



SECTION IV
**CHARACTER
AREAS**

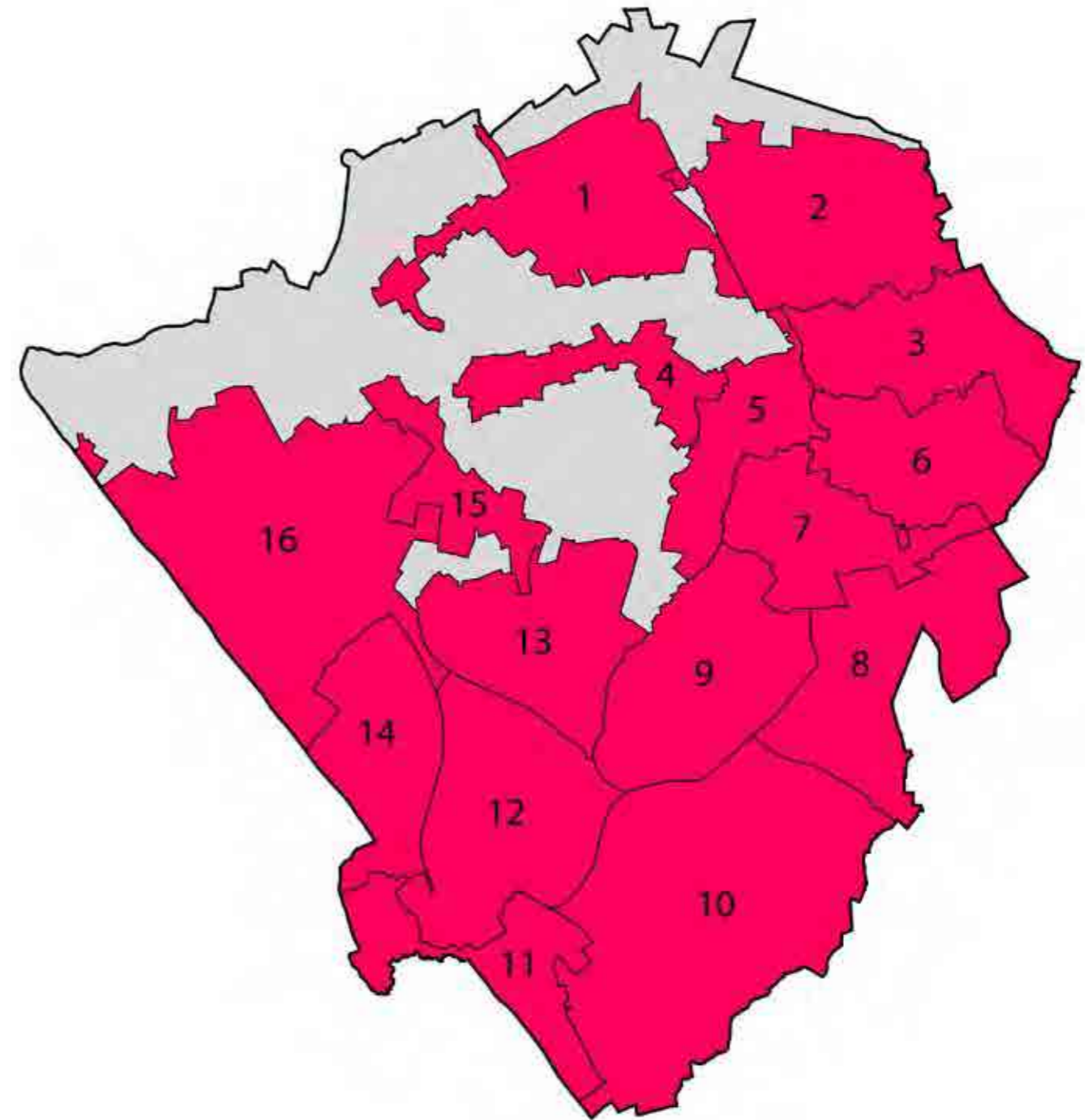
CHARACTER AREAS

The following section defines a series of character areas for Barnet, discussing each in depth in terms of its extent, history and prevailing character.

The boundaries of each character area relate closely with the typologies defined in the previous section. They are organised around clearly identifiable centres which are typically the historic settlements, and although they share similar names with ward boundaries they are defined by urban rather than political considerations and do not necessarily share boundaries. The spatial definition of each area has been drawn in an attempt to correspond with locations that can be understood as single cohesive places. Consequently, they are often bound by significant pieces of infrastructure such as motorways or large natural elements such as the Green Belt.

The character areas defined are shown on the adjacent plan, and include:

1. Chipping Barnet
2. New Barnet
3. Oakleigh Park and East Barnet
4. Totteridge
5. Whetstone and Woodside Park
6. Friern Barnet and Brunswick Park
7. North Finchley and Colney Hatch
8. East Finchley
9. Finchley
10. Golders Green and Hampstead Garden Suburb
11. Brent Cross/Cricklewood
12. Hendon
13. Mill Hill East
14. Colindale
15. Mill Hill
16. Edgware and Burnt Oak



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CHIPPING BARNET

Extents

This character area is at the northern end of the Borough. It extends from Barnet Gate in the west to Barnet Hill in the east, and from Hadley and High Barnet (north) to Ducks Island and Underhill (south). It is surrounded by Green Belt on three sides, and defined by the route of the Northern Line on the eastern side.

Historic development

Chipping Barnet has medieval origins and a market was established in the 12th century, with a church on the crest of the hill that still dominates in distant views. By the 16th century Barnet



Edwardian terraces on Ravenscroft Park

Market supplied nearly all of London's meat until the rise of Smithfield in the City. The Battle of Barnet, a crucial encounter in the Wars of the Roses, took place at Hadley in 1471. Underhill covers much of what was Barnet Common and is now the base of Barnet Football Club. The club, which was founded as an amalgamation of different teams, began playing at Underhill at 1907.

The town's position a day's ride out on the Great North Road allowed it to flourish as the first coaching stop out of London. The medieval village core (around Wood Street and High Street), began to expand following the arrival of the railways at High Barnet station, and large scale residential growth followed.

Early Victorian terraces were laid out northwest of the centre by the end of the nineteenth century. In the early twentieth century terraces began to be laid out south of the centre, especially near the station, continuing through the 1920s and 1930s and extending down to Mays Lane, with pockets of development around Trinder Road, Kings Road and along Barnet Road to Barnet Gate in the west of the character area. Postwar development later consolidated the settlement within its existing extents as well as extending south of Mays Lane.

Character description

The street layout in Chipping Barnet generally follows a linear form with relatively well-connected streets, which stem from the main primary route through the area (A411 – Wood Street). Residential plots are generally consistent, however there is a finer urban grain further east. Plots here are smaller and more compact than in



Historic core on Wood Street, the primary route through the character area

the west. In the southwest of the character area streets follow a more meandering form resulting in a number of cul-de-sac terminations.

Barnet High Street is defined by Victorian terraces and includes a modern shopping centre. The predominant use is residential interspersed with large green and open spaces, with golf courses to the north and King George's Field, Monken Hadley Common to the east, and Whiting's Hill open space and fields in the west. In the south are health and education uses at Barnet Hospital and Barnet College.

Outside the historic core the urban character is mixed but many streets are quite wide, defined by trees and planting with the houses set back from the pavement edge. The housing types within High Barnet are mainly either detached (often large individually designed properties) or Victorian terraced houses. There are also some inter-war semi-detached houses in the rural fringes. Closer to the town centre the density increases, with large Edwardian houses on The Avenue and Ravenscroft Park on relatively small plots. There is an overall consistency of building heights with little over three storeys.

CHIPPING BARNET

In the southern part of the character area housing types are predominantly inter war detached and semi-detached housing in a suburban setting with more recent housing located in the west. This part of the character area is influenced by the topography of the land with streets giving way to views of the surrounding countryside. In places, houses are elevated from the streets, with front gardens serving as landscape banks.

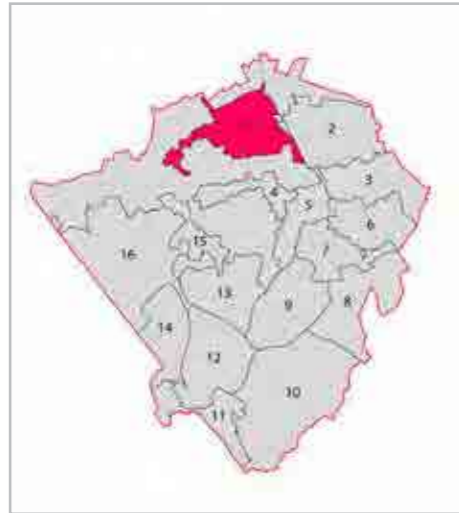
There is an overall consistency of massing within the built form, with most residential units rising to two or three storeys, though there are streets with single storey houses.

This character area includes a broad mix of the typologies identified in the previous chapter. All five primary typologies are represented in this character area, and most of the secondary typologies. The character area includes one of only two areas of typology A outside of the Green Belt or existing conservation areas, as well as substantial areas of typologies B, C, D and E. There are no significant areas of typology F.



Barnet Road is semi rural in character





CHIPPING BARNET









KEY

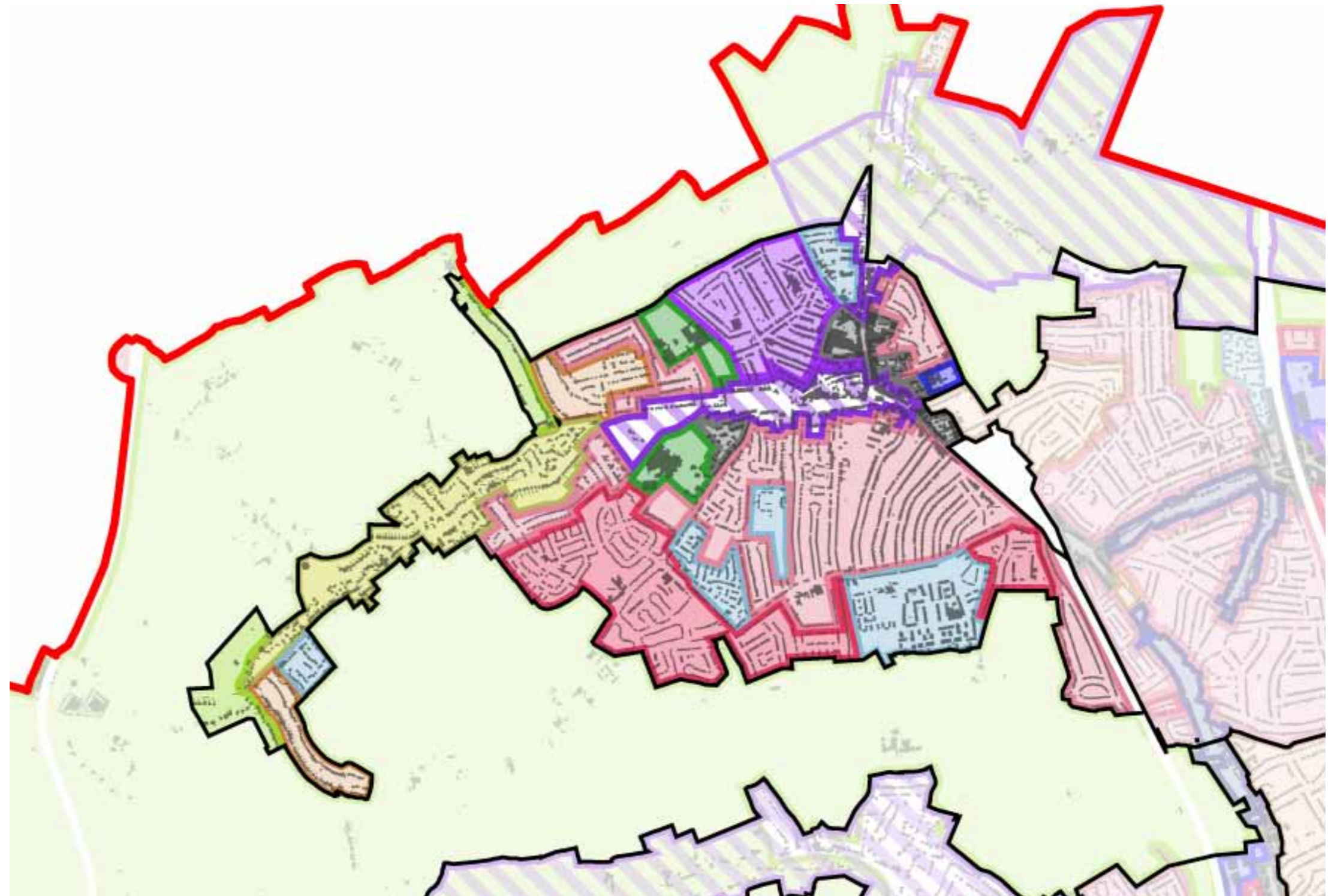
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

-  Box
-  Campus
-  Town centre/core
-  Residential Estate

Secondary Typologies

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



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NEW BARNET

Extents

In the north of the Borough, this character area extends from High Barnet Railway Station in the west over the mainline railway (at New Barnet Station) to Cockfosters in the east, and from Monken Hadley Common in the North to Northumberland Road, Capel Road and Oak Hill Park in the south. It borders on Green Belt in the north and southwest, and adjoins adjacent built up areas of Barnet, Oakleigh Park and the northwest of Enfield Borough in the west, south and east respectively.

Historic development

As the name suggests, New Barnet is generally a more recent phase of development than Barnet to the west. The northern part of New Barnet is a Victorian railway development centred on the old Great Northern Railway, and New Barnet Station. Large scale residential growth followed the opening of the railway station in 1872, around a core at East Barnet Road and Station Road. This settlement continued to expand in the early twentieth century, with substantial further development in the 1920s and 30s, especially in the southwest of the character area and around East Barnet village.

Character description

The street layout in New Barnet generally follows a linear form with a well-connected street pattern. Building plot sizes vary but are generally of a standard semi-detached size. The character of housing types remains relatively consistent and responds to the topography. The undulating topography enables many streets to get views of the wider surroundings. While much of the housing is inter war semi detached, there are pockets of earlier Victorian development, especially in the northern parts, and some areas of more recent development. There is an overall consistency of massing within the built form, with most residential units rising to two or three storeys at most. Areas of a greater density exist along streets such as Station Road, Lyonsdown Road and Somerset Road, with built

form rising to more than five storeys in places. There is limited provision of green and open spaces within the character area, although large areas of open space lie to the north, southwest and southeast.

The character area includes three areas of core typology, at Great Northern Road, New Barnet Station, and East Barnet Village, and a limited extent of big box typology with a scattering of industrial and large retail uses, especially along the railway lines. There is one small area of residential estate typology, and no significant areas of campus typology. The most predominant form of residential street type is secondary typology C (suburban). The character area also includes pockets of secondary typologies B, D, E and F.



Belmont Avenue slopes giving views of surrounding areas



Edwardian terraces on Wellbeck Road

NEW BARNET



KEY



Character area



Areas of protected Green space (Green Belt, Metropolitan Open Land etc)



Conservation areas



Major development

Primary Typologies



Box



Campus



Town centre/core



Residential Estate

Secondary Typologies



A - Linear Rural



B - Suburban Periphery



C - Suburban



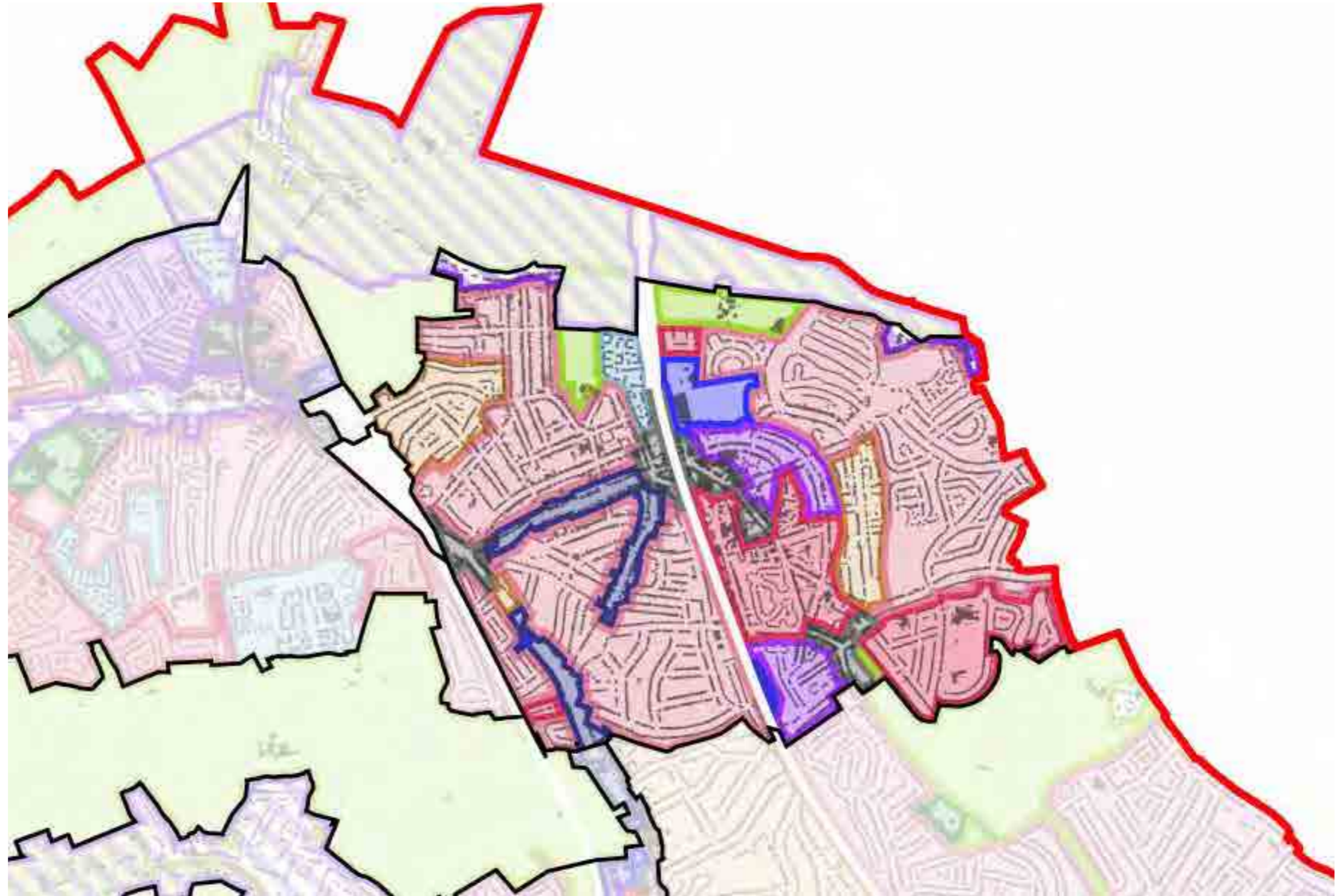
D - Suburban Terrace



E - Urban Terrace



F - Flats



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OAKLEIGH PARK AND EAST BARNET

Extents

This character area extends from the A1000 High Road (originally the Great North Road) in the west to Chase Side and Southgate in the East, and lies between New Barnet in the north and Friern Barnet in the south.

Historic development

The first developments in this character area were laid out in the late Victorian era with large detached houses on meandering streets off the Great North Road, in the western part of the area (Oakleigh Park). There was some additional development of terraced houses in the early twentieth century, followed by substantial development in the twenties and thirties when most of the character area was developed.



Suburban periphery housing on Oakleigh Avenue

Character description

This character area is generally consistent, comprised of detached and semi-detached houses on regular streets, most of it being inter war housing. The area includes a large green space at Oak Hill Park in the northeast, and is adjacent to Brunswick Park in the southwest.

While the built up parts of this character area are almost exclusively made up of residential streets, it also includes some areas of the campus typology. Suburban streets remain the most prominent form of secondary typology, as areas west of the railway have been identified as suburban periphery streets.



Stream south of Oak Hill Park







Uplands Road is a typical example of the suburban character





OAKLEIGH PARK AND EAST BARNET









KEY

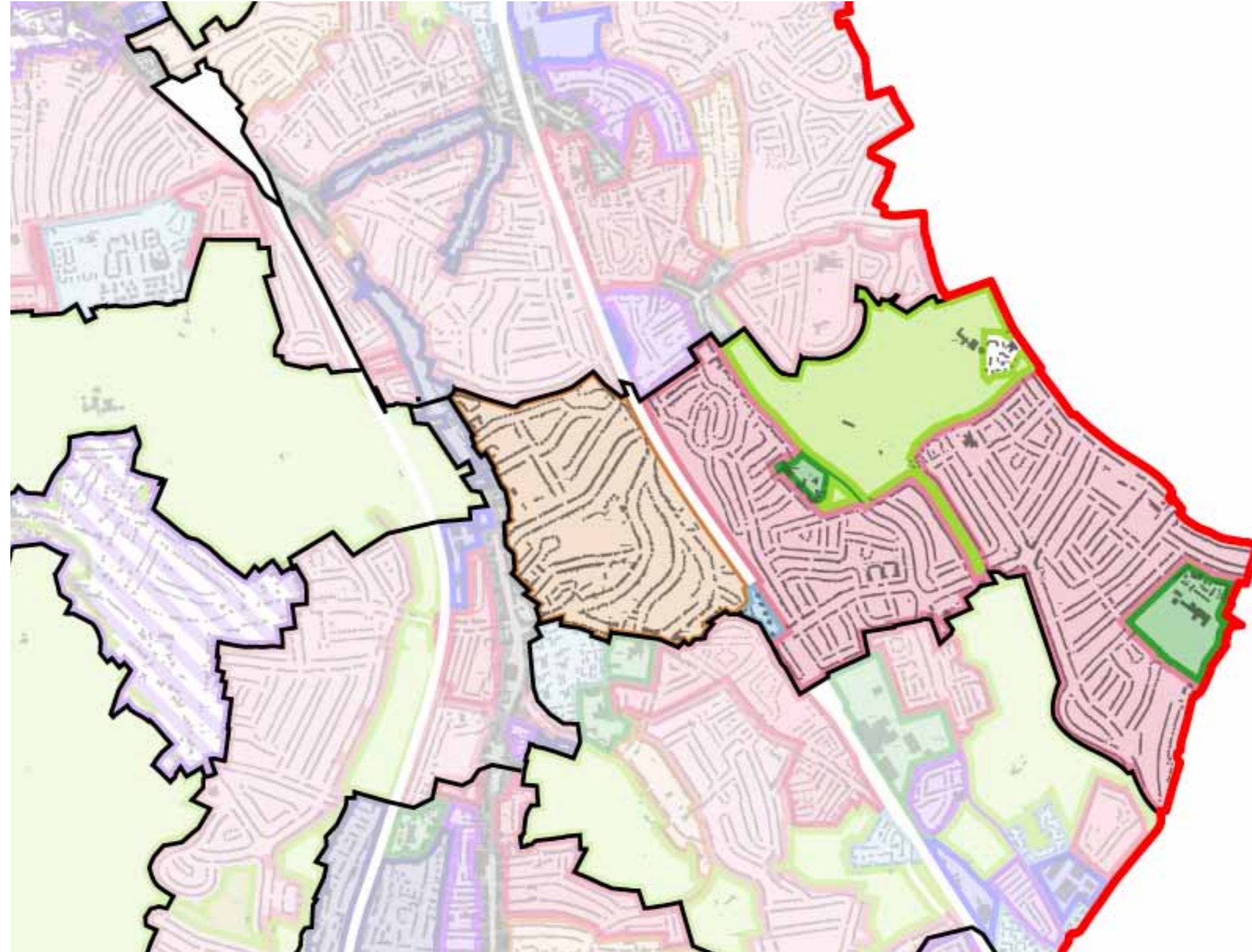
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-  Conservation areas
-  Major development

Primary Typologies

-  Box
-  Campus
-  Town centre/core
-  Residential Estate

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TOTTERIDGE

Extents

This character area includes the historic village of Totteridge and extends along Totteridge Lane from Lynch House in the west to encompass the extents of the village. The western half of the area lies in Green Belt, except the eastern end where it abuts more recent development at Whetstone and Woodside Park.

Historic development

The name Totteridge is Saxon in origin and means Tata's ridge, but the earliest records are from the 13th century. The area gained popularity, being well

connected to London, to merchants and others from the city. From the 16th through to the 19th century, a number of large houses and estates were established there. Registers kept since 1570, mention various trades more associated with towns such as High Barnet, including soap makers and those involved in the making of clothes, as well as farmers. The population remained in the hundreds and even declined slightly after the opening of the Totteridge and Whetstone station in 1872. Until the 1900s the number of houses remained low, but the arrival of the tram and private cars in the 1900s opened the district to an affluent commuting population, although only limited development took place.

Character description

Residential building plot sizes and street form vary considerably. Built form is set back from the road but directly fronts onto it. Large detached housing types in a rural village setting predominate, with units of two to four storeys with large front and rear gardens. Due to the large plots and garden space in abundance throughout the housing in the area, public open spaces are not significant; except for Totteridge Park and the recreational grounds of South Herts Golf Course, green open space remains mostly private, with large fields and farmland to the west. In terms of typology, the area is comprised entirely of residential streets, most of which fall into secondary typology A, with some limited areas of typology B.



Open space in Totteridge



Rural character on Totteridge Lane





TOTTERIDGE









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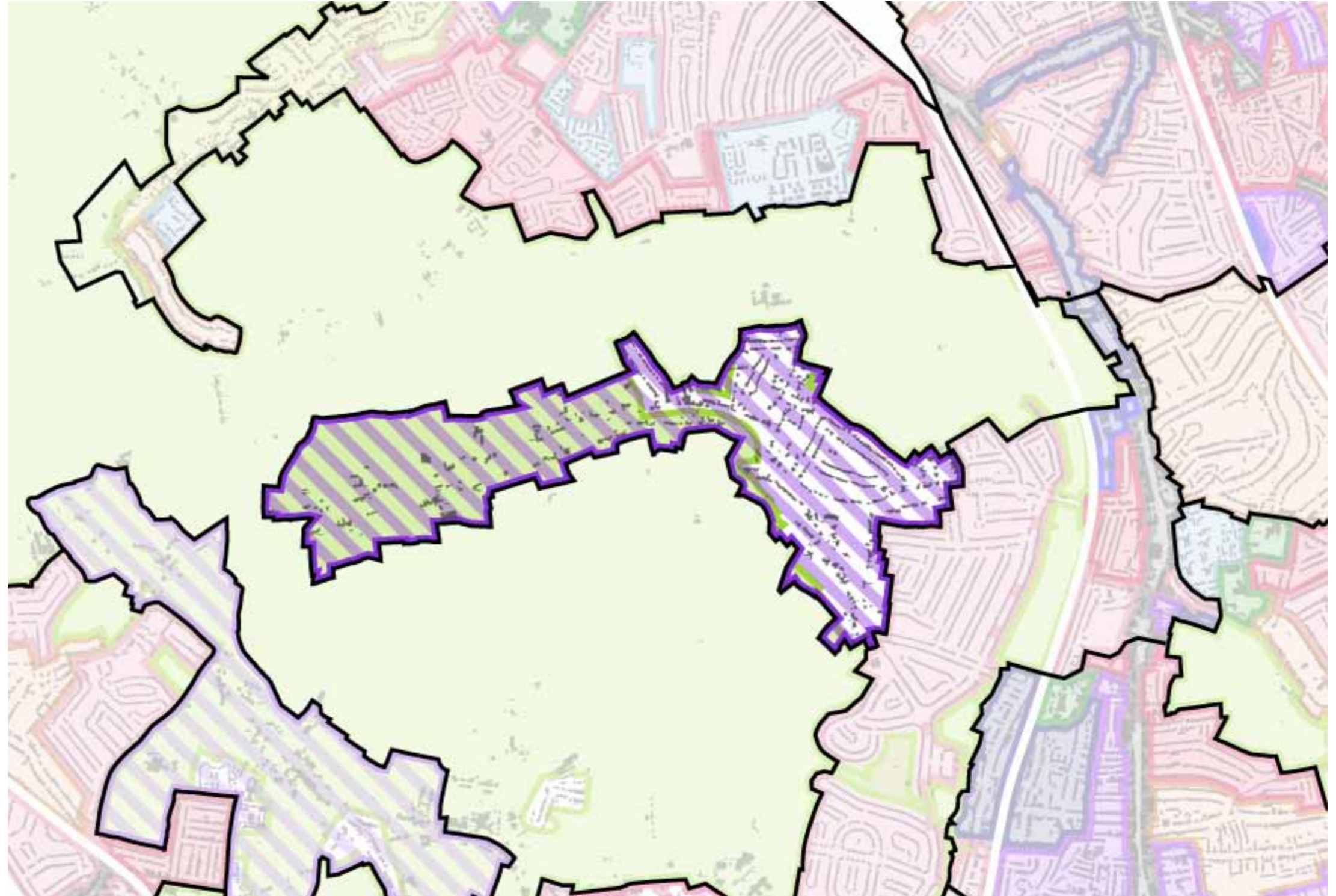
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WHETSTONE AND WOODSIDE PARK

Extents

This character area includes the original area of Whetstone Village around Swan Lane and the High Road, and newer development areas to the east and south of Totteridge.

Historic development

Apart from Whetstone Village and the High Road, much of this area dates from the inter war period, when large suburban housing estates were laid out, generally comprising semi-detached units arranged on interconnected linear streets.

Character description

Across most of this character area the street pattern follows a rectilinear form of well-connected streets with generally similar sized plots. Housing is predominantly semi-detached in a typical inter-war suburban style, with units of mainly two storeys and conventional front and rear gardens. The predominant typology in this area is residential streets. The area also includes a small tract of industrial sheds in the big box typology in the north of the area, and the core typology running down the A1000 High Road. The predominant secondary typology is C, with small areas of typologies D, E and F.



