

Datchet Parish Council



Datchet Neighbourhood Plan 2020-2033

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CONTENTS

| | |
|---|-----------|
| 1 INTRODUCTION..... | 3 |
| Purpose of the plan | 3 |
| Policy context..... | 3 |
| Consultation..... | 5 |
| Monitoring the Plan | 5 |
| 2 LOCAL CONTEXT..... | 6 |
| History of Datchet | 6 |
| Profile of the community today | 8 |
| Datchet today | 9 |
| Main issues and challenges in Datchet | 14 |
| 3 VISION AND OBJECTIVES..... | 15 |
| Vision for Datchet..... | 15 |
| Neighbourhood Plan Objectives | 16 |
| 4 HOUSING NEEDS OF SPECIFIC GROUPS | 17 |
| 5 DESIGN AND LAYOUT OF DEVELOPMENT..... | 20 |
| Design and character | 20 |
| Shopfront design | 24 |
| 6 HERITAGE | 26 |
| Non-Designated Heritage Assets | 26 |
| 7 GREEN AND BLUE ENVIRONMENT | 29 |
| Views..... | 29 |
| Waterside activities..... | 31 |
| Local Green Spaces | 33 |
| Wildlife-friendly features..... | 40 |
| Verges | 41 |
| Flooding and drainage..... | 43 |
| Sustainable design and construction | 46 |
| Green and Blue Projects..... | 46 |

| | | |
|-------------------|---|-----------|
| 8 | COMMUNITY ASSETS..... | 49 |
| 9 | GETTING AROUND..... | 51 |
| | Key Movement Routes | 51 |
| | Priorities for investment | 53 |
| 10 | NON-POLICY ACTIONS..... | 55 |
| 11 | POLICIES MAP..... | 61 |
| APPENDIX A | ENHANCEMENTS TO KEY MOVEMENT ROUTES..... | 63 |
| APPENDIX B | NON-DESIGNATED HERITAGE ASSETS | 67 |
| APPENDIX C | SUMPTERMEAD AND SOUTHLEA BUNDS | 71 |

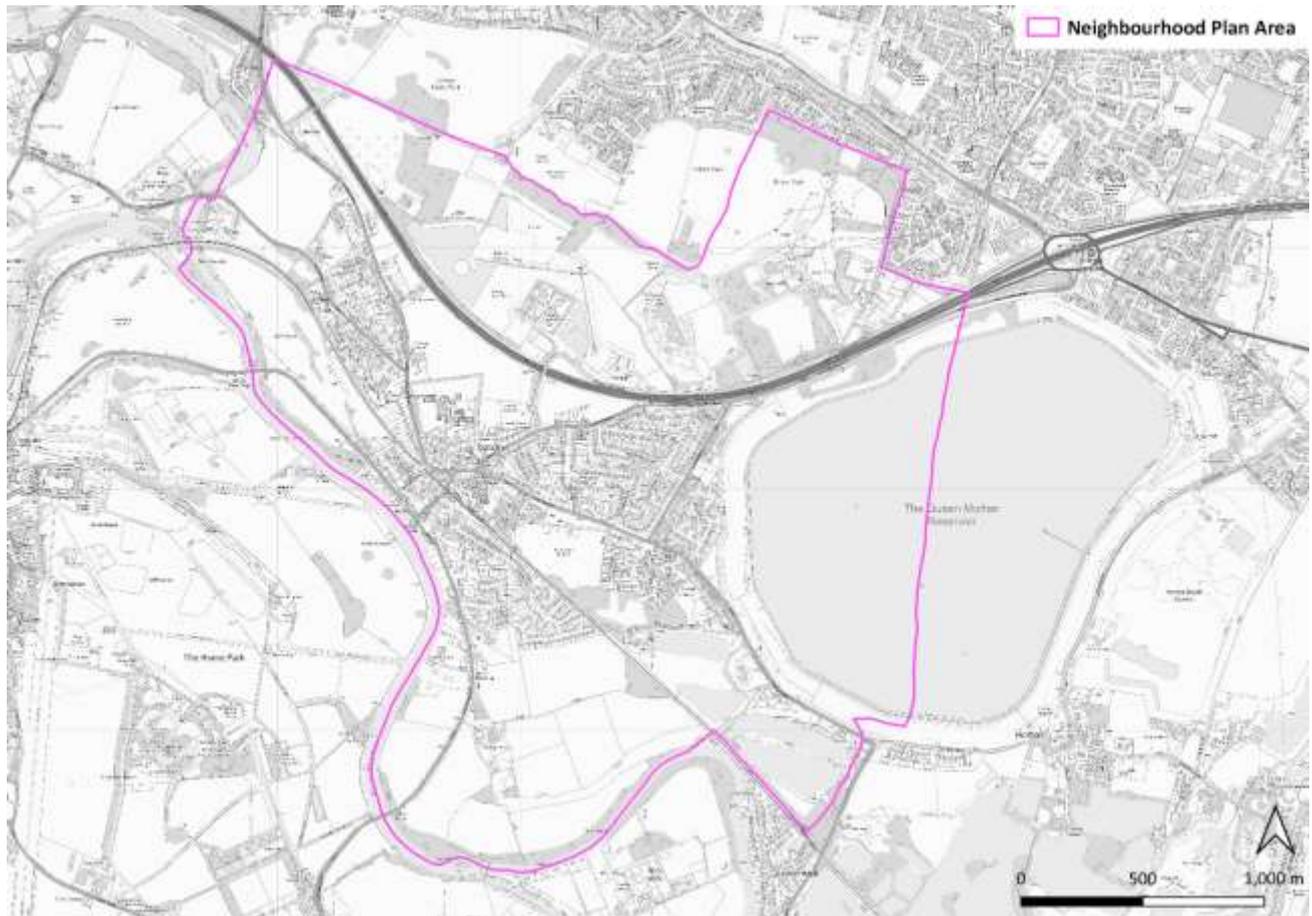
1 INTRODUCTION

Purpose of the plan

- 1.1 This document represents the Neighbourhood Plan for Datchet for the period 2020 to 2033. The Plan contains a vision for the future of Datchet parish and sets out clear planning policies to realise this vision.
- 1.2 The principal purpose of the Neighbourhood Plan is to guide development within the parish. It also provides guidance to anyone wishing to submit a planning application for development within the parish. The process of producing a plan has sought to involve the community as widely as possible. The different topic areas are reflective of matters that are of considerable importance to Datchet, its residents, businesses and community groups.
- 1.3 Some of the Neighbourhood Plan policies are general and apply throughout the Plan area, whilst others are site or area-specific and apply only to the appropriate areas illustrated on the relevant map. Nevertheless, in considering proposals for development, the Royal Borough of Windsor and Maidenhead will apply all relevant policies of the Plan. It is therefore assumed that the Plan will be read as a whole, although some cross-referencing between Plan policies has been provided.
- 1.4 The process of producing the Neighbourhood Plan has also identified a number of actions which are not specifically related to land use matters and therefore sit outside the jurisdiction of a Neighbourhood Plan. These actions will be addressed by the Parish Council outside of the Neighbourhood Plan process (see Section 10, Non-Policy Actions).

Policy context

- 1.5 The Neighbourhood Plan represents one part of the development plan for the neighbourhood area over the period 2020 to 2033, the other part being the Royal Borough of Windsor and Maidenhead Local Plan.
- 1.6 The Royal Borough of Windsor and Maidenhead (RBWM), as the local planning authority, designated the Datchet Neighbourhood Plan Area in March 2013 to enable Datchet Parish Council to prepare the Neighbourhood Plan. The Plan has been prepared by the community through the Datchet Neighbourhood Plan (DNP) Steering Group.
- 1.7 The Neighbourhood Plan has been prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (which were amended in 2015). The Neighbourhood Plan Steering Group has prepared the plan to establish a vision for the future of the parish of Datchet and to set out how that vision will be realised through planning and controlling land use and development change over the plan period.
- 1.8 The map in Figure 1.1 below shows the boundary of the Neighbourhood Plan area, which is the same as the administrative boundary of Datchet parish.

Figure 1.1: Datchet neighbourhood plan area

- 1.9 The relevant RBWM Local Plan was adopted in 2003 and therefore, under the guidance provided by the National Planning Policy Framework (NPPF), is out of date. Whilst it is still part of the development plan and its policies are used to determine planning applications (and therefore it has been ensured that the Neighbourhood Plan is in general conformity with its strategic policies), it does not provide an up-to-date spatial framework to inform the development of the Neighbourhood Plan. Rather, the reasoning and evidence informing the policies in the emerging Local Plan has been taken into account when preparing the policies in the Neighbourhood Plan. This emerging Local Plan has reached examination stage.

Consultation

1.10 The process to develop a Neighbourhood Plan was first launched in 2011 and included the parishes of Datchet and Horton & Wraysbury, which have, since 2019, become one ward in RBWM. It was then decided to develop plans for each parish separately. Datchet Parish Council made two further attempts at a plan for Datchet before finally a community group was set up with Parish Council support in 2016. Since then there has been an extensive engagement process with the local community. This has included:

- Publication of introductory leaflets delivered throughout the village.
- Six parish-wide surveys and surveys at local schools, with leaflets and supporting information and survey/response collection boxes at various locations in the parish such as The Bridge Cafe, Library, Health Centre.
- 15 Character Area Assessments with residents with explanatory leaflets delivered to Character Areas.
- Neighbourhood Plan Drop-in Day at the Village Hall.
- Clean Air Day banners and leafleting on The Green with survey on walking and cycling.
- Awareness-raising sessions at the Railway Station and at Tesco.
- Involvement of community groups.
- Datchet Design Guide consultation at the village hall and supporting leaflets at numerous outlets throughout the village.
- Information stalls at various village events and open days including Datchet Village Fete; St Mary's Church Christmas Fayre; The Ellis Journey veteran car event on The Green and the Big BBQ Boogie.
- Quarterly articles in *The Link* magazine which is delivered to every house in the village (2017 to date).
- Community meetings on Zoom (in place of face-to-face focus groups during the pandemic) to discuss topics such as downsizing.
- In addition, the community has been kept informed of progress through regular updates on the Datchet Neighbourhood Plan website, www.datchetneighbourhoodplan.org, on social media including www.facebook.com/DatchetNeighbourhoodPlan and the Datchet Eye Facebook group.

Monitoring the Plan

1.11 Datchet Parish Council, as the responsible body, will be responsible for maintaining and periodically revisiting the Plan to ensure relevance and to monitor delivery.

2 LOCAL CONTEXT

History of Datchet



View of the Manor Houses
Photo credit: Datchet Village Society

- 2.1 Datchet's development has been shaped by its situation at a crossing of the Thames opposite Windsor Castle. Throughout Tudor and Stuart times, it was attractive to royal courtiers, civil servants and London merchants, who occupied the Riding Court and Southlea estates as well as houses in the village centre. From 1742, the Montagu and Buccleuch families owned both Ditton Park and Datchet Manor. The names of streets and buildings echo the historic association with these families.
- 2.2 In the 1850s the railway line cut through the centre of the village creating two level crossings. From the 1870s, demand for housing led to agricultural land being sold off and substantial houses were built on The Avenue, Montagu Road, Buccleuch Road, Eton Road, Windsor Road and Southlea Road, and terraces of small houses on Green Lane. When the need for land overcame the fear of floods, development extended along Slough Road and Whites Lane.
- 2.3 Expansion brought with it employment opportunities in the building trades and provision of services. Housing for these families was built at the eastern end of Datchet which became a separate and thriving community known as Datchet Common. It included parts of Horton Road, Ditton Road, New Road, Penn Road and Workhouse Road (now Holmlea Road).
- 2.4 In the 20th century, the growing need for more housing was met in three chief ways: by converting large old houses into flats; by infilling the extensive grounds of older houses; and by developing agricultural land.
- 2.5 Before WWI, 28 cottages with allotments were built on Ditton Road as part of the Garden City and Garden Suburb movement. In the 1930s, the private roads of Leigh Park and Lawn Close were created in the extensive grounds of older houses between London Road and Horton

Road. (It wasn't until 1956 that Link Road was built, opening up a through-route.) Other development around this time included houses to the north of London Road and behind the church; a row of substantial houses with long front gardens on Slough Road; and, new for Datchet, bungalows on Castle Avenue. Before WWII, development began on agricultural land to the north of the village, creating Montrose Avenue and Fairfield Avenue. The remaining space was later used for council housing, extending into Montrose Way and Fairfield Close.

- 2.6 As the century progressed, developers continued to seek out plots of land. A row of bungalows was built in the grounds of Datchet House. In 1958, a much-needed secondary school was built on Slough Road, on the extensive site of a Victorian house, Churchmead. On Montagu Road, the short cul-de-sacs of The Paddock, Saffron Close and Elm Croft were created behind the 19th-century houses. Queensmead, off Queens Road, was built on a field at the rear of the High Street. Around The Green, the maisonettes in Hall Court replaced a late Victorian house called The Hall, and three-storey townhouses were built in Priory Way near the tall Victorian villas, now flats, Ormonde and Mordenholt.
- 2.7 In the 1960s and 70s, there were also two major infrastructure projects which altered the landscape dramatically: the M4, separating Ditton Park and Riding Court Farm from the rest of the village, and the Queen Mother Reservoir. Both created a physical barrier to the expansion of the village which was also contained by the railway, the river and the Green Belt. A few miles away, expansion at London Airport, renamed Heathrow, was gathering pace.
- 2.8 The 1970 Buckinghamshire Plan resulted in new housing for more than 1700 people over the following decades, at Penn Road, New Road, Green Lane, Beaulieu Close, Montagu Road (Lombardy Park), and around Holmlea Road, Cobb Close, Holmlea Walk and Marshfield, adjoining previous local authority development at Talbot Place. This included both private and socially-rented housing intended to provide for population growth and replace some of the run-down housing. In addition, the Recreation Ground was extended to include the Sabatini Land fronting Horton Road, opening up a view of the whole space as a focal point of the village. A railway footbridge linked Montagu Road and the Recreation Ground; and Manor House Lane, behind the railway station, was recommended for housing and business development.
- 2.9 Although not part of the Plan, Mill Place Caravan Site was built to house some of Datchet's gypsy and traveller community. It opened in 1970 and the site was enlarged in the 1980s.
- 2.10 The topic of traffic congestion was as prevalent then as it is now. The Buckinghamshire Plan proposed eastern and western by-pass routes and the site of Holmwood, a Victorian house at the corner of Slough Road and Eton Road, was reserved for the western arm. In the end, nothing happened so the plot was released for housing and Ruscombe Gardens was built there in the 1980s. This had been preceded by the development, in the same area, of Gables Close on the site of another old house, The Gables, and was followed by a development of neo-Georgian houses at Eton Close. A few years later, as planning regulations on the floodplain tightened, Agars Place was built to exacting requirements and raised above ground level in a backfill plot off Castle Avenue.

- 2.11 In recent years, tighter flood-zone regulations have resulted in some redevelopment plans for housing at brownfield sites being turned down. Although permitted development continues, a lack of suitable, available land has meant that development of new housing has slowed. There have been some backfill cul-de-sac developments including four sympathetically-designed detached houses at Ellesmere Close off Eton Road; eight social-housing units on Jubilee Way at the rear of Montrose Avenue; three terraced houses off Montrose Avenue, and three detached houses set back off London Road. On the outskirts of the built settlement, the former site of Datchet Mead Hotel has been redeveloped with Regency-style blocks of flats on Slough Road and houses in Mead Close, Datchet's only gated development. The emerging Borough Local Plan proposes the allocation of a Green-Belt site north of London Road for approximately 80 homes.
- 2.12 The village is also affected by a number of national infrastructure projects. In 2002 the Jubilee River flood-relief channel from Taplow to Datchet was completed, providing protection against flooding for settlements upstream of Datchet. More recently, a new River Thames Scheme flood-relief channel from Datchet to Teddington has been designed but funds are currently not available for the first section from Datchet to Runnymede. Work on the other sections is proceeding with the possibility of reinstating a Datchet section at a later date. Meanwhile, fluvial and groundwater flooding remain a serious threat with a large proportion of the village lying in flood zones 2 and 3. In 2013, the removal at Southlea of a section of one of the historic bunds protecting Datchet has also increased this threat.
- 2.13 For some years, Heathrow Airport has been seeking to increase capacity with a third runway sited closer to Datchet, potentially adding to the already high levels of aircraft noise and pollution in the village. The M4 is currently being widened and bridges rebuilt as part of the Smart Motorway programme.
- 2.14 As in so many other communities, housing development and the burden of traffic have suburbanised Datchet but the heritage buildings and attractive green spaces in the heart of the village, its tree-lined roadside verges and well-planted private gardens mean that it still manages to retain its green and leafy character as a historic Thameside village.
- 2.15 In recent times there have been significant archaeological discoveries in Datchet including a pre-historic settlement at Southlea, a Neolithic causewayed enclosure at Riding Court, and a Bronze Age settlement at The Myrke.

Profile of the community today

- 2.16 Unless stated otherwise, the profile of the community has come from the 2011 Census.
- 2.17 In 2011, the population of Datchet was estimated to be 4,913 people. This represented an increase of 267 people since the 2001 Census, a 5.7% increase. It has a high proportion (compared with RBWM and the South East region) of young adults of working age (25-44 years old). Despite this, the most common type of household is a single person of retirement age (20%).

- 2.18 The majority of housing stock (60%) is detached or semi-detached but Datchet has a well-balanced profile of occupancy, i.e. houses are neither under-occupied (with spare bedrooms) nor over-crowded.
- 2.19 Over the ten-year period from March 2010 to February 2020, average house prices in the Datchet area increased by 129% from £216,635 to £496,400¹. This compares with an average increase of 51% to £443,368 across Berkshire as a whole.
- 2.20 Over the three-year period 2016/17 to 2018/19, a gross total of 6 housing completions was made in the parish of Datchet. This amounts to a net addition of 3 dwellings². Since April 2019, a further 28 dwellings have been granted planning permission, with some of these having been completed. This includes 24 flats which replace the former Datchet Mead Hotel.
- 2.21 Windsor and Maidenhead is an affluent borough falling within the 10% least-deprived areas in England but it contains pockets of relative deprivation. The ward of Datchet, Horton and Wraysbury is the fourth most-deprived in RBWM³, with income deprivation affecting children in Datchet more than older people⁴. Nearly one in six dwellings in Datchet is socially-rented, sheltered or leased from affordable housing provider Abri, formerly Radian.
- 2.22 The population of working age has high levels of economic activity (mainly being in full-time employment) and high average levels of qualification. A significantly higher number of people leave Datchet each day to work than come to work in Datchet.
- 2.23 Levels of car ownership are broadly in line with those in RBWM, although the proportion of people that commute to work by car (nearly 50%) is high. The presence of the train station also means that train commuting – mainly to Central London – is proportionately high, although only at 9%.

