

DATCHET NEIGHBOURHOOD PLAN Character Assessment

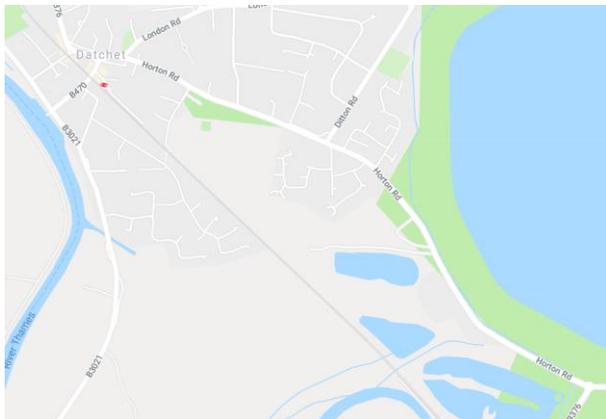
Character Area: Horton Road

Date, day and time: 15 July 2pm MC, JSt, AC; 18 July 7pm EL, AC.

1. Setting

Horton Road is the B376, one of the key routes into and out of Datchet. It leaves the centre of the village in a south-easterly direction and continues for 2kms to a small roundabout where the B376 turns south, as Welley Road, and continues towards Wraysbury and Staines. The road which continues east at this roundabout, around the reservoir, leads to Horton and Colnbrook, and is a back route to the M25 J14 and Heathrow Airport, via Poyle.

Horton Road is a two-way, single-lane carriageway. Along its length, it is joined on its 'south' side by Green Lane, Holmlea Road, Cobb Close, Mill Lane and Mill Place, and on the 'north' side by Link Road, Linchfield Road, Ditton Road, New Road and Penn Road. As Horton Road leaves the village, it is bordered on the 'north' side by the Queen Mother Reservoir which was built in the 1970s.



Google maps satellite and street map views, screenshots taken August 2018, imagery dated 2018.

2. History and maps

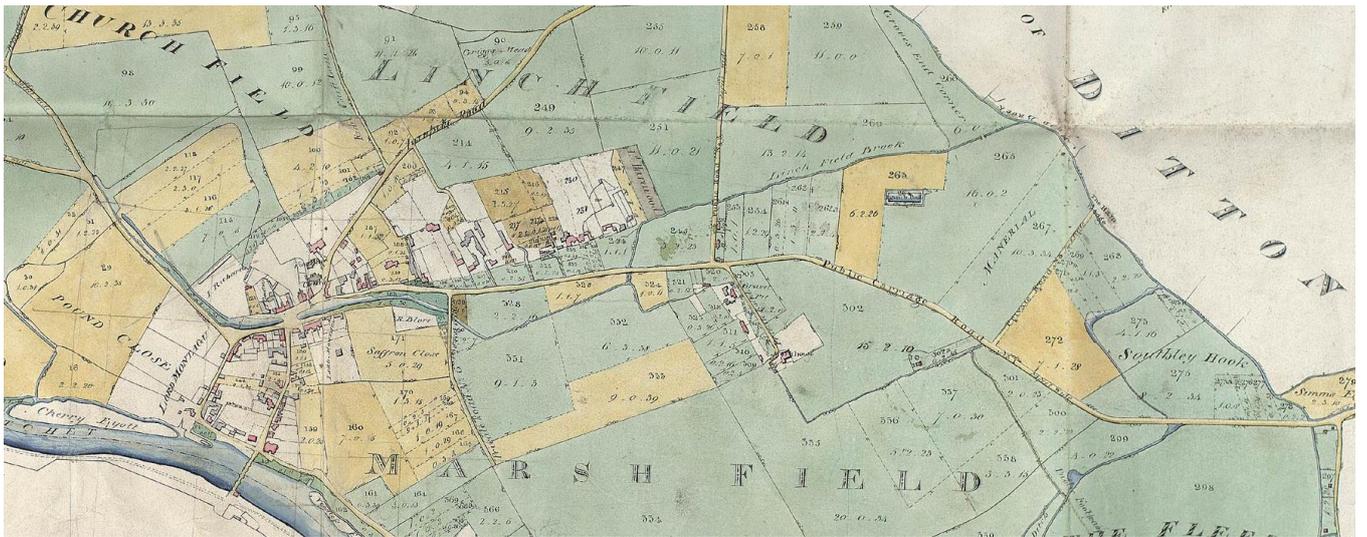
From www.datchethistory.org.uk by Janet Kennish:

Horton Road was the medieval route from Datchet to Colnbrook and the main road between London and the west. Dwellings developed along its northern edge from early times, probably as squatters' cottages on the Common. It became one of the most complex areas of Datchet as ownership of very many plots was carved out of the common land. Over time, these were amalgamated into several prestigious estates and farms but tiny groups of cottages, workshops and fields remained until Victorian times when pleasure grounds were created. More recently, the gardens of the large houses have been infilled with houses and new roads, reversing the previous process. Although most of the very big houses have now been demolished, they have left their mark on the lie of the land and in place names.

Before 1800, Datchet Common

From medieval times, a large area to the east of Datchet was designated as Datchet Common. Until about 1800, the village's farmland was divided into four great fields: West Field, Church Field, Marsh Field and Linch Field. Each landowner farmed his own strips of land which were spread around in these communal fields. Those without their own land had 'rights of Common', to grow food, graze animals, collect turf and firewood, etc, on the Common, so that the poor could provide their own food. The road we know today as Horton Road separated Linch Field to the north from Marsh Field to the south. (During the 1780s the great astronomer Sir William Herschel and his sister Caroline lived here, but the house they occupied in Horton Road no longer exists.)

1810 Enclosure map



After Enclosure in the early 1800s; each farmer's land was set out and enclosed by hedges, in proportion to the amount he had previously owned as separate strips. The old Common was divided up between the landowners and the cottagers lost their rights. The 1810 Enclosure Map above shows the area around the Horton Road, marked out in numbered plots to record the new owners of what had been Datchet Common. It is no longer 'common land' in any legal sense and now just the name survives.

1868 Ordnance Survey map

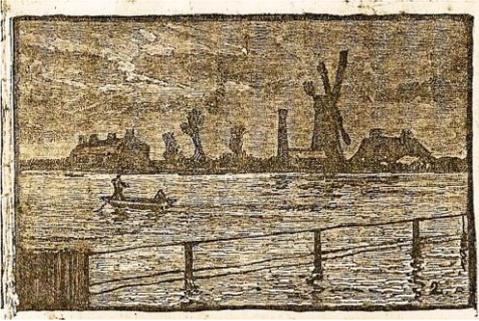
After the arrival of the railway c1850, Datchet's population grew rapidly as London businessmen were able to commute to work while living in a still-rural village. Farmland began to be sold off for building new houses and laying out new roads near the railway station. Builders and those in the building trades prospered too, and bought plots on the old Common where land was cheaper. They built houses for themselves, as well as terraces of small cottages to rent to labourers. (In this 1868 map, New Road was not yet mapped, although people were living there by 1871. Penn Road was not built until much later.)

Horton Road, west



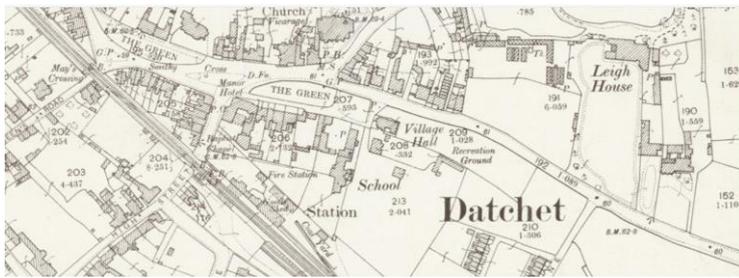
Horton Road, east





In the bottom right corner of the 1868 map, previous page, is Datchet Mill and Mill Place Cottages on what was once the access lane to the mill. The cottages were built by the retired miller, George Jacques, in about 1860. They are seen on the left in this etching during the 1883 great flood, when the tall chimney shows that the mill could be steam-driven although it still had its wind-sails. To the right of the mill, the miller's large house can be seen, at least part of which is still surviving.

1899 and 1912 Ordnance Survey map



During the 1880s and 1890s, building in Datchet was booming. The community at Datchet Common (ie the south-east of the village) boomed too, benefiting from a great demand for all the building trades, while still providing for the needs of labourers. It had its own pub, shops, a post office, blacksmiths and wheelwrights, and by its population peak, c1900, it was considered as a separate community.



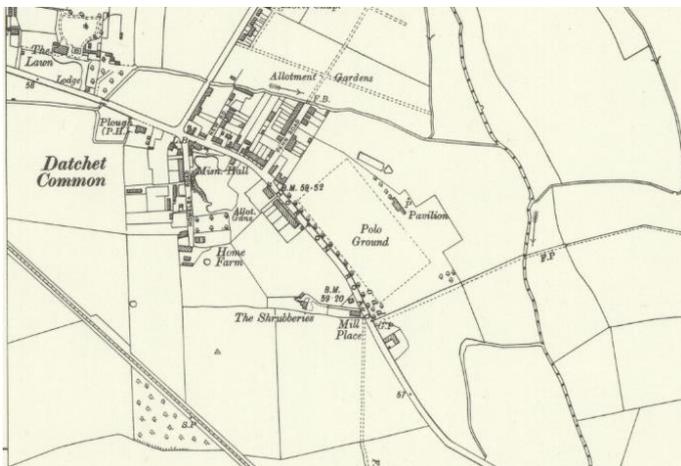
Some of the houses which have survived from this period are larger and built to a higher standard than many of the earlier 'cottages' that were intended as low-rent accommodation. From the 1950s onward most of those were demolished and modern housing built to replace them.

