



SECTION IV
**CHARACTER
AREAS**

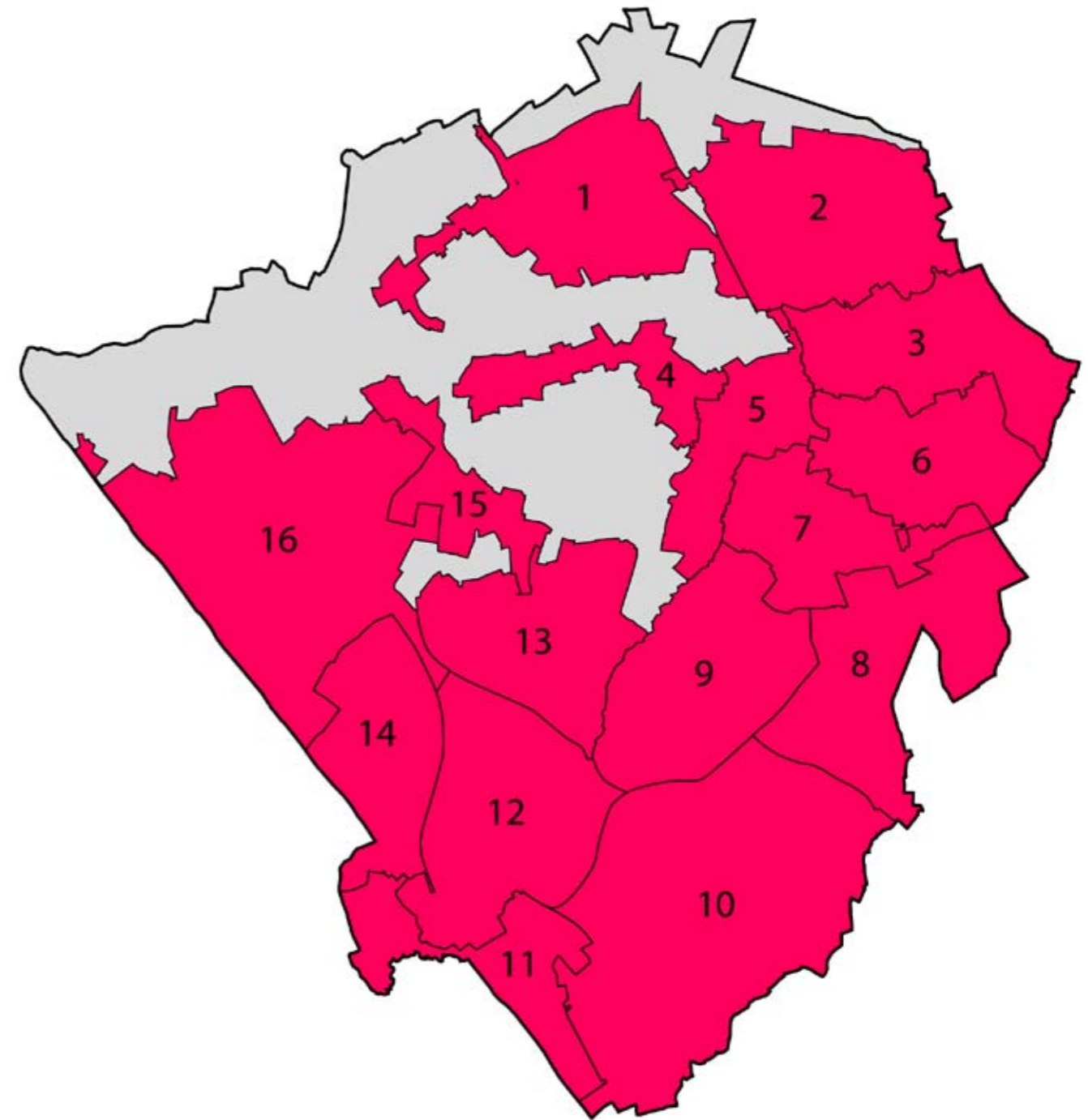
CHARACTER AREAS

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

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

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

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



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CHIPPING BARNET

Extents

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

Historic development

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



Edwardian terraces on Ravenscroft Park

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

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

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

Character description

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



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

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

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

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

CHIPPING BARNET

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

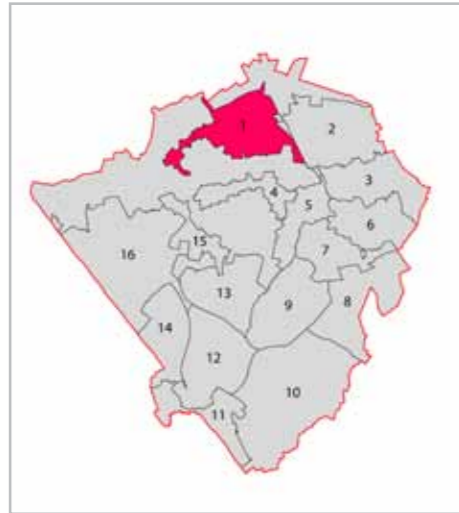
There is an overall consistency of massing within the built form, with most residential units rising to two or three storeys, though there are streets with single storey houses.

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



Barnet Road is semi rural in character





CHIPPING BARNET









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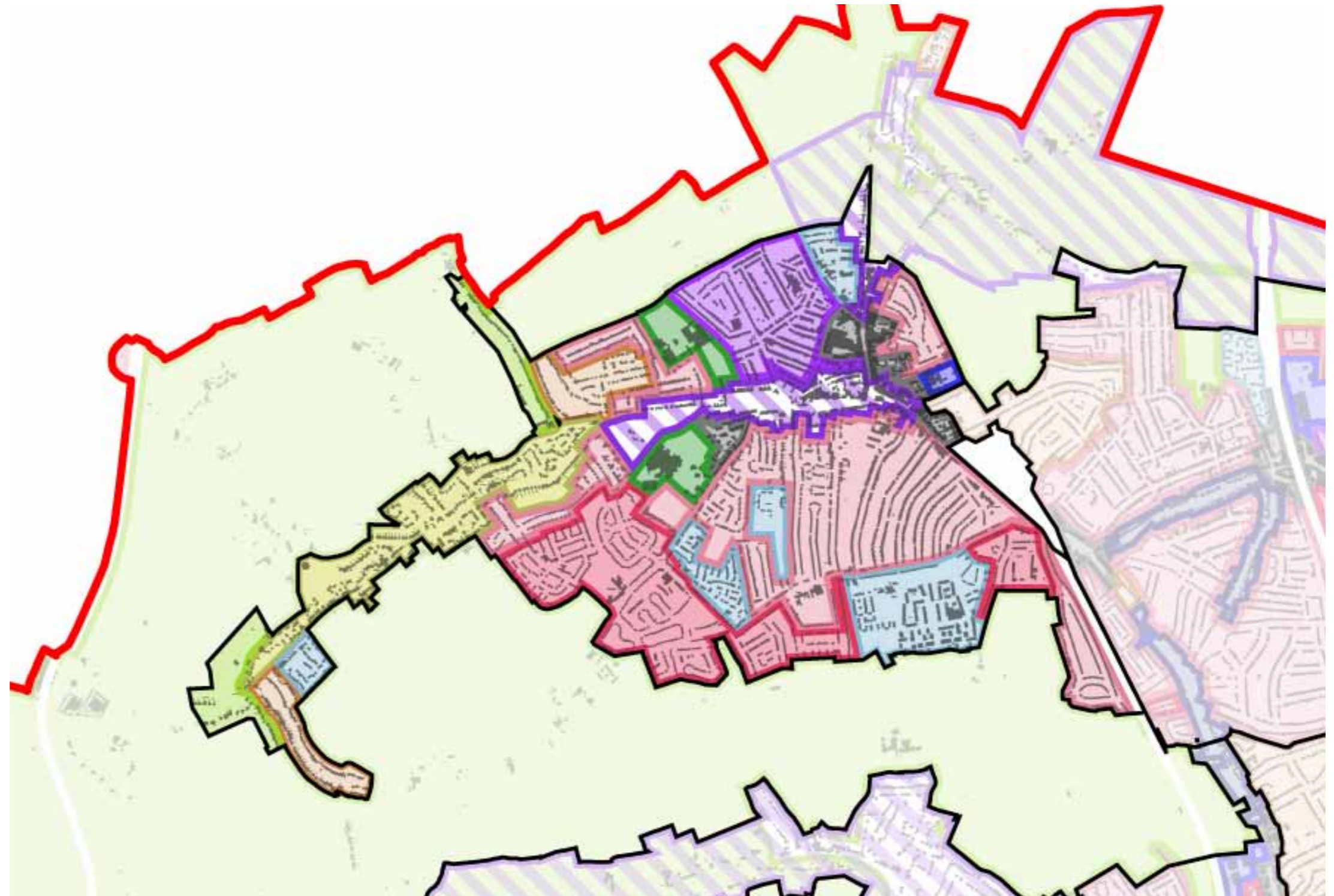
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-  Conservation areas
-  Major development

