

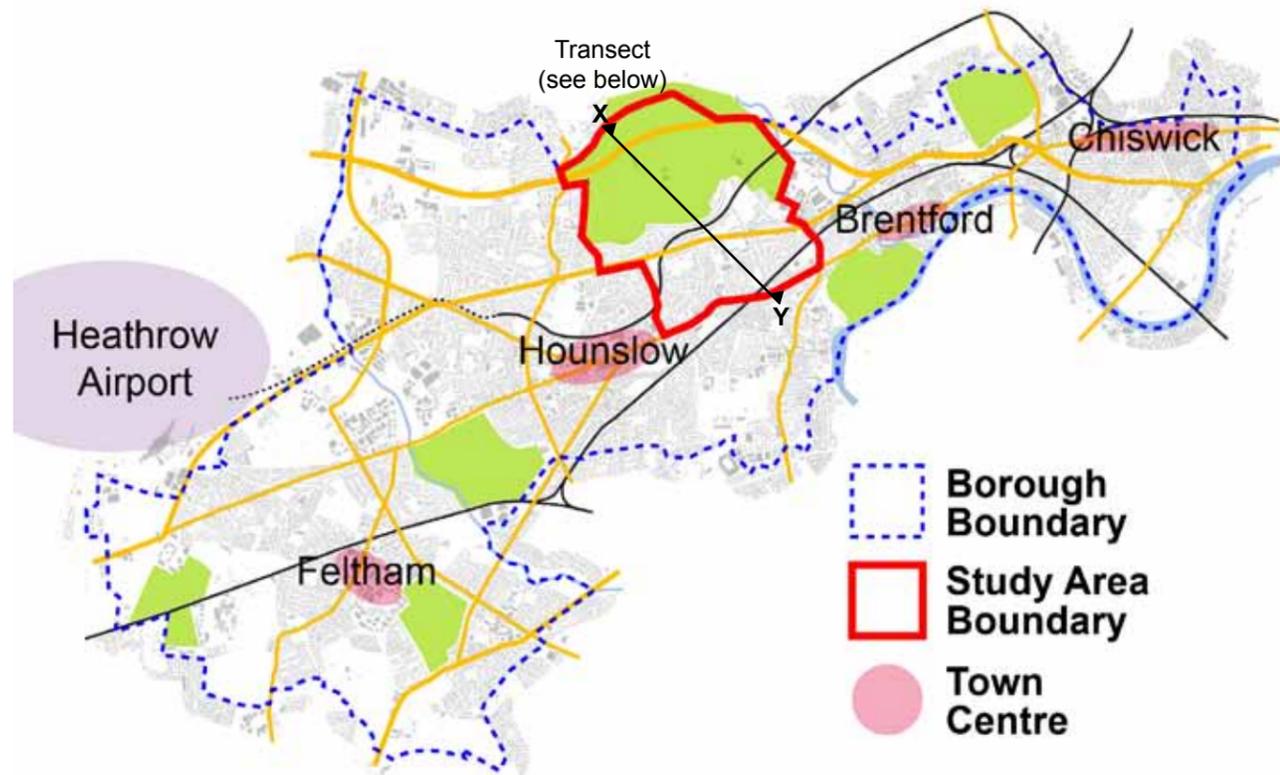


Osterley and Spring Grove

3

Osterley and Spring Grove

present-day context



The Osterley and Spring Grove study area is located in the north-centre of the borough. It is crossed east-west by the Piccadilly and Hounslow Loop railway lines from Central London, the A4 Great West Road and the M4 Motorway (though the latter is not locally accessible).

Hounslow town centre (designated a Metropolitan Centre in the London Plan) lies to the immediate south-west and the major trading, industrial, retail and office

developments of the Great West Road's Golden Mile lie to the immediate north-east. The ancient London Road forms the southern boundary and Syon Lane the eastern one. The area is dominated by the large open space of Osterley Park.

The study area slopes gently northwards and westwards from the Rivers Thames and Brent. The River Thames lies approximately two kilometres

to the south-east. Both Osterley Park and the two railway corridors are Sites of Importance for Nature Conservation (SINC).

Aside from Osterley Park, the study area is predominantly residential in land use and may be classified as mostly interwar outer suburban. The area can be subdivided into the largely homogeneous Osterley to the north of and along the southern edge of the Great West Road, and the more diverse Spring Grove, with its 19th century core, which shares its fringe character with neighbouring Hounslow and Isleworth. To the east the area feels poorly connected to Brentford and the east of the borough due mainly to the impermeability of the large trading estates and the hostile pedestrian environment of the Great West Road.

The urban environment is generally of good quality with often wide, tree-lined streets and an even distribution of local centres and open spaces. Hounslow town centre to the immediate south-west offers a comparatively greater choice of entertainment and retail. London Road functions sporadically as a high street (shared with Isleworth). The area is well-served by bus, tube and train. The greatest barrier to movement is the Great West Road with its infrequent crossing opportunities.

The acoustic environment is dominated by aircraft noise and traffic noise when within 50 metres of the A4, beyond which bird song and general urban ambient sounds take over.

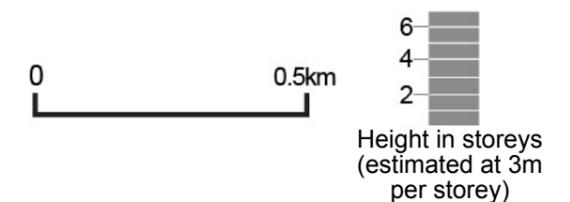
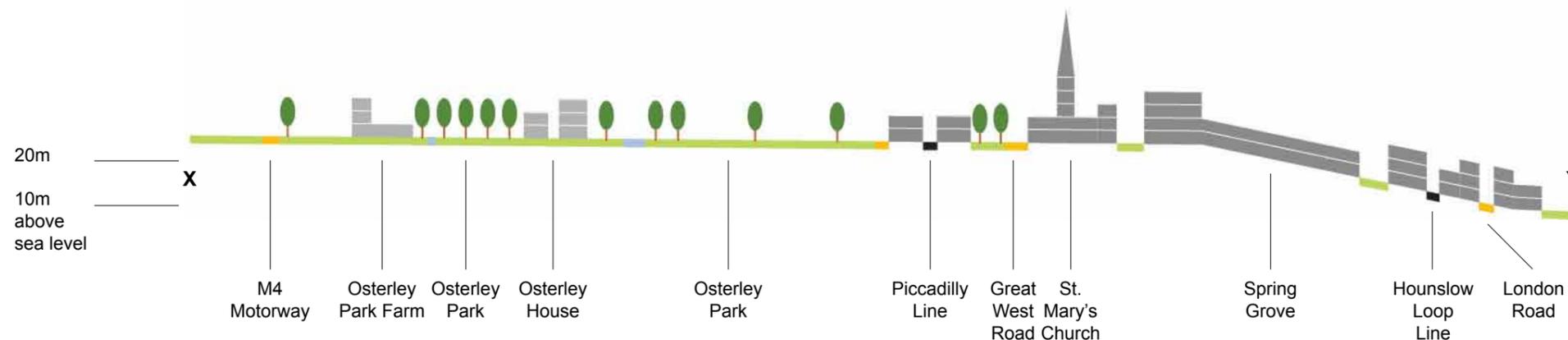


Bookshop in former station building, Thornbury Road, Osterley



Postmodernist office building, London Road, Spring Grove

Title page photo: St. Mary's Church at the boundary of Osterley and Spring Grove



Osterley and Spring Grove

brief historic context

There is likely to have been human settlement in the higher ground since prehistoric times. Known archaeology identifies the Roman/London Road an Architectural Priority Area. However with much of this area marshy land, and with many incoming and alternative routes across Smallbury Green (near the present junction of London and Twickenham Roads) the highway was not hardened until the later years of the coaching era. A turnpike (toll house) is shown on the eastern entrance on 1745 mapping. This period coincides with a number of buildings of local brown brick and features which have survived on both sides of the London Road.

Winding Saxon lanes crossing the London Road ran parallel with the river Brent and linked small settlements amongst open land and agricultural fields. Osterley as an emparked House in Elthorne Hundred, just to the north of Isleworth Hundred, has been a major formative influence on a wide scale.

