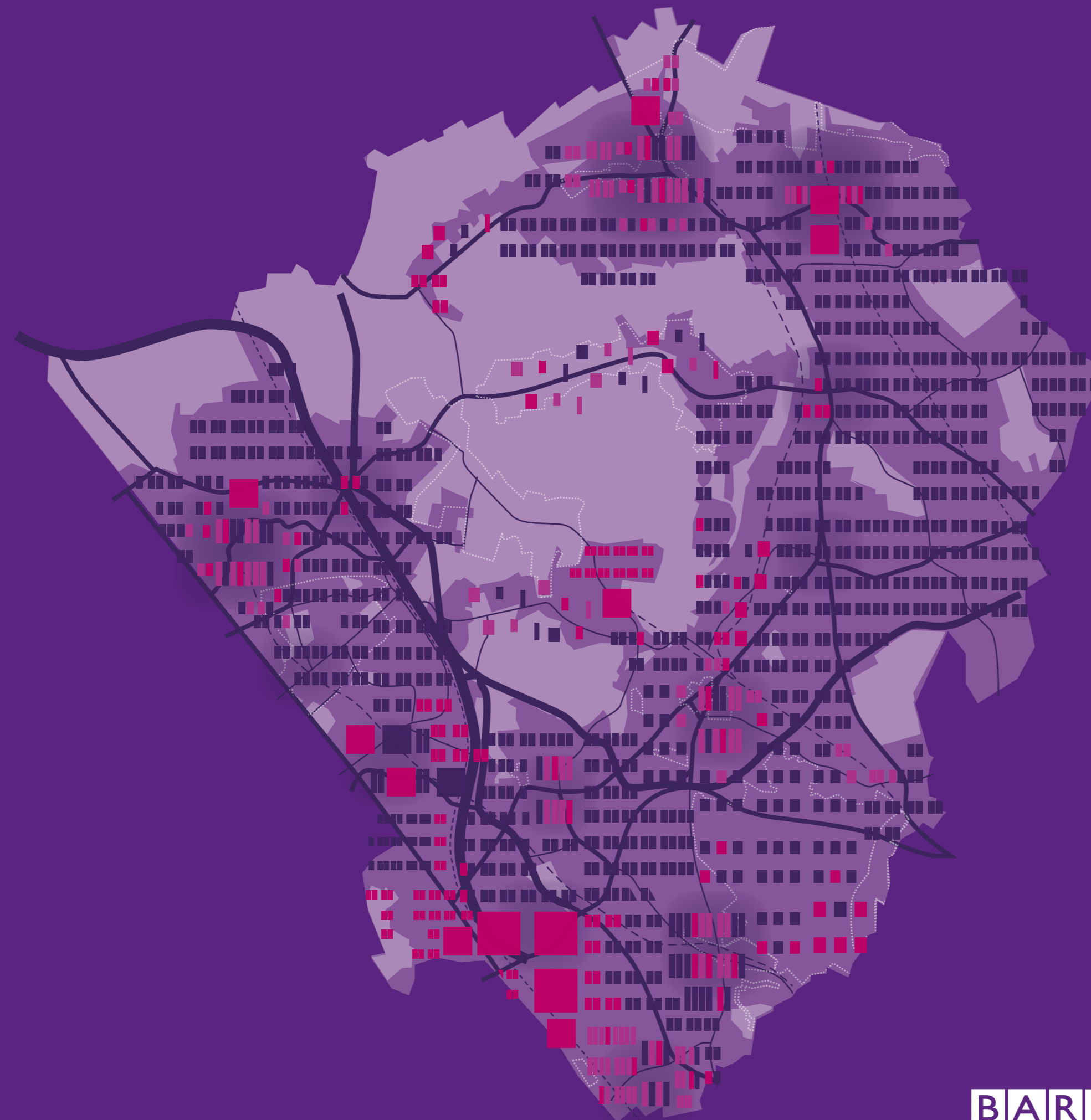


Characterisation Study of London Borough of Barnet

Final Report | May 2010





CONTENTS

3	Section I - Introduction	91	Section IV - Character areas
4	Aim and Purpose of the study	93	Chipping Barnet
5	The London Borough of Barnet	96	New Barnet
7	Report Structure	98	Oakleigh Park and East Barnet
8	Methodology	100	Totteridge
15	Section II - Borough Analysis	102	Whetstone and Woodside Park
16	Topography	104	Friern Barnet and Brunswick Park
17	Geology	106	North Finchley and Colney Hatch
18	Historical development of Barnet	108	East Finchley
26	Land use	110	Finchley
28	Green space	112	Golders Green and Hampstead Garden Suburb
32	Vehicular Movement	114	Brent Cross/Cricklewood
34	Rail lines	116	Hendon
35	Public Transport Accessibility Levels	118	Mill Hill East
36	Society	120	Colindale
41	Section III - Introduction and Typologies	122	Mill Hill
42	Areas outside of the Study	124	Edgware and Burnt Oak
46	Primary Typologies	127	Section V - Key Findings and Conclusions
60	Secondary Typologies	135	Appendix I - Consultation
		169	Appendix II - Planning Policy



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.

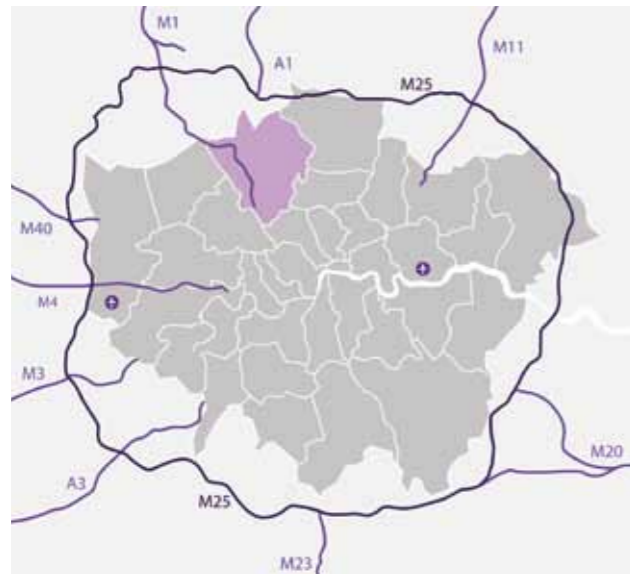


The final strand aspires to accommodate a significant amount of growth throughout the borough, by exploiting opportunities for the development of major brownfield sites and strategic regeneration. Through this approach the council aspires to provide the accommodation, infrastructure and public services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

THE LONDON BOROUGH OF BARNET

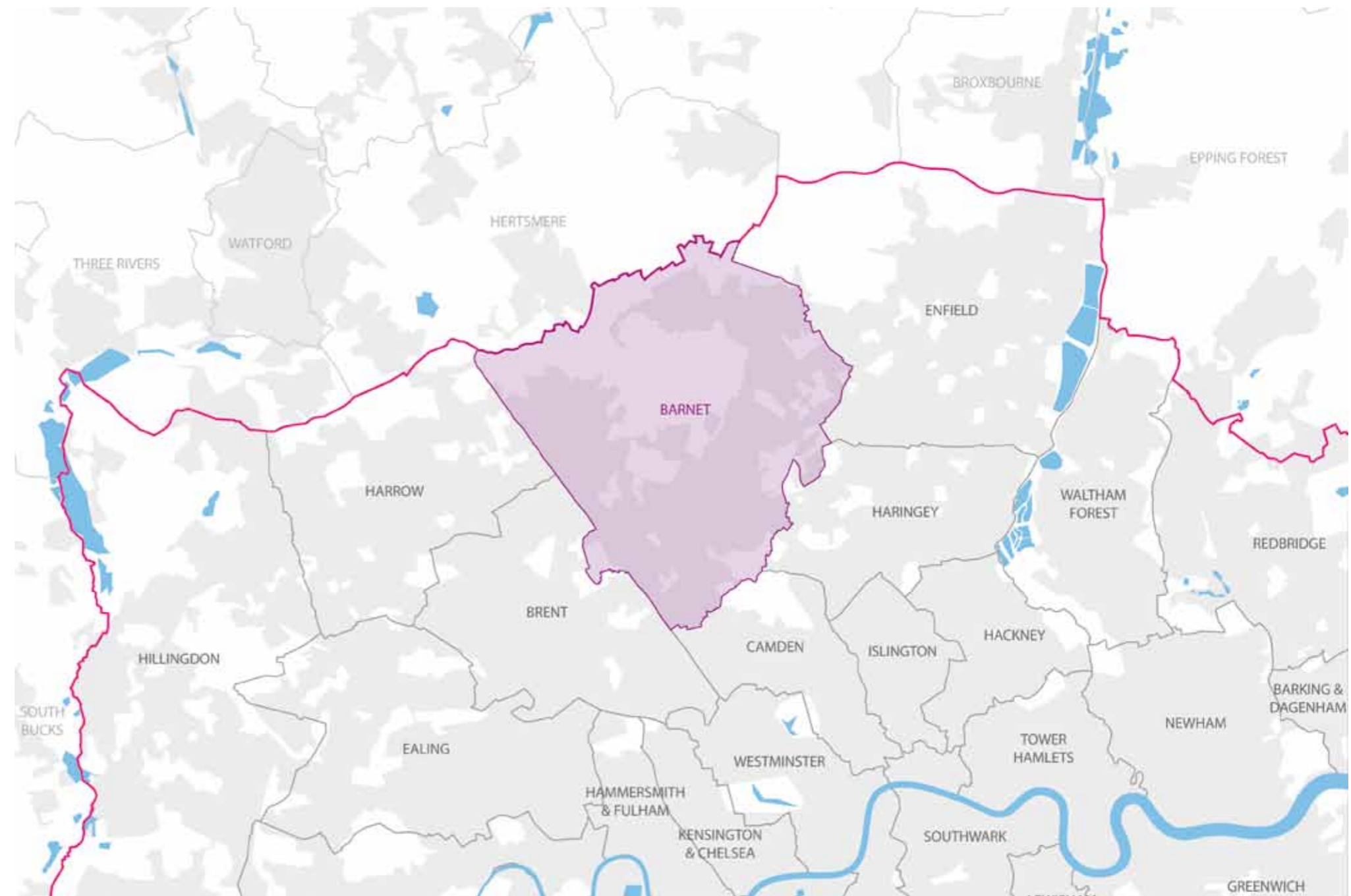
The London Borough of Barnet was formed under the London Government Act 1963 in 1965. Barnet was created by merging the former urban districts of Chipping Barnet, East Barnet, and Friern Barnet, with the boroughs of Finchley and Hendon. Barnet has the second largest population all the London Boroughs, 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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

Barnet and Surrounding Boroughs
(Plan by Urban Practitioners 2009)

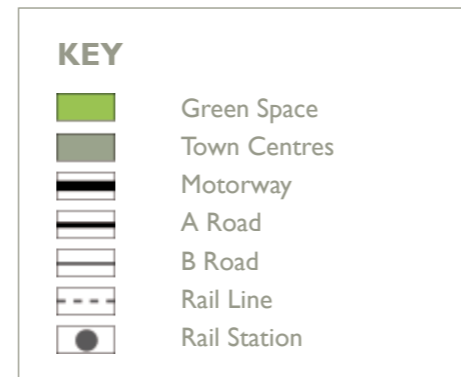


Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

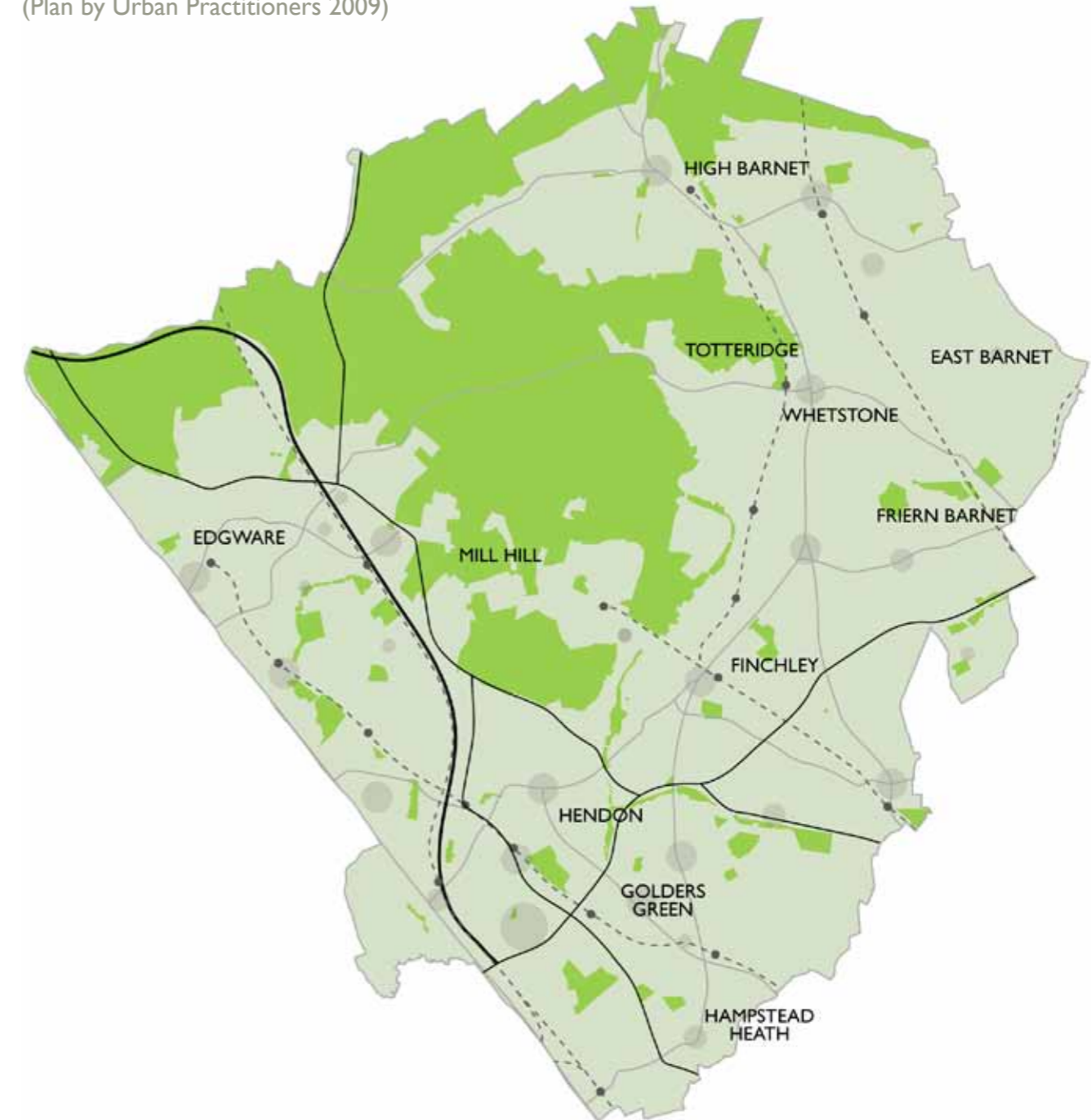
THE LONDON BOROUGH OF BARNET

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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

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.

