

SUB-COMMITTEE
FINCHLEY & GOLDERS GREEN AREA ENVIRONMENT

DATE AND TIME
MONDAY, 29 JUNE 2009 AT 7.00 PM

VENUE
**BARNET HOUSE, 1255 HIGH ROAD,
WHETSTONE, N20 0EJ**

TO: MEMBERS OF THE SUB-COMMITTEE (Quorum 3)

Chairman: Councillor Dean Cohen (Cllr Melvin Cohen)
Vice-Chairman: Councillor Jazmin Naghar (Cllr John Marshall)

Councillors: (Substitutes)

Geof Cooke (Anne Hutton) Andrew McNeil (Colin Rogers) Daniel Thomas (Mike Freer)
Ross Houston (Jim Tierney) Monroe Palmer (Jack Cohen)

David Seabrooke, Democratic Services Manager

Democratic Services contact: Nick Musgrove, tel. 020 8359 2024

CORPORATE GOVERNANCE DIRECTORATE

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<http://committeepapers.barnet.gov.uk/democracy>

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AGENDA ITEM: 7 Page nos. 1 – 8

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	29 June 2009
Subject	2009/2010 School Travel Plan – Implementation Engineering Schemes (STPIES): Wessex Gardens School
Report of	Cabinet Member for Environment & Transport
Summary	To seek approval for the provision of engineering initiatives identified through the School Travel Plan (STP) process at Wessex Gardens School as part of the 2009/2010 STP Implementation Works.
Officer Contributors	Dorne Kanareck, Acting Director of Environment and Transport
Status (public or exempt)	Public
Wards affected	Childs Hill Ward
Enclosures	Appendix A – Risk Assessment report Appendix B – List of proposed measures
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not Applicable

Contact for further information: Lisa Wright, Environment and Transport, 020 8359 3049 or e-mail lisa.wright@barnet.gov.uk

1. RECOMMENDATIONS

1.1 That, subject to the funds being available, the Acting Director of Environment and Transport be instructed to design and implement schemes to provide engineering measures at Wessex Gardens School subject to:-

- i. the appropriate consultation with local residents/occupiers and the school community who are directly affected by the proposals, and with public transport operators and the emergency services;**
- ii. consultation with Ward Members; and**
- iii. any unresolved material objections being dealt with by the Acting Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment & Transport and the Chairman of this Sub-Committee.**

2. RELEVANT PREVIOUS DECISIONS

2.1 Finchley and Golders Green Area Environment Sub-Committee 19 February 2002 decision number 7, 17 September 2002 decision number 5, and 2 December 2003 decision number 10 approving safer routes to school measures at various schools. Finchley and Golders Green Area Environment Sub-Committee 7 June 2007 decision number 8 of 10 March 2008 decision, number 11 and 19 June 2008 decision number 9 approving School Travel Plan Implementation Engineering Schemes (STPIES).

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Future Strategy for Traffic Management approved by Cabinet on 5 November 2002 seeks to achieve improvements in traffic movement on the major road network, thus reducing the attraction of alternative, less suitable local roads. Improvements at those junctions that experience heavy congestion, long delays and high levels of personal injury will provide the community with a comprehensive improvement.**
- 3.2 Barnet's Local Area Agreement includes a target to reduce the percentage of primary school children travelling to school by car (National Indicator 198). Children travelling to school – mode of transport used (NI198) is one of the key measures of success in the Sustainable Community Strategy for Barnet 2008-2018 under the theme of Growing Successfully.**
- 3.3 The Council's Corporate Plan 2008/9 – 2011/12 confirms the Council's commitment to continue the programme to develop School Travel Plans for all schools by the end of the Academic Year 2009/10.**
- 3.4 The Borough's adopted Unitary Development Plan (May 2006) indicates that the Council will seek to improve facilities for pedestrians, to reduce walking**

times, improve the pedestrian environment and to minimise the risk of accidents to pedestrians, with particular attention to those groups most likely to be at risk, such as the elderly, children and people with disabilities. The Council will encourage improvement of pedestrian facilities for crossing roads, at public transport interchanges and in shopping streets. (Policy M6.2). It also states that the pedestrian environment is important to the quality of life of those who live and work in the Borough, in particular those who do not have access to a car or who have mobility problems. (Paragraph 6.1).

4. RISK MANAGEMENT ISSUES

- 4.1 A risk assessment has been carried out for the scheme and is attached as Appendix A.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of the engineering measures will help to meet the local community needs, and support vulnerable road users to have safer access to the public highway.
- 5.2 The design of crossing points will include tactile paving which directly benefit road users who are blind or visually impaired.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 Transport for London (TfL) has allocated £80,000 in the form of a grant for various measures to promote STPIES within the 2009/10 financial year across the 3 Sub Committee areas.
- 6.2 The cost of the scheme for Wessex Gardens School recommended in this report is approximately £15,000, including design, consultation and implementation fees. Feasibility for the scheme was completed as part of the 2008/09 STPIES TfL feasibility grant of £60,000. The introduction of the scheme will be facilitated by the employment of existing staffing arrangements.
- 6.3 The introduction of the measures will meet customer expectations, demonstrating a commitment to listening to the community, and provide value for money by addressing the travel issues identified in the schools' travel plans.
- 6.4 There are no other staffing, ICT or property implications.
- 6.5 Members are requested to approve the action recommended in this report that commits approximately £15,000.
- 6.6 Schemes have been identified elsewhere in the Borough to fully commit the grant allocation.

7. LEGAL ISSUES

7.1 None

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees perform functions that are the responsibility of the Executive relating to highways use and regulation , within the boundaries of their areas in accordance with Council policy and within budget.

9 BACKGROUND INFORMATION

9.1 Central Government requires all schools to prepare a School Travel Plan by 2010, and officers from the Highways Group are working closely with education colleagues to deliver this target.

9.2 A TfL requirement for approval of grant funding, is that schools must develop and implement a STP. This plan looks at how children travel to school, seeks to reduce the 'school run' and improve safety on the journey to and from school. This is in line with the Council's objective on school travel.

