

Barnes Green Conservation Area 1

Designation

Conservation Area designated:
14.01.1969

Conservation Area extended:
07.09.1982
14.06.1988
13.01.2004

Location

OS Sheets: 2176

Barnes Green conservation area extends along the Surrey bank of the River Thames at Barnes and includes residential areas surrounding Barnes Green. It adjoins Castelnau (25) to the North, Barnes Common (32) to the South and Mortlake conservation area (33) to the West.

History and Development

Barnes is an early settlement recorded in the Domesday Survey of 1086, and the Parish Church has Norman and 13th century remains. The earliest complete surviving buildings are from the 18th century, although the Sun Inn is one example of a partly 17th century building and the Church tower is 16th and 17th century. Extensive infilling, replacement and enlargement of the village took place from the early 19th century onwards, with Barnes Bridge constructed in 1849.

Character

Barnes Green conservation area is surrounded by buildings and trees and includes the Laurel Road area, Church Road (including the Parish Church), Barnes High Street, and the length of the Riverside including The Terrace.

The conservation area has been extended to include Cleveland Road and its row of Lion Houses, similar in design to those east of the Green. Between them and Station Road are houses in a variety of Victorian styles from 4 storey mansion blocks to two storey semi-detached villas. The street possesses strong architectural and environmental cohesiveness and being at right angles to Station Road relates well to the Green. It is an area of distinct identity, superior in form and architecture to surrounding development. Then to include the north eastern end of Stanton Road, characterised by small Victorian cottage type properties of simple appearance, and largely unaltered. It has strong architectural and physical cohesiveness. And to include the area bounded by Cleveland Road, The Maltings, Limes Avenue is an enclave of Victorian workers' cottages, small industrial buildings and a few earlier attractive cottage properties. The buildings are mostly unaltered and together form an easily identifiable group of great character, social and historical interest. The conservation area was last extended to include two remarkable groups of houses on Grange Road and Kitson Road. These include a group of impressive three-storey Edwardian semi-detached houses, and a unique group of interwar Arts and Crafts style houses incorporating St. Mary's Lodge. They form the wider setting of the listed early 18th century house The Grange.

Architecturally Barnes is an area of diversity. The Terrace, to the west, runs parallel to the Thames and has a number of 18th and 19th century buildings of exceptional quality. In contrast, Lonsdale Road is fronted by a number of 'London Flats' many of which retain original features. At the junction with Barnes High Street are two typical Victorian pubs with decorative tiling and etched glass, and next door a red brick late Victorian Police Station. This part of the conservation area is dominated by the listed Barnes Bridge (1849) by Joseph Locke. Barnes High Street is relatively undistinguished architecturally, with a mixture of traditional and modern building types; its character stems from the variety of uses.

The northern end of the Green is enclosed by a number of distinctive buildings, for example Milbourne house, St. Osmund's RC School, and the Sun Inn. Church Street is another important shopping area characterised by a continuous frontage of small shops many of which retain good details such as tiled stall risers, key-pattern pilasters and carved detail. St. Mary's Church, the Grange, Strawberry House and the Homestead form a listed group.

Problems and Pressures

- Development pressure which may harm the balance of the river and landscape-dominated setting, and the obstruction or spoiling of views, skylines and landmarks
- Loss of traditional architectural features and materials due to unsympathetic alterations
- Loss of front boundary treatments and front gardens for car parking
- Lack of coordination and poor quality of street furniture and flooring
- Domination of traffic and poor pedestrian safety leading to clutter of signage and street furniture
- Loss of original or quality shopfronts and unsympathetic alterations and advertisement

Opportunity for Enhancement

- Improvement and protection of river and landscape setting
- Preservation, enhancement and reinstatement of architectural quality and unity
- Retain and enhance front boundary treatments and discourage increase in the amount of hard surfacing in front gardens
- Coordination of colour and design and improvement in quality of street furniture and flooring
- Improvement of highways conditions and pedestrian convenience, and rationalisation of existing signage and street furniture
- Retain and improve the quality of shopfronts and advertisement