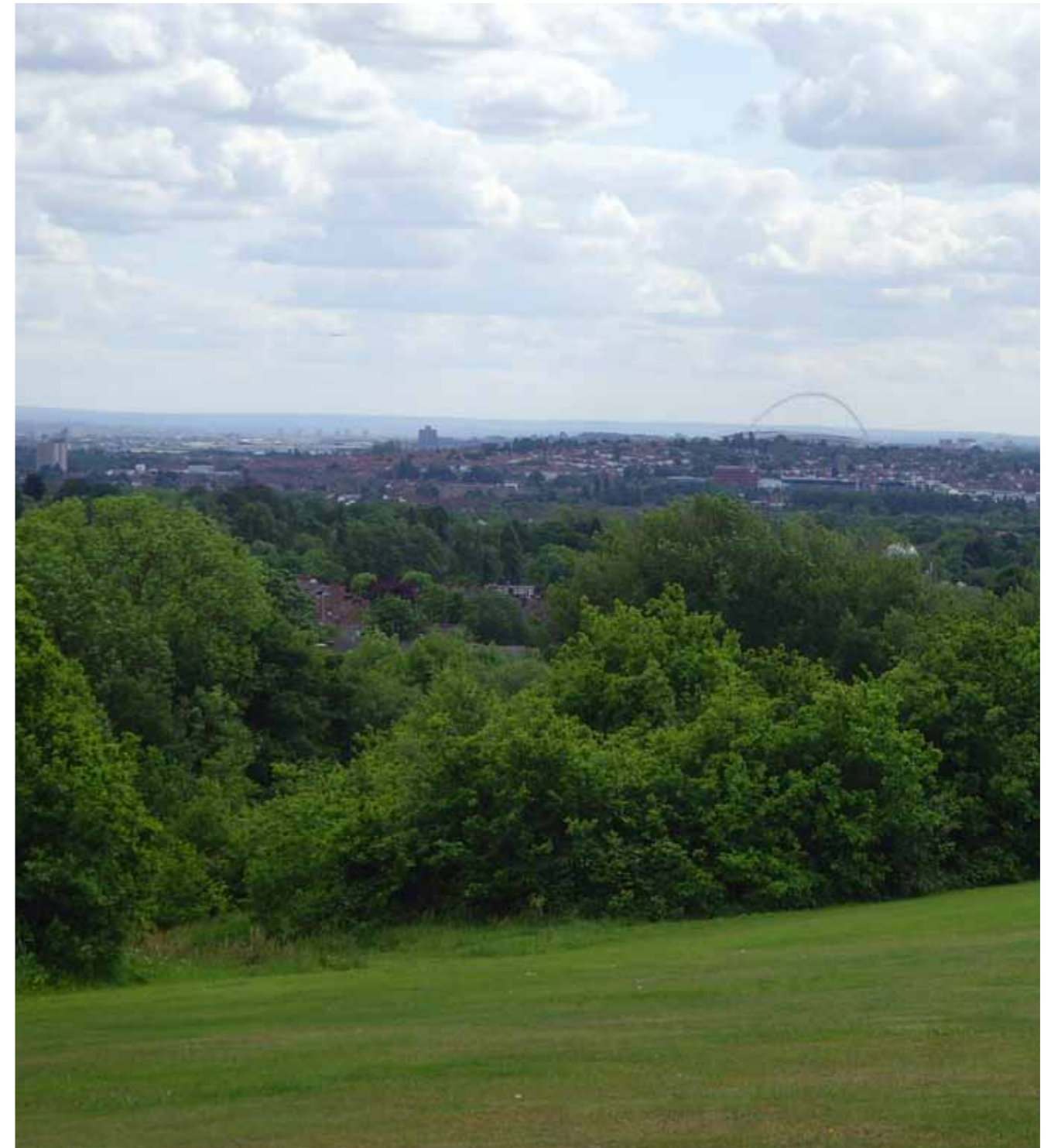
The first step of this process is to assess character at a Borough-wide scale with a view to analysing and categorising the entire physical environment. This will enable an holistic understanding of the sensitivity and suitability of different areas for development.

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.

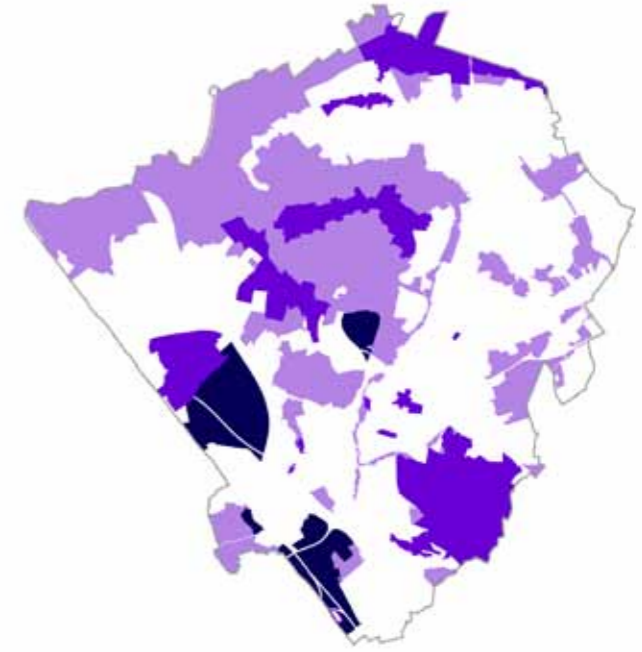
2. Areas of Growth

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.

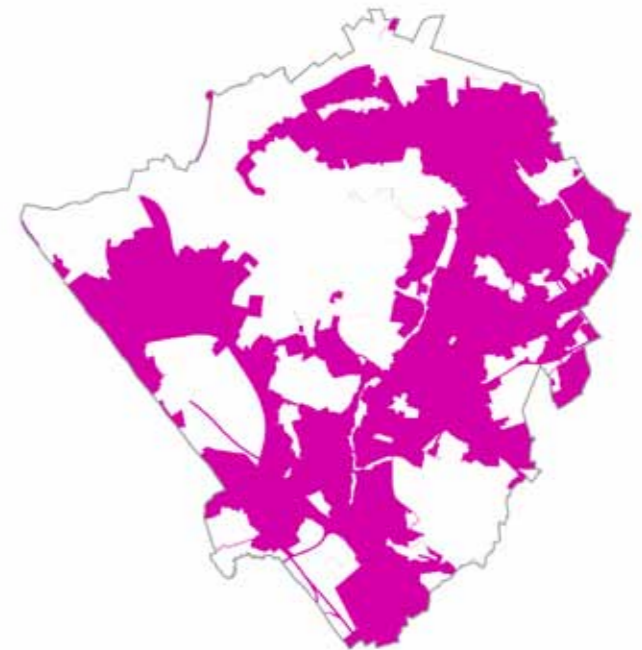


The area of Colindale, located in the south west of the Borough, has been identified as a major growth site.

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:

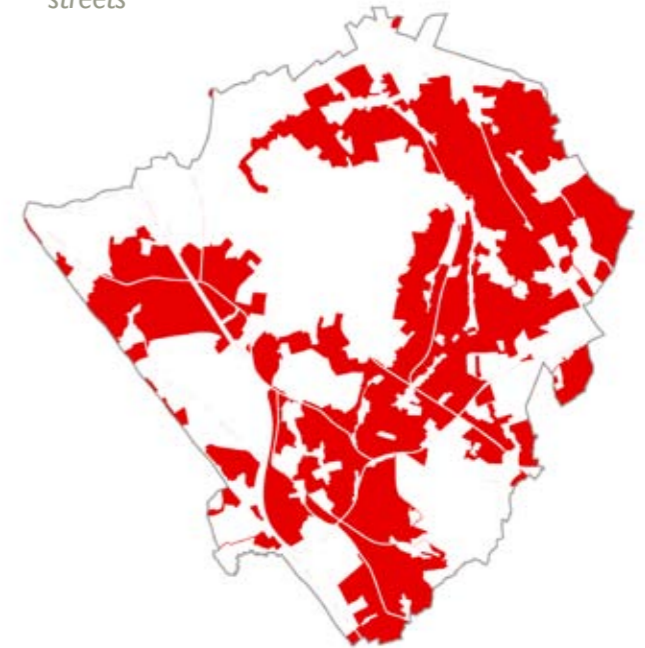
- **Scale and grain** – the pattern, size and arrangement of buildings and their plots;
- **Land use** – the predominant function of the buildings; and
- **Network Characteristics** – the arrangement of vehicular roads and pedestrian paths, and their relationship with surrounding buildings.

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.

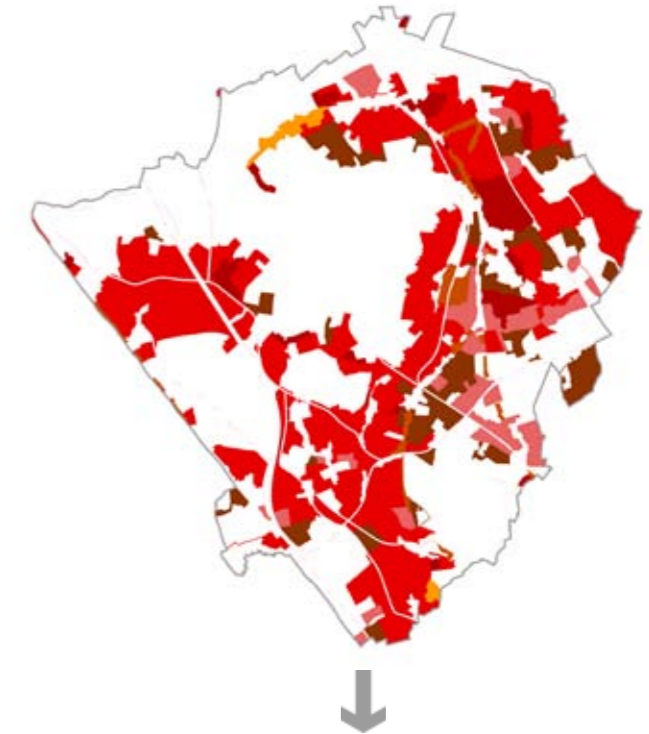
By using these criteria to break down the remaining residential streets it has been possible to identify groups of streets that share several common physical characteristics. The criteria employed to define the secondary typologies are generally fine grain and therefore some of the categories identified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

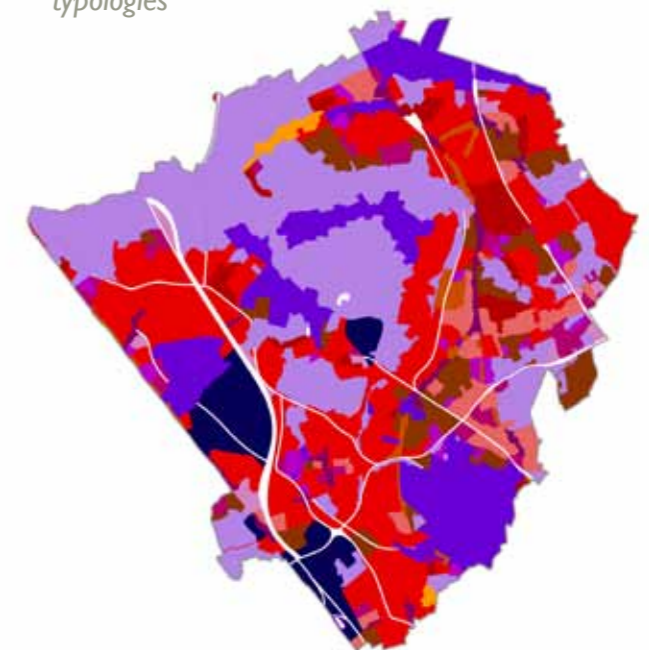


The secondary typologies have enabled distinction between the different types of residential streets within Barnet.

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

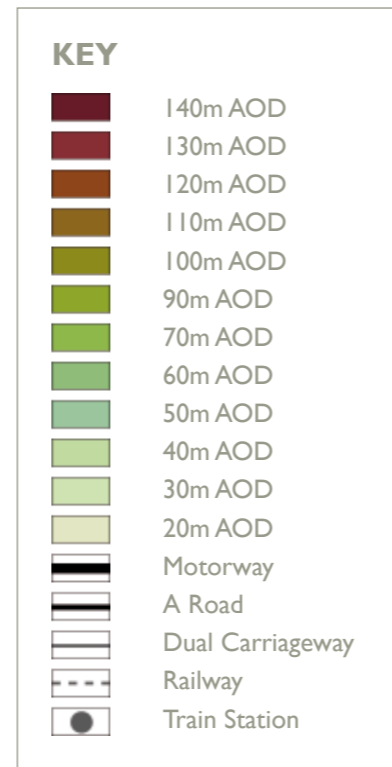
One of the key features in Barnet is its topography, a rolling landscape of valleys and ridges cut out by tributaries of the Thames over millennia.

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.