Primary Typologies

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

Secondary Typologies

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









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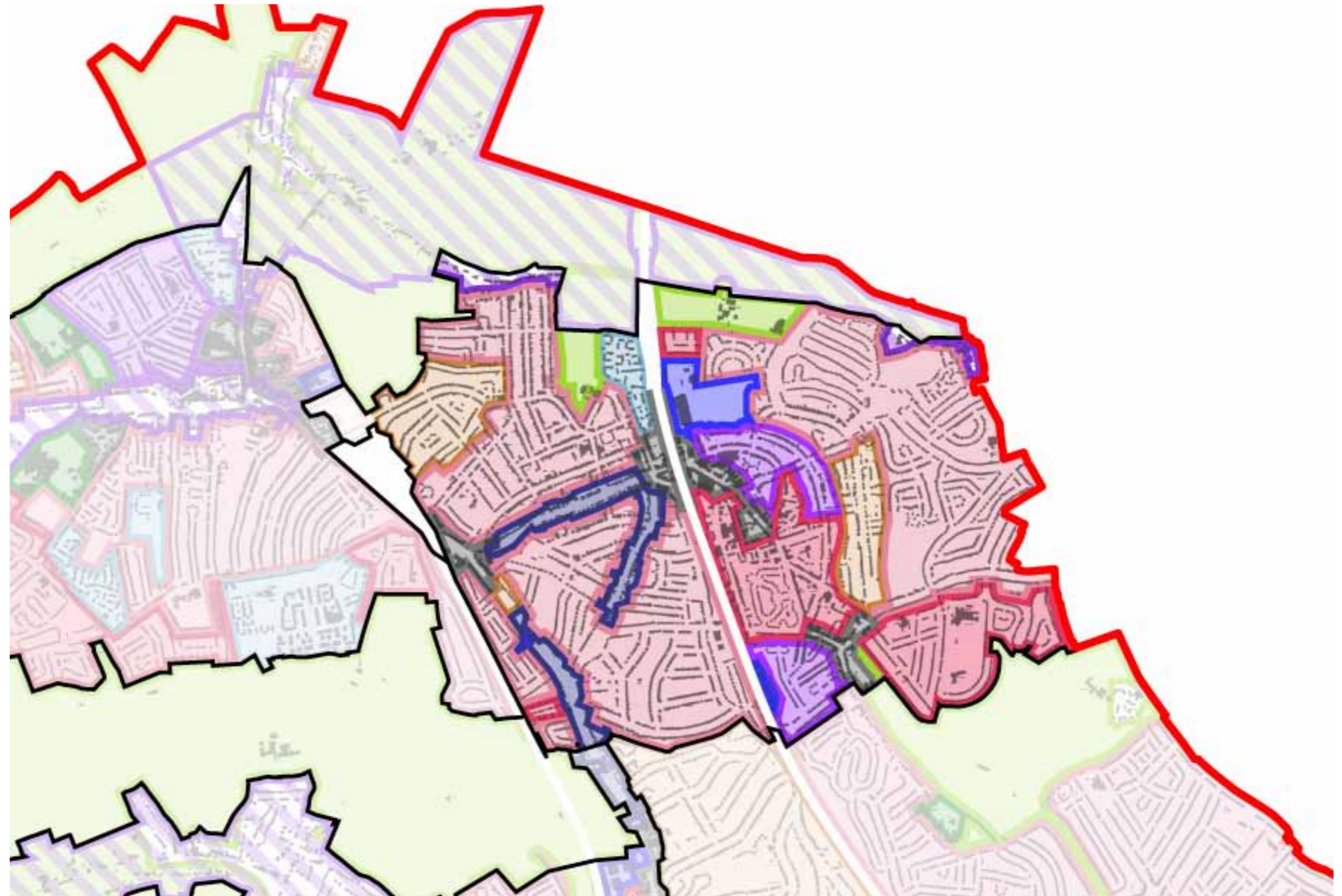
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OAKLEIGH PARK AND EAST BARNET

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









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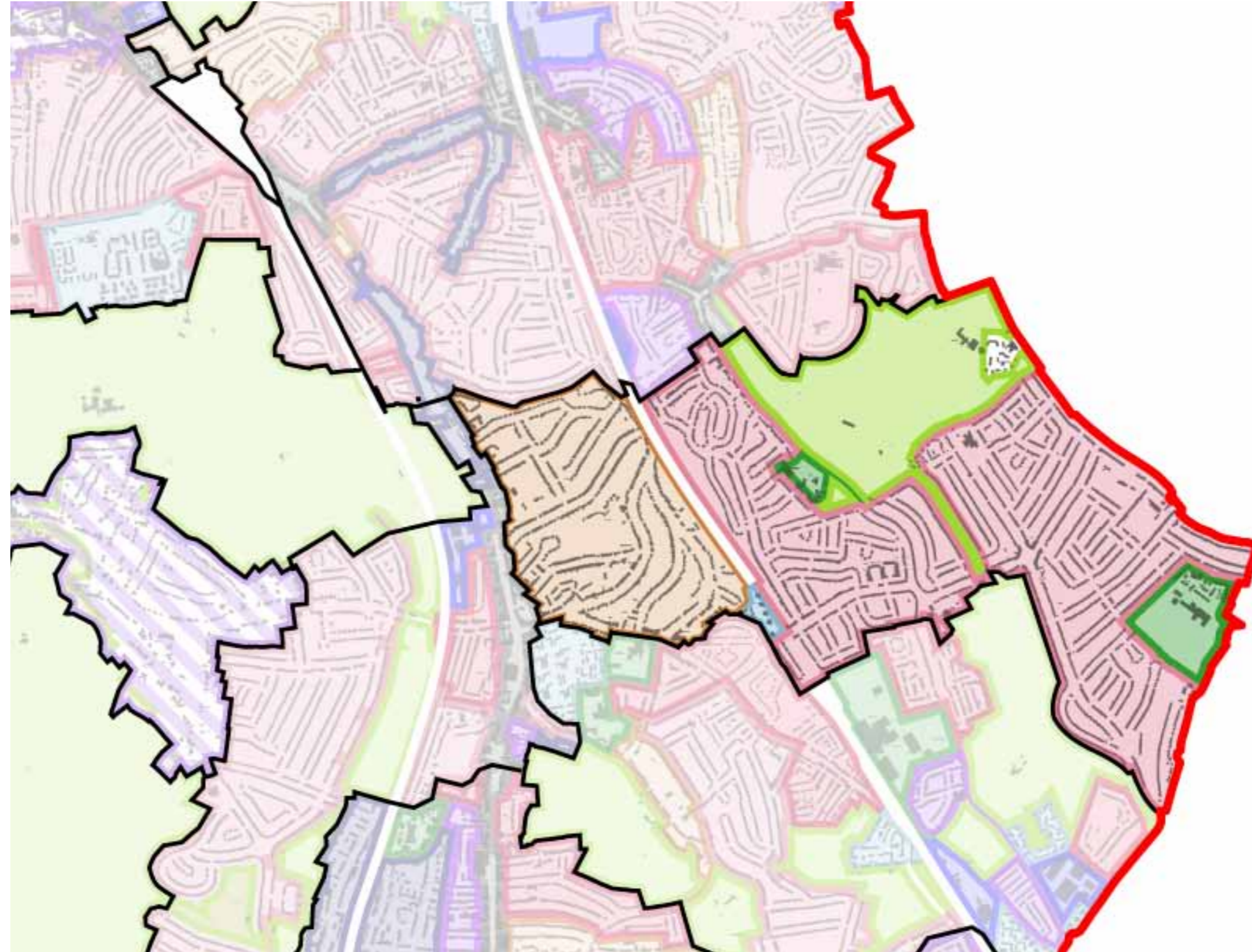
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TOTTERIDGE