9.3 Wessex Gardens School has been identified for inclusion in the STPIES programme for 2009/10. The Wessex Gardens STP was approved in June 2008. Physical measures required near or on the routes to and from the school have been identified as part of their plan and are listed in Appendix B.

9.4 These measures, subject to feasibility design work, will help to reduce congestion in and around the vicinity of the school by reducing the amount of traffic travelling on the 'school run'. Officers will work with the appropriate personnel at the school to monitor changes to travel modes used by pupils.

9.5 The effectiveness of the STP will be monitored by looking at the changes in pupil travel choices (modal shift) on an annual basis through whole school surveys asking how children travel to school.

9.6 Public consultation will be carried out with residents/occupiers who are directly affected by the proposals, the emergency services, public transport operators and Ward Members. It is recommended that after consultation with the Ward Members any unresolved material objections are dealt with by the Acting Director of Environment and Transport using delegated powers, in consultation with the Chairman of this Sub-Committee and the Cabinet Member for Environment & Transport.

9.7 The opportunity will be taken at the scheme location to carry out other maintenance and enhancement works to the physical fabric of the public highway at the same time, to present an overall improvement, as well as minimising overall inconvenience to residents and local occupiers. Where

appropriate, proposals will also be examined to ensure they complement and enhance the work being undertaken to make public transport more attractive to use and to further other policy priorities. This is in line with the Future Strategy for Traffic Management approved by Cabinet on 5 November 2002.

- 9.8 Members are requested to approve the action recommended in this report which commits approximately £15,000.

10. LIST OF BACKGROUND PAPERS

10.1 School Travel Plan – Wessex Gardens School

10.2 Any persons wishing to inspect the above should telephone 020 8359 3049 or e-mail lisa.wright@barnet.gov.uk

Legal: SWS
CFO: MG

Appendix A

Risk Assessment Form				
Scheme:	Pedestrian improvements for STP engineering works Wessex Gardens School			
Objective:	To improve pedestrian safety walking to school. To reduce congestion caused by the 'school run'			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	National Indicator (NI) target to reduce accidents may not be met	L	L	Accept – Scheme objectives will help to meet NI targets
Operational	Use of contractors to carry out works may lead to delays in implementation due to programming	L	M	Reduce – On-site supervision and early programming will reduce any issues from using contractors.
Staffing & Culture	Staff may not be aware of targets and objectives	L	H	Reduce – Promotion and reinforcement of key objectives and corporate plan with all staff
Financial	Inability to maintain works within allocated budget.	L	H	Reduce – Procedures and monitoring in place to minimise risks of financial irregularities.
Compliance	Work outside relevant Legislation and council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to and managed.

Key to risk or impact H=high M=Medium L=Low

School	School Travel Plan Targets	Scheme Cost (£)	Wessex Gardens School STPIES: Areas of investigation
Wessex Gardens	<p>Objectives</p> <p>O1 Improvements should be made to the entrance to Wessex Gardens from the A41 to improve safety for the children.</p> <p>O2 Continue to raise awareness among parents about the dangers of parking outside the school gates.</p> <p>O3 Increase the proportion of pupils who walk or cycle to school.</p> <p>O4 Increase the proportion of staff who cycle to school.</p> <p>O5 Increase awareness of sustainable travel among pupils.</p> <p>Targets</p> <ul style="list-style-type: none"> • At least 1 engineering improvement in place by 30th September 2009. 	£15,000	<ul style="list-style-type: none"> - Introducing a no entry ban for traffic off A41 onto Wessex Gardens - Introducing a school crossing point along desire line - Additional signage and parking restrictions to improve sight lines - Improvements and revision to warning signage to improve awareness of school

	<ul style="list-style-type: none">• Increase proportion of pupils who walk to school from 41% to 45% by 30th September 2009.		
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AGENDA ITEM: 8 Pages 9 – 33

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	29 June 2009
Subject	<u>Bridge Lane Conservation Area: Conservation Area Character Appraisal Statement</u>
Report of	Cabinet Member for Planning and Environmental Protection
Summary	The draft Conservation Area Character Appraisal and Management Proposals have been prepared to provide a basis for planning decisions in the conservation area and set the groundwork for future policies and projects that seek to preserve and enhance the character and appearance of this historic area, in line with the Three Strands Approach (PEG) & Adopted UDP. This document has been subject to a public consultation exercise.

Officer Contributors	Jonathan Hardy, Principal Planner - Urban Design & Heritage Team
Status (public or exempt)	Public
Wards affected	Golders Green
Enclosures	Appendix 1 - Bridge Lane Character Appraisal and Management Proposals (separate document)
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not Applicable

Contact for further information: Jonathan Hardy, Urban Design and Heritage Team 020 8359 4655

1. RECOMMENDATIONS

- 1.1 That the Sub-Committee notes the results of the public consultation exercise and the revised text and map for the Bridge Lane Conservation Area Character Appraisal and Management Proposals.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Bridge Lane Conservation Area was designated by Cabinet on 23rd October 2008 (decision item 10).
- 2.2 Cabinet approved the Three Strands Approach in 2004, which seeks to: Protect the Green Belt; Enhance the classic suburbs of high quality and conservations areas, and deliver sustainable high quality Growth in targeted areas of brownfield development.
- 2.3 The Council adopted the Barnet Unitary Development Plan in May 2006 (UDP) which sets out the development plan and conservation policies of the borough for the next three years. In due course the UDP will be replaced by the Local Development Framework (the statutory spatial Development Plan for Barnet) and core strategies for conservation and Three Strands Approach, Protection, Enhancement and Growth (PEG).

