



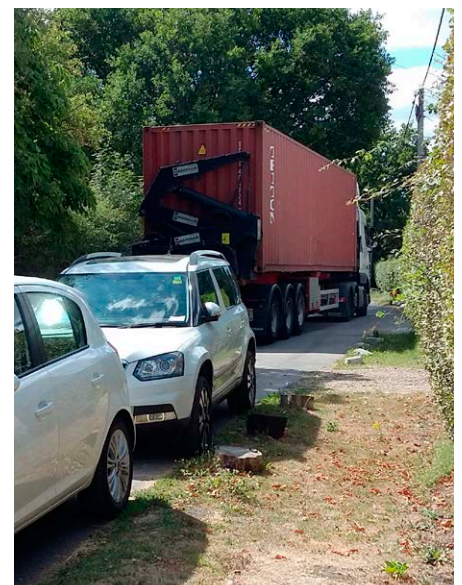
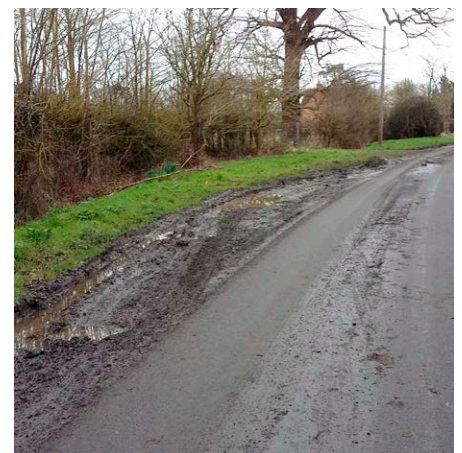
RBWM Planning and Property Services
Town Hall
St Ives Road
Maidenhead
SL6 1RF

12 December 2023

Planning Application 23/02955/FULL - Coningsby Farm

The change of use permission previously granted for some parts of this site has already caused considerable problems. No doubt many complaints have been made in the past. These include noxious fumes and plastic smells from fires, excessive noise from on-site mechanical industrial activity, vehicles being driven extremely noisily and at speed in order to test the results of Boys' Toys exhaust adjustments, huge articulated trucks attempting to negotiate a narrow country lane, the trashing of the lane itself by large vehicles forcing others off the lane onto verges, intimidation of a local Resident when asking for some consideration being told to be careful because they know where he lives ! ... and so on.

Some of these I have experienced personally and others I have learned from Residents closer to the site in question.



One of the supporting documents submitted by the applicant is an extensive traffic and access study. This dates from 2020 during Covid Lockdown but is very detailed and expands endlessly with highly detailed measurements of density of traffic in Coningsby Lane, passing points, bollards, signs, view angles, etc, etc.

Unfortunately this overload of detail distracts from the fact that it makes absolutely no mention whatsoever of the ability of the track itself to sustain all this traffic. There is no reference to the fact that the surface and structure of the track itself is barely more than a spray of tarmac on the original compacted mud of the historic rural farm track. This can be clearly seen by the wear and tear wreaked by the regular passing of very heavy trucks.

At the Fifield Road end at the cottages and The Mullberrys the surface is constantly deteriorated where a recently installed culvert is very close to the surface and has required recent work to try and repair extensive damage. This is not really surprising when watching the ridiculous sight of huge container trucks trying to squeeze past parked cars, accompanied by the noisy scraping of branches down their sides, and trying to resist being forced onto the verges to be able to achieve their onward route. This is so clearly unsuitable that it is difficult to understand why there are not size and weight restrictions for this narrow rural lane used by equestrians, walkers with and without dogs, cyclists, and families with children both in and out of prams and push chairs.

At the other end of the lane entering from Forest Green Road the frequent passing of heavy vehicles constantly forces the surface to be deformed into sunken troughs on either side with a raised hump running down the center of the track. The Traffic Study refers to several passing places. In reality the passing places of use for cars are a very few gate entrances and the Green Lane junction. The other passing places referred to can only be where trucks and vans choosing to trash the verges have created a few.

This location is so clearly completely inappropriate for this sort of use that it is impossible to understand why any local government administration would consider allowing it to happen rather than confining development to agricultural, equestrian or domestic dwellings only.

Please give serious consideration to these various outcomes and refuse this industrial and traffic expansion creep in a rural area.

Thank you.



Rod Lord
OGAFCA Environment

On behalf of the **OGAFCA COMMITTEE**