Top: 1912 Horton Road (west), village centre.

Bottom: 1899 Horton Road (east)/Datchet Common. This map shows how development was limited by the Linchfield Brook which

crossed Horton Road, then Ditton Road, and then ran roughly parallel to Horton Road.

1932 Map of Datchet Common



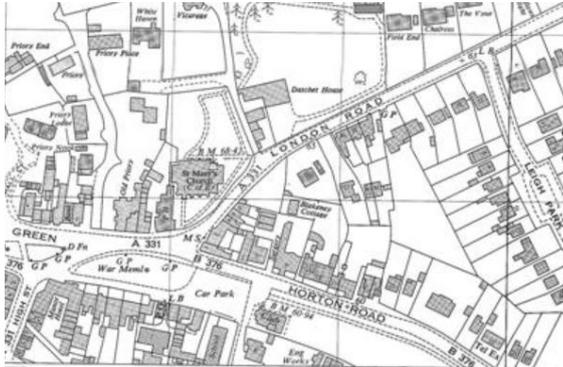
This map shows The Guards Polo Ground and Pavilion opposite the last two cottages on Horton Road. During WWII an anti-aircraft base occupied the site and barrack huts were built there. From 1947 those huts were used as housing, with 32 families listed at Polo Ground Camp in 1950. By the 1960s the OS map shows trackways laid out, perhaps for accommodating Traveller caravans. Any further use of the land ended with the construction of the reservoir in the late 1960s.

1960s OS Map of Datchet Common



This section of the 1960s Ordnance Survey map shows the development which had taken place along Horton Road, opposite the Polo Ground, most of it built in the 1930s.

1970 north

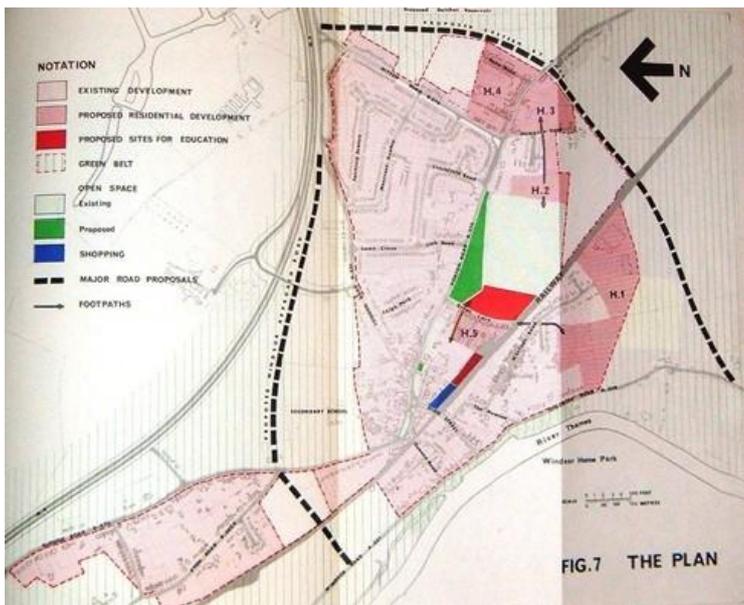


This map from about c1970 shows the reservoir embankments were in place. The reservoir bank was built with a kink to accommodate the cottages on Penn Road.

1970 south



1970 Buckinghamshire Development Plan – 1500 new homes



Until 1974, Datchet was part of Buckinghamshire. Bucks County Council drew up a Plan for Datchet in the late 1960s, very like the Royal Borough's current Borough Local Plan. The familiar topic of traffic congestion was pressing then as it is now, and a new road to by-pass the village was being called for. The dotted black lines show the 1970 by-pass proposals. There was an eastern route, from Major's Farm Road, round the eastern edge of the village to reach Southlea Road, then crossing the railway line to Windsor via Old Windsor; and a western route, continuing the line of Major's Farm Road and then turning south across Slough Road, the railway and the Golf Course to the Windsor Road.

There was little objection to the eastern route, but absolute outrage at the idea of taking a main road on a viaduct across the golf course. In the end, nothing happened. The eastern route may not have been possible due to the Reservoir which was being built, and the western one is said to have failed due to the government's stop-go spending delays in the 1970s.

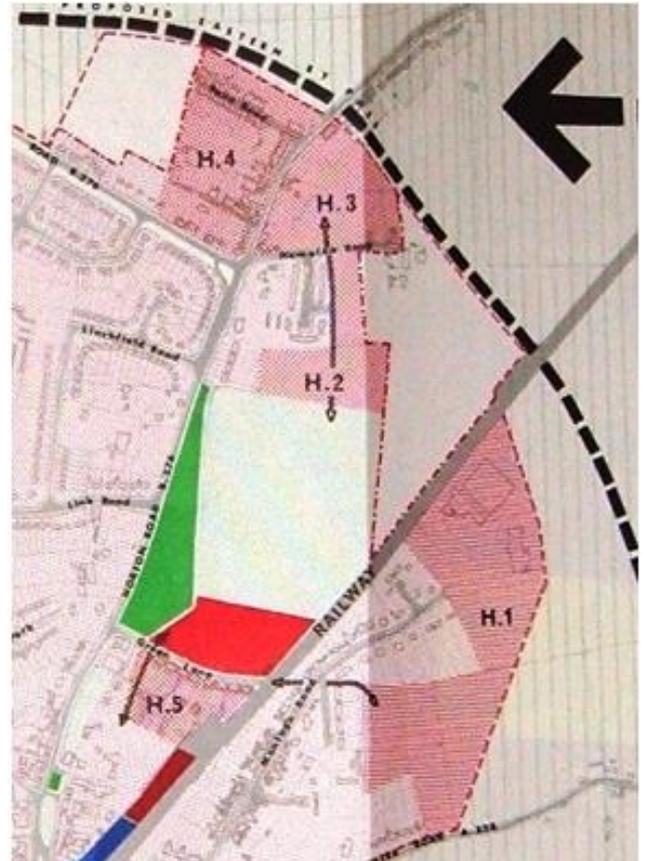
A lot of correspondence has survived about the 1970 Plan, almost all of it concerning the by-pass roads. As far as is known, there was little objection to the proposed increase in houses to provide for over 1500 people. Since 1970 all the sites identified have been developed, but it was a very slow process.

Proposed new residential development 1970

The 1970 Plan included five development sites in the village. As well as providing for population growth, some of the new housing was designed to improve run-down parts of the village. Before 1900 there were small terraced cottages at the foot of Ditton Road and New Road, and many more in Penn Road, but it was proposed in 1969 that the area should be redeveloped at a higher density. Although the development took several decades, all the proposed housing was eventually built.

Two sites bordered Horton Road.

- **H4 Horton Road North side, New and Penn Roads**
8½ acres, can house 410 persons; estimated 230 in this area at present so net gain of 180. Proposed for redevelopment (*as sub-standard*) but some recent houses are sound so should be kept. Future layout of this area must be considered as a whole; layout and density as area H3. (*This plot was bounded on the north by the Linchfield Brook, later culverted to allow development further north into the dotted area beyond, left white*)
- **H3 East of Holmlea Road (Cobb Close)**
6½ acres, variety of uses but the bulk of this site mostly unused; can house 310, density to be as Local Authority housing on other side of Holmlea Road. Access was originally intended to be from Holmlea Road, not Horton Road (*which has since been changed*). An area west of Holmlea Road was also developed. See H2 on the map. This became Holmlea Walk, Marshfield, and Spring Park.



