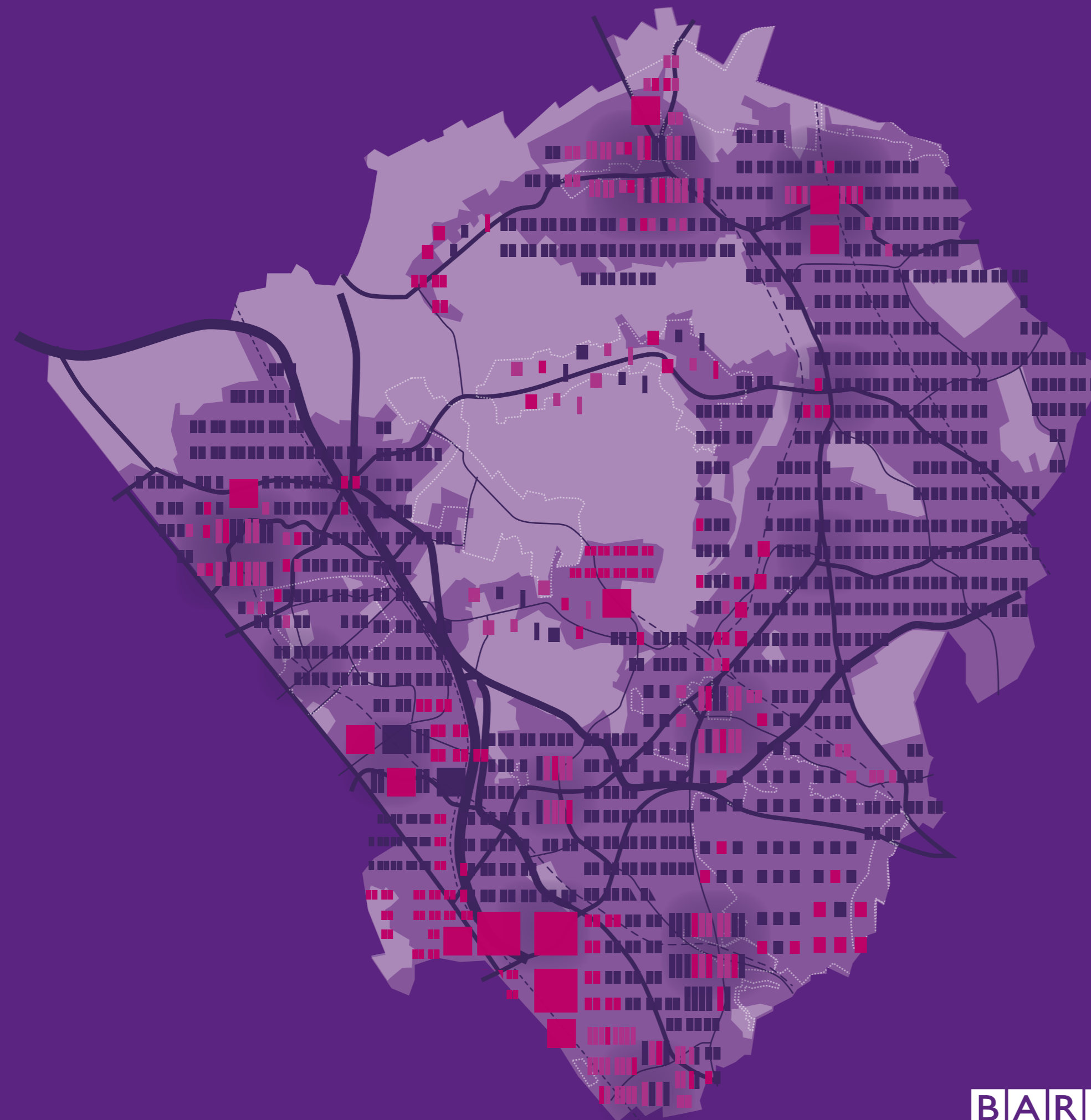


Characterisation Study of London Borough of Barnet

Final Report | May 2010





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SECTION I
INTRODUCTION

AIM & PURPOSE OF THE STUDY

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

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

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

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

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



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



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

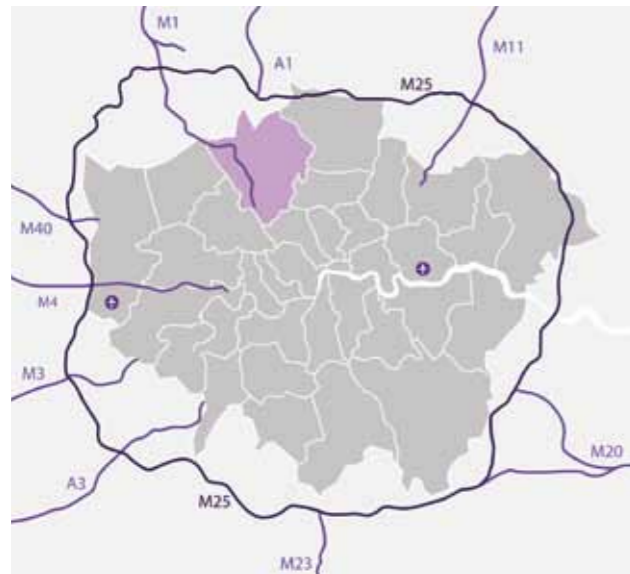


The final strand aspires to accommodate a significant amount of growth throughout the borough, by exploiting opportunities for the development of major brownfield sites and strategic regeneration. Through this approach the council aspires to provide the accommodation, infrastructure and public services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

THE LONDON BOROUGH OF BARNET

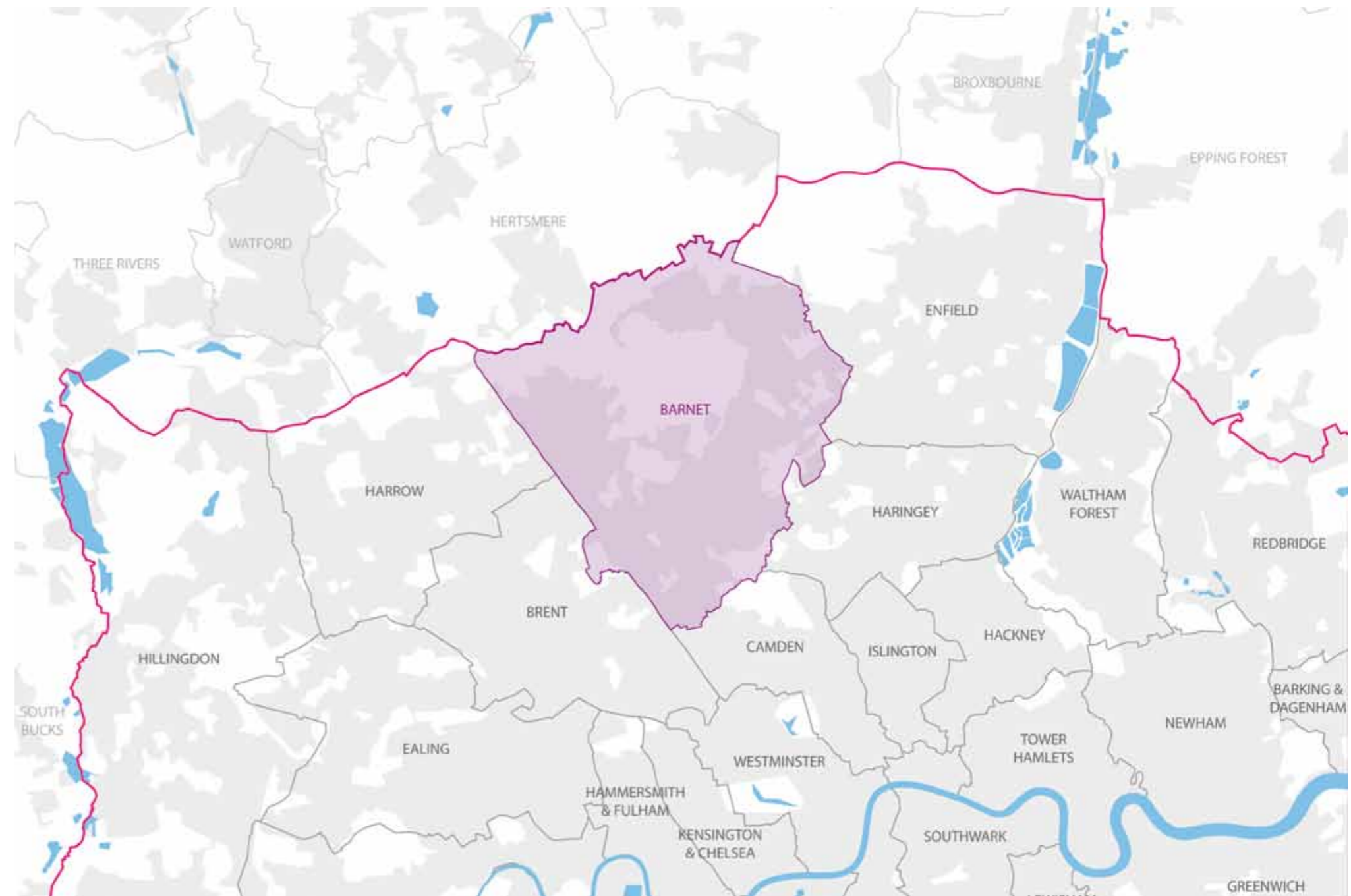
The London Borough of Barnet was formed under the London Government Act 1963 in 1965. Barnet was created by merging the former urban districts of Chipping Barnet, East Barnet, and Friern Barnet, with the boroughs of Finchley and Hendon. Barnet has the second largest population all the London Boroughs,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

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



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Barnet and Surrounding Boroughs
(Plan by Urban Practitioners 2009)

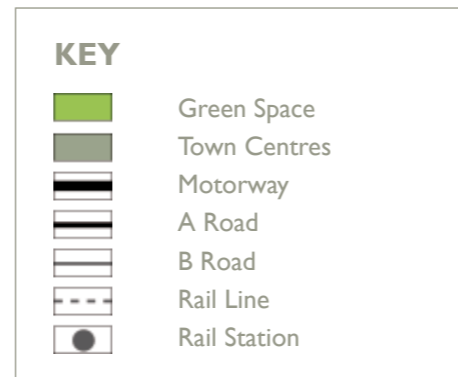


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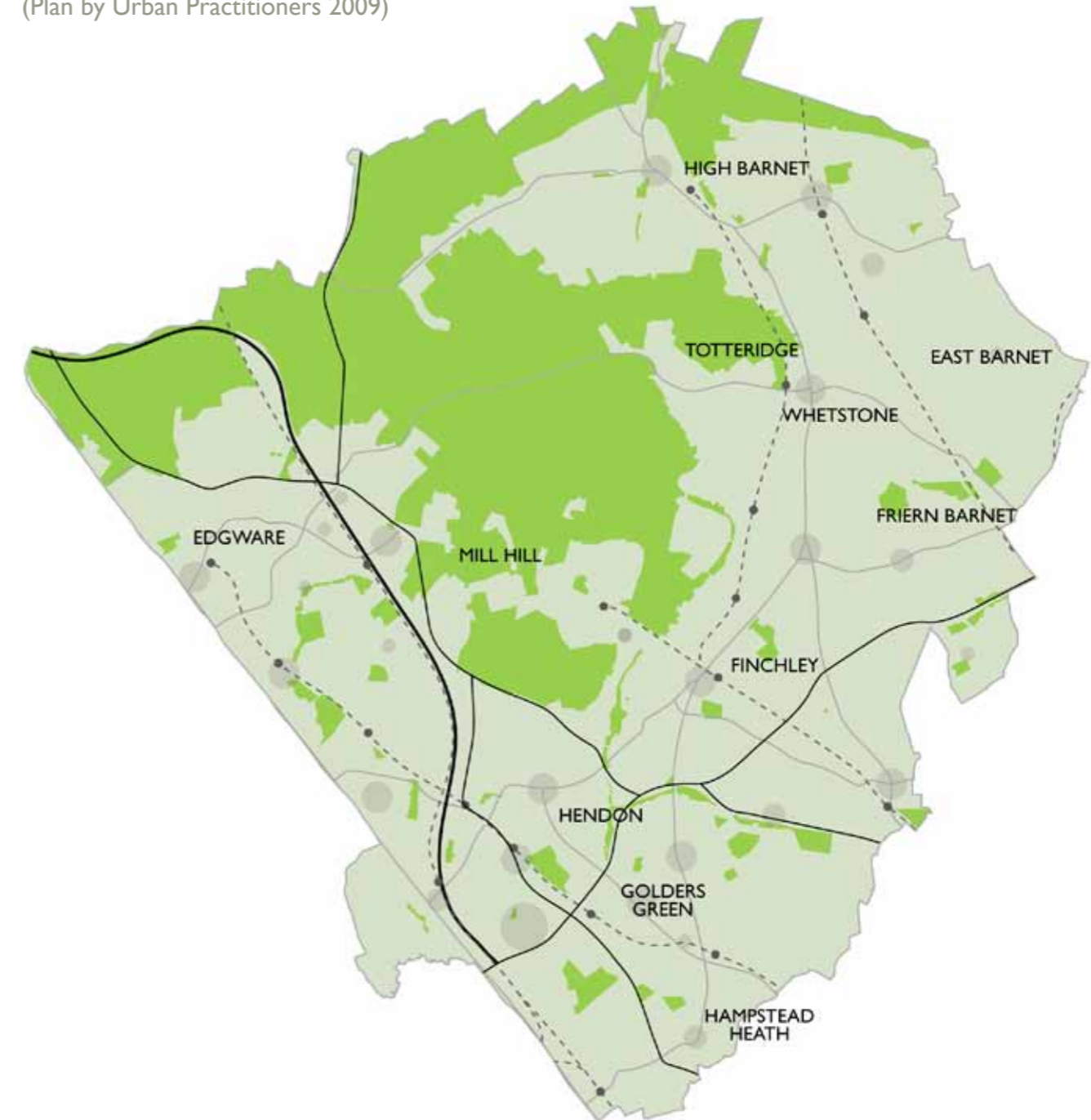
THE LONDON BOROUGH OF BARNET

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

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



Introduction to Barnet
(Plan by Urban Practitioners 2009)



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REPORT STRUCTURE

The Barnet Characterisation Study comprises the following sections:

SECTION I – INTRODUCTION

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

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

SECTION II - BOROUGH WIDE ANALYSIS

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

SECTION III - TYPOLOGIES

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

SECTION IV - CHARACTER AREAS

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

SECTION V - KEY FINDINGS AND CONCLUSIONS

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

METHODOLOGY

Introduction

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

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

Urban Characterisation

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

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

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

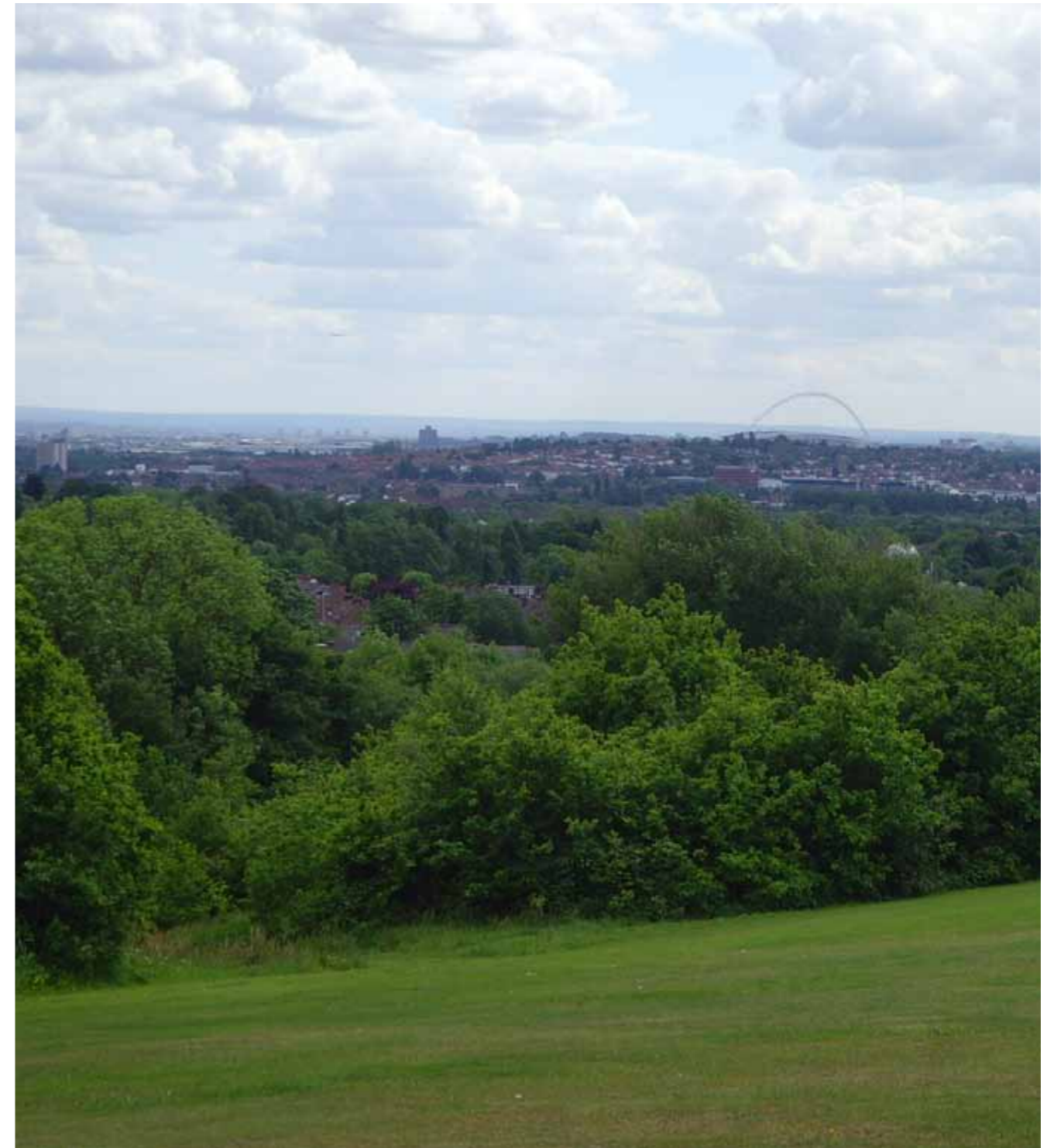
The first step of this process is to assess character at a Borough-wide scale with a view to analysing and categorising the entire physical environment. This will enable an holistic understanding of the sensitivity and suitability of different areas for development.

Defining Typologies: A layered approach

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

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

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



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

METHODOLOGY

Stage 1 – Identification of areas outside of the study

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

1. Areas of Control

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



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

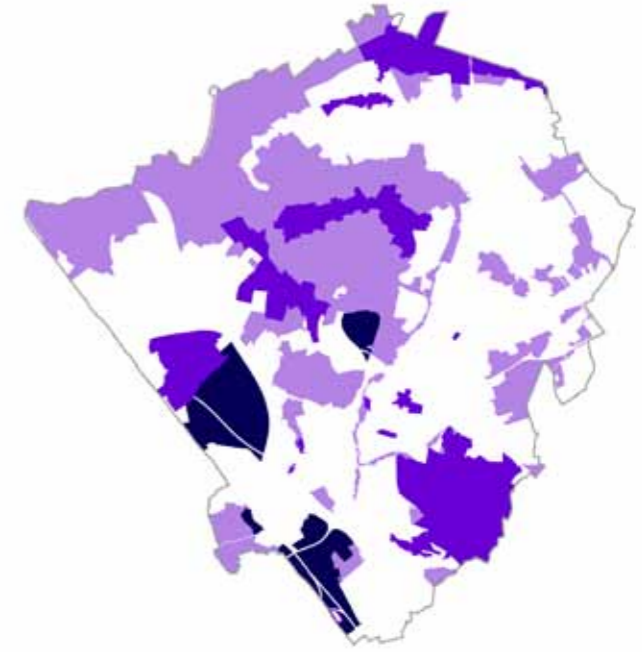
2. Areas of Growth

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

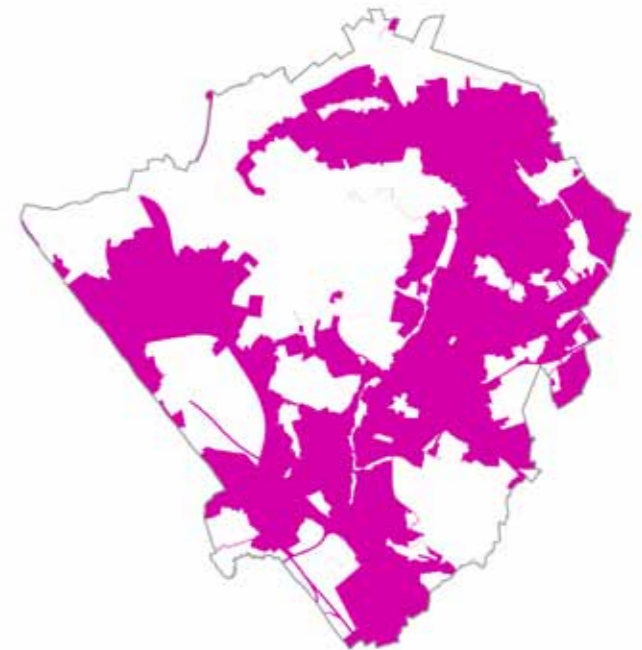


The area of Colindale, located in the south west of the Borough, has been identified as a major growth site.

Areas outside of the study



Remaining urban area



METHODOLOGY

Stage II – Identification of primary typologies

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

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



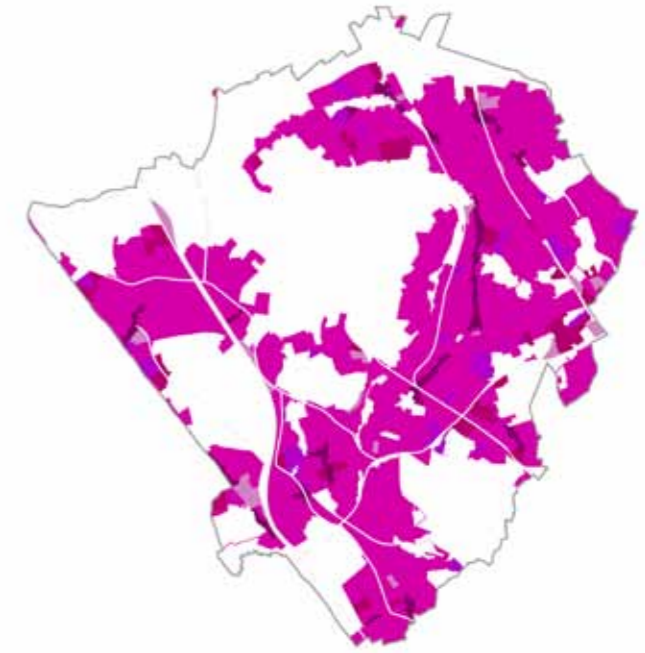
Dividing the remaining space into primary typologies will distinguish town centres from residential areas.

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

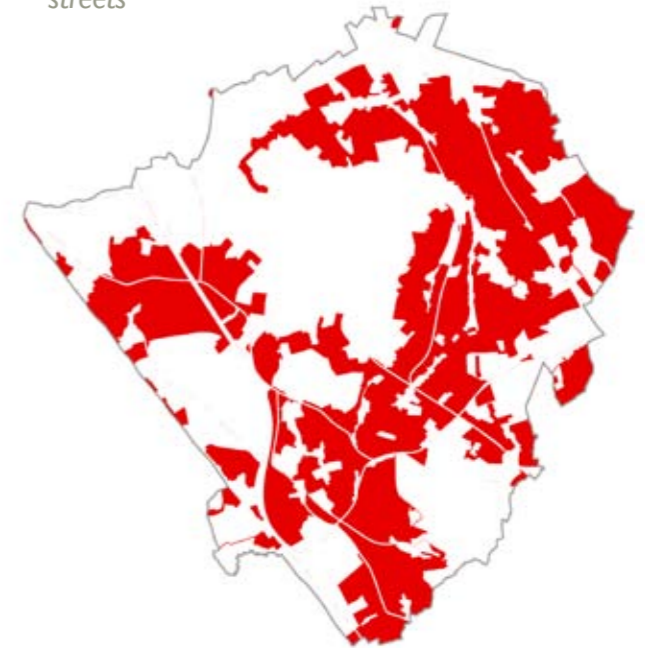
- **Scale and grain** – the pattern, size and arrangement of buildings and their plots;
- **Land use** – the predominant function of the buildings; and
- **Network Characteristics** – the arrangement of vehicular roads and pedestrian paths, and their relationship with surrounding buildings.

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

Identification of primary typologies



Further breakdown of residential streets



METHODOLOGY

Stage III – Identification of secondary typologies

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

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

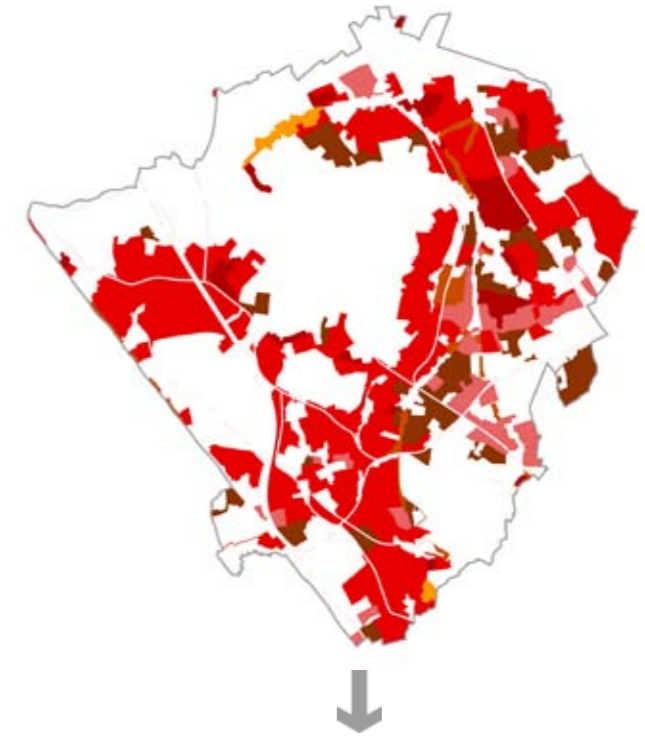
By using these criteria to break down the remaining residential streets it has been possible to identify groups of streets that share several common physical characteristics. The criteria employed to define the secondary typologies are generally fine grain and therefore some of the categories identified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

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

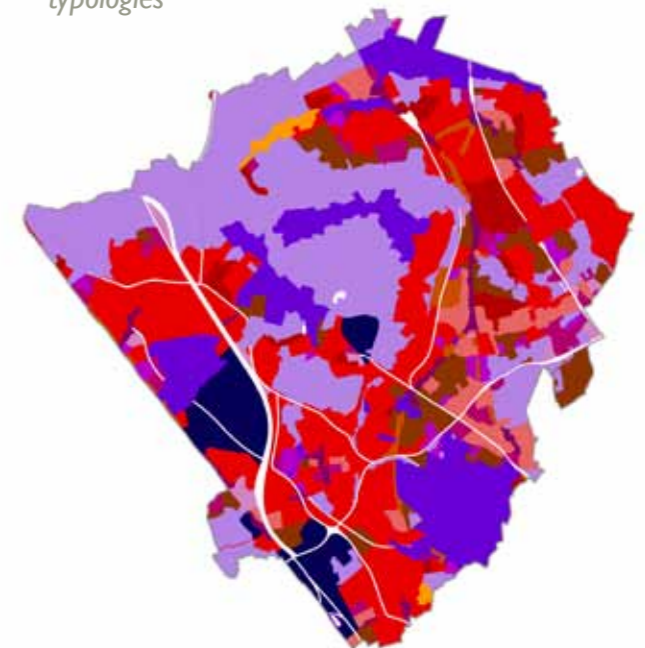


The secondary typologies have enabled distinction between the different types of residential streets within Barnet.

Identification of secondary typologies



Secondary typologies combined with primary typologies



METHODOLOGY

Stage IV – Definition of Character Areas

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

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



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





SECTION II
**BOROUGH WIDE
ANALYSIS**

TOPOGRAPHY

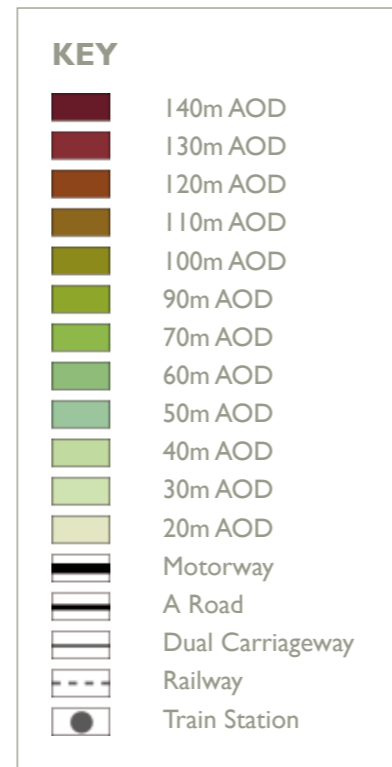
One of the key features in Barnet is its topography, a rolling landscape of valleys and ridges cut out by tributaries of the Thames over millennia.

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

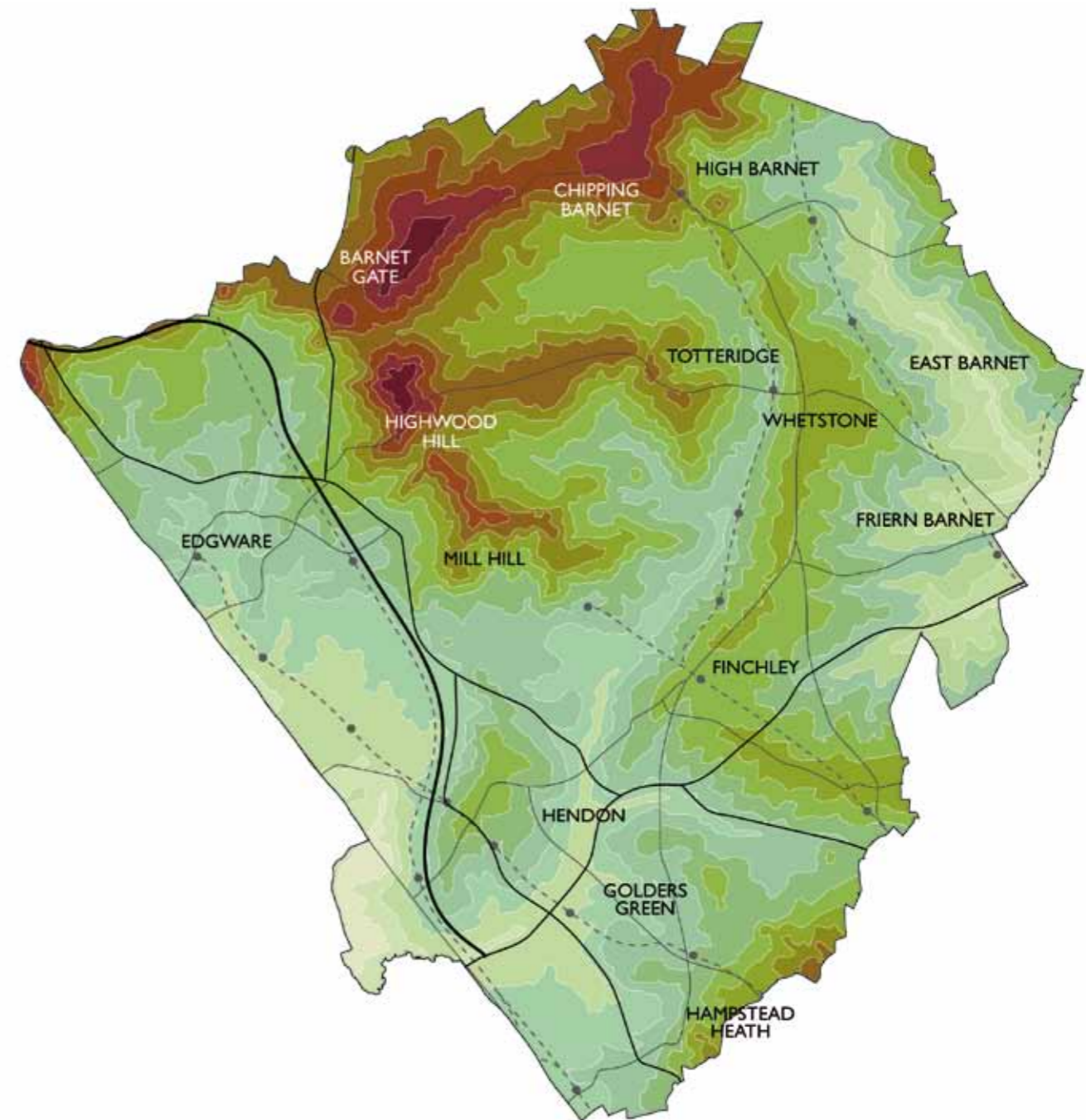
The westerly part of the Borough is characterised by generally lower lying and less dynamic terrain with the exception of a modest rise which creates the hill on which Hendon now stands.



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



Topography
(Plan by Urban Practitioners 2009)



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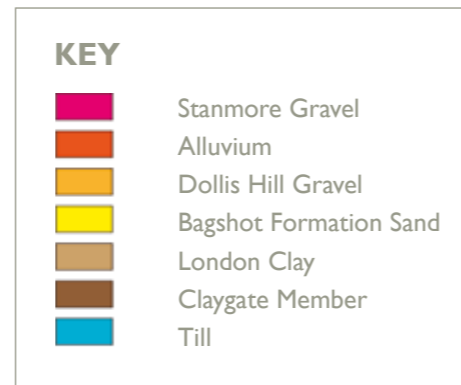
GEOLOGY

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

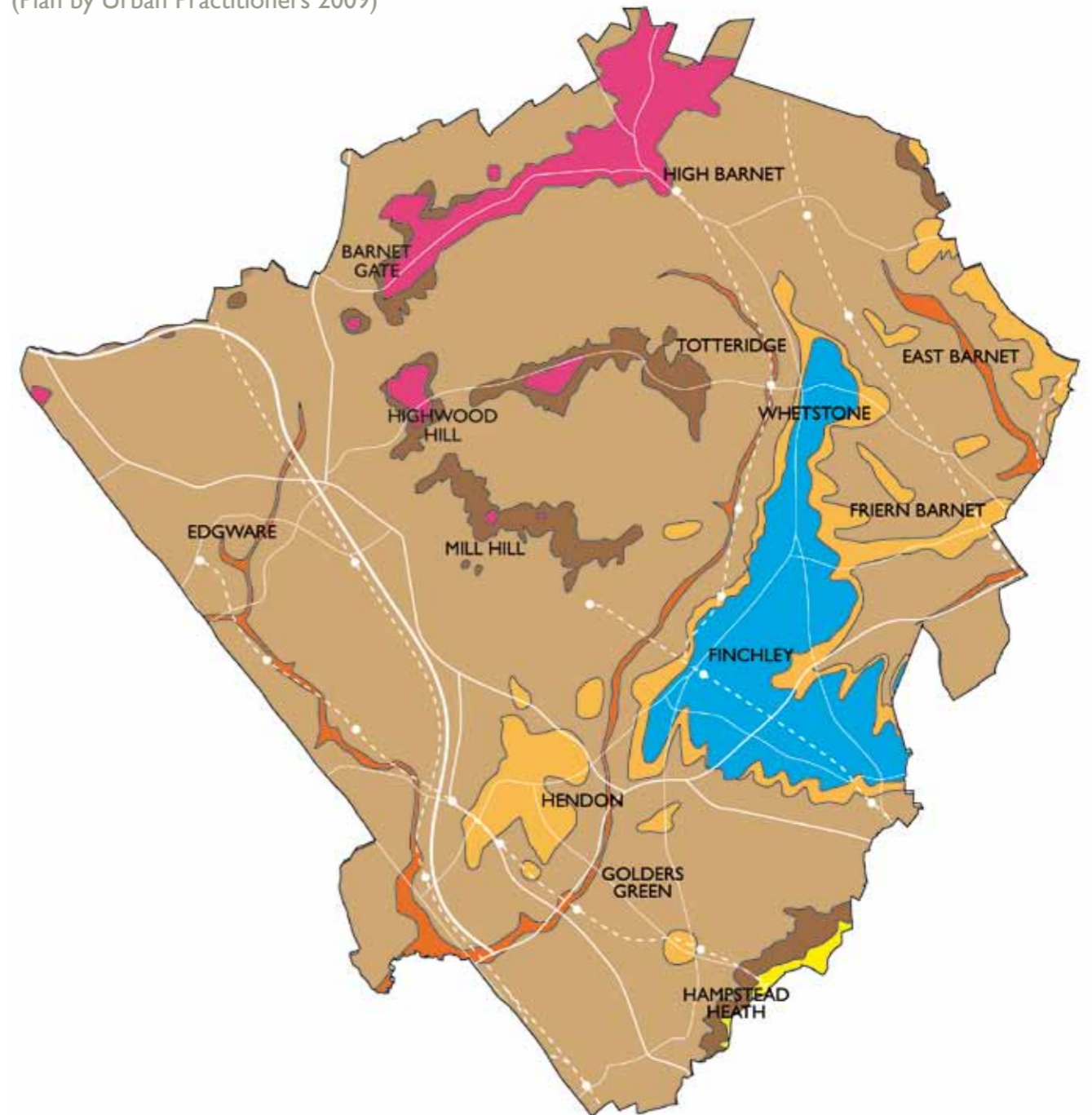
Finchley sits on a large exposed area of Till, which although clay, has a lighter chalky/sandy character. The margins of this area expose a lower stratum of Dollis Hill Gravel which also appears on the surface around Hendon.



