Camden Council in the event that any vehicles need to service the site outside of the agreed hours.

- An off-site holding area will be available at J. Murphy & Sons, Highgate Rd, NW5 1TN, should any vehicles arrive early. Appropriate routing and scheduling of construction vehicles will ensure that time slots are accorded to.

- Air monitoring stations will be in place for the duration of the project, with real-time reports available upon request.

- Noise assessments undertaken prior to commencement to establish base readings and then undertaken during specific project operations.

- Movement monitoring will be in place for Network Rail assets and neighbouring buildings.

- Vibration monitoring during specific project operations, such as piling.

- To contain dust, construction material will be "damped down" with water, lorries will be wrapped during windy conditions, and the site will also be fully scaffolded with protective screening.

- The project team then talked through 3D illustrations of piling and basement excavation works, as mentioned in previous meetings.

Network Rail, TfL & Kentish Town Road Bus Stop, and new site office

- An update was shared on further discussions with TfL and Camden Council regarding the temporary relocation of the bus stop during construction works. Camden Council is actively seeking a suitable temporary location.

- Camden Council and TfL have asked the project team to provide a plan showing a temporary bus stop at the junction of York Mews and Kentish Town Road. Both parties consider this to be the preferred location at present, and discussions remain ongoing to confirm the arrangements.

- Discussions are also continuing with Camden Council regarding the potential use of a pit lane outside the site and the associated construction logistics.

- Good progress has been made on proposals to use Murphys Yard and the Network Rail access road for site deliveries. A draft licence has now been prepared and the project team expects to receive permission to use the access shortly.

- Preparations for the site office and welfare facilities at 5 & 7 Highgate Road have begun to progress.

- Design and site meetings are now underway as the project moves towards the next stage of works.

- A number of site visits have also taken place with members of the project's supply chain to support preparations for the works.

4. Q&A

Bus stop replacement

- One attendee welcomed the proposed location for the temporary bus stop, but raised concerns about passengers crossing the road at the junction. They noted that there had previously been a preference for a bus stop south of the junction but that the proposed arrangements could also affect users of the 134 bus route.

Site office

- One attendee asked where the site office would be located. The project team confirmed that this would be located at 5 & 7 Highgate Road, immediately before the Forum.

Construction access and deliveries

- One attendee asked for confirmation that, before the tower crane becomes operational, the project would require approximately six months of construction access from Highgate Road/Kentish Town Road. The project team confirmed that this was correct.

- The attendee also asked whether access would revert to Highgate Road/Kentish Town Road when the tower crane is unavailable. The project team confirmed that works would be staged accordingly, with smaller deliveries using this access where required.

Pit lane and pedestrian arrangements

- One attendee asked whether there were any outstanding issues with the proposed pit lane and whether Camden Council had raised concerns. The project team confirmed that the pit lane forms part of the Construction Management Plan (CMP).

- The project team explained that the pit lane would be installed each morning and removed in the afternoon, operating between approximately 9am and 3.30pm.

- An attendee asked whether the pit lane would be separated using water-filled barriers or cones. The project team confirmed that cones would be used.

- It was also confirmed that a covered pedestrian gantry would be provided as part of the arrangements.

Programme and timings

- One attendee noted that the programme appeared to have moved back and asked whether this was the case. The project team confirmed that there had been some slippage as a result of the Network Rail process and associated design checks.

Presentation material and website

- It was requested that the meeting minutes and presentation be added to the project website. The project team confirmed that these would be uploaded.

END