1976 Queen Mother Reservoir



Horton Road is partly bordered on the north side by the raised banks of The Queen Mother Reservoir (19.8m above ground level. This public water supply reservoir is 24m deep and 475 acres (1.92km²) in area, making it one of the largest inland areas of water in Southern England. It was opened in 1976 and is managed by Thames Water. Its water is pumped from the River Thames nearby. The reservoir lies within the Colne Valley Regional Park and, like other local reservoirs, it is popular for sailing and bird-watching. Petrels have been spotted here. Datchet Water Sailing Club is based here. (Image

from DWSC website.) Datchet's Parish boundary cuts through the centre of the reservoir, from NNE to SSW. See also www.colnevalleypark.org.uk, www.dwsc.co.uk

Current OS map



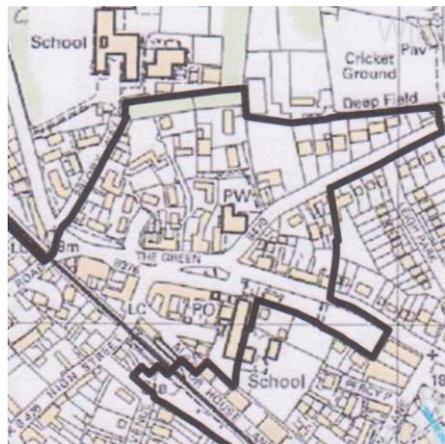
Green Belt and Conservation Area map



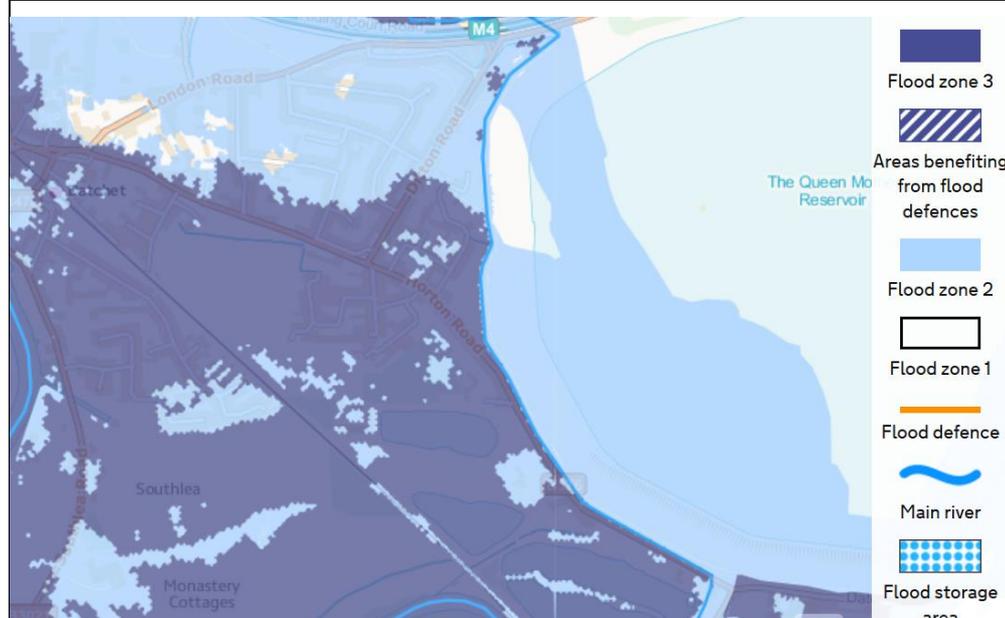
The Green Belt, (all green areas on map, left), surrounds Datchet and parts of the village are washed over by the Green Belt. The following areas around Horton Road are all in the Green Belt: the reservoir, Willowfields, the Land at Mill Place, Mill Place Caravan Park, the plot of land referred to as 'Datchet Common', Windsorview lakes, the pumping station, a number of houses, and Liquid Leisure. Datchet's Conservation Area is outlined in dark red.

The Horton Road section of the Conservation Area extends from the village centre to Astracot on the northern side, and behind the library, along The Cut, up to ComXo on the southern side.

See map section and aerial view, below.



Flood zones – Horton Road



The dark blue areas indicate Flood Zone 3 (1 in 100 or greater chance of a river flood each year).

The light blue areas are Flood Zone 2 (up to a 1 in 1000 chance of flooding happening each year).

Datchet Common Brook skirts around the reservoir, along Horton Road, and is indicated in bright blue as a 'main river'.

Source: <https://flood-map-for-planning.service.gov.uk/>

The housing on Horton Road is almost entirely in Flood Zone 3. Some houses along the road were flooded in 2014. Houses and gardens here are also subject to groundwater flooding.

Datchet Common Brook (DCB) is designated a 'main river' by the Environment Agency. It is one of the chief causes of flooding in the Datchet Common area (ie south-east Datchet). The DCB is jointly the responsibility of the riparian owners and the Environment Agency. It rises near Wexham Park Hospital and passes through Datchet running approximately parallel to Ditton Road, then Horton Road. It is culverted under Horton Road before the junction with Welley Road, and enters the River Thames in Wrybury, a little way downstream of Old Windsor Weir. The section of DCB where it runs beneath the M4, skirting the reservoir and then under Horton Road, is not a natural watercourse, having been relocated and then modified in the 1970s to make way for the reservoir. This section is often overgrown and not easily accessible but requires frequent monitoring and clearance due to a combination of upstream nutrient diffuse pollution and low rates of discharge leading to accelerated plant growth. Water from the Datchet Recreation Ground drainage ditch flows into the DCB via a culvert beneath Horton Road and Ditton Road.

3. Topography & Zones

- Flat land which very gently undulates across the flood plain, 17-18m above sea level.
- The section of Horton Road closest to the village centre is in the Conservation Area
- The road lies in flood zones 2 and 3.
- The Reservoir and Datchet Common Brook lie to the east.
- All of the south-east area, south of the built-up area, is in the Green Belt
- In the south-east, the road runs between the reservoir and three lakes which were once gravel pits. (The 'Liquid Leisure' lake, with its central 'isthmus' has been counted as one lake.)
- Like the rest of Datchet, the area is under the Heathrow flight path and affected by aircraft noise.

4. Land uses

Residential: The road is mainly residential.

Educational: There is an entrance to the primary school, St Mary's Academy, from Horton Road car park.

Community/amenity: Datchet Library (8 Horton Road); Datchet Day Centre (a facility for elderly residents of the village, also available for hire); Datchet Village Hall; Datchet Youth and Community Centre (available for hire); Horton Road Car Park (operated by RBWM, also on the 'Park and Ride' route to Windsor)

Parish use: Datchet Parish Council Offices (1 Allen Way)

Health: Datchet Health Centre (Green Lane), White Dental, White House Care Home (334). There is a defibrillator outside Datchet Parish Council Offices.

Public services: Sewerage pumping station (Allen Way), Water Pumping Station (river to reservoir), Queen Mother Reservoir.

Faith: The sale of the large plot, previously occupied by Datchet Gospel Chapel, has been agreed.

Leisure: Recreation Ground with play equipment for children of different ages, a Green Gym, tennis courts, a fenced area for basketball (not full size court), with five-a-side football goals, and two marked football pitches. This area can also be accessed via a concrete bridge with metal railings over the ditch. Also aqua park and fishing lakes (listed under Commercial). Datchet Water Sailing Club operates on the reservoir but its entrance is beyond the Parish boundary.

Retail: Tesco Express, two fish and chip shops, Turkish restaurant. A house on the corner of New Road and Horton Road sells bedding plants in summer.

Banking: There is a free 24-hour ATM at Tesco Express.

Industrial estate: a number of businesses are operating behind the 'south' side of Horton Road. These include garages (mechanical, accident repair, paint spraying, body conversion), car cleaning and valeting, pallet storage, and other uses which are not clear. At times, there has been illegal airport parking here.

Commercial: Perform Worldwide (courier service, at 7a, reached via service road), COMXO (communications), Liquid Leisure (aqua park and camping and caravanning), Windsorview Lakes (fishing, also advertises camping and caravanning). Datchet Green Waste Recycling (Mill Place), Emirates Airport Parking (not connected to Emirates Airline).

Animal sanctuary: There is a swan sanctuary beside the reservoir on Thames Water land.

Misc: A Google search throws up a number of private businesses with addresses in Horton Road, these include Firuz Pharmaceutical, Treetops Landscapes, Freight Marketing Services, Atex UK, Russell West Associates, Andaria Zygo Ltd, Loudwater Technology Ltd, Attobus Ltd computer equipment, Scotch and Ginger Ltd advertising agency, Denholme Lodge RTM Ltd property management, Horton Gardeners, Excellence International Electronics, JC Immigration, Greencard Golf travel agency, Pacific Support Systems, Decopol builders, Substructure Building Contractors, Comotion Theatre School, Apples Paw dog and cat grooming, Flight Logistics Group, Geo Enterprises, All Drives paving contractor (Mill Place).

5. Layout

The layout varies with the age and types of houses built (see Buildings section). The largest plots are opposite the Recreation Ground on the north side. The narrowest plots are on the south side, opposite Penn Road and the reservoir. Most houses are aligned so that their fronts are parallel with the road, although there are some mixed alignments. The building line varies, some have no frontage at all, others have long and/or wide frontages. The roof line also varies.

6. Buildings

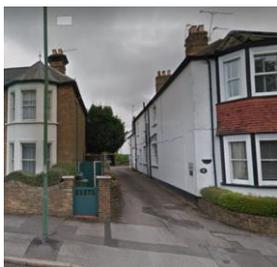
For ease of description, although Horton Road heads out of the village in a south-easterly direction, this document refers to the 'north' and 'south' sides of Horton Road. The road has been divided into 'zones'.

NORTH SIDE

Zone 1 From village centre Conservation Area to Astracot



In this section, there are period detached houses of various ages and sizes, mainly rendered white or cream with grey slate or red tiled roofs. Some houses front directly onto the pavement, while the rest have very small front gardens with walls or fences and shrubs. The building on the corner, above centre, currently a dental practice, stands out as an anomaly with grey render, dark grey windows and architrave and an unattractive dormer window at the front, facing onto the village green. Its neighbour is the long, narrow, 1860s Horton Cottage, above right.



