

SPELTHORNE DESIGN CODE

SPELTHORNE'S HISTORIC DEVELOPMENT

SUMMARY

The borough is shaped by its combination of historic towns and villages and its rapid suburban development in the inter-war and post-WW2 period. This has produced large areas of relatively homogenous prevailing suburban character, with focused areas in historic villages and towns which have a more historic, attractive character. Large infrastructure such as the M3 and the Thames Reservoirs serve London and the wider region.

WHAT DOES THIS MEAN FOR THE CODE?

Spelthorne's existing character is largely determined by the period in which it was developed, and prevailing building styles at that time. The Design Code will need to draw out the key characteristics that are valued from these periods whilst also supporting modern, environmentally sustainable development that addresses present and future needs.

WHERE DID THIS DATA COME FROM?

- Ordnance Survey archive mapping (1 inch series)

END OF THE 19TH CENTURY - 1880

Spelthorne at the end of the 19th Century is a largely rural agricultural area, with a series of small nucleated villages (e.g. Ashford, Laleham, Littleton, Stanwell) and a single larger town, Staines.

Staines is a historic settlement with Roman origins, as a historic Roman bridging point on the Thames. The High Street and London Road have Roman origins. The arrival of the railway in the mid-19th Century stimulated the growth of the town and location of some industry - linoleum was manufactured for nearly a century from the mid-1860s.

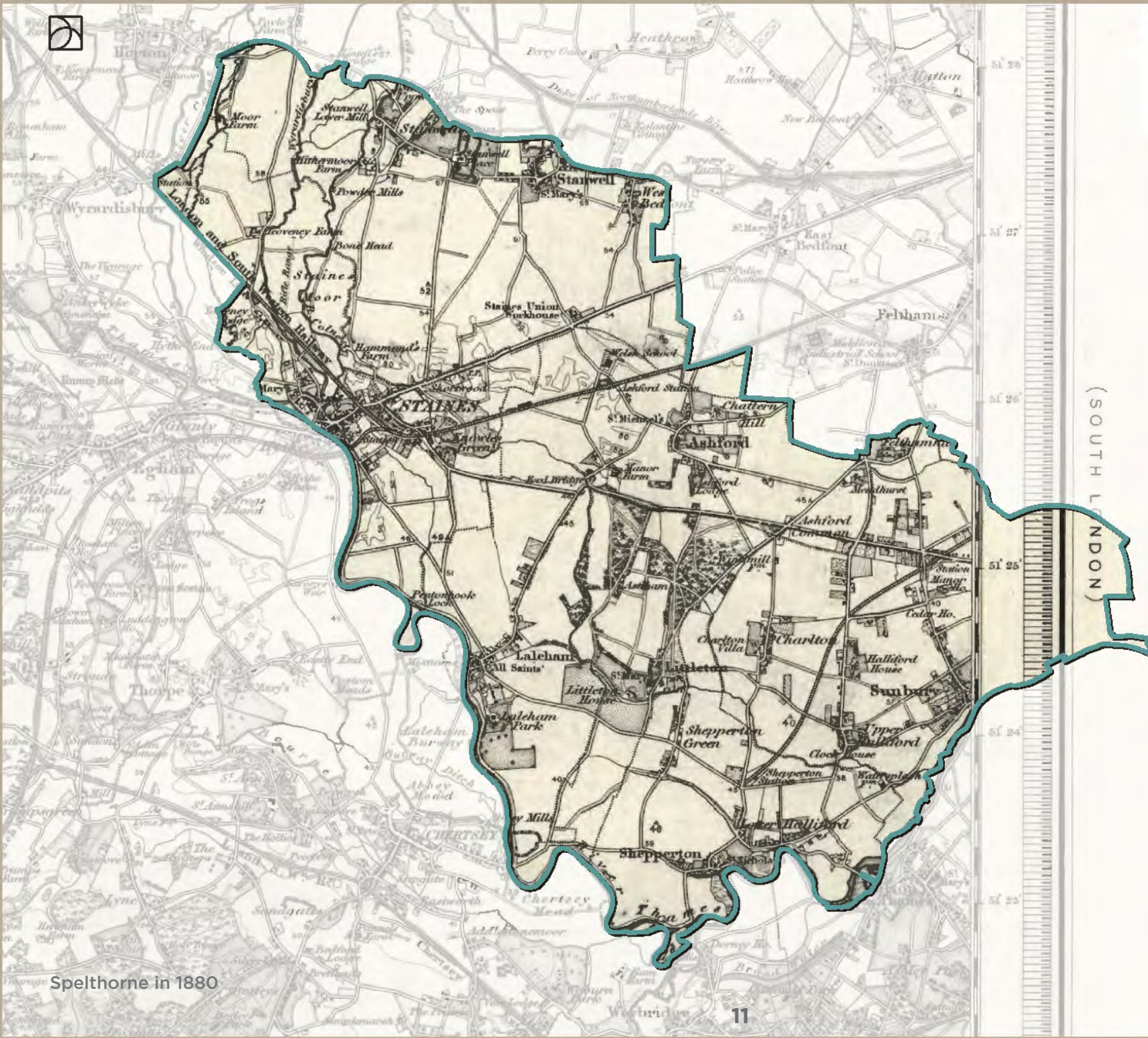
Many of the villages are surrounded by orchards. There is limited woodland by this point in history, and key routes are already well-defined. Although just off the edge of the plan, Kempton Park racecourse opened in 1878.



