FOLGATE ESTATES – 369 – 377 KENTISH TOWN ROAD
CWG MEETING #3 – MINUTES
28 JULY 2026

The third meeting of the 369-377 Kentish Town Road CWG took place on Tuesday 28 July 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 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, but permission is expected to be granted for this use shortly.

- It was also reported that the hoardings at the site boundary have now been moved back, allowing for room on the pavement on Kentish Town Road.

4. Q&A

Bus stop replacement

- One attendee asked for clarification on the proposed temporary bus stop location. The project team displayed the indicative location and confirmed that discussions with Camden Council and TfL remained ongoing.

- Another attendee raised concerns about the impact on the 134 bus route, noting that passengers could otherwise be left without a stop before Kentish Town Station. The project team explained that the final arrangements would be subject to agreement between Camden Council and TfL.

- An attendee then asked whether the group they represent could support discussions with Camden Council and TfL. They expressed concern that the proposed location was too far north and could create difficulties for passengers using the 134 route. The project team explained that it was working with Camden Council's Streetworks team, which was leading discussions with TfL. The team had re-engaged with the Council following the update to the Construction Management Plan and reiterated that its preferred option was a temporary stop outside Sainsbury's.

- It was noted that concerns had previously been raised about cycle parking outside Sainsbury's and the need for buses to pull safely back into traffic. One attendee questioned whether these issues could be overcome, including through the temporary relocation of cycle stands.

- A councillor offered to discuss the matter with relevant Council and Greater London Authority colleagues. The community group also offered to support further representations if this would be helpful.

- The attendee offered to contact relevant councillors and Greater London Authority representatives to support these discussions. It was agreed that they would first discuss this with colleagues.

Network rail access, pit lane and hoardings

- One attendee welcomed the positive progress with Network Rail and the reinstatement of the hoardings. They noted that the site team had been helpful and well informed, but raised concerns that blind spots around the hoardings could encourage antisocial behaviour.

- The project team explained that the hoardings had been set back following agreement with Camden Council. They also noted that electrical works had influenced the hoarding arrangements.

- The attendee asked whether a pit lane would still be required if Network Rail access was secured. The project team explained that a pit lane would primarily serve as a back-up, although some early works, including piling, would still need to be undertaken from Kentish Town Road.

Programme and timings

- One attendee asked whether the project would initially use a pit lane before transitioning to Network Rail access, and sought clarification on the anticipated timings.

- The project team confirmed that the initial piling and early works would need to be undertaken from Kentish Town Road. This phase was expected to last approximately six months, after which Network Rail access would become the principal logistics route, subject to final agreement.

Building height and neighbouring telecommunications equipment

- One attendee asked whether the height of the building had been reduced to avoid obstructing telecommunications equipment.

- The project team confirmed that there had been no change to the consented building height and would look into where this information had come from. The team understood that existing telecommunications equipment would need to be relocated during the works, but this was unrelated to the height of the building.

Presentation material & contact information

- One attendee asked for the project's contact email address and the map showing the potential bus stop location to be displayed.

- These were shown during the meeting. The project team confirmed that the presentation would be circulated to attendees following the meeting.

END