Three of the houses here have twin, double-height, bay windows. There is a side road between number 7, Clifton Villa, and 9, Denholme (divided into three flats), above centre, which leads to the pretty Blakeney Cottage and some modern, commercial premises at 7a, currently occupied by a courier company, Perform Worldwide.



The Dutch House, number 11, (far left) dates from 1815. There are three, small Grade II-Listed timber-framed cottages, dating from the 1500s, which were originally one house, Astracot, left. (See www.datchethistory.org.uk/streethouses/horton-road/astracot/)

North Side Zone 2, to Linchfield Road



With the exception of the two, three-storey, semi-detached properties, above, next to Astracot, the plots in

this section up to Linchfield Road are much bigger, and most of the houses are 20th-century detached properties of varying sizes and styles, set back from the road on irregular plots. There are a number of once-similar detached houses with double-height bay windows topped by a peaked gable which, over time, have been extended and changed to become more individualized.



In this section, the red-brick former telephone exchange, below left, is of particular note. Cedar House, below centre, set back from the road and hidden behind trees, is Grade II listed. It is the only survivor of an estate which once bordered a long section of Horton Road. Its ownership can be traced back to the mid-1500s, although it was altered in the 1700s and 1800s. (See www.datchethistory.org.uk/streetshouses/horton-road/leigh-estate/). Satis House, below right, is a block of 10 flats approached by a long entrance road which leads to two more houses to the side of and behind Satis House.



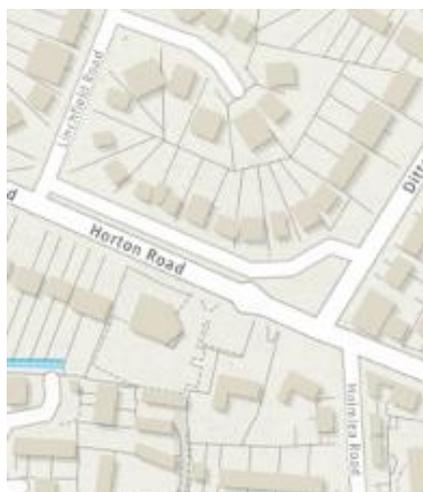
A Victorian gate house sits at the entrance to The Lawn, left. The Lawn, a Grade II-listed house on this plot is now divided into six flats and other dwellings have been built around it, including the large Orchard House. The cul-de-sac is also called The Lawn. (For further details, see www.datchethistory.org.uk/streetshouses/horton-road/the-lawns-estate/)



Also in this section, one detached house, above left, has a circular bay over the entrance doorway and a 'matching' curved boundary wall. Some houses appear to have been built as pairs with a shared entrance from the road, which then divides into separate entrances, above centre and right.

Summary: The variety of building designs in this area is striking although the construction is generally brick or/and white/cream render and red- or grey-tiled roofs. Some houses are more modest than others. There are some very large detached houses, with large front gardens, gates and walls/fences, with high hedges of mature shrubs and trees. Mixed in with these are late 20th-century, detached, brick, 'rustic-style' houses with brown-framed windows, a red-brick block of flats, and earlier 20th-century houses. There are three Grade II-Listed properties, Astracot, Cedar House and The Lawn. There is a Victorian gate house at the entrance to The Lawn, and there are also some Victorian cottages, Lawn Cottages, which have a Horton Road address, set back from the road and entered from Link Road.

North Side Zone 3, from Linchfield Road to Ditton Road



There is a service road to this section, also called Horton Road, linking Linchfield Road to Ditton Road. This runs parallel to the main Horton Road and cuts the corner off Ditton Road. It is separated from the main road by a wide grass verge planted with some trees (three saplings and four more mature specimens including a fig tree and a robinia) and overgrown shrubs.

The houses in this section are of similar design, built of brick with light-coloured render. Built post-WWII, these smaller detached houses are set in small gardens with attached garages. Most have a cross-gable roof.



North Side Zone 4, Ditton Road to Penn Road



This section of Horton Road is mixed housing and retail, with Victorian cottages, some newer 20th-century development, two fish and chip shops and a restaurant. Some newer houses and flats on New Road and Penn Road are oriented so that their side or rear boundary fence adjoins Horton Road. With the exception of the attractive Victorian terrace, there is little sense of harmony or continuity in the building styles and scarcely any greenery here.



Above left: At the corner of Ditton Road and Horton Road in 1899 was the house known as Gable End. There has been a retail outlet on this plot for a long time, In 1911 it was a butcher's shop, and from at least the 1960s it was Gable End Stores (convenience store). A very similar shop building on the same site is currently The Drunken Fish, a fish and chip shop and off-licence. Also shown in this image, between here and the New Road corner, there are some newer (1960s-70s) brick houses (two flats and two semi-detached houses) which were constructed after the tiny Hales Cottages, built for agricultural labourers in the early 1800s, were demolished. They have parking areas to the rear.

Above centre: On the other corner, the semi-detached cottages, 107 and 109 Horton Road, are probably updated survivors from the 1870s, originally called 'West View'. They are next to Ocean Blue, a fish and chip shop, which occupies the same building as the Hill family's grocery shop did in the 1930s.

Above right: There is a customer parking area to the side of Ocean Blue and a yard to the rear is used for parking and a shipping container. (It used to be the yard of a builders' merchants). Next door to the car park, number 115 appears to have been updated from an earlier period. It is now divided into flats but planning application to do this was refused in 2011, see 11/00925/FULL). All are built close to the road.



At this point, there is a side boundary fence of houses on Penn Road (left). There is a footpath for pedestrian access, running in front of the houses which are set perpendicular to Horton Road. Vehicular access is from Penn Road.



Beyond the path is an attractive terraced row called Woodland Villas, built in 1890. The present first house, at the west end, is a later addition or replacement, and the last was built as an integrated house and shop on the corner of Penn Road. These are built of yellow brick with red-brick decoration and slate roofs with small front gardens and rear access. Woodland Villas was saved from demolition in the 1970s when Windsor and Maidenhead Borough Council compulsorily purchased and refurbished the whole block, converting the third bedroom of each house into a bathroom. A number of these cottages have been extended into the roof space or at the rear, but these extensions are not visible from Horton Road, preserving the original design of the terrace from the front.



On the corner of Horton Road and Penn Road, there is a restaurant, left. It was, until recently, an Indian restaurant and is now Voyage Grill, a Turkish restaurant, but it was originally The Rising Sun pub, built c1870. The building has been restyled and redecorated since then, but not rebuilt. Next to it, the rear view of a brick-built block of flats on Penn Road can be seen, fenced off from the road. There is no more housing on this side of the road

due to the presence of the reservoir. There is a triangular field with a locked gate which used to be used for grazing but now has notices saying no grazing and no trespassers. Further along this side of Horton road, beside the reservoir, there is a swan sanctuary, Swan Support, with caravan and assorted temporary outbuildings. Sheep graze on the banks of the reservoir.

FROM VILLAGE CENTRE – SOUTH SIDE

South Side Zone 5, Conservation area to Green Lane



The Victorian Montagu House, left and far left, was formerly the Working Men's Club and is now the public library. Built on land given by the Duke of Buccleuch in 1881, it was funded by public subscription and intended to contribute

to the welfare of the working classes of Datchet; to provide a place where educational and improving leisure activities were available. In 1887 Lady Needham provided another room at the back of the building as a village hall (see side view, above right) and this played a central role in the life of the village until recent times. The ground floor has 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. It is an attractive brick-built, one- and two-storey building, with painted frontage, decorative detail, and entrance ramps. Although the main entrance opens onto a Village Green (Gossip Green), the postal address is 8 Horton Road. The library is in the Conservation Area but is not Listed. (Two detached houses have recently been built adjacent to it.)



Next to the library is the area known as The Cut. (This name arose because after the stream through the village entre had been channelled into a new brick drain, the space above it was not completely filled in as it was through the rest of the village. A deep 'cut' or depression ran the length of this area which was eventually filled with rubbish and levelled in 1939.) Today this is a pleasant lawned area with chestnut trees and benches which is part of the Conservation Area. At the back of The Cut is Horton Road Pay & Display car park, above right. (In the rear corner of the car park, there is an entrance to St Mary's School and Little Cygnets Children's Centre.) Overlooking The Cut, above left, next to the car park, there are two pairs of post-WWII semi-detached houses with light-coloured render, double-height front bays with red-tile decoration, and 'Georgian'-style windows. These have rear access via Percy Place.



On the corner of Green Lane, adjoining the Conservation Area, there is a large red-brick office building, constructed c1998, with green-framed windows and a grey roof, occupied by a communications company, COMXO. There are cream-coloured sections around the entrance and between the windows at ground and first-floor level, decorated with green metal. There is an open parking area underneath the building, accessed from Green Lane. This flooded more than once in 2014 and was pumped out by the fire brigade because they were concerned about the neighbouring pumping station.



South Side Zone 6, Recreation Ground and Sabatini Land

Heading east, along the south side of Horton Road is the Recreation Ground and the Sabatini Land. (The Sabatini Land is the area between the road and the ditch, named after the person who gave the land to the village.)