Totteridge Lane was built on Claygate Member



Geology
(Plan by Urban Practitioners 2009)



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HISTORICAL DEVELOPMENT OF BARNET

Introduction

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

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

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

Epoch 2

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

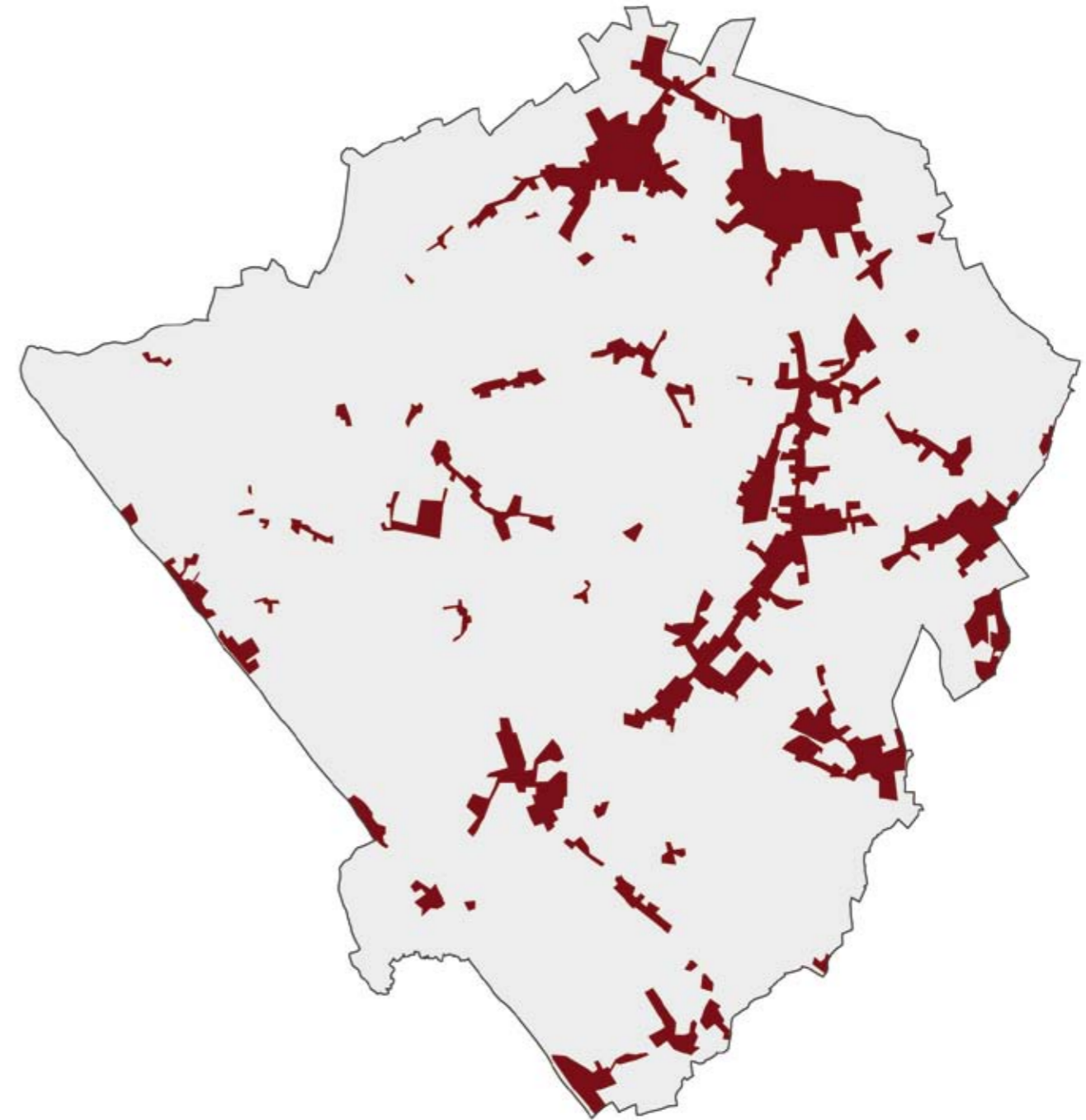
Epoch 4

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

Epoch 5

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

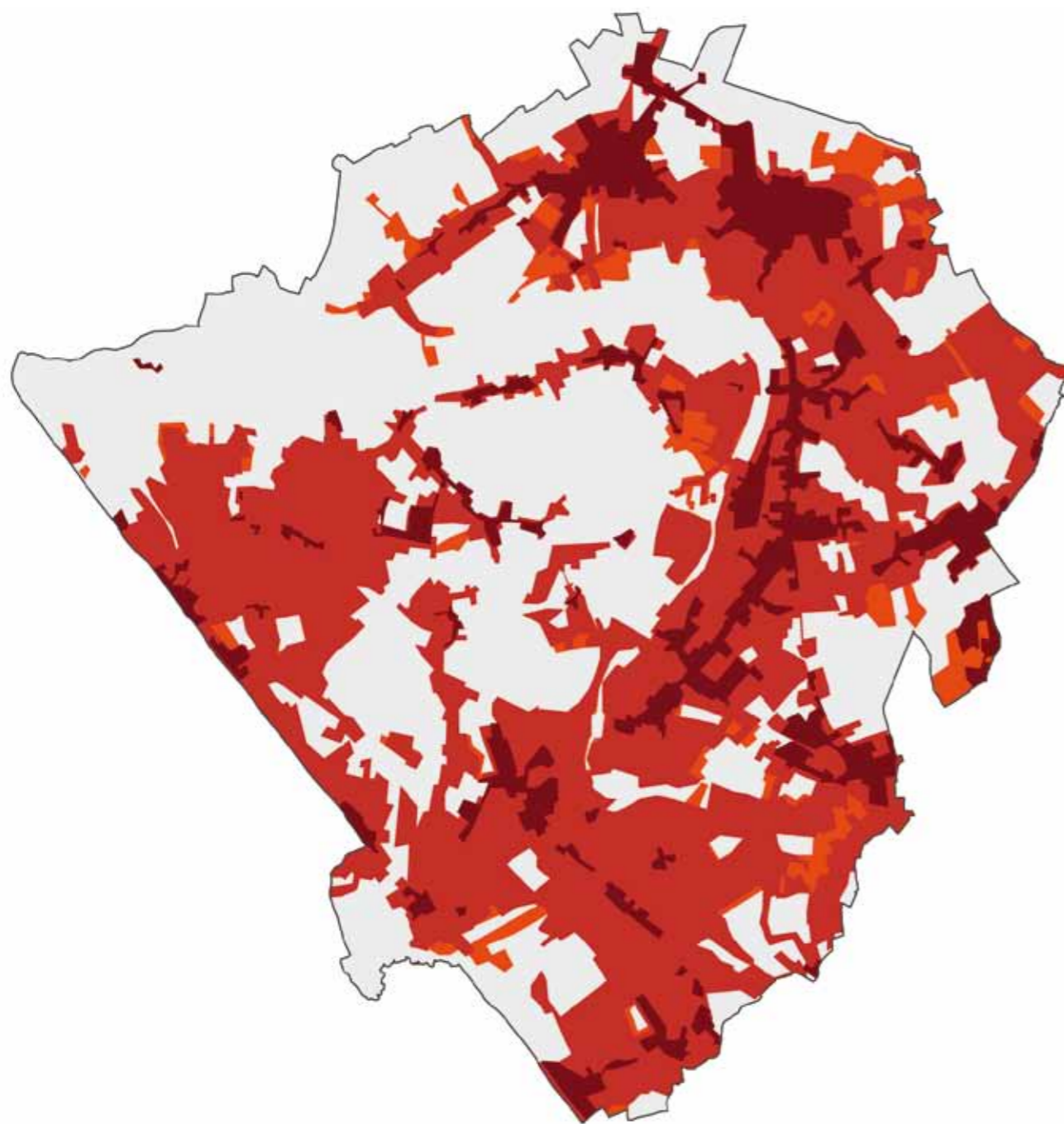
Barnet - Epoch 2
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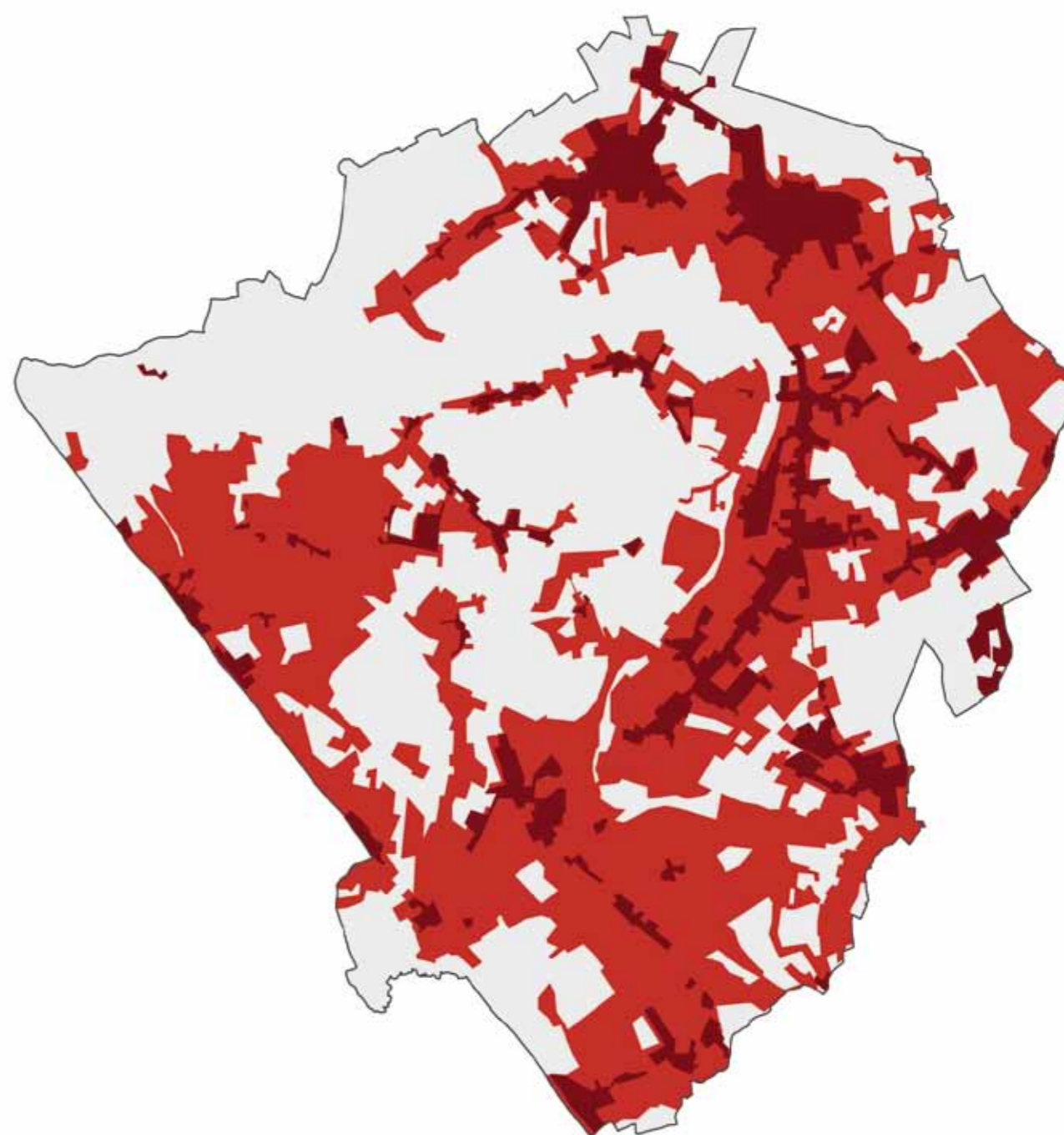
HISTORICAL DEVELOPMENT OF BARNET

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

1963

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

Epoch 7

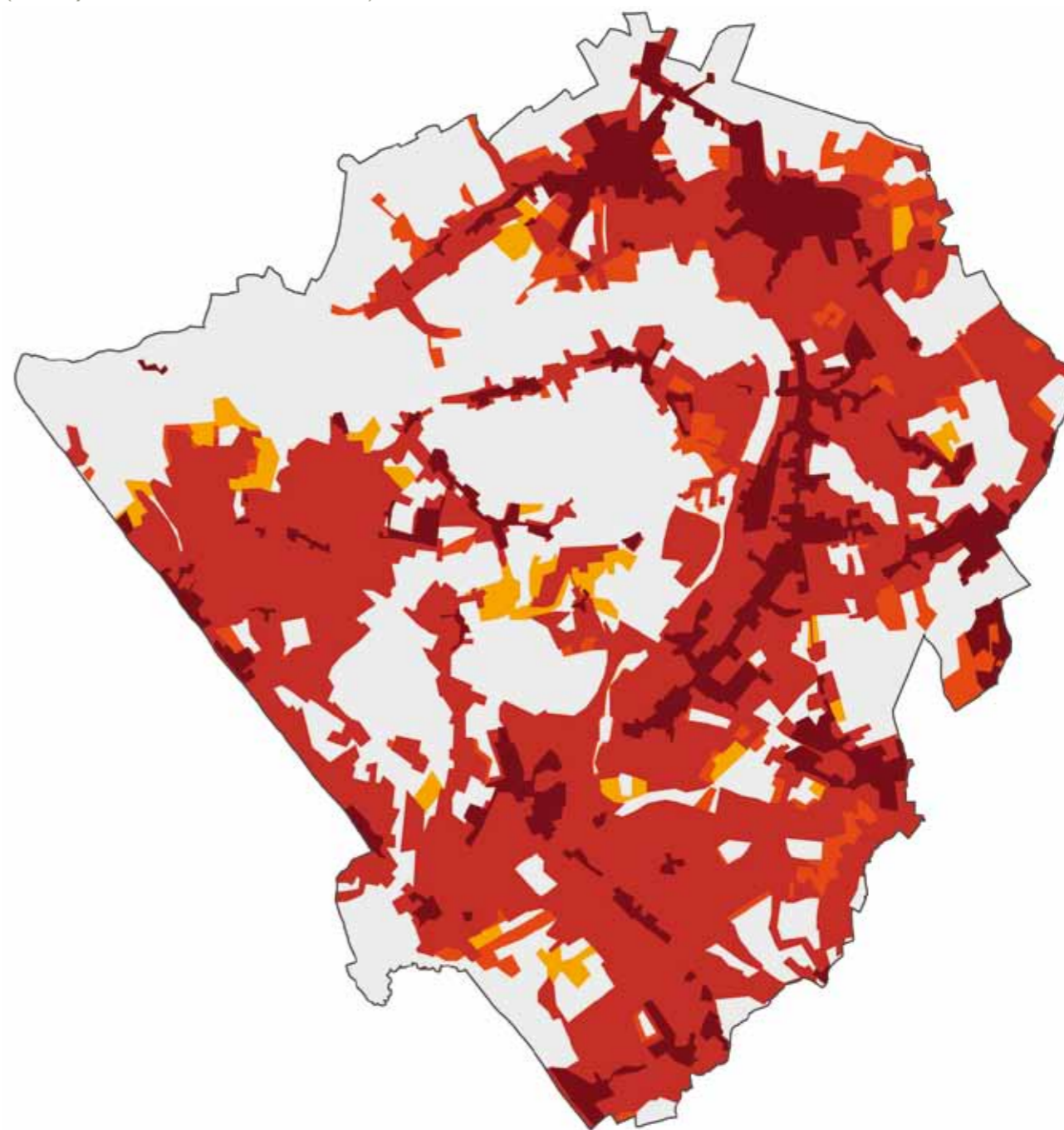
The 1970s witnesses another period of expansion, this time in the form of large modern housing estates, such as Grahame Park, which has been built on a former airfield. New motorways have penetrated the area and other roads widened, increasing the accessibility of much of the borough, although growth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

Present Day

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

Barnet - 1963

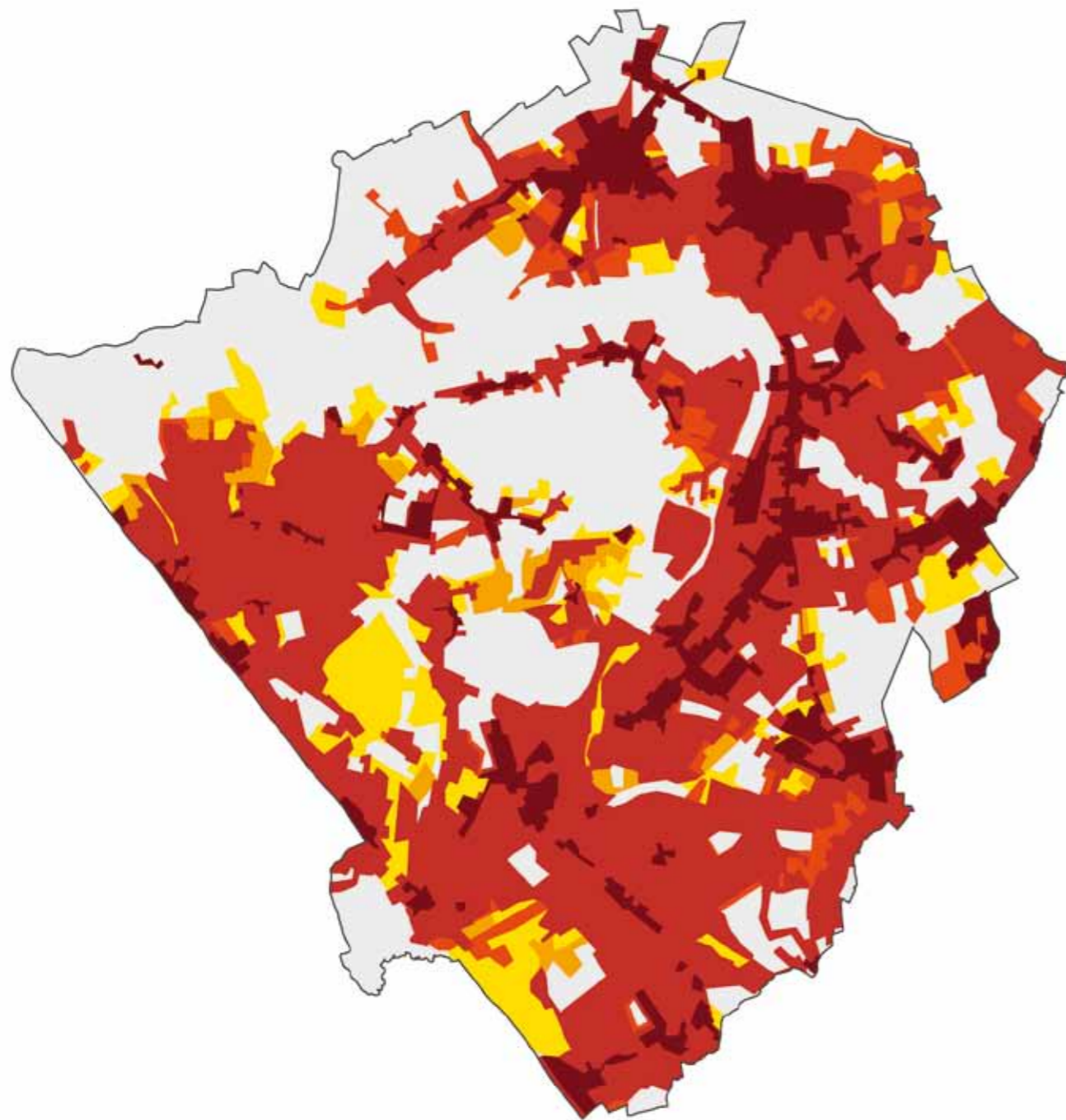
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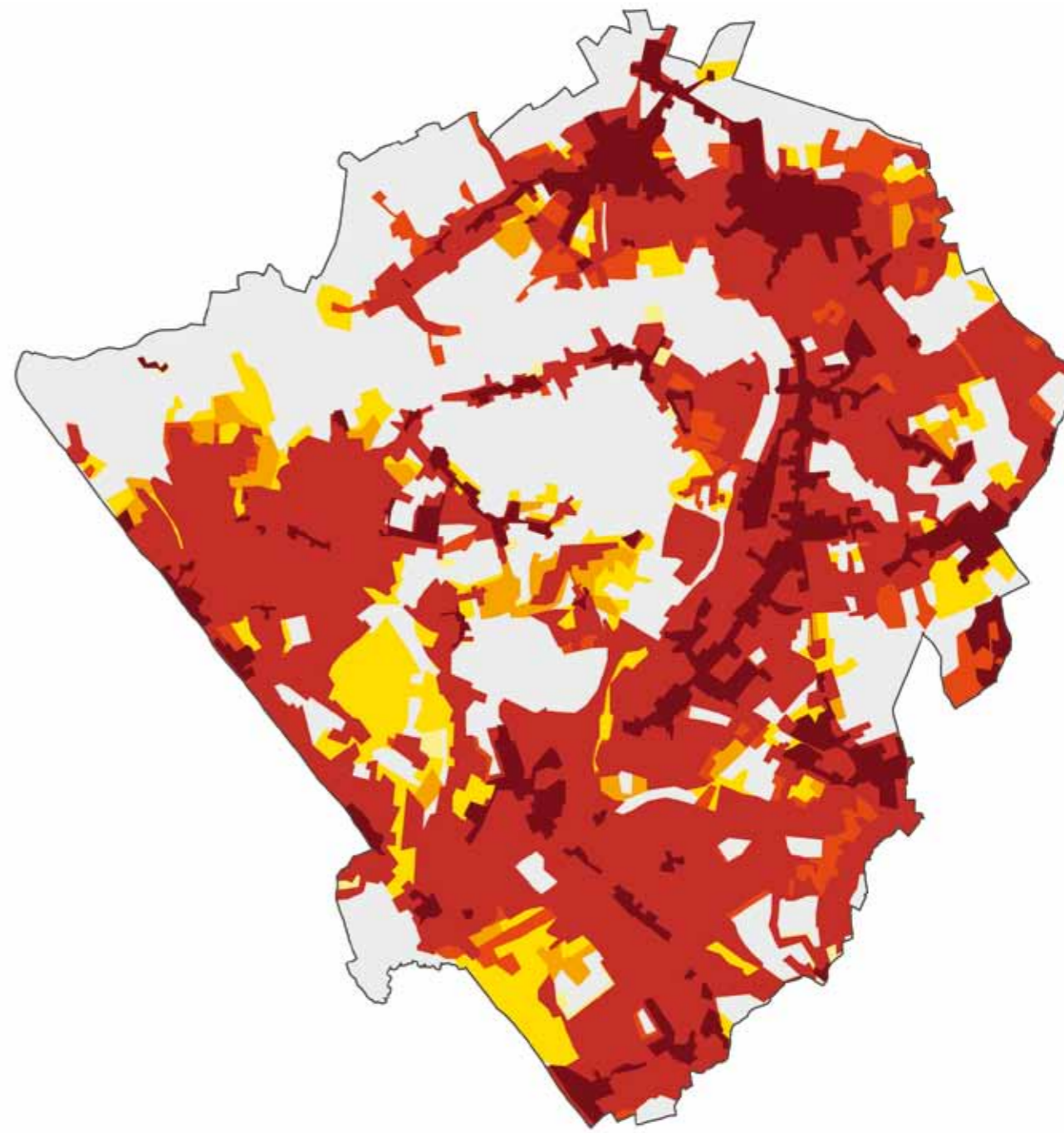
HISTORICAL DEVELOPMENT OF BARNET

Barnet - Epoch 7
(Plan by Urban Practitioners 2009)



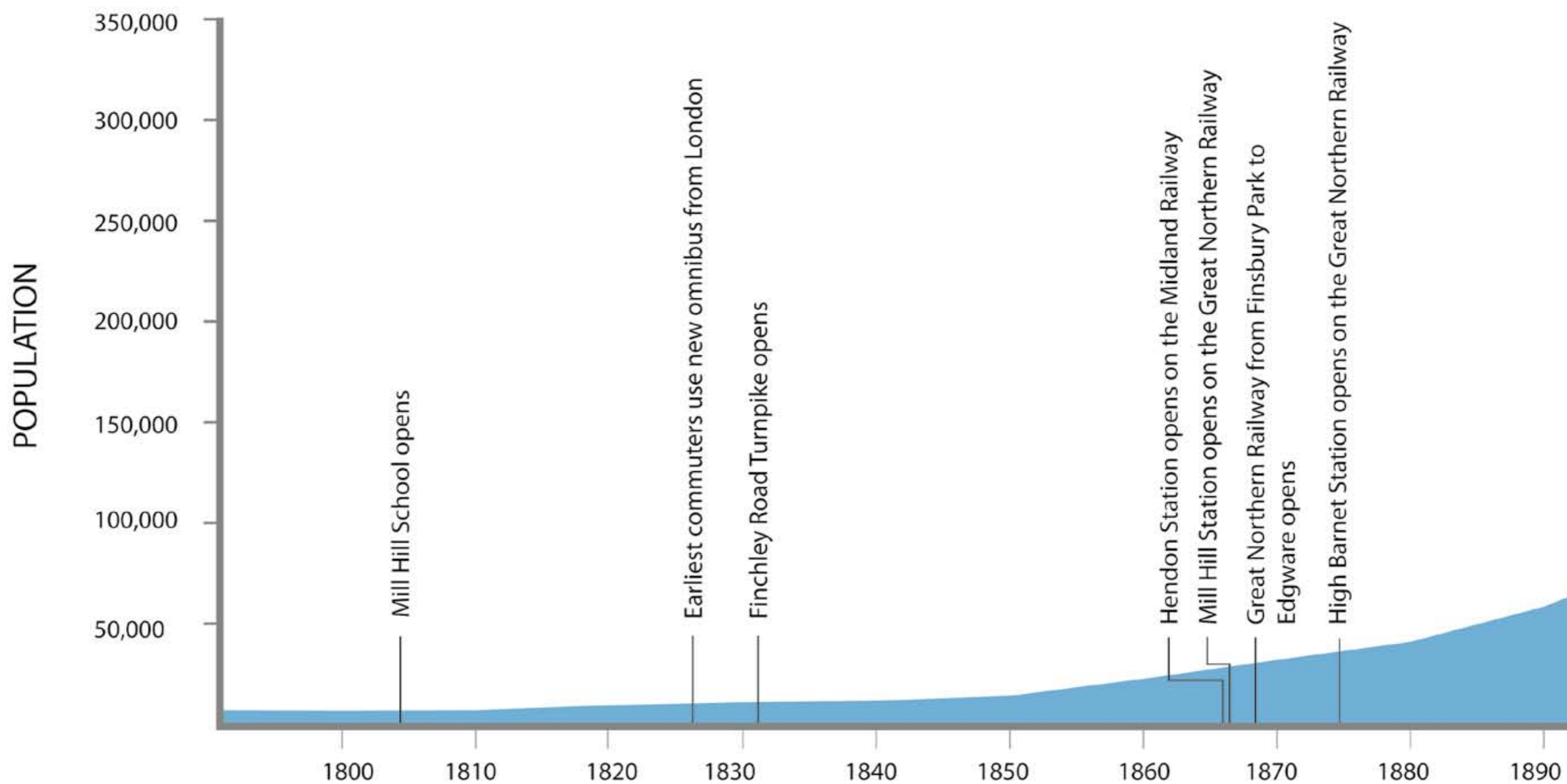
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Barnet - Present Day
(Plan by Urban Practitioners 2009)

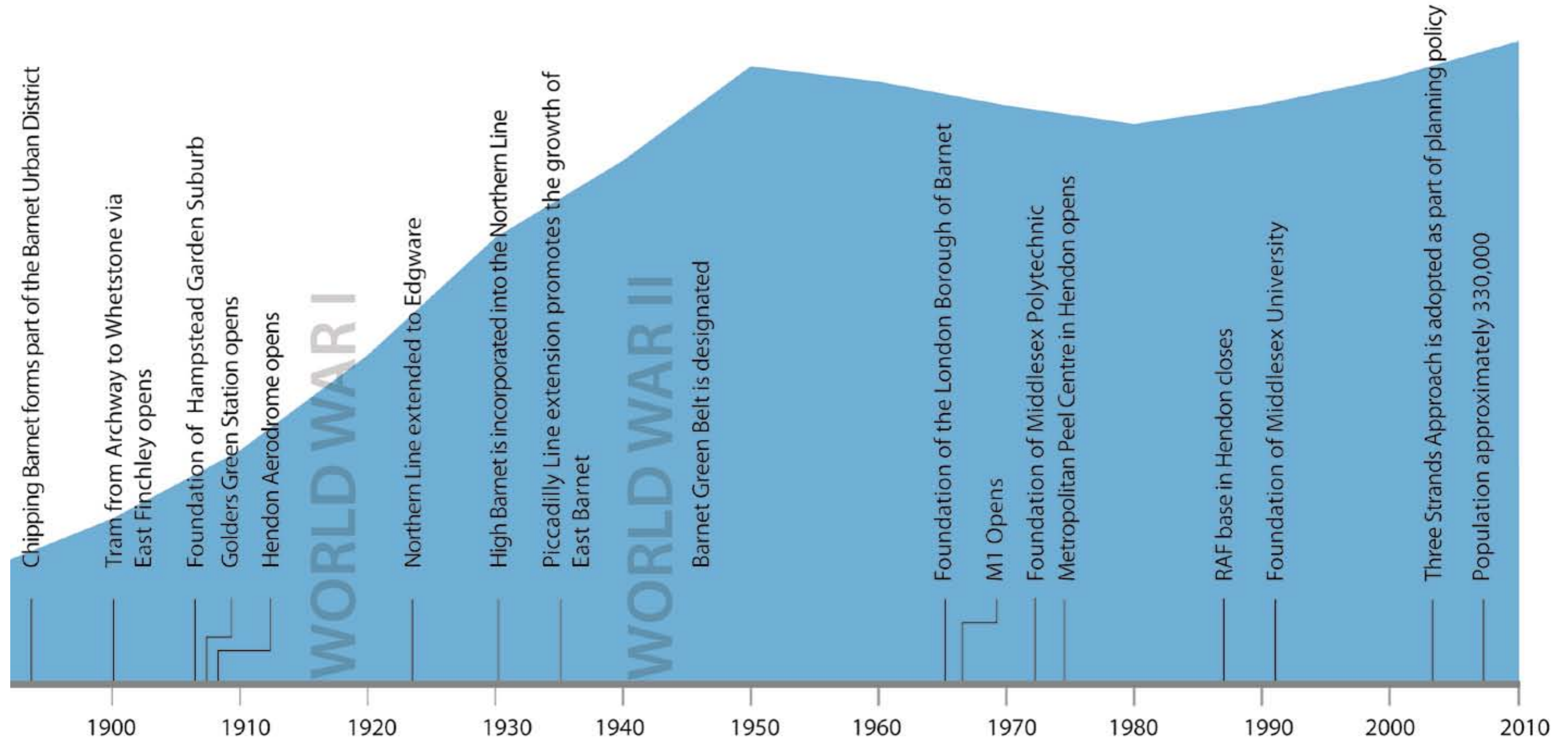


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HISTORICAL DEVELOPMENT OF BARNET



HISTORICAL DEVELOPMENT OF BARNET



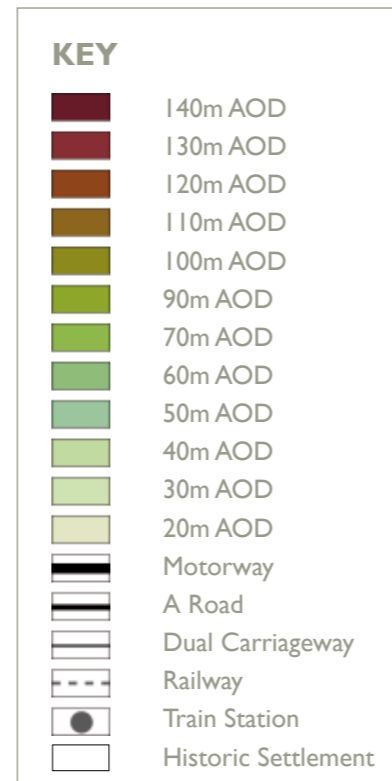
HISTORICAL DEVELOPMENT OF BARNET

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

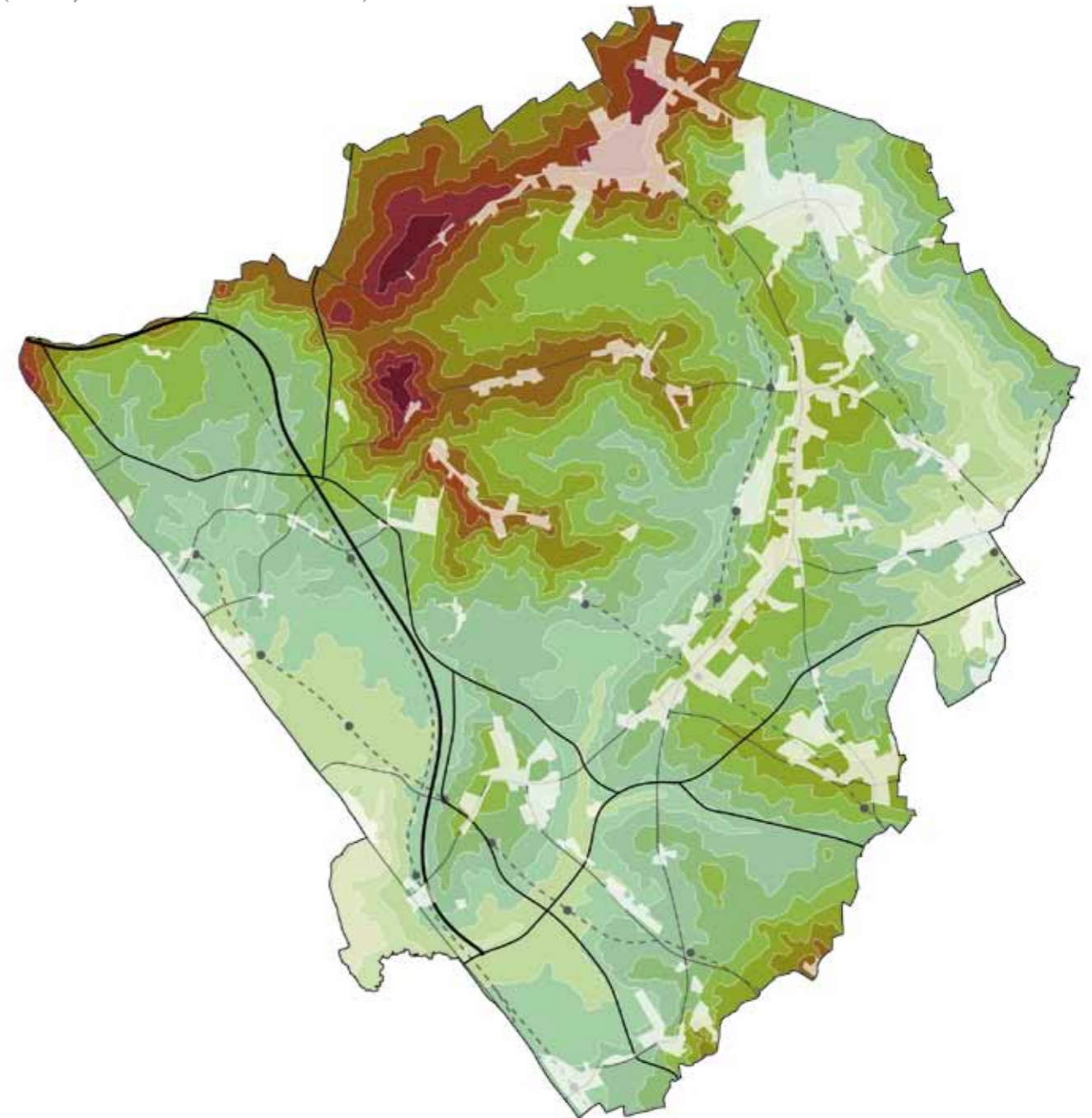
The most striking feature of these plans is the location of the historic centres on the high ground. The settlement growth leading up to the Victorian period along the ridge of land running north-south was also stimulated by the Great North Road, the most established route for travelers from London heading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



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



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



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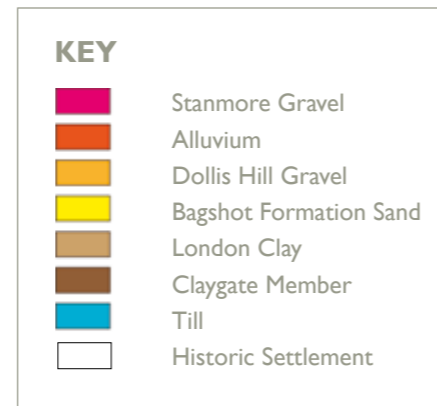
HISTORICAL DEVELOPMENT OF BARNET

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

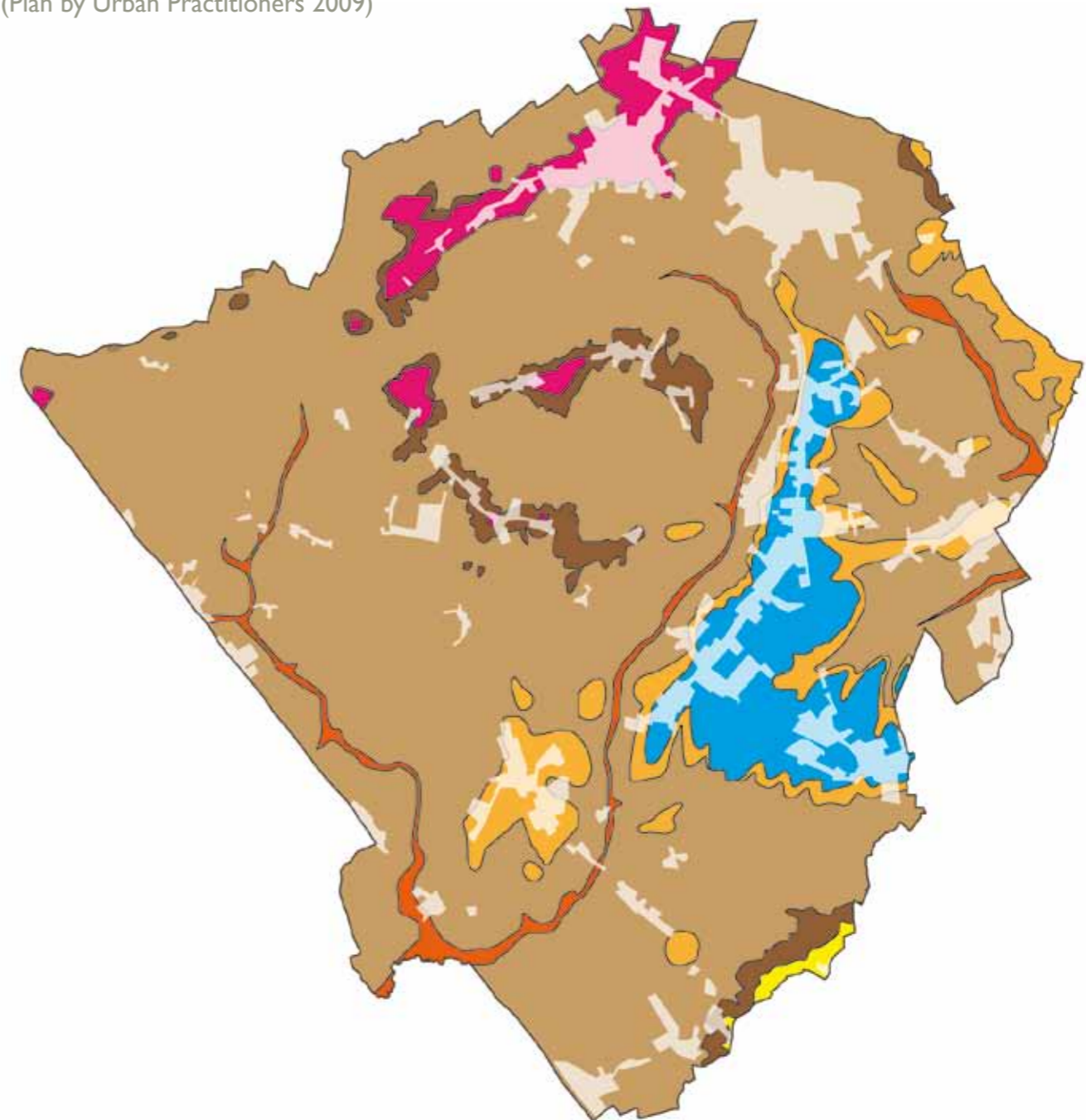
Two factors encouraged later suburban development during the Edwardian and interwar periods to spill down from the high ground and occupy the lower slopes and valleys. Firstly, building technology and particularly the readiness to dig deeper foundations and drain the land overcame the reluctance to build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



Historic village centre at Mill Hill



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



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LAND USE

Introduction

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

Conservation Areas

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

Major Development Sites

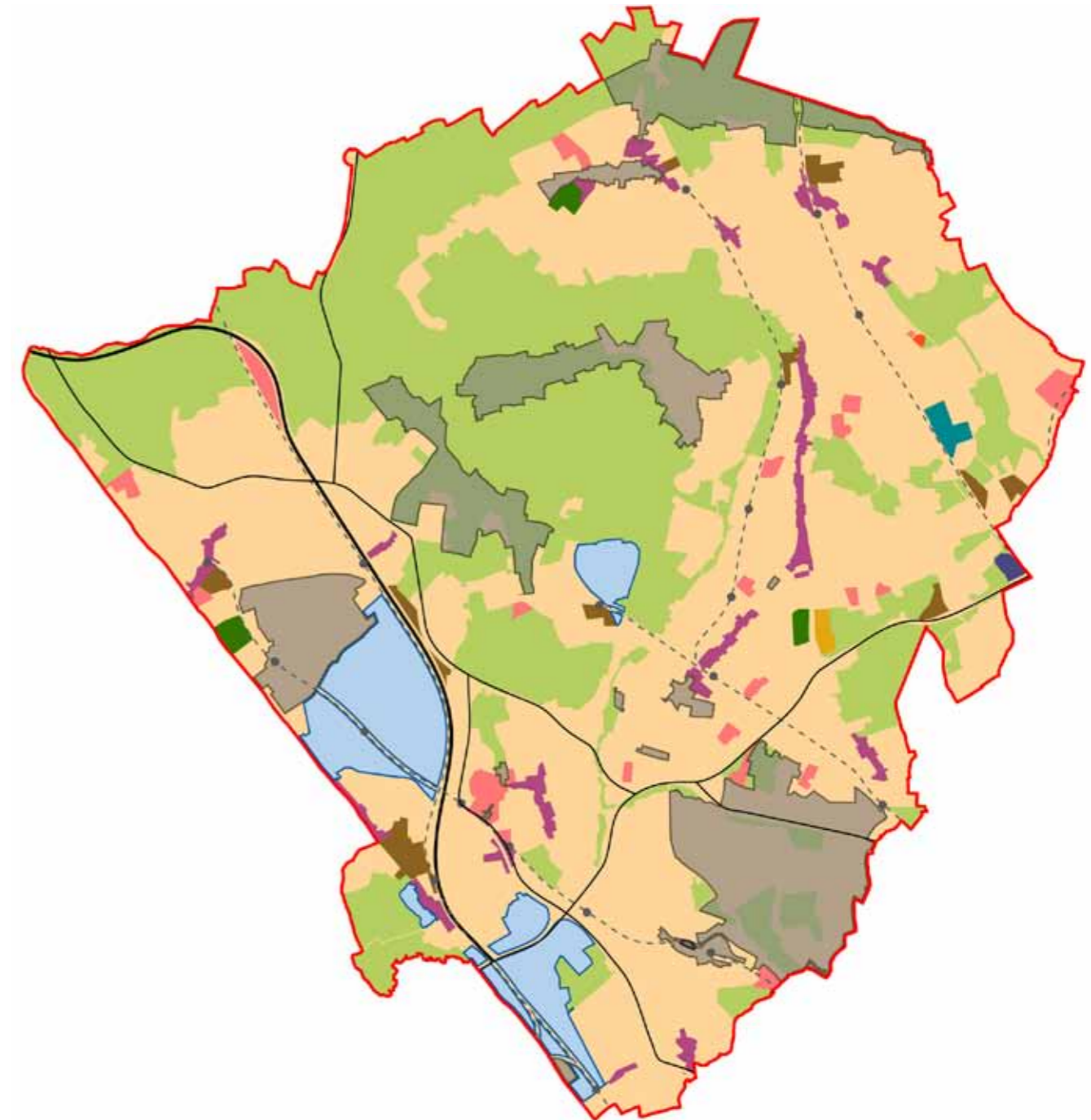
These areas have been identified as appropriate locations for change, and are therefore subject to controlled and managed development. Major development is proposed at the Brent Cross, Colindale, West Hendon and Mill Hill East. Given the amount of change these sites are about to be subject to, a detailed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

Green Space

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



Land Use
(Plan by Urban Practitioners 2009)



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LAND USE

Residential

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

Education

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

Mixed use centres

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

Other uses

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



Much of the Borough is made up of residential development.