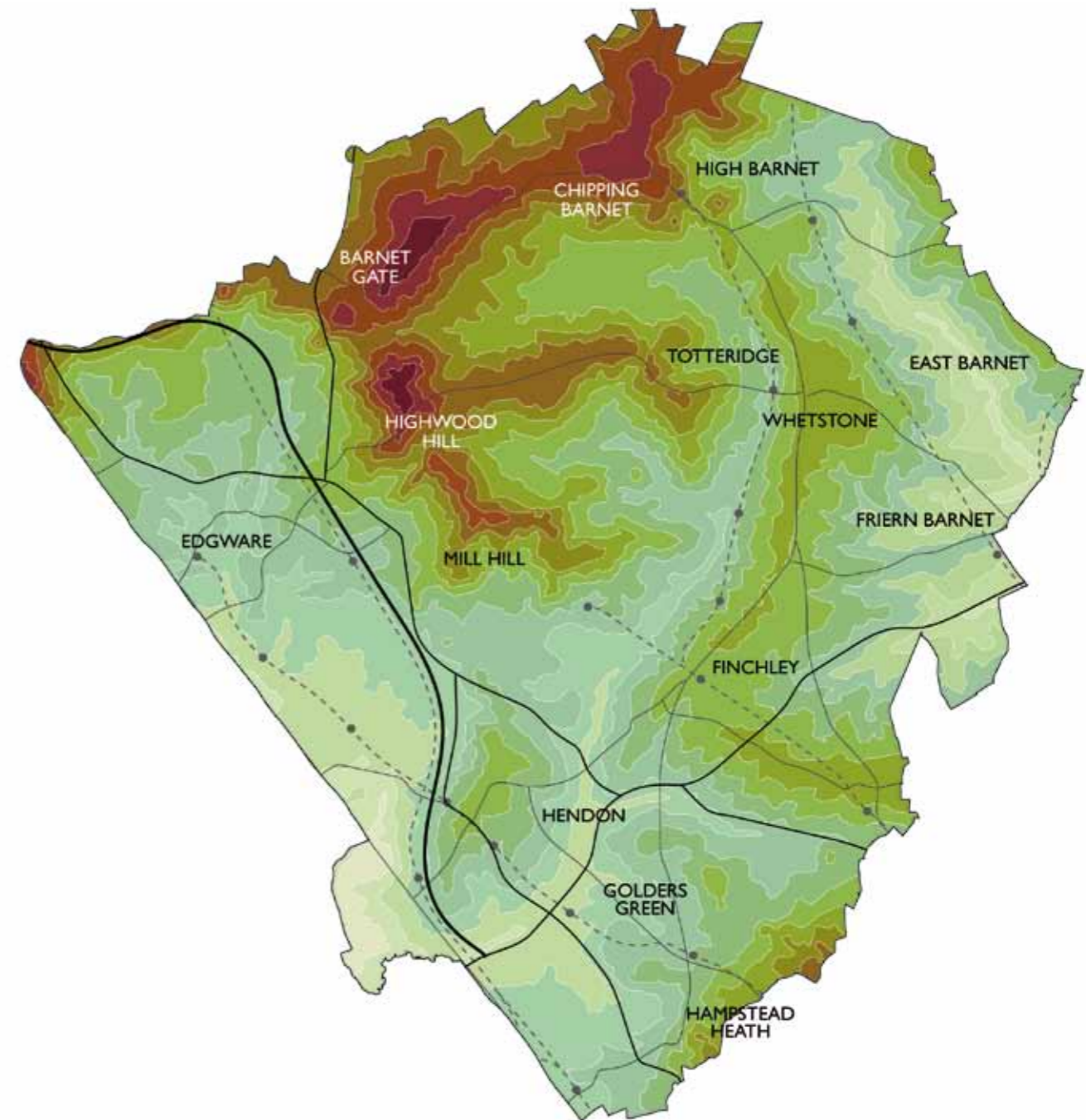
The westerly part of the Borough is characterised by generally lower lying and less dynamic terrain with the exception of a modest rise which creates the hill on which Hendon now stands.



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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

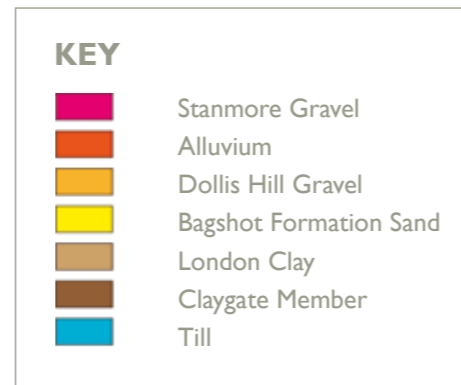
GEOLOGY

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.

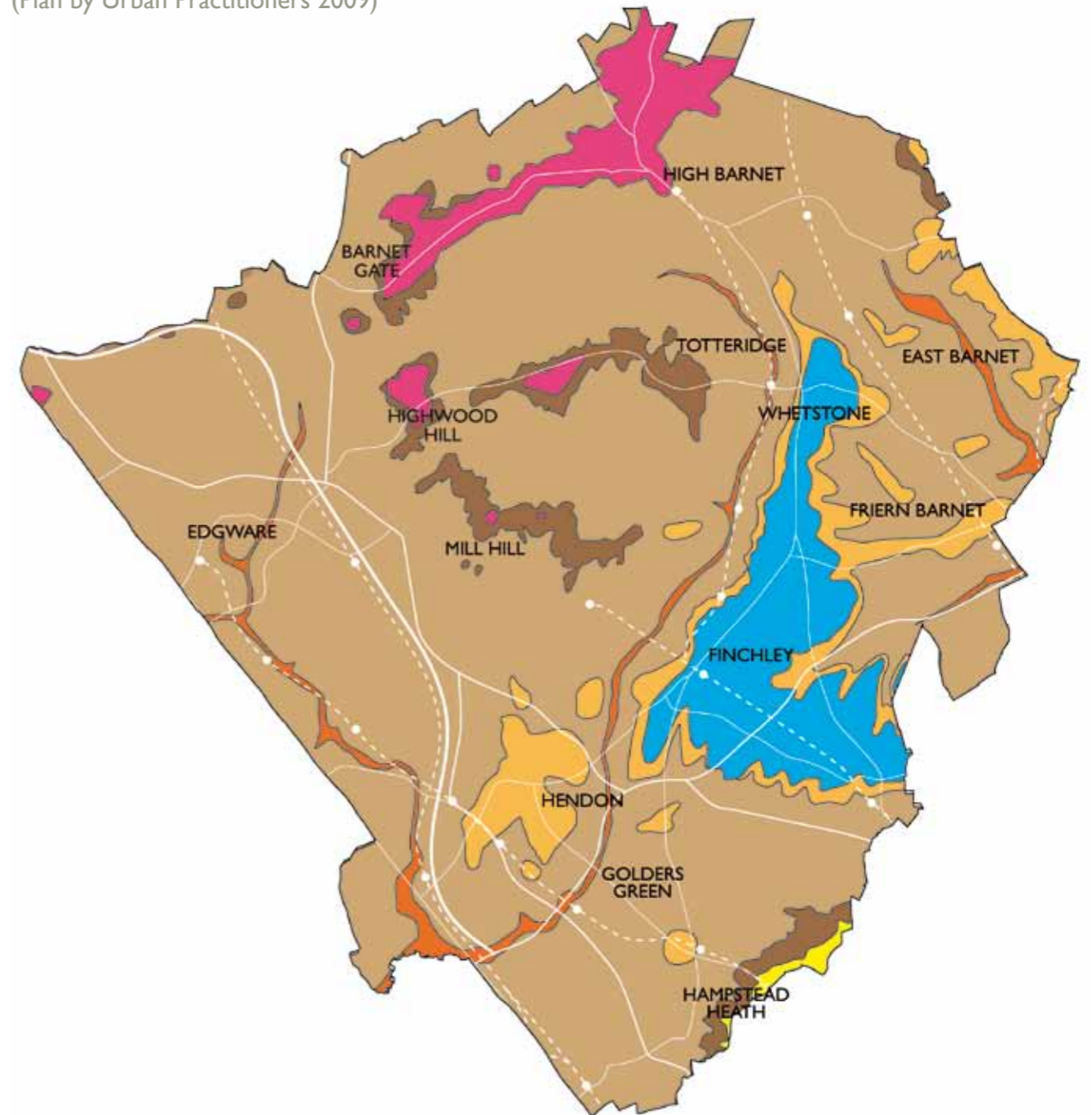
Finchley sits on a large exposed area of Till, which although clay, has a lighter chalky/sandy character. The margins of this area expose a lower stratum of Dollis Hill Gravel which also appears on the surface around Hendon.



Totteridge Lane was built on Claygate Member



Geology
(Plan by Urban Practitioners 2009)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

HISTORICAL DEVELOPMENT OF BARNET

Introduction

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

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

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

Epoch 2

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

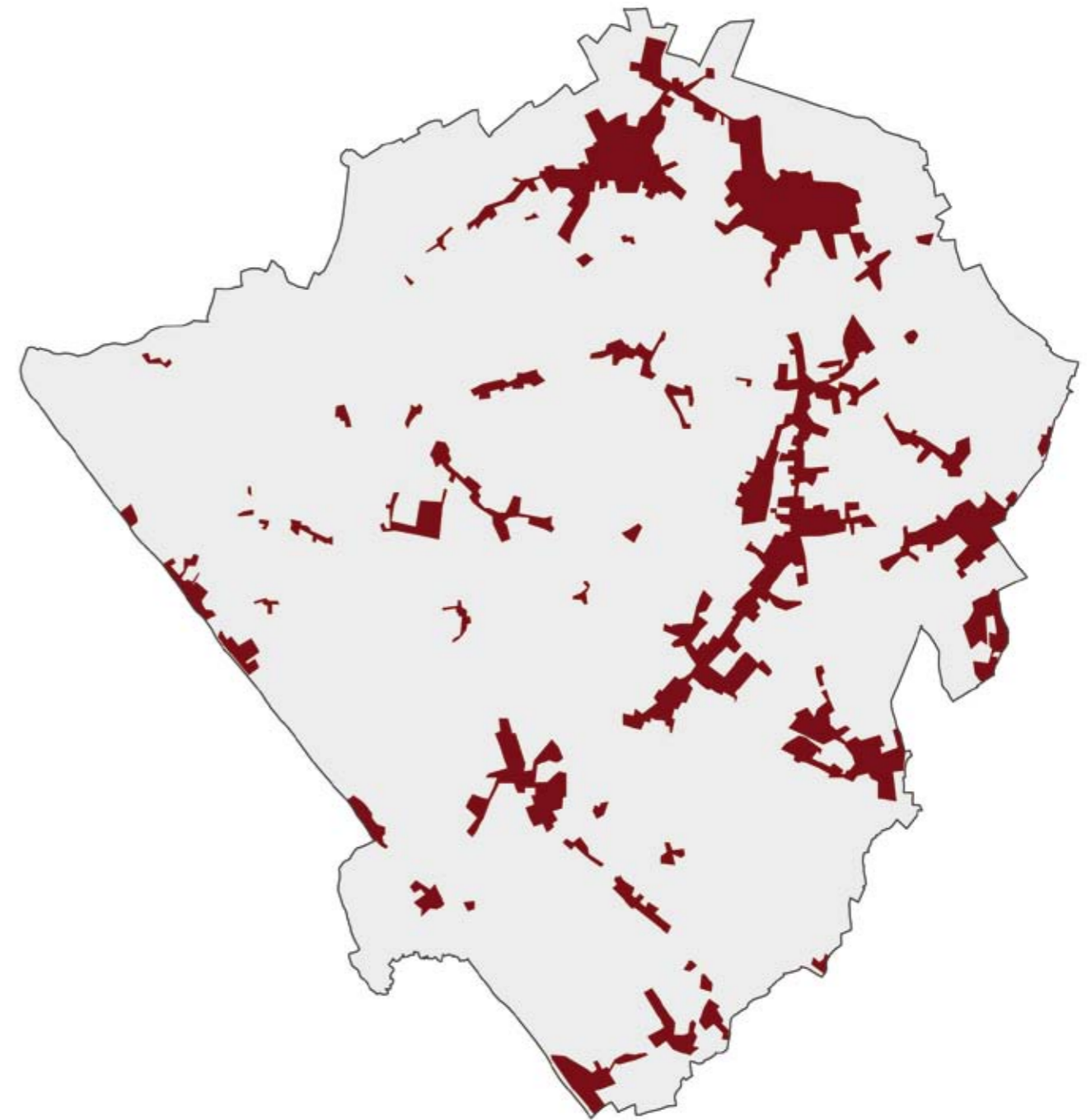
Epoch 4

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

Epoch 5

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

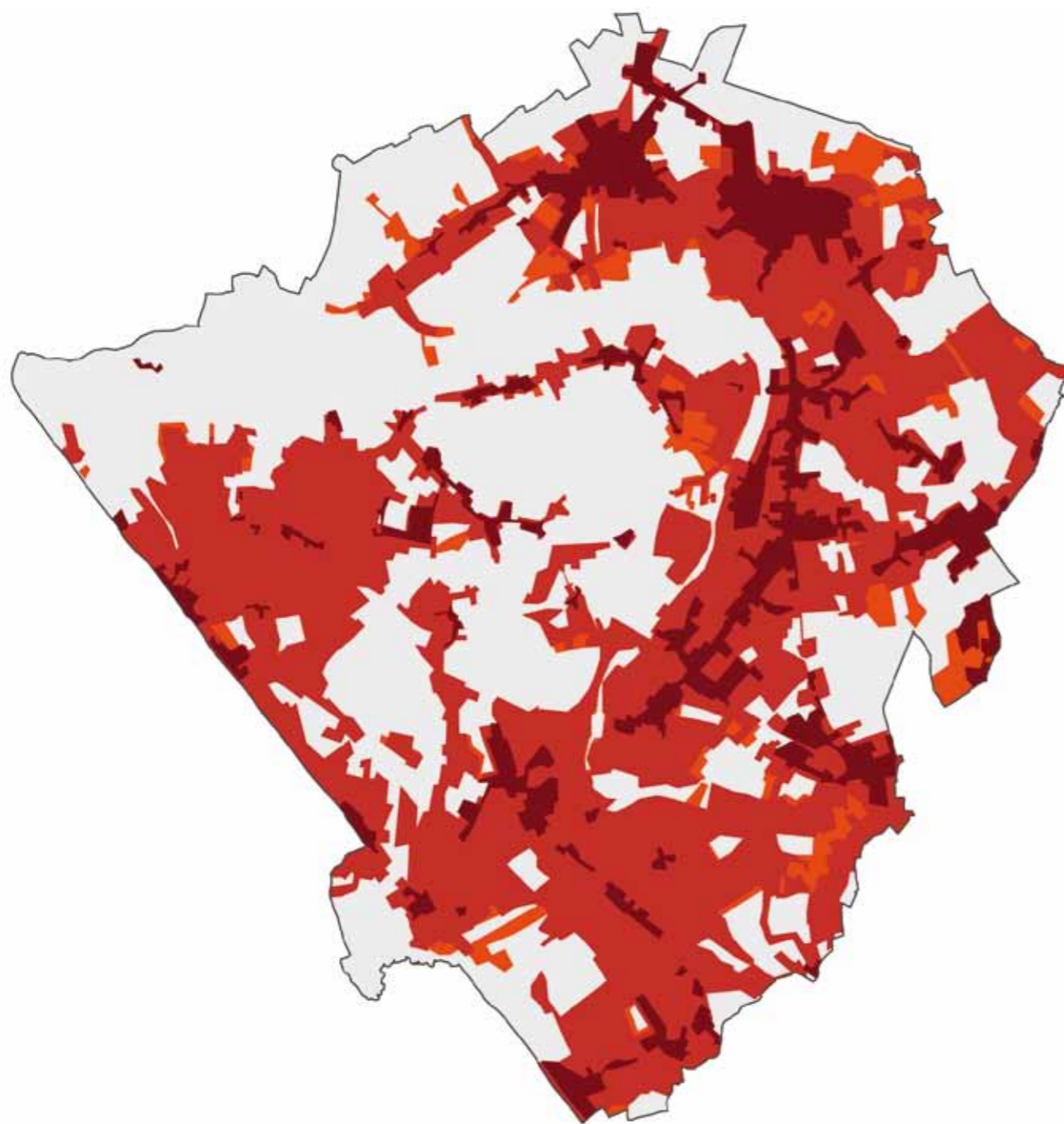
Barnet - Epoch 2
(Plan by Urban Practitioners 2009)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

