

GOLDERS GREEN TOWN CENTRE
CONSERVATION AREA

CHARACTER APPRAISAL
STATEMENT



DESIGNATED 4 MARCH 1998

BARNET
LONDON BOROUGH

Foreword

What is a Conservation Area?

Conservation areas were introduced through the Civic Amenities Act 1967, and there are now more than 9000 across the country. They are ‘areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’ (Section 69(1)(a) of the Planning (Listed Buildings and Conservation Areas) Act 1990).

Golders Green Town Centre Conservation Area was designated by the council in March 1998 . This Character Appraisal Statement seeks to identify the special characteristics of the Conservation Area so that they may be better preserved and enhanced in the future.

What are the implications?

Conservation area status acknowledges the importance of an area, highlighting its real and potential attractiveness. It also means that the council’s efforts in the area are geared to preserving and enhancing its special character.

One way of protecting conservation areas is through the planning system, which is designed to protect local amenity, whatever the area. However in conservation areas planning legislation requires local authorities to ensure in particular that development proposals do not detract from the character or appearance of the area.

In conservation areas local authorities have more say over some minor changes to buildings, trees and gardens. This does not mean owners can not change their properties but the controls allow proposals to be checked to make sure they are in keeping with the area.

Many buildings in the Conservation Area are ‘listed’. Special controls are in place to protect these buildings and Listed Building Consent will be required for most works. Again check with the Planning Department. There are no planning fees charged for Listed Building Consent.

Grant funding from bodies such as English Heritage and the National Lottery is sometimes available for enhancement projects in conservation areas. However the priorities for such funding often change and not all work in all conservation areas will be eligible for this type of help.

What is a Character Appraisal Statement?

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.

A character appraisal statement includes information to explain and justify the conservation area status. It therefore forms a basis for planning decisions in the area and provides the groundwork for any future policies and projects to preserve or enhance the area. The statement does not include specific projects itself.

Other controls

Many of the buildings in Golders Green Town Centre Conservation Area are listed on the Schedule of Buildings of Local Architectural or Historic Interest. It is the council's intention to preserve or enhance these historic buildings. Conservation Area Consent for the demolition of these buildings will normally be refused.

Unitary Development Plan

The Council's Revised Deposit Draft 2001 Unitary Development Plan contains the relevant conservation area policies which apply to Golders Green Town Centre Conservation Area. These are as follows: GBEnv.1, GBEnv.4, HC1, HC2, HC3, HC4. In addition policies HC9, HC10, HC11, HC12 and HC13 will apply to statutorily listed buildings and HC14 and HC15 will apply to locally listed buildings.

The area's status as an Area of Special Archaeological Significance will be protected through policies HC16, HC17, HC18, HC19 and HC20.

All works to trees (over 75mm in diameter) must be notified to the planning authority who have six weeks to decide whether or not to control the works.

Certain categories of advertisement are subject to increased controls.

For further information on works in conservation areas contact

The Trees Team

020 8359 4624

or

The Conservation and Design Team

020 8359 4464/4598

CHARACTER APPRAISAL

1 Location and Population

Golders Green Town Centre, north London, is situated about half way between Chipping Barnet and London's West End. It is set within the London Clay bowl to the north-west of the Northern Heights at Hampstead. There is a population of over 15,000 living within the Golders Green Ward of which approximately 400 live within the proposed conservation area.

2 Origins, Development and Social Mix of the Area

2.1 Summary

Golders Green developed rapidly at the beginning of this century from being an open agricultural area with country villas to the present urban town centre with surrounding houses.

2.2 History

The soil in the area is heavy, poorly drained clay which supported woodland until steady clearances over many centuries produced the landscape shown on the early 18th century maps. Population prior to then was low with only isolated cottages and dispersed settlements.

The two major roads in this part of Greater London are Watling Street dating from pre-Roman times running from the Thames to St Albans and the north, and the road dating from the late 11th Century or early 12th Century which runs from the north part of the City through Highgate (Muswell Hill further east having been abandoned as too difficult) and on through Finchley, Chipping Barnet and thence to St Albans. These two roads pass either side of the Northern Heights. Between was the road which travels over the Northern Heights at Hampstead and down and across in a north

westerly direction to Hendon, Mill Hill and the east-west road through Totteridge. This road is now known as North End Road and Golders Green Road (and, further north, Brent Street). When in 1826 the new London and Finchley Road was laid, improving the access from Finchley and the North into the new estates around Regents Park in the West End, it cut across this road to Hendon at Golders Green. (Ducksetters Lane, which had previously run from Temple Fortune to Finchley was then obliterated). As can be seen on the maps of the time it similarly paid little respect to the earlier field layouts cutting through with Roman straightness.