For most of the last millennium much of the study area including Wyke House, an old estate to the south east of Osterley House and now mostly disappeared in built form, and Scratedge the brickfield to Osterley's south,

lay within the administrative Hundred of Isleworth, which included Heston and Twickenham, within the county of Middlesex.

Osterley House became more eminent by the mid C18th. A grand avenue stretched northeast to abut Windmill Road, on the old route to the north, opposite what appears to be a ford across the River Brent. To the southeast, Wyke Green formed a crossing place from where the old route is continued as Wood Lane to the south, and Sion (Hill) Lane to the southeast. To the south market gardens and orchards supplied London with fresh produce. The mid C19th railway severed Wyke House from much of its land but was placed into a deep cutting as it passed Osterley's estate. A station to the south led to a new access and avenue being created into Osterley Park.

The stations south of London Road and to the north, in conjunction with the status of Osterley, were a development opportunity. The main layout and outer ring of the Davis housing estate, focused on the late C18th Spring Grove House, a new large house and a church were complete by 1865. Remaining large plots of land were attractive as a place to build educational

establishments with playing fields.

By the late C19th, encouraged by the coming of the railway, the more concentrated settlement of Spring Grove was evolving to the south of the study area northwards from London Road. During the C20th the area's character shifted from rural to urban as the county of Middlesex was absorbed into the expansion of London.

The open land to the south of Osterley was severed by the Great West Road/A4 in 1925. This brought a repositioned station and considerable development potential. East-west ribbon development extended by way of new housing roads, northwards to include the curve around the edge of Osterley Park and southwards to meet the expansion from London Road. Additional roads were added around the Davis estate, and within it along Harvard Road.

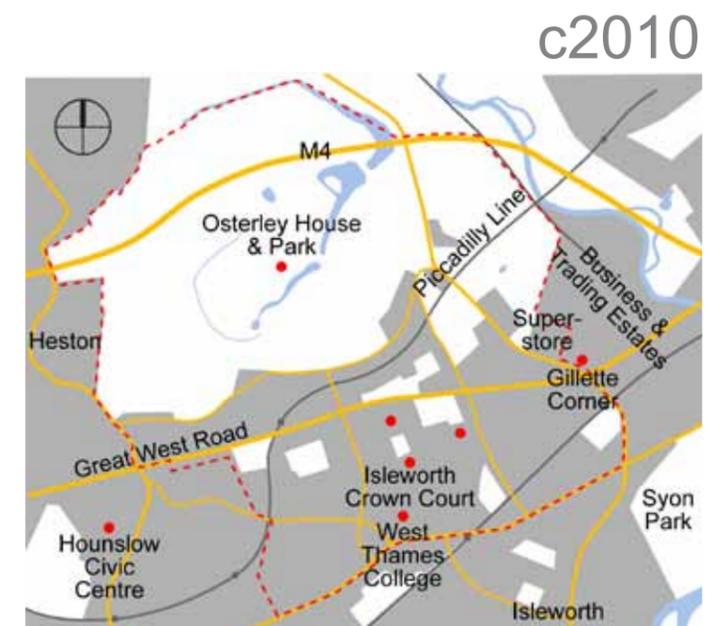
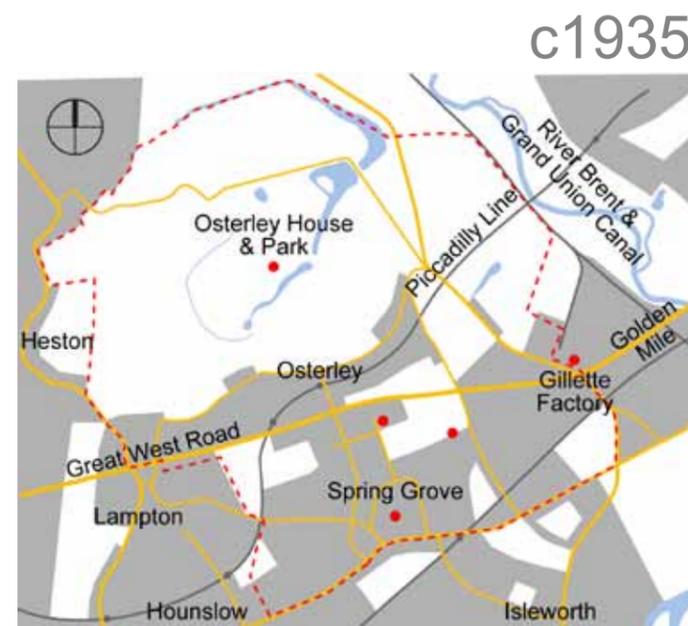
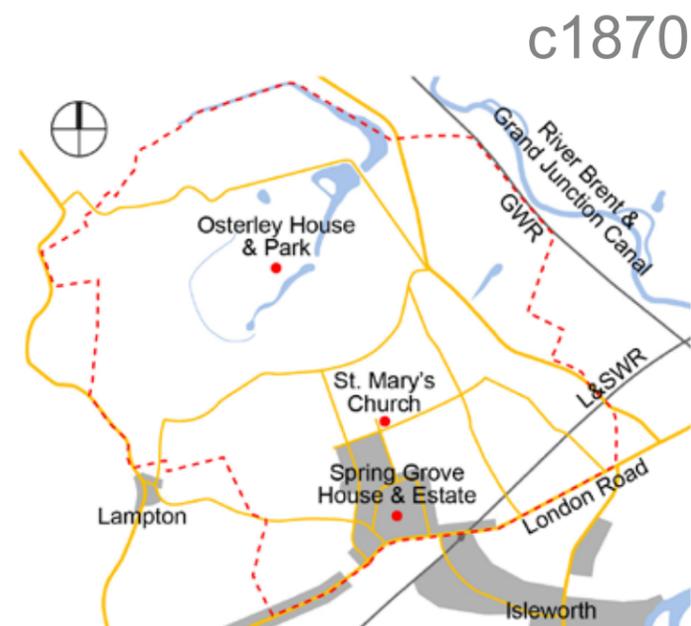
To the north Osterley's own estate land itself was slashed through by the motorway in 1965. Although in a cutting and with a tree edge, the dissociating effect and noise impact from the M4 on Osterley Park are very considerable.