Extents

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

Historic development

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

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

Character description

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



Open space in Totteridge




Rural character on Totteridge Lane





TOTTERIDGE









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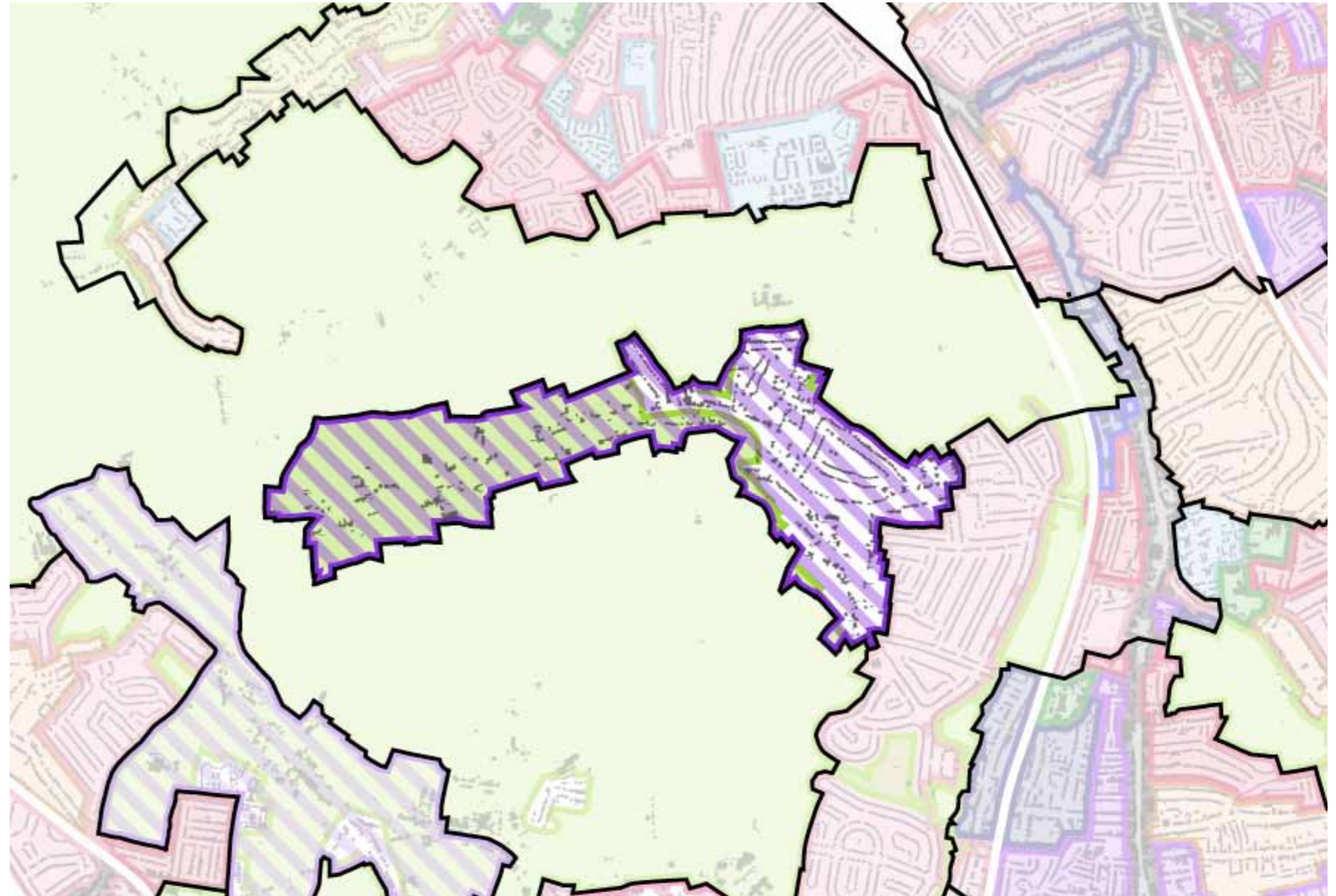
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WHETSTONE AND WOODSIDE PARK

Extents

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

Historic development

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

Character description

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



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




Typical suburban semi-detached housing





WHETSTONE AND WOODSIDE PARK









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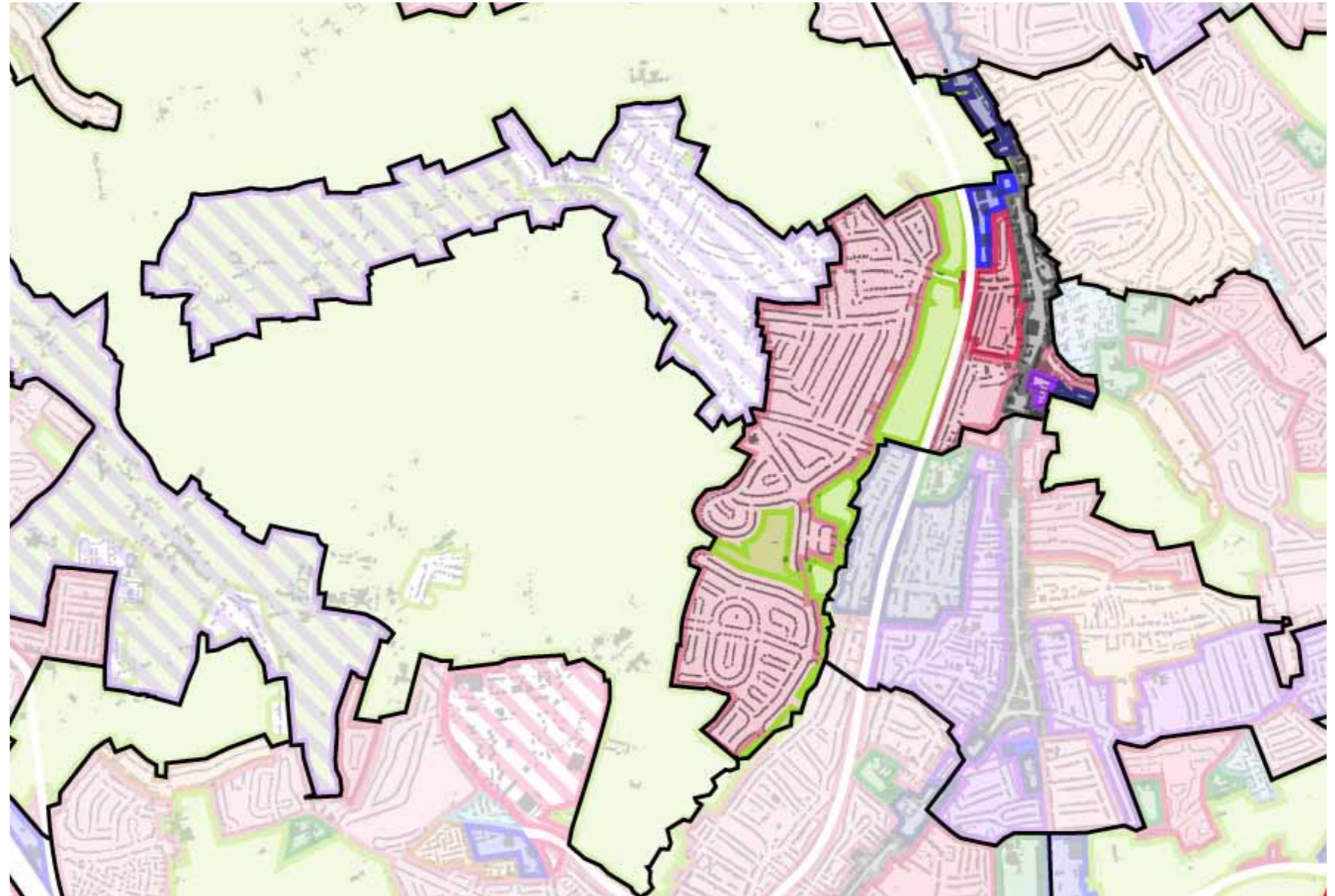
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FRIERN BARNET AND BRUNSWICK PARK