Golders Green at the end of the 18th Century, and prior to the new road, was a widened area of common land to each side of the road to Hendon, down the hill from Hampstead, with farms and some houses set back with surrounding fields and countryside. This 'waste' was approximately 400-500 yards wide and one mile long. The two larger landholders were the Dean & Chapter of Westminster and the Eton College Trustees. Minor enclosure of the waste had been happening since 1700 but with the creation of the new road the land near Temple Fortune was added to adjoining fields between 1826 and 1860. By 1880 most of the open land had been enclosed but the area was still defined by modest country villas and farms surrounded by fields. The new road had surprisingly little development impact at Golders Green but did make a major difference at Tally Ho, further north. 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.

2.3

First Development Phase The creation of Golders Green as we see it today came with the arrival of the underground railway. Early attempts to bring the railways through this part of London had failed and it was largely thanks to the energy and vision of

Charles Yerkes that the underground railway came into being. He was an American financier and entrepreneur responsible for the building of street and elevated railways in Philadelphia and Chicago. Experience had convinced him that people and homes followed the railways and it was thanks to his foresight that the proposed underground railway from Charing Cross to Hampstead extended through the Northern Heights to terminate at the road junction at Golders Green. Development pressure followed this decision and predated the opening of the station in 1907 by about two years. Finchley Road was sewered and also widened and local buildings bye-laws were amended, all in readiness for the expected housing. In addition this was also the period when the tram system was developed and tracks were laid along the Finchley Road for the trams which ran from the end of 1909. Estate agent and entrepreneur Ernest Owers and others quickly saw the potential and between 1907 and 1911 roads were laid out and some 744 homes were built. To the North Dame Henrietta Barnett, Parker and Unwin were laying out Hampstead Garden Suburb, but with no shops there the opportunity for the development of shopping parades at Golders Green was evident. The parades were built between 1909 and 1918 and form the heart of the proposed conservation area. The developers were Ernest Owers, A J Edmonson, and James and Leslie Raymond of Hodford Farm; the architects were Herbert Welch, T Merrison Garrood for the main parades, and others for individual shops. They were widely held to be the finest shops outside of the West End and were hugely popular.

Entertainment came with the Ionic Cinema (now redeveloped and the site of Sainsburys) and the Hippodrome Theatre both 1913. The Great War however brought this first phase of development to an end.

