THE STORY SO FAR

MURPHYS YARD

Thank you to everyone who took part in our summer consultation on the emerging masterplan for Murphys Yard.

During June and July, we shared our early ideas for the site through public events, a survey, focused workshops, and meetings with local groups and representatives.

Since then, the design team has been reviewing the feedback alongside further design and technical work. This consultation brings the vision for Murphys Yard into sharper focus, sharing a more developed masterplan and greater detail on the issues people asked to understand better.

If you were unable to attend our summer consultation, you can view the previous exhibition material by scanning the QR code above or by visiting **murphysyard.com** to see how the proposals have developed.

Our summer consultation at a glance

- **102 people** attended three public drop-in events
- **102 survey** responses received
- **72%** of survey respondents supported the emerging approach to the masterplan
- **28** people took part in three focused workshops
- **10** meetings held with local groups and representatives







What we heard

Opening up the site
Strong support for new public routes and spaces that open up the site and connect it to surrounding neighbourhoods.

> Head to **Boards 3 and 4** for more information on public spaces, routes through the site and connections between neighbourhoods.

Workspace and making
Demand for affordable maker, workshop, studio and flexible workspace for local businesses and creative activity.

> Head to **Board 8** to find out what kind of workspaces we are exploring for Murphys Yard.

Homes and neighbourhood
Support for new homes, with expectations for genuinely affordable, social rent and family-sized housing.

> Head to **Board 7** for more information on what types of homes are being explored at Murphys Yard.

Height strategy
The predominantly mid-rise approach was welcomed, but taller elements and their visual impact remain sensitive.

> Head to **Board 5** to see more detail on our approach to height and massing, and new views of Murphys Yard from key local areas.

Public spaces and nature
Interest in green routes, biodiversity, the Camden Nature Corridor and safe, useful public spaces.

> Head to **Board 4** for more about our planting palette and visualisations of the proposed green spaces

The project team

FOLGATE ESTATES

Bringing forward the masterplan as the owner of the majority of Murphys Yard

ALLFORD HALL MONAGHAN MORRIS

Leading the architecture and masterplanning

periscope

Leading the landscape and public realm design

HOW THE MASTERPLAN IS EVOLVING

During our summer consultation, we introduced the broad structure of the emerging masterplan, including the proposed mix of homes and workspace, the main public spaces and routes, and the approach to building heights.

Since then, the design team has continued to test and develop the proposals through further design work, technical studies, and feedback from the consultation and focused workshops, ahead of an outline application being submitted to Camden Council later this year.

What is an outline application?

Murphys Yard will be submitted as an outline planning application. This would establish the overall framework for the neighbourhood, including the development plots, maximum building heights, land uses, public spaces, routes and key design requirements.

The detailed design of individual buildings and amounts of different land uses would come forward later through reserved matters applications (RMAs). An RMA provides the detailed design of a particular phase or building, covering matters left for later approval such as its appearance, layout, scale, access and landscaping. As with a normal planning application, people will have the opportunity to provide feedback on the detailed plans before a decision is made by Camden Council.

These designs would need to comply with the approved parameter plans, development specification and design code. A design code sets clear rules and principles that future architects must follow. For Murphys Yard, this would cover matters such as:

01 The scale, form and position of buildings

02 The relationship between buildings, streets and public spaces

03 The design of entrances, ground floors, windows and balconies

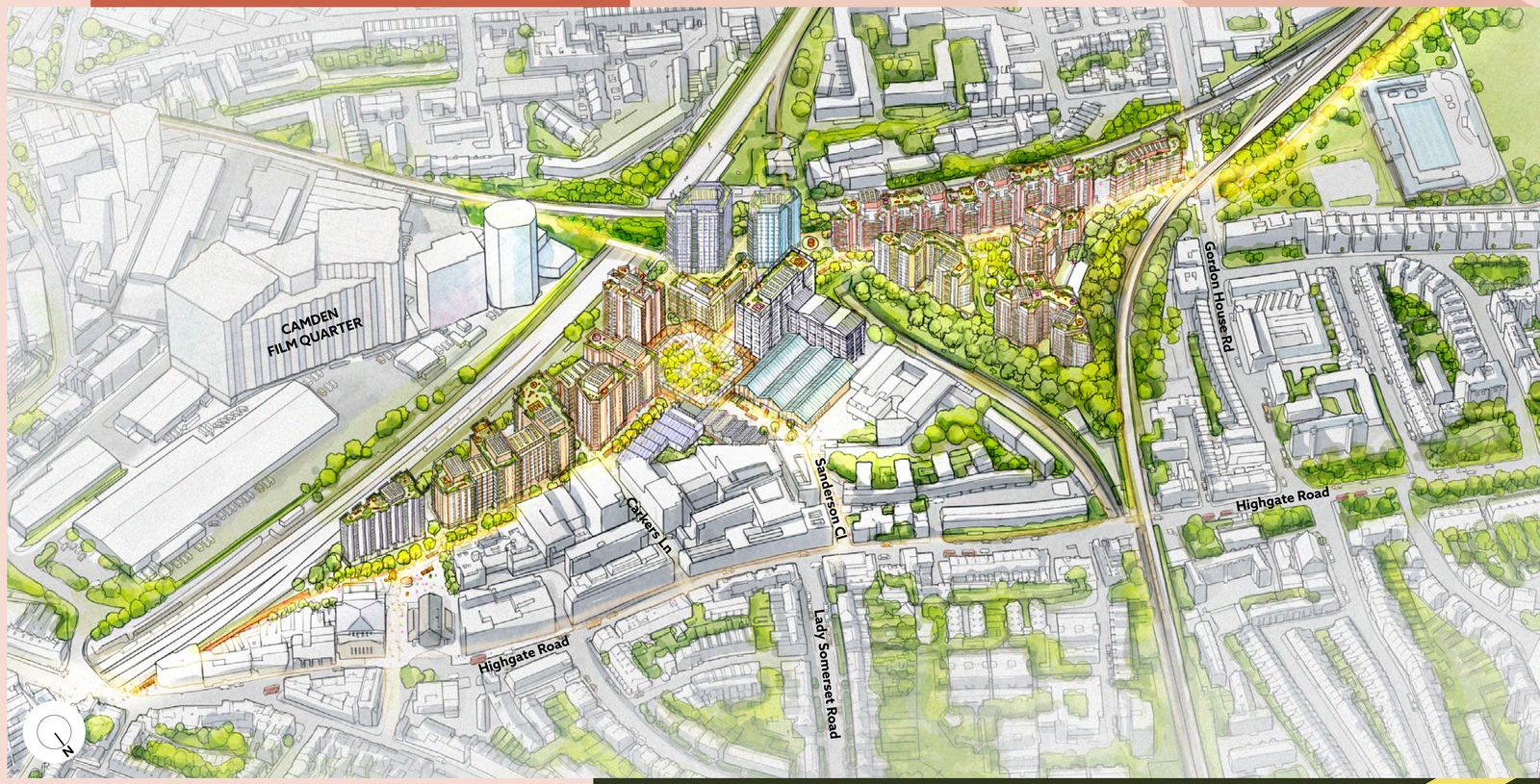
04 The character, appearance and materials of buildings

05 Landscape, planting and public-realm requirements

MURPHYS YARD

The updated illustrative masterplan shows more clearly how Murphys Yard could become a distinctive new neighbourhood, with greater detail on the layout and character of different parts of the site, the relationship between buildings and public spaces, and how the proposals could work at ground level.

The illustrative Murphys Yard masterplan



What does this mean for what you see today?

Whoever designs or delivers each future phase, the detailed proposals would need to follow the approved parameter plans, development specification and design code. Together, these controls would set consistent standards for buildings, streets, landscape and sustainability, helping maintain quality across the whole neighbourhood as it develops.

What we heard

During our summer consultation, people asked for more detail on building heights and design, the character of public spaces, housing and workspace, and how the site would operate and be delivered.

This feedback has helped shape the developed masterplan shown across the following boards, which provide more information on each of these areas.

As you explore the proposals, we are keen to hear your views on the developed masterplan.

MOVING THROUGH MURPHYS YARD

MURPHYS YARD

Murphys Yard is being designed around walking and cycling, opening up new routes that would connect Kentish Town, Gospel Oak and the surrounding area.

Key entrances and connections



Step-free movement

Two continuous step-free routes are proposed through the new masterplan: along Murphy's Lane and the Heathline. Where the Heathline changes level at the centre of the site, a lift suitable for wheelchair users, mobility scooters, pushchairs and cycles would provide an accessible alternative to the adjoining steps and cycle channels.

01

Gordon House Road

The main northern entrance for pedestrians and cyclists, creating a clear link from Gospel Oak and Hampstead Heath. The existing pedestrian crossing is proposed to be realigned so that it connects more directly between the site and Hampstead Heath, subject to further assessment and discussions with Camden and TfL. The southern footway could also be widened to create a safer and more generous walking route to and from Gospel Oak station.



02

Murphy's Lane

Murphy's Lane would provide a quicker, more direct cycle route and controlled access for servicing, deliveries and Blue Badge parking. It would connect to Gordon House Road, but vehicles would not be able to travel through the site to Kentish Town Road or Highgate Road.

03

The Heathline

The Heathline would form the main landscaped pedestrian and cycle route through the site, designed for a slower, more people-focused pace.

04

Regis Road Bridge

A potential future pedestrian connection towards the Regis Road development, strengthening east-west movement through the wider area.

05

Sanderson Close

Sanderson Close would provide the main vehicle access to commercial and industrial uses in the eastern part of the site, as well as an additional walking route into Murphys Yard from Highgate Road.



06

Carkers Lane

A further connection being developed with the neighbouring Highgate Studios proposals, so the two sites meet successfully at ground level.



07

Greenwood Place

A principal entrance from Highgate Road and Kentish Town, opening into a welcoming new arrival space at the southern end of the site.



08

The High Walk

A proposed elevated pedestrian connection responding to the desire line from Kentish Town station and creating a more direct and visible route into Murphys Yard.