The Grove, Spring Grove, 1900s

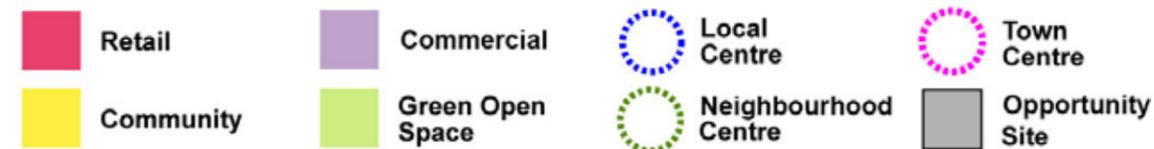
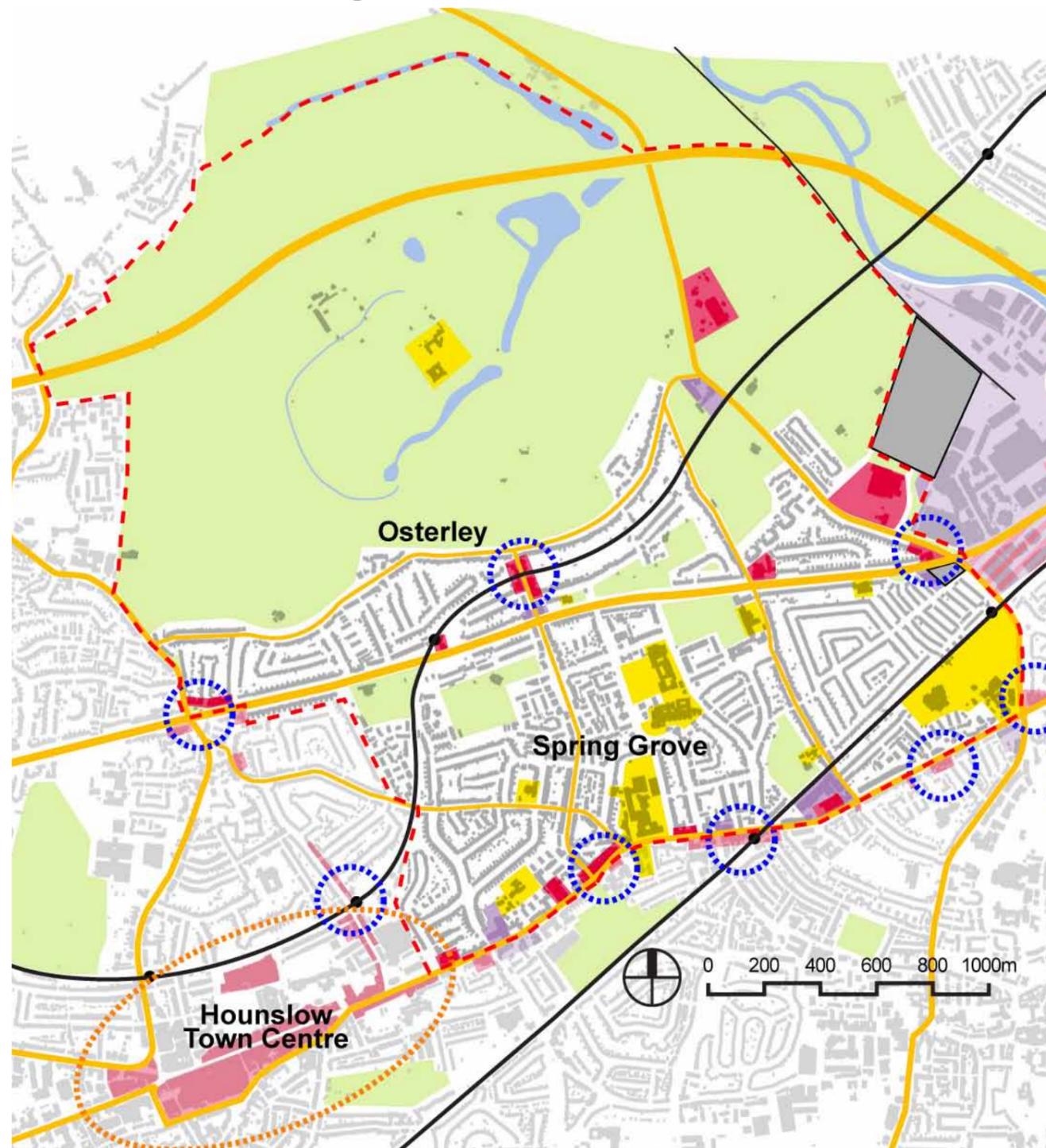


Great West Road, looking east towards St Mary's Church, 1950s



Osterley and Spring Grove

land and building use



Osterley is almost exclusively residential in use. There are three evenly distributed shopping parades which function as local centres, a superstore to the east, a centrally located library and a pleasant public garden which offers surprising respite from the nearby Great West Road. There is virtually nothing in the way of local business use. However there are large trading estates to the east.

Osterley is dominated by uniform two storey semi-detached interwar residential development with some short terraces on generally wide streets, often with grass verges. Larger, more individualistic detached houses are located on the fringe of Osterley Park, along with some much older properties. Most have extensive private gardens. There are pockets of postwar in-fill and extension developments.

Spring Grove is altogether more diverse than Osterley, having developed over a longer period and being essentially the meeting point of Osterley's interwar southern expansion and Isleworth's steadier northern expansion from London Road. Though the primary use is residential there is a central concentration of community/institutional uses which include Isleworth Crown Court and two large educational facilities, along with a landmark church.

Though the dominant form is two storey pre-WWI and interwar houses the central and western parts are peppered with interwar and postwar flat and house developments. The eastern part is more uniform, sharing some characteristics with Osterley: two storey semi-detached interwar residential with some short terraces though with less generous street widths and an absence of grass verges. Further east is a late 1930s homogeneous development of flats in two storey semi-detached house-style buildings.

The high street to the south (shared with Isleworth) offers a regularly spaced series of shopping parades and some business uses, with some buildings at the Hounslow town centre end reaching up to eight storeys in height. The earliest of these taller buildings were commercial in use, but are being used as a precedent for increasing the height of residential buildings.



Early C20th pre-WWI semi-detached houses



1960s infill town house and flat development



c2010, gradual increase in building height from 2 to 8 storeys, street off London Road



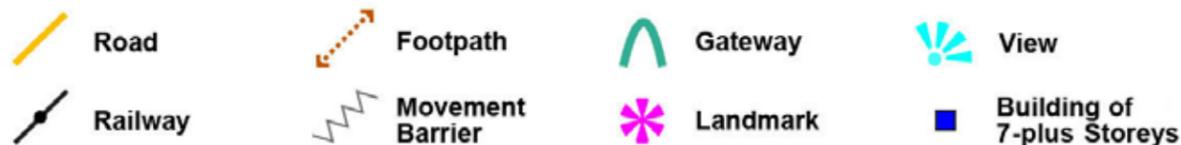
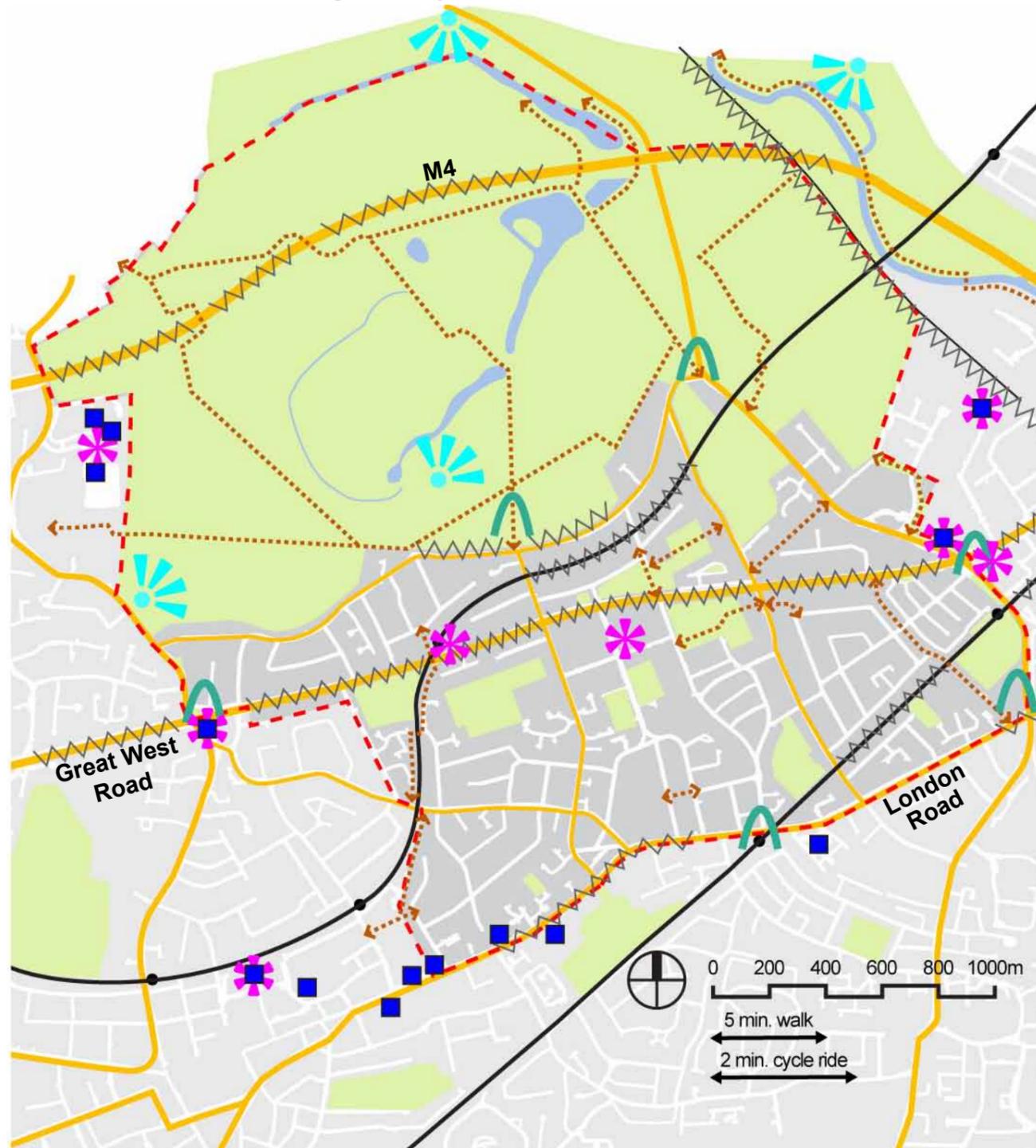
Late interwar semi-detached houses



Well-used shopping parade at local centre

Osterley and Spring Grove

movement & legibility



The overall movement structure is dominated by the east-west road and rail routes. The most defining of these is the A4 Great West Road which, despite the availability of the M4 motorway, still performs a major trunk road function for London and the immediate west including Heathrow Airport. London Road to the south functions, if sporadically, more as a high street. Lesser, though often busy, roads provide north-south links. Apart from a few small pockets, on a local level the route network offers a relatively high degree of connectivity.