Birley Road is a typical example of a suburban residential street type in the Whetstone and Woodside Park character area




Typical suburban semi-detached housing





WHETSTONE AND WOODSIDE PARK









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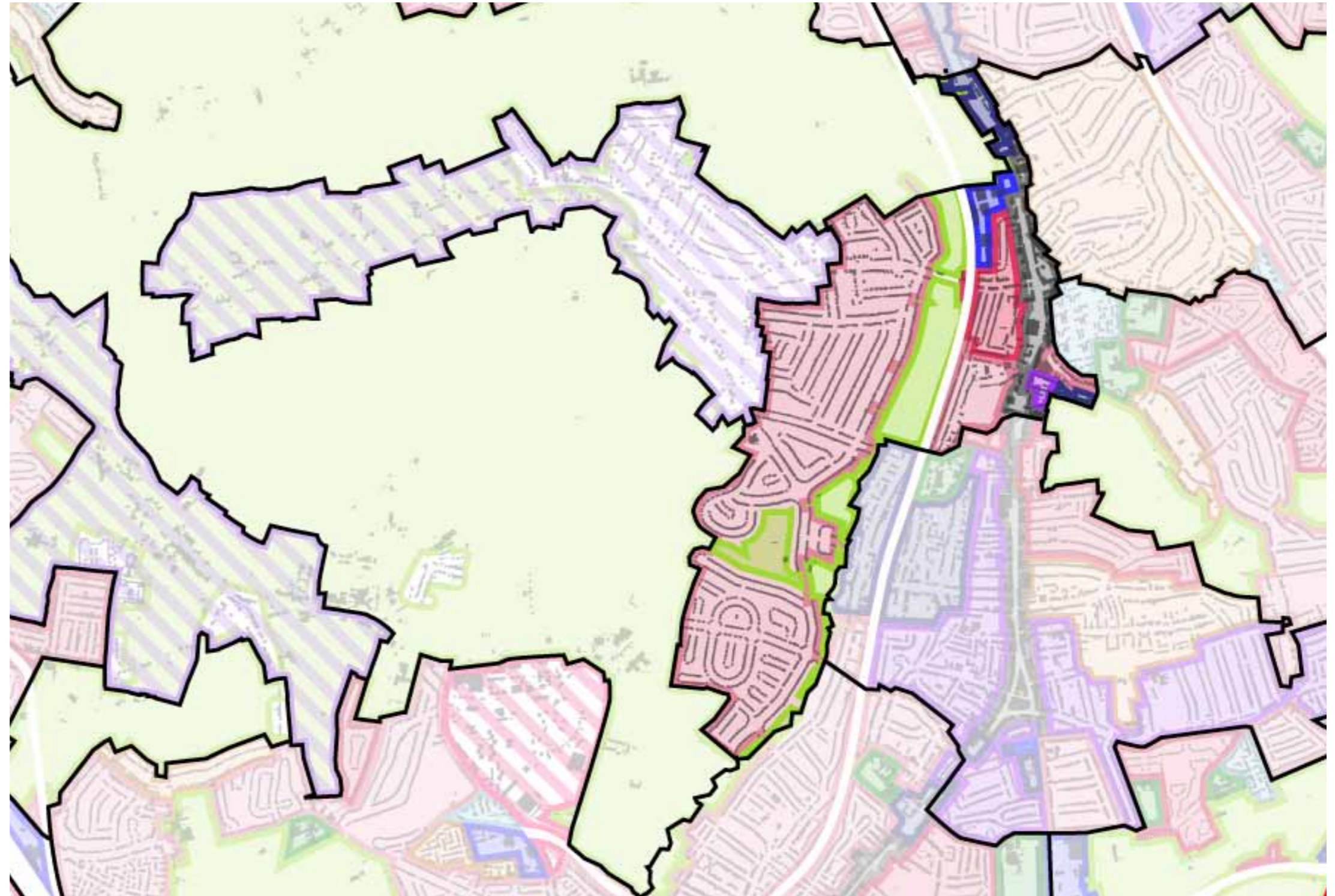
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FRIERN BARNET AND BRUNSWICK PARK

Extents

This is a disparate area to the north east of North Finchley, stretching between Whetstone and New Southgate. It includes Brunswick Park in the east, the site of one of the great Victorian cemeteries.

Historic development

Limited development took place in this area prior to the twentieth century, and it remained largely open fields. The Great Northern Railway was completed in 1850, and by 1861 the Great Northern Cemetery was opened, which occupied 80 acres. The cemetery had its own private mortuary station where the deceased were brought from another private station near King's Cross.

Today the cemetery covers just under 50 acres, as some of the land that it covered has given way to a business park. Prior to the business park, this area once housed a large Northern Telecom factory, originally built for Standard Telephones and Cables. Opened in 1922, the factory became a major local landmark and for many years was referred to by its workers and the local population as 'The Standard'.

Substantial residential development took place in the inter war period, with some later housing estate development in later periods.

Character description

The street layout in this area generally follows a rectilinear form with an inter-connected street pattern, however some streets terminate into cul-de-sacs,. The general street pattern is broken up by large areas of open space, and smaller areas of non-permeable layouts including big box, campus and residential estate typologies. Within the residential streets typology housing types and plot sizes vary, with no single secondary typology dominating. Typologies B, C and D are the most common in the area, with smaller pockets of typology E.



1950s residential estate







Suburban housing on St James Avenue





FRIERN BARNET AND BRUNSWICK PARK









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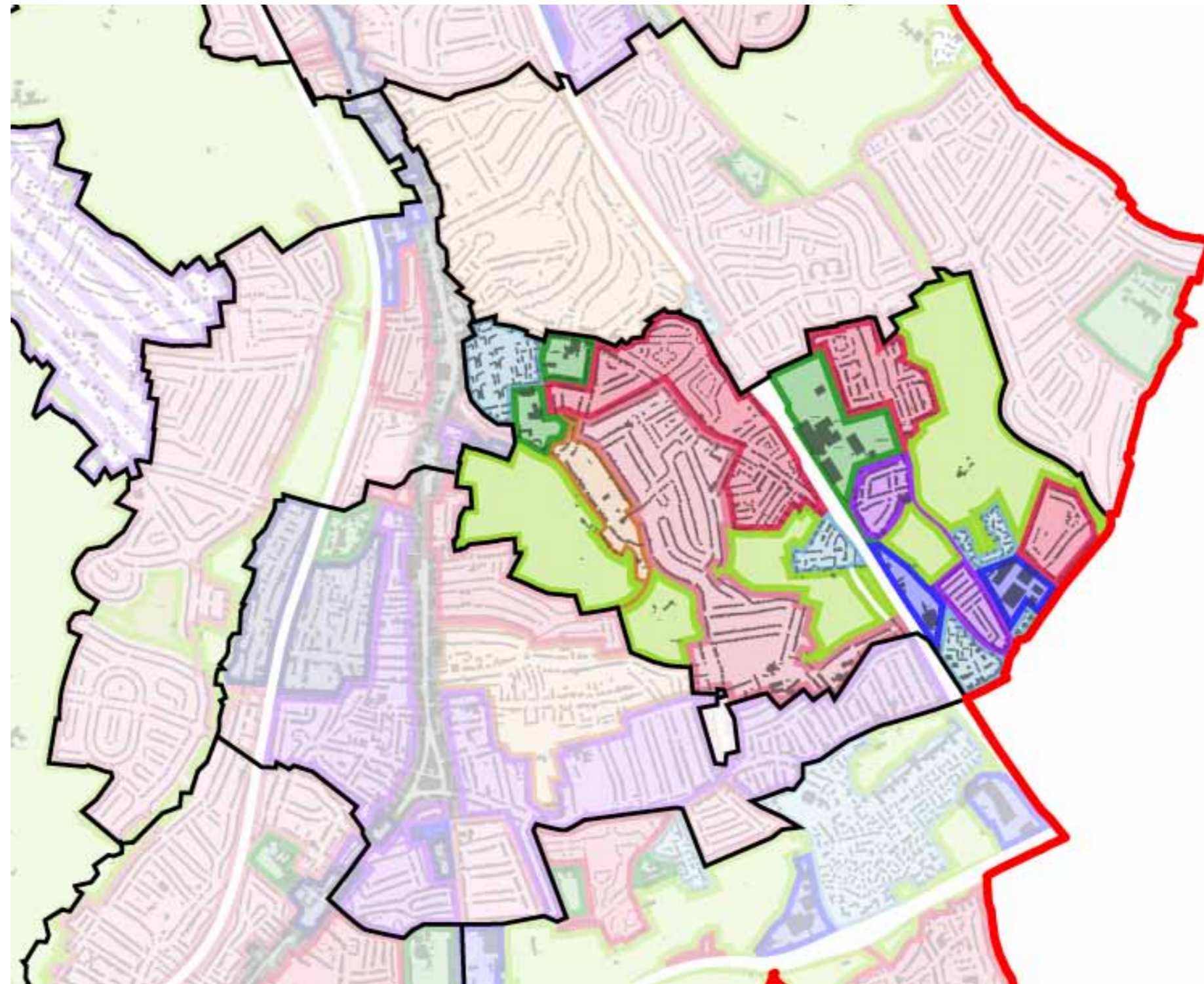
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NORTH FINCHLEY AND COLNEY HATCH

Extents

This character area extends from Dollis Brook in the west to the mainline railway in the east, and from Whetstone Centre to Granville Road / Summers Lane in the south.

Historic development

Colney Hatch was originally a hamlet in the parish of Friern Barnet, first recorded in the early 15th century. It remained little more than a manor house and collection of cottages until the end of the nineteenth century. Limited development took place in North Finchley prior to the 1870s, however there was some early development on either side of the A1000 Great Northern Road towards the end of the nineteenth century.

Substantial development took place in this character area in the early twentieth century, especially in the western part of the character area, and east of Colney Hatch. The remainder of the area developed in the inter war period, including the northern and southern peripheries of North Finchley, and the western and southern parts of Colney Hatch.

Character description

North Finchley is largely residential, with a network of regular streets largely made up of Victorian and Edwardian terraced houses leading off a central spine along the A1000 High Road. At the western end of the area is a substantial area in which flats are mixed with houses, with limited urban or architectural coherence. Colney Hatch is predominantly residential with a mixture of predominantly Victorian and Edwardian terraced houses.

The character area principally comprises the residential street typology, as well as an extended area of core typology along the High Road, and limited areas of campus and big box typology.

The character area has a variety of residential street types. There is a substantial area of urban terrace streets, in addition to residential street typologies B, C and D.



Flatted development along Brook Meadows







Valley Way





NORTH FINCHLEY AND COLNEY HATCH









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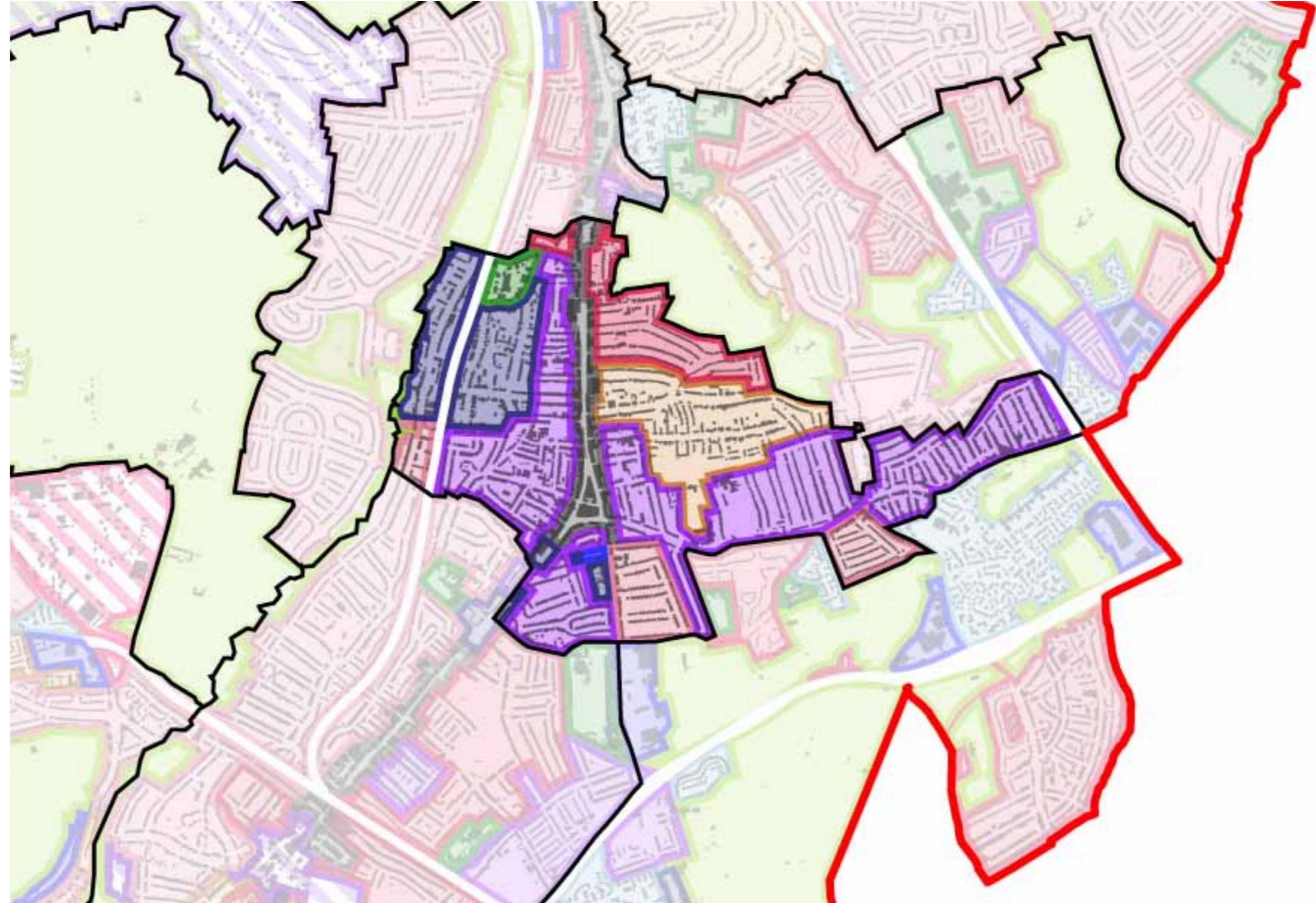
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EAST FINCHLEY

Extents

This is the most irregular of all the character areas identified across the borough, straddling the North Circular between East End Road and the Midlands Mainline Railway, and reaching from Woodhouse Road / Friern Barnet Road in the north to East Finchley tube station in the south. It includes large areas of green space, including Coppetts Wood, Glebe Land Open Space and the St Pancras and Islington Cemetery.

Historic development

The northern part of this character area was once covered by the great Finchley Woods, of which the present day Coppetts Wood is a surviving remnant, and is now a council-maintained local nature reserve. Limited development took place in the northern part of the character area before the twentieth century, although a notable exception is the former Colney Hatch Asylum on Friern Barnet Road, opened in 1851. The asylum

eventually became known as Friern Hospital and was closed down in 1993.

The extensive grounds on which Friern Hospital and Halliwick Hospital (its sister institution for day patients) stood have since been redeveloped as two distinct housing estates, Princess Park Manor and Friern Village.

The southern part of the character area, now known as East Finchley, was originally known as East End Finchley, and from the middle of the 14th century until the 1820s this name described a small hamlet on East End Road. By the end of the 17th century another settlement had grown up to the east of the East End. By the 1820's East End Finchley was increasingly just being called East Finchley. In 1867 a railway station was opened on the Edgware, Highgate and London railway. The new station attracted builders to the area and from 1880 new streets and shops, such as county roads, were laid out to the east of the High Road. It was then that the suburb began to be developed, around the 1890s.

Character description

This character area is quite disparate, with large areas of open space (including cemeteries, nature reserves and recreational open space) at its centre, and tracts of housing around its edges. In the northeast are extensive housing estates on the site of the former asylum, characterised by irregular arrangements of culs-de-sac as well as the remnants of the hospital buildings, now converted to housing. The character area includes several other pockets of the residential estate typology, as well as areas of big box and campus typology. In the southern part of the character area is a small stretch of core typology along the A1000 High Road. The remainder of the character area comprises residential streets. In the south (East Finchley) these are principally of secondary typology E, while elsewhere typology D is predominant. Some pockets of typology F also exist along the High Road and on Colney Hatch Lane.

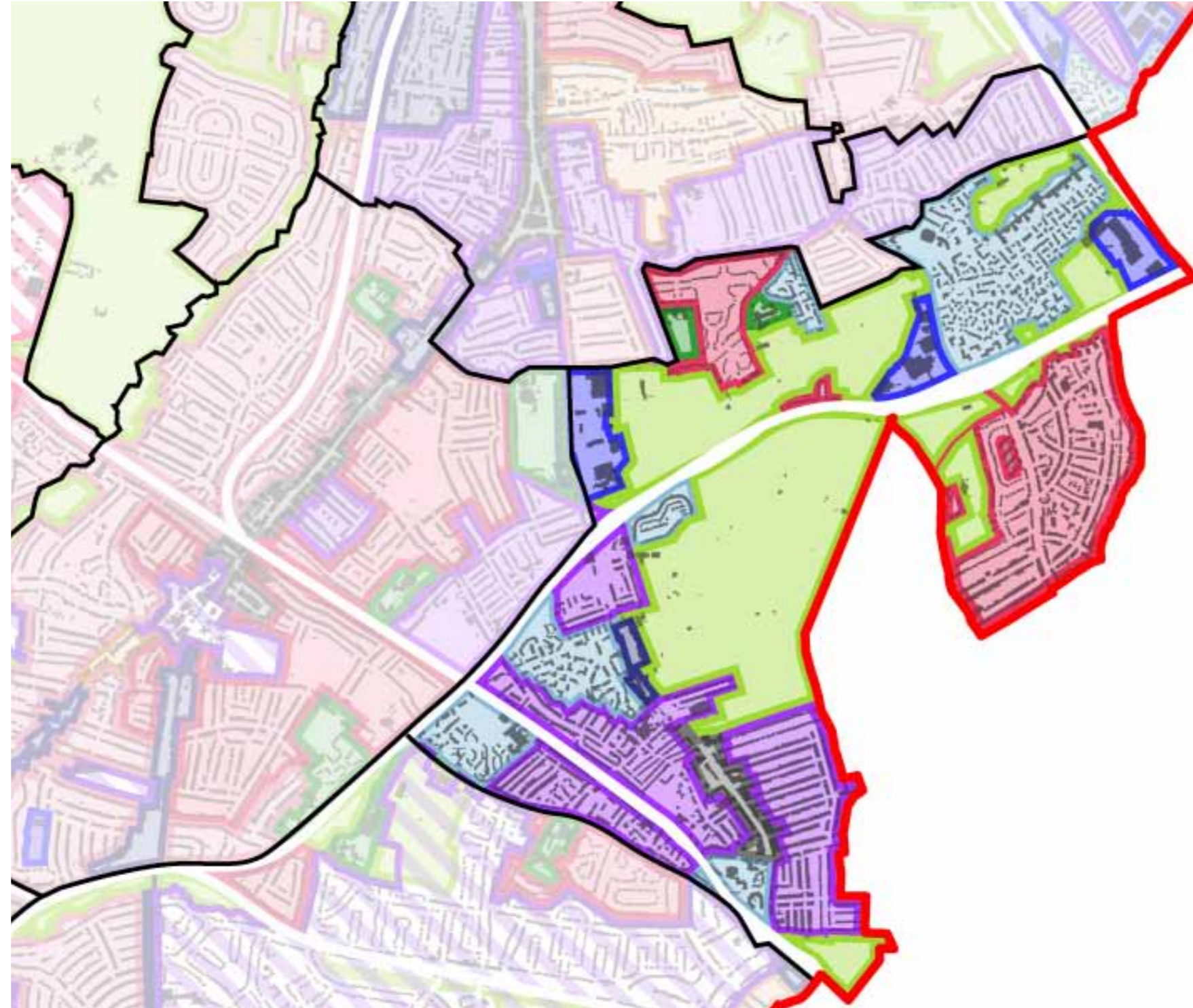


Flatted development along High Road



Edwardian Terraces along Hertford Road





EAST FINCHLEY









KEY

-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

-  Box
-  Campus
-  Town centre/core
-  Residential Estate

Secondary Typologies

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FINCHLEY

Extents

This character area extends from Dollis Brook in the west to the North Circular in the south and east, and meets North Finchley at Alexandra Grove and Granville Road in the north. It is bisected by the railway line, and includes West Finchley and Church End.

Historic development

Church End was the administrative centre of the old Finchley parish. The parish church committee would meet at an Inn called the Queen's Head, which originally stood in Hendon Lane (where the library is today), but was destroyed by fire in 1836. West Finchley is the area around West Finchley Station and Ballards Lane, which was named after a local family and has existed since at least 1442. Nether Street was recognised by the mid 14th century as an old street and together with Ballards Lane forms the original layout of Finchley's medieval village.



Retail uses along Hendon Lane

The area retained its semi-rural village character until the late nineteenth century, when some additional development began to be laid out on terraced streets, especially around Church End. Development gathered pace in the early twentieth century, especially to the north and south of Church End. The remainder of the area was largely developed in the inter war period, although some limited redevelopment and infill has taken place post war.

Character description

This character area is generally cohesive and coherent, largely made up of residential streets leading off the central spine of Ballards Lane / Regents Park Road. The street layout follows a predominantly linear form of connected streets, becoming a more meandering layout in Church End. Residential building plot sizes vary across the character area, although housing is predominantly detached and semi-detached in a suburban setting.

There is an overall consistency of massing within the built form, with most residential units rising to two or three storeys. Houses front the road, with some of the front gardens giving way to on plot parking. Built form along Ballards Lane and Regents Park Road is higher density, consisting of three to four storeys, with pockets rising to 8 storeys. Similarly, there are pockets throughout the area of higher density buildings, ranging from four to six storeys. The Ballards Lane / Regents Park Road central spine is principally core typology. The character area also includes pockets of campus typology, and a small pocket of residential estates in the central part of Church End.

There is a peppering of local parks and green spaces, however the majority of these are found adjacent to schools and educational use.

The majority of the area is made up of residential streets. The western half of the character area largely consists of secondary typology C, while the eastern part is largely typology D,



Flatted development along Regents Park Lane





FINCHLEY









KEY

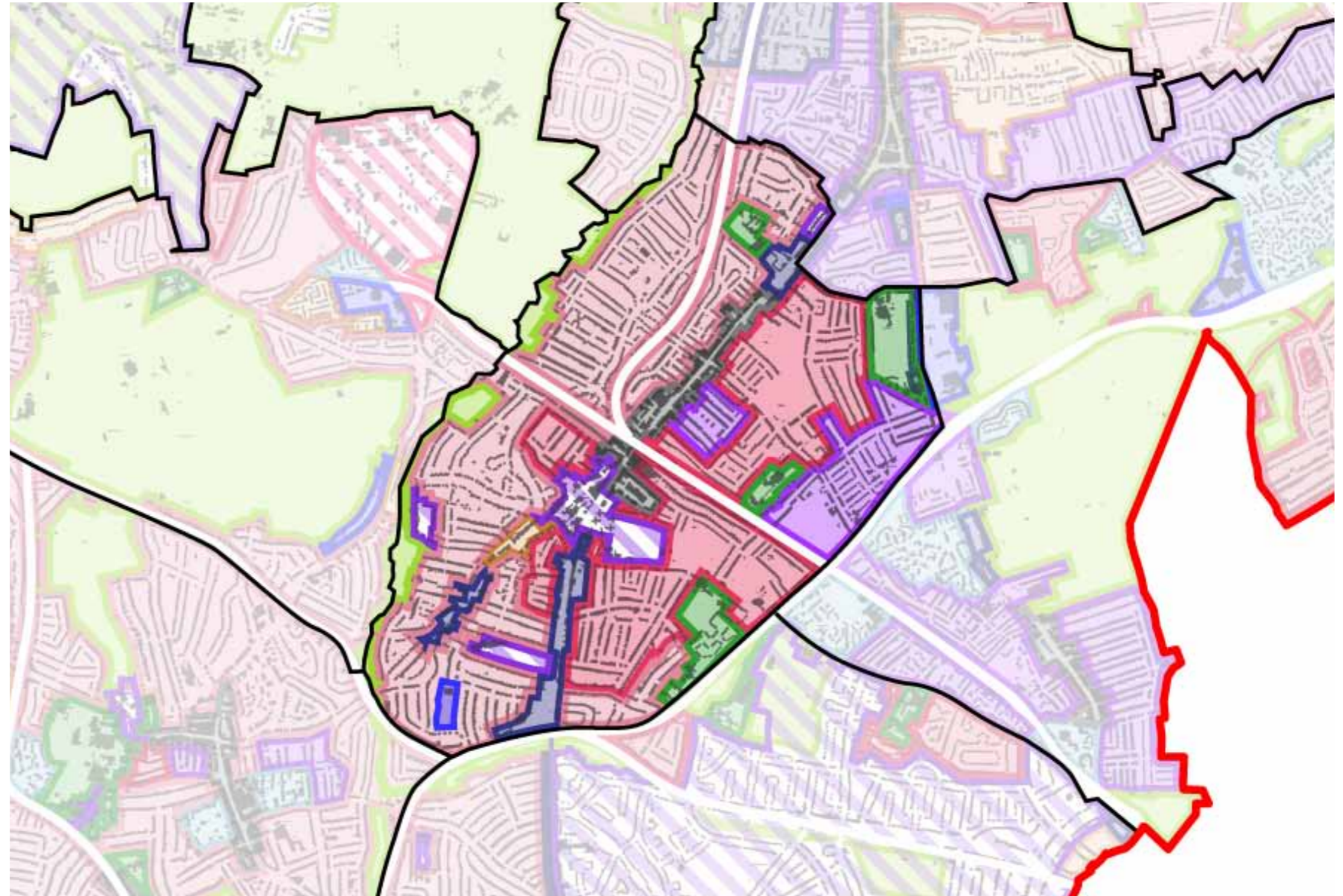
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GOLDERS GREEN AND HAMPSTEAD GARDEN SUBURB

Extents

This character area is one of the two largest character areas in the borough, and occupies its southern corner. It is bounded by the East End Road and North Circular in the north, and the Brent Cross / Cricklewood Development area in the west. It extends over Cricklewood, Golders Green, Childs Hill and Hampstead Garden Suburb.

Historic development

The earliest known use of the place name 'Child's Hill', in the southern most part of the borough, is in 1593. Childs Hill is adjacent to a part of Hampstead Heath known as the West Heath, and in the 18th century was a centre for brick and tile making, supplying material for building Hampstead.

Childs Hill is visible from afar and from 1789 to 1847 was the site of an optical telegraph station. Following an Act of Parliament in 1826, Finchley Road was constructed; it was completed by 1829, with a tollgate being created at the Castle Public House. This road is now the main thoroughfare through Childs Hill, and led to the substantial development of the area so that it largely comprises 19th-century suburban development.

The Hampstead Garden Suburb was conceived by social reformer Henrietta Barnett. Her vision was to create a model housing development, a utopian suburb for all classes of people and income groups, with green spaces and plenty of trees. Today, the design of many of the houses in the Garden Suburb reflect a rural character rather than an urban setting, which remains in keeping with the original vision. Development

began at the western end in the early twentieth century, and continued eastwards through the twenties & thirties.

Golders Green stretches from the tracks of the Midland Railway in the south to the Mutton Brook in the north. In the 1860's, the Midland Railway Company built Claremont Road to provide access to railway construction. The railway worker's cottages called Brent Midland Terrace were built in 1897. They housed important workers on the railway such as drivers and senior firemen. Development gathered pace in the early part of the twentieth century, with terraces laid out along Golders Green and Finchley Roads, with the suburb fully developed by the end of the thirties.

Character description

This character area is substantially residential, with a rectilinear residential street pattern of well-connected streets. Adjacent to the West Heath, streets begin to meander in line with the topography and yet remain well-connected. Residential building plot sizes are consistent across Golders Green with standard semi-detached houses. They vary elsewhere, although are generally of a standard semi-detached size except alongside West Heath where they become quite large.

The residential character of the area is generally consistently suburban although there are a variety of housing types. The southern part of the character area largely comprises two to three storey semi-detached Victorian housing stock, with terraces in areas to the west of Finchley Road. East of Finchley Road in areas adjacent to the West Heath, there is a greater abundance of

detached housing on large plots, becoming semi-rural in character. Further north, in Golders Green and Hampstead Garden Suburb housing types are predominantly semi-detached and detached.

There is an overall consistency of massing within the built form, with most residential units rising to two or three storeys. Houses front the road, with generous back gardens to the rear. In Hampstead Garden Suburb the streets are relatively wide. Individual houses are set back from the street with front gardens and neat planting, but nevertheless create strong street definition.