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

GREEN SPACE

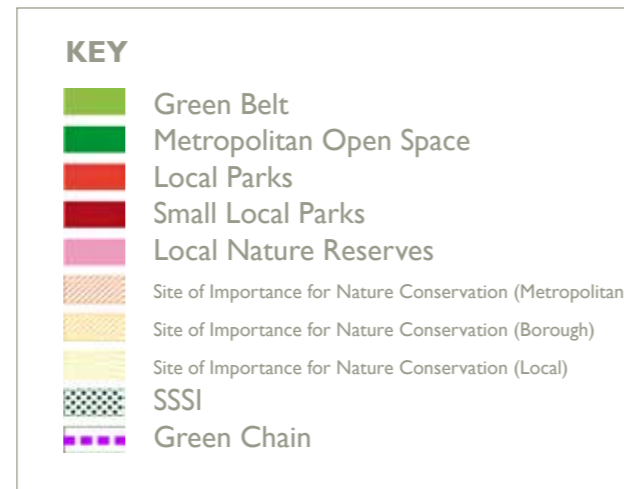
Introduction

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

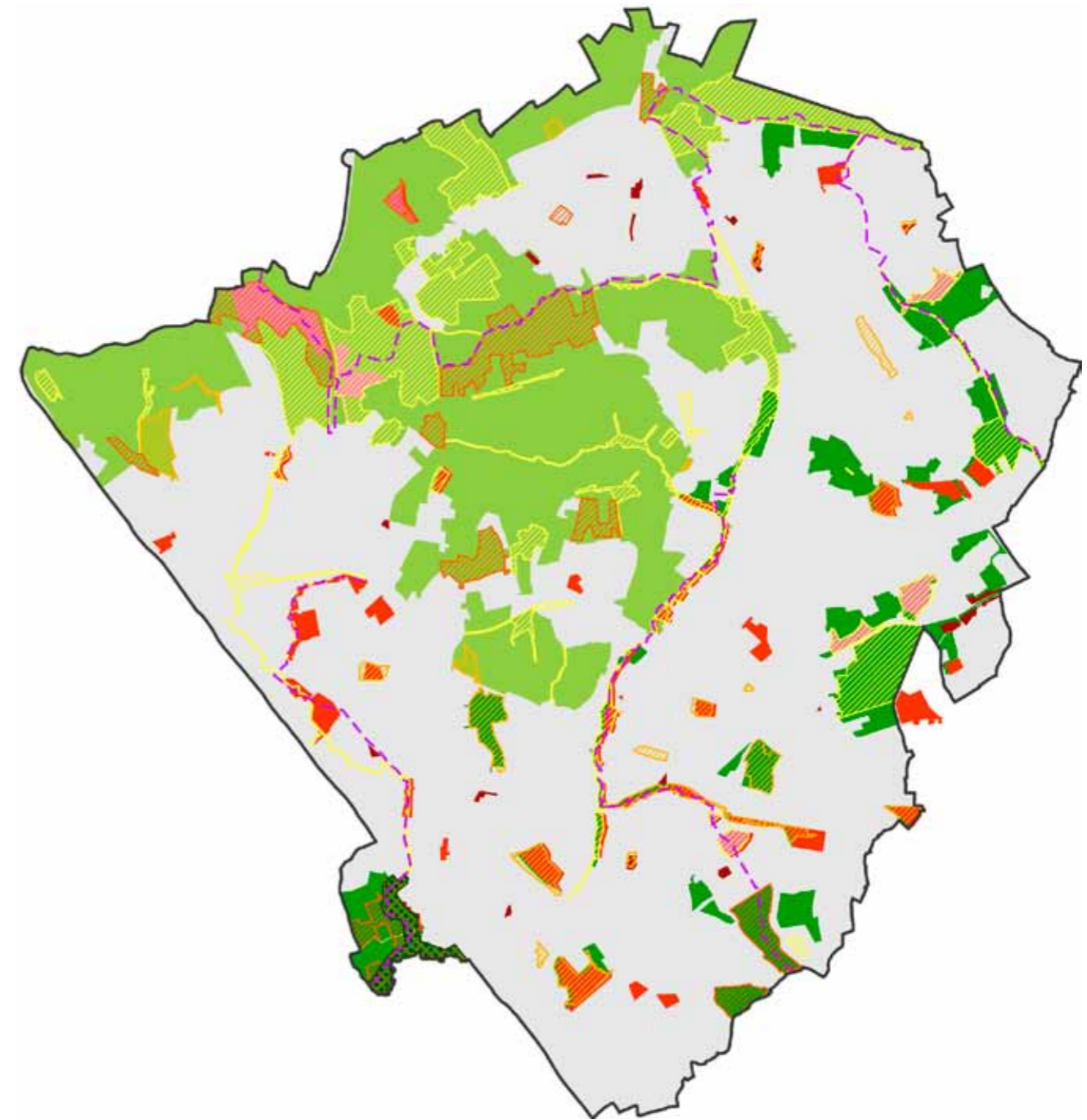
Agricultural landscape

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

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



Green Space
(Plan by Urban Practitioners 2009)



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GREEN SPACE

Woodlands

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

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

Parks and Sports Grounds

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

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

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



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



Barnet has several parks providing high quality outdoor environments for residents



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

GREEN SPACE

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

Allotments

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

Cemeteries

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

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

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

London Regional Landscape Framework

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

Protection of green space

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

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

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

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



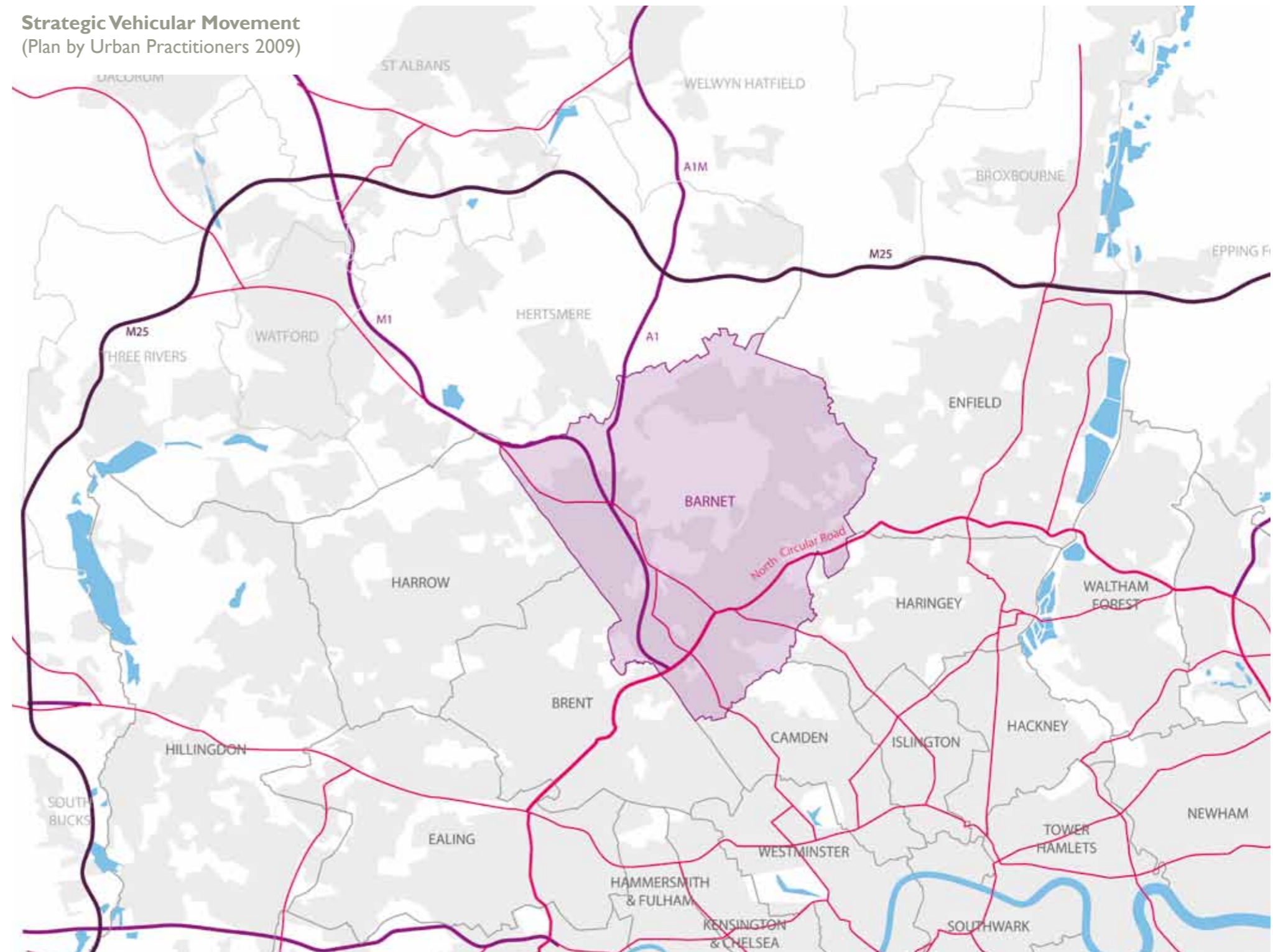
VEHICULAR MOVEMENT

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

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

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

Strategic Vehicular Movement
(Plan by Urban Practitioners 2009)



VEHICULAR MOVEMENT

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

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

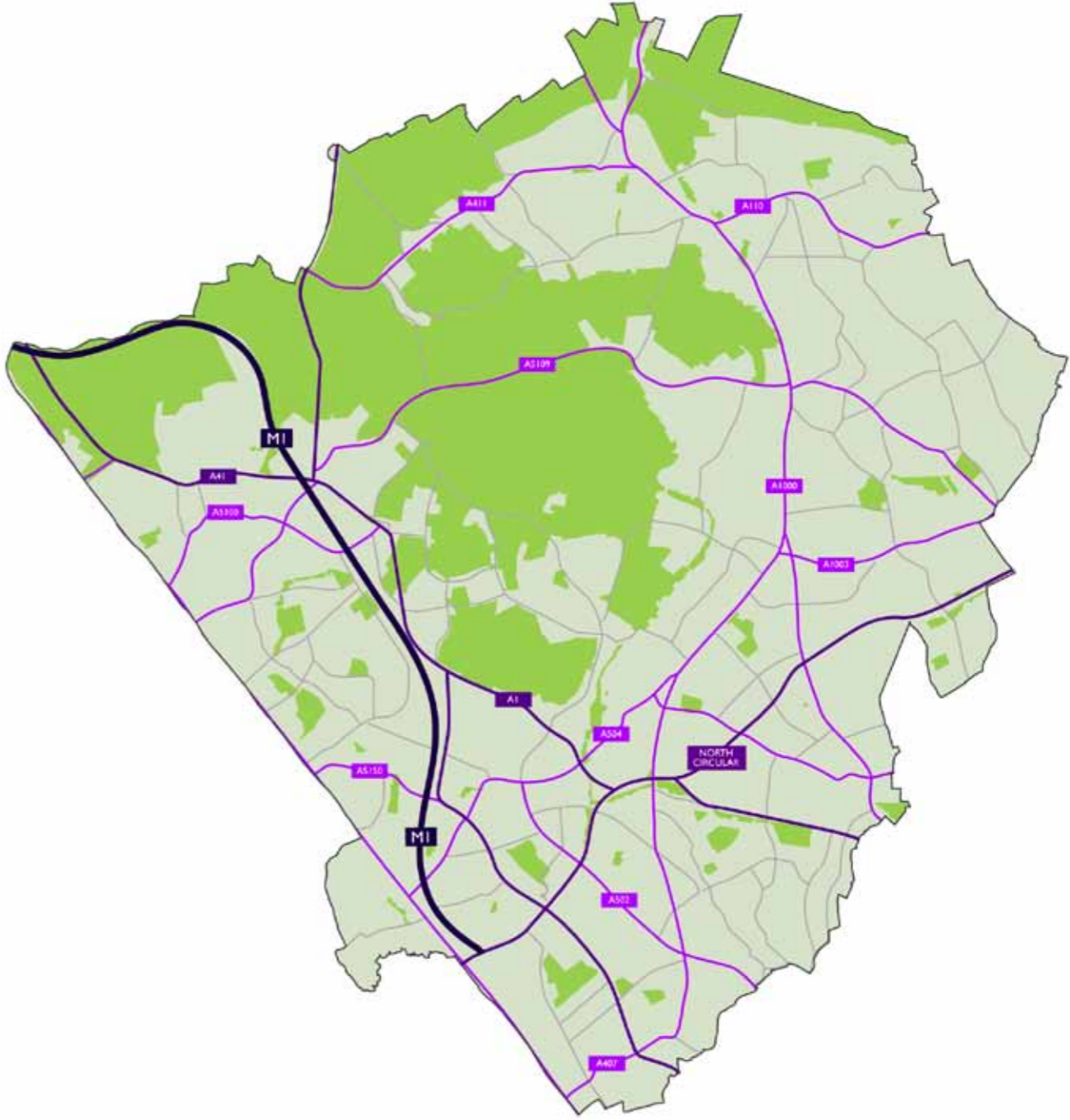
The secondary local roads which feed into these main routes also vary in character. The progression from Victorian through Edwardian to inter-war development saw a gradual relaxing of the rigid grid pattern to looser, more organic forms in some instances. Conversely, the Garden City movement spawned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

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

KEY

- Motorway
- A Road
- B Road
- Local Road

Vehicular Movement
(Plan by Urban Practitioners 2009)



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RAIL LINES

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

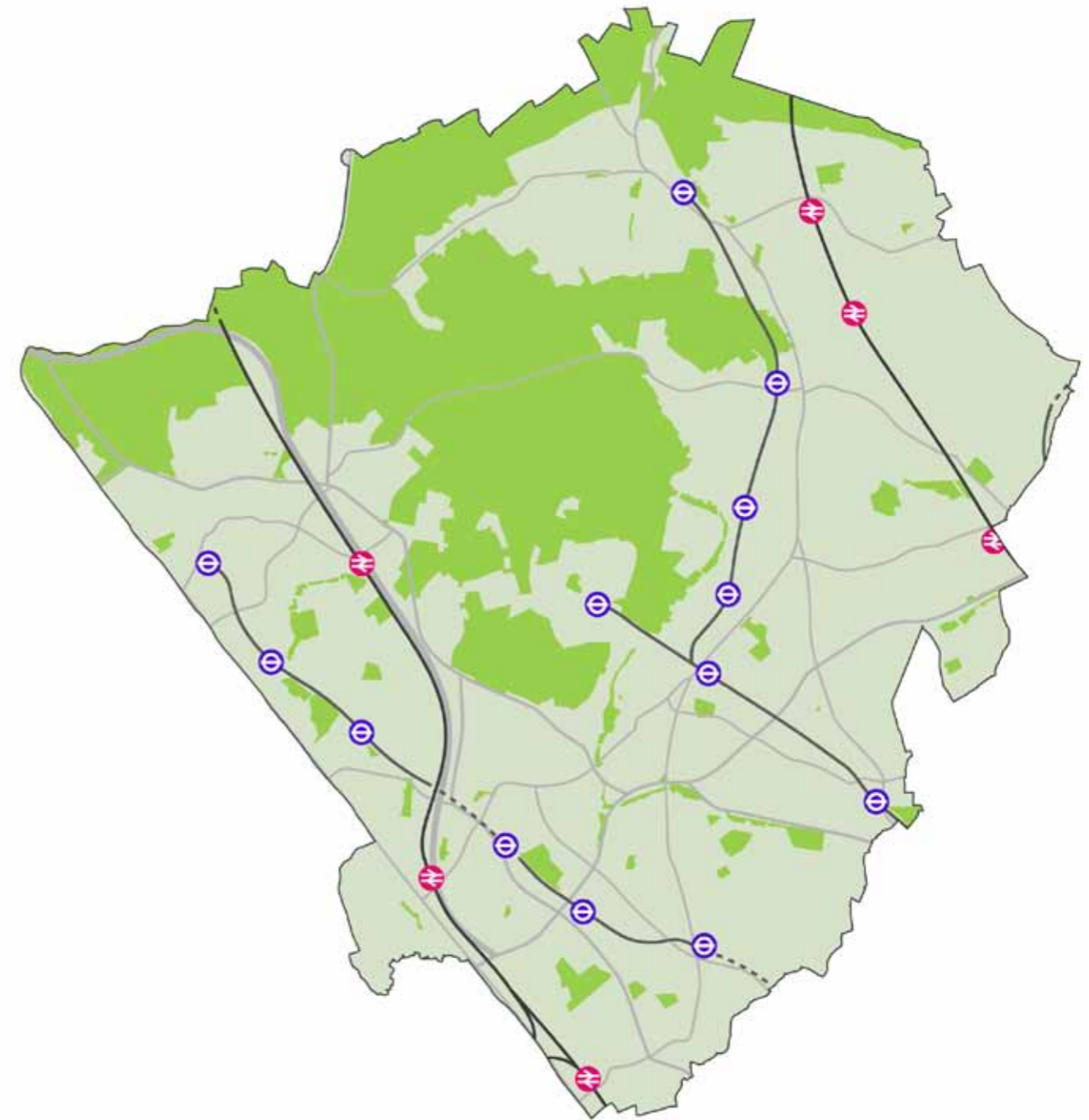
Other overground rail services run through the Borough, including Thameslink which provides good connections between the west of Barnet and the City whilst the line from Kings Cross towards Welwyn Garden City stops at several stations in the eastern part of the Borough.

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

KEY

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

Rail Lines
(Plan by Urban Practitioners 2009)

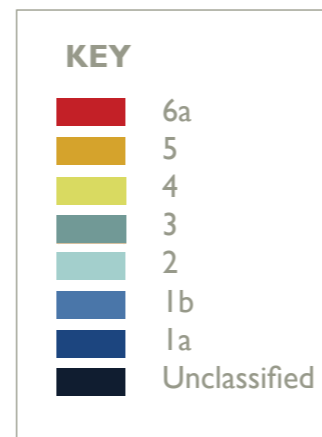


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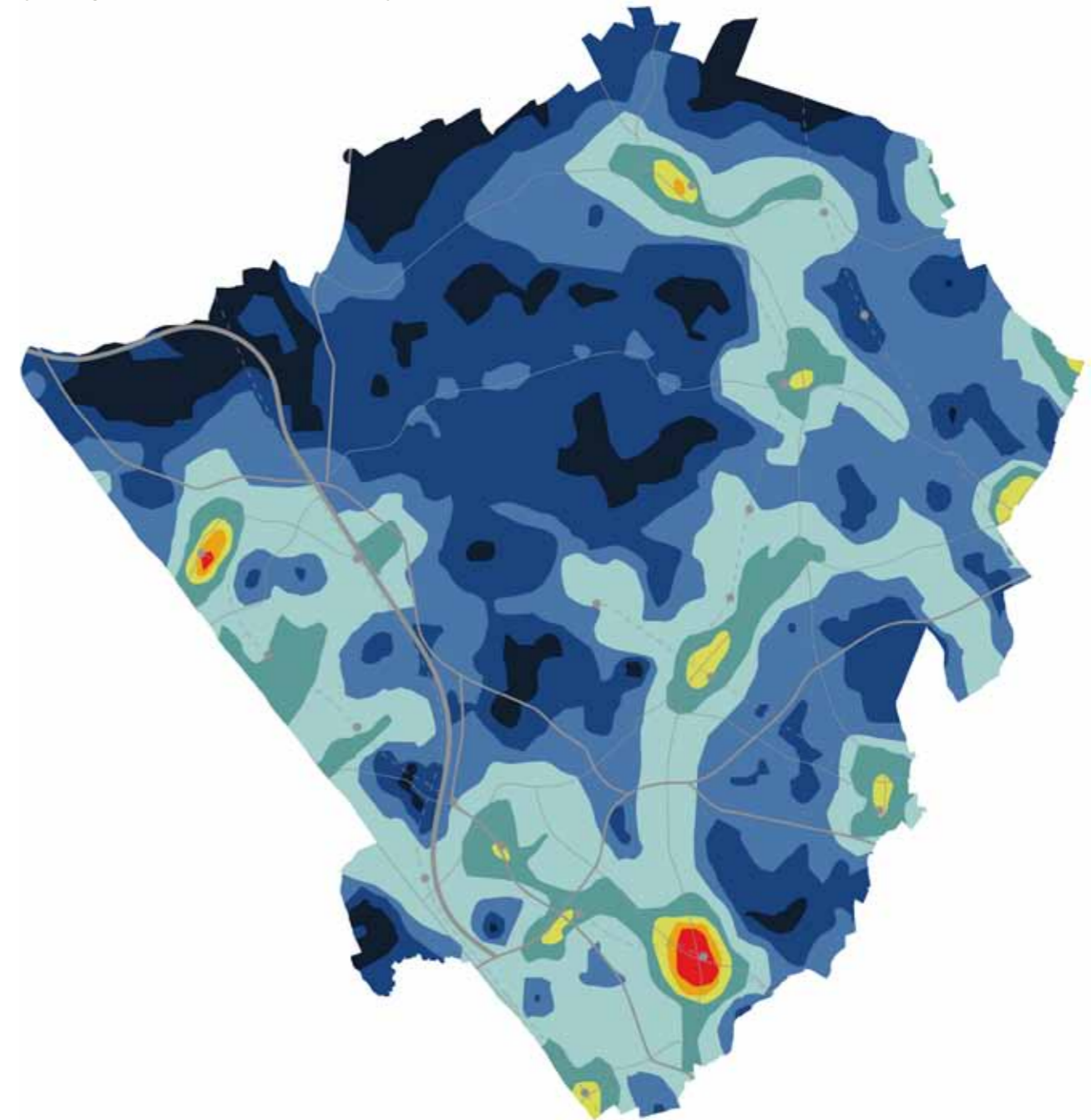
PUBLIC TRANSPORT ACCESSIBILITY LEVELS

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

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



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



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SOCIETY

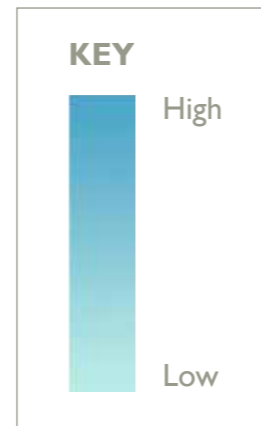
Introduction

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

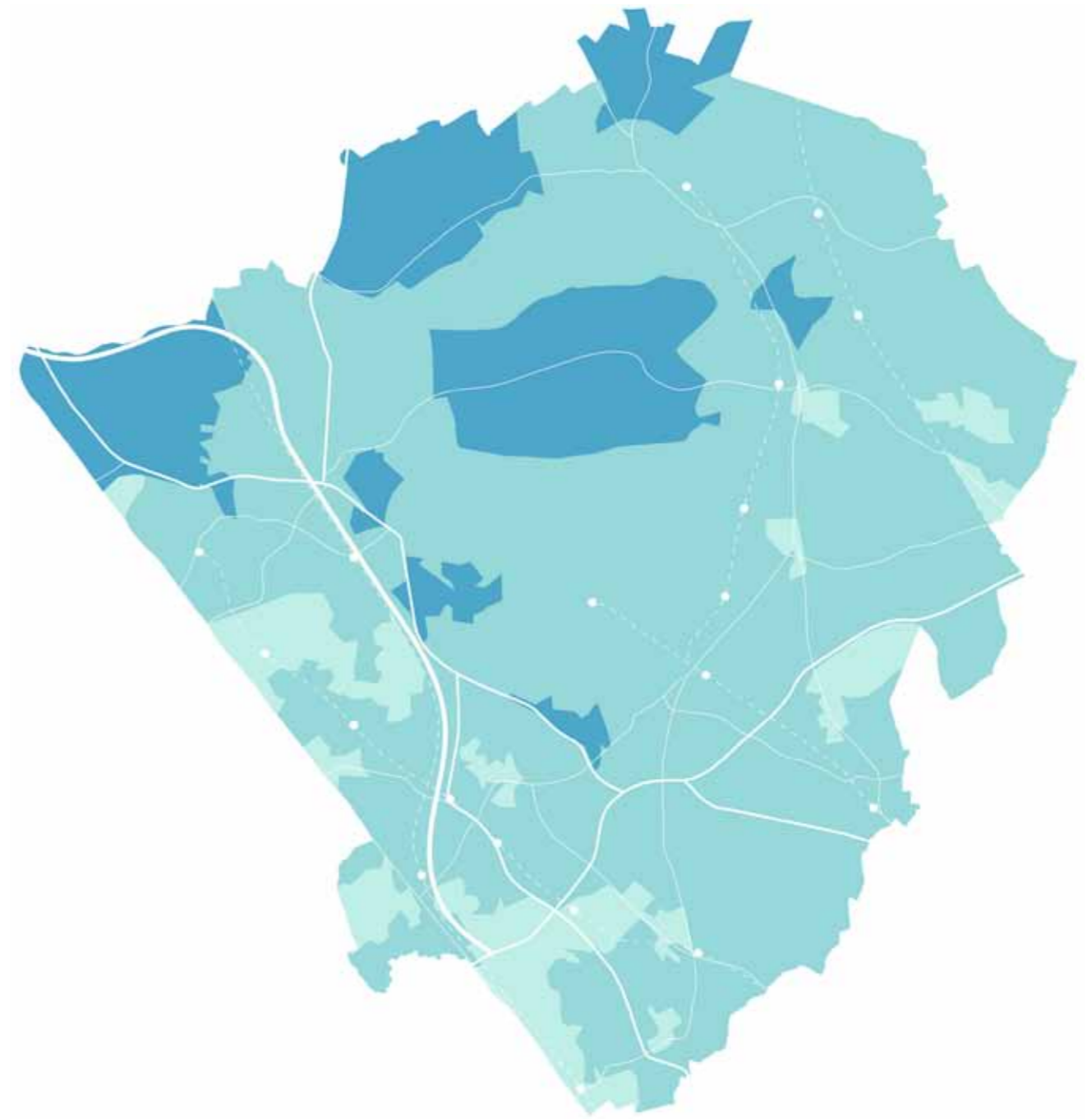
Car ownership

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

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



Car Ownership
(Plan by Urban Practitioners 2009)



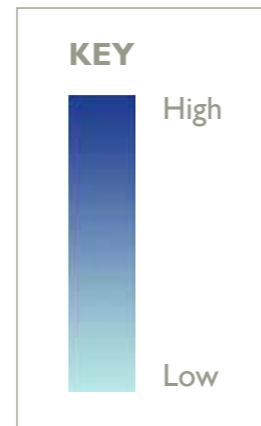
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SOCIETY

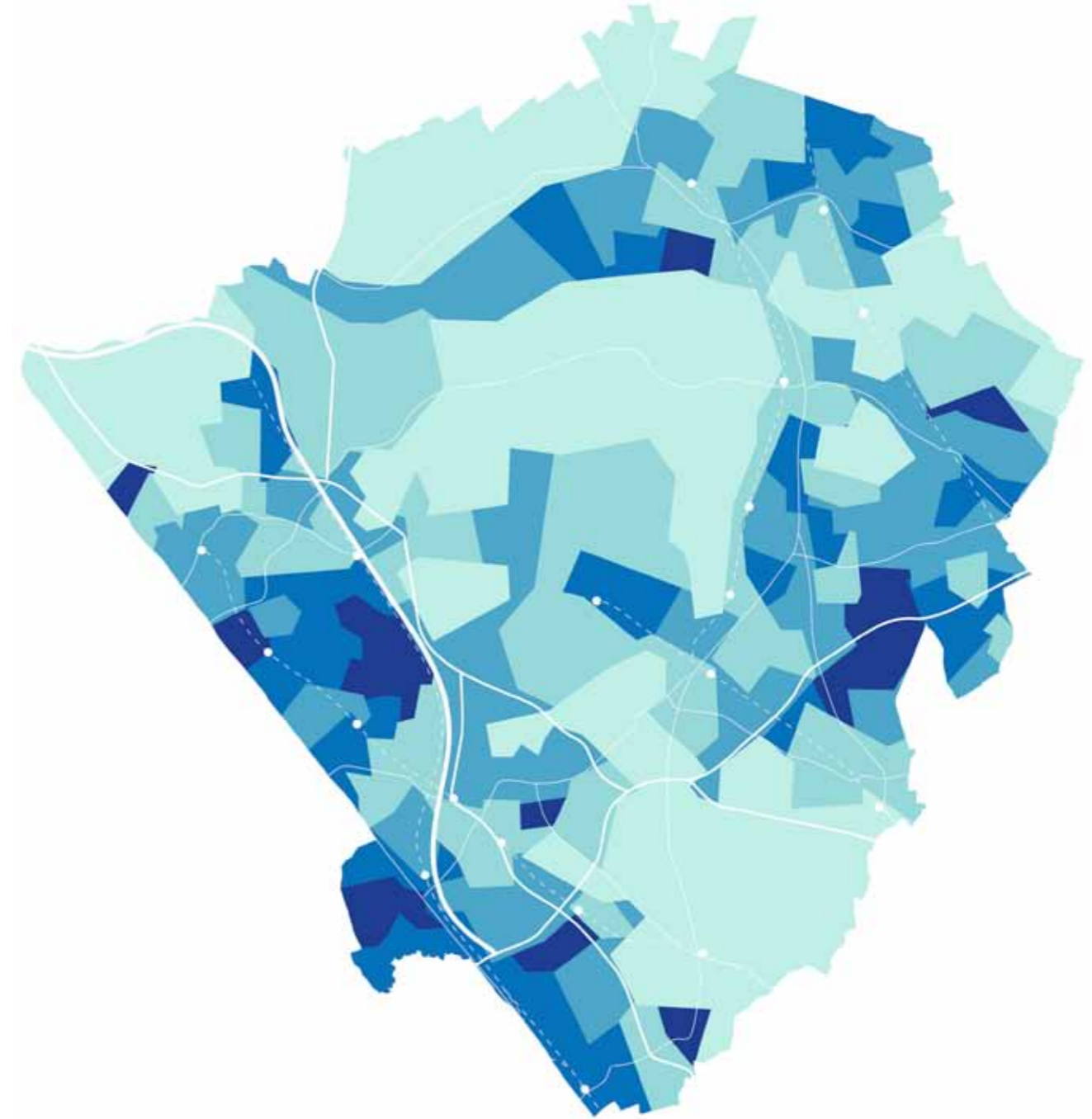
Unemployment

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

London Wide Unemployment (Plan by Urban Practitioners 2009)



Unemployment (Plan by Urban Practitioners 2009)



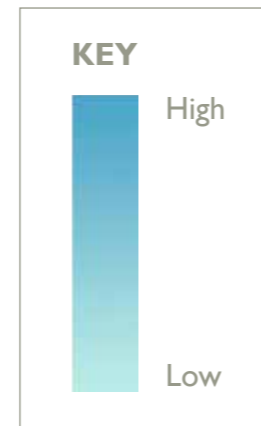
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SOCIETY

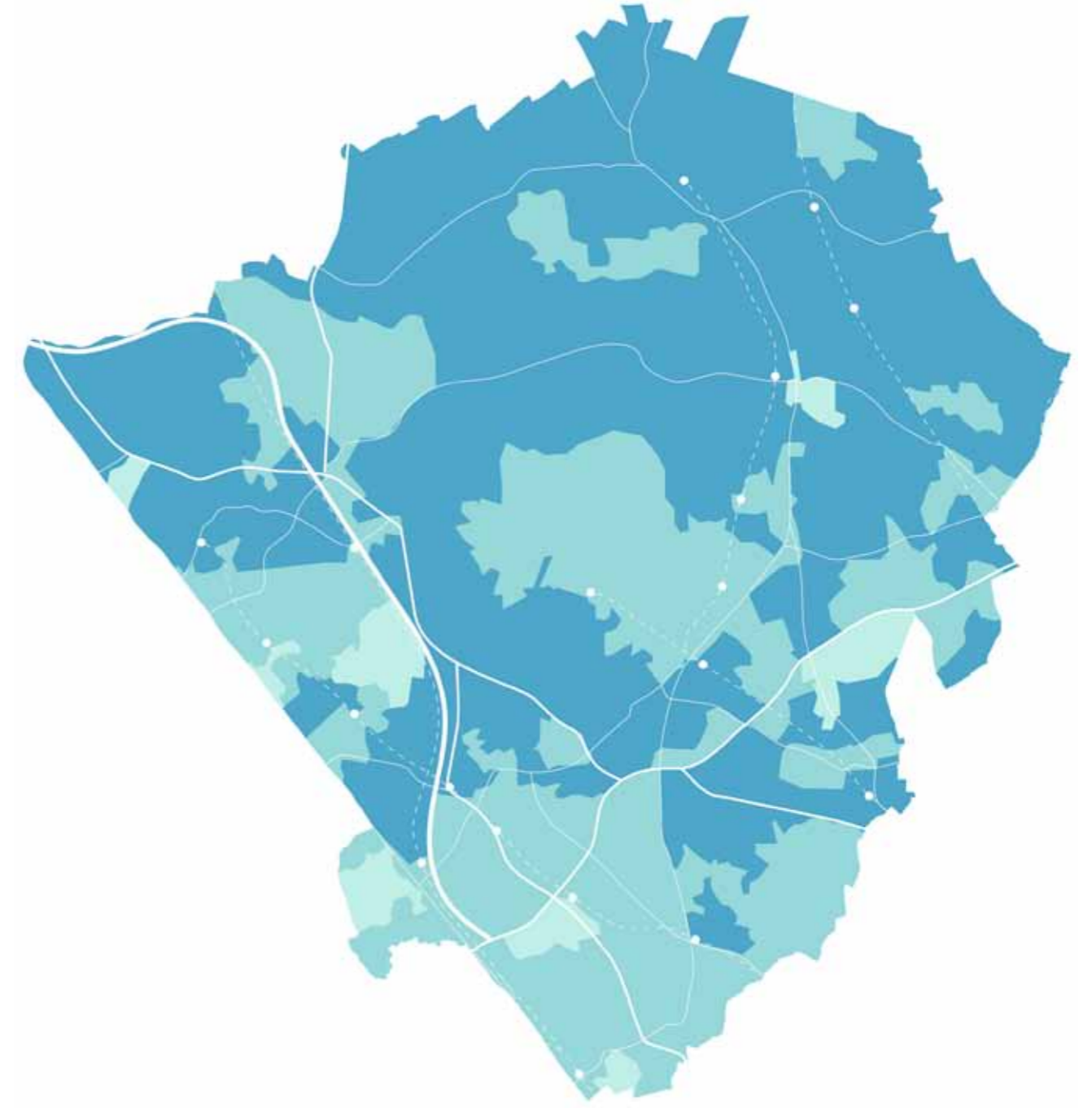
Housing tenure

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

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



Housing Tenure
(Plan by Urban Practitioners 2009)



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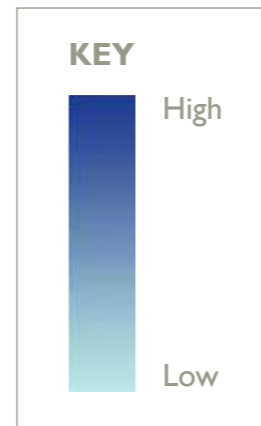
SOCIETY

Indices of Multiple Deprivation

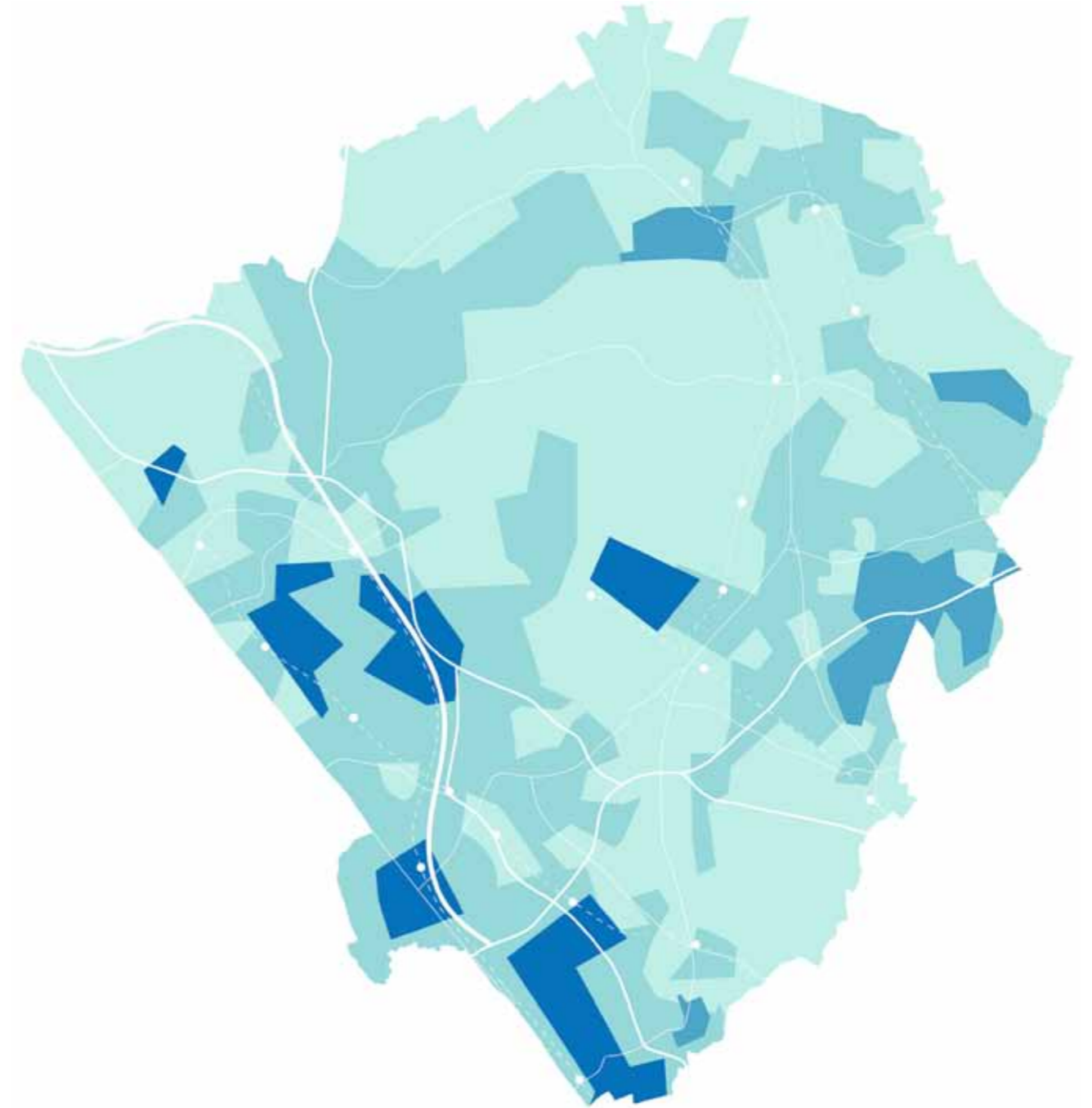
The Indices of Multiple Deprivation provides a measure which allows comparisons between the relative quality of life enjoyed by people in different areas. It is composed from statistics which measure income, employment, health and disability, education, skills and training, barriers to housing and services,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

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

London Wide IMD (Plan by Urban Practitioners 2009)



IMD (Plan by Urban Practitioners 2009)



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SECTION III
TYPOTOLOGIES

AREAS OUTSIDE OF STUDY

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

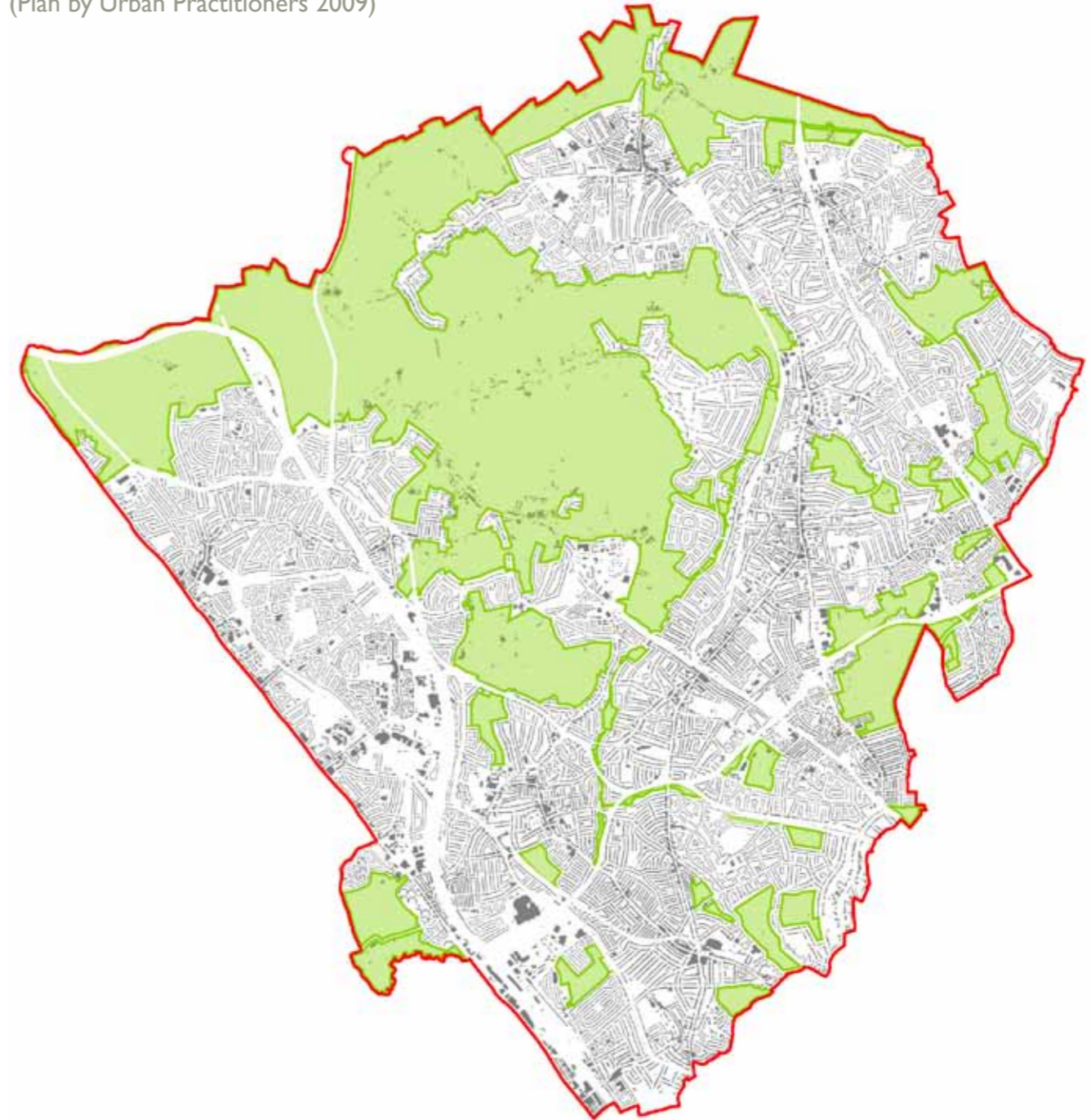
GREEN SPACE

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



Approximately one third of the Borough is designated Green Belt

Green Space
(Plan by Urban Practitioners 2009)



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AREAS OUTSIDE OF STUDY

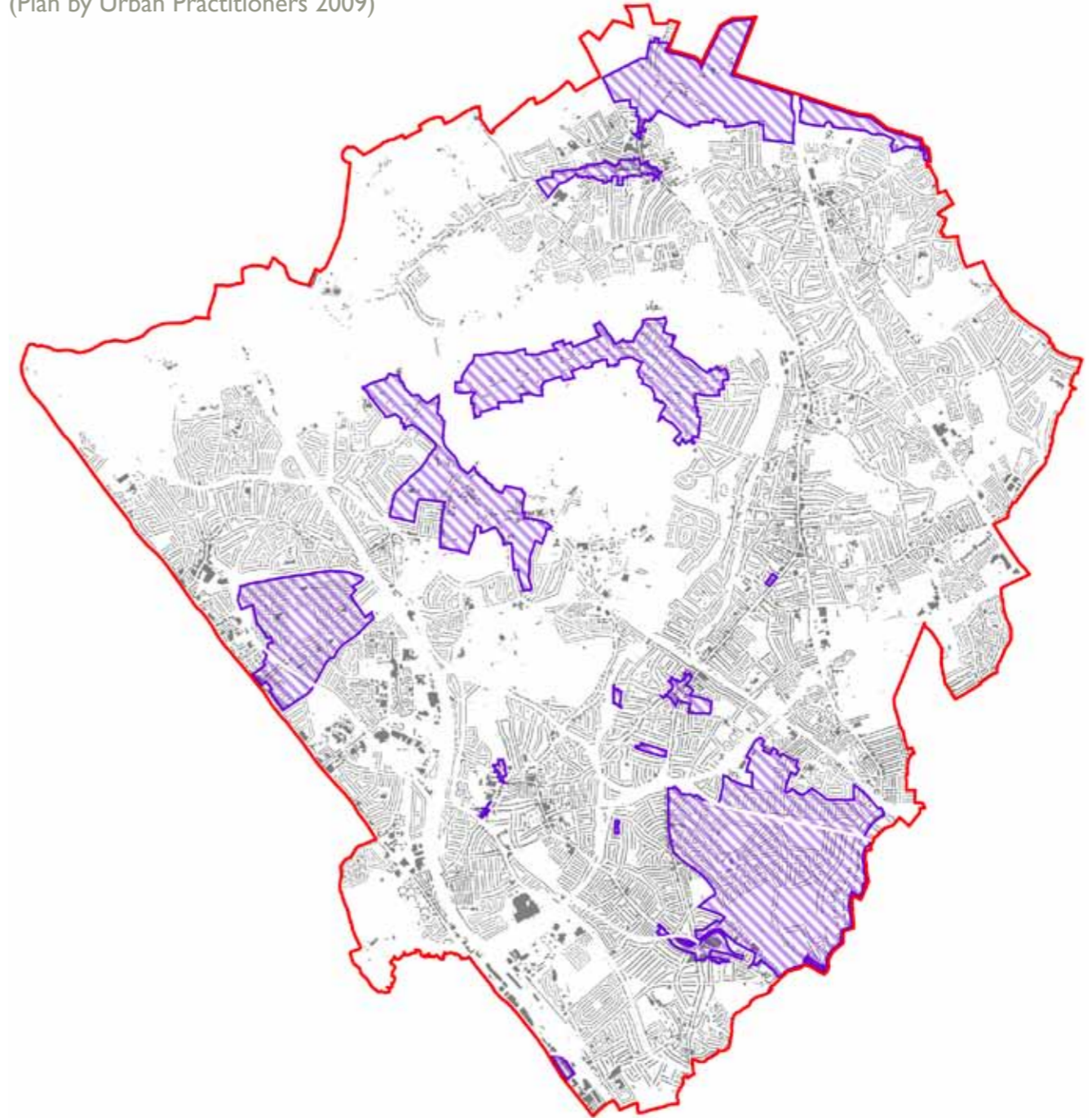
CONSERVATION AREAS

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



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

Conservation Areas
(Plan by Urban Practitioners 2009)