Datchet today

Datchet's environment

- 2.24 Datchet is situated on the north bank of the River Thames opposite Windsor Castle and the Home Park. The geography of Datchet is dominated by the flood plain of the River Thames. The land is low-lying with an estimated 80-85 per cent of Datchet designated as Flood Zones 2 and 3, forming the main constraint to development. This has helped to preserve the open space which gives Datchet its characteristic 'greenness'. The M4 motorway cuts through the north of the parish.
- 2.25 To the south, the landscape is more rural and unified, with large fields traditionally farmed for cereals and pasture. The area is rich in archaeological finds and historic features such as field systems and hedgerows have been retained. It was proposed that Channel 1 of the River Thames Alleviation Scheme would traverse the area but this project stalled in 2020 due to lack of funds.

¹ Source: www.home.co.uk

² Source: RBWM Authority Monitoring Reports

³ Source: 2019 JSNA ward profile

⁴ <https://rbwm.moderngov.co.uk/documents/s26845/JSNA%20Report.pdf>

- 2.26 To the east, the 30m-high embankment of the Queen Mother Reservoir is visible above the built development, and to the west, the open landscape of meadow grassland and woodland along the river is the least changed. The outstanding views across to the rural Home Park and Windsor Castle are little altered since the early 17th century.
- 2.27 The Green Belt surrounds the settlement and washes over some buildings. There are three Local Wildlife Sites at Datchet Common and Gravel Pits, Upton Court Wetlands and the Queen Mother Reservoir. The section of the Jubilee River in Datchet has been highlighted as a Biodiversity Opportunity Area by the Thames Valley Environmental Records Centre.
- 2.28 Major water bodies include the River Thames, Jubilee River (flood relief scheme), Datchet Common Brook and the Myrke Stream (statutory main rivers), Queen Mother Reservoir (included in the Colne Valley Regional Park), and the lakes (former gravel pits) in the south-east of the parish which are currently used commercially as an aqua park and fishing lakes. Ditton Park has a moat and numerous small lakes. There is a site at Riding Court currently being used for gravel extraction. The proposed restoration scheme involves the creation of an amenity lake⁵.

Datchet village



The Jubilee Cross and Oak,
Manor Hotel and Manor Houses



The corner of the High Street
from Windsor Road

Photo credit: Datchet Village Society

- 2.29 Datchet's heritage assets are greatly appreciated by residents and contribute to its special character. There is a rich variety of architecture, from late medieval small timber-framed halls through to the symmetrical red-brick Georgian style and to enormous Victorian mansions. There are 38 Grade II listed structures, many of which are in the central Conservation Area designated in 1995.
- 2.30 RBWM's Landscape Character Assessment lists 'generous grass verges to roadways' as a key characteristic of the village. Tree-lined roads and avenues of trees are also a pleasing characteristic of the built environment.
- 2.31 Datchet is situated in a picturesque part of the Royal Borough and local people enjoy having easy access to the wider countryside. Within the settlement, green space is highly valued. Public spaces include Datchet Riverside Garden with river views, picnic area and limited

⁵ <http://www.cemexcommunities.co.uk/datchet.aspx>

mooring; The Green at the heart of the village; Datchet Recreation Ground, a park with tennis courts, football pitches, basketball court, green gym, and young and older children's play areas; Willowfields parkland with shrubs and trees; The Land at Mill Place, an area of rough grass and shrubs.



The public Riverside Garden on the Thames



The Recreation Ground



Ditton House and Park



Ditton Road Chapel and Cemetery

Photo credit: Datchet Village Society

Commercial activity

- 2.32 The community is served by a range of facilities and local services. The main centre is clustered around The Green, with the traditional church, pub and small shops. There is an additional smaller centre, with supermarket, fast-food outlets and restaurant, to the east of the village. There are also commercial areas and light-industrial units at Riding Court, Ditton Park (Botanica), Portland Business Centre, and Horton Road.



The Bridge café, the Royal Stag public house and St Mary's Church



Shops, cafés and restaurants around The Green

Photo credit: Datchet Village Society

Education

- 2.33 There are several pre-schools and play groups, as well as two primary schools and a secondary school: Datchet St Mary's Church of England Primary Academy (3-11 years, 210 pupils and 30 nursery pupils); Eton End School (Independent, 3-11 years, 201 pupils); Churchmead Church of England School (11-18 years, 420 pupils). Not all village children can find places at the primary schools in Datchet and have to travel out of the village. At secondary level, there are two systems operating in adjoining areas, Grammar/Secondary School and Middle/Upper School. Many secondary school children travel outside the village for their education while 83% of Churchmead's pupils come from areas outside the Borough.

Traffic and movement

- 2.34 Datchet's development has been shaped by transport. It lies at the intersection of several busy B-roads, close to two road bridges across the Thames. The London-to-Windsor railway cuts through the centre with level crossings on both roads to the river. The M4, connecting Datchet with the wider motorway network, slices through the north of the parish. Heathrow Airport is six miles away.
- 2.35 High levels of traffic cut through the heart of the Conservation Area and clog the approach routes. Historic narrow roads and junctions leading into and out of The Green are barely wide enough to accommodate two-way traffic. Larger vehicles, especially buses, coaches and lorries, mount the pavement or have difficulty negotiating the small roundabouts. Many Victorian houses do not have off-street parking which means that traditional front gardens and historic garden boundaries are often lost to create parking spaces. There are also direct physical impacts to important historic structures, for example, damage to a significant Grade II listed Georgian wall on London Road, as a result of vibration from HGVs⁶.



The village suffers from traffic congestion
Photo credit: Nick Goddard

- 2.36 There are significant flows of workers both into and out of the village. A high proportion of residents (2,259) travel out of Datchet to work, nearly 50% doing so by car. This is well above the average for Windsor and Maidenhead and for the South East. The number arriving in Datchet each day to work is 1,134⁷. The major commuting destinations for Datchet workers are Central London, Slough and Windsor⁸.

⁶ Source: RBWM Local Transport Plan 2012-2026

⁷ Source: 2011 Census

⁸ Source <https://commute.datashine.org.uk>

- 2.37 Over one-third (36.1%) of Datchet workers commute less than 3 miles. Many of these journeys could readily be made by bicycle but cycling accounts for less than 3% of journeys to work by Borough residents (excluding those who work mainly at/from home), while walking accounts for less than 10% of commuting journeys⁹.
- 2.38 The school run also contributes to traffic congestion. There are school places for approximately 850-900 children in the parish; four-fifths of children attending the secondary school live outside the parish. Local children also travel to schools outside the parish, in neighbouring Wraysbury, Langley, Slough, Windsor and beyond.
- 2.39 There are very few cycle paths in Datchet. Most are shared-use and connectivity between them is poor. A section of National Cycle Network (NCN) Route 61 lies to the north of the Parish. RBWM's Cycling Action Plan, Appendix 4, identifies key issues: cycle links to and from the village centre are poor; there is no direct cycle link to Windsor; there is significant peak hour traffic congestion in the centre of the village; NCN 61 and the route through Ditton Park are predominantly leisure routes, mostly unlit and therefore unsuited to commuting in winter/after dark; the cycle route alongside B470 Majors Farm Road is partially obstructed by an earth embankment and is also unlit for much of its length; a lack of available highway land is a key constraint to providing more cycle routes; the bridges over the River Thames are key pinch points; The Green has protected status; there is no public cycle parking anywhere within the village.
- 2.40 The volume of traffic has resulted in a layout where cars predominate, taking priority at the expense of pedestrians and cyclists. Traffic management is of great concern to residents; in Neighbourhood Plan consultations, traffic issues are one of the most frequently-raised topics even though a Neighbourhood Plan is very limited in what it can do about traffic.

Public transport

- 2.41 Datchet's railway station is on the line between Windsor & Eton Riverside and London Waterloo. The half-hourly service is sufficiently frequent to be well used by commuters whose destinations are served by that route. The station also has a car park. The proportion of residents who travel by train, 9%, is above the average for Windsor and Maidenhead and for the South East.
- 2.42 Slough, a major local shopping and employment centre, is a transport hub with fast train services, a large bus and coach station, and a number of car parks. It is difficult to reach by public transport from Datchet. The rail journey involves two trains and a change of station in Windsor. There is no direct bus service.
- 2.43 Very few buses serve Datchet. The service from Heathrow Airport via Datchet to Slough and Windsor ceased following the withdrawal of funding by Heathrow Airport. A park and ride bus from Datchet to Windsor runs three times a day off-peak Monday to Friday.
- 2.44 There are no direct connections by bus or train to local towns and villages such as Old Windsor, Horton, Langley, Colnbrook, Eton Wick, Burnham, Taplow, Maidenhead.

⁹ Source: 2011 Census

Main issues and challenges in Datchet

- 2.45 The Neighbourhood Plan seeks to address, as far as is possible, the challenges that face the community of Datchet parish, however, a Neighbourhood Plan must have regard to national policy; it can't promote less development than the Borough Local Plan and its scope is framed by the flood zones, Green Belt and Conservation Area. This means that it cannot do anything about aviation, trains, pollution, traffic or flood schemes — topics which are frequently raised in public consultations — but it can consider issues which are part of RBWM's planning process. It can also identify issues of a non-planning nature as separate projects or 'non-policy actions' (see Section 10).
- 2.46 The National Planning Policy Framework makes clear that the Government attaches great importance to Green Belts and these should only be altered in exceptional circumstances as part of the review of a local plan. Due to the restrictions of the Green Belt, and current lack of brownfield sites which are not in the flood zone, it is expected that most development is going to come forward in the form of infill development within the settlement boundary.
- 2.47 The issues were identified through community consultation and are summarised below:
- How to accommodate growth and change while maintaining and protecting the natural and historic environment in order to keep the village character and identity for future generations. In particular:
 - conserving and enhancing the Conservation Area, heritage assets and the historic riverside setting.
 - protecting and enhancing the areas of significant biodiversity that exist within Datchet for the benefit and enjoyment of future generations - in particular the Local Wildlife Sites which are often overlooked - and ensuring that wildlife can move between these areas.
 - preserving and improving green spaces of value to the community, ensuring local people have access to nature in their daily lives.
 - ensuring that new housing responds to the needs of the community and that its design reflects the high-quality local vernacular in terms of building style, materials and density.
 - promoting sustainable design which minimises flood risk, mitigates climate change, and reduces pollution and our carbon footprint.
 - improving and expanding the range of provision of play and leisure infrastructure.
 - enhancing key movement routes through the village to create a safer environment for pedestrians and cyclists.

3 VISION AND OBJECTIVES

Vision for Datchet

- 3.1 In consultation with the village and through a village-wide survey in 2017, the following vision for Datchet was established:

In 2033, Datchet retains its character as a large rural village. The attractive village greens, historic centre, public Riverside Garden and Recreation Ground, which are key to the village's identity, continue to be enjoyed and valued by residents.

The Conservation Area and heritage assets throughout the village have been enhanced and safeguarded for future generations. The special views, including the historic views across the Thames towards Windsor Castle and beyond, and the public and private riverside gardens have been preserved for future generations.

Growth within the Parish has been sustainable, meeting the needs of residents and businesses without compromising the heritage, friendly atmosphere and community spirit of the whole village.

The health and well-being of our residents is paramount. Datchet provides a high standard of 21st-century living throughout the parish. New housing and the development of existing property has delivered character while addressing the needs of the community, providing homes for people of all ages, abilities and means which are well-designed, sympathetic and sustainable. This has allowed young people and families to stay in the community, and older generations to downsize, freeing up family homes.

By incorporating measures to minimise flood risk and mitigate climate change, new development has not increased the overall flood risk for the community. The strict enforcement of policies for flood risk, and improved maintenance of drainage ditches and watercourses, including Datchet Common Brook and the Myrke Stream, have served not only to prevent a worsening of flood risk but have improved the situation.

The biodiversity, wildlife and its habitat, trees and hedgerows throughout the plan area have been protected and enhanced, and continue to thrive, providing access to nature for the wellbeing and enjoyment of residents and visitors.

Community facilities and services, including leisure and recreation, have been enhanced to meet residents' needs. Appropriate infrastructure developments keep the village an attractive, well-planned and safe place for everyone.

The needs of pedestrians and cyclists have been addressed with footpaths and cycle paths providing well-connected, safe and accessible routes that have helped to reduce pollution as fewer people make short journeys by car.

Neighbourhood Plan Objectives

3.2 The objectives of the Neighbourhood Plan as identified through engagement with the community are as follows:

Objective 1: To preserve and protect the character of the village, its attractive historic centre and village greens (collectively known as The Green), public riverside, heritage assets (including non-designated heritage assets) and special views.

Objective 2: To maintain, protect and enhance green spaces of value to the community to promote biodiversity and ensure local people have access to nature.

Objective 3: To ensure new housing reflects the high quality local vernacular in the parish in terms of building style, materials and density, and responds to the housing needs of the community with suitable housing for people of all ages, abilities and means, providing the opportunity for existing and future generations to remain in the community.

Objective 4: To ensure that development is sustainable and sensitively designed to be attractive, to minimise flood risk, mitigate climate change, promote biodiversity, reduce our carbon footprint, and enhance the existing community's wellbeing.

Objective 5: To enhance the facilities currently available to the existing community and to ensure that new development is supported by adequate additional infrastructure, facilities and services, keeping Datchet an attractive, well-planned and safe place for existing and future residents.

Objective 6: To improve transport and movement, in particular through non-car modes, ensuring there is a safe environment for pedestrians and cyclists.



Autumn view of The Thames from the public Riverside Garden
Photo credit: Datchet Village Society

4 HOUSING NEEDS OF SPECIFIC GROUPS

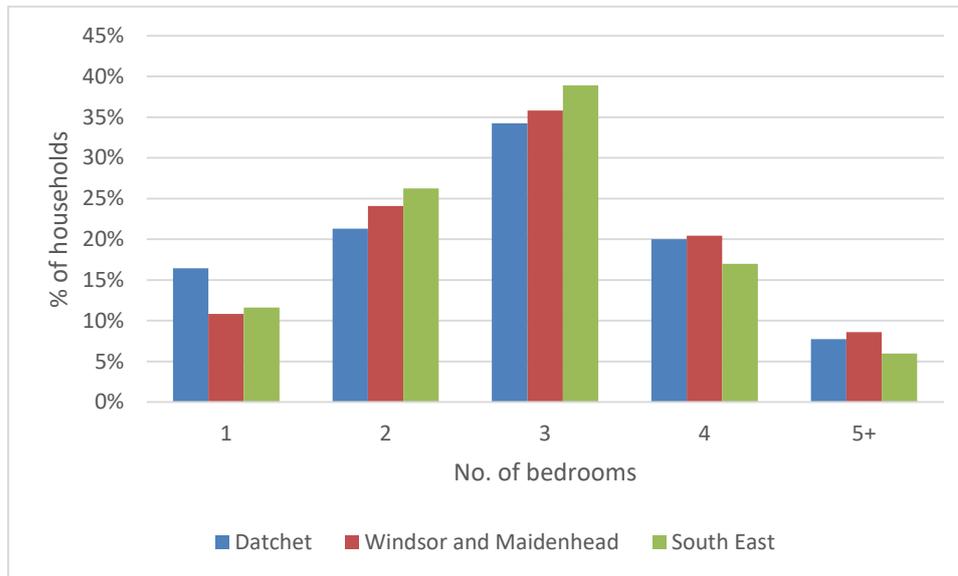
- 4.1 The NPPF states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership¹⁰. In the Royal Borough of Windsor and Maidenhead where meeting housing needs, particularly for affordable housing, is a strategic priority, Policy HO3 of the emerging Local Plan seeks a minimum of 30% affordable housing units on sites proposing more than 10 net additional dwellings. Key drivers for these policies are the demographic trends in the borough, the evidence of need for affordable housing set out in the strategic housing market assessment, and the needs of individual communities for additional housing of a range of costs and tenures as part of their development as communities and more sustainable places. For Datchet these needs apply but must be balanced against the significant constraints that are imposed by the Green Belt designation and the flood zones. It is therefore considered that housing development within the Neighbourhood Plan area will be relatively limited. The main location for new housing is expected to be on the land at Riding Court Road and London Road allocated in the Emerging Local Plan (Policy ref AL39) which has a site-specific requirement that development should provide at least 40% affordable housing. Rather than seeking new sites for development, the focus of the Neighbourhood Plan is on ensuring that the right type of housing development is brought forward.
- 4.2 An issue raised by a large number of people in the community related to housing for older people. There is a concern that there is a lack of properties suitable for people's needs as they age. This can take many forms from simple 'downsizer' housing which is more suitable in size and provision for people who previously raised families in a larger family home, to housing which is specifically designed to allow for people's needs where their mobility is restricted, e.g. doorways wide enough for wheelchairs, stair lifts or simply single-storey housing.
- 4.3 Emerging Local Plan Policy HO2 already requires developments of 20 or more dwellings to provide at least 5% of these as 'accessible and adaptable dwellings' (in accordance with Building Regulations M4(2)). It also supports the provision of purpose-built and/or specialist accommodation with care for older people, although no sites for such provision have been identified in Datchet.
- 4.4 The 2016 Berkshire Strategic Housing Market Assessment (SHMA)¹¹ identified a need for a focus on 2 and 3-bedroom properties in the market housing sector, with an emphasis on 1-bedroom units in the affordable sector. This supports the position in Datchet where 14% of the population was of retirement age (65+) in 2011, and a further 12% would have reached retirement age by 2020. Similarly, analysis of households in 2011 shows that one-third consisted of either 1-person of retirement age or a married couple with no dependent children.

¹⁰ NPPF paragraph 65

¹¹ GL Hearn (2016) *Berkshire (including South Bucks) Strategic Housing Market Assessment*, for the Berkshire authorities and Thames Valley Berkshire Local Enterprise Partnership

- 4.5 By contrast, the proportion of dwellings that are of a size which tends to be sought by downsizers (2- and 3-bed properties) is low, whereas the proportion of 4-beds is relatively high (Figure 4.1).

Figure 4.1: No. of bedrooms per dwelling



Source: 2011 Census

- 4.6 If more downsizing units are provided, then that may mean that older people living in family-sized houses may move, so freeing up these units.
- 4.7 A research project at the University of Sheffield called 'Dwell – designing for wellbeing in environments for later life' had a report published in 2016¹² which identified the ideal downsizer home as:
- “A home that continues to allow people to pursue the pleasures of life today, while feeling secure that their homes can adapt to their future needs.”*
- 4.8 While the report acknowledged that there is no one 'ideal' downsizer home, a number of common themes emerged through the co-design process undertaken with older people:
- Demand was strongest for accessible single-storey or two-storey properties, with a continuing appetite for bungalows.
 - A willingness to consider apartment living, as long as the offer feels secure, spacious and is in a good location, and potentially provides extra facilities such as allotments and shared space to host social events.
 - Demand for fewer bedrooms but more space and adaptability to accommodate separate living, visiting friends and family and grandchildren.