The area is well-served by bus, tube and train, though travel is biased towards an east-west axis. A more local bus service weaves through the study area.

Pedestrian movement and way-finding through the overall area is on the whole easy, the only major barriers being the Great West Road with its infrequent crossing opportunities and the large trading estate development to the east. Lesser barriers are in the form of sections of the railway corridors and long, unbroken residential blocks. Vehicular access to Osterley Park is restricted by a continuous red brick wall which stretches each side of and emphasises the main entrance, though the wall itself is considered to be of historic importance. Access from the park to the more natural environment of the River Brent to the north east is prevented by an industrial railway line. Access routes to the north end of the park are limited by the M4 motorway.

Typically of the area's development period, back and side alley pedestrian ways proliferate, many of which are in poor condition and uncomfortable to use. However, many of these are necessary for ease of movement to and from residential areas and important nodes such as bus stops, shops and stations, and therefore offer an opportunity for improvement.

The Gillette Building's clock tower at the eastern edge of the area, Osterley station's Art Deco tower (both illuminated at night) and St Mary's church spire provide landmarks.



The Gillette Building clock tower, a major landmark at the eastern gateway



Typical unattractive and intimidating back footpath



Interwar-era Great West Road subway pedestrian crossing in fair condition



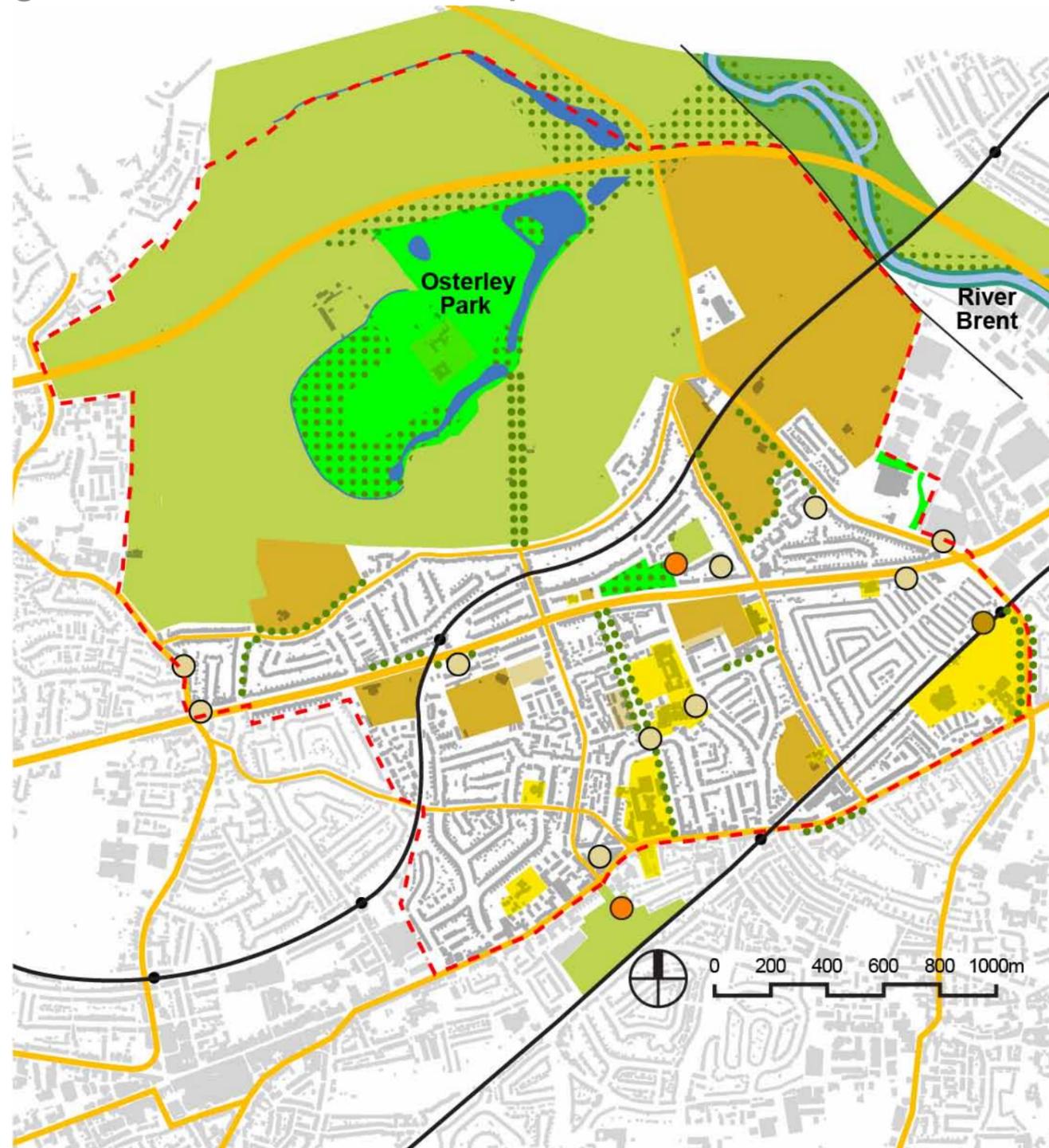
Osterley tube station functions as a minor intermodal transport hub with retail



Movement modes separated by grass verges

Osterley and Spring Grove

green and blue landscape



- | | | | |
|--|---|---|---|
| ■ Public gardens | ■ School playing fields | ■ Accessible countryside (green-belt) | ■ Canals, man-made water bodies |
| ■ Parks & playing fields | ■ Outdoor sports facilities | ■ Allotments, community gardens & urban/city farms | ■ Rivers, natural water bodies |
| ■ Natural & semi-natural urban green spaces | ○ Amenity spaces | ○ Children's & teenagers' play areas | ■ Wooded areas |
| ■ Green corridors | ■ Cemeteries & churchyards | ■ Street trees | |

The study area is generously provided with and surrounded by public open spaces of a variety of sizes and uses. By far the largest and one of the most important in the borough, Osterley Park provides both formal and informal recreational opportunities. In Osterley itself, a public garden (Jersey Gardens, created as part of the Great West Road development) offers surprising respite from the nearby traffic noise and has an adjacent children's play area and formal recreation area. Unfortunately it is not directly accessible from the south of the study area.

Sports-oriented spaces abound and some attract many users from outside the borough, both amateur and professional. More natural experiences are available just outside the area to the north-east along the River Brent/Grand Union Canal, though direct accessibility is an issue. Many streets are generously though not always uniformly or regularly tree-lined. Some streets, most notably the Great West Road, have wide grass verges, though elsewhere many of these are poorly maintained and featureless.

The interwar garden suburb nature of much of the development has left a legacy of small to medium green spaces within residential areas. Many are well-defined, well-managed and attractively planted and furnished, though some are neglected and reflect a lack of any clear sense of identity, responsibility and ownership. Later postwar large infill and extension developments, typified by residential buildings standing alone in open space and undefined by street patterns, sometimes result in lifeless, un/underused green areas with seemingly pointless fences and gates added on at a later stage. Such 'space left over after planning' or 'SLOAP' along with its more well-intentioned though failed interwar cousin provide opportunities for creative intervention. Such interventions could take the form of promotion of local responsibility and ownership, cosmetic planting and landscaping and/or urban agriculture.