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1. Barnet's Corporate Plan (2008/09 to 2011/12) identifies six main priorities for the next four years. Of particular relevance to the conservation appraisal statement is "A Successful City Suburb", "Clean, Green and Safe" and a "Strong and Healthy" borough. These priorities highlight that one of the qualities that makes Barnet a successful suburb is that it is a place where people want to make their home, take pride in their community, its attractive suburbs and rich heritage. Barnet's priority, supported by this Character Appraisal Statement to facilitate the conditions in which an active community can thrive and prosper whilst protecting and enhancing the best of the boroughs character and historic environment. The preservation and enhancement of the Borough's Conservation Areas helps to achieve these aims by ensuring that the historic built environment and open areas of high heritage quality are retained, protected and enhanced, making Barnet a place in which communities want to live, work and visit.
- 3.2 This Character Appraisal Statement will help deliver the objectives of The Three Strands Approach (PEG) – Planning, Enhancement, Growth seeking to deliver successful high quality suburbs now and for the future. Conservation Areas fall under both the first and second strands, as they require preservation and enhancement of their character and appearance.
- 3.3 The Council's Adopted Unitary Development Plan, May 2006 contains policies on the designation of conservation areas and the preservation and enhancement of conservation areas. Policy HC1 (Built Environment) specifically refers to the fact that the Council will refuse planning permission for proposals which fail to preserve or enhance the character or appearance of Conservation Areas, and that special consideration will be given to advice provided in the Council's character appraisal statements.

4. RISK MANAGEMENT ISSUES

- 4.1 Without the preparation of conservation area character appraisals, the Council would fail in its statutory duties and would encounter greater difficulties preserving and enhancing the borough's conservation areas. This Conservation Area Appraisal is part of a broader PEG strategy to 'enhance' the suburbs under Strand 2 and without which it would be at risk of delivery and defending future planning application decisions.
- 4.2 Government and English Heritage guidance reminds Local Authorities of the importance of consultation on conservation area character appraisals, without which there may be increased risk of the LPA's ability to defend development control decisions or fully perform its statutory duty to preserve and enhance the character and appearance of conservation areas.
- 4.3 The Council is the subject of a judicial review challenge (as referred to in paragraph 7.3, Legal Issues) against the designation of the conservation area. By consulting and adopting the character appraisal in accordance with national guidance reduces the risk of challenge to the due and proper process whilst underpinning the rationale for the designation of the conservation area.
- 4.4 A claim for compensation of approximately £10m 'for loss or damage caused by service of a Building Preservation Notice', was received on 7th August 2008. The claim followed the Secretary of State's decision not to uphold the BPN in June 2008 and relates to the drop in market value in the intervening 6 month period.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The Bridge Lane Character Appraisal will increase satisfaction ratings amongst different groups of residents who live in the area, as it will promote a sense of place and a better quality of life. The Appraisal will also enhance Barnet's reputation as a good place to work, live and visit, to benefit all sections of Barnet's diverse communities.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 Costs involved in the publication and printing of this report and accompanying map are incorporated in the planned expenditure for 2009/10 and contained within approved budgets.

7. LEGAL ISSUES

- 7.1 Pursuant to Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has designated the Bridge Lane Conservation Area. The designation report was approved by Cabinet on 23rd October 2008 and referred to the preparation of a character appraisal, which has now been produced.
- 7.2 A claim for compensation 'for loss or damage caused by service of a Building Preservation Notice', was received on 2nd December 2008 from lawyers acting on behalf of the site's owners, Metro Construction Limited, under section 29 of the Planning (Listed Buildings and Conservation Areas) Act, 1990. The claim sought approximately £10m compensation in terms of development value loss following the Secretary of State's decision not to uphold the BPN. Matters have not progressed since receipt of the claim.
- 7.3 A judicial review challenge has also been made on the 23rd December 2008 to the Cabinet's decision to designate the Bridge Lane conservation area. The Judicial Review

process involves 2 stages: the permission stage and the substantive hearing. On the 15th June 2009, the High Court granted permission to proceed with the substantive hearing stage of the Judicial Review.

7.4 Both matters are presently being dealt with by the Council's legal representatives.

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3, Para 3.10. Area Environment Sub-Committees perform functions that are the responsibility of the Executive including making recommendations to Cabinet on the designation of Conservation Areas.

9. BACKGROUND INFORMATION

9.1 The Conservation Area is located on Bridge Lane in Golders Green, which runs east to west from Finchley Road at Temple Fortune to the North Circular Road. The conservation area is approximately 11, 430 m² (ie. 1.1 hectares) and contains the former Carmelite Monastery and a detached, two-storey lodge located close to the main entrance. The monastery is set-back from Bridge Lane behind a brick boundary wall with iron gates. A tall, stock brick wall, with substantial buttresses encloses the site. The large, green open space to the south, with its numerous established and protected trees provides an attractive setting to the building and makes a significant contribution to the character and appearance of the conservation area.

9.2 Conservation areas are "areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance" (Section 69 Planning [Listed Building & Conservation Area] Act, 1990). Local planning authorities are required under the Planning Act, 1990 to review them every five years. The Bridge Lane Conservation Area Character Appraisal is one of a series covering Barnet's Conservation Areas and provides information on the essential character of the area.

9.3 The Character Appraisal and Management Proposals will assist in the process of making planning decisions in the conservation area and provides the groundwork for future policies and projects to preserve and enhance the character and appearance of the area. Conservation Area Appraisals form part of the wider Three Strands Approach to delivery: Strand 2: enhancement of historic suburbs (PEG) as well as through the policies of the UDP.

9.4 365 letters were sent to local residents. Letters were also sent to the owners of the site and interested groups including English Heritage.

9.5 An application for planning permission for the residential conversion of the monastery and new build development within the grounds is due to be considered by the Planning and Environment Committee on 1st July 2009.

9.6 Response to Consultation

9.6.1 A public consultation exercise with local residents will be completed on the 24th June. Any responses received and amendments made as a consequence, will be reported to committee in the form of a summary.