SPACES FOR PEOPLE & NATURE

MURPHYS YARD

Today, Murphys Yard is dominated by tarmac, concrete and industrial hardstanding, with little green space or habitat for wildlife - creating a major opportunity for transformation.

New landscaping and public spaces are central to the masterplan. The proposals are exploring around **35% of the site as public open space** - approximately **229,000 sq ft**, or the equivalent of around **three full-size football pitches** - creating a network of welcoming places to meet, play, relax and experience nature.

We previously introduced the broad public space network, including the Heathline, Heath End Green, Greenwood Place and the Locomotive Shed. Since then, the landscape proposals have been developed further, informed by ongoing design work and feedback from the public consultation and focused workshops.

Different spaces, different characters

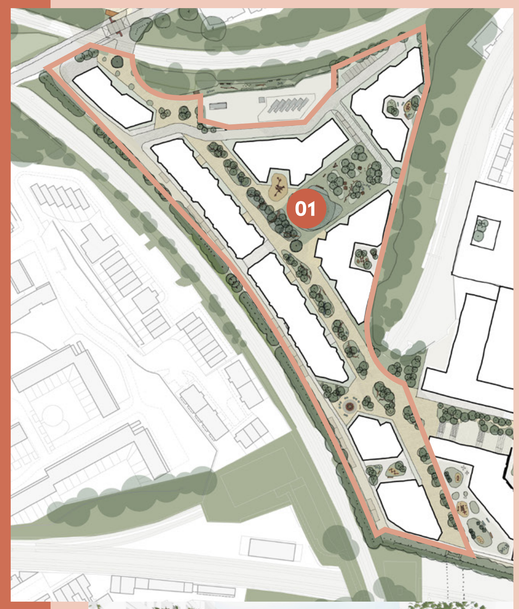
Towards the Heath, spaces would have a greener, more naturalistic character, with informal and nature-based play woven into the landscape.

Towards Kentish Town, spaces would feel livelier and more urban, with public squares and more formal play spaces.





Visualisation of Greenwood Place





Visualisation of Heath End Green





Interior view of the Locomotive Shed

The coloured areas show the three featured spaces highlighted on this board

What we heard through the Gospel Oak edge workshop

Participants wanted the Heathline to have a distinctive identity, with active social spaces alongside quieter places for retreat. They also emphasised the importance of wetlands, planting, wildlife corridors and long-term ecological management.

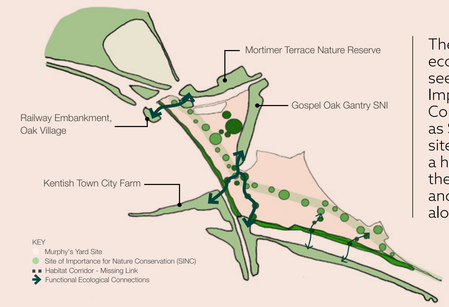
This feedback has informed the developing landscape proposals, which combine different types of space along the Heathline with new planting and habitats for wildlife.

Do the proposals provide the right balance between active and quieter spaces? Are there particular activities, landscape features or habitats you would like to see included?

Supporting ecological connections

Nature and biodiversity have been a strong theme throughout the consultation. In particular, people highlighted the importance of the Camden Nature Corridor and the Mortimer Terrace Nature Reserve, with its woodland, meadow and pond habitats. These areas form part of a wider network of important wildlife sites extending south from Hampstead Heath.

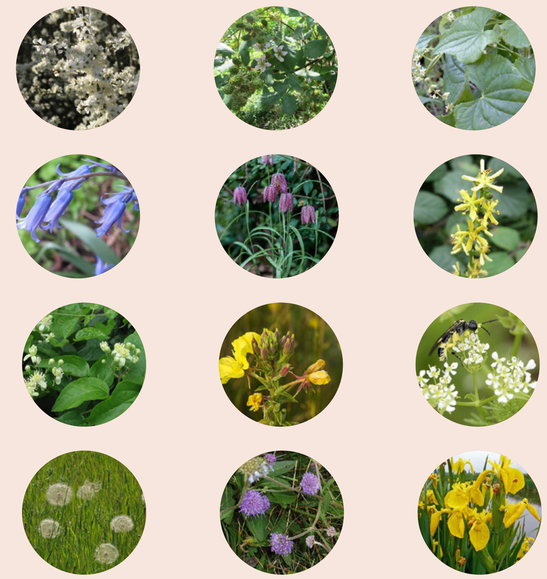
The proposals respond to the aims of the Camden Nature Corridor through a continuous habitat corridor along the western and southern edges of Murphys Yard, supported by a planting palette inspired by the Camden Nature Corridor's design code, and smaller habitat "stepping stones" along the Heathline. Together, these would help strengthen connections between Mortimer Terrace Nature Reserve, railway habitats and Kentish Town City Farm.



Functional ecological links between SINCs across and along the Heathline.

The developing ecology strategy seeks to link Sites of Importance for Nature Conservation (known as SINCs) across the site as well as provide a habitat corridor along the western boundary and a mosaic habitat along the Heathline.