Children's play areas are sparsely but evenly distributed. There is an opportunity for improved provision, quality and co-location, particularly in the south of the study area. The relatively flat topography precludes much in the way of views unless from the top deck of a bus or a second storey in the the north-east corner of the area, from where a church spire, the higher ground bordering Richmond Park and, on a good day, the North Downs may be glimpsed to the south-east.



Jersey Gardens, Osterley, just off the Great West Road



Potential village green, Spring Grove



Rare example of hard and soft landscaped public space, Isleworth Crown Court



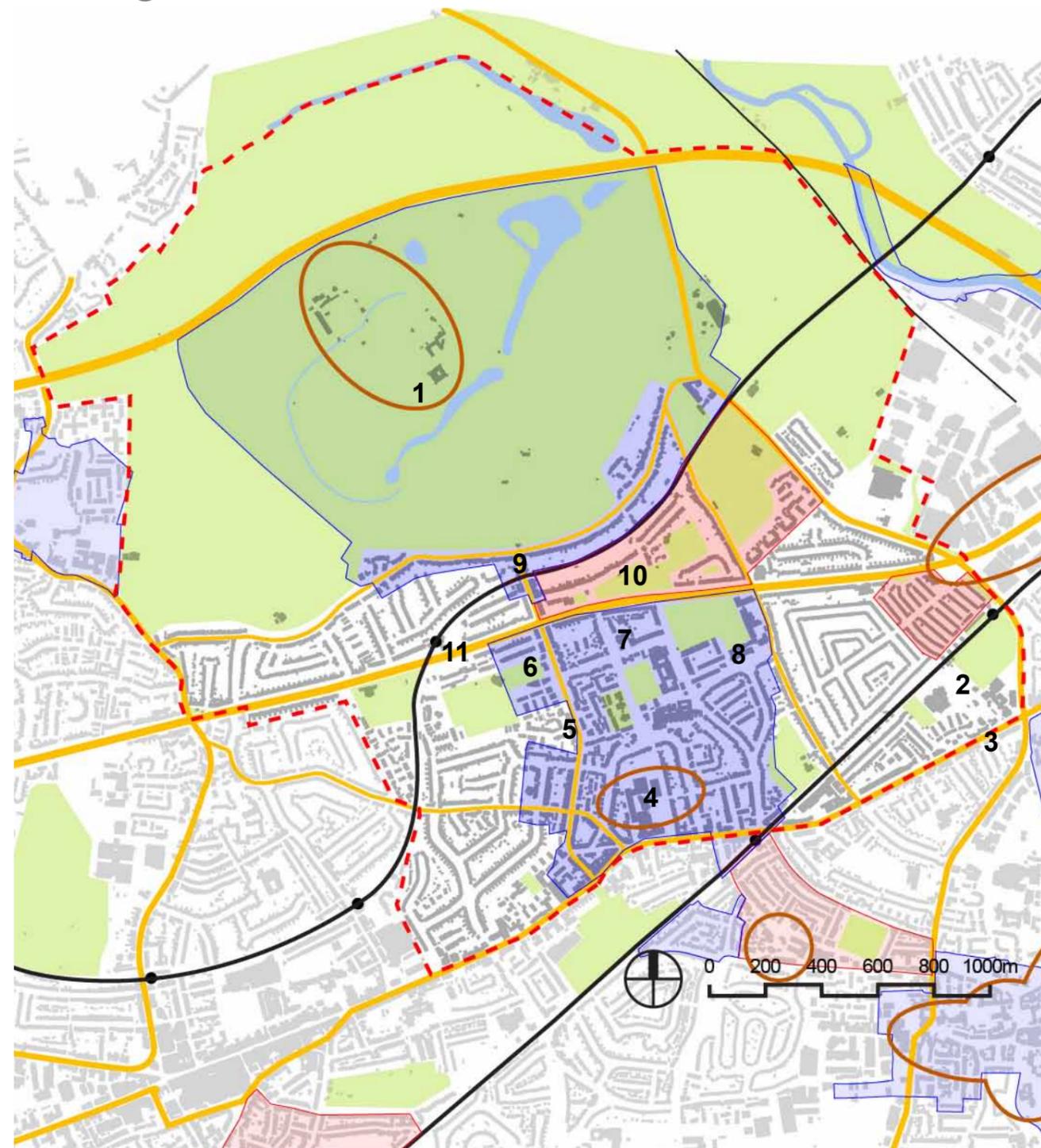
Modern linear public garden, Osterley, with potential for further links



SLOAP, south-west Spring Grove

Osterley and Spring Grove

heritage assets



- Conservation Area
- Area of Special Character
- Listed Building Cluster

Osterley House [1] and other buildings dominate the heritage value of the area with four listings at the highest level, the park (including the area to the north of the motorway) being a Registered Park and Garden.

Sir Thomas Gresham took possession of what in the C13th was a wooded and wild area around a farmstead, and built Osterley Park in the 1570s. Even though altered the stable block is visibly a strongly Tudor enclosure. The grounds were emparked (enclosed) for the purpose of deer hunting.

Robert Child commissioned considerable and architecturally important changes to the Elizabethan main house in the mid C18th, for example, to the west front by William Chambers, and a few years later the east front by Robert Adam, creating a richly dramatic Georgian building in classical styles. There were sweeping changes to the landscape and gatehouses created at access points. A 'Roman' bridge and aviary were built. Later the landscape became much less formal, and the open vista is extended by the farm and grazing fields around. Crossing pathways continue ancient links with Heston and fine farm buildings remain to the north. The estate comprises the majority of a Conservation Area.

To the south, the London Road is of a more urban but small scale nature. The Quaker meeting house (II*) [2] is hidden in an old former lane which crossed the London Road. Another brown brick classical Georgian building, Pine House [3] is more visible on London Road, with one of the listed milestones opposite. Pubs and other former commercial or municipal buildings are locally listed, including the 1930s moderne fire station flats.

The second Conservation Area includes the London Road but originates from 1850. Henry Davis in his planned speculative estate of Italianate 'stone' villas surrounding the listed Spring Grove House [4], also extended a lane now Thornbury Road [5], northward. The former almshouses are also on Thornbury Road. Some of Davis' most prestigious buildings, now locally listed include Champion House [6] and St Mary's Church [7] were laid out beside formal gardens at the north of the estate. Some of the larger spaces were taken for large educational establishments, such as Lancaster House [8] built in 1867. The building and its locally listed Henry Little gymnasium alongside have been converted to residential, with housing development in much of the grounds. Smaller buildings and the gates onto London Road are all listed. Many of the houses are of high quality and some already locally listed.

The railway station opened near Osterley Park in the 1880s and an attractive cluster of older buildings formed there [9]. Later, the road's severance by the Great West Road brought considerable development and some community buildings. Alongside Jersey Gardens [10], formed during the road construction, this area also gained some good interwar development. After relocating the station further west, the area gained the listed Art Deco station [11] by Charles Holden, accompanied by a group of apartment buildings. Other potential conservation areas are a 1980s linear town house development and a 1930s moderne estate.



