Character Assessment

Character Area... Eton Road and Castle Avenue
Date, day and time... 12 May 2pm MC & AC, 16 May 7pm J St and JS.
Residents: 3 on 12 May, 4 on 16 May

1. Setting

Eton Road forms part of the B3026 which runs in a north-westerly direction from Datchet towards Eton. It forks off Slough Road, (part of the B376, Slough to Staines trunk road), at a roundabout junction, 500m from Datchet village centre, and becomes Pococks Lane after it crosses the Jubilee River.

It is a fairly straight, flat road with a gradual curve to Pococks Lane. For most of its length, Eton Road runs roughly parallel to the railway (the line between Windsor & Eton Riverside and London Waterloo operated by South Western Railway). Beyond the railway line is Datchet Golf Course.

There are a number of cul-de-sac developments along Eton Road: Ruscombe Gardens, Gables Close and Eton Close on the western side of the road, and Ellesmere Close on the east. Castle Avenue links Eton Road B3026 with Slough Road B376. Agars Place is a modern cul-de-sac development off Castle Avenue.

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

2. History and maps

From www.datchethistory.org.uk: The western end of the village originally stopped abruptly at the top of Back Road (now Queens Road). Until the late 1800s nobody built houses along the road to Upton because it was low-lying and marshy, with a stream liable to flood running alongside it. Similarly, Eton Road, following the same line as the modern road, was then completely uninhabited. Until the agricultural land alongside these roads was sold, there could be no development. Although it was an old route but no houses had been built along Eton Road before the 1880s. In some ways, Eton Road is a mirror image of Montagu Road, although the plots are generally bigger and many of the houses are grander variations on the same theme of brick and decorative timbering. Its direct access to Eton probably made it an even more prestigious location than other new developments in Datchet.
Not all the 1899 OS map sheets for Datchet are available but the 1912 north-western sheet (below) is a good substitute as little had changed in the years between. These are significant maps because most of the post-1875 development had taken place by this time; compare with the 1868 map (previous page) which was surveyed before farmland was sold for housing. It was not until the 1930s that a similar wave of development, of new roads and houses, took place around Datchet.

The growing need for more housing in the 20th century was met in three chief ways: by the conversion of large old houses into flats; by infilling the extensive garden grounds of older houses; and by completely new development on formerly agricultural land as the price for building plots rose dramatically. From about 1900 until after WWI there were few new houses and no new roads built in Datchet. Development really began in the 1930s and, although it was slowed down by WWII, it had gathered pace by the 1960s.
**1970s**

Eton Road

In the 1930s, a local builder, Nelson Masters, bought the site of a big Victorian house called Holmwood, shown on the map, left, to the west of the junction of Eton Road with Slough Road. He bought the land hoping to redevelop there but during the war the house was requisitioned as an operations base. Later, it was kept in reserve for the western arm of the planned Datchet bypass to reach Windsor Road, as recommended in the 1970 Bucks County Council Plan. Eventually, after the stop-go financial problems of the 1970s, the whole plot was released for housing development and **Ruscombe Gardens** was built in the 1980s. (There appears to be no local explanation for that name.)

**Gables Close**, shown on this 1970s’ map, was similarly developed on the site of an old house called The Gables. From map evidence, **Castle Avenue** was built after 1932 and before 1938.

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**Current OS Map**

This map shows the 1980s’ development at Agars Place (south of Castle Ave) and at Eton Close. The houses in Agars Place had to be built to exacting floodplain requirement and raised above ground level. Ellesmere Close (almost opposite Eton Close) was built in the early 21st century. The houses here are built at different levels as the flood map changed while they were being constructed.
**Green Belt and Conservation Area map**

Datchet’s Conservation Area is outlined in dark red at bottom of this map. The railway line forms the boundary of the green belt to the west of Eton Road. Rear gardens of some houses in Eton Close, Gables Close and Ruscombe Gardens back onto the Green Belt. Houses on the north side of Castle Avenue also back onto the Green Belt. St Augustine’s Catholic Church, its car park and rectory, and Eton House Residential Care Home are washed over by the Green Belt.

**Flood zones, Eton Road**

The dark blue areas are 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).

Flood zone 3 is split into two separate zones; 3a and 3b by the local planning authority (RBWM).