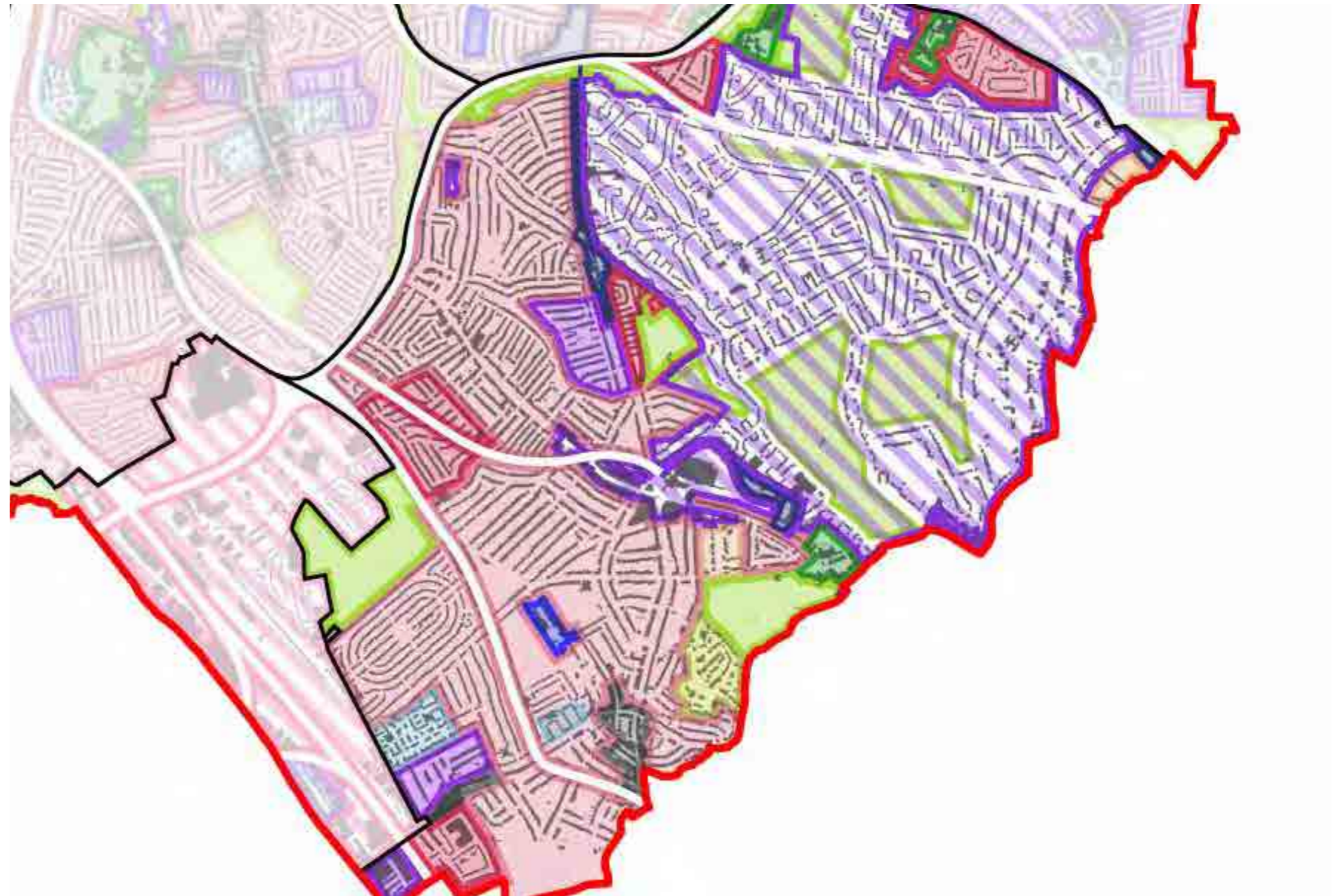
Most of the green spaces in this character area are concentrated in the east of the area, in the garden suburb, with smaller spaces to the west. In addition, the character area is adjacent to large green and open spaces such as Hampstead Heath.

The predominant typology in this character area is residential streets, of secondary typology C, although much of the garden suburb is typology D. There is a small pocket of typology A in the south of the area, adjacent to West Heath, three small pockets of typology E, and some stretches of typology F especially along Finchley Road.



Hampstead Garden suburb





GOLDERS GREEN AND HAMPSTEAD GARDEN SUBURB









KEY

-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

-  Box
-  Campus
-  Town centre/core
-  Residential Estate

Secondary Typologies

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

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BRENT CROSS AND CRICKLEWOOD

Extents

This character area covers the Brent Cross / Cricklewood masterplan area, in the southwest corner of the borough, as well as the open space around Brent Reservoir.

Historic development

With the exception of the village of Cricklewood in the southern part of the character area, this character area remained largely undeveloped until the end of the nineteenth century and early twentieth century, when extensive railway sidings were laid out along the Midland Railway. Later development has largely been for industrial uses, and the Brent Cross shopping centre.

Character description

The character area largely comprises industrial / commercial uses, the Brent Cross Shopping Centre, and open space. These areas generally fall within the big box typology. Some smaller areas of housing are included on the eastern side of the area, generally of typology D, comprising small semi-detached or terraced housing laid out on regular streets and set back behind front gardens, many given over to on plot parking.



Brent Cross shopping centre





BRENT CROSS AND CRICKLEWOOD









KEY

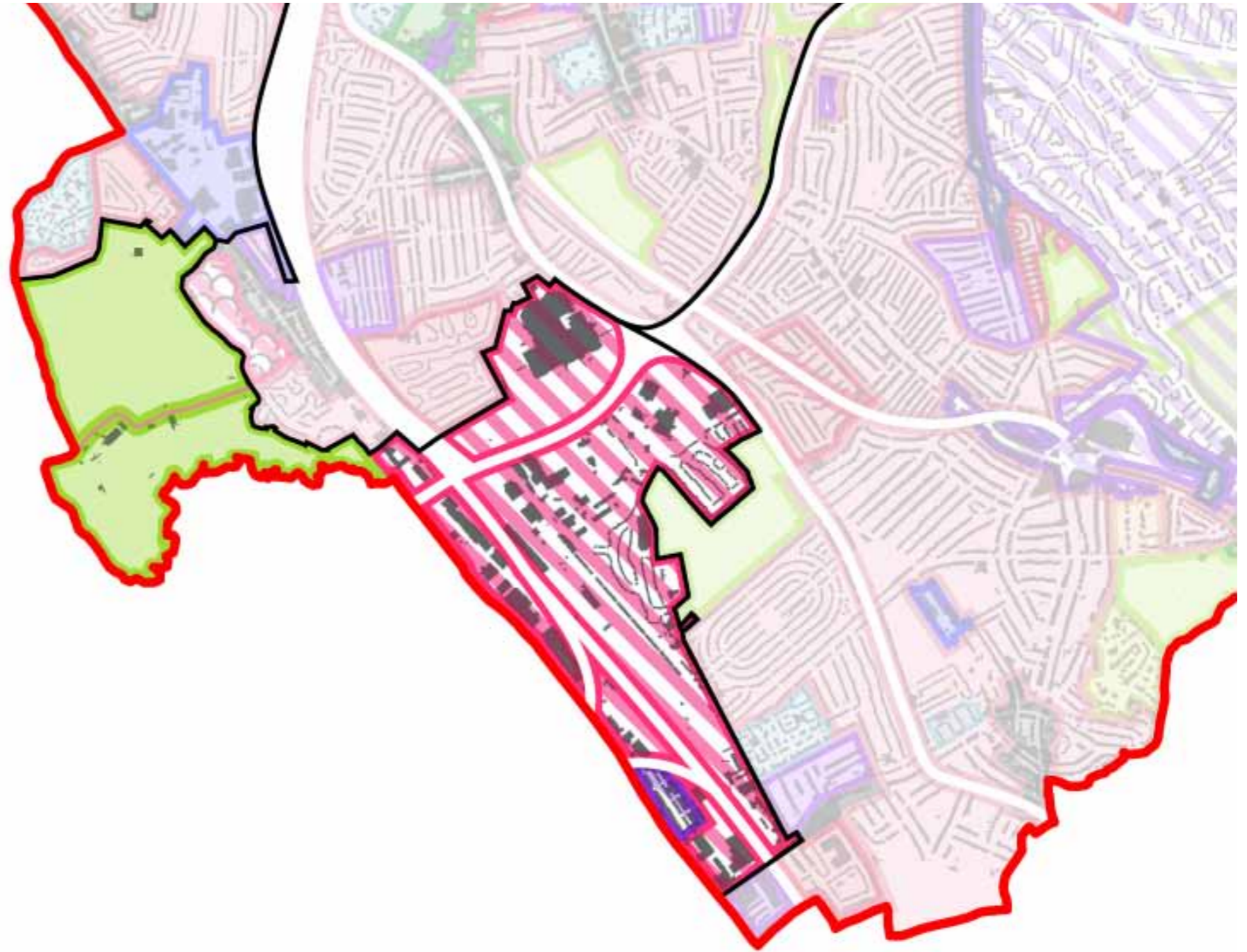
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
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HENDON

Extents

The Hendon character area covers the ward of Hendon and most of the ward of West Hendon. It comprises the area bound by the M1, North Circular and Great North Way (Barnet Bypass), and residential areas around Hendon Broadway east of the M1.

Historic development

Hendon was historically a civil parish in the county of Middlesex and one of the oldest parts within the Borough of Barnet. An existing collection of 18th century buildings such as Daniel Almshouses, Borough School, and Hendon Town Hall are still prominent today. A Tudor Inn dating from 1736 was at the centre of what became the Hendon Fair between 1690 and the 1860's where local hay farmers would hire mowers and hay makers for the summer harvest of grass.

Hendon's main industry was mostly centred on manufacturing, and included motor and aviation works which developed from the 1880s, supported by limited housing development. Hendon became an urban district in 1894. The settlement continued to expand in the early twentieth century, and was largely developed out by the end of the thirties. In 1932, the urban district became the Municipal Borough of Hendon; this title was abolished in 1965 and became part of the London Borough of Barnet.

West Hendon was a settlement within that part of the ancient parish of Hendon known as the Hyde. Two railway stations were opened, both on the Midland Railway: Hendon (1868), and Welsh Harp (1870). A local builder called Bishop laid the first brick of a new terrace called Neeld Terrace (1881), which heralded the start of New Hendon.



Allington Lane is a typical “suburban” residential street in Hendon

The 1896 Ordnance Survey Map shows that most of the roads had been laid out, but with little further development beyond that of the mid-1880s. With a planned tram line along the West Hendon Broadway due to open in 1904, Welsh Harp station was closed in 1903, and West Hendon became a thriving Edwardian retail district until overshadowed by Golders Green. The Ordnance Survey Map of 1913 shows the area as being fully developed.

The westernmost part of this character area has subsequently been redeveloped for postwar housing estates.

Character description

The street layout across the character area generally follows a rectilinear grid form; however some streets do terminate in cul-de-sacs, reducing permeability, especially in areas to the west of the Edgware Road. Plot sizes are generally fairly regular with semi-detached or detached houses neatly set within plots. While the typical residential street is terraced there is a scattering of high-rise residential blocks within these areas. The residential streets are generally characterised by direct frontage to the street, set back behind front gardens with large gardens to the rear.

Land use is generally residential, however there are larger footprint buildings providing education and employment uses in the central part of the character area (campus typology), and a large area of open space at Sunnyhill Park in the northwest of the character area, and Hendon Park in the south. The character area includes three retail high streets (core typology) at Brent Street / Church Road, Watford Way / Vivian Avenue, and

West Hendon Broadway. The area also includes several residential estates.

There is an overall consistency of massing across the residential streets, with built form generally rising to two storeys, and some taller buildings up to five storeys at the centre of the area. Most of the area falls into typology C, with some pockets of typologies D and E.



HENDON



KEY



Character area



Areas of protected Green space (Green Belt, Metropolitan Open Land etc)



Conservation areas



Major development

Primary Typologies



Box



Campus



Town centre/core



Residential Estate

Secondary Typologies



A - Linear Rural



B - Suburban Periphery



C - Suburban



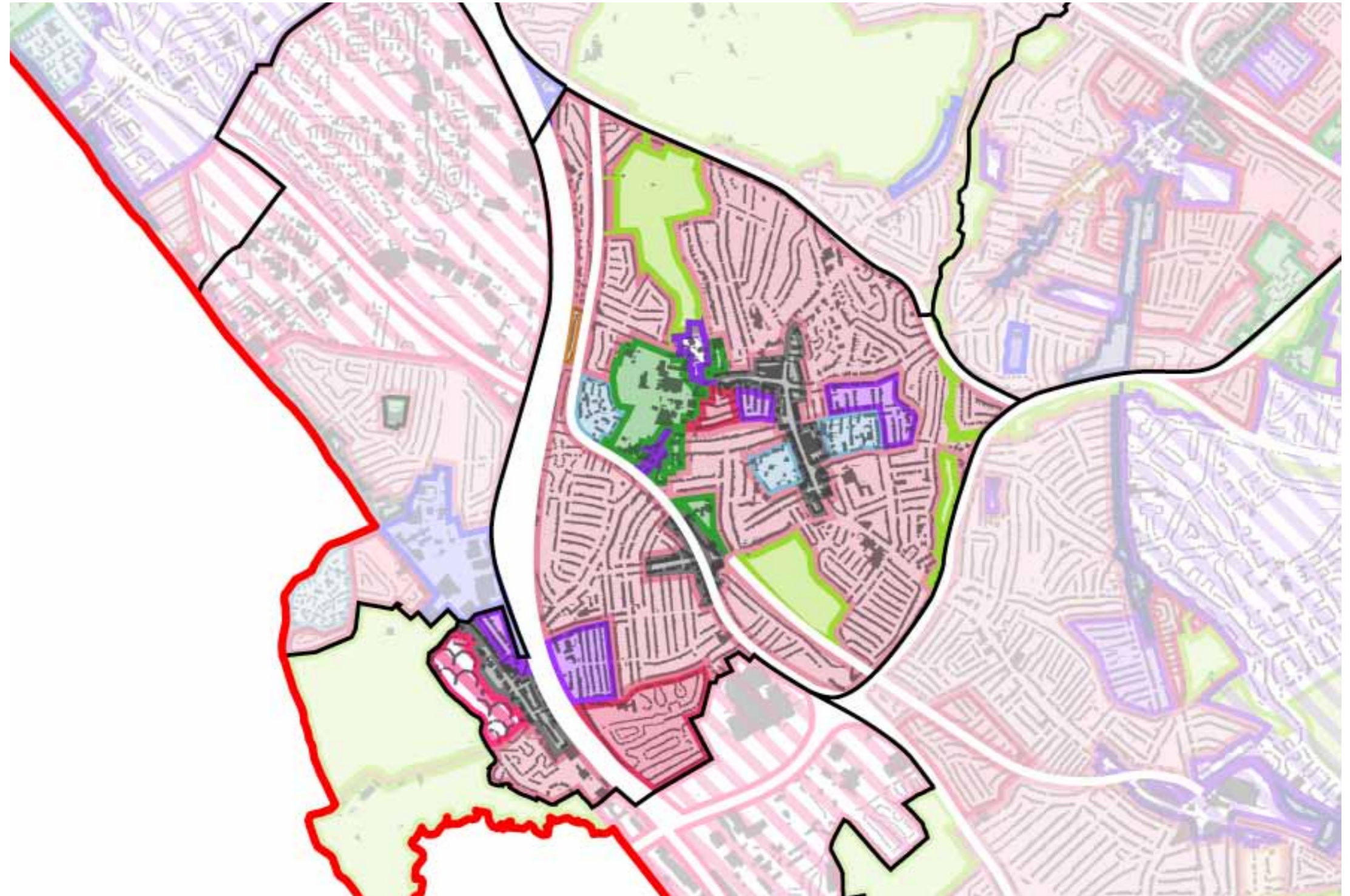
D - Suburban Terrace



E - Urban Terrace



F - Flats



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MILL HILL EAST

Extents

This character area lies at the centre of Barnet, and extends from the Great North Way (Barnet Bypass) in the south, to the former military barracks north of Mill Hill East station, and from Watford Way in the west to Dollis Brook in the east.

Historic development

With the exception of the barracks and Hendon Park Cemetery, both of which were established in the late nineteenth century, little or no development took place in the character area until the inter-war years, when much of the area was developed. However, development of some parts continued post war, especially immediately south of Mill Hill East station.

Character description

This area includes large areas of open space, including the cemetery and golf course, the former barracks site (which is the subject of the Mill Hill East area action plan), big box, containing a range of uses, south of Mill Hill East station, schools (campus typology), and a small area of residential estates. Most of the built up area is residential streets, and primarily of typology C, with pockets of typologies B, D, E and F. Most of the housing is semi-detached in a suburban setting, with units of two to three storeys with front and rear gardens, on a regular structure of linear well-connected streets with consistent building plot sizes, although some streets at the western end of the character area are cul-de-sacs.











Interwar suburban development in Mill Hill East







MILL HILL EAST



KEY

-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

- Primary Typologies*
-  Box
-  Campus
-  Town centre/core
-  Residential Estate

- Secondary Typologies*
-  A - Linear Rural
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COLINDALE

Extents

This character area extends across the area between the Edgware Road and MI, south of the Burnt Oak Conservation Area.

Historic development

Collindeep Lane served as an important road from London in medieval times, but by the 16th century was less significant. Collin Dale and Collin Dale Lodge are visible on nineteenth century OS maps, with little other development around them until the building of the British Museum Repository and Central London Sick Asylum (now Colindale Hospital) at the end of the nineteenth century.

The Hyde area located to the south of the ward area, first recorded in 1281, took its name from the medieval measure of land, and was a small hamlet on Edgware Road by the middle of the 16th century.

The interwar years saw significant residential development around Colindale and the Hyde, as well as the building of the Metropolitan Police College in the central part of the area. The northern part of the area remained undeveloped until the second half of the twentieth century.

Character description

There is a distinct difference in character between the north and south of Colindale. A strip of mixed uses (retail, industrial, hospital, training college etc.) in the big box and campus typologies cuts across the residential areas, with areas to the south being largely residential streets of a coherent character, and areas to

the north largely residential estates typology. Massing is therefore fairly inconsistent through the area. While the southern part of Colindale is reasonably coherent, the central and northern parts do not have any coherent character.

Residential units differ in the north and south. In the south, most residential units are two storey semi-detached, dating from the inter-war period. Units provide frontage to the street, creating a strong sense of enclosure, and include front and back gardens.

In the north, housing dates from the mid to late twentieth century, and includes a mix of types arranged on a collection of cul-de-sacs.



Elements of existing new development



Graham Park is to be redeveloped as part of the Colindale Area Action Plan

COLINDALE



KEY



Character area



Areas of protected Green space (Green Belt, Metropolitan Open Land etc)



Conservation areas



Major development

Primary Typologies



Box



Campus



Town centre/core



Residential Estate

Secondary Typologies



A - Linear Rural



B - Suburban Periphery



C - Suburban



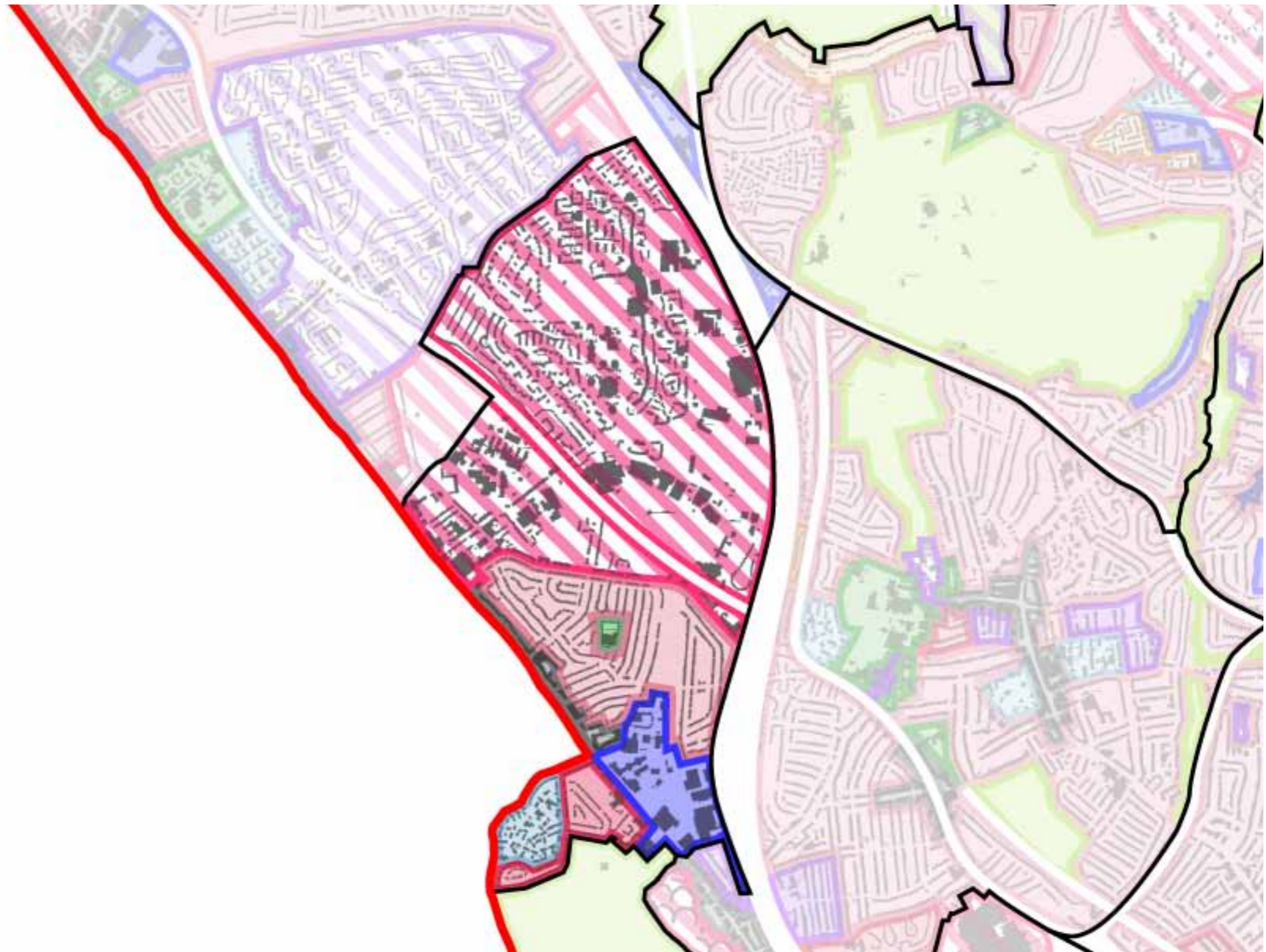
D - Suburban Terrace



E - Urban Terrace



F - Flats



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MILL HILL

Extents

This character area covers the Mill Hill Conservation Area, around the village of Mill Hill, to the east of Edgware and south of Barnet.

Historic development

Mill Hill was once a hamlet in the parish of Hendon. Originally known variously as Lothersleage, Lothersley, and Lotharlie, the oldest documented use of the modern name Mill Hill (Myll Hylles) was in 1544, and describes a mill which was until the mid-18th century, on Holcombe Hill.

Character description

The area is largely semi-rural in character, is mostly residential, and includes several large campus areas.



Cottages in Mill Hill



Mill Hill High Street





MILL HILL









KEY

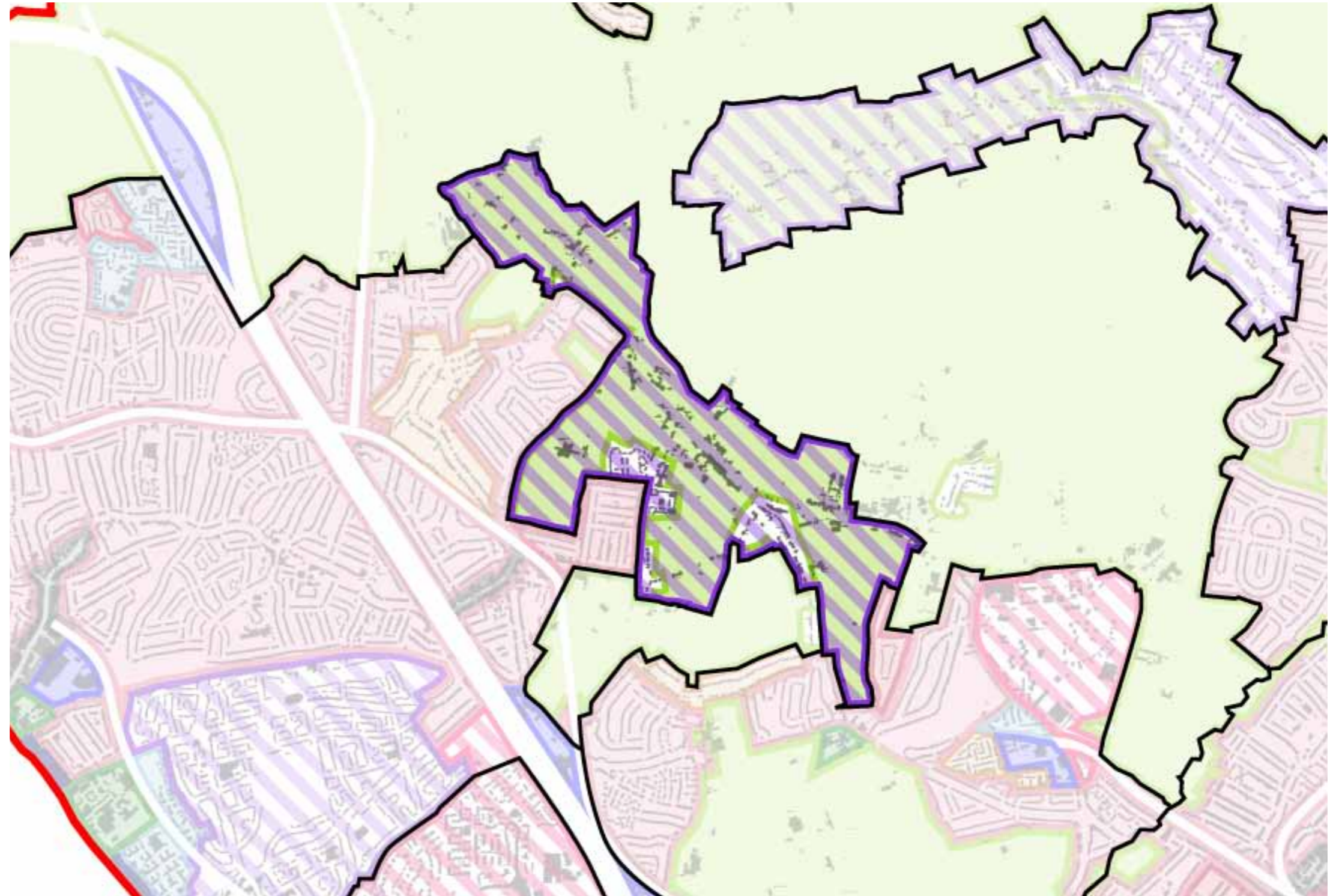
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EDGWARE AND BURNT OAK

Extents

At the northwestern corner of the borough, this is one of the two largest character areas, bound by the Edgware Road (A5) to the southeast, Blundell Road / Montrose Avenue in the southeast, and green belt in the north. It extends east over the M1 to the edge of the Mill Hill Conservation Area. The character area includes the areas of Edgware, Burnt Oak and Hale.

Historic development

The earliest known use of the name Burnt Oak was in 1754. Before the 20th century, the area was commonly known as Red Hill, with Burnt Oak referring to a field on the eastern side of Edgware Road, rather than the district as a whole. Edgware is a more ancient name referring to a hamlet in the county of Middlesex, and is a Saxon name meaning Ecgi's weir. The Edgware parish formed part of Hendon Rural District from 1894. It was abolished in 1931 and formed part of the Municipal Borough of Hendon until 1965, when it was incorporated into the borough of Barnet.

The district called 'The Hale' has been known to exist from 1294 and was divided into Upper and Lower Hale. The name is probably derived from the Saxon word for heal or corner. A station was opened in the district in 1906 on the Great Northern Railway, near to Mill Hill Station, but this later closed in 1939.

Outside of the ancient hamlets, the area remained largely undeveloped until the end of the nineteenth century, when the arrival of the railways prompted development around Edgware Station. The pace of development remained slow until the twenties and thirties, when the bulk of the area was developed out, with development of streets on the northern periphery continuing into the 1940s.

Character description

This character area is overwhelmingly residential in character, with most of the area made up of inter war development of semi-detached housing on linear residential streets. The area includes two linear shopping streets (core typology) at Station Road (Edgware) and Mill Hill Broadway, as well as small pockets of residential estate, big box and campus typologies.

Most of the area's residential streets fall into typology C, although the southern part of the character area (the Burnt Oak Conservation Area) is typology D. The northern peripheries of the character area also include pockets of typology B and D. Linear strips of typology F line the Edgware Road (A5).