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AREAS OUTSIDE OF STUDY

MAJOR GROWTH AREAS

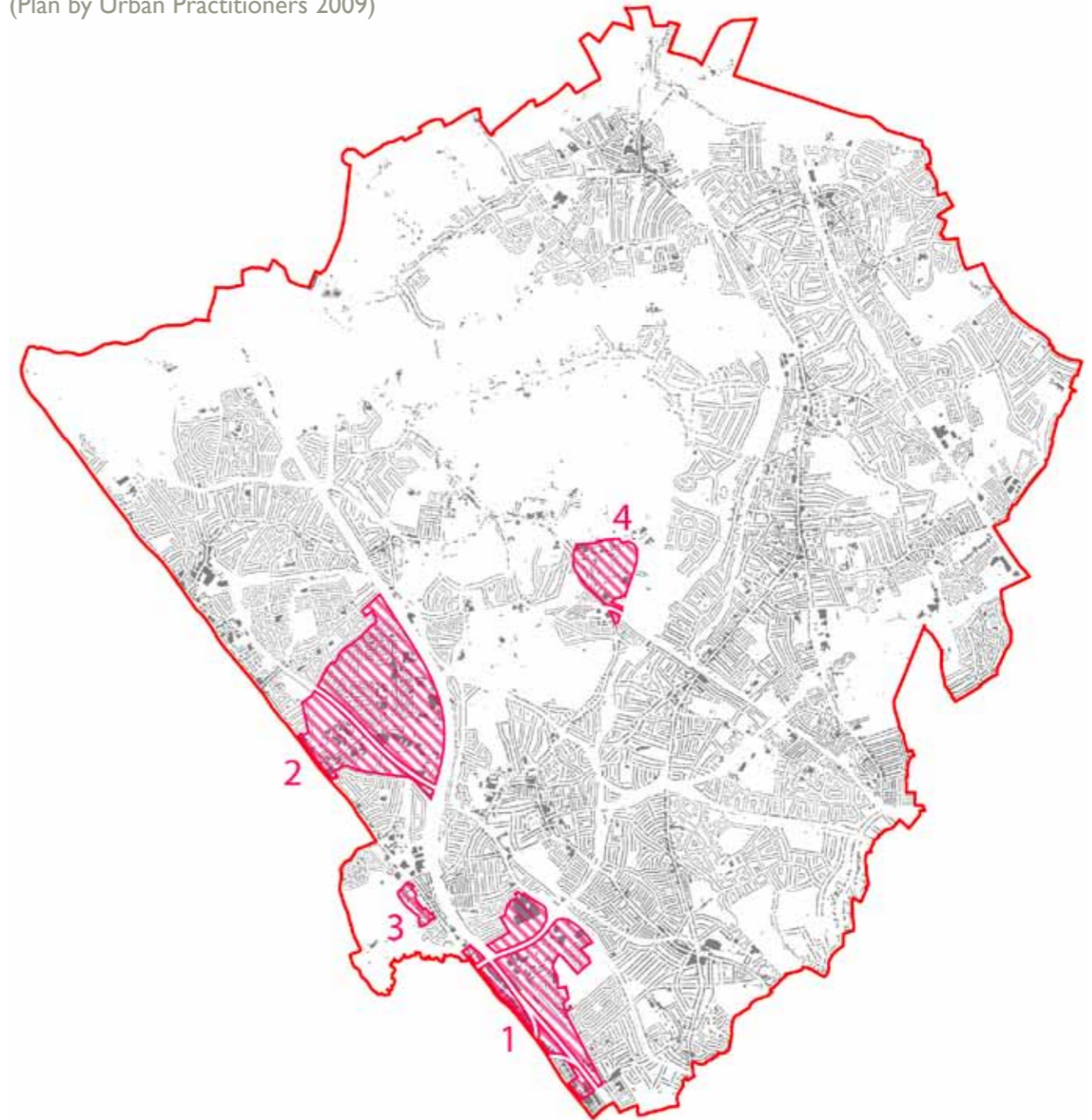
The third and final group identifies areas of major growth. These specific areas have been identified as appropriate locations for change, and are therefore subject to controlled and managed development. Major development is proposed at the following locations:

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



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

Major Development Areas (Plan by Urban Practitioners 2009)



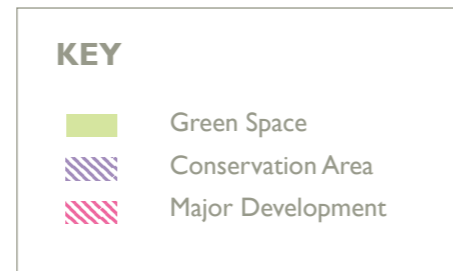
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AREAS OUTSIDE OF STUDY

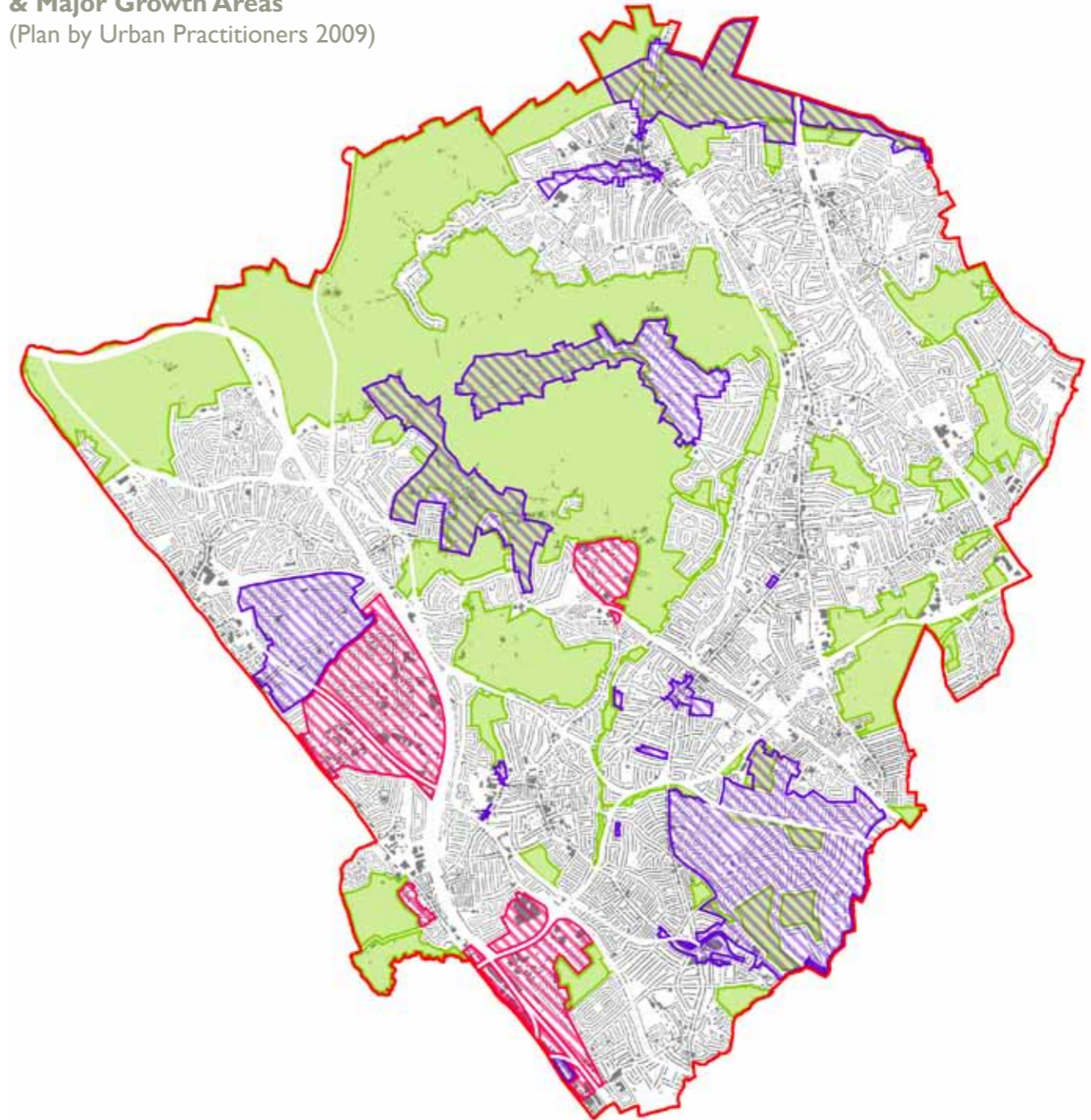
SUMMARY

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

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



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



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PRIMARY TYPOLOGIES

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

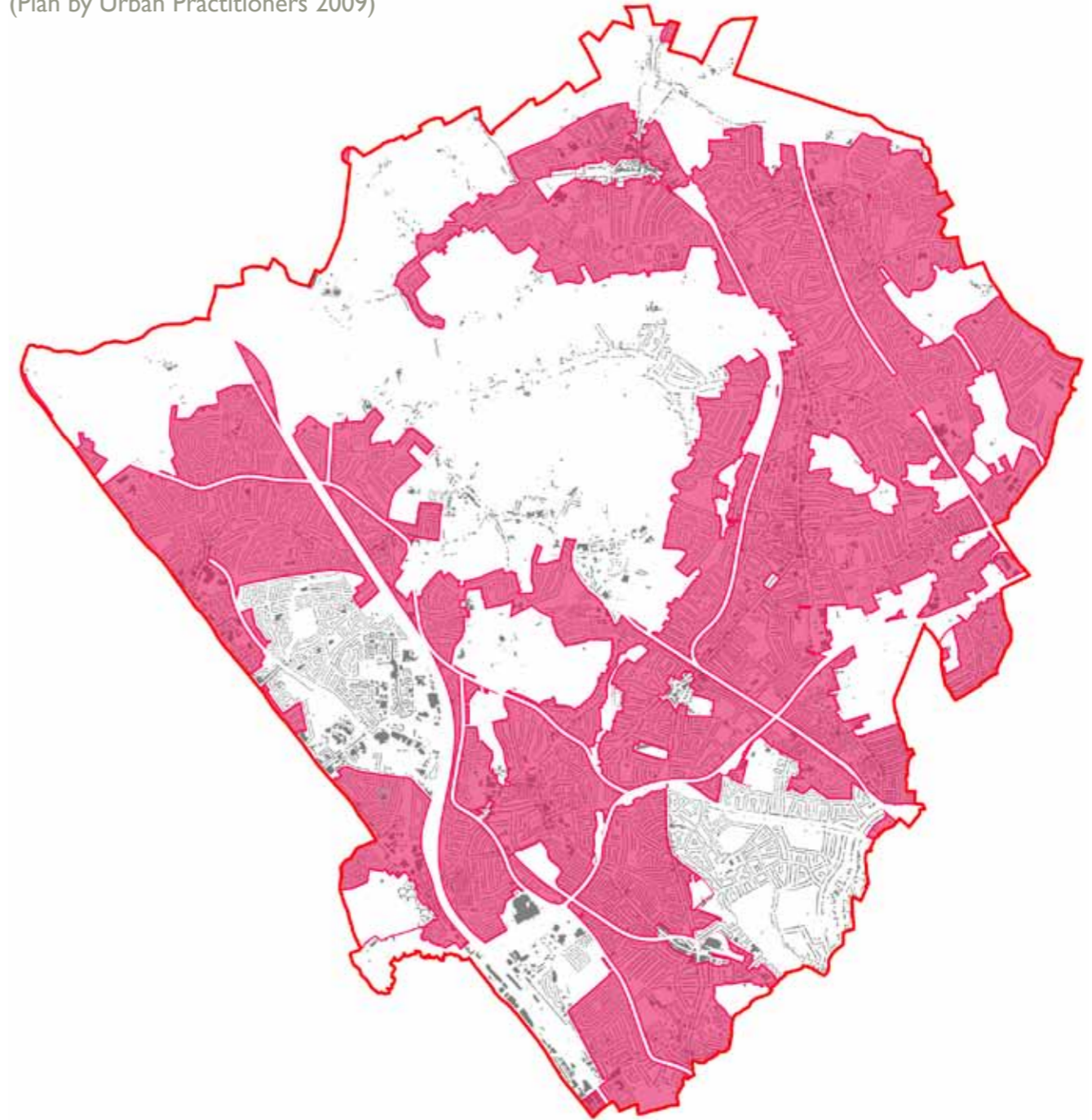
- Scale and grain – the pattern, size and arrangement of buildings and their plots;
- Land use – the predominant function of the buildings;
- Network characteristics – the arrangement of vehicular roads and pedestrian paths, and their relationship with surrounding buildings.

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

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

Details of each typology are illustrated on the following pages.

Remaining Urban Area
(Plan by Urban Practitioners 2009)



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BOX DEVELOPMENT

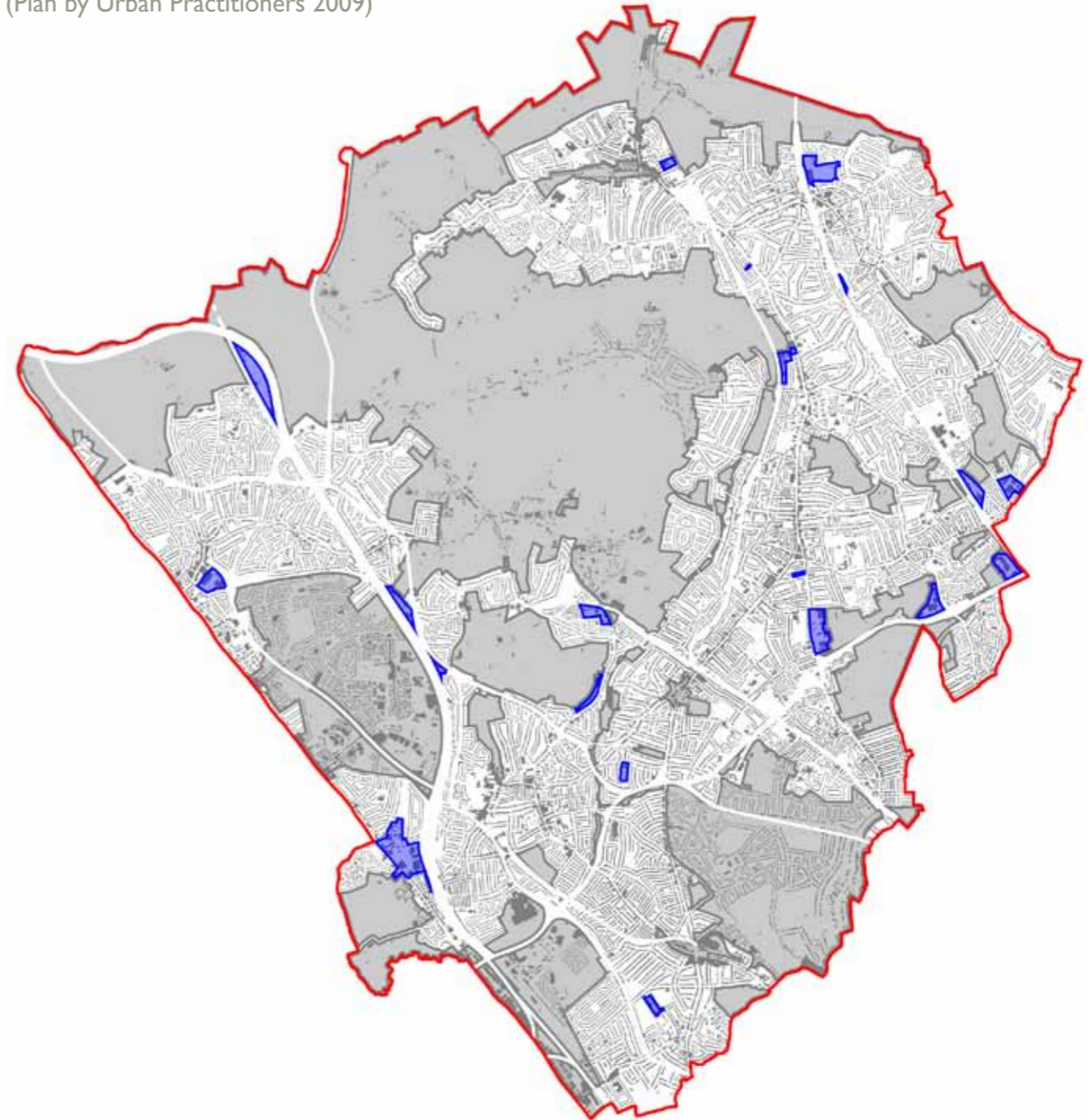
Box development is most typically large scale retail units such as supermarkets, or industrial development. It is most frequently located in close proximity to large infrastructure and a significant amount borders the M1 motorway, the North Circular Road, and rail lines. Occasionally box development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

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



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

Box Development
(Plan by Urban Practitioners 2009)



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BOX DEVELOPMENT

Scale and Grain

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

Land Use

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

Network Characteristics

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



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

CAMPUS DEVELOPMENT

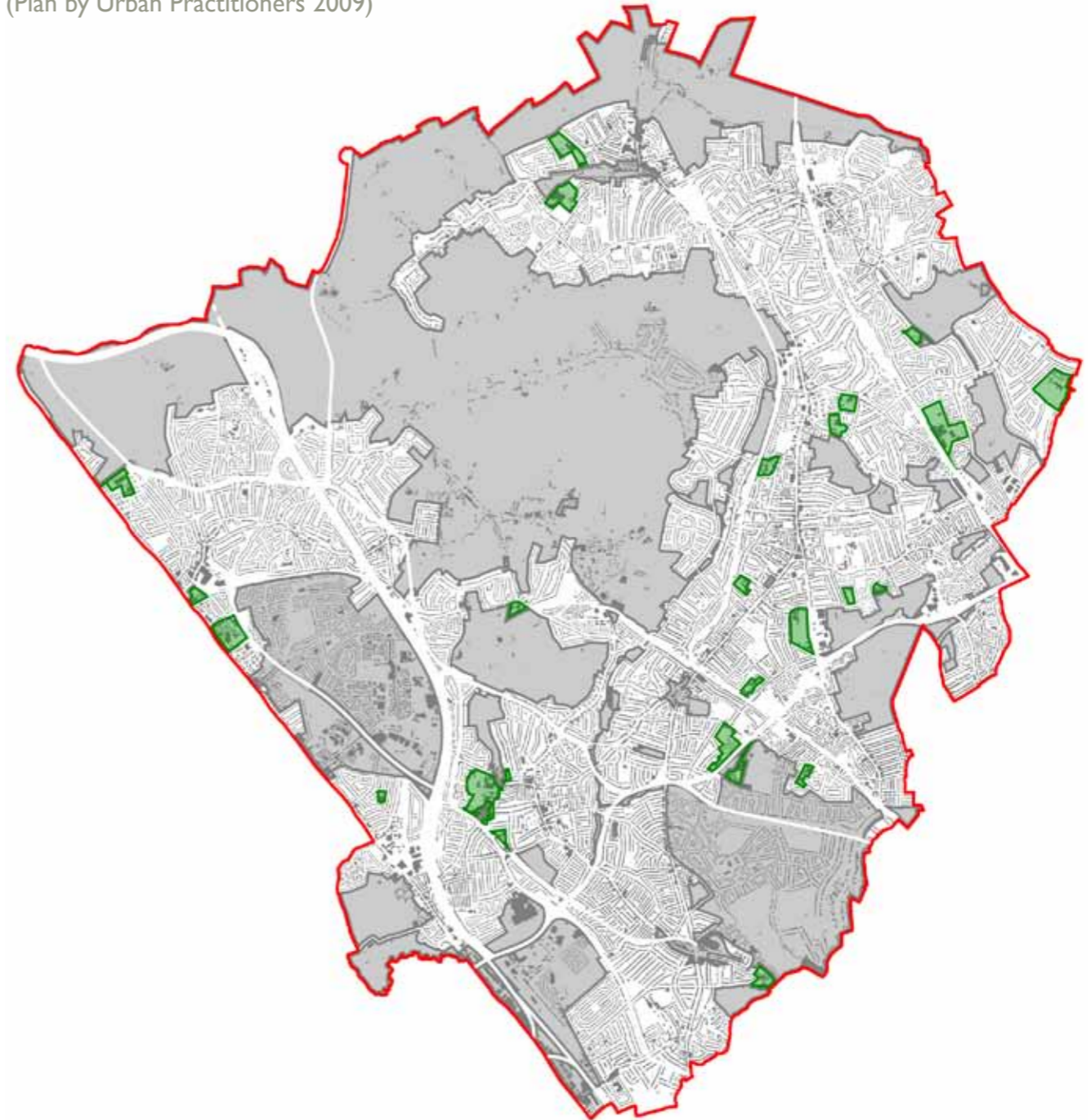
This typology occupies a range of uses across the Borough, including colleges, hospitals, civic buildings and business parks. Campus development typically comprises large building or groups of buildings, and can be distinguished from Box development through the greater emphasis placed on surrounding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

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



Middlesex University is a notable example of campus development

Campus Development
(Plan by Urban Practitioners 2009)



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CAMPUS DEVELOPMENT

Scale and Grain

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

Land Use

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

Network Characteristics

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



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

CORES AND TOWN CENTRES

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

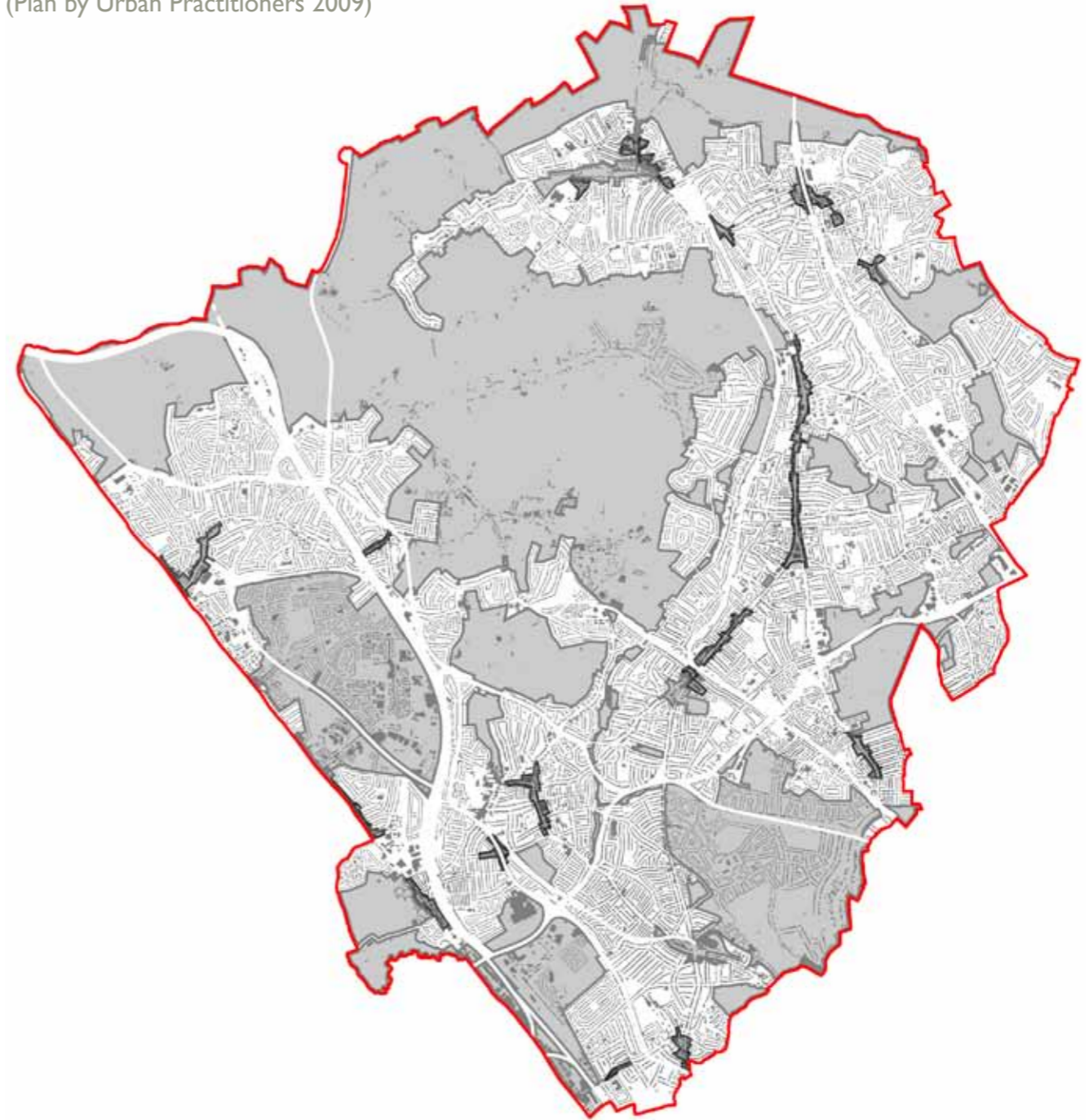
These areas are often located along major vehicular routes traffic has had a significant impact upon their historic character. Ribbon development along these routes has resulted in elongated areas of town centre activity. The impact of modern highway design has also impacted upon the public realm of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

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



Town centre retail uses

Cores and Town Centres
(Plan by Urban Practitioners 2009)



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CORES AND TOWN CENTRES

Scale and Grain

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

Land Use

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

Network Characteristics

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



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

RESIDENTIAL ESTATES

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

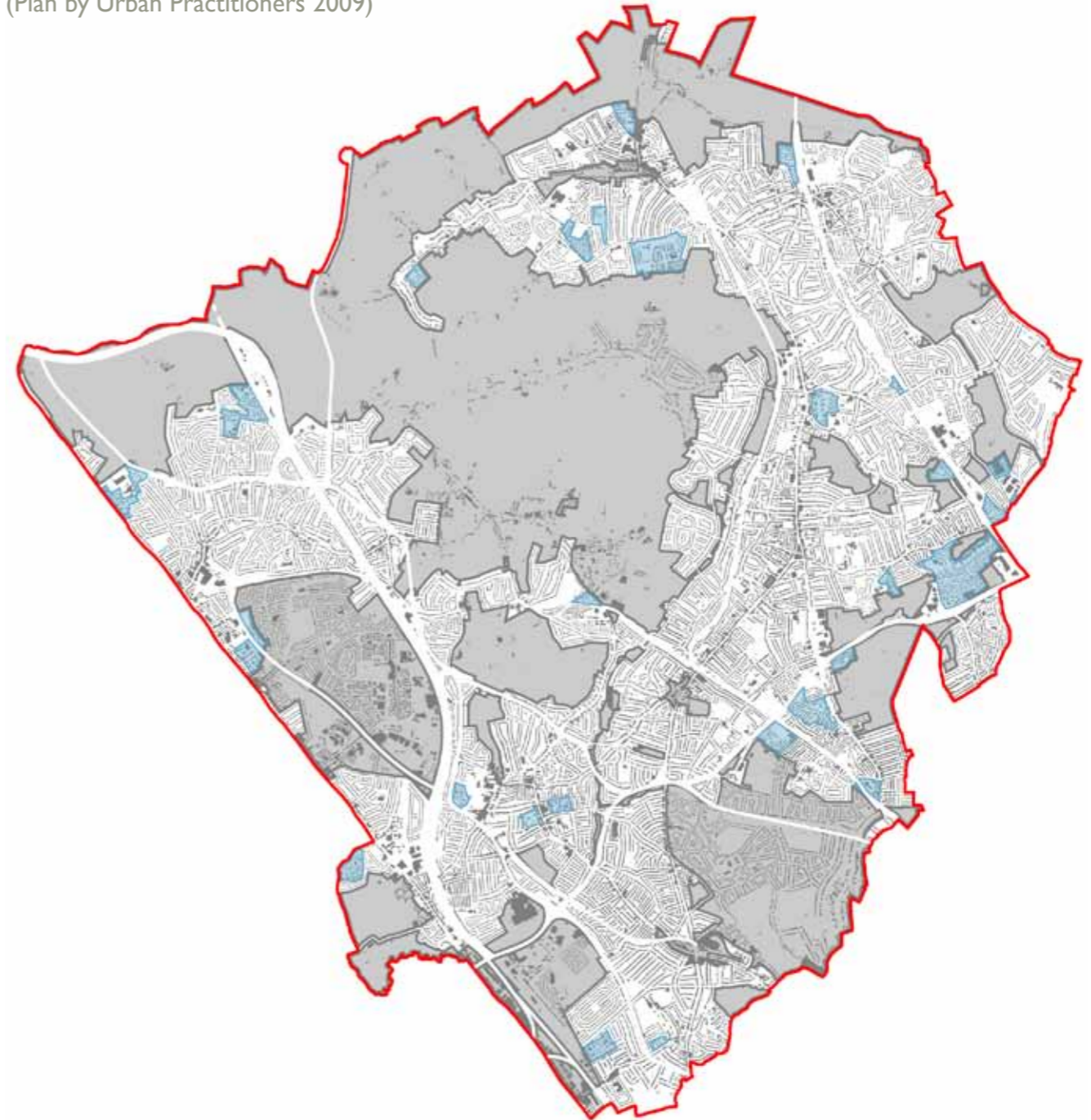
Postwar housing is the most prominent example of the conventional estate. Such development marked a radical departure from the earlier suburban development typical of the interwar period. Instead of conventional perimeter block structures which create clear networks of streets many new estates were designed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

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



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

Estates
(Plan by Urban Practitioners 2009)



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RESIDENTIAL ESTATES

Scale and Grain

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

Land Use

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

Network Characteristics

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



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

RESIDENTIAL STREETS

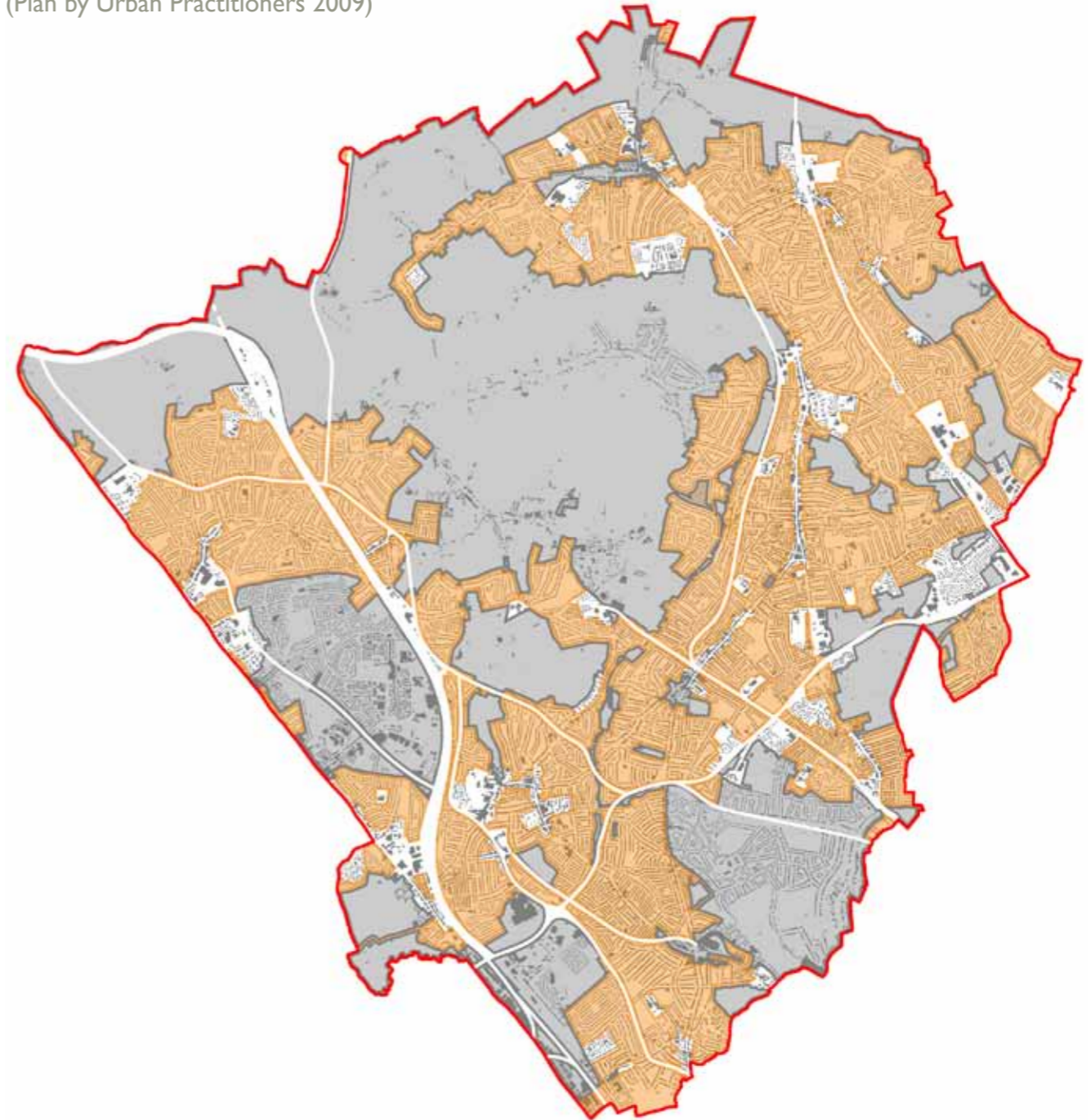
Conventional residential streets are the predominant form of development in Barnet, and most often associated with interwar housing. They are characterised by a simple loose grid of streets forming a permeable network, with each plot having frontage directly on the street.

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



Suburban residential development is the predominant urban character in Barnet.

Residential Streets
(Plan by Urban Practitioners 2009)



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RESIDENTIAL STREETS

Scale and Grain

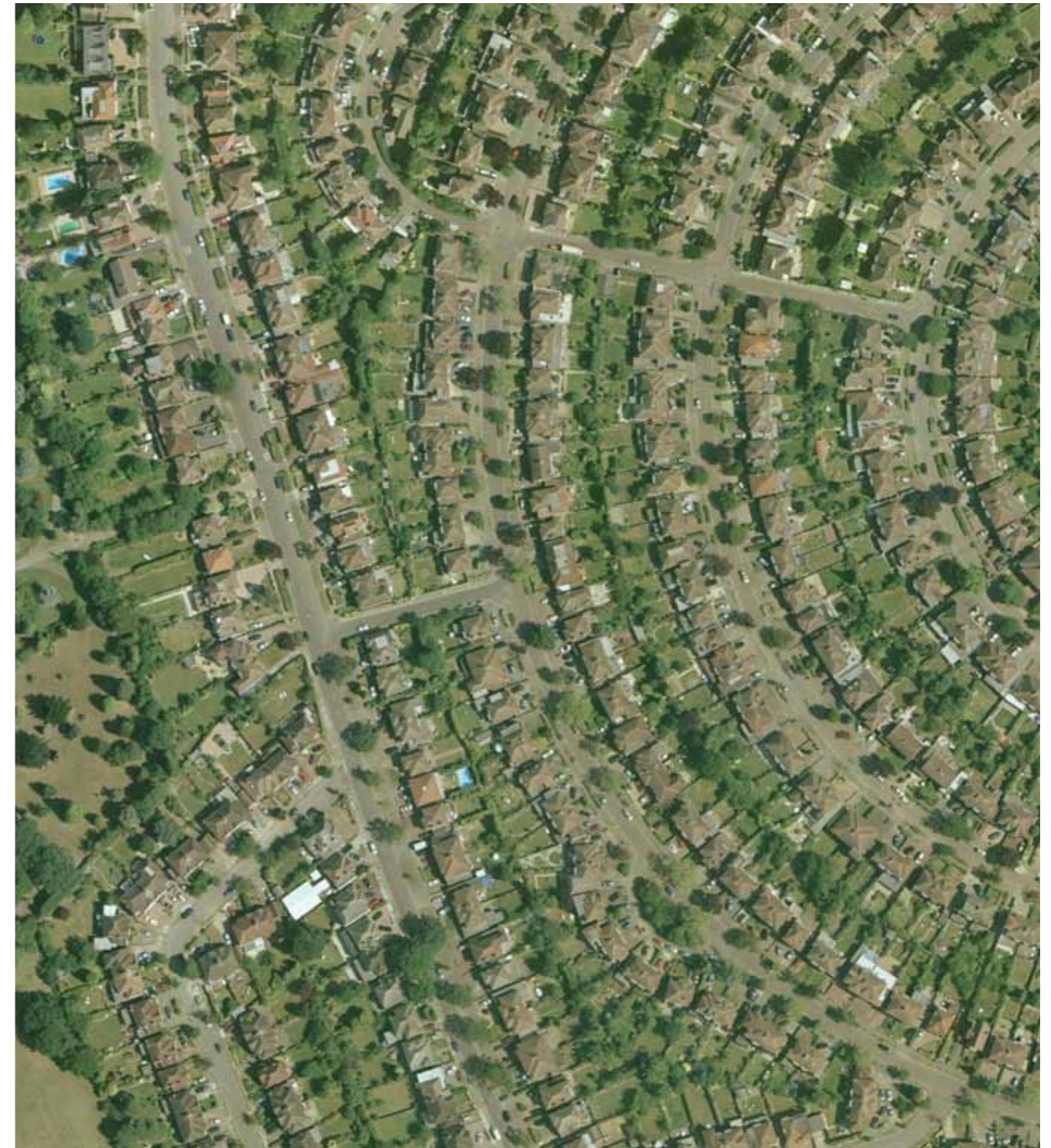
The nature of most residential streets in Barnet is to provide regular plots with individual dwellings. This domestic scale and repetitive modular approach is a key feature of these streets.

Land Use

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

Network Characteristics











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



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

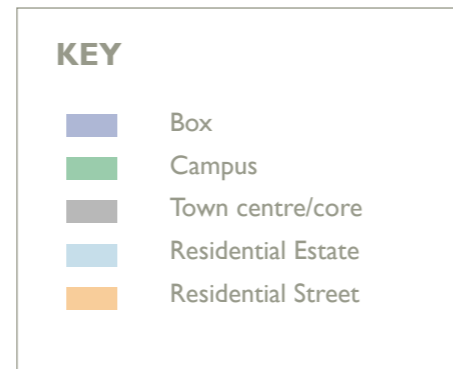
SUMMARY

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

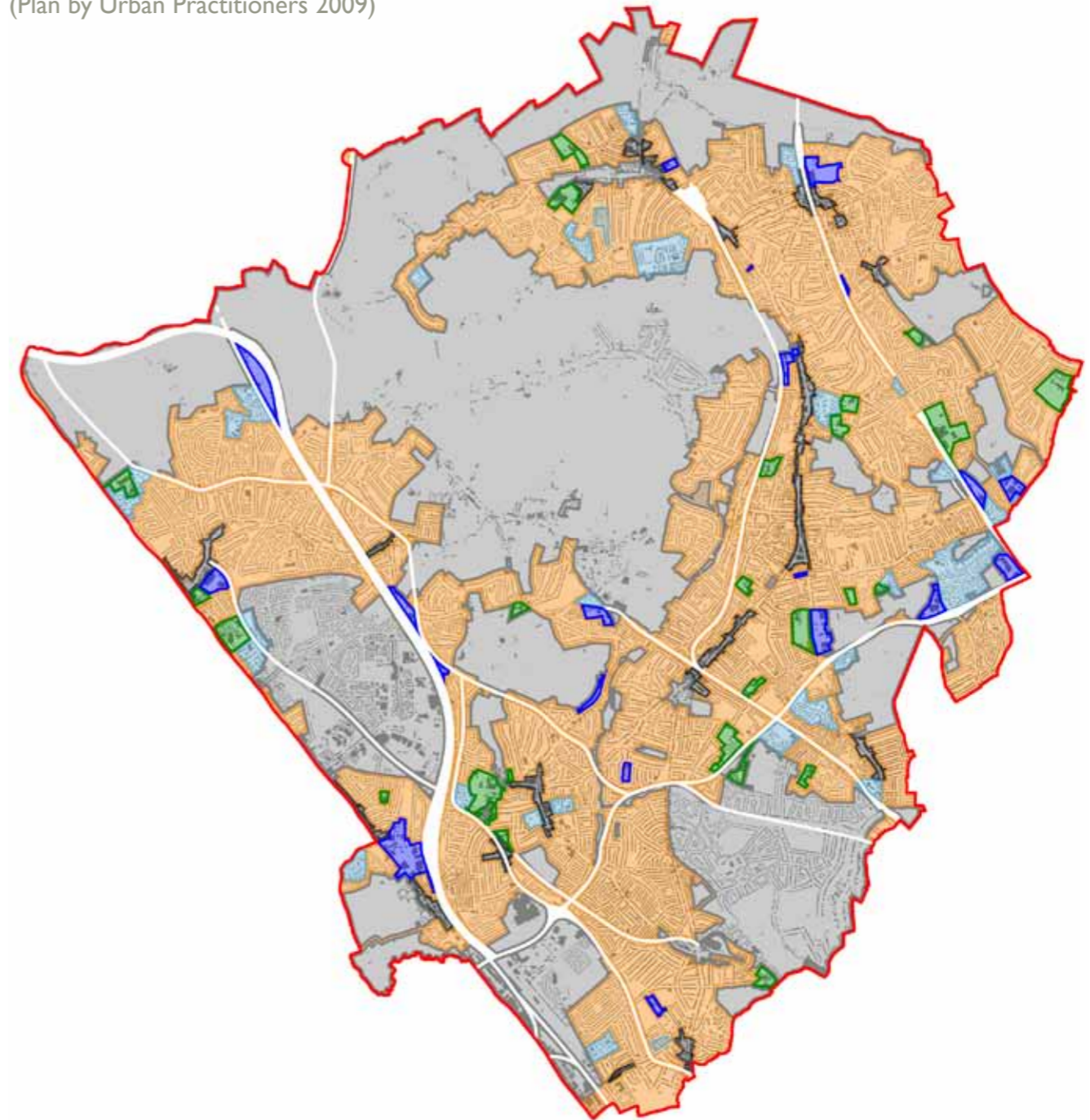
	Photograph	Aerial	Scale and Grain	Land Use	Network Characteristics
Big Box			Large single building units (sheds) typically coarse grained and without an over-arching urban structure. Often surrounded in parking.	Industrial, retail, and leisure	Non permeable, typically unsuited for pedestrian movement.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

SUMMARY

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



Primary Typologies
(Plan by Urban Practitioners 2009)



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SECONDARY TYPOLOGIES

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

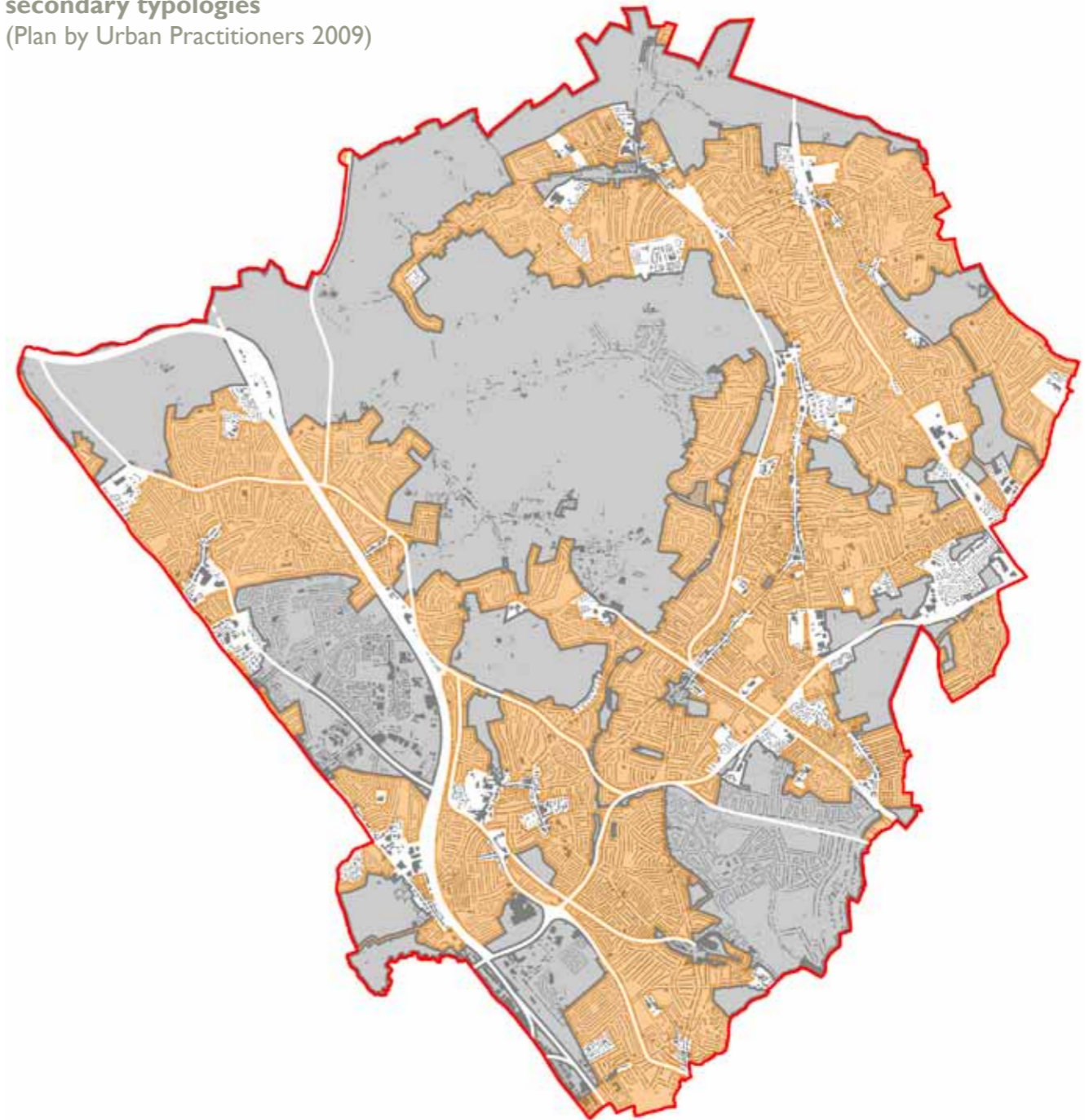
- Development density;
- Building types and units;
- Enclosure, street width, setbacks and building height;
- Architectural style and period; and
- Landscape character and streetscape

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

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

Details of each typology are illustrated on the following pages.

