FOLGATE ESTATES – 369 – 377 KENTISH TOWN ROAD
CWG MEETING #1 – MINUTES
11 MARCH 2026

The first meeting of the 369-377 Kentish Town Road CWG took place on Wednesday 11 March on Zoom.

1. Attendance

Project team
Jonathan Hollingshead (JH) - Folgate Estates
Paul Brosnahan (PB) - Folgate Estates
Michael Monaghan (MM) - Murphy Group
Jon Forss (JF) - LCA
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 (9 two-bed and 5 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/Relocation 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

3. Construction Management Plan (CMP) updates

- Recent CMP consultation has included:
  - Newsletter delivered to over 3,000 local addresses
  - Emails sent to 25 known stakeholders & local groups (including local & neighbouring ward councillors)
  - Newsletter and emails invited comment on the draft CMP, hosted on the dedicated project website (https://369kentishtownroad.co.uk/)

- As a result of the consultation, FORS Silver compliance has been added to the latest version of the CMP, alongside a record of all written CMP feedback.

4. Construction logistics and mitigation

- 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.**

- 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.

5. Q&A

Bus Stop and TFL

- One attendee thanked the team for the presentation and establishment of the working group, and voiced concerns on behalf of the community about the provision of the bus stop.
- MM explained that conversations were ongoing with TFL about provision of a temporary bus stop nearer to the O2 forum, but options were still being explored.
- The attendee then replied and informed the group that a bus stop nearer the station was proposed in the past, and the organisation they represent had made representations on the matter.

Pit lanes and traffic management

- One attendee asked if a pit lane would be in place once construction of the superstructure started.
- MM confirmed this would be in place, and PB then followed up that large muck away trucks would only need minimal access to the site during excavation works.
- Later in the meeting, a question was asked about how traffic congestion would be addressed. MM explained that discussions were ongoing with Network Rail about using the access road on the railway line to lift materials into the site once the tower crane had been constructed. This would then reduce the number of journeys on Kentish Town Road. PB then shared screen on the presentation to illustrate the location of the access road.
- Another attendee thanked Murphy for their consideration of this and expressed their willingness to help leverage Network Rail contacts to assist with this.

Murphys Yard

- An attendee then asked if there would be access to the Murphys Yard development from 369 Kentish Town Road. PB responded and informed them that a c. 20-foot drop existed at the back of the site, so access would not be possible.

Storage of materials

- This attendee then asked a question about the main site being used for storage and if access would be through Greenwood Place. JH responded, outlining how access to the main site and holding area would be through Sanderson Close.

CWG meetings and next steps

- An attendee asked how often CWG meetings would occur. IP informed them that the aim is for them to take place every 6 to 8 weeks, and that registrants would be informed in advance.
- Another attendee then asked about communications moving forwards – MM then outlined that updates would be regularly added to the site hoardings, alongside team contact details.

END