

## ***Thorne Passage 16***

### **Designation**

Conservation area designated:  
*14.01.1969*

Conservation area extended:  
*14.06.1988*  
*10.05.2002*  
*24.04.2018*

### **Location**

*OS Sheets: 2176*

Thorne Passage conservation area lies in the Westfields area of Barnes. It encompasses a small area of worker dwellings along Beverley Path, before continuing through two tunnels under the railway to a large estate of terraced dwellings comprising tightly knit streets between the railway side allotments, Charles Street and the eastern side of White Hart Lane.

### **History and Development**

Thorne Passage and Beverley Path follow the line of the historic trackway across fields between Mortlake and Putney, fording Beverley Brook. The railway line cut through the area in 1849 dividing this path in two. The market gardens of the area were developed between 1850-1880 to form homogenous rows of terraced dwellings in the form of a model housing estate along Charles Street, Thorne Street, Archway Street, Westfields Avenue and the eastern side of White Hart Lane. Some of the market gardens remain today as allotment gardens, a larger allotment situated next to the railway line and a small allotment along St. Anne's Passage. Along Cross Street and White Hart Lane East, a number of buildings were constructed to house commercial uses, as well as places of worship, with St Michael and All Angels at the end of Cross Street and the Methodist Church along White Hart Lane East and a school along Railway Side. These types of 'model villages' were typical of the late 19th and early 20th century when the Victorians were looking to improve health, education and living conditions of a society which was plagued with disease, poor health and poor working conditions as a result of the industrial revolution. Other examples of these types of estates include the Shaftsbury and Peabody estates. Although the Thorne Passage conservation area is not as ornate, it does maintain the characteristics of this new form of Victorian town planning. The current configuration of dwellings, commercial uses and allotment gardens still tells this story of a planned community with much of the historic fabric, layout and phases of development influencing how the area is still appreciated today.

### **Character**

Thorne Passage conservation area is formed by charming and cohesive groups of small scale closely packed terraced cottages, divided by the nearby railway lines and green embankments. The distinctive narrow pedestrian passageways and private alleys of Thorne Passage, Beverley Path and Railway Side unite the cottages on both sides of the railway. These paths are linked by two late 19th century dark tunnels beneath the railway line, and further enclosed by high historic brick walls or fences with a wider backdrop of trees and allotments to the south. The cottages which make up the surrounding model housing development of terraces are predominantly of two storeys in stock brick with shallow pitched slate roofs and chimneys, many with original quartered timber sliding sash windows. Fences, walls and hedges with mature planting enclose small front gardens adding greenery to the streetscene.

Thorne Passage is a particularly unspoilt group of simple cottages with distinctive well planted gardens. The houses of Beverley Path also form a cohesive group, enlivened by red brick stringcourses and door arches, and original canted bay windows. On the opposite side of the railway, streets are formed by groups of terraced cottages either set behind small front gardens or opening directly onto the path. The tiled façade of the public house is a distinctive feature of this area.

The conservation area was extended to include Charles Street, Thorne Street, Archway Street, Westfields Avenue, Railway Side, St Anne's Passage and the eastern side of White Hart Lane which continue the tight-knit layout of model worker's housing and buildings for commercial uses, many of which have now been converted into residential, particularly along Cross Street. In the area between Cross Street and White Hart Lane East the hierarchy of dwellings is increased with some corner shops, shopfronts and changes in building height. The form and design of dwellings along White Hart Lane and Cross Street are more ornate in historic detailing and incorporate canted bay windows etc. The retention of the commercial features of the buildings such as shopfronts is particularly important in maintaining the character of the area. Allotment gardens also exist along the railway side, as well as St. Anne's Passage, and are a positive contribution to the character of the area. There is a view north to the landmark Church of St. Michael and All Angels (Grade II).

### **Problems and Pressures**

- Loss of traditional architectural features and materials due to unsympathetic alterations
- Lack of coordination, clutter and poor quality of street furniture and flooring
- Loss of shopfronts, poor signage and excessive illumination of signage
- Conversion of non-residential buildings to residential use which can erode the building's character and appearance in the area.
- Poor and disproportionate roof additions
- Loss of front garden space due to lightwells
- Use of poor quality products in building works such as UPVC, roofing felt and GRP products
- Painting and rendering of brick facades

### **Opportunity for Enhancement**

- Preservation, enhancement and reinstatement of architectural integrity, quality and unity
- Coordination of colour and design, rationalisation and improvement in quality of street furniture, including vegetation and flooring
- Retention and reinstatement of timber shopfronts, approval of better proportioned signage without illumination
- Increase planting to front gardens, seek to locate lightwells to the rear of properties rather than the front;
- Seek to encourage good quality and proportionate design and better quality materials that are sympathetic to the period and style of the dwelling
- Retention of historic shopfronts and historic features when converting a historic non-residential building to residential use.
- Discourage the painting and rendering of brick facades

Scale: N.T.S.



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