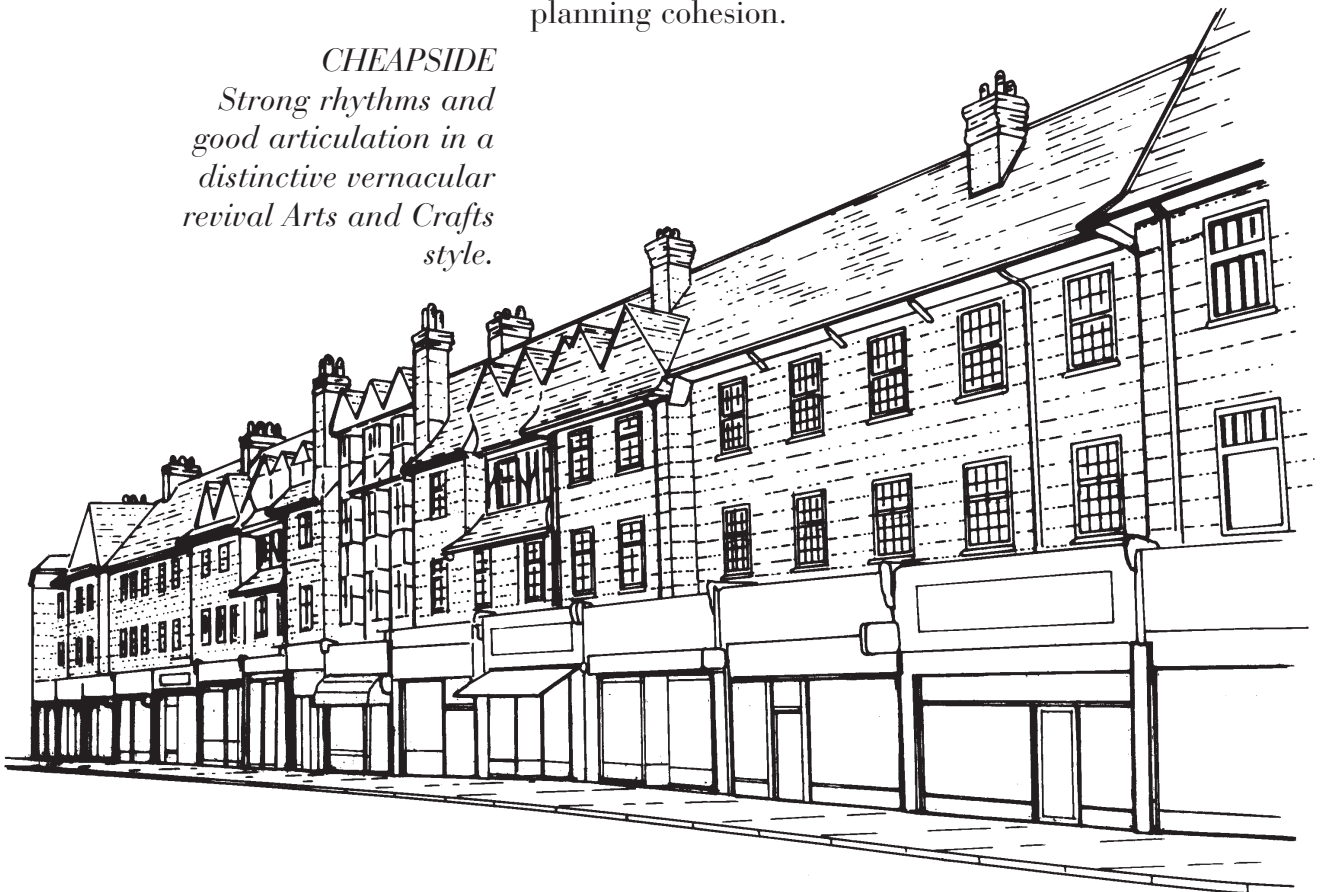
2.4

Second Development

Phase The second phase of development took place between 1924-1930 when the railway was extended to Hendon and thence to Edgware forming the arches and bridges which are important aspects of the character of the proposed conservation area. This brought new shops (although on a more modest scale and quality) further along Golders Green Road and infill near the station again largely by Herbert A Welch and his partner H Clifford Hollis. Welch had also secured the commission to design the centrepiece War Memorial which was unveiled in 1923. By 1930 the area was substantially complete with only the Library, which was opened 1935, and St Albans the Martyr Church begun in 1909 and completed in 1933, as major additions.

A key characteristic of the proposed conservation area is that it was all built in a relatively short period of time in two phases 1907-1918 and 1924-30 and largely by the same people. This contributes considerably to its architectural and planning cohesion.

CHEAPSIDE
Strong rhythms and
good articulation in a
distinctive vernacular
revival Arts and Crafts
style.



2.5

The Jewish Community Golders Green has a particular connection with London's Jewish community. This association developed when many came from East London looking for a better environment to live in. 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 Dunston Road in 1922. A further Synagogue on Broadwalk Lane, which is in the proposed conservation area, was built in 1934. Delicatessens, Kosher butchers and patisseries opened in the parades to serve the rising communities with some famous restaurants still open today.

*The WAR MEMORIAL
with the Parade behind.*

Although still influencing vitally the character of the proposed conservation area, the Jewish community in Golders Green has today been joined by many other different peoples and nationalities to form a rich and cosmopolitan atmosphere.



3

Prevailing or former uses within the area, their historic patronage and the influence of these on the plan form and building types

3.1

History of Land

Ownership

Much of the land to the north east of the crossroads was owned by the Trustees of Eton College and was purchased to form the Hampstead Garden Suburb. The land to the south west of Golders Green Road was owned by the Ecclesiastical Commissioners as was the triangle formed by the Finchley Road, Hoop Lane and Golders Green Road. The north east side of Golders Green Road to the west of Hoop Lane was a range of circa 18th century houses and although held by a “Finchley Road and Golders Green Syndicate” in 1907 (and possibly with the Lincoln family who were important landowners on this side of Golders Green Road) development here did not occur until the 1920s. Research has not revealed who in the past owned the land to the south of North End Road.