Indicative planting palette



HEIGHT AND VIEWS

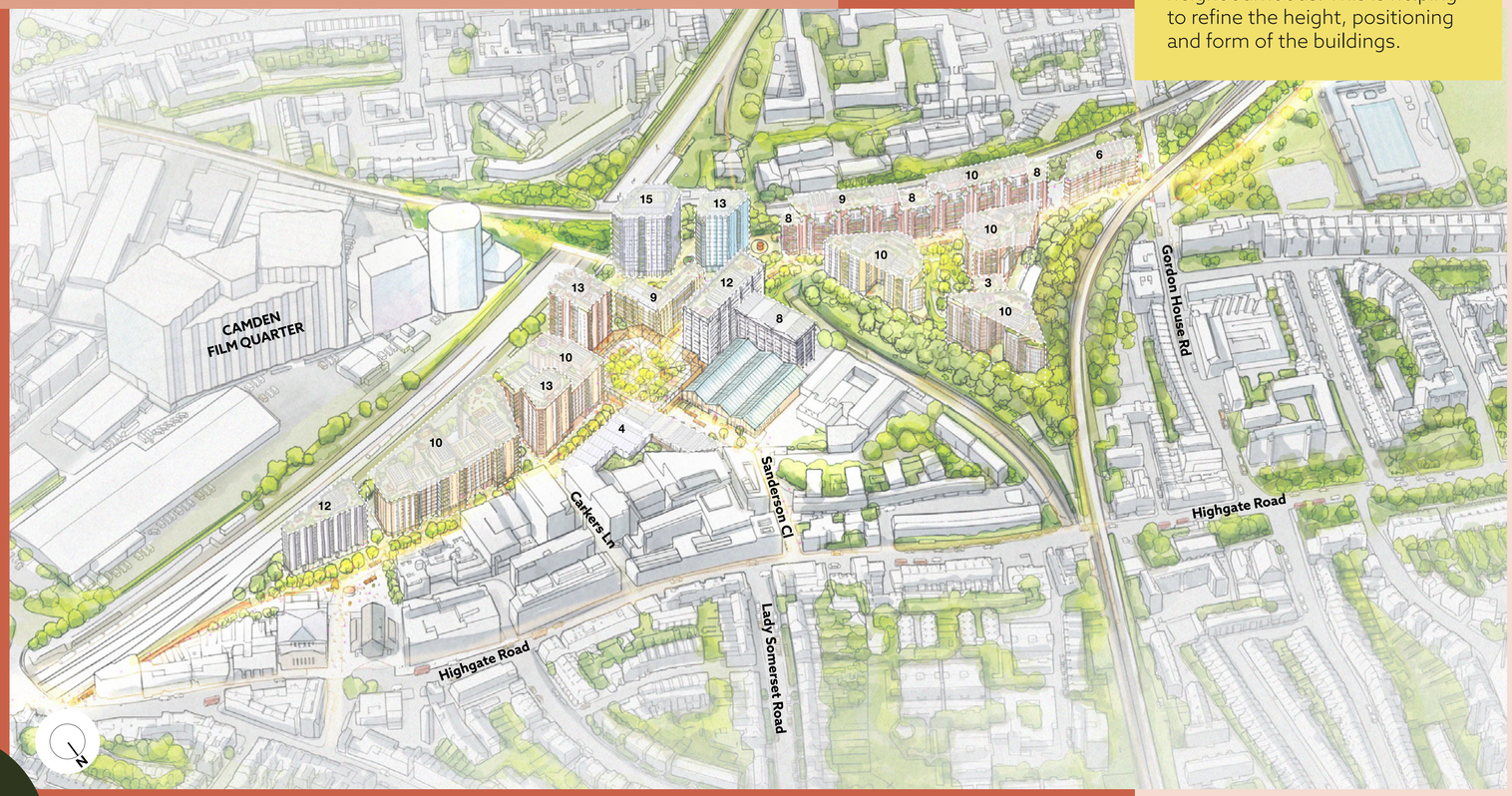
MURPHYS YARD

Building height and views were among the most discussed topics during our summer consultation. People broadly welcomed the move towards lower and more varied building heights compared with the previous masterplan, while asking for clearer information about the height of individual buildings and how they would appear from surrounding neighbourhoods and Hampstead Heath.

Since then, the design team has continued to refine and test the scale and form of the buildings, taking account of the surrounding context, key views and the site's changing levels.