Hazel Gardens is a typical suburban residential street type in the Edgware and Burnt Oak character area



Flatted development on Edgware Road





EDGWARE AND BURNT OAK









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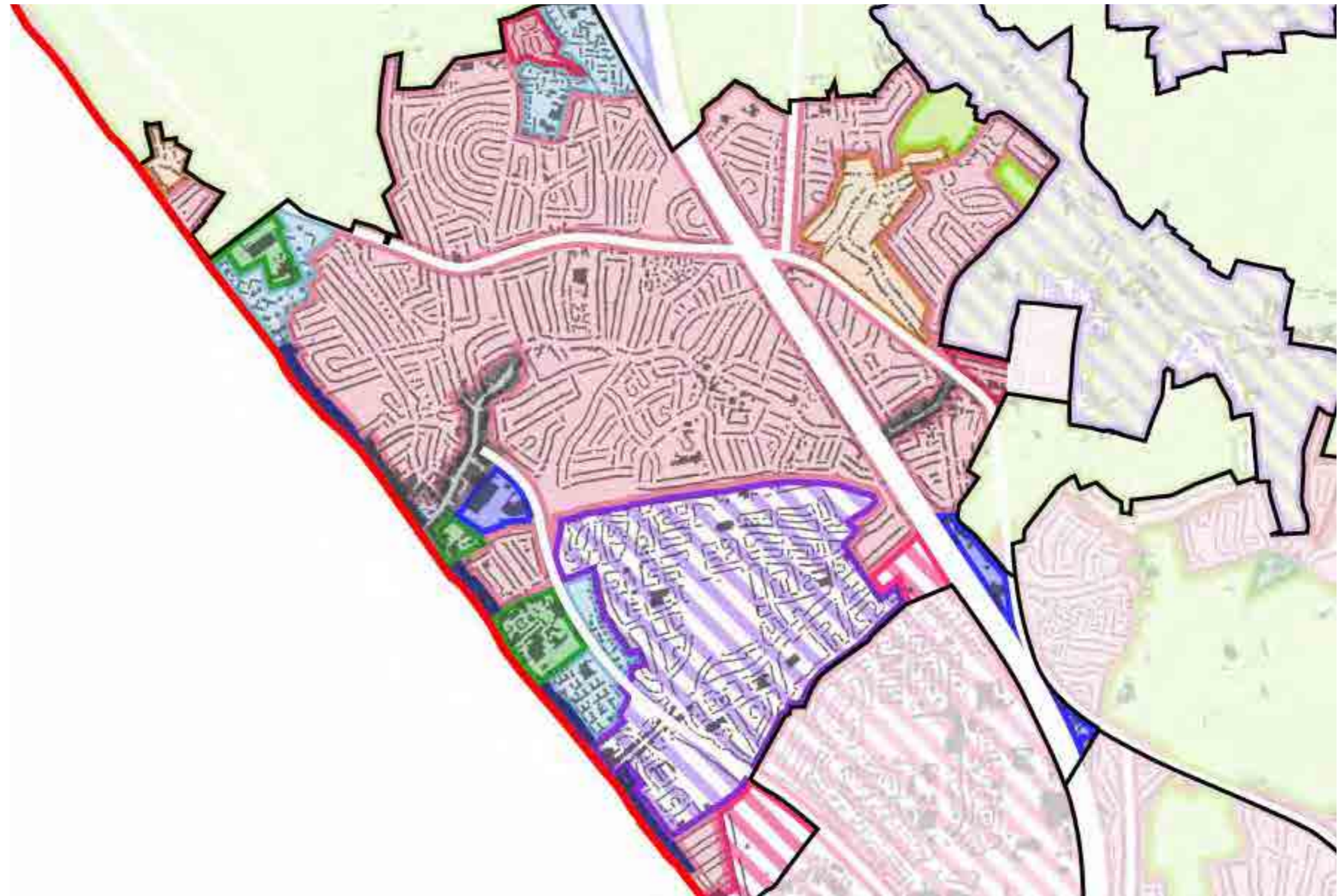
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

-  Box
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SECTION V

KEY FINDINGS AND CONCLUSIONS

This characterisation report has identified a number of key challenges which affect development in the borough today. As part of the council's commitment to protect the character of the borough, and particularly its fine suburbs, these challenges need to be identified and addressed.

Block Structure

Key findings

Most of Barnet's residential streets follow a conventional perimeter block structure with houses facing onto the street around the edge of a block and enclosed private gardens within the centre of the block. This is a proven model of urban development, which, at the most fundamental level can be used to describe development ranging from Victorian and Edwardian terraced streets through to Garden City areas and inter-war suburbs.

Those areas of the borough identified as less successful are most often those which lack this clear structure and where vehicle and pedestrian routes have been separated and lack the passive surveillance of building frontages. This weakening of the relationship between building and street is also found in more modern infill development, where flatted schemes are introduced which bear less relationship to the road than the houses they replace. In some instances the block edge is eroded by set-backs whilst in others the building may not present a clear entrance to the road and relate more to its own internal spaces such as the car park.

Conclusions

It is vital that any new development within the borough, whether large or small, works with the existing block structure. Larger developments need to demonstrate that they create a coherent network of streets and spaces with active frontages rather than cul-de-sacs and courtyards and that they enhance

pedestrian connectivity. Smaller infill schemes need to demonstrate that they understand and respond to the context by providing active frontages along the prevailing building line. This is the single most fundamental element of good design, without which even the best architecture and detailing will fail.



Scale and massing

Key findings

The significant majority of residential streets across the Borough are composed of two storey houses, with occasional three storey houses located in areas of higher density. A key feature of the many Victorian, Edwardian and interwar streets that make up the borough is the cohesive character created through consistent architectural scale and rhythm. There is a clear and positive hierarchy of scale between the lower residential areas and the town centre areas and key routes. These typically feature three and sometimes four storey development, creating well defined urban spaces.

The emergence of flatted development in established residential streets has eroded Barnet's cohesive suburban character in some locations. In such streets, flatted development of a significantly different scale to the existing houses can break with the existing plot structure and building massing and have a detrimental effect on the street. In the western part of the borough, modern development of has typically taken the form of larger blocks, with both increased height and bulk. Whilst the more successful examples follow a conventional perimeter block model, this still creates a substantially different massing to the low rise, low density suburbs which prevail in most of the area.

Conclusions

The challenge with regard to scale and massing is to maintain the existing sense of small scale and fine grain development in the wide suburban areas of the borough. Larger planned development schemes and concentrated areas of infill and redevelopment with conversion to flats will defined their own typologies and scale, but there is a risk that this will gradually leech into the adjoining suburbs. This prevailing scale and massing should be protected in areas where there is consistent character. At the same time, it may be possible to identify areas which would be more able to tolerate change so that new development can be concentrated in a strategic manner to relate to areas which benefit from good transport links and services as well as those which have already been denuded of much of their original character through previous development.



Infill development

Key findings

Since the mid twentieth century, many of Barnet's major routes have undergone a significant amount of change. Although many of these routes have been established for several centuries, the majority were not developed until the Victorian and Edwardian periods. Historically these streets were lined with a variety of villas, terraces, and large houses built speculatively as a manifestation of London's outward growth.

These large Victorian and Edwardian buildings were characterised by their exceptionally large plot sizes. During the years that immediately followed the Second World War there was an increasing trend for a series of houses along these streets to be bought up and demolished, as developers would amalgamate large plots in order to accommodate low rise apartment blocks. As a consequence, the built form on many of the Borough's major routes are now characterised by their distinct lack of uniformity or coherence, and contain a range of Victorian, Edwardian, interwar, postwar and modern buildings.

Many of these routes, including Lyondown Road, Hendon Lane, and Station Road have been identified as secondary typology F (flats). However there are still a significant number of streets throughout the Borough that, although at present benefit from a coherent character, are in danger of enduring similar degradation through their incremental development. The amalgamation of plots to accommodate flatted development presents a clear distinction from

the consistent plot rhythm that characterises much of the borough. Throughout areas identified as secondary typologies C and D plot widths range from six to twelve metres in width, and approximately between 20 and 30 metres in length. These narrow proportions are expressed vertically in the built frontages that line these streets. By contrast, flatted development erected in the latter half of the twentieth century has a distinctly horizontal emphasis and rhythm in architectural terms; a marked distinction from the Borough's prevailing suburban typologies.

Conclusions

Redevelopment of single large properties plays a useful role in intensifying existing areas and providing greater housing choice. However, it is best done when close to transport nodes, shops and services. Flatted development can also be regarded as a disruptive change in a street of suburban houses, particularly in terms of the impact of parking, either in front gardens where it affects the look of the area or in back gardens where it impacts on the amenity of adjoining plots.

A targeted approach to this form of intensification may be helpful. This may define certain areas within which flatted development would be readily considered, alongside defining locations or circumstances under which flatted development would be resisted. It could further preserve existing character by placing limits on plot size or number of dwellings which can be amalgamated and should also set out suitable guidance for the layout of parking.



Backland Development

Key findings

There are numerous examples of backland development across Barnet. This is partly an expression of the desirability of new development in the area, but is also symptomatic of the relatively large size of plot which prevails in some areas. The amalgamation of a small group of gardens and the purchase and demolition of one house to create a new access has released sites to create cul-de-sacs of modern housing, but this is often the detriment of both the street scene and also the wider amenity of the area. This is particularly concerning when the new houses are noticeably larger than the original houses and built to a much higher density. Certain parts of the borough include very generous urban blocks with back lanes providing access to the rear of the existing large gardens. It may be appropriate to consider the creation of mews development in this context. This could be based around a central lane and would provide the option for individual plots to develop a unit for sale or a unit for a use attached to the main building such as a home office.

Conclusions

The existing practice of redeveloping large gardens or groups of gardens to provide new dwellings is well established and has the advantage of being able to proceed on an ad-hoc basis. This is however one of the fundamental criticisms associated with it, in that it fails to contribute to the wider urban structure in a positive way. There is likely to be significant resistance for this practice to be

wound up, not least because many development parcels take a considerable time to assemble and the introduction of new controls could see many existing commercial investments fail. However the production of sound design guidance here to demonstrate appropriate application of good practice may be beneficial and may assist the planning committee in raising design standards.



Streetscape and planting

Key findings

One of the very pleasant aspects of Barnet is its green character; and this is reflected in many of the streets in the form of planted front gardens, but also verges, hedges and street trees. The streets themselves range significantly from narrow, regimented Victorian roads through to the most common example of gently winding suburban streets which are typically relaxed and generous in feel.

Conclusions

The most significant threat to the character of the existing residential streets in Barnet is the loss of existing vegetation. This occurs in some instances through the removal of street trees, either because they represent a danger of some kind to property or people or because they are reaching the end of their healthy life but are not replaced. A more common loss of greenery occurs with the conversion of a front garden to provide parking. Not only does this reduce the amount of green space in the garden, but it has knock-on effects in terms of loss of other green elements including the front boundary hedge, and any grass verge or street hedge. A number of streets in the borough feature hedges in the location between pavement and kerb normally given over to a grass verge. This is a particularly interesting and appealing detail which can be substantially affected if a vehicle crossover is introduced.

The council may wish to undertake further work with respect to the streetscape and planting. This could have applications across

a number of departments in the borough including street services and maintenance as well as planning, and could produce a controlling guide for utilities providers and other statutory work. This work would link directly back into the Three Strands approach and would have a strong sustainability angle through promoting retention of natural drainage, provision of shade and support for biodiversity within the urban area. It would act as a visible sign of the Council's commitment to the character of the classic suburban streets in the borough.



Off-street parking

Key findings

One of the key findings of the analysis of the secondary (residential) typologies in Barnet relates to the substantial impact that parking has on the Borough's suburban character. The analysis of borough-wide car ownership serves to further reinforce the significance of this issue, as Barnet's car ownership levels are high when compared against those of other London Boroughs.

The loss of character was particularly severe in areas identified as secondary typologies C (suburban streets) and D (suburban terrace streets). Within these streets the distance between the built frontage and plot edge ranges from approximately four to nine metres; enough space to park several vehicles. Front gardens in many of these streets are often entirely converted to hard standing in an attempt to provide the maximum amount of space for off street parking. Typologies C and D occupy a significant proportion of the Borough, and it is therefore vital that this issue is addressed through appropriate policy guidance and control.

By contrast, areas that have been identified as secondary typologies A (linear rural) and B (suburban periphery) typically benefit from larger building set backs. These streets can therefore accommodate both areas of parking (sometimes for several vehicles) alongside planting and trees which helps to preserve the overall green character. The retention of vegetation and soft landscape in front gardens not only contributes to Barnet's suburban

character, but presents additional sustainability benefits through attenuating water run-off and providing shade to reduce heat gain in the summer.

In addition to the problems associated with the conversion to hard standing surfaces there are further problems associated with the conversion of front gardens to create provisions for off street parking. In order to accommodate vehicular access many residents have removed the boundaries that normally help to define the public realm. The findings from the consultation exercise confirmed that the severe impact that offstreet car parking has on suburban areas is a major concern. It is therefore recommended that additional policies are introduced to control any loss of front gardens for car parking and in addition, loss of verges through the creation of crossovers for car parking.

Conclusions

Many areas identified as secondary typologies A and B illustrate a clear precedent of how off-street parking can be accommodated in a manner that does not have a negative impact on the prevailing suburban character. In such cases, the retention of a small walls or hedges to provide a distinction between public and private space has successfully preserved elements integral to the configuration of Barnet's traditional suburban streetscape. Consistent boundary treatment will help to give clear definition to the public realm and help to unify the street scene. Additionally, the retention of a proportion of space in front gardens for vegetation and soft landscape is an important contribution to the Borough's character. The

key challenge therefore is to ensure these physical qualities are present when front gardens are converted within areas identified as secondary typologies C and D.





APPENDIX I
CONSULTATION

INTRODUCTION

Introduction

As part of the commission to prepare the characterisation study for Barnet, Urban Practitioners convened a meeting of local stakeholders. This consultation workshop provided an opportunity for the team to meet with key representatives from Barnet and draw on their local knowledge to help shape the study. The stakeholder workshop took place on the evening of 10 June 2009 at the Council's offices in the North London Business Park. A wide range of local residents groups and societies were invited to attend and a list of the 32 people who attended is provided opposite.



Putting the Community First

BARNET
LONDON BOROUGH

Barnet Characterisation Study Stakeholder Consultation Event

Wednesday 10th June 2009, 6.00pm – 8.00pm
Conference Room 1, Building 2, North London Business Park (NLBP)
Oakleigh Road South, London, N11 1NP

Event Programme

5.45pm	Arrival and registration
6.00pm	Welcome and Introduction Councillor Melvin Cohen, London Borough of Barnet, Cabinet Member for Planning and Environmental Protection Lucy Shomali, Head of Strategy (Planning and Housing) Antony Rifkin, Urban Practitioners
6.10pm	Presentation - Barnet Characterisation Study Steve Walker, Urban Practitioners
6.20pm	Workshop I – Barnet's Places
7.00 pm	Buffet
7.10pm	Workshop II – Barnet's Buildings
7.50pm	Feedback and next steps Steve Walker, Urban Practitioners
8.00pm	Close

www.barnet.gov.uk

urban practitioners **UP**

INTRODUCTION

The meeting

Councillor Melvin Cohen, Cabinet Member for Planning and Environmental Protection opened the meeting, welcoming those attending. Lucy Shomali, Head of Strategy for Planning and Housing, then provided a more detailed context for the study, setting out the role of the work within the Council's LDF and explaining the importance of the characterisation work as part of the evidence base for future policy work. Antony Rifkin, Joint Managing Director at Urban Practitioners then introduced the format of the event before handing over the Steve Walker, also of Urban Practitioners to give the main presentation.

The presentation outlined the work that had been done to date, beginning with an explanation of the borough-wide analysis study. This explained the factors which have influenced the shape of the Borough today including the topography, demographics and the growth of the transport network. The next part outlined some of the key issues which the Borough now faces, including urban severance and pressures for development. Steve also identified key controls which already exist to limit development in certain areas including the conservation areas, the green belt and other open space designations.

Following this part of the presentation, the attendees were invited to join discussion groups to consider the key Borough-wide issues, recording these on large-scale plans. The outputs from these workshop groups are reproduced in the next section of this report.

After a break for refreshments the second part of the presentation introduced the concept

of urban typologies, and presented a series of development types which between them describe most of the urban areas of the Borough. Large worksheets were presented for each of the typologies and the participants were invited to annotate these with their comments. This stimulated a lively discussion and the results of the session are presented in this section of the report.

Finally, participants were invited to consider what they regard as the key characteristics of the Borough and note these on post-it notes which were grouped on the final worksheet.

The meeting closed at 8pm with a brief explanation of the next stages of work and thanks expressed for all those who had given their time to join in the workshop.

Other work

As part of the invitation pack which was sent out, people were invited to submit examples of buildings or streets which they either strongly liked or strongly disliked. Around 35 submissions were made, and these have informed the development of the case study work elsewhere in the characterisation study. These examples were displayed during the event so that people could review the suggestions made.

The results of the consultation exercise have helped inform the further development of the typologies aspect of this report, as well as the recommendations.

Record of attendees

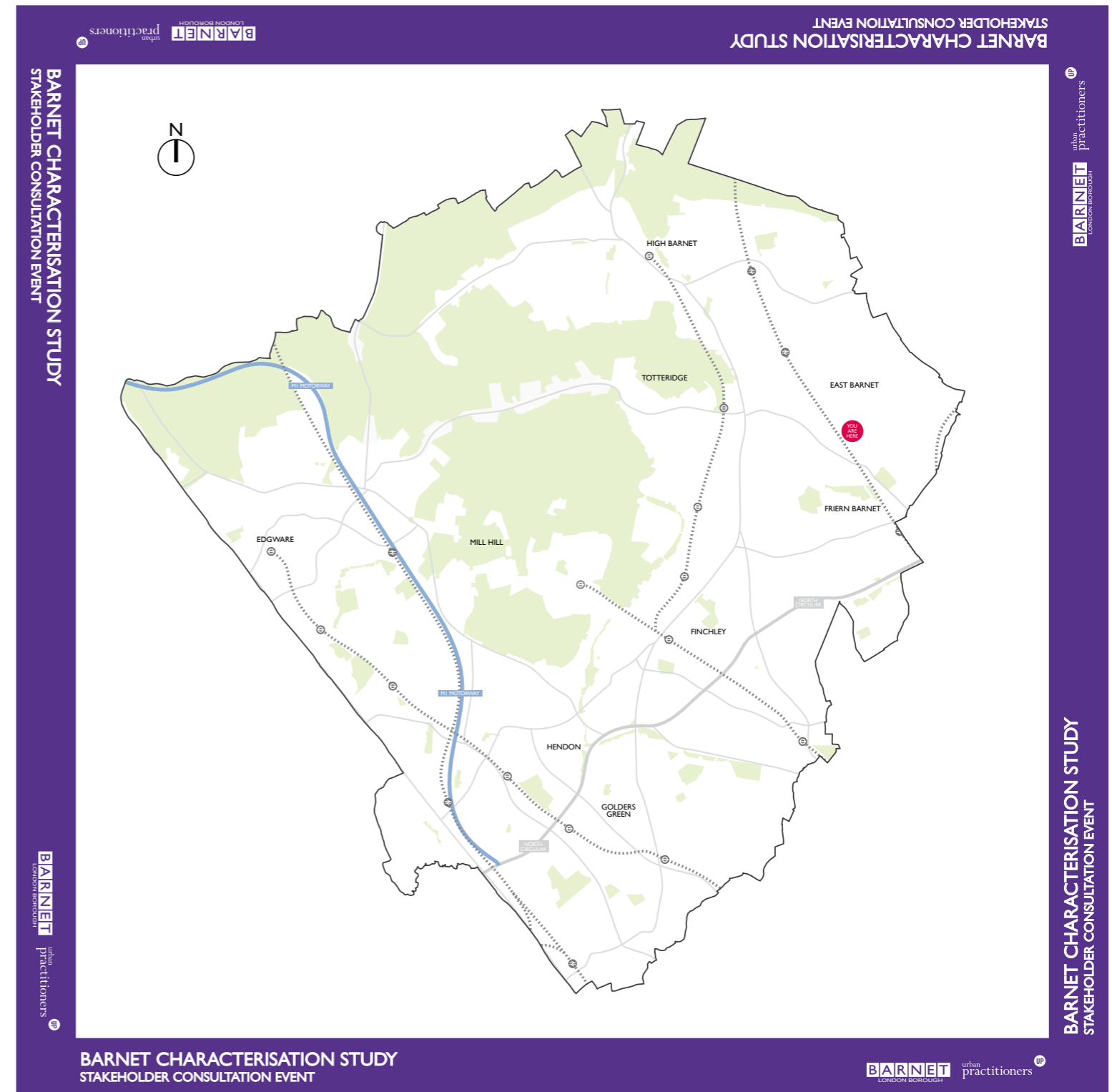
James Bradshaw	East Barnet Parish Residents' Association
Jas Bhalla	Urban Practitioners
Rita Brar	London Borough of Barnet
Derrick Chung	West Hendon Residents' Association
Cllr. Melvin Cohen	London Borough of Barnet
Martin Cowie	London Borough of Barne
John Dixs	New Barnet Community Association
Diana Furley	Landsdown Residents Group
Fran Glasman	Poplar Grove Residents' Association
Harry Gluck	Friern Barnet and Whetstone Residents' Association
Angela Gray	London Borough of Barnet
Zenda Green	Mill Hill Preservation Society
Carolyn Gysman	Resident
Susanne Hassel	Resident
David Howard	Federation of Residents' Associations in Barnet
Marian Lewis	Crewys and Llanvanor Residents' Association
Helen Massey	Barnet Residents' Association
Beryl Mayes	Landsdown Residents Group
Mr B.J. McKenny	The Whetstone Society
Pauline McKinnell	Resident
Robert Newton	North Finchley Local Agenda 21 Group
Dr Dennis Pepper	Friends of Windsor Open Space
Peter Pickering	Finchley Society
Angela Ratcliffe	Resident
Antony Rifkin	Urban Practitioners
Derek Sagar	Crewys, Llanvanor and Nant Road Residents' Association
Lucy Shomali	London Borough of Barnet
Robert Shutler	Woodside Park Gardens Suburb Residents' Association
Mr J Sindole	Resident
Karina Siseman	London Borough of Barnet
Myk Tucker	Resident
Steve Walker	Urban Practitioners

WORKSHOP ONE

Workshop one followed a presentation of the borough-wide analysis undertaken by Urban Practitioners. This considered the origins of the borough as well as the present day conditions.

Working in small groups, participants were invited to annotate a large-scale plan of the Borough in a mental mapping exercise. This was designed to enable people to identify key features, places or characteristics which they felt were important to the borough, but also to consider borough-wide themes of concern.

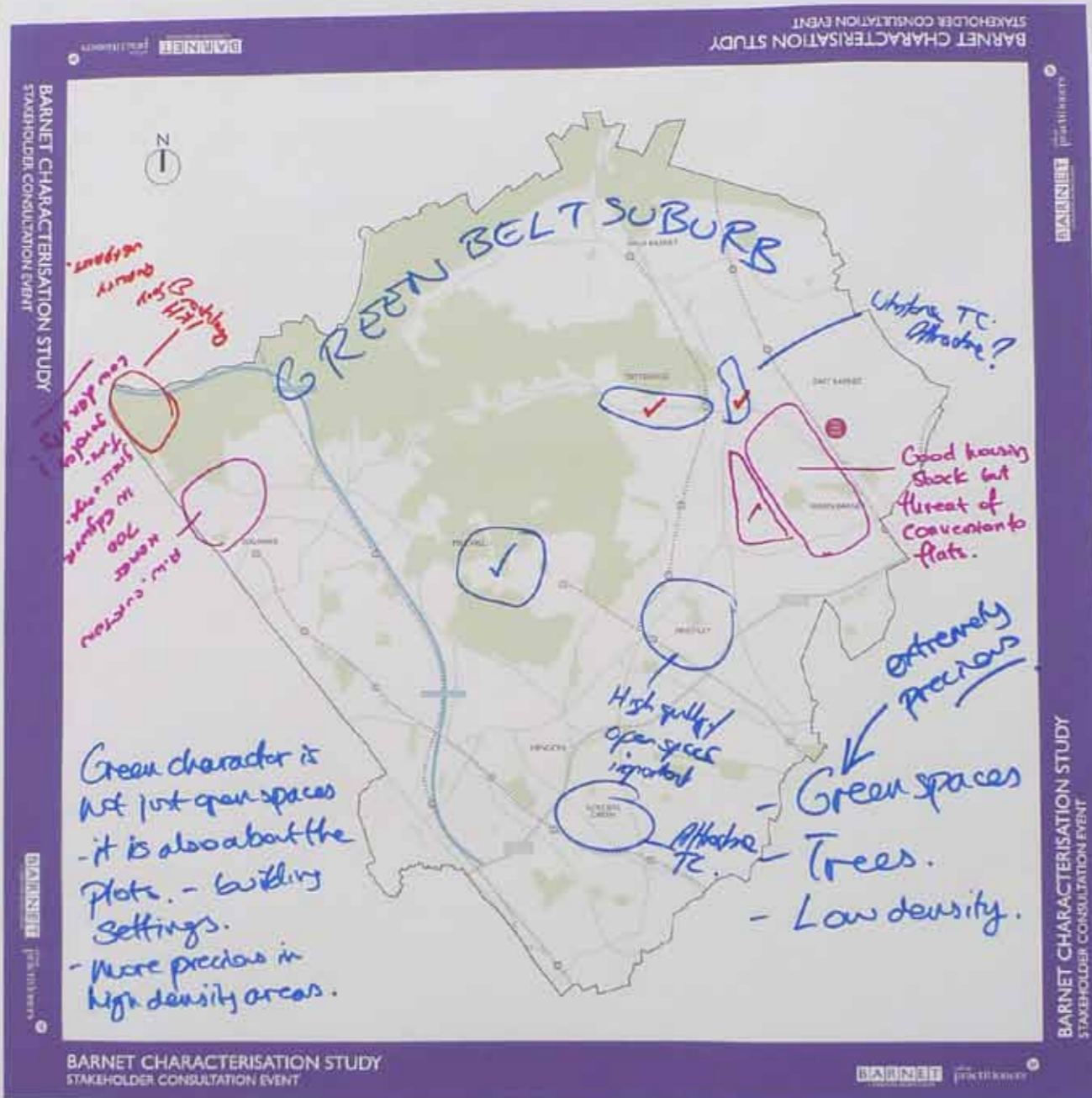
The plans created by each group are presented here along with a transcription of the comments which were made.



WORKSHOP ONE



①
 Town Centre - Dominated by supermarkets, mainly towards Friarhill
 Shop signs/frontage very poor. Should be consistent with upper levels.



WORKSHOP ONE

Comments from group one

- Problem with the new development which is very intensive and lacks green space/trees.
- Green spaces - extremely precious.
- Trees.
- Low density.
- High streets in decline.
- Want settled communities.
- Family housing to encourage people to stay.
- Preserve community/suburbs.
- Green Character is not just open spaces; it is also about the plots and building settings. More precious in high density areas.
- Finchley - High quality open spaces important.
- Golders Green - Attractive town centre.
- Friern Barnet - Good housing stock but threat of conversion to flats.
- Shop signs and frontages, very poor.
- Town centres dominated by supermarkets.
- Small neighbourhood retail (E. Barnet).
- High quality open spaces important.
- Green landscape setting
- Grass verge, trees and gardens create low density.



Swimming pools gone
- Must save the parts.
- Removal of bumps on rail is great.

Finch C. End -
- Retain Semi-d character and quality
- Retain bungalows
- No longer viable town centre used to be
- more open space
- Houses used to have front + rear gardens

Games Rd is beautiful.

- Good schools
- Good proportion of good quality housing
- strong tube
- traffic management
- Pollution in high street

Positive is good accessibility in Borough

Nothing around area to go to.

Woodside Park:
- keep general suburban family character
- large houses been demolished for flats - e.g Holden Road.
- presumed to date not been so great due to lower accessibility.

New Barnet is a worrying concern

- 1) concern as to how increase in residential units can be facilitated, should be consulting with the game owners of the park.
- 2) concern as to what impact of land in the Green Belt being developed.
- 3) Area is bland - no civic buildings - feel BARNET is missing.
- 4) No borough wide identity - all completely different areas within Barnet.
- 5) Feel Barnet is becoming like an inner city borough.

WORKSHOP ONE

Comments from group two

- Concern as to how an increase in residential units can be facilitated. Growth is expanding too much - Example Colindale.
- Concerned that little pieces of land in the Green Belt are being developed.
- Area is bland - no civic buildings - felt that the NCBP is remote.
- No borough wide identity - all completely different areas within Barnet.
- Feel Barnet is becoming an inner city borough.
- Positive - good accessibility in the borough.
- New Barnet is a worrying concern.
- Woodside Park:
 - Keep general suburban family character.
 - Large houses have been demolished for flats - e.g. Holden Road.
 - Pressures to date have not been so great due to lower accessibility.
- Games Road is beautiful.
- Good schools.
- Good proportion of good quality housing..
- Traffic management.
- Pollution in high street.
- New Barnet is a worrying concern.
- Nothing around the area to go to.
- Finchley Church End:

- Retain semi detached character and quality;
- Retain bungalows;
- No longer viable town centres;
- Used to be more open space;
- Houses used to have front and rear gardens;
- Must save the parks.
- The removal of bumps on roads is great.



WORKSHOP ONE

Comments from group three

West Hendon regeneration:

- Welsh Harp SSSI Area Regeneration.
- High rise tower blocks.
- Over development.
- Out of character.
- Ghetto.
- Reintroducing social problems of the 70's.
- Penthouse's- £ 1- £ 1.5 million.
- Barnet has 20,000 homeless, not enough affordable houses.
- Houses for rent not sale to rent as 2nd homes.
- Sensible design.
- Materials to build to a high standard.
- Sensible numbers with supporting infrastructure.
- Stop developers exceeding agreed plans- "Back garden development."
- Stop overcrowding/over development/ high density and disfigurement of buildings.
- Retain natural, historical, architectural features of beauty and interest.
- Mill Hill - Retain all of the open spaces (green belt areas = conservation) there is already the Mill Hill East development.
- Impact of Brent Cross on the rest of the Borough, not thought through. Inadequate infrastructure.



BARNET CHARACTERISATION STUDY
STAKEHOLDER CONSULTATION EVENT

BARNET CHARACTERISATION STUDY
STAKEHOLDER CONSULTATION EVENT

Cricklowood
Planning application
for tower blocks
which would
change character

New Barnet
Special, low
density housing
2 1970 +
Victorian
* Settled
Community

SHOPS BOUGHT & LEFT TO ROT.