3.2

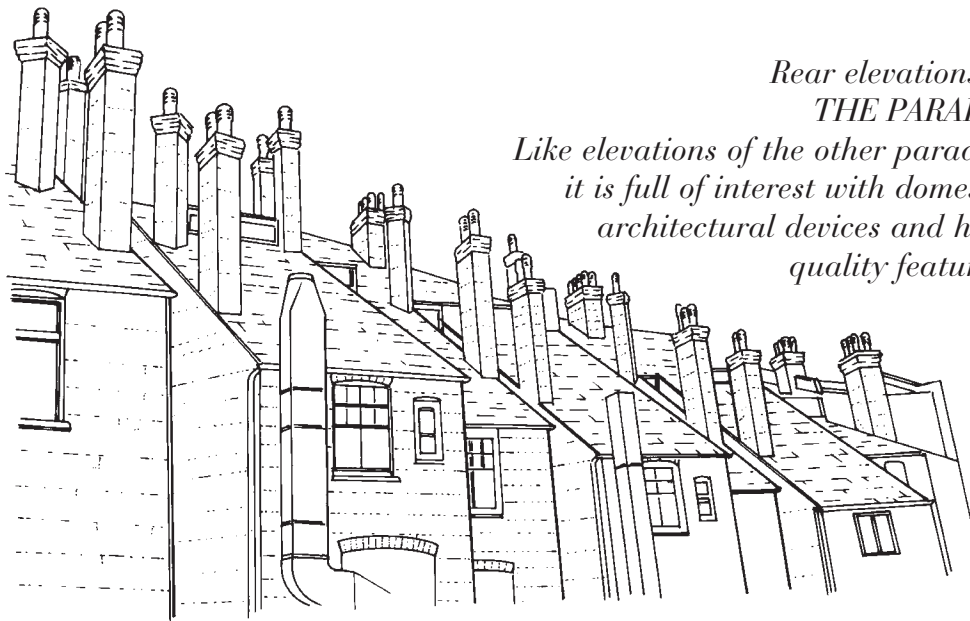
Plan Form and

Building Types

The small number of landowners facilitated comprehensive development which is reflected in the long and homogenous parades which characterise the area. Although of differing styles, these parades of shops with flats over are of traditional materials and construction, brick, clay tile, stone dressings, some metal roofings and softwood and occasional steel windows and softwood doors. Shops are a variety of national and individual speciality retailers, clothes shops and restaurants.

Behind the shops are narrow service roads with single and two storey mews type buildings and light industrial buildings which together with the rhythmic high quality rear elevations of the main parades produce a lively commercial and

domestic urban atmosphere which, although of high density and wide mix of use, is successful thanks largely to the quality and human scale of development.



*Rear elevations of
THE PARADE.
Like elevations of the other parades,
it is full of interest with domestic
architectural devices and high
quality features.*

The characteristic of small businesses and light industrial use (often car repairs) is also to be found in the many railway arches following the 1924 extension to the line.

The railway station was sited at Golders Green not only in recognition of the opportunities for development but also and of more immediate concern to the railway, to provide above ground night time storage (“stabling”) and depot facilities for the trains. This, together with the bus station, makes Golders Green an important transport interchange.

A detailed character analysis of individual buildings and groups of buildings can be found in the Appendix to this Character Appraisal.

4 Archaeological Significance and Potential of the Area

The area was agricultural and only lightly populated before the 20th Century. Some Roman finds have been discovered along the Golders Green Road and up the hill at Hendon.

However it is possible that evidence for medieval and early modern Golders Green, which is believed to have been a scattered hamlet around the outer edges of the manorial waste, may have survived the 20th Century development of streets.

Similarly, it is possible that archaeological remains of the 18th Century and later villas (shown within the waste on the earlier maps) which were pulled down to make way for the developments from 1907, may be buried beneath current buildings, roads and other hard surfaces. These remains may survive as shallow foundations or their shadows and could, if found, offer invaluable evidence of Golders Green before 20th Century development.

The council has identified Golders Green Road (as far as Holford Road) as an Area of Special Archaeological Significance.

5 Character and relationship of spaces within the area

5.1 The Main Crossroads

Golders Green has a strong sense of place created by the wide roads, open crossroads and railway station with its bus station square in front. Views into the area down the hills from Hampstead and Childs Hill are particularly fine and the curve of Golders Green Road, the strong building line and the vertical rhythms of the parades entice the eye along. The two main churches St Michaels and St Alban with their opposite partners, the library and the Hippodrome, book end the east-west axis while the railway bridges frame the views and function as gateways reinforcing the sense of enclosure and self containment.

The crossroads are greatly enhanced by the curved nature of the parades to the south which open out the vistas while gently defining the sense of place. This characteristic is augmented by the war memorial which provides a central focus and the HSBC Bank (897 Golders Green Road), the curved portico of which draws the viewer on and around into Golders Green Road. The open space to the east of Finchley Road near the railway station provides valuable soft landscaping. Although cluttered and untidy, it and the adjoining bus station have an open piazza-like quality and form a key part of the setting of the tube station and the Hippodrome. This open area is also important in allowing the view to dissipate to distance. Similarly, this open aspect allows traffic noise and pollution to escape.

Golders Green centre is a busy bustling area of traffic, buses, trains and shoppers giving it a lively, energetic character which is further enhanced by the newspaper cabin at the main road junction and the fruit stall to the side of the HSBC Bank.