The proposed heights

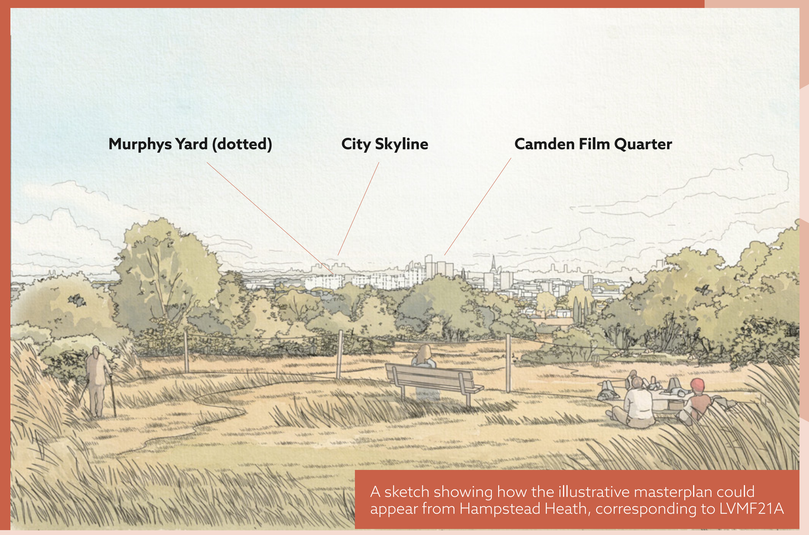
The masterplan includes 17 buildings. Most would range from **6 to 13 storeys**, with one building rising to **15 storeys**. Heights would vary across the site, stepping down towards neighbouring homes and Hampstead Heath, with taller buildings located where there is greater separation from surrounding neighbourhoods. The height and position of the buildings are also being carefully tested to consider daylight and sunlight for neighbouring homes and local places, as well as the surrounding natural environment.



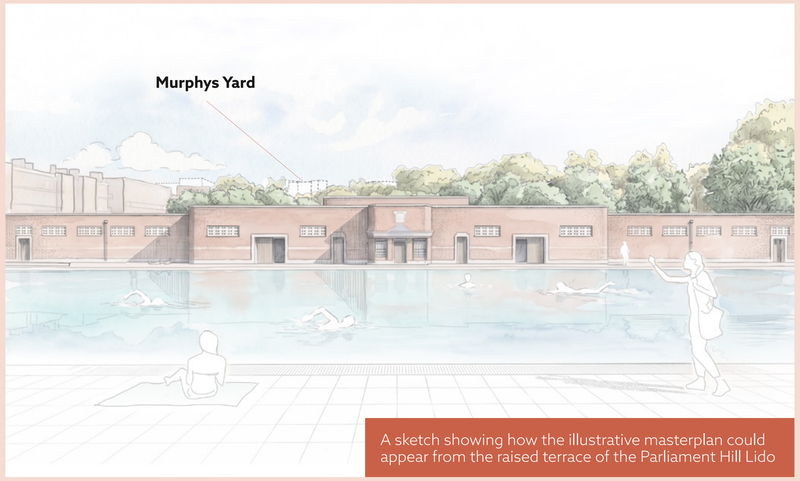
Testing important views

The proposals continue to be tested from important viewpoints around the site, including Hampstead Heath and Parliament Hill, as well as surrounding streets and neighbourhoods. This is helping to refine the height, positioning and form of the buildings.

Views from Hampstead Heath and Parliament Hill Lido



A sketch showing how the illustrative masterplan could appear from Hampstead Heath, corresponding to LVMF21A



A sketch showing how the illustrative masterplan could appear from the raised terrace of the Parliament Hill Lido

What we heard through the Dartmouth Park edge workshop

Participants felt that greater height could be appropriate where railway infrastructure provides separation from neighbouring homes. They also emphasised the importance of sensitive transitions and the experience of buildings at street level.

This feedback has informed the varied height strategy, with building heights and forms responding to their location and being tested from surrounding streets and important viewpoints.

Do you think the proposed heights and transitions respond appropriately to the surrounding area? Are there particular locations or views you would highlight?

CHARACTER AREAS

MURPHYS YARD

Creating distinct character areas

Murphys Yard is a large and varied site, connecting Hampstead Heath and Gospel Oak in the north with Kentish Town and Highgate Road in the south. Rather than applying a single character across the whole development, the masterplan responds to these different surroundings by creating two distinct but connected character areas.

Each would have its own approach to buildings, streets, landscaping and ground-floor uses. Together, they would help the development feel varied and rooted in its surroundings, while retaining a clear identity across Murphys Yard as a whole.



Northwesterly view of homes from the centre of the site

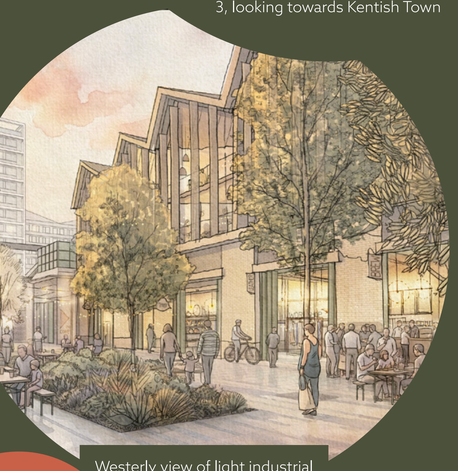
Highgate Road

Towards Kentish Town

Buildings respond to the larger-scale, more urban and industrial character of the surrounding area.