9.6.2 Planning Policy Guidance Note 15 (PPG15) states that "... it will be highly desirable that there should be consultation with local residents, businesses and other local interests (e.g. amenity bodies) over the identification of areas and the definition of their boundaries. The greater the public support that can be enlisted for designation before it takes place, the

more likely it is that policies for the area will be implemented voluntarily and without the need for additional statutory controls” (para’ 4.7, page 16).

- 9.6.3 In line with Council’s approved Statement of Community Involvement, residents have been formally consulted by letter with a link to an on-line copy of the draft Character Appraisal. The results of the consultation exercise will be set out as a summary.

11. LIST OF BACKGROUND PAPERS

- 11.1 Planning Policy Guidance Note 15 (1994) *Planning and the Historic Environment*
- 11.2 English Heritage Guidance dated February 2006: *Guidance on Conservation Area Appraisals* and *Guidance on the Management of Conservation Areas*.
- 11.3 Various letters received as a result of Public Consultation. These will be available on file for inspection
- 11.4 Anyone wishing to inspect the papers should contact Jonathan Hardy. Tel. 020 8359 4655

Legal – MAM
CFO – CM/MG

Bridge Lane Conservation Area

Character Appraisal and
Management Proposals

Draft June 2009



For further information on the contents of this document contact:

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Part 1 Character appraisal

1. Introduction

1.1. Conservation Areas

The Civic Amenities Act of 1967 provided the original legislation allowing the designation of “*areas of special architectural or historic interest,*” as conservation areas, whose character should be preserved or enhanced. It is the quality and interest of an area, rather than that of individual buildings, which is the prime consideration in identifying a potential conservation area.

This concept has developed and is now enshrined in the *Planning (Listed Buildings and Conservation Areas) Act 1990*. Section 69 of the Act provides a local planning authority with powers to designate conservation areas, and to periodically review existing and proposed conservation areas. Section 71 requires local authorities to formulate and publish proposals for the preservation and enhancement for their conservation areas. Section 72 specifies that, in making a decision on an application for development in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

1.2. Purpose of a Conservation Area Character Appraisal

Conservation Areas are designated by local planning authorities after careful local assessment. This assessment forms the basis for a Character Appraisal Statement. The format and scope of such statements are guided by English Heritage.

Government policy on conservation areas and historic buildings generally is set out in *Planning Policy Guidance Note 15* (PPG15). This defines why Character Appraisals are necessary. It states that the purpose of a Character Appraisal is to:

“Clearly identify what it is about the character or appearance of the area which should be preserved or enhanced, and to set out the means by which that objective is to be pursued”.

It is also hoped that:

“The clear assessment and definition of an area’s special interest, and the action needed to protect it will help to generate awareness and encourage local property owners to take the right sort of action for themselves.”

The Government (DCMS and DGLC) is currently reviewing national policy on heritage and intends to issue a draft PPS15 (combined with PPG16 on Archaeology) later this year.

The aim of this Character Appraisal is to:

- Improve the understanding of the history and historical context of this area of Barnet
- Generate awareness of exactly what it is about the Bridge Lane Conservation Area that makes it of “special interest” and unique distinctiveness as a “historic area”
- Provide residents and owners with a clear idea of what should be cared for and preserved
- Provide residents and owners with a clear idea of what enhancements could be made to the conservation area
- Provide Barnet Council with a valuable tool with which to inform its planning practice and policies for the area
- Provide guidelines to preserve and enhance these special features - the “Management Proposals”.

The Council can then ensure that all applications for change within a conservation area comply with the requirements of the relevant legislation.

1.3. The Barnet Unitary Development Plan (UDP)

The current statutory “development plan” under Section 38 of the Planning and Compulsory Purchase Act 2004 and local policy document covering this area is the Adopted Barnet Unitary Development Plan (2006). On 13th may 2009 the Secretary of State issued a direction formally “saving” a number of Barnet UDP policies pending their replacement by the Local Development Framework in 2010 /11. Of particular relevance in the current UDP are the strategic policies GB Env1 which seeks to protect and enhance the quality and character of the borough’s built and natural environment, and GB Env 4 which seeks to protect by preserving or enhancing the Borough’s buildings, areas, open spaces or features that are of special value in architectural, townscape or landscape, historic, agriculture or nature conservation terms

- Policies HC1 and HC2 aim to preserve or enhance the character and appearance of conservation areas. Policies HC14 and HC15 seek to protect locally listed buildings and their settings.
- As the UDP will be replaced by a new Local Development Framework (LDF). The conservation area appraisal will be used to support the policies contained in emerging LDF documents, particularly the Barnet “Core strategy” which contained strategic level and locally distinctive heritage and conservation policies.

This Character Appraisal Statement will help deliver the objectives of the Council’s spatial development and regeneration vision Three Strands Approach (PEG) – Preservation, Enhancement and Growth seeking to deliver successful high quality suburbs now and for the future. A third of the borough is made up of green belt land, protected open spaces and parks and will be protected under the umbrella of the first strand. Another third of the borough is made up of high quality, low density Victorian or Edwardian townscape or two-storey family housing and successful suburban neighbourhoods of the 1920’s and 1930’s. This will be “enhanced” under the umbrella of the second strand.

Conservation Areas fall under both the first and second strands as they require preservation or enhancement of their character and appearance. Growth is expected to take place in specific regeneration areas in the third strand. The PEG approach highlights Barnet as an attractive, desirable place to live, rich in heritage and therefore the need to provide appropriate planning protection for conservation areas and where appropriate the need to investigate additional or extended conservation areas.

2. Location, uses and activities

2.1. Location

The Bridge Lane Conservation Area is located in the south-west of the borough approximately 1 mile (1.6km) north-west of Golders Green town centre. It covers approximately 1.1 hectares (2.7 acres) and is situated at the western end of Bridge Lane, which runs east to west from Finchley Road at Temple Fortune to the North Circular Road (A406).

The conservation area is centred on the Carmelite Monastery and its expansive walled grounds which became vacant in 2007. The conservation area is surrounded by residential buildings and is not generally publically accessible. The main access is from Bridge lane although a second access also exists from Harmony Close, a small cul-de-sac leading off Princes Park Avenue. which became vacant in 2007. The conservation area is surrounded by residential buildings and is not publically accessible.