5.2

The Rear Service Roads The rear service roads have a quieter, more intimate atmosphere which is a welcome foil to the hubbub on the main roads. Plots are highly regular and, as the available accommodation takes the form of flats over the shops, there are no gardens, giving the area its predominantly built up, urban, compact character.

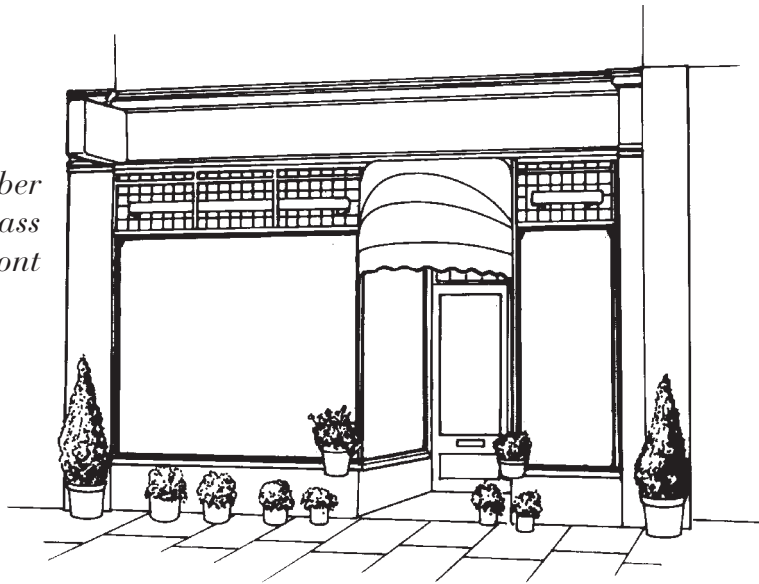
6

Prevalent and traditional building materials textures and colours

6.1

History All pre 20th Century buildings have been demolished and there are no surviving examples of indigenous building methods and materials.

*A surviving early timber
and stained glass
shopfront*



6.2

Description Buildings are of traditional construction, largely red brick, a rich warm colour to the front with yellow stock or gault brick to rear and red clay tile roofing over. Dressings and some landmark buildings are in stone but the detailing is informed by the disciplines of the particular style the architect is working in. Front elevations tend to be grand yet elegant with timber windows and doors, some ironwork and stained glass and marble pilasters. There are many classically inspired references and Arts and Crafts vernacular influences. The railway depot and other utilitarian buildings, and hidden elevations, are in Flettons.

A detailed character analysis of individual buildings and groups of buildings can be found in the Appendix to this Character Appraisal.

Some rear service roads are in granite sets. Many of the footpaths to the front have in recent years been laid in modular paving instead of Artificial Stone Paving.

7

Local details Welch and Hollis, the leading architects for the area, had catholic tastes and clearly saw each development as an opportunity to display their grasp of widely differing architectural styles. Certainly the domestic revival Arts and Crafts parade (Cheapside) is a relatively rare example. Much of the local interest can be found in the speciality and Jewish shops where frontages have not altered greatly for many years.

*Upper front elevation THE PROMENADE
in a distinct baroque style forming an
interesting and valuable contrast with
Cheapside opposite.*