**Proposed development: RBWM’s Borough Local Plan**

One of the proposed development sites in the submission version of the Local Plan, site HA43, adjoins the rear of the houses in Castle Avenue. The section on the corner of Eton Road and Castle Avenue is St Augustine’s car park, currently also used by parents with children at Eton End School. There is/was a footpath from Slough Road into this site, as shown by the red outline, though this has been blocked off by residents on Slough Road.)
3. Topography & Zones

- Eton Road: lowland rising very gradually from 18m above sea level at the junction with Slough Road, to 19m north of St Augustine’s Church. Castle Avenue: flat terrain
- Eton Road and Castle Avenue are not in the Conservation Area and there are no Listed Buildings.
- The area lies in flood zones 2 & 3.
- Some of the newer developments have been built at higher levels for flood prevention.
- The Green Belt boundary runs along the railway line to the west of Eton Road and to the north of Castle Avenue which means that a number of houses in this area back onto the Green Belt. Some buildings in Eton Road (St Augustine’s Catholic Church, its car park and rectory, and Eton House Residential Care Home) are washed over by the Green Belt. The proposed housing development site, HA43, currently lies in the Green Belt.
- Along its length, Eton Road lies within 300m to 500m of the M4 motorway. The most-easterly section of Castle Avenue lies about 100m from the M4 motorway.
- The area is under the Heathrow flight path and affected by aircraft noise.
- Eton Road crosses over the Jubilee River (Flood Relief Scheme) at its northern end where it becomes Pococks Lane.

4. Land uses

**Residential:** The primary use is residential.

**Commercial/services:** Commercial activity on Eton Road includes an osteopath’s practice, housed in a residence; Eton House, a 26-bedroom residential care home; Yellow Foot Lodge (now Eagle’s Flight Europe) a conference room and team-building space with climbing wall; and Thames Water Metering Office Water Treatment Station (right). A few businesses are registered at residential properties.

**Educational:** Eton End School, a much-extended former house at 35 Eton Road, is an independent school for nursery and primary education with adjacent sports fields. The school backs onto a bund, part of Datchet’s flood defence network.

**Agricultural:** There is an arable field at the northern end of Eton Road, adjacent to the Jubilee River and bounded on the other side by Slough Road.

**Leisure:** There is a public footpath along the Datchet side of the Jubilee River with views of Windsor Castle. Thames Valley Athletics Centre is on the far side of the Jubilee River, on Pococks Lane.

**Religious:** St Augustine’s Catholic Church and car park.

**Misc:** There is a post box next to the school and the Parish Council’s noticeboard at the Slough Road junction. There is a phone mast on the Thames Water site, right.
5. Layout

**Eastern side** On this side of Eton Road, there are mainly older (Victorian/Edwardian), large, semi-detached and detached properties. These tend to be aligned at an angle to the road, facing in a south-westerly direction presumably for solar gain, and they are set in fairly generous plots with small to medium-sized front gardens and longer back gardens. There are also some very large detached houses in more spacious plots. Building heights vary, some are single-storey, some two-, and a few are three-storey either using roof space or incorporating a third floor. Some infilling and backfilling has taken place with small estates of detached houses built at Agars Place (in the 1980s) and Ellesmere Close (c2005) by Shanly Homes. The building line is irregular.

**Western side** On this side, the plot sizes are less regular, some are wider with smaller back gardens, and there are more mixed building types, including a small unit of flats which blends in with the surrounding architecture, a row of six terraced houses, and some chalet bungalows (ie with rooms in the pitched roof). Some of the houses in the cul-de-sacs off Eton Road (Ruscombe Gardens, Gables Close and Eton Close) are oriented so their rear gardens back onto Eton Road. This results in an irregular building line.

**Castle Avenue** On Castle Avenue, the dwellings are mainly compact, detached bungalows aligned to face the road which runs roughly west-east, linking Eton Road and Slough Road. The plots are regular and narrow, aligned north-south. There are small front gardens with driveways and garages. The rear gardens are of varying lengths. The building line along this road is regular.
6. Buildings - Zones

ZONE 1 Eton Road, eastern side, section from Slough Road to Ellesmere Close.
There is some modern development next to the roundabout, with three gable-fronted detached houses (two joined by their garages), with frontages which are mainly hard-standing.

These then give way to imposing Victorian semis and detached houses built in the post-railway boom of 1880s. The plots are more generous than in Montagu Road which was developed at a similar time and the houses appear more prestigious. Materials include some red and yellow brickwork; decorative string-courses; some houses are rendered with mock Tudor decoration; and roofs tend to be slate or tiled. Many boundary walls have been retained. There are both two and two-and-a-half storey houses, some of the latter being original, others extended. (For example, some houses have square off a hipped roof to create a gable roof providing more attic space, see image, left.)