PARKS NEEDED.
ACTIVITIES FOR CHILDREN
(SKATE PARKS)

Smaller
Green Spaces
of streets
need to be protected
(if needed)

Cricklowood
Bus &
shops need
enhancement
- 'cleaned up'
- flats above
shops run down

GOLDEN GREEN
SWIMMING AREA NEEDS
MORE VARIETY

GOLDEN GREEN ATTRACTIVE
VICTORIAN PROPERTIES
PART OF CHARACTER AS IT FLOWS
INTO SURROUNDING
STREET

SHORTAGE
OF SWIMMING
POOLS.

Small
work shops
important
in N.
Barnet.
'Life' in
community
close to
homes
'sustainable'

WORKSHOP ONE

Comments from group four

- Parks needed. Activities for children (skate parks).
- Smaller green spaces e.g. allotments, playing fields need to be protected (and identified).
- Shortage of swimming pools.
- Shops bought and left to rot.
- Golders Green shopping area needs more variety.
- Golders Green - attractive Victorian properties, part of the character, as it flows into the surrounding streets.
- Small workshops important in north Barnet.
- 'Life' in the community close to homes 'sustainable.'
- Cricklewood planning applications for tower blocks which would change character.
- Cricklewood shops need enhancement (cleaned up) and flats above shops run down.
- New Barnet is special,
- Green Belt Suburb, low density housing, the community has been settled since the 1970's.



WORKSHOP TWO

Workshop two followed a break for refreshments and was introduced with a brief presentation. The session comprised a series of large presentation sheets which each described a different local building typology. Each example included either a large scale street elevation or montage of images, accompanied by an aerial photograph of a typical area and a number of images of building details.

Participants were invited to annotate the worksheets with their comments, identifying the strengths and weaknesses of each typology along with general comments about the particular examples chosen.

Each of the annotated sheets is reproduced here, along with a transcription of the comments made.

One of the key reasons for reproducing the worksheets is that the typologies have been further developed following the workshop and this section therefore provides a record of the previous set of typologies.



WORKSHOP TWO



WORKSHOP TWO



- Note - no trees, all removed circa 1935 for trolley buses - let's have our trees back
- Lovely building wrecked by its surroundings
- Great character
- Historic buildings/centres create sense of comfortable familiarity
- Lots of character
- Protect all natural, historical and architectural features of beauty and interest - Mill Hill Preservation Society

WORKSHOP TWO

BARNET CHARACTERISATION STUDY
 STAKEHOLDER CONSULTATION WORKSHOP
 Wednesday 16th June 2009, 8.30pm - 8.45pm

INTERWAR CENTRES

I HATE ALL THE SIGNS
SPOILS THE STREET BUT IT DOES HAVE
COMMUNITY SPIRIT

This is not so
good narrow pavements
no greenery

TREES ARE ESSENTIAL
TO GOOD ENVIRONMENT

agreed — High Road Whetstone is a bit special —
the very wide pavement allows for trees
and special events — like Farmers Markets
but too many restaurants! What happened to the UDP?

BORING BUT SYMPATHETIC TO AREA
GOOD SELECTION OF SHOPS — DIFFICULT TO STOP & SHOP IF ARRIVING BY CAR ✓

Meets local Needs — human scale
A coat of paint would make a big difference

- Boring but good sympathetic to area
- Good selection of shops- difficult to stop and shop if arriving by car
- I hate all the signs, it spoils the street but does have good community spirit
- Meets local needs, human scale
- A coat of paint would make a big difference
- This is not so good, narrow pavements, no greenery
- Trees are essential to good environment
- High Road Whetstone is a bit special - the very wide pavement allows for trees and special events like Farmers' Markets
- But too many restaurants! What happened to the UDP?

WORKSHOP TWO



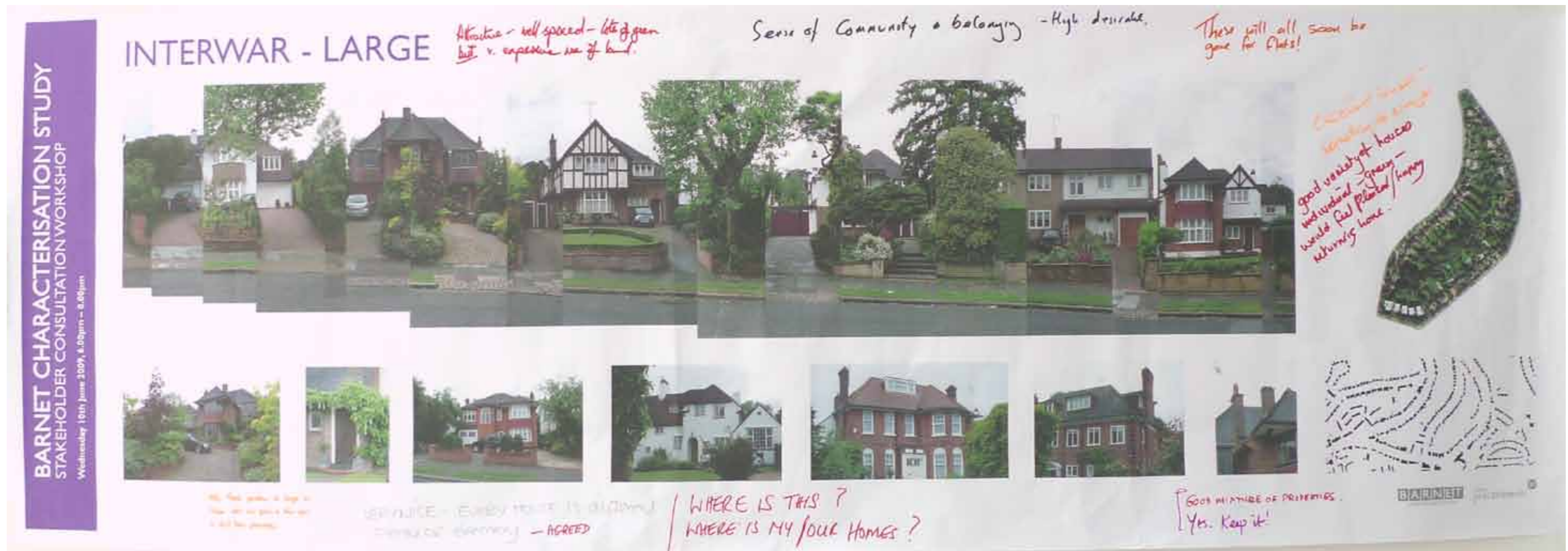
- Good family homes, sense of community, generally well cared for and loved
- No parking provision
- Good family homes and good use of land
- Good family homes
- We like the brickwork and roof slates. Roof dormer should be in the back. Not to be converted into flats
- Edwardian broke away from this style, good job too
- Lack of parking an issue
- Lovely
- Brilliant use of space and so many people like them
- Sound building, flexible, family friendly, feeling of community, can identify with street/house
- Spread of the UPVC windows unsympathetic to the design of the houses
- And plastic doors!
- Replacement windows a serious problem, where conservation area constraints cannot be imposed some tighter control to match original patterns and size of sections should be pursued/sought

WORKSHOP TWO



- Always popular with families, usually a good community feeling, generally people care about where they live
- Spread of UPVC windows quite unsympathetic to the design of the house fronts
- Only become a problem when subdivided
- Hard standings/off street parking if implemented unsympathetically can destroy the character
- Okay for small area (not single roads), sense of community about this
- Sense of identity and community
- Good family homes, not to be broken up into flats, look good even if rendered
- Sound and many years of life left, lack of parking an issue

WORKSHOP TWO



- With front gardens as large as these one can park a few cars and still have greenery
- Very nice, every house is different and still have greenery
- Attractive, well spaces, lots of green but very expensive use of land
- Sense of community and belonging - highly desirable
- These will all soon be gone for flats
- Excellent houses, something to aim for
- Good variety of houses, individual, green, would feel pleased/happy returning home
- Good mixture of properties
- Yes, keep it!

WORKSHOP TWO



- Make an important contribution to provision of single family housing and community building
- Strange mock Tudor fashion but now almost period
- Okay various house designer- greenery good size- drive ways. Nice housing
- I like the vistas of similar houses
- Very popular, always on demand, good for families and community

- Out of character with rest of house roofs
- Rubbish roof, shouldn't have been permitted, plenty of windows

WORKSHOP TWO



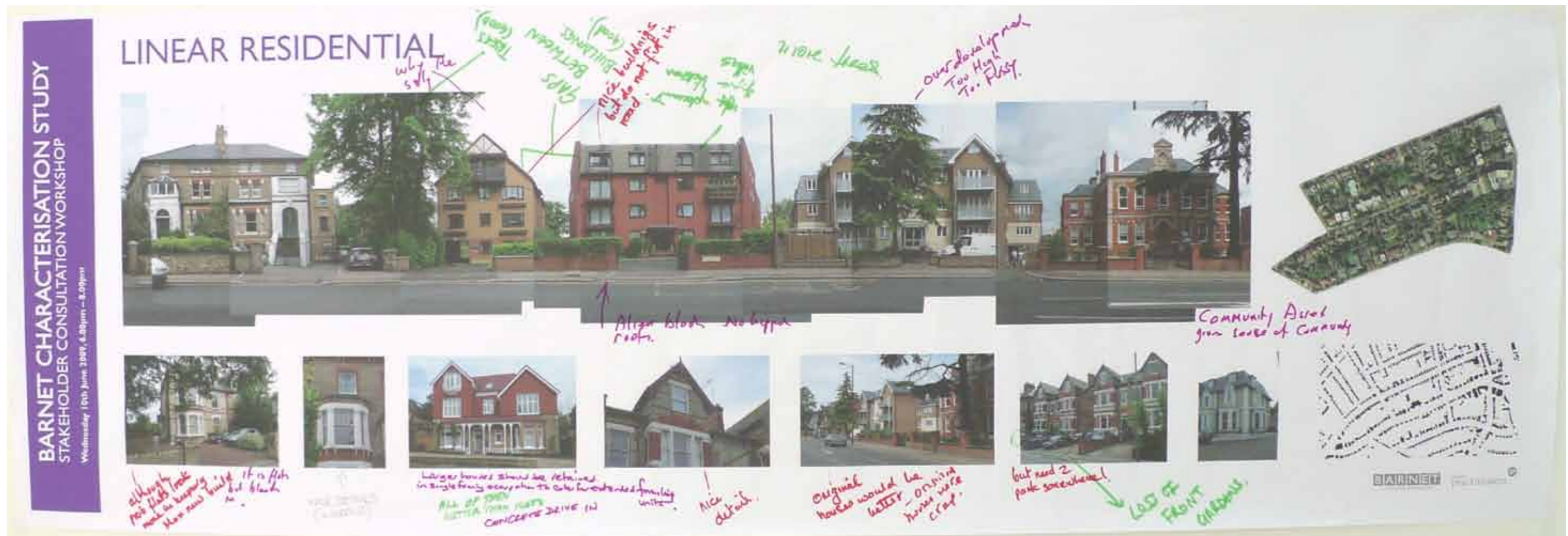
- Don't like paved out front gardens
- Great if you cannot afford better, own space - front gardens far better than flats
- Where are the hedges and greenery?
- Sad that several front doors have been boxed in and often replaced
- Roof wrong colour- out of character
- Good family homes with garden
- Car parking an issue
- Good use of space
- We like the white frontages, good size front gardens
- Good family homes but undistinguished in appearance
- Sense of being huddled up together

WORKSHOP TWO



- Private space/gardens
- Poor paving
- Views between blocks
- Spacious homes
- A bit dull
- Front and back gardens, just what we all want
- Design of replacement windows better controlled than in many areas, is this a conservation area directive?
- Clear designation of own space and decent sized gardens
- Sense of space without being space, ie good use of space
- This sort of paving should not be allowed in a conservation area, next door is preferable
- Far better than flats, own space gives people more interest in looking after
- Good proportions
- Most of these houses are badly built and unattractive materials, I don't think they are worth preserving!
- Don't pave the gardens
- Good sized room, proper family homes

WORKSHOP TWO



- Although probably flats look more in keeping than new build
- It is flats but blended in
- Nice details (windows)
- Larger houses should be retained in single family occupation to cater for extended family units
- All of them better than flats
- Concrete drive in
- Original houses would be better
- Loss of front garden
- But need to park somewhere!
- Communal asset gives a sense of community
- Over development, too high, too fussy
- More trees
- Ugly replacement of the Victorian villas
- Nice buildings but do not fit in road
- Gaps between buildings good
- Trees good
- Why the alley?

WORKSHOP TWO



- Good and nice one
- Houses with strong identity
- Good in their location not for everywhere, wasteful on land
- Great if one can afford it, what we would all like
- Impossible with anything like present population
- Good local distinctiveness
- I don't like gated off housing
- Some look very pretentious, is there any sense of community here?

WORKSHOP TWO



WORKSHOP TWO



- Probably better than a tower block but not great
- Haphazard replacement of doors and windows regrettable
- Pleasant to look at ... to individual houses
- Difficult to locate address
- Not much thought went into the pokey, poor use of frontage
- Awful looking but good to have single family units
- Need more greenery and trees
- Very narrow road- where do people park? Answer- over the road so cars on both sides of the road, leave little room for through traffic
- Boring
- Flat roofs – expensive to maintain
- Also security issue, kids run across the top
- Poor quality materials, no uniformity and 7 windows.
- Flat roofs, bad housing

WORKSHOP TWO



- Don't like - again only for singles and professional couples
- Tomorrow's slums
- Too high
- Ugly
- Pokey like rabbit hutch
- No sense of ownership or community
- Sterile area at ground level
- Wind tunnel
- Bringing inner London to Barnet
- Horrible, I feel claustrophobic when I drive down here
- Only suitable for singles or professional couples
- Rubbish bins - urgh!
- Car dominated
- Not a place to live happily
- Better than flats or tower blocks
- More pleasant development than that below, trees will grow to be lovely
- Lacks human scale, will not age well
- Oh dear! Massively overdeveloped, token 'lollipop' trees and inhuman
- Impersonal egg box, no sense of space
- Fad that will not last and will become a slum
- Straight off the street - over intensive development
- Decent brick colour
- I think it is quite an interesting design, better than the featureless square blocks
- Lots of hard standing but at least good quality hard standing
- Less paving stones, more earth
- Where are the eco homes which aim to use less energy etc.
- Communal areas that link people

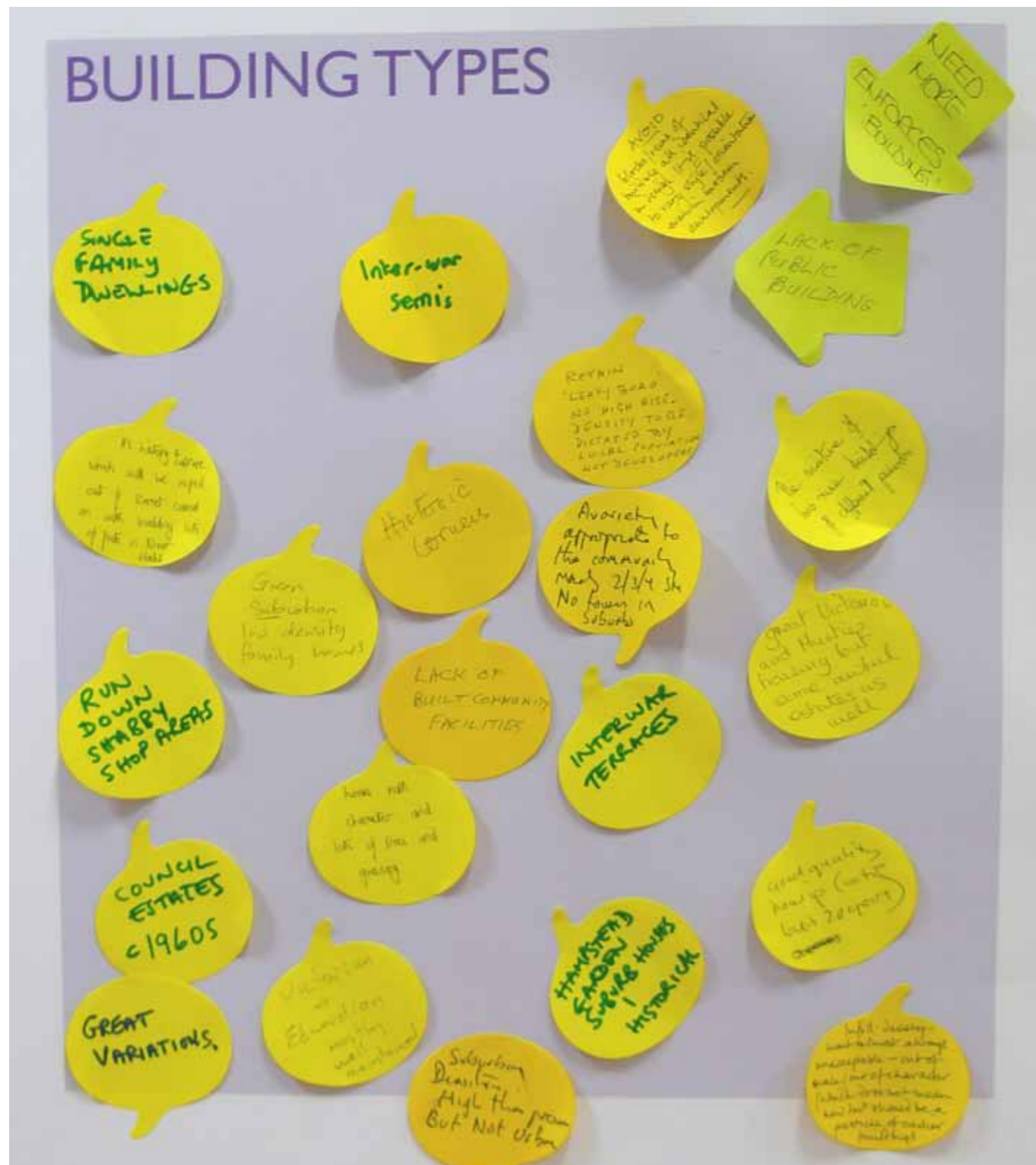
CONCLUSIONS

Towards the end of the second workshop, post-it notes were handed out to participants who were invited to note down what they felt were the key characteristics of the borough based on their local knowledge and what they had shared during the earlier workshops. Four broad categories were set out on the final worksheet including building types, layout, design and materials and streets. These sections are reproduced here along with a transcript of the comments made.

The conclusions of the typologies workshop maybe summarised as follows. There was significant interest in the way in which the typologies had been produced and a concern about the gradual erosion of the finer aspects of each typology. In particular, participants wished there to be greater control to prevent the erosion of street greenery including hedges, verges, and trees. The loss of front gardens to car parking was a very specific concern, which was felt to radically undermine the coherence of many of the typical street conditions that were valued. In addition, there was great concern about the loss of detached houses to flatted development.



CONCLUSIONS



Building Types

- Infill development almost always unacceptable - out of scale, out of character, which does not mean new development should be a pastiche of earlier buildings
- Hampstead Garden suburb houses - historical
- Good quality housing - until last 20 years
- Interwar terraces
- Lack of built community facilities
- Historic corners
- Retain leafy borough, no high rise. Density to be dictated by local population, not developers
- A variety appropriate to the community means 2/3/4 storeys, no towers in suburbs
- The mixture of low rise buildings of different periods
- Great Victorian and 30s housing but some awful estates as well
- Lack of public buildings
- Avoid blocks of buildings all identical in design, it is possible to vary style/orientation even in modern development
- Single family dwellings
- Its history and culture which will be wiped out if Barnet carries on with building lots of flats in tower blocks
- Run down, shabby shop areas
- Council estates c.1960s
- Green, suburban low density family homes
- Homes with character and lots of trees and greenery
- Great variations
- Suburban density higher than previously but not urban

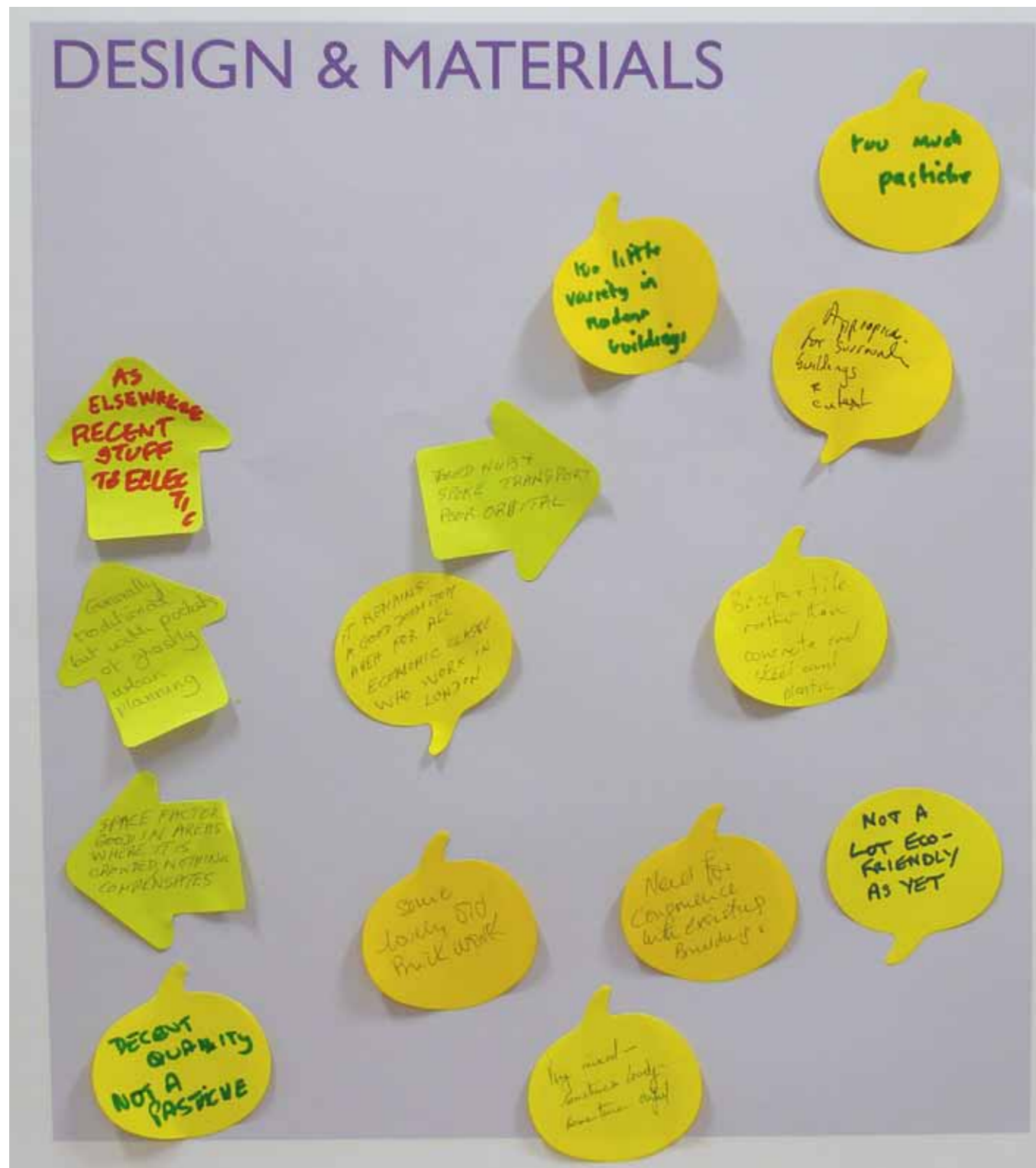
CONCLUSIONS



Layout

- Other parts overdeveloped
- Some parts nice and green
- Sense of community, build to foster it, refuse conversions of larger buildings into various flats- mainly temporary occupation
- Population control better than housing policies
- Accessibility to central London
- Nice parks and in parts very green and leafy
- Relatively narrow streets not suitable for large scale development
- No more rabbit hutches, larger better designed, built for life
- Should do- listen and aim for community and tenants satisfaction
- High- rents, service charges, council tax
- Tower blocks- over develop, over populating, over board
- Use HQIs to enforce higher standards
- Nice place to live
- A lot of green spaces, not cramped (not everywhere)
- Not enough variety in housing terraces for little corner shops and services
- Green vistas
- Low density gardens, space to move
- Green open spaces, good public transport, tube, trains
- High proportion of open space
- Consultation proposals strategy serves no purpose, only talk
- Fields 5 minutes one way, London 5 minutes other way
- Not overlooking neighbours

CONCLUSIONS



Design and materials

- Very mixed- sometimes lovely, sometimes awful
- Not a lot of eco friendly design as yet
- Brick and tile rather than concrete, steel and plastic
- Good hub and spoke transport, poor orbital
- Little variety in modern buildings
- Decent quality, not a pastiche
- Some lovely old brickwork
- Space factor good, in areas where it is crowded nothing compensates
- Generally traditional but with pockets of ghastly urban planning
- As elsewhere, recent stuff too eclectic
- It remains a good dormitory area for all economic classes who work in London
- Appropriate for surrounding buildings and context
- Too much pastiche
- Make more of open space accessible, especially green belt, don't build on it in ways that dominate it

CONCLUSIONS



Streets

- If anyone is listening to all of this...will they take notice?
- Improve public transport
- Too much clutter, be braver, traffic engineer
- Some are wide and agreeable but these are a bit spoilt by new development
- Some are wide and spacious and green, some are narrow and crowded, far too many signs and clutter generally
- Waste money- street lighting
- Victorian terraces suffering impact of car
- Too much unnecessary street furniture
- Houses with suitable design
- Too narrow for parking both sides
- Streets wide enough for cars to pass but narrow enough to cross
- Good ethnic mix
- Area retains village atmosphere and community spirit
- Not enough space on the street to accommodate all the parked cars
- Barnet is a suburb, keep high rise blocks of flats for the inner city area where they can serve a useful purpose
- Barnet an area grown old gracefully, new high rise a blot on the landscape
- Far too many flats being put up
- Ring round an area of single family houses and do not allow builders to by 2 houses to turn into 6 flats



APPENDIX II
**PLANNING
POLICY**

PLANNING POLICY

Introduction

This section assesses the important strategic, regional and local policies and provides a policy context for future development of the characterisation study. Policies and associated priorities contained in a range of statutory planning policy documents are considered, including national Planning Policy Statements, the Sustainable Communities Plan, the London Plan, the North London Sub-Regional Development Framework and local planning policy, including existing and emerging documents within the Local Development Framework (LDF).

National context

The Sustainable Communities Plan

The Department for Communities and Local Government (formerly the Office of the Deputy Prime Minister) published 'Sustainable Communities – Building for the Future' in February 2003, which sets out the long term programme for delivering sustainable communities in urban and rural areas.

The aim is to identify practical steps to establish communities that:

- are prosperous;
- have decent homes for sale or rent at a price that people can afford;
- safeguard green and open space;
- enjoy a well-designed, accessible and pleasant living and working environment; and
- are effectively and fairly governed with a strong sense of community.

The document is broken down to address the problems of, and achieve the above aims in, each region of the country. The plan to establish sustainable communities in London aims to accommodate growth and to alleviate poverty and deprivation by providing more and better designed affordable homes, improving public transport and other vital infrastructure, raising education standards and skill levels across the capital, tackling crime, anti-social behaviour and the fear of crime.

Planning Policy Statement 1 – Delivering Sustainable Development (2005) and Planning and Climate Change (2007)

Planning Policy Statement 1 sets out the government's vision for new development and regeneration. PPS 1 aims to shape development so that it delivers settlements which are environmental, socially and economically sustainable. Key to these are the concept of locating the housing, jobs and services required to meet the population's needs in existing centres and around public transport hubs, encouraging sustainable lifestyles and transport patterns, and enhancing accessibility. The supplementary document Planning and Climate Change emphasises the need to follow these principles in response to the challenges posed by climate change.

Planning Policy Statement 3 – Housing (2006)

PPS 3: Housing responds to the 2004 Barker Review of housing supply, focusing on the delivery of housing to meet local needs. There is particular emphasis on the provision of larger family units and affordable housing. PPS

3 highlights the importance of high quality design in creating attractive and successful neighbourhoods, particularly in reference to social housing.

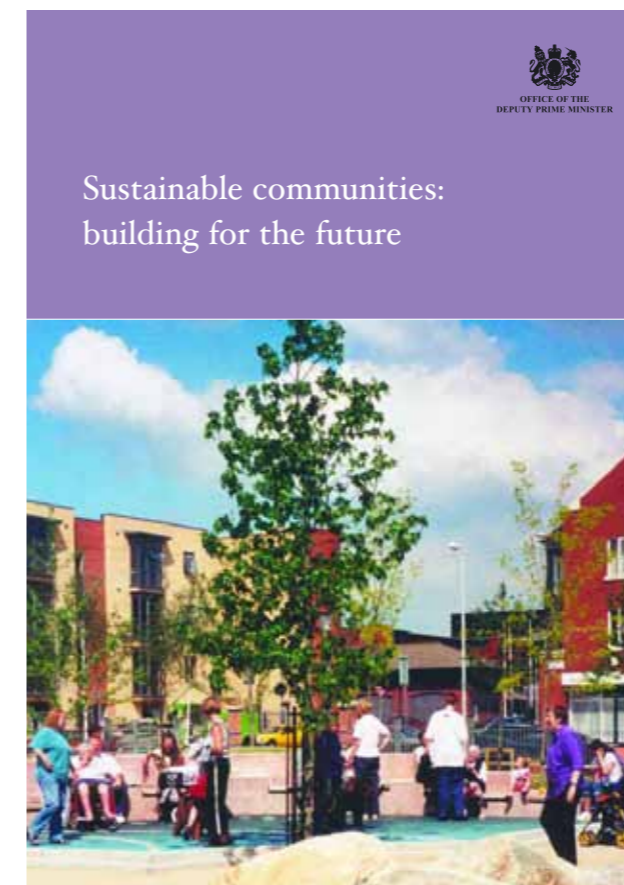
In determining the type and form of housing, there is a requirement for Local Planning Authorities (LPAs) to assemble evidence on housing need and demand through a Strategic Housing Market Assessment (SHMA). It is also stated that LPAs should 'ensure that the proposed mix of housing on large strategic sites reflects the proportion of households that require market or affordable housing and achieves a mix of households as well as a mix of tenure and price'.