A cluster of community buildings, a substation, and Datchet Green Lane Pumping Station (Thames Water, sewerage) are reached via Allen Way, shown below. Allen Way is a private road.



The single-storey community buildings, built in the 1970s, are pinkish brick with brown tiles, and brown-timbered gables. The building design is more functional than attractive. There is a parish office, village hall, day centre, youth and community centre and a bungalow. Nearby, there is a Parish yard used for storing equipment and materials. On the other side of the ditch is the two-storey red brick Datchet Health Centre and car park with its main entrance on Green Lane. This was originally one storey, built at the same time as the parish buildings. The car park, which can also be accessed via Allen Way, over a small bridge, is leased by the Health Centre but is not exclusively for the use of patients.



Datchet Green Lane Pumping Station, left, is an unattractive brick and metal structure surrounded by a tall brick wall. In this area, there is also small recycling centre, parking spaces, and a bridge across the ditch. (Fly-tipping can be a problem here, right.)



Below: The Recreation Ground, approx. 9ha, was opened by Princess Margaret in 1951.



South Side Zone 7, Recreation Ground to Holmlea Road



At the eastern end of the Recreation Ground, the Linchfield Brook is culverted under Horton Road, and there is a footpath along the eastern boundary of the Rec.



At this point, there are four pairs of mid-20th-century semi-detached houses. These are set far back with very long front gardens and ample parking. Built of red brick with light-coloured render at first-floor level and touches of Arts and Crafts styling in the rounded doorways and porthole windows. There are damaged grass verges, concreted over in parts, bordering the front boundary walls.



The Tesco building, with an ATM and a large car park to the side and rear, is on the site of The Plough, a beer house from about 1840. It became The Sportsman pub in the 1970s with a squash club at the back, then Mulligans Fish Restaurant, and now Tesco Express in the same 1960s' building. It is open daily, 6.30am to 11pm. There is a poorly-maintained verge to the front, bounded on one side by a low brick wall and on the other by a low timber rail. There is also a sub-station here.



Tucked away beside and behind Tesco, in an L-shaped plot, there is a modern bungalow in London stock.

On the corner of Holmlea Road is the former site of Datchet Cottage, a large Victorian house demolished a few years ago. It was originally in the same plot and ownership as The Plough (now Tesco). It is now a brown-field site, known locally as Captain Seddon's house after its former occupant. It is boarded up and

an eyesore (see below). There have been a number of planning applications to build flats on this site which have been rejected because its location in flood zone 3. There are also untidy green BT cabinets here.



South Side Zone 8, Holmlea Area



The junction around Holmlea Road and Horton Road used to be a retail area for the community at Datchet Common. In 1911, several shops occupied buildings in this section and until fairly recent times there was a general store in the corner house at the top of Holmlea Road (opposite Captain Seddon's). There was still a post office here in the mid-20th-century.

Nothing was built for many years between here and the start of the Victorian cottages because it was alongside the parish gravel pit diggings. Today this section of Horton Road comprises mixed housing. The old corner house (now painted grey, below left) has been converted into flats. There are three late 20th-century blocks of purpose-built flats, built as part of the 1970 Bucks Plan. These blocks are two-storey, built in red brick with a contrasting string course and half-hipped roofs. Two of the blocks are joined by a single-storey section. There is light-coloured render at ground floor level on two of the blocks but not the third. The conjoined blocks have brown window frames and overhanging porches, the single block has white frames and a small gabled entrance. Some flats have their own entrance, others share an entrance. There is very little space to the front. A parking area with bin stores separates two of the blocks. A sign indicates: 'Windsor & District Housing Association.'



Next to these is The Gospel Chapel, left, originally Datchet Common Mission Hall. The first hall was built in the 1920s in wood, and the present one in the 1980s. It is on a large plot, with parking to the side and behind, surrounded by large grass verges. The sale of this land and building has recently been agreed (Kempton Carr Croft estate agents).



Cobb Close, far left, joins Horton Road by The Gospel Chapel. The original intention was that vehicular access to this road should be via Holmlea Road, not Horton Road, but the Holmlea Road entrance has now been

blocked off with bollards. Cobb Close has no noticeable pattern to layout and mixed types of housing but the building plots seem fairly generous, although relatively compact, and the road is wide. After Cobb Close, there is a run of two-storey, terraced houses, above right, built in the same style as those on Cobb Close in red brick with a lighter-coloured string course, dark window frames, and small porches overhanging entrances and bay windows. These have small front gardens with untidy hedge/shrub boundaries.

There is a footpath into Cobb Close, shown above left, directly opposite Penn Road.

South Side Zone 9, Victorian cottages



It is difficult to photograph this impressive and varied row of terraced, semi-detached and detached dwellings (partly due to the cars now parked in front), but they are among the best of Datchet's late-Victorian artisan houses. They are similar to the railway cottages built rather earlier in the High Street and at Mays Crossing, and to Woodland Villas on the other side of Horton Road, (Zone 4) which were probably the latest of all.

Some of these houses were given names which were significant at the time: there is a block of cottages named after Queen Victoria, another for Prince Albert, and then between them the pair of Jubilee Cottages, all of which can only have been in celebration of the Queen's Golden Jubilee in 1887. Chestnut Cottage is the odd one out in this celebratory royal sequence, and is unusual in being built as one dwelling; it represents the success of the Sears family who began as humble bricklayers but within a generation or two Arthur James Sears had built this substantial house for his own use.

Character Area...Horton Road

Date, day and time...15 July 2pm MC, JSt, AC; 18 July 7pm EL, AC.



Left: These cottages are on the 1899 map, from west to east:

Top row, left to right: Albert Cottages, six terraced cottages; Chestnut Cottage, detached.

Second row: Jubilee Cottages, semi-detached; Victoria Cottages, four terraced cottages; Warwick Cottages (1889) four terraced cottages.



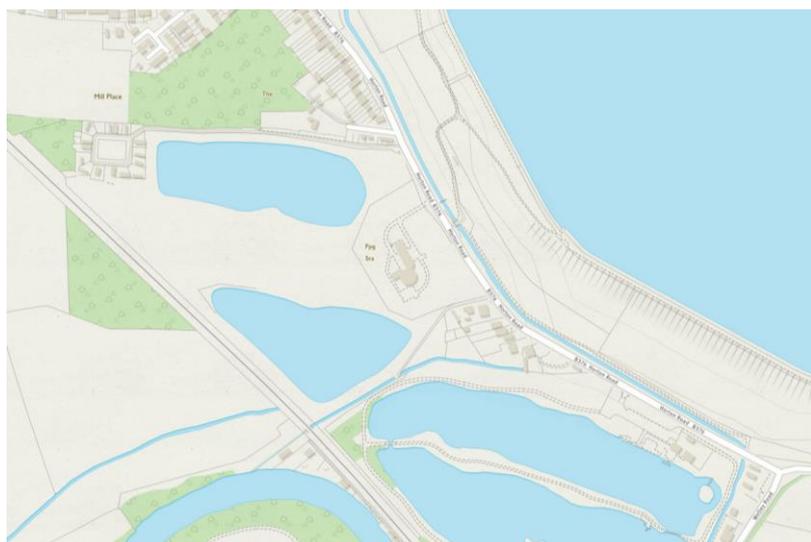
Left: These cottages were built between 1899 and 1911, from west to east, left to right: Fern Cottage, detached, and Polo View Cottages, semi-detached. These cottages have a driveway to rear garages. (No explanation is known for the names Warwick and Fern, but the Guards Polo Ground was opposite the Polo View Cottages before the Reservoir was built.)

These Victorian cottages now look out onto the triangular field, with its trees, rough hedging, and damaged verge, right, behind which are the raised grassy banks of the reservoir.



Summary: The building line and roof line of these Victorian cottages is fairly consistent. They are built of brick with a decorative string course, and some have painted brickwork. Roofs are tiled, some with slate. The detached and semi-detached cottages have gable ends facing the road. Many chimneys appear to be still in place. Some are flat-fronted, others have bay windows. Many cottages have wooden sash windows or a modern uPVC equivalent. Some have added enclosed entrance porches. Some have small extensions to the side. (Rear extensions were not visible during our assessment.) The cottages have small front gardens, many of which have been paved to accommodate vehicles. Parking is a huge issue, although the recent introduction of residents' parking has helped, according to residents. There are issues with light pollution and fires from businesses to the rear. Some cottages experienced ground water flooding in 2014-15.

South Side Zone 10, from Victorian Cottages to Liquid Leisure



After the Victorian cottages, there is a run of mid-20th-century detached and semi-detached houses and a bungalow, below. Most of these are from the same era, c1930s, all built in a similar style, but they have been altered over time. They are two-storey brick-built houses with hipped or pyramid-hipped roofs. There is a mix of detached and semi-detached. Some have light-coloured render or pebbledash. Some have added enclosed entrance porches or side extensions.

These houses are set further back from the road than the Victorian cottages, on long, narrow plots, and most front gardens have been paved and boundaries removed to accommodate vehicles. Very few have garages and cars predominate. The grass verges in this section are in a bad state, some are non-existent, having been replaced by gravel or tarmac.