8

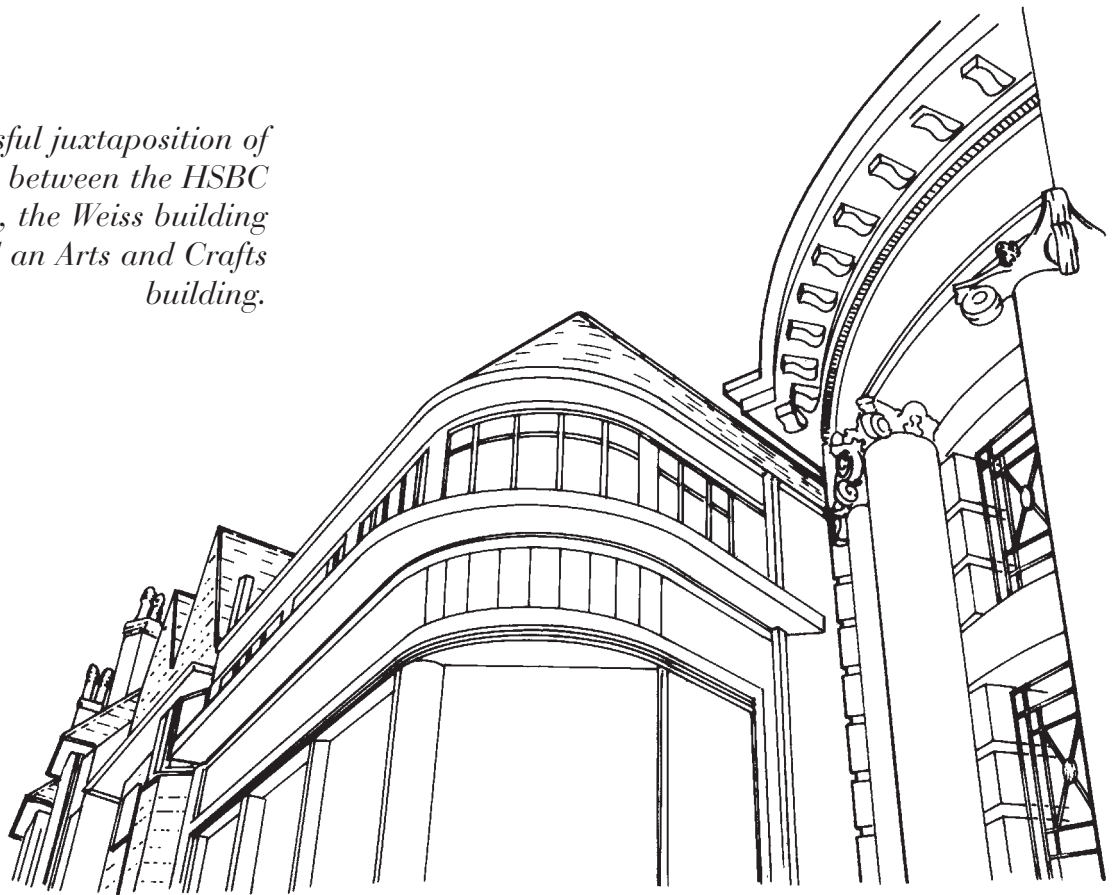
**Contribution made by
green spaces and trees
to the character of
the area**

The green space adjacent to the bus station on the Finchley Road allows for public meeting, sunbathing and other relaxing activities and is important to the area because it is the only open green space in what is otherwise a built up area. However, the turning road intrudes and the single storey buildings for the shops and bus station office do not provide a particularly attractive setting.

The area is elsewhere highly developed and urban in character. The few trees to be found within the bus station area, along North End Road and the North West end of Golders Green Road are therefore all the more important in relieving the man-made environment.

Adjacent to the railway, and forming the north east boundary of the proposed conservation area, is a strip of open land protecting a deep water main running to the Pump House on the Finchley Road. Some of the cast iron boundary railing survives.

Successful juxtaposition of styles between the HSBC Bank, the Weiss building and an Arts and Crafts building.



9

Setting of the conservation area

Golders Green Town Centre is a remarkable, richly varied town centre and transport interchange and is very complete in itself. It is surrounded by and services suburban spec-built housing from the early part of this century. Views into and out of the area are dramatic and full of high quality landmarks: the bridges, and the Catholic Church to the north, the rising hills

to the south and east; the curve of Golders Green Road and the elegant buildings, bold churches and busy back street industries; and the bus station square with the Hippodrome and railway complex behind. The immediate surrounding area is almost completely residential and suburban and the change in character gives clear definition to the boundaries of the conservation area.

10

Extent of loss intrusion or damage

Golders Green Town Centre has retained a remarkable sense of completeness and vitality. It is an important transport interchange and the majority of the buildings remain in good condition and can be expected to have many years of useful life ahead.

The parade form of built development also mitigates against incremental loss and although some shop fronts, in particular those belonging to large national and multinational companies, might have been less garish and more sympathetically handled with less damage to pilasters, corbels and fascias, the whole gives life and vitality to the area.

Although not all buildings are of the same high architectural standard as the listed buildings and the parades, the area is fortunate in not having any poor buildings and relatively little unsympathetic redevelopment. Exceptions include some temporary buildings and galvanised steel palisade fencing at the station and the single storey timber huts containing the cafe, shops and bus station office along its approach, alterations to the arches to the left of the station buildings, the area immediately around the pump house on the Finchley Road and some bulky and unsympathetic extensions to the rear of some of the parades.

High levels of traffic, the accumulation of road signs, street furniture and guard rails coupled with the use of the memorial as a roundabout have also effected the quality of the local environment.

11

Neutral areas The bus station and the green space with the single storey timber huts between do not make the fullest contribution to the area that they might. Reorganisation of the spaces and the use of better quality materials might allow for better definition and use of these spaces. However, openness of these areas is the key characteristic and higher and denser development would be inappropriate.

KEY BUILDINGS AND SPACES

- 1 The architectural and historic qualities of the buildings and the contribution they make to the special interest of the Conservation Area is central to any understanding of its special character.

Map No. 2 shows the individual and groups of buildings (whether statutorily listed, locally listed or unlisted) that contribute positively to the character or appearance of the area. These key buildings are listed below. For ease of understanding the area has been divided into four 'quadrants' which accords with the basic shape defined by the crossroads.