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



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A - LINEAR RURAL

Introduction

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

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

Density

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

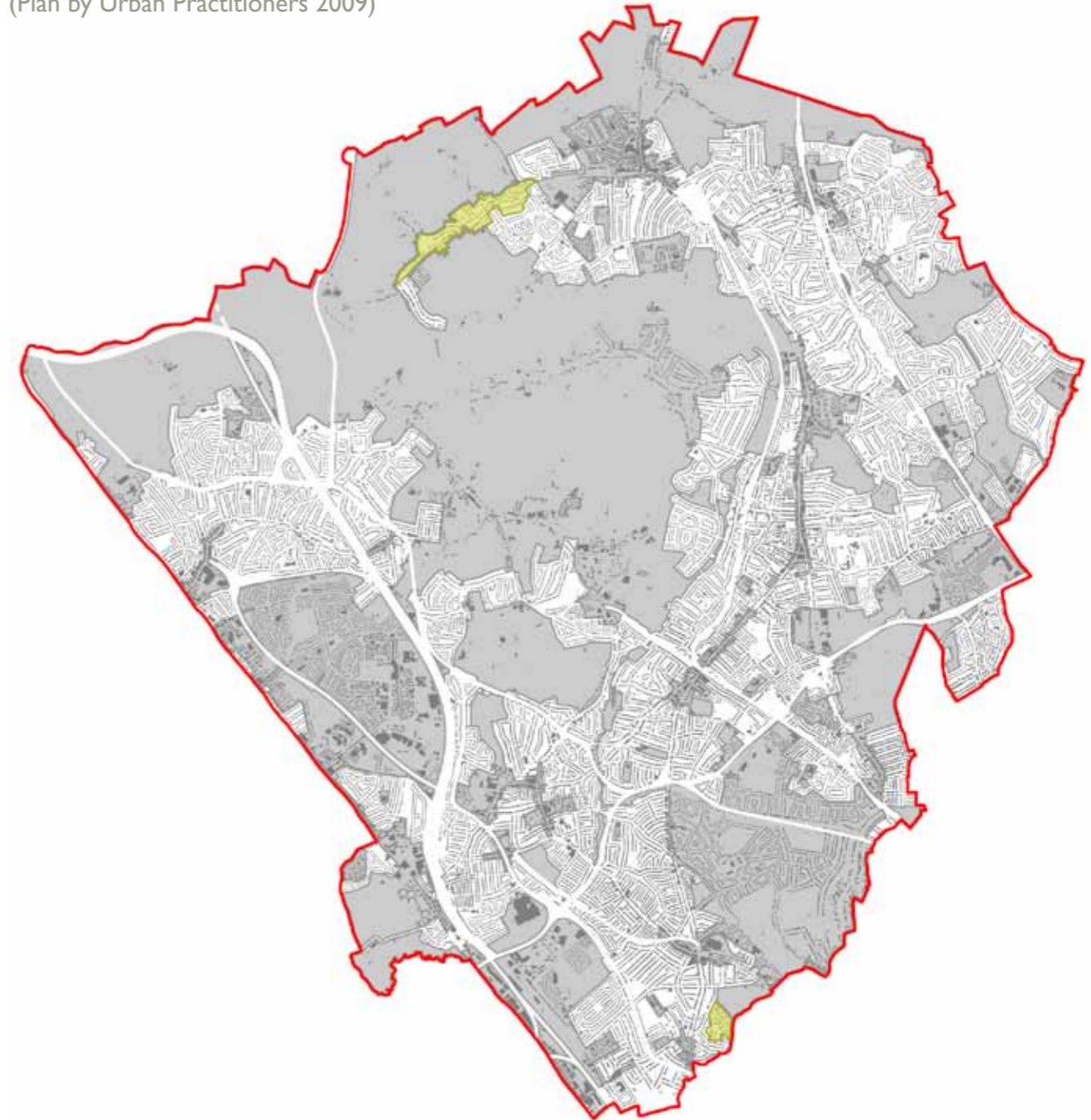
Building Types and Units

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



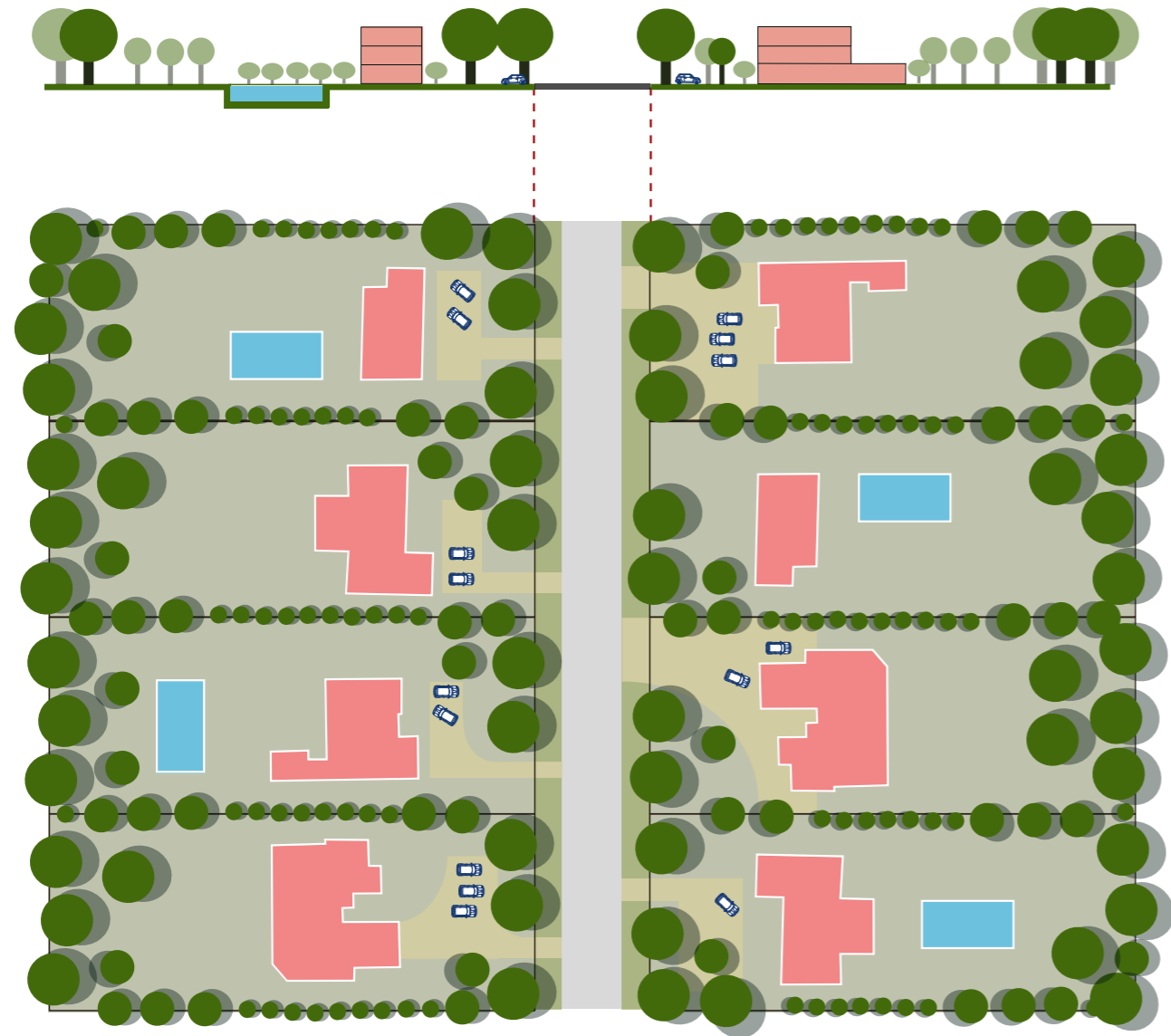
Parking is well integrated into front gardens, as vegetation primarily encloses the street space

Linear Rural Streets (Plan by Urban Practitioners 2009)



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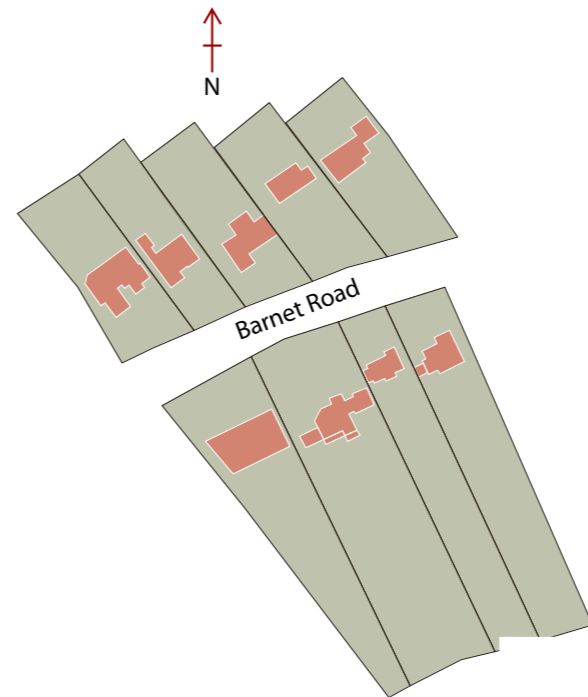
A - LINEAR RURAL



Street Width
15 - 20 M

Set - Back
8 - 40 M

Plot Depth
50 - 120 M



Plot Width
16 - 32 M

A - LINEAR RURAL

Enclosure

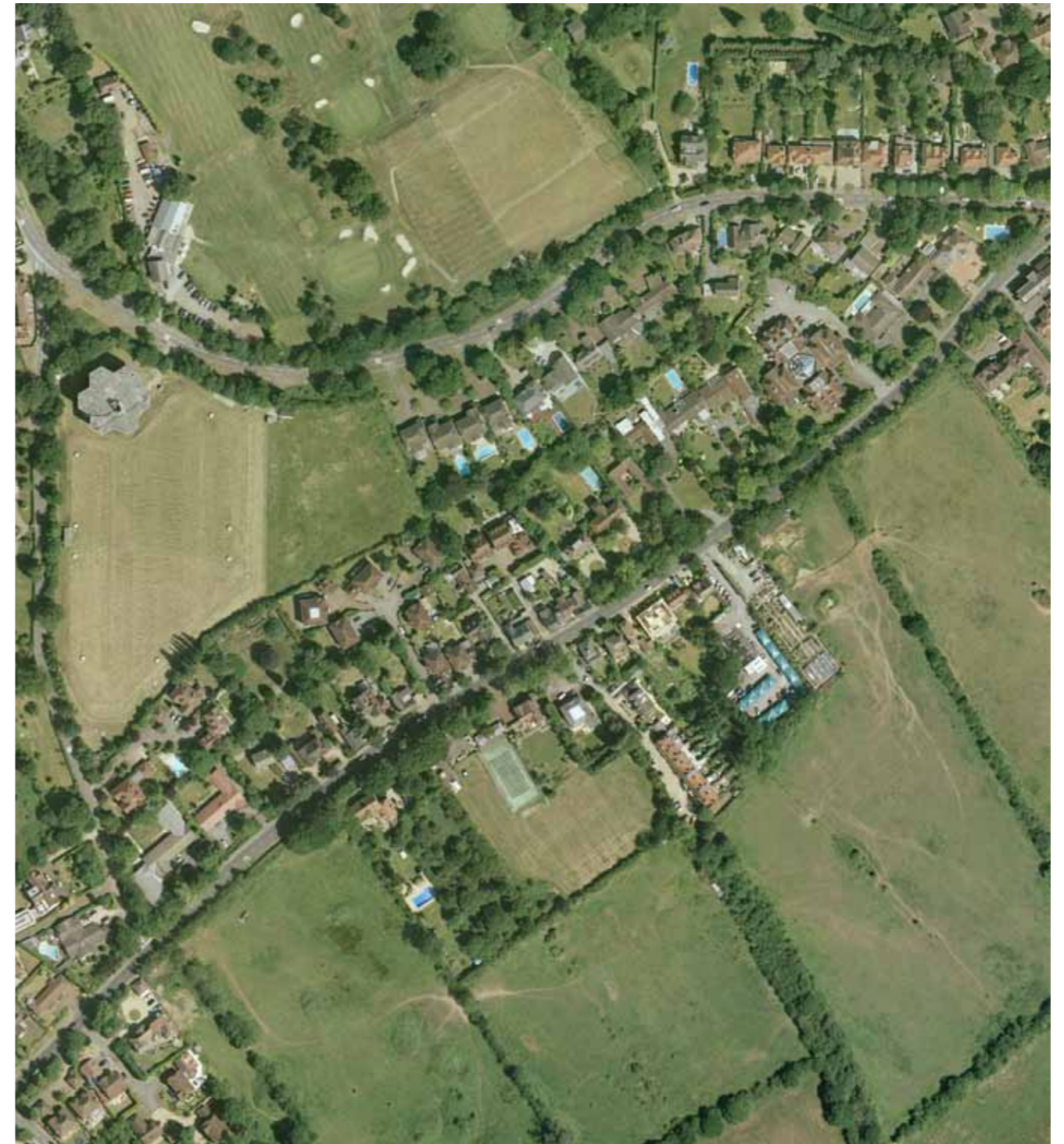
One of the primary distinguishing factors of linear rural routes includes the manner by which the street space is enclosed. Unlike the vast majority of the Borough's residential streets, where the public realm is defined by residential buildings, the public space along linear rural routes remains primarily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

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



Figure ground plan of typology

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Aerial view of typology

A - LINEAR RURAL

Architectural Style and Period

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

Landscape Character and Streetscape

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

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



In many cases along Barnet Road mature trees predate houses



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

B - SUBURBAN PERIPHERY

Introduction

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

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

Density

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



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

Building Types and Units

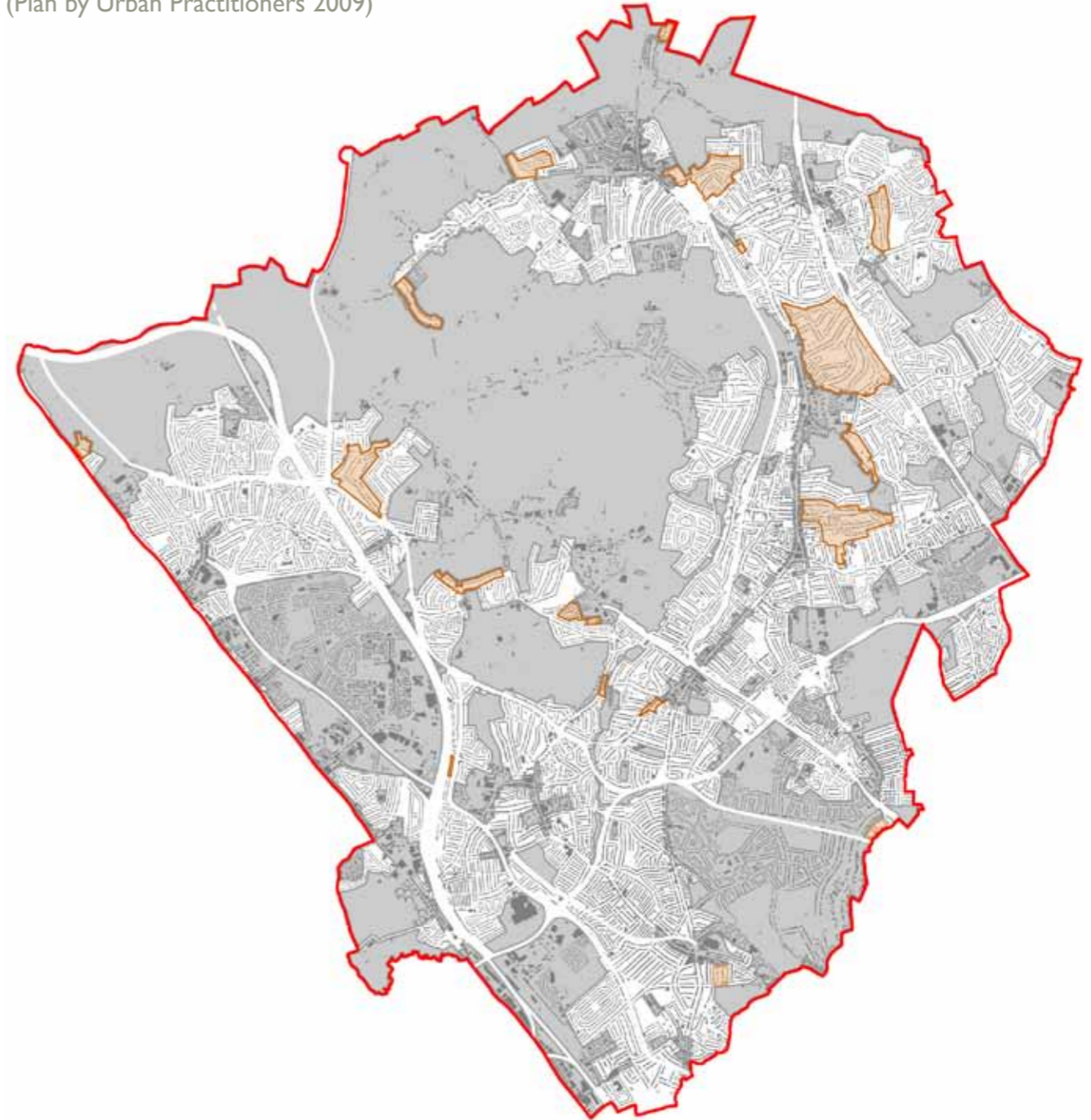
Suburban periphery streets almost entirely contain detached houses which vary from 2 - 3 storeys in height.

Enclosure

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

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

Suburban Periphery Streets (Plan by Urban Practitioners 2009)



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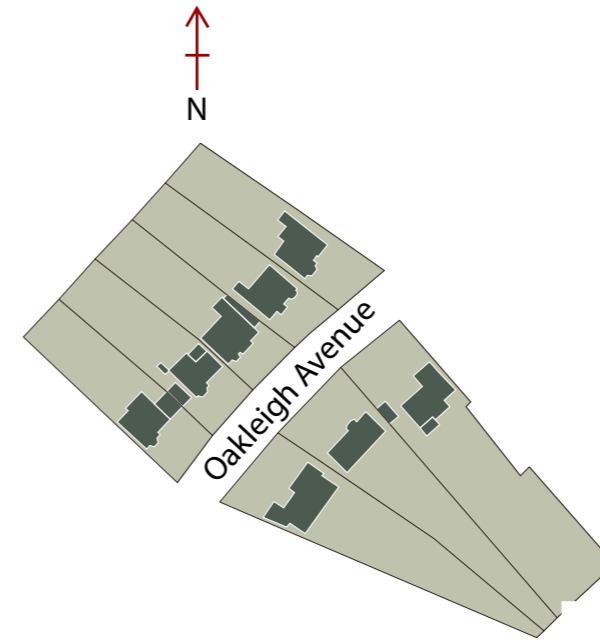
B - SUBURBAN PERIPHERY



Street Width
11 -13 M

Set - Back
8 -14 M

Plot Depth
50- -80 M



Plot Width
15 -23 M



B - SUBURBAN PERIPHERY

Architectural Style and Period

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

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

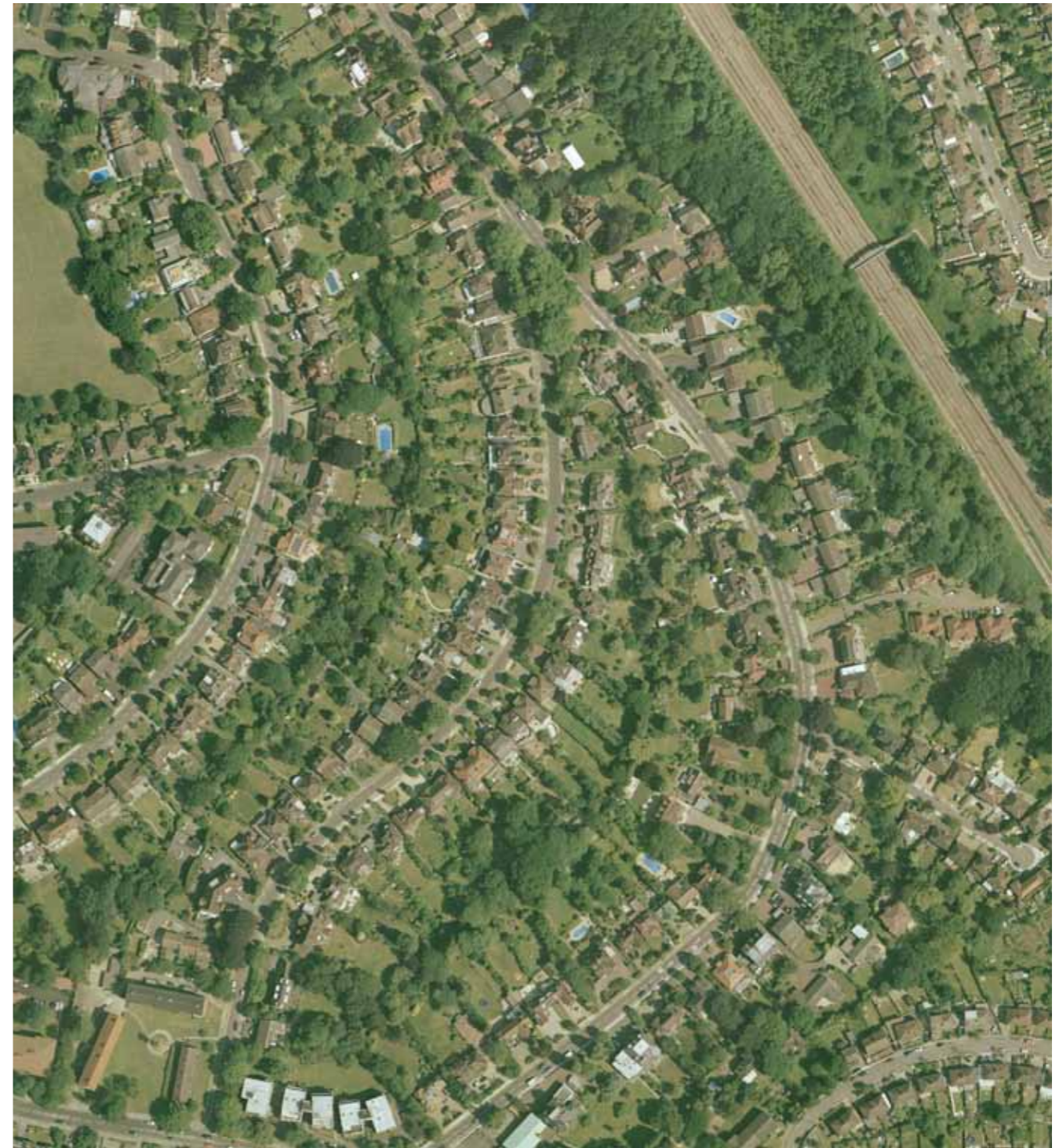


Figure ground plan of typology

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Houses are typically between two and three storeys



Aerial view of typology

B - SUBURBAN PERIPHERY

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

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

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

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



Photographic elevation of typical suburban periphery

Landscape Character and Streetscape

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

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

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

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



There is a clear boundary between public and private space



Parking is well integrated on plot

C - SUBURBAN

Introduction

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

Density

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

Building Types and Units

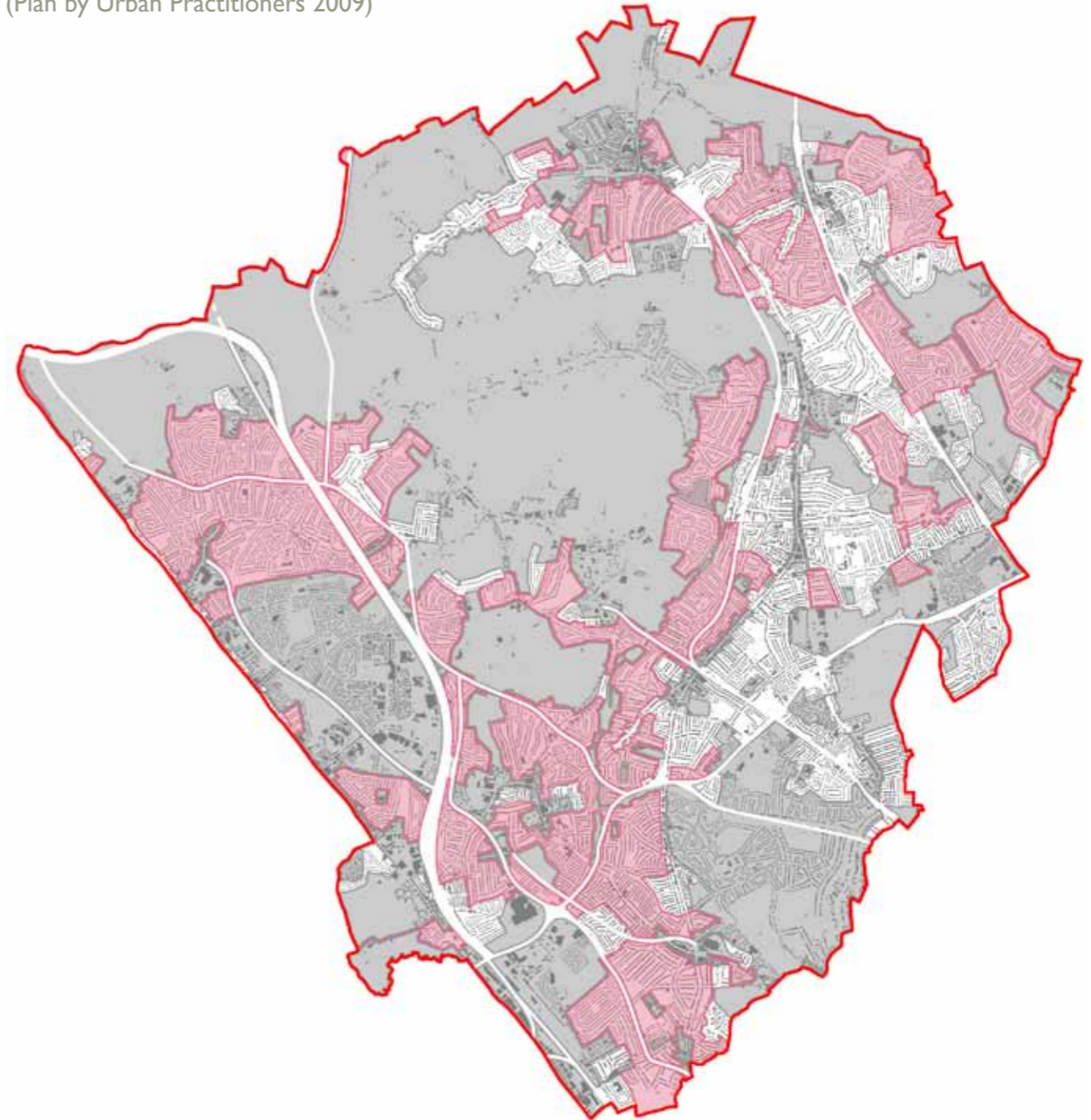
Suburban streets are lined with both detached and semi detached houses. Building heights are predominantly two storeys, with the occasional three storey house where conversions have occurred.

Enclosure

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

Suburban Streets

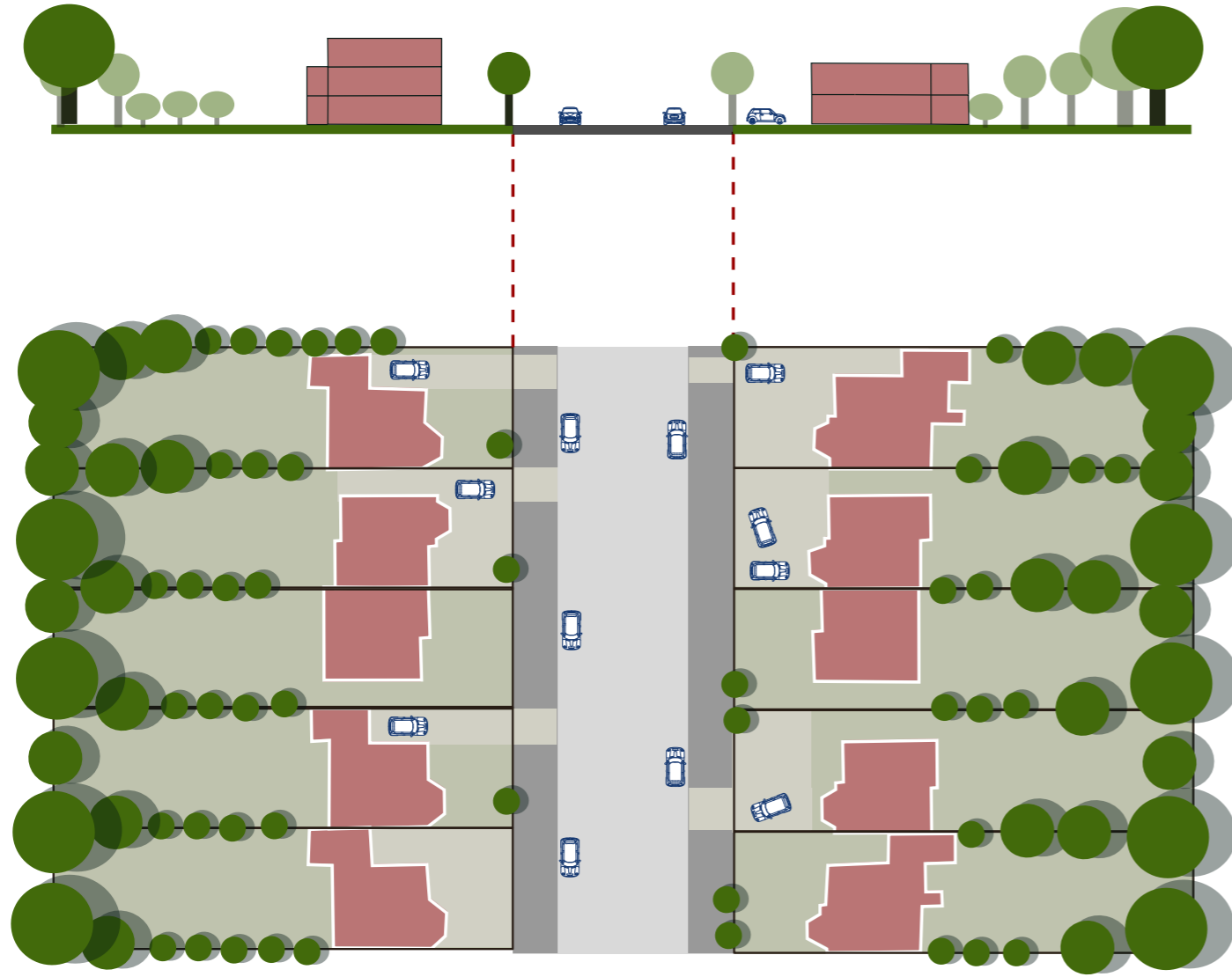
(Plan by Urban Practitioners 2009)



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

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C - SUBURBAN



Street Width

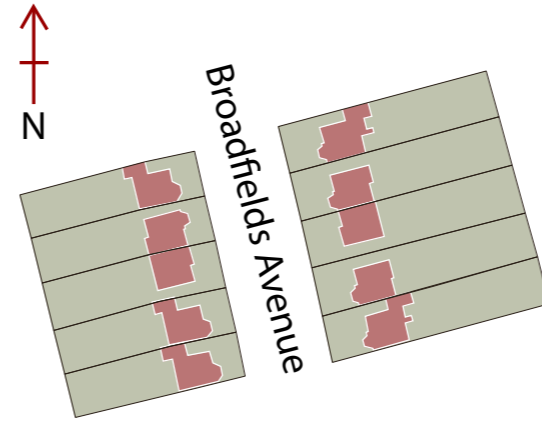
12 - 18 M

Set Back

4 - 9 M

Plot Depth

38 - 45 M



Plot Width
8 - 12M



C - SUBURBAN

Architectural Style and Period

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

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

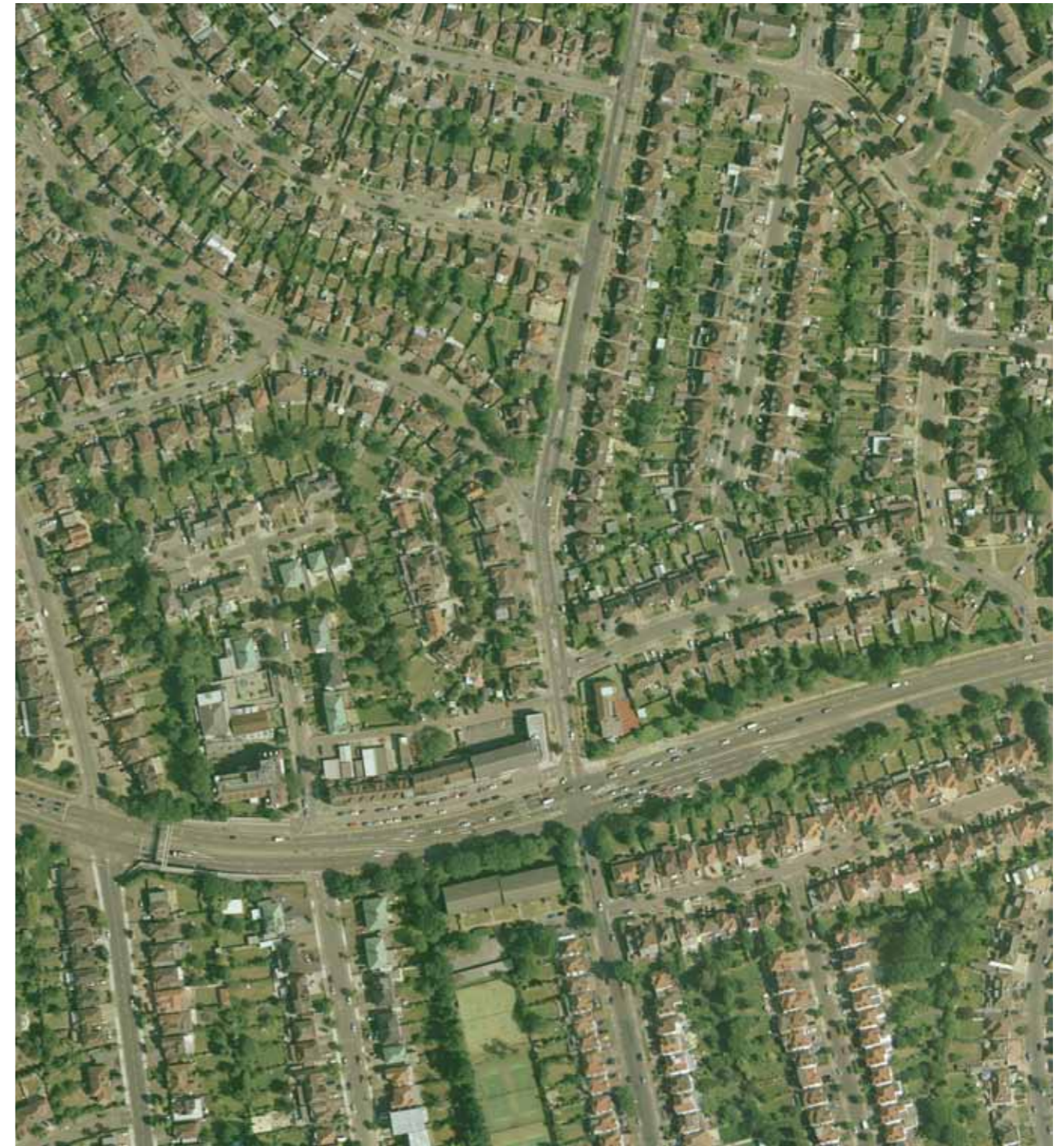
Landscape Character and Streetscape

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



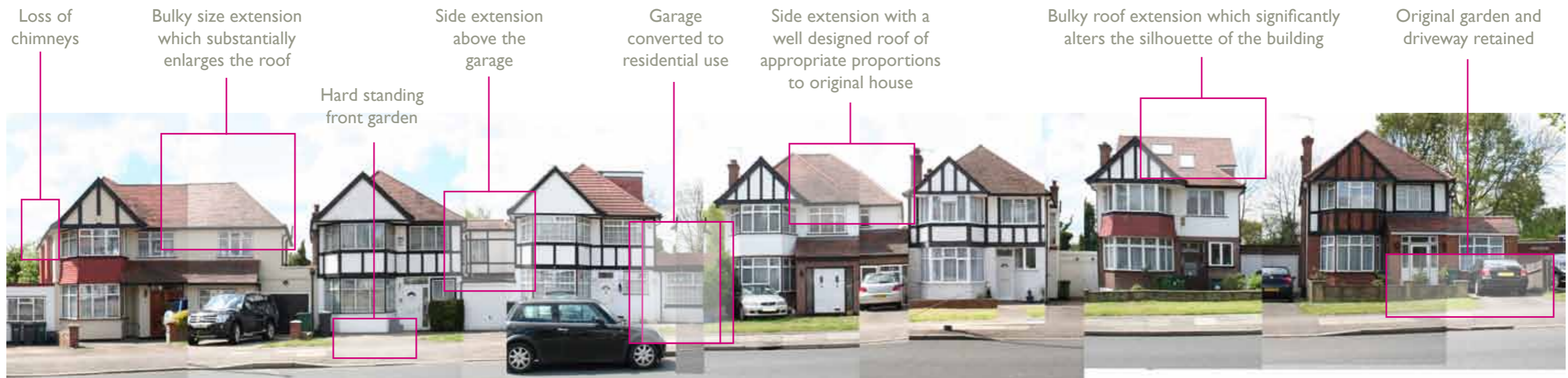
Figure ground plan of typology

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Aerial view of typology

C - SUBURBAN



Photographic elevation of typical suburban street



Graphic Elevation of typical suburban street illustrating architectural rhythm

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

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

D - SUBURBAN TERRACE

Introduction

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

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



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

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

Density

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

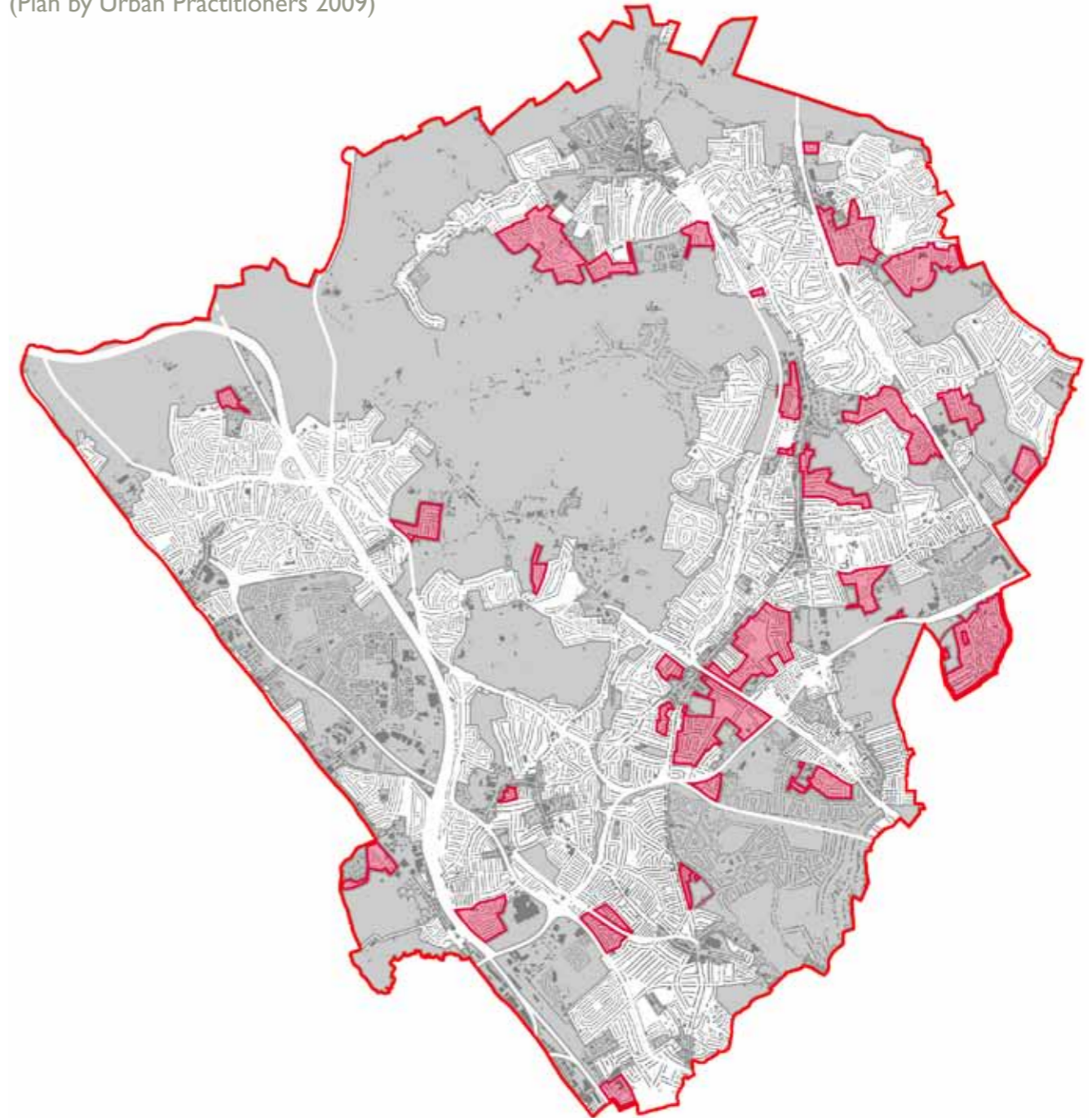
Building Types and Units

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

Enclosure

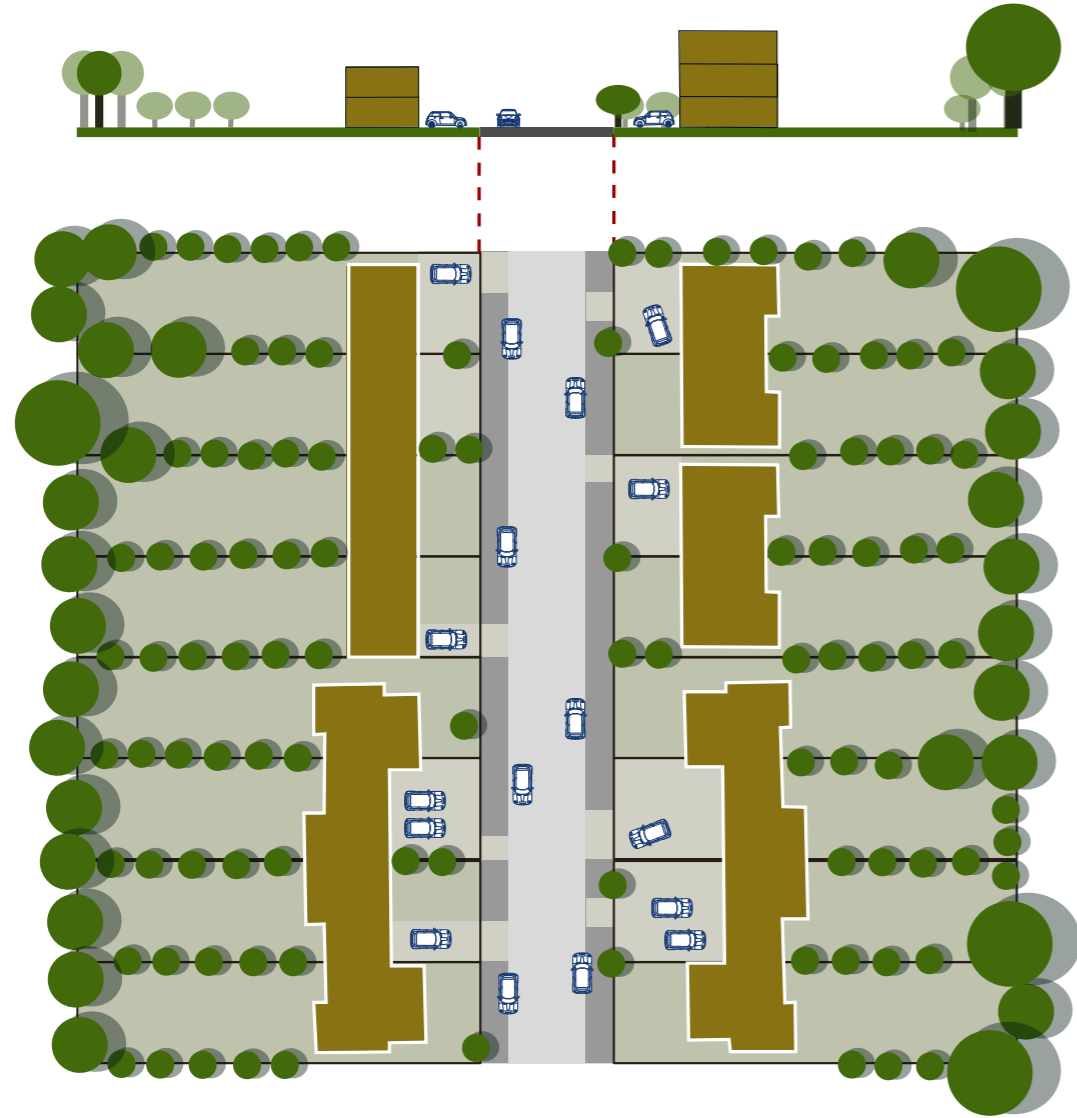
In similar fashion to suburban streets (secondary typology C), buildings on suburban terrace streets provide the primary enclosure to the street. The street space is generally wide, and varies between 12 – 18 metres in width. Plot widths are narrower than those found on secondary typology C, however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