Osterley House viewed from across the pond



Spring Grove House behind unattractive gates



Villas of the late C18th Davies Estate, Spring Grove



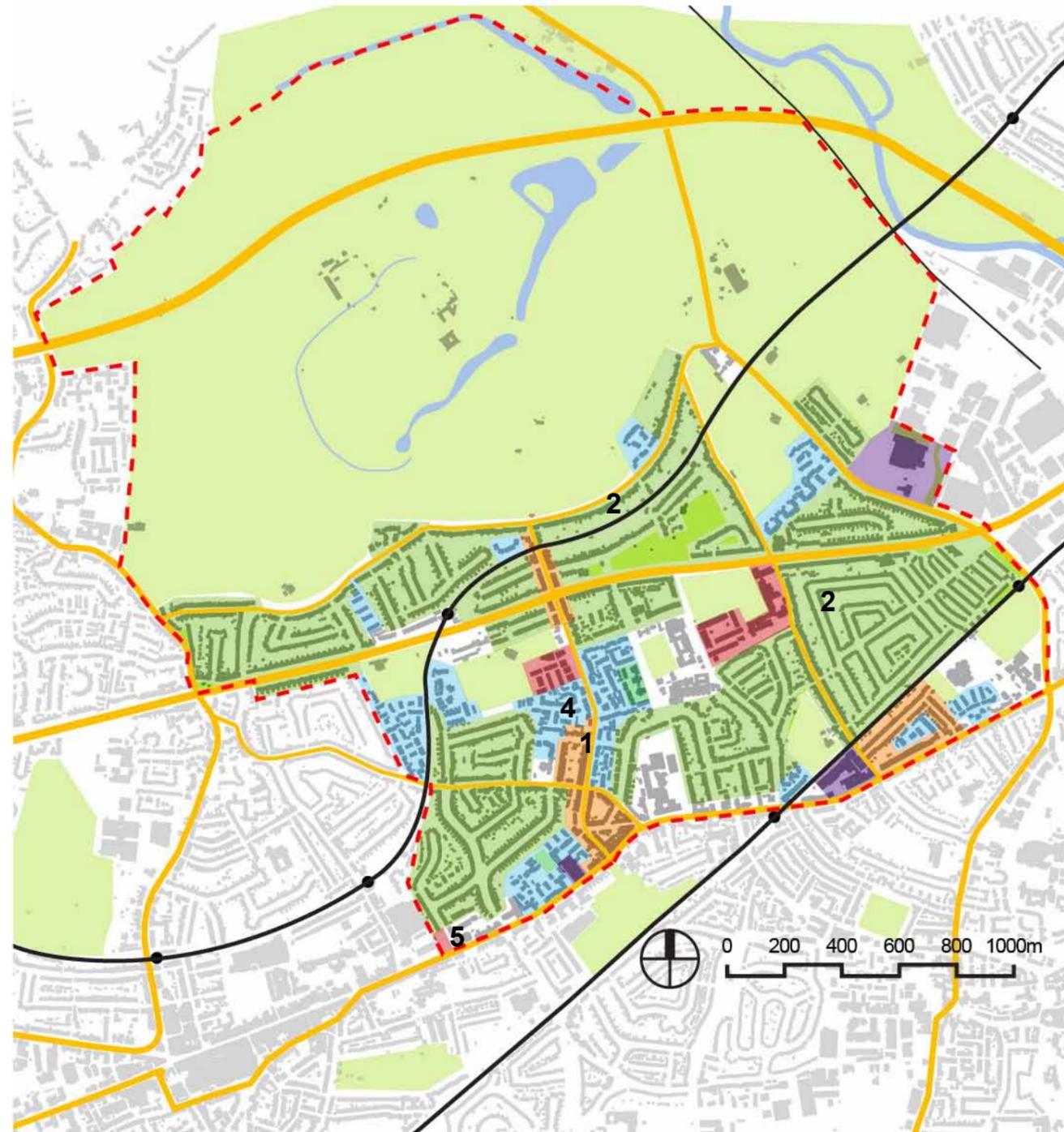
The Quaker meeting house to the east of Spring Grove



The Lodge, Spring Grove

Osterley and Spring Grove

urban types



- Urban type 1 - compact grid
- Urban type 2 - loose grid
- Urban type 3 - slabs and towers
- Urban type 4 - courts and cul-de-sacs
- Urban type 5 - urban renaissance
- Urban type 6 - big box
- Urban type 7 - urban centre
- Atypical (not representative of an above type)

The most dominant urban types by area within the Osterley and Spring Grove study area is the interwar loose grid (type 2). The courts and cul-de-sacs (type 4) of the later postwar years and the 1980s are also strongly represented. There is some earlier compact grid (type 1) along the formative London Road and at the historic urban cores of Osterley and of Spring Grove along the axis of Thornbury Road, and the centre of the study area and its Hounslow town centre fringe has seen some recent urban renaissance-style development (type 5). The exclusively commercial/retail big box (type 6) appears along the London Road and on the eastern edge next, to the large area of commercial use along and north of the Great West Road/Golden Mile. Appropriately, there are no slabs and towers (type 3)

In spite of their 19th century axial core, Osterley and Spring Grove manifest typologically and morphologically as largely type 2 extensions of neighbouring Hounslow and Isleworth to the southeast.

For more information on general urban types found in the borough, including historical development, aspects of form and SWOT analyses, see Section 4: Urban Types.



Type 1



Type 2



Type 2



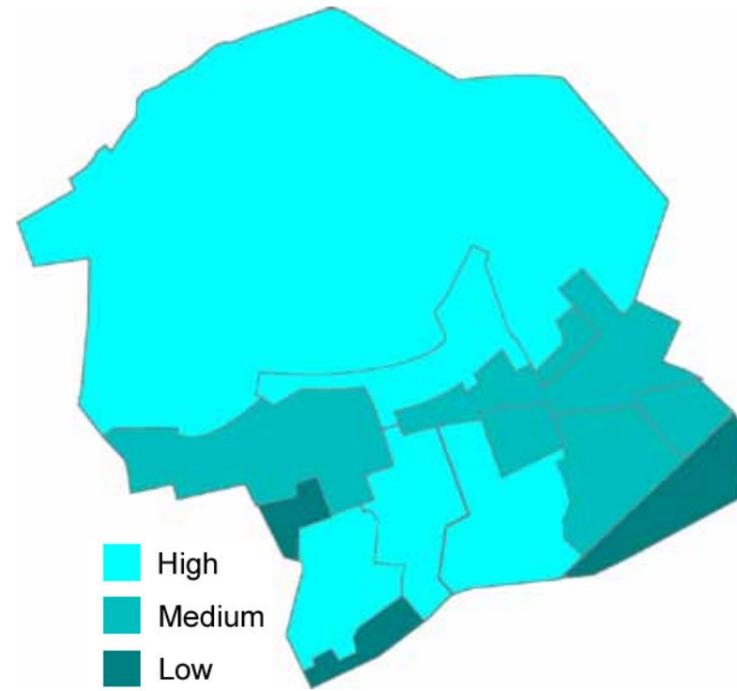
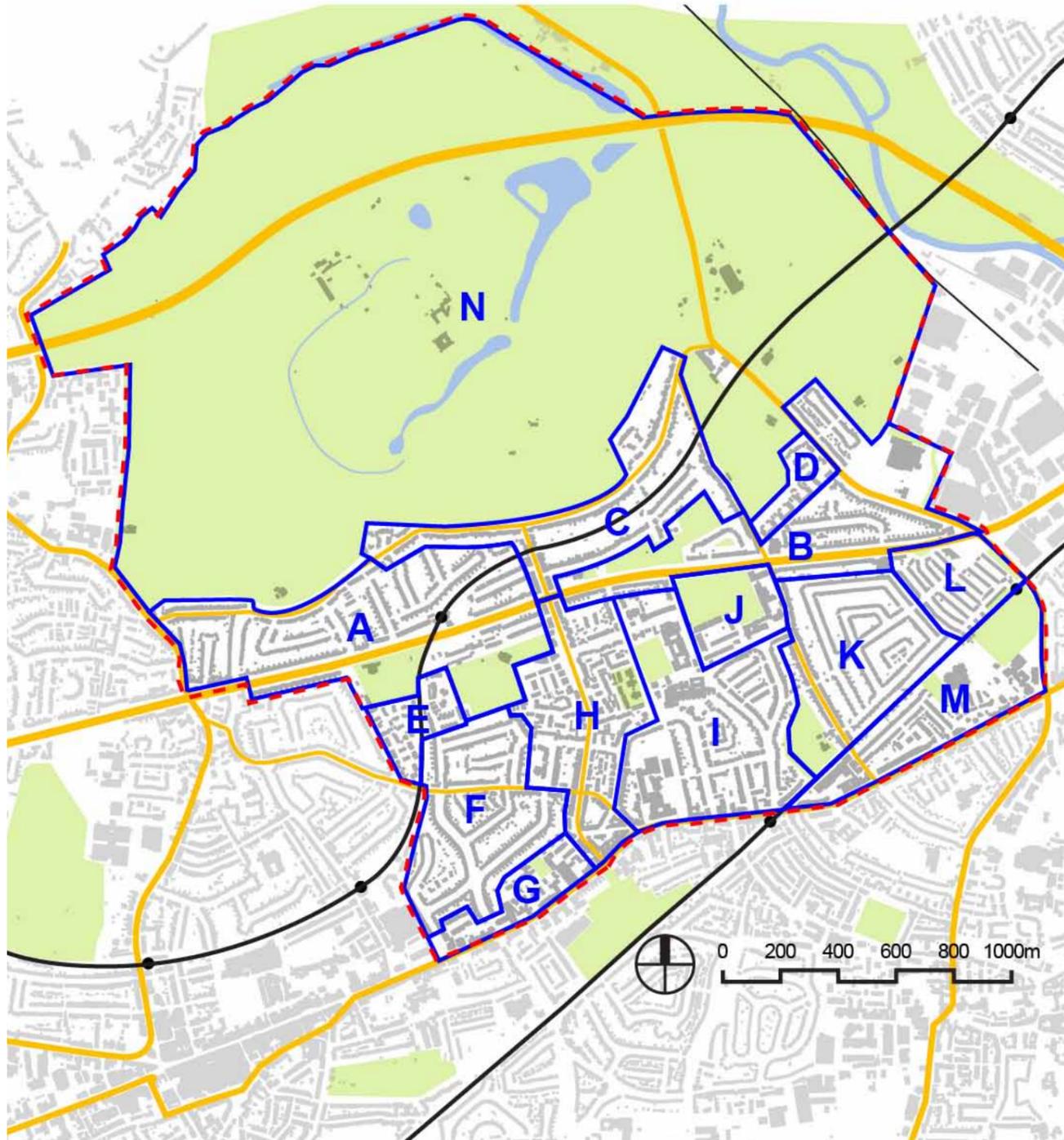
Type 4



