

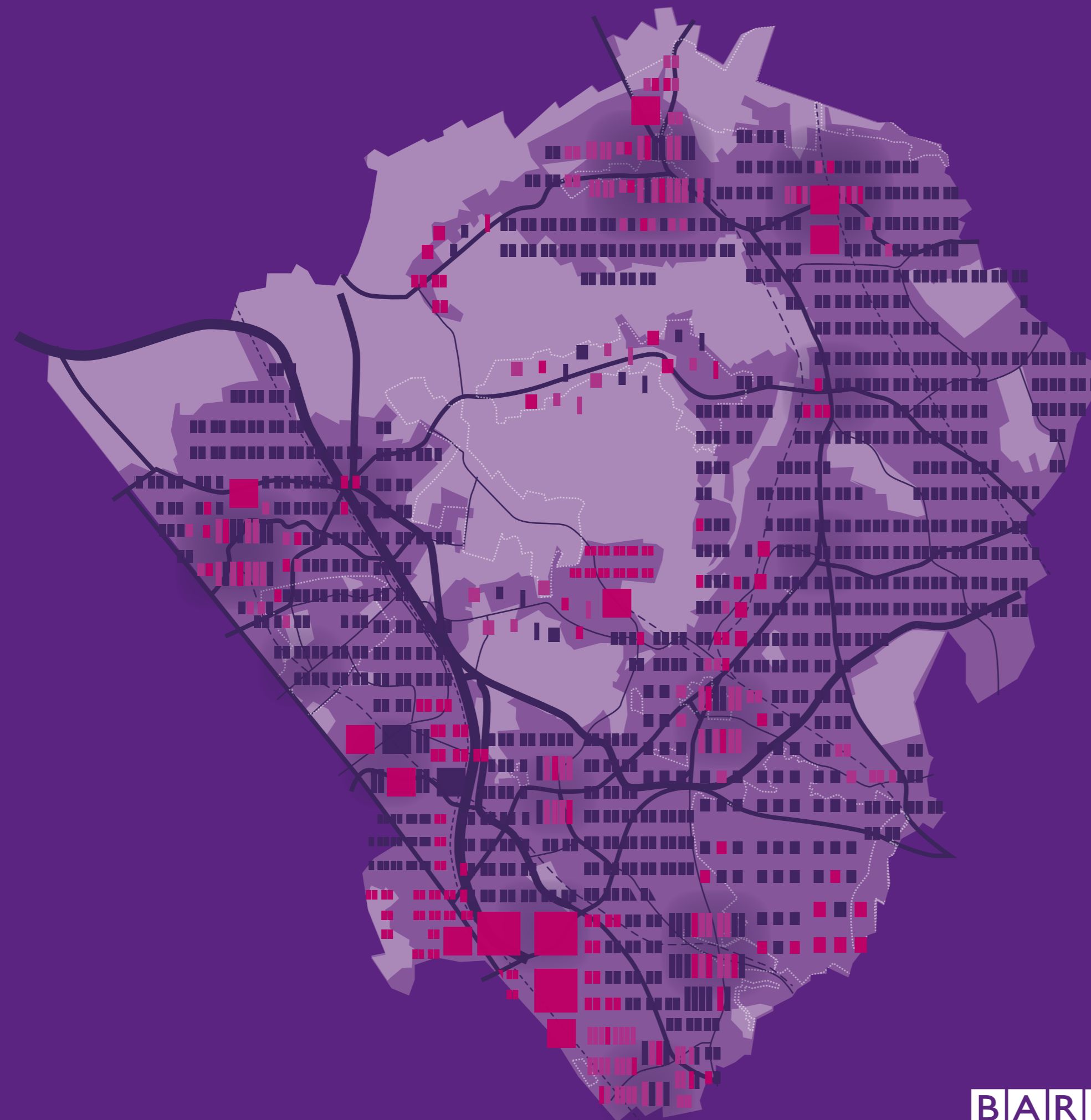
Appendices

10.1. Local Reports

10.1.1. Barnet's 2010 Characterisation Study

Characterisation Study of London Borough of Barnet

Final Report | May 2010





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SECTION I
INTRODUCTION

AIM & PURPOSE OF THE STUDY

The London Borough of Barnet has commissioned Urban Practitioners to undertake an urban characterisation and local distinctiveness study for the Borough.

The Council is currently in the process of replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). The Core Strategy forms a significant part of the emerging LDF, outlining the council's spatial vision for the entire borough.

Throughout Barnet the pressure to accommodate new development and housing is increasing. Whilst recognising the need for major development in appropriate locations, the Council seeks to safeguard the suburban nature of the borough. In order to protect this distinct character it is vital that growth is accommodated in a variety of forms.

The “Three Strands Approach” document builds upon this philosophy, as the need to “Protect, Enhance and Grow” underpins the Council's spatial strategy for the borough. This proactive approach will enable the Borough to rise to the challenge of accommodating change in a positive manner, by conserving high quality areas whilst making better use of existing assets.

The following characterisation study provides a detailed understanding of the Borough's urban character. This will help to identify areas within the borough that require greater protection, in addition to those that have the potential to accommodate new development.



Strand one of the three strands approach calls for the absolute protection of the Green Belt and open spaces. The borough has a variety of natural open spaces that play a significant role in the contribution of its unique character; almost one third of the borough is designated Green Belt. Natural assets are fundamental to the Council's overarching spatial planning vision for the borough.



Strand two of the three strands approach aspires to enhance and conserve high quality suburban areas. Over a third of Barnet consists of classic London suburbs providing family housing. The council also aspires to conserve and enhance the historic suburban environment and distinctive centres that form an integral part of Barnet's character.

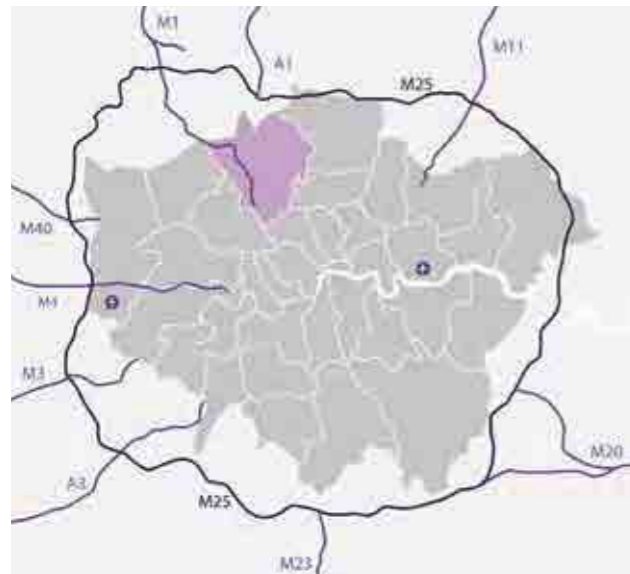


The final strand aspires to accommodate a significant amount of growth throughout the borough, by exploiting opportunities for the development of major brownfield sites and strategic regeneration. Through this approach the council aspires to provide the accommodation, infrastructure and public services necessary to support a growing population.

THE LONDON BOROUGH OF BARNET

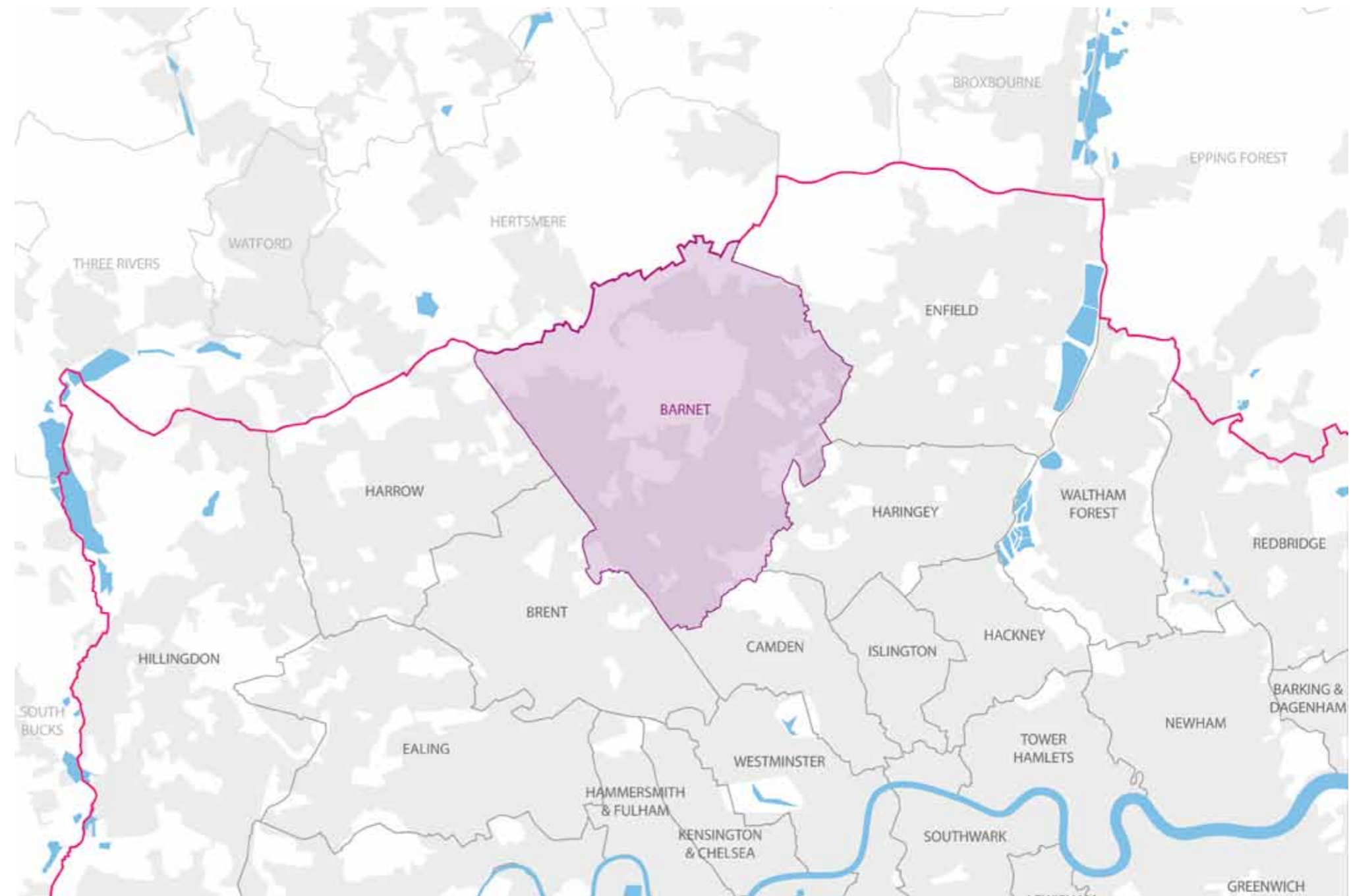
The London Borough of Barnet was formed under the London Government Act 1963 in 1965. Barnet was created by merging the former urban districts of Chipping Barnet, East Barnet, and Friern Barnet, with the boroughs of Finchley and Hendon. Barnet has the second largest population all the London Boroughs, and with 326,000 residents, it is expected that Barnet will be the most populous in the next five years, due to its current rate of growth. Barnet is located in North London, adjacent to the London Boroughs of Enfield, Haringey, Camden, Brent and Harrow. To the North, the borough borders the Hertsmere District of Hertfordshire.

Barnet in relation to London
(Plan by Urban Practitioners 2009)



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Barnet and Surrounding Boroughs
(Plan by Urban Practitioners 2009)

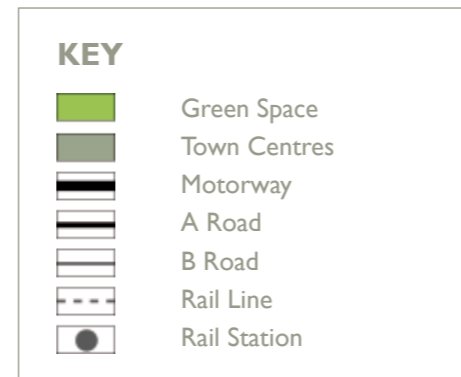


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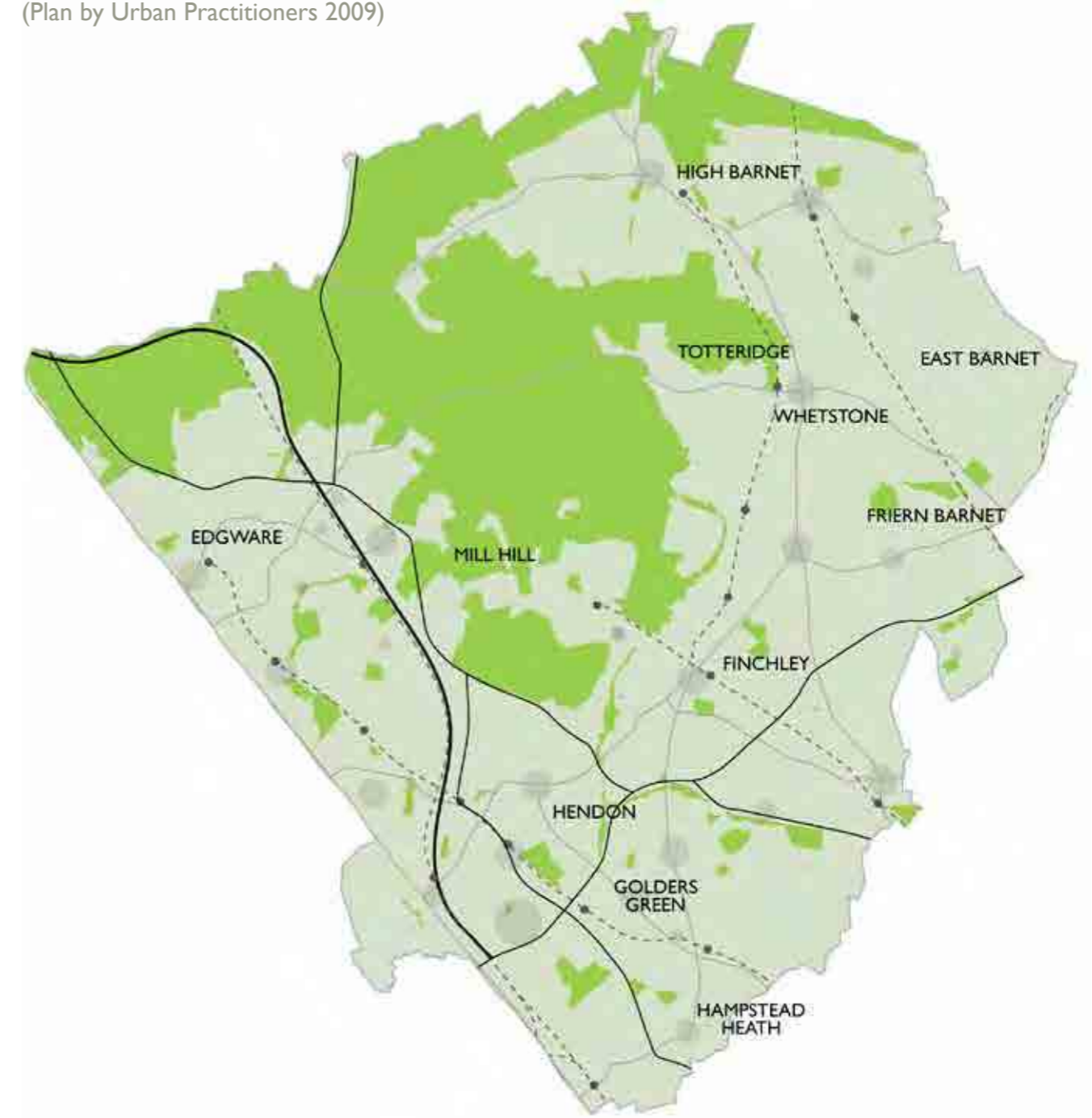
THE LONDON BOROUGH OF BARNET

Barnet is predominately suburban in character, and is mainly made up from detached, semi detached and terraced housing. Barnet also has 20 town centres that provide a range of commercial, retail and leisure facilities. Many of the town centres have evolved from historic villages, and form an integral part of the Barnet's distinct character. Other historically significant areas include the 18 designated Conservation Areas across the borough.

The Borough is connected through a comprehensive road and rail network; the M1 motorway provides access to the North and the M25, and the A1000 links the borough with Central London. Additionally the North Circular Road provides major connections east and west. Barnet has good access to both the Northern Line and overground rail services.



Introduction to Barnet
(Plan by Urban Practitioners 2009)



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REPORT STRUCTURE

The Barnet Characterisation Study comprises the following sections:

SECTION I – INTRODUCTION

The report begins by introducing the aim and scope of the project. The section introduces the Borough, including a brief description of its history and key physical characteristics.

The introduction outlines the methodological approach which underpins the analysis of the Borough.

SECTION II - BOROUGH WIDE ANALYSIS

Section two of the report provides an analysis of the physical form of the Borough, as a further more detailed introduction to its physical make up. It provides information regarding the morphology of the Borough, and the relationship between urban form and development with topography and geology. Additionally this section documents Borough-wide land use and green space, in addition to providing information on movement and infrastructure. A breakdown of the social and economic makeup of the borough is also provided.

SECTION III - TYPOLOGIES

The third section of the report documents the layered breakdown of the Borough into primary and secondary typologies. The definition of each typology is accompanied by a plan of the Borough, indicating where areas identified as each typology can be found. Due to the smaller scale of criteria employed to define them, secondary typologies have been analysed in greater detail than primary typologies. Section three analyses each secondary typology through a series of plan and section drawings, in addition to the use of photographic and illustrative street elevations where appropriate.

SECTION IV - CHARACTER AREAS

The fourth section documents the translation of typologies into character areas. Opening with a plan illustrating the sub division of the Borough, section IV describes each character area in depth individually. Each area is considered in terms of its extent, history and prevailing character.

SECTION V - KEY FINDINGS AND CONCLUSIONS

The final section of the report draws together the key issues which have been highlighted by the research and analysis along with conclusions as to how these issues might be addressed through policy and management.

METHODOLOGY

Introduction

The study attempts to define aspects of the built environment which make Barnet unique. The overarching aim of this characterisation study is to analyse and map the physical character of the Borough to inform the Council's planning policies. This will help to identify areas that require safeguarding against inappropriate new development, and those that are able to accommodate sustainable growth.

The Council recognises that Barnet's suburban character is one of the Borough's greatest assets, providing a pleasant and attractive setting for family homes in neighbourhoods throughout the area. The Borough is under increasing development pressure and there is a risk that Barnet's special suburban character could be undermined by inappropriate development.

Urban Characterisation

The term "urban character" refers to the individual aspects of a place, that when combined and taken as a whole, make the place distinct from anywhere else. Factors that can influence and define place identity are wide ranging, and typically include the following:

- Scale and grain;
- Land use;
- Network characteristics;
- Density;
- Street width;
- Building type, height and massing;
- Architectural style;
- Vegetation, landscape and public realm treatment; and
- Topography.

These components of urban character are experienced at a range of scales. Factors such as scale, land use and network characteristics are structured at a urban scale, whilst aspects such as architectural style, vegetation, and street width occur at street level. For this reason the study undertakes a review of character at a variety of scales.

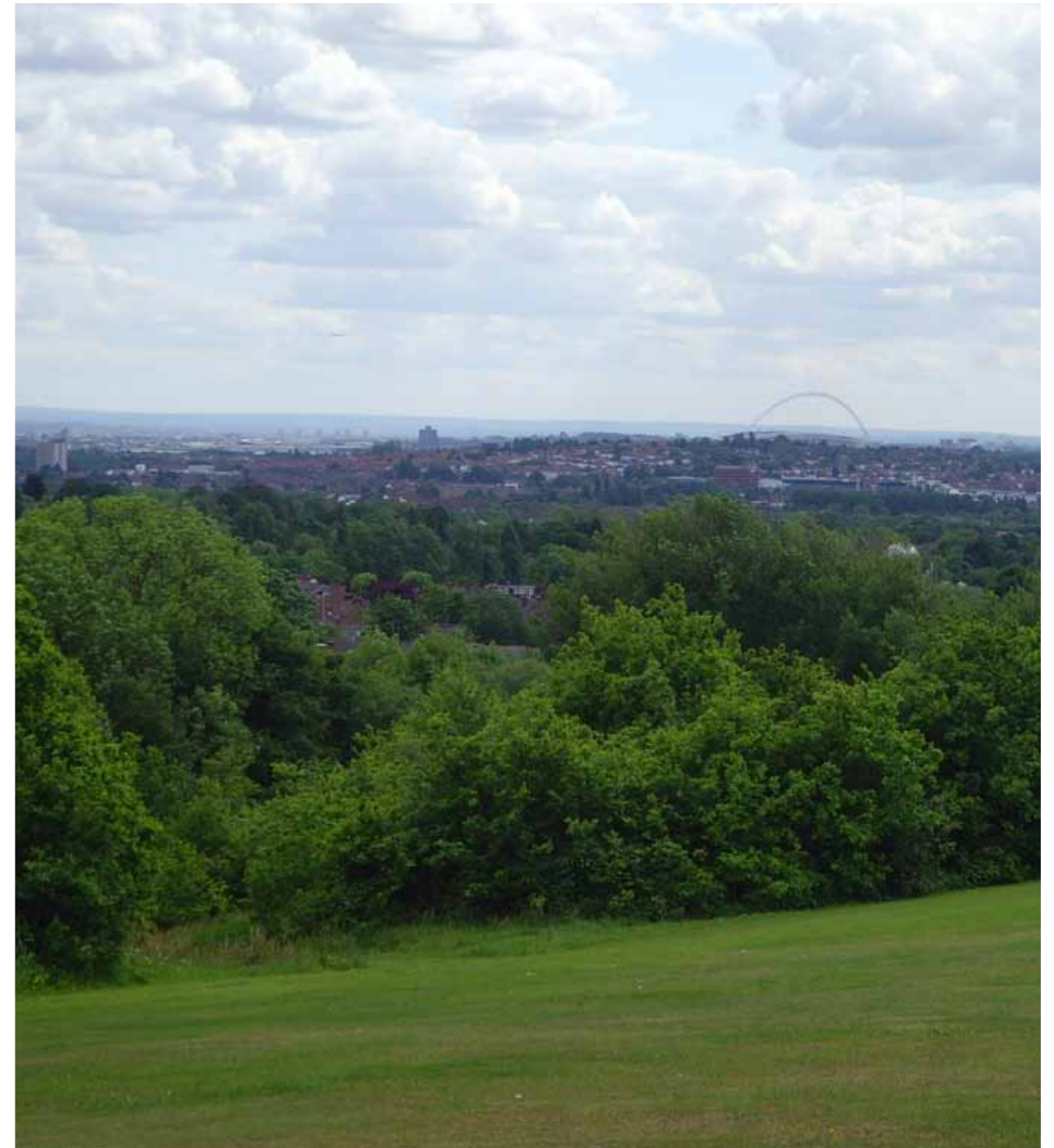
The first step of this process is to assess character at a Borough-wide scale with a view to analysing and categorising the entire physical environment. This will enable an holistic understanding of the sensitivity and suitability of different areas for development.

Defining Typologies: A layered approach

Through an objective and systematic process of categorising the urban environment, it is possible to analyse the Borough as whole, and to identify what areas require greater protection, and those that can accommodate more growth.

The study initially divides the borough into different types of street, or "street typologies". These typologies have been defined using criteria known to contribute to urban character, as this approach effectively groups streets that share similar characteristics. For example, streets that share a similar sense of enclosure, density and building type will be identified as the same typology. This will create a clear identification of the spectrum of different typologies which characterise the Borough.

Due to the size of the Borough a layered approach incorporating four stages has been used to categorise the urban environment. This approach is set out on the following pages



Factors such as topography can have an impact upon the definition of place specific urban character.

METHODOLOGY

Stage 1 – Identification of areas outside of the study

The first stage in the process is to clearly identify those areas which are outside the remit of this characterisation study. Areas which are excluded fall into one of two categories.

1. Areas of Control

This first category includes areas that are already protected from inappropriate development through statutory planning designations. These areas include Green Belt, Metropolitan Open Land, and designated Conservation Areas. The special character of these areas is already articulated by planning policy and as such they do not require further analysis.



A large proportion of the Borough is surrounded by protected Green Space. Given this designation, such locations are not included in the study area.

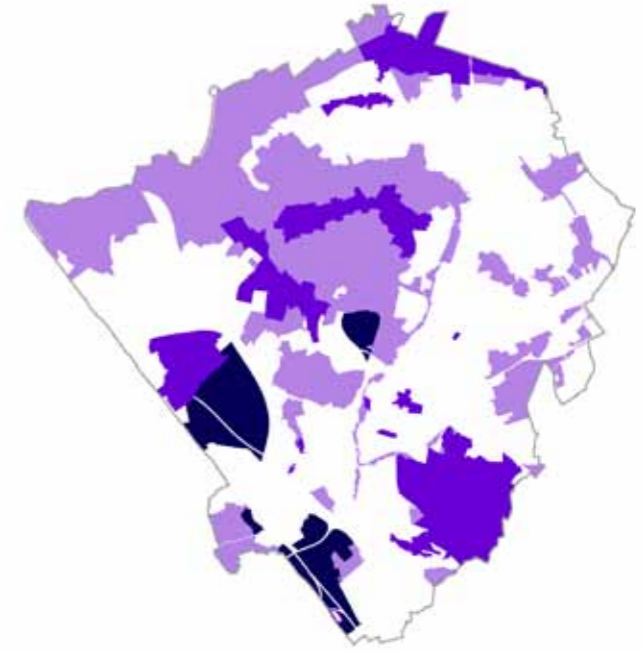
2. Areas of Growth

This category includes specific areas of change or opportunity as defined in local and regional planning policy. These sites have been subject to detailed analysis and are recognised as having strategic development potential, and benefit from specific planning guidance and masterplanning exercises. The urban character within these areas is due to evolve significantly, and any analysis of the physical environment will quickly become outdated. As such it is inappropriate to include them in the characterisation study.

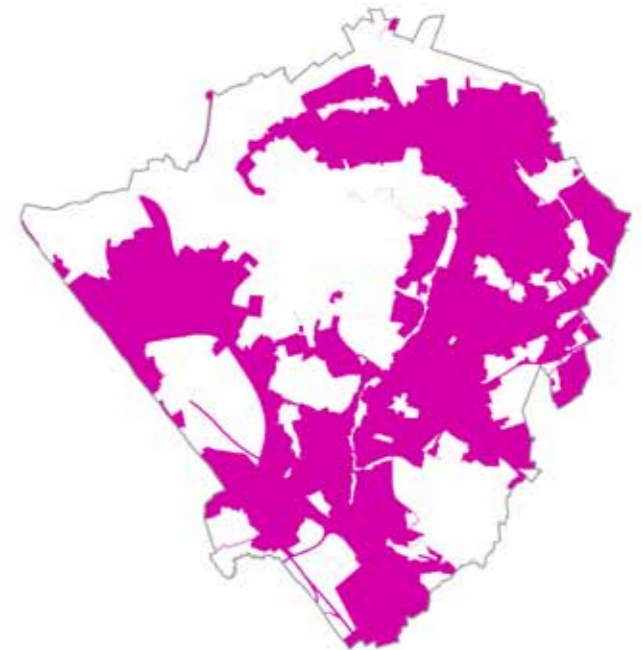


The area of Colindale, located in the south west of the Borough, has been identified as a major growth site.

Areas outside of the study



Remaining urban area



METHODOLOGY

Stage II – Identification of primary typologies

Following the exclusion of areas of protection and growth, the remaining urban area has been divided and categorised in order to be effectively analysed.

Barnet is an exceptionally large London Borough, and contains a diverse range of environments. The remaining area contains an array of different types of urban and suburban development, ranging from large out of town retail parks, to narrow residential streets. Furthermore, these areas are defined by a variety of different types of urban character; some of which may be at risk from erosion through future development. It is important to distinguish the areas that require further protection and safeguarding.



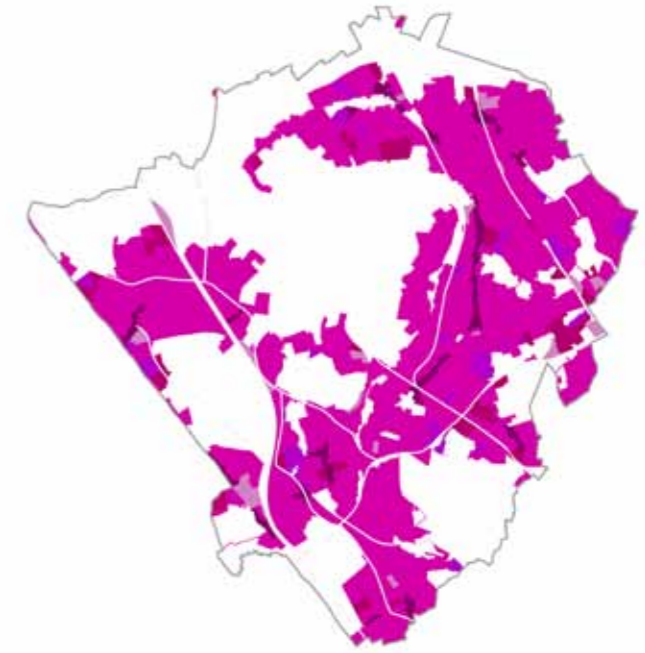
Dividing the remaining space into primary typologies will distinguish town centres from residential areas.

The most efficient method of categorising the built environment is to identify different types of streets, or “street typologies”, which exist across the borough. These typologies have been identified by grouping types of streets that share common characteristics. The following criteria has been adopted to assess the different types of urban environment at an urban scale:

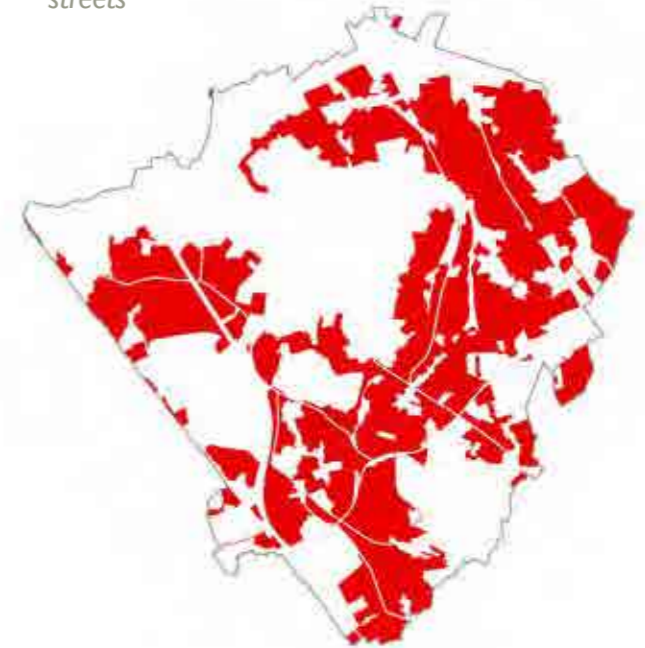
- **Scale and grain** – the pattern, size and arrangement of buildings and their plots;
- **Land use** – the predominant function of the buildings; and
- **Network Characteristics** – the arrangement of vehicular roads and pedestrian paths, and their relationship with surrounding buildings.

Sifting the area using these three criteria has enabled the identification of broad categories of types of streets, or “primary typologies”. The product of the first layer of analysis is the definition of a series of distinct and logical primary typologies ranging from out of town destinations, mixed use centres to residential areas. Given the extent of diversity of residential streets in the Borough, it is necessary to further break down these areas into “secondary typologies”.

Identification of primary typologies



Further breakdown of residential streets



METHODOLOGY

Stage III – Identification of secondary typologies

The term “secondary typology” refers to the specific categorisation of residential streets across the Borough. Whilst the criteria used to define primary typologies distinguished residential areas they do not provide a sufficient reflection of the diversity of character associated with residential neighbourhoods across the Borough. Therefore it is necessary to employ a series of “secondary criteria” used to distinguish between the different types of residential streets. Whilst the set of criteria used in stage II were generally at an urban scale, the secondary criteria are at a street based and building scale, and include the following:

- Density;
- Building types, height and massing;
- Enclosure, street width, setbacks;
- Architectural treatment, style and period; and
- Landscape character, streetscape and topography.

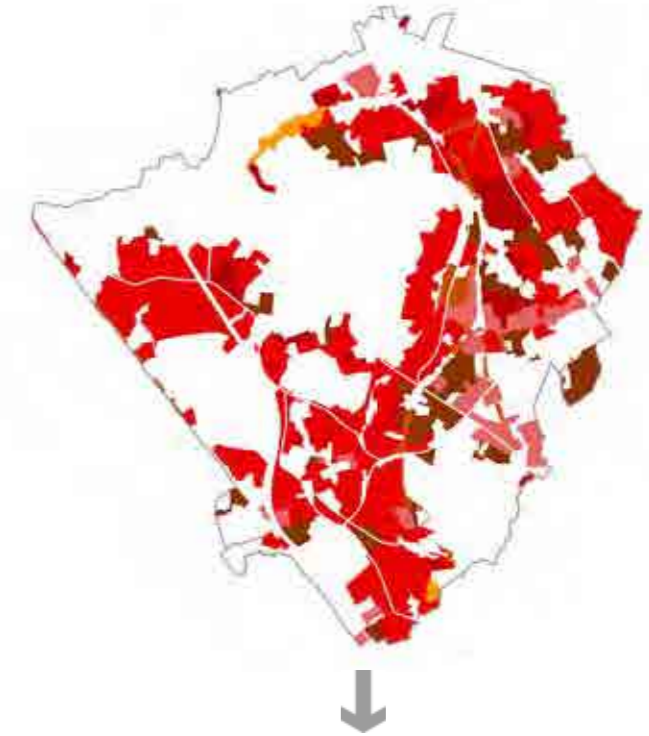
By using these criteria to break down the remaining residential streets it has been possible to identify groups of streets that share several common physical characteristics. The criteria employed to define the secondary typologies are generally fine grain and therefore some of the categories identified are specific to localities in the London Borough of Barnet.

The planning policy framework indicates that the urban character of residential streets remains most at risk from inappropriate development, and therefore the accurate definition of secondary typologies has been a crucial part in the study.

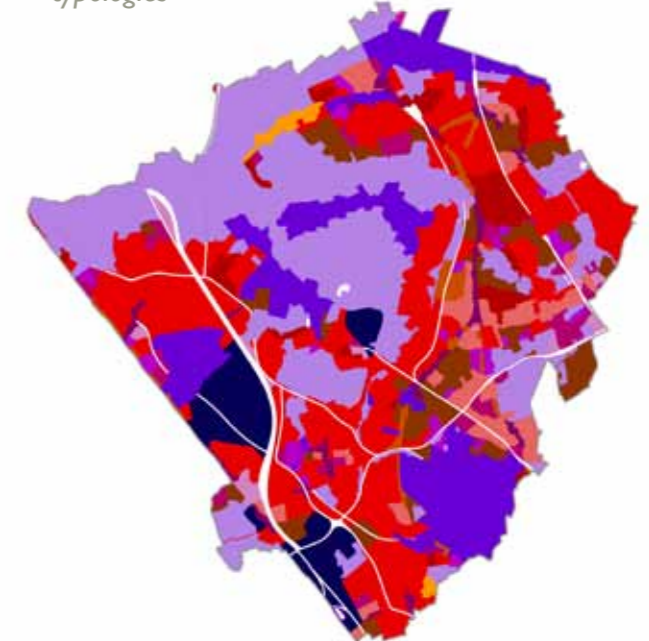


The secondary typologies have enabled distinction between the different types of residential streets within Barnet.

Identification of secondary typologies



Secondary typologies combined with primary typologies



METHODOLOGY

Stage IV – Definition of Character Areas

The final stage of the study is the definition of character areas. The boundaries of each character area have been defined using a number of elements. Although they relate closely with the definition of primary and secondary typologies, they are not solely based upon these boundaries. The character areas have also been influenced by historical and geographic traits, and consequently have been given similar names. Each character area corresponds with locations that can be understood as single cohesive places. Consequently, they are often bounded by significant pieces of infrastructure and large natural elements.

Each character area contains a number of primary and secondary typologies, which combined with locally specific elements, such as topography, architectural period and local history, produces a sense of locally distinctive urban character. From this, it is possible to assess the extent to which growth is in certain areas. Some areas will have a highly coherent sense of character, and may therefore require safeguarding from future development. Other areas will have a poorly defined character, and therefore it may be appropriate to encourage their further development in order to consolidate their character.