The surrounding roads of Bridge Lane, Princes Park Avenue and Woodlands Close are comprised of mainly of semi-detached and detached houses. At Harmony Close, to the south, is a sheltered housing development and to the north-west, a block of residential flats (Colroy Court) sits on the corner of Bridge Lane and the North Circular Road.

2.2. Uses and activities

There are two buildings and a distinctive perimeter wall structure that comprises the principal built form within the conservation area, one being an unoccupied two-storey detached house at 119 Bridge Lane (a lodge building situated close to the main entrance) and the other being the monastery building itself. Until recently the monastery was occupied solely by a small number of Carmelite nuns who lived in solitude and silence and were largely detached from the outside world. Consequently, the conservation area was very peaceful with a minimum of noise and activity. The nuns have now re-located to a monastery in Preston and the building remains unoccupied other than by security staff.

The nearby North Circular Road (A406) is a very busy multi-carriageway road with fast moving traffic. Vehicle noise can be heard from within the conservation area although not to the degree that its peace and tranquillity is seriously compromised.

The surrounding area, being predominantly high quality suburban residential housing is generally considered to be affluent and desirable, has good transport links and is within easy reach of central London. Golders Green underground station is within one mile of the conservation area.

According to the 2001 Census, the Golders Green Ward has a population of over 16,000, the second largest population of all Barnet Wards and also has the highest number of people per household. The ward also one of the most diverse with thirty percent of its population Christian and twenty nine percent are Jewish. Almost 40 percent of its resident population were born outside the UK. This diverse community is significant in terms of the historic context and future use and development of the neighbourhood and the Bridge Lane Conservation Area.

3. The historical development of the area

3.1. Historical development

The soil in the area is heavy, poorly drained clay which supported woodland until it was gradually cleared over many centuries. The population was low with only isolated cottages and dispersed settlements. Golders Green at the end of the 18th century was comprised largely of common land with farms and some houses set amongst surrounding fields and countryside.

The two larger landowners were the Dean & Chapter of Westminster and the Eton College Trustees. In 1826 the new London and Finchley Road was laid, improving access from Finchley and the north into the new estates around Regents Park in the West End. Although by 1880 most of the open land had been enclosed, the new road had surprisingly little development impact at Golders Green. The only major development up to the end of the 19th century was the Jewish cemetery (1897) and Golders Green Crematorium, the first in London, which opened in 1902.

The creation of Golders Green as we see it today came with the arrival of the underground railway. Golders Green station was opened by the Charing Cross, Euston and Hampstead Railway (CCE&HR, now part of the Northern Line) on 22 June 1907. It was one of the railway's two northern terminals, the other being at Archway, and was also the site of the railway's depot. At the beginning of the 20th century Golders Green was still a small rural hamlet with only a few houses, but the opening of the railway stimulated rapid building development and a significant increase in the local population.

In addition, this was also the period when the tram system was developed and tracks were laid along the Finchley Road, with the first trams running from the end of 1909. The earliest parades of shops appeared in Golders Green at this time and two years earlier Dame Henrietta Barnett, Barry Parker and Raymond Unwin had commenced with the construction of Hampstead Garden Suburb. Entertainment provision came in the form of the Ionic cinema and the Hippodrome theatre, which both opened in 1913. Golders Green developed rapidly in the early part of the 20th century from being an open agricultural area to the present urban town centre surrounded by suburban housing.

3.2. The Jewish Community

Golders Green and Temple Fortune has a long established connection with London's Jewish community. This association developed when many came from East London looking for a better environment in which to live. Between the wars this migration was augmented by those fleeing persecution in Europe and it was not long before Golders Green became the principal Jewish district in London. The first Jewish service was held in 1913 and at a meeting in the Ionic cinema in 1915 it was established that there were

enough families to make a congregation possible. Later that year services began in St. Alban's Church (the present church hall) to meet the needs of the 300 or so Jewish families living in the area. The first synagogue opened in Dunstan Road in 1922. A further synagogue on Broadwalk Lane was built in 1934. Delicatessens, kosher butchers and patisseries opened in the parades to serve the rising communities.

The Jewish community in Golders Green has today been joined by people from many other different nationalities to form a rich and diverse local population and strong cohesive community.

3.3. Archaeological significance

The area was agricultural and only lightly populated before the 20th Century. Some Roman finds have been discovered along the Golders Green Road and at Hendon. However, it is possible that evidence for medieval and early modern Golders Green, which is believed to have been a scattered hamlet, may have survived the 20th Century development. Similarly, it is possible that archaeological remains of the 18th Century and later villas, which were demolished to make way for later developments after 1907, may still be buried beneath existing buildings and roads.

The Council has identified in the UDP, a Local Area of Special Archaeological Significance (Hendon), which borders the western boundary of the conservation area and includes Woodlands Close. This is one of 19 such areas identified in the UDP.

4. Spatial Analysis

4.1. Topography

The land rises from the Bridge Lane entrance towards the monastery frontage in a north-south direction and in the rear gardens the land slopes from east to west across the open space.

4.2. Views and vistas

The Carmelite Order of nuns had little contact with the world outside of the monastery and required separation from the wider community. The life of the nuns is centred on prayer, contemplation and solitude. The level of seclusion required was such that privacy was of paramount importance and therefore, views into the site were inevitably restricted by the monastery building being set back from Bridge Lane and by the enclosure of the site with high brick walls and fences along its boundaries.

Public views into the conservation area are limited, but can be achieved from two main vantage points on Bridge Lane, both looking south. The front entrance of the monastery and the trees lining the access road can be seen from the public highway and there are also views of the building when looking above the garages at Colroy Court, which adjoin the site on Bridge Lane.



