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MURPHY'S YARD COMMUNITY CHARRETTE

14TH July (online) & 16TH July (in-person) 2022



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Executive Summary

Our Key Community Charrette findings

What does the community want?

Suitable housing

- Security of tenure and genuinely affordable housing to all
- Greater resident control/Cooperative, co-housing and other community-led housing
- Family-size accommodation included to protect mixed communities.

Cohesion with the wider area

- to build stronger relationships between buildings and open spaces
- integrate with existing neighbourhoods

Integrated transport and connectivity

- Incorporate a coordinated transport strategy with buses, trains and bikes integrating both people and transport
- Address noise and reverberation from busy roads and trains, possibly covering train lines.

Community at the heart

- Support for arts and creative industry for and by the community
- Better sharing of tasks and roles with the community
- More consideration for those with disabilities and special mobility needs

Climate Emergency aware and emergency-focused

- Murphy's to work with the community to address the climate emergency and help support the community, whilst also seeking to achieve exemplary net zero aligned buildings and infrastructure
- Improve environment through design and landscaping

More meaningful engagement with different communities

- For Camden Council and Murphy's to support community-led design and development and for them to participate in more meaningful and effective forms of engagement with local communities prior to and during planning and development projects



About Dartmouth Park Neighbourhood Forum

The Dartmouth Park Neighbourhood Forum (DPNF) is an independent not-for-profit non-political body, run by and on behalf of the local community. The DPNF is empowered by the Localism Act (2011) to lead the neighbourhood planning process. It was the body that helped to draft the DPNF Neighbourhood Plan which was put to a public referendum in February 2020. Over 1000 local people voted, 88% in favour. The Plan was formally adopted by Camden Council in March 2020 and its policies must be referred to when the Council make planning decisions. The Forum gives communities a say in how their local areas are planned and how planning policies should be applied. Murphy's Yard is mostly in the DPNF area. See www.dpnf.org.uk



About Camden Community Makers

Camden Community Makers (CCM) is a community benefit society that grew out of the Coops for London group which was established by local Camden residents in 2016. In 2019 it became a community land trust in order to be able to provide community-led housing solutions for Camden with a focus on Murphy's Yard. CCM designs, develops and delivers innovative community engagement activities in the UK and internationally.



'OF ITS
PLACE
& TIME'

ALAN FORSYTH

Introduction to Murphy's Yard Development and the Community Charrette

While the development of Murphy's Yard (and the Kentish Town Development Framework) has been planned and discussed for several years, Dartmouth Park Neighbourhood Forum, Camden Community Makers and many other stakeholders believe that one thing that has been missing from the planning process to date has been any meaningful community engagement, as outlined in this [open letter](#) published in March 2022. One of the key issues with the process so far is the way that the members of the community have constantly felt side-lined at consultations: the events offered by Murphy's had a very poor uptake of feedback and very few community suggestions made it to the planning application. This approach has not worked. It has been [claimed](#) that the whole process so far has cost Murphy's over £5 million with over £600K as well in fees to Camden. Then when the plan was finally submitted there were a [reported](#) 1500 objections.

It is understood that the application was then withdrawn when it became evident that it would not be recommended for approval. A recent [letter](#) from Camden Council outlines numerous ways in which the proposed scheme 'fell significantly short of our expectations'.

It seems clear that for this scheme to succeed it has to be carried out with significantly greater consultation with all sections of what is a diverse local community. It also seemed clear that the community would have to take the initiative if this was to happen. For this reason, the Dartmouth Park Neighbourhood Forum, joined with Camden Community Makers and other organisations, businesses and residents that border the development area to organise a 'community-led Charrette'.

A Community-led Charrette for Community-led Development

The charrette was based on a community-led by design approach, an approach that has been used [in Scotland](#) for several years. It comes from the core belief that engagement with stakeholders and the wider public, inclusivity and collaboration are essential to successful development practice and we need to support local communities to play a role in the development of their local area. The key aims of a community-led charrette are to

- develop an effective method of design which focuses on 'place' and outcomes for local communities
- encourage the mainstreaming of creative design processes in planning and community planning
- place local communities at the centre of the design process; and
- foster collaborative working between public sector organisations and local communities

Community-led design is important not just for stakeholders but is essential for the long term success of regeneration and development of cities. The workshop's focus on bringing different groups together was aimed at increasing inclusivity and accessibility – so that as wide a range of the public as possible could have the opportunity to express their opinions and ideas. To catch people before they left for the summer vacation the events took place online on Thursday 14 July and in person Saturday 16 July 2022 at Cooperation Town, Gospel Oak. In total approximately 80 people attended both events.