Extents

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

Historic development

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

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

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

Character description

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



1950s residential estate







Suburban housing on St James Avenue





FRIERN BARNET AND BRUNSWICK PARK









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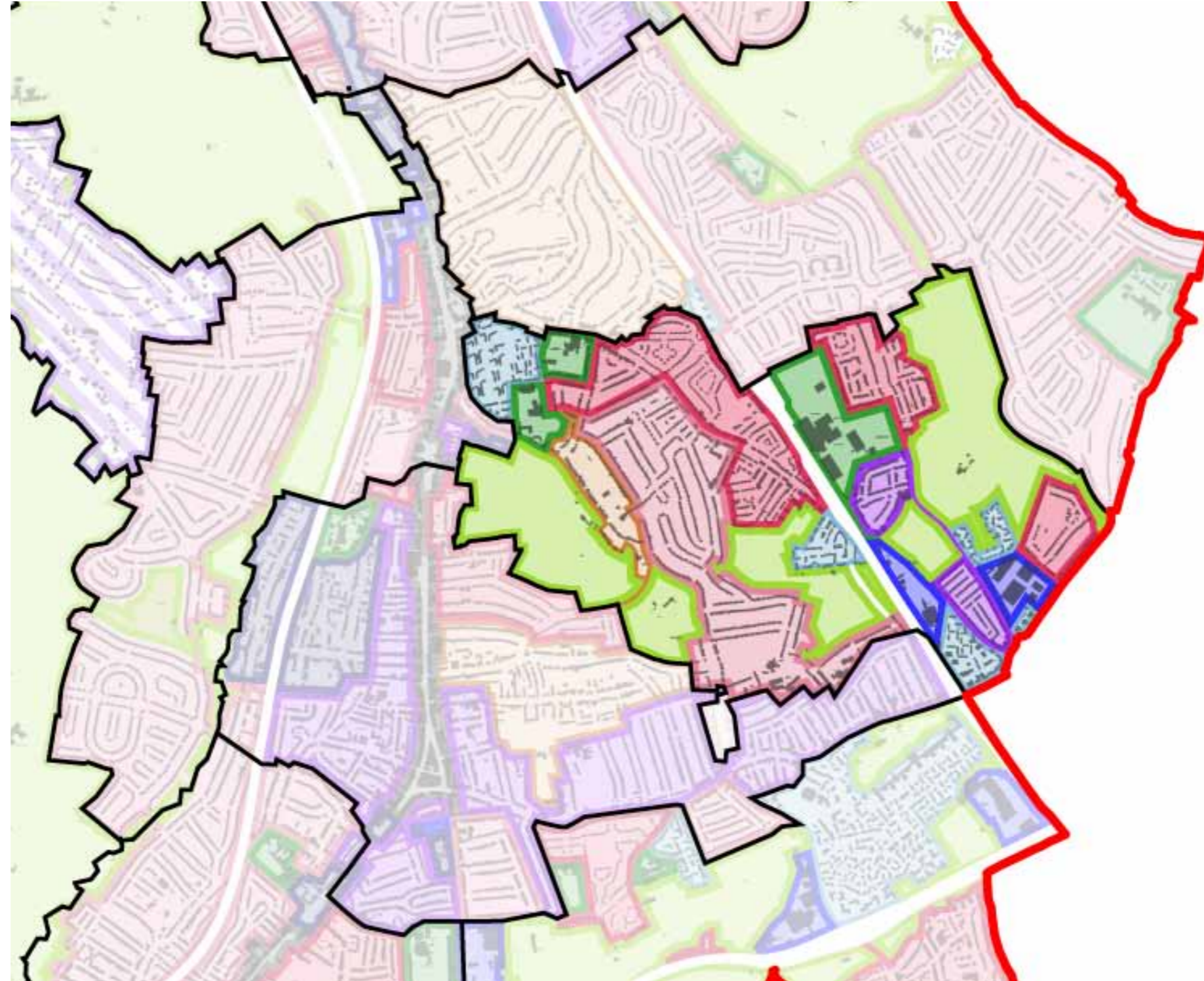
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NORTH FINCHLEY AND COLNEY HATCH

Extents

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

Historic development

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

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

Character description

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

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

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



Flatted development along Brook Meadows







Valley Way





NORTH FINCHLEY AND COLNEY HATCH









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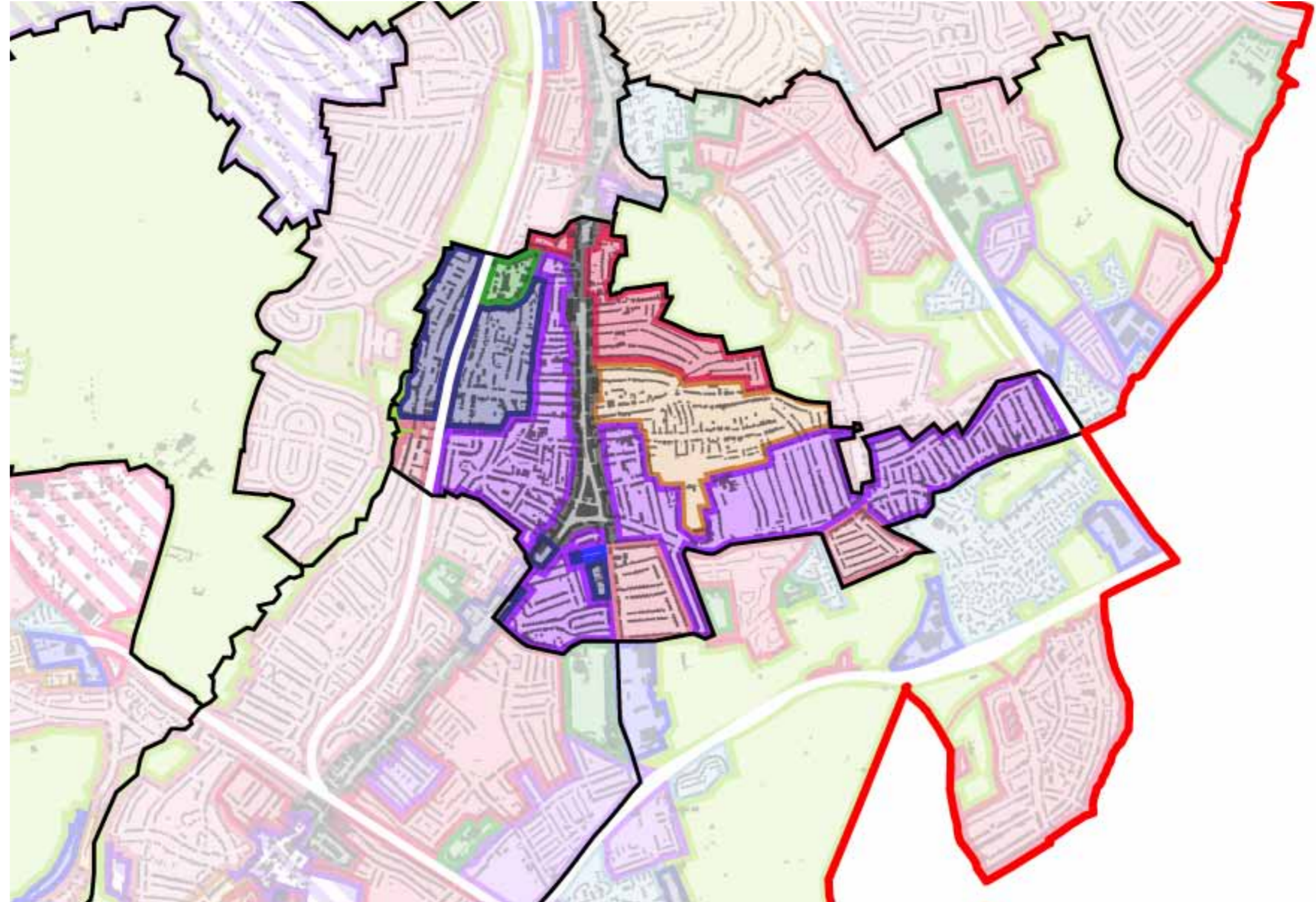
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EAST FINCHLEY