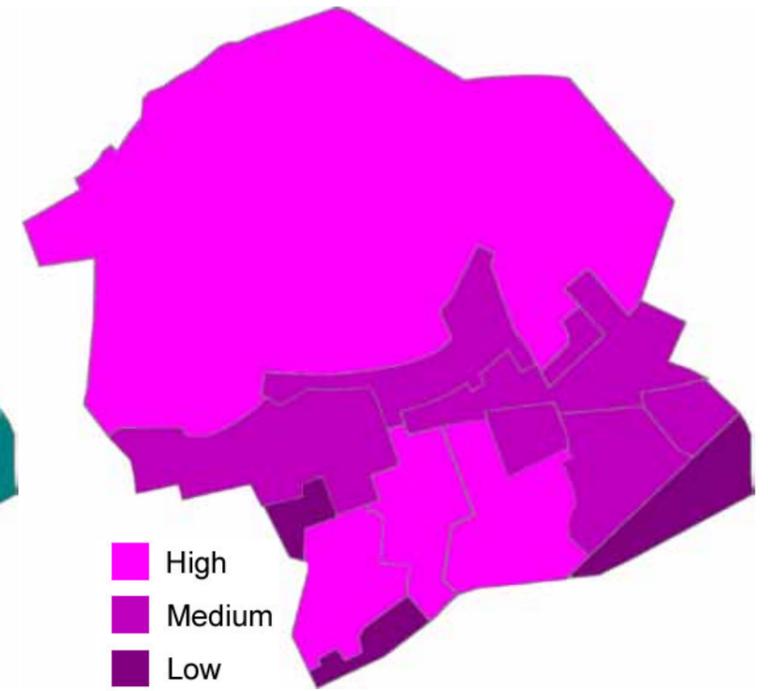
Type 5

Osterley and Spring Grove

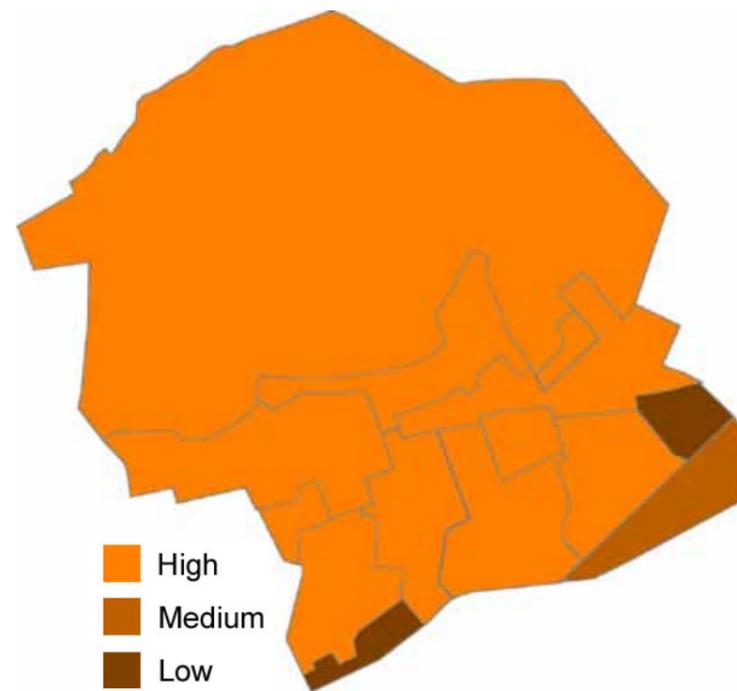
character areas and assessments



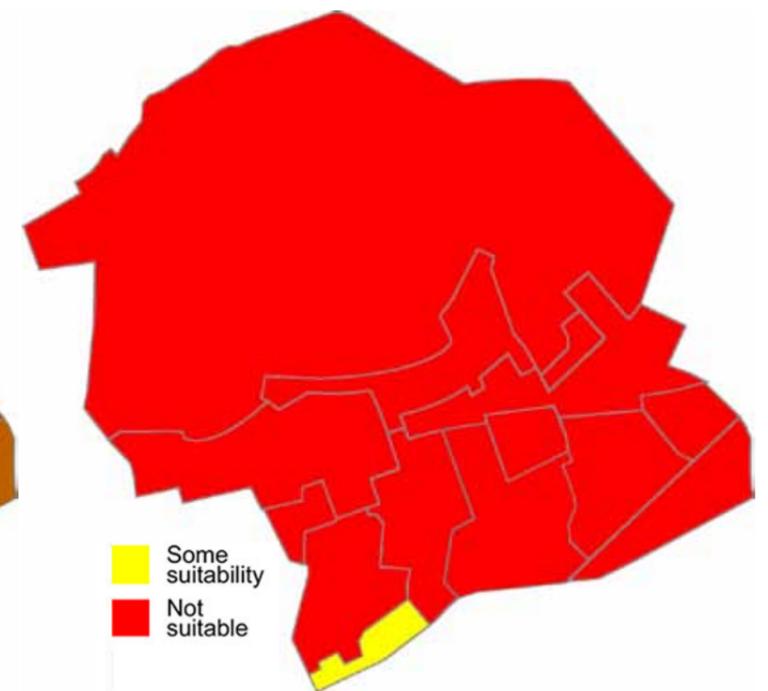
Design Quality



Sensitivity to change



Permanence



Suitability for tall buildings

A Character Area

For more information on characterisation and assessment see Section 1: Introduction - Methodology

Osterley and Spring Grove

character area

A



defining characteristics & types

General uniformity of scale, density, layout, building type, urban type, use and period.

Location along and formative influence of Great West Road.

Urban type:
Type 2

description

Extensive interwar ribbon development of 2 storey semi-detached and terraced houses running east-west alongside and north of the A4 Great West Road and bounded to the north by Osterley Park. Larger, more individualistic detached houses are located on the fringe of the park. Three blocks of interwar 3 storey flats near landmark Osterley station and pockets of postwar in-fill developments. Served by local parades at each end. Two large open spaces to the south. Dominated by A4 which creates a major barrier to north-south movement.

assessment

Design Quality - Medium

Sensitivity to change - Medium

Permanence - High

Suitability for tall buildings - Unsuitable

B



General uniformity of scale, density, layout, building type, urban type, use and period.

Location along and formative influence of Great West Road.