Our aim was to be a first stage in helping Camden Council and Murphy's understand more clearly what the community would like to see in the redevelopment of the Murphy's Yard site. It was conceived as a positively focussed, grass-roots event, to identify what is desired locally and to assist Folgate/Murphy and Camden Council to understand what sort of development will fit well into the area and is considered to be aligned with sustainability goals.

We divided our discussions into six overlapping themes. Design, Sustainability/Energy/Climate, Environment /Nature, Transport/Access, Housing/Community Facilities and Workspace. Each session was facilitated by a local expert, and/or member of the forum. They also took notes, helped by BA (Hons) Geography students from Queen Mary Maria Paswal and Saarah Sidat. The key findings for each theme are outlined in the following pages. All public members/ attendees were encouraged to contribute their thoughts. Volunteer facilitators were from a range of backgrounds, including artists, geographers, landscape designers, planners, engineers, and architects, donating time and experience to add to the conversation. Participants took part in at least two groups at each event.

Local Camden Community Makers (CCM), a registered community benefit society and community land trust played an important role in organising the event and engagement activities, as part of their focus on supporting community-led development. The event was kindly funded by the Centre for Public Engagement at Queen Mary University of London. A follow-up event is being planned - we warmly invite Camden and Murphy's to formally participate in this.

This report has been prepared to be shared with Camden Council, Folgate/Murphy and the community.

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Community Organisations: Dartmouth Park Neighbourhood Forum, Climate Emergency Camden, Kentish Town City Farm, Queens Crescent Community Association, Abeona Coop, Pan African Coop, Cooperation Town, Heathview Tenants Cooperative, Carrol and Sanderson Close TRA, Lissenden Gardens TRA, NW3 CLT, Highgate Road Estate TRA, Glenhurst TRA, Mortimer Terrace Nature Reserve

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Catering Cupcakes by [@Alesas_cupcakes](#) (Halima Begum) and coffee from Maha Al Khalil with savoury food from [Monsoon Indian Restaurant](#) NW5



Key Priorities for the Community

- Security of tenure and affordability of housing to all with a focus on families
- The arts and creative industry by and for the community
- Resident control/Community-led housing
- More attention to the relationship between buildings and open spaces
- Increase in environmental approach to design and landscaping
- Incorporating a coordinated transport strategy integrating both people and transport
- Increase in sharing and consulting with the community
- More consideration of those with disabilities and special mobility needs
- Climate Emergency - Working with Murphy's to ensure climate resilience and meet net zero goals – turning threats into possibilities



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1. Design

HEADLINES FROM DISCUSSIONS ABOUT DESIGN

These are the collated headline findings of the four discussion groups on design over the two sessions.

1. **This is not King's Cross!** Towers in set-piece open spaces may work on the edge of central London, next to two mainline stations and with a University and tourists to bring life to the area, but that model does not translate to our neighbourhood. We need something that works here.
2. **Low carbon building forms are necessary**, not those dependent on vast amounts of concrete, steel and glass with extremely high embodied and operational carbon. Cross laminated timber should be a starting point. (See sustainability section).
3. **Mix up uses**, including within the same block or building where practical (homes above workshops).
4. **Green spaces are preferred to hard landscape.** These could be a mix of public, communal and private gardens, including roof gardens and ecological corridors.
5. **Think quality of life.** What will the place be like to live in? How easy will it be for all users to move through? How can health and wellbeing be prioritised? How will a sense of community be engendered? Will it happily accommodate families?
6. **Tall buildings are not a way of meeting most of the requirements above.** The charrette sessions did not attempt to set a maximum height, although it is generally understood that they will, on average, be greater than the adjacent two storey houses of Oak Village/Elaine Grove. Several people thought that a general height of 4, 5 or 6 storeys would be appropriate if the protected view of the Heath from Kentish Town allows, although some thought that too high and two people spoke up for taller buildings.
7. **The design of buildings need to have a positive relationship with surrounding neighbourhoods, buildings and spaces.**
8. **Be inspired by the best.** Numerous examples of great development were suggested. Almost all were low rise, high density, including – in Camden alone – [Alexandra and Ainsworth Estate](#), [Whittington Estate](#), [Dunboyne Estate](#), [Lissenden Gardens](#), [Agar Grove redevelopment](#), New Court in Hampstead.