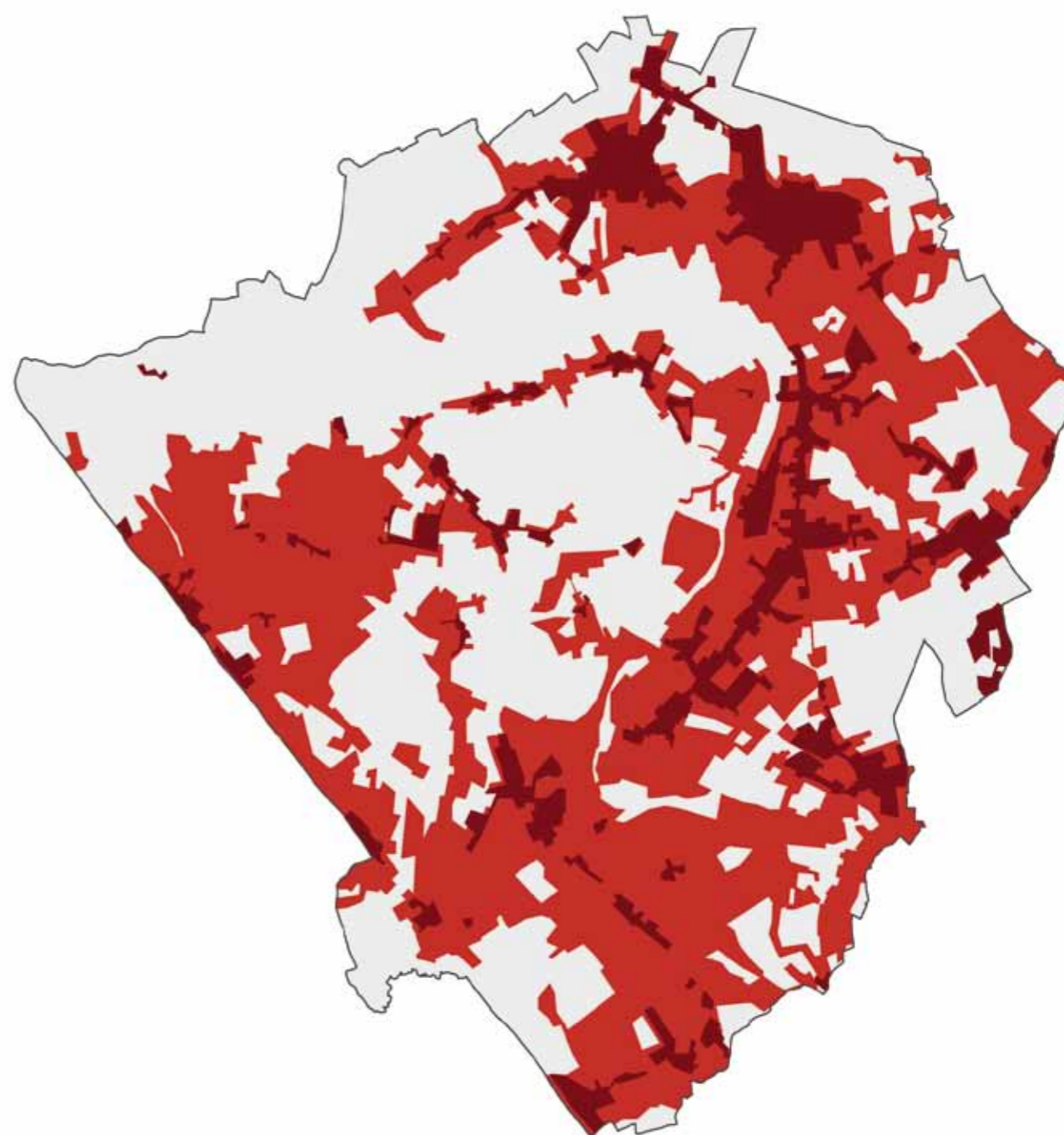
HISTORICAL DEVELOPMENT OF BARNET

Barnet - Epoch 4
(Plan by Urban Practitioners 2009)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

Barnet - Epoch 5
(Plan by Urban Practitioners 2009)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

HISTORICAL DEVELOPMENT OF BARNET

1963

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

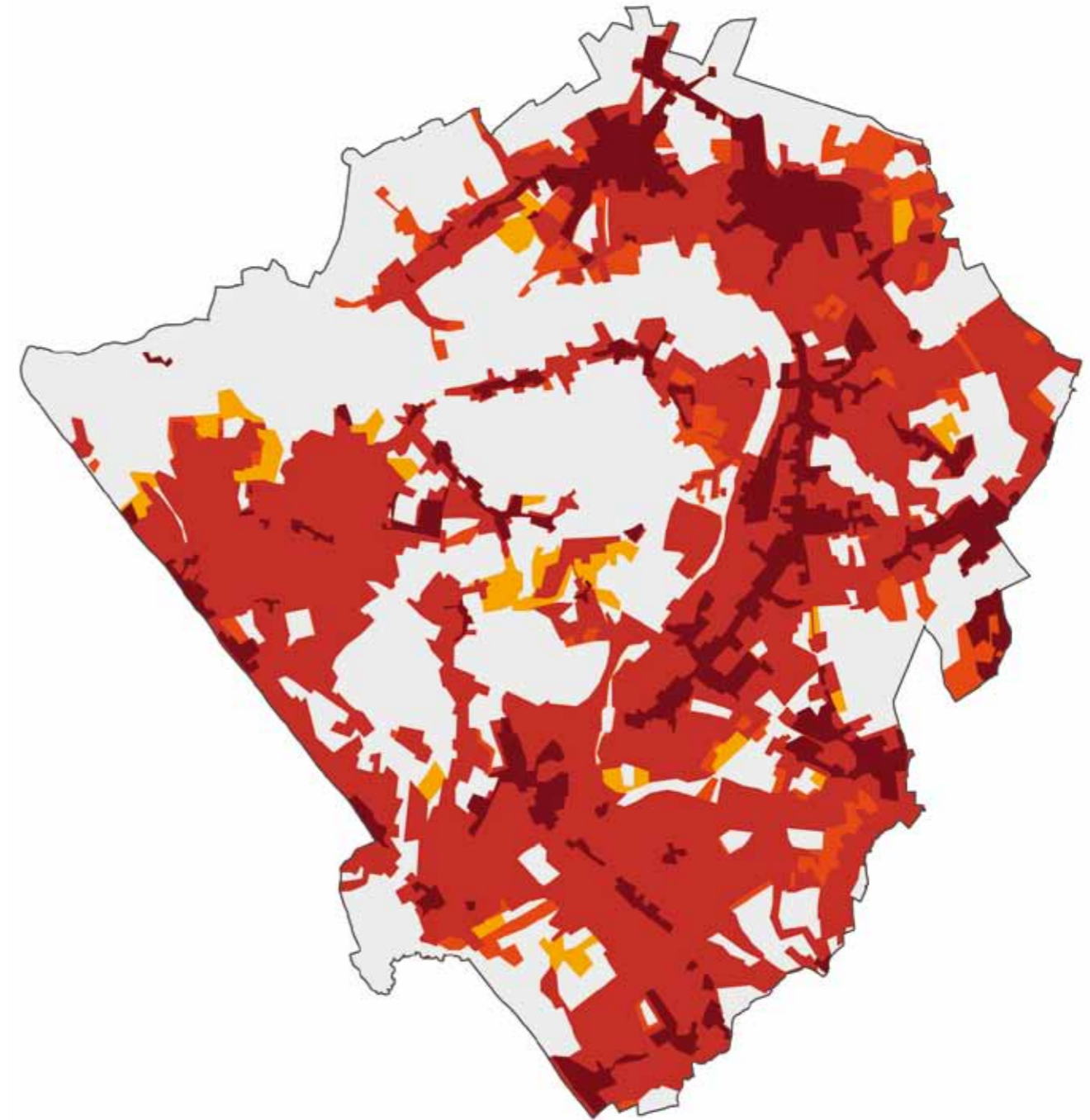
Epoch 7

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

Present Day

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

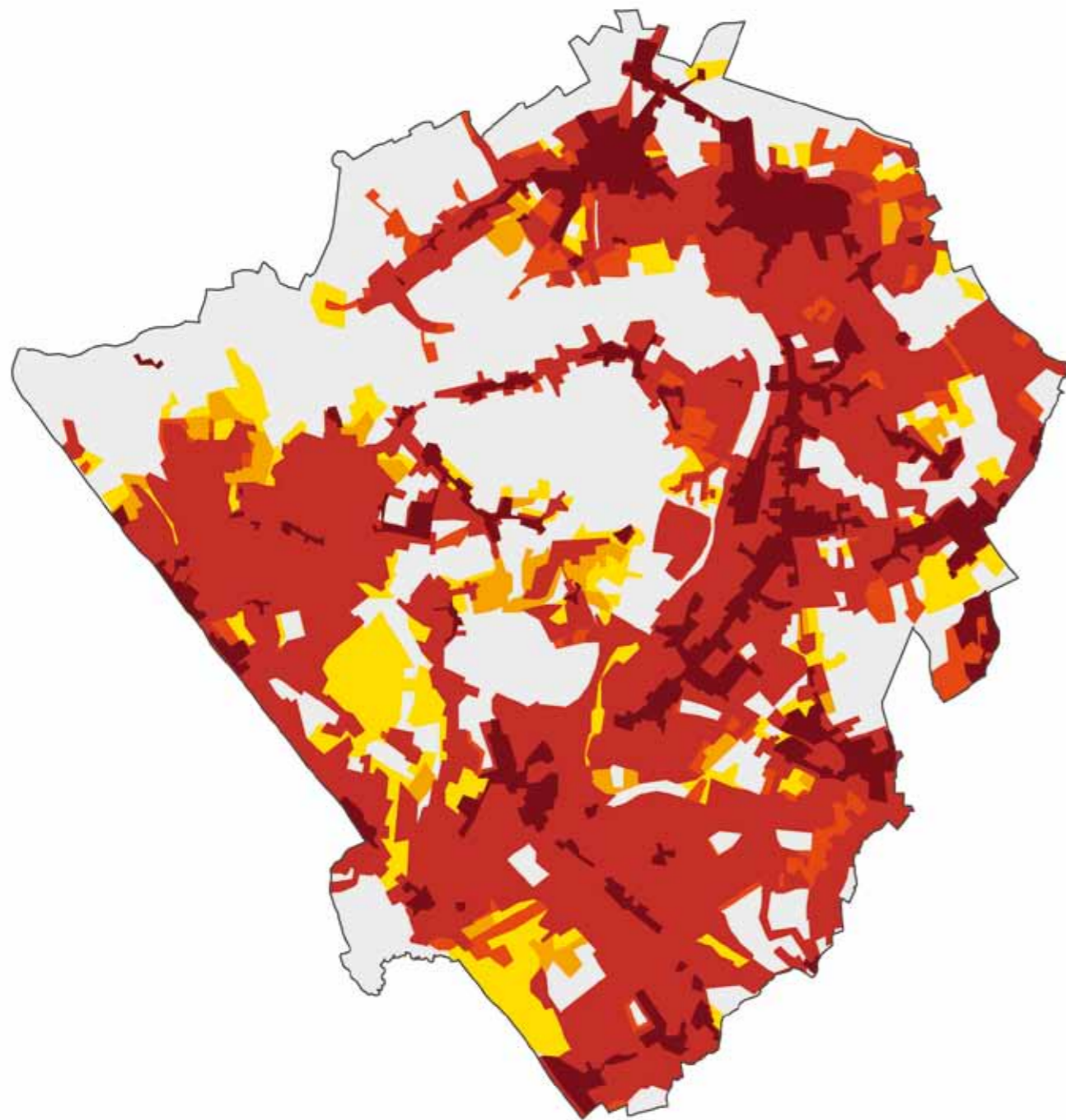
Barnet - 1963
(Plan by Urban Practitioners 2009)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

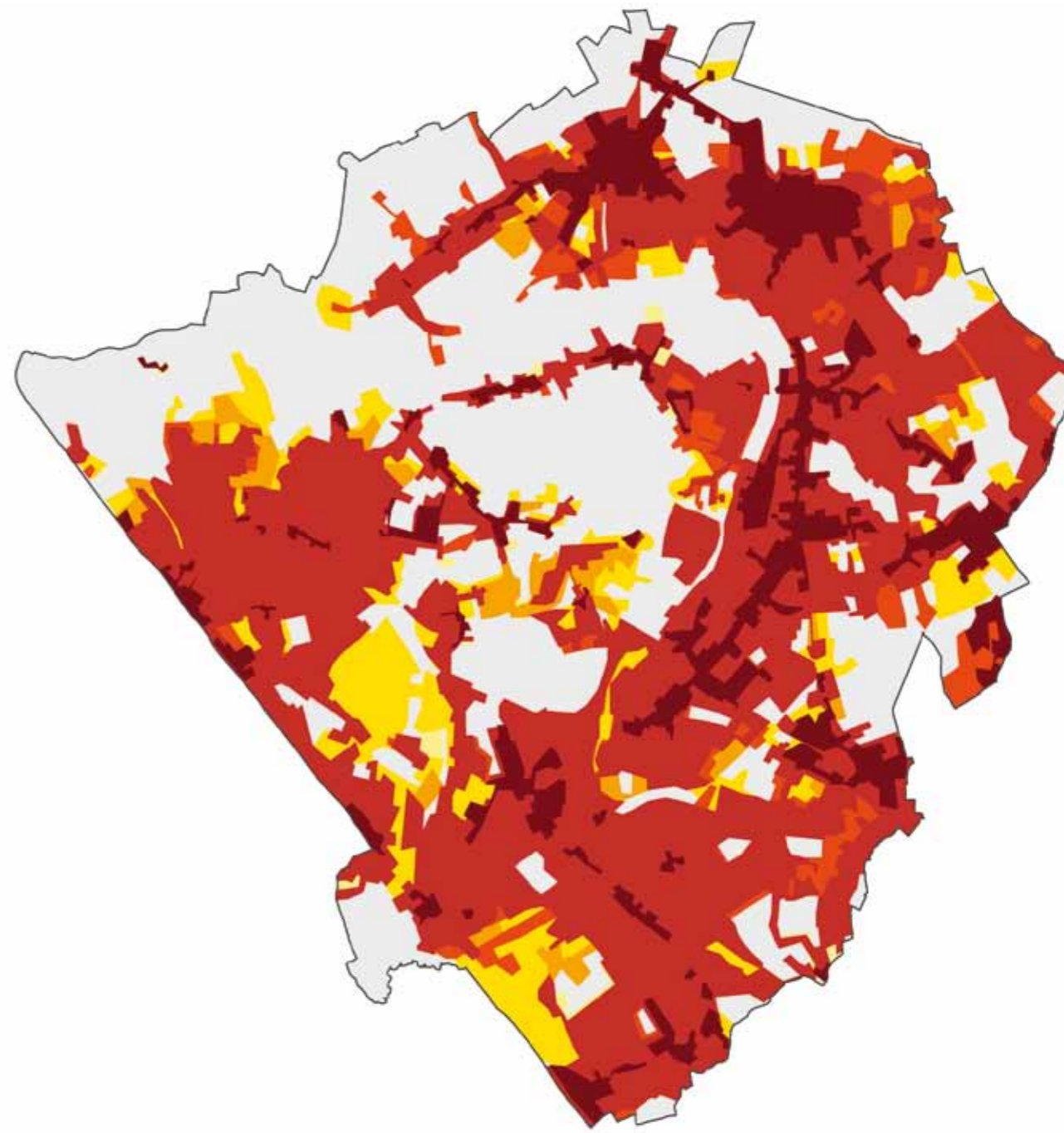
HISTORICAL DEVELOPMENT OF BARNET

Barnet - Epoch 7
(Plan by Urban Practitioners 2009)



