

**To be in accordance with the WHBC's parking standards, a 1 bedroom unit requires 1.25 spaces, and a 2 bedroom dwelling requires 1.5 space. The proposed new flats would provide 2x 2 bed units and 4 x 1 bed resulting in an additional car parking need of at least 8.**

2A,B,C and D Plough Hill who have no parking facilities at their properties, share the parking area with the existing flats as parking on Plough Hill is not feasible. How the proposed plan will impact on these 4 homes and how they will be guaranteed unimpeded access has not been explained. Additionally there are three Station Rd Office units that also use the parking area which are also not mentioned. The parking provision is already inadequate with apparently only 21 spaces to serve 14 flats, their visitors and numbers 1 to 7 Maynard Place retail units plus the three on Station Rd. Two of the Maynard's retail units require regular food deliveries and a third operates a flourishing florist and Interflora delivery service. On Station Rd the Charity Shop has vehicles regularly driving into the parking area to drop off stock. Basically the rear of Maynard Place is in constant use not only by residents of the flats but by the total of 10 retail units and also the 4 homes on Plough Hill.

It should be noted that Commercial parking permits are not available within the existing Controlled Parking Zone along Station Road adjacent to the site. The charge of £10 per day at Maynards place for parking would be a heavy burden on businesses.

The normal provision for disabled parking within the area at the back of the flats will restrict parking even further. The reference to "13 car parking spaces (of which two are marked disabled bays) are located on Mayland Road(sic) for customers of the commercial units" does not include the information of the charges that apply nor the distance and incline to be negotiated to the flats . An additional problem is that the garages were not built to current standards and are inadequate in size for many modern vehicles.

Claims about the ease of cycling do not take into account the very hilly terrain in and around Cuffley or the fact that WHBC recognises the main road (the B156) as a heavily trafficked route. There is also now only a very minimal 242 bus service rather than the claimed one bus every 30 minutes on average. Similarly the frequency of Bus route 380 is overstated. Whilst Cuffley offer a range of services there is no public transport to hospitals, senior schools or large retail outlets which is why most residents own a vehicle. The proposed site of a new gate would cause vehicles queuing to gain access to cause a dangerous obstruction at the entrance – which is near the bend where Plough Hill meet Station Rd, at an extremely busy three way junction. Traffic on Plough Hill has priority at the junction and consequently sweeps into Station Rd at 30mph. The sheer size & bulk of private and commercial vehicles whilst waiting for a gate to be opened would be a potential hazard. The examples shown of a vehicle easily manoeuvring do not show the obstruction of the other vehicles that are parked by shop owners on the opposite side who also have a right to park there.

There is the likelihood that the new flats would over look 2A to 2D Plough Hill resulting in a loss of privacy for the residents.

The existing flats are served by narrow stair wells and landings making Covid social distancing impossible. Adding further flats will exacerbate the already unsatisfactory situation

Creating new homes above 3 flights of stairs does not meet Lifetime design principles which are so important for the elderly, disabled and those with small children.

The WHBC parking guidelines cannot be implemented and the addition of a fourth floor is highly undesirable as explained above, WHBC should refuse this application.