2. Sustainability and the Climate

HEADLINES FROM DISCUSSIONS ABOUT SUSTAINABILITY

Positive natural building materials, such as timber, compressed earth, lime and hempcrete, should be used to reduce environmental harm, including for passive cooling and heating of buildings. The value of sustainability to the capital market should be advocated for with the council, sustainability consultants and architects. The delivery and transportation of these materials is also critical, trains should be used rather than large vehicular transport into the site to reduce noise pollution and environmental harm

Building upkeep is also key, including renovation and maintenance. Key to achieve a circular economy is phasing out all toxins from the materials, and design that allows for repurposing and disassembly, as it is possible to make materials 99% recyclable and buildings long-lasting for the future. Additionally, with regards to energy use, all new buildings should aim to make use of passive house design to create buildings with essentially very low environmental impacts. To further battle the higher temperatures London has been experiencing, trees should increasingly be planted to cool the environment and increase climate resilience.



The objective for the site is zero net carbon which can also be achieved by insulating buildings and refraining from using gas as well as increasing the use of solar energy and heat source pumps. Any new builds should adhere to these points.

Another key point is encouraging sharing within the community. Rather than having public luxury for few and private luxury for the wealthy it should be public luxury for all. Since we all need the same resources, we should think of ways to share intelligently. Everyone should consider circularity i.e., the spaces that are used and the amenities that can be shared. Overall, Murphy's should be pointed

to examples of sustainable marketing and research on sustainable living and building practices, moving research forward.

Future Facing buildings are the way forward. Energy efficient features should be built into new builds to reduce financial and operative burden. Also, it is key to keep any new buildings as low rise, the addition of high-rise buildings can negatively impact the area in terms of the social environment, creating a wall essentially, increasing social isolation, also maintenance is harder and wind tunnel ventilation problems can occur.

In terms of materials, to increase sustainability affordable and natural building materials should be used and where possible materials should be re-used. With a zero-carbon goal, the optimum number of storeys is 5-8, In terms of embodied carbon, this would be most beneficial for energy transport.

Together with decentralising the energy network through heating and cooling via solar heat source pumps, and sharing and diversifying, from a holistic perspective, this would provide a strong link between Murphy's yard and the neighbourhood.

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3. Environment and Nature



Hampstead Heath and Parliament Hill Fields are one of the most important areas neighbouring the site as it holds great environmental and social qualities. Through this development it needs to be integrated into the local areas and move towards the city. This can be achieved by creating slow green routes to the Heath which people can enjoy and linger in places on route to the heath so that they don't necessarily have to go all the way to the heath.

The Heath should also be protected for its local ecology and include wellness designing to improve quality of life.

To promote sustainability with regards to water, the return of wetlands and vertical greening should be re-introduced to allow water to soak into the land. To increase interest in nature, edible landscaping, fountains and living spaces should be created which would increase daily contact with greenery. The incorporation of Kentish Town City Farm and a nature reserve with tunnel access for wildlife to Mortimer Terrace Nature Reserve, a Wildlife garden with bees and sensory gardens and a Wildlife Education Centre with a café and pond to promote protection of the local ecology. Trees should continue to be preserved and green walls and wildlife corridors should be interconnected at the bottom of Heath around Parliament Hill. Green space should also include three playgrounds designed by local children. This positively impacts the community's general wellbeing, health and mindfulness and helps bring more of the Heath into the city centre rather than just channelling people to the Heath.

Another way Murphy's can boost sustainability is, for example, using green areas on weekends for social activities that bring the locals together while educating and encouraging people to help conserve the nature and beauty of the area. By connecting the Heath to the wider area, using green initiatives to boost environmental sustainability and getting the community involved in conservation and protection, Murphy's Yard can potentially reverse biodiversity decline and improve wellbeing in the area in line with London's policy priorities.

The motto for sustainability is 'One planet living' which essentially refers to a way of living consistent with life for all on Earth. By maintaining a circular economy, we ensure that everyone has a sustainable way of life and so keeping the planet in balance.