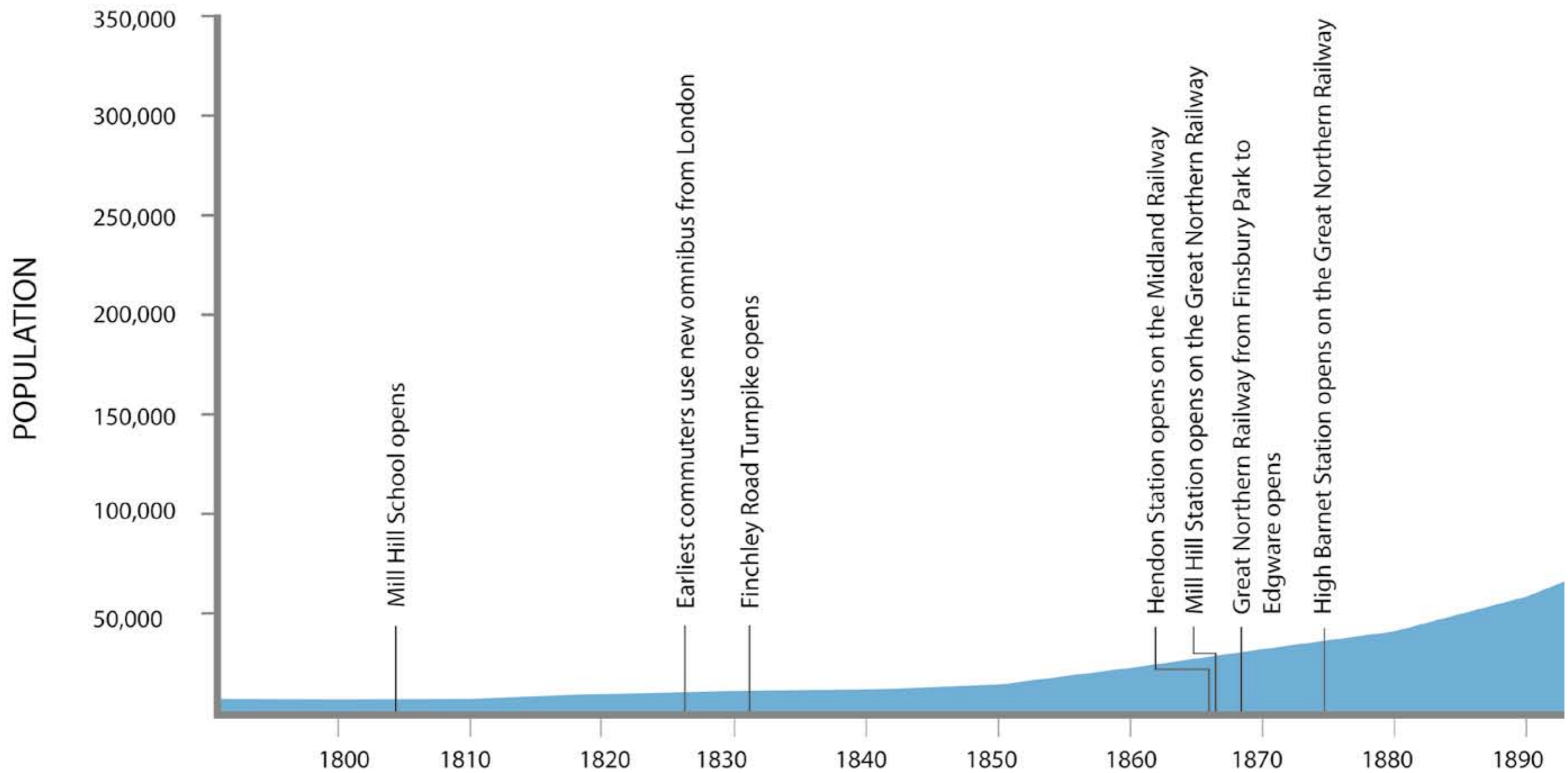
Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

Barnet - Present Day
(Plan by Urban Practitioners 2009)

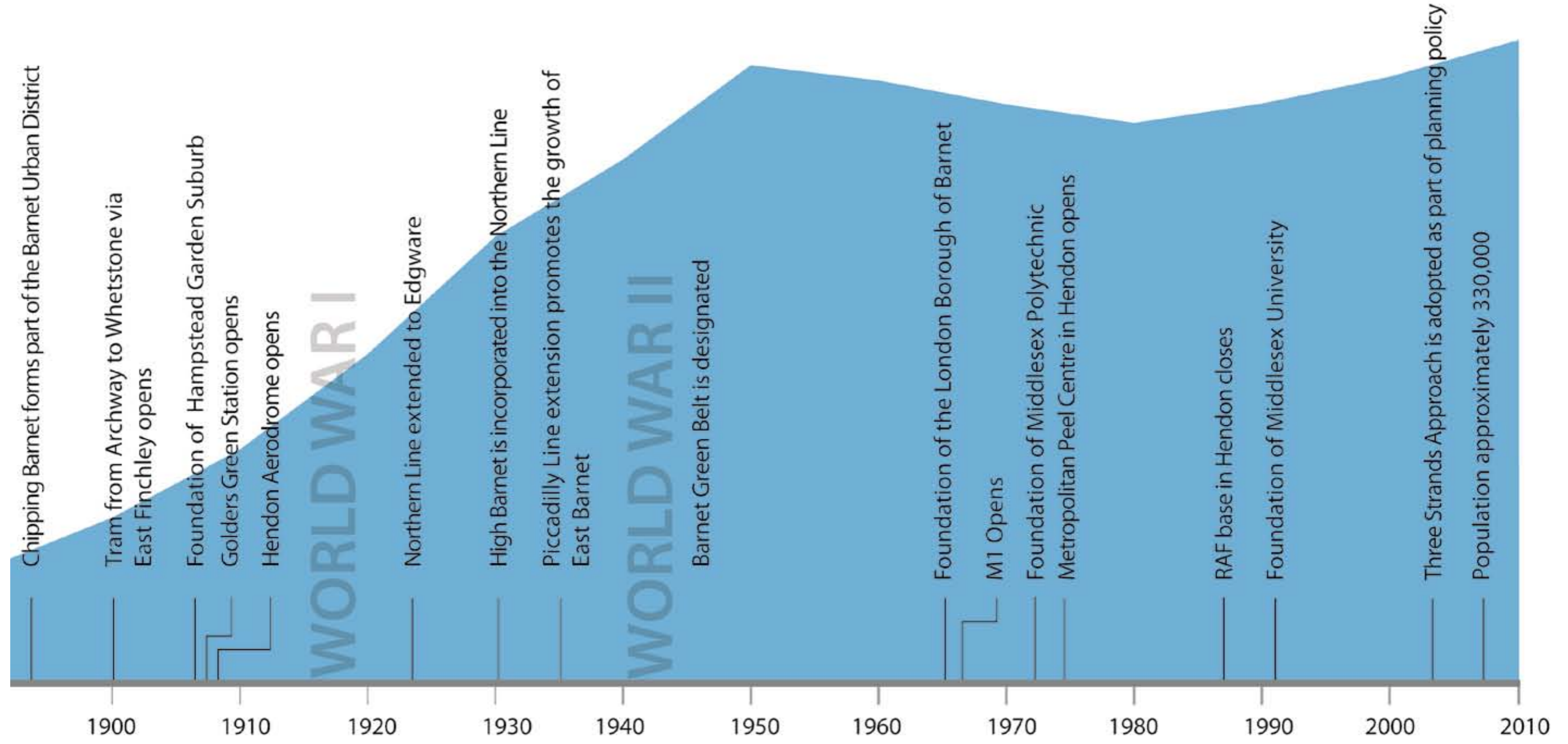


Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

HISTORICAL DEVELOPMENT OF BARNET



HISTORICAL DEVELOPMENT OF BARNET



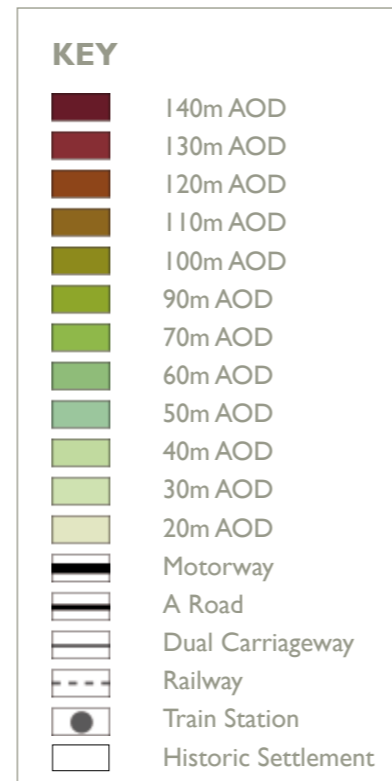
HISTORICAL DEVELOPMENT OF BARNET

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.

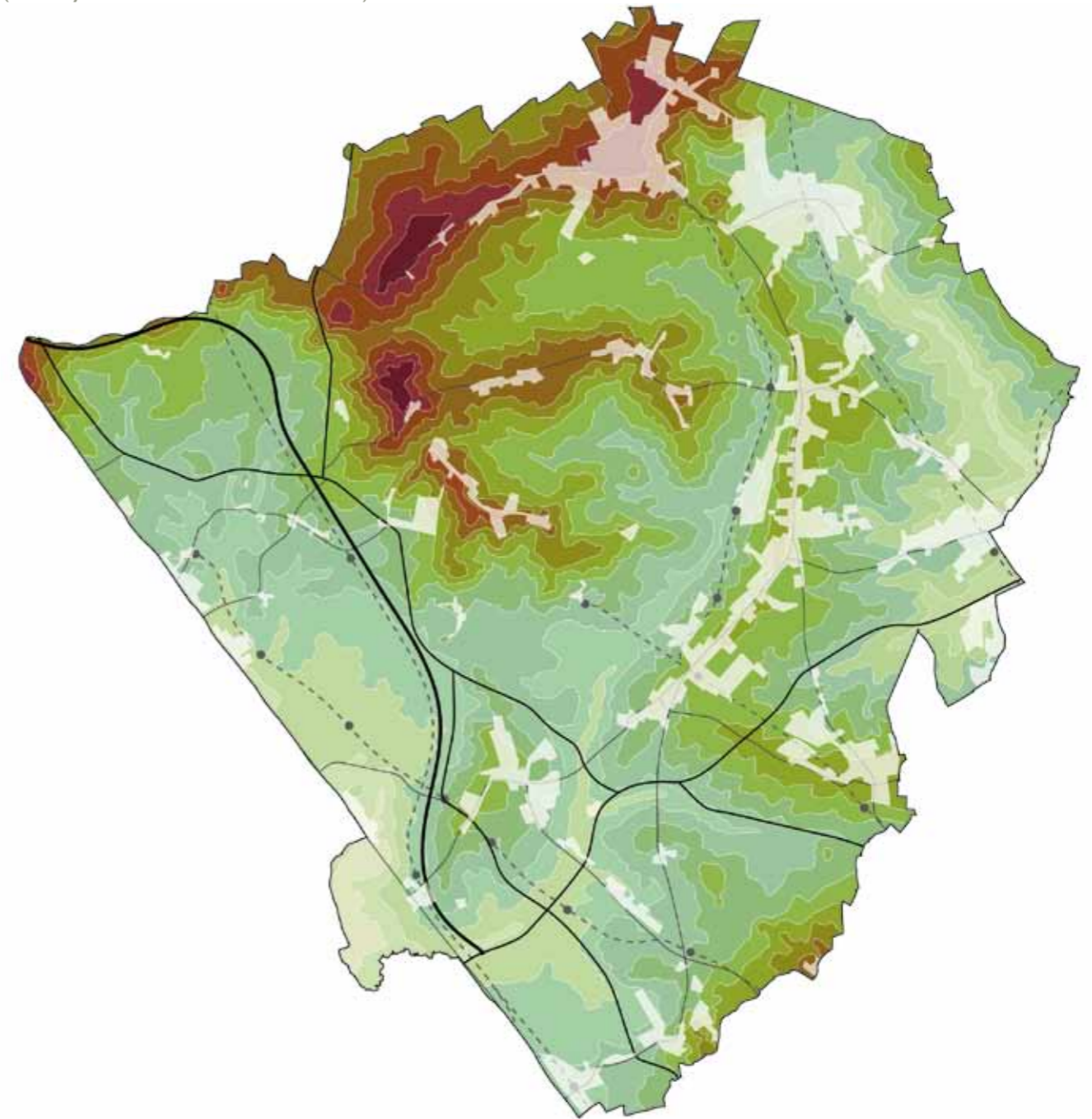
The most striking feature of these plans is the location of the historic centres on the high ground. The settlement growth leading up to the Victorian period along the ridge of land running north-south was also stimulated by the Great North Road, the most established route for travelers from London heading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



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

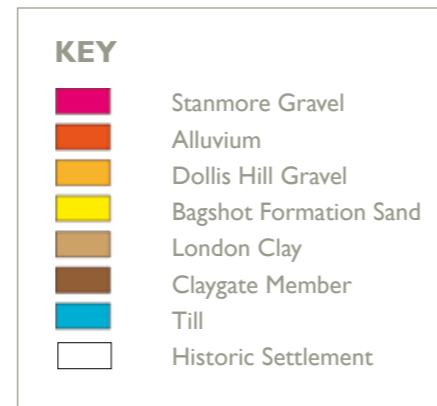
HISTORICAL DEVELOPMENT OF BARNET

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.

