

Ref <https://planning.welhat.gov.uk/Planning/Comment/6/2020/3451/MAJ>

My main objection to this proposal is that it will worsen the traffic situation in Cuffley in at least two respects. Firstly the entrance is located very close to a busy junction and accident black spot on what is a country B road, so worsening an existing localised problem. Secondly, it will directly add to the volume of car traffic going along the B156 which has for many years (including when post pandemic volumes return) been very congested including having traffic jams that can stretch from Goffs Oak through Cuffley and back to Crew's Hill. This is before taking account of increased traffic using the B156 from new approved developments such as those in Goffs Oak and Cheshunt. The reality is that as well as part of a route into Enfield, the B156 is used as an alternative to the M25 by many drivers. The impact on local people is exacerbated because whilst Cuffley has a good public transport link into central London, it has very poor sustainability in terms of public transport to the rest of Welwyn Hatfield or indeed other local community/employment centres. Just to add, realistically any residents on the development working in London would need to drive to Cuffley or Crew's Hill rail station, i.e. it is not sustainable even in this limited context.

The impact of more local housing on traffic levels is very relevant when the Local Plan and a review of the impact of housing development on local traffic are both still a long way from being resolved. Moreover, this Trojan horse development has to be considered as part of the associated 600 house development. Based on how the Local Plan has progressed to date, it seems certain that the 600 house development (almost all on green belt farmland) will not form part of the Local Plan when it is finalised. This needs to be taken into account when considering this proposed initial 14 house phase.