Urban type:
Type 2 with some 6

Extensive interwar ribbon development of 2 storey semi-detached and terraced houses running east-west alongside and north of the A4 Great West Road. Served by local parades at each end. Small, well-used public garden, formal recreation space, library and hotel/pub/restaurant at centre. Large superstore occupies northeast end. Landmark church to south east. Dominated by A4 which creates a major barrier to north-south movement.

Design Quality - Medium

Sensitivity to change - Medium

Permanence - High

Suitability for tall buildings - Unsuitable

C



General uniformity of scale, density, layout, building type, urban type, use and period.

Linearity.

Urban type:
Type 2 with some 1

Larger, more individualistic 2 storey inter- and postwar detached houses located on the southern edge of Osterley Park. Area branches out from northward stem of Thornbury Road (from Spring Grove) with its vista towards Osterley Park, earlier prewar houses, shopping parade, small businesses and nearby library. Main entrance to park. Area is served to the south by public garden and small recreation space though cut in half by railway line.

Design Quality - High

Sensitivity to change - Medium

Permanence - High

Suitability for tall buildings - Unsuitable

D



Extreme uniformity of scale, density, layout, building type, urban type, use and period.

Segregation.

Urban type:
Type 4

Medium sized 1980s infill private housing development. L-shaped scheme of mostly 3 storey town houses in horseshoe perimeter blocks around parking courtyards with an extension of 2 storey semis and detached houses on a branched cul-de-sac. Well planted with trees and shrubs. Inward-looking with strong sense of privacy though permeable from end to end by foot and cycle through the development or by parallel path on southern edge.

Design Quality - Medium

Sensitivity to change - Medium

Permanence - High

Suitability for tall buildings - Unsuitable

Osterley and Spring Grove

character area

E



defining characteristics & types

General uniformity of scale, density, layout, building type, urban type, use and period.

Contrast with surrounding areas.

Urban type:
Type 4

description

Mostly 1970s and 1980s exclusively residential development in previously undeveloped land at boundaries of Lampton, Spring Grove and Osterley. In two parts bisected by railway but linked by footbridge. West: mix of 1970s 2 storey semis and terraces with free standing 3 storey flat blocks, on branching cul-de-sac extension from earlier period to south. East: 1980s 2 storey terraced houses and 3 storey flat blocks on branching cul-de-sacs. Both parts have minimal planting. Footpath access north to Osterley Station.

assessment

Design Quality - Low

Sensitivity to change - Low

Permanence - High

Suitability for tall buildings - Unsuitable

F



Extreme uniformity of scale, density, layout, building type, urban type, use and period.

Urban type:
Type 2

Mostly interwar exclusively residential development straddling Spring Grove Road and extending south to back of London Road. Largely uniform 2 storey semi-detached early interwar houses with some short terraces, closely related in overall urban form to Areas A and B. Very small amount of late C20th infill in the form of a cul-de-sac of bungalows and one of 2-3 storey town houses. Modest planting; only one street has grass verges. Largely buffered from main road by Area G.

Design Quality - High

Sensitivity to change - High

Permanence - High

Suitability for tall buildings - Unsuitable

G



Mix of scale, density, layout, building type, urban type, use and period.

Location along and behind London Road

Urban type:
Type 4 with some 5 and 6

Piecemeal high street to residential hinterland transitional zone. Mix of residential, retail, community and office uses in buildings ranging from individual converted c1900 houses to purpose built mid- to high rise blocks. Postwar residential developments turn their backs to the main road with long blank walls, though they are softened by tree planting and verges. Setbacks and footway width are irregular, creating a poor sense of continuity. School located at rear. Most residential is 2-3 storey with exception 3-8 storey block to west.

Design Quality - Low

Sensitivity to change - Low

Permanence - Low

Suitability for tall buildings - Some

H



Moderate uniformity of scale, density, layout, building type, urban type, use and period.

Urban type:
Type 1 and 4 with some 2 and 5

Part of Spring Grove historic core flanking Thornbury Road link from Isleworth to Osterley Park. Mid C19th houses of a wide variety of types and sizes give way to early interwar semis, from south to north. Area is peppered with postwar and late C20th/early C21st in-fill development. Only very few blocks and streets have strong coherence and continuity. Location of college with historic house, though partly hidden from view. Smooth transition to main road and local centre retail and non residential uses. Main Road heights 3-4 storeys.

Design Quality - High

Sensitivity to change - High

Permanence - High

Suitability for tall buildings - Unsuitable

Osterley and Spring Grove

character area

I



defining characteristics & types

General uniformity of scale, density, layout, building type, urban type, use and period.

Urban type:
Type 2 with some 4

description

Part of Spring Grove historic core east of Osterley Road north-south link. A similar mix to Area H to the south but more uniformly interwar to the north and east with 2 storey semis and terraces. Location of Isleworth Crown Court, large school and landmark St. Mary's Church. Less infill than Area H and far greater coherence and continuity particularly in the interwar areas. Smooth transition to main road and local centre retail and non residential uses. Main Road heights 3-4 storeys.

assessment

Design Quality - High
Sensitivity to change - High
Permanence - High
Suitability for tall buildings - Unsuitable

J



General uniformity of scale, density, layout, building type, urban type, use and period.

Higher density contrasts with surrounding areas.

Urban type:
Type 5

Redevelopment of Brunel University campus into apartment blocks and town houses. Includes refurbishment of listed building (originally Borough Road College). 3 storey town houses and 4 storey apartment blocks with generous surface parking in restricted access estate. Mostly turns its back on surrounding area. Main east-west axis leads to former Gothic college building in its own formal tree-planted grounds. Area includes sports centre and ground to north.

Design Quality - Medium
Sensitivity to change - Medium
Permanence - High
Suitability for tall buildings - Unsuitable

K



Extreme uniformity of scale, density, layout, building type, urban type, use and period.

Urban type:
Type 2

Mostly interwar exclusively residential development extending southwards from Great West Road to railway line. Largely uniform 2 storey semi-detached houses with some short terraces. Very similar to Areas A and B in overall urban form, though with narrower streets and an absence of grass verges and very modest tree planting. Internally good permeability but limited external links, which compromises access to local centres and public transport: the only direct access to Great West Road is by narrow back footpath.

Design Quality - Medium
Sensitivity to change - Medium
Permanence - High
Suitability for tall buildings - Unsuitable

L



Extreme uniformity of scale, density, layout, building type, urban type, use and period.

Urban type:
Type 2

Uniform late 1930s moderne-style development of flats in two storey semi-detached house-style buildings, with two sets of front and side entrances. Basic built form is very uniform but coherence is compromised by retrofitting of windows and randomly differing boundary treatments. Very regular street grid with moderate quality small green amenity spaces. Close to local centre, railway station and small modern allotment. Art Deco commercial building to northeast. 1980s 2-storey semi infill to south.

Design Quality - Medium
Sensitivity to change - Medium
Permanence - Low
Suitability for tall buildings - Unsuitable

Osterley and Spring Grove

character area

M



defining characteristics & types

Mix of scale, density, layout, building type, urban type, use and period.

Location along and behind main road

Urban type:
Type 1 with some 4 and 6

N



General uniformity of use

Large publicly accessible green open space

Green corridor, water bodies

Nature conservation area

Metropolitan Open Land

Urban type:
Atypical

description

Piecemeal and disconnected residential, business and community uses extending backwards from London Road. Only two areas of coherence: street of early interwar 2 storey semis and terraces with mostly very shallow front gardens; and 1990s branching cul-de-sac estate of 2 storey terraces. Short row of late Victorian 2 storey houses along London Road. Much small postwar infill throughout area. Large schools with grounds to east. Area has advantage of two local shopping parades and public transport along London Road.

Osterley Park and surrounding open space including Wyke Green to the east. Listed historic mansion surrounded by gardens, park and farmland. One of the last surviving country estates in London. The overall area is one of the largest open spaces in west London, though it is marred by the presence of the M4 motorway, which cuts across the northern half of it, bringing high levels of traffic noise and creating a barrier to north-south movement. Formal recreation uses to east and west.

assessment

Design Quality - Low

Sensitivity to change - Low

Permanence - Medium

Suitability for tall buildings - Unsuitable

Design Quality - High

Sensitivity to change - High

Permanence - High

Suitability for tall buildings - Unsuitable