Suburban Terrace Streets (Plan by Urban Practitioners 2009)



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D - SUBURBAN TERRACE

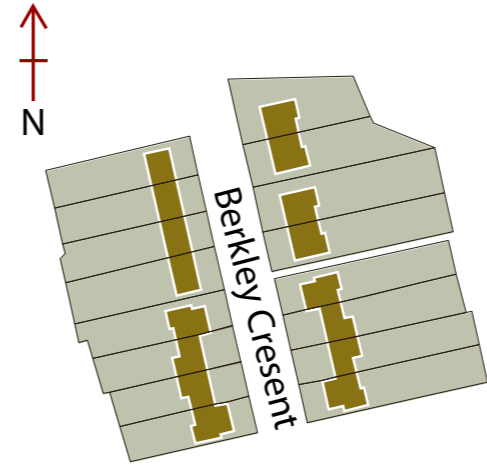


Street Width
9 - 12 M

Set Back
4.5 - 7 M

Plot Depth
28 - 40 M

Plot Width
6 - 10M



D - SUBURBAN TERRACE

Landscape Character and Streetscape

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

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

Architectural Style and Period

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



Figure ground plan of typology

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



Aerial view of typology

D - SUBURBAN TERRACE



Photographic elevation of typical garden city style suburban terrace



Graphic elevation of typical suburban terrace street illustrating architectural rhythm

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

E - URBAN TERRACE

Introduction

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

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



Frontages have a strong vertical rhythm

Density

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

Building Types and Units

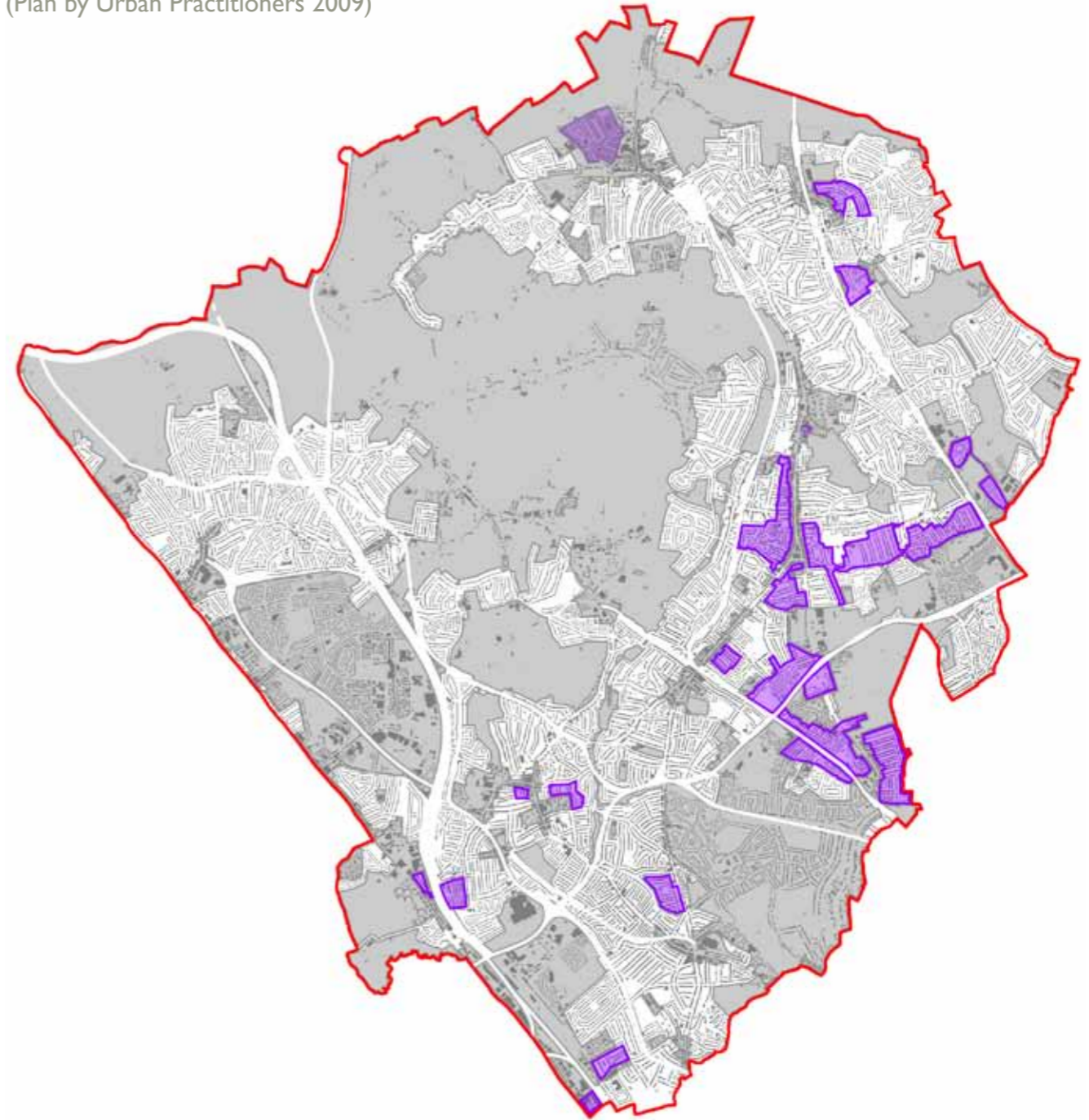
As its name suggests houses are terraced, and are of 2 – 3 storeys in height.

Enclosure

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

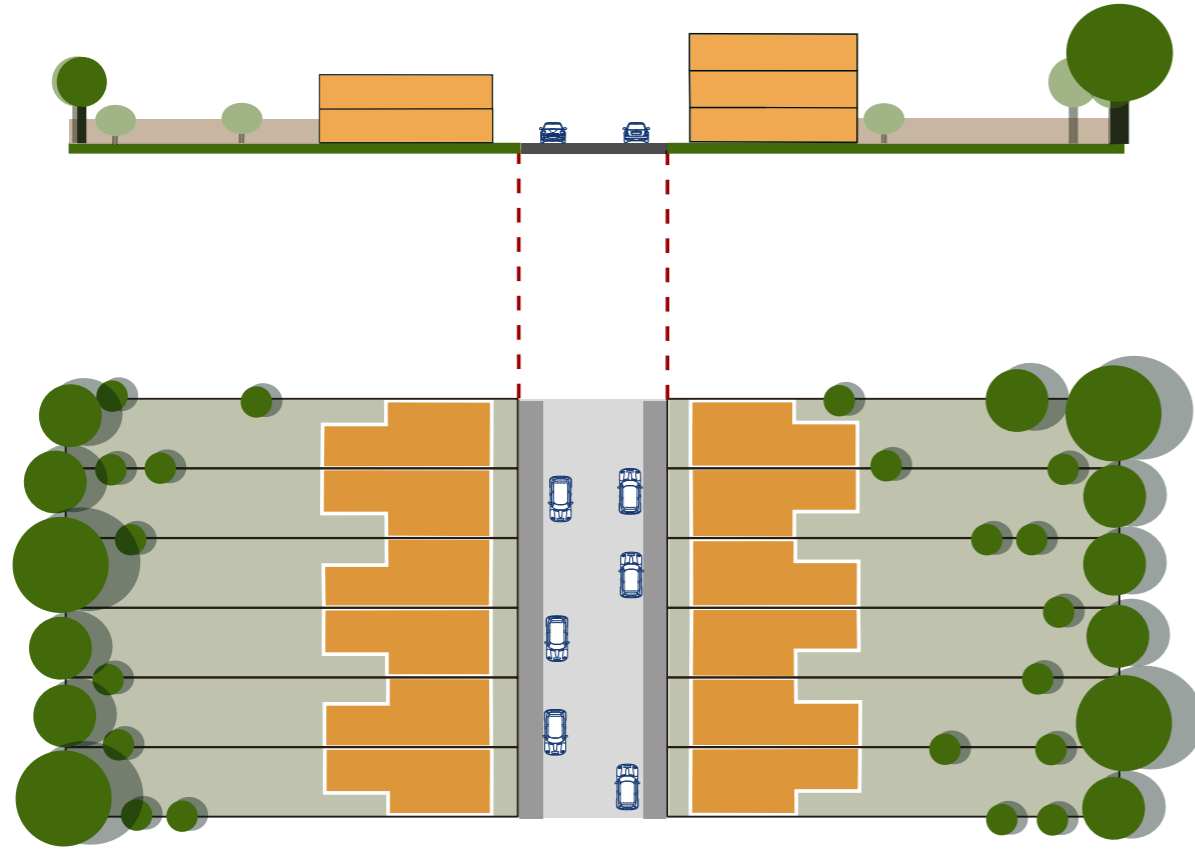
Urban Terrace Streets

(Plan by Urban Practitioners 2009)



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E - URBAN TERRACE

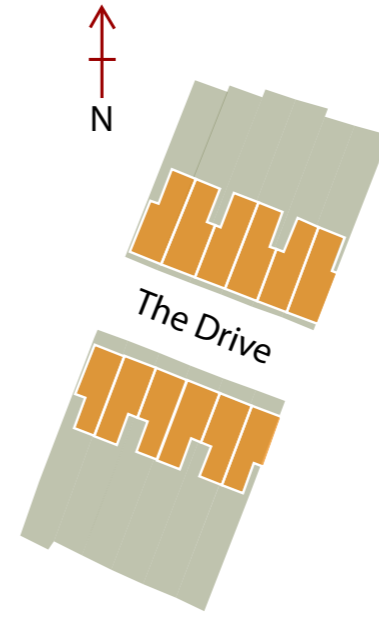


Street Width
10 - 11.5 M

Set Back
1.5 - 3 M

Plot Depth
22 - 45 M

Plot Width
3.5 - 5.5M



E - URBAN TERRACE

Landscape Character and Streetscape

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

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

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



Figure ground plan of typology

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



Aerial view of typology

E - URBAN TERRACE



Photographic elevation of The Avenue



Graphic Elevation of typical urban terrace street illustrating architectural rhythm

Architectural Style and Period

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

F - FLATS

Introduction

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

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

Density

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

Building Types and Units

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

Enclosure

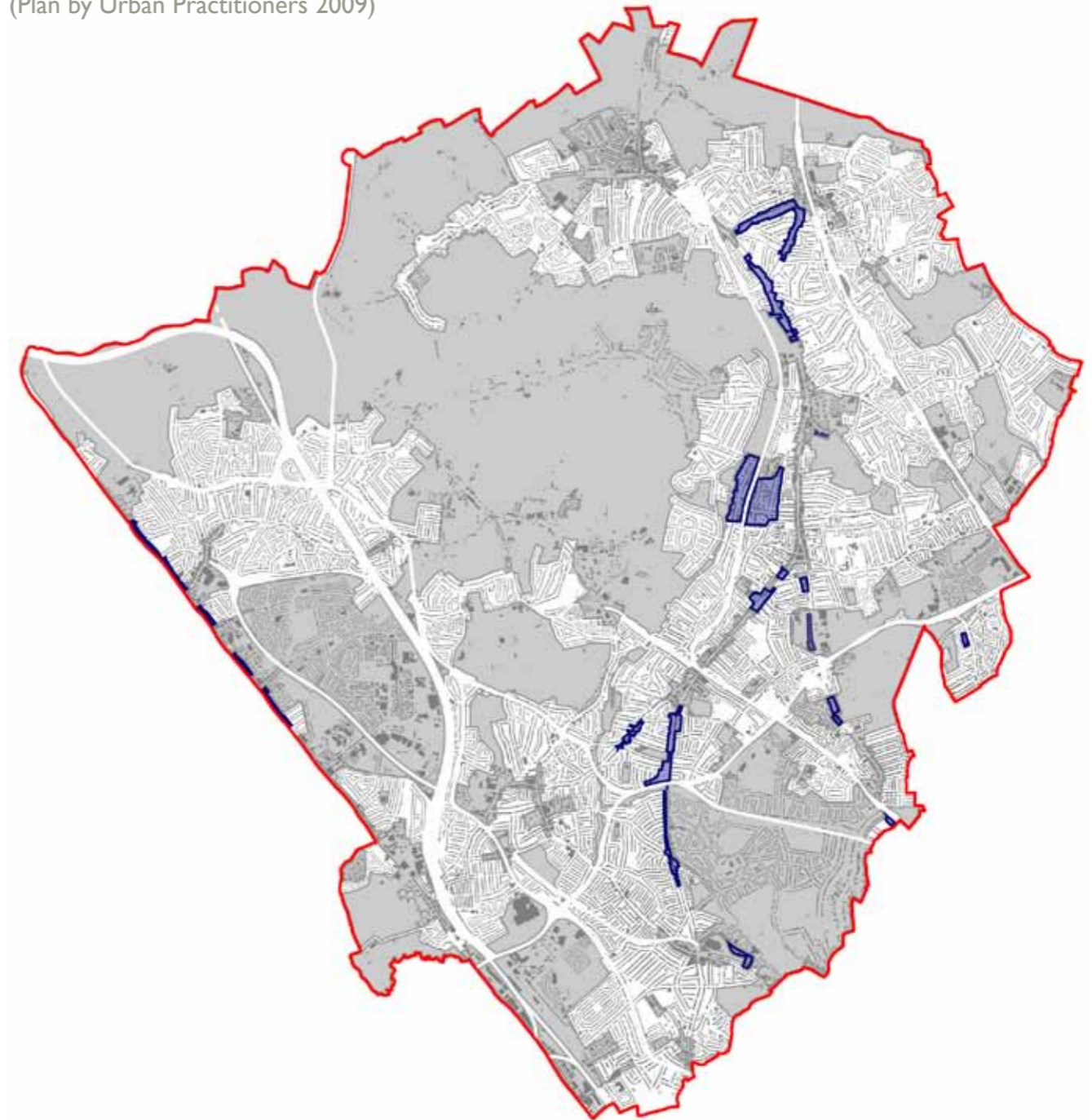
Buildings provide the primary form of enclosure to the street, as street widths can vary from anywhere between 4 and 13 metres. Buildings are well set back, as the distance between building front and plot edge ranges from 5 to 17 metres.



Modern flats on Hendon Lane

Flats

(Plan by Urban Practitioners 2009)



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F - FLATS

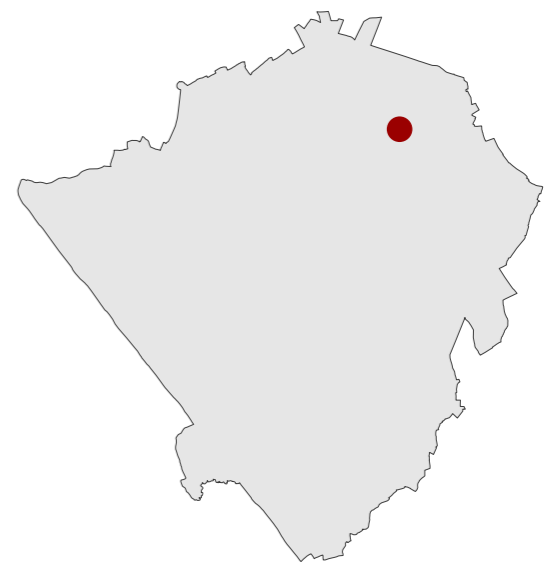
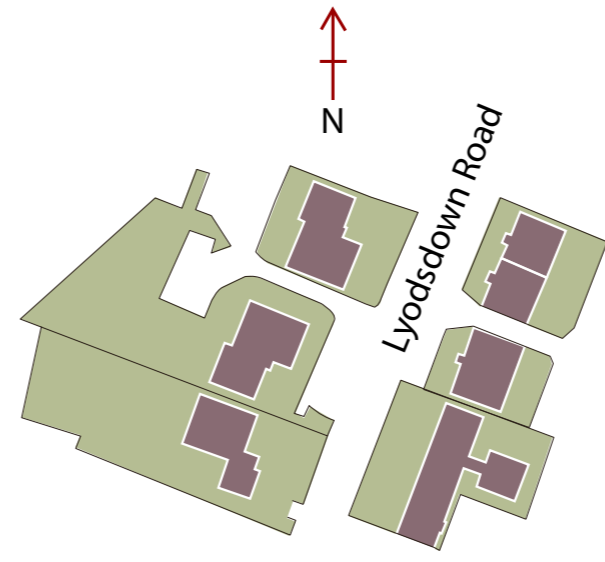


Street Width
4 - 13 M

Set - Back
5 - 17 M

Plot Depth
30 - 90 M

Plot Width
22 - 34 M



F - FLATS

Landscape Character and Streetscape

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

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

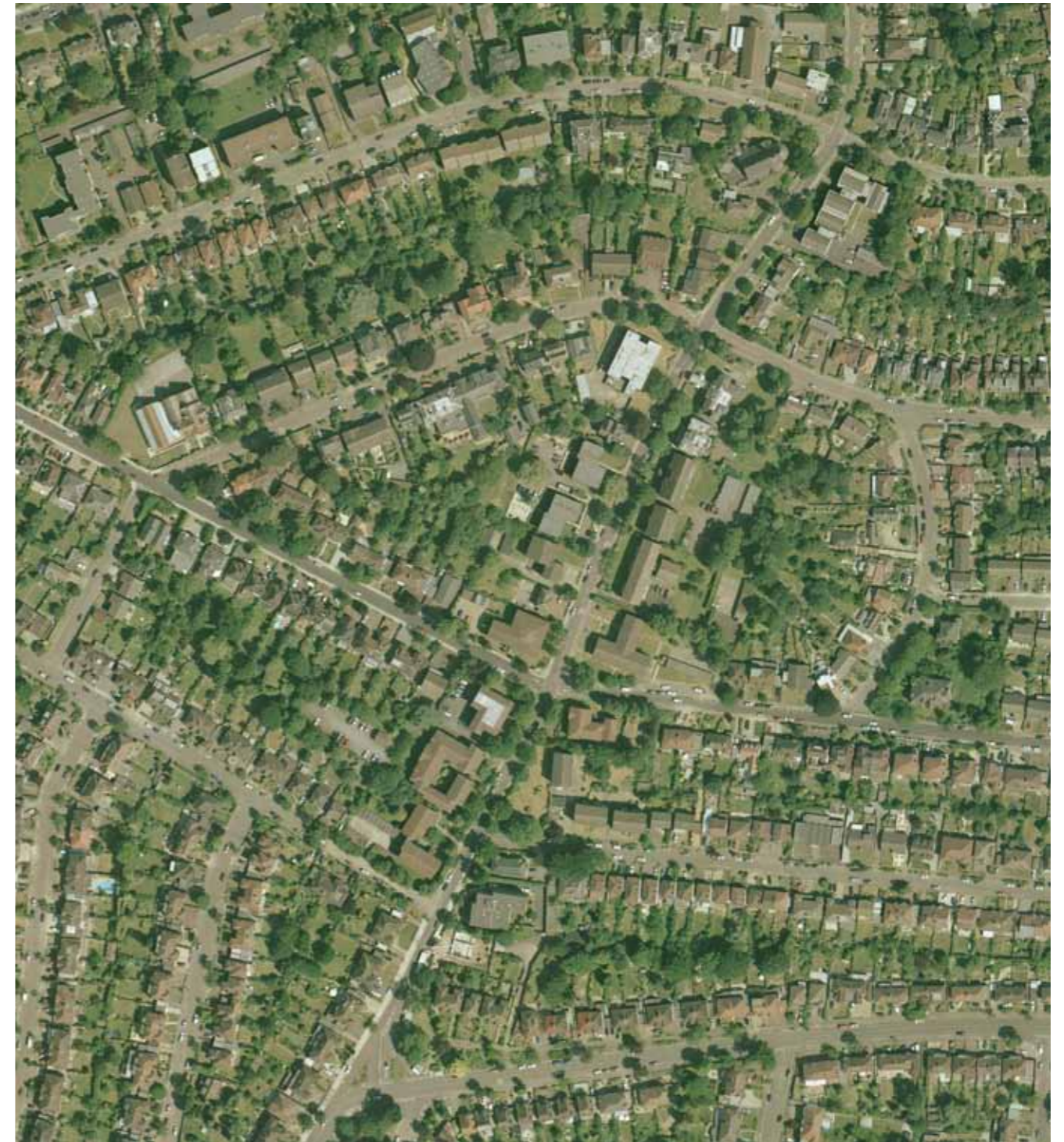
Vegetation along the routes varies considerably in species and maturity. Many routes include mature trees, irregularly spaced in front gardens and with a wide range of species including large trees such as Horse Chestnut, Oak, Copper Beech and Cedar. Smaller varieties such as purple leaved Cherries (*Prunus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

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



Figure ground plan of typology

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Aerial view of typology

F - FLATS



1960s flat roof development

Rear of plot redevelopment

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

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

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

Photographic elevation of typical flat redevelopment



Period buildings have been converted to flats



Flats are well set back from the street



Postwar redevelopment of Lyonsdown Road

Architectural Style and Period

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

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

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

SUMMARY

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

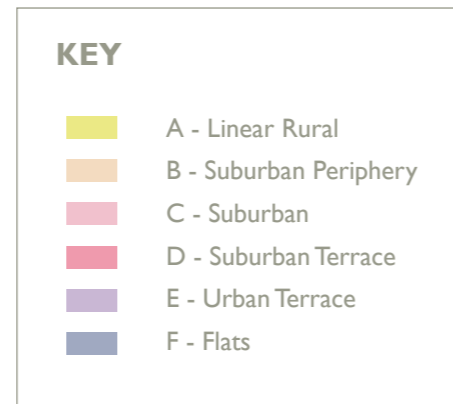
	Density (Dwellings per hectare)	Density (Dwellings per hectare)	Density (Dwellings per hectare)	Building Types	Heights (Storeys)
Linear Rural			2 - 10	Detached houses	1 - 3
Suburban Periphery			10 - 15	Detached houses	2 - 3
Suburban			20 - 30	Semi-detached houses	2 - 3
Suburban Terrace			20 - 30	Terraced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

SUMMARY

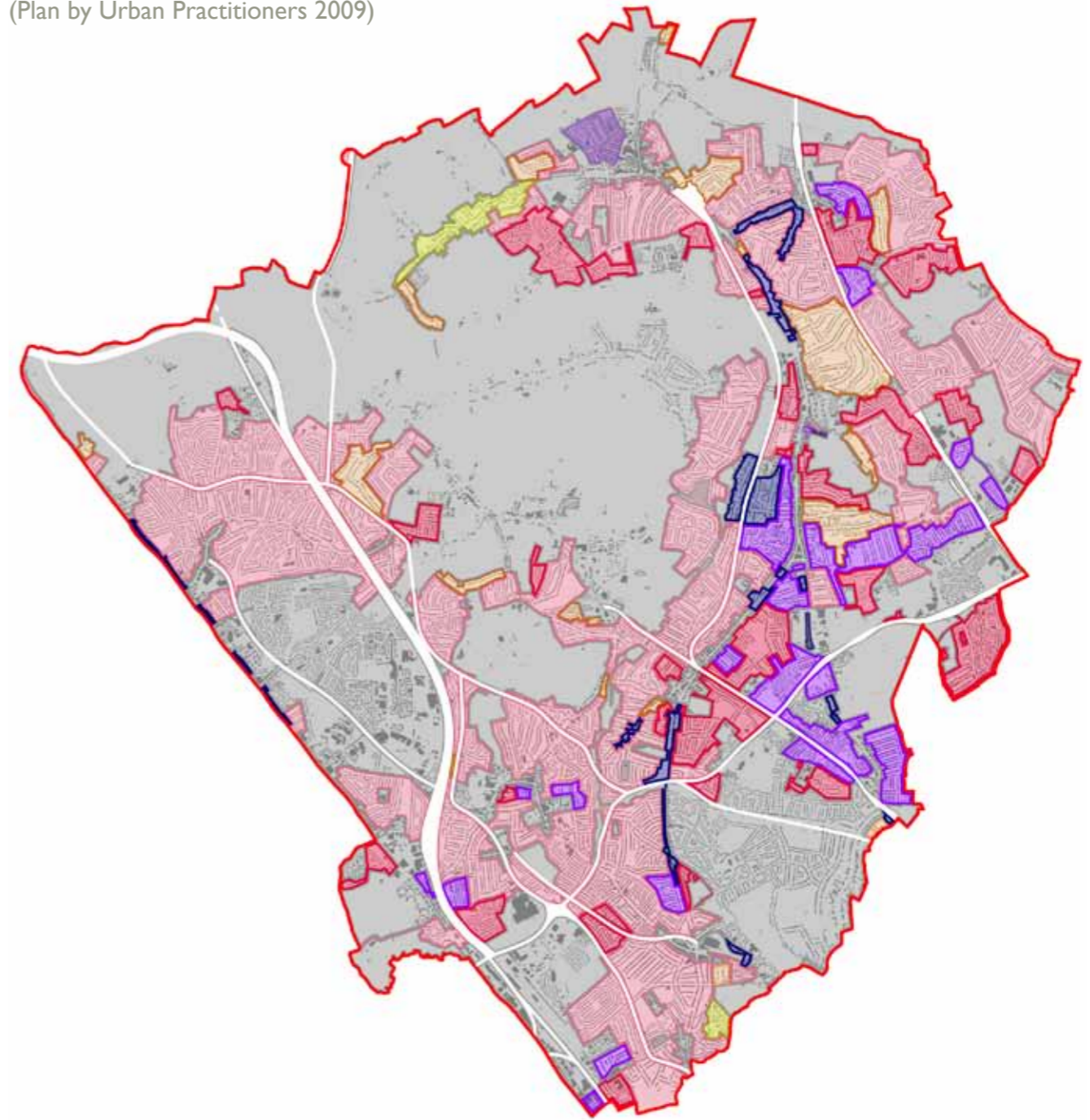
Enclosure	Street Widths	Setbacks (building front from plot edge)	Landscape character / Streetscape	Architectural Style / Period	Photograph
Street space is enclosed by trees, hedges and other vegetation	Narrow Street space / lane, with little or no pavement (15 - 20 metres)	Buildings are well set back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

SUMMARY

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



Secondary Typologies
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SECTION IV
**CHARACTER
AREAS**

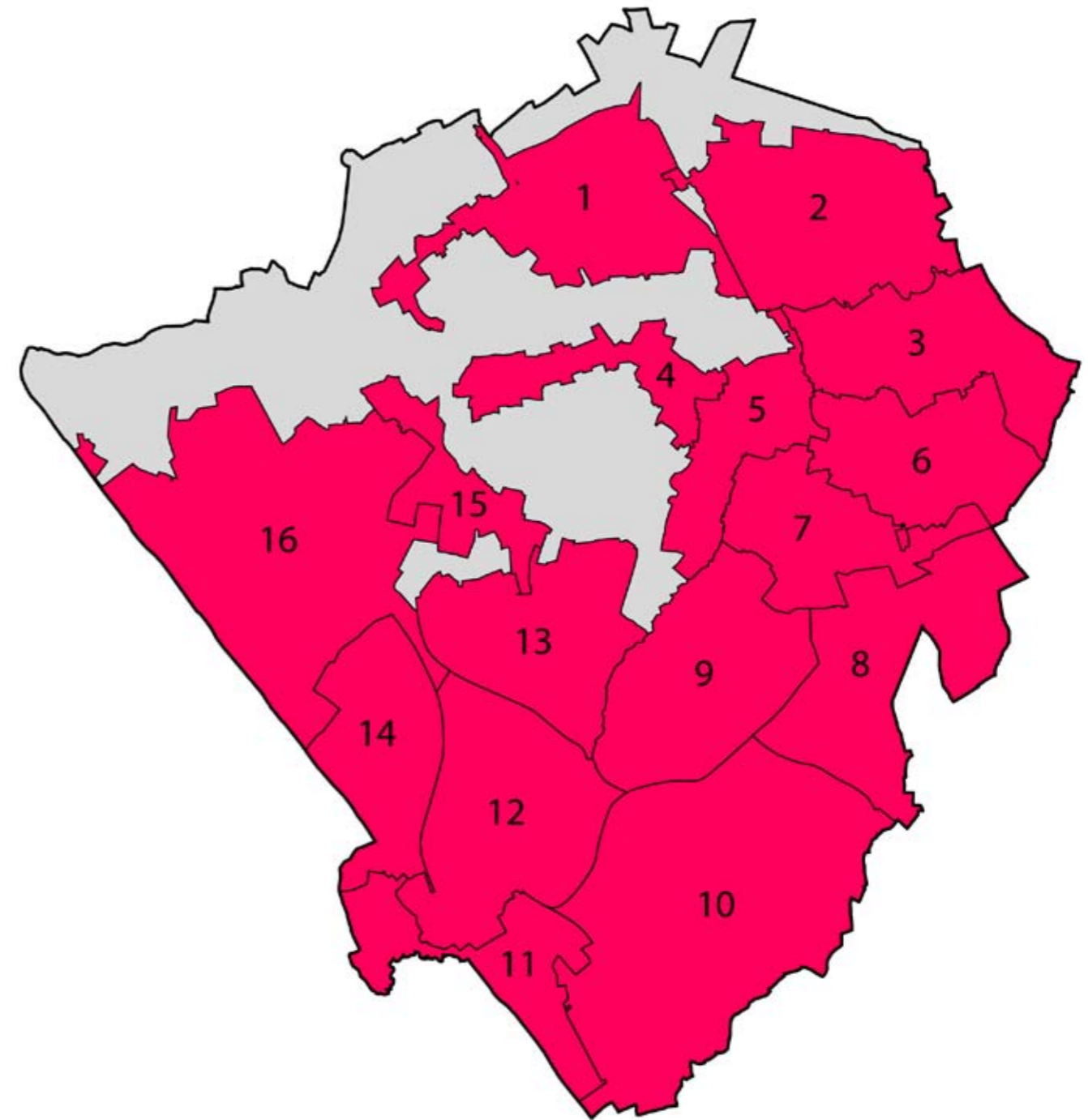
CHARACTER AREAS

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

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.



Edwardian terraces on Ravenscroft Park

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.

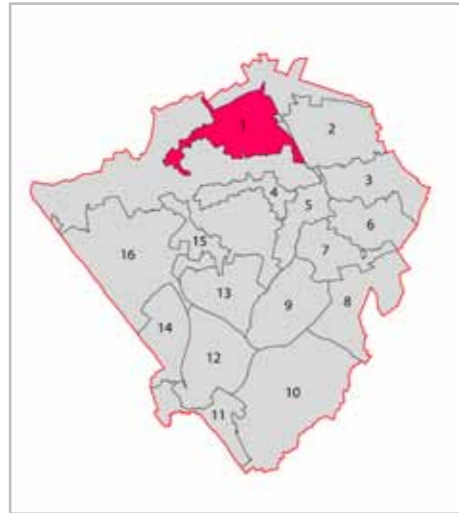
There is an overall consistency of massing within the built form, with most residential units rising to two or three storeys, though there are streets with single storey houses.

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

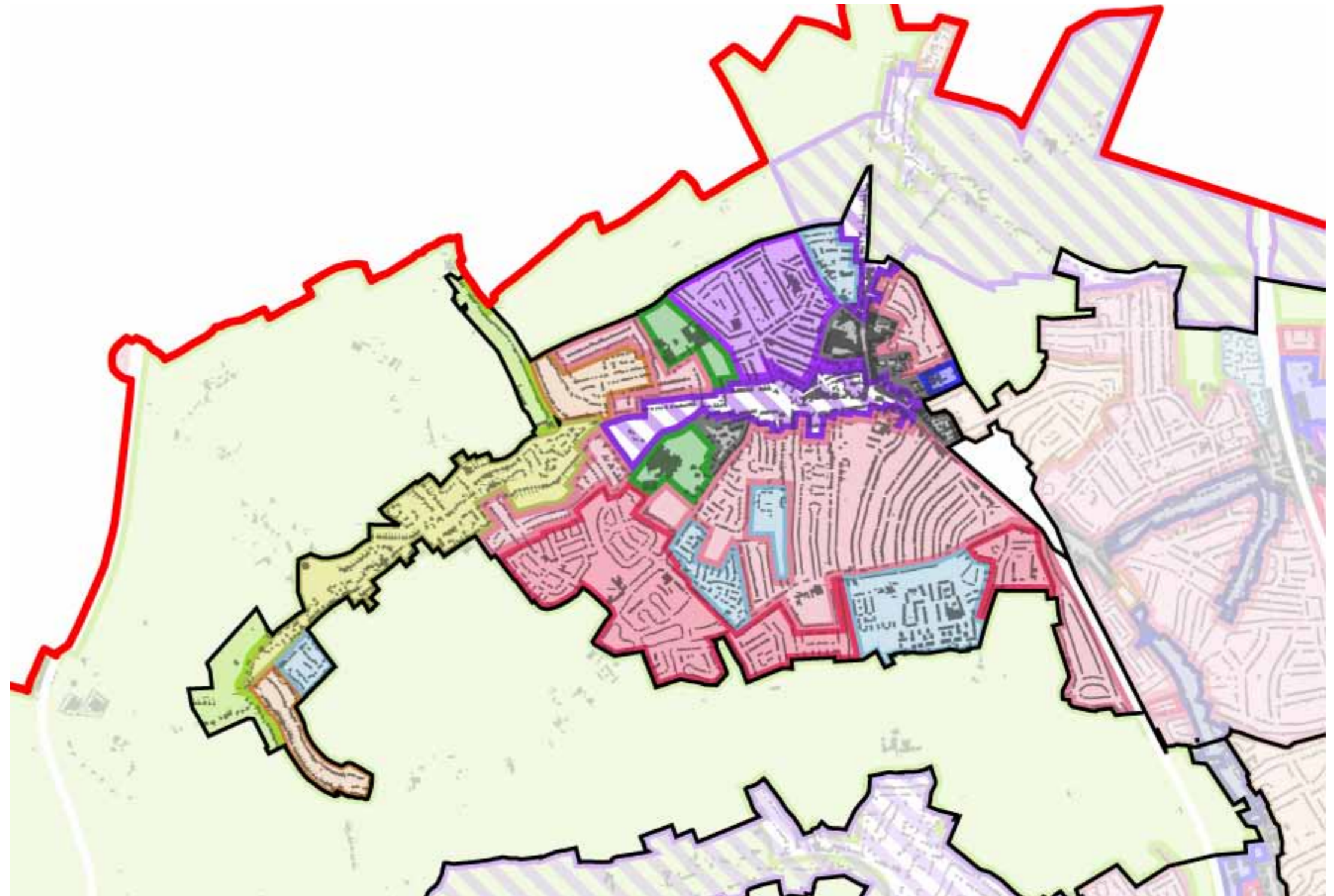
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

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

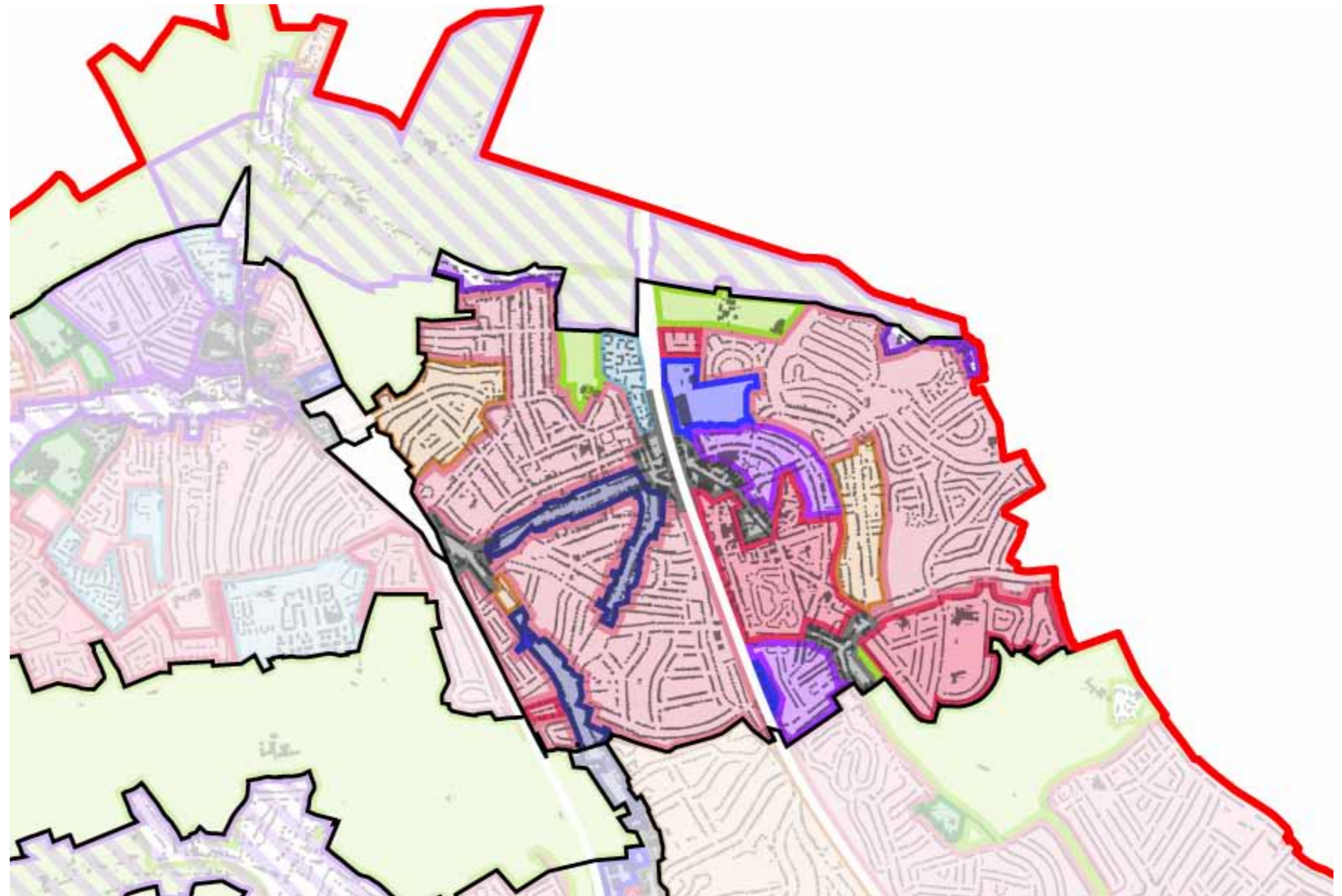
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

-  Box
-  Campus
-  Town centre/core
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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.