Staines village



Stanwell village



(SOUTH LONDON)

Spelthorne in 1880

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Client:



Spelthorne Design Code

Baseline Plans - Historic Maps

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PRE-WW1 - 1909

During the early part of the 20th Century, railway links stimulate the development of suburban commuter areas, particularly around Staines, Ashford and Sunbury stations. These areas share distinctive street layouts and building types.

The increasing interdependence of the area with the needs of London are also seen on maps with the development of the first two Thames Reservoirs to the north of Staines.



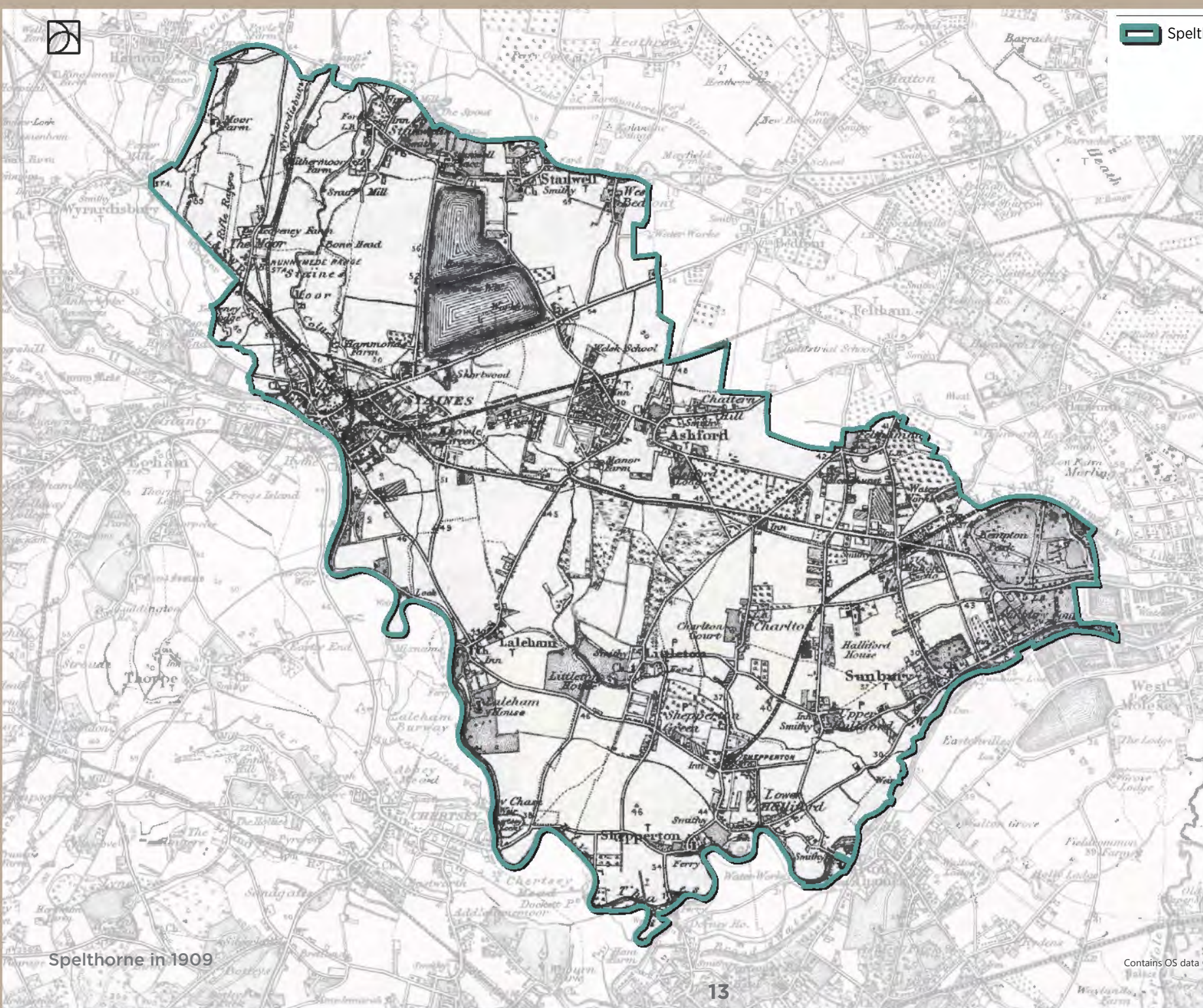
Sunbury-on-Thames - detailed facades



Shepperton - 'villa' type home



Ashford - inner suburban streets



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DAVID LOCK ASSOCIATES



Spelthorne in 1909

INTER-WAR - 1934

During the inter-war period further suburban development expands Staines, Sunbury, Ashford and Shepperton, all close to railway stations. Building forms are increasingly influenced by 'garden suburb' type development, with larger front gardens, larger plots and small areas of open space incorporated within developments.

'Ribbon development' along main roads is increasingly evident, a common development form in the interwar period.

Significant new infrastructure is evident - an additional reservoir and new electricity pylons serving wider needs.