Character areas are organised around historic places, that can be understood to be single cohesive locations





SECTION II
**BOROUGH WIDE
ANALYSIS**

TOPOGRAPHY

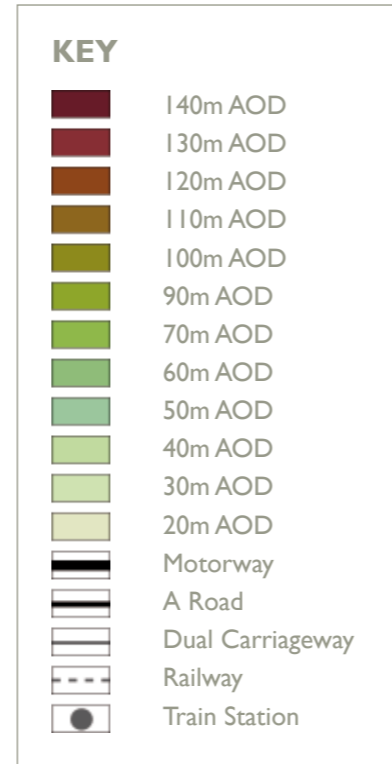
One of the key features in Barnet is its topography, a rolling landscape of valleys and ridges cut out by tributaries of the Thames over millennia.

The broad impact of the Thames basin is the gradual rise in levels from south to north across the borough with high points at Highwood Hill and Barnet Gate. Three ridgelines run broadly in parallel from east to west across the top of the borough through Chipping Barnet, Totteridge and Mill Hill. A fourth runs north-south through Whetstone and begins to link in with the gradual rise in levels towards Hampstead Heath, south of the borough.

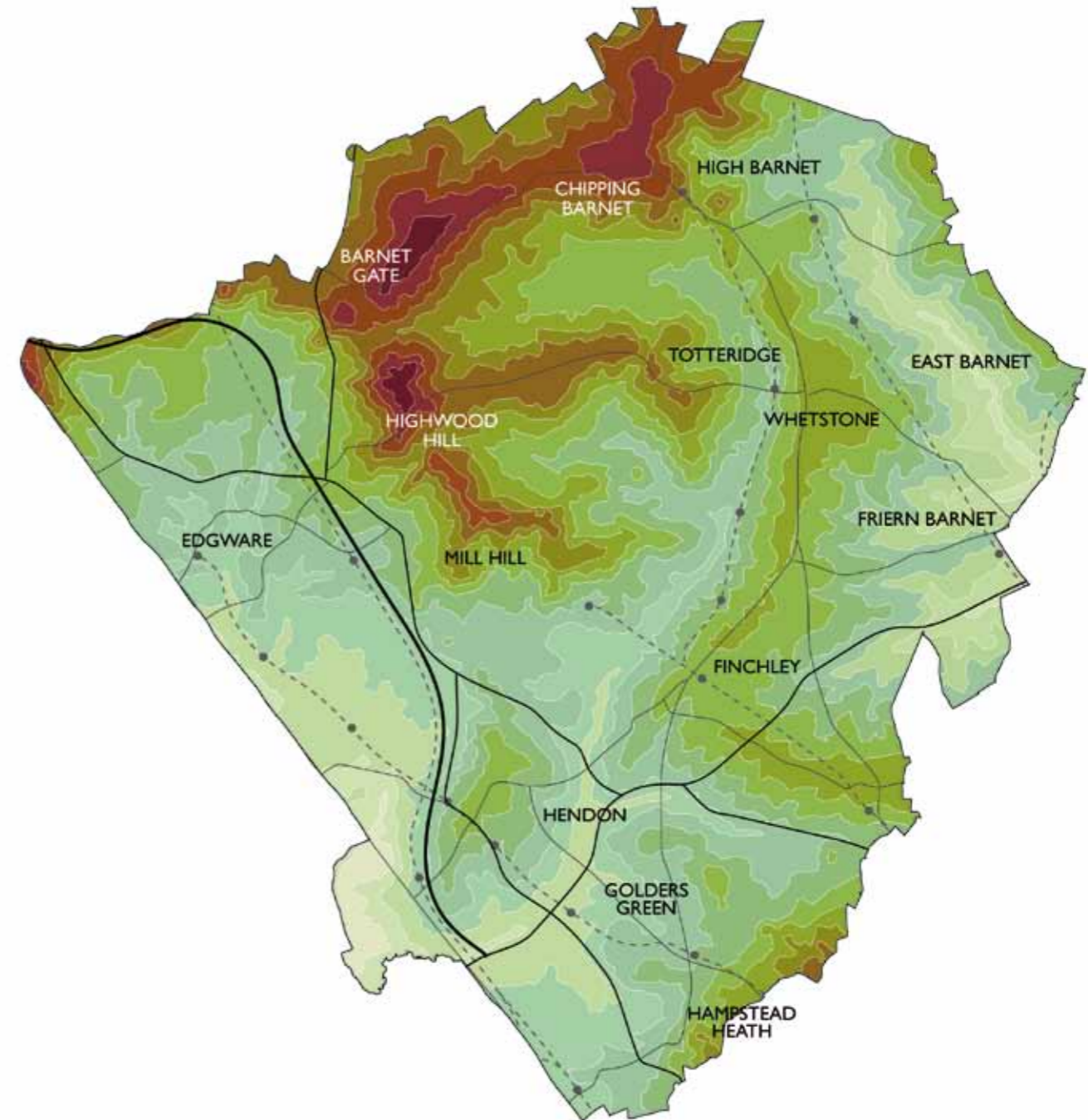
The westerly part of the Borough is characterised by generally lower lying and less dynamic terrain with the exception of a modest rise which creates the hill on which Hendon now stands.



The dynamic topography remains a key distinguishing characteristic in defining urban character in many of Barnet's residential streets, including Belmont Avenue, located in the north east of the Borough.



Topography
(Plan by Urban Practitioners 2009)



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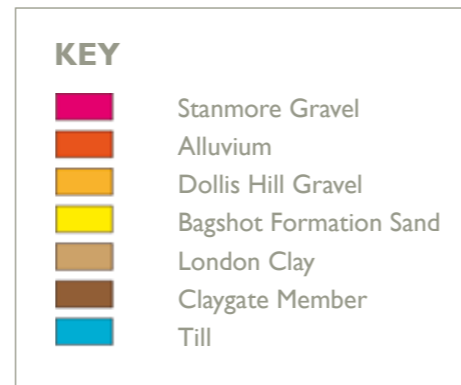
GEOLOGY

Like much of the area around London, Barnet is characterised by a high preponderance of clay soils. Whilst this is useful as a building material it is hard to cultivate and drains poorly, making it hard to build off and heavy underfoot. Elements of the high ground expose other strata, including patches of Stanmore gravel on the northern highest points around Highwood Hill and leading up to Chipping Barnet, and Claygate Member around Totteridge and Mill Hill which has a sandy/silty character.

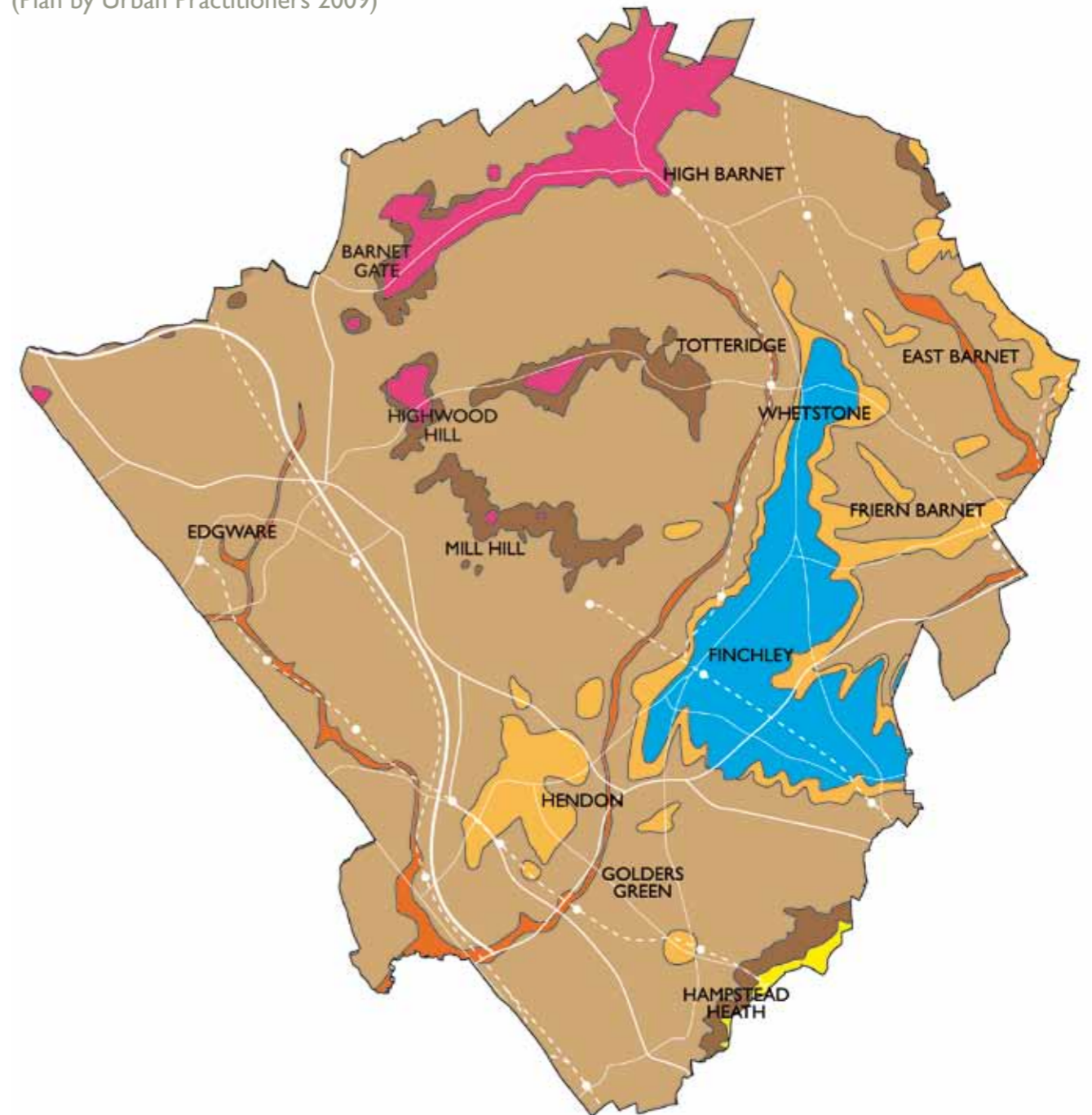
Finchley sits on a large exposed area of Till, which although clay, has a lighter chalky/sandy character. The margins of this area expose a lower stratum of Dollis Hill Gravel which also appears on the surface around Hendon.



Totteridge Lane was built on Claygate Member



Geology
(Plan by Urban Practitioners 2009)



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HISTORICAL DEVELOPMENT OF BARNET

Introduction

According to census data at the start of the nineteenth century the Borough wide population was approximately 6,400, and at present is over 330,000 people. The Council's projections indicate that this growth is expected to continue, with the population expected to exceed 370,000 people in the next 15 years.

Further expansion is largely limited to the redevelopment of brownfield sites, as the council remains committed to the protection of the Green Belt, Metropolitan Open Land and other green open spaces.

The following series of drawings illustrate how the Borough has developed since the mid 19th Century. Barnet originated as a series of small villages and has grown to become a unified polycentric suburb. The following sequence of six plans shows the growth of the urban area in Barnet over the last 150 years up to the present day. It demonstrates the way in which the settlement pattern has grown first from the historic villages, then expanded with the arrival of the railway and finally as the wider tide of urban sprawl expanded outwards from central London.

Epoch 2

Soon after the arrival of the area's first railway connections to London, settlements remain focused on the historic ridge-top towns and villages of Chipping Barnet, Finchley, and Hendon amongst others. Growth is also well under way in the newly connected commuter towns of New Barnet and Friern Barnet, and beginning to spreading outward from Chipping Barnet, Finchley and East Finchley.

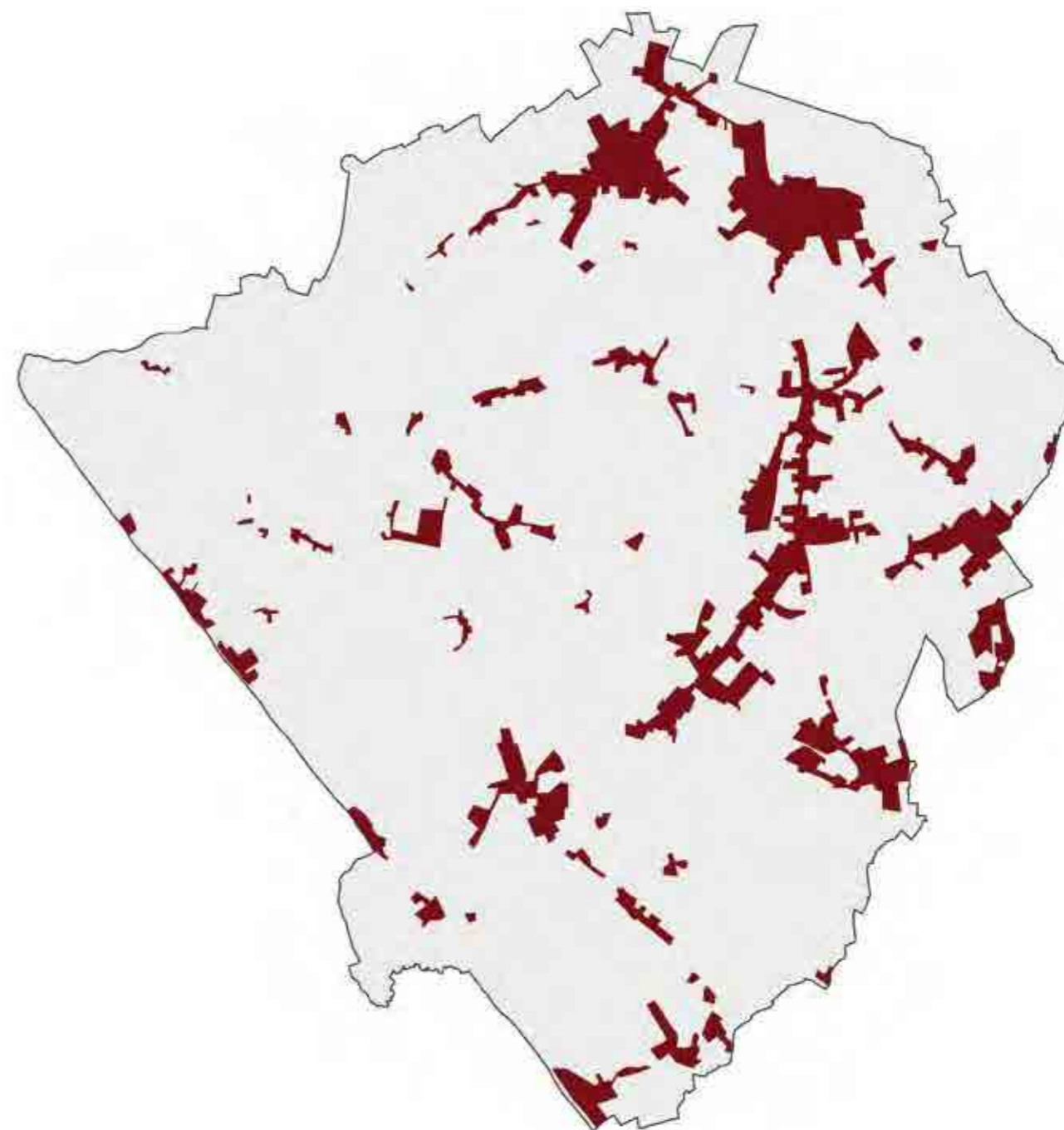
Epoch 4

Suburban housing estates account for the rapid expansion of settlements in the years since the arrival of the railways. Development has spread from the historic centres and the railway stations located at their cores. Suburban housing has radically transformed Edgware and Hendon and created a large swathe of housing covering much of the south of the borough. Growth has also blurred the boundaries between New Barnet and Chipping Barnet. The only historic centres not to witness such growth are the small villages of Totteridge and Mill Hill without new stations at their centres, and the still rural and poorly connected north west of the borough.

Epoch 5

The suburban boom has eased. Settlements have continued to expand at their edges, perhaps as a result of bus and car links to stations opening up more remote areas to development. Development has also filled in many of the gaps in development, some of which were recreational space, closer to town centres, particularly around Chipping Barnet and New Barnet. The Borough's Green Belt was designated in 1945.

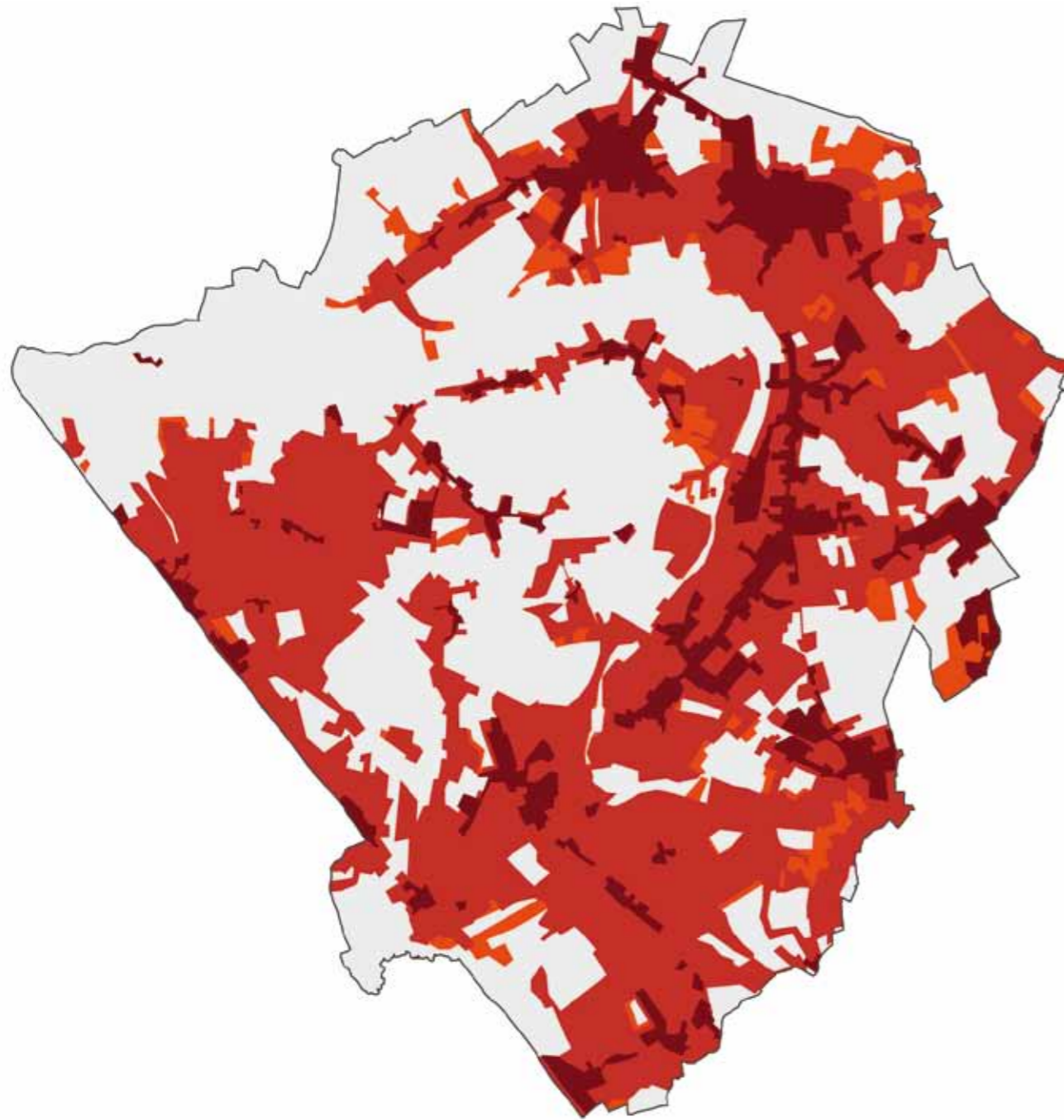
Barnet - Epoch 2 (Plan by Urban Practitioners 2009)



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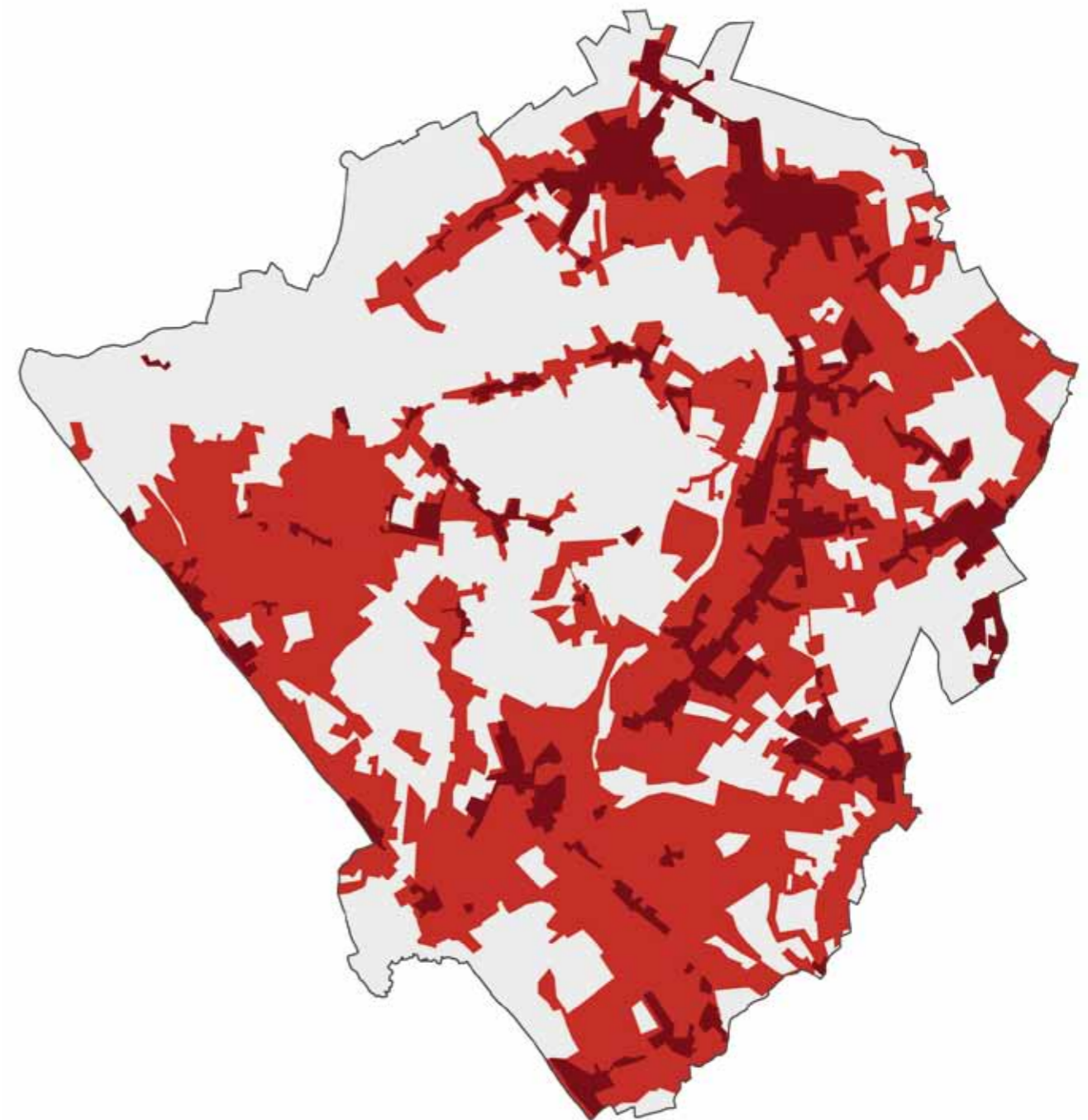
HISTORICAL DEVELOPMENT OF BARNET

Barnet - Epoch 4
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Barnet - Epoch 5
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HISTORICAL DEVELOPMENT OF BARNET

1963

The immediate post war years up until the 1960s sees the continued expansion of settlements with peripheral estates. Some of the largest areas of growth appear to be around the barracks at Mill Hill, and to the north of Edgware. (The introduction of the Green Belts from 1947 onwards halted development around New Barnet and Chipping Barnet, and further restricted growth in Totteridge and Mill Hill.)

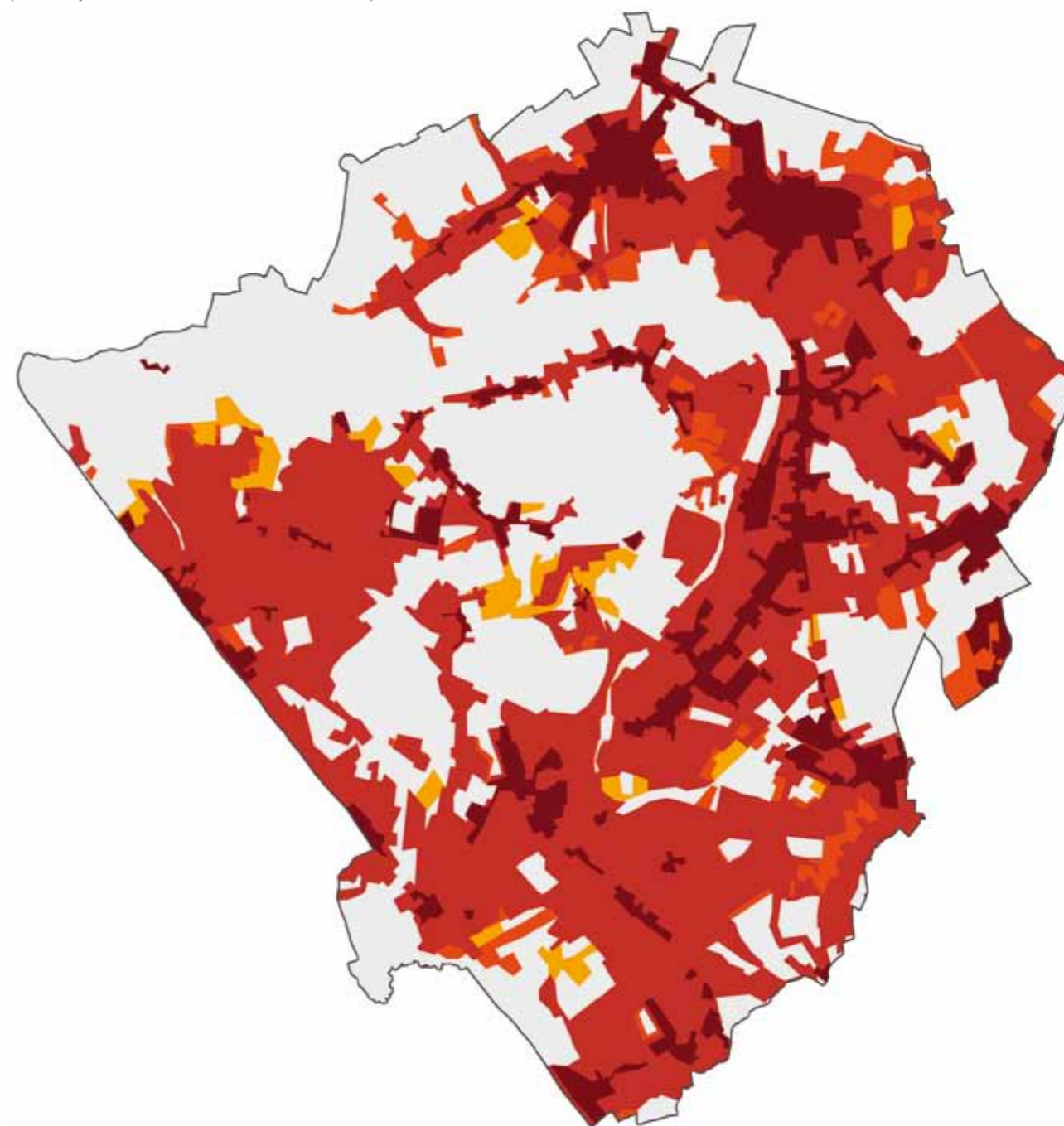
Epoch 7

The 1970s witnesses another period of expansion, this time in the form of large modern housing estates, such as Grahame Park, which has been built on a former airfield. New motorways have penetrated the area and other roads widened, increasing the accessibility of much of the borough, although growth in these better connected areas is not possible due to Green Belt restrictions.

Present Day

Little additional suburban expansion has taken place since the 1970s. Only a few extensions to 1970s estates seem to have taken place around Grahame Park and elsewhere in Colindale.

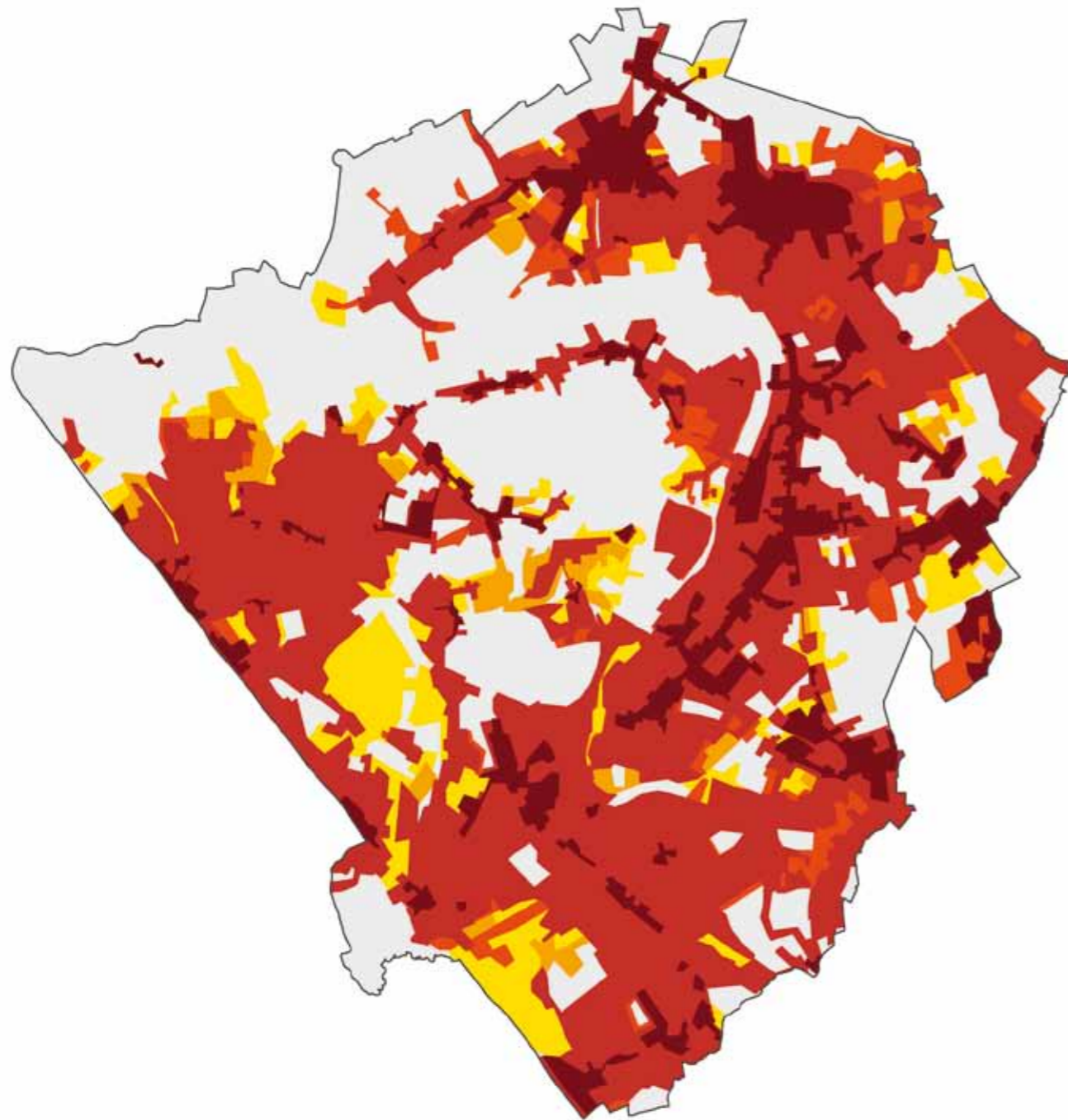
Barnet - 1963
(Plan by Urban Practitioners 2009)



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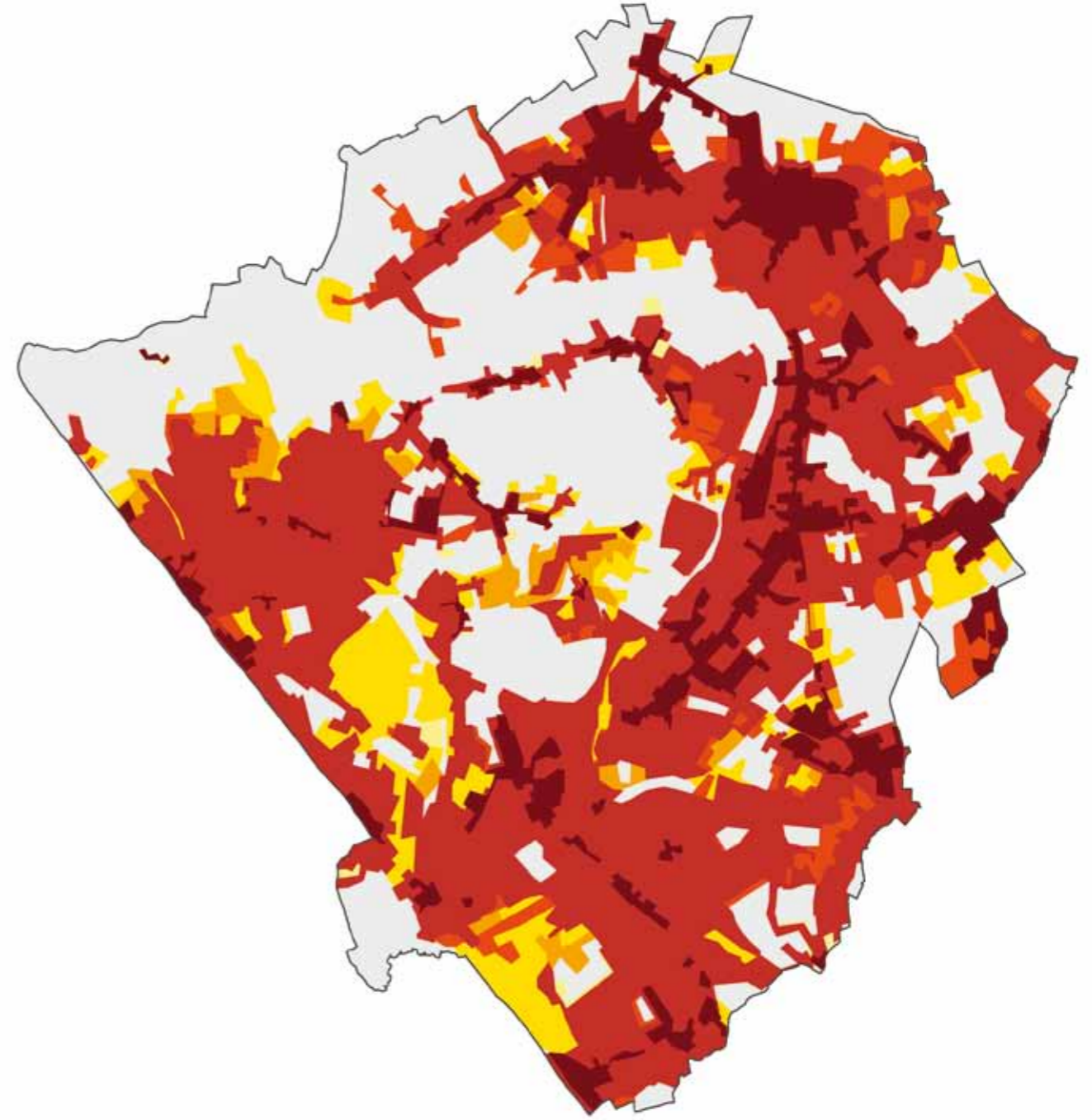
HISTORICAL DEVELOPMENT OF BARNET

Barnet - Epoch 7
(Plan by Urban Practitioners 2009)