In terms of density, there remains an emphasis on the effective use of land but it is notable that PPS3 advises that the Local Planning Authority 'may wish to set out a range of densities across the plan area rather than one broad density range'. The 30dph net should be used as a national indicative minimum to guide policy development. It also states that 'the density of existing development should not dictate that of new housing by stifling change or requiring replication of existing form'.

Planning Policy Statement 4 – Planning for Sustainable Economic Growth (2009)

This document promotes a range of uses in town centres to help ensure they are busy throughout the day and evening and capable of adapting to changes in the economy. Policy EC2 states that planning authorities must set out a clear vision for their area which promotes sustainable economic growth and identifies priority areas with high levels of deprivation as a focus for regeneration whilst supporting existing business sectors.

Policy EC3 states that planning authorities should set out a strategy for the management and growth of centres within a defined network and hierarchy. The prioritisation of centres as a focus for growth is supported by Policy EC5 which calls for local planning authorities to identify a range of sites to accommodate the identified need for development. The selection of sites should be subject to the sequential approach. Practice guidance issued in Planning for Town Centres (2009) highlights the importance of the sequential approach within positive planning, stating that wherever possible new development should within, or failing that



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on well located sites on the edge, of existing defined centres. This is intended to reduce the need to travel and reinforce the vitality of existing centres.

Policy EC4 aims to further enhance the vitality of town centres by ensuring local authorities promote a diverse range of uses that appeal to a wide range of age and social groups, plan for a strong retail mix, support small economic uses such as post offices, village halls and public houses, identify sites in the centre for larger format stores if a need has been identified and enhance existing markets or introduce new ones where appropriate.

Planning Policy Statement 5 – Planning for the Historic Environment (2010)

The overarching aim of this planning guidance is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring. The document recognises the contribution of heritage assets towards the creating of sustainable communities and notes that intelligently managed change may sometimes be necessary in order to maintain heritage assets in the long term.

Policy HE1 promotes the modification of heritage assets where appropriate to enhance energy efficiency and improve resilience to climate change. Policy HE3 requires Regional Spatial Strategies and Local Development Frameworks to set out a proactive strategy for the conservation and enjoyment of the historic environment. In particular at a local level plans should look at the qualities and distinctiveness of the historic environment and how these can

contribute to the development of the spatial vision.

The document takes a more flexible approach to development control than previous guidance and increases the significance of local community views where the heritage asset has a special significance, through requiring the local planning authority to take reasonable steps to seek the views of the community.

Planning Policy Statement 12: Local Spatial Planning (2008)

PPS12 sets out how strong, safe and prosperous communities can be created through local spatial planning. The PPS sets out what local spatial planning is, and how it benefits communities. It also establishes the key elements of local spatial plans, and sets out the key government policies on how they should be prepared. This document is of particular consideration in the process of preparing development plan documents and other local development documents such as core strategies and supplementary planning documents.

Planning Policy Guidance Note 13 –Transport (2001)

PPG13 provides advice on the integration of transport and land use planning to encourage alternative means of travel and reduce reliance on the private car. Reducing the level of car parking in new development is essential in promoting sustainable travel choices, avoiding the wasted costs to business of providing too much parking, and tackling congestion which might otherwise detract from the convenience of car use and other road based transport. It emphasises the

importance of taking a flexible approach to car parking standards to achieve the objectives of sustainability, and sets out maximum car parking standards as opposed to minimum.

Planning Policy Statement 22 - Renewable Energy (2004)

PPS 22 responds to the Government's aspiration to produce 10% of national energy requirements from renewable sources by 2010. Local development documents may contain policies that require a percentage of residential, commercial or industrial needs to be produced in on-site renewable energy developments, taking into account the type and location of development, and providing that this doesn't place an undue burden on developers.

Planning for a Natural and Healthy Environment – Consultation Paper on a new Planning Policy Statement (2010)

This consultation paper aims to streamline and consolidate four existing planning policy documents. These are PPS9 Biodiversity and Geological Conservation, PPS 7 Sustainable Development in Rural Areas, PPS 20 Coastal Planning and PPG 17 Planning for Open Space, Sport and Recreation. The paper promotes the importance of green infrastructure in mitigating and adapting to climate change as well as providing habitats for wildlife. Trees are seen as playing a particularly significant role due to their longevity and size. Open spaces more generally is recognised for its role in providing a focal point for community activities and promoting healthy activities through play, sporting activities and social interaction.

The consultation paper proposes that local planning authorities should undertake, and keep up-to-date, assessments of the existing and future needs of their communities for open space, green infrastructure, sports, recreation and play facilities. Furthermore, local development frameworks should set out a strategic approach for the creation, protection and management of green infrastructure. This should include the provision of sufficient high quality, multifunctional open space, sports and recreation facilities.

Sustainable New Homes – The Road to Zero Carbon – Consultation Paper 2010

This consultation paper seeks views on changes to the Code for Sustainable Homes to align with changes to Part L of the Building Regulations. The Code for Sustainable Homes is a voluntary standard which was introduced in 2007 to promote sustainable design and construction. The Code uses a sustainability rating system, indicated by stars, to communicate the overall performance of a home. One star is the entry level and six stars is the highest level of sustainability attainment which is known as 'zero carbon'. The consultation paper aims to update the requirements for the higher Code levels to reflect the changes to Part L of the Building regulations. This aims towards a regulatory requirement of all homes being zero carbon by 2016.

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Regional scale

The London Plan (2008)

Published in 2008, the London Plan sets out a spatial development framework integrating the social, economic and environmental strategies for the development of London in the period up to 2016.

The London Plan now forms an integral part of the statutory development plan following the recent changes to the planning system. The overarching vision for the London Plan is supported by six key objectives which are as follows:

- to accommodate London's growth within its boundaries without encroaching on open spaces;
- to make London a healthier and better city for people to live in;

- to make London a more prosperous city with strong and diverse long-term economic growth;
- to promote social inclusion and tackle deprivation and discrimination;
- to improve London's accessibility; and
- to make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city.

The broad development strategy

The London Plan identifies a series of spatial priorities for sustainable development and growth. The principle areas for focus are Areas for Intensification and Opportunity Areas. Barnet includes two Opportunity Areas (Colindale and Cricklewood / Brent Cross) and one Area for Intensification (Mill Hill East). These areas are considered to have greatest potential for growth and change and the delivery of the Mayor's growth agenda. In line with PPS6, there is also an emphasis on town centre growth. In addition, the London Plan places a significant emphasis on supporting "The Suburbs" as sustainable communities, through the enhancement of quality of life, economy and the environment of suburban London.

Housing

Based on the 2004 Housing Capacity Study, the London Plan identified a revised capacity for 20,550 new homes within the London Borough of Barnet up to 2016/2017. The London Plan proposes a minimum increase of 66,500 homes in the sub-region up to 2016/2017. Housing provision is a key challenge for the subregion, particularly as current performance is judged by

the SRDF to be slightly below target. Affordable housing is also of key concern. At present Barnet has development plan policies which aim to secure the 50% affordable housing target contained in the London Plan. This will be a key issue for the characterisation study in terms of protecting existing areas of quality.

Density

The London Plan states that development proposals should seek to achieve the highest possible intensity of use and as such a density matrix (habitable rooms and dwellings per hectare) is provided.

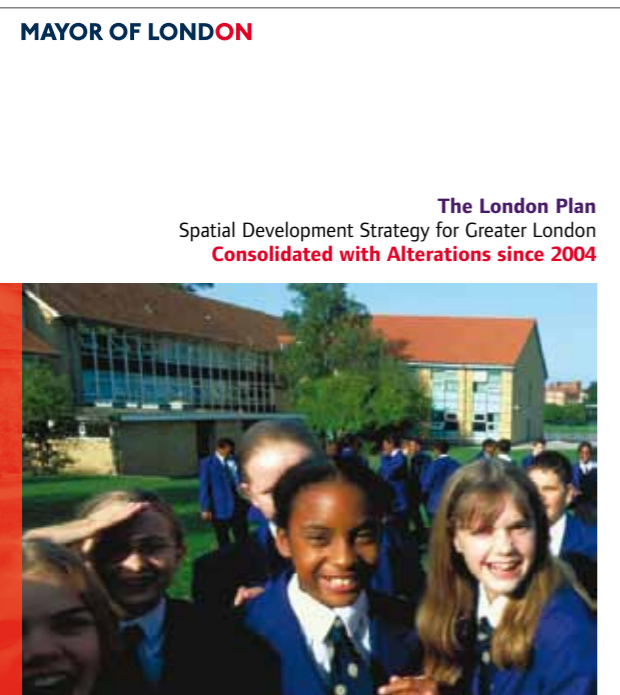
Site setting is defined as:

- central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre
- urban – areas with predominantly dense development such as for example terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes
- suburban – areas with predominantly lower density development such as for example detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

Design

Chapter 3B of the London Plan outlines the cross-cutting design principles for London. Policy 4B.1 seeks to ensure that developments respond to the following principles:

- Maximise the potential of sites, promote high quality inclusive design and create or enhance the public realm, contribute to adaptation to, and mitigation of, the effects of climate change, respect local context, history, built heritage, character and communities provide for or enhance a mix of uses;
- Be accessible, usable and permeable for all users;
- Be sustainable, durable and adaptable in terms of design, construction and use;
- Address security issues and provide safe, secure and sustainable environments;
- Be practical and legible;
- Be attractive to look at and, where appropriate, inspire, excite and delight;
- Respect the natural environment and biodiversity, and enhance green networks and the Blue Ribbon Network; and
- Address health inequalities.



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The North London Sub-Regional Development Framework, 2006

The North London Sub-Regional Development Framework (SRDF) provides guidance for boroughs in the preparation of their Local Development Frameworks.

Housing (IA)

The London Plan proposes a minimum increase of 59,470 homes in the subregion from 1997-2016. However, the SRDF indicates that it is likely that housing provision across the sub-region will increase beyond the levels set in the London Plan. Housing provision is a key challenge for the subregion, particularly as current performance is judged by the SRDF to be slightly below target. Affordable housing is also of key concern. The current level of delivery of affordable housing in North London is generally good.

Employment and office (IB)

In partnership with the LDA, boroughs are asked to facilitate the implementation of the Mayor's Economic Development Strategy. The plan states that demand for additional employment can be accommodated, challenging the borough to attract employers to come to North London.

The sub-regional framework recognises that the office sector in North London faces major structural challenges and that some of the forces that originally drove and sustained it are waning. It is noted that Barnet has a more active market than other boroughs in the region, although hitherto there has been no single town centre, or out of town office centre, which could be regarded as having strategic significance.

Retail (IC)

In North London, population and consumer expenditure growth is generating a need for new retail space. Resident-based consumer expenditure in the sub-region is anticipated to increase by over 46% between 2001 and 2016.

Culture, leisure and tourism (ID)

A significantly stronger range of these activities is needed in North London and is addressed by action point ID. Culture, leisure and tourism provide important local services and employment for Londoners and the wider south east as well as contributing to London's world city role. They are intrinsically linked, increasing in importance as disposable incomes grow and can contribute to town centre renewal. Although people in North London spend about the same amount on leisure activities as the London average, provision of 'Leisure Services' per capita in North London is lower than other sub-regions

Social infrastructure (IE)

There is particular pressure to find locations for health, education, social and community infrastructure including open space in order to conform to PPSI - sustainable communities. Early identification of capacity within the main development areas and examination of cross borough level demands will be necessary. Boroughs are asked particularly to look for opportunities to contribute towards new health infrastructure provision in town centres and given the lack of childcare facilities throughout the subregion, boroughs should set the provision of additional affordable childcare as a high priority for North London.

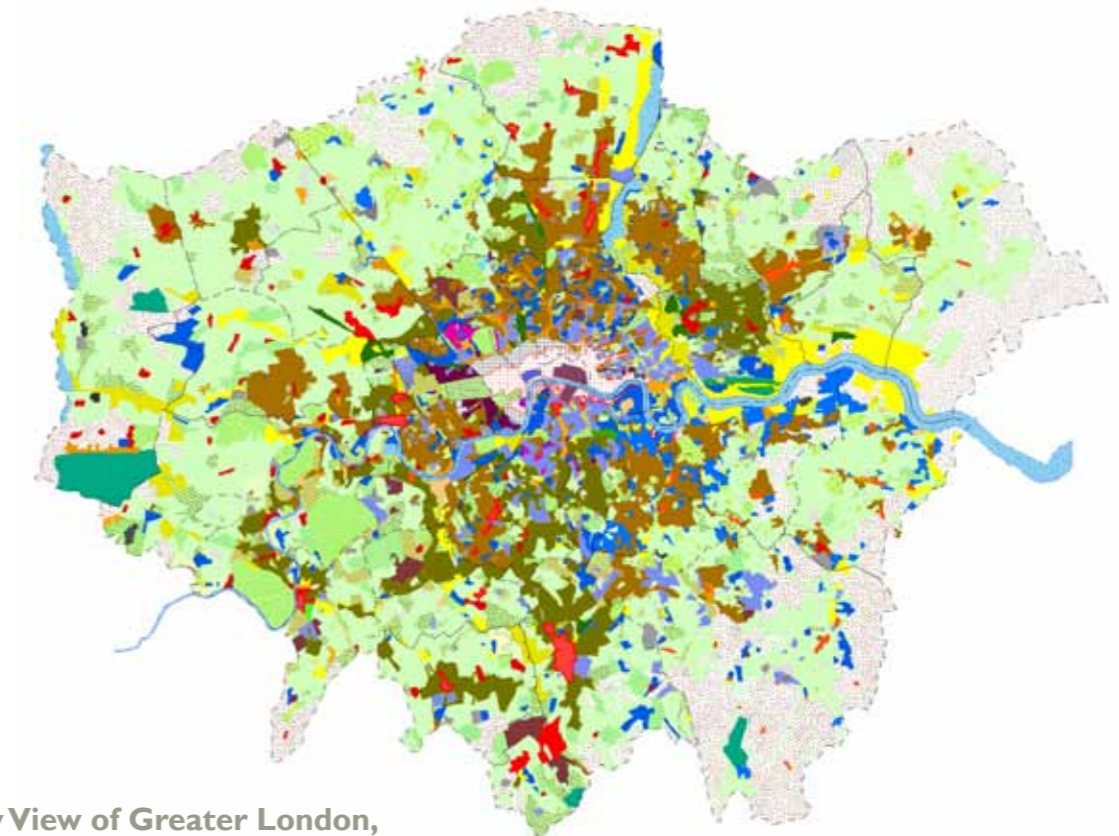
Other relevant studies

Greater London characterisation study (English Heritage)

English Heritage has recently undertaken a preliminary exercise to characterise the Greater London area. The study attempts to characterise the area according to a series of broad categories including settlement cores, five residential categories, commercial, gateways, industry, open countryside, public open space and institutional facilities. These broad land use based categories are further sub-divided either by specific typology or historic period. The

study indicates that Barnet includes a number of character areas including the following:

- Open countryside;
- Residential - interwar semis and detached;
- Residential – 80s/90s housing;
- Residential – late Victorian / Edwardian terraces
- Commercial – shopping centre;
- Settlement core;
- Industry;
- Institutional facilities; and
- Public Open Space.



A First New View of Greater London, its growth and Development
(Plan by English Heritage 2006)

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The London Plan, Consultation Draft Replacement Plan, October 2009

Reflecting the change of London's elected Mayor, the London Plan is in the process of being updated and a Consultation Draft Replacement Plan has been published. The draft replacement is based on a similar evidence base to the original London Plan and concludes that, despite the recent recession, the only prudent course is to plan for continued growth as there is no policy to decentralise the population within the UK and any other course could leave London unprepared for growth.

The Draft Replacement Plan maintains many of the features of the London Plan, including the London-Stansted-Cambridge-Peterborough and Thames Gateway growth areas and ensuring an Olympics legacy, but proposes a different approach to sub-regional planning. Whilst a sub-regional structure similar to that which informed the North London Sub-Regional Development Framework 2006 will be maintained for monitoring purposes, the Replacement Plan proposes the use of three policy zones – Outer London, Inner London and the Central Activities Zone.

The London Borough of Barnet is within the Outer London Zone which is described as where 60% of Londoners live and over 40% of London's jobs are located. In general it is described as greener and its people healthier and wealthier and enjoying a higher quality of life than those in more central areas. It is considered likely to experience considerable population growth over the period to 2031. To accommodate this growth the Draft Replacement Plan sets the strategic goal of, amongst others, identifying and bringing forward

capacity in and around town centres with good public transport accessibility to accommodate leisure, retail and civic needs and higher density housing, including use of the compulsory purchase process to assemble sites. Two opportunity areas for growth identified within the Draft Replacement Plan are in Barnet. These are located near its western edge at Colindale/Burnt Oak and Cricklewood/Brent Cross, Mill Hill East is also identified as an area for intensification.

The Draft Replacement plan aims for London to become a city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy and consuming fewer resources and using them more effectively. To fulfil this objective the draft plan promotes sustainable design and construction, retrofitting of existing buildings, the use of decentralised and renewable energy, urban greening and sustainable drainage.

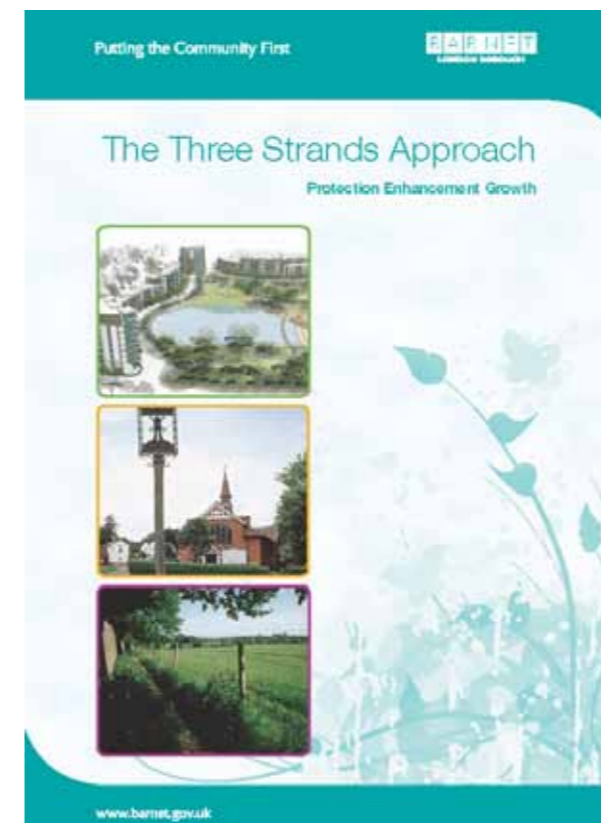


Local scale

A Successful City Suburb: A Sustainable Community Strategy for Barnet 2008-2018 (2008)

The Sustainable Community Strategy (SCS) sets out the strategic vision for Barnet and the area. It presents how the Local Strategic Partnership aims to improve the quality of life for its residents, building on the borough's attractions as a clean and safe suburb with good education and a skilled workforce.

Barnet's SCS sets out four themes that will be the focus of efforts to improve the social economic and environmental well being of the borough. It also sets out key measures of



success against each theme. The Core Strategy and other DPDs should be closely related to and have regard to the SCS.

The Three Strands Approach – Protection, Enhancement and Growth (2008)

The Three Strands Approach is designed to inform Barnet's residents, partners and investors about the council's approach to planning, regeneration and development over the next 15 years. The strategy is split into three strands: protect, enhance and growth as follows:

- **Strand 1 'Protect'** is concerned with protecting the 'green lungs' of north London as provided by the Green Belt and valuable open spaces.
- **Strand 2 'Enhance'** is concerned with the protection and enhancement of the best of Barnet suburbia and its vibrant town centres and historic conservation areas.
- **Strand 3 'Growth'** is concerned with sustainable strategic growth, successful regeneration and higher density at targeted brownfield locations close to public transport nodes.

These 'three strands' underpin the spatial vision within the emerging LDF. The Three Strands Approach recognises the value of suburbs, and states "in the 21st century, the biggest challenge will be to give London's city-suburbs a stronger sense of identity and ensure they play a role in the national and London-wide debate about the future of the city." The characterisation study therefore has an important role in protecting and enhancing the character of these suburban areas.

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London Borough of Barnet Corporate Plan 2010/11 – 2013/14 (April 2010)

The London Borough of Barnet's Corporate Plan sets the overall strategic framework for the future of the Borough. The Corporate Plan defines the council's priorities over the next three years and strongly reflects the three guiding principles of council's Future Shape transformation programme (a new relationship with citizens, a relentless drive for efficiency and a one public sector approach), and the need for the council to make significant savings over the three years against a backdrop of ongoing economic uncertainty and major strategic challenges.

The proposed corporate priorities are:

- **Better services for less money** refers to how the council will continue to drive costs out of the council through transforming the internal organisation. This priority will also focus on improving and streamlining customer access and assessment services so residents find them easier to use.
- **Sharing opportunities, sharing responsibilities** builds on the theme of resident aspiration by stating the council's commitment to enabling everyone to achieve their potential.
- **A successful London Suburb** captures residents' aspirations of the borough being a successful place which is prosperous with quality housing stock where people want to live. Through the provision of excellent services delivered by a range of providers, the borough is attractive to people with an appetite to succeed. Barnet's excellent schools and good access to health services support the borough's cohesive feel.

The London Borough of Barnet Unitary Development Plan (UDP, 2006)

Until the LDF is formally adopted, the UDP will provide the local planning policy framework in Barnet. In May 2009, the Secretary of State directed the council to save certain policies in the 2006 UDP and delete others.

A number of the strategic saved policies have direct relevance to this study:

- Mixed use (Policy GMixedUse) - encouraging development proposals which incorporate a mix of uses within buildings or areas in town centres and other appropriate locations. Key considerations include the character and diversity of the existing area.
- Character (Policy GBEnv1) – seeking to protect and enhance the quality and character of the borough's built and natural environment.
- Design (Policy GBEnv2) – requiring a high quality design in all new development in order to enhance the quality of the built and open environment and to respect and improve the quality of environment.
- Special Area (Policy GBEnv4) – encouraging protection and enhancement of buildings, areas, open spaces or features that are of special value in architectural, townscape or landscape, historic, agricultural or nature conservation terms.

These strategic policies are articulated in greater depth by a series of detailed saved policies. Guidance in the UDP covers a number of topics including the following:

- High Quality Design (Policy D1) - encouraging high quality design in keeping with the council's objectives of sustainable development and ensuring community safety.
- Character (Policy D2) – seeking to encourage development proposals

which are based on an understanding of local characteristics and preserve or enhance local character and respect the appearance, scale, bulk, height and pattern of surrounding buildings, surrounding street and movement patterns and the overall character and quality of the area.

- Location of tall buildings (Policy D17/18) – outlining criteria for the location of tall buildings placing an emphasis on a series of factors including careful relationship, impact on views and sight lines, contribution to any relevant point of civic or visual significance and impact on character of conservation areas,

The Borough benefits from the designation of eighteen Conservation Areas (CA) which are of varying size and character. Although CAs are excluded from the characterisation study, it is important to recognise their existence and location as listed below and shown on the following plan:

The Burroughs, Hendon
 Church End, Finchley
 Church End, Hendon
 College Farm, Finchley
 Cricklewood Railway Terraces
 Finchley Garden Village
 Golders Green Town Centre
 Hampstead Garden Suburb
 Hampstead Village (Heath Passage)
 Hampstead Village (Spaniards End)
 Mill Hill
 Monken Hadley

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Moss Hall Crescent

Totteridge

Watling Estate, Burnt Oak

Wood Street, Barnet

Glenhill Close, Finchley.

Bridge Lane

Additionally, policy HC 5 also defines two Areas of Special Character in which the council directs refusal of development proposals which fail to safeguard and enhance the landscape and townscape features. These areas are as follows:

- Hampstead Garden Suburb/Golders Hill Park Areas in relation to the protection of skylines and views, protection of historic, architectural and rural character and safeguarding of the planned environment of the Bishops Avenue; and
- North Barnet/Arkley/Totteridge (with North Enfield and Harrow Weald): to safeguard the individual quality and character of this area, its open land and rural character including architectural and historic features, historic villages and town centres, skylines and views.

Policies HC6-8 also define Areas of Co-ordinated Character at West Heath/Golders Hill Park Area and The Bishop's Avenue which require sensitive planning and development.

A number of policies seek to maintain and enhance the quality and character of Heritage Land (Policy O10), the Countryside Conservation Areas in north of the Borough (Policy O11) and green chains / corridors (Policy O12/13). The UDP highlights a number of Sites of Importance for Nature Conservation

which contribute to the natural character of the Borough. Open spaces are also highlighted for protection and enhancement with a clear definition of the hierarchy of open spaces in policy L11.

Policy TCRI of the UDP specifically identifies the town centres in the Borough as the preferred location for new retail floorspace or reuse of existing buildings for retail. A series of policies provide specific guidance in terms of land uses in town centres. The UDP emphasises the need to sustain and promote the key economic and social role performed by Barnet's town centres and to give priority to development opportunities arising in such locations through preparing strategies to enable holistic and deliverable outcomes

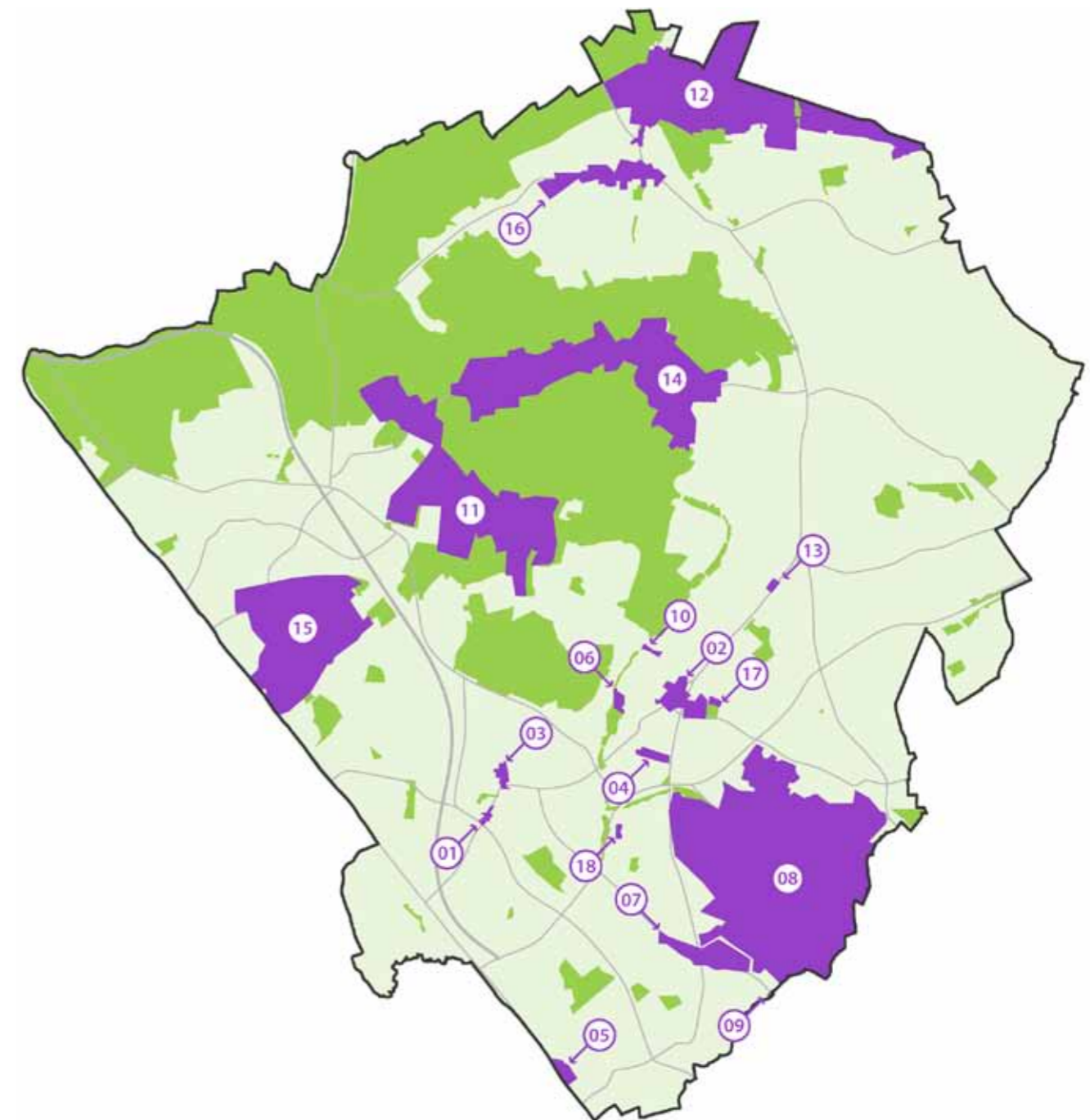
Emerging Local Development Framework

The Planning and Compulsory Purchase Act (2004) requires local planning authorities to replace their local plans with new Local Development Frameworks (LDF's). Once adopted, the LDF will form with statutory development plan for Barnet, alongside the London Plan.

The LDF comprise a suite of documents, which include a Core Strategy, Area Action Plans, other Development Plan document (DPDs) and Supplementary Planning Documents (SPD's).