Also some infilling has taken place in the 1930s and later.

Ellesmere Close. There are four new detached houses here built c2005 in the former gardens of houses on Eton Road. Their design reflects that of older houses nearby with red brick and mock Tudor decoration. (Compare the older house on the right of the image with the modern houses set behind.) These houses are built at different levels as a result of changes to the flood map.

There is a parcel of land at end of Ellesmere Close (indicated by the arrow on the aerial view, right) which, at the time of the assessments, appeared to be being cleared, possibly for development. This plot of land behind 38 Eton Road is owned by Michael Shanly Homes, which developed these houses.
ZONE 2 Eton Road, Ellesmere Close to Castle Avenue. This section continues with a run of detached mainly Victorian/Edwardian houses with some later infill. Many have white or light-coloured render or paintwork and decorative timber work.

There are some very large older houses on large plots opposite Eton End School.

The older houses then give way to a group of post-war semis and newer-built detached houses.

Some of the semis have been extended into the roof and the roof line has been changed from a sloping hipped roof to a squared-off gable to provide more space.

Beyond Castle Avenue, there is a residential care home, a catholic chapel and priest’s house, a farmer’s field and the Jubilee River. The chapel car park is used by parents dropping off or collecting children at school times. This area north of Castle Avenue is washed over by the Green Belt. The proposed development site HA43 in the submission version of the Borough Local Plan lies to the rear of the church.

Generally, along Eton Road, the roofs are either slate or tiled depending on the construction date. Most buildings are brick, some with decorative string courses, while others have been painted, rendered or given a Tyrolean/painted pebbledash finish.
ZONE 3, Eton Road, western side, from Slough Road
Leading off this section of Eton Road is Ruscombe Gardens, a neat modern estate of 58 dwellings built in the early 1980s. There are four main house designs with attractive landscaping and open-plan frontages which create a pleasant environment. There are three communal areas which are well-kept and attract wildlife. A footpath cuts through to Ruscombe Gardens from Slough Road; the wooded section here is maintained by the owners of the houses on either side of the path.

After the entrance to Ruscombe Gardens, there are three modern bungalows on Eton Road (including an osteopath practice), with a driveway leading to another bungalow, set behind them.

Gables Close is a 1960s/70s estate of red-brick semi-detached houses with walled boundaries.

On the corner of Gables Close and Eton Road is a three-storey block of flats. This is higher than surrounding buildings but is sympathetically designed to blend with the surrounding architecture. It is built with red brick with decorative string course and is well integrated.

Greenleaf Court is a row of six 1970s terraced houses set back from Eton road with a private slip road, separated from the main road by a verge of shrubs and small trees. The homeowners are responsible for the section of verge in front of their houses.
Eton Close is a cul-de-sac of approx. 30 c1970s’ neo-Georgian detached houses with open-plan front gardens. A number of these houses back onto the railway line, while others are oriented so that their side or rear boundaries adjoin Eton Road.

Eton PNEU School is set on a six-acre site which has more than 30 different species of tree. It was built in 1936 as a school for the children of Eton masters. The original brick building is partially pebble-dashed with timber decoration on its gables. It has been much extended and it is now an independent preparatory day school. The school backs onto an important flood-defence bund, in front of which is the school’s staff car park. Beyond the school, further along Eton Road, there are fields and a commercial team-building centre with climbing wall.

ZONE 4 Castle Avenue
Castle Avenue is unusual in that it is the only road in Datchet comprising mainly detached bungalows. Built after WWII, most of these bungalows have one storey although many have added dormer windows, extensions, porches and garages. The roofs are tiled and the original red brickwork has in many instances been painted, rendered or clad. A number of the houses have small twin gables above the windows. The original window frames have been replaced over time and there is now a variety of different styles including brown frames and some with leaded lights. There are different boundary treatments, mainly fences or walls, though very few are open-fronted.
A modern development, built above the flood level, has been constructed at Agars Place which leads off Castle Avenue.
Closer to Slough Road, on the south side of Castle Avenue, there are a number of self-build houses which are well-maintained with fairly open frontages with low walls. The telegraph poles and wires are rather unsightly.
7. Streetscape

Boundary treatments
Along Eton Road and Castle Avenue, gardens and boundaries have generally been retained and most houses have garages or parking areas in driveways. Most properties are gated with either a brick or stone wall, fence or vegetation. Mature hedges are a feature of several boundaries. Gardens are generally well kept. The fields beside Eton End School and behind St Augustine’s Church are bordered by a mixture of trees and rough hedging.