Solutions to enhance and improve environmental sustainability include better rationalisation of service vehicles for deliveries, improved public transport, better cycle facilities, better links through the site to link to transit hubs, better communication with TfL to use the railways to bring in supplies and generally a co-ordinated green transport strategy to reduce congestion and improve facilities for walking, cycling, public transport and deliveries.

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4. Transport and Access

HEADLINES FROM DISCUSSIONS ABOUT TRANSPORT AND ACCESS

Online session, 14 July:

A presentation was put to the 2 groups setting out the proposed routes in and around the site. The attendees were asked what they liked about the proposals now withdrawn and what they wanted to see in a future development. The key ideas that came out of the 2 discussions were:

1. A good proposal looks at the area as a whole. It will require substantial investment in public transport to make it work. This includes capacity at KT station, step free access at Gospel Oak, sufficient bus capacity.
2. The travel provision needs to help improve current problems of congestion and pollution which are likely to get worse with increasing pressure from people and business on the site.
3. Permeability: access through the site - Kentish Town to the Heath is a good idea - walking route/cycling route helps open up access to the community to the south particularly eastern parts of Kentish Town. East - West routes for pedestrians/cyclists important. A pedestrian and cycle link to the west (linking to the cycle route on Grafton Road) is essential to reduce dependence on Gordon House Road and would benefit residents of Oak Village and Queens Crescent by providing better links from there to Kentish Town.
4. Genuinely car free with benefits in terms of reduced noise - but some people will need assistance to get to public transport, possibly light electric carts.
5. Freight consolidation and deconsolidation to reduce vehicular traffic e.g. for deliveries and waste.
6. Roads should be adopted by the council to ensure access - this is important for the wider community.



In person session, 16 July:

The plans in the now withdrawn proposal were briefly explained. Participants were asked what was of most importance to them in respect of travel. The ideas that came out of the two discussions are:

1. Integrated approach - the site cannot be looked at in isolation. This will involve working with Camden, TfL and Network Rail. Traffic onto Mansfield Rd - major concern affecting people already affected by pollution along this road, and a major reason for needing this approach
2. Substantial investment in public transport is needed. Stations are already operating to capacity.
3. Exploring solutions creatively is important - including light electric transport, consolidation/deconsolidation possibly underground or edge of site, use of cargo bikes and electric trolleys, and even drones for deliveries.
4. Pedestrian safety and comfort has been overlooked - Victorian bridges across Gordon House Road may need to be replaced with bridges with slimmer supports or station access added on south side of the bridge. Crossing across Gordon House Road vital and could be a Mile End style wide bridge which functions as a biodiversity corridor.
5. A genuinely vehicle free zone, other than appropriate provision for those with special mobility needs, will help to reduce impacts recognising new approaches for 21st century cities. Also need to ensure provision for shopping, deliveries, ambulances etc. Exactly how this would operate in practice needs further discussion though there was broad agreement that things would be different from current approaches. Deconsolidation of freight plus use of drones were suggested.
6. Strong interest in using the routes to support a green corridor and bring the Heath into the site.
7. Permeability important - north/south and east/west - and north south route supported. However, it was felt that routes should be designed so as to not to create tension between bikes and pedestrians especially with fast electric bikes being used for delivery.
8. Construction Management Plan needs to be provided before planning permission given - the proposals should be such that construction vehicle movements manageable in the area.
9. Covering railway lines - this needs to be considered to provide space eg public space or could be built over. Also important to reduce noise as a risk of railway noise reverberating across the site.

It is vital to also consider protection of several aspects of the site including plans regarding limiting air and noise pollution from construction of the site, preservation of historic England, integrated approaches to traffic and cycle lanes, inclusion of disabled access to spaces and facilities to cater to blue badge holders and keeping a slow route for the pedestrians through the site rather than highways.



A good proposal looks at the area as a whole. It will require substantial investment in public transport to make it work. This includes capacity at Kentish Town station, step free access at Gospel Oak, sufficient bus capacity. Additionally, it must help improve the current problems of congestion and pollution which are likely to get worse via methods such as coordinated green transport strategies. Permeability is a key factor in regard to access through the site. A through route to Kentish Town from the Heath would help meet accessibility goals. By incorporating a walking and cycling route and more bike park spaces into the area it would help open up access to the community to the south, particularly eastern parts of Kentish Town. With regards to the design of north to south and east to west pedestrian and cycle routes, they should consider the safety of people, ensuring there is enough space so as to not create tension between cyclists and pedestrians especially with electric bikes and scooters being used.