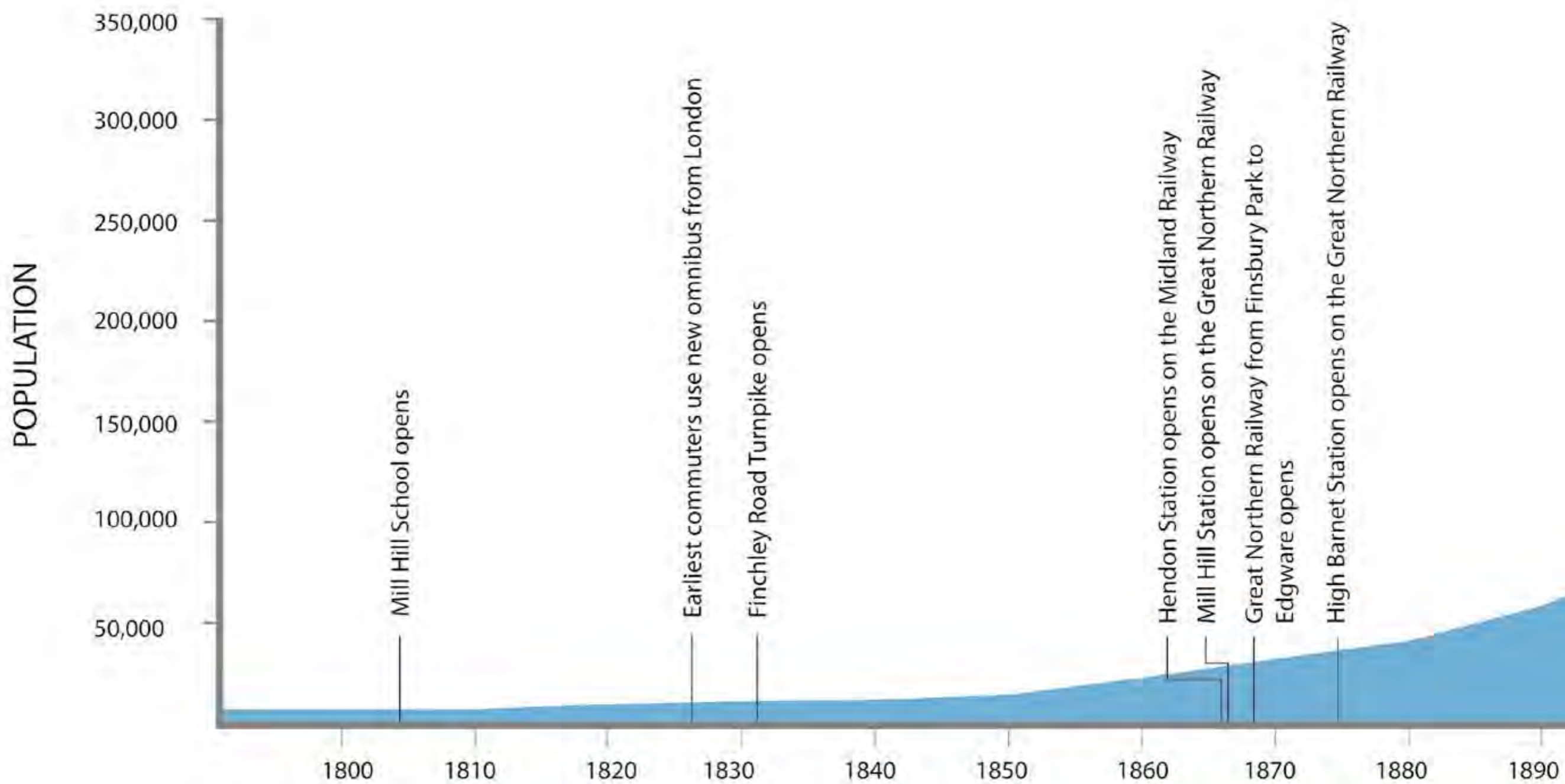
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Barnet - Present Day
(Plan by Urban Practitioners 2009)

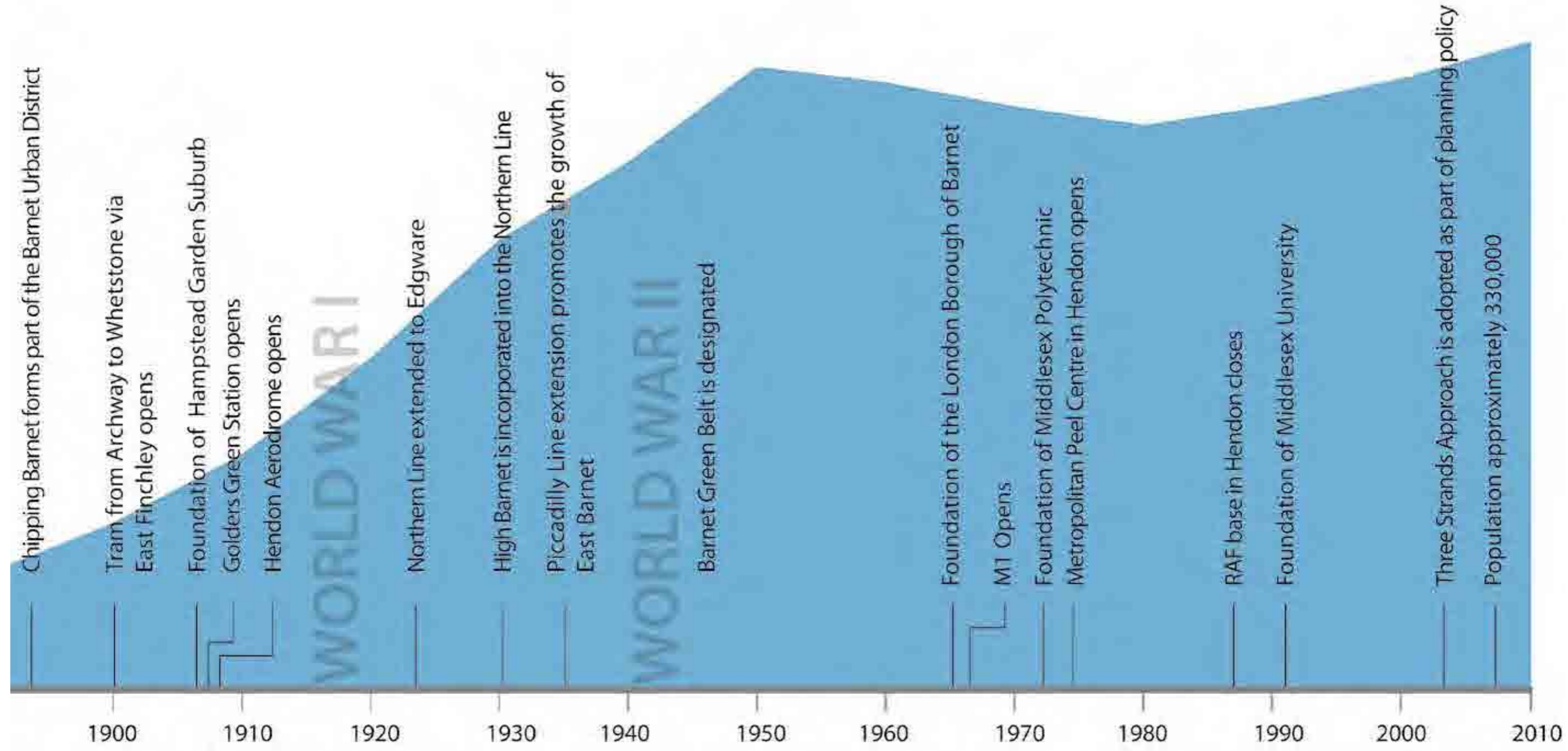


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HISTORICAL DEVELOPMENT OF BARNET



HISTORICAL DEVELOPMENT OF BARNET



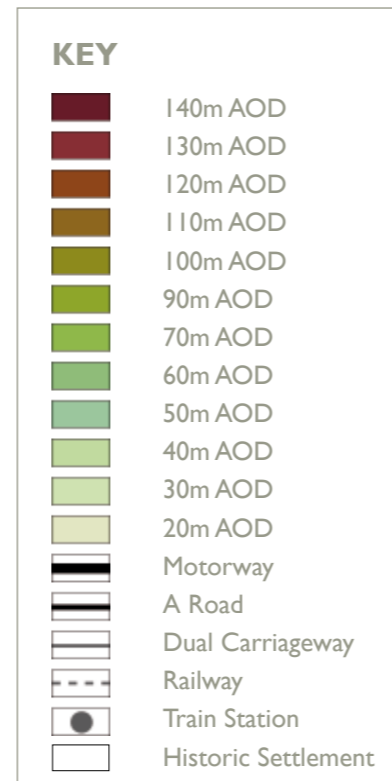
HISTORICAL DEVELOPMENT OF BARNET

The following plans showing the location the Borough's historic villages relative to topography and geology. The plans demonstrate some of the factors in the locations for those villages and give us a clearer understanding of the Borough's modern structure.

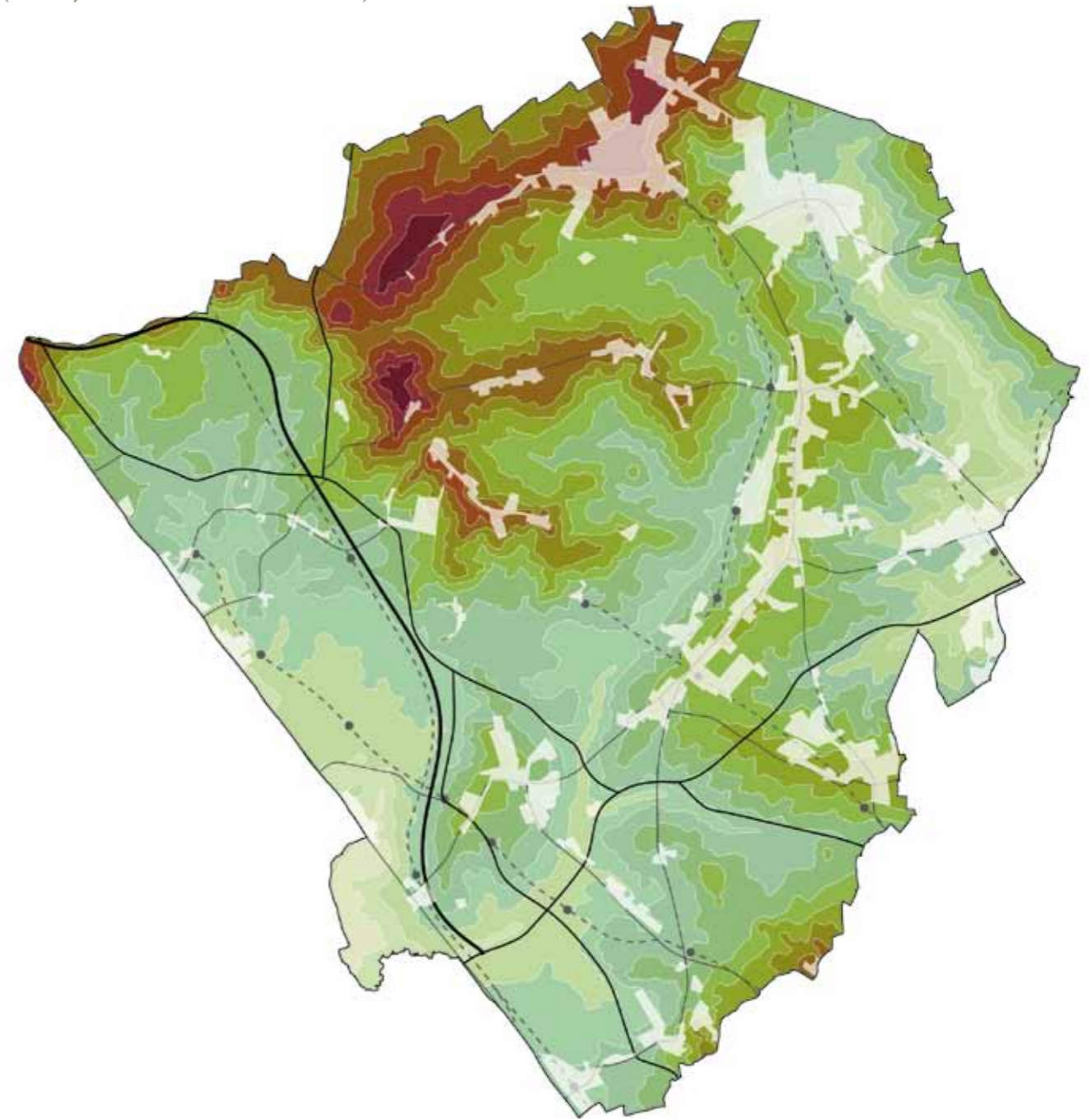
The most striking feature of these plans is the location of the historic centres on the high ground. The settlement growth leading up to the Victorian period along the ridge of land running north-south was also stimulated by the Great North Road, the most established route for travelers from London heading north towards provincial cities such as Peterborough, York, Newcastle and Edinburgh.



Historic development on Wood Street, now a Conservation Area, is located in Chipping Barnet which is situated on some of the Borough's highest lying land.



Historic Settlements in Relation to Topography
(Plan by Urban Practitioners 2009)



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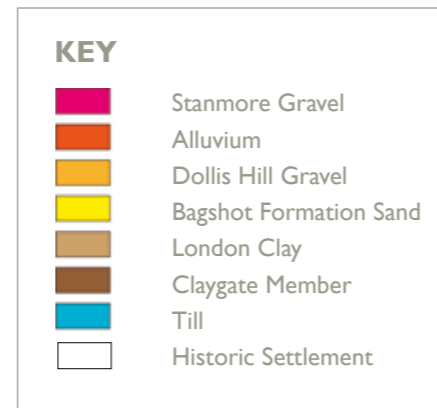
HISTORICAL DEVELOPMENT OF BARNET

The geological map also suggests that the locational choices were a consequence of the wish to avoid the heavy clay soils which are heavy underfoot and hard to cultivate. However, clay did provide an excellent source for building materials, evidenced by the high proportion of brick buildings.

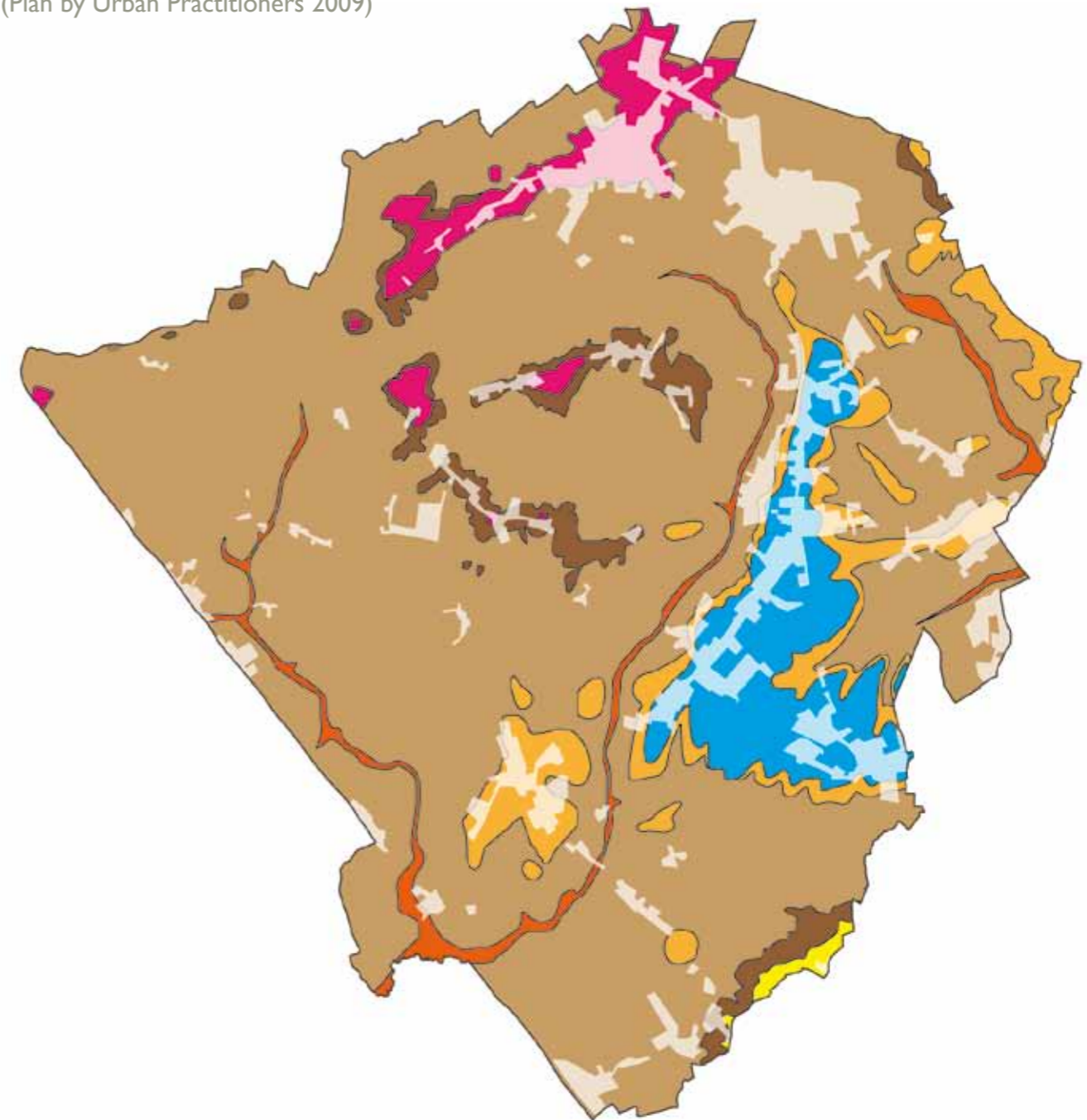
Two factors encouraged later suburban development during the Edwardian and interwar periods to spill down from the high ground and occupy the lower slopes and valleys. Firstly, building technology and particularly the readiness to dig deeper foundations and drain the land overcame the reluctance to build on the clay. Secondly, the growth of the railway from central London which tracks the contours of the valley sides created competing centres in the form of railway stations. Despite this, the lowest lying land remains undeveloped in many cases and is active flood plain. This ensures that the Borough retains some key green corridors, such as Dollis Brook.



Historic village centre at Mill Hill



Historic Settlements in Relation to Geology
(Plan by Urban Practitioners 2009)



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LAND USE

Introduction

The following plan illustrates the general land use patterns across Barnet at a strategic Borough wide level.

Conservation Areas

These areas already have coherent character and consequently have been granted protection from development pressure for change. Given their status and associated safeguard, conservation areas fall outside the remit of this study. For a comprehensive list of conservation areas throughout the borough please refer to the Planning Policy section located in Appendix II.

Major Development Sites

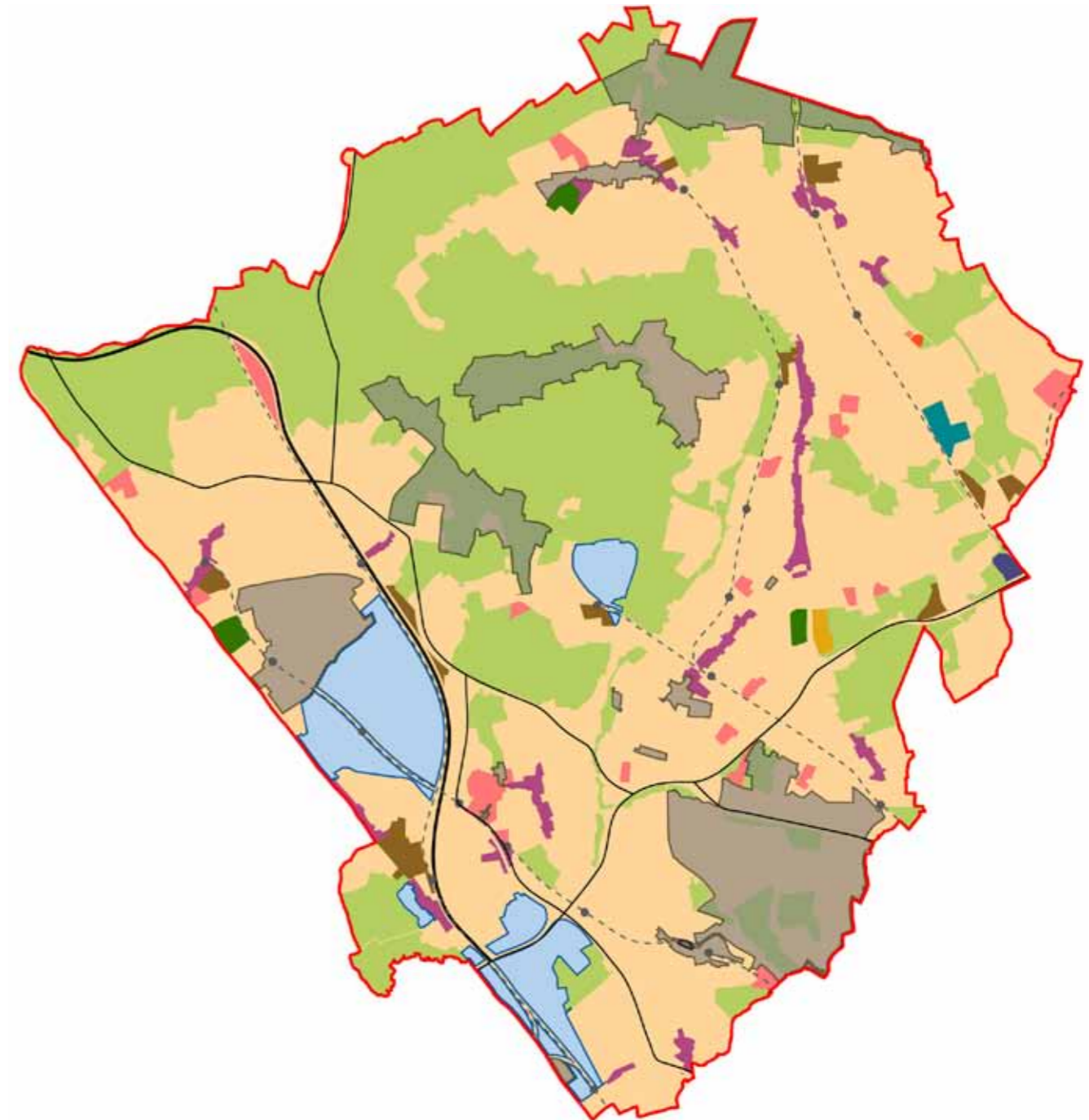
These areas have been identified as appropriate locations for change, and are therefore subject to controlled and managed development. Major development is proposed at the Brent Cross, Colindale, West Hendon and Mill Hill East. Given the amount of change these sites are about to be subject to, a detailed land use and character analysis would quickly become redundant, and they therefore fall outside the remit of this study.

Green Space

The Borough is fortunate to retain large blocks of open countryside today including substantial sections which are still in agricultural use and protected as greenbelt. Leisure facilities in the Greenbelt include golf courses and riding schools along with a major leisure complex at Cophall.



Land Use
(Plan by Urban Practitioners 2009)



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LAND USE

Residential

The majority of the built environment within the Borough is of residential land use. Within this broad character there are a great many variations in building typology, size and tenure which provides a very mixed character.

Education

The plan highlights large primary and secondary schools. The Middlesex University campus in Hendon is the single largest piece of land allocated to this land use.

Mixed use centres

Barnet has a number of local centres, many of which have evolved from historic villages. Other centres remain the product of and interwar planned development. Although prominently retail, these areas contain a mix of other uses, including civic, business and residential.

Other uses

The borough also contains a range of other uses, including business parks, retail parks, hospitals and areas used for light industrial purposes.



Much of the Borough is made up of residential development.



Central Circus in Hendon is an example of a mixed use centre built during the interwar period

GREEN SPACE

Introduction

Green space accounts for a significant proportion of the borough's area and most households in the borough have excellent access to open space. This extensive provision of high quality and accessible open space in the borough makes an important contribution to the character of the borough and the quality of life for those living, working or visiting the area. The principal types of open space within the borough are described below.

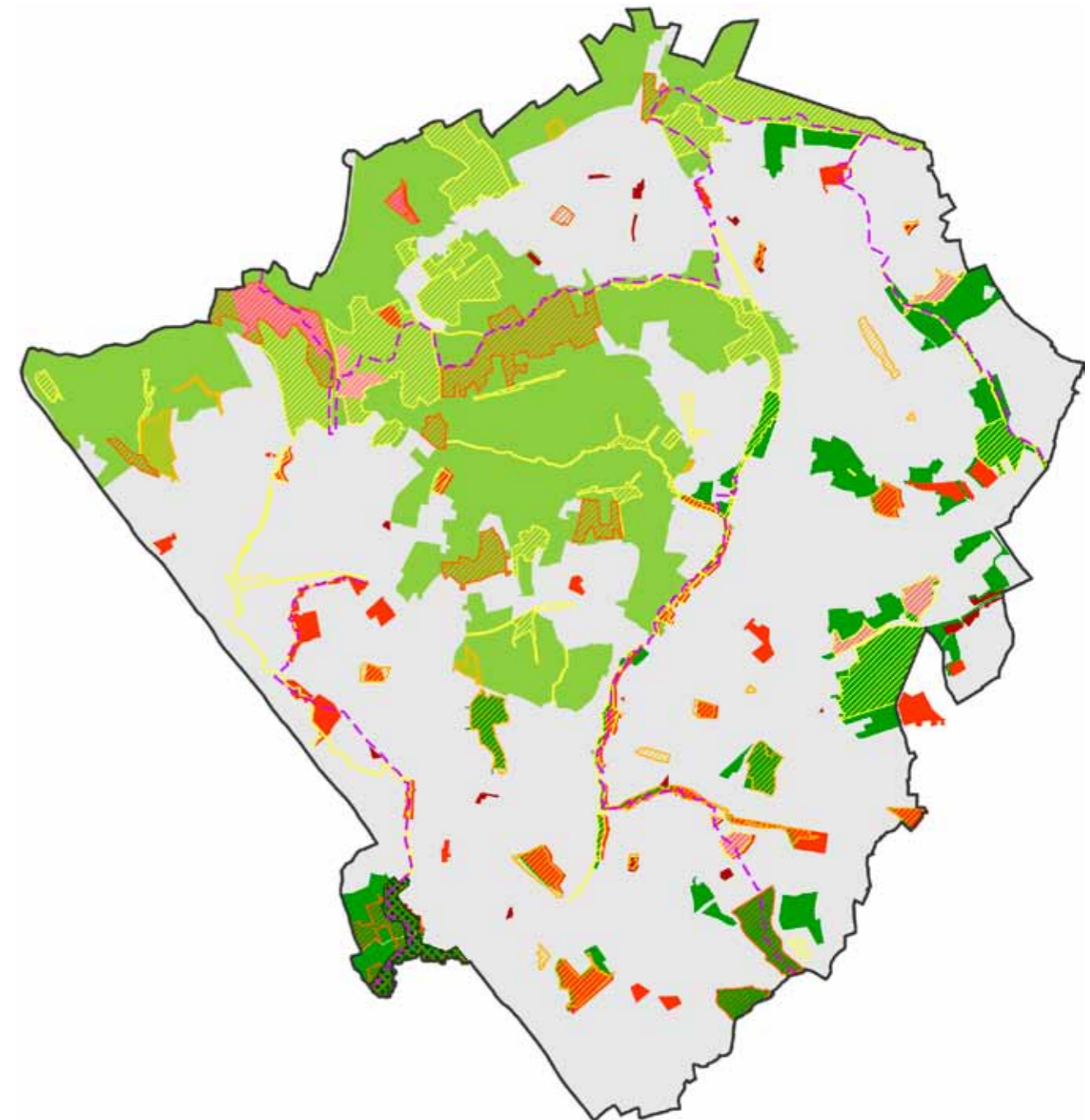
Agricultural landscape

A swathe of agricultural land extends from Mill Hill in the centre of the borough to the northern edge of the borough where it connects with the wider open countryside of South Hertfordshire. The rolling landscape is used for both arable farming and grazing and contains scattered small woodland blocks. It is made up of small to medium-sized fields which mainly run in a north-south orientation either side of the two brooks (Folly Brook and Dollis Brook) which flow east-west across the agricultural area. Most of the fields are enclosed with hedgerows (often gappy and incomplete) which are punctuated with mature hedgerow trees (predominantly oak). To the south of Totteridge Lane, fields are larger and often contain isolated mature trees indicating the line of former field boundaries.

A significant proportion of the borough is currently in agricultural use. It is a working landscape which is also an important resource for informal recreation providing residents of the borough with easy access to the countryside. A good network of public rights of way provides attractive and varied opportunities for walking and cycling.



Green Space
(Plan by Urban Practitioners 2009)



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GREEN SPACE

Woodlands

Only a small proportion of the borough is covered by woodland although in comparison with other London boroughs it has a larger area of woodland than most. The woodlands are valuable sites for nature conservation and they form prominent features in the landscape particularly in long distance views from high points in the borough. There are some remnants of ancient woodland including Scratchwood in Mill Hill, Barnet Gate Wood in Arkley and Big Wood and Little Wood in Hampstead Garden Suburb, all of which are designated as Local Nature Reserves. These are predominantly oak and hornbeam woodlands often with a ground flora of bluebells and wood anemones.

The largest areas of woodland are Scratchwood and Moat Mount in Mill Hill and Monken Hadley Common in Monken Hadley. The borough also contains some areas of more recent woodland including Woodridge in Woodside Park. The northern part of the borough falls within Watling Chase Community Forest – an area in which a substantial increase in trees and woodland is planned in the period up to 2025. It is likely therefore that the proportion of the borough covered by woodland will increase in the future.

Parks and Sports Grounds

The borough has over 200 open spaces covering a total of 848 hectares and providing a high quality resource for the borough. Sixteen parks have been identified by the Council as Premier Parks which are considered to be exemplar parks in the borough in terms of their attractiveness, accessibility, range of facilities offered and quality of maintenance. Most homes in the borough are within a mile of at least one premier park. Seven of the premier parks achieved a Green Flag award in 2008 -2009.

The large parks in the borough range from traditional Victorian and Edwardian parks such as Victoria Park in Finchley and Friary Park in Friern Barnet to twentieth century recreation grounds such as West Hendon Playing Fields and Mill Hill Park. Other key parks in the borough are: Oak Hill Park – a large informal landscaped park incorporating an area of ancient woodland; Hendon Park – a formal Edwardian Park; Sunny Hill Park – a twentieth century hillside park and Mapstead Heath extension.

These provide a range of sporting and recreational facilities for the local area and also play an important role in providing areas of open space within the urban areas. The borough also contains many smaller parks performing an important local role in providing accessible play facilities and small areas of green space within the built environment.



Barnet's designated Green Belt at Mill Hill remains well protected from development



Barnet has several parks providing high quality outdoor environments for residents



A significant amount of Green Belt land is used for agricultural purposes

GREEN SPACE

In addition to the public parks owned and managed by the Council, the Borough also contains a very large number of sports grounds and golf courses. Many of these are owned and managed by private clubs or commercial companies. In particular, the borough contains an unusually large number of golf courses. These include: Mill Hill Golf Course, Hendon Golf Course, Finchley Golf Course, South Herts Golf Course, Hampstead Golf Course and North Middlesex Golf Course.

Allotments

The Barnet Federation of allotment and horticultural societies lists 46 allotment sites in Barnet providing a total of over 4,000 plots. These are relatively evenly distributed throughout the urban areas of the Borough, but with a slightly increased concentration in the central and northern parts and a lower incidence in the southern areas around Hendon and Hampstead Garden Suburb. They are a popular facility with a high demand for plots and waiting lists for most sites.

Cemeteries

Barnet is home to several large cemeteries including St Pancras and Islington cemetery east of Finchley and New Southgate Cemetery close to the Council's offices in Brunswick Park. The St Pancras and Islington Cemetery was established in 1852.

In 1877 it was expanded from 88 to 182 acres and is owned jointly by the boroughs of Camden and Islington. New Southgate Cemetery, formerly the Great Northern Cemetery was opened in 1861. Other significant cemeteries are located in Mill Hill, Edgware, and Holders Hill.

Cemeteries in the borough perform an important role both in terms of providing space for cremations, burials and relection and also a wider role as an area of open space and habitat for wildlife.

London Regional Landscape Framework

Natural England's London Regional Landscape Framework identifies most of Barnet and a substantial area to the south west as the Barnet Plateau which is characterised by long views from remaining areas of healthy commons.

Protection of green space

Nearly all the green space within the borough is covered by environmental and/or planning designations which protect the areas from inappropriate development and ensures that the green space is preserved for future generations.

Most of the open countryside within the borough is designated as Green Belt and many of the larger open spaces within the built up area of the borough are designated as Metropolitan Open Land. Both these designations aim to safeguard the openness of the protected areas.

Designated nature conservation areas are situated across the borough providing an important resource for wildlife and recreation and forming significant elements in the Borough's landscape. The Borough currently has one Site of Special Scientific Interest (SSSI) (Welsh Harp Reservoir – NW9) and seven Local Nature Reserves. It also has a number of Sites of Importance for Nature Conservation (SINC) varying from local to metropolitan significance.

The borough also contains a number of linear areas of green space which have been designated as Green Chains. One of the principal Green Chains is Dollis Valley Green Walk - a 10 mile riverside walk along Dollis Brook from Mill Hill in the north to the northern edge of Hampstead Heath.



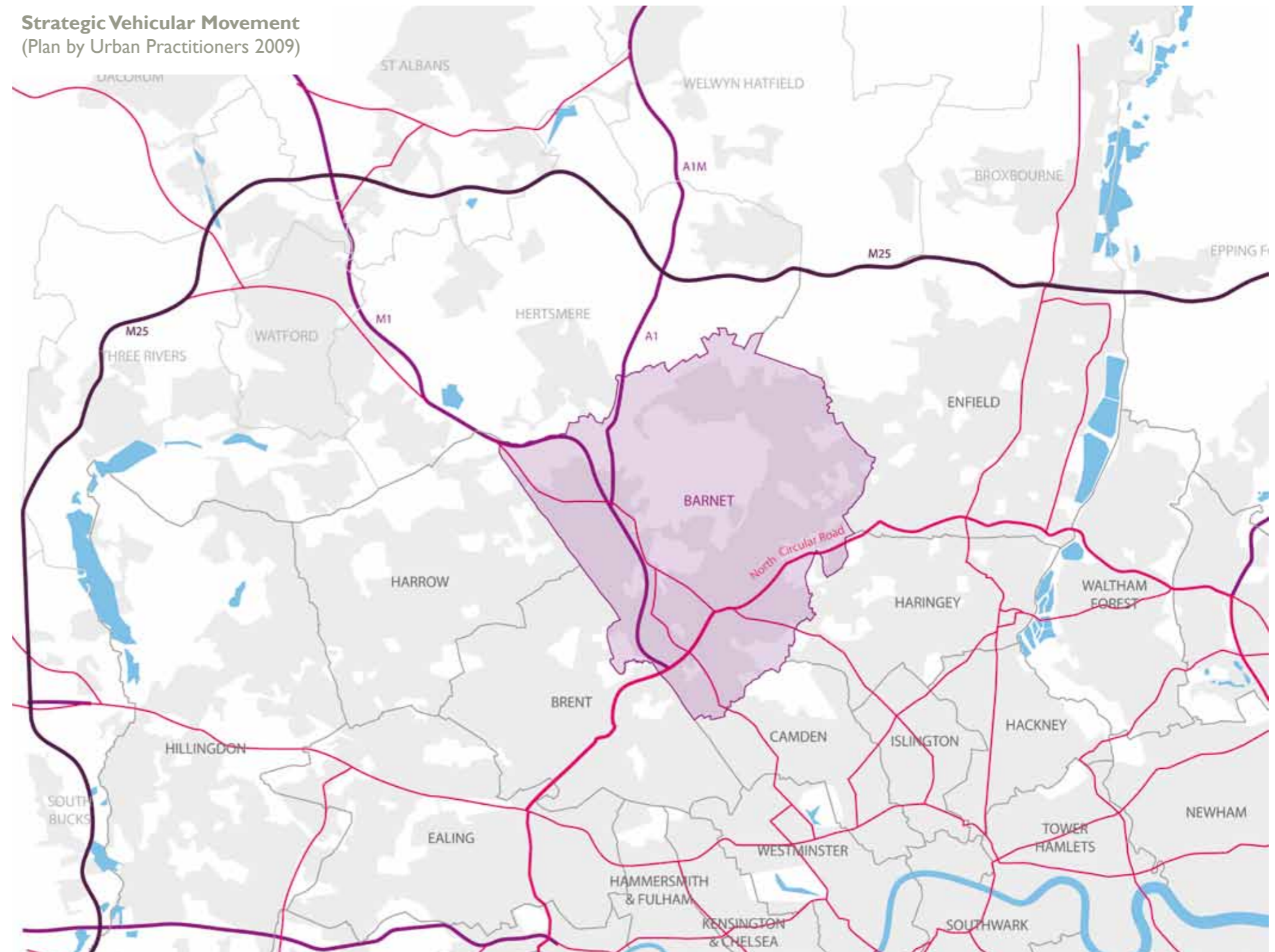
VEHICULAR MOVEMENT

Barnet is a well connected borough. Whilst it may not be the destination for many who travel through on the key roads in the London-wide network the presence of these routes makes it a highly accessible location.