Conservation Areas

(Plan by Urban Practitioners 2009)



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The Statement of Community Involvement (SCI) (June 2007)

Barnet's SCI sets out how and when the Council will involve the community in the planning process, and how developers are expected to engage with the community. Together with the London Borough of Barnet Consultation and Engagement Strategy (2004), it aims to identify and reach out to relevant stakeholders effectively, assess community needs thoroughly and ensure that consultation is conducted professionally and clearly.

The London Borough of Barnet Local Development Scheme (June 2007)

Barnet's LDS sets out a specific timetable for the production of plans, with published time periods for community consultation on individual plans. The new LDS document is being published and will be available on council's website by summer 2010.

Barnet's Core Strategy Development Plan Document (DPD)

The Core Strategy is a key document within the LDF, as it establishes the framework for all the other planning documents. The LDF Core Strategy comprises: the long-term spatial vision and strategic place-shaping objectives for Barnet; a spatial strategy; core policies; and a monitoring and implementation framework with clear objectives for delivery.

Barnet consulted on the Issues and Options for the Core Strategy between June and September 2008. Engagement on the second stage of the Core Strategy – Direction of Travel took place from November 2009 - January 2010. The next stage of Publication Stage will represent the final consultation stage in the development of the Core Strategy and is likely to take place in Summer 2010. Following the final consultation stage, the council expects to submit it to the Planning Inspectorate in Autumn 2010. The Core Strategy will then be subject to an Examination in Public in early 2011 and adoption of the Core Strategy is envisaged in mid 2011.

The Council had set out a series of core strategy objectives in their Preferred Approach document in order to deliver the LDF Vision. The characterisation study will play an important role in delivering many of these objectives. These are:

To manage housing growth to meet housing aspirations

- to promote the development of the major growth areas, priority estates and town centres in order to provide in the range of 25,000 new homes (contributing to a borough total of 31,000 new homes) by 2026 to meet local and regional housing needs;
- to regenerate the priority housing estates at Dollis Valley, Grahame Park, Stonegrove - Spur Road and West Hendon to replace 3,000 existing homes with a greater range of accommodation that provides access to affordable and decent new homes;

- to provide a range of housing, including family and extra care accommodation, that enables choice between types and tenures, as well as over lifetimes and within neighbourhoods.

To meet social infrastructure needs

- to ensure provision for community needs arising from housing growth including education, health, social care and integrated community facilities;
- to develop new schools through the Primary Schools Capital Investment Programme and Building Schools for the Future; and

- to provide community facilities to meet the changing needs of Barnet's diverse communities.

To promote Barnet as a place of economic growth and prosperity

- to support the continued vitality and viability of 20 town centres, focusing commercial investment in our priority centres of Chipping Barnet, Edgware, Finchley Central, New Barnet, North Finchley and Whetstone;
- to ensure that the regeneration of Brent Cross - Cricklewood creates a new metropolitan town centre and



New Housing - Backland Infill

commercial district of greater than sub-regional reach;

- to ensure that in the borough's main commercial areas including designated employment locations and town centres there are sufficient opportunities available to help business grow and prosper; and
- to ensure that residents are equipped with the skills to access the 21,000 jobs that the regeneration of the major growth areas will deliver by 2026/27.

To reduce the need to travel

- to keep Barnet moving in a sustainable way which provides choice by encouraging the use of convenient, reliable and affordable transport including the private car, public transport, cycling and walking; and
- reducing the need to travel by promoting new technologies that enable homeworking and the availability of work facilities closer to home, whilst recognising that car ownership is important to many and ensuring it is appropriately planned for.

To promote strong and cohesive communities

- to enable communities to become confident and cohesive by providing facilities through which residents can play a part, diversity is valued and local pride is promoted;
- to create the conditions for a safer and more secure Barnet by designing out crime and reducing anti-social behaviour, particularly in known 'hotspots'.

To promote healthy living and well-being

- to secure a healthier Barnet by addressing the factors underpinning poor health and well-being;
- to provide opportunities for vulnerable people to live more independent lives by planning for appropriate facilities and support services that can meet their future needs.

To protect and enhance the suburbs

- to respect and enrich Barnet's distinctive built heritage by protecting the historic environment and enhancing the high quality suburban character of townscapes and conservation areas.

To ensure efficient use of land and natural resources

- to promote mixed use development of previously developed land in the major growth areas and larger town centres;
- to reduce energy demand through highest possible standards for design and construction; and
- to minimise waste and maximise re-use and recycling and promote an appropriate framework for integrated waste management.

To enhance and protect our green and natural open spaces

- to improve access to, and enhance the quality of the Green Belt, Metropolitan Open Land and other open spaces as places for recreation and biodiversity;

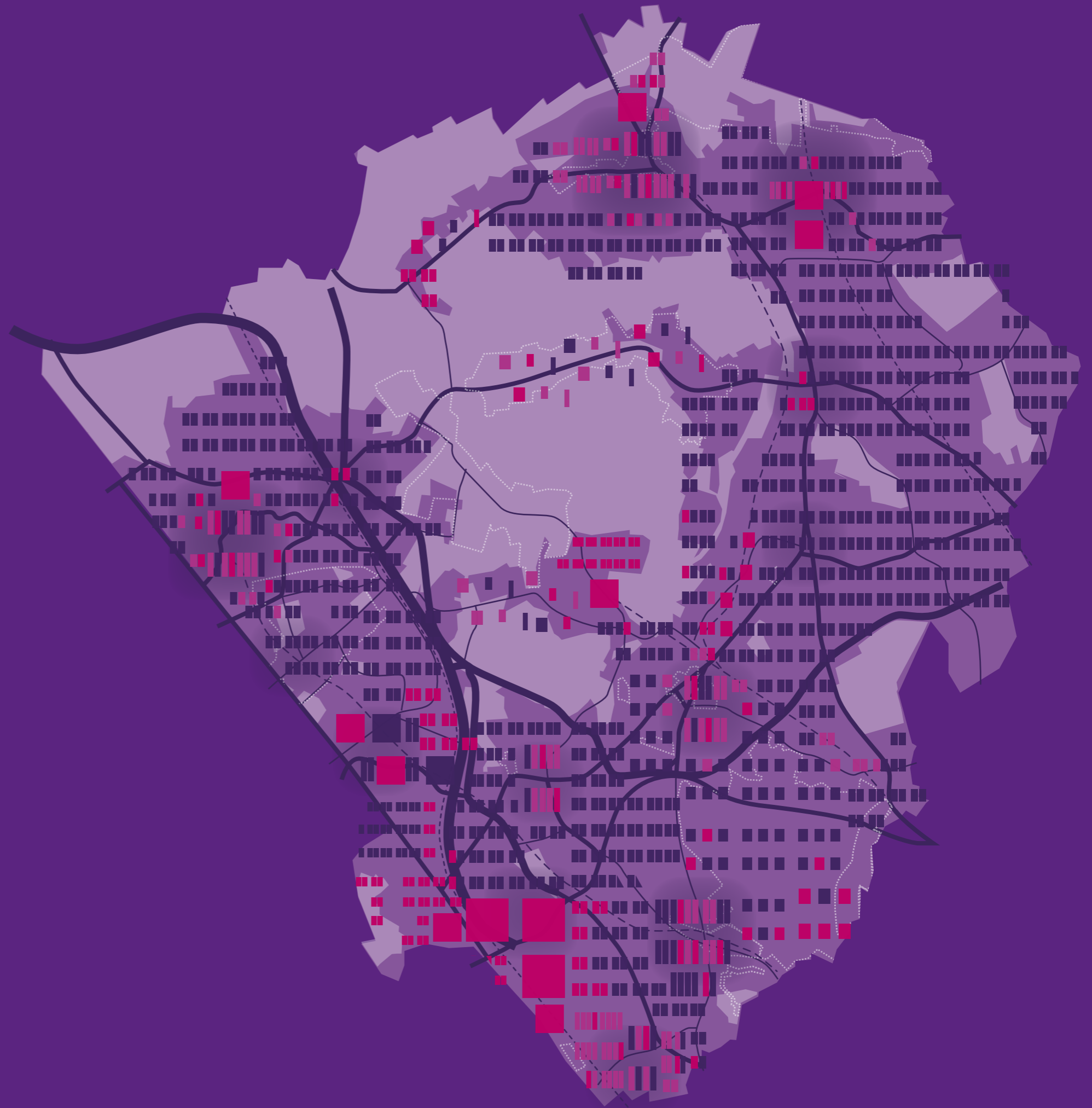
- to create new and enhanced public open spaces in support of Barnet's growth, including at least 22 ha in the three major growth areas.

The Supplementary Planning Document on Sustainable Design and Construction SPD (June 2007)

The SPD on sustainable design and construction places Barnet's development within the context of Climate Change and provides design and construction guidance to ensure protection of the environment. The document supports the Government's goal of achieving zero carbon homes within a decade, and aims for improved building efficiency in energy and water consumption, as well as achieving high standards of air, noise and water quality.

At a neighbourhood and settlement wide scale, developments should facilitate environmentally sustainable lifestyles by integrating housing, public transport and services. A checklist of design principles embody the standards required of developers in order to achieve these goals.





10.1.2. Joint Strategic Needs Assessment (2024)

<https://open.barnet.gov.uk/joint-strategic-needs-assessment-2024/people/deprivation/>

Deprivation tool, page 7/10

10.1.3. State of the Borough Report (2023)



STATE OF THE BOROUGH REPORT (OCTOBER 2023)



INTRODUCTION

With people of many cultural backgrounds, faiths and life experiences living side by side, one of Barnet’s biggest strengths is its diversity. We are proud of these diverse communities and of being a place where people feel welcomed and celebrated. In the Residents’ Perception Survey 2021/22, 88% of residents agreed that their local area was a place where people from different backgrounds get on well together.

But not everyone’s experience of Barnet is the same, with some finding it easier to access services and take advantage of opportunities. Some people with protected characteristics¹ face structural discrimination when institutional and other common practices within society disadvantage them across many aspects of their lives. Others face inequalities and social exclusion as a result of low income and poverty.

¹ Protected characteristics are defined by the Equalities Act 2010 as disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex and sexual orientation. The Council recognises that care leavers also face barriers that impact them throughout their lives and that they are likely to face discrimination and disadvantage. Therefore, we treat care experience as if it were a protected characteristic in addition to those groups defined in the Act.

However, as depicted by the Wheel of Power/Privilege above, people are shaped by a combination of multiple factors, including their age, disability, ethnicity, gender, gender identity, religion, sexual orientation and socio-economic background. These characteristics combine to create different modes of discrimination and privilege and levels of advantage and disadvantage. We will develop our understanding of “intersectionality” to better understand the lived experience of residents and the issues they face and also shift our focus from personal responsibility to the structural, place-based drivers of inequalities.

Our plan for Barnet 2023-2026 sets out our vision for fighting poverty and tackling inequalities which affect everything from health, education to work opportunities. We want to ensure that no one is held back, whatever their background.

This report starts to build an understanding of residents’ experiences of inequalities in Barnet and the impact. Bringing together different themes, it provides an overview of what inequalities look like in important aspects of their lives. This is the first report of its type for Barnet and we know that there are gaps in our knowledge with a lack of quality data being available at a local level. For example, we have extensive information on outcomes for children and young people, but less detail about residents’ attitudes to and experiences of environmental services. We will seek to improve our understanding of sustainability through an equalities lens to assess how the ability to respond to climate change and environmental issues disproportionately affects our most disadvantaged communities.

The report will continue to evolve as an Equalities Index to ensure that we provide a more comprehensive picture of the issues our residents face.

Taking this report as an evidence base and using the outcomes of our continued engagement with residents and partners, we will refresh our Equalities, Diversity and Inclusion Policy to demonstrate how we can work together with partners and residents to address inequalities and poverty. This will embed our actions into activity and plans across the Council to ensure that tackling inequalities is a key part of everyone’s agenda.

OUR RESIDENTS

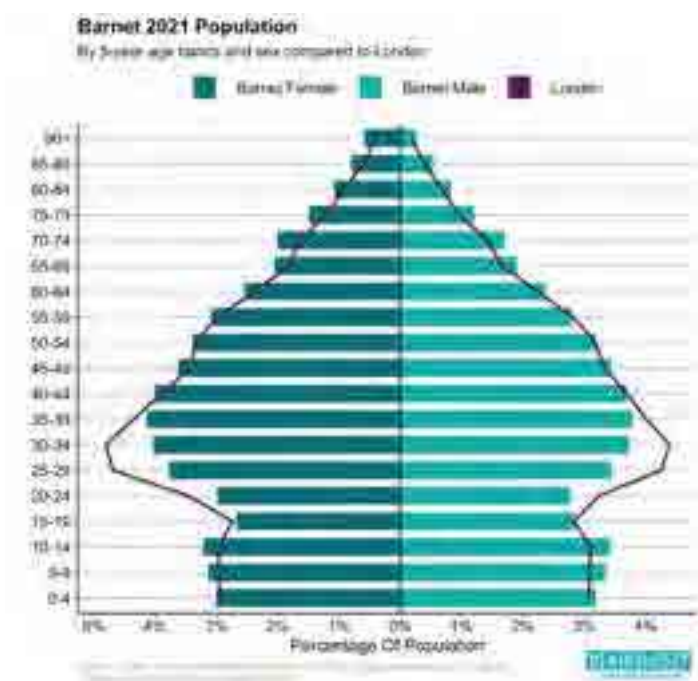
The 2021 Census² shows that Barnet is the second largest borough by population in London, home to an estimated 389,300 people. The population had grown by 9.2% since the 2011 Census compared to growth in London overall of 7.6%. 48.4% of residents were male and 51.6% female.

Age Profile

The number of residents aged 0-19 years has increased by 38% to 96,600 since 2011 and they now make up a quarter of the population. About 83,400 residents aged five years and over were school children or full-time students. In contrast, there has been an 8% reduction in the number of children under five years old.

56,100 residents (14%) were aged over 65, a smaller increase of 18% over the previous ten years. 26,300 were aged over 75 years old, an increase of 10.9% since 2011. One-in-ten older residents was living alone. Working age adults (20-64 years) represented 61% of the population.

Figure 1: Barnet's population by five year age band



Compared to London overall, Barnet has a greater proportion of the population aged 0-15 and those aged 40 and over. The proportion of young working age people aged 20 to 39 living in Barnet is lower.

Ethnicity, Language and Religion

57.7% of our population is from a white background, followed by 19.3% from an Asian background, 7.9% a black background, 5.4% a mixed background and 9.8% from other ethnic groups. Residents identifying as white British made up 36.2% of the population.

² The 2021 Census was based on pre-2022 ward boundaries.

221,293 of Barnet's residents (56.8%) were born in the UK. Residents born outside of the UK increased by 21.3% to 168,050. Those born in in the Middle East and Asia now make up 15.3% of Barnet's population, with the countries seeing the highest increases being Romania (200%) and Iran (55%).

There are large differences in the population of ethnic groups between neighbourhoods in Barnet:

- 74% of the population in High Barnet and Hadley identified as white compared to 36% in Colindale West and South.
- 37% of the population in Colindale West and South and 23% in Edgware Park identified as Asian.
- 24% of the population in Grahame Park identified as black, 23% as Asian and 7% as mixed ethnicity.

The most common religion is Christianity. 36.6% of the population self-identified as Christian, 14.5% as Jewish and 12.2% as Muslim. 20.2% of residents described themselves as having no religion. Barnet is home to London's largest Jewish community.

Again, there are large differences between neighbourhoods with, for example, 53.1% of residents of Golders Green North and 44% in Hendon Park describing themselves as Jewish and 27.1% of people in Brent Cross and Staples Corner as Muslim.

77.1% of residents aged over three years old stated that English was their main language, with 95.9% of the population identifying themselves as being proficient in the English language. Over 90 languages are spoken, including Romanian by 3.0 % of residents, Persian or Farsi (2.3%), Polish (1.5%), Gujarati (1.4%), Portuguese (1.0%) and Arabic (1.0%).

Gender Identity and Sexual Orientation

8,633 residents (2.8%) identified with a LGB+ orientation (gay or lesbian, bisexual or other sexual orientation). 2,550 residents (0.8%) did not identify with the same gender as their sex registered at birth.

Disability

49,679 (12.8%) residents self-identified as having a disability that either limited their day-to-day activities a little (7.1%) or a lot (5.7%). This is 1.4% lower than the average of all local authorities in London. The highest levels of disability are found in Ducks Island and Underhill (16.0%), Hadley Wood (15.6%), Fallow Corner (14.6%), North Finchley (14.5%) and High Barnet and Hadley (14.1%).

Health

85.9% of Barnet's population considered themselves to be in very good or good health, which is 1.9% above the average of all local authorities in London. 5.4% of residents described their health as bad or very bad. The highest level of very bad health is found in

Ducks Island and Underhill (1.4%) followed by North Cricklewood, Mill Hill Broadway, Childs Hill and Brent Cross and Staples Corner (all 1.3%).

Education and Qualifications

49% of people have the highest Level 4 qualifications or above³. This is similar to the London average and an increase of 33.2% since 2011. Hampstead Garden Suburb (64.4%) had the highest proportion of residents with at least Level 4 qualifications, followed by West Finchley (61.6%), East Finchley (61.2%), Golders Green South (60.7%) and Church End (57.5%).

15.4% of residents have no qualifications. This is similar to the London average (15.7%) and represents an increase of 9% since 2011. Burnt Oak and Watling Park (24.0%), Brent Cross and Staples Corner (22.9%), West Hendon (20.9%) and Mill Hill Broadway (20.3%) had the highest prevalence of residents with no formal qualifications.

Figure 2: Residents with no qualifications by ward (2021)



Employment

The Census 2021 took place during the COVID-19 pandemic, a period of unparalleled and rapid change that had a significant affect on employment and the labour force across the country. The economically active population includes people who were put on furlough at the time, who were considered to be temporarily away from work. 32,900 people were furloughed in Barnet.

³ Higher National Certificate, Higher National Diploma, Bachelor's degree or post-graduate qualifications

64.6% of residents were classified as economically active, which is a reduction of 6.8% from the 2011 Census. Residents classified as being 'economically inactive due to retirement' had the largest increase with 14.9% of Barnet's population being retired. Of the overall population, the reasons for economic inactivity were retirement (15%), student (7%), looking after a home or family (6%) and long-term sickness or a disability (3%).

68% of the Barnet workforce were in full-time employment, with 32% in part-time roles. Unemployment was 4.4%, which is in the top third in the country. The highest unemployment rate was 6.8% in Colindale East.

Figure 3: Unemployment by ward



10% more men (65.4%) resident in Barnet were in employment compared to the proportion of women (55.4%). 0.6% more men (4.7%) were unemployed compared to women (4.1%).

28% of disabled residents were in employment, slightly higher than the national average (27.3%).

42.8% of Barnet's workforce stated that they mainly worked from home, an increase of 35.4% from the 2011 Census. Combined public transport use decreased by 22.3% and those who drive to work by 11.3% since the previous Census.

Housing

Purpose-built blocks of flats or tenements continued to be the most common type of accommodation (36.6% of total households) followed by semi-detached (27.5%). Colindale

had the highest increase in residents living in purpose-built blocks of flats or tenements (239.4%), followed by Mill Hill East (69.0%) and Oakleigh Park (42.5%).

Two bedroom properties have become most prevalent (29.8%), followed by three bedroom (27.4%) and four-or-more-bedroom (25.4%).

Owned accommodations were the most common type of tenure (52.7%), followed by private rented (32.7%) and social rented (13.5%). Privately rented accommodation recorded growth of 39.7% compared to 2011.

Grahame Park (50.6%), Burnt Oak and Watling Park (31.0%), Ducks Island and Underhill (29.0%), Mill Hill Broadway (27.5%) and Brent Cross and Staples Corner (27.4%) had the highest percentage of residents in socially rented accommodation. Colindale had the highest growth of residents in socially rented accommodation (170.3%) and privately rented accommodation (189.7%) over the last decade.

Occupancy rating for bedrooms, which refers to the difference between the number of bedrooms needed and the number available per household, indicated that 9.4% of households in Barnet were overcrowded. This is a slight decline from 10% at the previous Census and lower than the London average (11.1%). Burnt Oak and Watling Park (20.8%), Grahame Park (19.3%), Brent Cross and Staples Corner (16.0%), Mill Hill Broadway (15.9%) and Colindale (15.1%) recorded the highest rates of overcrowding.

Figure 4: Overcrowding by ward (2021)



Households

There were an estimated 148,917 households in Barnet, an increase of 9.6% since 2011 and the second largest of any borough in London. The average number of people per household remained the same at 2.6. 61% of all households were single family households (47% of which included dependent children), 28% were one person households and 11% were multiple family households.

The number of households with at least one dimension of deprivation (based on employment, education, health and disability and housing status) decreased by 6.4% compared to the 2011 Census with 50% of all households in Barnet having at least one dimension of deprivation. 25,960 households (13%) recorded two or more dimensions of deprivation, a reduction of 18.2% from 2011.

Burnt Oak and Watling Park (66%) Brent Cross and Staples Corner (64%), Grahame Park (62%), Mill Hill Broadway (60%), West Hendon (58%) and Hendon Central (58%) recorded the highest levels of households having at least one dimension of deprivation.

Figure 5: Households having at least one dimension of deprivation by ward



The percentage of households in Barnet owning at least one car or van (70.1%) declined by 1.2%. Brent Cross and Staples Corner (53.3%), Childs Hill (53.9%), Colindale (55.4%), Golders Green South (58.4%) and Hendon Central (59.1%) had the lowest rates of car ownership.

INEQUALITIES IN BARNET

In this section of the report, we start to build a picture of the inequalities faced by our residents under the Our Plan for Barnet 2023-26 themes of People, Places and Planet. We recognise that there are limitations and that we need to do more to enhance our understanding. It has not been possible to source high quality local data on several topics for those with certain protected characteristics. For example, there is little data on the experiences of members of the LGB+ community.

In many cases, local data is only available on a place basis and we are only able to present information on inequalities by geographical area rather than by protected characteristics. Where this report has highlighted gaps in our knowledge, we will explore future opportunities to gather information to present a more comprehensive picture of inequalities, including by engaging residents about their own experiences.

PEOPLE

Education and Children



Children's health and education have a critical impact on their future life chances. Factors such as deprivation, living conditions and family lifestyles in the early years have a profound impact and can entrench inequalities later in life. There are significant disparities between the childhood experiences of different demographic groups.

Children who grow up in poverty are likely to suffer poorer education and health outcomes throughout their lives compared to children who do not. In Barnet, 11.9% of children live in relative poverty, significantly lower than the comparable rates for London (16.4%) and

England (20.1%). 9.5% of children live in absolute poverty. Again, this is lower than comparable rates for London (13.1%) and England (15.3%).

Whilst this is generally positive, there are pockets of higher deprivation in parts of the borough. Deprivation affecting children is highest in Burnt Oak (22.4%), Colindale (19.2%) and Golders Green (15.1%)⁴.

There were over 4,000 children classified as in need during 2022/23 across the borough. In 2022/23, there were around 11,450 pupils eligible for free school meals across both primary and secondary schools (21.3%). Disproportionality studies show that black children and children from “other ethnic groups” are 2.9 times more likely to receive free school meals than white children and those from a mixed or multiple ethnic background are 1.8 times more likely. Those who identify as Asian or Asian British are slightly less likely to receive free school meals than the majority population.

There were 499 looked-after children in Barnet in total during 2022-23. Black boys are 3.2 times more likely to be represented in this cohort than white boys. Boys from other ethnic groups (2.6) and a mixed or multiple ethnic background (2.2) are also over-represented. Black girls are 2.7 more likely to be in the looked-after group, followed by those from a mixed or multiple ethnic background (2.0) and other ethnic groups (1.4). The Council has recognised that care leavers face discrimination and disadvantage that impacts them throughout their lives and treats care experience as if it were a protected characteristic.

Disproportionality is less stark for those accessing early help support in the borough. Black children are 1.8 times more likely to have an early help referral, with children from mixed or multiple ethnic groups 1.6 times more likely to receive such support. Black children in the 0 to 4 year age range are 2.6 times more likely to experience an early help episode than white children. Those who identify as Asian or British Asian and other ethnic groups are in-line with the majority population for referrals to early help. However, for ages 0 to 4, all minority ethnicities are twice as likely to have an early help episode than white children.

Obesity in childhood can lead to the early onset of various health conditions and an increased risk of obesity and associated poor health in later life. 7.6% of Barnet’s students are obese or severely obese in Reception, rising to 20.4% in Year 6. Both figures are lower than for London overall at 10.0% and 23.7% respectively.⁵

The prevalence of obesity is not distributed equally. The highest rates of obesity in Year 6 are found in Burnt Oak (26.7%), Colindale (24.3%), Childs Hill (23.5%), West Hendon (23.1%) and Edgware (21.9%)⁶. In 2019-20 in England, children in the most deprived areas were more than twice as likely as children in the least deprived to be obese, while the Black African group had the highest prevalence of obesity in both Reception and Year 6.⁷

School readiness is a key measure of early years development across a wide range of areas. Children from more disadvantaged backgrounds are less likely to achieve good development

⁴ [Children in low income families \(2022\)](#)

⁵ [Prevalence of childhood obesity \(2019-20\)](#)

⁶ [PHE Fingertips – Child and Maternal Health \(2021\)](#)

⁷ [Health Profile for London 2021](#)

and the evidence shows that differences by social background emerge early in life. Within Barnet in 2022/23, 70.4% of children achieved a good level of development at the end of Reception. This was above the overall average for London (69.1%) and England (67.3%). 58.2% of pupils receiving free school meals achieved a good level of development which was above England's attainment (52.2%) and in line with London (58.4%). In 2023, there remained a large gap between free school meal recipients in Barnet (58.2%) and national attainment for non-free school pupils (69.8%), although this was lower than in 2022. All ethnic groups achieved higher than their national comparators for school readiness, except for black pupils, who were in line with the national position, and any other ethnic group who were 1.3 percentage points below.

Attainment 8 scores measure students' average GCSE grades across eight subjects. In 2021-22, students in Barnet achieved an attainment score of 58.1 compared to 52.7 in London and 48.9 in England. Girls (59.5) had on average a higher score than boys (56.9), although the gap was less than in London or nationally. Asian students attained the highest Attainment 8 score at 71.5, with pupils from black groups (51.9) and those receiving free school meals (45.1) on average performing less well.⁸

The worst educational outcomes are often among children excluded from school. Exclusion is also linked with a higher risk of becoming a victim or perpetrator of crime. In the school year 2020-21, Barnet (2.33%) had a lower proportion of children being temporarily excluded from school than the average for England (4.25%). However, black children (4.23%) and those from mixed ethnic groups (3.17%) were more likely to be excluded than other groups.⁹ Of the 82 young people involved with the Youth Justice Service between April 2022 and March 2023, 29 were white, 24 were black and 14 were from other ethnic groups.

⁸ [GCSE results by borough \(2021-22\)](#)

⁹ [Permanent exclusions and suspensions in England \(2020-21\)](#)

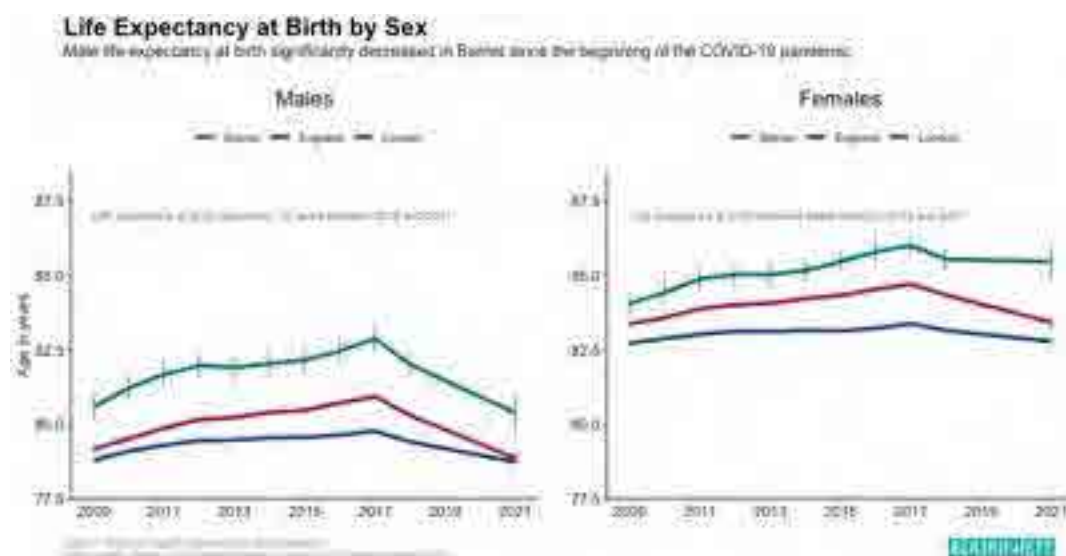
Health and Social Care



Health inequalities in Barnet vary across the borough and are often related to people’s education, homes, employment, environment and behaviours. Differences in life expectancy between population groups often provide a clear indicator of health inequalities. Access to good quality services is an important way to reduce such inequalities.