Street furniture
At the corner of the Slough Road/Eton Road junction, there are many untidy, neglected utility boxes/BT cabinets which are an eyesore. There is also a Parish Council notice board and a bench looking on to the roundabout. At busy times the weight of traffic means this is not an especially pleasant place to sit.

Bollards
There are different types of bollards in different areas of Eton Road. On the corner of Gables Close there are wooden bollards (below left), to stop cars parking on the grass verge, a different type of bollard (below right) is in place on the corner of Eton Road to stop cars parking on the pavement during school drop off and pick-up times.

Street signage: Signage along the road is minimal but much of what is in place is obscured by vegetation or in need of cleaning/replacement.

Road markings: There are many road markings and signs near the school with a planning application for a speed hump.

Street-surfacing material: Street surfacing and pavements are Tarmac and are adequate but the pavements are patched and uneven (particularly from Slough Road to Gables Close) where repair work has taken place.
Lighting: The lighting is modern LED footpath lighting on slim posts (one swan necked post remains) on alternative sides of the road. There are lamp posts of different heights along the road.

Solar panels: None were noticed from street level.

Electric car points: It was noted that at least one house had an external electric car point.

Dustbins: Most properties had storage spaces for their bins mostly at the rear or side. Some neat bin stores were observed where bins were kept at the front of properties.

Drainage ditches: On the western side of Eton Road, there is a drainage ditch running from the bridge over the Jubilee River to the gates of the school field. On the eastern side, there is a small drainage ditch from the Jubilee River to the farmer’s field where the road height reduces.

8. Road use (non-motorised)

Pavements
The pavements along Eton Road and Castle Avenue are surfaced with Tarmac. They are patched and uneven in places, particularly between Slough Road and Gables Close. There are pavements on both sides of Eton Road from the junction with Slough Road to the junction with Castle Avenue. (There are dropped kerbs where side roads intersect with Eton Road.) There is a pavement on both sides of Castle Avenue. From this point, close to the 40mph section of Eton Road, the pavement continues only on the eastern side of the road. There are often cars parked on the pavement around the Thames Valley Athletics Centre, on the Datchet side of the Jubilee River, which block the way for pedestrians. The higher speed limit makes it dangerous for pedestrians to be stepping into the road to pass vehicles.

Shortcut and footpaths
- There was once a footpath via a Lych Gate (beside Nyetimber, 131 Slough Road) from Slough Road to St Augustine’s School/Eton Road. This short cut has been blocked off. (Maps show it was in use in the 1950s.) On the walk, the disused public footpath was mentioned and people though it would be a good idea to re-instate this for public use, especially if there is development at HA43.
- There are footpaths from Pococks Lane through Eton College’s playing fields to Eton and on to Windsor, or to The Myrke and on to Slough.
- There are also footpaths alongside the Jubilee River, to Black Potts and the Golf Course in one direction, or towards The Myrke and Slough in the other. The footpath between Eton Road and the Golf Course runs between the Thames Water plant and the banks of the Jubilee River, below. There are granite blocks at the entrance to prevent encampments. The river is not visible from this path and the path is poorly maintained, overgrown and narrow. A path has been worn at a higher level which has views of the river but access is restricted be a locked gate, pictured, with no stile. (There used to be a stile.)
Key pedestrian routes
Approximate distances and timings to walk from the junction of Eton Road/Castle Avenue to:
- St Mary’s primary school, 15 minutes, 1.2km
- Churchmead secondary school, 11 minutes, 0.9km
- Recreation Ground and play area, 18 minutes, 1.5km
- Datchet riverside, 15 minutes, 1.2km
- Datchet train station, 14 minutes, 1.1km
- Thames Valley Athletics Centre, 9 minutes, 0.7km
- Village centre shops and pubs, 14 minutes, 1.1km
- Tesco Express, Horton Road, 23 minutes, 1.8km
- Horton Road fish and chip shops and restaurant, 26 minutes 2.1km
- Post office in Eton High Street, 26 minutes, 2.1km
- Windsor & Eton Riverside train station, 33-38 minutes depending on route, c3km
- Slough bus station and train station (for rail services to Paddington, and Elizabeth Line/Crossrail when it opens) 38 minutes, 3km
- Tesco or Sainsbury superstore (Slough) 35 minutes, c3km

Access to public transport
Eton Road is not served by public transport. There are bus stops on Slough Road although there is only one bus per day to Slough. There are bus stops in the village centre for the infrequent bus service to Windsor. Trains from Datchet Station run between Windsor & Eton Riverside and London Waterloo.