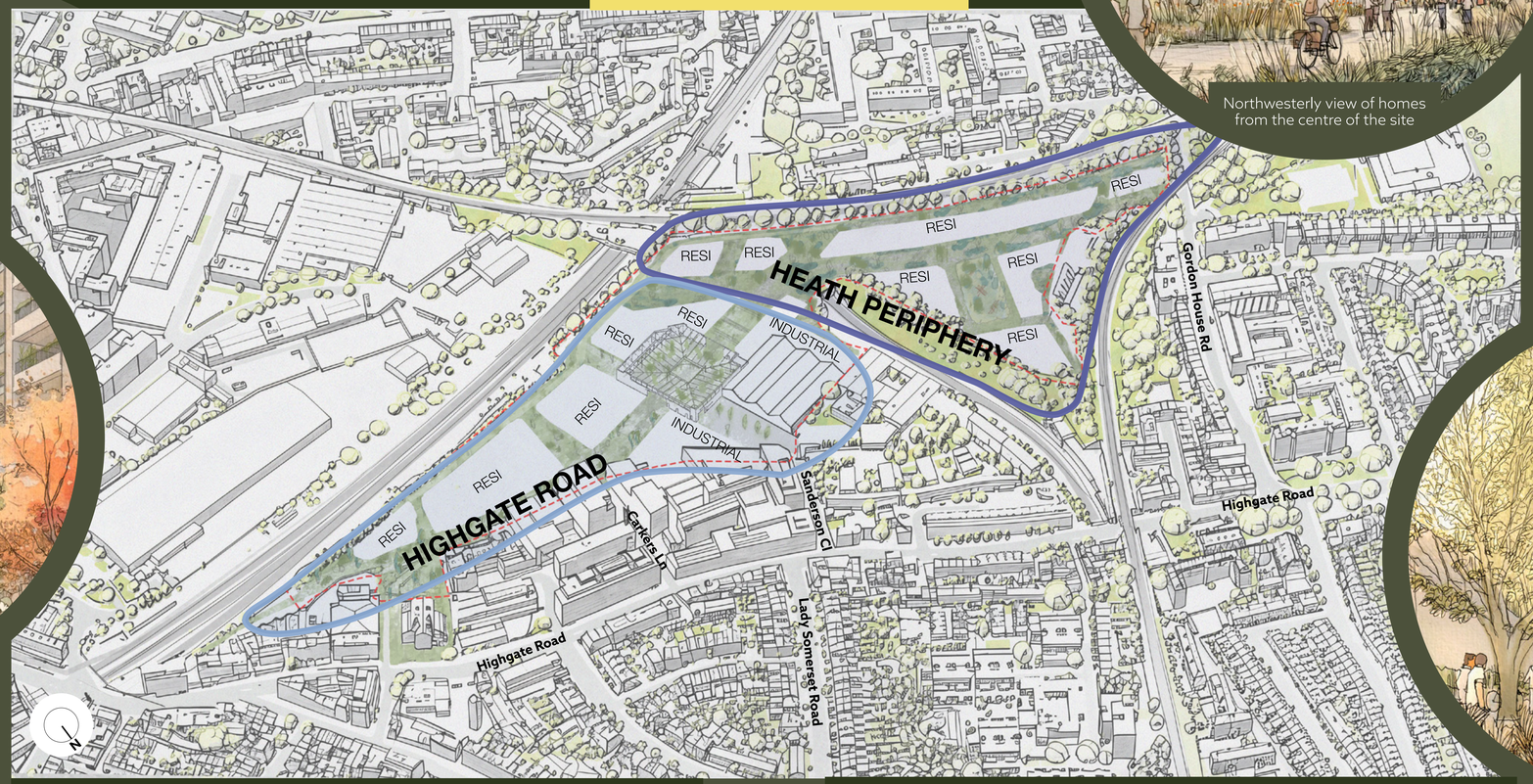


Southeasterly view from Shed 3, looking towards Kentish Town



Westerly view of light industrial space along the Heathline

The two character areas



Heath Periphery

Towards Hampstead Heath and Gospel Oak

A greener, more residential character, with buildings responding to the architectural style and scale of nearby neighbourhoods.



Southeasterly view from Gordon House Road entrance

Testing the future buildings

The designs shown at this exhibition are not the final designs for each building.

While the overall framework for the neighbourhood would be established now through the outline application, the detailed design of individual buildings would come forward later as reserved matters applications (RMAs).

To test that framework, independent architects have been asked to design selected plots using the masterplan parameters and design code. This helps check that the proposed rules can support high-quality, workable buildings while still allowing future architects flexibility in how individual plots are designed.

What we heard about character

Feedback from our summer consultation supported contemporary architecture that draws confidently on Murphys Yard's industrial character rather than directly imitating surrounding buildings.

This has informed the character areas, which each respond differently to their surroundings while drawing on the Yard's working history.

Do the character areas feel distinctive and appropriate to their surroundings? Which features, materials or elements of Murphys Yard's industrial character should be most important in the future designs?

HOMES & EVERYDAY LIFE

Murphys Yard offers the opportunity to create a significant new neighbourhood, providing up to 1,750 high-quality homes in this well-connected part of Camden.