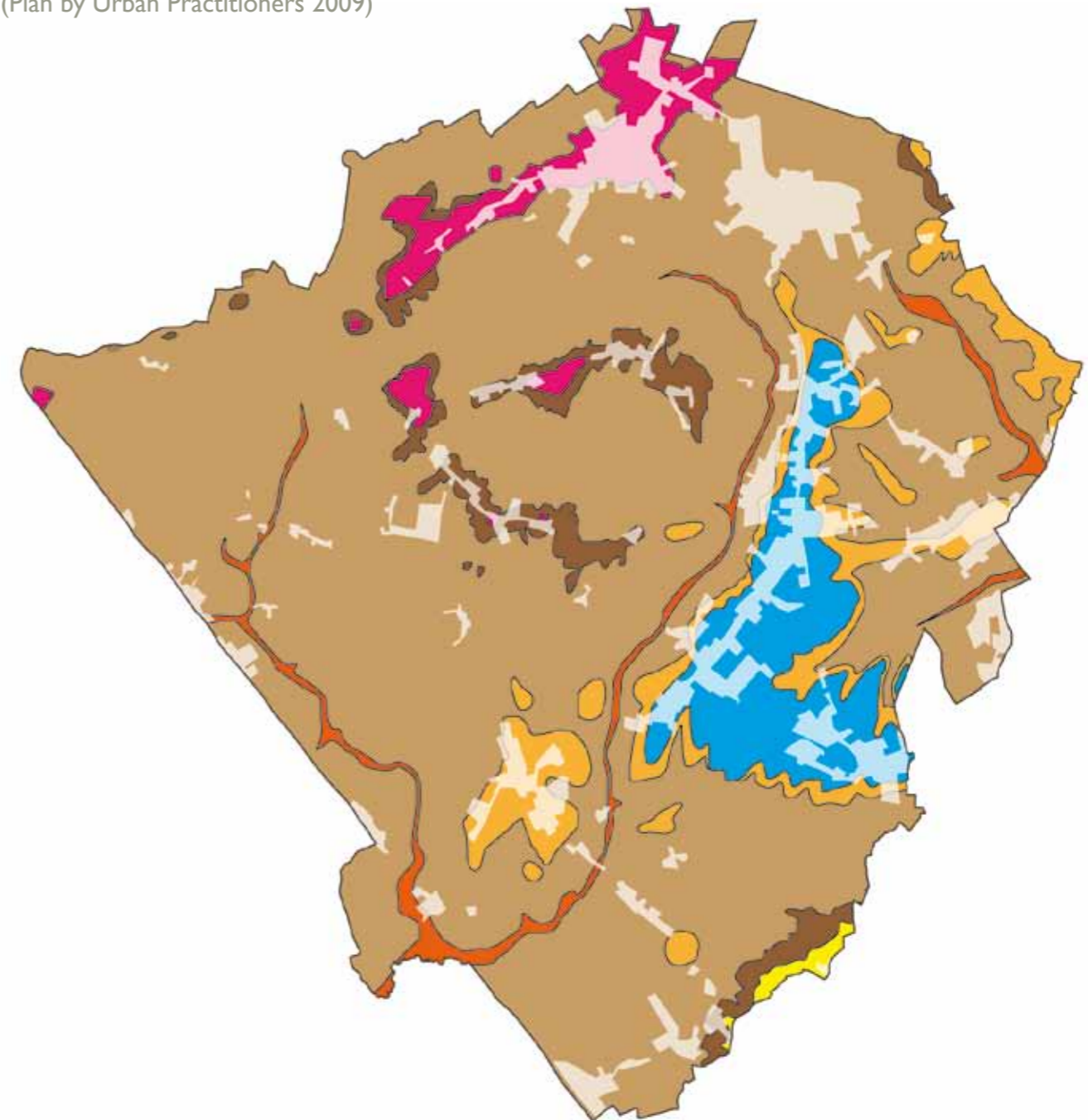
Two factors encouraged later suburban development during the Edwardian and interwar periods to spill down from the high ground and occupy the lower slopes and valleys. Firstly, building technology and particularly the readiness to dig deeper foundations and drain the land overcame the reluctance to build 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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

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

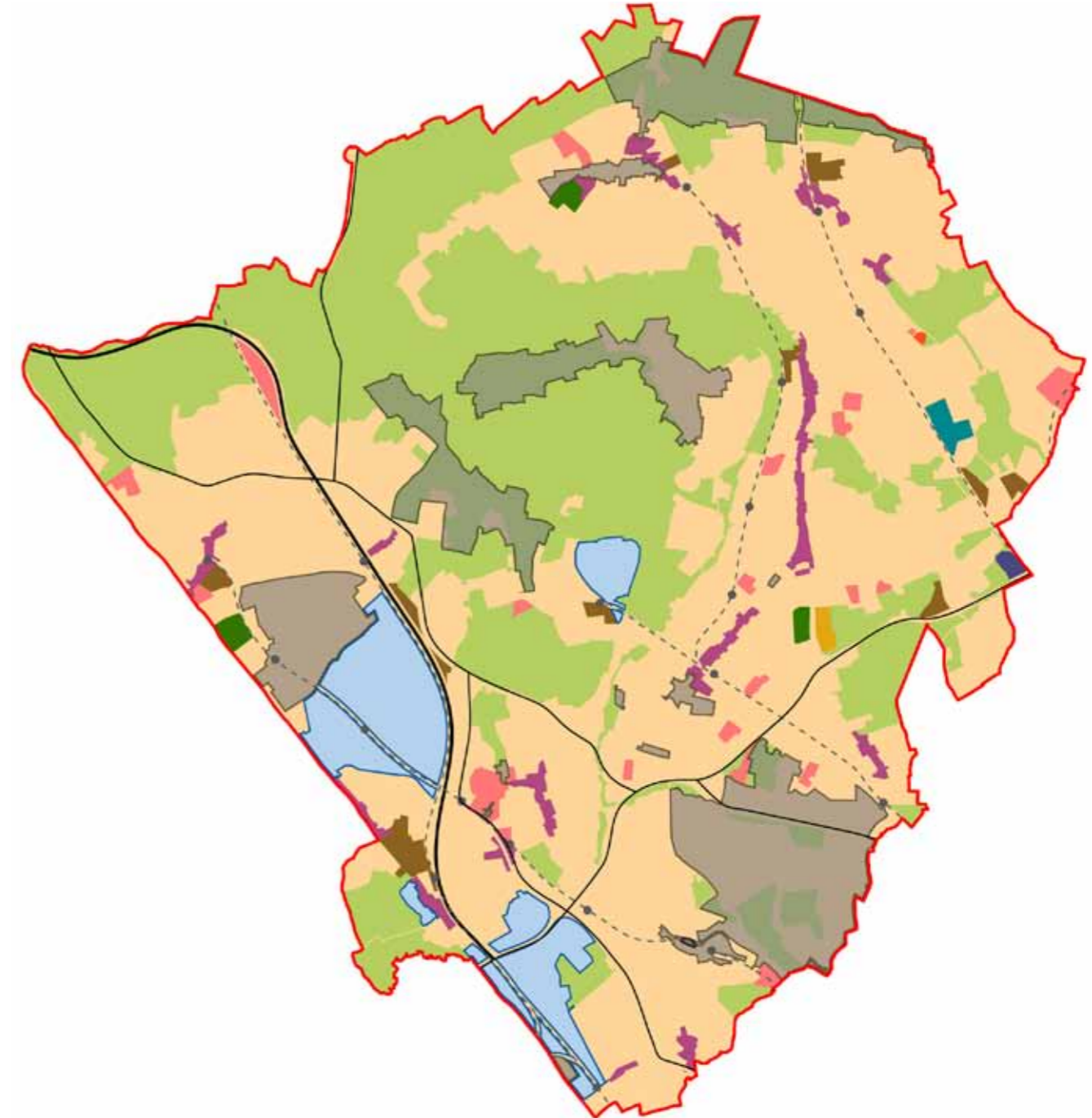
These areas have been identified as appropriate locations for change, and are therefore subject to controlled and managed development. Major development is proposed at the Brent Cross, Colindale, West Hendon and Mill Hill East. Given the amount of change these sites are about to be subject to, a detailed 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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

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

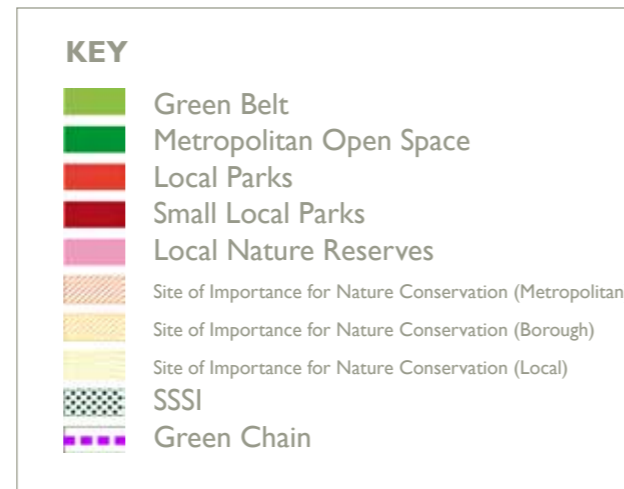
Introduction

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.

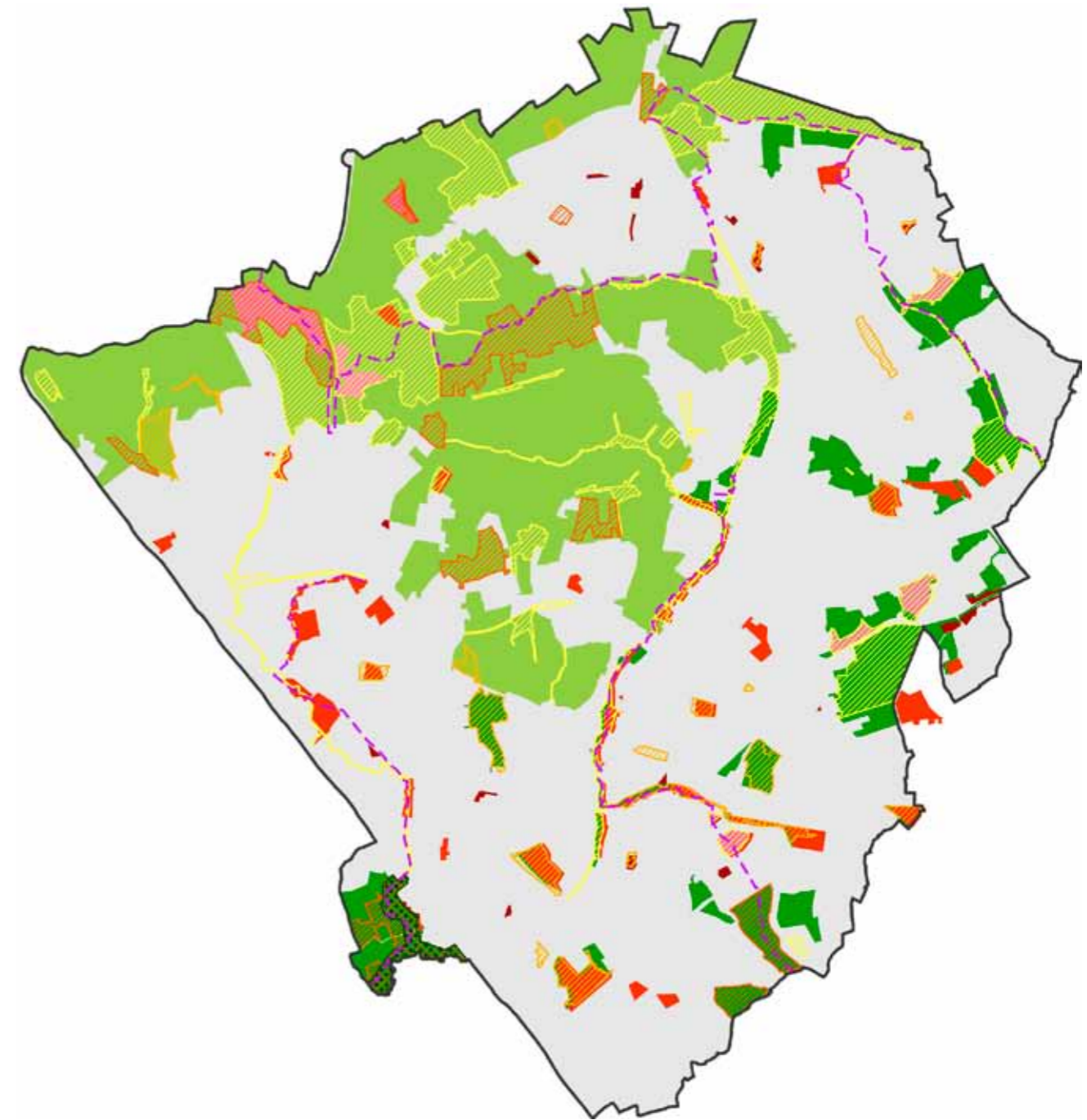
Agricultural landscape

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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

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

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.