¹² University of Sheffield (2016) *Designing with downsizers*, UK Research Councils (EPSRC, ESRC, and AHRC)

- Provision of manageable outdoor space for gardening and relaxation, such as courtyard gardens, roof terraces or generous balconies.
- The need for dedicated resident and visitor car parking in all but the most centrally-located sites.

4.9 The Neighbourhood Plan community survey and focus group results generally concurred with the findings of the Dwell research project. The following themes also emerged:

- Demand was strongest for spacious accommodation on one level with a willingness to consider apartment living with lifts to access upper floors.
- Demand for flexible space so rooms can serve a dual purpose, e.g. study/spare bedroom.
- Demand for generous storage space.
- Bathrooms of a sufficient size to adapt for accessible bathing (e.g. walk-in bath) if required.
- A central location is preferred, within walking distance of key destinations and access to public transport.
- In Datchet there are several halls available for social events so a 'shared space to host social events' (as recommended by Dwell) was not considered a necessity.
- Demand for outdoor space. The size, aspect and orientation is important. Outdoor spaces and balconies should be a generous size, directly accessible from habitable rooms, and receive direct sunlight, not north-facing or overlooking a busy, noisy road. Also outdoor storage space, for example, a large garage or a shed should be provided where possible.

4.10 Policy DAT1 applies to all major residential development – 'major' is defined in the NPPF as sites of 10 or more homes or sites of 0.5 hectares or more.

POLICY DAT1: HOUSING SUITABLE FOR THE NEEDS OF OLDER PEOPLE

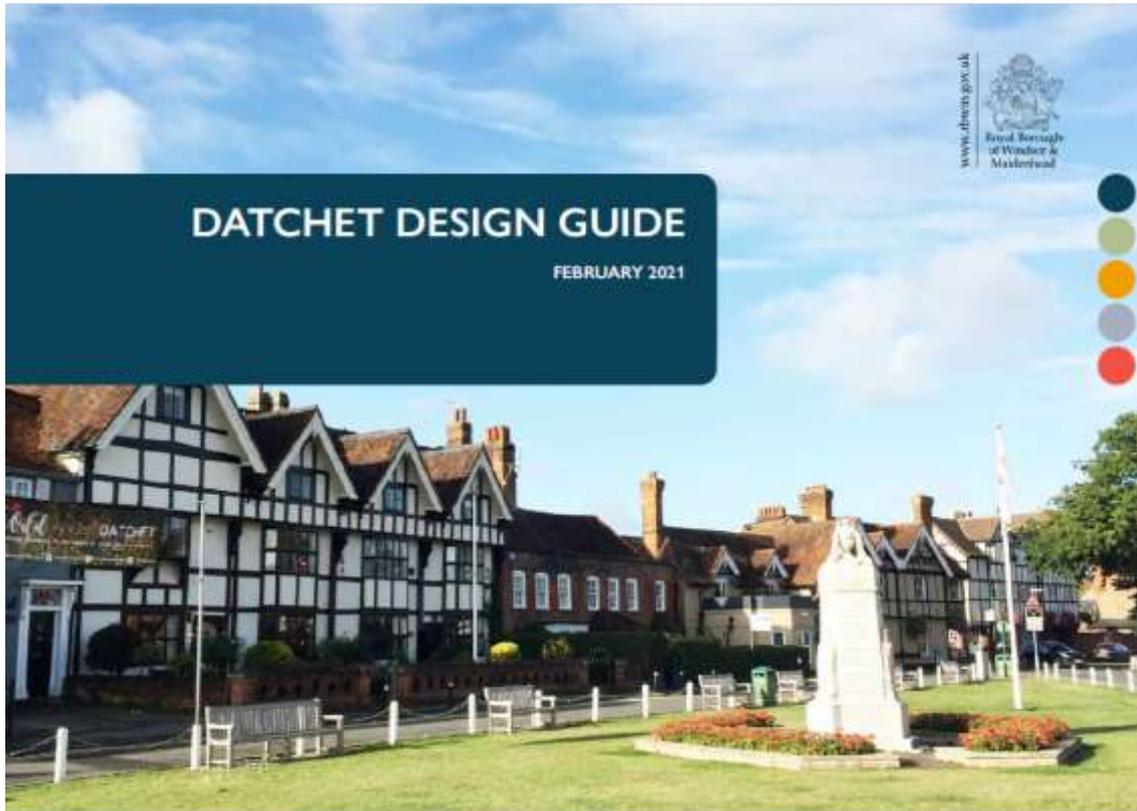
Major residential development that is required to provide 2- and 3-bed units as part of that mix must design these units so that they are able to meet the needs of older people. Such designs may include:

- a. Step-free accommodation on one level, either on the ground floor or with lifts to upper floors.**
- b. Spacious living areas and bathrooms which can be adapted as circumstances change.**
- c. Generous storage space.**
- d. Private outdoor amenity space such as a patio, small garden, roof terrace or balcony, directly accessible from habitable rooms. These should be large enough to accommodate outdoor activities, receive direct sunlight, and be located in quiet positions with a good outlook.**

5 DESIGN AND LAYOUT OF DEVELOPMENT

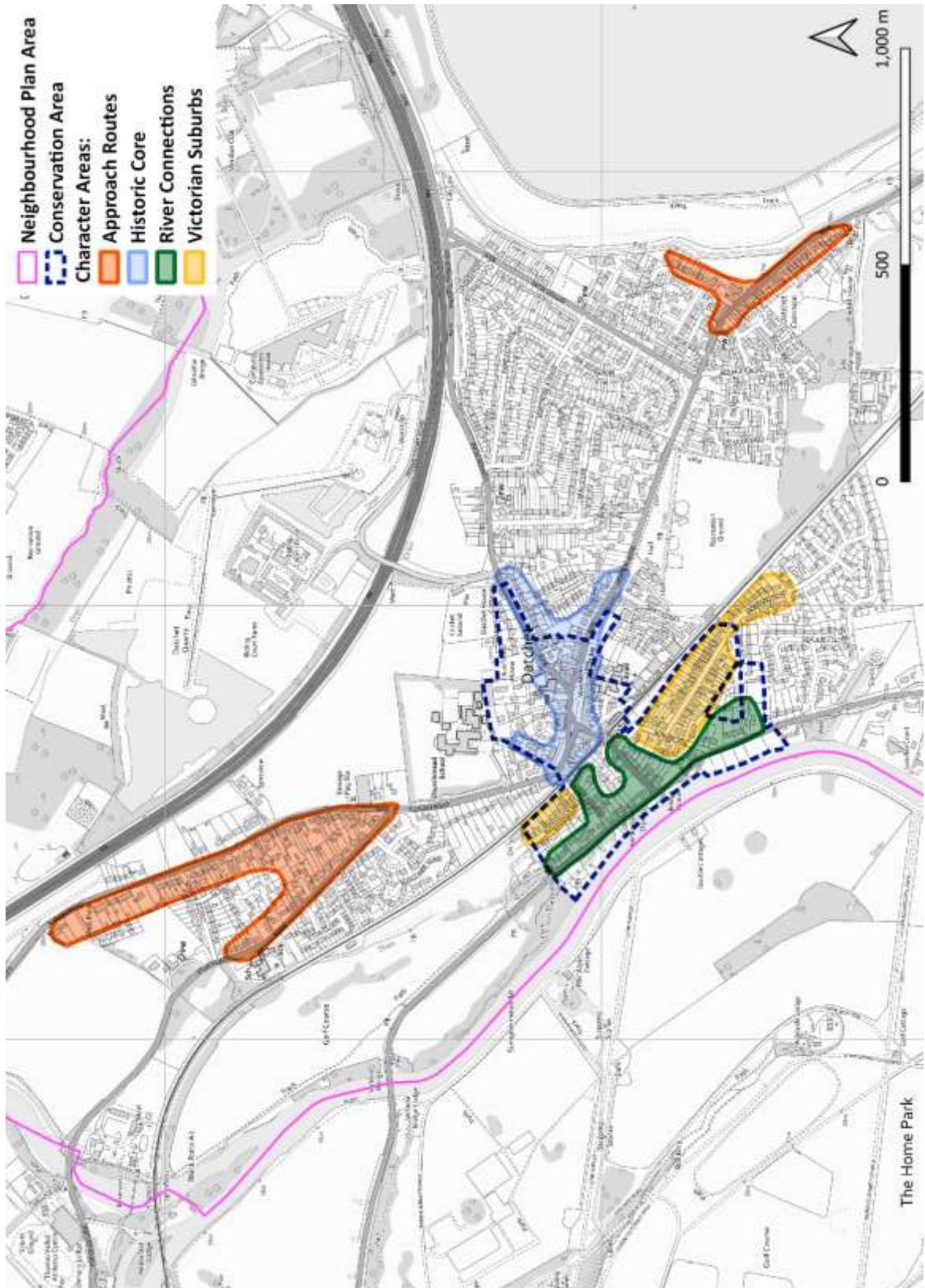
Design and character

- 5.1 The character of Datchet was identified by the local community as a strong positive feature of the built environment and its surrounds. In short, people value how attractive Datchet is and want new development to fit in with this.



- 5.2 In order to articulate this, the Datchet Design Guide 2021 was prepared. This identified four main character areas – the historic core, river connections, Victorian suburbs and the approach routes to the village (see Figure 5.1). For each, it described its key features with the intention that development proposals respond to the positive and negative key features of the character area, utilise and/or augment the materials palette of the character area and integrate the architectural details and layout features identified in the character area.

Figure 5.1: Datchet Character Areas



Source: Datchet Design Guide

5.3 Separately, the Datchet Design Guide identifies specific design detailing which development proposals throughout Datchet are required to take account of. These details help to ensure that development contributes positively to the richness and variety of the built fabric and relate mainly to:

- Windows and porches
- Roofs and walls
- Boundary treatments
- Car parking
- Planting palettes

Examples of design detailing in the Datchet Design Guide



5.4 The character areas identified as the 'Approach Routes' to the village are leafy and green, and the built-up area of Datchet only becomes apparent when you actually reach it. Datchet used to be 'hidden' in its setting but these green perimeters are being depleted in some areas by new development. For example, developments in Slough Road and Mead Close are now visible from Eton Road where before there was a screen of trees. It is important that any new development in or affecting any of the approach routes does not eliminate this hidden setting. In this context it is important to be clear that all the approach routes into Datchet are considered to be leafy and green, not only those in the 'Approach Routes' Character Area.

POLICY DAT2: HIGH QUALITY DESIGN AND CHARACTER

- A. Development must demonstrate high quality design and layout which respects the local character identified in the Datchet Design Guide. In particular this means:**
- a. responding to the positive and negative key features of the character area;**
 - b. utilising and/or augmenting the materials palette of the character area;**
 - c. integrating the architectural details and layout features. Such architectural details relate to:**
 - i. windows and porches**
 - ii. roofs and walls**
 - iii. boundary treatments**
- B. Boundary treatments that front onto the street should generally seek to create an open feel and follow the prevailing pattern in the area. High boundary treatments may be appropriate where privacy is required or to mitigate pollution impacts but should use more natural features such as trees and hedges, reflecting the planting palette in the Datchet Design Guide. Boundaries between properties should only be completely removed in exceptional circumstances. Walled boundary treatments must consider the potential need to enable water to disperse quickly by providing openings in the wall.**
- C. Communal residential properties must provide private green space for the amenity of residents. The scale of such provision should be proportionate to the number of units being provided. Only where there is public green space immediately adjacent to the development will this not be required.**
- D. Proposals that would result in the loss of green space in front gardens for car parking must minimise the impact on surface water flooding by using permeable surfacing solutions and also minimise the impact on biodiversity by providing planting strips.**
- E. Development must demonstrate that it has maximised the potential to achieve net biodiversity gain on site through planting and use of a range of landscaping techniques. This should be informed by the planting palette in the Datchet Design Guide.**
- F. In order to provide the required levels of bicycle parking as set out in the Windsor and Maidenhead Parking Strategy (or successor document), residential development proposals which do not provide secure, off-street vehicle parking must demonstrate how they have provided for secure bicycle parking. This includes residential extensions where existing secure, off-street vehicle parking that also provides for bicycle storage would be lost.**
- G. Development must make sufficient provision for refuse and recycling bins to be stored in an unobtrusive location that is easily accessible to the street frontage.**
- H. Development proposals in or affecting approach routes into Datchet village must ensure that they do not reduce the green screening which hides the setting and is a key part of the character of Datchet.**

Shopfront design

- 5.5 One specific issue raised by the community was the attractiveness of some of the more traditional shopfronts in Datchet village centre. This was felt to be an important part of what makes the centre such an attractive place to shop and socialise.

Examples of successful shopfronts in Datchet



- 5.6 As a result, this issue was addressed through the guidance in the Datchet Design Guide which requires developments to demonstrate positive design in respect of the following matters:

- Projecting signs and features such as awnings
- Lighting
- Colour and finish (materials)
- Signage and signwriting
- Shutters
- Adhesive window films (which is not specifically a matter for planning applications).

POLICY DAT3: SHOPFRONT DESIGN

- A. Proposals for new shopfronts must demonstrate high quality design which respects the features of high quality shopfronts identified in the Datchet Design Guide. In particular this relates to:**
- a. projecting signs and features**
 - b. lighting**
 - c. colour and materials**
 - d. signage and signwriting**
 - e. shutters.**
- B. Original features such as recessed doorways, pilasters, plinths, cornices and fascias should be retained and repaired where damaged.**

6 HERITAGE

Non-Designated Heritage Assets

- 6.1 There are 38 listed structures in Datchet parish which constitute designated heritage assets. All of these are Grade II listed and all are protected by national and local plan policy.
- 6.2 There is also the opportunity to identify other local structures which are of heritage value. These 'non-designated heritage assets' do not hold the same value in heritage terms as listed buildings and scheduled monuments but they are assets (buildings, monuments, sites, places, areas or landscapes) identified as having a degree of significance which should be taken into account when considering planning applications which either directly affect the asset or its setting.
- 6.3 A number of non-designated heritage assets have been identified in Datchet, as shown in Figures 6.1a and 6.1b and described in Appendix B. These non-designated heritage assets will be added to any 'local list' that is prepared by RBWM.

Figure 6.1a: Location of non-designated heritage assets – central Datchet

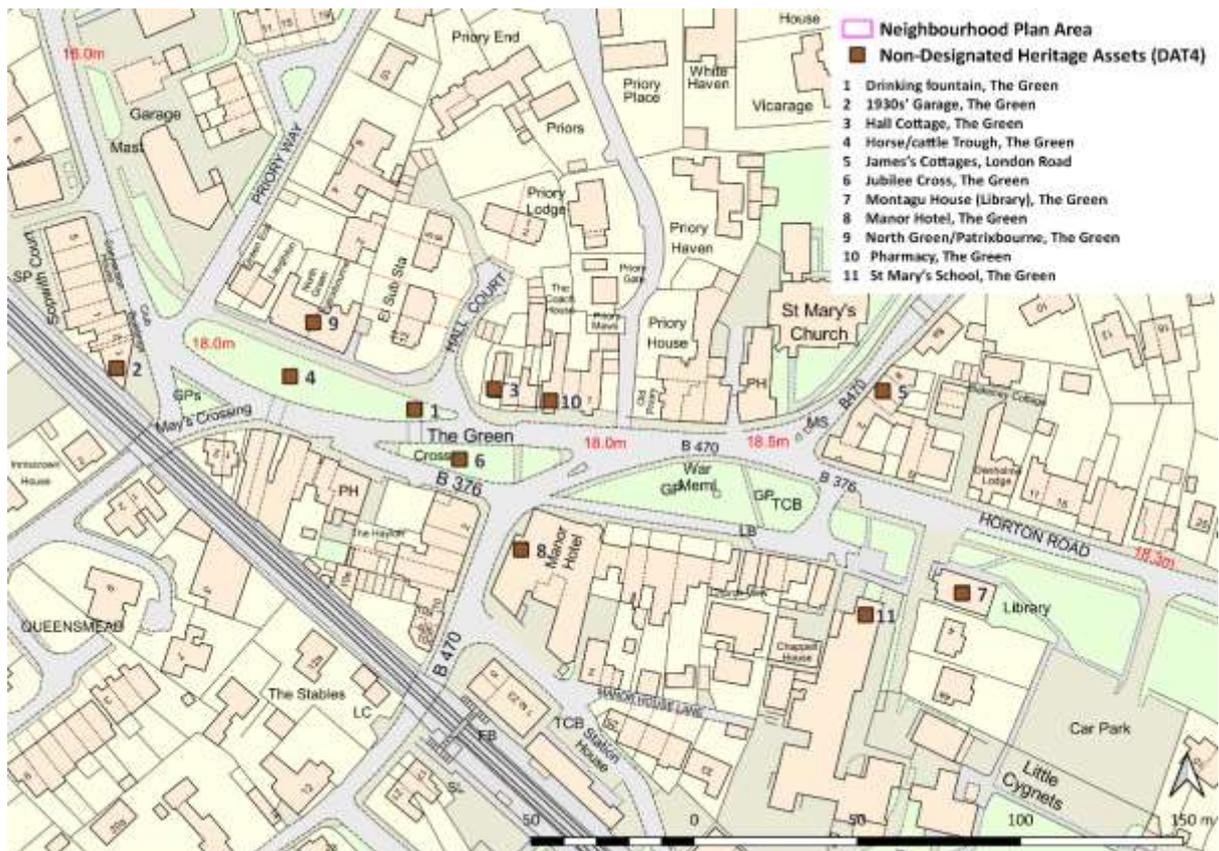


Figure 6.1b: Location of non-designated heritage asset – WWI Crucifix, London Road



6.4 The Datchet Design Guide is an important document in directing heritage development and development within the Conservation Area (as well as the Datchet Conservation Area Statement).

POLICY DAT4: NON-DESIGNATED HERITAGE ASSETS

A. The following are identified as non-designated heritage assets:

1. Drinking fountain, The Green
2. 1930s' Garage, The Green
3. Hall Cottage, The Green
4. Horse/Cattle Trough, The Green
5. James's Cottages, London Road
6. Jubilee Cross, The Green
7. Montagu House (Library), The Green
8. Manor Hotel, The Green
9. North Green/Patrixbourne, The Green
10. Pharmacy, The Green
11. St Mary's School, The Green
12. WWI Crucifix, London Road

B. In considering proposals which involve the loss or alteration of a non-designated heritage asset, consideration will be given to:

- a. Whether the asset is structurally unsound and beyond feasible and viable repair (for reasons other than deliberate damage or neglect); or**
- b. The extent to which measures to sustain the existing use, or find an alternative use/user, have been investigated.**

6.5 It should be noted that the Datchet Conservation Area Statement was published in 1995 and RBWM intends to review it. Such a review is supported although it is considered that the Statement could be strengthened by including information on management of Datchet's Conservation Area. Datchet Parish Council will work with RBWM to ensure the update reflects such matters appropriately.