Extents

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

Historic development

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

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

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

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

Character description

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

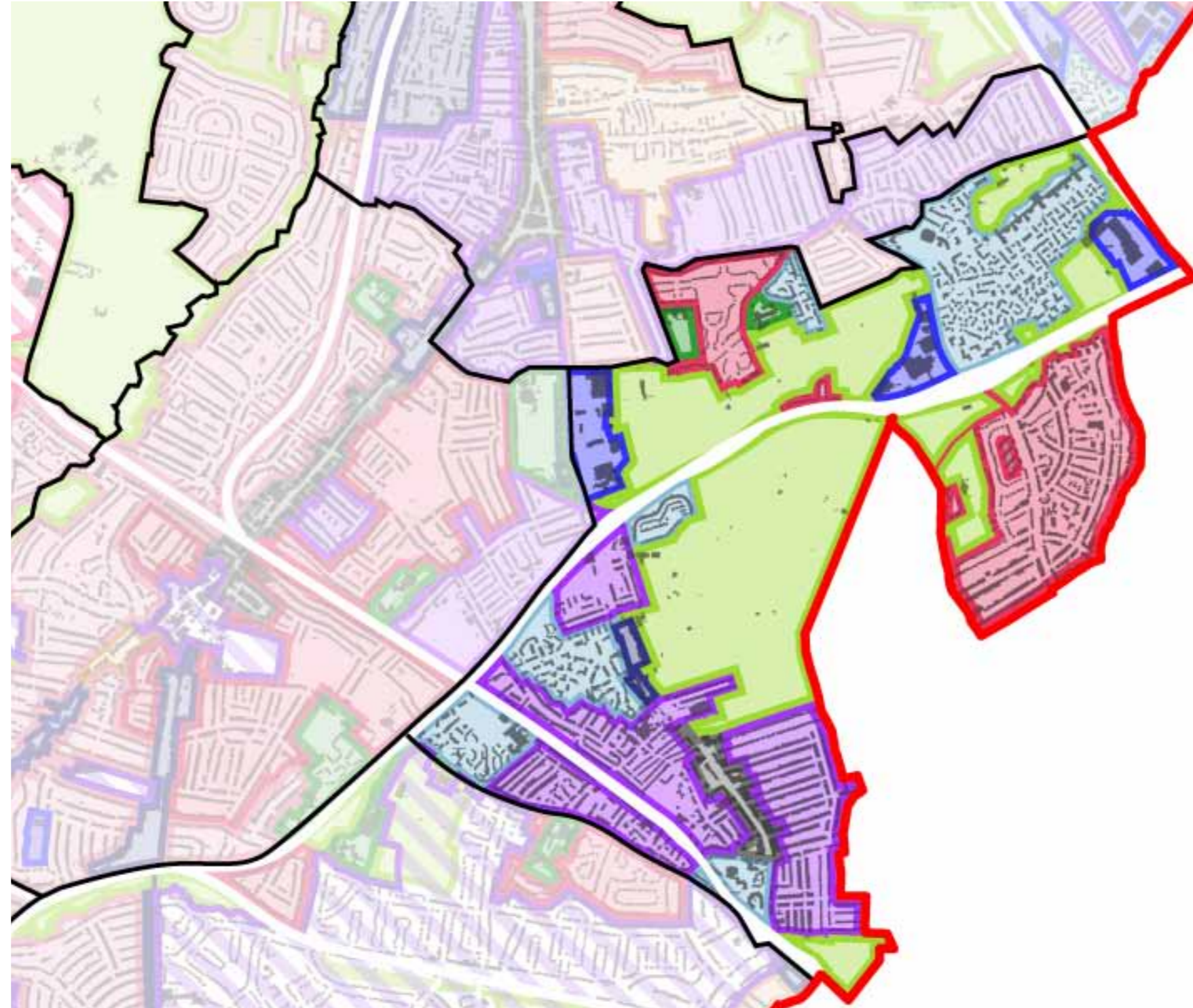


Flatted development along High Road



Edwardian Terraces along Hertford Road





EAST FINCHLEY









KEY

-  Character area
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-  Conservation areas
-  Major development

Primary Typologies

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

Secondary Typologies

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-  B - Suburban Periphery
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-  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









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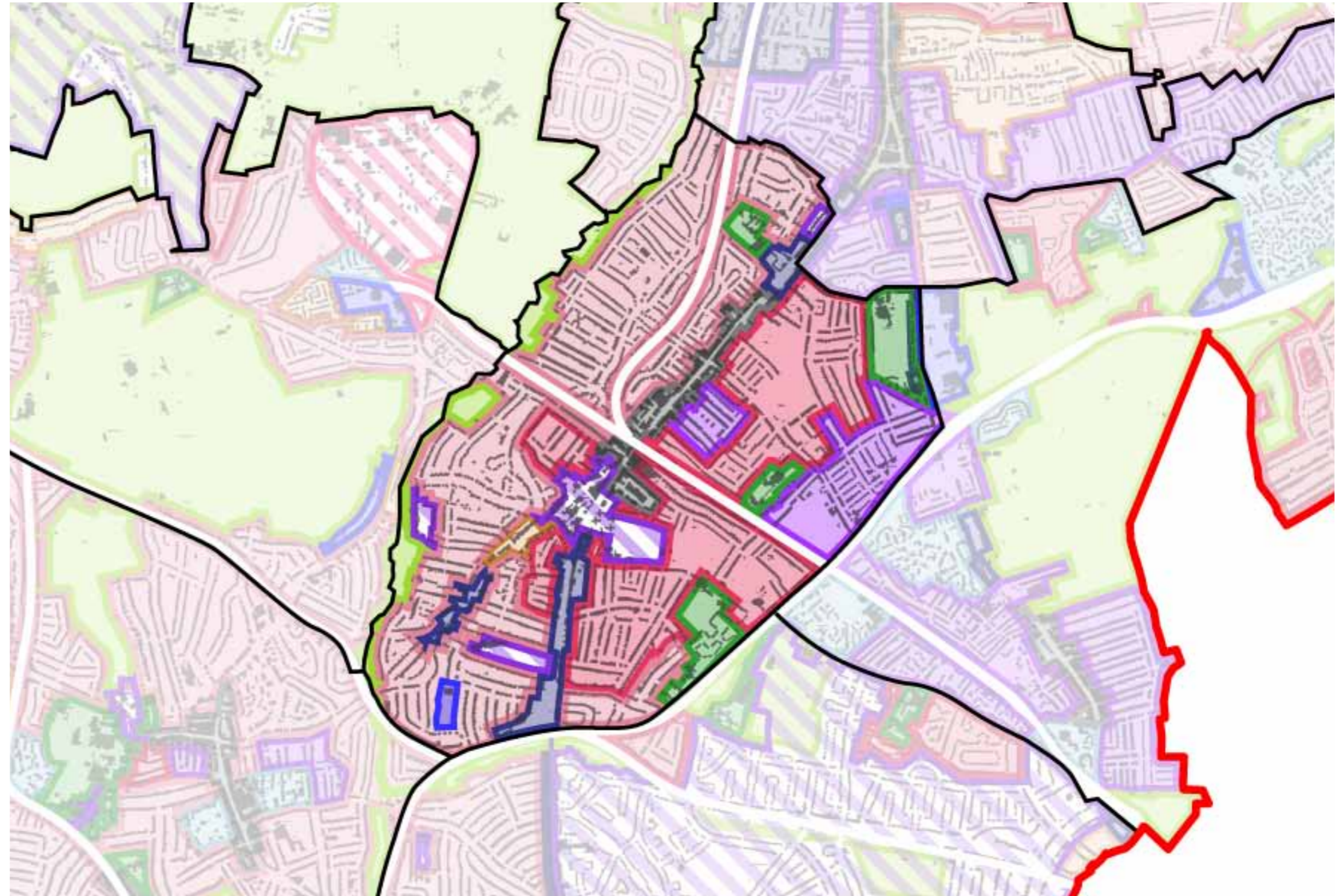
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-  F - Flats



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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.