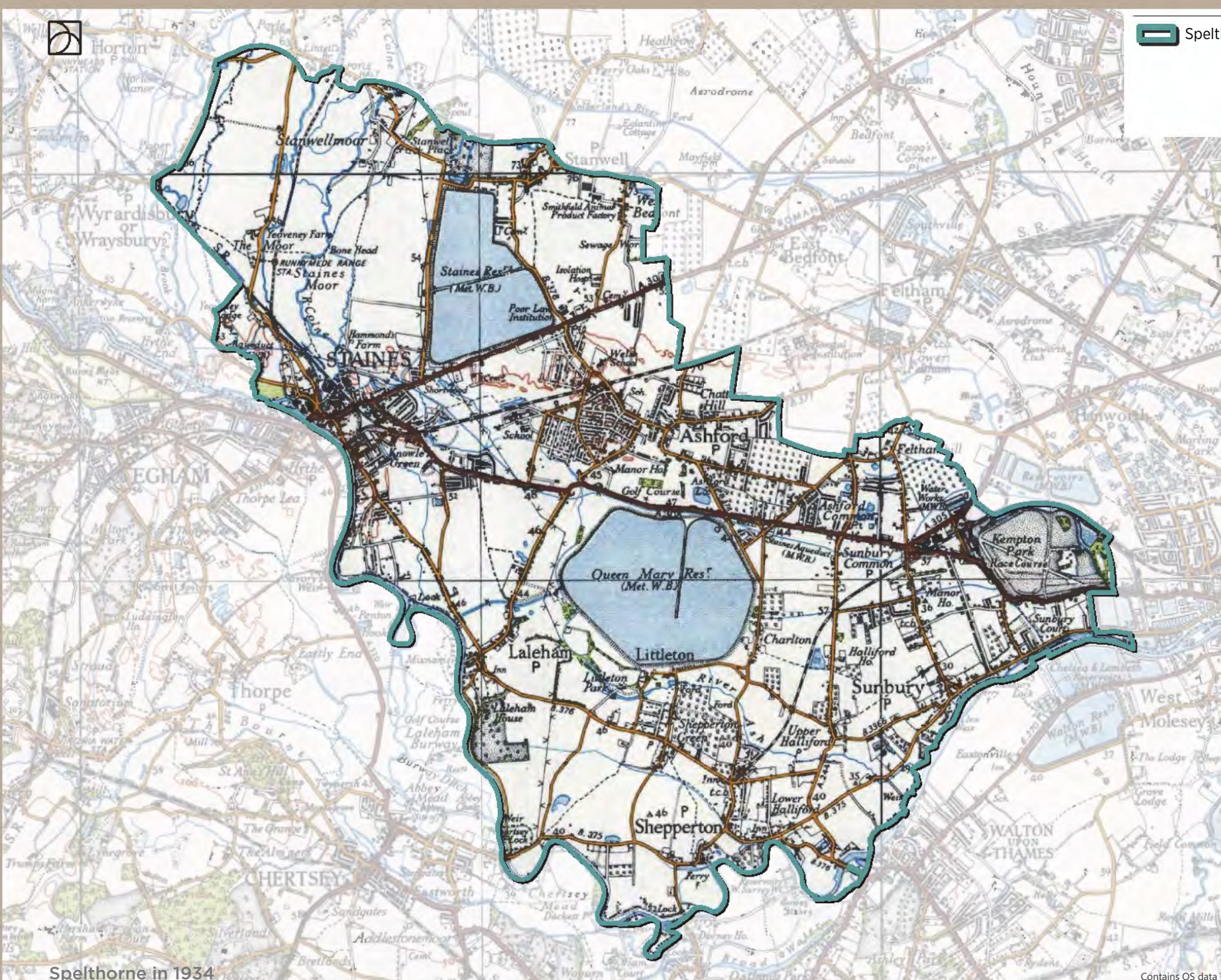
Sunbury-on-Thames - 'garden suburb' type development



Staines-upon-Thames - detached development



Sunbury-on-Thames - semi-detached development



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POST-WW2 - 1959

The immediate pre-war and then post-war period sees a considerable change in the borough, with very significant new suburban development evident on the historic maps. This largely follows the street structure of previous development, and with housing types influenced by 1930s forms, along with large areas of local authority housing developed following the 1947 Town & Country Planning Act.

This period sees the development of a number of distinctive parades of shops as neighbourhood and village centres.

A further embanked reservoir has been constructed (King George VI), and large areas of surface water from gravel extraction are now evident. Aqueducts moving water from reservoirs to the Thames are increasingly evident.

'London Airport' (Heathrow) has been created from a former airfield built under wartime emergency powers to the north.