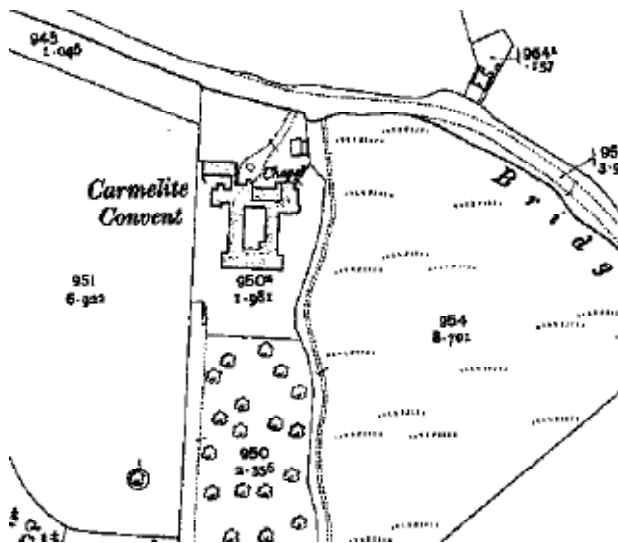
Main entrance on Bridge Lane

The canopies of various mature trees can also be seen from a number of points around the conservation area, particularly on Princes Park Avenue and Harmony Close. Clearer views of the monastery and its grounds can be observed by some of the neighbouring residents whose properties overlook the site.

4.3. Open space

The conservation area contains a single, notable area of distinctive open space with numerous mature trees and is located to the rear of the monastery. This open space or formally monastery landscaped gardens, is over 100m in depth and 60m wide. As can be seen from the Ordnance Survey plan dating from 1912, the gardens were originally laid out in two parts. The area immediately to the south of the monastery is shown as open land with an absence of trees, and beyond this the land is shown with deciduous trees. It is interesting to note that on the O.S plans which date from after 1953, the trees on this part of the land are shown formally laid out in regular lines indicating the presence of an orchard. The fruit trees forming the orchard have, however, recently been removed along with a number of mature hedges and other vegetation.

Despite the area surrounding the monastery being gradually developed with suburban inter-war housing, including the more recent construction of Harmony Close, the gardens remain a valuable asset both in terms of their visual appeal and in regard to their nature conservation importance. This open land is very secluded, despite abutting rear gardens and has a leafy character and peaceful ambience amongst a busier and later suburban setting. Although the open space is largely hidden from public view, it provides an attractive setting to the monastery and other buildings and contributes significantly to the local distinctiveness and overall character and appearance of the conservation area.



1912 OS Map



1960 OS Map



View of the rear gardens and TPO trees in 2007 showing fruit trees and hedges.

4.4. Trees and planting

Trees and established planting make an important contribution to the character and appearance of the conservation area. A Tree Preservation Order was made on 7th October 1975 and was confirmed without modification on 5th March 1976. The Order originally included 13 individual trees and 6 groups. Since the TPO was made, Harmony Close and Meta Worms Court have been built on the southern part of the monastery site, with access from Princes Park Avenue.



View of the rear gardens in 2009 following a site clearance exercise

The existing less kept condition of the open space and landscaping is as a direct result of the closure of the monastery use and lack of short term management and maintenance by the new land owner, pending conversion and redevelopment proposals. However, the TPO trees and general ambience of the “grounds” remain key natural assets and important for future character enhancement of the area.

Within the conservation area, the TPO affords protection to eleven individual trees and two groups, which contain a variety of species but are mainly comprised of oak and horse chestnut. The TPO trees are located to the south of the monastery with the exception of a Norway Maple, which stands close to the site entrance on Bridge Lane. It appears from their size and age that some of the oak trees may have originated from Grove Wood, which is shown on the mid to late 19th century ordnance survey plans of the area.

4.5. The surrounding area

The conservation area is surrounded by inter and post-war suburban housing, comprised mainly of detached and semi-detached houses. The immediate area has a calm and pleasant atmosphere and whilst is undistinguished architecturally provides an appropriate and complementary buildings to the pre-eminent Carmelite monastery and conservation area. The busy A406 North Circular Road lies approximately 150m to the west of the front entrance yet unusually is virtually unnoticed within the conservation area, enhancing its setting.

5. The Carmelite Order and the Golders Green Monastery

5.1. History of the Carmelite Order

Of critical historical importance in terms of designation of the local listed building and creation of the conservation area is the unique formation of the Carmelite Monastery and associated grounds. The Carmelite Order has its origins in the early 12th Century centred in on Mount Carmel, Israel. In the mid 15th

Century, a formal order of nuns was established, with a constitution providing for a life of prayer, solitude, silence and penance. The late 19th Century saw the beginning of a new wave of Carmels in Britain founded from Paris; the first of these monasteries was built in 1878 on a site in Charles Square, Notting Hill, known as the Carmelite Monastery of The Most Holy Trinity.

The Carmelite Order was brought to England from Lyons in France 150 years ago by a Jewish musician, Hermann Cohen, who had converted to Catholicism. It served a community of Catholics that had been growing in England throughout the 19th Century. Other Carmels were established in the 20th Century, of which twenty survive and fifteen are in England.

5.2. The Carmelite Monastery

The Carmelite Monastery at Golders Green was founded in 1908. It was designed by D. Powell of the architectural practice Sinnott, Sinnott and Powell, in the Gothic Revival style. It is of two storeys plus attic and built in yellow stock brick with red brick and stone dressings, with a slate roof. The external doors are solid, plank style and painted dark green.

The frontage of the monastery is set well back from Bridge Lane, behind a tall, yellow stock brick boundary wall with iron gates. Close to the main entrance is a two-storey, detached house also in stock brick with a slate roof. A tall, brick wall with substantial buttresses encloses the rear gardens on their western boundary and a close-boarded timber fence runs along the south and eastern boundaries. The secluded nature of the monastery and its gardens combined with its fascinating history and setting. is considered to be an important part of its character.