Non-designated heritage assets



7 GREEN AND BLUE ENVIRONMENT

Views

- 7.1 With its location on the River Thames, coupled with its rich heritage including the attractive area in the heart of the village, there are many views and vistas which are part of what defines the character of Datchet.
- 7.2 There is an element of surprise to the river views in Datchet. Although the village is situated beside the Thames, the river is mostly hidden from public view behind fences, hedges and tree-lined curtilages of private riverside gardens. Even along the Thames Path, on the outskirts of the village, views of the river are mainly short and narrow, restricted or obscured by dense trees and undergrowth. Nevertheless, such views for those using the Thames Path should be preserved and should not be impacted by riverside development. Moreover, the limited views of the Thames mean that the importance of the views from the public Riverside Garden cannot be under-estimated.

View up-river from the Riverside Garden

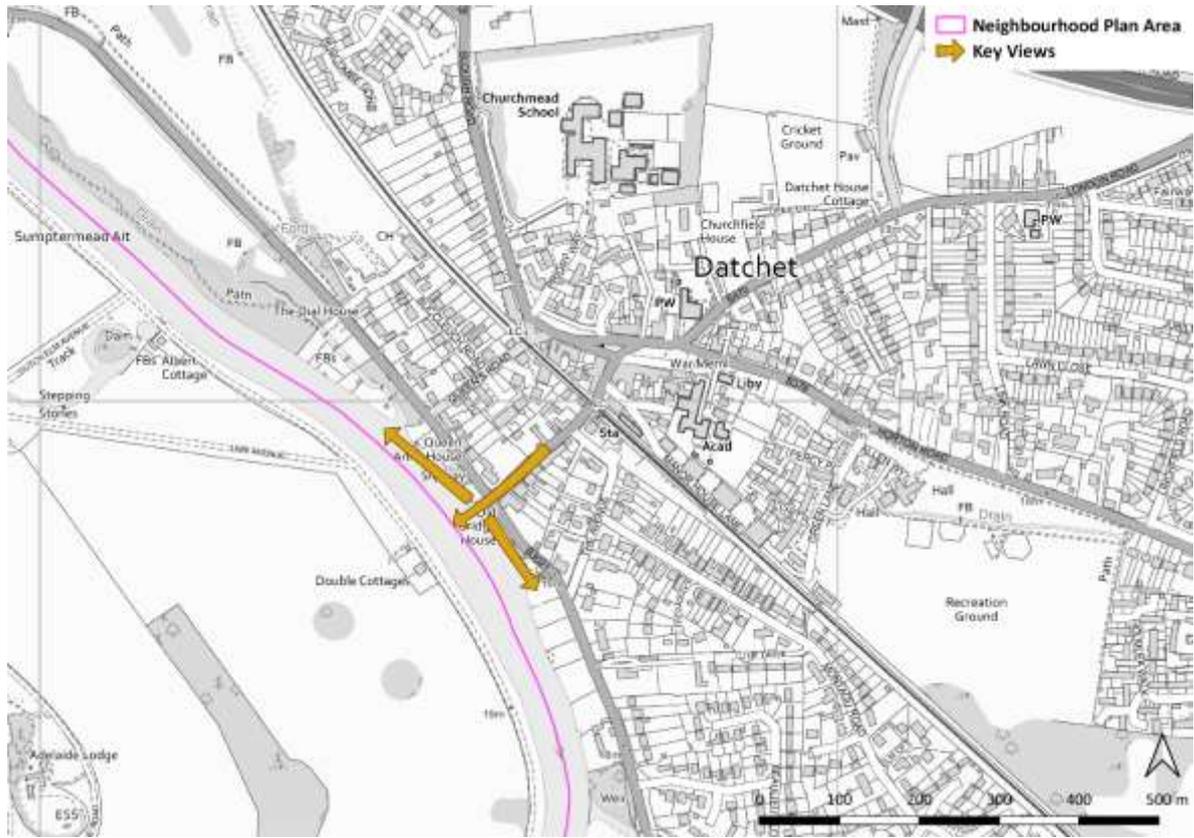


- 7.3 The RBWM Townscape Assessment 2010¹³ identified these key views both up- and down-river as well as the view to the Riverside from the High Street (see Figure 7.1). The view out to the expansive Home Park, which has remained little altered from the early 17th century when it was the public route from Datchet to Windsor, is also mentioned in the Datchet Conservation Area Statement¹⁴. Glimpses of the tree-lined route can still be seen. RBWM Emerging Local Plan Policy QP3 requires that development ‘retains important local views of historic buildings or features and makes the most of opportunities to improve views wherever possible (including views of key landmarks such as Windsor Castle, Eton College and the River Thames)’. Policy DAT5 seeks to ensure that these and other views along the Thames Path – no matter how small – are protected.

¹³ LUC (2010) *Royal Borough of Windsor and Maidenhead Townscape Assessment*, for the Royal Borough of Windsor and Maidenhead

¹⁴ Royal Borough of Windsor and Maidenhead (1995) *Conservation Area Statement: Datchet*

Figure 7.1: Key views identified in the RBWM Townscape Assessment



7.4 One specific landmark identified in the Townscape Assessment and Conservation Area Statement is the spire of St Mary's Church. Its distinctive octagonal broach spire can be seen from several locations around the village and beyond. It is the only structure in Datchet which stands out above the treeline and can be seen from as far away as the Queen Mother Reservoir and the Copper Horse high point in Windsor Great Park. It is considered that views of the spire should be preserved.

Examples of views of St Mary's Church spire





Photo credits: Datchet Village Society

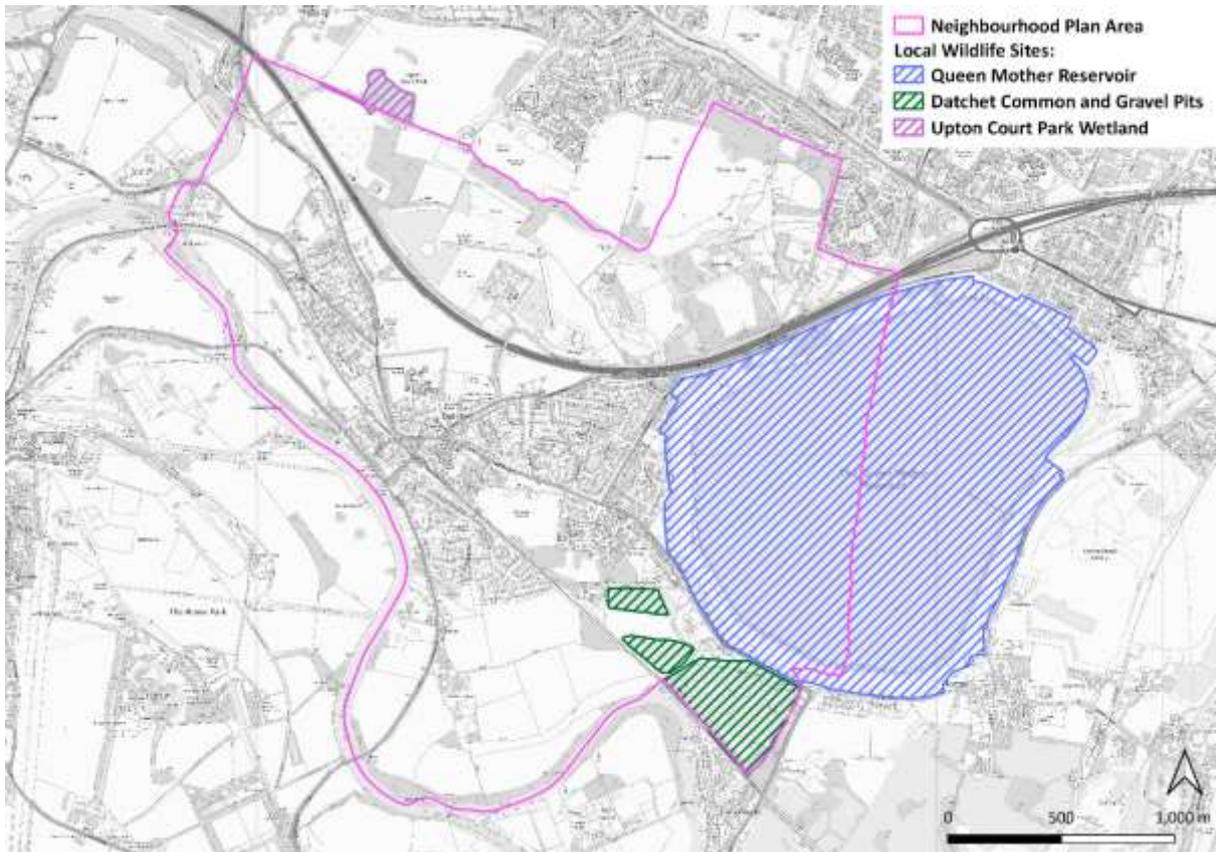
POLICY DAT5: VIEWS

- A. It is expected that development proposals will be designed so that they do not have a significant adverse impact on views along the River Thames from any footpath, cyclepath or public right of way. In particular, views identified in the Royal Borough of Windsor & Maidenhead Townscape Assessment 2010 (or successor document) are expected to be retained and respected.**
- B. Development is expected to preserve the setting of St Mary's Church and proposals are required to consider the impact on the view to the church spire and ensure that it does not have a significantly detrimental impact.**

Waterside activities

- 7.5 Datchet is home to three Local Wildlife Sites which are of importance for a range of wildlife habitats (see Figure 7.2). Two of these are areas that give waterside access and both have seen significant levels of commercial activity which has sought to take advantage of this access. However, there are significant concerns that such activities and the increased human presence is harming the wildlife in these Local Wildlife Sites. Development to expand commercial leisure activities is being proposed in these locations. What is certain is that this will result in more human activity and therefore disturbance of wildlife.

Figure 7.2: Local Wildlife Sites in Datchet



- 7.6 It is important that the Local Wildlife Sites are protected. Commercial activities should only be permitted where they can minimise the impact on the sites and, if they do not need a waterside location, then they should be located elsewhere unless it is clearly demonstrated that there are no other suitable locations.

POLICY DAT6: WATERSIDE ACTIVITIES

- A. Proposals for water-based leisure activities, including moorings, must not have a significant detrimental impact on the tranquillity or natural environment of the surrounding area. Proposals requiring access to the water at Datchet Common and Gravel Pits and Queen Mother Reservoir Local Wildlife Sites must provide evidence that the proposed buildings and activities will not have a detrimental impact on the habitats and species which use that location.**
- B. Proposals on sites adjacent to water for activities not requiring access to the water must demonstrate that there are no other suitable sites in the local area where such activities can be undertaken.**

Local Green Spaces

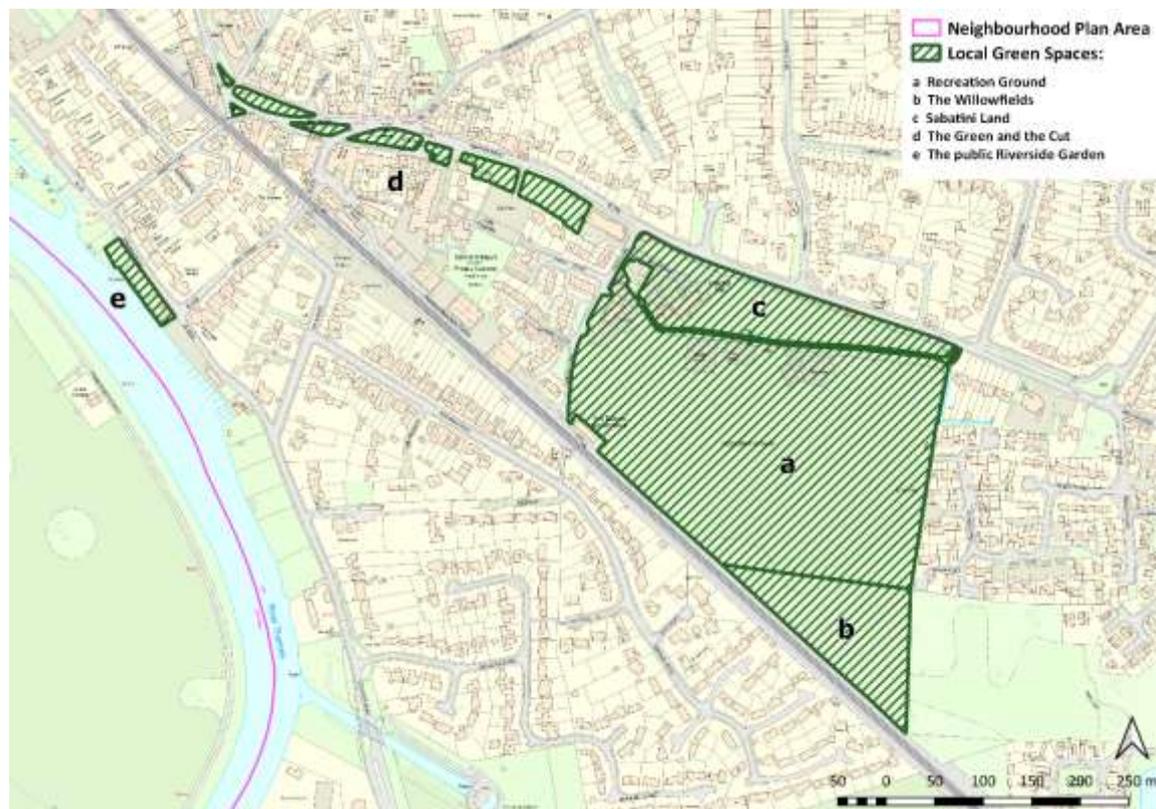
7.7 Under the NPPF, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to them. This will afford protection from development other than in very special circumstances. Paragraph 100 of the NPPF says that the Local Green Space designation should only be used where the green space is:

- in reasonably close proximity to the community it serves;
- demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- local in character and is not an extensive tract of land.

7.8 The following five areas (shown on Figure 7.3) are considered to fulfil all of the criteria of the NPPF:

- Recreation Ground
- The Willowfields
- Sabatini Land
- The Green and The Cut
- The public Riverside Garden

Figure 7.3: Local Green Spaces



Recreation Ground



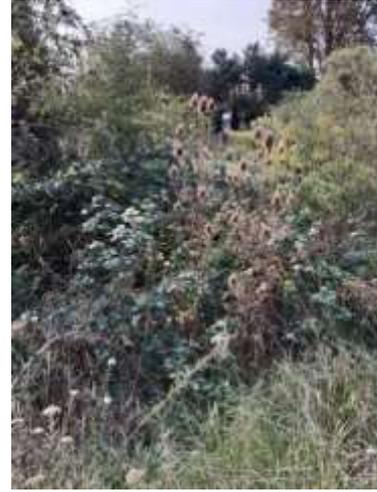
- 7.9 The Recreation Ground, or 'Rec', is the largest green space in the heart of the village and an important public leisure amenity. It has great recreational value for the community. It is separated from the Sabatini Land by a ditch which runs along its length.
- 7.10 The Rec has a NEAP (Neighbourhood Equipped Area for Play) for play and informal recreation with provision for children and young people that is rated good. There is a junior play area for the under 10s and a senior play area for 10s and over. The latter has recently undergone an extensive refurbishment programme. There are wooden tables and benches and other items of play equipment in the grass area between these two sites.
- 7.11 Sports facilities include two tennis courts, basketball court, two full-size football pitches and a Green Gym. There are changing rooms, used by the football teams, in the Village Hall complex.

- 7.12 The space, which has some benches along its border with Green Lane, is also used for general exercise and is popular with dog-walkers. Large village events are sometimes held here as an alternative to The Green, including Royal Wedding celebrations in 2018.

Willowfields



The Willow Walk



Biodiversity at the Willowfields



- 7.13 The Willowfields is 1.5 hectares of mixed shrub and woodland situated along the north side of the railway line to the south-east of the Datchet Rec. In the 1950s the present site and the land further east, the Land at Mill Place, were used for gravel extraction and the name is

derived from the willow trees which grew around the gravel pit. Eventually the pit was used for landfill, which was capped with soil by the local authority and allowed to develop as a wild grassy area. Today it is used by people walking dogs and those wishing to explore a lesser known part of Datchet. It is increasingly being used by the local wildlife group, Wild About Datchet, for study and surveys of one of the few 'natural' areas in Datchet.

- 7.14 In contrast to the neatness of The Green with formal beds and planters of brightly coloured flowers, and the closely-cropped Rec, the Willowfields appear untidy. However the area has a different beauty which is being appreciated more today as local people seek to preserve habitats where wildlife and biodiversity can thrive.

Sabatini Land



- 7.15 Located just east of the centre of Datchet, the Sabatini Land is strip of well-tended grassland with some trees, to the north of the Recreation Ground. In the west is the Village Hall and other buildings. It is an important space that allows extensive views across the Recreation Ground and is an integral part of the character of that area. In addition it is an important

space in its own right as it both facilitates the key cycle/footpath which forms the link between east and west Datchet, and on approach from Horton it 'sets the scene' for the Conservation Area to the west.

- 7.16 It is an attractive setting for the Recreation Ground and, combined with the trees on the grass verge and the lovely mature trees in the gardens on the opposite side of the road creates an avenue which forms a leafy gateway to the historic village. Views across the Recreation Ground are significant and highlight the 'ring' of tall trees which encircle it. From the north east corner of the Sabatini Land there is a view of Windsor Castle.