Cyclepaths and routes
There are no cycle paths on Eton Road or Castle Avenue. There are cycle paths alongside the Jubilee River and there is one on Slough Road which starts near the allotments. Sustrans Cycle Route 61 from Maidenhead to Hoddesdon, crosses Slough Road at The Myrke.

9. Traffic and parking

There are a number of traffic issues on Eton Road and Castle Avenue.

On entering the village via Eton Road, the speed limit changes from 40mph to 30mph close to Castle Avenue, just after a bend in the road. Also the village entrance signs are often hidden by vegetation. This means that traffic is still often travelling at speed around this junction, close to the school entrance. Although the speed limit is reduced to 20mph near the school at certain times of the day, this is not always observed. (There are discussions about introducing a speed-calming platform on the road here.)

Parents are encouraged to park at St Augustine’s car park when collecting or dropping off children at Eton End School but there are often complaints about dangerous or inconsiderate parking along Eton Road. Bad parking can also make it difficult to see oncoming traffic when exiting from side roads onto Eton Road.

Cars are often parked on the school side of the road so traffic can only flow one way at a time. This encourages cars travelling out of the village to speed through on the wrong side of the road when a gap appears, meeting traffic travelling at speed from the 40mph zone.
Castle Avenue is a link road between Eton Road and Slough Road. It suffers from traffic using it as a cut-through. Sometimes drivers try to jump the queues on Slough Road (caused by congestion in the village centre) by cutting through Castle Avenue and Eton Road, rejoining Slough Road at the mini roundabout.

Drivers who are unfamiliar with Slough Road are sometimes not aware of the mini roundabout until they are upon it (although it is signposted). Cars approaching the roundabout from Eton Road, seeing there is no oncoming traffic from the village centre, will often enter the roundabout at speed expecting to have right of way, causing unfamiliar drivers approaching from Slough to brake suddenly.

The proposed development site HA43 in the Borough Local Plan submission version lies to the rear of the church. Access to this site via Eton Road would be on or close to the section of road which currently has a 40mph limit. The group discussed the various options and it was thought that access/egress might be safer via Castle Avenue.

There is regularly parking on the pavement around the Thames Valley Athletics Centre. This blocks the pavements for pedestrians and partially blocks the road on occasion too.

10. Green and natural features

Like many roads in Datchet, Eton Road has a lot of vegetation which softens the urban development and adds to the village ‘feel’. The playing field which belongs to Eton End School, and a field behind St Augustine’s Church, create a green approach to the village which is typical in Datchet.

Left: entrance to Eton Rd from Slough Rd.
Below left: Entrance to the village along Eton Rd.
Below right: Midway, Eton Rd, looking north to Slough Rd.

Verges: There are some small grass verges bordering the pavement around the junction of Eton Road and Castle Avenue, some of which appear to be maintained by residents.
There are also larger verges near the junction with Slough Road, right, which are untidy and not well maintained, and at the entrance to Gables Close.

**Hedges, shrubs and trees:** Mature hedges are a feature of the rural area to the north, especially on the western side. Most of the rest of the area benefits from mature trees, shrubberies and hedges in the front gardens. A run of terraced houses at Greenleaf Court is partly hidden from the road by a hedge of trees and flowering shrubs maintained by the residents. The school has newly planted shrubs near the road and the church and care home are screened by mature hedges. The roadside vegetation is better maintained in some areas than others. The trees and shrubs along the rear boundary of houses in Eton Close which back on to Eton Road (see image below) are in need of attention.

The junction of Eton Close and Eton Road, left, is particularly unusual in this area as it has a large expanse of Tarmac which is out of keeping in this setting. This area might benefit from well-maintained grass verges.

**Castle Avenue:** This is bordered by garden hedges and shrubs, with some very colourful gardens.

**Eton Road:**
The verge in front of the Thames Water premises is unkempt and poorly maintained.
11. Views

Windsor Castle can be seen from the Jubilee River footpath.

There are pleasant rural views from Eton Road looking north east over the fields to the Jubilee River, left.

Mature hedgerows, with open farmed fields give an insight into the appearance of an earlier, rural landscape.

The view from Pococks Lane/Eton Road into the village (right and below) has been changed recently by a development of white Regency-style houses and flats on Slough Road. These buildings break the rural aspect created by the green border to the village. The trees and hedges in this image, are the boundary of proposed development site HA43.