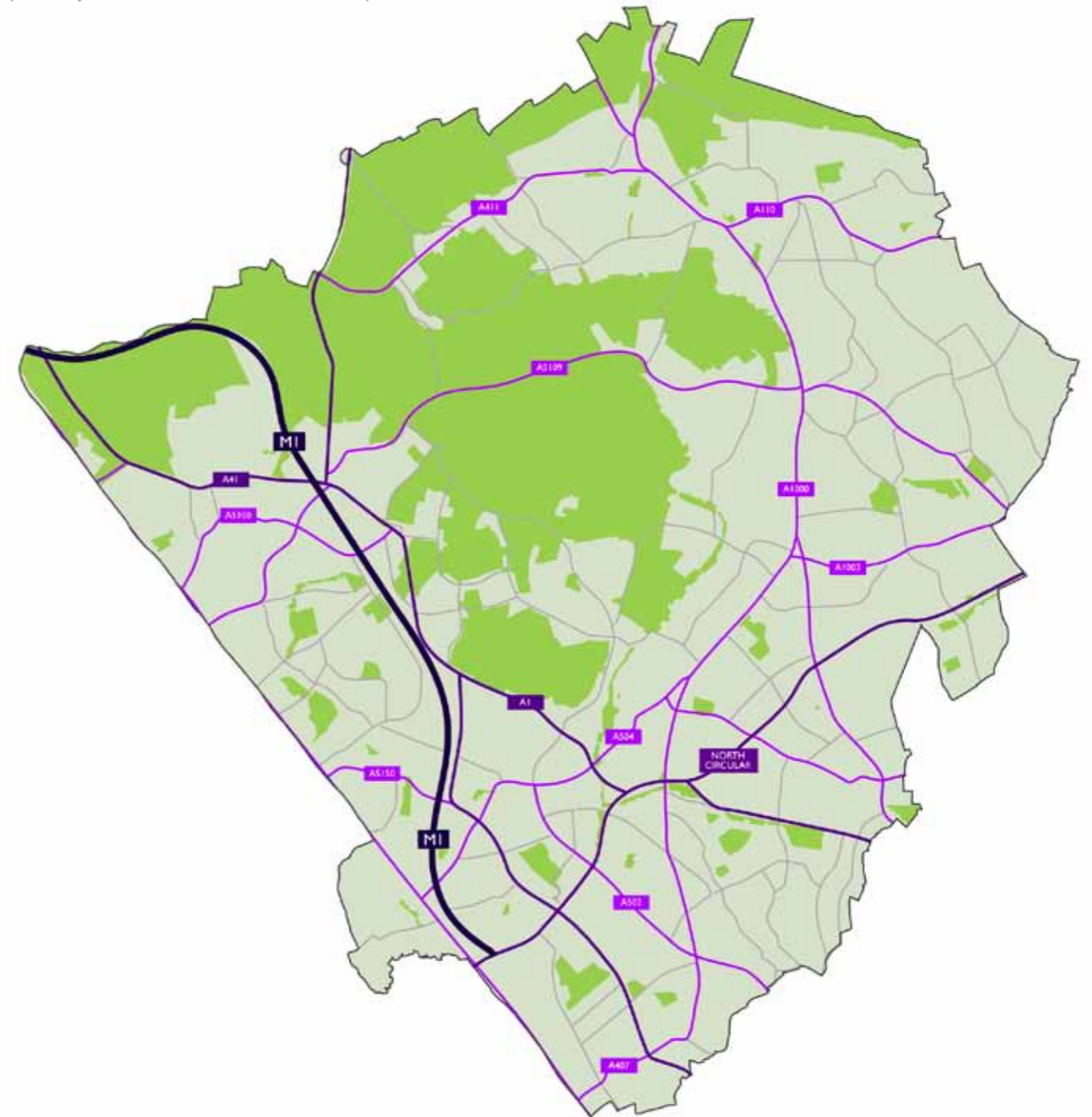
The secondary local roads which feed into these main routes also vary in character. The progression from Victorian through Edwardian to inter-war development saw a gradual relaxing of the rigid grid pattern to looser, more organic forms in some instances. Conversely, the Garden City movement spawned 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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.





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.

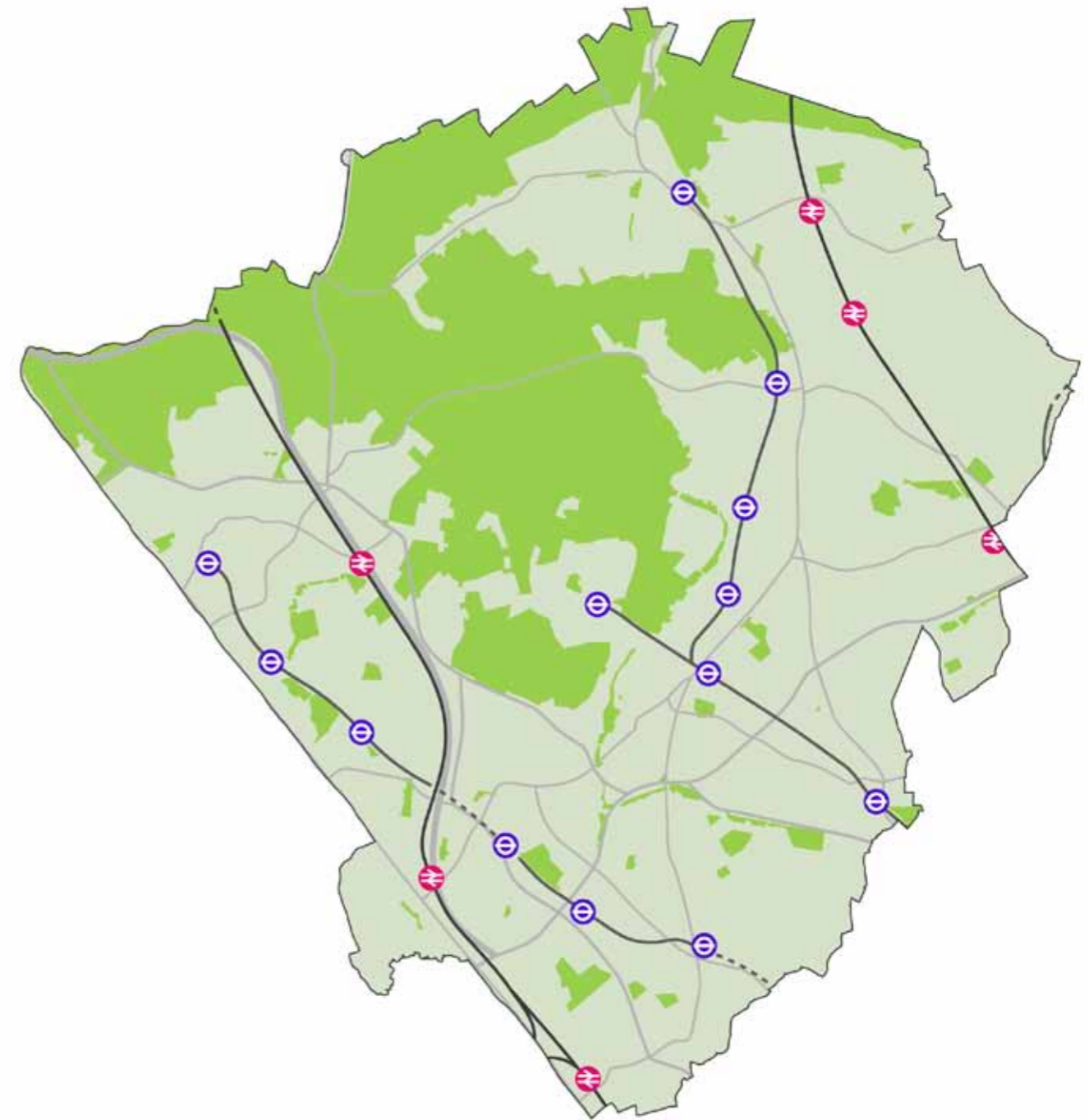
Other overground rail services run through the Borough, including Thameslink which provides good connections between the west of Barnet and the City whilst the line from Kings Cross towards Welwyn Garden City stops at several stations in the eastern part of the Borough.

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)

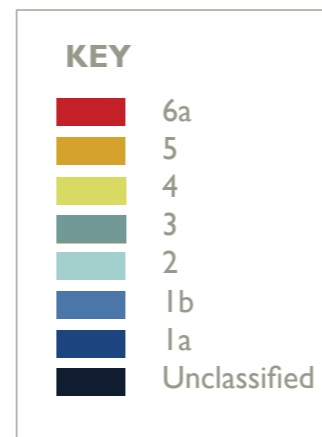


Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

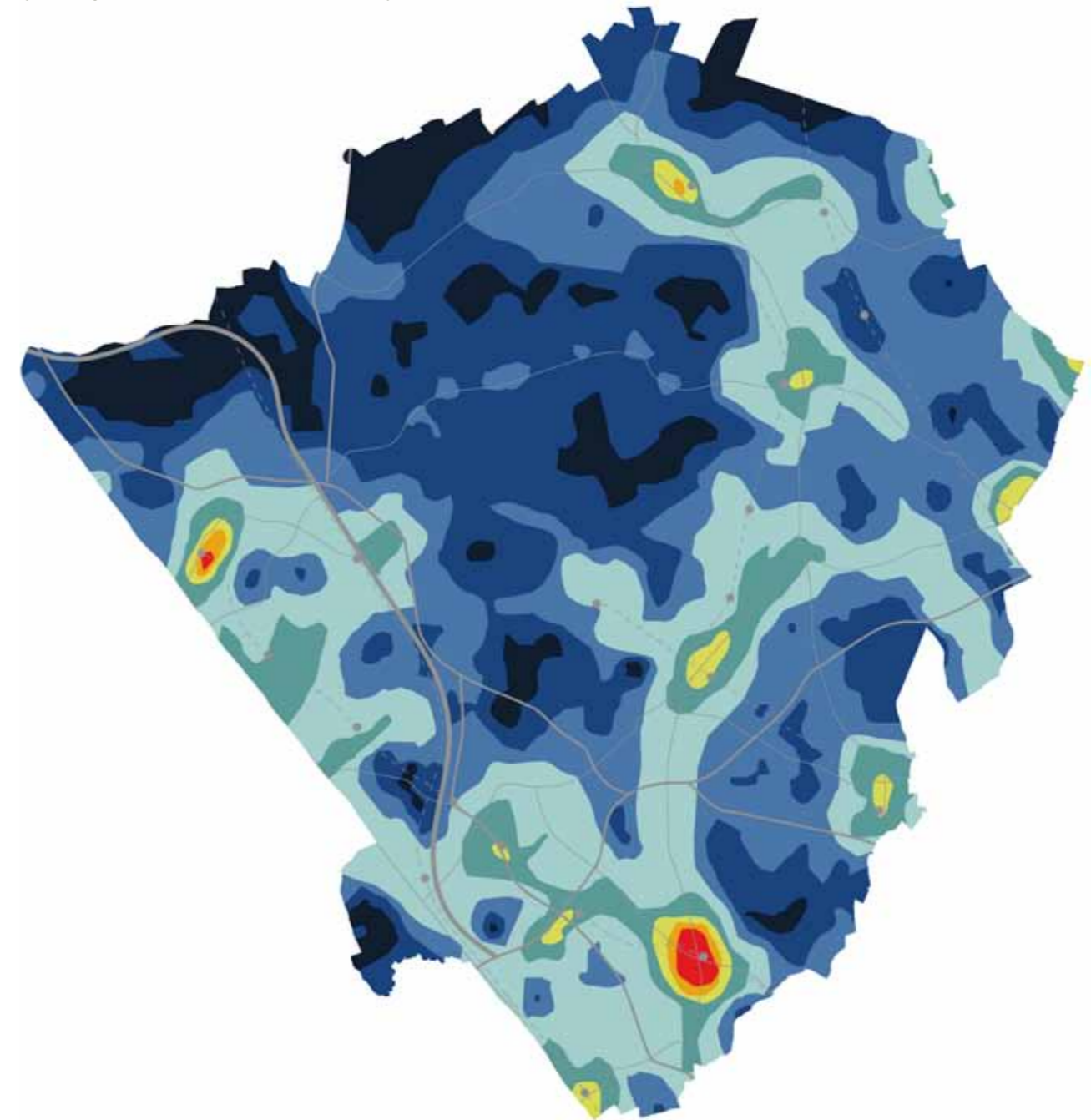
PUBLIC TRANSPORT ACCESSIBILITY LEVELS

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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

SOCIETY

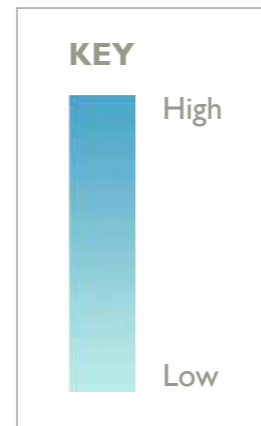
Introduction

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.

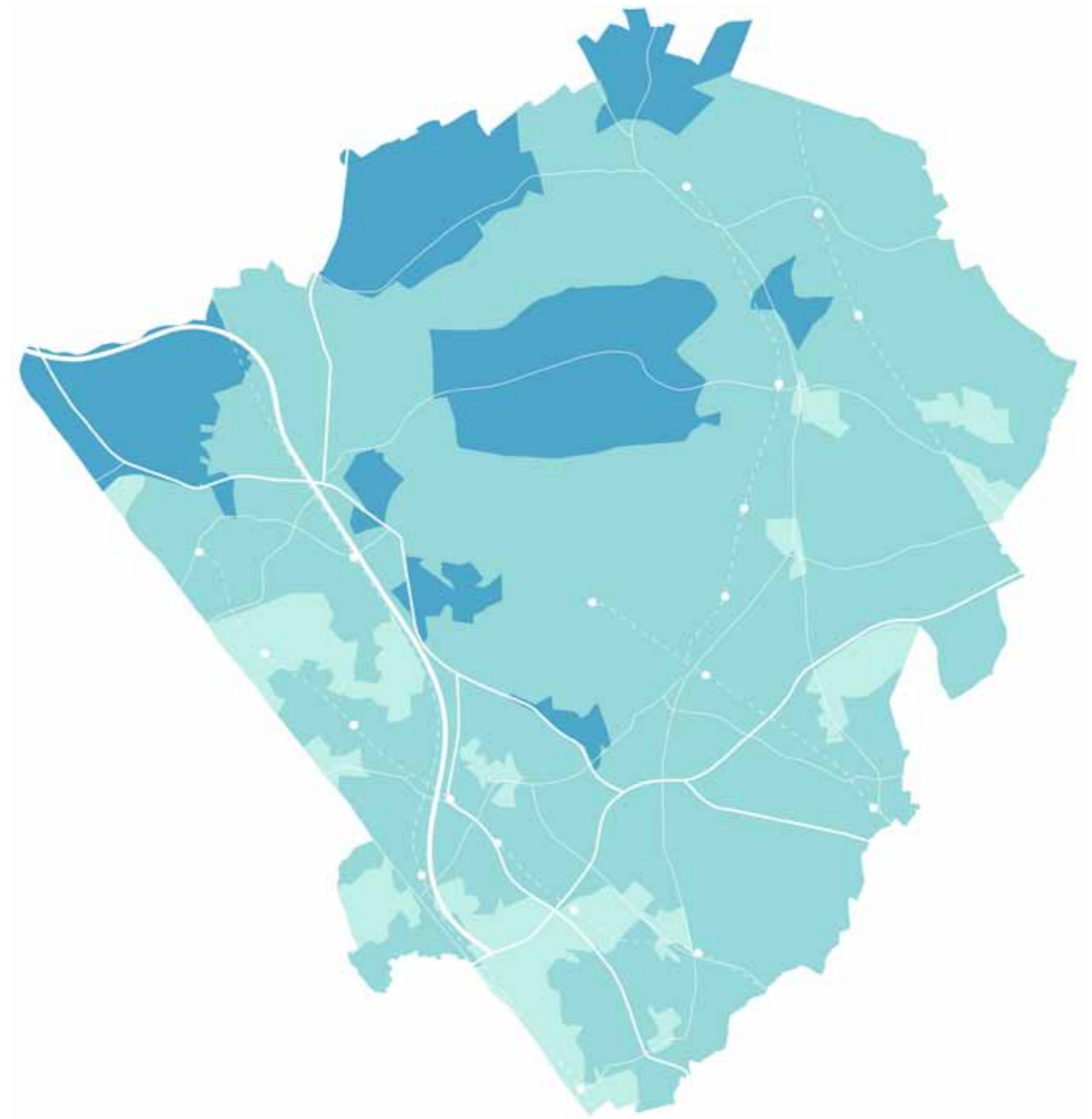
Car ownership

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)