The Green and The Cut

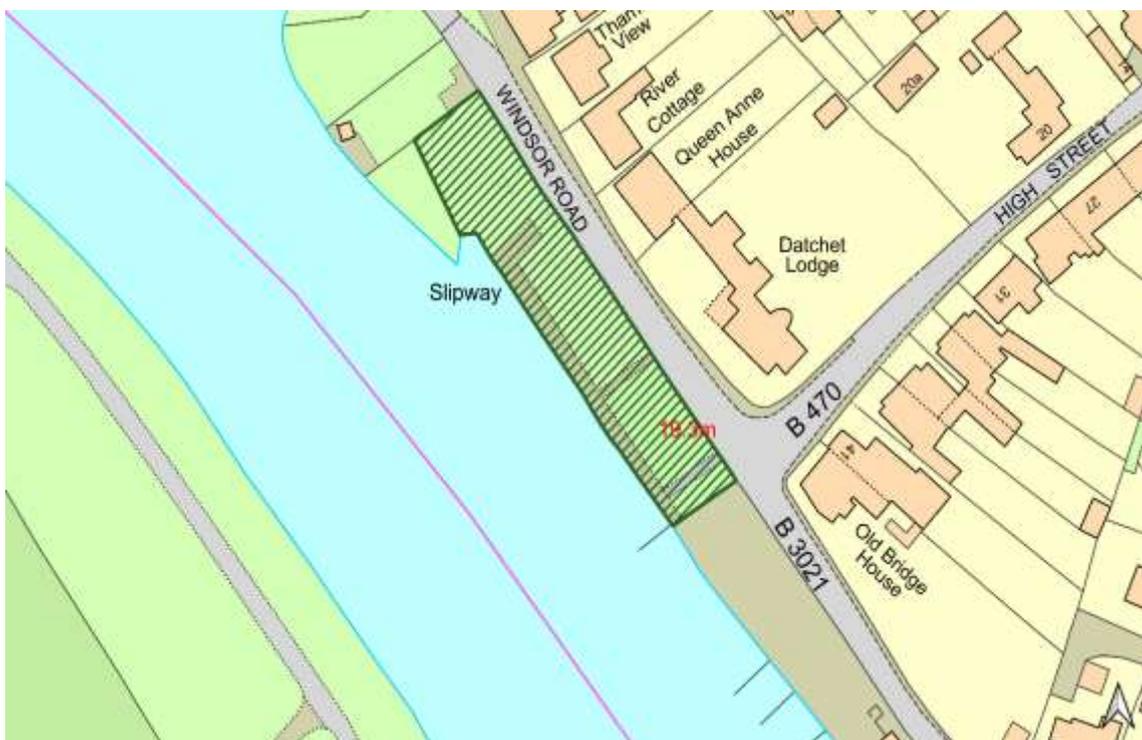


- 7.17 The Green is the most important open space in Datchet and forms the heart of the Conservation Area. Most of the historic and commercial buildings are clustered around it and major routes circumvent it. An area of 0.23 hectares, The Green is made up of separate areas

laid to lawn and bordered with white posts and chains. The Green was gifted to the village by the Lord of the Manor in 1895. Grass verges at Hall Court and Slough Road also contribute to the green setting as do commemorative and ornamental trees while flowerbeds and planters add year-round colour to the space.

- 7.18 Apart from being the traditional centre of an English village, as a green core from where the residents can sit and observe the settlement's finest buildings and watch the world go by, the purpose of The Green is the site of important village memorials and commemorative features as well as the location for village ceremonies and entertainments. In addition, around The Green and High Street are clustered most of Datchet's shops and businesses.
- 7.19 It is a focus for community events such as the annual 'Christmas on The Green', a festive event with stalls, entertainment, food and drink to celebrate the lighting of the community Christmas tree; and 'The Ellis Journey', a re-enactment of the first recorded journey in a motor car, made in 1895 by Datchet resident, Evelyn Ellis, from Micheldever to his home in Datchet, which culminates with a display of veteran vehicles on The Green. National events such as Remembrance Day ceremonies and wreath-laying, and royal occasions are also traditionally commemorated and celebrated here.
- 7.20 The Cut is a strip of open grassland, with a double row of trees and park benches, which borders Horton Road and forms a green link between the Recreation Ground and The Green in the historic centre. It was also gifted to the village by the Lord of the Manor and is used by walkers, joggers, shoppers, pram-pushers, families on the school run, and cyclists. Some like to just sit on the benches. It is attractive and encourages pedestrians to walk across it to the Village Hall, Health Centre and Recreation Ground in one direction, and the village centre in the other.

The public Riverside Garden



- 7.21 The public Riverside Garden is adjacent to the Windsor Road, B3021, where the road swings close to the north east bank of the River Thames. It is a small area (about 0.17 hectares) of grass and trees which lies away from the village centre and sits between the privately-owned, fenced off river gardens and a busy boatyard. Due to extensive ownership of the riverbanks, mainly by the Crown Estate, it is the only place in Datchet where the public have free access to the river and where the views are open and extensive. This gives it special status.
- 7.22 The Riverside Garden has recently been refurbished to create an attractive park with benches looking out over the river and a picnic area. Consequently it is very popular as a place where people go to sit, sunbathe, picnic and generally enjoy the views. Other regular users include anglers, kayakers, canoeists and paddleboarders, walkers from the Thames path, and families who go to feed the ducks. The value of this space was widely appreciated during the coronavirus pandemic when it was used more than ever.

POLICY DAT7: LOCAL GREEN SPACES

A. The following space as shown on the Policies Map are designated as Local Green Spaces:

- a. Recreation Ground**
- b. The Willowfields**
- c. Sabatini Land**
- d. The Green and The Cut**
- e. The public Riverside Garden**

B. Proposals for built development on this Local Green Space will only be permitted in very special circumstances.

Wildlife-friendly features

- 7.23 National planning guidance requires development to achieve net biodiversity gain. In practice this is challenging, highlighting firstly the importance of retaining the biodiversity assets on the site if at all possible. Mature trees and hedgerows are significant biodiversity assets and therefore their retention is a vital part of this. Equally, new planting and the creation of new habitats needs to be carefully planned. In order to achieve biodiversity net gains – with the associated benefits for wildlife and reducing the impacts of development on climate change – all opportunities large and small need to be embraced.
- 7.24 The design of individual buildings and of neighbourhood-scale green and open spaces, including private gardens, will help to ensure that the species present in Datchet can thrive. Examples of the simple, small scale but positive solutions that well-thought-out design can easily incorporate are:
- Integral bird and bat boxes under the eaves of new or redeveloped houses, or artificial nests sited in places away from windows and doors, can create vital new roosting sites to support populations of birds and bats.
 - Boundaries between dwellings can be made hedgehog friendly by including pre-cut holes for hedgehogs to more effectively move across neighbourhoods to forage.
 - New planting schemes can support bees and other pollinators by including nectar-rich plants.

Hedgehog-friendly fencing



Credit: Pinterest

Bricks that allow birds to nest



Credit: Pinterest

POLICY DAT8: PROVISION FOR WILDLIFE IN NEW DEVELOPMENT

All development proposals are expected to deliver net biodiversity gains in addition to protecting existing habitats and species. Development proposals (particularly residential developments) which seek to address this requirement on site (in part or in full) by incorporating design features that encourage local wildlife to thrive, will be strongly supported.

Verges

- 7.25 Generous grass verges to roadways and tree-lined streets are a key characteristic of Datchet. In built-up areas, the value of green verges to biodiversity is significant. Equally, such verges are all too often lost to parking, particularly where they are wide verges and cars can park entirely off-road. This results in significant degradation of the verge, loss of wildlife or loss of the opportunity for species-rich planting.
- 7.26 Policy NR2 of the Emerging Local Plan recognises the role that verges play and requires development proposals to protect and enhance biodiversity by measures to 'recognise the importance of ... green verges'. This is supported but it is considered that in Datchet, where parking on verges and their subsequent degradation is considerable, there needs to be a more explicit policy requirement to protect and enhance verges.
- 7.27 The Neighbourhood Plan community surveys identified a number of verges for improvement. These include those along and off Slough Road, Horton Road, London Road, Majors Farm Road, Montrose Avenue, Montagu Road, The Avenue, Windsor Road and Ditton Road.

Examples of the detrimental impact of vehicles on grass verges



POLICY DAT9: ROADWAY VERGES

- A. Green verges along roadways should be retained. New development must maximise the provision of green verges along roadways and must demonstrate that these are designed so that vehicles are not able to use them for parking. Proposals must also ensure that new and existing verges will not be likely to be degraded by day-to-day activity.**
- B. Proposals to enhance the biodiversity value of verges will be strongly supported.**

Flooding and drainage

- 7.27 Flooding is one of the topics raised most frequently by residents during consultation. Events in recent years, including widespread flooding in 2014 which affected a large number of homes and businesses, have highlighted the extent of the threat that the community lives with. There are four designated main rivers in Datchet, all with the potential to flood. These are the Thames and Jubilee rivers, the Myrke stream and the Datchet Common Brook. In addition there is an extensive latticework of smaller watercourses, drains and ditches. An estimated 80-85% of Datchet is designated as Flood Zones 2 and 3 and there is significant concern that new development would increase the number of people at risk.



Datchet in flood. View of Jubilee Green and North Green, February 2014

- 7.28 It is imperative that any new development does everything that it possible can to actively reduce flood level risk in Datchet, principally by locating development away from areas of high flood risk. The National Planning Policy Framework 2021 (paragraph 166) states that, when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable), it can be demonstrated that development is flood resistant and resilient and risks can be managed, including appropriate emergency planning.

Use of sustainable drainage systems

- 7.29 Due to its geology, Datchet is prone to groundwater flooding as well as fluvial and surface water flooding. This is due to the high water table and can mean that traditional sustainable drainage systems (SuDS), provided as part of new development, are ineffective. Susdrain reports that locations with high groundwater levels are not only susceptible to flooding but may also damage deep SuDS components. It states, "If the surface of an infiltration system is too close to the water table (i.e. normally less than 1m), a rise in water levels during particularly wet periods could cause groundwater to enter the infiltration system, reducing the amount of storage available, it could also cause floating of storage tanks. Groundwater must also be protected from contamination and pollutants¹⁵."
- 7.30 Susdrain recommends that in such locations, SuDS solutions need to focus on surface and shallow features to avoid infiltration. This could include kerb drains. Some SuDS components (e.g. permeable pavement, swales etc) that usually allow infiltration may possibly still be suitable if used in conjunction with an impermeable liner (such as a waterproof membrane or compacted native clay) to prevent infiltration.

Building design

- 7.31 The emerging Local Plan Policy NR1 (Managing flood risk and waterways) requires development proposals to 'be constructed with adequate flood resilience and resistance measures suitable for the lifetime of the development'. Following engagement with the Environment Agency, a number of recommendations for building design to achieve this were identified:
- New buildings and extensions should have appropriate floor levels. In Flood Zones 2 and 3, floor levels should be situated a minimum of 300mm above the 1-in-100 year river flood level, including allowances for climate change.
 - Internal layouts could locate living areas on upper levels of properties. There are already examples of buildings in Datchet with raised floor levels, including on Queens Road, Agars Place and Horton Road by the library.
- 7.32 In planning for the provision of appropriate flood attenuation measures, applications are encouraged to take account of good practice advice, including the 'Property Flood Resilience Measures' guidance prepared by CIRIA¹⁶ and guidance from the Environment Agency¹⁷

Sewerage and drainage

- 7.33 Datchet's sewerage infrastructure is at capacity. There are still cess pits in Horton Road to the east of Mill Place and the Thames Water site. In the 2014 floods, some sewers overflowed.
- 7.34 Drainage schemes proposed to support new development should protect people and property on the development site from flooding and should not create an additional risk from

¹⁵ www.susdrain.org/files/resources/fact_sheets/site_challenges_for_designing_suds_v4.pdf

¹⁶ <https://www.ciria.org/ItemDetail?iProductCode=C790F&Category=FREEPUBS>

¹⁷ <https://environmentagency.blog.gov.uk/2016/11/11/make-your-home-more-flood-resilient/>

flooding outside the development or have a detrimental impact on surface water run-off and sewage discharge networks in the village.

Bunds

- 7.35 There are two bunds in Datchet that were constructed to act as a flood defence mechanism – Sumptermead and Southlea bunds (see Appendix C). Both are in private ownership and it is the responsibility of the riparian owners to maintain them. Bunds can perform an important function to reduce the worst effects of fluvial flooding. They are most effective when used in conjunction with other flood alleviation measures and when it can be ensured that their use does not increase flood risk elsewhere, by moving the risk of flooding from one site to another.
- 7.36 Whilst responsibility for their maintenance as effective flood risk measures is determined by the individual deed of covenant for each bund, the continuing use and maintenance of bunds is supported by the Datchet Neighbourhood Plan.

POLICY DAT10: FLOODING, DRAINAGE AND APPROPRIATE DRAINAGE SOLUTIONS

- A. New development should be designed to take full account of any existing flood risk, irrespective of the source of flooding. Where a site or its immediate surroundings have been identified to be at flood risk, all opportunities to reduce the identified risk or to maximise the provision of appropriate flood attenuation measures should be investigated. This should be done at the masterplanning stage of design and subsequently incorporated at the detailed design stage.**
- B. Proposals for new development that are required to provide Sustainable Drainage Solutions (SuDS) must demonstrate that the solutions proposed will be effective and will avoid infiltration. This should allow for above-surface water management on site taking account of the underlying geology and sporadically high ground water table affecting parts of Datchet.**
- C. Development should not result in an increase in maximum flood levels within adjoining properties using mitigation appropriate to the site circumstances.**
- D. Planning permission should only be granted for new development subject to a condition that:**
- a. no development shall commence until full details of the proposed drainage schemes for surface and foul water, with details of their subsequent management and maintenance, have been submitted and approved by the planning authority; and**
 - b. no building shall be occupied until the drainage schemes have been implemented in accordance with these approved details.**
- E. The maintenance plan required in clause D.a. should also include an indication of the adopting or maintaining authority or organisation and may require inclusion within a register of drainage features.**

F. The retention of existing bunds is supported. Their removal or expansion must demonstrate that this will not increase the risk of flooding, either on the site of the bund (in the case of removal) or elsewhere (in the case of expansion).

Sustainable design and construction

- 7.37 A survey on renewable energy and design matters undertaken to inform the Neighbourhood Plan identified very high support for improvements to the environmental efficiency of building.
- 7.38 The Climate Change Act 2008 committed the UK to an 80% reduction in CO₂ emissions by 2050. In June 2019, an announcement was made by Government to reduce this further to almost 100% by 2050. This will be a major task that will require everyone to be engaged, from households and communities, to businesses and local and national government.
- 7.39 In 2016, the residential sector alone accounted for over 16% of the UK's annual greenhouse gas emissions (source: Department for Business, Energy and Industrial Strategy). The total emissions from all building types will therefore be much greater. Standards for ecologically sustainable homes and developments are now optional¹⁸.
- 7.40 It is vital that new homes and other buildings are built to the highest possible standards and are designed in a way that minimises their carbon footprint. This not only means that they should be exceptionally well insulated, but they must have low water demand (and maximise use of grey water) and maximise renewable sources in the provision of their energy. Policy SP2 of the Emerging Local Plan requires development to incorporate measures to adapt to and mitigate climate change. It therefore covers these issues and is supported by the Sustainable Design and Construction Supplementary Planning Document (SPD).
- 7.41 This is supported by the Neighbourhood Plan and development is encouraged to go as far as it can to minimise the impact of development on the environment and climate. In particular, development of the land at Riding Court Road and London Road allocated in the Emerging Local Plan (Policy ref AL39) is encouraged to install heat pumps rather than gas boilers.

Green and Blue Projects

Biodiversity net gain offset opportunities

- 7.42 New development is required to provide a net gain in biodiversity and, where this is not possible, to make contributions towards offsetting biodiversity actions. Such actions could be used in any part of the borough, therefore it is important that opportunities to improve local biodiversity are identified. The following list identifies such opportunities in Datchet.

¹⁸ The Code for Sustainable Homes was withdrawn by the Government in 2015 and this has been replaced by national technical standards, which include optional Building Regulations standards regarding water and access as well as a national space standard (this is in addition to the existing mandatory Building Regulations).

Large woodland verge, London Road

- 7.43 Near the junction of London Road and Ditton Road, there is a semi-derelict roadside strip of woodland, an outlier of Ditton Park Woods (see aerial view below). Before the M4 was built, Ditton Road used to lead to Ditton (listed house and garden). This wooded area is used by delivery drivers in need of a 'comfort break', it suffers from fly-tipping and has been the location of serious criminal activity. There is much scope for improvement and potential to enhance biodiversity.

***Railway line***

- 7.44 In 2018 Datchet Parish Council applied for a Greater West biodiversity off-setting grant from Network Rail. A plan was drawn up with the help of the Berks, Bucks and Oxfordshire Wildlife Trusts to improve the areas alongside the railway (at the back of the Recreation Ground and at Willowfields and the Land at Mill Place.) The bid was unsuccessful but the plan still exists for improving and enhancing the area. The railway line is also identified in the RBWM Green and Blue Infrastructure Study as an opportunity to protect and enhance it as an ecological corridor.

Recreation Ground Ditch

- 7.45 The stream which is culverted under The Green, known locally as the Barrel Arch, runs into the Recreation Ground Ditch. This joins the Linchfield Brook (also culverted) and the Datchet Common Brook (designated main river) which runs into The Thames. There have been some initial investigations and plans drawn up for how the Recreation Ground Ditch area could be improved with planting to support biodiversity. Wild About Datchet has surveyed the wildflowers in the ditch.

Jubilee River

- 7.46 There is a small section of the Jubilee River (Thames flood relief scheme) in Datchet. The area is identified by the Thames Valley Environmental Records Centre as part of the Bray to Eton Pits and Meadows Biodiversity Opportunity Area with substantial opportunities to make positive changes for biodiversity. It comprises a mixture of uncultivated grassland, scrub, hedgerows and woodland. The Jubilee River runs through it as does the Myrke Stream, and the river margins are populated by water-loving plants. Common river species from stickleback to pike are present in the Jubilee River and there are screens on weirs to protect

eels. Previous surveys indicate that the site was rich in ornithological life and small mammals such as shrew, otters and water vole. Their current status is unknown, for example, water voles are threatened by a growing mink population and American Signal Crabs may have eradicated native crayfish. Larger mammals such as Muntjac, Roe and Fallow deer transit through.

- 7.47 The area provides access to nature for the wellbeing and enjoyment of residents. It is quiet and traffic-free with an adopted cycle path, also used as a footpath, running through it. This is used to connect with the Sustrans National Cycle Network, the Thames Path and other footpaths. It is also used as a pedestrian shortcut between Slough Road and Pockocks Lane.
- 7.48 The Myrke Stream is generally overgrown and strewn with rubbish which is detrimental to the health of local wildlife. Better land management would improve the habitat for certain species.
- 7.49 When the Jubilee River was constructed, the Environment Agency took responsibility for restoring and maintaining the surrounding land. However, its 25-year ecological maintenance plan was abandoned several years ago due to funding issues and responsibility was handed back to landowners and the local authorities. With the assistance of appropriate surveys, there is potential to further enhance the river margins and grassland areas so creating additional wildlife habitats and improving biodiversity.

River Thames Scheme

- 7.50 As of 2020, Channel 1 of the proposed new River Thames Scheme from Datchet to Teddington is not going ahead due to lack of funding. However, the Environment Agency intends to build Channels 2 and 3 in such a way that Channel 1 could be added at a later date. It has stated that this will not put Datchet at greater risk of flooding. The RBWM Emerging Local Plan proposes to safeguard the route for Channel 1 for this purpose. Proposals in respect of the River Thames Scheme are therefore supported in principle. Alternative local flood defences to protect Datchet are being considered in conjunction with the Environment Agency. No timescale is available at present as options are being developed but any additional defences should provide permanent, long-term solutions and protection.