The Great North Road formerly ran through Whetstone and Barnet until it was diverted to a more westerly route and more recently the M1 carved its way through the western part of the borough. The North Circular Road provides major connections east and west.

Whilst these roads are large in scale and significant in terms of their wider status, it is worth noting that although they provide good access to the Borough, they are of less benefit for journeys within the Borough. As with all large scale roads where short domestic journeys can cause disruption to larger traffic movements, the motorway and larger roads have few access points and it is left to the local road network to provide connections within the Borough.

Strategic Vehicular Movement
(Plan by Urban Practitioners 2009)



VEHICULAR MOVEMENT

The network of principal local roads within Barnet is striking for the way in which it follows the historic routes that have existing for many centuries. Key amongst these is the Great North Road, the originator of the A1 which linked London with the north. Now listed as the A1000 it still follows the original route linking the historic centres along the north-south ridge line which acts as the borough's spine.

In the north of the borough the A411 and the A5109 still follow their historic paths along the ridges which pass through Barnet and Totteridge, whilst in the south of the borough a much more interwoven network of key streets has been established, reflecting the more comprehensive patterns of development.

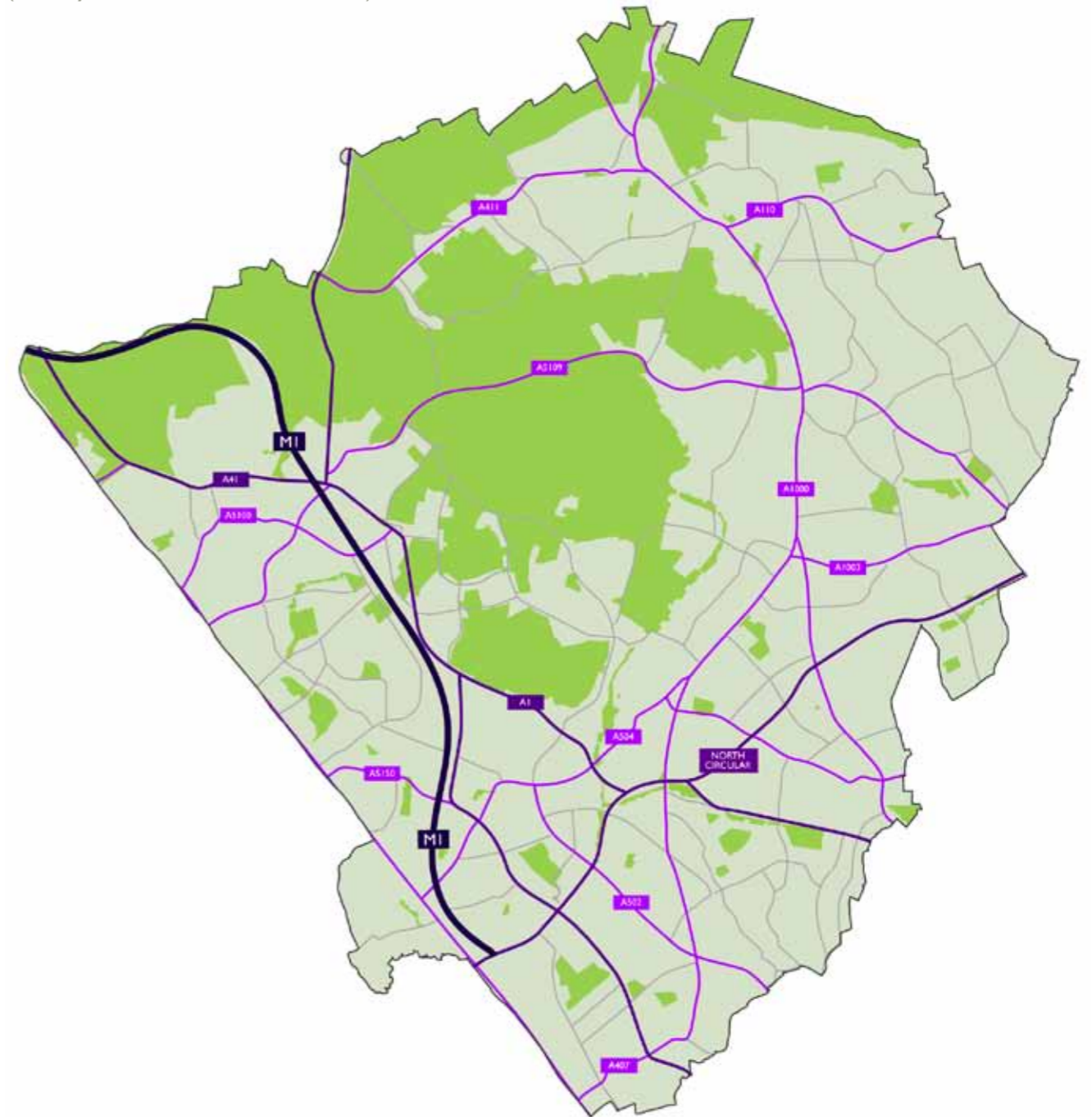
The secondary local roads which feed into these main routes also vary in character. The progression from Victorian through Edwardian to inter-war development saw a gradual relaxing of the rigid grid pattern to looser, more organic forms in some instances. Conversely, the Garden City movement spawned a fashion for beautiful geometric layouts with strong, distinctive shapes and formal avenues.

More modern developments in the postwar period tend to feature more cluttered street patterns with weaker connections, and it is noticeable that many of these designs are now being unpicked during regeneration programmes in favour of more conventional connecting streets and spaces.

KEY

- Motorway
- A Road
- B Road
- Local Road

Vehicular Movement
(Plan by Urban Practitioners 2009)



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
RAIL LINES

Railway lines were first extended to Barnet in the 1860s. After a relatively slow start they were the stimulus for massive urban growth during the first half of the twentieth century and were eventually transferred into the London Underground system, becoming the two branches of the Northern Line. Most of the tube stations in the Borough are in zone four, although both the terminating stations of Edgware and High Barnet are in zone five.

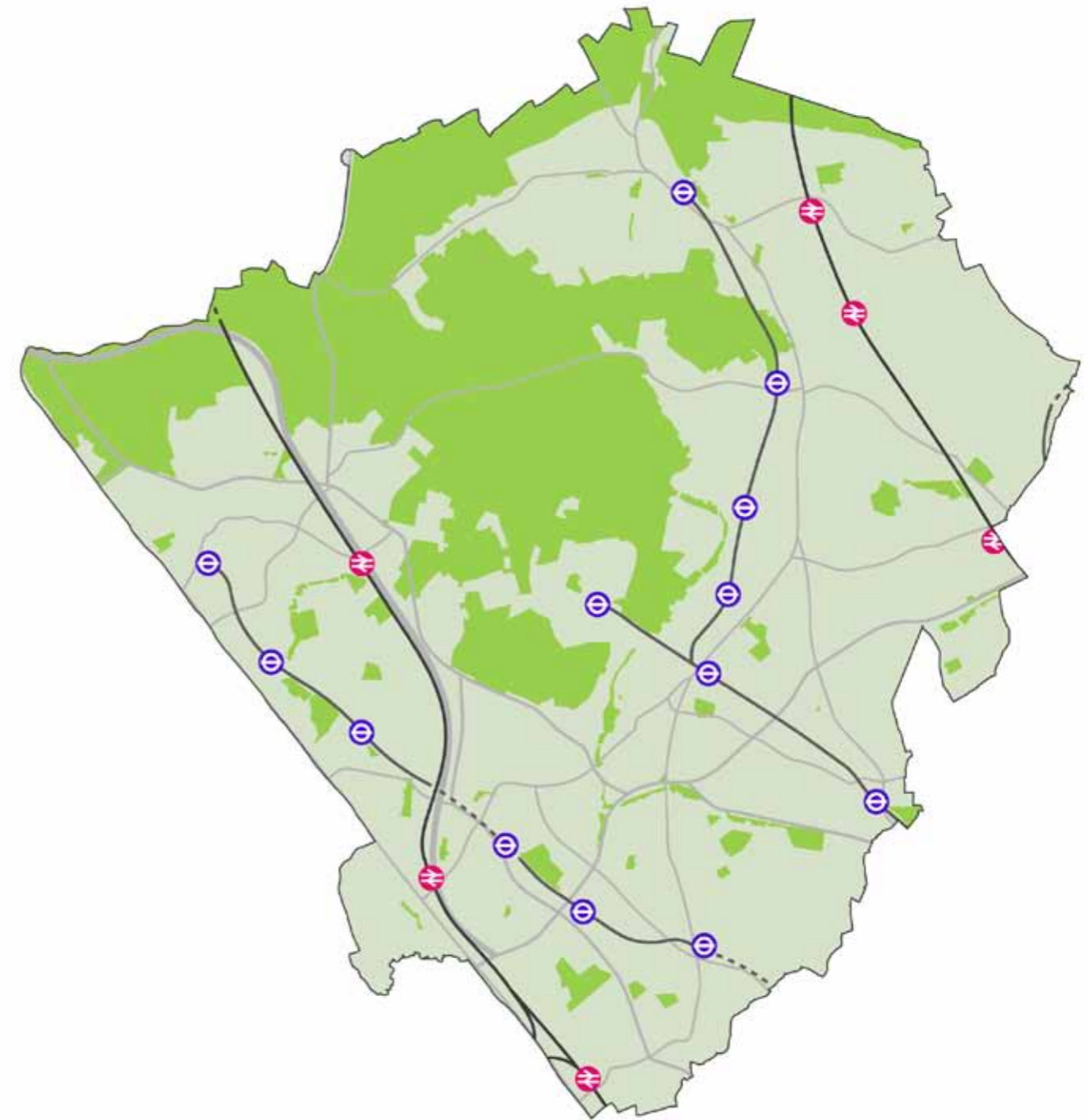
Other overground rail services run through the Borough, including Thameslink which provides good connections between the west of Barnet and the City whilst the line from Kings Cross towards Welwyn Garden City stops at several stations in the eastern part of the Borough.

Although not actually within Barnet, the Piccadilly line also plays an important role in providing public transport access for the borough, passing as it does very close to the eastern boundary and connecting with bus routes.

KEY

-  Rail Station
-  Tube Station
-  Overground Rail
-  Underground Rail

Rail Lines
(Plan by Urban Practitioners 2009)

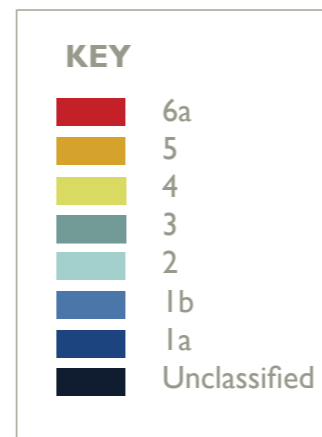


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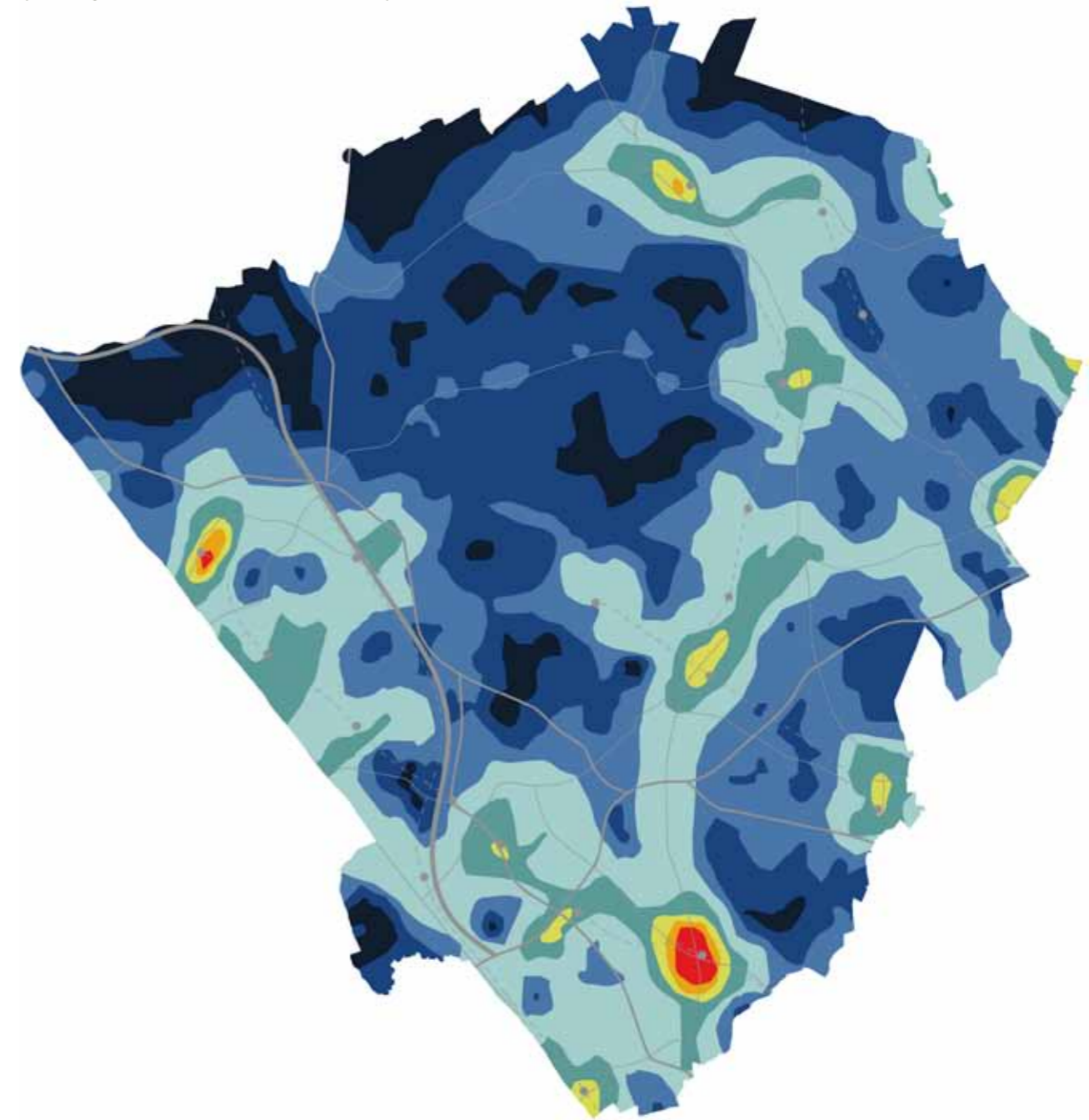
PUBLIC TRANSPORT ACCESSIBILITY LEVELS

The PTAL (Public Transport Accessibility Level) plan shown here provides a clear indication of the relative public transport provision within the Borough. It takes into account the distance from stations and bus stops and combines this with the frequency of trains and buses and their destinations. Thus, areas such as Golders Green achieve a high PTAL rating through having a station with a high through-put of trains and a high concentration of bus services, whilst areas such as Mill Hill have a relatively modest PTAL rating despite having a station because the frequency of trains and buses is so much lower.

PTAL ratings have particular significance with respect to development as it is taken as a governing factor with respect to the appropriate density for new housing schemes. The London Plan sets out a table of densities which are deemed appropriate within particular PTAL bands and these tail off rapidly in low PTAL areas. This reinforces the wider planning agenda that new development should be predominantly focussed towards existing centres and towards transport nodes.



**Public Transport
Accessibility Levels (PTALs)**
(Plan by Urban Practitioners 2009)



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SOCIETY

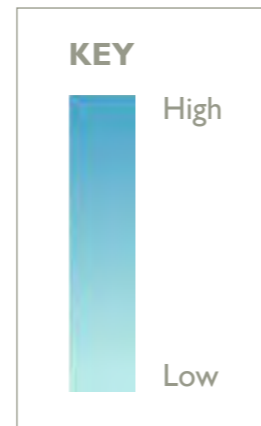
Introduction

The following pages present an introduction to Barnet's socio-economic make up, presenting key factors that may have an impact upon the Borough's urban characterisation. A series of plans are presented illustrating borough wide car ownership, unemployment, housing tenure and deprivation.

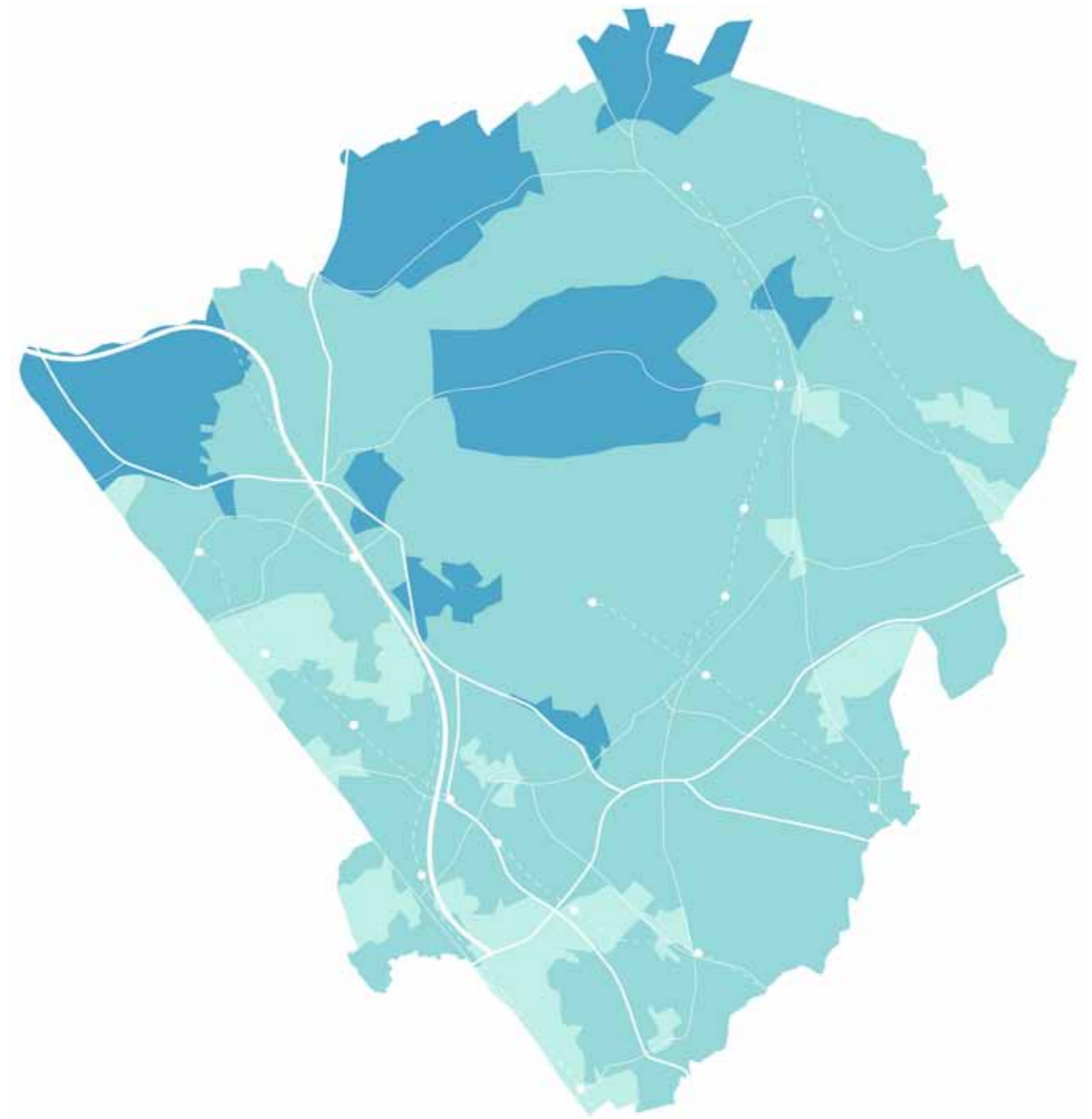
Car ownership

Car ownership across Barnet is high when compared to other London boroughs. This reflects the area's low density suburban and rural character. By its nature this promotes car use, with spacious streets and easy parking. At the same time the urban sprawl also requires car use by dispersing land uses too far apart to make walking and cycling easy options and by reducing the residential density below the critical mass necessary to sustain a comprehensive bus service to all areas.

The distinction in the plan between high, medium and low car ownership highlights how patterns vary across the Borough, with high car ownership in the northern, more rural parts of the Borough and less common in the southern and western parts of the borough which are more urban. This also relates closely to the relative affluence of these areas, with a close relationship between low car ownership and relatively lower affluence. As an extreme example at the other end of the scale, there is a relatively high proportion of dwellings in Totteridge which have access to four or more vehicles.



Car Ownership
(Plan by Urban Practitioners 2009)



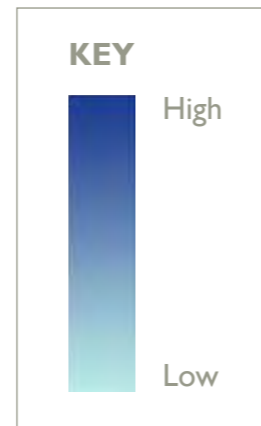
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SOCIETY

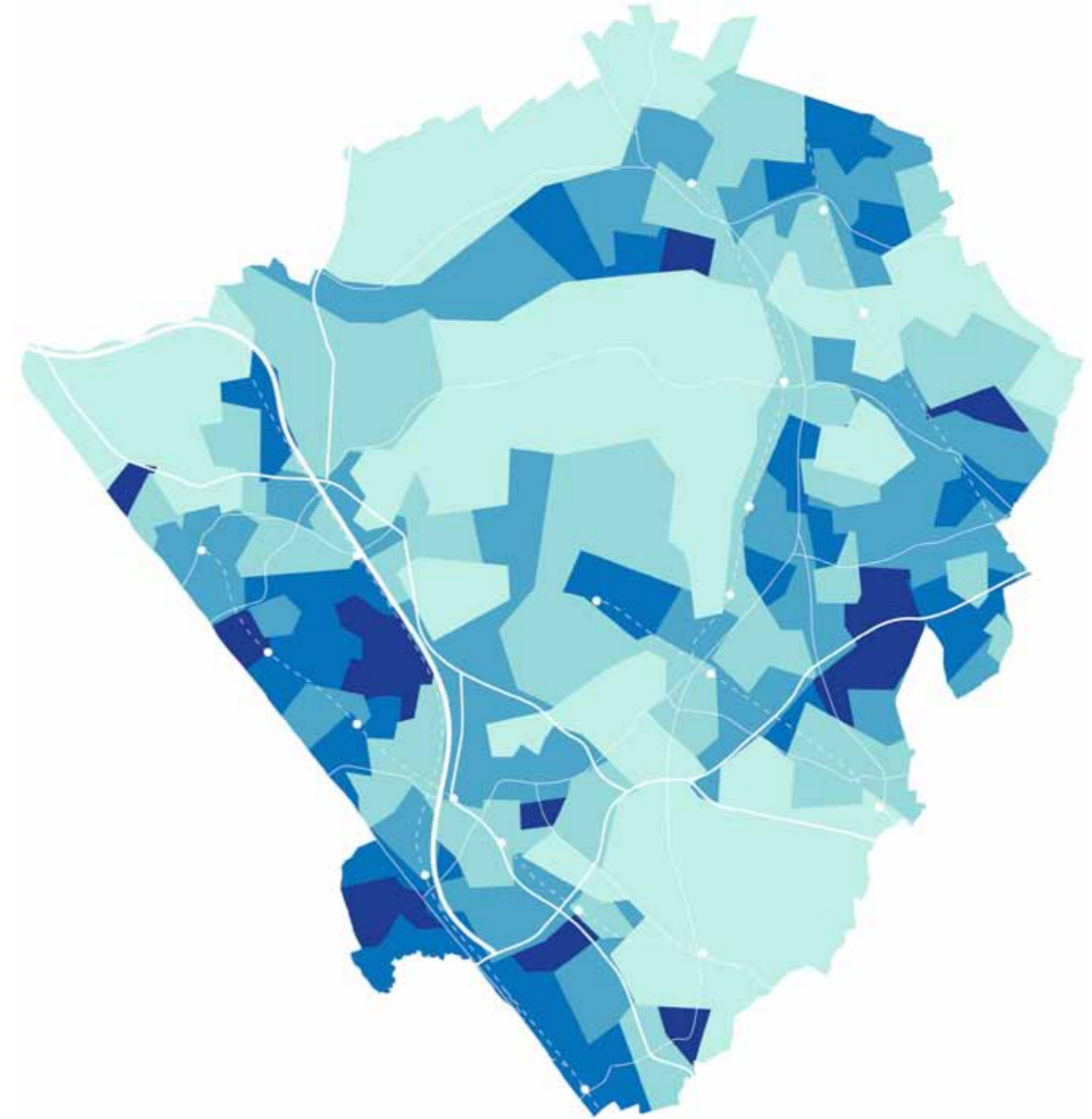
Unemployment

Although regarded as an affluent suburban Borough, unemployment in Barnet is relatively higher than in all the adjoining London Boroughs with the exception of Camden to the south. The plan on this page which indicates the relative proportion of residents in each area out of work highlights some significant pockets of unemployment at the urban fringes of the borough, particularly focussed on West Hendon, Colindale and Burnt Oak in the west and Southgate in the east. In some cases these pockets of unemployment coincide with the areas of poorest housing stock and consequently poor quality environment.

London Wide Unemployment (Plan by Urban Practitioners 2009)



Unemployment (Plan by Urban Practitioners 2009)



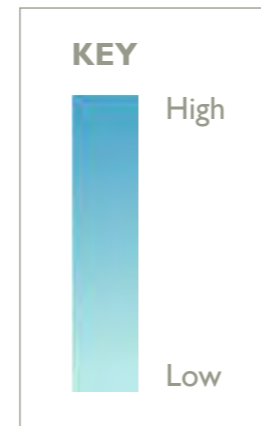
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SOCIETY

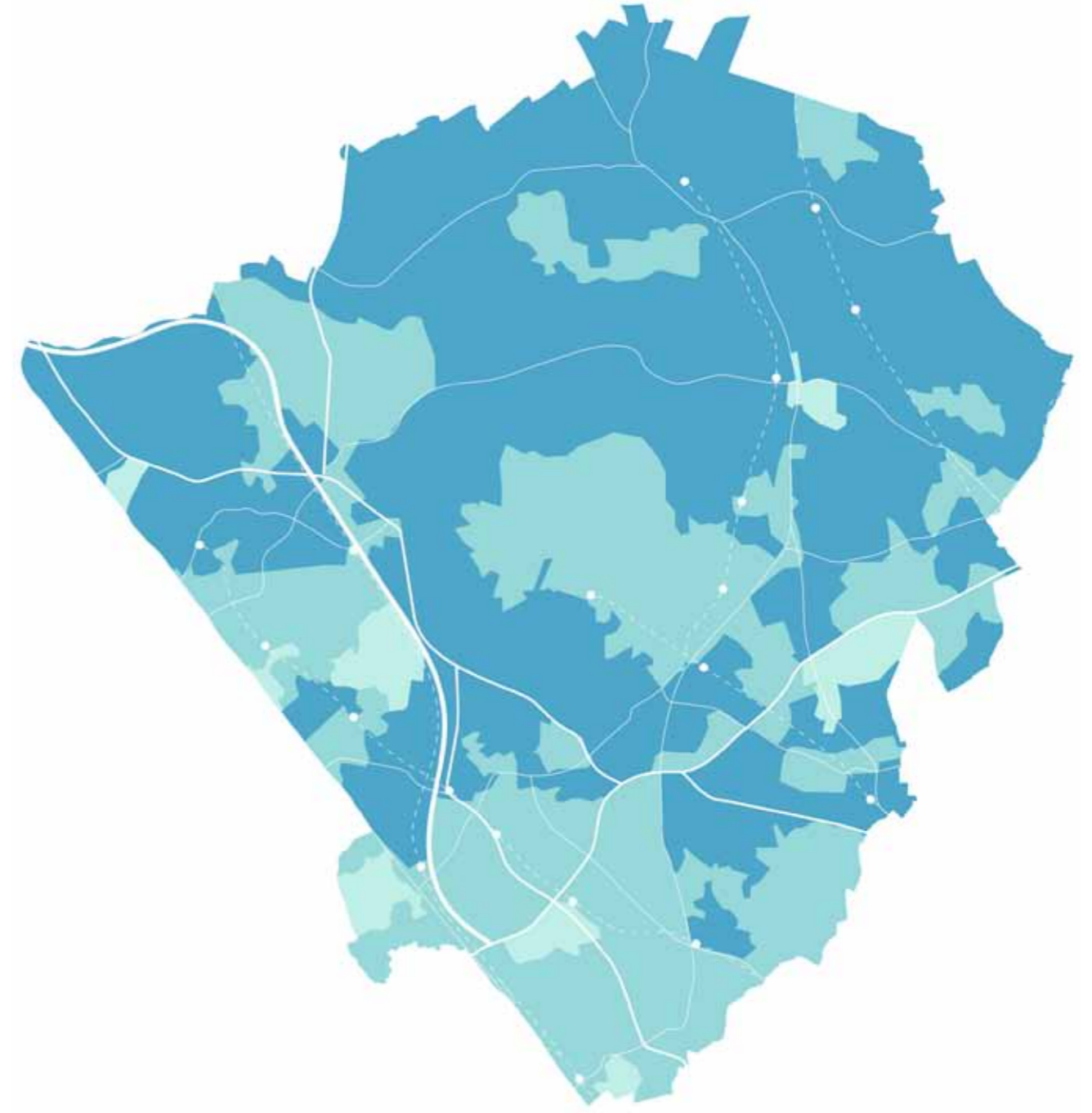
Housing tenure

There is a relatively high proportion of home ownership within Barnet, as expected within a suburban borough. The plan on this page distinguishes between high, medium and low proportions of home ownership and the darker blue colour indicates a higher proportion of owner occupiers a very significant proportion of the Borough.

Areas of particularly low home ownership are located around Colindale, West Hendon and East Finchley. In some cases low home ownership can be linked to poor quality urban environments as residents have little choice in the housing market and less ability to make improvements.



Housing Tenure
(Plan by Urban Practitioners 2009)



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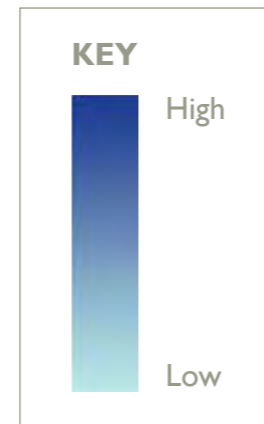
SOCIETY

Indices of Multiple Deprivation

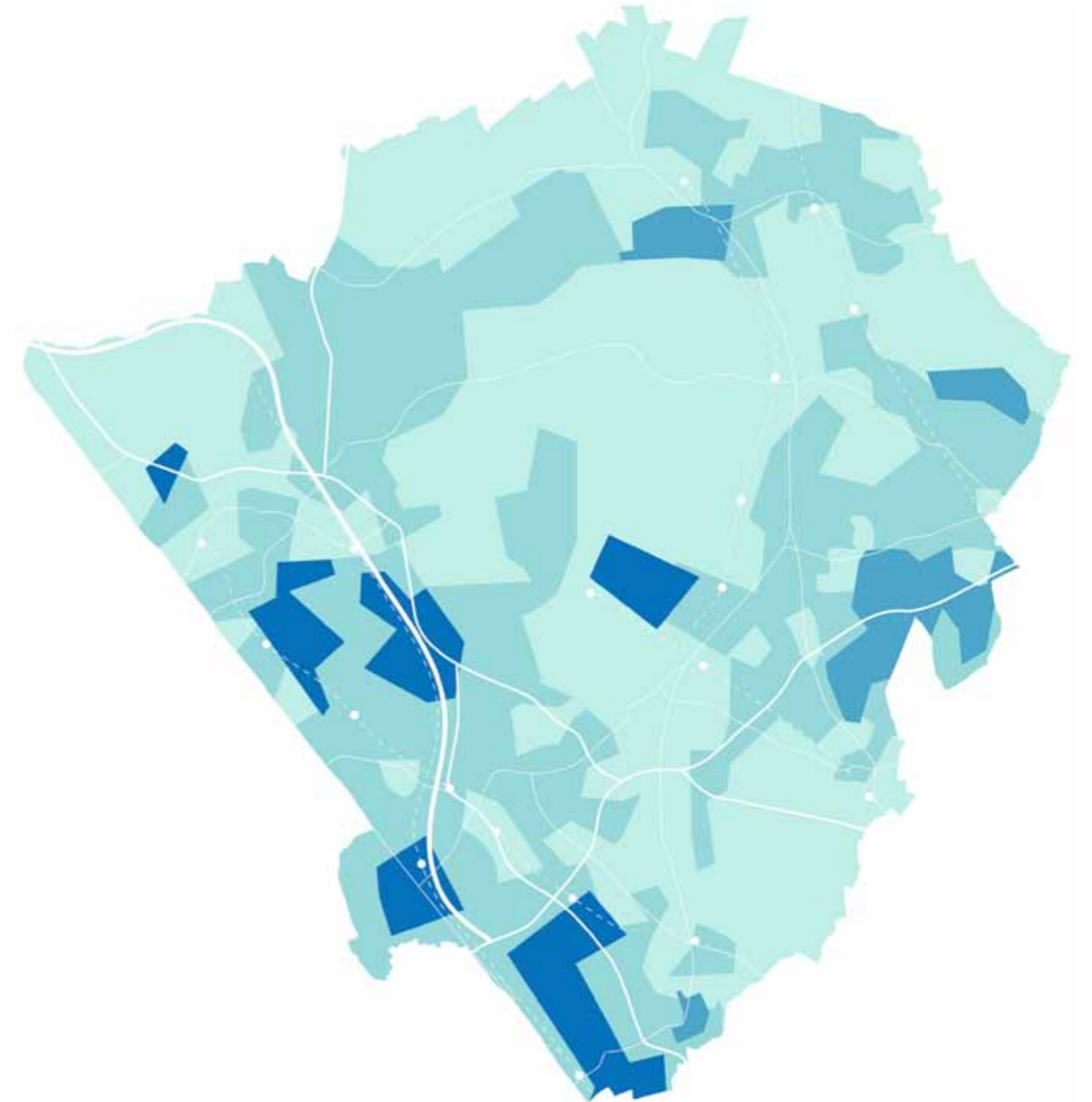
The Indices of Multiple Deprivation provides a measure which allows comparisons between the relative quality of life enjoyed by people in different areas. It is composed from statistics which measure income, employment, health and disability, education, skills and training, barriers to housing and services, living environment and crime.

Areas of high deprivation within the Borough tend to be the urban areas to the western edge, including Colindale and West Hendon and Cricklewood. Other more deprived areas include parts of East Finchley and the area which includes the Dollis Valley Estate.

London Wide IMD (Plan by Urban Practitioners 2009)



IMD (Plan by Urban Practitioners 2009)



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SECTION III
TYPOTOLOGIES

AREAS OUTSIDE OF STUDY

The following section attempts to divide and categorise Barnet's urban environment in accordance with the layered approach described in the methodology. The first stage in this process is to identify areas outside of the study.

GREEN SPACE

The first group of areas that fall outside of the study area includes designated areas of Green Space. These include Green Belt, Metropolitan Open Land, cemeteries, allotments, local parks and nature conservation areas (for more information on each designation please see Green Space section). These areas are already protected by rigid constraints they are protected by policy and therefore resistant to inappropriate development.