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.



Suburban periphery housing on Oakleigh Avenue



Stream south of Oak Hill Park







Uplands Road is a typical example of the suburban character





OAKLEIGH PARK AND EAST BARNET









KEY

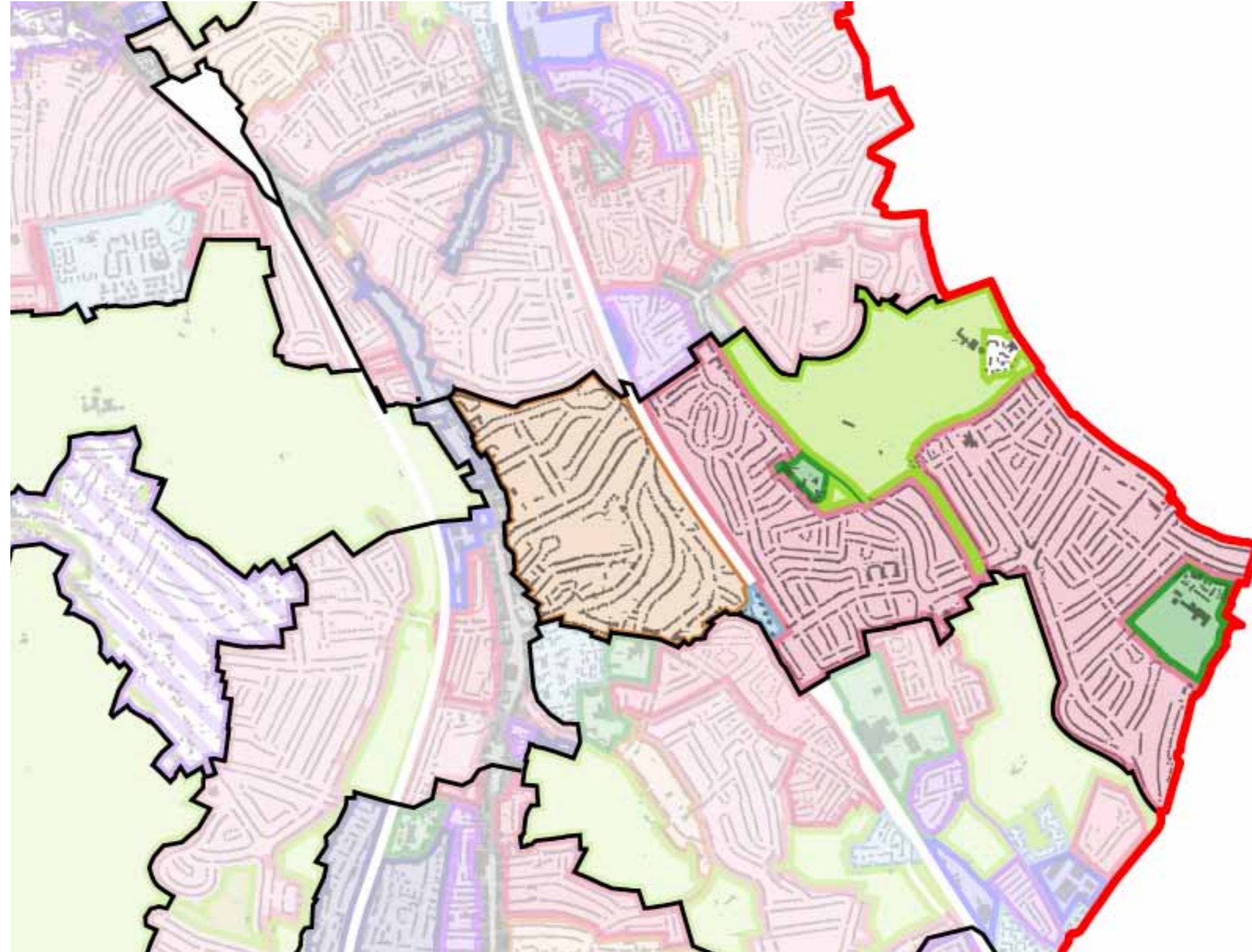
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

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

Secondary Typologies

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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









KEY

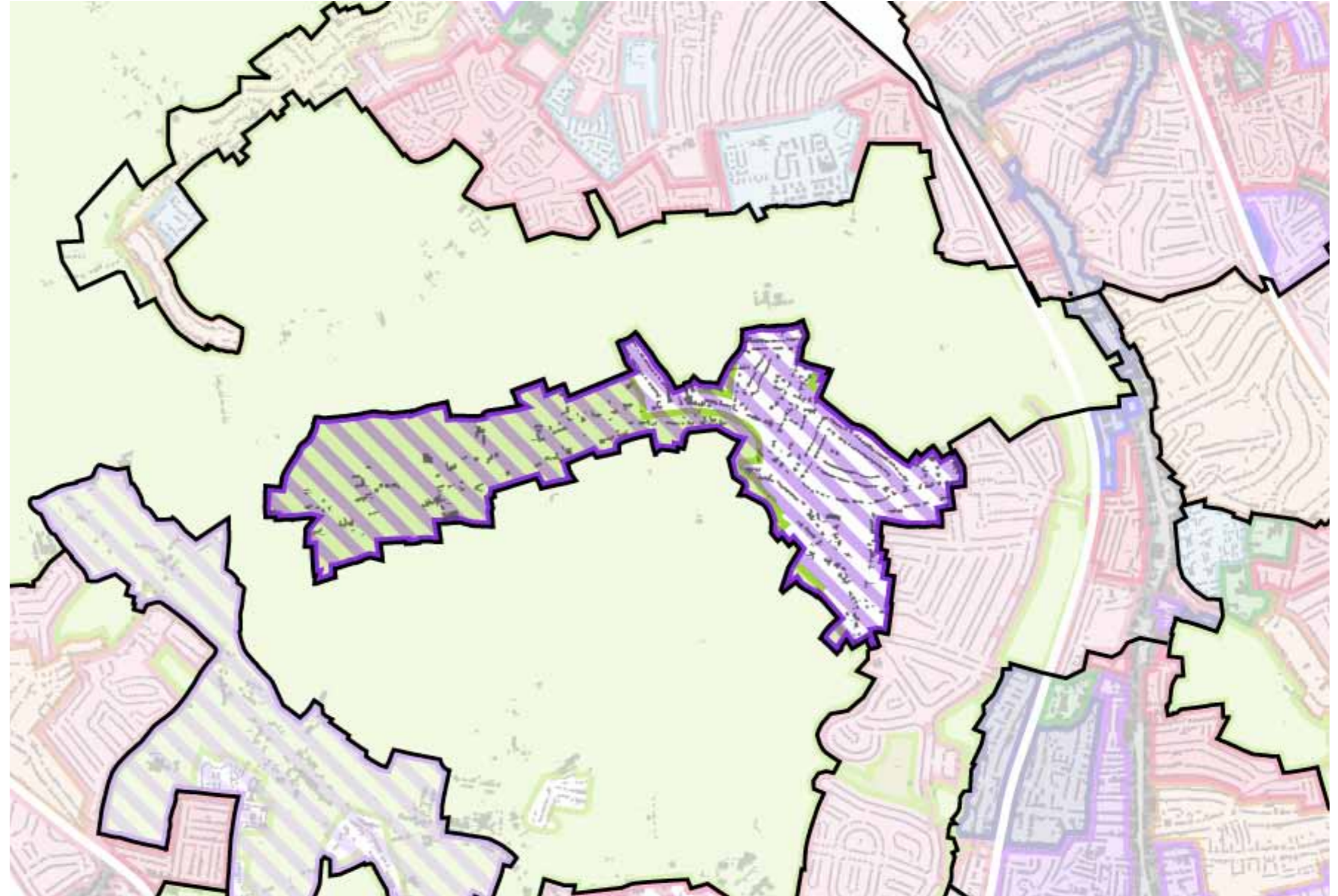
-  Character area
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-  Major development

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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









KEY

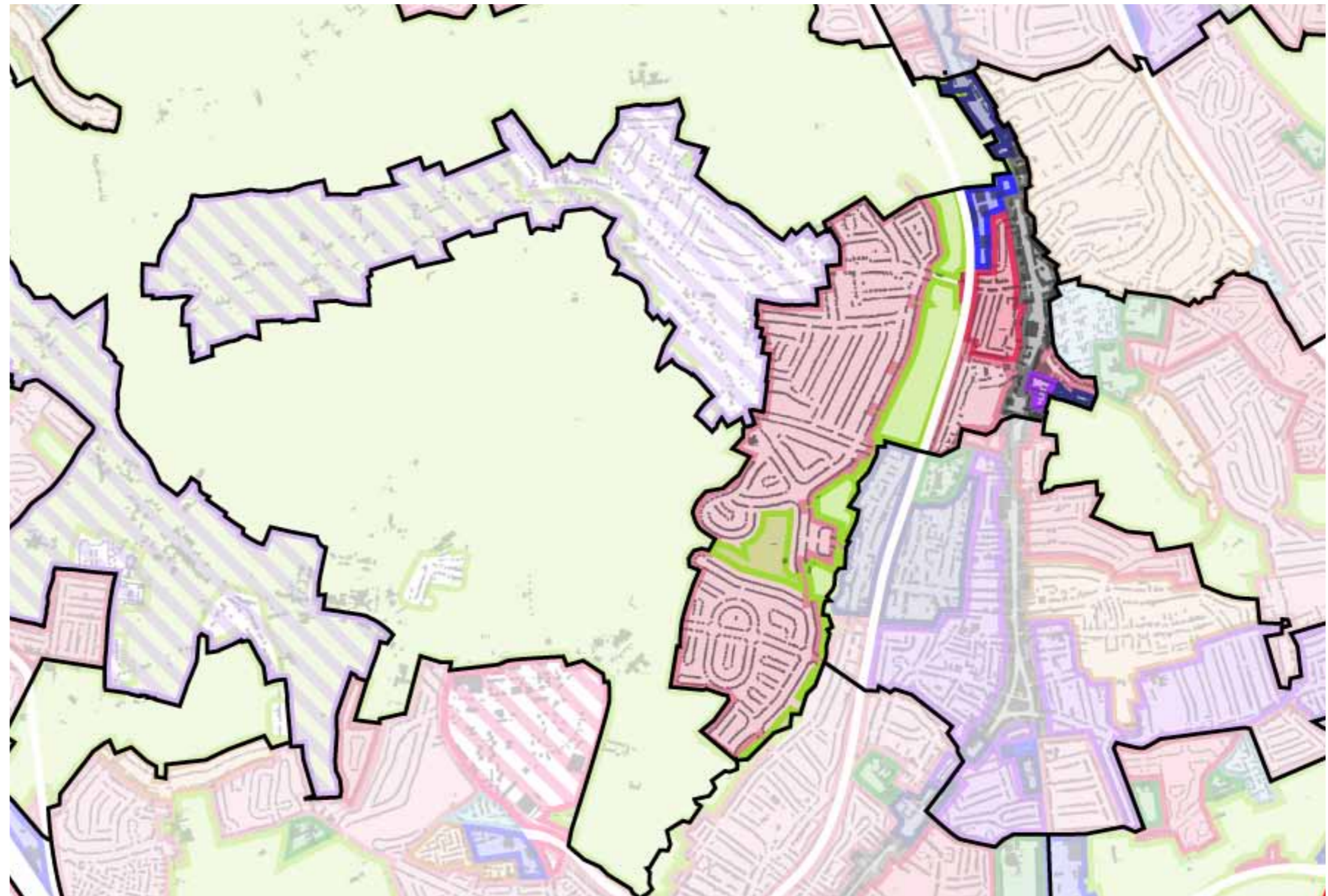
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-  E - Urban Terrace
-  F - Flats



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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









KEY

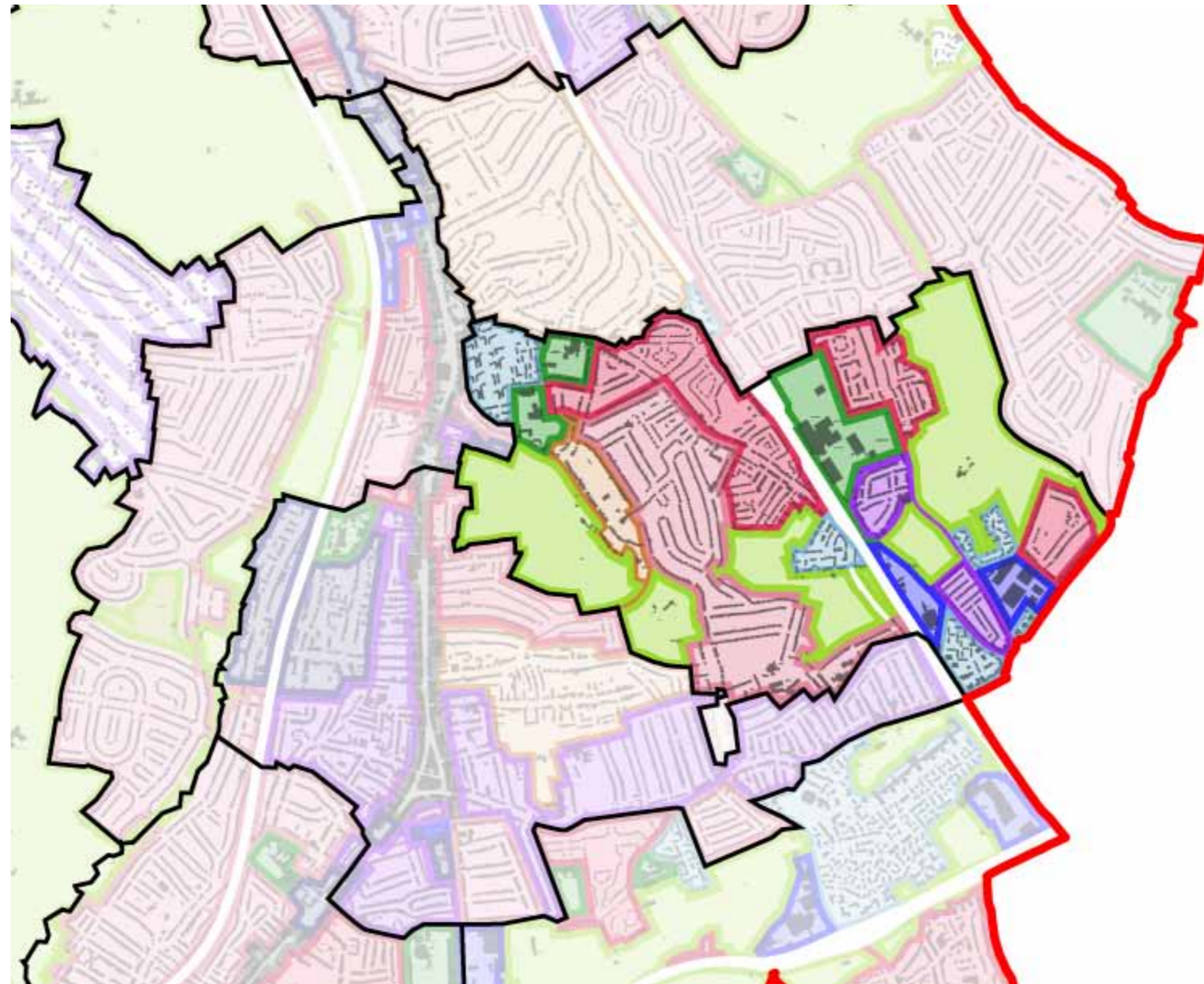
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

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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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









KEY

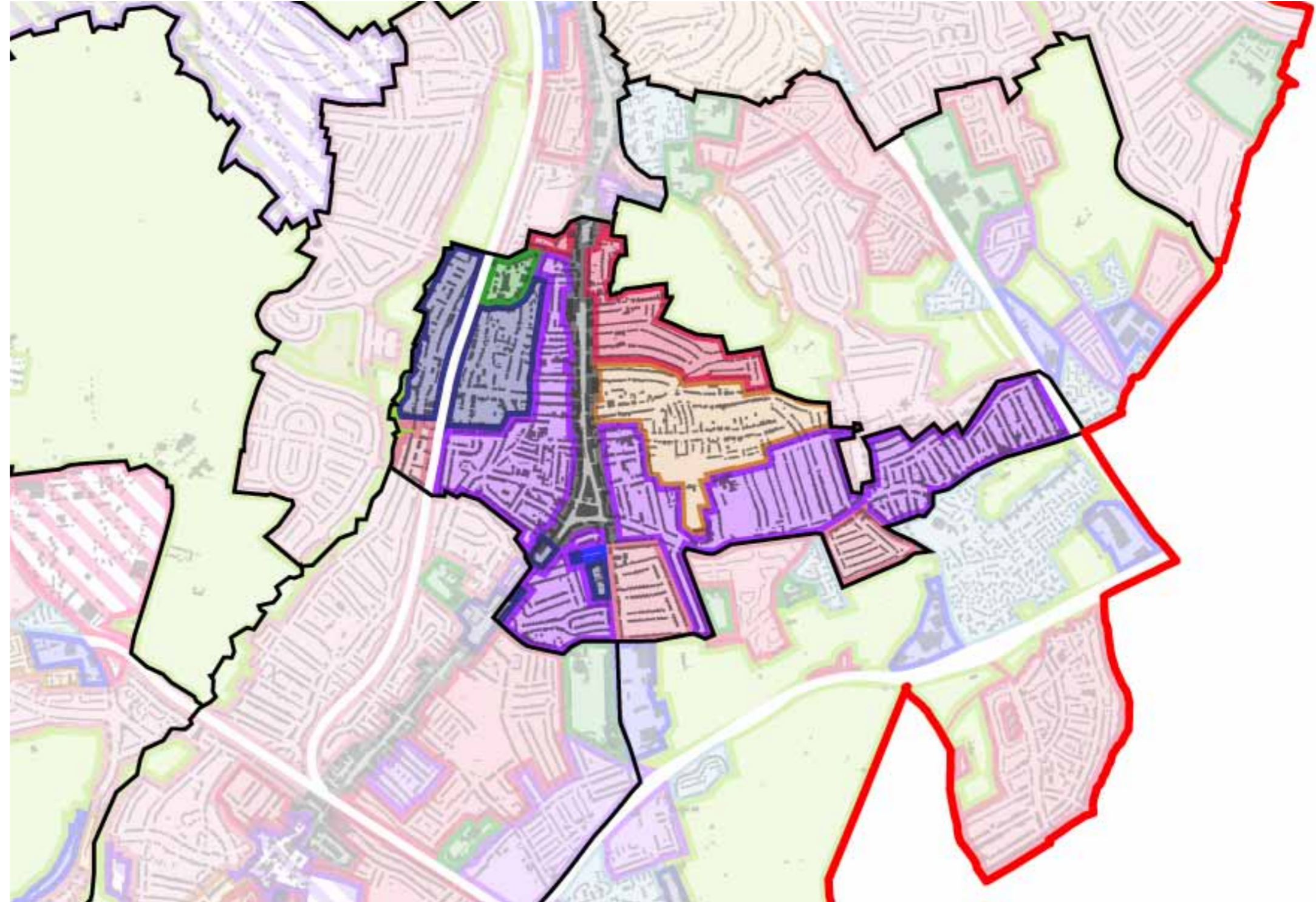
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

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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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.

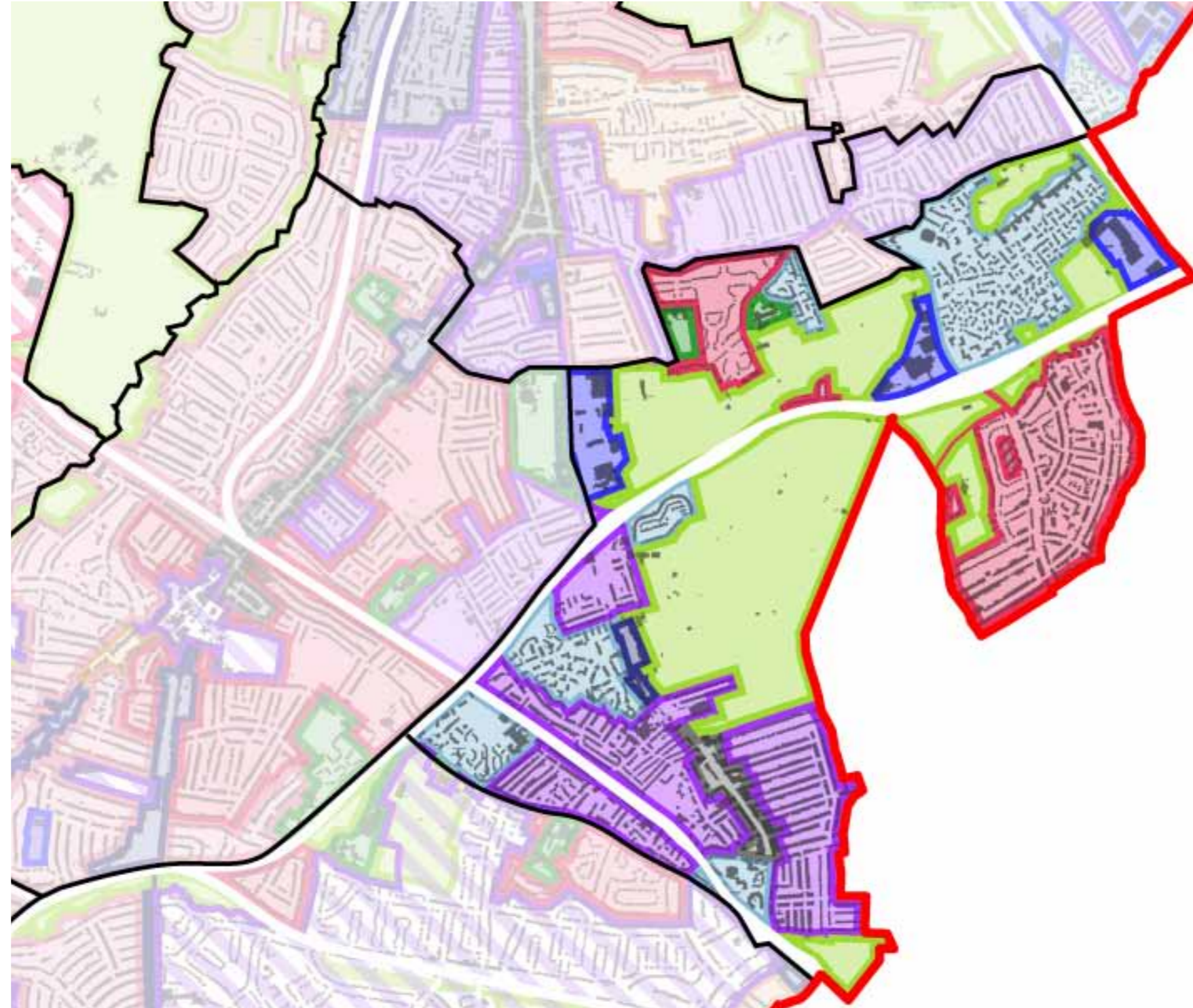


Flatted development along High Road



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

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

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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

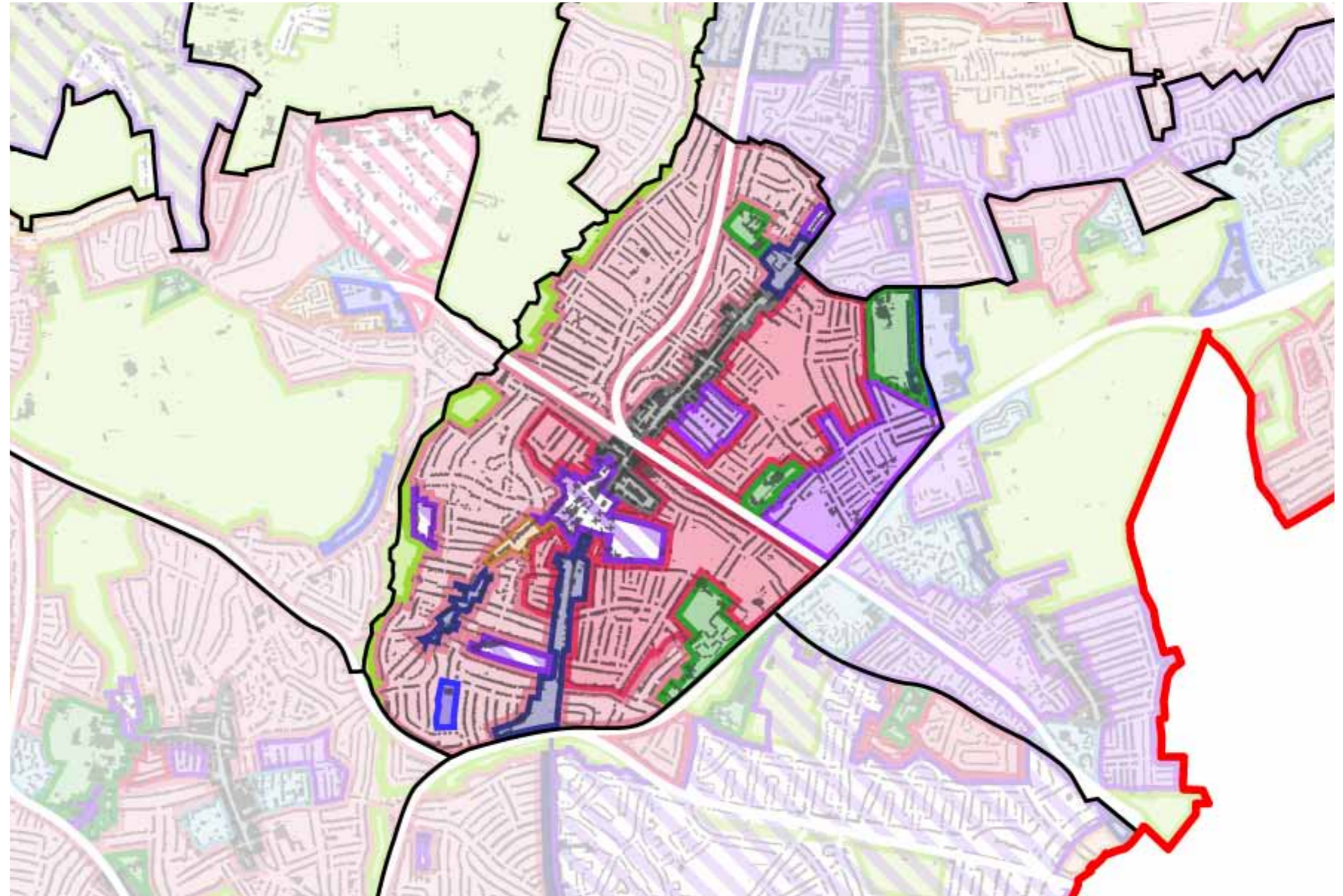
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

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-  Campus
-  Town centre/core
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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.

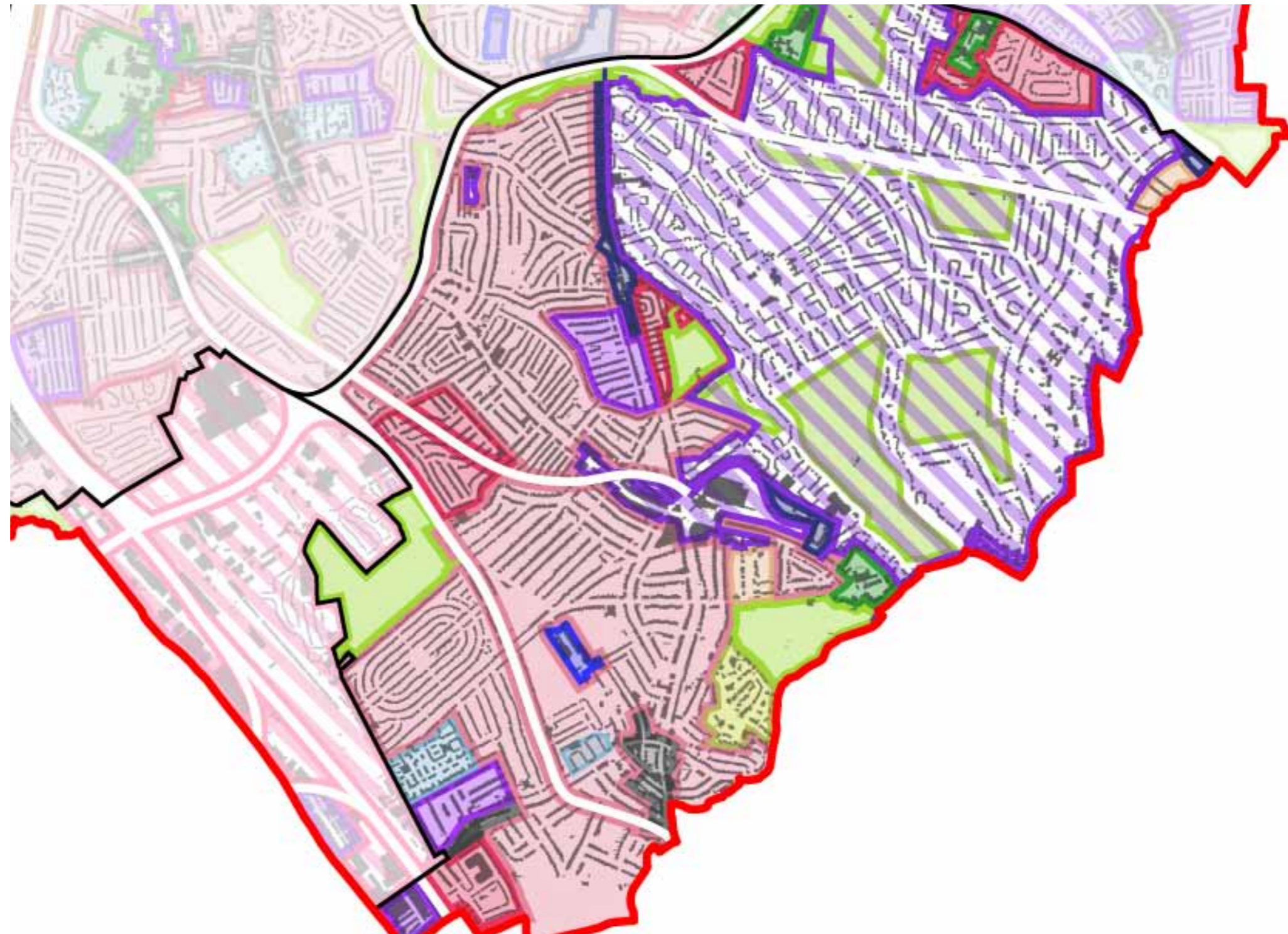
Most of the green spaces in this character area are concentrated in the east of the area, in the garden suburb, with smaller spaces to the west. In addition, the character area is adjacent to large green and open spaces such as Hampstead Heath.

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)



Conservation areas



Major development

Primary Typologies



Box



Campus



Town centre/core



Residential Estate

Secondary Typologies



A - Linear Rural



B - Suburban Periphery



C - Suburban



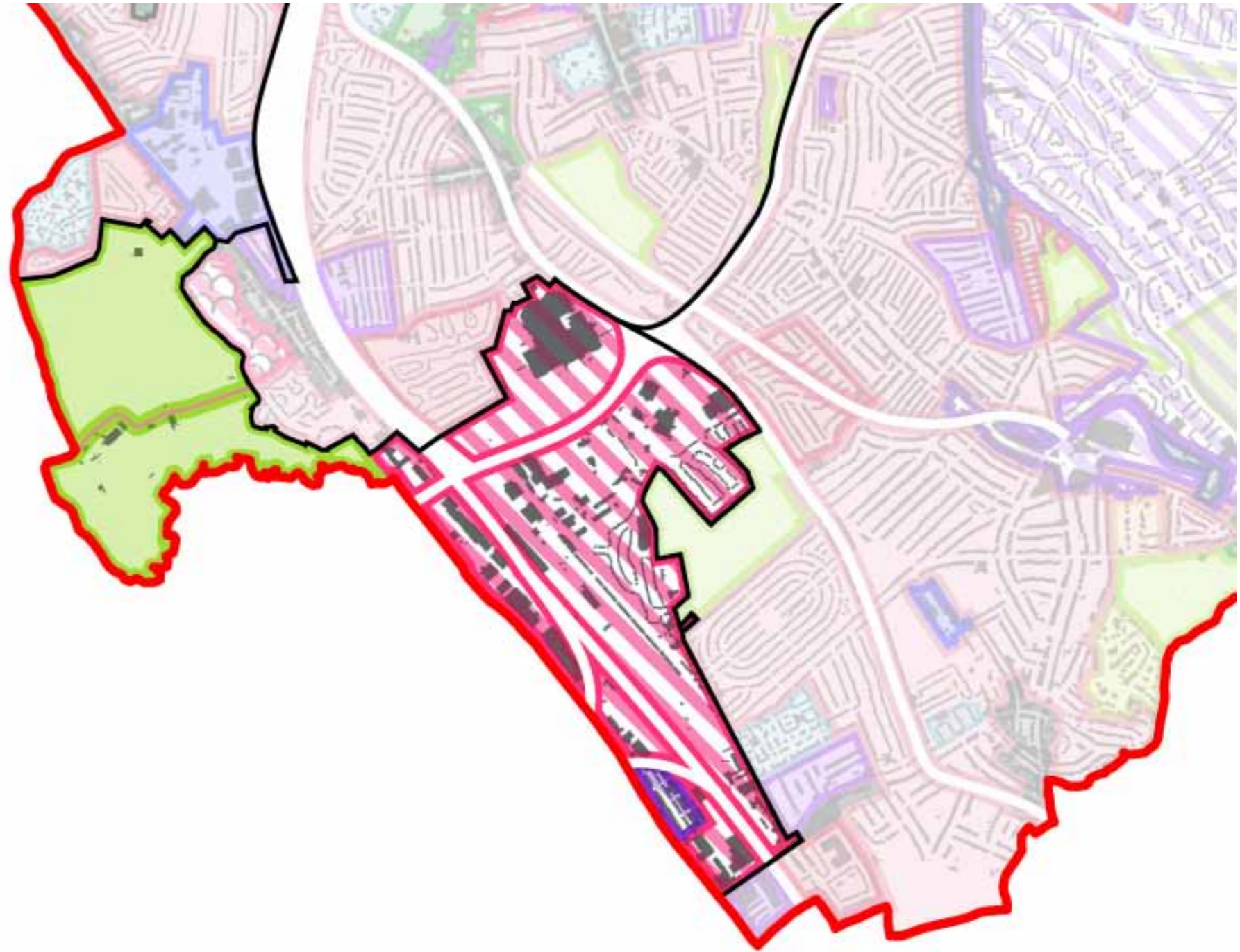
D - Suburban Terrace



E - Urban Terrace



F - Flats



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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

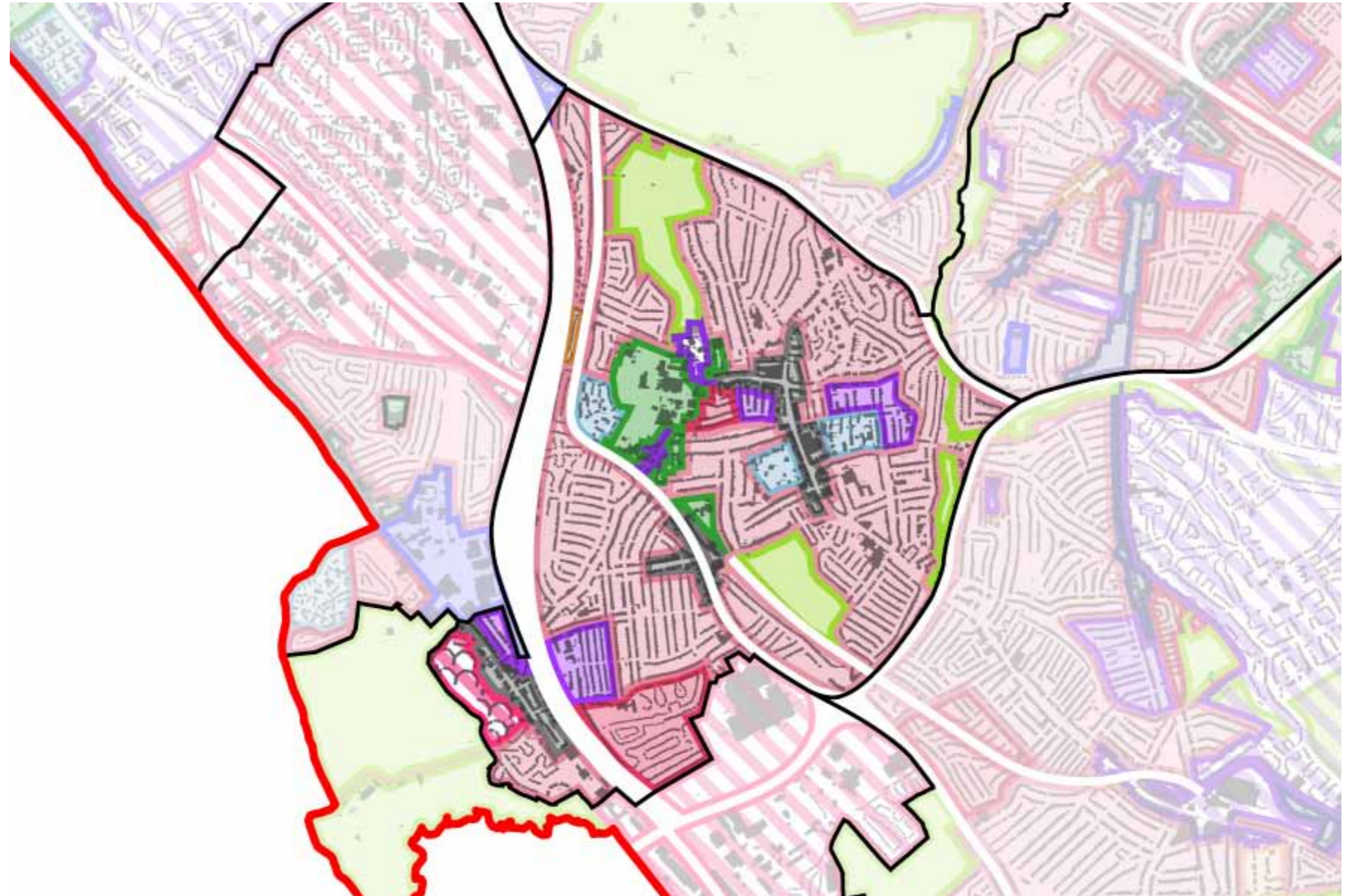
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

Primary Typologies

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

Secondary Typologies

-  A - Linear Rural
-  B - Suburban Periphery
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-  D - Suburban Terrace
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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



B - Suburban Periphery



C - Suburban



D - Suburban Terrace



E - Urban Terrace



F - Flats



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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



