FOLGATE ESTATES – 369 – 377 KENTISH TOWN ROAD
CWG MEETING #2 – MINUTES
27 MAY 2026

The second meeting of the 369-377 Kentish Town Road CWG took place on Wednesday 27 May 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

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 the first meeting, 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 the previous meeting.

Network Rail, TfL, & Kentish Town Road Bus Stop

- An update was shared on discussions with TfL and Camden Council regarding the bus stop next to the site. Camden are actively seeking a temporary position for the bus stop whilst construction works are carried out.

- The team have asked both Camden and TfL if it would be possible for this temporary bus stop to be located closer to Kentish Town Station which they are reviewing.

- The team have also engaged with Network Rail to explore using Murphys Yard for site logistics, offloading materials via the rail access road and lifting into site by tower crane, reducing the need for a daily pit lane and minimising traffic disruption from single-lane road restrictions. These discussions remain ongoing.

4. Q&A

Presentation materials

- One attendee asked for the presentation deck to be circulated to Camden Council colleagues following the meeting. The project team confirmed this would be shared, alongside a copy of the minutes.

Pedestrian tunnel and construction programme

- One attendee asked about the timing of the pedestrian tunnel and noted that further detail on traffic management would be helpful.

- The project team explained that discussions were ongoing with Network Rail regarding lifting access from Network Rail land. This would reduce the need for a pit lane on Kentish Town Road. The team noted that the land is owned by Network Rail and that the project has no automatic right of access. However, a positive meeting had taken place the previous week, and Network Rail recognised the potential benefits of the proposal.

- The attendee asked how confident the project team was that an agreement would be reached. The project team explained that confidence had increased following the recent meeting, while stressing that access remained subject to Network Rail's agreement. The team also noted that they were exploring ways to support Network Rail with storage in Murphys Yard.

Tower crane and programme

- One attendee asked about the timing of the tower crane.

- The project team referred to the indicative programme in the presentation and explained that the Construction Management Plan would be finalised once the Network Rail agreement had been resolved.

- The project team advised that, if discussions progressed as hoped, works could begin in July, with the crane installed in October.

Bus stop relocation

- One attendee asked whether the bus stop would need to be relocated before piling began.

- The project team confirmed that this was a priority, as it would be too dangerous to commence piling works with the existing bus stop arrangement in place. The team explained that Camden Council and TfL were continuing to progress the new bus stop location, with Murphy available to assist where needed.

- The attendee asked about the expected timeline for the bus stop relocation. The project team explained that Camden Council was escalating the matter with TfL and was also assisting in applying pressure in relation to Network Rail discussions.

Construction Management Plan and approvals

- One attendee noted a concern that the programme had already been delayed twice and asked whether the delays were due to TfL, Camden Council and Network Rail.

- The project team noted that Camden Council was in a position to approve the CMP, but had raised concerns regarding traffic management. The Network Rail access proposal had therefore been presented as a potential way to address those concerns. The team explained that the original CMP had been prepared in line with Camden Council's expected approach.

Network Rail access

- One attendee said they would be happier if the works could be undertaken using Network Rail access.

- The project team agreed that this would also be their preferred approach, subject to Network Rail approval.

Hoardings and footway arrangements

- One attendee asked for clarification on the bus stop location, noting that the map appeared to show the stop moving further north rather than south.

- The project team explained that the final location remained to be confirmed, with discussions ongoing with TfL.

- The attendee then asked what would happen to the hoardings. The project team explained that, if works began in July, the hoardings would remain in place, although they would be adjusted slightly to accommodate the pedestrian tunnel.

- Another attendee noted that the footway would remain constrained. The project team acknowledged this, but explained that the relocation of the bus stop would help reduce pressure in this location.

- One attendee asked how long the hoardings would remain in place. The project team advised that they were expected to remain until February 2028.

Next steps and engagement

- One attendee welcomed the progress being made towards installing the crane.

- Another attendee noted that engagement with the community was preferable to no engagement, even without a substantive update.

END