Approximately one third of the Borough is designated Green Belt

Green Space (Plan by Urban Practitioners 2009)



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AREAS OUTSIDE OF STUDY

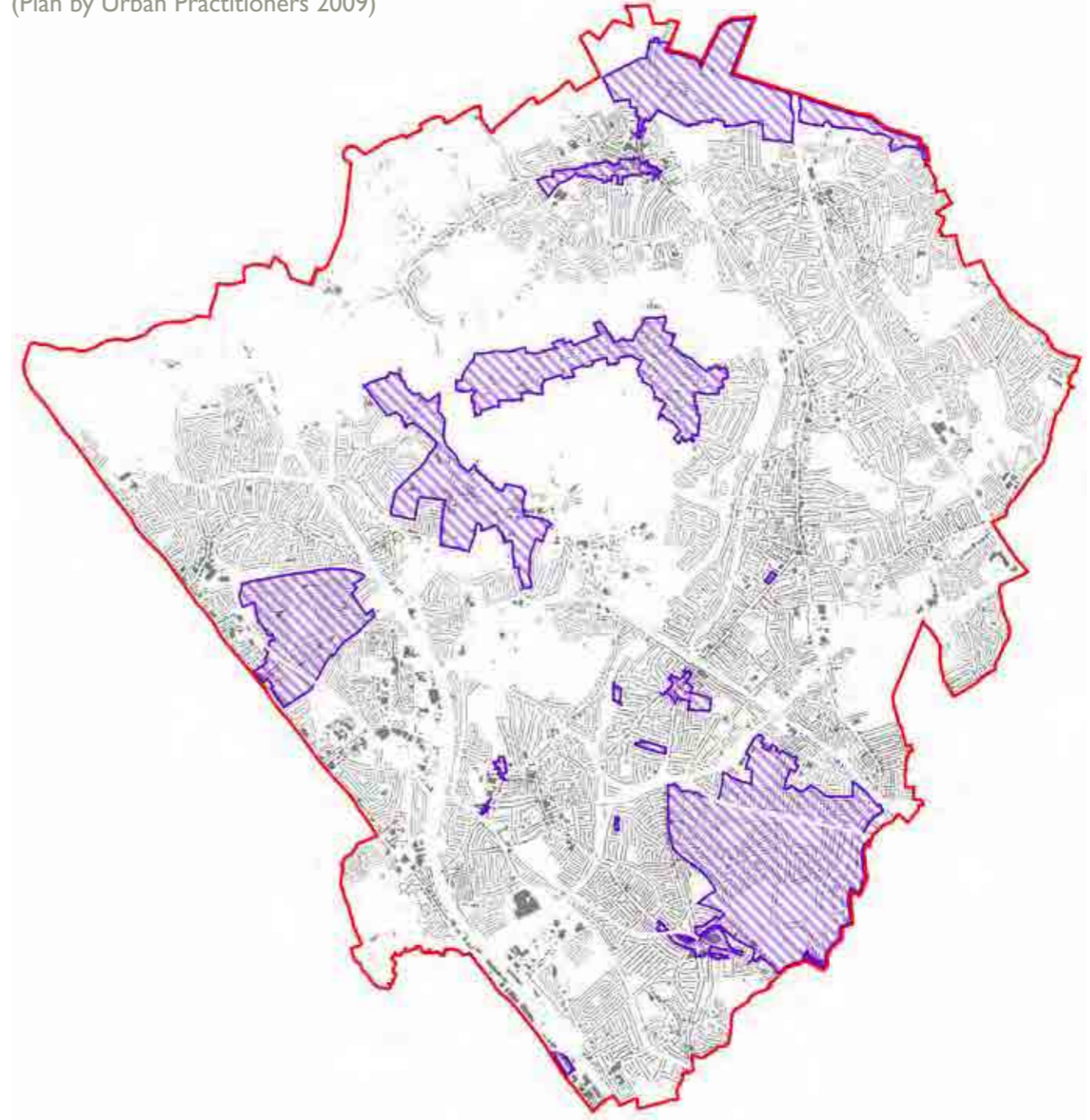
CONSERVATION AREAS

The second group of areas identified includes designated Conservation Areas across the borough. These areas already have coherent character and consequently have are protected by policy and therefore resistant to inappropriate development. For a comprehensive list of conservation areas throughout the borough please refer to the Planning Policy section located in Appendix II.



Located in the south east of the Borough, Hampstead Garden Suburb is Barnet's largest Conservation Area

Conservation Areas
(Plan by Urban Practitioners 2009)



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AREAS OUTSIDE OF STUDY

MAJOR GROWTH AREAS

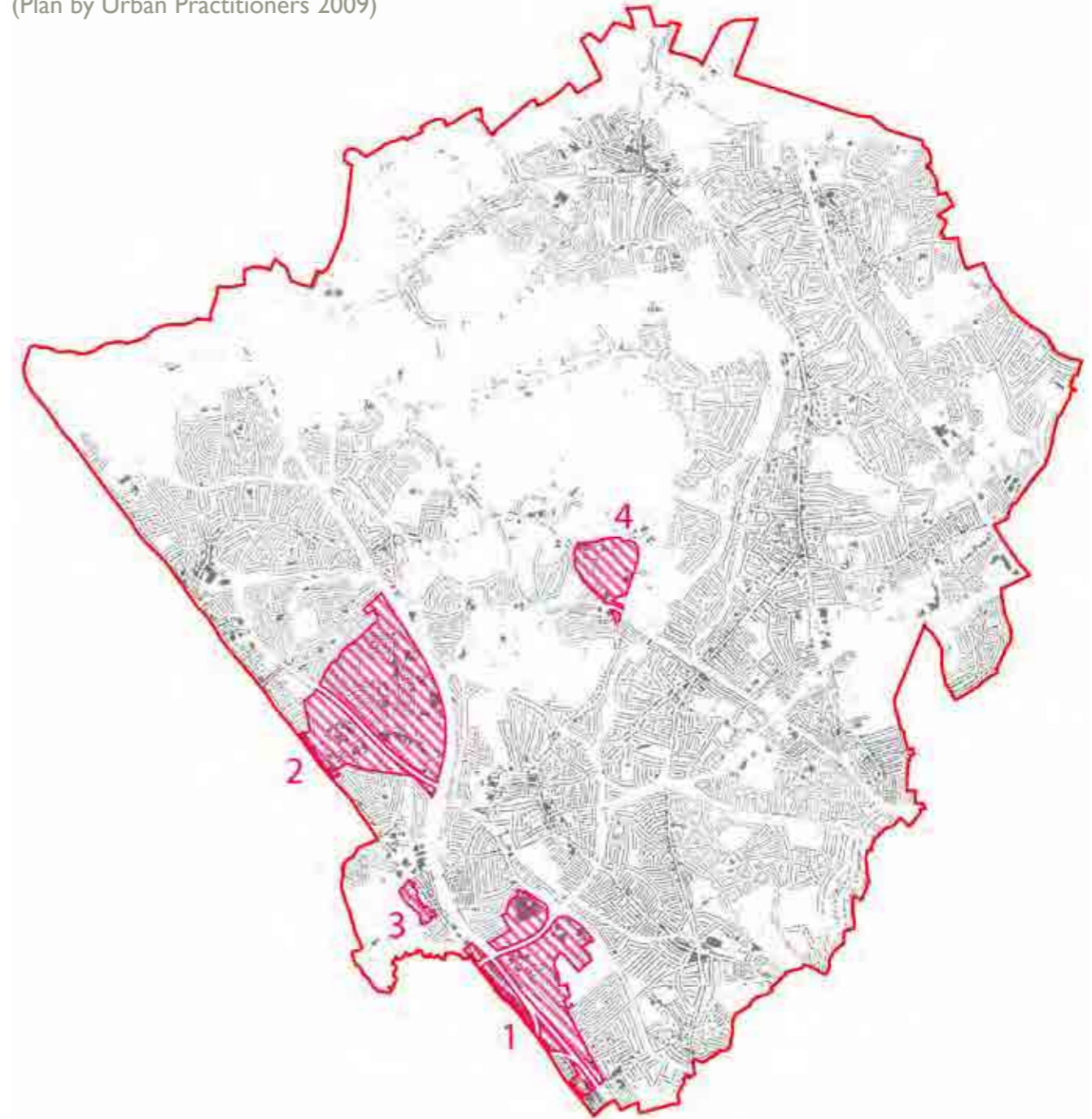
The third and final group identifies areas of major growth. These specific areas have been identified as appropriate locations for change, and are therefore subject to controlled and managed development. Major development is proposed at the following locations:

1. Brent Cross and Cricklewood
2. Colindale
3. West Hendon
4. Mill Hill East



Beaufort Park is located in Colindale, and has been identified as a major growth area

Major Development Areas (Plan by Urban Practitioners 2009)



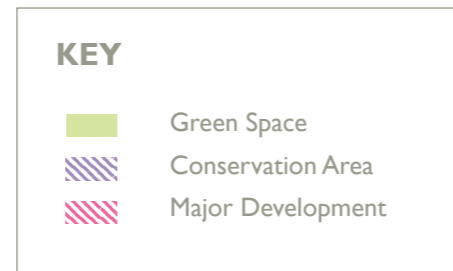
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AREAS OUTSIDE OF STUDY

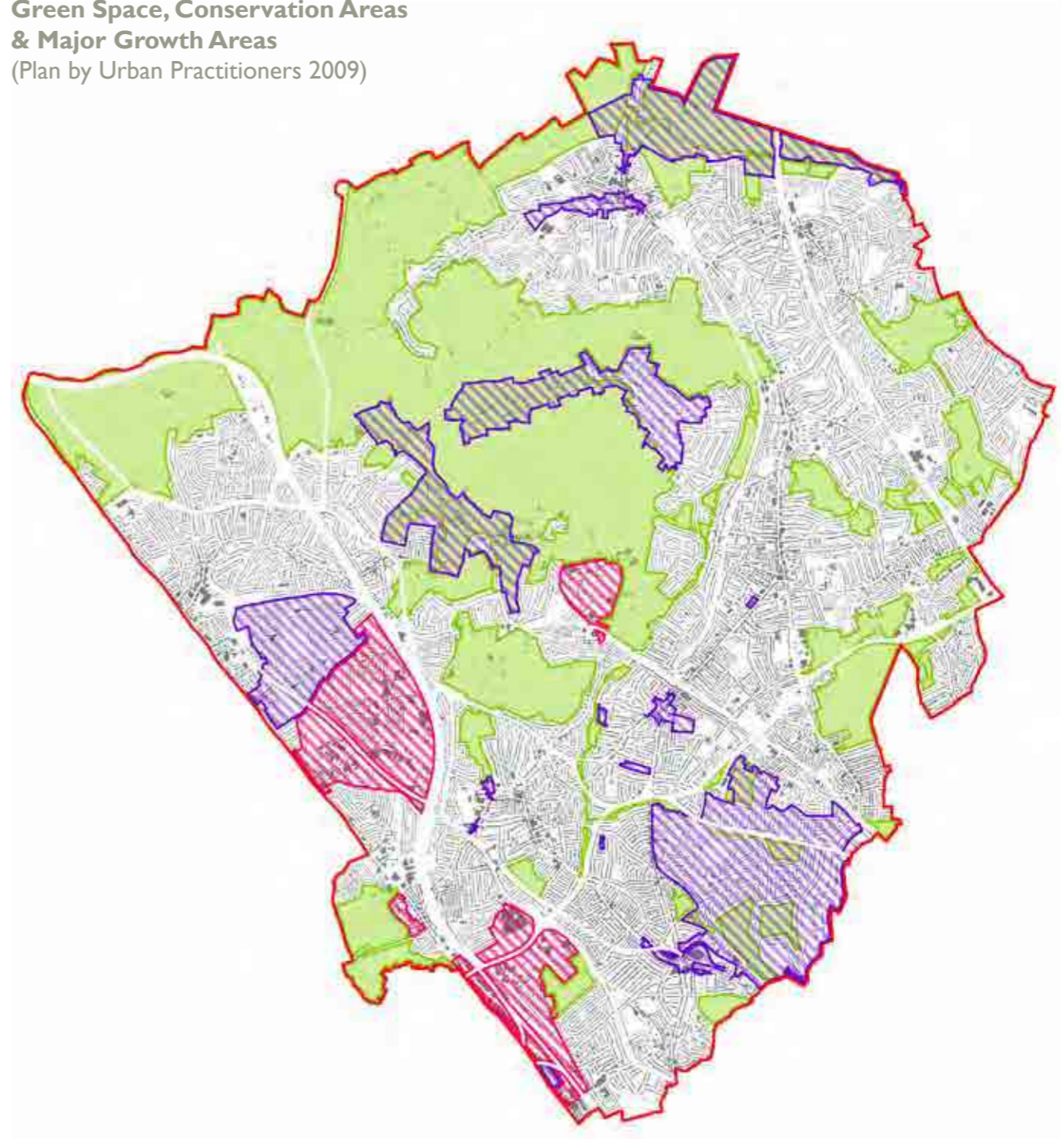
SUMMARY

By showing these three layers together, the remaining urban area becomes visible. This area is relatively unprotected and requires further analysis in order to establish areas that can accommodate future growth and those that require safeguarding.

These urban areas are those which, whilst protected by planning policies do not have the same high level of protection as conservation areas or the same planned change as the major growth areas.



**Green Space, Conservation Areas
& Major Growth Areas**
(Plan by Urban Practitioners 2009)



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PRIMARY TYPOLOGIES

The remaining urban area will now be broken down and categorised in order to be effectively analysed. The criteria used to distinguish between street typologies includes the following:

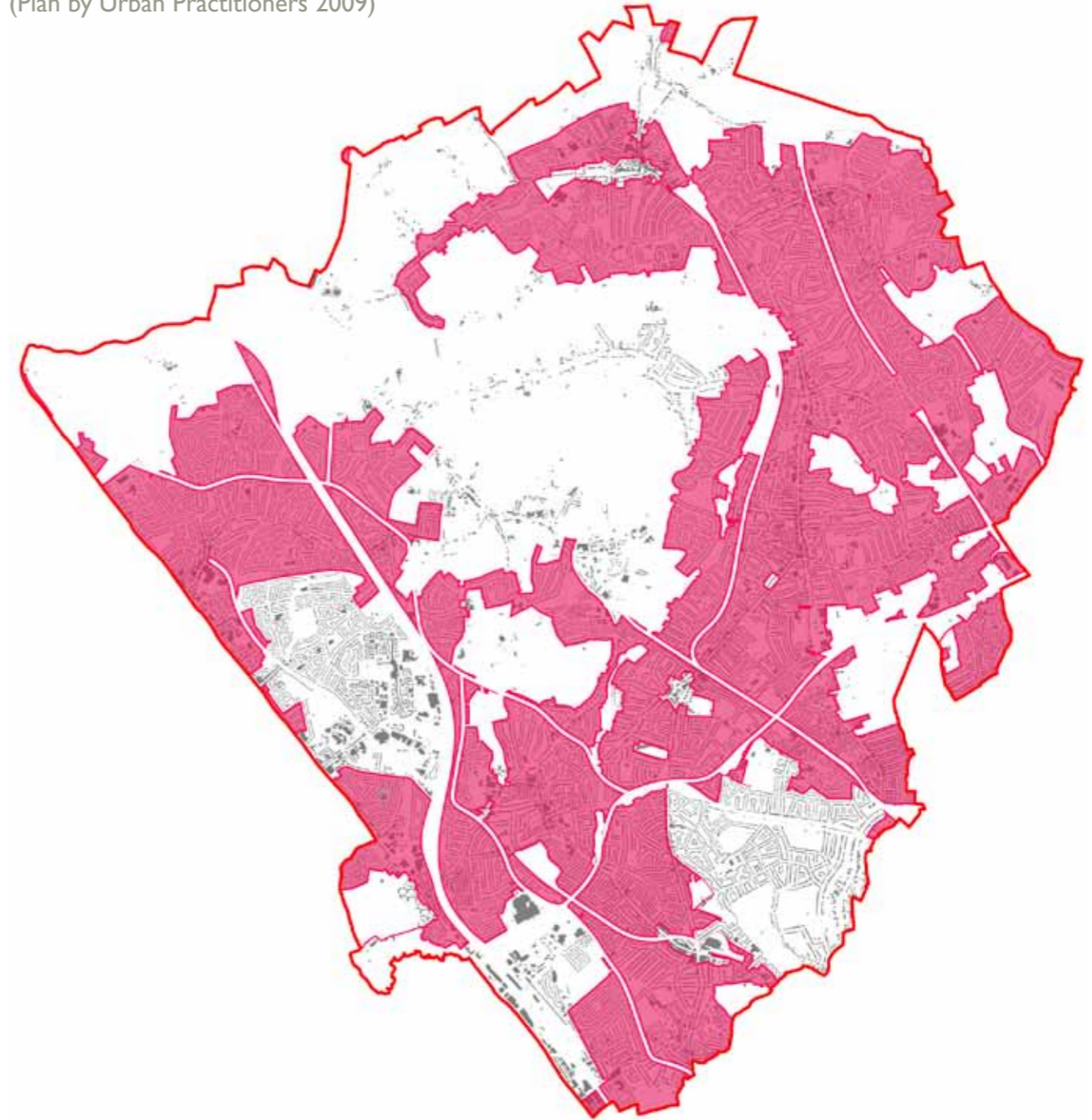
- Scale and grain – the pattern, size and arrangement of buildings and their plots;
- Land use – the predominant function of the buildings;
- Network characteristics – the arrangement of vehicular roads and pedestrian paths, and their relationship with surrounding buildings.

The application of these three criteria has identified five different primary street typologies, including -

- Box development;
- Campus Development;
- Cores and Town Centres;
- Residential Estates; and
- Residential Streets

Details of each typology are illustrated on the following pages.

Remaining Urban Area
(Plan by Urban Practitioners 2009)



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BOX DEVELOPMENT

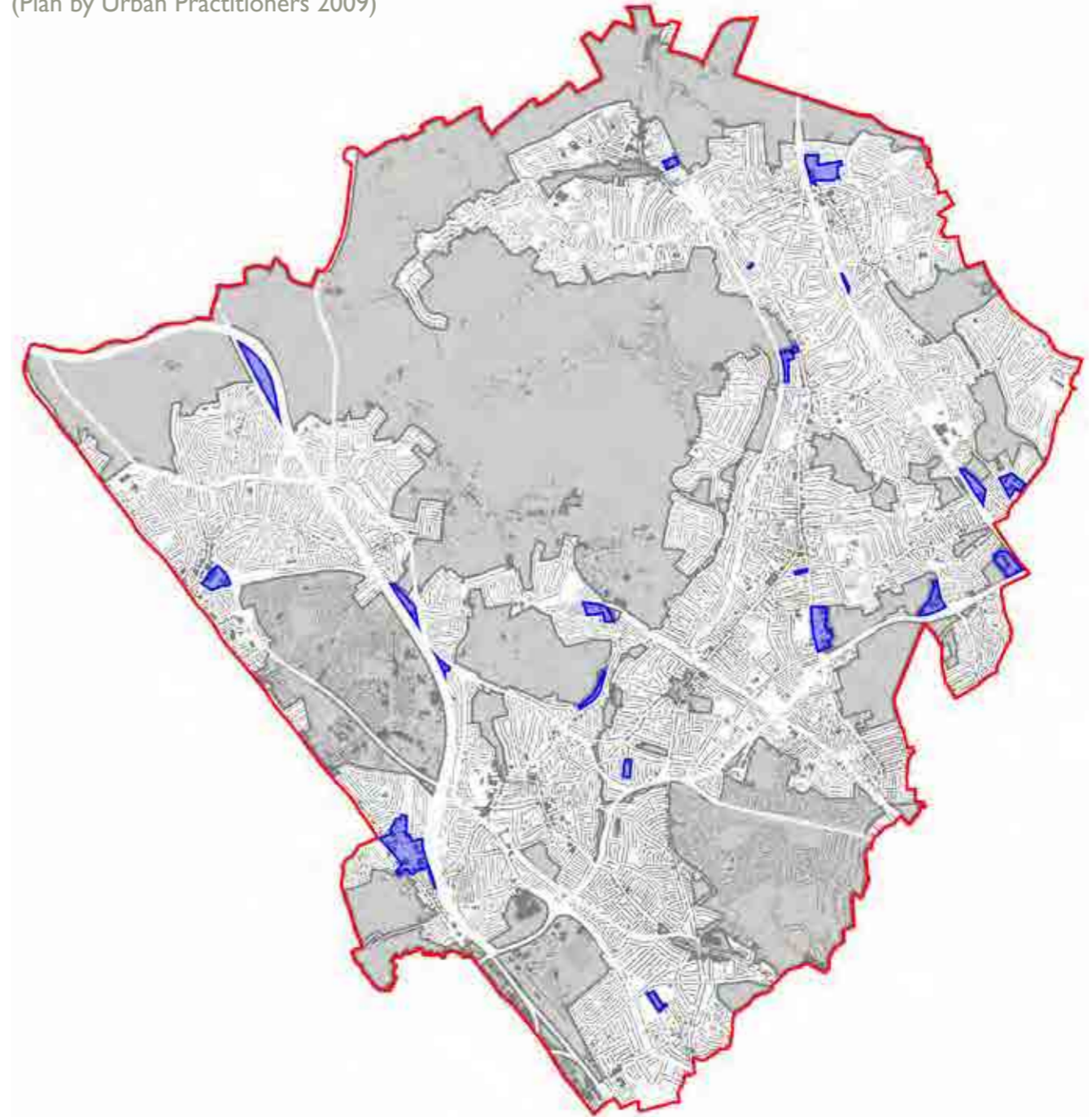
Box development is most typically large scale retail units such as supermarkets, or industrial development. It is most frequently located in close proximity to large infrastructure and a significant amount borders the M1 motorway, the North Circular Road, and rail lines. Occasionally box development is located in and around town centres, where the historic grain has been redeveloped to accommodate large scale retail units.

Both the Colindale AAP and Brent Cross and Cricklewood Masterplan contain a significant amount of urban development that meet the criteria of box development. However, as these locations have already been identified as areas scheduled for controlled and managed redevelopment these are not identified on the plan.



Box development occupies a range of land uses, including retail uses, and is typically surrounded in car parking

Box Development
(Plan by Urban Practitioners 2009)



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BOX DEVELOPMENT

Scale and Grain

Box development is primarily distinguished by its large urban scale and grain, as buildings have exceptionally large floor plans making a clear distinction from any adjoining development. Individual buildings typically have little or no relation to surrounding streets and are usually arranged to suit commercial and operational requirements, rather than to conform to any urban design criteria.

Land Use

This typology occupies a range of land uses, including retail, industrial and commercial uses.

Network Characteristics

Box development is typically organised around series of car park and cul-de-sacs, accessed via a feeder road, and is therefore non-permeable for both pedestrian and vehicular movement. Buildings are often surrounded in space dedicated for car parking, with little or no provision for pedestrian movement between units.



Located in Colindale, the Hyde Estate is a typical example of box development

CAMPUS DEVELOPMENT

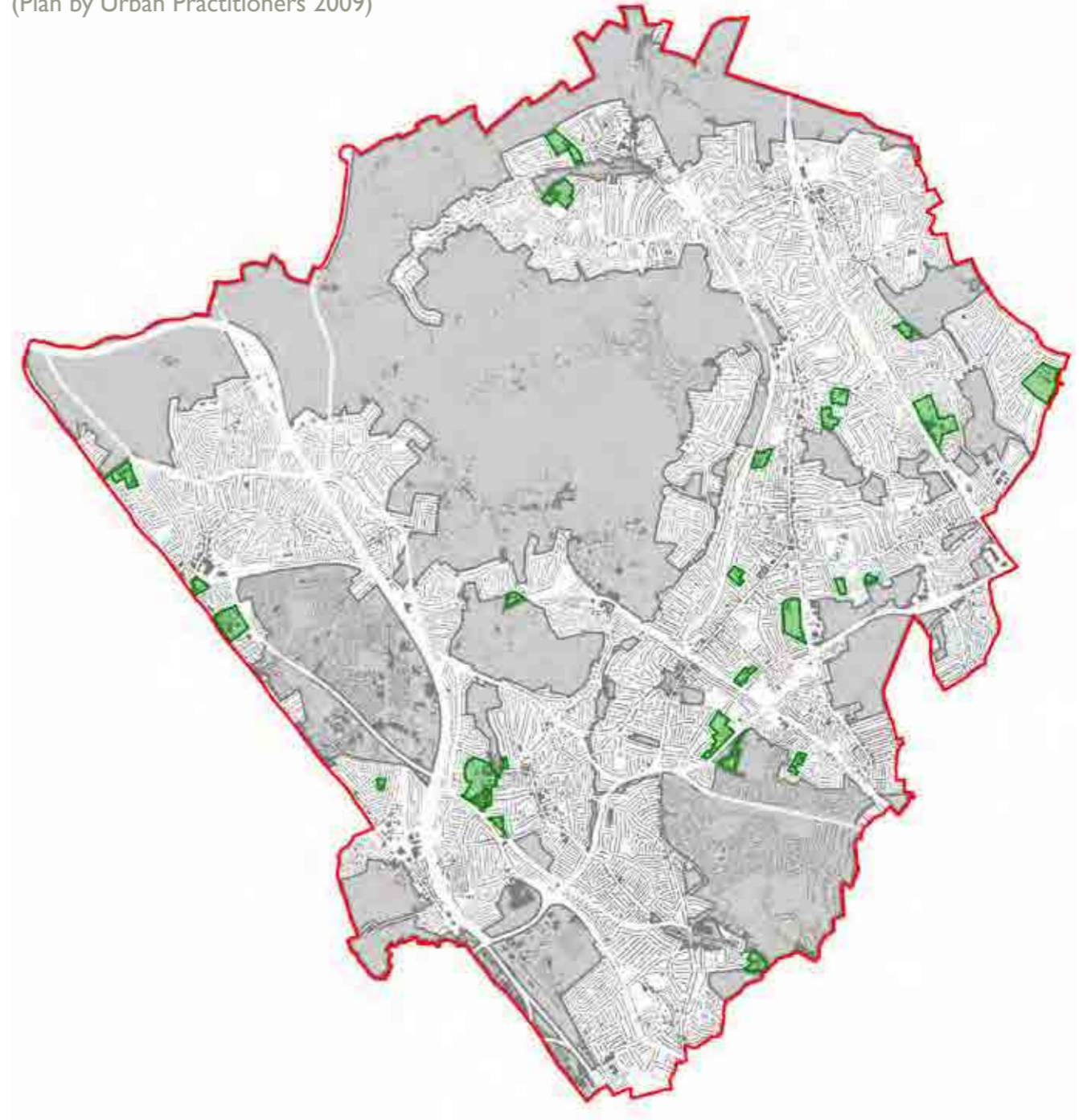
This typology occupies a range of uses across the Borough, including colleges, hospitals, civic buildings and business parks. Campus development typically comprises large building or groups of buildings, and can be distinguished from Box development through the greater emphasis placed on surrounding landscape and the pedestrian environment. Furthermore, they tend to follow a cellular form on several floors, as oppose to providing large single spaces such as large box retail uses.

Notable examples of campus development in Barnet include Middlesex University, Barnet College and Barnet General Hospital.



Middlesex University is a notable example of campus development

Campus Development
(Plan by Urban Practitioners 2009)



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CAMPUS DEVELOPMENT

Scale and Grain

This typology is also primarily distinguished by its large urban scale and coarse grain, as buildings have large floor plans.

Land Use

Campus development typically accommodates a range of educational, civic and leisure uses.

Network Characteristics

Campus development typically segregates vehicular and pedestrian movement, but is often characterised by a lack of through routes connecting the development to adjacent areas. Some examples allow the car to dominate, with pedestrians relegated to secondary routes. Older examples of campus development, including established civic and educational institutions, provide a good quality pedestrian environment and have a stronger relationship with the street.



Middlesex University is a typical example of campus development where large buildings are set in landscaped surroundings.

CORES AND TOWN CENTRES

The London Borough of Barnet contains several areas that have been identified as town centres. This analysis reflects the urban character of the areas, and therefore the boundaries defined are distinct from those outlined in planning policy designation. Many town of the present centres originated from villages, and are principally located on higher ground, reflecting the original settlement pattern.

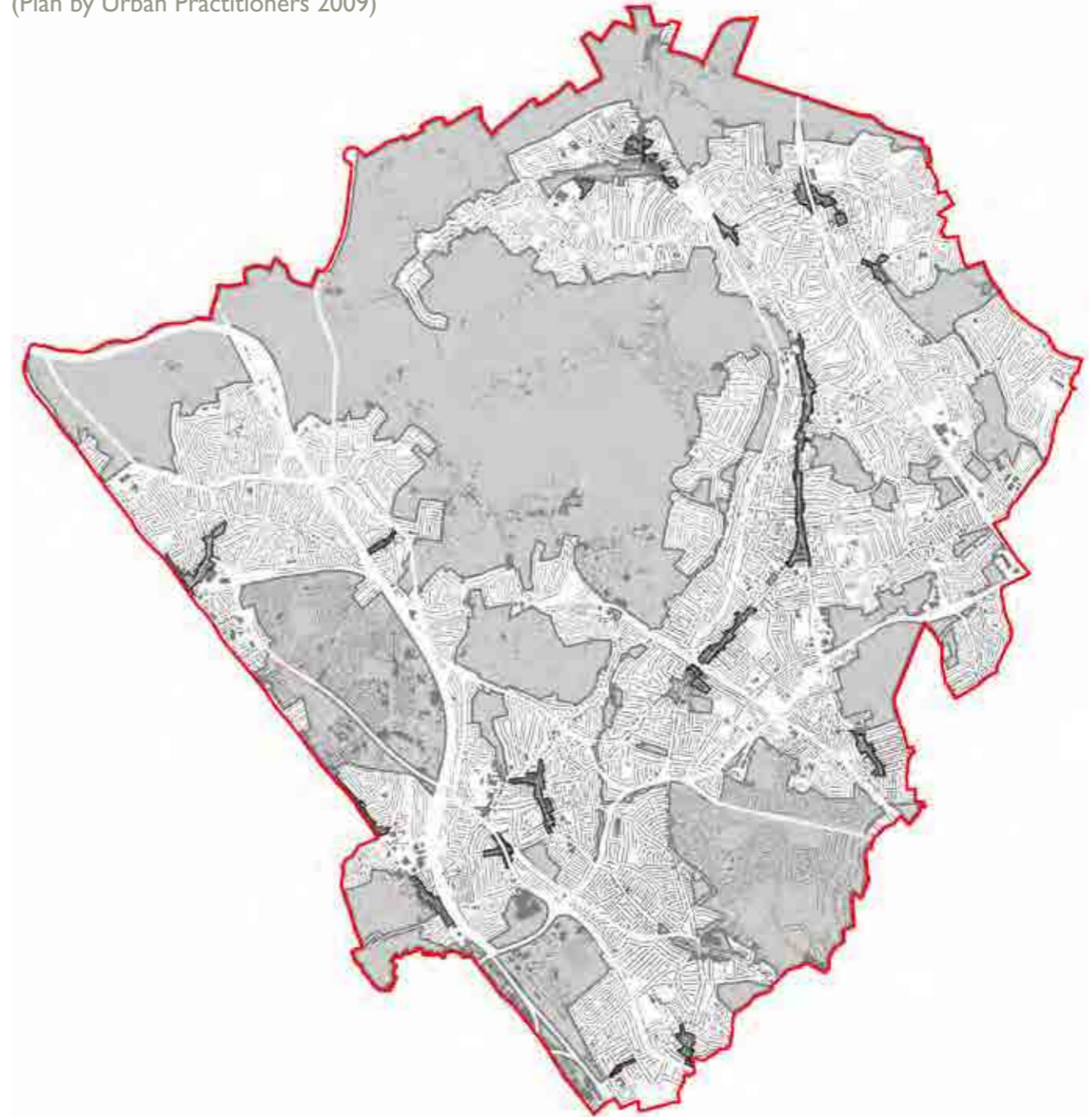
These areas are often located along major vehicular routes traffic has had a significant impact upon their historic character. Ribbon development along these routes has resulted in elongated areas of town centre activity. The impact of modern highway design has also impacted upon the public realm of such areas, as many are now dominated by vehicular movement.

Aside from the historic village centres there are a number of urban centres, many of which are the product of early twentieth century planning and respond to rapid growth of the urban area. These tend to have a single, cohesive character and strong overall composition.



Town centre retail uses

Cores and Town Centres
(Plan by Urban Practitioners 2009)



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CORES AND TOWN CENTRES

Scale and Grain

Many town centres have originated from historic centres, and typically contain some of the oldest parts of urban fabric through the Borough. This is reflected in the typology's scale, which tends to be of a fine grain. Buildings are organised facing on to streets. Later twentieth century centres such as Hendon tend to have a larger and more regular form, but are still orientated around key routes and public spaces.

Land Use

Town centres are most easily distinguished from surrounding areas by its land use. Although retail uses predominate, such areas incorporate a range of other functions including civic, commercial, leisure and residential uses.

Network Characteristics

Town centres are permeable as pedestrian and vehicular movements follow the same routes.



The impact of modern traffic onto the town centre at New Barnet is significant, as the urban environment is dominated by vehicular movement.

RESIDENTIAL ESTATES

Residential Estates are primarily distinguished from Residential Streets by the way the buildings are organised, and how they relate to streets and open spaces.

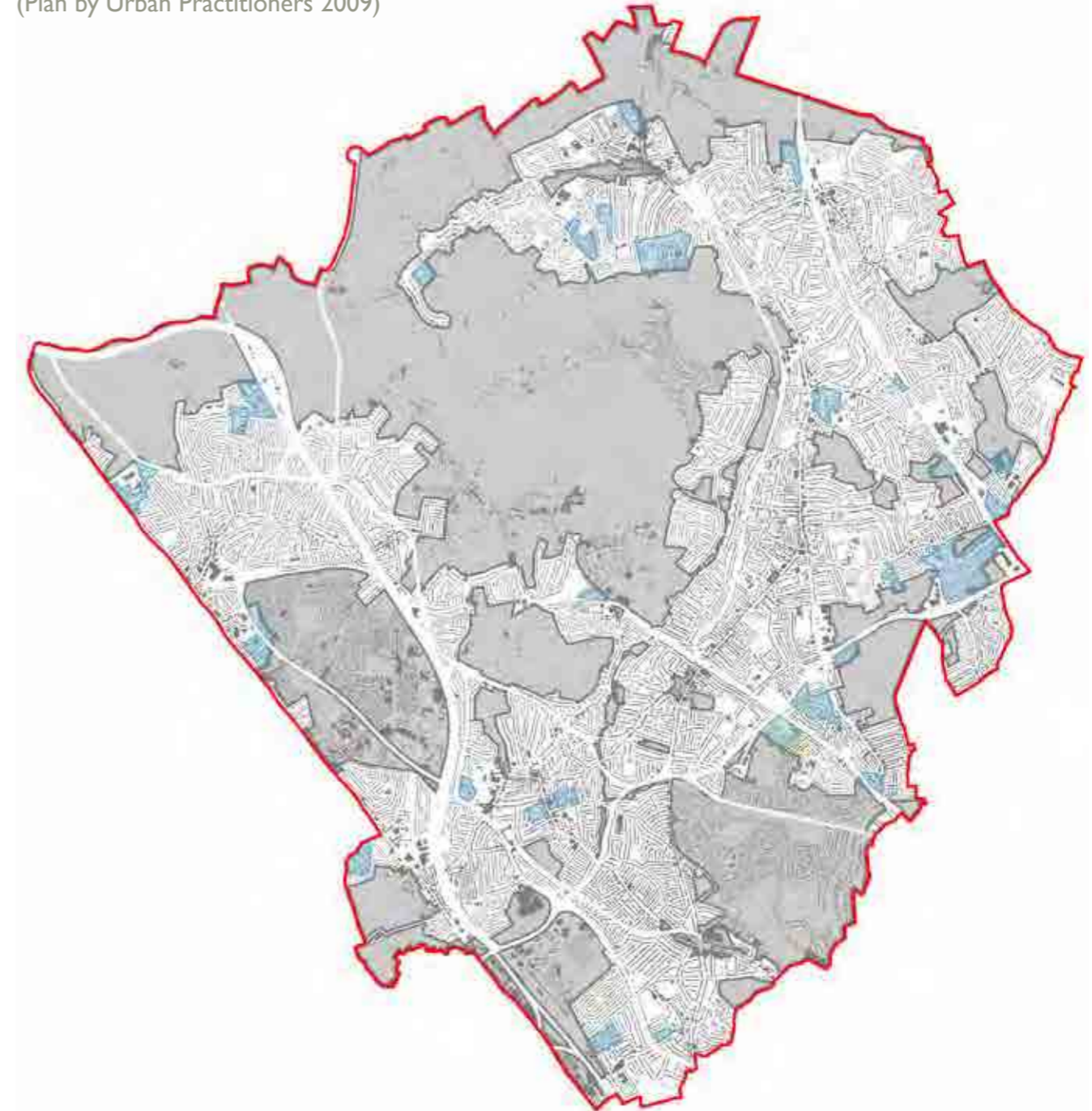
Postwar housing is the most prominent example of the conventional estate. Such development marked a radical departure from the earlier suburban development typical of the interwar period. Instead of conventional perimeter block structures which create clear networks of streets many new estates were designed around complicated layouts which by separating pedestrian and vehicular movement created an illegible environment. The confusing layouts and the lack of active frontages onto conventional streets can make even key thoroughfares feel poorly overlooked and unsafe.

There are also a number of recent estate developments which follow the suburban model of cul-de-sac development. These estates are characterised by the lack of clear public realm, standardised housing types and the over-dominance of the car.