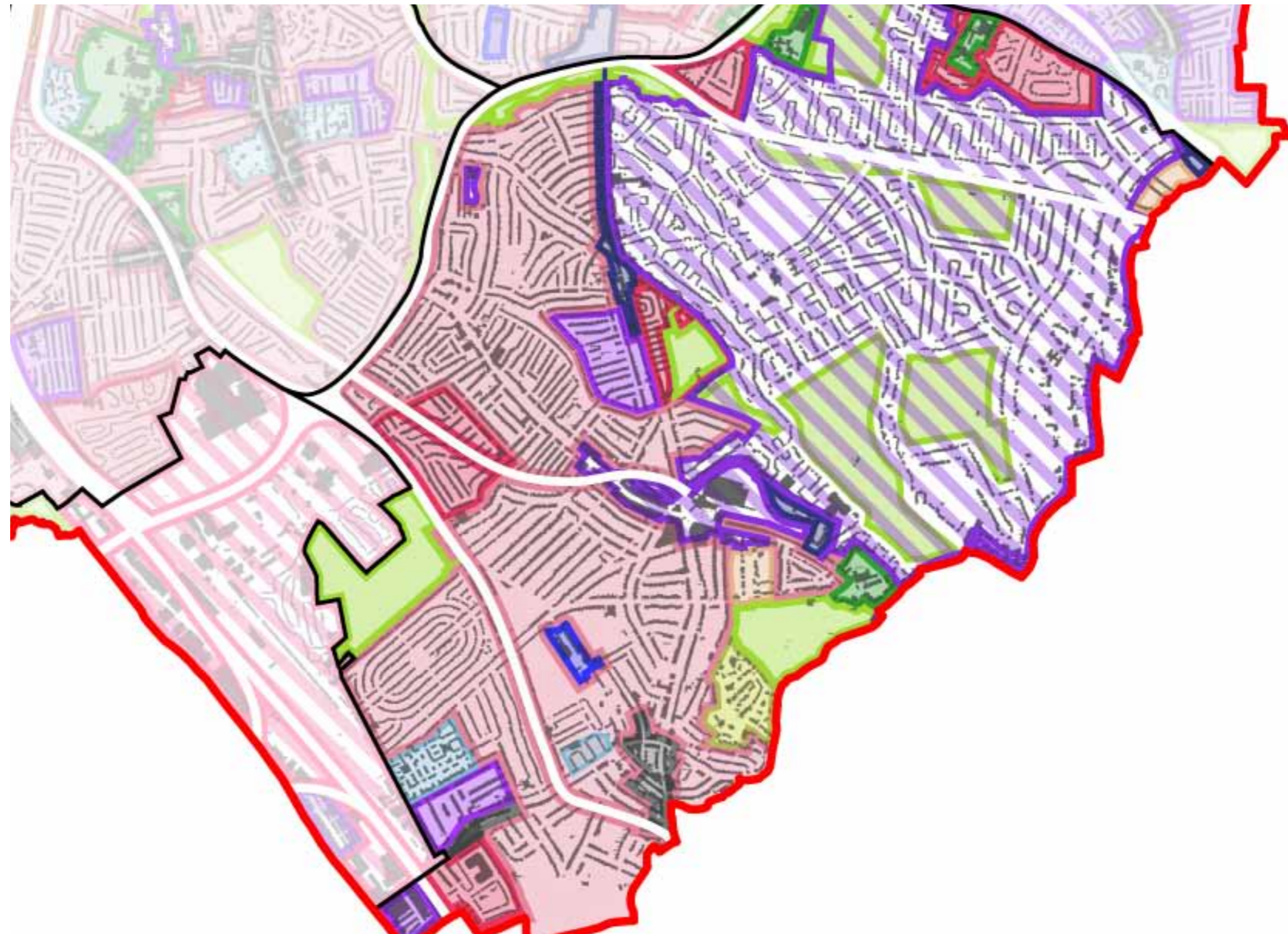
Most of the green spaces in this character area are concentrated in the east of the area, in the garden suburb, with smaller spaces to the west. In addition, the character area is adjacent to large green and open spaces such as Hampstead Heath.

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
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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









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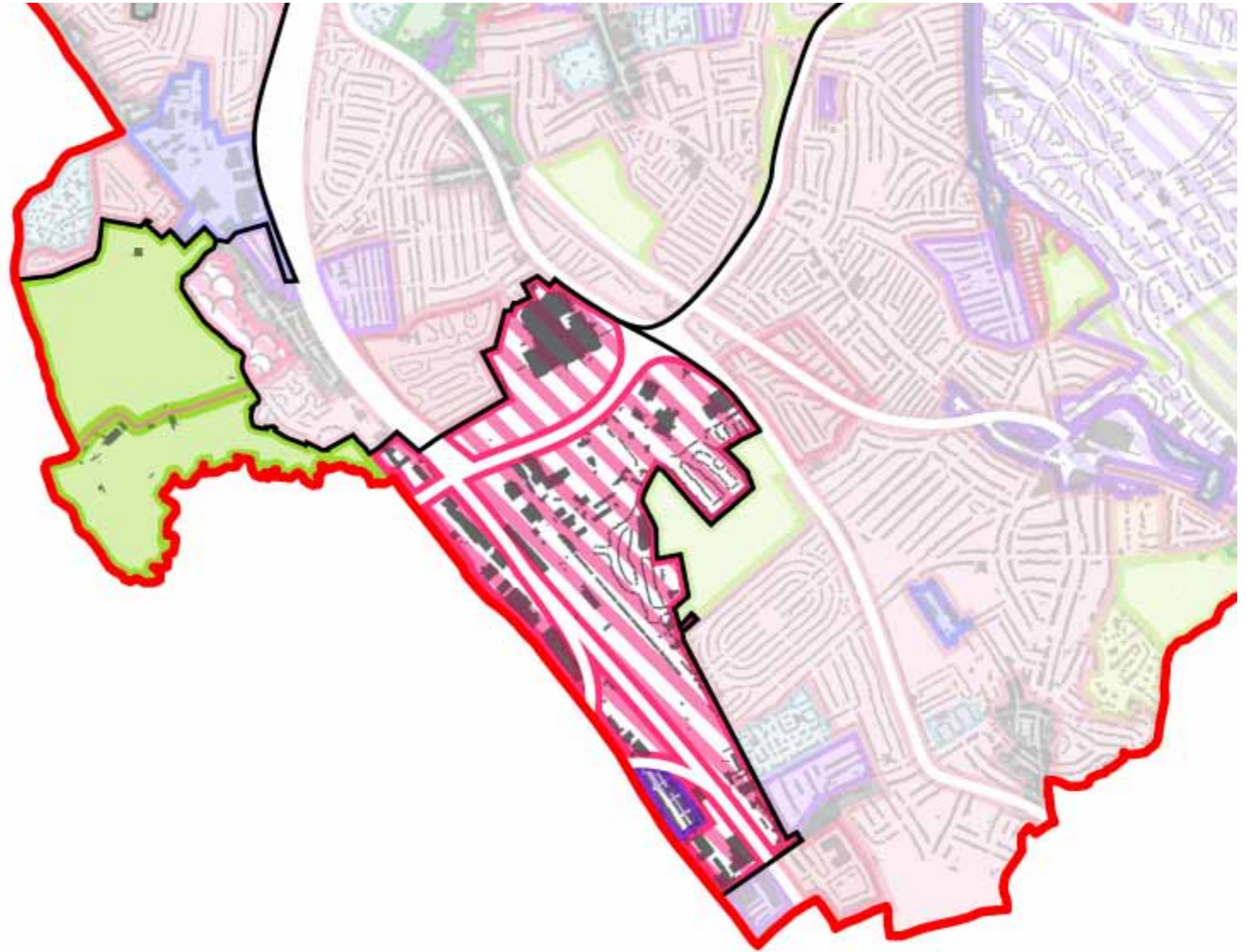
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HENDON