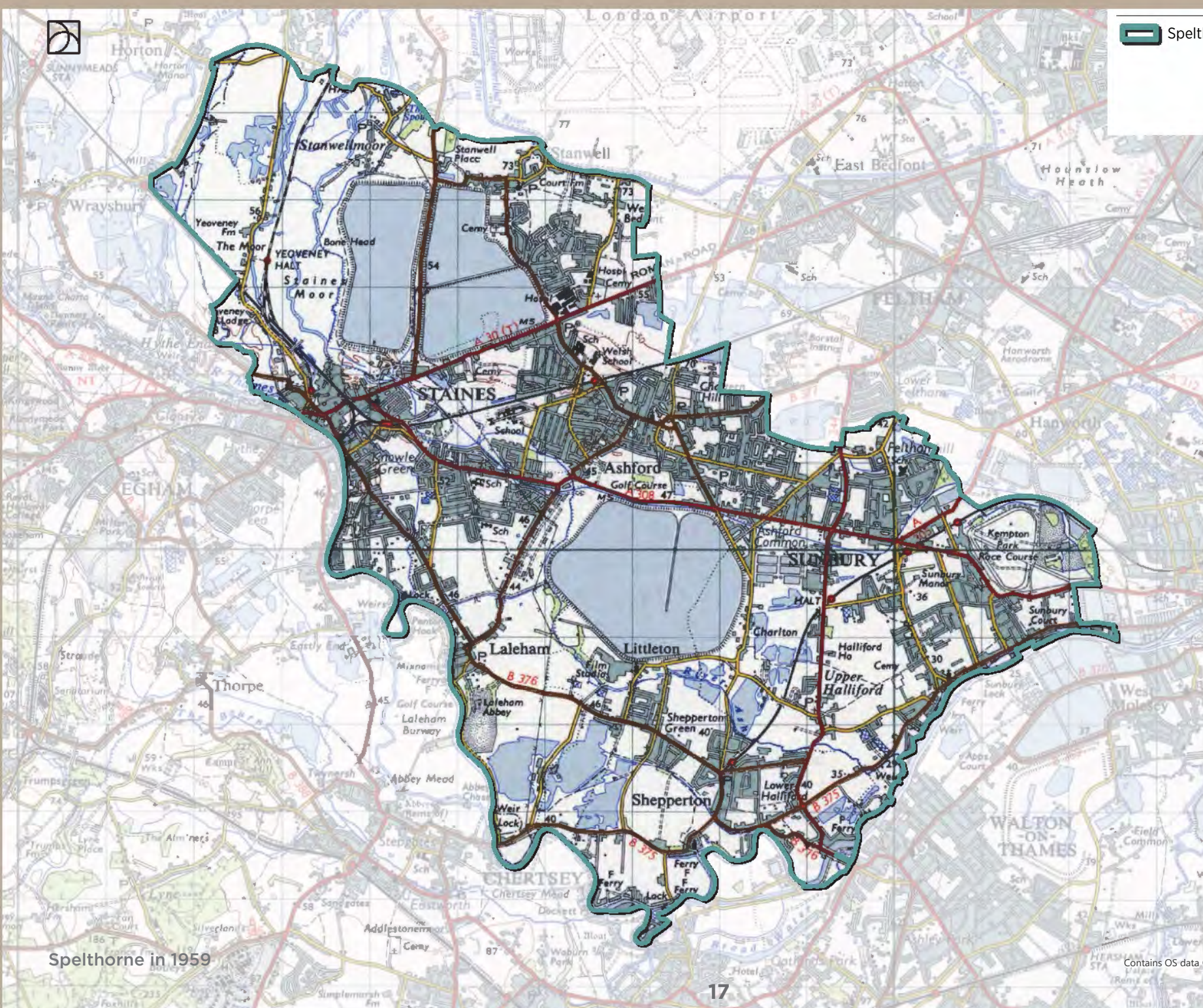
Example of local parade of shops - Shepperton



Littleton - semi-detached development



Spelthorne Borough Boundary
Spelthorne Borough Boundary



Spelthorne in 1959

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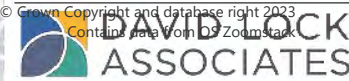
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INTO THE MODERN ERA - 1970

By the early 1970s, the overall built-up area of Spelthorne is very similar to that of today, with additional growth constrained by the Metropolitan Green Belt, introduced in the early 1960s.

The A308 and A30 roads have been upgraded as major dual carriageway trunk roads. The final embanked reservoir in the north-west of the borough is under construction. Heathrow Airport to the north continues to expand to serve the needs of the capital.

Although following years see the overall built/unbuilt balance of the borough remain fairly constant, continual change happens within the borough, with intensification of key centres, the growth of business areas such as BP's headquarters and Shepperton Studios. Additional infrastructure, tied to the growth of London and the overall south-east region, sees links such as the M3 and M25 define and carve up the borough. Heathrow expansion continues to the north, although transport links with the borough remain poor.