1.1

North East Quadrant The Railway Buildings including the Depot and Shunters Buildings have survived to a remarkable extent and many original features and finishes can be seen today - for instance, the red brick and tile station buildings with stone dressings and timber windows. Behind, covered platforms with rivetted steel columns, lattice girders and traditional shaped timber drip bargeboards, tiled subways, fine iron railings and timber platform shelters, booking halls and benches all add to a wealth of evocative period detail. The depot buildings, of Fletton brick with steel lattice girder roofs, are remarkably complete and have been sympathetically maintained and extended.

Although some of the more recent ancillary railway buildings are not of high architectural quality, the whole complex (including the railway arches and their businesses) adds scale and industry which together with the retail and domestic elements make Golders Green a rich multi-layered town centre of great character.

The Hippodrome, of Fletton brick with stucco frontages, forms one side of the bus station square, and is a Grade II listed building circa 1913 by Bertie Crew.

1.2

South East Quadrant West Heath Court, built in 1936. On the south side of North End Road and forming the east boundary of the proposed conservation area. This building consists of five storey luxury mansion flats in brick with stone columned loggias, metal multi-paned casements and a heavy stone cornice.

The Church of St Alban the Martyr is a Grade II listed building began in 1909 and completed in 1933 by Sir Giles Gilbert Scott. It is a cruciform church with plain heavily massed elevations in brown brick with stone dressings and russet tiling in a decorated Gothic style. The hall to the south is in similar materials but lighter in treatment.

1.3

The Parades of Shops with Flats over -

General Characteristics Plot widths along the main shopping parades are quite regular and allow both front and rear elevations to display vertical rhythmic qualities which complement the horizontal nature of the terraces and the strict building lines. Elevations to the flats above retain the interest of the viewer through subtle variations on themes including bays and balconies and the whole effect is made dramatic by the broad curve of Golders Green and the descents from North End Road and the south. All the parades are characterised by a proud public show to the main roads and an intimate private atmosphere to the rear and mews buildings.

Most shop fronts are now greatly altered from their original layout and design and are today a vivid display of individual, national and international retail shop fronts and corporate logos. However the basic 'frame' of pilasters, corbels and fascias remains. Originally many shops had alcoved central entrances with display windows to each side, one of which can still be seen at No. 75 Golders Green Road.

The parades are further enhanced by fine terminating buildings and individual buildings on significant sites, many of which are bank and building society branches.

Following the building of the station, the first retail properties to be completed were the parades to the south and nearest the tube.

1.4

South East Quadrant -

Continued (The Parade) circa 1910

38-2 North End Road into 642-616 Finchley Road with St Albans Lane behind, being of red brick, slate and lead roof and timber joinery and black granite pilaster and capitals. The terrace is two storeys high in decorated late Victorian style to the front and blue, gault and red brick to rear.

The War Memorial, of Weldon stone and York stone steps, is a Grade II listed building by Herbert A Welch and H Clifford Hollis. It was unveiled in 1922.

1.5

SouthWest Quadrant (Crescent Parade) circa 1911 by T Merrison Garrod

867-893 Finchley Road into 1-21 Golders Green Road with service road behind, being of red/brown brick, copper, stone and terracotta with black marble pilasters/timber joinery, cast iron work and surviving stained glass at rear; three storeys in early English Art Nouveau style (note the distinctive window frames and battered roofs and finials to the bays) except 19-21 Golders Green Road which is a bank and terminates the range in Portland stone to the ground floor.

(The Promenade) 1909 by Herbert A Welch and H Clifford Hollis

23-89 Golders Green Road (up to the access to the rear of Armitage Mansions shown on 1911 map including part of Accommodation Road behind). Continuing 91-103 Golders Green Road (shown completed on 1915 map). All being red brick, and clay tile with timber joinery and granite marble pilasters and cast iron railings to first floor terrace (Nos 47-73), and copper dome to No. 25, all in a Baroque style with good ornate decorations and articulating and subtly differentiating the groups 24-43; 45; 47; 47-73 and 73-103 along the curving terrace. Surviving timber and stained glass shop front to No. 75.

105-113a Golders Green Road circa 1924. Built on the site of a Wesleyan Chapel circa 1900. Shops one to two storey whose address is also 'the Promenade' but later and of lower quality.

115-127 Golders Green Road 'Exchange Mansions' circa 1916 by Herbert Welch three storeys shops. Brown brick and stucco.