Character Area...Horton Road

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Behind this section of Horton Road is Hill's Yard, a former builder's yard which is now an industrial estate. Businesses here include garages (mechanical, accident repair, paint spraying, body shop/conversion), car cleaning, valeting, etc. There are workshops, sheds, and garage buildings, a mobile toilet block and site offices. A separately-owned plot is used for pallet storage.



There is another plot here, in the Green Belt, which has been cleared. (See aerial photograph and section of Green Belt map, left.) It is called 'Datchet Common' although it is not common land (see History section). Planning applications to build a traveller site on part of this land have so far been refused.

This is a rather disputed area, partly-owned by RBWM and leased to Datchet Parish Council (Land at Mill Place) and partly by local residents ('Datchet Common' plot and Hill's Yard). The area is subject to both legal and illegal developments. There are frequent complaints about burning rubbish, noise, mess, parking, light pollution (security lights at night), frequent car

movements and activities, and damage to the Green Belt. In recent times, parts of this area have been used without planning permission for airport parking.

A one-way system operates here, at Mill Lane, with the entrance road between 254 and 256 Horton Road, and the exit in front of Mill Place Cottages.



Mill Place Cottages were built around 1860 in the access lane to the mill which no longer exists. Their boundary fences are very close to their frontages. At the rear, there are various different extensions and parking, and the area looks untidy. Further down this lane are two houses, Mill House and Mill Cottage. This once-rural setting is now flanked by the industrial site on one side and the road to the Mill Place travellers' site and a garden waste recycling business on the other.



At Mill Place, above left, there is the entrance road to the travellers' site (Mill Place Caravan Park) and to the private fishing club, Windsorview Lakes, two lakes in the Green Belt, between Horton Road and the railway line. (Images above, centre and right, from Facebook page.) These lakes were created from former gravel pits. Parking spaces, camping and caravanning sites were advertised here during the Royal Wedding. The site is also available for private hire.

At the far end of Mill Place, next to the railway line, there is a traveller site with mobile homes. (See aerial image, below.) This is also in the Green Belt. Between the site and the railway line, there is a plot referred to in planning documents as 'The Land South of Mill Place Caravan Park'. This was previously an open field in the Green Belt which has been changed to hardstanding. A business, Datchet Green Waste Recycling, operates here. Green waste has been piled up against the railway line, see image below right, (view from train). In the past this land has also been used for car storage/airport parking. This land is subject to a planning enforcement order.



Thames Water's, Horton Road Pumping Station, adjoins the 'lakes' area. The building is distinctive and multi-sided. There is a boundary of mature, untidy hedging and barbed wire-topped security fencing.



Beyond the Thames Water site, still in the Green Belt, the road bends slightly, see aerial view, left, and there are a number of detached houses, below, mainly bungalows or chalet bungalows although some have been extended. BMC car sales and White House Care Home are in this section. (The aerial pic, left, also shows a cleared section next to the car yard)



At the edge of the Parish Boundary, before Horton Road meets Welley Road, there is Liquid Leisure, an aqua park, below. This has grown rapidly in recent years and now attracts a lot of visitors. There are now several structures on this Green Belt site and it advertises a double-decker bus bar. The site also advertises camping and caravanning.



Camping at Liquid Leisure

If you are looking for an affordable way to extend your visit, we have got you covered. Sit back and enjoy a few drinks beside the lake after a long days riding and wake up recharged and ready to hit the water again!

We have spaces for tents and welcome camper vans too, we can also supply you with electric hookups.

<p>Tents</p> <p>Under 4's free PER PERSON PER NIGHT - £10</p> <ul style="list-style-type: none"> • PRE PAYMENT IS REQUIRED • FIRES ARE NOT PERMITTED • ACCESS TO SHOWERS & TOILET FACILITIES 	<p>Caravan / Campervan</p> <p>PER CARAVAN PER NIGHT - £25</p> <ul style="list-style-type: none"> • ELECTRIC HOOKUPS AVAILABLE • PRE PAYMENT IS REQUIRED • FIRES ARE NOT PERMITTED • ACCESS TO SHOWERS & TOILET FACILITIES • CARAVANS AND CAMPERVANS WELCOME
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RBWM's Planning Enforcement Team is currently investigating a number of breaches of planning control at the site known as Liquid Leisure. The alleged breaches of planning control being investigated include a material change of use of the site, the unauthorised extension of the car park area and multiple breaches of condition relating to the extant planning permission. The enforcement team was due to undertake a survey of the development and uses on the site on the week commencing the 17/09/18. Once this has been undertaken the Local Planning Authority will be in a position to decide on the most appropriate course of action going forward.

Datchet Common Brook is culverted under Horton Road at this point and then runs along the eastern boundary of the Liquid Leisure site.

7. Streetscape

Boundary treatments: Properties built on large plots have, in the main, retained their front gardens, boundary walls and fences, and the road is bordered with trees or shrubs. Many have hedges which are high and give privacy. Except for the section in and around the Conservation Area, the boundaries on smaller plots have often been removed and/or gardens changed to hardstanding for parking. (An exception here is Woodland Villas, zone 4; the terraced Victorian cottages have retained their small front gardens and low walls because they have parking at the rear, although cars are sometimes parked on the street in this section). There are two modern houses on the corner of New Road which have made a special feature of their gardens in an otherwise built-up area.

Street furniture:

- There are benches along Horton Road from the village green to Tesco: around a tree outside the library; at The Cut; outside the council offices; and along the cycle/footpath beside the Sabatini Land, looking onto the Rec. In this section there are also rubbish bins of different designs/condition and dog-waste bins.
- There are tubs of flowers around the library and hanging baskets there and along The Cut.
- There is a Parish notice board and flower tub at the top of Linchfield Road.
- There is a post box opposite Tesco.
- There are green telephone cabinets in various states of repair along Horton Road and although they could be tidier, they do not appear to be in as bad a state as elsewhere in the village. One exception is the cabinet on the corner of Horton Road and Ditton Road.
- There is an ugly and neglected telephone box which doesn't work on the corner of Ditton Road.



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Bollards: There are various designs of bollards along the entrance to Horton Road Car Park (different on each side), by the library/Gossip Green, by the council offices, by Tesco, and on the corners of Ditton Road and Holmlea Road. Generally these are to prevent vehicles parking or entering an area. There are three sets of road safety markers along Horton Road. The Gospel Chapel has concrete bollards around its entrance.



Street signage:

- Routes are marked at the roundabout junction with London Road, approaching Ditton Road, and at the junction of Ditton Road and Horton Road (in front of Captain Seddon's).
- At Green Lane, there is a sign to the Health Centre, Datchet Hall, Scout HQ, and Recycling Site.
- Along Horton Road, there are 30mph speed/camera signs.
- There are signs indicating the footpath and cyclepath along the Sabatini Land.
- At The Cut, there is a sign to warn motorists of children crossing, and a sign designed by children.
- There is no signage to indicate where the Conservation Area starts or finishes.
- Heading out of the village, there is a proliferation of advertising signs on both sides of the road

around the entrance to Hill's Yard.
(One resident thought the 'sail'-type signs on the reservoir side of the road were particularly dangerous as their movement distracted drivers. The assessors were told that there had been a fatal accident at that point some years ago.)

- There are signs marking the entrance to the village, right.



Road markings: White road markings indicate the centre of the road. There are double-yellow lines on both sides of the road from the village centre to The Cut, and from Tesco to Ocean Blue. Where the road narrows as a speed-calming measure, there are white lines along the side of the road, and red-coloured tarmac. There are also speed camera marks on the section opposite The Rec. There is a raised platform (speed hump) at the junction with Ditton Road.

Security cameras: There are security cameras on the Rec near the speed camera and on Link Road.

Street-surfacing material: The road surface is tarmac. It is patchy because it is frequently dug up. The pavements are in a similarly poor condition in many places. A notable exception is the shared footpath/cyclepath through the Sabatini Land.

Right, patched footpath and road outside Comxo

Lighting: There are a mixture of lamp posts, with modern high-level street lighting and additional lighting around the Library, community buildings and Health Centre.

Solar panels: None were noticed.

Electric car points: None were noticed.

Dustbins: These were left at the front of some properties.

Drainage ditches/water courses: See Ewan Larcombe's special report

There is a ditch running along the length of the Sabatini Land. Water flowing along here, from the village centre Barrel Arch system, joins Linchfield Brook at the eastern boundary of the Rec. There is also a channel running from here behind the houses next to Tesco. Datchet Common Brook runs along the north side Horton Road in front of the reservoir.



8. Road use (non-motorised)

Pavements: There are pedestrian pavements on both sides of the road, although roadside parking, particularly between New Road and Penn Road means that the footpaths are often blocked by cars. There are three sections where the road narrows, for traffic calming, which are used as places for pedestrians to cross the road. After Mill Place, the pavement is only on the north side of the road.

Shortcuts and footpaths:

- There are alleyways from Horton Road to Cobb Close, and from Horton Road into New Road.
- There is a path along the eastern perimeter of the Rec which can be accessed from Holmlea Walk. For some residents, this is a shorter route to Tesco and the takeaway shops and the village centre.
- Aerial views show that a footpath has been worn from Horton Road, around the western edge of the reservoir, following Datchet Common Brook, to Penn Road and the cemetery.
- There is a public footpath to Sunnymeads from Horton Road, accessed near the Pumping Station, right.