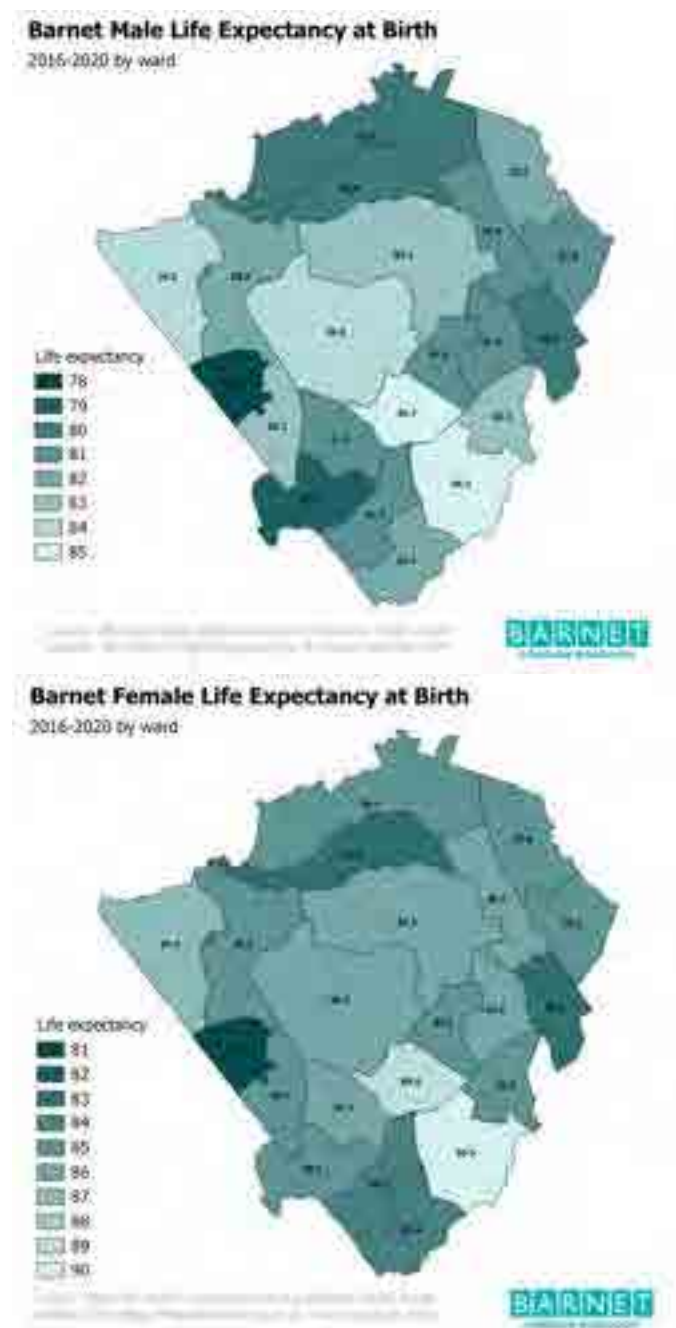
There has been a significant decline in male average life expectancy in Barnet since the beginning of the COVID-19 pandemic. The fall has been influenced largely by excess deaths due to COVID-19 and cardiovascular diseases. There has been a smaller decline in female life expectancy since 2017.

Figure 6: Life expectancy at birth by sex in Barnet



There are marked differences in people’s life expectancy across Barnet. The difference between people living in the most and least deprived areas of the borough is 5.7 years for females and 6.7 years for males. This gap has narrowed over the last decade for men by 1.3 years, but has increased for women..

Figure 7: Life expectancy at birth by ward



There is no local data on life expectancy for particular demographic groups. The most recent reliable national figures for life expectancy by ethnicity are for 2011-14. These showed that white and mixed ethnic groups in England and Wales had lower life expectancy at birth than

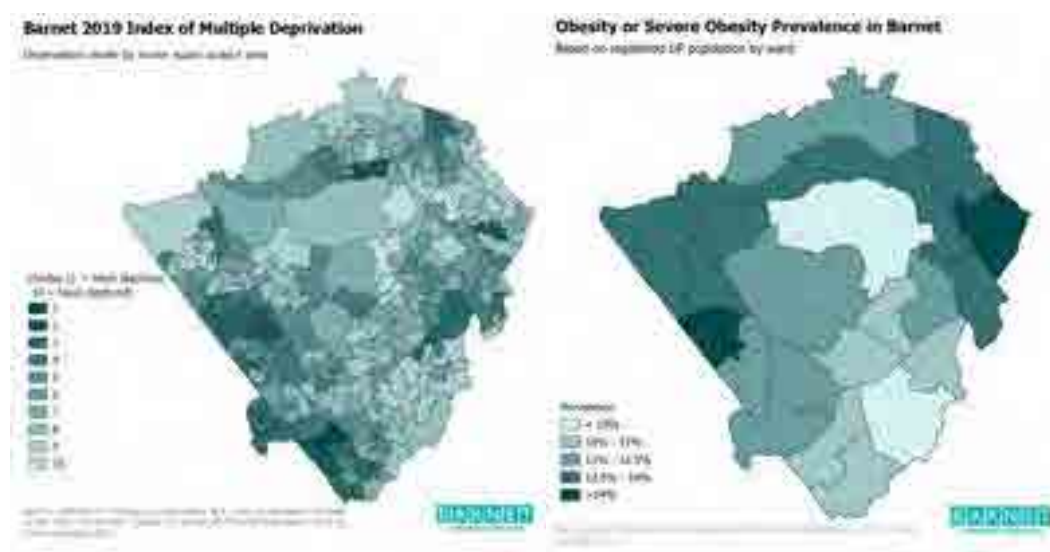
all other ethnic groups, while the black African group had statistically significant higher life expectancy.¹⁰

For males, the main conditions that affect inequality of life expectancy between those living in the most and least deprived areas are other causes¹¹ (22.6%), cancer (18%) and circulatory diseases (14.5%). For females, the main conditions contributing to the gap are circulatory diseases (27.2%), COVID-19 (24.1%) and respiratory diseases (19.6%).

Overall, people in Barnet tend to have a comparatively long life-expectancy, but both men and women now spend more years in worse health than ten years ago. However, the increase for men has been greater. Healthy life expectancy at birth is 62.9 years for men and 67.1 for women, compared to 63.8 for men and 65.0 for women in London overall.¹² Poor health in later years of life is mostly attributable to long-term conditions such as cardiovascular diseases, cancer, diabetes, respiratory diseases and mental ill health.

Wider determinants and the circumstances in which people live affect health and influence the formation of unhealthy behaviours and health inequalities. The prevalence of obesity, alcohol abuse or dependence and smoking differs across Barnet and mostly mirrors the map of deprivation, with the highest prevalence of these behavioural risk factors observed in more deprived parts of the borough.

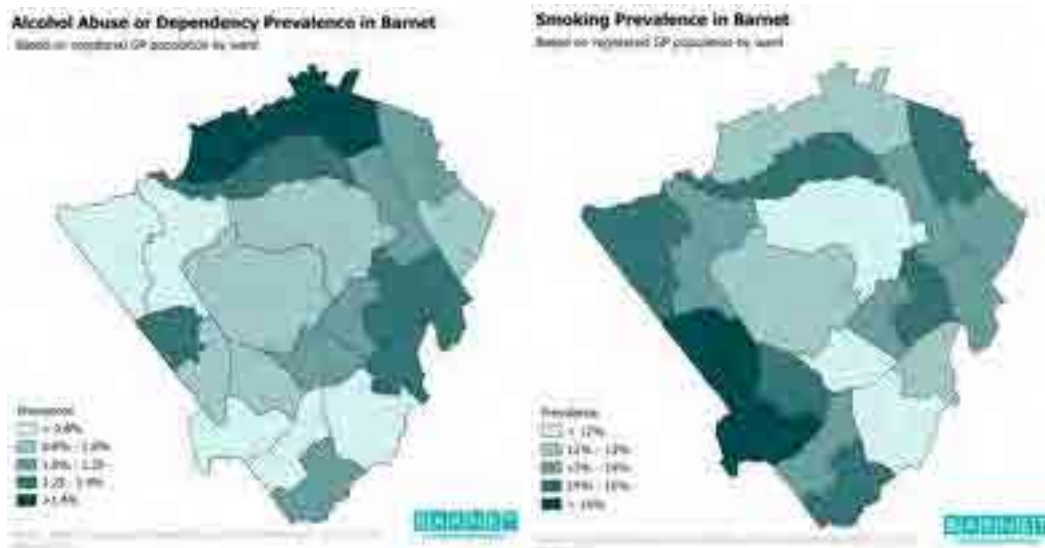
Figure 8: Obesity, alcohol use and smoking prevalence compared to deprivation



¹⁰ [ONS Ethnic Difference in Life Expectancy \(2011-14\)](#)

¹¹ Other causes include all causes of death not included in the defined categories (e.g. unspecified infectious diseases, diseases of the blood, metabolic diseases etc.)

¹² [PHE Public Health Outcomes Framework - Healthy life expectancy at birth \(2018-20\)](#)



More disadvantaged groups experiencing inequalities are also more likely to have a cluster of unhealthy behaviours, such as smoking, drinking, low consumption of fruit and vegetables and low levels of physical activity¹³.

Although smoking prevalence in London fell from 16.3% to 12.9% between 2015 and 2019, it remains London's leading cause of premature death killing 8,000 people each year. Levels of smoking in Barnet also continue to fall, but we know rates are higher in more deprived areas, amongst those with routine and manual occupations and for men. This creates a level of disproportionality across wards in Barnet.

Hospital admissions for alcohol related conditions and alcohol related mortality in Barnet are lower than the London and England average. The prevalence of 'increasing or higher risk' drinking in England is generally greatest in the highest household income group. However, the rate of hospital admissions for alcohol-related conditions is highest in the most deprived areas. This is believed to be due to interactions with other health behaviours in more deprived areas, such as smoking, poor diet and lack of exercise.

In 2019-20, over half (57%) of adults in Barnet were estimated to be overweight, higher than the London average (55.7%) but lower than that for England (62.8%). Across London, for both men and women, obesity was lowest in those aged under 25 with a gradual increase by age through to 55-64 years, after which prevalence decreases. Obesity prevalence was lowest in the least deprived and highest in the most deprived areas. Diet and physical activity are key risk factors for being overweight or obese¹⁴.

In 2019-20, the proportion of the population meeting the recommended five portions of fruit and vegetables on a 'usual day' in London was 55.8%, similar to England (55.4%). National data indicates that five-a-day consumption is lower in people who are unemployed (45.2%), living with a disability (52.1%), Asian (47.2%), black (45.7%) or living in the most deprived areas (45.7%)¹⁵.

¹³ [Global Burden of Disease Tool for London](#)

¹⁴ [Health Profile for London \(2021\)](#)

¹⁵ [Health Profile for London \(2021\)](#)

Around a quarter of adults in Barnet (23.7%) took part in less than 30 minutes of moderate physical activity per week during 2019-20. This is similar to the London average (23.8%), but higher than the England average (22.9%). Findings from Sport England found wide inequalities in physical activity in adults. The proportion of physically active adults is lower for people who are in routine or semi-routine jobs (52%), long-term unemployed or have never worked (52%), living with a disability or long-term health condition (45%), Asian (48%) or black (52%).

In Barnet, black residents are twice as likely to use Adult Social Care services than white residents, with the age range of 18 to 40 years having the highest percentage of service users. Other populations are in line with the majority white population for accessing services. Wards that have the highest disproportionality are West Finchley, Finchley Church End and Hendon.

Learning disability support is accessed less by all ethnic minority groups compared to white residents, although there is higher usage by those in the 20 to 39 range identifying as black. Black residents are twice as likely to access mental health support services than the majority white group. This rises to three times more likely for those in the 20 to 39 age range. Those identifying as black are twice as likely to use physical support services than white residents.

White residents are 1.3 times more likely to have substance misuse issues than those from an ethnic minority background. However, black residents and those from a mixed or multiple ethnic background are twice as likely to have a substance misuse issue between the ages of 20 to 29. White residents in Burnt Oak and Cricklewood have the highest disproportionate number of people with substance misuse issues.

Employment



Those who experience the greatest income inequality are more likely to have poorer outcomes in education, housing, health and life expectancy. Low-income households also have a disproportionate over-representation of people with one or more protected characteristic. In London, those at highest risk of living in deprived areas include young people, disabled people and people in black, Asian and other ethnic minority groups.

Working and earning a reasonable wage are a crucial part of many of our lives helping us to support our families and have a decent quality of life. Some residents face inequalities that limit their ability to find a job and make a decent living.

24.3% of Barnet's working age population is economically inactive. The rate for women (30.9%) is significantly higher than for men (19.2%). Both are higher than the respective rates for London at 24.6% for women and 15.9% for men. The rate of economic inactivity for residents with disabilities is 37.5%¹⁶. The most common reasons given for economic inactivity are long-term sickness (32.5%) and looking after a family or home (19.3%). 79.7% do not want a job.¹⁷

¹⁶ [Employment rates by disability \(2021\)](#)

¹⁷ [Economic inactivity by gender \(2022\)](#)

Working age economic inactivity varies significantly between broad ethnic groups.¹⁸

	Barnet	London
Indian	11.6%	16.9%
Other Ethnic Group	20.9%	25.1%
White	21.8%	17.2%
Mixed Ethnic	24.3%	28.5%
Black or Black British	35.3%	26.3%
Pakistani/Bangladeshi	Not available	33.8%

Unemployment rates in Barnet are lowest for white residents not born in the UK (4.0%), followed by white UK born residents (4.7%) and residents from ethnic minorities born outside the UK (6.8%). The highest rate is for residents from ethnic minorities born in the UK (8.9%).¹⁹

In 2020/21, the estimated median income of taxpayers in Barnet was £32,200, higher than London (£31,500) and England (£26,600).²⁰ Median weekly earnings for full-time male workers (£654) are higher than those for women (£594).²¹ Men (17.3%) are twice as likely as women (8.5%) to be classified as managers, directors and senior officials, although a greater proportion of women are in professional occupations than men.²²

Across London, there is a difference in the earnings of white employees compared to those of other ethnicities. In 2019, the median hourly wage of black workers was 19% lower, followed by workers from other ethnic backgrounds (11%) and Asian workers (10%).²³ The disability pay gap was 16.6%²⁴.

¹⁸ [Economic inactivity rate by broad ethnic group](#)

¹⁹ [Unemployment rate by ethnic group and nationality](#)

²⁰ [Average income of taxpayers \(2020-21\)](#)

²¹ [Earnings by workplace \(2022\)](#)

²² [Employment by occupation type and gender \(2021\)](#)

²³ [Ethnicity pay gaps in London \(2020\)](#)

²⁴ [Disability pay gaps in London \(2020\)](#)

PLACES

We are working to better understand residents' different experiences of places. This will include analysis of inequalities in access to services and amenities, such as parks, playgrounds and open spaces, public conveniences, transport and car parking. This section of the report currently focuses on inequalities in housing, deprivation, crime and anti-social behaviour across the borough.

Housing and Deprivation



High house prices and rents have long created challenges for households in Barnet. Costs have risen unexpectedly fast compared to incomes exacerbating the problem. The ongoing cost of living crisis, with inflation outstripping earnings growth, brings with it a risk of increased poverty and inequality.

In the 2021 Census, the number of households with at least one dimension of deprivation (based on employment, education, health and disability and housing status) decreased by 6.4% compared to 2011, with 50% of all households in Barnet having at least one dimension of deprivation. 25,960 households (13%) recorded two or more dimensions of deprivation, a reduction of 18.2% from 2011. Burnt Oak and Watling Park (66%) Brent Cross and Staples Corner (64%), Grahame Park (62%), Mill Hill Broadway (60%), West Hendon (58%) and Hendon Central (58%) recorded the highest level of households having at least one dimension of deprivation.

7,766 (13.4%) of pensioners are living in poverty.²⁵ The highest rates are found in Colindale North (38.0%), Burnt Oak (25.8%), Cricklewood (23.5%), East Finchley (22.7%) and West Hendon (21.2%).

²⁵ Defined as pensioners in receipt of Pension Credit (2022).

15,188 (10.4%) of households in Barnett are estimated to be living in fuel poverty²⁶. The highest levels of fuel poverty are found in Burnt Oak (17.6%), Colindale South (17.1%), Cricklewood (15.1%), West Hendon (13.3%) and Colindale North (12.6%).

9.4% of households in Barnet were overcrowded based on the number of bedrooms being less than needed. This is a slight decline from 10% at the previous Census and lower than the London average (11.1%). Burnt Oak and Watling Park (20.8%), Grahame Park (19.3%), Brent Cross and Staples Corner (16.0%), Mill Hill Broadway (15.9%) and Colindale (15.1%) recorded the highest rates of overcrowding. Across London, those from black, Asian and other minority groups are around twice as likely to live in overcrowded conditions as white residents²⁷.

There has been a rapid increase in the number of people approaching Barnet Homes as homeless over the last six months. This places additional strain on the limited social housing available and has increased the number of households in temporary accommodation. Homelessness in Barnet is most keenly felt amongst minority ethnic groups. Those identifying as black are 4.2 times more likely to present as being homeless than those identifying as white. Those from mixed ethnicity or multiple ethnic backgrounds are 2.3 times more likely to approach Barnet Homes for this reason.

Over a fifth of Barnett's residents aged over 16 (21.2%) feel lonely always, often or some of the time compared to figures of 23.7% for London and 22.3% for England.²⁸ In terms of personal characteristics, those at high risk of feeling lonely include those whose gender identity is different from their sex at birth, who identify with a lesbian, gay or other sexual orientation, who are from minority ethnic groups and those with a disability. People who live alone, are widowed or surviving a civil partnership partner, provide care or rent accommodation are at higher risk of loneliness.

74.2% of those facing deprivation in Barnet are also likely to be considered digitally isolated or excluded. Digital exclusion compounds the complexity of a person's needs and the inequality they are likely to face when accessing services. 11% of Barnet residents have never used the internet compared to 7% in London. This was similar across all ethnic groups, but 51% of Londoners aged over 75 had never used the internet.²⁹

20% of households in Barnet do not have access to private outside space, compared to 21% across London and 12% in England³⁰. The highest proportion of households without access to gardens are found in Hendon Central (36%), Childs Hill (35%), Colney Hatch (31%) and North Finchley (31%). Across London, lower income and black residents are least likely to have access to a garden. Ethnic minority Londoners and those living in more deprived neighbourhoods are also more likely to have poor access to high quality local green spaces.

²⁶ Based on the Low Income Low Energy Efficiency (LILEE) fuel poverty metric (2022)

²⁷ [State of London Report - Dashboard](#)

²⁸ [Active Lives Adult Survey, Sport England \(2021\)](#)

²⁹ [Internet use by borough and population sub-groups](#)

³⁰ [ONS Access to gardens and public green space in Great Britain \(2020\)](#)

Crime and Community Safety



Across London, trust and confidence in the police have seen sustained declines over recent years. In 2021-22, confidence was 45%, a fall of 14% percentage points over the previous three years. Trust in the police stood at 66%, a decline of 17% over the same period. The lowest levels of trust and confidence were expressed by those who are of mixed ethnicity, black, LGB+ or aged under 25. Overall, 62% of respondents said the police would treat everyone fairly. Londoners aged under 25 (56%), those from black (46%) or mixed ethnic backgrounds (44%) or LGB+ (50%) are far less likely to feel the police would treat everyone fairly³¹.

In the 12 months to March 2022, there were 10,746 anti-social behaviour calls made to the police in Barnet. Some of these would have been related to breaches of Covid regulations. The wards with the highest number of calls were Colindale (2,424), Golder's Green (2,139), Childs Hill (1,661); Burnt Oak (1,627) and West Hendon (1,254). Over the same period, the wards with the highest crime volumes were Colindale (3,161), Childs Hill (2,834), West Hendon (2,713), Burnt Oak (2,523) and Golders Green (2,272).

There were 2,332 incidents of burglary across Barnet between April 2021 and March 2022, a decrease of 10.2% compared to the previous year. The highest number of incidents occurred in Childs Hill (201), Hendon (185) and Colindale (169). The lowest volumes were found in Underhill (53), Totteridge (65) and Oakleigh (74).

Over the same time period, there were 127 possession of weapons incidents in the borough, with the highest numbers occurring in Burnt Oak (17), Childs Hill (12) and West Hendon (10).

Some geographical areas of London experience much higher rates and concentrations of violence than others. However, some groups are disproportionately overrepresented as victims and offenders. Research has found that young black males are disproportionately

³¹ A Better Police Service for London MOPAC London Surveys (2021-22)

more likely to be either a victim or a perpetrator of serious violence than any other category of young people³².

In the period 1 January 2022 to 31 May 2023, there were 2,420 recorded convictions or cautions in Barnet. 48% of perpetrators were white European, 24% Afro-Caribbean and 9% Asian. Over the same period, where ethnicity was recorded, 51% of the victims of crime were white European, 16% Asian and 16% Afro-Caribbean.

3,446 stop and searches were undertaken by the police in Barnet in 2022. 46% of the subjects were white European, 29% were black and 11% Asian.

There were 2,890 domestic abuse offences in Barnet in the 12 months to March 2023, a reduction of 3% compared to the previous years. The rate of domestic abuse offences in Barnet (7.2 per 1,000 population) was lower than the rate for London overall (9.8)³³. The substantial majority of victims of domestic abuse are women.

There has been an increase in most forms of hate crime in Barnet over recent years, with 1,114 offences recorded in 2021-22³⁴.

Hate Crime Offences in Barnet	2017/18	2018/19	2019/20	2020/21	2021/22
Race and Religious	654	787	787	786	823
Antisemitic	122	190	165	128	155
Islamophobia	55	30	36	11	33
Disability	19	12	22	14	23
Homophobia	39	39	75	72	67
Transgender	4	6	3	5	13

Over three fifths (64%) of residents feel safe when outside in their local area after dark. However, residents with a disability (51%), women (55%), Jewish residents (58%), people living in areas of higher deprivation (57%) and those aged over 65 (59%) are significantly less likely to say this. Residents living in Edgware (50%) are the least likely to feel safe in their area after dark.

³² [Understanding serious violence among young people in London - London Datastore](#)

³³ MPS Crime Dashboard

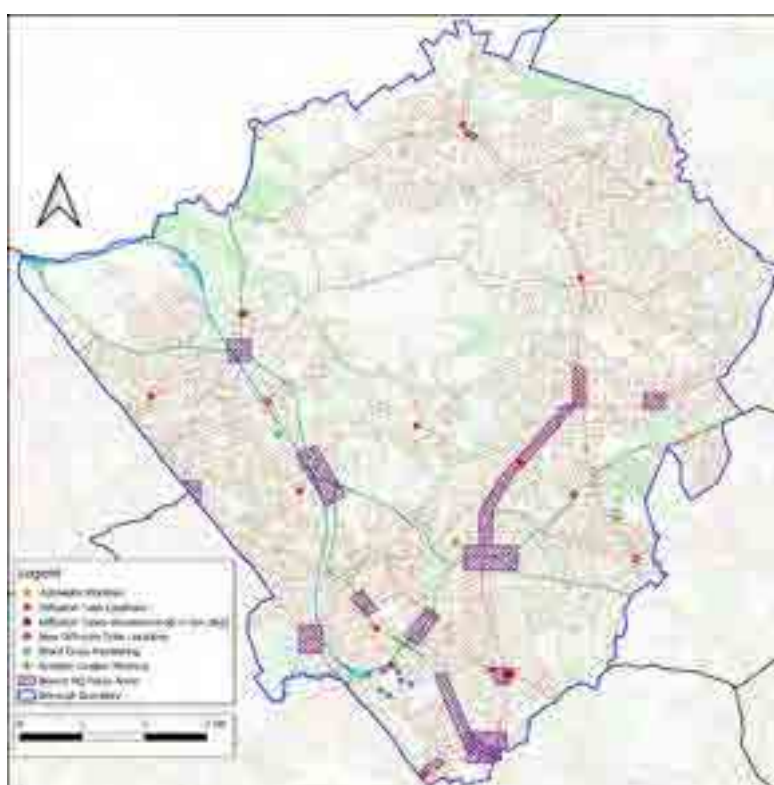
³⁴ Barnet Community Safety Strategic Assessment (September 2022)

PLANET

Further work is being undertaken to explore inequalities issues in relation to sustainability and environmental issues. This will include consideration of the experiences of residents with services, such as waste collection and recycling, street cleanliness, tree-planting and access to electric vehicle charging points.

However, the effects of air pollution on health are well established with impacts on lung development in children, heart disease, stroke, cancer, exacerbation of asthma and increased mortality.³⁵ Air quality mapping of nitrogen dioxide (NO₂) for Barnet suggests higher air pollution in more deprived parts of the borough and along main roads, although this is improving in most locations. The chart below identifies the current areas of focus with the poorest air quality and monitoring locations.

Figure 9: Air quality priority areas

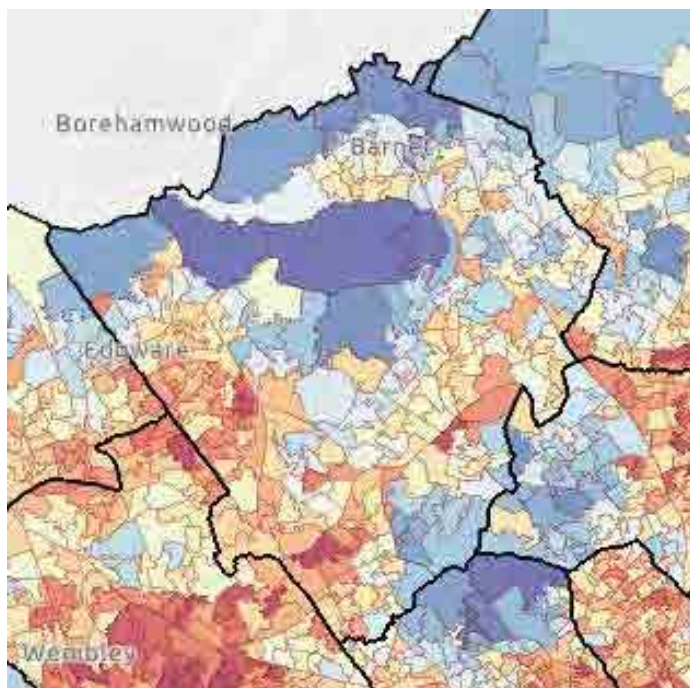


Climate risk maps have been produced to analyse climate exposure and vulnerability across Greater London.³⁶ Climate vulnerability relates to people's exposure to climate impacts like flooding or heatwaves, but also to personal and social factors that affect their ability to cope with and respond to extreme events, such as age, income and ethnicity. High climate risk coincides with areas of income and health inequalities demonstrating that climate impacts will not affect all communities equally. Areas with high concentrations of vulnerable populations are most exposed to climate impacts such as heatwaves or floods.

³⁵ <https://www.gov.uk/government/publications/chief-medical-officers-annual-report-2022-air-pollution>

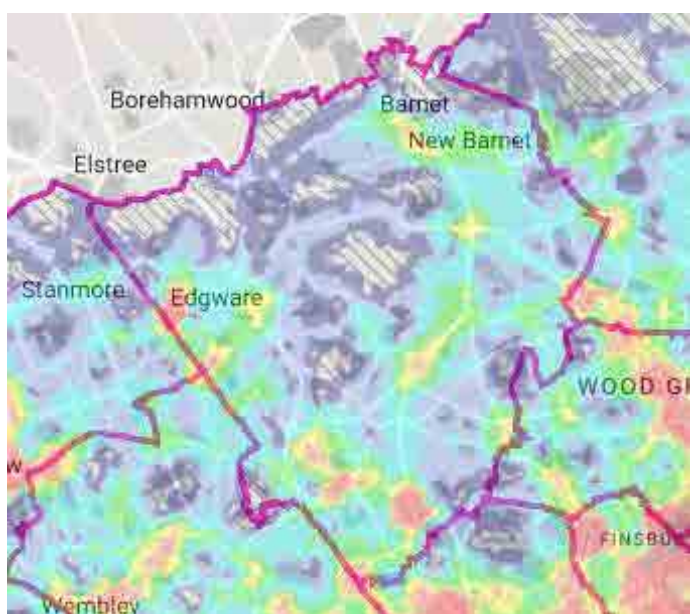
³⁶ [Climate Risk Mapping - London Datastore](#)

Figure 10: Climate risk map for Barnet



Public transport accessibility is crucial to alleviating traffic congestion and promoting urban sustainability. It also has a key role in helping to tackle inequality, by improving access to opportunities such as jobs, education and other key services. WebCAT provides information on London's transport system and assesses public transport access levels. The map below rates locations in Barnet by distance from frequent public transport ranging from dark blue (worst) to red (best). Access to public transport is high across our growth areas, town centres and main road corridors, but orbital connections remain lower.

Figure 11: Public transport access levels in Barnet



NEXT STEPS

Our Plan for Barnet 2023-26 commits us to fighting inequality and improving life chances for a good quality, healthy and long life. Wherever we find that people have experienced inequality or disproportionate impact due to their background or identity, we will work to tackle this and eradicate it. Working in partnership, we will ensure that no one is left behind and enable our communities and residents to take advantage of new and existing possibilities.³⁷

There is much current good practice across the Council and our future focus will be to:

- Improve outcomes for our residents by tackling the gaps between different communities. This will include shifting our focus from personal responsibility to developing a better understanding of the structural, place-based drivers of inequalities.
- Improve our understanding of our communities and residents' experiences to ensure services are fair, equitable and accessible to all. This includes developing a focus on intersectionality to understand how combinations of equality characteristics influence their experiences of the borough.
- Use our new community participation strategy to better engage residents from all communities, including minority, seldom heard, protected and vulnerable groups.
- Promote and celebrate the diversity of our borough and foster community cohesion.

We recognise that these are long-term challenges, requiring systematic, joint working with partners. Some of the issues will need to be addressed at national or regional levels, but we have a crucial role to play.

There is a need for structural change and new policies to address inequalities, not just one-off interventions. There is much we can do locally, working with our residents to change how we deliver our services. Our initiatives and actions will be informed by ongoing engagement work with our communities.

³⁷ Caring for people, our places and the planet: Our plan for Barnet 2023-2026