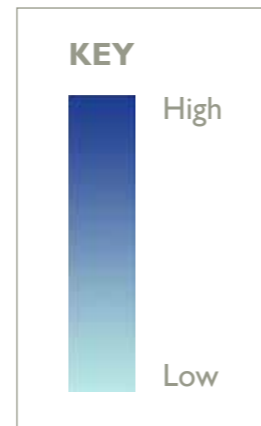
Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

SOCIETY

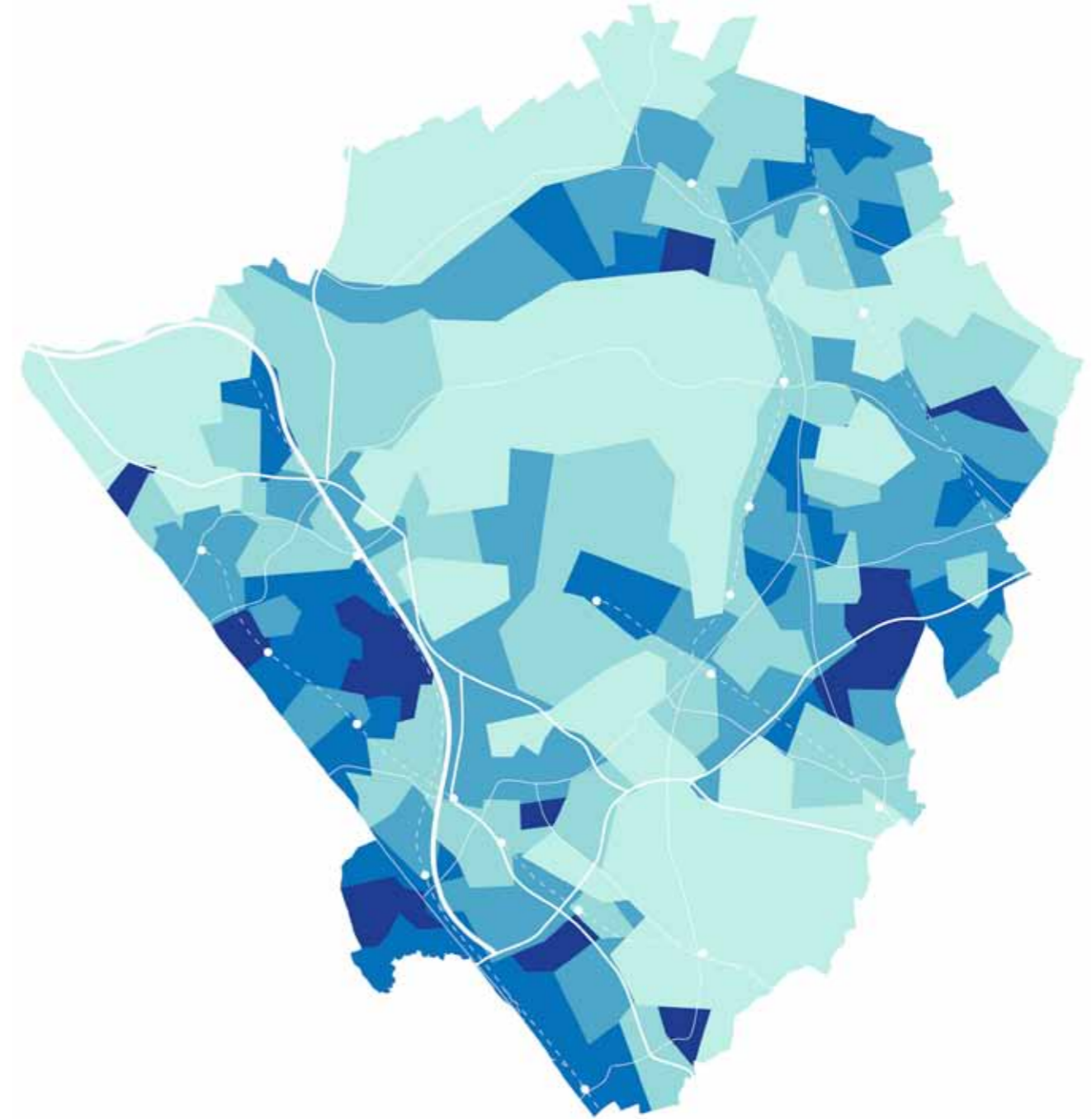
Unemployment

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)



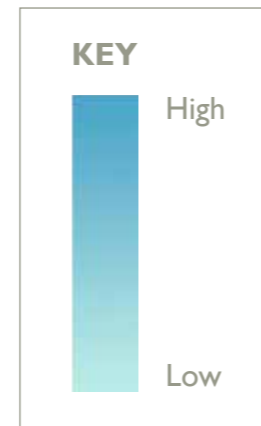
Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

SOCIETY

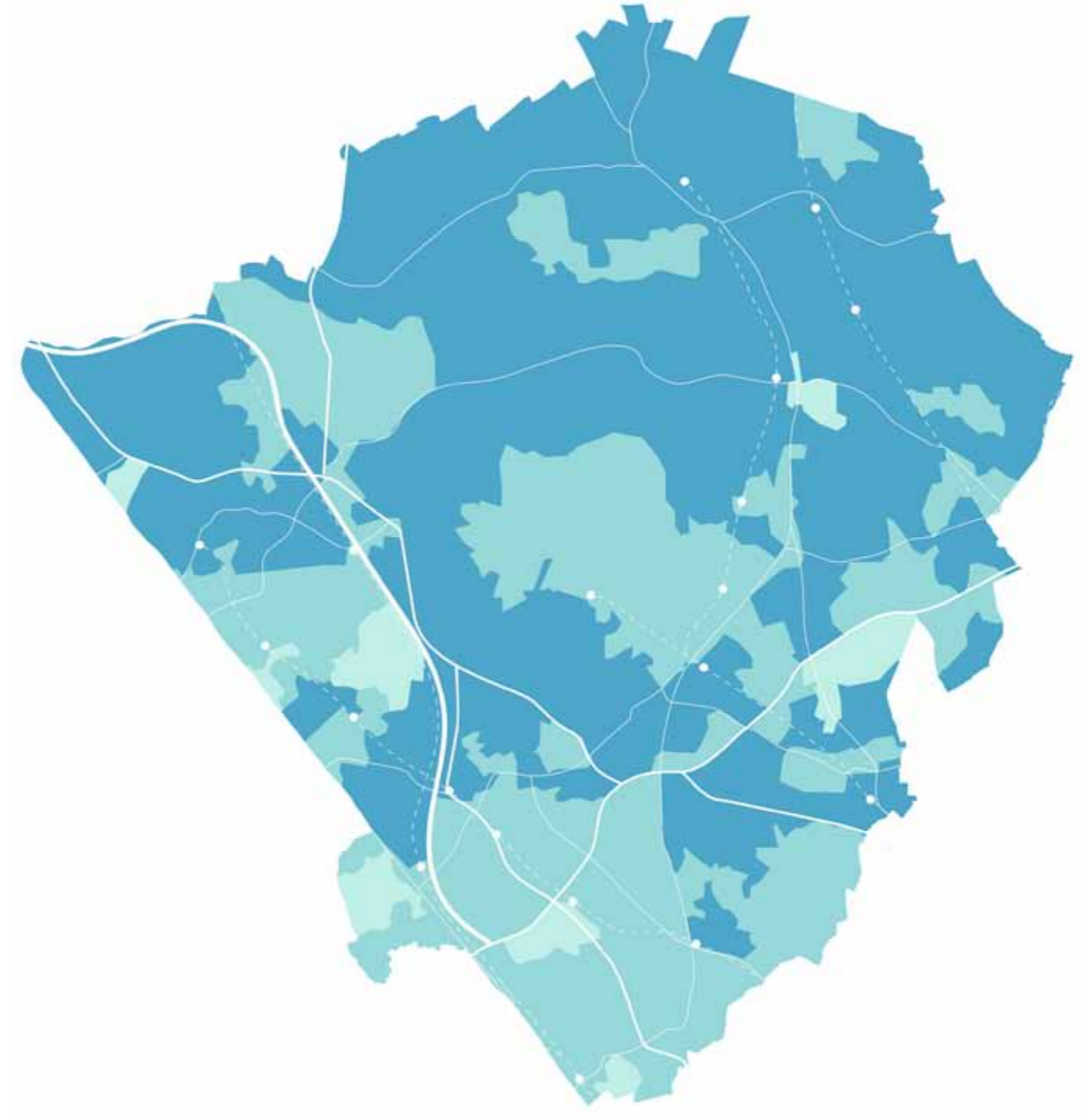
Housing tenure

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)



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.

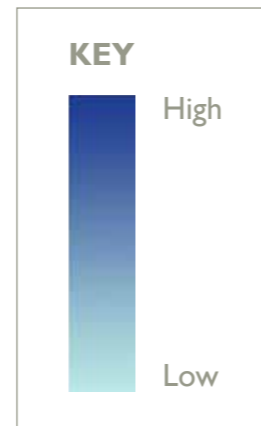
SOCIETY

Indices of Multiple Deprivation

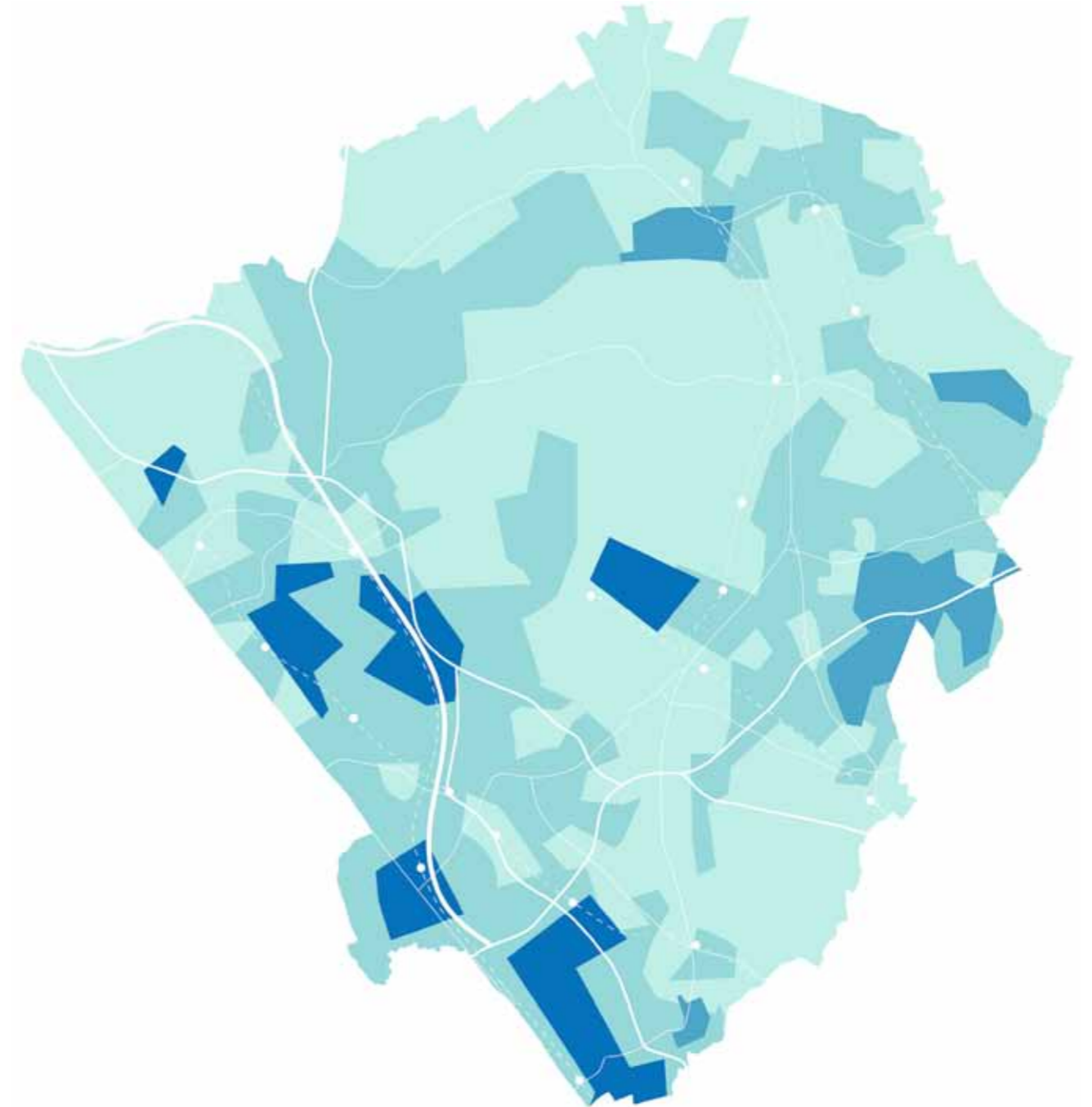
The Indices of Multiple Deprivation provides a measure which allows comparisons between the relative quality of life enjoyed by people in different areas. It is composed from statistics which measure income, employment, health and disability, education, skills and training, barriers to housing and services,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



Reproduced from the Ordnance Survey digital maps with the permission of the Controller of Her Majesty's Stationary Office (C) Crown Copyright Licence No. London Borough of Barnet LA 100017674. Published 2009.