The reverberation and noise from the station and road traffic needs to be dealt with. Camden locals say their main concern is not necessarily the massing of the buildings but the implication on society and people's lives and safety around the train station and roads, by building more, the problem is not tackled and will only grow. One way to reduce noise as a risk of railway noise reverberating across the site is covering railway lines. In addition to providing a public space, this could also reduce impermeability of the site by reducing surface runoff and allowing for more groundwater penetration

One approach to reduce noise pollution is making genuine vehicle-free zones, in addition to appropriate provision for those with disabilities and special mobility needs, the introduction of creative solutions such as light electric transport, cargo bikes, electric trolleys and even drones for deliveries should be explored. Access for emergency vehicles, ambulances, shopping and deliveries into the site should also be provided for. Moreover, underground or site bordering freight consolidation and deconsolidation processes should be adopted to reduce vehicular traffic in the site including deliveries and waste.



As part of connectivity for pedestrians, which considers their safety and comfort, more bridges should be incorporated into the site. The Victorian bridges across Gordon House road may need to be replaced with bridges with slimmer supports or a route on the south side of the bridge. Crossing Gordon House road is vital to everyone, a wide bridge to the Heath similar to that in [Mile End](#) could be a good addition here to pair pedestrian access safety with mobility while functioning as a biodiversity corridor.

Overall, it is important to have an integrated approach to traffic in the whole area, the site cannot be looked at in isolation. This will involve working with Camden, TfL and Network Rail. The construction of the site itself could cause long-term problems, to combat this the Construction Management Plan needs to be provided before planning permission is given. This would help give time to develop ideas to reduce pollution and prevent permanent damage particularly regarding managing construction vehicles in the area.

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5. Housing and Community Facilities



HEADLINES FROM DISCUSSIONS ABOUT HOUSING AND COMMUNITY FACILITIES

Housing needs of the community

- Affordable homes for low-income residents
- More social houses with 3-4+ bedrooms
- Youth services and spaces including sports facilities such as a gym, basketball court and football pitch
- Having a community hub as a centre for local residents

Housing

Camden's target number of homes was set at 550 homes, however more important than the number of homes is the size of the homes. It is essential to consider who is living in the houses for example catering to families and the types of housing for example co-ops that serve the community. Additionally, tenure is key and social rent should be prioritised where possible.

It is important to place control and management of the housing in the hands of the community. Homes with a resident board led by a CLT, will ensure residents are involved in the decision making for the site and having a percentage of the homes, will allow for sub communities to form.

A non-extractive circular economy should be maintained wherein services, energy, recycled materials etc remain in the local area. The community can benefit from this production and consumption model as it reduces overall waste and any profits made are put back into local businesses. In a time of climate crisis, this is the most viable model.

It is key to have different types of social housing models:

- Social rented homes
- Affordable rent housing
- Shared ownership
- Supported housing

An idea for housing development incorporating a community feel is a Cooperative Community Centre with 50-60 homes made up of Duplex 1-, 2- and 3-bedroom flats and maisonettes with solar panels. Priority is to be given to people such as refugees and underemployed, disabled, low-paid gig economy workers for example those on part-time precarious contracts and single parents.

Additionally, the provision of 20-30 other apartments offering shared tenancies for keyworkers (e.g. teachers, hospital workers, fire and paramedics, social workers and other public sector workers on salaries under £40,000 pa). Another proposal was for some live/work properties to be available for short term lets to visiting artists, scientists and researchers - low rent in return for offering their expertise via talks, workshops etc to the local community in return for being hosted.

From a financial and design perspective, it was acknowledged that it could be beneficial to build higher. At least one resident felt this could be cheaper and increase the percentage of affordable housing. In addition, from an architectural perspective hi-rise buildings get more value from the site.