Dollis Valley is a typical post war estate, where segregation of vehicular and pedestrian movement contributes to the bleak urban environment

Estates
(Plan by Urban Practitioners 2009)



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RESIDENTIAL ESTATES

Scale and Grain

Buildings have floor plans that are of similar scale to traditional residential urban development. However unlike traditional urban environments, buildings within residential estates are not exclusively arranged around streets. In many cases houses are set in landscaped surroundings, and are accessed via a series of often complex pedestrian pathways.

Land Use

Land use within estates is almost entirely residential, with occasional retail units.

Network Characteristics

Unlike traditional residential developments, houses within estates are often accessed via courtyards and open spaces, as oppose to directly from the street. Another key feature is the segregation of pedestrian and vehicular movement, as estates are characterised by a series of alley ways and narrow pedestrian routes. Although this provides a very permeable layout, it does not tend to create a legible or safe environment.



Unlike traditional residential development, estates are characterised by unorthodox and often complex urban layouts, as pedestrian movement is confined to a series of confusing and often illegible paths.

RESIDENTIAL STREETS

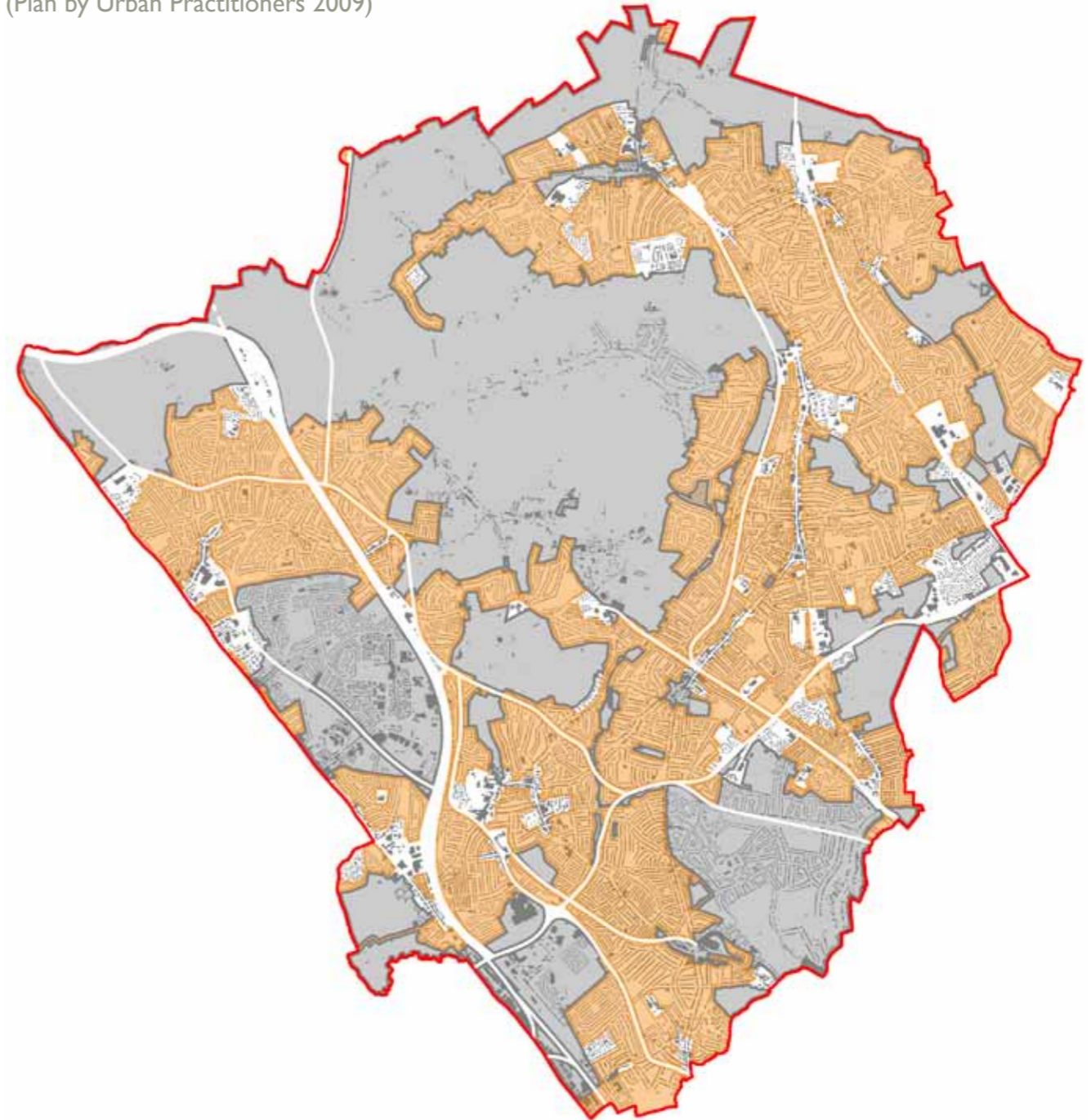
Conventional residential streets are the predominant form of development in Barnet, and most often associated with interwar housing. They are characterised by a simple loose grid of streets forming a permeable network, with each plot having frontage directly on the street.

Within this typology there are several variations that have a range of physical characteristics. In order to further distinguish between the many different types of residential streets that make up the Borough it is necessary to break down this primary typology into secondary typologies. These secondary typologies are described in greater detail in the follow section.



Suburban residential development is the predominant urban character in Barnet.

Residential Streets
(Plan by Urban Practitioners 2009)



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RESIDENTIAL STREETS

Scale and Grain

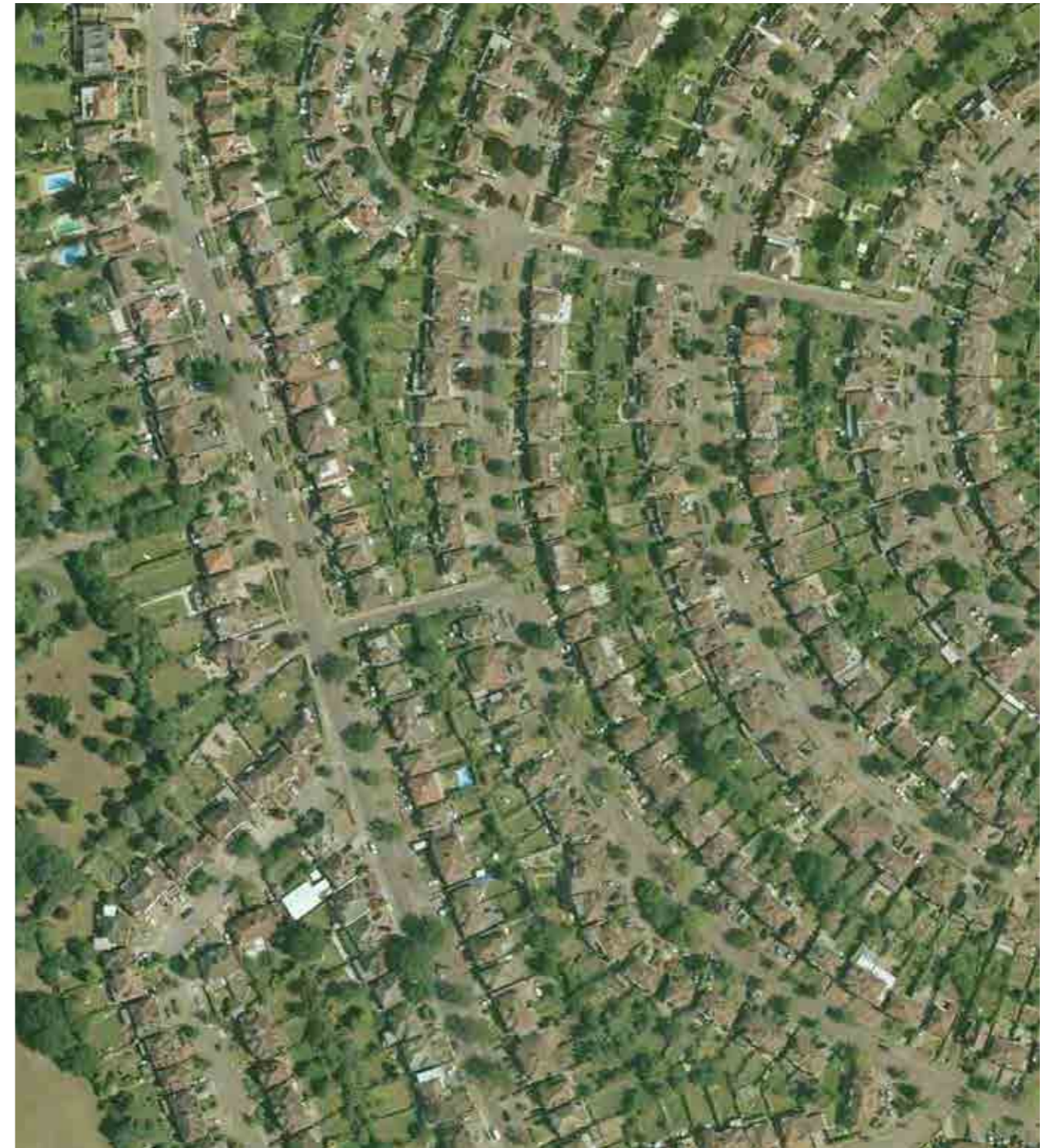
The nature of most residential streets in Barnet is to provide regular plots with individual dwellings. This domestic scale and repetitive modular approach is a key feature of these streets.

Land Use

Land use within this primary typology is predominately residential, however in some locations there are small retail and commercial functions, such as local parades of shops.

Network Characteristics











Residential streets are generally organised into a permeable grid structure, providing an integrated network of pedestrian and vehicular routes.



Residential streets in Barnet are typically organised as a loose urban grid with strong built frontages

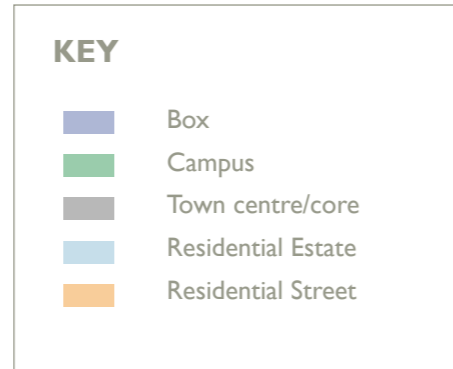
SUMMARY

The table below provides a summary of the primary typologies, and is analysed against the criteria used to define each typology.

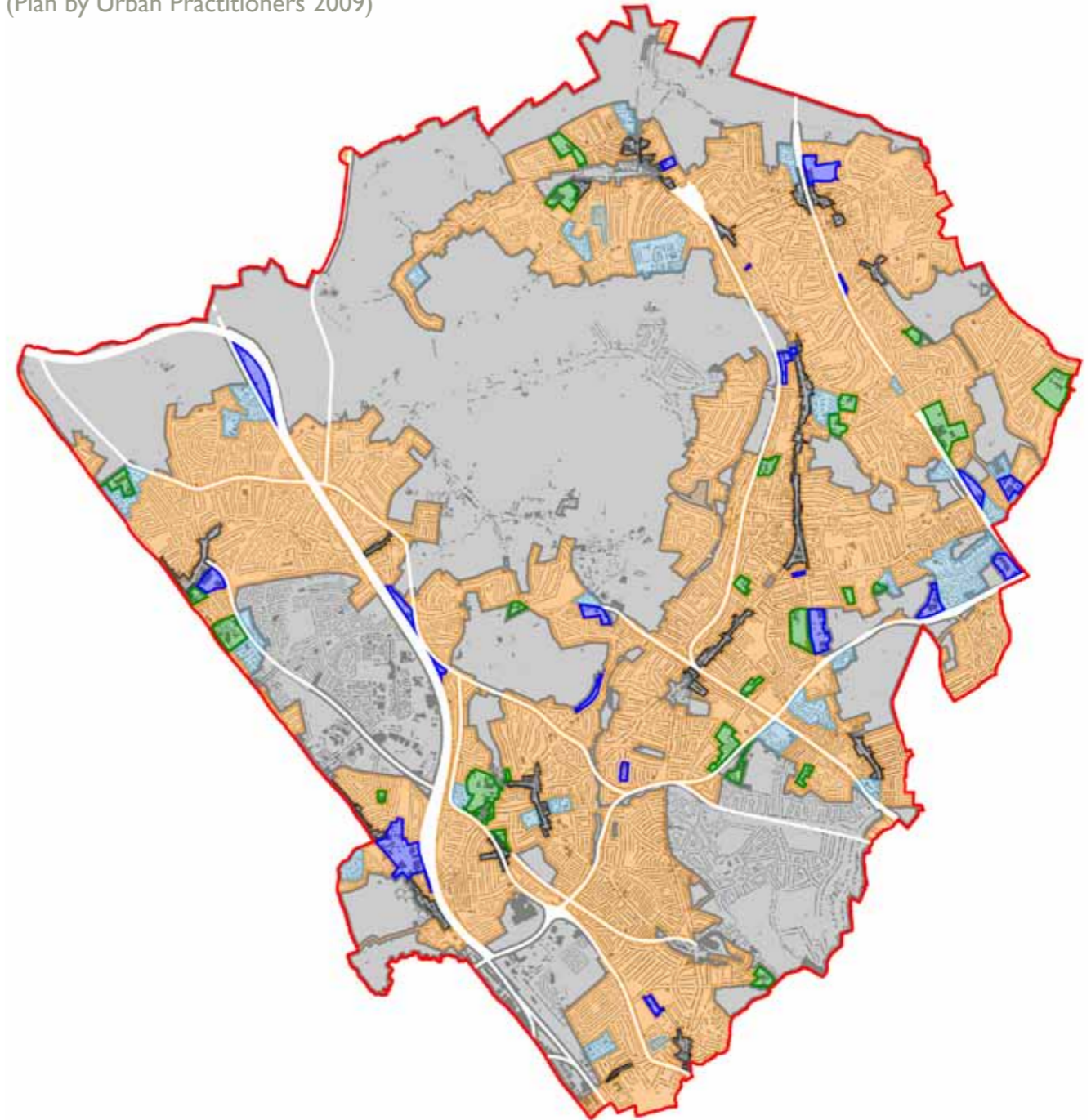
	Photograph	Aerial	Scale and Grain	Land Use	Network Characteristics
Big Box			Large single building units (sheds) typically coarse grained and without an over-arching urban structure. Often surrounded in parking.	Industrial, retail, and leisure	Non permeable, typically unsuited for pedestrian movement.
Campus			Large building units set in landscaped open space	Education (universities and secondary schools), civic, business, office, hospitals and leisure.	Non permeable with limited pedestrian connectivity.
Cores and Town Centres			Medium-to-large building units arranged along streets forming strong terraces and coherent forms.	Mixed land use including retail, civic, residential, and office.	Permeable grid, based around strong street frontages and high levels of activity. Very well suited to pedestrian movement.
Residential Estates			Variable building scales, set in landscape and/or parking	Residential	Fine grain network of pedestrian routes, with a distinct lack of clear structure, hierarchy and legibility.
Residential Streets			Small-to-medium building units arranged along streets. Urban blocks tend to be large.	Residential	Permeable grid, although the scale of urban blocks limits the pedestrian connectivity.

SUMMARY

The plan illustrates how each of the primary typologies relate to one another. The largest proportion of the study area has been identified as residential streets. In order to gain a better understanding of how urban character varies across these streets, this primary typology is split into a series of secondary typologies.



Primary Typologies
(Plan by Urban Practitioners 2009)



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SECONDARY TYPOLOGIES

The following criteria have been adopted in order to categorise the residential streets typology:

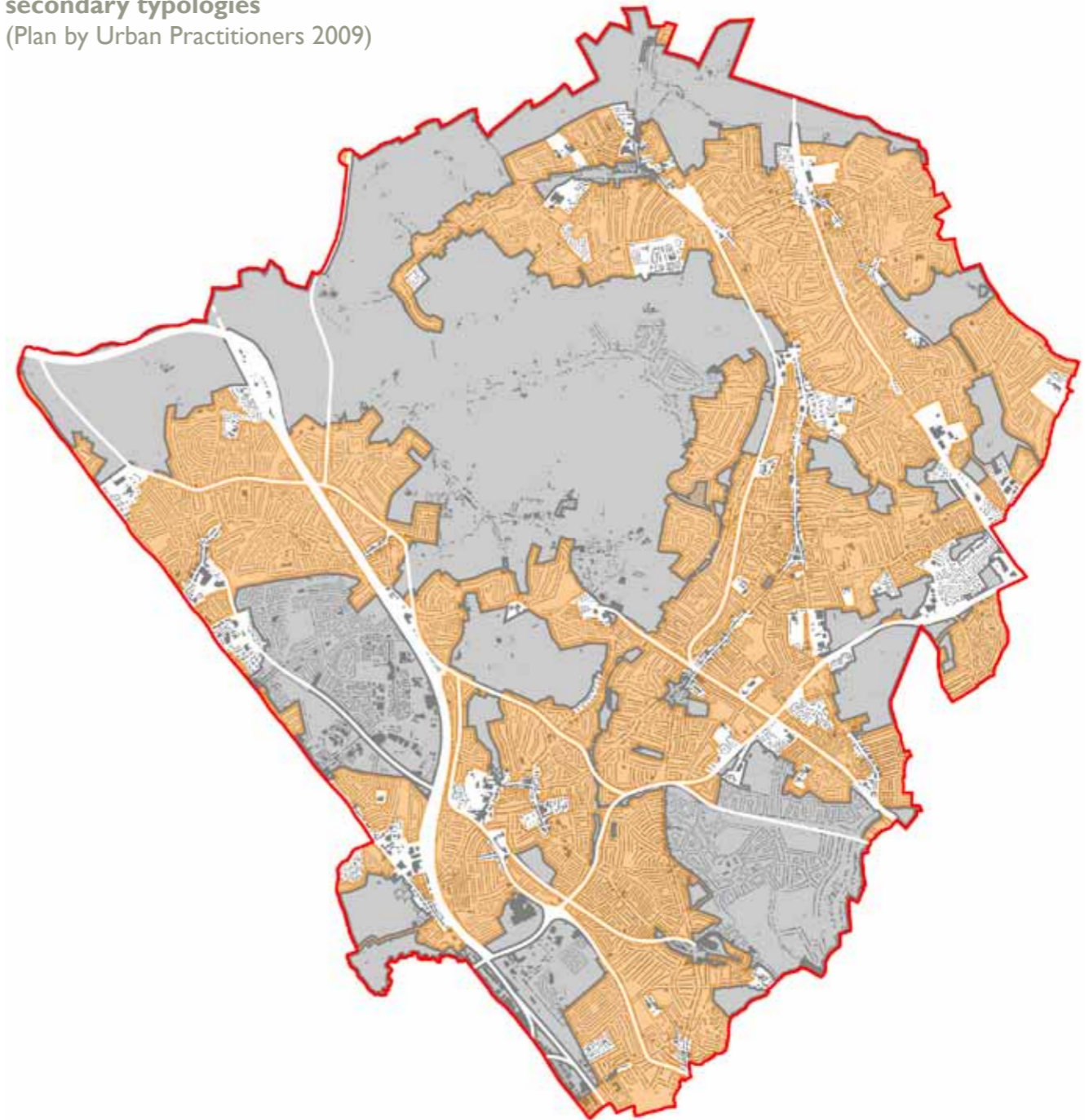
- Development density;
- Building types and units;
- Enclosure, street width, setbacks and building height;
- Architectural style and period; and
- Landscape character and streetscape

The application of these five criteria has identified six secondary typologies, which include the following:

- Type A - Linear rural
- Type B - Suburban periphery
- Type C - Suburban
- Type D - Suburban terrace
- Type E - Urban terrace
- Type F - Flats

Details of each typology are illustrated on the following pages.

Residential Streets to be divided into secondary typologies
(Plan by Urban Practitioners 2009)



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A - LINEAR RURAL

Introduction

Linear rural development is the product of sporadic, piecemeal growth along country lanes or tracks, which are often later widened or straightened to take more traffic yet retain their informal character. The most obvious example in the Borough is Barnet Road, which meanders from east to west from Whalebone Park to Barnet Gate. There is no consistent house type or period and materials and styles are equally diverse. Although the more recent houses tend to be on narrower plots the planting – and especially trees and hedges – are the main contributors to the character of the area.

Totteridge Lane is a noteworthy example of a Linear rural route, however as it is a designated Conservation Area it is not included in this part of the study.

Density

Linear rural routes are distinctly low density forms of development, as the net density varies from 2 -10 dwellings per hectare.

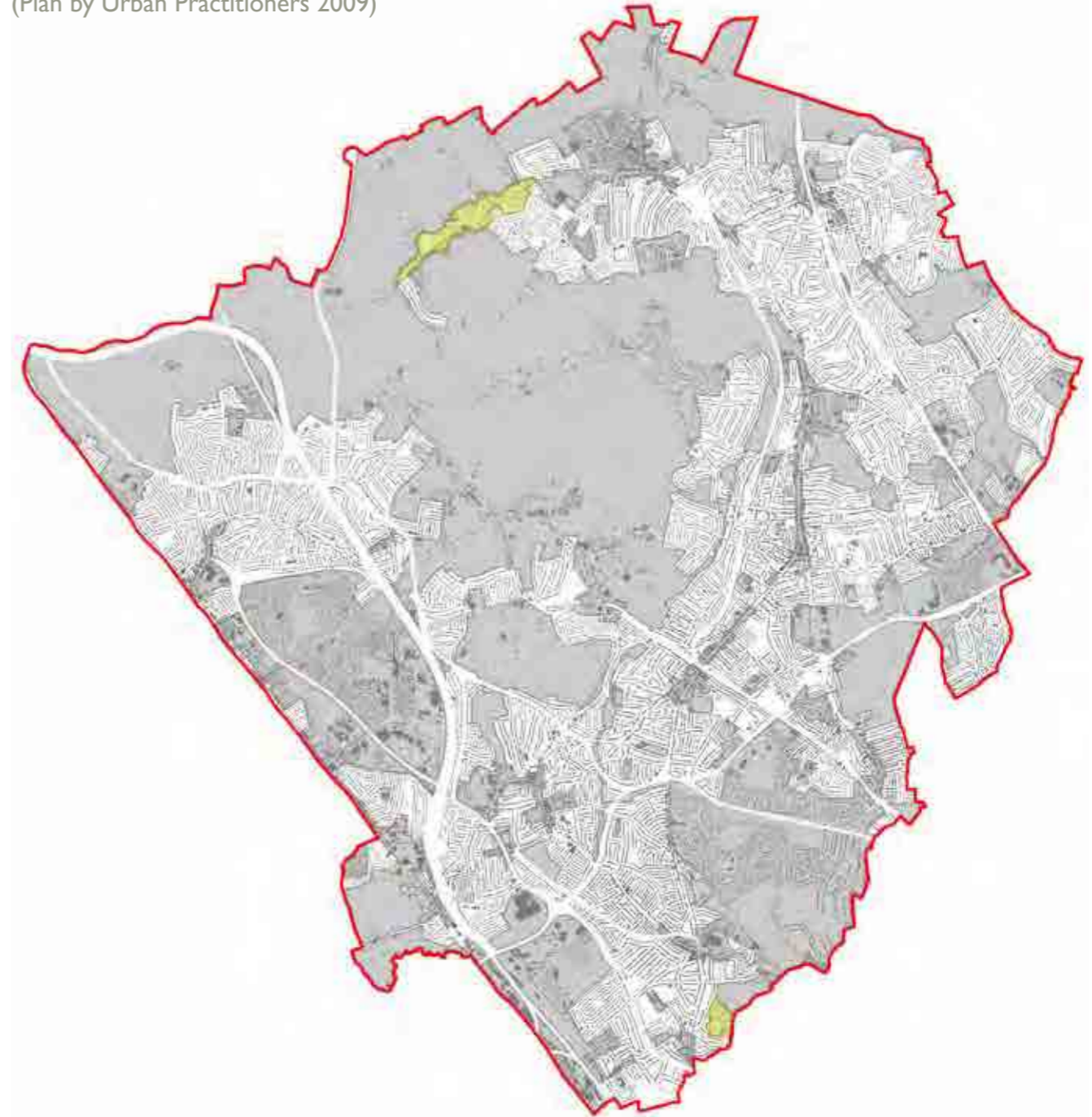
Building Types and Units

Houses are almost entirely detached from one another, as building heights range from 1 – 3 storeys in height.



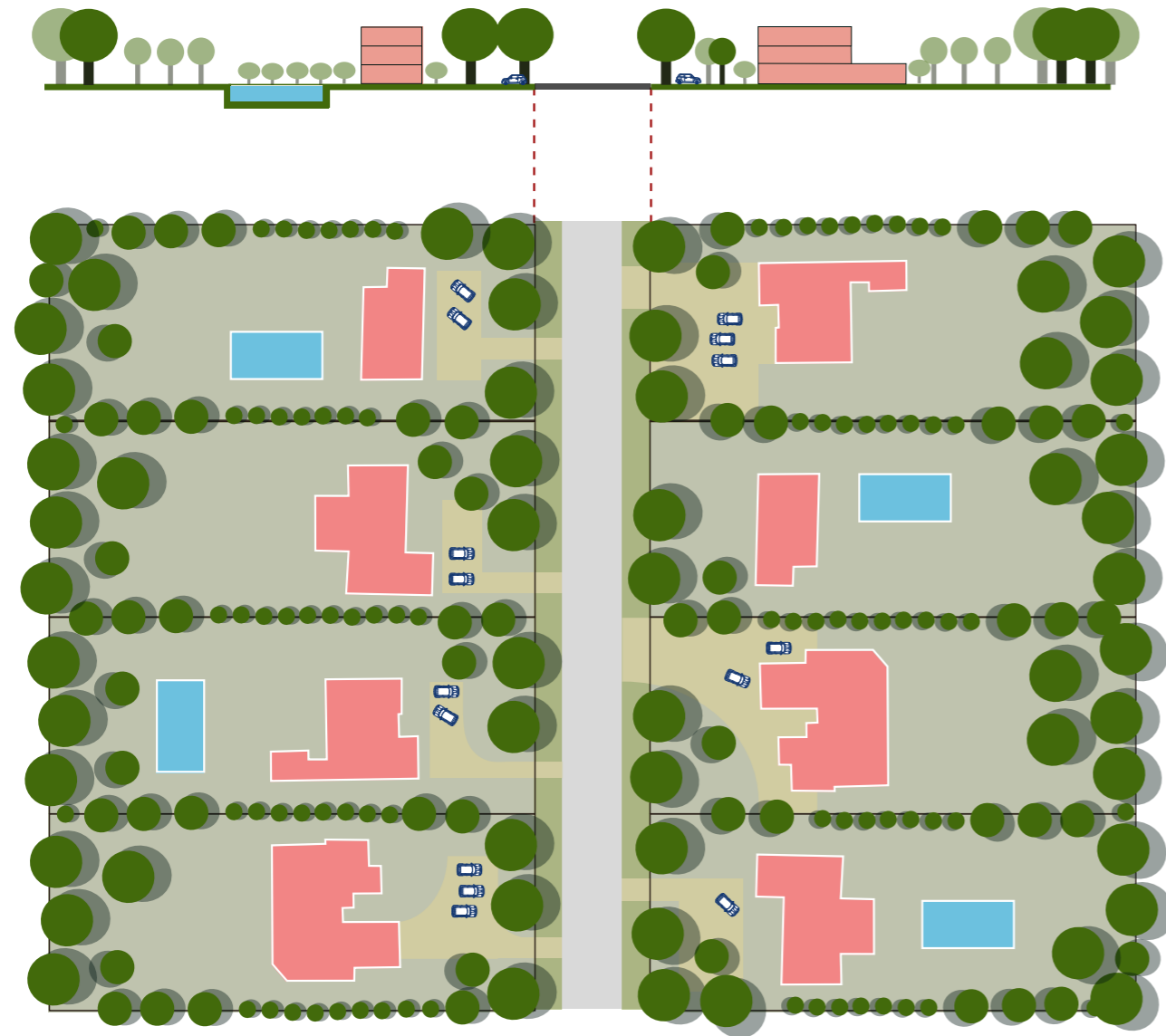
Parking is well integrated into front gardens, as vegetation primarily encloses the street space

Linear Rural Streets (Plan by Urban Practitioners 2009)



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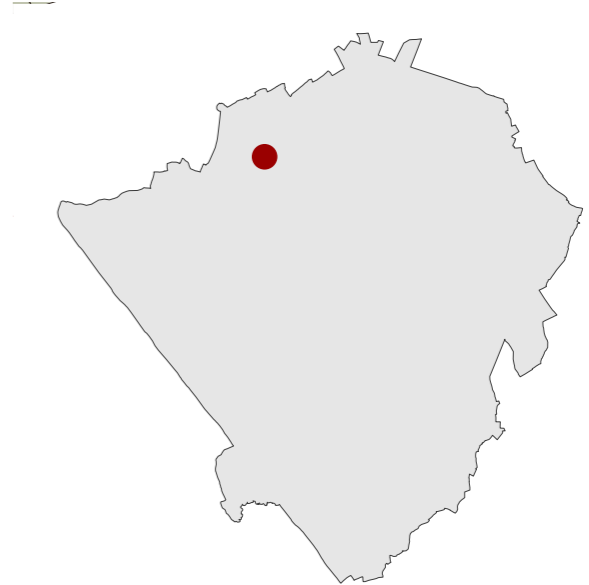
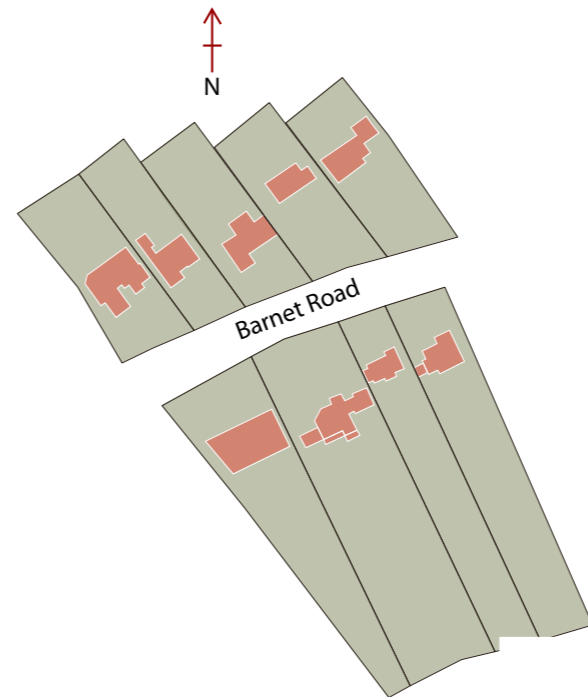
A - LINEAR RURAL



Street Width
15 - 20 M

Set - Back
8 - 40 M

Plot Depth
50 - 120 M



Plot Width
16 - 32 M

A - LINEAR RURAL

Enclosure

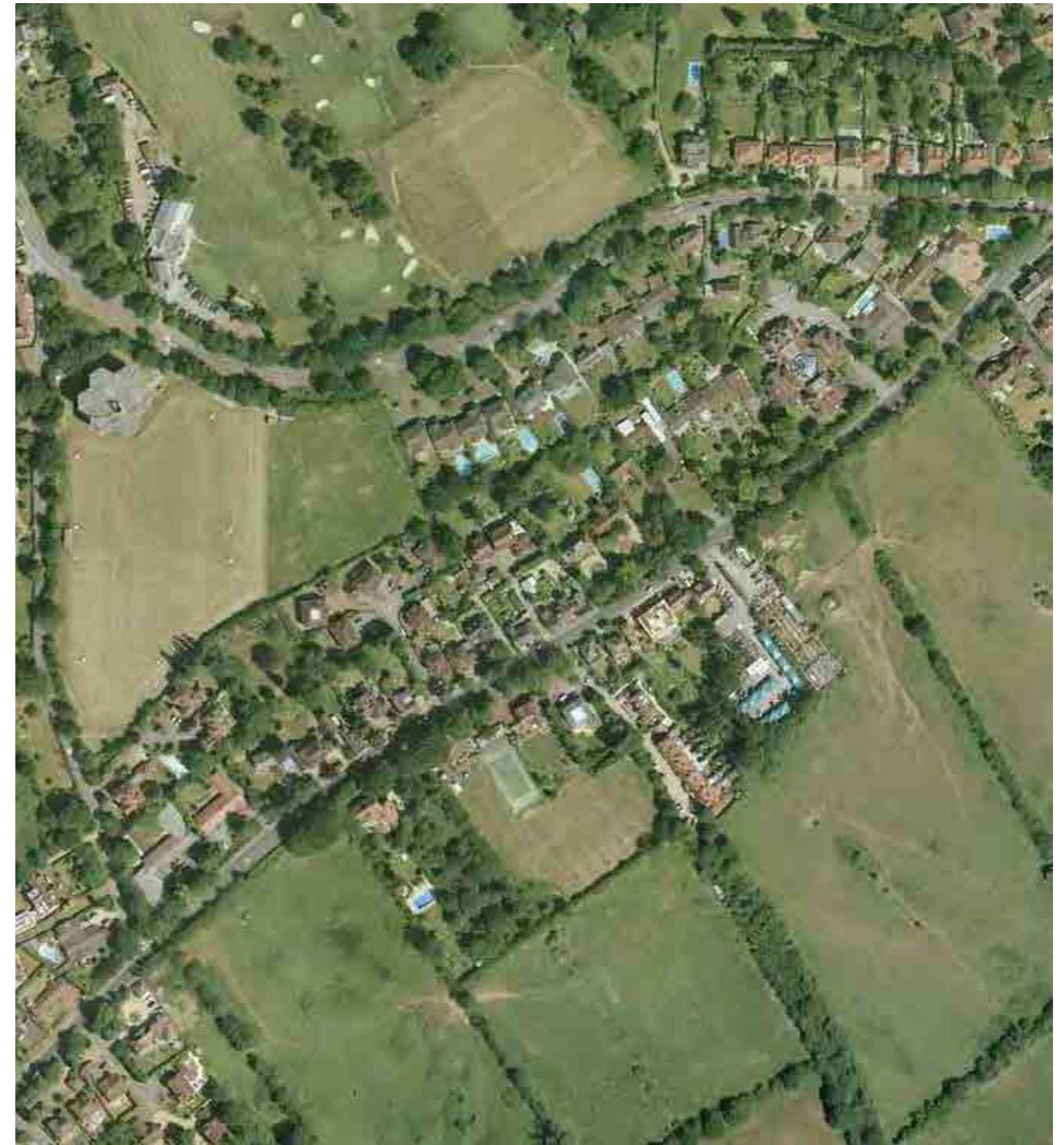
One of the primary distinguishing factors of linear rural routes includes the manner by which the street space is enclosed. Unlike the vast majority of the Borough's residential streets, where the public realm is defined by residential buildings, the public space along linear rural routes remains primarily enclosed by mature vegetation, including trees and hedgerows. The historic lanes themselves tend to feature narrow carriageways, sometimes with wide grass verges on either side. Carriageways are typically no more than 6 metres in width, however the wide grass verges give the street space a typical width of 15 – 20 metres. The dense belt of trees and vegetation that lines the street space grants a high level of privacy and exclusivity to the properties, a key characteristic of this secondary typology.

Additionally, linear rural streets are characterised by exceptionally large plots. Building fronts can be set back from the plot edge by up to 30 metres, providing copious amounts of space for on plot parking; it is not uncommon for houses to accommodate in excess of four vehicles on plot.



Figure ground plan of typology

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Aerial view of typology

A - LINEAR RURAL

Architectural Style and Period

Linear rural routes are also distinguished from other residential streets by the complete lack of any consistent architectural period or style. These lanes have historically featured development of a range of sizes. However, with the gradually escalating exclusiveness of these addresses there has been significant pressure to redevelop and renew, resulting in some areas of very large and sometimes flamboyant modern properties mingled in with the few historic properties which survive.

Landscape Character and Streetscape

The streetscape of the linear rural routes is typically leafy and rural in character. These are characterized by mature native species hedgerows on both sides, grass verges (no pavements or road kerbs) and little or no street lighting. The road is occasionally bordered by fields and hedgerow and through which there are occasional glimpses to the landscape beyond. Vegetation is typically mature native species (predominantly oak, ash and hawthorn) with a wider variety of species in private gardens.

Streetscape materials are typically macadam roads, the larger ones of which are edged with concrete kerbs and have standard highways street lighting. There is no on street parking and there are few public pavements, instead grass verges line the road.



In many cases along Barnet Road mature trees predate houses



Detached properties along Barnet Road are indicated from the road by distinctive curved white wooden marker posts indicating the property name.

B - SUBURBAN PERIPHERY

Introduction

A considerable amount of streets through out the Borough have been identified as the suburban periphery typology.