The proposals are being developed to provide a mix of homes for people at different stages of life, supported by new public spaces, shops, services and community uses.

A mix of homes

The neighbourhood would include homes of different sizes and tenures - from homes for those setting up on their own to larger homes for families and accessible homes for people with different needs.

The detailed housing mix is still being developed and will continue to be informed by discussions with Camden Council as the proposals progress.

Up to 1,750 homes in total

Affordable homes included within the proposals

A mix of homes, including family-sized homes

Wheelchair-user, accessible and adaptable homes provided in line with policy

High-quality homes

Comfort, daylight and long-term quality are central to the design of the homes. A variety of building and apartment layouts are being tested to create attractive and practical places to live.

Layouts are being tested to maximise the number of dual-aspect homes where possible, bringing in more daylight and fresh air while carefully considering outlook, privacy and overheating.

Home layouts and entrances will continue to be developed with accessibility, privacy and everyday practicality in mind.



Illustrative sketch view of homes at Heath End Green

Supporting everyday life

Alongside new homes, the proposals include space for shops, cafés, restaurants, services and community uses. Located around key routes and public spaces, these uses would help support everyday needs and create an active neighbourhood for residents, workers and visitors.





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What shops, services, facilities or community activities would help support everyday life at Murphys Yard?

Are there local groups that could benefit from space here?

Testing the future homes

The outline planning application would establish the overall framework for Murphys Yard, rather than the final design of each building. Detailed proposals would come forward later through reserved matters applications.

As part of developing the outline application, different architects have tested selected plots against the proposed parameters and design code. The visualisations show two possible approaches to Block A, viewed from Gordon House Road. They look different because they show how future buildings could have their own identity while meeting the same requirements for quality, accessibility, sustainability and design. They are illustrative studies, not the final building designs.





KEEPING MURPHYS YARD WORKING

MURPHYS YARD

Murphys Yard has been a place of work and industry for more than 150 years. It currently contains a range of industrial buildings alongside associated yards, access and parking areas. The proposals would carry that story forward by reproviding the existing industrial floorspace within modern and more flexible buildings, with capacity for up to 20,000 sq m.

Workspace would be focused around the retained railway sheds and Sanderson Close, where the site's industrial character and existing access arrangements could support workshops, studios and other employment uses.

Sketch view of light industrial space along the Heathline



A flexible home for making and enterprise

Shed 2 would remain in industrial use, supported by a shared covered yard that allows businesses to receive deliveries and operate efficiently.

New buildings around the sheds are being designed to provide workspaces of different sizes. Taller and more flexible ground-floor spaces could accommodate making, production and other industrial activities, with smaller studios and workspaces on upper floors.

At ground floor, more open and public-facing workspace could allow people to see things being made, while giving businesses opportunities to display, sell and share their work.

Space for different businesses











Supporting local jobs and skills

The proposals are also exploring how Murphys Yard could support local employment, apprenticeships and training.

This could include working with local schools, colleges and employment organisations to connect residents and young people with opportunities as the site is developed and occupied.

What we heard through the Kentish Town edge workshop

Participants wanted Murphys Yard to retain a strong working identity, with affordable and flexible space for independent businesses, makers, creative industries and small-scale production. They also supported workspace that is visible and connected to public life.

This feedback has informed proposals for a range of workspace around the retained railway sheds and Sanderson Close, including flexible making and production space and more public-facing activity at ground level.

Does this approach provide the right mix of workspace? What types of businesses, activities or spaces should be prioritised?

SERVICING & VEHICLE ACCESS

MURPHYS YARD

Murphys Yard is being designed with car-free homes, with walking, cycling and public transport forming the main ways residents would travel.

There would be no general car parking or through route for traffic across the development. Limited vehicle access and parking would be provided for servicing, deliveries, industrial operations, emergency access and Blue Badge users.

How would vehicles access the site?

Vehicle access would be limited to servicing, deliveries, waste collection, emergency access, essential maintenance, Network Rail operations and Blue Badge parking.

Murphy's Lane would provide controlled access from Gordon House Road to homes and other uses in the northern part of the site. Sanderson Close would remain the main vehicle access for the workspace and industrial areas around Shed 2.

Deliveries and servicing would take place within designated areas, away from the main Heathline walking and cycling route wherever possible.

Vehicle movements

Murphys Yard already generates regular vehicle movements associated with its industrial uses.

Early assessments indicate that, during the busiest stage of construction, the combined traffic from construction and occupied parts of the development would remain below the overall level generated by the site today. Construction traffic would be managed through a detailed Construction Logistics Plan agreed with Camden Council.

Once complete, the development is expected to generate substantially less traffic overall than the site's existing industrial uses.



Protecting the Heathline

The Heathline would be primarily for walking, slower cycling and spending time. Routine servicing would use Murphy's Lane and Sanderson Close instead.

Where vehicle access needs to cross the Heathline, clearly defined crossing points and changes in paving would help prioritise people walking and cycling.