However for the most part, with regards to housing density and height the residents are pushing back against high-rise buildings. They don't want the site to become an industrial area like Kings Cross with neighbouring buildings being too close to one another. The high-rise block would essentially feel like a wall and increase social isolation. There are concerns that locals would no longer want to live here or afford to live there so the buildings would end up in the hands of absentee landlords or Air BnBs. It is more likely that individuals would be able to manage and adapt their own spaces if the development focused on delivering low rise buildings. Overall, the community feels that developments should be communities and to achieve this they need to offer homes 'from the cradle to the grave' and so flexibility is needed regarding many areas such as having families and growing old or if someone is to become disabled during their life.

In their eyes an exemplar project would include community gardens, local services for the local community, reimagine Lismore Circus by finding out how to make these spaces work for the local shops and a regenerated high street with reimagined clusters around the marketplace.

Affordable isn't affordable

There was a strong consensus that what is often referred to by Camden and the UK government as 'affordable' housing - is not actually affordable for most people because these rents are set as a percentage of the market prices for homes. Social rent on the other hand is set against income, so can be made to be 'genuinely affordable'. There was strong support therefore for more rents that are genuinely affordable through a rent based on income.

Housing demands of the community:

- Genuinely affordable housing with social rent, ie a realistic rent based on the average incomes in the borough and hyper local area
- Meaningful co-creation of the space with the community
- Housing tenure and size i.e., number of bedrooms to include a mix that reflects the real needs of the local people, and safeguarding communities by for example ensuring schools have enough children to continue
- It is important to have allocations criteria that values local connection via work and living but doesn't penalise those forced to move around a lot due to housing precarity
- If private development goes ahead, a requirement of 50-65% genuinely affordable tenures led by a resident controlled management board using community land trust governance
- Community spaces for community groups e.g., communal gardening spaces

Community Facilities/Wellbeing

What makes a community flourish?

- Knowing your neighbours, especially since Covid, people have benefitted from getting to know their neighbours
- Collective responsibility
- Sharing resources within communities
- The need for personal space and privacy in a community, i.e., having “enough space for yourself” in a crowded space.
- Designing for people with respect for communities and people i.e., properly built and acoustically thought through
- The size of properties to include a proper mix of homes e.g., family homes & modular flexible rooms

It is easier to get to know one another in blocks with fewer stories since people in hi-rise blocks come into contact with fewer people, generally limited to their floor and so they don't know each other or have the close-knit community feel. Additionally, it is easier to share communal spaces in lower rise blocks. With high rise blocks parents don't generally like to let their children play outside as they feel far away from them, this would be alleviated by having buildings with 6 storeys or less.

Examples of suitable high density low rise building designs can be found around the world, for example the horseshoe design with a central communal space in Germany, the Borneo Sporenburg in Amsterdam, the Whittington Estate, Alexandra Road estate, Mikhail Riches Goldsmith Street in Norwich, Mansfield Conservation Area and the work of architect Peter Barber. These designs aid in improving social cohesion and creating close knit communities.

The trade-off of open space is a key part of the proposal for this site. It is crucial to consider the urban greening factor i.e., the balance of buildings to landscape, which can be achieved by integrating street-based projects into the surroundings such as play areas for children near residential blocks. To avoid a gated community, these open areas should flow throughout the site. Overall, there would be fewer large open spaces, rather more private open spaces such as balconies for individuals and families. Biodiversity will be positively impacted and boosted, and vertical greening systems would help promote this by increasing the spread of vegetation across the buildings and interior walls.

As important as it is for people's mental health and wellbeing by seeing greenery daily, it is just as important for the environment. By implementing vertical gardens, the carbon footprint of the building is reduced by filtering pollutants and carbon dioxide out of the air. To further socially and environmentally sustainable design ideas rainwater capture mechanisms and roof garden infrastructure should be included. This would allow rainwater to be reused efficiently and residents to socialise and grow vegetation, plants and produce throughout the area. It should be noted, however, that there would be reduced runoff from rainfall on low rise buildings as it is more difficult to collect.



There are a few oppositions to these trade-offs of open space. It is feared that by having large communal open space it will attract anti-social behaviour around the blocks, which may potentially reduce families perceived sense of safety in the area, especially late at night. While many people feel that it would be better to have individual private open spaces, others are opposed to this and argue that essentially people could claim their own part of a communal space.