The most notable characteristics of this typology include the large plot sizes, and sense of enclosure provided by on street vegetation. A key physical element that distinguishes suburban periphery streets from linear rural routes is the wider street space in the former. These streets are typically mature suburban areas rather than former rural lanes. Almost all areas have been identified in the north of the Borough, with the largest single area identified east of Totteridge.

Density

Due to the exceptionally large building plots and detached units that line them, suburban periphery streets are characteristically low density. Typical net density varies from 10 - 15 dwellings per hectare.



Typical suburban periphery housing with large set back and on plot parking

Building Types and Units

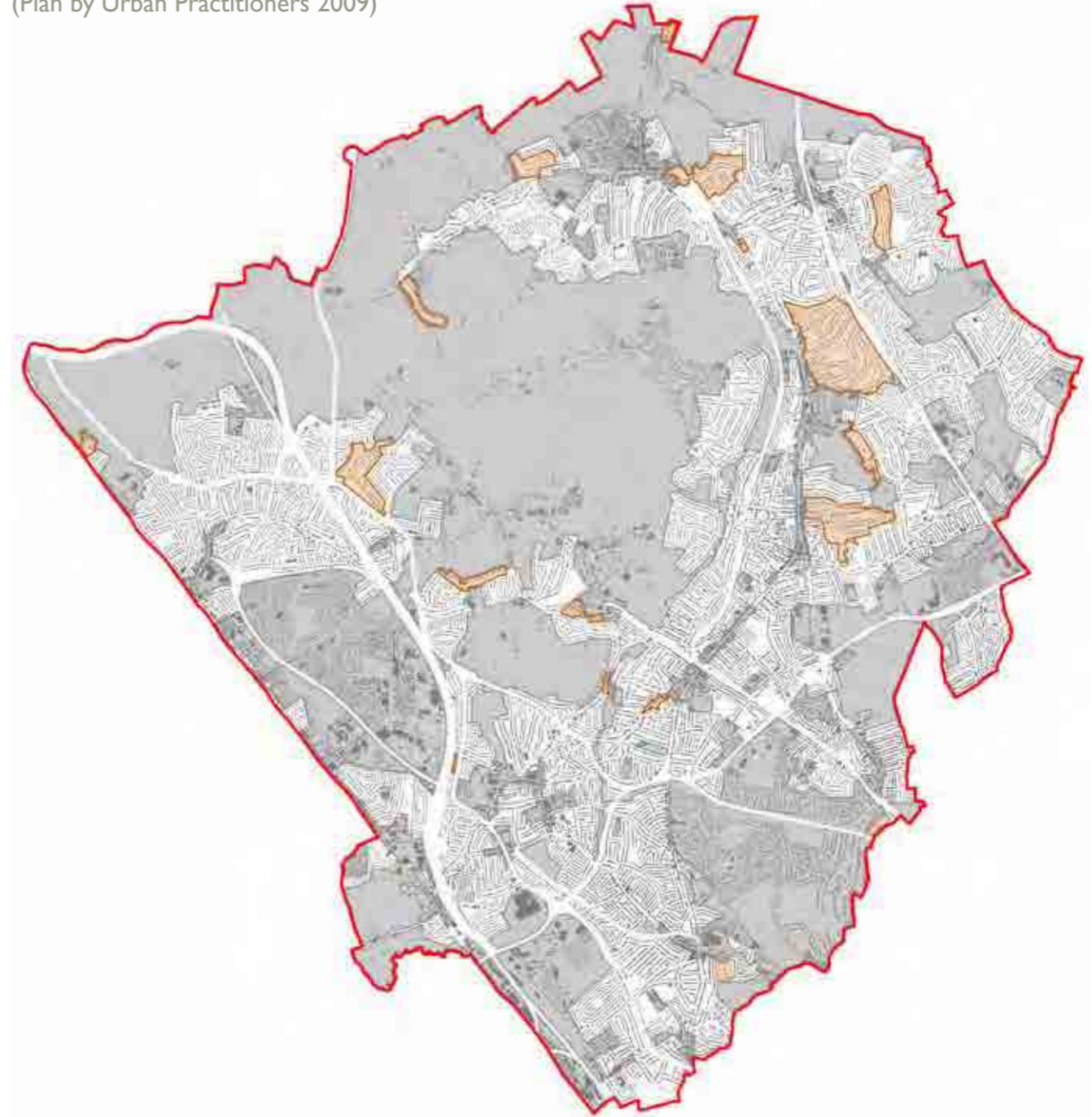
Suburban periphery streets almost entirely contain detached houses which vary from 2 - 3 storeys in height.

Enclosure

The suburban periphery typology is enclosed primarily by vegetation, including mature trees and hedges. The streets space is generally wide and typically ranges between 11 and 13 metres in width.

Plot sizes are typically large, and as buildings are very well set back they only provide a secondary form of enclosure. The distance between building fronts and the plot edge ranges between 8 and 14 metres. Plot sizes can differ in width and depth, but generally there will be a common relationship with the street and planting, at least in the public realm, is often orderly. Due to their exceptional set back, houses can often accommodate parking for several vehicles on plot.

Suburban Periphery Streets (Plan by Urban Practitioners 2009)



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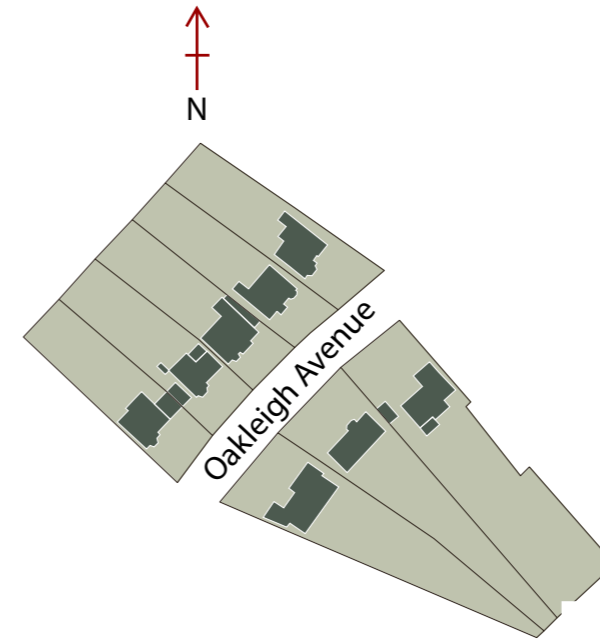
B - SUBURBAN PERIPHERY



Street Width
11 -13 M

Set - Back
8 -14 M

Plot Depth
50- -80 M



Plot Width
15 -23 M



B - SUBURBAN PERIPHERY

Architectural Style and Period

Houses are typically the product of the early twentieth century, and in particular the interwar years. In a fashion not unlike linear rural routes, areas of suburban periphery development have no stylistic consistency. Properties which can be found in suburban periphery streets can include any neo-Georgian, mock-Tudor, arts and crafts rustic or even international modern. Materials can be equally diverse, although red brick and white render are common.

In some cases however, there are ribbons of large detached houses built to a common template and plot dimensions; these generally date from the inter-war period and have a greater formality than elsewhere.

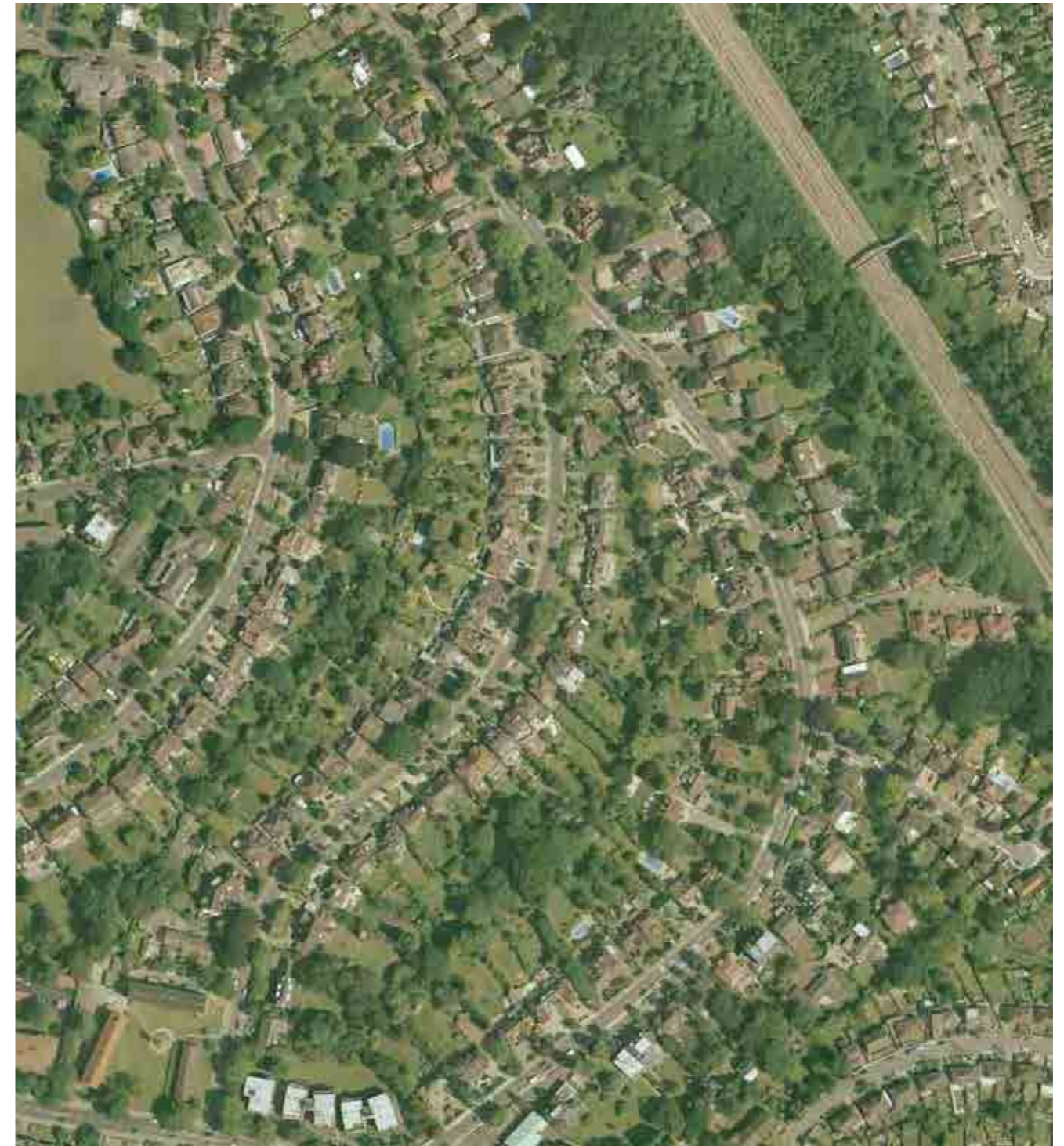


Figure ground plan of typology

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Houses are typically between two and three storeys



Aerial view of typology

B - SUBURBAN PERIPHERY

Increased number of vehicle cross overs reduces the continuity of the verge

Wide plots and deep gardens enable retention of planting and front boundary treatments whilst accommodating on-plot parking

Mature planting plays a significant role in defining the character of the street

Some modern infill schemes lack the dynamic roofline characteristic of the original houses



Photographic elevation of typical suburban periphery

Landscape Character and Streetscape

The areas of suburban periphery housing typically have a very wide street profile (up to 40m between building fronts) and a leafy and exclusive character. Detached houses are set well back from the road with substantial mature front gardens normally incorporating a private drive.

Houses have been designed with car ownership in mind, and parking is typically well integrated into the front gardens and/or in garages. The generous building set back allows front gardens to accommodate a range of vegetation in addition to several car parking spaces. A significant proportion of front gardens remains devoted to planting, as mature trees and hedges make a considerable contribution to the overall leafy character of suburban periphery streets. They

are typically open plan and visible from the street with low walls defining the front boundary. Most are well-maintained with a range of ornamental tree and shrub species and grass lawn areas. Some incorporate large mature trees which pre-date the houses. Some roads include street tree planting set in a narrow grass verge although these are often small, ornamental trees and trees in front gardens are often more substantial.

Streetscape materials are typically macadam roads with a granite kerb and pavements surfaced in pre-cast concrete slabs or macadam. Private drives are surfaced in a variety of materials ranging from stone 'crazy paving' to modern concrete block and brick paving. Street furniture and lighting is mainly late twentieth century standard highway fittings.



There is a clear boundary between public and private space



Parking is well integrated on plot

C - SUBURBAN

Introduction

The defining physical characteristic of suburban streets is the low density coupled with an overall level of architectural coherence. The majority of suburban streets in Barnet are lined with houses built during the interwar period. This was a time of rapid growth in Barnet and it is the period of development which most strongly typifies the Borough. Many streets benefit from a strong sense of architectural consistency and coherence, as houses typically have been built to very similar specifications, often by a single developer. Additionally this secondary typology can be distinguished by its large street space widths and lack of enclosure.

Density

The density of suburban streets is a marked increase from both linear rural streets and suburban periphery streets, ranging from 20 – 30 dwellings per hectare.

Building Types and Units

Suburban streets are lined with both detached and semi detached houses. Building heights are predominantly two storeys, with the occasional three storey house where conversions have occurred.

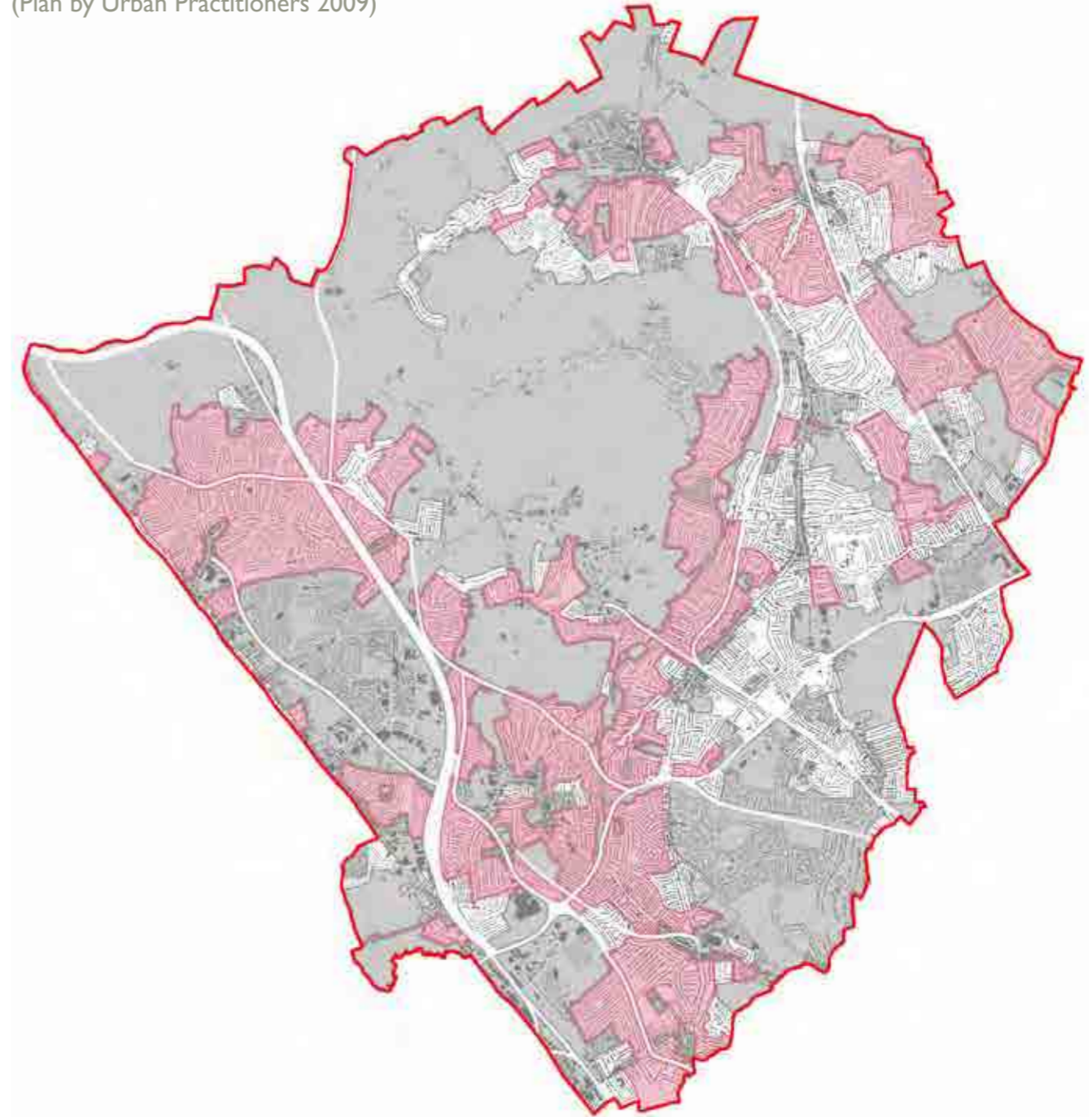
Enclosure

As opposed to linear rural and suburban periphery streets where carriageways and street space is primarily enclosed by vegetation, building fronts provide almost all enclosure on suburban streets. Street widths tend to vary between 12 – 18 metres, as pavements are often generously wide. Suburban streets contain an array of detached or semi detached houses in very close proximity to one another. Typically, building fronts remain well set back from the plot edge, as distances range from 5 – 14 metres. Consequently, suburban streets can often accommodate a significant amount of on plot parking.



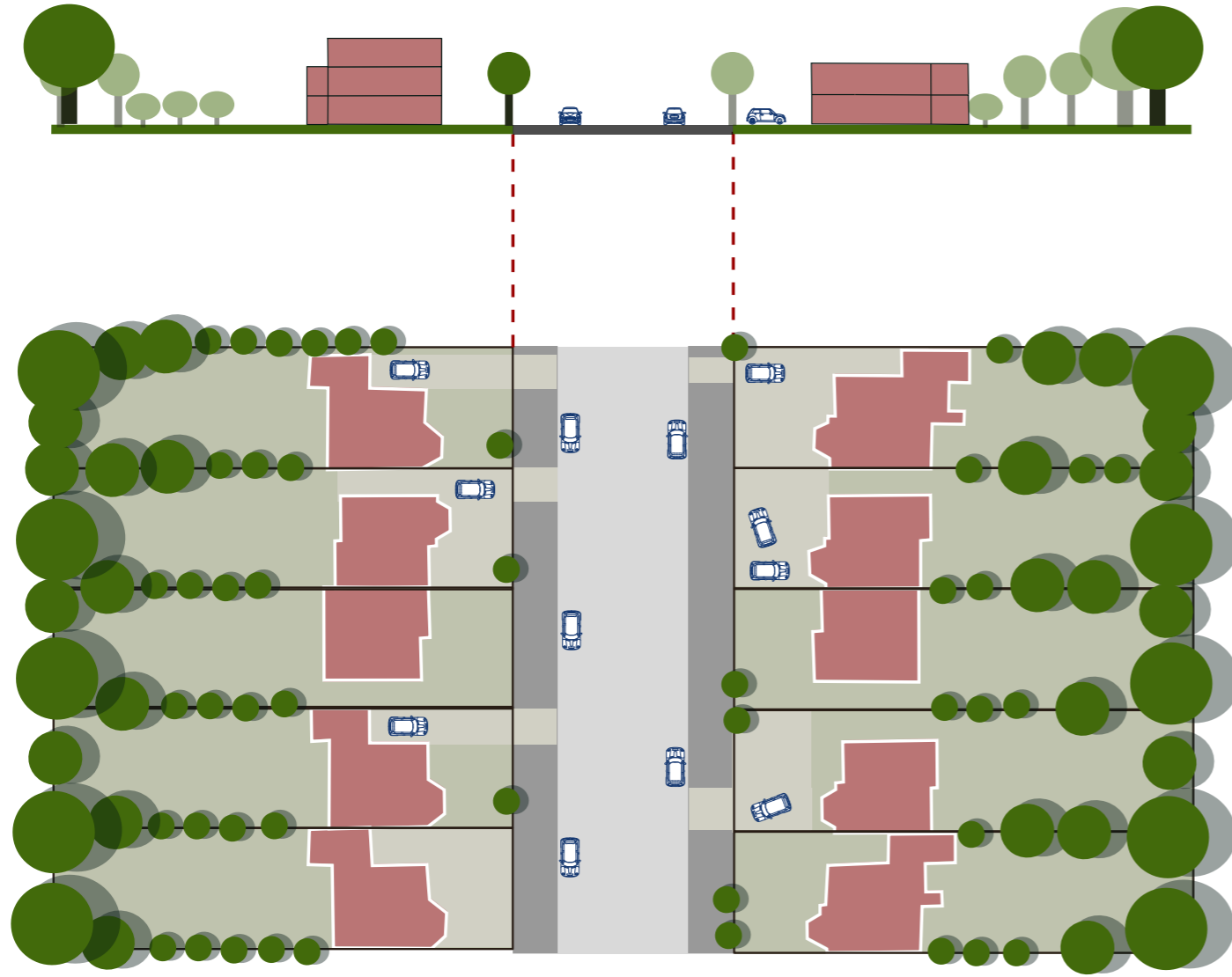
The majority of front gardens have been converted hard standing surfaces to accommodate car parking

Suburban Streets (Plan by Urban Practitioners 2009)



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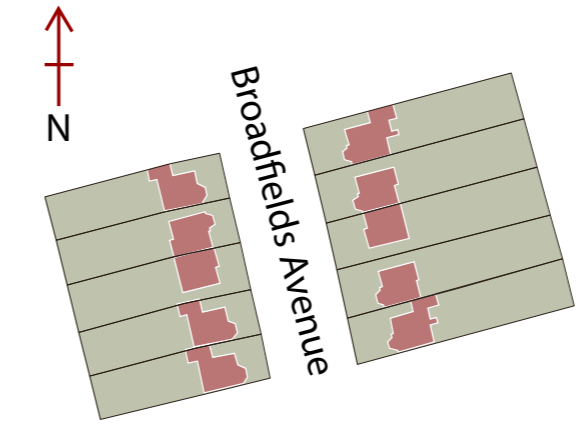
C - SUBURBAN



Street Width
12 - 18 M

Set Back
4 - 9 M

Plot Depth
38 - 45 M



Plot Width
8 - 12M

C - SUBURBAN

Architectural Style and Period

A key distinguishing characteristic of suburban streets remains the dominance of housing built during the interwar period. Buildings of this period typically display a clear lineage from their Edwardian predecessors, but with an increasing emphasis towards horizontal rather than vertical proportions. Houses of this period typically feature side-hung or top-hung windows rather than sliding sash.

A wide palette of materials may be found including red and yellow brick, render, pebbledash; timber or metal windows, hardwood or softwood doors. In the past twenty years UPVC replacements have been commonplace, and in some instances this can be done successfully without damaging the overall appearance. Plain tile roofs are often replaced by interlocking concrete tiles. In some instances glazed green pantiles survive, but these are now a rarity.

Landscape Character and Streetscape

Most areas of suburban streets in the Borough have a broad, open street profile with medium to large front gardens. Many houses were originally designed with garages and a small formal front garden with lawns and/or ornamental planting. However, the primary use of front gardens today is parking. This is due partly to multiple car ownership and partly due to the conversion of garages to residential use. Many gardens have therefore been converted to include extensive areas of hard standing to accommodate this change. This has resulted in a harder, more urban street character than would have originally been intended when the houses were first designed.



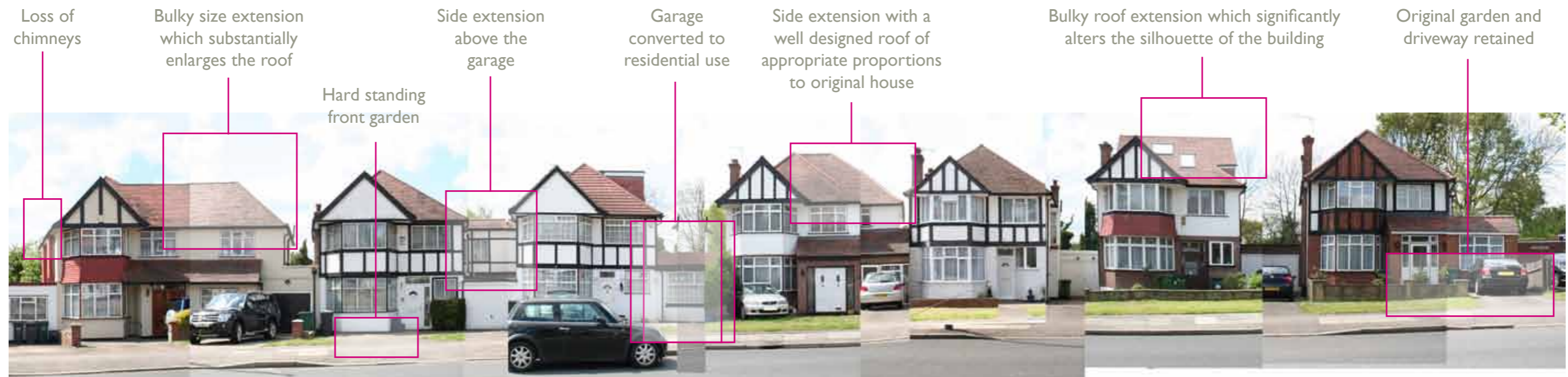
Figure ground plan of typology

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Aerial view of typology

C - SUBURBAN



Photographic elevation of typical suburban street



Graphic Elevation of typical suburban street illustrating architectural rhythm

Many streets include a 0.5 - 1.5m wide mown grass verge separating the road and pavement and incorporating small street trees. In some areas the grass verge is replaced with intermittent street trees. Both verges and hedges are being gradually eroded by the increasing requirements for vehicle crossovers, reducing the amount of on street vegetation. The front boundary to properties is mainly formed by low brick walls of varying style and age.

Streetscape materials are typically macadam roads with a granite or concrete kerb and pavements surfaced in pre-cast concrete slabs or macadam. Private drives are surfaced in a wide variety of materials ranging from slab paving to modern concrete, concrete block and brick paving. Street furniture and lighting is mainly late twentieth century standard highway fittings.

D - SUBURBAN TERRACE

Introduction

As the name suggests, a key defining characteristic of this residential street typology includes the prominence of terrace housing. Suburban terrace streets can be distinguished from urban terrace streets (residential street typology E) by its lower density and more varied architectural style.

Across the Borough, suburban terrace streets are composed of buildings from a range of architectural styles and periods. Despite this borough-wide variation, individual streets retain a strong sense of architectural cohesion



Suburban terrace streets contain buildings associated with a variety of architectural periods and styles, including the interwar period. Individual streets typically have a strong sense of consistency in built form.

and consistency, as they are typically formed of buildings from single area. Perhaps the most distinctive form of architectural style includes housing inspired by the Garden City movement. Privately built houses from the interwar period are also common, and there are a few streets that contain buildings dating back to the Edwardian and Victorian periods. Suburban terrace streets enjoy a greater degree of enclosure than suburban streets, although building set backs remain large enough to accommodate off street parking.

Density

The density of suburban terrace streets typically varies from 20 – 30 dwellings per hectare.

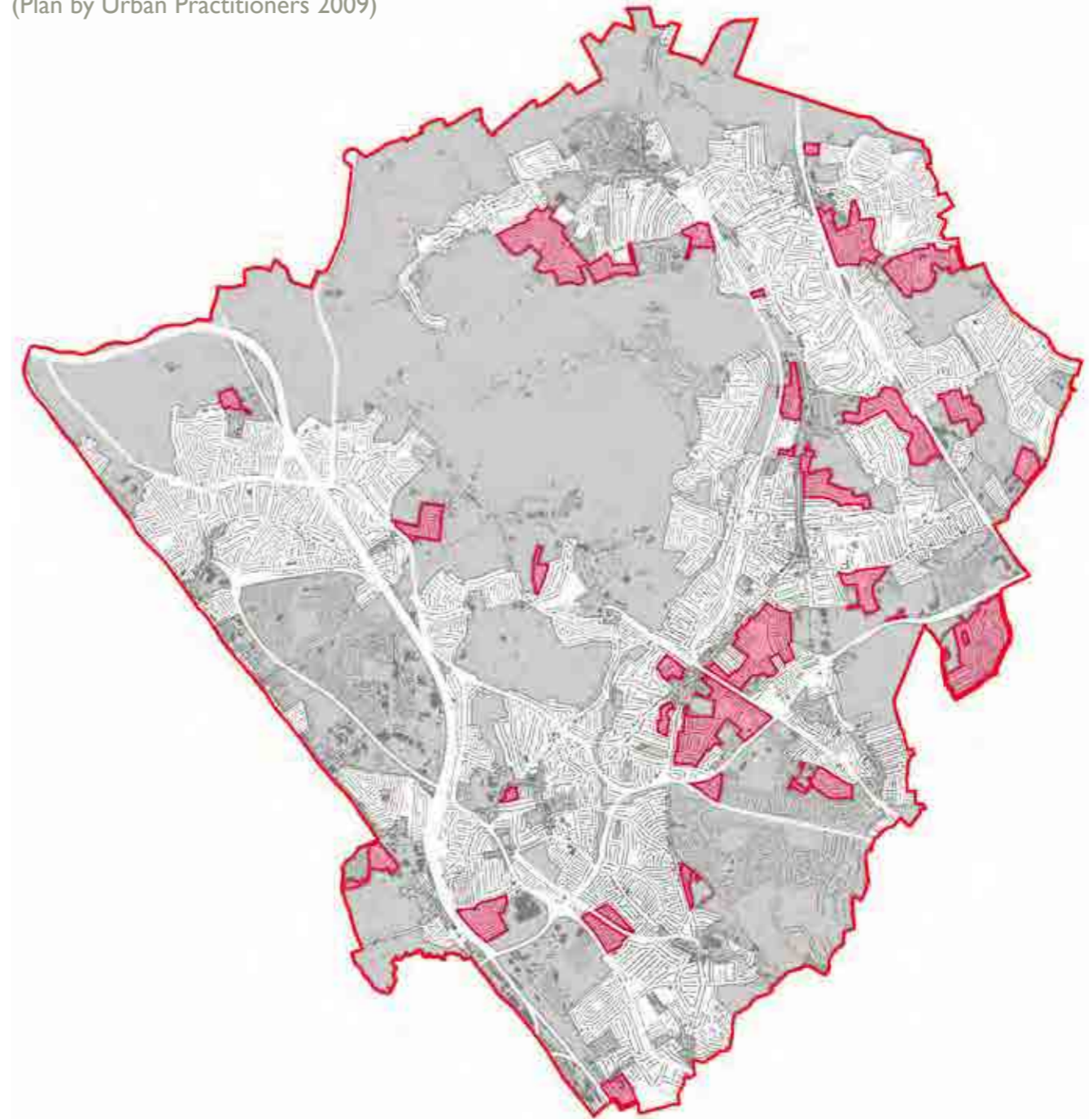
Building Types and Units

Buildings along suburban terrace streets are terraced houses, the vast majority of which are two storeys high. Occasionally, some streets have houses that are three storeys in height.

Enclosure

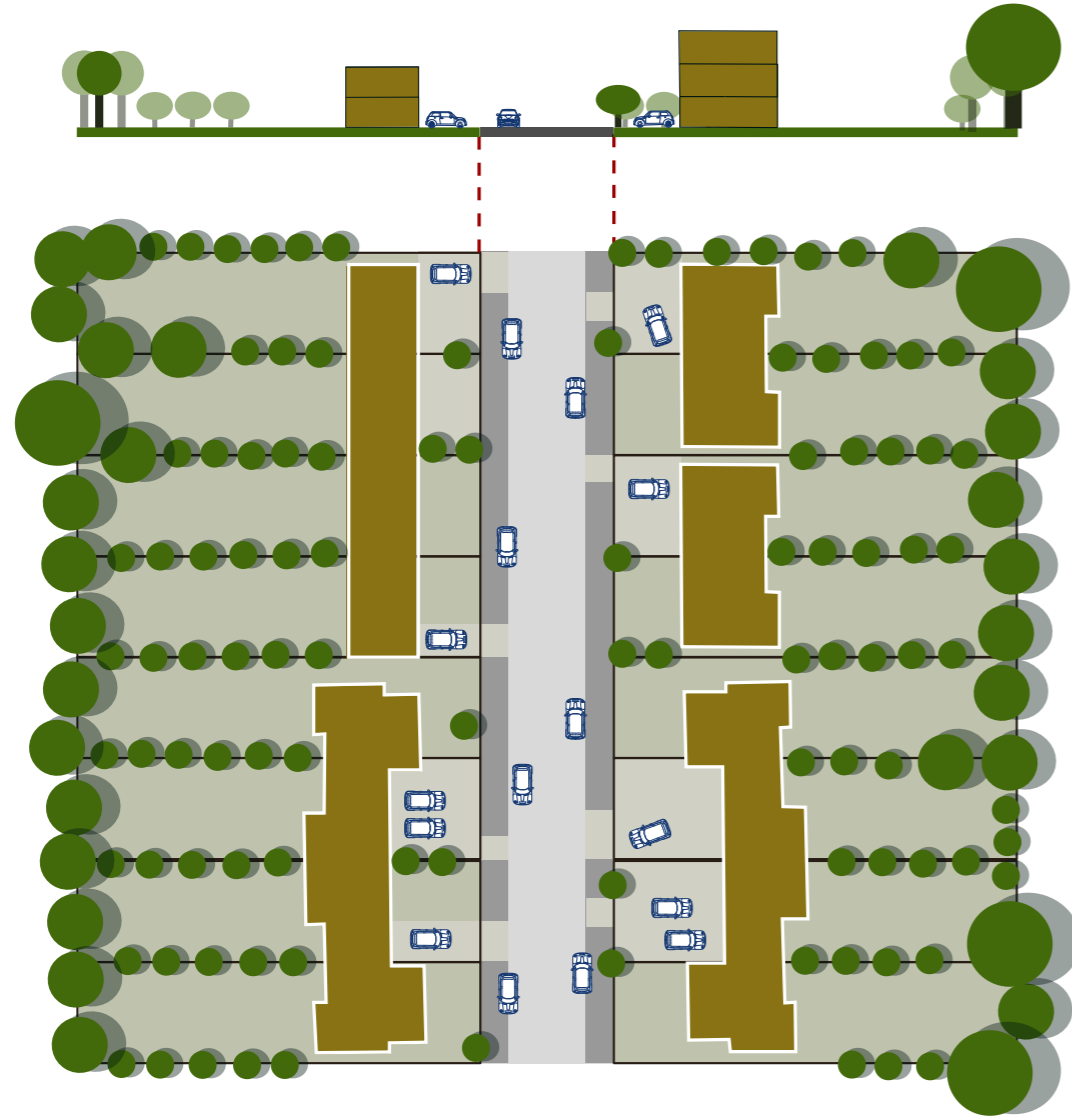
In similar fashion to suburban streets (secondary typology C), buildings on suburban terrace streets provide the primary enclosure to the street. The street space is generally wide, and varies between 12 – 18 metres in width. Plot widths are narrower than those found on secondary typology C, however buildings do retain a significant set back. Typically, the distance between building front and the plot edge varies from 4.5 to 7 metres. This provides limited space for on-plot parking.

Suburban Terrace Streets (Plan by Urban Practitioners 2009)



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D - SUBURBAN TERRACE

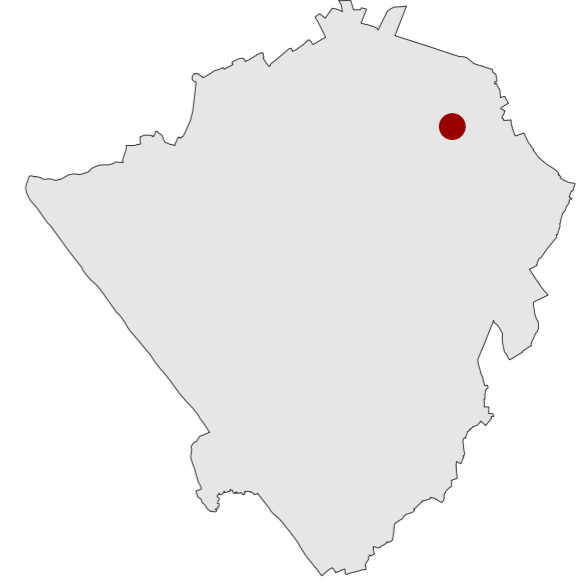
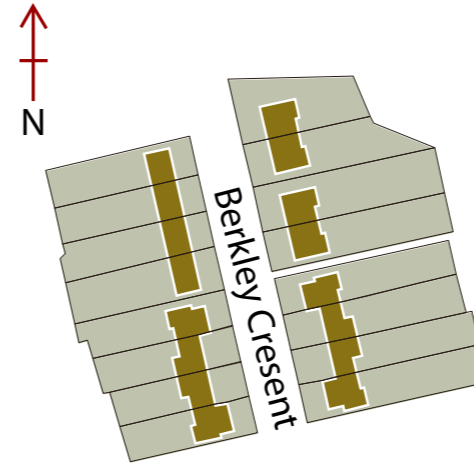


Street Width
9 - 12 M

Set Back
4.5 - 7 M

Plot Depth
28 - 40 M

Plot Width
6 - 10M



D - SUBURBAN TERRACE

Landscape Character and Streetscape

The street profile for suburban terrace areas in the borough is typically broad with moderate sized front gardens and some off street parking. The earlier examples of suburban terrace typically have broader street profiles with street trees set in a narrow grass verge separating the road and the pavement on both sides. In some later examples the profile is narrower with no street trees or grass verge (for example, Berkeley Crescent, EN4) and more prominent on-street parking.