Extents

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

Historic development

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

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

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



Allington Lane is a typical "suburban" residential street in Hendon

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

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

Character description

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

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

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

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



HENDON



KEY



Character area



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



Conservation areas



Major development

Primary Typologies



Box



Campus



Town centre/core



Residential Estate

Secondary Typologies



A - Linear Rural



B - Suburban Periphery



C - Suburban



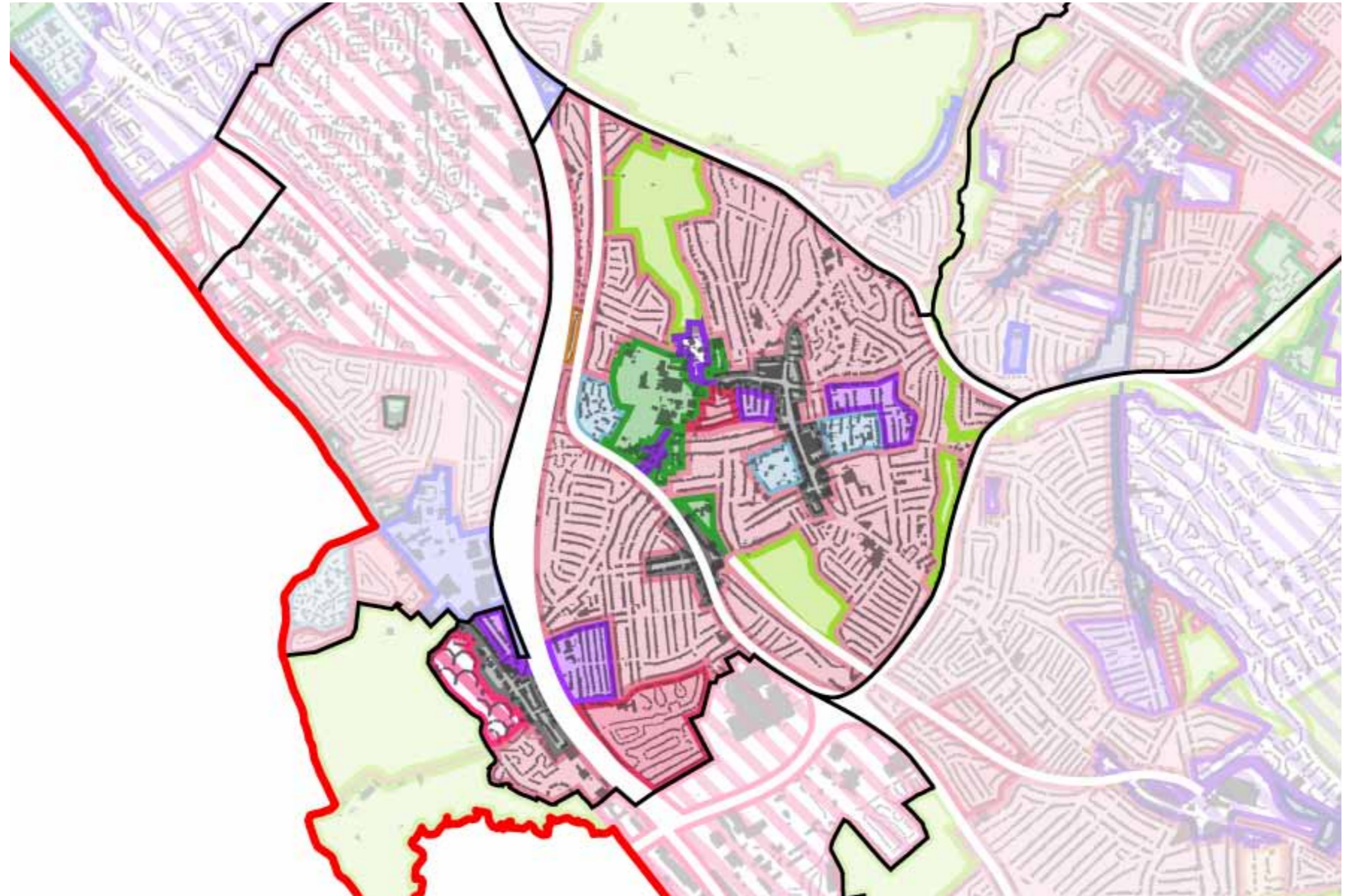
D - Suburban Terrace



E - Urban Terrace



F - Flats



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MILL HILL EAST

Extents

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

Historic development

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

Character description

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











Interwar suburban development in Mill Hill East







MILL HILL EAST



KEY

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

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

- Secondary Typologies*
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COLINDALE

Extents

This character area extends across the area between the Edgware Road and M1, 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

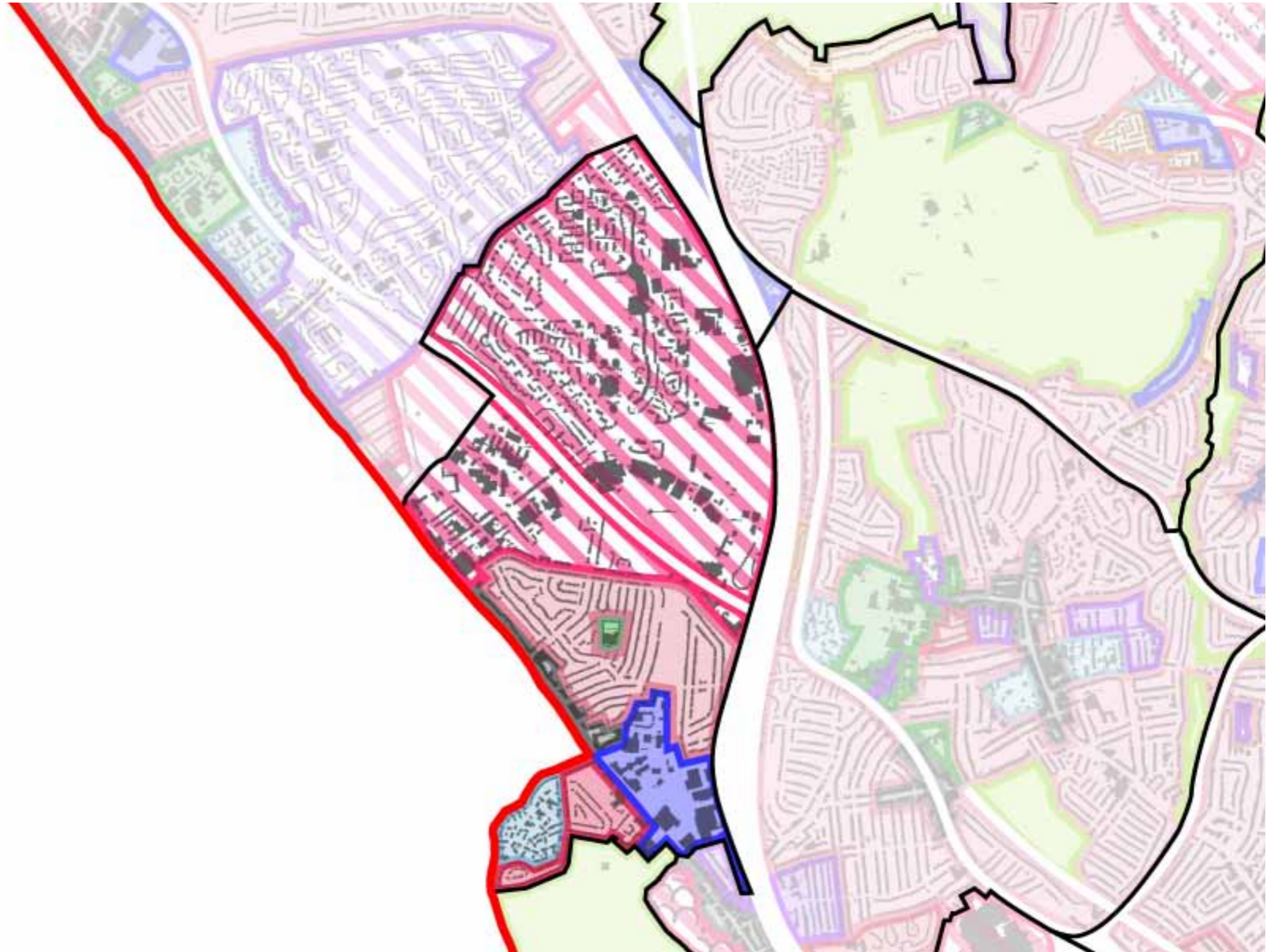
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MILL HILL