North, front elevation of the monastery

The monastery building provides the dominant historic and unique setting in the conservation area. It consists of four ranges built around a central courtyard and has a bell tower in the south-east corner. Around the courtyard is a stone flagged corridor lit by timber windows with leaded lights, creating an indoor cloister. The north-facing main entrance of the monastery features a tall gable with niche below, which until recently contained a statue of the Virgin Mary and child. The windows on the main façade are of original leaded lights and to the east of the entrance is a projecting turret with stone battlements. The chapel is located to the east of the front entrance and is distinguished by five pairs of lancet windows on the first floor, with contrasting red brick and yellow stone panels above, set within semi-circular arches. The west and south-facing elevations of the domestic part of the building are somewhat plainer with casement windows set at regular intervals on ground and first floors with red brick arches and stone cills. White painted, dormer windows three panes-wide are set within the west and south-facing roofslopes. These historic features combined with the building's pre-eminence in the conservation area and its cohesiveness created by the perimeter wall and landscaping give the area its authentic and pleasing setting and character.



The chapel

The building appears today, much as it was originally intended and despite some uPVC window replacement, the architectural integrity of the building remains intact. The condition of the monastery also appears to be in good order.

5.3. Buildings of local architectural or historic interest

The sole locally listed building in the conservation area is the monastery itself. This building is of local architectural and historic interest and is considered to make a significant contribution to the Borough's heritage.



South elevation

6. Issues and threats

6.1. Principal negative features

- a site clearance exercise has taken place recently and many smaller trees, hedges and plants have been removed from the rear gardens
- the fruit trees which formed the orchard have been removed and the grounds have not been fully restored
- the lawn which originally abutted the south elevation of the monastery has been removed
- trees would benefit from routine maintenance
- the western boundary walls require examination to assess stability and safety
- there is some traffic noise from the nearby North Circular Road A406

6.2. Development pressures

The retention and re-use of the monastery building is integral to the successful preservation and enhancement of the conservation area. Since the monastery became vacant, the owners have submitted preliminary proposals to develop within the garden area to the south of the monastery. Although the Council will consider some new development in the grounds to help secure the successful restoration and re-use of the locally listed building, any proposals will need to be carefully assessed to ensure they do not compromise the special qualities of the conservation area.

Part 2 Management Proposals

1. Introduction

1.1. The purpose of Management Proposals

The designation of a conservation area is not an end in itself. The purpose of these Management Proposals is to identify a series of possible initiatives, which can be undertaken to achieve the preservation and enhancement of the conservation area, based on the assessment of the area's special character, which has been provided in the Character Appraisal.

This document satisfies the statutory requirement of section 71(1) of the Planning and (Listed Buildings & Conservation Areas) Act 1990 namely:

"It shall be the duty of the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any part of their area which are conservation areas."

Section 69(2) states:

"It shall be the duty of the local planning authority from time to time to review the past exercise of functions... and determine whether any further parts of their area should be designated as conservation areas"

This document also follows Government guidance as set out in Planning Policy Guidance Note 15 'Planning and the Historic Environment', PPG 16 'Archaeology and Planning', English Heritage guidance 'Guidance on the management of conservation areas', and policies within the Barnet's Adopted UDP (May 2006) and any other policies which supercede this together with published planning guidance such as Barnet's suite of design guidance notes.

2. Recommendations

2.1. Statutory Controls

Designation of a conservation area brings a number of specific statutory provisions aimed at assisting the 'preservation and enhancement' of the area. These controls include requiring Conservation Area Consent for the demolition of any unlisted building, and requiring notice for proposed works to trees.

Recommendation 1:

The Council will seek to ensure that new development within the conservation area seeks to preserve or enhance the special character or appearance of the area in accordance with policies in Barnet's Adopted UDP (2006) and other guidance.

2.2. Buildings of Local Architectural or Historic Interest

The Carmelite monastery is included on the Council's Schedule of Buildings of Local Architectural or historic interest. In accordance with UDP policy, the Council will seek to retain this building and ensure that any new development does not harm its character, appearance or setting. The Council will determine applications which affect this locally listed building in accordance with policies HC14 and HC15 of Barnet's Adopted UDP (2006).

2.3. Trees and planting

The conservation area character appraisal has identified that trees and planting make an important contribution to the character and appearance of the conservation area. A Tree Preservation Order dating from 1975 affords protection to many of the mature trees within the monastery grounds. The protected trees are comprised of a number of varieties but consist mainly of oak and chestnut. Some of the oaks are thought to originate from Grove Wood, which historically occupied much of this area. The most notable individual trees and groups within the conservation area are marked on the Appraisal Map.

In addition to the Tree Preservation Order, other trees within the conservation area are protected to some extent by existing legislation. Anyone intending treating (pruning or felling) a tree with diameter greater than 75mm at 1.5 metres above ground level must give the Council six weeks written notice before starting the works. This provides the Council with an opportunity of assessing the quality of the tree to see if it makes a positive contribution to public amenity, in which case a Tree Preservation Order may be served, after which there is a presumption in favour of its retention and treatment in accordance with good arboricultural practice.

Recommendation 2:

The Council will urge the owners of the site to carry out a tree survey of the conservation area, to assess the current condition of the trees. It is important that the lifespan of the existing trees is maximised and that suitable replacements are provided where it is necessary to remove trees due to age or poor health, to preserve or enhance the character and appearance of the conservation area.

2.4. Vehicular access and traffic

Currently there is limited vehicular access to the monastery and its grounds. The main access is directly from Bridge Lane, although there is a separate entrance to the rear gardens from Harmony Close. Whilst in use as a monastery, vehicle movements to, and from the site were minimal and consequently, traffic noise and disturbance did not impact on the residential amenity of neighbours. Careful consideration should therefore be given to any proposed change of use of the monastery or new development in the grounds that would result in a significant increase in noise and disturbance for existing or future residents.

Recommendation 3:

Future applications for planning permission should take into consideration the impact of increased vehicle movements on the residential amenity of neighbours.