St Michael's Church 1913 by John T Lee. Brown brick and stone dressings in restrained Gothic style. Consecrated February 1914, enlarged with two more bays to nave in 1925 by Caroe and Passmore; other additions in 1960 and 1965. Became a shared church with Greek Orthodox community in 1970. (An earlier and smaller temporary iron church of 200 seats built in 1910 is shown on the 1912 map).

At rear modern function hall in red and blue brick in Post Modern style.

1.6

North West Quadrant 897 Golders Green Road - HSBC Bank - circa 1921. Delayed by the First World War and therefore later than the parades. Of exceptional quality (internally as well as externally) and a landmark building. Listed Grade II. Single storey brick and portland stone including the fine curved Ionic portico with copper dome over, all in classical style.

899-903 Finchley Road - Station Buildings circa 1912 by John Hudson for J & L Raymond of Hodford Farm. Shops and flats two storeys. Red brick and stone with copper roof.

Valve House. 905-907 Finchley Road. Single storey. Yellow stock and slates with terracotta coloured render. Circa 1906. Late Victorian style. Notable cast iron fencing which can also be seen across the road and to the north of the railway, once lining the narrow strip of Water Company land running down from the Heath Extension. The earliest surviving building in the Conservation Area.

“The Refectory” Public House. 911 Finchley Road circa 1914 by Herbert Welch. Three storeys. Painted brick and stucco.

The Weiss shop. 2 and 2a Golders Green Road by Ernő Goldfinger 1935. Three storey, curved right end, glass and stucco in modernist style but with surprising red tiled roof. The Weiss shop was well known for ladies undergarments. Today it is a Building Society.

4, 6 and 8 Golders Green Road by Herbert A Welch and H Clifford Hollis. Post 1915. Lloyds Bank and flats over. Grade II listed. Red brick and tile with stone mullioned windows in domestic revival vernacular Arts and Crafts style (compare Hampstead Garden Suburb) and to complement the slightly earlier Cheapside. Forms gateway buildings with No 10 framing Golders Green Crescent. Of landmark importance.

(Cheapside) 10-90 Golders Green Road with Golders Way service road behind. Grade II listed.

Originally known as 1-41 The Broadway. By Herbert A Welch and H Clifford Hollis, circa 1911-1914 for Edmunson Limited. Three storey shops and flats of red brick and tile with evolving rhythm of projecting tile hung gables, some half timbering, chequered brick and creasing tile strings with timber windows all in a distinctive domestic revival Arts and Crafts style associated with the nearby Hampstead Garden Suburb. Has been described as probably the finest sweep of domestic revival buildings on a commercial scale in North London. Forms an interesting and valuable contrast with the Baroque revival arcade opposite. 1912 map shows 10-22 built, 1915 map shows 24-46 built with 80-90 plots laid out.

Telephone Exchange, Hoop Lane. Circa 1923 by H M Office of Works, Westminster. Two storeys in red brick and stone dressings in a classical style.

92-100 Golders Green Road circa 1922 by Mundell and Fitt. Originally single storey shops now part two storey in stucco and brick. Not of the same quality as first phase of development.

102-104 Golders Green Road. Very similar to 92-100 and probably an extension done when the first floor was added to 100 (same parapet design).

108-144 Golders Green Road. From 1924 in phases by Herbert A Welch and H Clifford Hollis for L Raymond of Hodford Farm. Two storey shops in redbrick stone and stucco, pan tiled roof, pediments with balustrades, yellow stocks to rear (Broadwalk Lane). Modest, reasonable but not comparable with their earlier work.

5-11 Broadwalk Lane - first floor Synagogue 1934. An interesting episode in the social development of the area. In February 1934, Mrs Fanny Lincoln applied for building approval for single storey garages, the architect being F L Bromidge. In November that year she reapplied this time for a 'Hebrew Institute and garages below' again by Bromidge. This was built and is behind Blooms restaurant, 130 Golders Green Road. Today the garages have been converted to a dry cleaners and the Synagogue is used by an Indian Jewish congregation.

146-150 Golders Green Road, 1925. Two storey shops by Vine and Vine for Mrs F Lincoln. Red brick and stucco. 148 is Solly's restaurant and "Jerusalem the Golden" religious and cultural artifacts shop. Shop fronts largely unaltered.

152-154 Golders Green Road circa 1925. Originally Woolworths. Two storey red brick stucco. Now much altered at ground floor to form "Lincoln Gate" shopping units in 1986.

Public Lending Library. 156 Golders Green Road, 1935 Borough of Hendon Architects Dept under A.O. Knight Borough Engineer and Surveyor. Two storey brown and red brick work with Portland stone dressings and clay tiling; large timber windows.

*For further information
on the contents of this
document contact the*

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Further copies of this statement and maps can
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Approved by

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Second edition amended

to show new information

and additions to the

Statutory List.

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