More recent suburban development - Stanwell



Lates 2010s development - Ashford High St



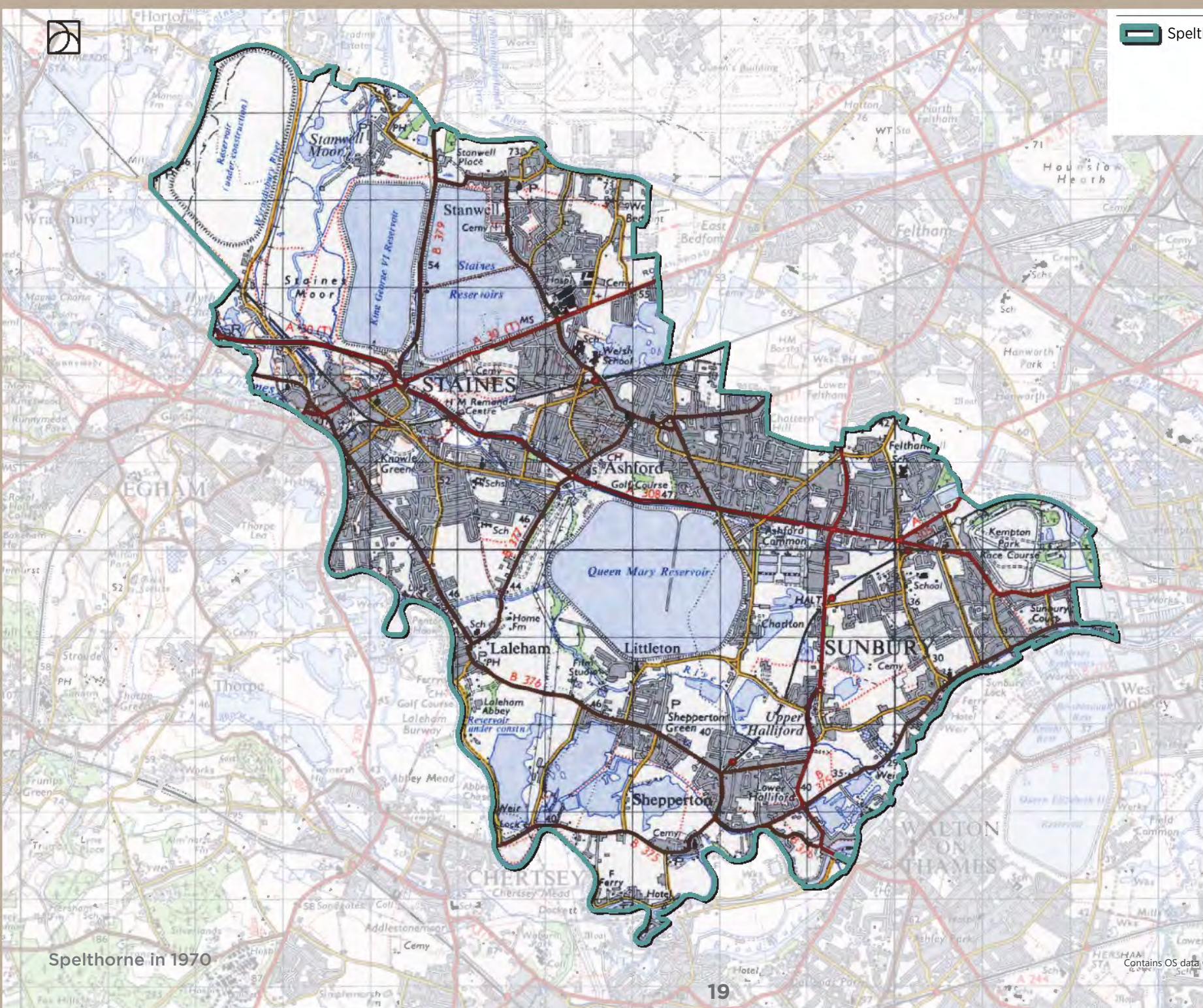
Sunbury Cross



Commercial business park (BP offices)



Spelthorne Borough Boundary
Spelthorne Borough Boundary



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Spelthorne in 1970

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