Accessible parking

Accessible parking equivalent to 3% of homes would be provided, alongside appropriate provision for industrial, commercial and community uses.

Cycle parking

Secure cycle parking would be provided for residents, workers and visitors in line with London Plan requirements, including provision for larger and adapted cycles.

SUSTAINABILITY

Today, large parts of Murphys Yard are covered by concrete, hardstanding, service yards and surface parking, with relatively little green space or habitat for wildlife.

The proposals provide an opportunity to transform the site into a greener, less car-dependent neighbourhood, while retaining important parts of its industrial heritage and designing buildings and public spaces that can respond to a changing climate.

From hardstanding to green space

Around 35% of the site is being explored as public open space, replacing extensive areas of hardstanding with new trees, planting, habitats and places for people.

A continuous habitat corridor along the western and southern edges of the site, supported by smaller habitat "stepping stones" along the Heathline, would help strengthen ecological connections between Hampstead Heath, Mortimer Terrace Nature Reserve, railway habitats and Kentish Town City Farm.





Shed 3 today and an illustrative view of how the space could be used in future





The Gospel Oak end of the site today and an illustrative view of the Heath End Green

A LESS CAR-DEPENDENT NEIGHBOURHOOD

- The new homes would be car-free, with walking and cycling forming the main ways residents travel.
- There would be no general route for traffic through the development, and the completed scheme is expected to generate substantially less traffic overall than the site's existing industrial uses. Limited vehicle access would remain for industrial operations, servicing, deliveries, emergency access and Blue Badge users.

ENERGY-EFFICIENT BUILDINGS

- New buildings are designed to reduce energy demand and overheating through efficient building fabric, shading, glazing and ventilation.
- The outline planning application will establish site-wide requirements for energy, carbon, water, biodiversity and climate resilience. Each future phase would need to demonstrate how it meets these requirements.

RETAINING AND REUSING

- The proposals would retain Shed 2, most of Shed 3 and the former vehicle-wash structure, preserving important parts of Murphys Yard's industrial character.



The sheds and vehicle-wash structure

- The design team has also identified opportunities to recover and reuse tonnes of brick, steel, timber and other materials already on the site. This could reduce the need for new materials and the carbon associated with construction.

MANAGING WATER AND A CHANGING CLIMATE

- The landscape and drainage strategy is being developed to help Murphys Yard respond to hotter, drier summers and periods of more intense rainfall.
- At Heath End Green, swales and a planted detention basin are being explored to hold and manage rainwater close to the surface. Further south, rain gardens, permeable surfaces and below-ground storage would help slow the movement of water and reduce flood risk. Trees and climate-resilient planting would also provide shade and create more comfortable outdoor spaces during warmer weather.
- The Fleet River Sewer passes beneath part of the site. Buildings would not be placed directly above it, maintaining access to this important infrastructure and reducing the need for complex excavation and foundations.

DELIVERY, CONSTRUCTION & NEXT STEPS

MURPHYS YARD

The plans shown today set out the proposed overall framework for Murphys Yard, including the location and scale of buildings, public spaces and routes through the site.

Feedback from this consultation will be considered alongside further design and technical work as the masterplan is refined ahead of an outline planning application being submitted to Camden Council later this year.

Managing construction

Murphys Yard is a large and complex site and is expected to be delivered in phases over around 15-20 years. The detailed sequence and timing have not yet been fixed.

Before construction begins, a Construction Management Plan would need to be agreed with Camden Council. This would set out how construction traffic, access, working hours, noise, dust, vibration and other potential effects would be managed.

The project team is considering how areas within the site could be used for construction logistics and how careful phasing could reduce impacts on surrounding streets, neighbouring homes, businesses and public transport.

How could Murphys Yard be phased?

The current approach is to develop Murphys Yard from the outside in. For example, the first phase could begin at the Gospel Oak end, while phases towards Kentish Town and Greenwood Place could follow or come forward in parallel. The central area around the railway sheds would be delivered later.

This approach would help existing businesses continue operating in parts of the site while development takes place. It would also help limit the amount of major construction activity taking place around the first completed homes. The detailed sequence and timing will continue to be developed as the proposals progress.

Have your say

Please complete a feedback form before you leave or scan the QR code to share your views online.

Once a planning application has been submitted, Camden Council will undertake its own statutory consultation. The project team will share the application reference and information on how comments can be submitted through the Council's planning portal.

What happens next

- **June–July 2026**
  Initial consultation, including public events and focused workshops
- **September 2026 — WE ARE HERE**
  Consultation on the more developed masterplan, including public events and a site tour
- **Autumn 2026**
  Consultation feedback reviewed alongside further design and technical work
- **Late 2026**
  Target submission of an outline planning application to Camden Council
- **2027**
  Anticipated determination of the planning application by Camden Council
- **Following outline planning permission**
  Detailed designs would be developed and submitted through reserved matters applications, with further opportunities for consultation
- **Future phases**
  Construction would begin once the necessary detailed permissions and approvals are in place

Contact the project team

murphysyard.com

MurphysYardConsultation@thisislca.com

0800 208 6431