8 COMMUNITY ASSETS

- 8.1 For communities to thrive, they require access to a range of social infrastructure that can support their wellbeing and bring people of all ages together. Datchet is already reasonably well served by play and leisure infrastructure, particularly at the Recreation Ground. Opportunities to improve and expand the range of such provision should be taken, not only in this location which is relatively easily accessible to most in the community, but on new development opportunities that come forward.
- 8.2 The Emerging Local Plan allocates land at Riding Court Road and London Road for approximately 80 dwellings (Policy ref AL39). Alongside this, the development is required to provide on-site open space including play facilities and also allotments. The Neighbourhood Plan community surveys highlighted a demand for play equipment for toddlers and young children to support early-years development and learning, and to complement the provision at the Recreation Ground, as part of the open space requirement of the Emerging Local Plan allocation. There was support for a natural play area made of sustainable materials. The allotments in the Neighbourhood Plan area belong to Slough Borough Council and are not currently available for use by Datchet residents.
- 8.3 While such provision of play facilities should mainly be focused on the needs of children, the community surveys also showed support for allotments/community garden for growing food, and a sensory/flower/or wildlife garden with seating areas. The latter could either be provided as part of the open space requirement of the Emerging Local Plan allocation or in a central location such as the Recreation Ground. There was also support for enhancing leisure and exercise facilities, both indoor and outdoor, for the health and wellbeing of all age groups, at the Recreation Ground or other suitable sites in the village.

POLICY DAT11: PROVISION OF COMMUNITY INFRASTRUCTURE

Proposals to provide the following community infrastructure will be strongly supported:

- a. Play equipment for toddlers and young children, to support early-years development and learning, on Emerging Local Plan allocation AL39 at Riding Court Road and London Road**
- b. Allotments/community garden and space for food growing**
- c. A sensory-, flower- or wildlife-garden with seating areas**
- d. Provision for older children and adults**

- 8.4 There is a gravel extraction site on Riding Court Road, on the north side of the M4 Motorway, opposite the emerging Local Plan housing allocation. When this site is restored, it will include an amenity lake with potential permissive paths linking to the Public Right of Way network. The proposed entrance to the site lies towards the junction of Riding Court Road and Ditton Park Road, a distance from the village centre. An entrance closer to the road bridge on Riding

Court Road would be supported to improve ease of footpath and cycle path access to north Datchet. In the Neighbourhood Plan community surveys, there was support for a cycle path through this site to link with National Cycle Network route 61 in north Datchet. In addition there is the potential to create a Local Wildlife Site on the land and any such proposals will be strongly supported by Datchet Parish Council.

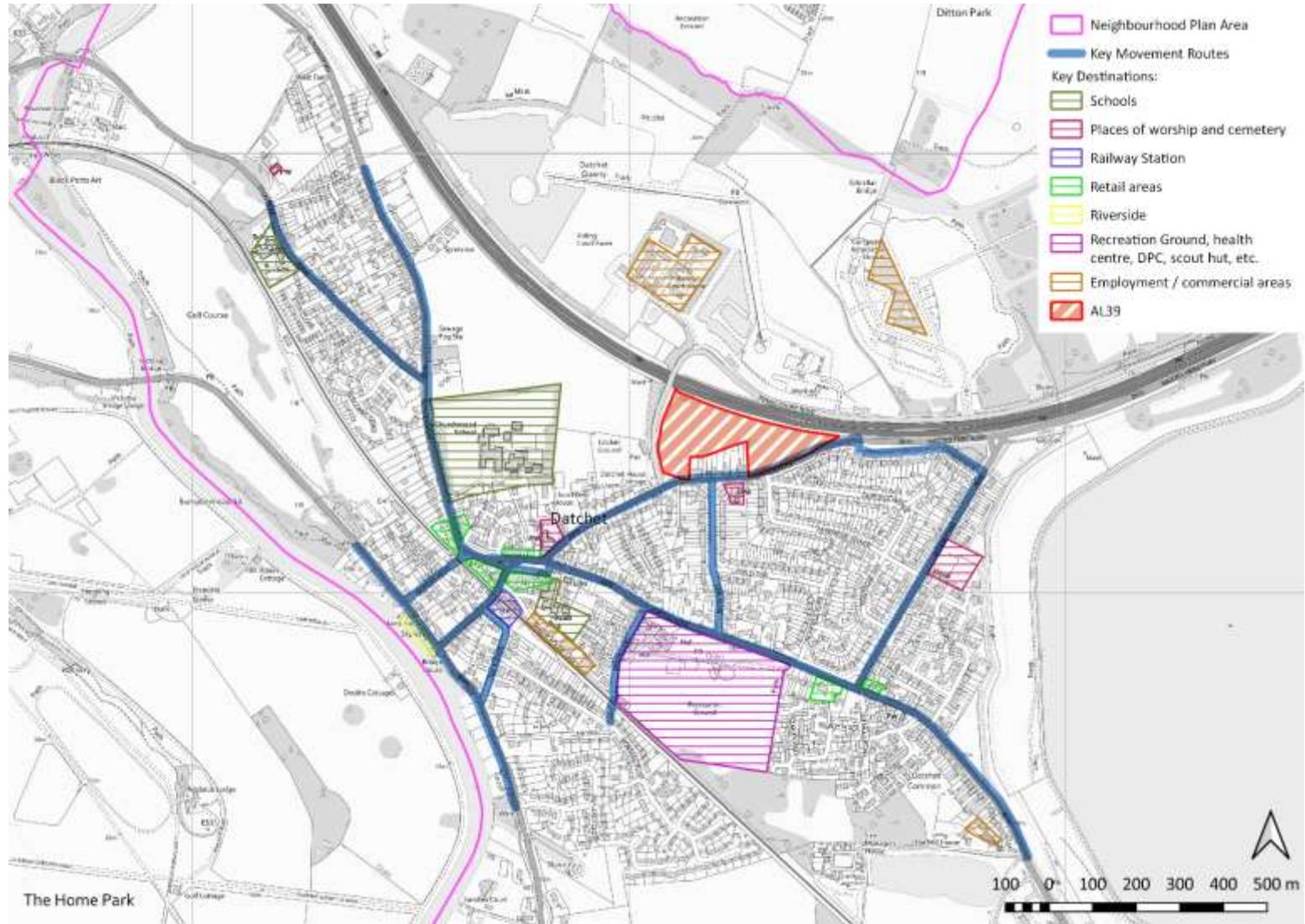
9 GETTING AROUND

Key Movement Routes

- 9.1 In terms of trying to positively influence future patterns of movement into and around Datchet, the Neighbourhood Plan seeks to focus on making improvements for pedestrians and cyclists in order to encourage more walking and cycling from the residential areas. Linking residential areas into the network of walkways and safer cycling routes is vital to encourage more walking and cycling and less use of the car. Such improvements have a range of benefits including:
- Providing genuine alternatives to the private car as a means of accessing the town centre, local schools and other community facilities;
 - Providing health benefits through increased walking and cycling;
 - Facilitating less congestion and reducing pollution at busy times by encouraging children to walk to and from school and people to walk to the shops rather than 'jumping in the car' for a short journey;
 - Providing a safer environment for the community of Datchet, including for vulnerable users.
- 9.2 This is particularly important given air pollution monitoring undertaken by RBWM. In Datchet three locations were monitored - outside the Bridge Café on The Green, on the High Street and on Queens Road. The maximum annual mean reading permissible for nitrogen dioxide (NO₂) in England is 40 micrograms per cubic metre (µg/m³) and the annual mean reading outside Bridge Café on The Green was 43.0µg/m³. However, after the result was distance corrected to the nearest exposure¹⁹ the figure was adjusted to 37.5µg/m³. The RBWM 2020 Air Quality Annual Status Report committed to continuing monitoring of this and the other locations in Datchet, with reporting then updated in 2021. What is clear is that air quality in this location – frequently used by pedestrians, café customers, and residents in the flat above – is very close to being beyond legally acceptable limits, posing a significant risk to health.
- 9.3 To help address this, the Neighbourhood Plan seeks to improve access to safe and high-quality walking and cycling routes. A series of Key Movement Routes have been identified where improvements will have the greatest potential to increase levels of walking and cycling and at the same time reduce pollution and improve road safety for pedestrians and cyclists. Figure 9.1 shows the Key Movement Routes and how they link up the important, regular destinations that residents make regular local journeys to, where appropriate traffic calming and improvements to enhance pedestrian and cyclist priority will be supported.

¹⁹ An annual mean result obtained at a certain distance from the frontage of the building (in this case the Bridge Café) needs to be corrected as the pollutant concentration falls with the distance from the kerb.

Figure 9.1: Key Movement Routes



- 9.4 The specific enhancements that should be made along these routes in order to improve them for pedestrians and for cyclists are listed and described in Appendix A.

POLICY DAT12: KEY MOVEMENT ROUTES

- A. Development which proposes to improve cycling and walking will be supported. In particular, provision of segregated cycle and pedestrian routes will be strongly supported. Such routes should also ensure that access by disabled users, those with sensory impairments and users of mobility scooters is secured.**
- B. To ensure that residents can access public transport facilities, schools, health, leisure, shops and other important facilities serving Datchet, all new developments should ensure safe and continuous pedestrian routes that connect to the Key Movement Routes shown on the Policies Map.**
- C. Proposals to protect and enhance the utility of identified Key Movement Routes are strongly encouraged. In particular, development should seek to minimise the impact of air pollution along the routes by:**
 - a. protecting and maintaining existing trees on the routes;**
 - b. providing for trees, hedging species, verges and other pollution-mitigating planting, particularly where development takes place alongside a busy vehicular route that is adjacent to a Key Movement Route.**
- D. Development will be expected to not have an unacceptable impact on the safety and accessibility of Key Movement Routes and to provide a strategy to mitigate the impact of additional traffic movements on the safety and flow of pedestrian and cycle access.**

Priorities for investment

Bicycle parking

- 9.5 Recent residential developments of flats and houses have not included bicycle parking and storage as standard. The housing allocation on land at Riding Court Road (emerging Local Plan Policy AL39) includes flats over three floors. Without cycle storage areas, cyclists would have to carry bicycles up flights of stairs. However, unlike other site allocations, the site is not required to provide cycle parking. To encourage the use of non-vehicular modes of transport, housing development proposals will be expected to include provision for bicycle parking and thoughtfully-designed secure storage to allow for easy access. This includes site AL39.
- 9.6 The provision of public cycle parking in retail or commercial development applications is considered a high priority and will be encouraged and supported. There is currently no public bicycle parking in the village (except rails and lockable storage boxes at the railway station platform). RBWM's Cycling Action Plan 2018-2028 listed places where public bicycle parking

might be introduced: in the Village Centre (The Green), at the Library (Horton Road), and at the Village Hall (Allen Way), with high deliverability and low cost. RBWM also considers these to be low priority but in the DNP Getting Around survey, there was support for public cycle parking particularly near commercial areas and amenities, e.g. in and around the village centre, at the car parks (Horton Road and The Avenue), near Tesco, near the village hall/health centre/Recreation Ground.

POLICY DAT13: PROVISION FOR CYCLE STORAGE

- A. All development, including site allocation AL39 (land at Riding Court Road and London Road) in the emerging Local Plan is expected to provide secure bicycle parking commensurate with the level of development without individual ground floor storage space (i.e. flats above ground floor level).**
- B. Proposals to improve cycle parking along the Key Movement Routes and, in particular, at the following locations, will be strongly supported:**
 - a. Datchet village centre**
 - b. Datchet Health Centre**
 - c. Datchet Village Hall and Parish Office**
 - d. Tesco Express, Horton Road**

10 NON-POLICY ACTIONS

10.1 Table 10.1 below identifies a series of actions that have arisen through the community engagement in preparing the Neighbourhood Plan. These were considered by the community to be important matters but do not necessarily require planning permission. As such, they are not the subject of planning policies in the Neighbourhood Plan. These non-policy actions will be reviewed in line with the rest of the Neighbourhood Plan as part any subsequent review, to take account of changing circumstances and community aspirations.

Table 10.1: Non-land use issues to be addressed

| | Issue | Possible actions | Lead agencies and partner |
|--------------------------------------|---|--|---|
| Biodiversity and green spaces | | | |
| 1 | Opportunities for net gain in biodiversity | DPC to work with RBWM and local environmental groups (eg TVERC, BBOWT, Wild About Datchet et al) and landowners on possible schemes for biodiversity net gain identified in Section 7. It is hoped that this is something DPC's environmental awareness group will follow up. | DPC, RBWM, local environmental groups, landowners |
| 2 | Maintenance, protection and enhancement of existing green space assets and verges, and creation of new Local Wildlife Sites | DPC to work with RBWM, landowners and local environmental groups (eg TVERC, BBOWT, Wild About Datchet) to ensure ongoing maintenance, protection and enhancement of green spaces and verges, Local Wildlife Sites and Biodiversity Opportunity Areas; to engage with neighbouring local councils to create a 'Friends of the Jubilee River' group to promote and protect biodiversity at this Biodiversity Opportunity Area; to promote wildlife-friendly planting and mowing regimes; and to promote the creation of new Local Wildlife Sites, for example at the restored Cemex Site on Riding Court Road. It is hoped that this is something DPC's environmental awareness group will follow up. Also DPC to work with the police and RBWM enforcement to prevent unauthorised parking on, or use of, verges and green spaces. | DPC, RBWM, landowners, local environmental groups, police |
| 3 | Need to water newly-planted trees on highway land and outside residential properties | DPC to engage with local residents to explain the importance of watering trees, especially trees planted in new developments. DPC to engage with RBWM to request that ongoing maintenance of trees by an arboricultural contractor for the first two years after planting is a requirement of planning permission. | DPC, RBWM, residents |
| 4 | Need to replace diseased, dead or fallen trees and undertake succession planting. | DPC to work with RBWM, environmental bodies (e.g. Woodland Trust) and independent arboriculturalists to identify trees needing | DPC, RBWM, environmental bodies, |

| | Issue | Possible actions | Lead agencies and partner |
|-------------------------------------|--|--|--|
| | | replacement and plan a programme of succession planting. | independent arboriculturalists |
| 5 | Protection of trees, generally, to retain the green character of Datchet | DPC to work with RBWM and local groups (eg Wild About Datchet and Datchet Village Society) to: <ul style="list-style-type: none"> a) protect mature trees in public and private ownership throughout the village (not just in the Conservation Area or those with Tree Preservation Orders), b) encourage their retention, c) record notable and veteran trees on the Woodland Trust Ancient Tree Inventory. d) identify mature trees outside the Conservation Area that are worthy of a TPO and engage with RBWM to have them registered. | DPC, RBWM, local groups |
| 6 | Need to increase awareness of rules covering trees in the Conservation Area | DPC to liaise with residents and local tradespeople (landscape gardeners, tree surgeons, etc) and local environmental groups (eg Wild About Datchet) to increase awareness of the rules covering work to trees in the Conservation Area. | DPC, residents, tradespeople, local environmental groups |
| 7 | Need to promote under-used public green space in North Datchet | DPC to promote the amenity of the public green space in North Datchet and to work with RBWM and Slough Borough Council to promote accessibility to this space as part of new development. | DPC, RBWM, SBC |
| 8 | Riverside gardens | DPC to work with RBWM, Crown Estate and Environment Agency to protect private and public riverside gardens from encroachment and incremental development, and commercialisation. | DPC, RBWM, Crown Estate, Environment Agency |
| 9 | Replanting along M4 Motorway boundary | DPC to work with RBWM, Highways England, and local environmental groups (eg Wild About Datchet) on a vegetation planting programme alongside the new M4 barrier along Majors Farm Road. | DPC, RBWM, Highways England, local environmental groups |
| Transport and Getting Around | | | |
| 10 | Unauthorised Parking for large scale commercial activity creating amenity problems | DPC to encourage and support RBWM to take timely enforcement action on unauthorised development of large scale commercial activities for parking, including airport parking. | DPC, RBWM |
| 11 | More frequent bus services | DPC to work with RBWM to identify public transport routes which, if improved, could result in significant use, and to encourage local bus companies to run more frequent services on existing routes, in particular to Slough to link up with other transport services; and to facilitate alternative innovative public transport solutions possibly with the help of volunteer groups such as | DPC, RBWM, transport providers, local employers |