With regards to the wider area, a street pattern should be designed that allows permeability so that the through route from Kentish Town to the Heath is not lost. The community would also want a link to Queens Crescent route as well as a bridge, similar to the Mile End Park Bridge, across Gordon's house road over to the heath in order to safely pair pedestrian access with mobility. A through route to Kentish Town station should also be included here to help meet accessibility goals. Plans should also be included to explore bringing forward redevelopment of two narrow network rail bridges on Gordon's house road to remove constraints and open up the railway arches to businesses to bring them into use.

A key aspect of community wellbeing is the integration of green spaces. Examples include gardening spaces, edible landscaping and the implementation of wildlife corridors. This will essentially help promote a connection with nature through which the mental health of the community will benefit.

6. Workspace

HEADLINES FROM DISCUSSIONS ABOUT WORKSPACE

In addition to the four topics above, a group of participants at the 16th July session discussed workspace and what they see as the most important need that could be filled by the site. The main ideas are as follows:

1. Proper artist studios/workshops to be included, as at the moment it is hard to find them locally and what we have is very expensive. This activity and aspect of community was felt to be an undervalued dimension of the community. Design needs to be appropriate for these activities – and high rises with large footprint and little natural light, as proposed, would not be suitable. Examples discussed included the variety of spaces to be found on a development like [Granville Island](#), Vancouver.
2. Children/youth type workshops focused on creativity with an educational aspect also important.
3. The general view was that a survey to assess need should be carried out without delay to ensure an understanding of need and the right design, especially in relation to the need for office space and retail/supermarkets with the changing circumstances following the pandemic with deliveries plus working from home.
4. Space for professional services e.g. architectural spaces were considered to be needed.
5. Live-work studios were requested.
6. Mixed use development with multiple uses over the day/evening and the week to ensure activity, making the most of the space and ensuring safety, was considered desirable.

It is important to consider the shape of commercial development. Through regenerating the high streets from long linear streets to a cluster-based winding village style layout, a local village/collective community feel can be created for the residents amongst the commercial units. Through such designs respecting space and people as well as quality of life, community wellness and sustainability is promoted.

The incorporation of facilities which enhance community cohesion, while taking into consideration the cost-of-living crisis, is key. This includes but is not limited to a Feldenkrais exercise therapy, aimed at keeping the community healthy, mobile and active, a community hall, an extended idea of a library containing books, toys, tools, cooking equipment etc, a food bank and grow/eat workshop community kitchen/cafe and a community store.

These facilities can be used to bring people together via lending and can reduce isolation as well as increasing social cohesion. Communities would also benefit from amenities such as playgrounds, business units, artist studios, repair stores, cafes, astro-turf seating arenas like Granary Square, an indoor and outdoor theatre, cinema and art venue with a community college and meeting rooms, multipurpose buildings with co-working spaces and an active circular economy.

By introducing mixed-use development units combining residential and retail spaces, can successfully mix the social and work aspect of the community. Additionally, the idea of bottom-up designs with ownership by communities, rather than Murphy's, would create a sense of ownership

for people so that they don't have to rely on Murphy's to provide services such as window cleaning etc, residents can have a say in what shops and facilities they would like to see, which promotes a healthy cohesive community.

With regards to work it is important that a variety of workspaces are incorporated throughout the site for a range of ages. Assessment surveys of empty buildings should be undertaken to manage how to allocate these spaces. By ensuring no buildings are left empty and without use, the site becomes more eco-friendly and has a boost in sustainability.

Educational creativity is a priority for the immediate community, more childcare and youth workshops should be available and artist studios should have lower rents, a mix of people and be open to all as a gift perhaps once a week to give back to the community. These buildings should also have good lighting via eco-friendly methods for example well designed rooms with light wells rather than keeping lights on all the time.

Overall mixed-use development would be the way forward with regard to communal workspaces, the buildings can be used for work in the daytime, and, in the evening, restaurants can open up, additionally on weekends social activities can link to the Heath or tend to the locals needs which would create and enhance community flavour.

GARDENS

GROW SPACE

HEALTH

LEARNING

SOCIAL RENT

Inclusivity

Accessibility

Collaboration

Join us for
The Dartmouth Park Neighbourhood Forum
Community Collaboration

Charrette

/Community-Led Workshops
for the design of Murphys Yard/

Thurs 14 July

18.00-20.30 Online workshop

Sat 16 July

11.00-14.30

The old Gospel Oak Nursery
(Co-operation Town Hub)
Lismore Circus, NW5 4RA

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