2.5. Re-use of the monastery and new development within the grounds

The monastery is currently vacant and awaits a new use. Pre-application meetings have taken place between the owners of the site and council officers, however, at the time of writing, planning permission has not been approved for an alternative use, but a planning application has been submitted for residential conversion of the monastery and new build. (Planning application reference: F/01579/09.)¹ The previous use of the monastery has, for the purposes of planning permission, been identified as Sui Generis. The Council would welcome proposals seeking the sensitive restoration and conversion of the building. No particular use is preferred, although any proposals requiring unsympathetic alterations to the monastery will be refused permission. Key issues are likely to be vehicular access, car parking provision, protection of trees and the impact on neighbouring residential amenity.

There are limited opportunities for new development within the monastery grounds due to the existence of mature trees, the close proximity of residential properties and the importance of the open, spacious character of the gardens. However, proposals which seek to convert the building, in combination with a modest amount of new development within the grounds, which respects the setting of the locally listed building, will be considered according to their individual merits. Consideration should be given to the appropriateness of the siting, mass and height of any new building within the conservation area. The use of materials is critically important as is ensuring that architectural detailing and finishes are of high quality. Landscaping schemes will be carefully assessed to ensure they contribute to the setting of the buildings and preserve or enhance the qualities of the conservation area.

A key objective is to ensure that any proposed new buildings in the conservation area will complement the monastery and sit comfortably in relation to their surroundings. The Council will encourage good quality schemes of conversion and development that conform to policies within Barnet's Adopted UDP (2006).

Recommendation 4:

To consider applications for planning permission against relevant policies contained in Barnet's UDP (2006) and against any adopted Character Appraisal and Management Proposals document.

¹ For the purpose of the above mentioned planning application, reference: F/01579/09 please go to: planningcases.barnet.gov.uk/planning-cases/acolnetcgi.exe and type in the reference number.

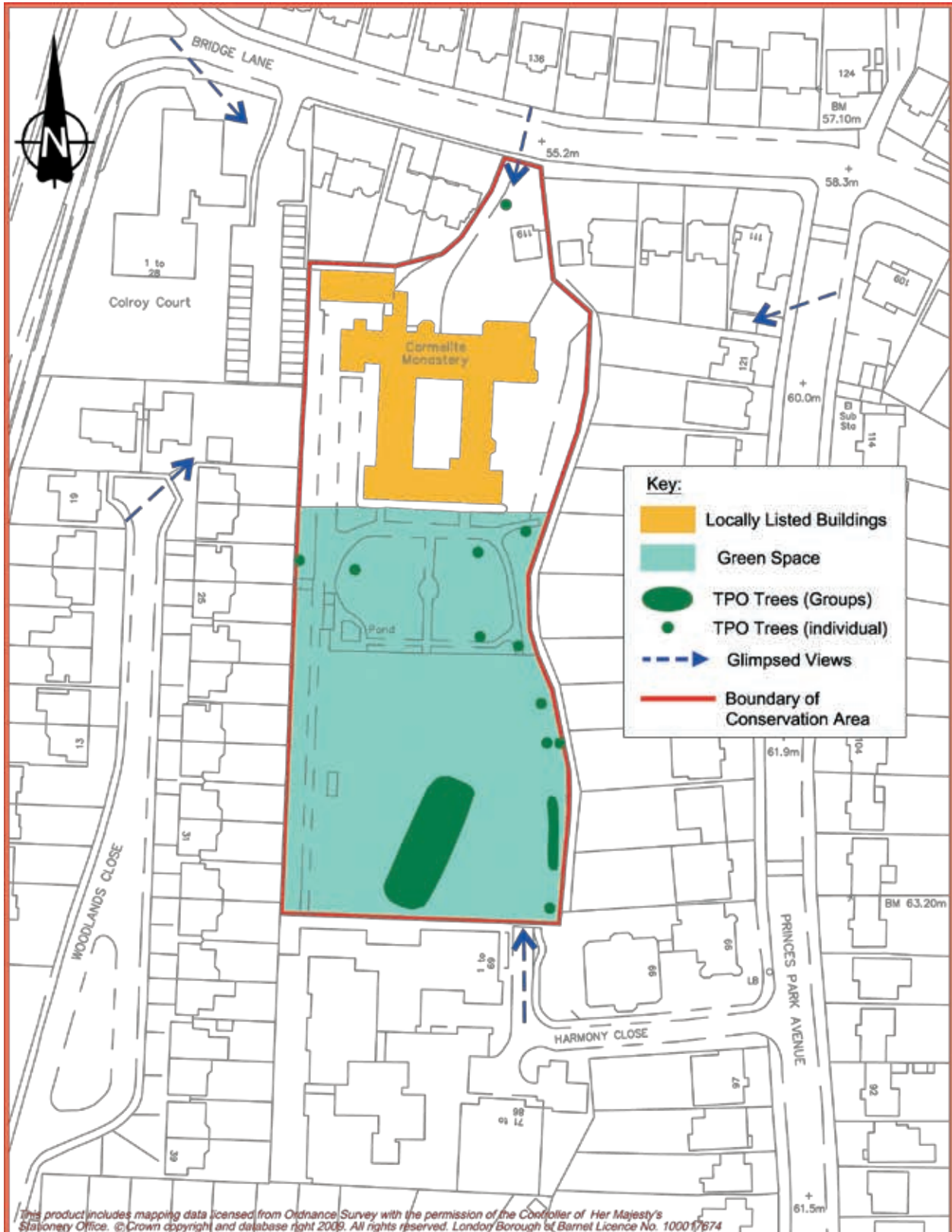
3. Document Review

This document should be reviewed every five years in light of emerging government policy and Barnet's Adopted UDP (2006).


A review should include the following:

- A survey of the conservation area and its boundaries
- An assessment of whether the management proposals detailed in this document have been acted upon, including proposed enhancements
- The production of a short report detailing the findings of the survey and proposed actions and amendments
- Public consultation on the review findings, any proposed changes and input into the final review.

Conservation Area Character Appraisal map



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