The white render on these buildings makes them stand out, as a startling break in the otherwise green boundary, from the Jubilee River/Eton Playing Fields at Michael’s Bridge, right.
12. Spaces

**Eton Road**: There is little public space but all properties have gardens. There is a wide verge on the corner with Slough Road with a bench for public use (plus untidy shrubbery and BT cabinets). Other wide verges have had to be enclosed by bollards to prevent parking. The school has a playground, car park and tennis courts. The church has a large car park.

**Castle Avenue**: There is no public space but all houses have small front gardens, with boundary walls and hedges. A more rural landscape remains to the north of Eton End School and St Augustine’s with fields of arable crops, with hedges, to the right and open space with hedges and fences to the left.

13. Landmarks

St Augustine’s Church, left, built in the 1920s and set back from the road, is a local feature because of its tall classical façade and round window.

Eton End School, the Thames Valley Athletics Centre, and the Jubilee River are also landmarks.

14. Summary of key defining characteristics/other observations

- The Victorian houses are symbols of the prosperity brought to Datchet by the railway and are still a defining characteristic of the road.
- In the wider area, there are interesting contrasts between the regular layout and plain design of Gables Close, the newer, imaginative and attractive layout and design of Agars Place, and the Ruscombe Gardens estate which appears to be transitional between the two.
- There are interesting variations in house designs, eg a ‘Dutch barn’ cottage, an imposing former monastery, a large white house of rustic design (see images below).
• The PNEU School, although much enlarged, has kept its ‘roots’, its original core building. A more modern block by the roadside echoes typical local features.
• The area benefits from mature trees and shrubs, with a pleasant rural landscape to the north.
• There is a well-designed multi-occupancy building which blends well with surrounding buildings.
• Although properties generally have adequate parking space, there are parking issues created by the presence of the school. Bollards have been introduced to prevent parking in some areas. The school is addressing this problem with banners about parking currently attached to the school railings.
• Traffic speed is an issue.
• Generally extensions to buildings were thought to be sympathetic to their surroundings. A number of hipped roofs had been changed to gable roofs to provide extra accommodation in the roof space.
• There was some concern about how bungalows on Castle Avenue might be developed in the future as some bungalows on nearby Slough Road have been converted to two-storey houses.
• There was rubbish in the ditches in front of the residential home and around the car park.
• Disused telephone cabinets clutter the streetscape near the mini-roundabout.
• The corner of Slough Road and Eton Road requires tidying and maintenance.
• Some neglected hedges and verges require maintenance.
• The entrance to Eton Close has a large expanse of bitumen which is not in keeping with the area.
• There was some concern that the green border to the village would be lost with the development at HA43. (This boundary is already being eroded by current development on Slough Road.)
• Fly-tipping on the farmer’s field next to HA43 is also a problem. It usually happens at the entrance gate to the field.

Additional feedback from the Drop-in Session on 27 January 2019
• There requires to be parking restrictions within Eton Road from Eton Close to the Eton End PNEU school to provide two lanes of traffic flow at the school area. At present parking restricts flow to one lane at school times and total gridlock to the whole area when the M4 is closed. Double yellow lines – red lines.
• The pavement on Eton Road need resurfacing.
• Eton End School creates a traffic nightmare at pickup times. Shouldn’t expand it any more.
• Noise pollution from aircraft and M4.
• Eton Road is part of the Datchet ‘rat run’ that emerges whenever there are traffic problems related to the M4.
• St Augustine’s and old people’s home [no indication what this relates to].
• Too much traffic in Castle Avenue which is probably because people avoid Slough Streets.
• Speed cameras or a series of sleeping policemen. Speed kills!
• Eton Close has considerable problems with parking from Eton End Schools’ parents – could the school use any of its grounds for either a parking area or a drive in and out facility like Churchmead?
• The parking needs to be increased in line with the new pupil increase – local school area suffers badly when pupils delivered and collected by parents.
• More development would see services not being able to cope.
• Eton Close – We are having considerable problems with Eton End School parking and the attitude of the drivers. Are there problems with St Mary’s and Churchmead likewise?
• I would be against any planning for area HA43 Eton Road adjacent to St Augustine’s Church. I believe that this area is on the Flood Plain Level 3 and any spare land should be kept as a soakaway for flood relief. Not all this land is covered by tarmac or buildings. This area consistently floods from the farm field adjacent to it. Not a good idea to increase housing density here.