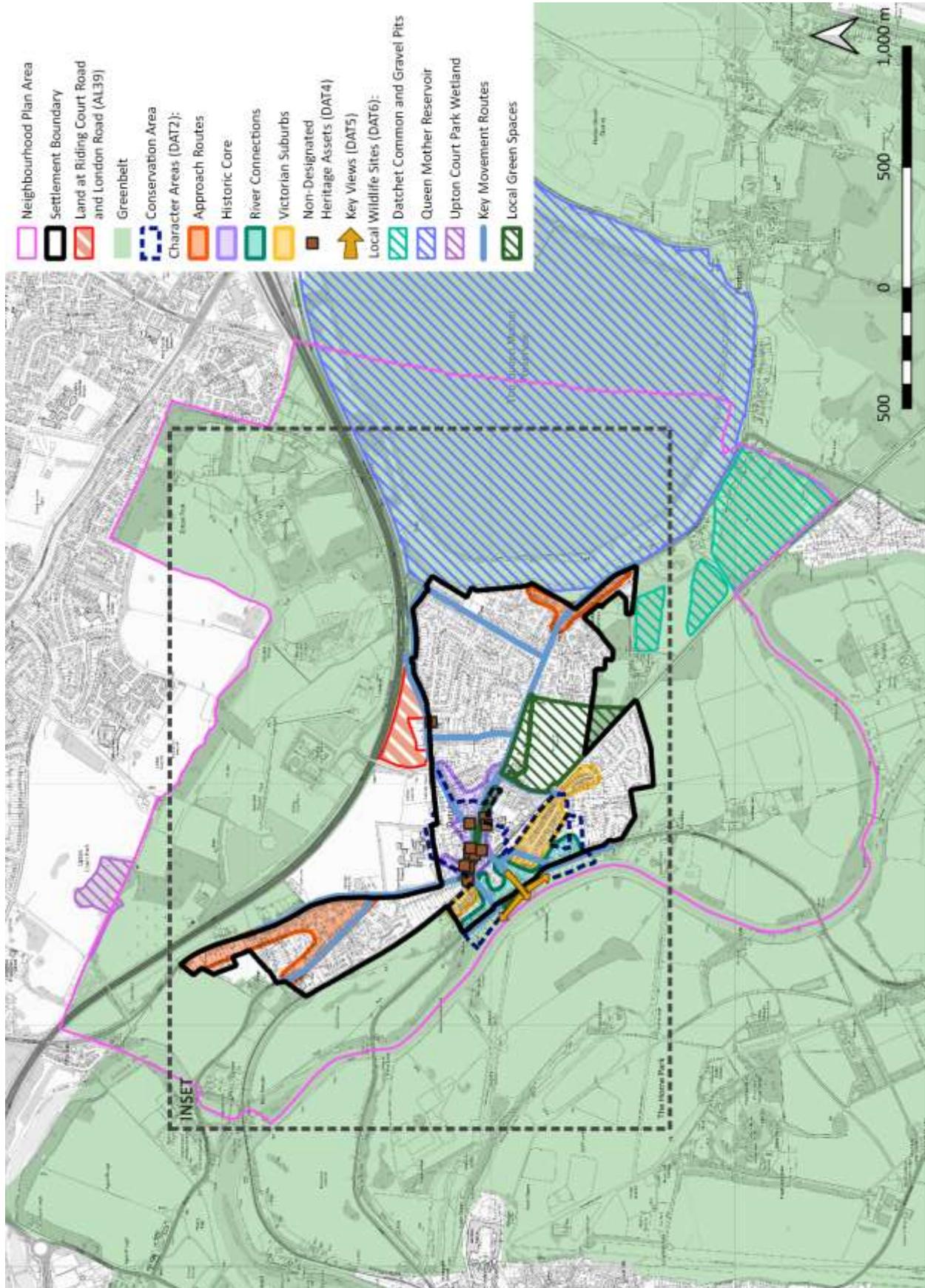
| | Issue | Possible actions | Lead agencies and partner |
|----|--------------------------------|--|-------------------------------------|
| | | the Good Neighbours Scheme, or local large employers such as Heathrow or Botanica. | |
| 12 | Reduce traffic congestion 1 | DPC to work with RBWM and Network Rail to find a solution to London-bound trains overhanging the platform while in the station, blocking the High Street for extended periods and causing traffic congestion throughout the village. | DPC, RBWM, Network Rail |
| 13 | Reduce traffic congestion 2 | DPC to work with RBWM to reduce traffic congestion in the village, by means such as re-routing M4 and A4 traffic to Windsor, especially large vehicles (HGV and coaches), via the bypass A-road instead of through Datchet village B-roads, or introducing width restrictions or a one-way system. Reducing traffic will also help to protect listed properties and structures (such as the Grade II Listed London Road Wall which is being damaged by traffic vibration and eroded by spray from the gutter). | DPC, RBWM, Highways England |
| 14 | Reduce traffic speeds | DPC to work with RBWM to make it safer for local residents to walk or cycle as an alternative to the car/vehicles. This might include speed restrictions throughout the village. | DPC, RBWM |
| 15 | Monitor and reduce pollution | DPC to work with RBWM on monitoring pollution levels in the village, including NO ₂ and Particulate Matter, and implement measures to improve air quality throughout the village, including 'no idling' signs near the level crossings, and engagement with local residents to promote walking and cycling as an alternative to the car/vehicles. | DPC, RBWM, residents |
| 16 | Traffic mounting the pavements | DPC to work with RBWM to prevent vehicles mounting pavements, particularly on narrow streets, endangering pedestrians. Solutions might include high kerbs, width restrictions at the entrances to the village, or a one-way system. | DPC, RBWM |
| 17 | Routes to school | DPC to work with RBWM, Slough Borough Council and local schools to make it easier and safer for school children to walk or cycle to local schools. | DPC, RBWM, SBC, local schools |
| 18 | Crossing points | DPC to work with RBWM to improve crossing points on busy main roads through the village, in consultation with residents. Requests to improve crossing points near schools date back many years. | DPC, RBWM, residents, local schools |
| 19 | Cycle paths | DPC to work with RBWM to take forward the proposals in RBWM's Cycle Action Plan in consultation with residents. Also, to ensure existing cycle paths are clearly marked, with road | DPC, RBWM, residents |

| | Issue | Possible actions | Lead agencies and partner |
|-----------------|---|---|--|
| | | markings repainted, and that footpaths and cycle paths are well maintained. | |
| 20 | Dropped kerbs | DPC to work with RBWM, in consultation with residents, to look at the positioning of dropped kerbs at safe crossing points. | DPC, RBWM, residents |
| 21 | Quality of road surfaces | DPC to encourage residents to use the RBWM reporting system to report potholes. DPC to work with RBWM to review how potholes are repaired. The current method results in repairs being very short-lived. | DPC, RBWM, residents |
| 22 | Quality of pavement surfaces | DPC to encourage residents to use the RBWM reporting system to report pavements in need of repair. DPC to work with RBWM to improve pavement surfaces, particularly cracked, damaged and uneven paving, also pavement surfaces in private ownership. | DPC, RBWM, residents |
| Heritage | | | |
| 23 | Identify non-designated heritage assets of historical, architectural, artistic or archaeological significance* for local listing <i>*See NPPF for definition of significance</i> | DNP Delivery Group to work with DPC, local community groups, eg Datchet Village Society, and residents to set up a 'Heritage Committee' which, with guidance from RBWM Conservation Officer, identifies significant non-designated heritage assets not included in the Neighbourhood Plan with a view to creating a Local List which can in time be added to a borough-wide Local List. DPC to support the development of a Local List. | DNP Delivery Group, DPC, local community groups, residents, and RBWM |
| 24 | Conservation Area Appraisal | DPC to request that RBWM reviews Datchet's Conservation Area Statement at the earliest opportunity and includes recommendations on the management and protection of the Conservation Area. In some instances, Conservation Area Statements are delivered with the help of community groups. If this opportunity were available in Datchet, DPC to support this work undertaken by the 'Heritage Committee' (see 23 above). | DPC, RBWM, |
| 25 | Conservation Area awareness | DPC to work with RBWM to increase awareness of the Conservation Area, and related planning restrictions. Also to improve signage of the Conservation Area. | DPC, RBWM |
| 26 | Development in the Conservation area | DPC to work with RBWM to explore the justification for an Article 4 Direction that removes some permitted development rights in the Conservation Area as our Conservation Area Statement currently offers very little protection in the way of management or guidance. | DPC, RBWM |

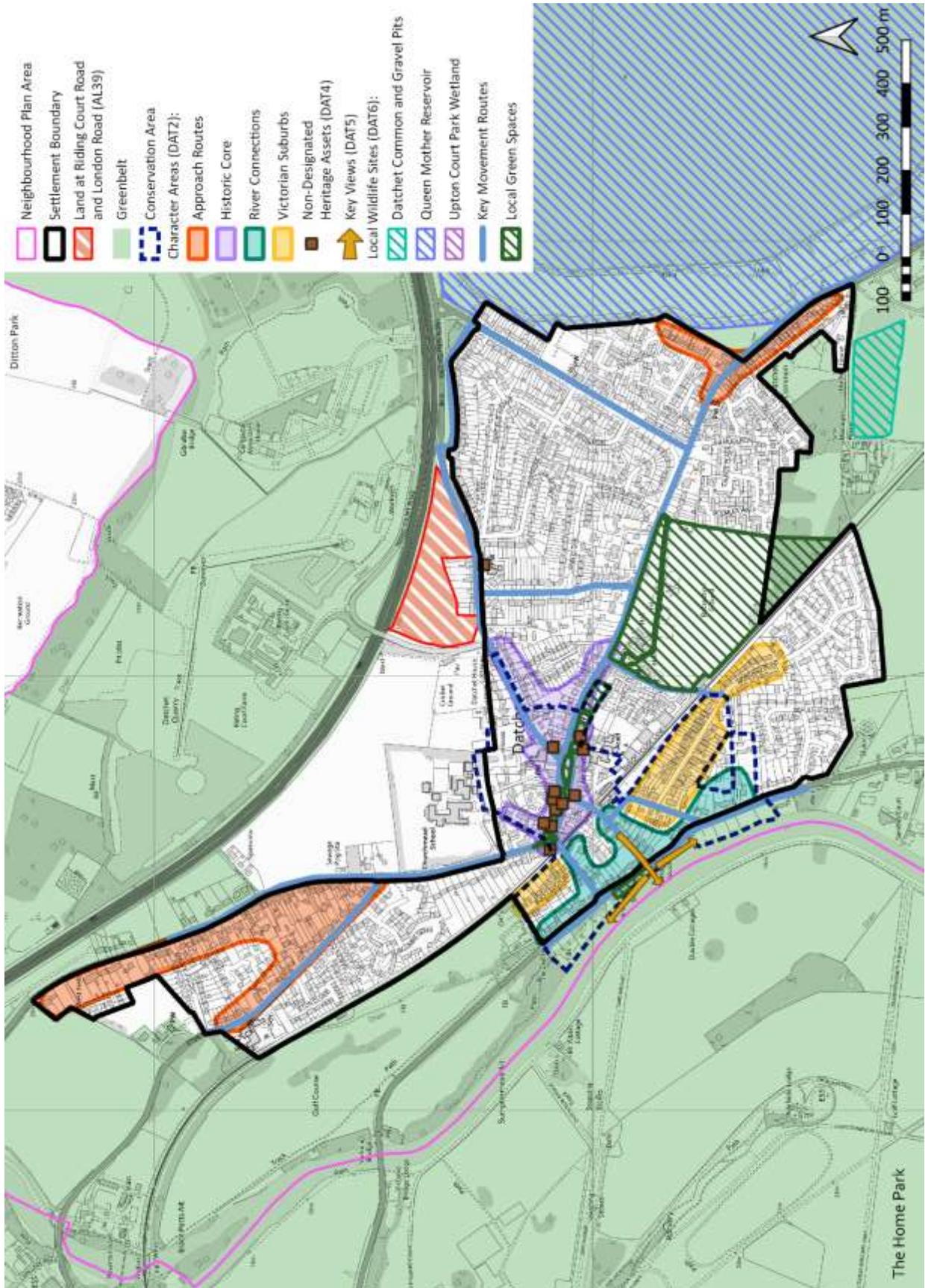
| | Issue | Possible actions | Lead agencies and partner |
|-------------------------------------|---|--|--|
| 27 | Grade II Listed Wall on London Road | DPC to work with RBWM to monitor the condition of the listed wall and request that owners take action, where appropriate, to preserve it. Ownership and responsibility for maintenance of the listed wall lies with those whose properties adjoin it at the rear. | DPC/RBWM |
| Flooding | | | |
| 28 | Development in the Flood Zone | DPC to work with RBWM to explore the justification for an Article 4 Direction that removes some permitted development rights in the flood zones, particularly anything which reduces the ability of the land to store water, especially as the RTS scheme Channel 1 is not currently going ahead. | DPC, RBWM |
| 29 | Maintenance of watercourses and ditches, and land-drainage infrastructure | DPC to work with RBWM (as designated lead local flood authority), Environment Agency and Thames Water, to ensure riparian owners fulfil their responsibilities to prevent pollution, protect wildlife, maintain the watercourses and drains and keep them clear of obstructions, maintain the banks and beds, control invasive species, etc. DPC to work with the RBWM, Environment Agency and riparian owners to undertake a mapping exercise of these watercourses, ditches and land-drainage infrastructure. See also https://www.gov.uk/guidance/owning-a-watercourse#owners-your-responsibilities | DPC, RBWM, EA, Thames Water, riparian owners |
| 30 | Maintenance of bunds | DPC and RBWM work with owners of the bunds and the Environment Agency to ensure they are an effective piece of flood mitigation infrastructure. | DPC, RBWM, EA, owners of the bunds |
| 31 | Designation of bunds | DPC and RBWM to work with the Environment Agency to have the bunds designated as third-party assets | DPC, RBWM, EA |
| Planning | | | |
| 32 | Enforcement action against unauthorised development | DPC to request RBWM to take timely enforcement action against unauthorised development, also to encourage residents to report unauthorised development. | DPC, RBWM, residents |
| 33 | Cemetery | DPC to liaise and consult with parishioners regarding arrangements for burials when spaces at Ditton Road Cemetery run out. | DPC, RBWM, residents |
| Streets and street furniture | | | |
| 34 | Benches | DPC to install benches, of a uniform style, on key movement routes and other suitable sites through the village (seeking RBWM permission on Borough-owned verges). | DPC, RBWM |

| | Issue | Possible actions | Lead agencies and partner |
|----------------------|--|---|---|
| 35 | Bollards | Where bollards are used, DPC to work with RBWM to ensure these are of a consistent and appropriate design. | DPC, RBWM |
| 36 | Roadside cabinets (for communications, digital media, etc) | DPC and RBWM to work with service providers to ensure roadside cabinets are well-maintained and redundant cabinets removed. | DPC, RBWM, service providers |
| 37 | Redundant bus stop signs, broken lamp-posts | DPC to work with RBWM to ensure redundant bus stop signs and broken lamp-posts are removed | DPC, RBWM |
| 38 | Road signage | DPC to work with RBWM to update and clean signage, trim vegetation obscuring signage, and remove redundant signage. | DPC, RBWM |
| 39 | 'Entrance gates' | DPC to clean, maintain and repair 'entrance gates' (Datchet signs) and install an 'entrance gate' on London Road which is currently the only approach route without a 'gate'. | DPC |
| 40 | Improved lighting | RBWM's Cycle Action Plan cites poor lighting on cycle routes as a deterrent to their use. DPC to work with RBWM on measures to ensure that cycle paths are adequately lit so that they can be used year-round will be supported. Also improved lighting for pedestrians at the railway footbridge between Montagu Road and the Recreation Ground. The lighting should be designed to minimise the effects of light pollution and harm to wildlife. | DPC, RBWM |
| 41 | Unadopted pavements and roads | DPC to work with RBWM and owners of unadopted pavements and roads to ensure these are properly maintained. | DPC, RBWM, pavement and road owners |
| Accommodation | | | |
| 42 | Gypsy/Romany Travellers' accommodation | DPC to work with RBWM and the local community to ensure housing requirements are understood. Datchet and neighbouring villages of Horton and Wraysbury have one of the highest populations of Gypsy/Romany Travellers (GRT) in the Borough according to the Datchet & Horton GRT Working group. Further surveys are being undertaken by RBWM, working with Arc4, as part of the Borough Local Plan to better understand the housing requirements of those GRT families who have moved into social housing in the area while hoping or waiting for pitches to become available, and the need for alternatives to bricks-and-mortar dwellings as part of the Borough's housing stock. | DPC, RBWM, Datchet & Horton GRT Working Group and local community |
| 43 | Boat dwellers | DPC to work with RBWM, Crown Estate and Environment Agency to regulate the increasing number of boat dwellers moored along the river. | DPC, RBWM, Crown Estate, EA |

11 POLICIES MAP



INSET MAP



APPENDIX A ENHANCEMENTS TO KEY MOVEMENT ROUTES

WALKING

| Route | Enhancement opportunities |
|----------------------|---|
| B376 Horton Road | Measures to make crossing Horton Road – and access to key destinations – easier and safer will be supported. These include traffic-calming measures and improved crossing points with dropped kerbs to Tesco, to the Recreation Ground/Health Centre, and near the junction where Horton Road meets The Green. This would also make access to St Mary's school easier and safer. Also measures to help reduce pollution for pedestrians such as roadside planting. |
| B470 Ditton Road | Traffic-calming measures to reduce traffic speeds and improve safety for pedestrians will be supported. |
| B376 Slough Road | Improved crossing points for pedestrians, particularly children attending Churchmead School, and traffic-calming measures will be supported. Better maintenance of roadside vegetation would benefit pedestrian safety and the general appearance of the area. Formal parking arrangements could be investigated for houses which have no on-site parking. This would help to protect the verges and reduce difficulties experienced by pedestrians when cars are parked across the pavement. |
| B470 London Road | Traffic-calming measures and improved crossing points will be supported. This is particularly important if the proposed housing site AL39 is developed with a public play area and allotments. The footpath along the north side of London Road from AL39 to the village centre, is too narrow to be practically usable. Residents at AL39 will have to cross London Road to get to most key destinations. Residents to the south will also need to cross London Road to reach the play area and allotments. Re-routing HGVs and coaches to use the motorway, bypass, or A-routes, in preference to the B-roads through Datchet, would help to alleviate problems at the narrow junction of London Road/The Green. Also measures to prevent vehicles mounting the pavements, particularly close to this narrow junction. |
| Lawn Close/Link Road | This is the most direct walking route from AL39 to the recreation ground, health centre, Tesco, etc, but the unadopted Lawn Close has no pavements. If development goes ahead, measures such as reduced traffic speeds and signs warning of pedestrians on the road, will be important for public safety. |
| B376 The Green | Measures to improve crossing points, prioritise pedestrian movements, calm traffic speeds, reduce congestion, restrict/re-route larger vehicles, and improve air quality will be supported. Also consultation with residents about the position of dropped kerbs. |
| B470 High Street | The following will be supported: traffic calming particularly beside the narrow or non-existent pavements; measures to prevent vehicles mounting the pavements; improved pedestrian crossing points between the Manor Hotel and the shops, and near the junction with Windsor Road/Southlea Road; measures to reduce congestion and improve air |

| Route | Enhancement opportunities |
|---------------------------------------|--|
| | quality, such as platform-lengthening at the station, requesting vehicles to turn off engines while waiting at the level crossing, and re-routing larger vehicles via alternative routes more suitable for heavy traffic. |
| Queens Road | Measures to improve air quality, reduce congestion, calm traffic speeds, re-route larger wider vehicles and improve pedestrian safety by preventing vehicles from mounting the narrow pavements to pass oncoming traffic, will be supported. |
| B470 Windsor Road/B3021 Southlea Road | Measures to improve pedestrian safety, particularly crossing points to the public Riverside Garden, will be supported; also measures to improve and widen narrow sections of footpaths, with wildlife-friendly lighting to improve pedestrian safety after dark. |
| Footbridge over the railway line | Measures to install lighting and improve safety and accessibility of this pedestrian footbridge between Montagu Road and the Recreation Ground will be supported. |

CYCLING

| Route | Enhancement opportunities |
|--|--|
| B376 (Queens Road-The Green-London Road) | This route through the village centre is the busiest cycle route in Datchet*. Measures to calm traffic, improve air quality, reduce traffic speed and reduce congestion, to make it easier and safer to cycle will be supported. *Source: Propensity to Cycle tool |
| B376 Horton Road | Traffic-calming, speed reduction and crossing points to ease access the 'safer route-to-school' section of cycle path will be supported. Also consultation with residents about improvements to, and use of, the shared path and pavements. |
| B376 Slough Road | Measures to improve connectivity between the existing short sections of cycle path and create a continuous cycle path along Slough Road, in consultation with residents, will be supported. Cycle path signage should also be improved. These actions will also help to provide a safer route to school both for children attending Churchmead and those attending schools in Slough. Traffic calming measures will be supported as currently some cyclists use the footpath because Slough Road feels unsafe. |
| B470 High Street | Narrow vehicle lanes and a high volume of traffic particularly at peak hours create difficulties for cyclists. It is also difficult to join the High Street (heading north) from The Avenue. Traffic-calming and traffic-reduction measures will be supported. In the DNP Getting Around survey, it was suggested that a one-way system (High Street/Queens Road) be investigated to create more space for cyclists and pedestrians. |
| B470 London Road/Majors Farm Road | Traffic-calming measures will be supported, also proposals to create new cycle routes and improve connectivity with NCN61. There should be consultation with residents about proposed segregated shared paths and the use of unadopted service roads along London Road for cycle routes (as outlined in RBWM's Cycle Action Plan). |

| Route | Enhancement opportunities |
|---------------------------------------|--|
| | Also measures to reduce congestion at the junction of London Road and The Green, and re-route larger vehicles, to improve safety for cyclists. |
| B3026 Eton Road | Measures to calm traffic and reduce congestion will be supported. Also proposals to reduce on-street parking particularly around Eton End School. |
| B470 Windsor Road/B3021 Southlea Road | Proposals to include cycling provision on these routes, in consultation with residents, will be supported. Windsor Road is also a route to schools in Windsor with a 40mph limit along most of its length. In surveys, residents have said they would be more likely to cycle to Windsor if there were a formal cycle path. There were also requests for a cycle path along Southlea Road to connect with the shared-use path on the A308 to Windsor and The Great Park. |