Key pedestrian routes

Approximate distances and timings to walk from the junction of Horton Road/Ditton Road to:

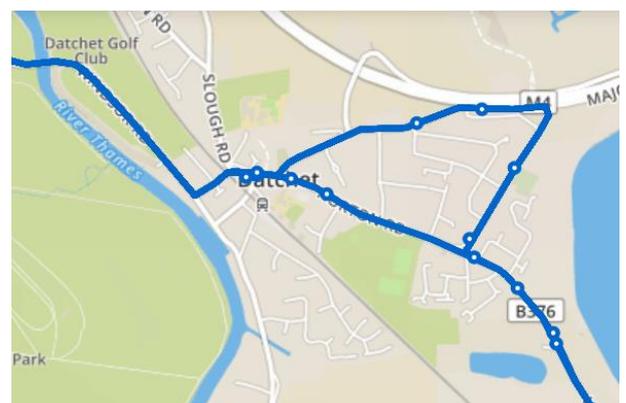
- St Mary's primary school, 10 minutes, 0.75km
- Churchmead secondary school, 15 minutes, 1.1km
- Datchet Health Centre, 8 minutes, 0.6km
- Recreation Ground and play area, 5 minutes, 0.45km
- Datchet riverside, 15 minutes, 1.2km
- Datchet train station, 12 minutes, 1km
- Thames Valley Athletics Centre, 33 minutes, 2.6km
- Liquid Leisure, 12 minutes, 1m
- Village centre shops and pubs, 10 minutes, 0.8km
- Tesco Express, Horton Road, 1 minutes, 85m
- Horton Road fish and chip shops and restaurant, 1-2 minutes, 180m
- Post office in Wraysbury, 45 minutes, 3.7km
- Windsor & Eton Riverside train station, 40 minutes, 3.2km
- Slough bus station and train station, 58 minutes, 4.6km
- Tesco or Sainsbury superstore (Slough) 55-60 minutes, 4.5-5km

Access to public transport

The only bus service is provided by Courtney Buses.

The No. 10 runs along Horton Road on its route between Heathrow and Bracknell via Windsor. See route map through Datchet, right. There are long gaps between services, eg 6.45, 10.05, 11.47, 13.35, 17.56, 19.20, 21.20, 23.20.

At the time of the assessment, there was no regular bus service to Slough to connect with bus services, and rail services to London Paddington, Reading, etc, and the Elizabeth Line (Crossrail) when it opens, although



there are plans to reinstate a service between Slough and Heathrow on 28 October 2018. (Schedule not yet known.)

In the absence of a regular bus service to Slough (and its facilities, such as Wexham Hospital), the public transport options are to travel via Windsor.

There is a circular park and ride service to Windsor which runs three times a day, ride, right. This costs £1. See timetable, right.

P1 Windsor/Datchet Circular			
Windsor, Castle Hill, Stop C	0930	1150	1550
King Edward Car Park	0935	1155	1555
Home Park Car Park	0940	1200	1600
Datchet Village Pharmacy	0948	1208	1608
Datchet St Marys School	0949	1209	1609
Ditton Road Junction	0952	1212	1612
Ditton Road Cemetery	0953	1213	1613
Majors Farm Road	0954	1214	1614
Montrose Avenue	0955	1215	1615
Datchet - The Green	1000	1220	1620
King Edward Car Park	1005	1225	1625
Windsor, Castle Hill, Stop C	1010	1230	1630

There is also a school bus, the number 11 from Slough, for children attending Churchmead School. This runs twice a day and can be used by the public. Its route to and from Slough is via Langley and London Road. It terminates outside the library.

Datchet railway station is in the village centre. It is one stop from Windsor on the London Waterloo to Windsor & Eton Riverside line. There are interchanges with other lines along this route, for example, at Staines and Clapham Junction. The service, operated by South Western Railway, is currently half-hourly, ie two trains per hour in each direction. Plans to increase the service to four trains an hour in each direction have been postponed.

Cyclepaths and routes

Horton Road is a busy road, often choked in places by parked cars, which can make it a difficult and unpleasant route for cyclists. There is a shared cycle path/footpath, running alongside the Recreation Ground (along the length of the Sabatini Land) and The Cut, into the village centre. This cycle path is a route to St Mary's Primary Academy. There are no bicycle stores at Horton Road car park (as at the railway station), nor bicycle parking at Tesco.

9. Traffic and parking

- Horton Road is a main route from the village centre to Datchet Common (south-east section of the village), Horton, Colnbrook, Poyle, the M25 and Heathrow, and to Wraysbury and Staines. It is also the chief traffic outlet for the housing estates at Holmlea Road and Cobb Close, New Road, Penn Road, and the Ditton Road area. It is an alternative route when the M25 is blocked.
- A high volume of traffic uses Horton road and queues into the village centre can be very long during the rush hour, especially if roadworks are taking place. (During recent roadworks, some drivers drove over the grass at The Cut rather than wait for the temporary traffic lights to change, while others diverted via Ditton Road and Montrose Ave/Way or Link Road.)
- Residents complain about the volume of traffic. One also commented on the number of cars entering and leaving the Hill's Yard industrial site during the day; they had counted more than 100, with a steady flow of vehicles outside normal working hours. (This was also noted by the assessors who were there between 8-9pm.)
- Traffic levels have also been increased in recent months by car storage (airport parking) taking place at various sites in the village, including the site behind Horton Road where car alarms have also been reported as a problem. This airport parking is currently subject to an enforcement order.
- The speed limit from the village centre is 30mph, rising to 40mph after Mill Place. There are some traffic calming measures in place, narrower sections, a raised platform, and two speed cameras, but speeding traffic is still a problem, leading to complaints by residents. A resident complained that cars 'put their foot down' as soon as they've passed the Turkish restaurant on the way out of the village.
- It is very difficult for pedestrians to cross this road due to either the volume or speed of traffic.

- Parking is a huge issue, especially for the Victorian cottages which have little or no parking space at the front of their properties, (although one or two have garages). Residents' parking has helped. One resident explained how it had stopped cars being traded off the road, ie using the road as a car showroom, taking up parking spaces.
- A resident said it costs about £500 per year for visitors' parking vouchers (£200 for senior citizens) and commented that, if they're paying all that money, it would be nice to see a traffic warden.
- There are/were cars left for long periods, or abandoned, on the pavement by the reservoir between Hill's Yard and Liquid Leisure. Recently some of these were vandalised and their windows smashed.

10. Green and natural features



Horton Road starts at the pleasant Village Greens, above left. The Cut, above centre, and the Sabatini Land are laid to grass and planted with trees in informal rows. A grass verge separates the footpath from the road at The Cut. A ha-ha on the Sabatini Land, above right, parallel with Horton Road, provides landscaping as well as protection from cars. The Recreation Ground has few trees except at the periphery where they are tall and stately, below.



On the far side of the Rec, there are two other pieces of land which are open for public use, the Land at Mill Place and Willowfields, seen at the top of the aerial image, left. Both are left in a natural, unkempt state although routes have been cut through for dog walkers. There is a lot of rubbish here.

A ditch/water channel, frequently full of litter, separates the Sabatini Land from the Recreation Ground. (This can be seen in the aerial map.) It enters the Rec at Green Lane, below left, and meets the Linchfield Brook, near Horton Road, at a small, arched, brick bridge (with a tree growing out of it), below right. There is also another wooden bridge with metal railings. There is scope for more landscaping or planting of the ditch area and measures to avoid littering.

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The private gardens, above left, also create a green and leafy feel, particularly between the village centre and Ditton Road, and there are some magnificent tree specimens opposite the Rec.

The section between Ditton Road and the restaurant is comparatively lacking in greenery.

After this point, the metal fence, trees and rough hedging along the reservoir's border, above right, form a green northern boundary to Horton Road. This area is not open to the public without permission although it is possible to walk around the perimeter of the reservoir from the Datchet Water Sailing Club. (The reservoir is in the Colne Valley Regional Park.)

Further east are the water-filled, former gravel pits, now lakes for fishing and water sports. The fishing lakes retain some green and natural features; the lakes are bordered by trees and mown grassy areas, with some lakeside fishing 'stations' laid to gravel. At the aqua park, the brightly coloured equipment across the lakes, and the cafés and entertainment areas, etc, on land, predominate.



Thames Water Pumping Station is mainly laid to grass, with a service road. It is bordered by rough untidy hedging and shrubs, a crash barrier and security fencing.



Verges



The grass verges at the entrance to the village, by Mill Place and the Thames Water site, are damaged by vehicles and appear untidy and untended.



Heading from here into the village, there are small grass verges on the reservoir side of the road which have improved slightly since residents' parking was introduced. They are not churned up by car tyres as frequently, but they do need attention.



On the opposite side of the road, in front of the mid-20th-century housing, there are some larger grass verges but these are in a poor condition, damaged by parking, and some are non-existent, having been covered with gravel.



There is very little greenery around the Victorian Cottages themselves but this is softened by the trees and bushes alongside the reservoir opposite.