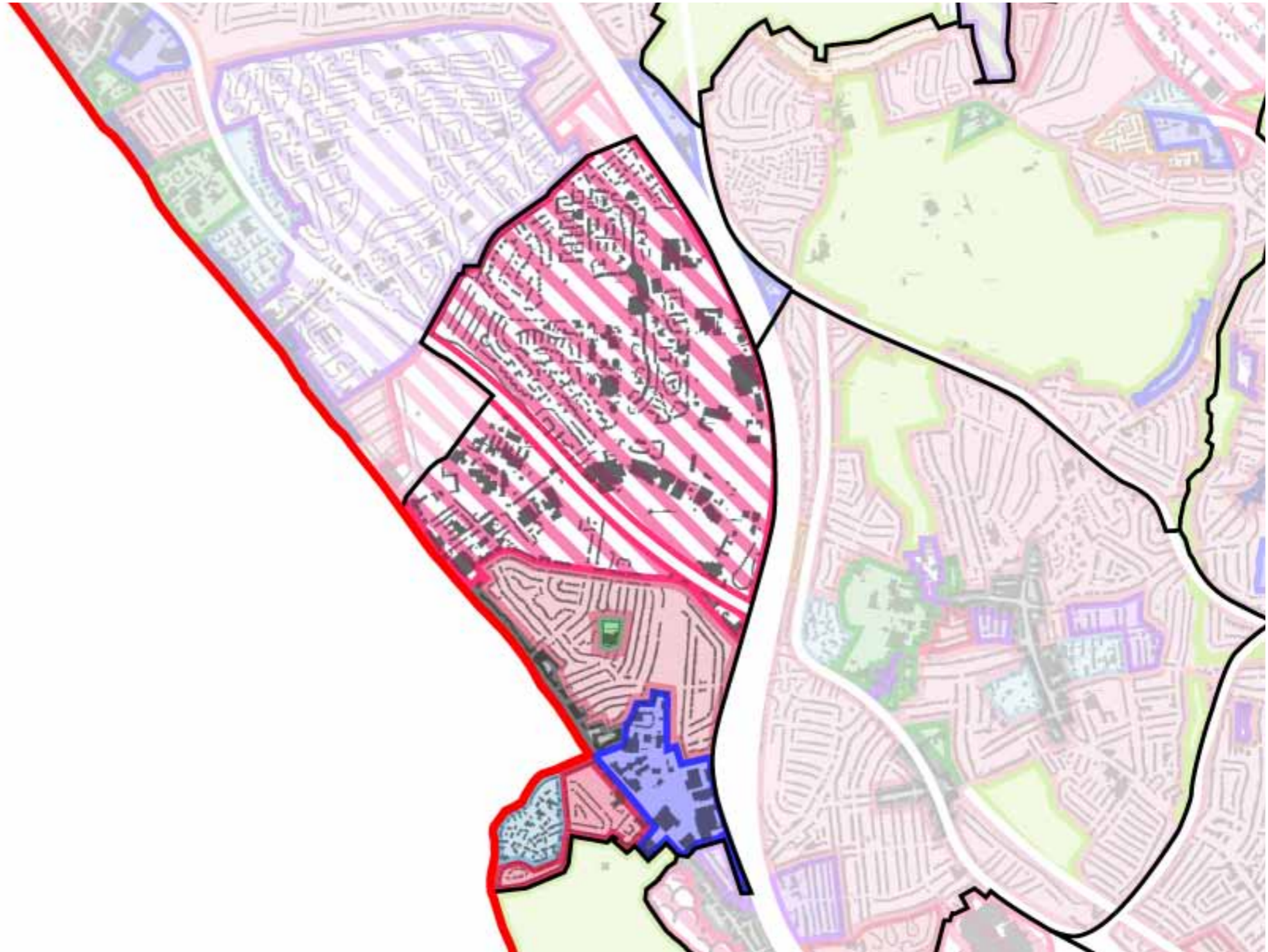
D - Suburban Terrace



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



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



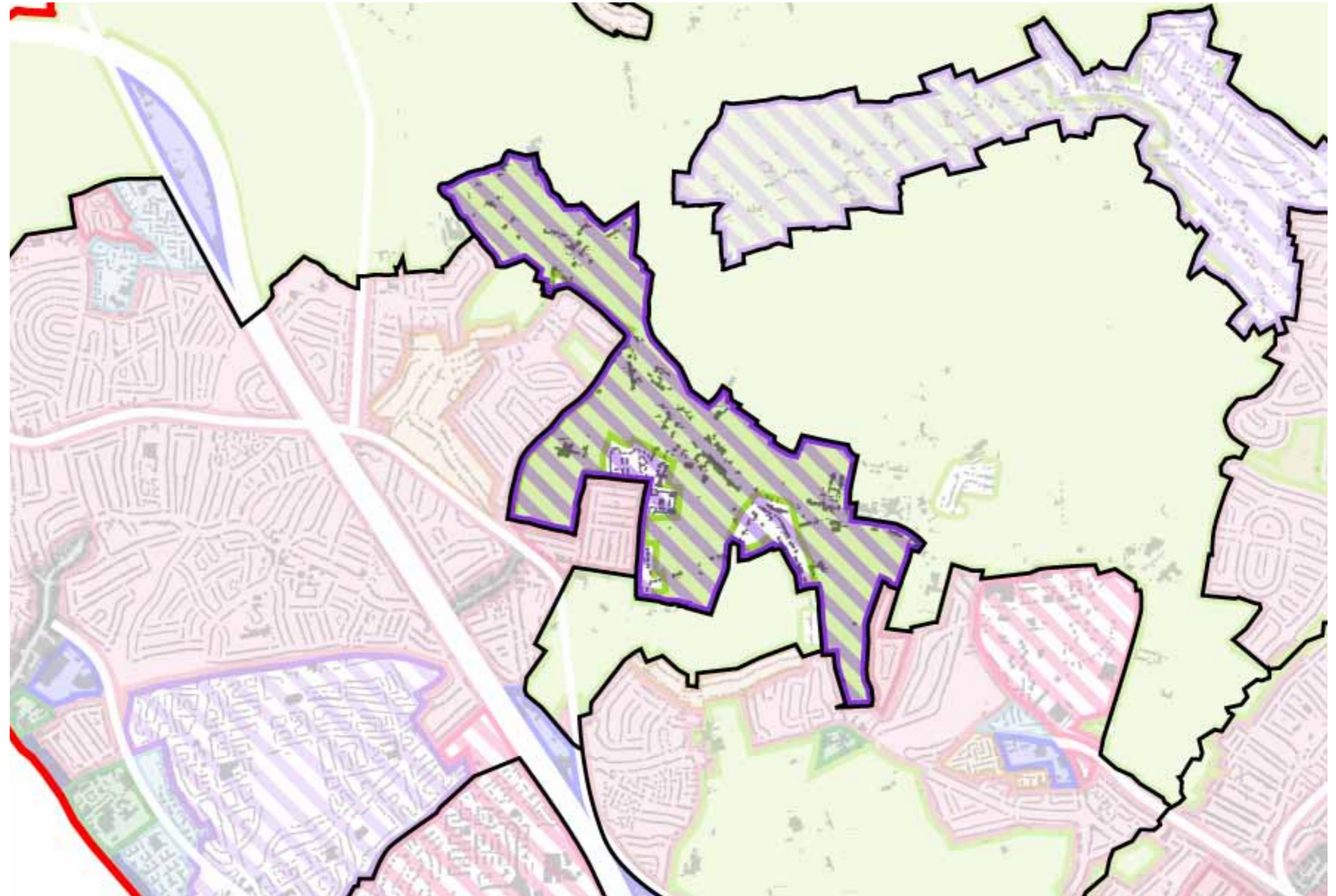
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EDGWARE AND BURNT OAK

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









KEY

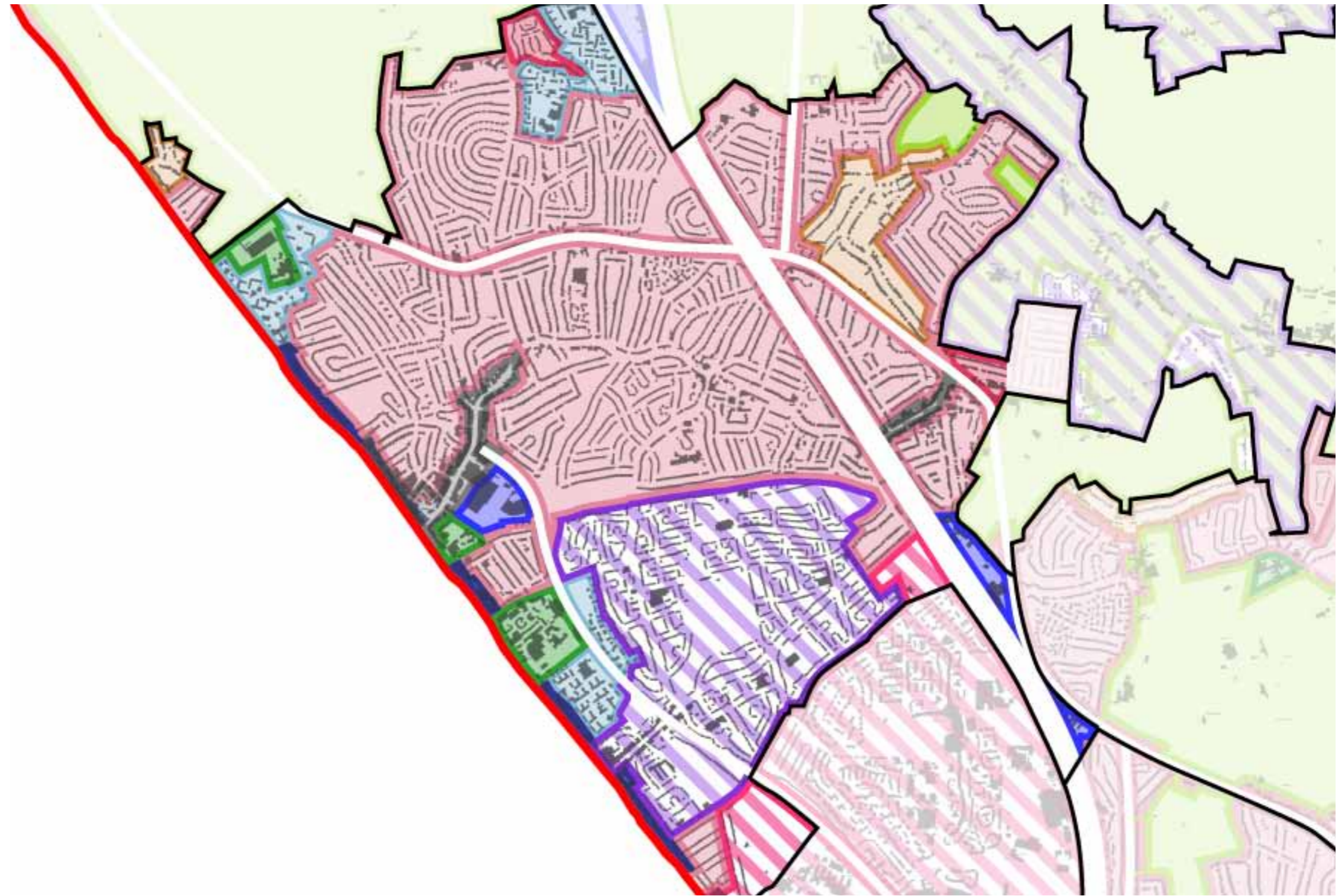
-  Character area
-  Areas of protected Green space (Green Belt, Metropolitan Open Land etc)
-  Conservation areas
-  Major development

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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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

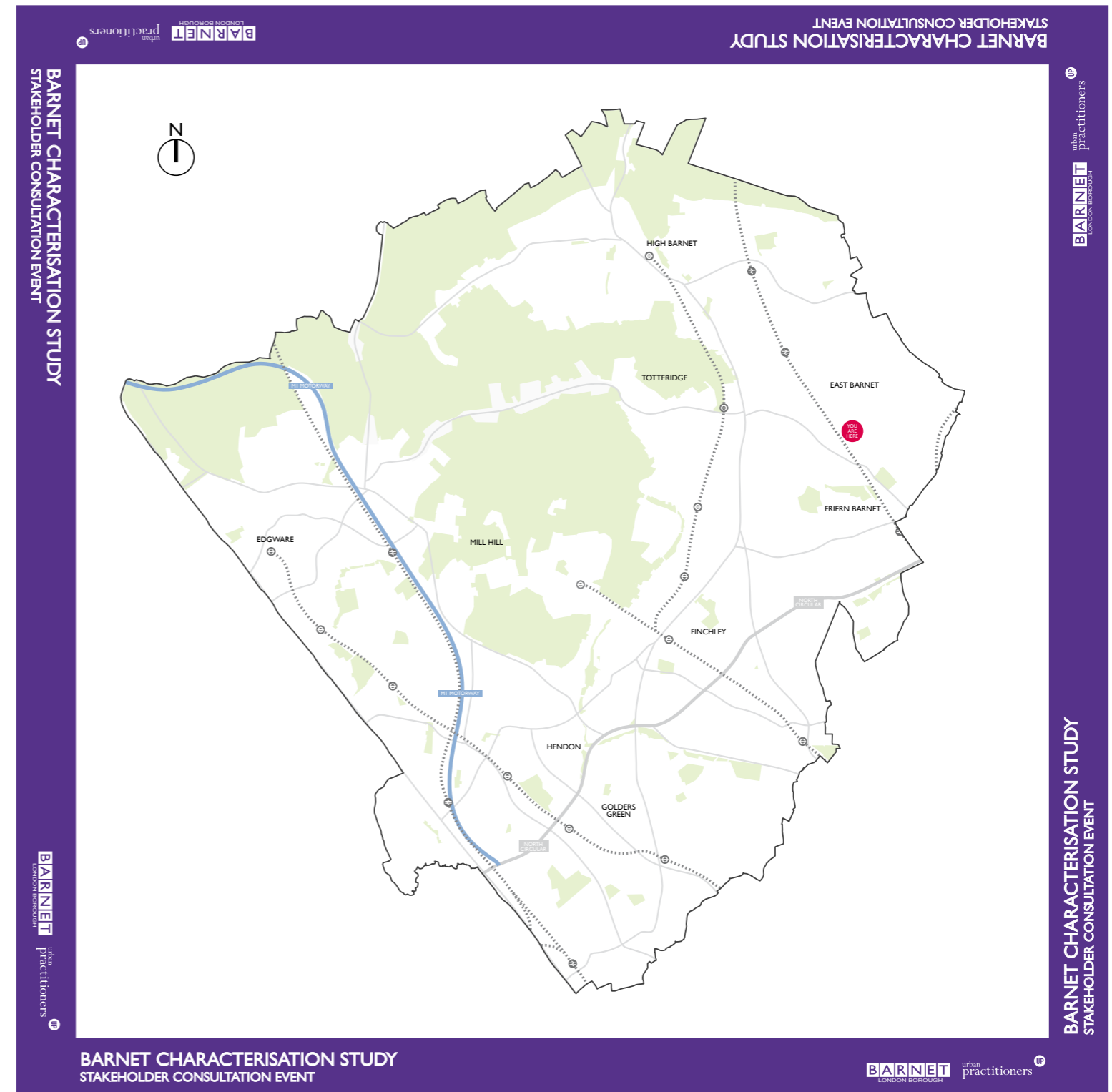
James Bradshaw	East Barnet Parish Residents' Association
Jas Bhalla	Urban Practitioners
Rita Brar	London Borough of Barnet
Derrick Chung	West Hendon Residents' Association
Cllr. Melvin Cohen	London Borough of Barnet
Martin Cowie	London Borough of Barne
John Dixs	New Barnet Community Association
Diana 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.

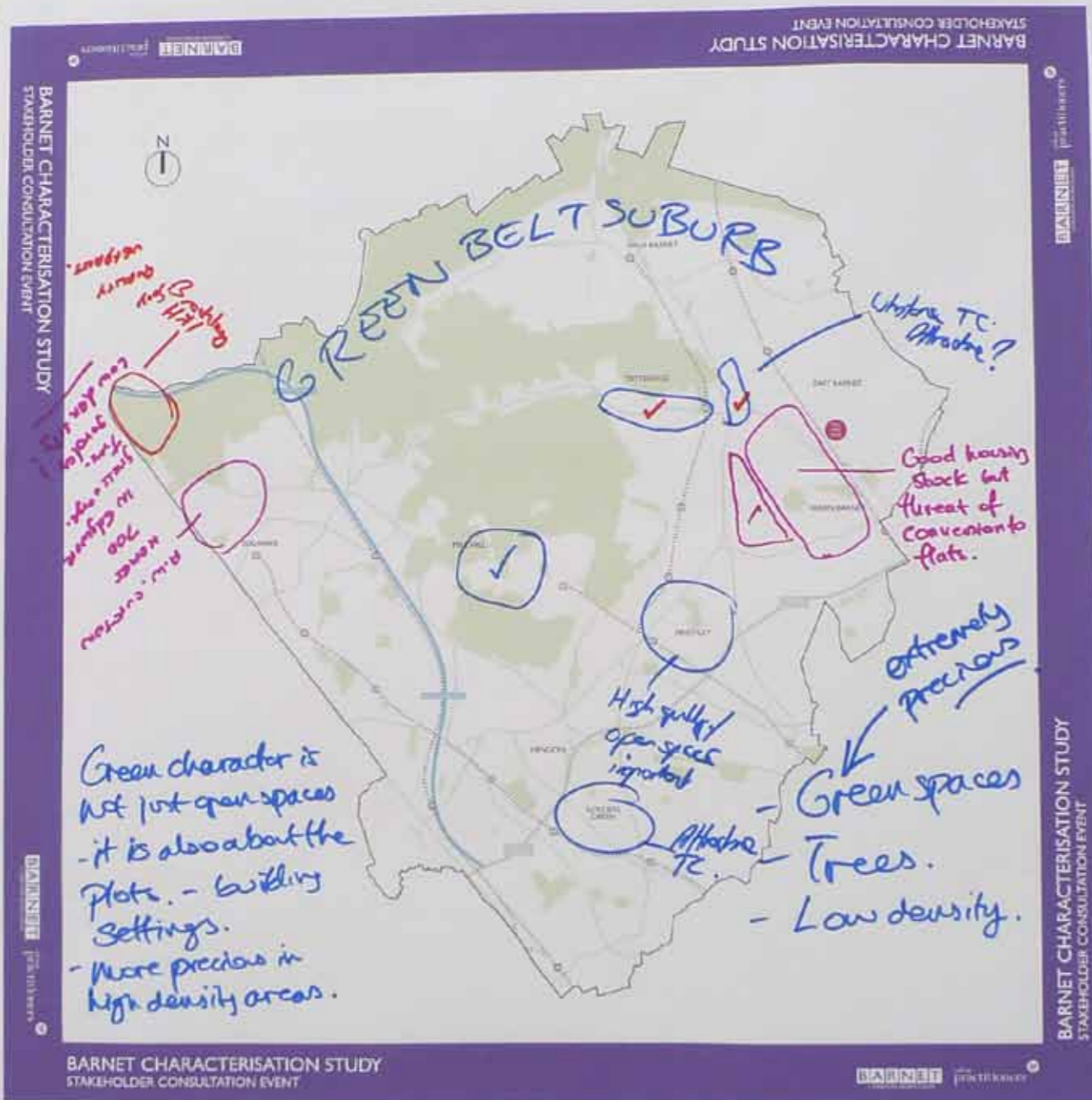
The plans created by each group are presented here along with a transcription of the comments which were made.



WORKSHOP ONE



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



- Problem with new development (whole is very intensive and lacks green space/trees.)
- Want settled communities
- Family houses to encourage people to stay.
- Good neighbourly relationships. (E. Barnet)
- Preserve community/suburbs.
- High streets in decline.
- Green landscape setting

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 on which game scenario is preferable.
- 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.



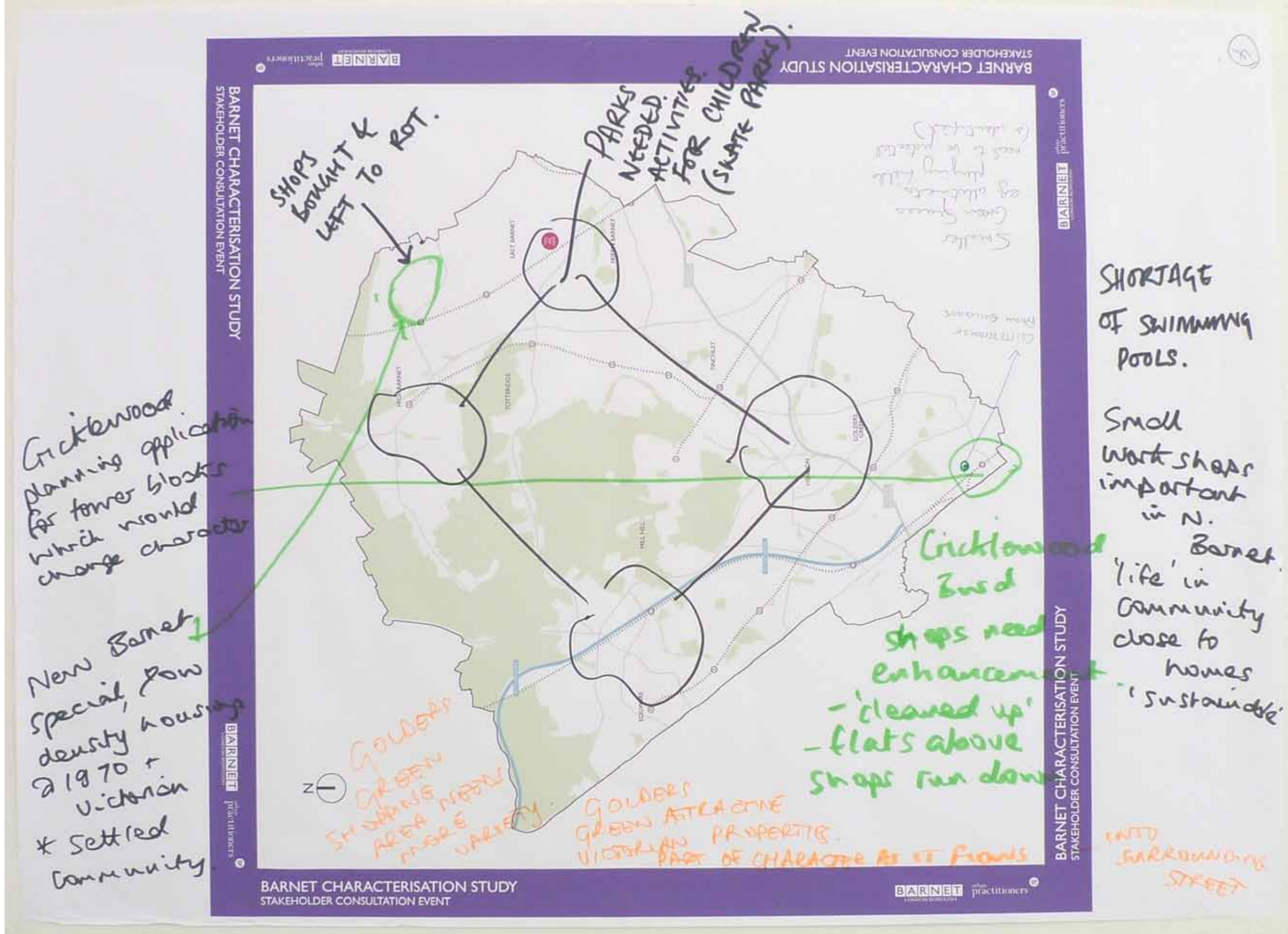
WORKSHOP ONE

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.





Gicklenwood
 Planning application
 for tower blocks
 which would
 change character

New Barnet
 special low
 density housing
 a 1970 +
 Victorian
 * Settled
 community

SHOPS
 BOUGHT &
 LEFT TO ROT.

PARKS
 NEEDED.
 ACTIVITIES
 FOR CHILDREN
 (SKATE PARKS)

Smaller
 Green Spaces
 eg allotments
 need to be protected
 (or increased)

GOLDBER
 GREEN
 SWIMMING
 AREA NEEDS
 MORE
 VARIETY

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

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

SHORTAGE
 OF SWIMMING
 POOLS.

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

INTO
 SURROUNDING
 STREET

BARNET CHARACTERISATION STUDY
 STAKEHOLDER CONSULTATION EVENT

BARNET
 practitioners

BARNET CHARACTERISATION STUDY
 STAKEHOLDER CONSULTATION EVENT

BARNET
 practitioners

BARNET CHARACTERISATION STUDY
 STAKEHOLDER CONSULTATION EVENT

BARNET
 practitioners

BARNET CHARACTERISATION STUDY
 STAKEHOLDER CONSULTATION EVENT

2

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

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?

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

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

- 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



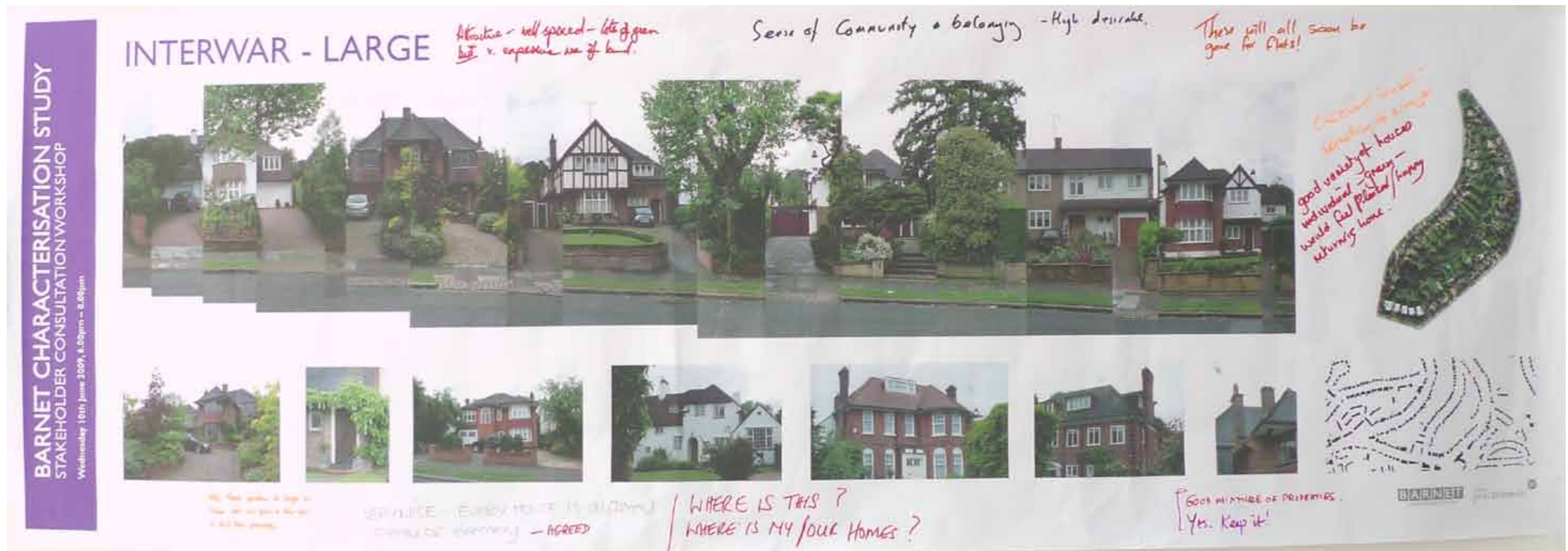
- Good family homes, sense of community, generally well cared for and loved
- No parking provision
- Good family homes and good use of land
- Good family homes
- We like the brickwork and roof slates. Roof dormer should be in the back. Not to be converted into flats
- Edwardian broke away from this style, 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



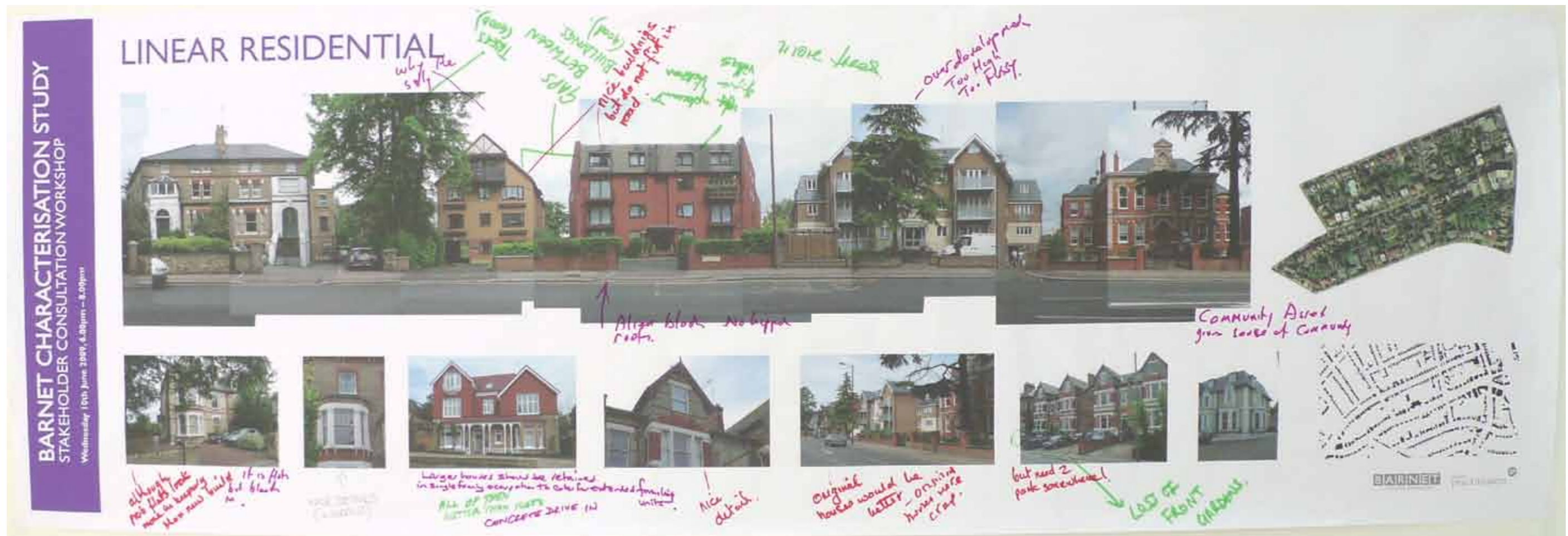
- Don't like paved out front gardens
- Great if you cannot afford better, own space - front gardens far better than flats
- Where are the hedges and greenery?
- Sad that several front doors have been boxed in and often replaced
- Roof wrong colour- out of character
- Good family homes with garden
- Car 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.



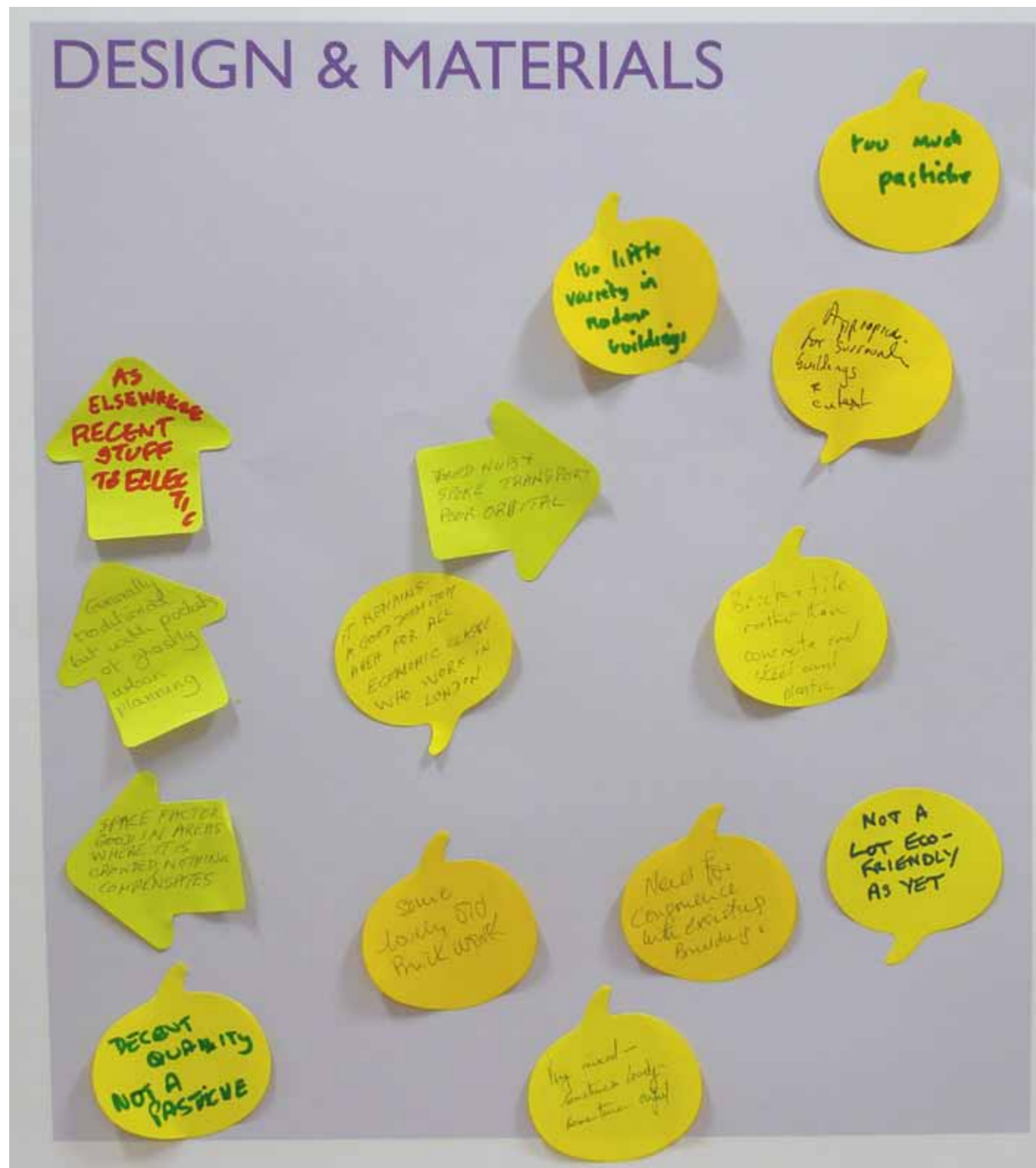
CONCLUSIONS



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.

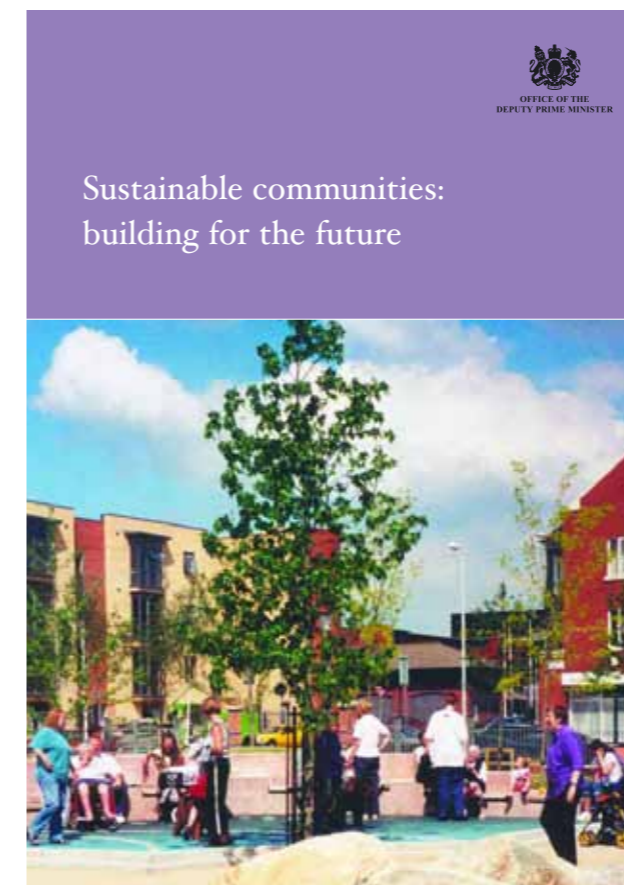
In determining the type and form of housing, there is a requirement for Local Planning Authorities (LPAs) to assemble evidence on housing need and demand through a Strategic Housing Market Assessment (SHMA). It is also stated that LPAs should 'ensure that the proposed mix of housing on large strategic 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



PLANNING POLICY

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.

PLANNING POLICY

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.

MAYOR OF LONDON

The London Plan
Spatial Development Strategy for Greater London
Consolidated with Alterations since 2004



PLANNING POLICY

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.

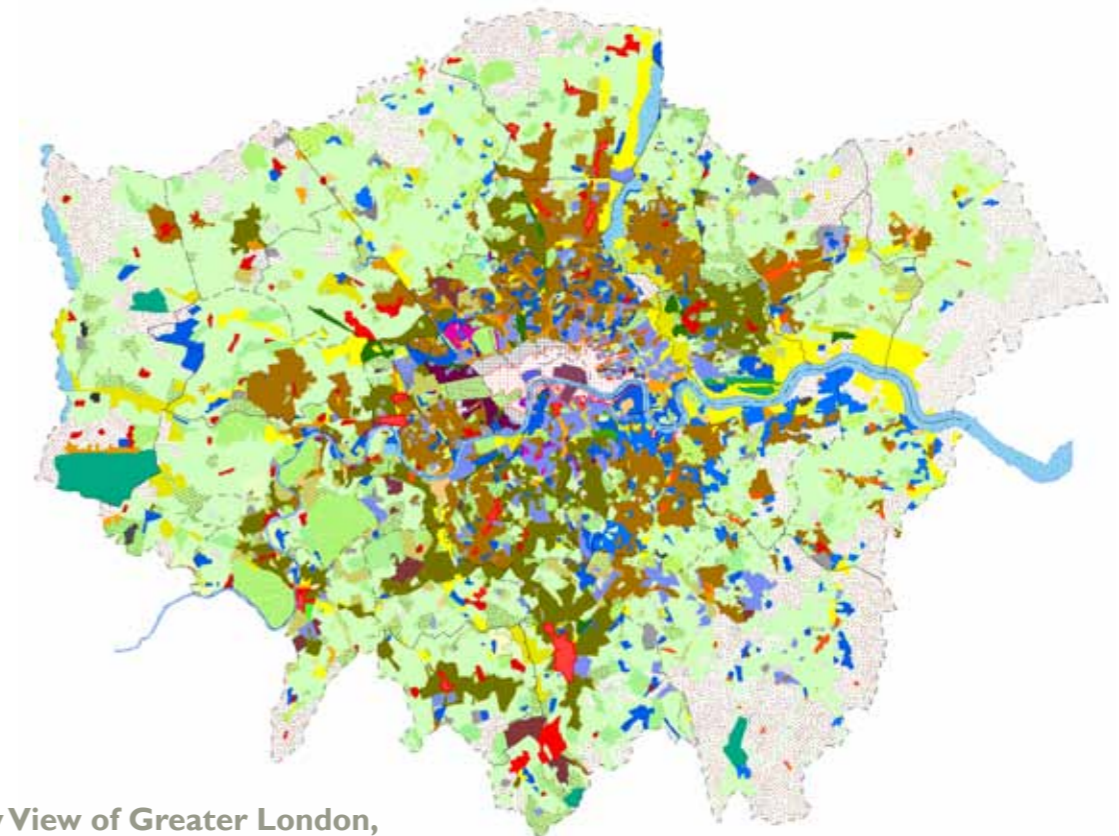
Other relevant studies

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)

PLANNING POLICY

The London Plan, Consultation Draft Replacement Plan, October 2009

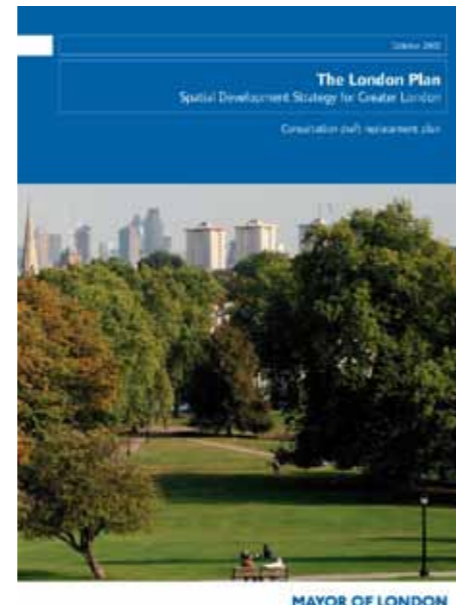
Reflecting the change of London's elected Mayor, the London Plan is in the process of being updated and a Consultation Draft Replacement Plan has been published. The draft replacement is based on a similar evidence base to the original London Plan and concludes that, despite the recent recession, the 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.

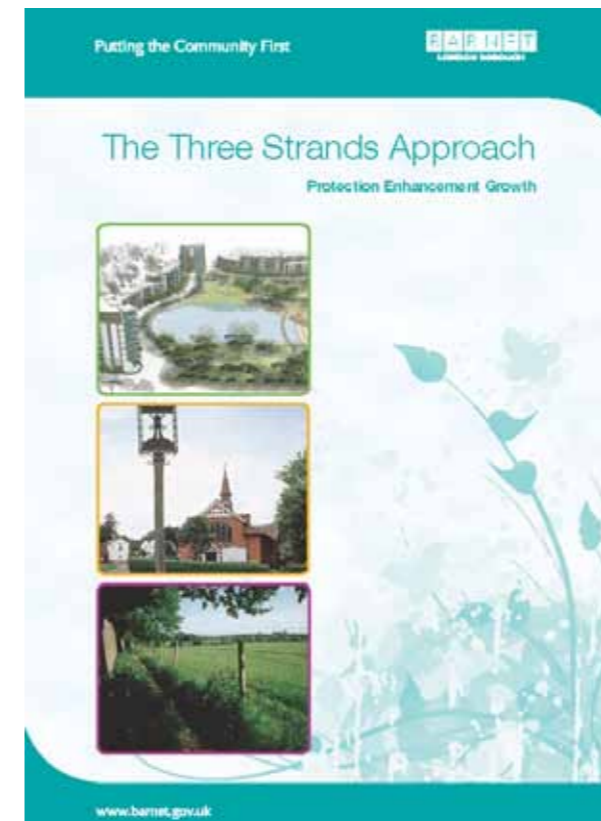


Local scale

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.

PLANNING POLICY

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

PLANNING POLICY

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 Bishop's 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

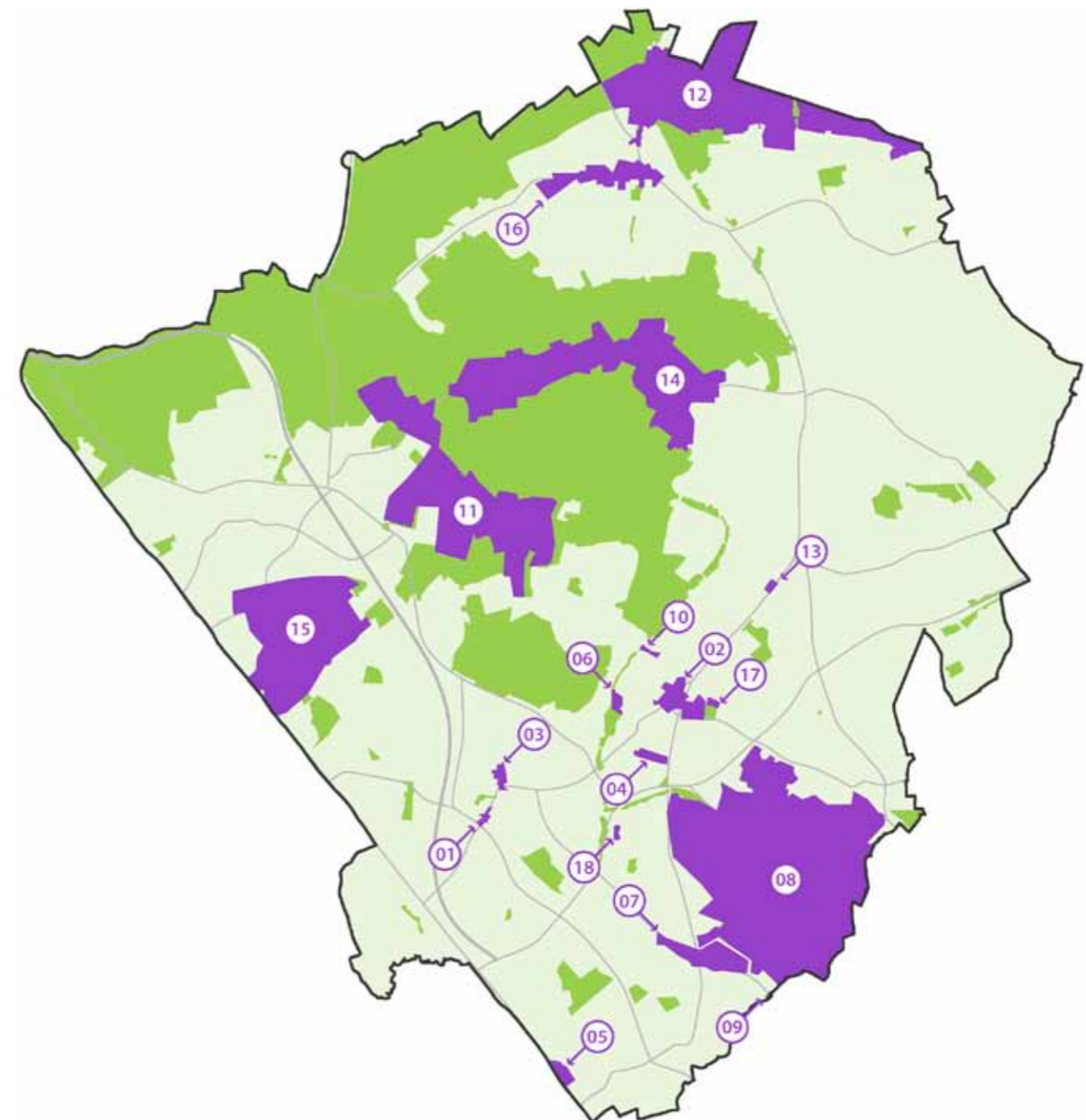
Emerging Local Development Framework

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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PLANNING POLICY

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.