Extents

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

Historic development

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

Character description

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



Cottages in Mill Hill



Mill Hill High Street





MILL HILL









KEY

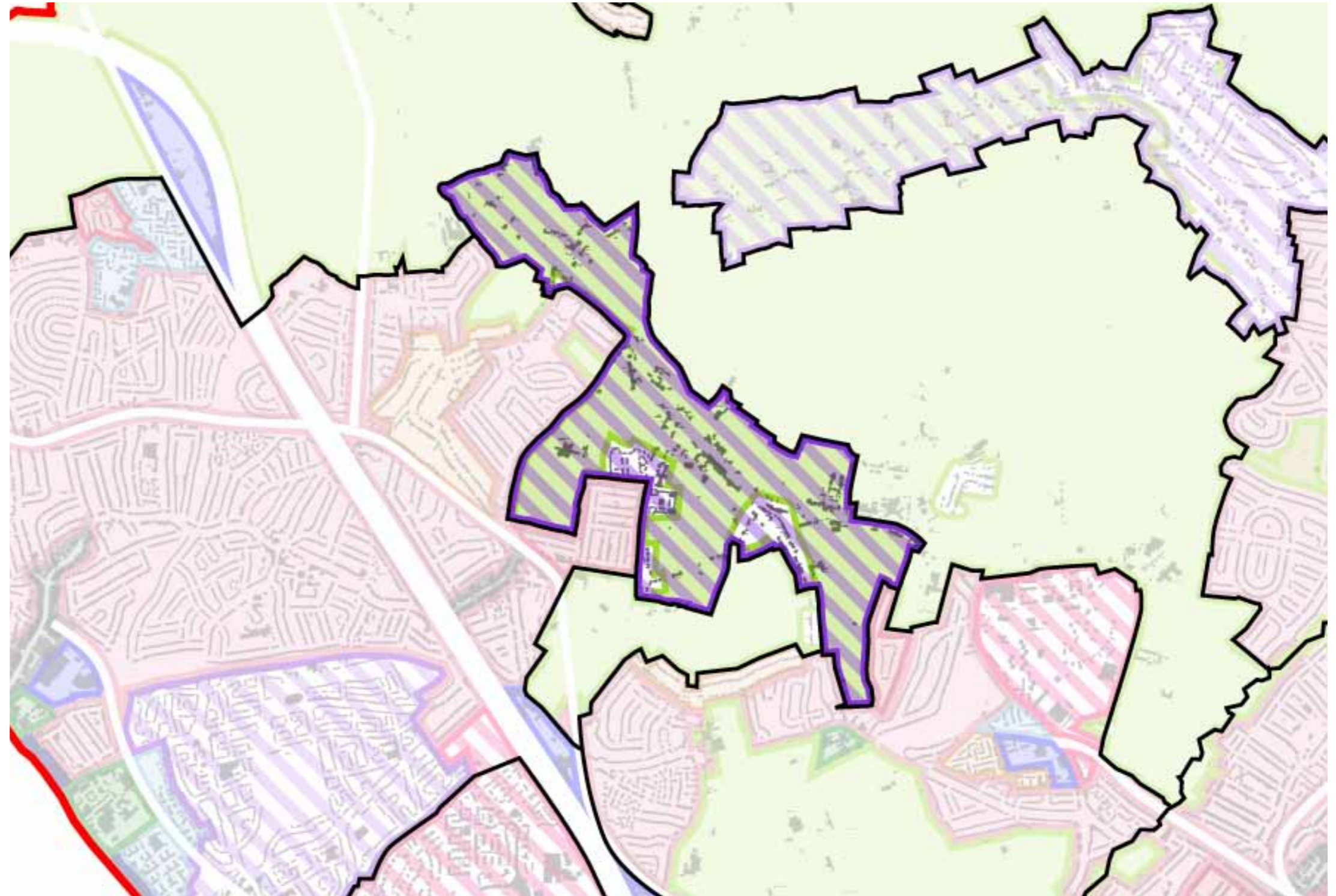
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EDGWARE AND BURNT OAK

Extents

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

Historic development

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

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

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

Character description

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

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



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




Flatted development on Edgware Road





EDGWARE AND BURNT OAK









KEY

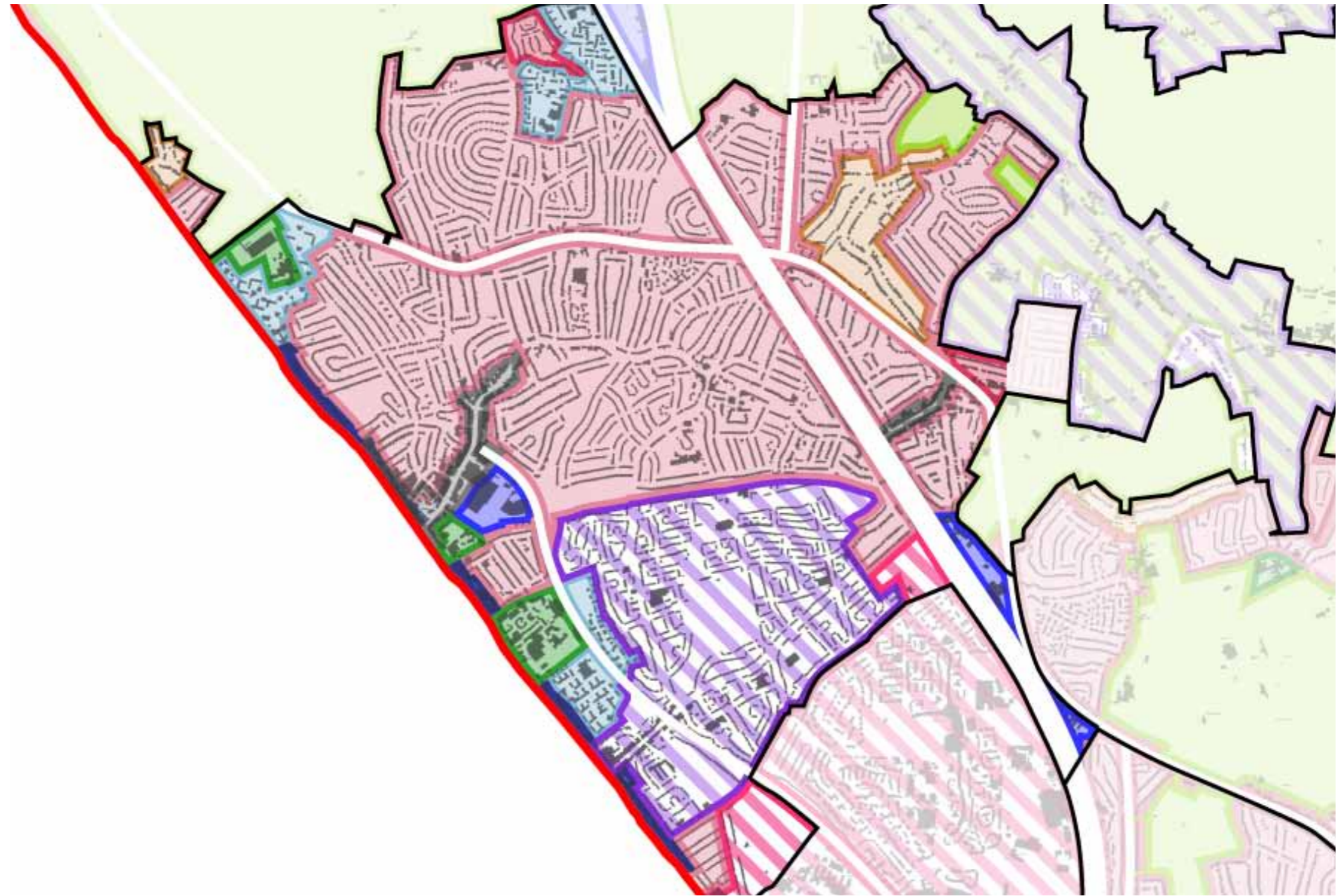
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-  Major development

Primary Typologies

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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.