A significant proportion of front gardens on suburban terrace streets have been paved over to accommodate off-street parking. Streetscape materials are typically macadam roads with a wide granite or concrete kerb and pavements surfaced in pre-cast concrete slabs. Street furniture and lighting is mainly late twentieth century standard highway fittings.

Architectural Style and Period

Houses inspired by the Garden City movement tend to be flat fronted with few of the ebullient details common in private sector properties. Terraces are often arranged carefully as a group composition, with strong elements of symmetry often sitting within a larger planned estate pattern. They are generally smaller houses (compared to suburban types) in a terraced format. Individual properties tend to be squarer on plan with a wider frontage than earlier narrow terraced houses.



Figure ground plan of typology

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A significant proportion of houses on suburban terrace streets were constructed during the interwar period. Where as detached homes built during the same era retain a horizontal emphasis on suburban streets, the narrower plots and terrace form of houses of suburban terrace streets tend to have a more vertical emphasis of rhythm.



Aerial view of typology

D - SUBURBAN TERRACE



Photographic elevation of typical garden city style suburban terrace



Graphic elevation of typical suburban terrace street illustrating architectural rhythm

Some streets identified as this typology are lined with houses dating back to the Edwardian and Victorian periods. They share a similar approach, to that of interwar housing, of terraced houses on relatively narrow plots with a similar degree of repetition. However, due to their more detailed building facades, Edwardian housing maintains a greater impression of vertical emphasis and rhythm along the street. The majority of housing from this period has been identified as residential typology E (urban terrace). The key distinguishing factors between houses on suburban terrace streets and those on urban terrace streets includes the greater building set back (which can accommodate on plot parking) and lower net densities.

E - URBAN TERRACE

Introduction

Urban terrace streets are predominately characterised by the architectural dominance of Victorian and Edwardian housing. Unlike large areas of London, Barnet has very limited areas of Edwardian and Victorian development, and most of it is located in the south and east of the Borough.

Streets are typically urban in character, dominated by on street parking and with minimal parking. They normally have a strong, coherent character due to the consistent and rhythmic architectural style and consistent street profile. An additional key physical characteristic includes the relatively narrow streets and limited building set backs.



Frontages have a strong vertical rhythm

Density

Urban terrace streets represent some of Barnet's most dense residential housing. Whilst most suburban environments do not achieve densities of 30 dwellings per hectare, typical urban terrace streets have densities in excess of 35 dwellings per hectare.

Building Types and Units

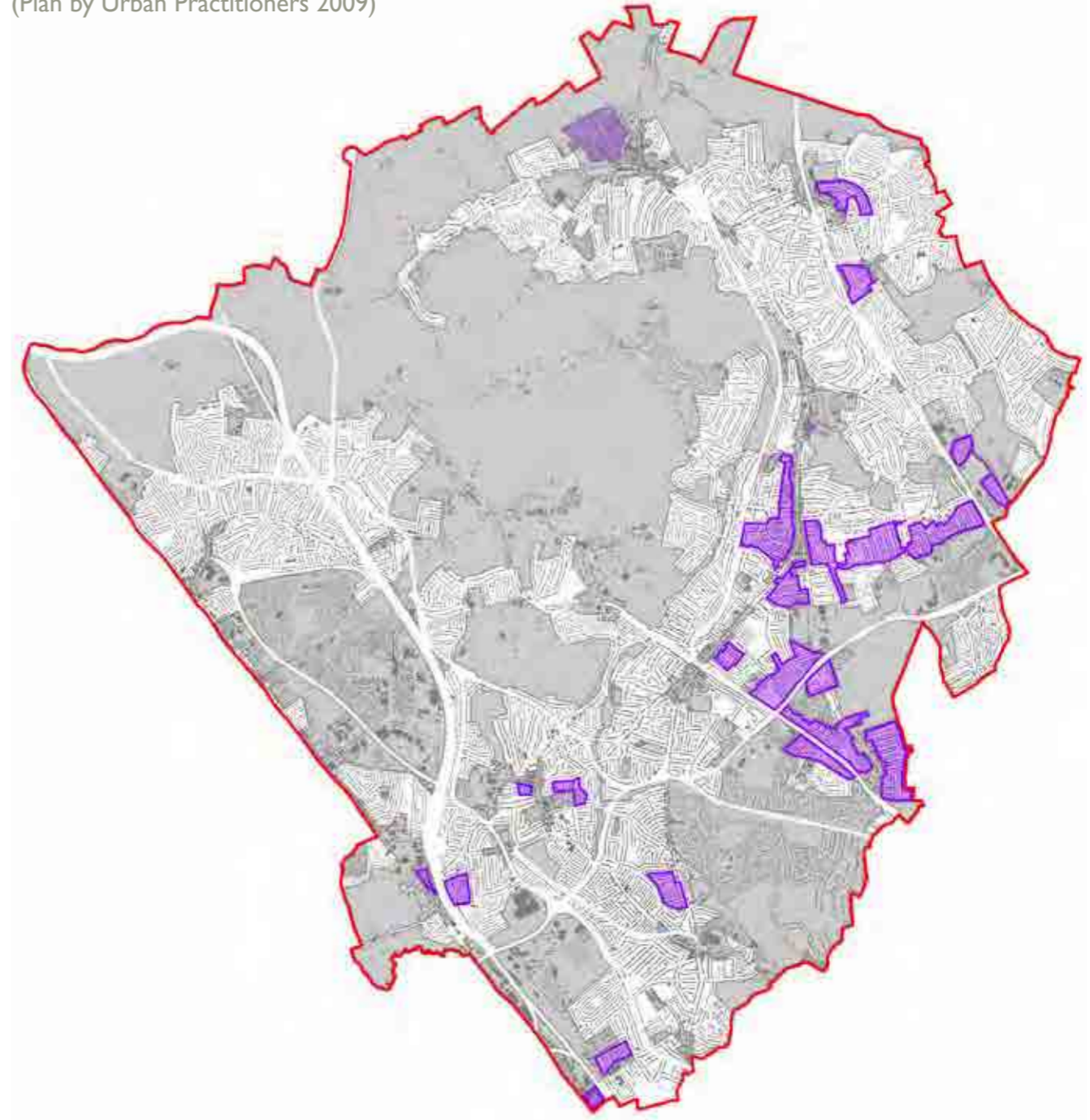
As its name suggests houses are terraced, and are of 2 – 3 storeys in height.

Enclosure

Buildings provide the primary enclosure to the street in the urban terrace typology. Street widths are typically narrow, have a typical width of between 10 and 11.5 metres. Building plots are very narrow and there is limited building setback; the distance between the plot edge and building front varies between 1 and 3 metres. The narrow street widths and reduced building sets backs combine to emphasis the sense of street enclosure. Due to this lack in depth, there is no space for on plot parking and consequently on street parking typically dominates the streetscape.

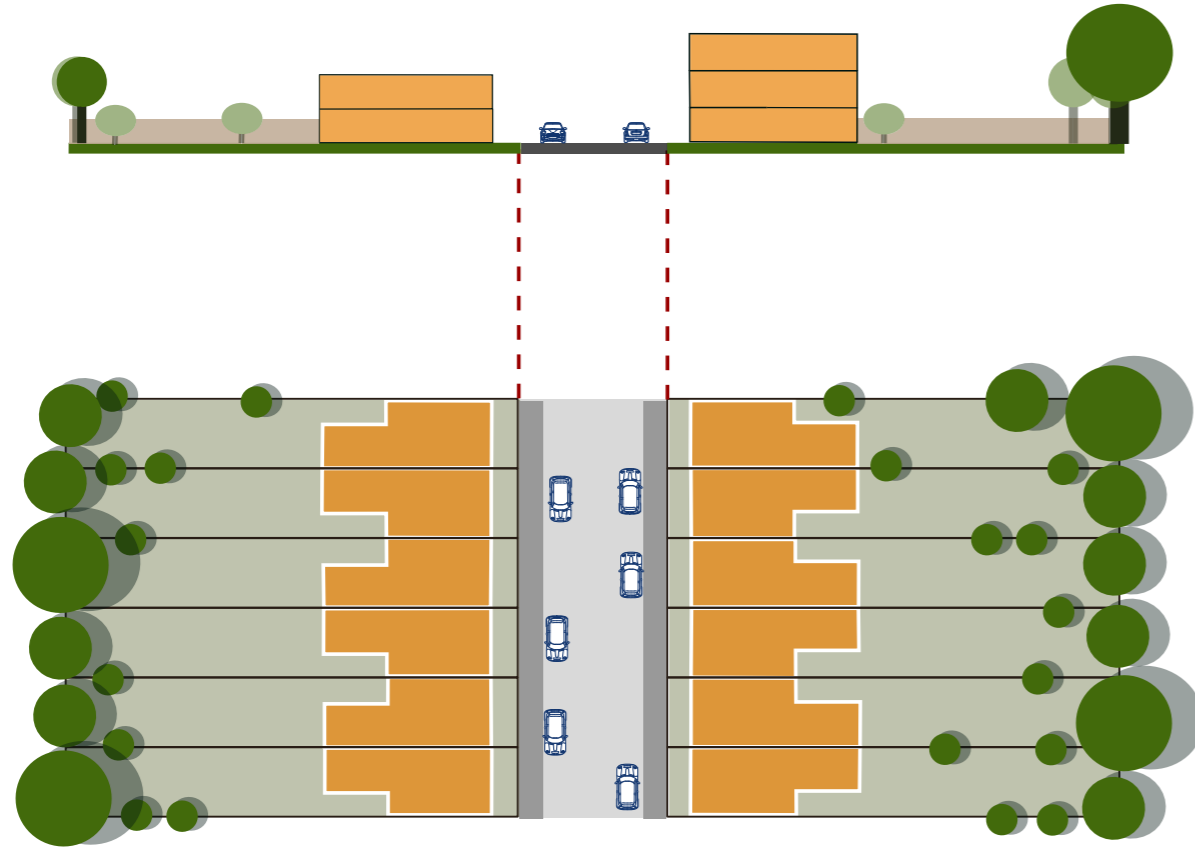
Urban Terrace Streets

(Plan by Urban Practitioners 2009)



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E - URBAN TERRACE

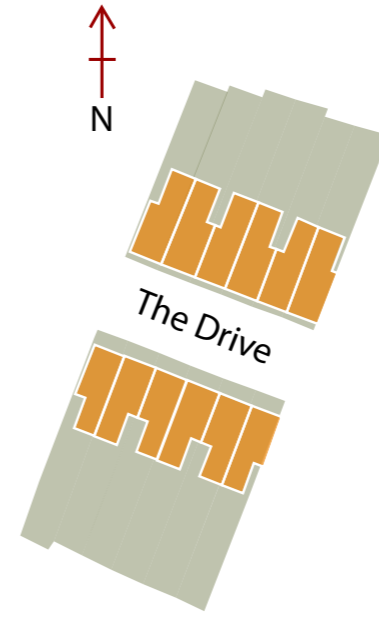


Street Width
10 - 11.5 M

Set Back
1.5 - 3 M

Plot Depth
22 - 45 M

Plot Width
3.5 - 5.5M



E - URBAN TERRACE

Landscape Character and Streetscape

Greenery in urban terrace streets is normally limited due to the shallow front gardens and narrow street width. However, street tree planting of ornamental varieties of small trees such as ornamental cherries, purple leaved cherry and silver birch is more common on the Edwardian streets where more space is available.

Front gardens are typically small and many (particularly the smaller Victorian front gardens) have been partly or fully paved but often incorporate some domestic ornamental planting. Planting varies from low and medium sized evergreen and deciduous shrubs to mixed herbaceous perennial and annuals. In most, there is insufficient space for trees or large shrubs. The small size of the gardens has also had the positive effect that there have been no conversions to off-street parking which has allowed the street profile to be maintained intact. Gardens and boundaries are typically well-maintained.

The original Victorian and Edwardian road and pavement surfacings of crushed stone and gravel have been removed and today all the carriageways on urban terrace streets in the borough are surfaced in macadam. Most retain the original wide Victorian/Edwardian granite road kerbs. Some also retain the original road gutter formed from three or four rows of granite setts. Pavements are generally surfaced in pre-cast concrete slabs and the roads are lit with standard late twentieth century highways light fittings. Boundaries to front gardens are typically low brick walls of varying age and style. They often have a hedge or shrub planting growing behind which forms a vertical extension to the wall.

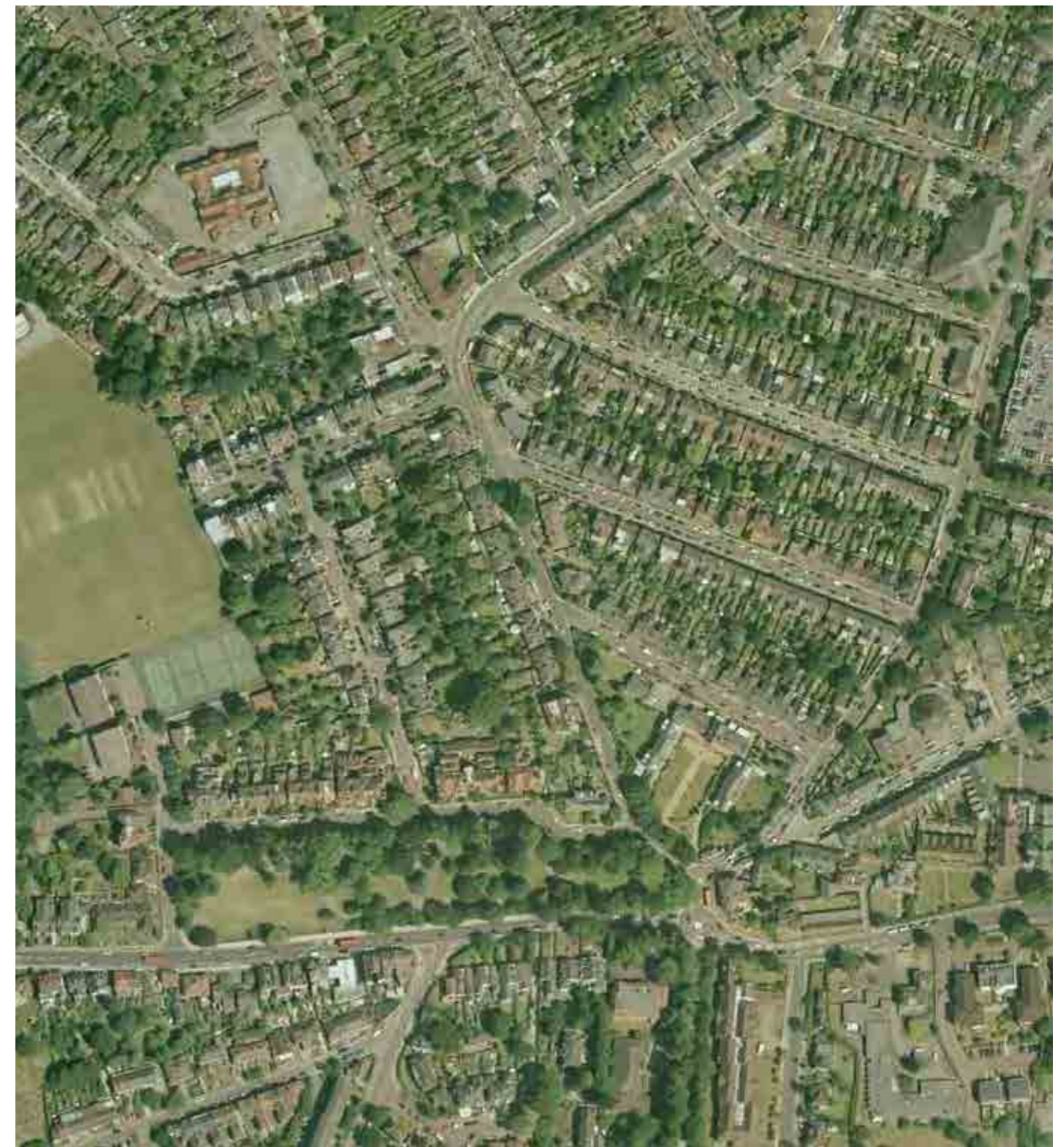


Figure ground plan of typology

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Building set backs are considerably limited, as front gardens are not able to accommodate on plot parking



Aerial view of typology

E - URBAN TERRACE



Photographic elevation of The Avenue



Graphic Elevation of typical urban terrace street illustrating architectural rhythm

Architectural Style and Period

Urban terrace streets predominately consists of Victorian and Edwardian housing, typified by their regular grid street patterns and terraced form. The few examples feature the conventional narrow terraced form with a stepped rear elevation and unified front elevations. The repeated narrow properties give a predominantly vertical rhythm to the street, often emphasised by repeated chimneys and parapet walls along the roof. There is typically a high degree of repetition along a terrace, with buildings featuring repeating bay windows and porch details. The earliest houses are stucco rendered with sash windows and slate roofs, later giving way to buff or red brick by the turn of the twentieth century.

F - FLATS

Introduction

During the postwar period there was an increasing trend for large Victorian and Edwardian buildings to be bought up and demolished to be replaced by low rise apartment blocks, most typically flat roofed designs. This approach is seen to occur in concentrated areas along particular streets. These streets including Lyonsdown Road and parts of Hendon Lane, where selected for incremental redevelopment due the significantly large plot sizes, and the economic potential they present.

Although flats built during the postwar period are the most common type of block along these routes, there is a mixture of Victorian, Edwardian, interwar and modern buildings. The incremental development of these routes has created a distinct lack of uniformity in the built form; a key distinguishing characteristic of this typology.

Density

Flats represent the highest density residential environments throughout the borough, typically ranging anywhere from 80 – 150 dwellings per hectare.

Building Types and Units

Streets are lined with flats that have typical building heights of three to six storeys, either with flat roofs or pitched roofs.

Enclosure

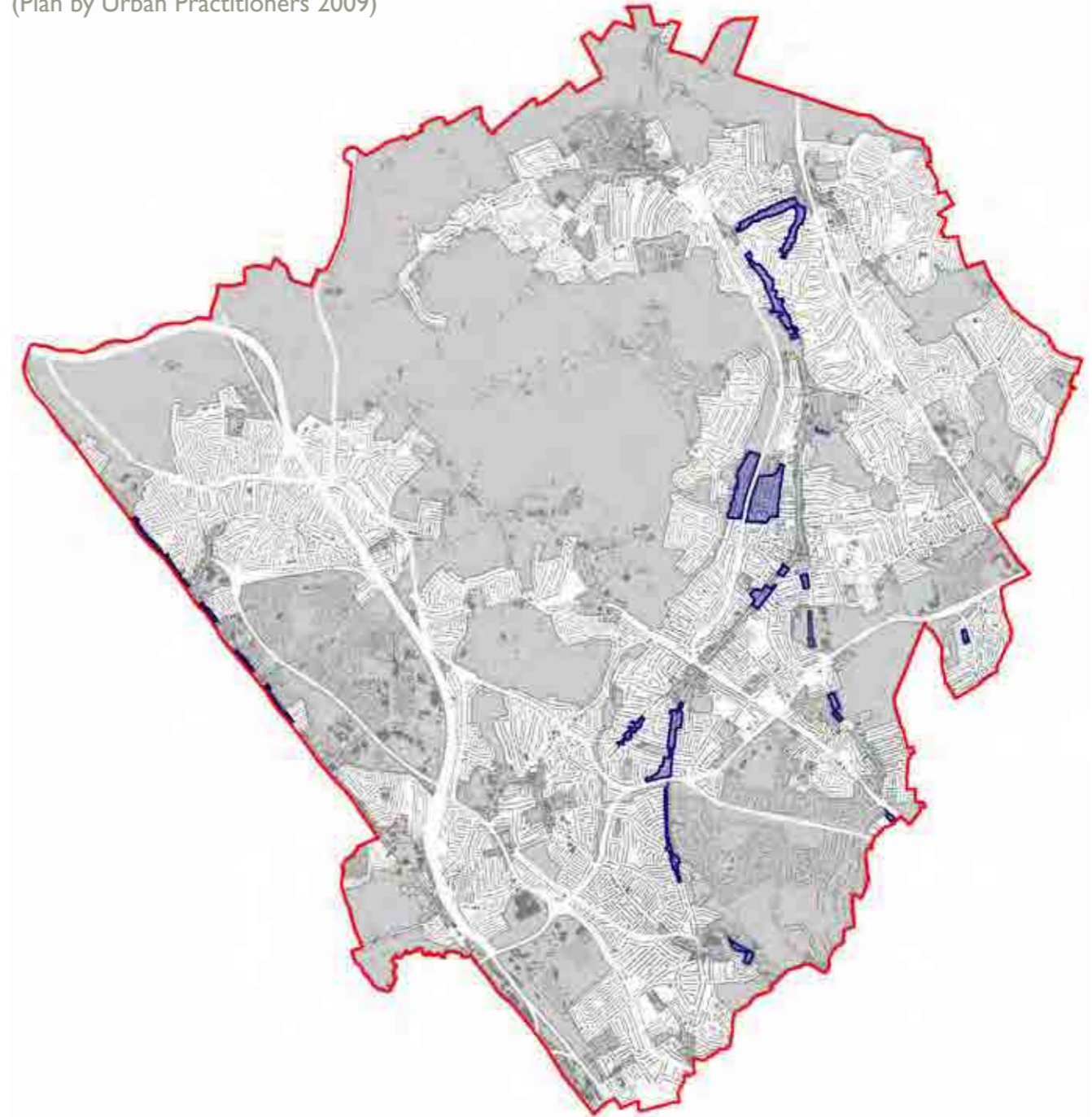
Buildings provide the primary form of enclosure to the street, as street widths can vary from anywhere between 4 and 13 metres. Buildings are well set back, as the distance between building front and plot edge ranges from 5 to 17 metres.



Modern flats on Hendon Lane

Flats

(Plan by Urban Practitioners 2009)



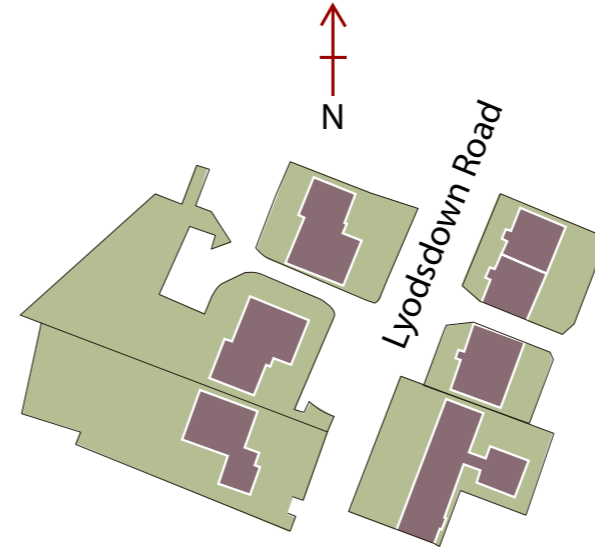
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F - FLATS



Street Width
4 - 13 M
Set - Back
5 - 17 M
Plot Depth
30 - 90 M

Plot Width
22 - 34 M



F - FLATS

Landscape Character and Streetscape

Modern apartment blocks typically have fringes of landscaped areas of mown grass and mixed shrub planting (mainly evergreen species). Parking is generally arranged to the rear or side of these blocks in small car parks surrounded with small areas of mixed ornamental tree and shrub planting.

Where older Edwardian and Victorian properties have been sub-divided into multiple occupancy, front gardens have often been converted to hard standing to accommodate the increased demand for several parking spaces.

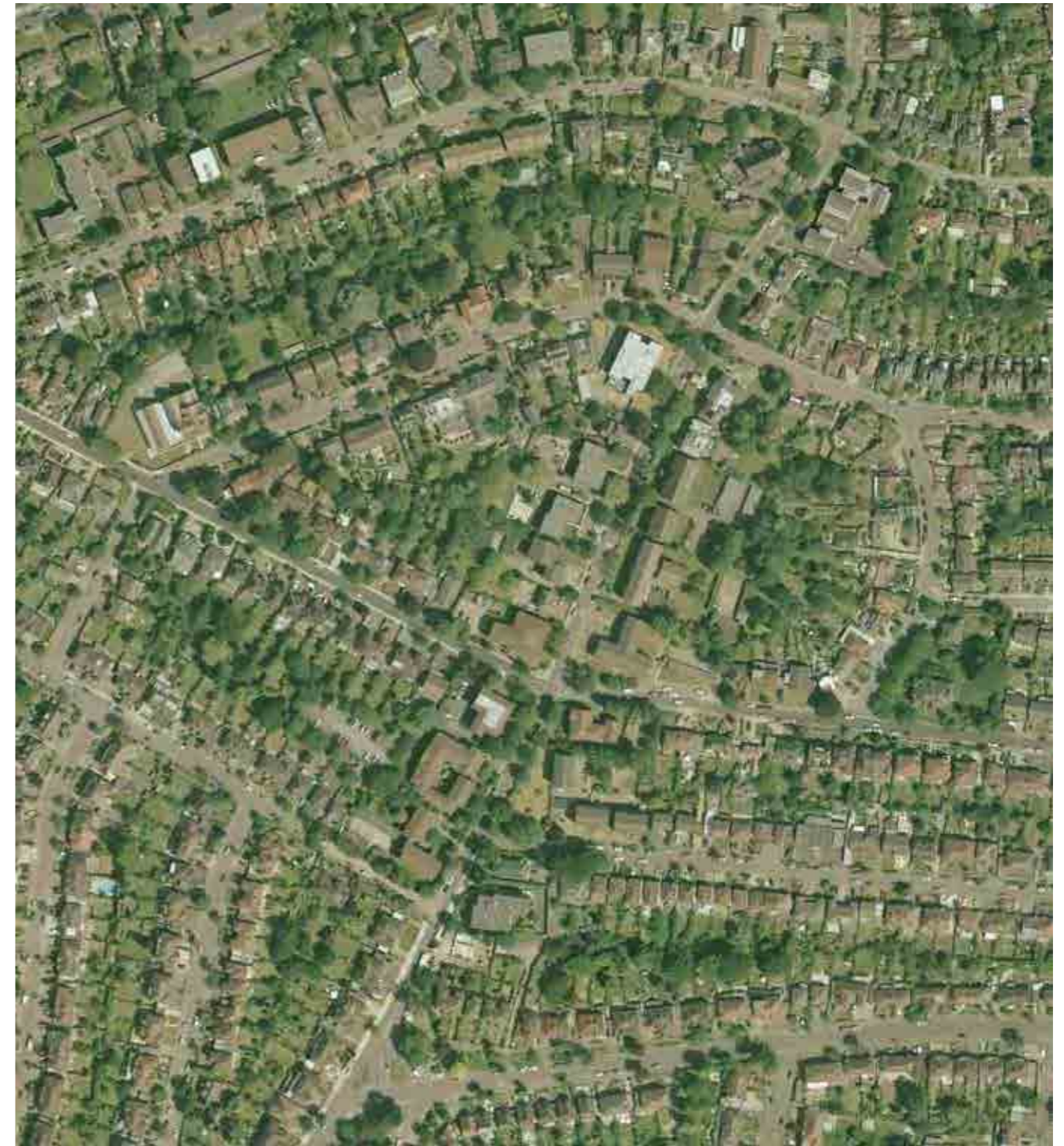
Vegetation along the routes varies considerably in species and maturity. Many routes include mature trees, irregularly spaced in front gardens and with a wide range of species including large trees such as Horse Chestnut, Oak, Copper Beech and Cedar. Smaller varieties such as purple leaved Cherries (*Prunus cerasifera* var. *atropurpurea*) and Rowan (*Sorbus* sp.) are also present, planted as street trees in pavements. Where trees and garden planting are large and mature, these convey an attractive leafy character to the area.

Streetscape materials are typically macadam roads with a wide granite kerb and pavements surfaced in pre-cast concrete slabs. Crossing points are frequently provided in the form of pedestrian lights or zebra crossings due to the significance of these roads in the local street network.



Figure ground plan of typology

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Aerial view of typology

F - FLATS



1960s flat roof development

Rear of plot redevelopment

Original late Victorian semi detached villa, substantial in scale and with robust detailing

Replacement for a single plot, with an archway through to provide access to parking at the rear

Replacement for a double plot with large area of surface parking at the front

Photographic elevation of typical flat redevelopment



Period buildings have been converted to flats



Flats are well set back from the street



Postwar redevelopment of Lyonsdown Road

Architectural Style and Period

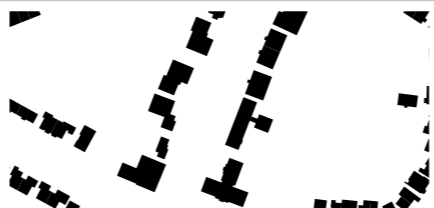
The architectural style and period evident on streets with flats is frequently wide ranging, due to their incremental redevelopment. Routes often includes purpose built apartment blocks alongside period buildings that have been converted to flats.

Purpose-built flats, as opposed to period conversions, are generally bulkier and more monolithic than even than the largest single dwellings and therefore exert a strong physical presence on their streets. The most successful are perhaps those that do not over-stretch the traditional domestic model and instead follow their own architectural expression.

Less successful tend to be the many blocks of flats that supplant one or more houses within existing street frontages, and often struggle to relate convincingly to the character and scale of their neighbours.

SUMMARY

The table below provides a summary of the secondary typologies, and is analysed against the criteria used to define each typology. The adjacent plan summaries the secondary typologies.







	Density (Dwellings per hectare)	Density (Dwellings per hectare)	Density (Dwellings per hectare)	Building Types	Heights (Storeys)
Linear Rural			2 - 10	Detached houses	1 - 3
Suburban Periphery			10 - 15	Detached houses	2 - 3
Suburban			20 - 30	Semi-detached houses	2 - 3
Suburban Terrace			20 - 30	Terraced houses	2 - 3
Urban Terrace			37 - 50	Terraced houses	2 - 3
Flats			80 - 150	Street facing flats	3 - 6

SUMMARY

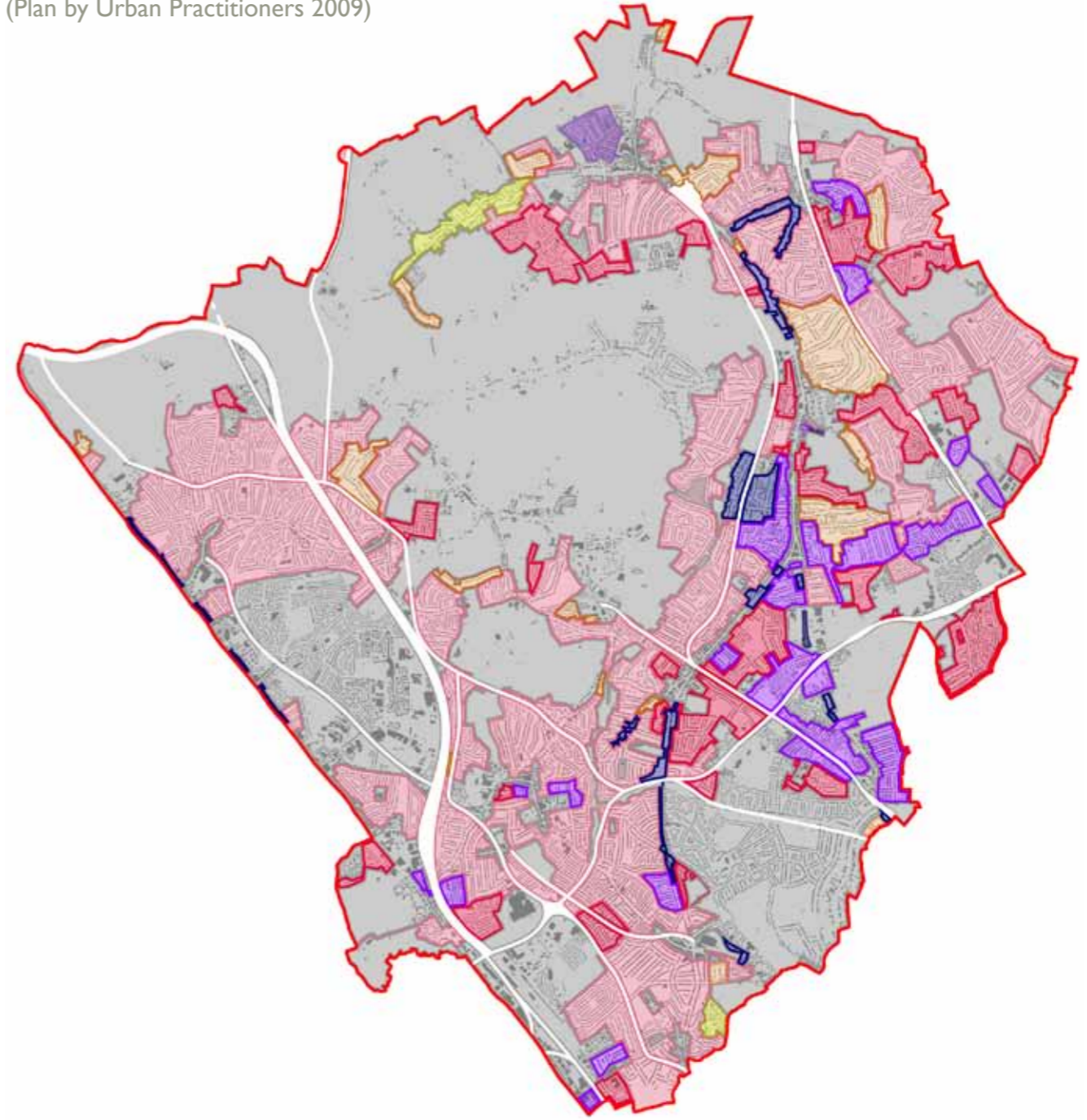
Enclosure	Street Widths	Setbacks (building front from plot edge)	Landscape character / Streetscape	Architectural Style / Period	Photograph
Street space is enclosed by trees, hedges and other vegetation	Narrow Street space / lane, with little or no pavement (15 - 20 metres)	Buildings are well set back (8 - 40 metres)	Typically leafy and rural, prominent vegetation with mature native trees and hedgerows.	Varied	
Street space is enclosed primarily by vegetation, as buildings provide secondary enclosure	Wide street space with pavement (11 - 13 metres)	Buildings are well set back (8 - 14 metres)	Leafy and exclusive character, as parking is well integrated into large front gardens. Front gardens contain an array of vegetation.	Varied	
Buildings provide primary enclosure to street.	Medium to wide street space, often with generous pavement (12 - 18 metres)	Buildings are well set back (4 - 9 metres)	Broad, open street profile with medium-sized front gardens primarily used for parking. Small trees evident on many streets.	Typically buildings from the interwar period	
Buildings provide primary enclosure to street.	Medium to wide street space with pavement (9 - 12 metres)	Buildings medium to well set back (4.5 - 7 metres)	Medium-sized front gardens primarily used for parking. Small trees evident on many streets.	Typically buildings from the interwar period, and occasionally late Edwardian. Houses influenced by Garden City movement also present.	
Buildings provide primary enclosure to street.	Narrow street space with pavement (10 - 11.5 metres)	Limited set back (1.5 - 3 metres)	Narrow street profile with shallow front gardens. Streets are dominated by cars with little room for vegetation.	Victorian and Edwardian buildings	
Buildings provide primary enclosure to street.	Wide street with pavement (4 - 13 metres)	Buildings well set back (5 - 17 metres)	Vegetation along the routes varies considerably in species and maturity. Front gardens have often been converted to hard standing	Typically post war blocks or Victorian and Edwardian mansions converted into flats	

SUMMARY

The plan illustrates the Borough wide makeup of secondary typologies, as residential streets have been further subdivided. When combined with primary typologies, including box development, campus development, town centres, and residential estates, this analysis will form the basis the identification of Borough wide character areas.

KEY	
	A - Linear Rural
	B - Suburban Periphery
	C - Suburban
	D - Suburban Terrace
	E - Urban Terrace
	F - Flats

Secondary Typologies
(Plan by Urban Practitioners 2009)



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