NEW FOOTPATHS AND CYCLEPATHS IN NEW DEVELOPMENT

RBWM’s Landscape Character Assessment states: ‘There is a notable absence of public access, in the form of Public Rights of Way, in this landscape [Datchet]. Loss of footpaths is partly due to the development of the M4 and Queen Mother Reservoir. New sections of the Thames Path are a recent improvement to the Public Rights of Way network, but paths are scrubby in quality.’ RBWM’s Infrastructure Delivery Plan requires developers to provide cycling infrastructure as an integral part of their developments and to link their development to key local destinations.

| Location | Proposals |
|--|--|
| Riding Court Road/Cemex site | The creation of a safe, more direct route for pedestrians and cyclists from Riding Court Road via the restored Cemex site to Ditton Park, NCN61, Slough (including local schools), and the A4, will be supported. The entrance to this path should ideally be close to Riding Court Road M4 road bridge for ease of access to/from the village centre. The footpath on this new bridge is potentially wide enough to accommodate a shared-use path. |
| New housing development adjacent to M4 | While the creation of new foot/cycle paths outlined in RBWM’s Cycle Action Plan is supported in principle, consultation should be undertaken and consideration given to determining which proposals offer the greatest benefit. It identified the potential for a new cycle path parallel to the M4 motorway as part of proposed new developments, bypassing the centre of Datchet. In the DNP Getting Around survey, there was support for this route linking London Road with Slough Road however it was put forward when there were two proposed housing sites (HA41/HA42). Now there is just one site, AL39 (formerly HA42), the shorter path, no longer linking with Slough Road, would have reduced usability, especially if a cycle route along London Road is created, as proposed in the Cycling Action Plan. |
| River Thames Scheme - Magna Carta Way | Currently Channel 1, the Datchet section of the River Thames Relief Scheme, is not being progressed due to lack of funding. However, funding may become available in future. The scheme had included a Magna Carta Way cycling route. While the DNP supports new cycle paths in principle, there are |

| Location | Proposals |
|----------|--|
| | safety issues with this proposal which would need to be addressed – particularly the west-east route which takes cyclists and pedestrians through the busy centre of Datchet, crossing traffic, then beside the railway line and exiting in a 40mph zone on Horton Road. Opportunities to provide safe footpaths and cycle paths alongside the channel for public recreation would be supported. |

It should be noted that not all of the length of the above routes is within the Datchet Neighbourhood Area.

APPENDIX B NON-DESIGNATED HERITAGE ASSETS

1. Drinking fountain, The Green



The drinking fountain was the first public monument to be erected in the centre of the village, in 1886. It originally stood at the top of the High Street and was topped by a lamp. It was the philanthropic gift of Lady Georgiana Needham of Datchet House, following the principles of the Metropolitan Free Drinking Fountain Association. A typical Victorian monument, it bears biblical quotations on the subject of water while providing bowls for dogs and horses as well as villagers. It is made from prestigious pink and mottled Aberdeen granite, a monumental stone which was fashionable at the time and favoured by the wealthy for their family gravestones. (There are other examples of its use in St Mary's Churchyard and the church's interior.)

NPPF Significance: Historic

2. 1930s' Garage, The Green



In 1935, this new, purpose-built garage was recorded in Kelly's Local Directory as Frank Jarrett Ltd, Motor Garage. It is positioned just outside the Conservation Area and is an unusual survival and striking landmark at the west end of the village centre. It closes the long view from the eastern end as Montagu House does from west to east. Built in dark-red mixed bricks, with a pitched tiled roof, it is the design of the façade which reflects the popular Art Deco look of 'modernism' which

is shown in the streamlined arrangement of rectilinear panels and pilasters for display. Above the central broad entrance area is a distinctive mounted octagonal clock (of a type often found on MG dealerships and visible on early photographs). On the southern forecourt there used to be a row of petrol pumps.

NPPF Significance: Architectural/Historic

3. Hall Cottage, The Green



This picturesque cottage is a survivor from two previous uses of this site. From medieval times the land was owned by Eton College and there was a farmstead here. This was replaced by a large house, The Hall, in the 1870s. Hall Cottage is believed to have been originally a farm building which then served as the lodge to The Hall. (The Hall has since been demolished and replaced by the maisonettes of Hall Court in the 1960s.) The pretty Gothic arched casement windows, some with glazing bars, were inserted by a local builder and more in this style can be seen around the village. The decorative brick work on the front boundary wall echoes that at the Manor Houses.

NPPF Significance: Historic/In the setting of a Heritage Asset

4. Horse/Cattle Trough, The Green



This 19th-century trough was originally sited on Windsor Road. It is made of granite and stands on a base of granite setts, and is kept full of flowers by Datchet Parish Council. The inscription states “Presented by the Metropolitan Drinking Fountain & Cattle Trough Association”. At some point, date as yet unknown, the trough was moved from Windsor Road and, along with the drinking fountain, was taken to Churchmead School on Slough Road for safe-keeping. They were returned

to North Green around 1990 when the Greens were refurbished, prior to Datchet winning the Best-Kept Village competition in 1992.

NPPF Significance: Historic

5. James’s Cottages, London Road



James’s Cottages are a terrace of three, Victorian, two-storey, red-brick cottages. They occupy a prominent location on the southern section of London Road, adjoining the listed Church Cottage and facing St Mary’s Church, with views to The Green. They were built in 1853 for the Hale-Pearce family who were artisans in various trades for several generations. The cottages are also on RBWM’s list of notable non-listed buildings in Datchet.

NPPF Significance: Historic/In setting of a Heritage Asset

6. Jubilee Cross, The Green



This free-standing, upright, Hamstone monument was made by Messrs Doulton and given as a gift to the village by a local resident, Mrs Mary Anne Crake of The Lawn to commemorate Queen Victoria’s Diamond Jubilee. It was unveiled in June 1897. Mrs Crake persuaded the newly-formed Datchet Parish Council that a cross of a medieval type, like that in Muchelney, Somerset, would be an appropriate commemoration. She was following the philanthropic lead of two other wealthy Victorian ladies in the village: Lady Georgiana Needham who donated the drinking fountain, and the Dowager Duchess of Buccleuch who gave the Jubilee Oak planted in honour of Queen Victoria’s Golden Jubilee in 1887.

NPPF Significance: Historic

7. Montagu House, The Green



Located at the eastern end of The Green, in close proximity to the village school, this two-storey yellow brick building is a significant link with Datchet's Victorian social history. Montagu House, formerly the Datchet Working Men's Club, was built on land provided by the Duke of Buccleuch in 1881 on a long lease and at a nominal rent. It was designed by the architect Stephen Mogg Wyborn of Windsor and funded by public subscription. It was intended to contribute to the welfare of the working classes; in particular to provide a place where educational and improving leisure activities were available.

To celebrate Queen Victoria's Diamond Jubilee in 1887, Lady Needham provided the funding for the porch. She also gave generously, with a group of benefactors including the Duchess of Buccleuch, for another room to be added at the back in 1889. This room became the village hall and it played a central role in the life of the village until recent times. The ground floor has now been successfully converted to a branch library, with a police outpost upstairs, giving the original building a new community purpose in this prominent village location.

NPPF Significance: Historic/In the setting of a heritage asset

8. Manor Hotel, The Green



Historically, the Manor Hotel was part of a range of buildings owned by the Lords of the Manor. The Manor Houses and Manor Cottages to the east of the hotel have surviving 16th- to 17th-century timber frames. It is probable that the Manor Hotel building, in line with the whole manorial row, had similar origins.

The building is known to have been a public house at least by the 1750s. From the 1850s, after the Waterloo-

Windsor railway line opened, Datchet's popularity as a summer resort grew and a period of expansion followed. The Manor House was dramatically re-modelled by the Lords of the Manor, the Buccleuch and Montagu families, to attract prosperous tenants in the 1870s. The whole front of the building was redesigned with applied mock-Tudor timber-framing, the emerging fashionable style. The Manor Hotel received similar treatment. In Datchet, the mock-Tudor style is now everywhere, either applied to genuine old buildings or as a style choice in more recent developments.

NPPF Significance: Historic/Architectural/In the setting of a heritage asset

9. North Green/Patrixbourne, The Green



This pair of very large houses dominates the western end of the village centre as the Manor Houses do at the eastern end. They are also superficially like them in the variety of gable heights and mock-Tudor applied timbering. However, the Manor Houses date from the 1600s while North Green and Patrixbourne were built in the late 1880s or early 1900s. The style

is a revival of picturesque Tudor and Jacobean features, which is typical of houses in the late Victorian period. During the early 20th century the 'Datchet Yacht Club' was run privately as a social club from here. Although it was kept very quiet at the time, King George V used to play

billiards here while Queen Mary gossiped with her friends; Datchet was used to behaving discreetly when royalty paid visits.

NPPF Significance: Architectural, historic

10. Pharmacy, The Green



The Pharmacy is a narrow, black-and-white two-storey building which stands out from the other properties facing the Green because its façade is such a fine example of mock-Tudor/Jacobean architecture. It makes an exceptional addition to Datchet's Conservation Area. The building was part of a group of cottages on a site which once belonged to Eton College. The pharmacy was originally called Tring Cottage. (Rose and Chestnut cottages to the west still survive.) It was purchased by the village pharmacist, Arthur Willcocks who spared no expense on the 1904 refurbishment

of his new shop façade. This is evident in the quality of the decorative detail which has lasted well to this day.

NPPF significance: Architectural/Historic/In the setting of a heritage asset.

11. St Mary's School, The Green



The village primary school was founded by Rev Isaac Gossett who set up a charity to raise the necessary funds to build the school and provide free education for the poorer children in Datchet. It was built on land given by the Lord of the Manor, the Honourable Walter Francis Montagu Douglas Scott, 5th Duke of Buccleuch and 7th Duke of Queensberry and opened in 1843. The section of heritage value is the long, narrow series of Victorian brick-built buildings extending back from The Green. The original structure dates from 1843 with later additions.

Elements of Gothic revival design reflect the religious drivers behind much 19th-century education; steeply pitched slate roofs, pointed arches on front-facing gables, decorative bargeboards, tall windows and bell tower (later removed).

NPPF Significance: Historic/In the setting of a heritage asset.

12. WWI Crucifix, London Road (beside the Baptist Church)



Datchet's crucifix memorial is similar in style to the French wayside shrines which would have been familiar to those who fought on the Western Front in WWI. It was donated by the Curling family of Datchet and was dedicated on Empire Day in May 1919. It was Datchet's first WWI memorial, erected a year before the obelisk memorial on The Green. It was positioned on an open site at the entrance to the village. At the time, there was no other development nearby.

The oak cross is approximately 4m tall. The upright shaft is slightly tapered and the cross-bar has quadrants cut from lower outer edge. The copper figure of Christ has a blue-green verdigris patina. The cross and statue are topped by a wooden, pointed-arch canopy/apex with inscription. There is also an inscription at the base.

NPPF Significance: Historic

APPENDIX C SUMPTERMEAD AND SOUTHLEA BUNDS

Datchet's historic flood protection banks

Information in this document has been sourced from the booklet *A History of Flooding and Flood Defences in Datchet 1600s to 2000s* by Janet Kennish. See also <https://datchethistory.org.uk>

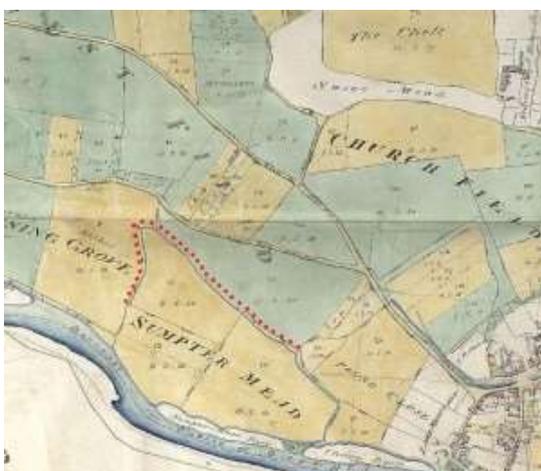


Datchet's historical records contain many accounts of flooding including 'great floods' in the years 1774, 1809, 1822, 1852, 1894 and 1947 (**left**). All of these seem to have been more severe than that of 2014.

Lesser floods were a common fact of life and, until the late 1800s, dwellings were not built where flooding was likely. Historically, Datchet's chief protection from flooding, apart from the riverbanks, were the bunds or embankments.

Farming communities have always understood, from experience, the importance of flood banking, ditching and drainage. From the Middle Ages to the early 1800s, farming was managed through the authority of Datchet Manor Courts. Court records show that the bunds at Sumptermead and Southley (now Southlea) have been used for centuries to control flood water and protect the village. (Court records from 1645 indicate that landowners were *'fined for not amending Sumptermead Bank'*, and instructed to *'make up the causeway leading to Sandley House'*). Landowners were obliged to maintain and repair bridges, fences, ditches, watercourses, gates, and flood banks on their land or face a fine. There are numerous records of landowners being fined and ordered to carry out repairs to these bunds which are still relevant to the village today.

Sumptermead



The role of the Sumptermead bund seems to have been to allow the swollen river to flood Sumptermead, historically a valuable water meadow, to prevent floodwater flowing further north and east.

Left: Section of Enclosure map 1833. Sumptermead bank is shown by a dotted red line in this detail, the inner line being the ditch below the bank which feeds back into the Thames. The road running diagonally across the map is Slough Road, with Eton Road branching off below.

In 1850, the new railway line and its embankment sliced through Sumptermead Bank, at the point closest to Eton Road. An underpass was made beneath the railway line to allow access to the fields on both sides of it. A new road to Windsor was also built. (Before then, the route to Windsor was via Datchet Bridge and through the Castle grounds, or via Eton Road.)



Sumptermead bank had to be raised and widened after the great flood of 1852 because the new Windsor Road had stopped the flood waters from taking their usual course over Home Park. They were thrown back over the estate of Black Potts then across the low lands of Datchet on both sides of the railway, overflowing Sumptermead Bank and inundating the village.

Left, Section of 1899 OS map showing Sumptermead Bank. By 1899 the arm of the Bank running south-west had been removed and only the diagonal line of the field boundary remained. This can still be traced across the golf course which lies to the west of the railway line.



The access tunnel under the railway line is shown by two white semicircles, which can be seen more clearly, **left,** in the section of the 1912 OS map.

Flood water could flow underneath the railway line into a holding area where it was held in check by the bund except in the worst conditions, as in 1947, when the railway line had flooded and water rushed along it and through The Green.

Following the 1947 flood, Datchet Parish Council approached the Crown Estate (the Golf Club's landowners) about the cost of repairs to the breaches in the floodbank but there was nothing in the lease or correspondence that suggested they had any liability. The Council's solicitor reported that the Thames Conservancy also accepted no responsibility for the upkeep of the flood bank. In the end it was decided to pay for repairs regardless of cost and as a matter of urgency.

A contributing factor to the lesser flood of 2003 and the major one of 2014 was the removal of a section of Sumptermead bund at Eton End School close to the railway line. In brief, it seems that a previous extension at the school had encroached on the original extent of the bund and a section had been removed, leaving a substantial gap.

Right, Section OS map 2021 showing Eton End School and grounds, next to the railway line and bund.



In January 2003, the new Jubilee River was put into operation for the first time. This is a highly contentious subject but the flood water seems to have entered the village down the railway line from the breach in the flood bank at Eton End School since nothing was in its way.

The school, having suffered badly from the flood, applied for planning permission to reconstruct and re-align the flood bank. Although Datchet Parish Council objected to 'piecemeal' flood defence work and recommended that Sumptermead Bank be reinstated properly and with urgency by the appropriate authority, permission was eventually granted in December for a 'sandbag wall' (a solidified concrete bag wall) across the gap rather than a permanent bund structure.

In May 2003, the Environment Agency (EA), which recognised the need to re-instate the bund, had suggested that the reinstated bund might be adopted by the Agency in future, dependent on the outcomes of the Lower Thames Project (River Thames Scheme Datchet to Teddington).

The 2014 flood was much more serious than that of 2003. The 'sandbag wall' section of Sumptermead bank was breached and flood waters poured down the railway line, as in 2003, resulting in extensive flooding. Early attempts to stop the flow from the school's side had to be abandoned as the water was so high but the army successfully plugged the gap with sandbags from the railway line. The flow stopped as if a tap had been turned off and the water in the village centre subsided rapidly. Since then, a permanent repair to this breach has been made and Sumptermead bund has been rebuilt to the standard required by the EA.



Left, Sumptermead bund is indicated as a flood defence on the present-day Government Flood Map for Planning.

Southley (Southlea)



Land in the southern and eastern parts of the parish is also historically vulnerable. Records of the Barker Bridge House Trust²⁰ show that the Trust paid for numerous repairs to the Southlea bank in the 1800s. This bank protected Rosenau House, and the land to its east and south.

Left, detail from 1899 OS map shows Rosenau's raised platform above its steep river bank. The bank continues north to a boat house and then, continuing further along from there, the line of trees represents the old causeway from Datchet to Southlea's riverside houses.

trees represents the old causeway from Datchet to Southlea's riverside houses.

²⁰ <http://www.thebridgehousetrust.co.uk/>



Left, this 1880/90s photograph shows the steep Southlea bund at Rosenau. This high bank above the river may have its origin in the one rebuilt by the Barker Bridge House Trust in 1830.

Rosenau has since been replaced by Woollacombe which dates from the 1930s. In recent times another house, Poplars, was built in its grounds. It is in an L-shaped plot with the house close to the road and a section of river frontage. In 2013, presumably to improve the view, the clump of trees in Poplars garden, **below left**, was removed and the bank was flattened, **below right**.



This deliberate removal of the bund led to a serious breach of the river bank in 2014. Water flooded up to the property's front wall and was in danger of bursting through, threatening Southlea Road and beyond. The navy, with the help of many volunteers, built a sandbag wall to contain the river.



This section of the Southlea riverside bund has not been reinstated and no agreement to do so has been reached between the owner, the EA and RBWM. In case of flood, the EA currently proposes that moveable/demountable flood barriers will be brought in to protect both sides of Southlea Road. If the Datchet section of the River Thames Scheme had gone ahead, this area, close to the water intake, would have formed part of the scheme, removing the threat. **Left**, detail from Channel Section 1 drawing River Thames Scheme.

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