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The grass verges around the Gospel Chapel and low-planting around the corner house opposite, create a green entrance to Cobb Close, in a section of Horton Road where there is little other greenery.



There are tiny unkempt verges along the fencing separating the houses in Penn Road from Horton Road.



There is a wide grass verge at the junction of Ditton Road and Horton Road which then runs parallel to Horton Road up to Linchfield Road.



There is a Robinia here, a fig tree in need of pruning, some other trees and saplings. Many of the shrubs and trees are overgrown and have started to block the pavement. The saplings are planted very close to existing trees/shrubs.



The grass verge at the junction with Linchfield Road is the site of a Parish notice board and planter.



There are verges at the junction with Link Road although cars are frequently parked on these, drawing complaints from residents.
(View from Horton Road looking down Link Road.)



The footpaths along the Cut and the Sabatini Land are separated from the road by grass verges and trees.



The verges (ha-ha) along the Sabatini Land were damaged in several places recently while gas works were being carried out on Horton Road.

11. Views

There are lovely views of the Conservation Area from Horton Road approach, heralded by green space and an avenue of trees.

There are views of Windsor Castle from the Recreation Ground, looking west, and the distinctive church steeple can be seen above the treetops, looking north-west.



There is a beautiful open vista and horizon of large trees, looking south west across the Rec. The railway, which runs behind these trees, is hidden from view.



There is potential to improve the views at the eastern end of the village, on the rural approach from Horton.

12. Spaces (public)

The north side of Horton Road is built up all the way to Penn Road, then bordered by Datchet Reservoir. The south side has a high proportion of open space, from the village centre there are:

- **Village Greens** 0.25 ha, grass, trees and benches, high amenity and heritage value
- **The Cut** 0.3 ha, grass, trees and benches in front of Horton Road Car Park.
- **Horton Road Car Park** This is a Pay & Display car park which is very busy during school terms, as it used to drop off and collect pupils at St Mary's Academy. It is also used by residents who do not have off-street parking. There have been a number of thefts from cars and vans left here.
- **Sabatini Land** 1.24 ha, wide green strip parallel to the road, with trees and benches
- **Ditch** There is a ditch separating the Sabatini Land from the Recreation Ground. This is in need of attention for the general health and safety of residents using this area. The ditch carries water from the culverted stream which runs under the centre of the village through the Barrel Arch system, which is also in need of attention.
- **Recreation Ground** 6.3 ha, flood plain. (This flooded last in 2014.) This is a main public leisure space, laid to grass, bordered by trees along the railway line, and trees and raised beds along Green Lane. There are separate play areas with equipment for younger and older children, football pitches, tennis courts, basketball court, and a green gym. This area is covered by CCTV.

- **Willow Fields** 1.5 ha, and the **Land at Mill Place** 4.3ha, lie between the railway line and the 'Datchet Common' plot (see aerial view, right) They are left in a natural state, although dog-walking routes have been cut. Willowfields is owned by Datchet Parish Council and has potential to become a pleasant



Nature Walk area again. The Land at Mill Place is leased by Datchet Parish Council from the Royal Borough of Windsor and Maidenhead. The lease requires the land to be kept as a rough wildlife area with access for dog walkers. Similar to Cobb Close, the land was formerly the site of parish gravel pits which were filled and covered with top soil. Where the top soil has worn away, various types of rubbish are visible and create trip hazards including old tyres and chunks of steel. This limits its potential use. An entrance to this land from Mill Place has been created.

13. Landmarks

- The Listed buildings: Astracot, Cedar House, The Lawn. Astracot is one of the oldest buildings in Datchet, dating from the early 1500s. (There is more information about all these buildings on www.datchethistory.org.uk written by local historian, Janet Kennish.)
- The avenue of chestnut trees along The Cut, although one or two are now missing. This provides a pleasing entrance from Horton Road into the Conservation Area.
- The magnificent Cedar Tree at Cedar House.
- The Recreation Ground, a huge green space for the village which is very popular with residents. It was also the venue for the village's Royal Wedding celebrations (May 2018).
- Horton Road Pumping Station, with its distinctive and unusual multi-sided building
- The Reservoir, between Horton Road and Majors Farm Road. The reservoir is in the Colne Valley Regional Park but public access is limited. There are no views of the water. (There were proposals, since dropped, to have an archery club on the triangular field beside the raised grassy banks of the reservoir.)

- Some local buildings are used as local landmarks or for navigation. These include The Gospel Chapel (although the future of this building and site is uncertain), Tesco, Comxo, Liquid Leisure.

14. Summary of key defining characteristics/other observations

- The Recreation Ground and the very large trees on its periphery create a pleasing sense of space which is appreciated by residents.
- The approach to the centre of the village, lined by trees and wide green verges, is perfect as an introduction to the Conservation Area, and important in keeping a rural village 'feel'.
- Datchet's key community services are located on the edge of the Rec, the parish's largest piece of land.
- The Rec is a large space which also has the effect of separating west from east, but the two areas are linked by Horton Road. Some residents perceive a 'them' and 'us' attitude in the village between Datchet (village centre) and Datchet Common (south-east Datchet).
- The ditch which traverses the Rec would benefit from some landscaping and planting.
- The imposing houses built opposite the Recreation Ground, and their large trees, contrast with the Victorian cottages and modest new houses in Datchet Common.
- There is no clear demarcation for the Conservation Area. Many residents are unaware of where the CA starts and finishes.
- Some residents are optimistic that the Neighbourhood Plan might offer an opportunity to tighten protection for the Conservation Area. There may also be scope to consider the heritage value of the Victorian cottages.
- Historically, Datchet Common had several shops, a post office and two pubs. Today Tesco Express is the only retail outlet in this part of the village, except for the takeaway fish and chip shops. There are no casual meeting places, such as cafes or pubs, as in the village centre. The village currently has no post office, an issue which is often raised by residents.
- There are two possible development sites on Horton Road: Capt Seddon's former home and the site of the former Gospel Chapel.
- Some areas along Horton Road lack architectural rhythm or harmony, particularly Zone 4, the section of new development between Ditton Road and Penn Road.
- Horton Road is very busy with traffic which is stationary in the mornings and early evenings when the village centre is a bottleneck.
- Parking is often an issue along Horton Road and Allen Way, although the introduction of residents parking has improved the situation along a part of Horton Road. Inconsiderate parking often damages grass verges and blocks pavements. The lack of parking has had an effect on the streetscape; boundaries have been removed and gardens replaced by hard-standing in order to accommodate vehicles, and there are now sections of Horton Road where vehicles dominate the streetscape. Residents also complain about the speed of vehicles particularly after the junction with Penn Road, heading out of the village.
- Activities in the industrial/commercial areas behind Horton Road (Hill's Yard, 'Datchet Common' plot, The Land South of Mill Place Caravan Park, etc) are a source of friction with residents. There were complaints about smoke from fires, 24-hour security lights, noise and vehicle movements.
- On one assessment, one of the businesses was asked if they had any problems running a business from Hill's Yard. The response was that the attitude of local residents was a problem.
- Residents have expressed concern about unchecked development in the Green Belt.
- As in other parts of Datchet, some extensions to houses are sympathetic to their surroundings, others less so.
- There is potential to improve the grass verges and greenery lining the roads, and to improve the entrance to the village from the parish boundary.

- As elsewhere in Datchet, there are many different varieties of bollards along Horton Road which could be standardised – although different bollards perform different functions.
- There is an opportunity to consider how Willowfields and the Land at Mill Place might be improved for public benefit and use, perhaps to create a nature or wildlife walk.

Additional feedback from Drop-in Session on 27 January 2019

- Official crossing [needed] of Horton Road by speed camera/Link Road
- Vehicles parked outside fish and chip shop on corner of Horton Road and Ditton Road causing obstruction
- Have a hedgehog sign to remind people to slow down while driving. We do have hedgehogs in Datchet and they need our help.
- The site opposite Drunken Fish has hedgehogs living there so if any redevelopment in the future to please be mindful that the hedgehogs are there and to put areas of low ground bushes or leave areas that are already there and if put new fences up to make gaps in every angle or raise the fencing so they can continue to go from garden to garden and thrive.
- Where there is a cycle path on Horton Road, some cyclists still prefer the footpath!
- The cycle path is rarely used as it is inconvenient for cyclists to actually use it and slows journeys.
- White markers into village – better
- Hedgehogs living on the site opposite Drunken Fish. If developed to be mindful and leave wild areas and gaps in fences for them to continue to thrive here.
- Boarded-up plot of land extremely unsightly, opposite Drunken Fish, former site of Datchet Cottage
- Introduce public footpath around Queen Mother Reservoir
- RBWM flags – remove them [reference to publicity by RBWM about council achievements]
- Not an issue [reference to dog fouling]
- Licence? Verge 12-16ft Commercial Car Wash flags – remove [ref to unofficial commercial activity]
- RBWM flags! [see above]
- Land at Datchet Common [rear of Horton Road houses] Constant machinery noise. Floodlights. Clearing of green belt land without planning permission, [ref to unofficial commercial activity]
- Bollards to on [sic] Green dangerous as footpath too narrow. [ref to attractive green spaces]