

We have found the feedback received from all of our engagement events incredibly useful. A summary of which can be found below.

- **70%** of respondents agreed that the proposed site was an appropriate location for new homes in Cuffley
- **A mix of house types** were indentified as being needed locally
- **70.4%** either agreed or strongly agreed that our proposals integrated well with the surrounding area
- **79.6%** liked the idea of more footpaths around KGV and the new links with Hertfordshire Way
- **70.4%** agreed or strongly agreed that the KGV Playing Fields would benefit from having more land for recreational purposes
- **Other facilities identified** that would benefit from investment included: Cuffley Youth Centre / Doctors Surgery / Library / Cuffley School

NORTH
EAST

KG
V

Feedback Form

Please provide us with your contact information so that we can update you on our proposals. Please either leave this in the postbox provided or send it to us using the freepost address below.

Name _____

Address _____ Postcode _____

Telephone _____ Email _____

☐ Please tick this box if you would like to be kept informed of the progress of the development

Age
☐ 18 – 24 ☐ 25 – 34 ☐ 35 – 44 ☐ 45 – 54 ☐ 55 – 64 ☐ 65+

How would you describe your home ownership status?
☐ Owner Occupied ☐ Private Rented ☐ Social Rented
☐ Living with Parents or family ☐ Other - Please specify _____

Contact Details

Freephone: 0800 232 1794
Freepost: RSLK-HRRU-BXAR, North East KGV, 29 New Bond Street, London, W1S 2RL
Website: www.NorthEastKGV.co.uk
Email: consultation@NorthEastKGV.com

Under the Data Protection Act 1998 we will ensure that the data you supply to us is processed with skill and care and in accordance with the legislation and codes. Your details will not be passed to any third party outside Political Developments Ltd and Lands Improvement Holdings Ltd. We take our responsibilities in respect of your personal data extremely seriously. We will not contact you for promotional purposes, unless you specifically agree to be contacted for such purposes at the time you submit your information.

Thank you for taking the time to fill out this feedback form.

1. Are you aware that Welwyn Hatfield Borough Council (WHBC) are preparing a new local plan to help deliver new homes across the Borough?

☐ Yes ☐ No

2. WHBC have identified this site as a 'more favourable' location for new homes in the Borough. Do you believe that the North East KGV site is an appropriate location for new homes in Cuffley?

☐ Yes ☐ No ☐ Undecided / No opinion

3. What type of housing do you think is most needed locally (please tick only one)?

☐ Bungalow ☐ Terraced ☐ Semi-detached ☐ Detached ☐ Apartment ☐ Other _____

4. Do you agree that our proposals have integrated well with the surrounding area through the proposed access, footpaths and cycle links?

☐ Strongly Agree ☐ Agree ☐ Undecided / No opinion ☐ Disagree ☐ Strongly Disagree

5. Do you like the idea of more footpaths around KGV and new links with the Hertfordshire Way?

☐ Yes ☐ No ☐ Undecided / No opinion

6. Do you believe the KGV playing fields would benefit from having more land to use for recreational purposes?

☐ Strongly Agree ☐ Agree ☐ Undecided / No opinion ☐ Disagree ☐ Strongly Disagree

7. Do you believe the existing sports and leisure facilities on KGV would benefit from improvements?

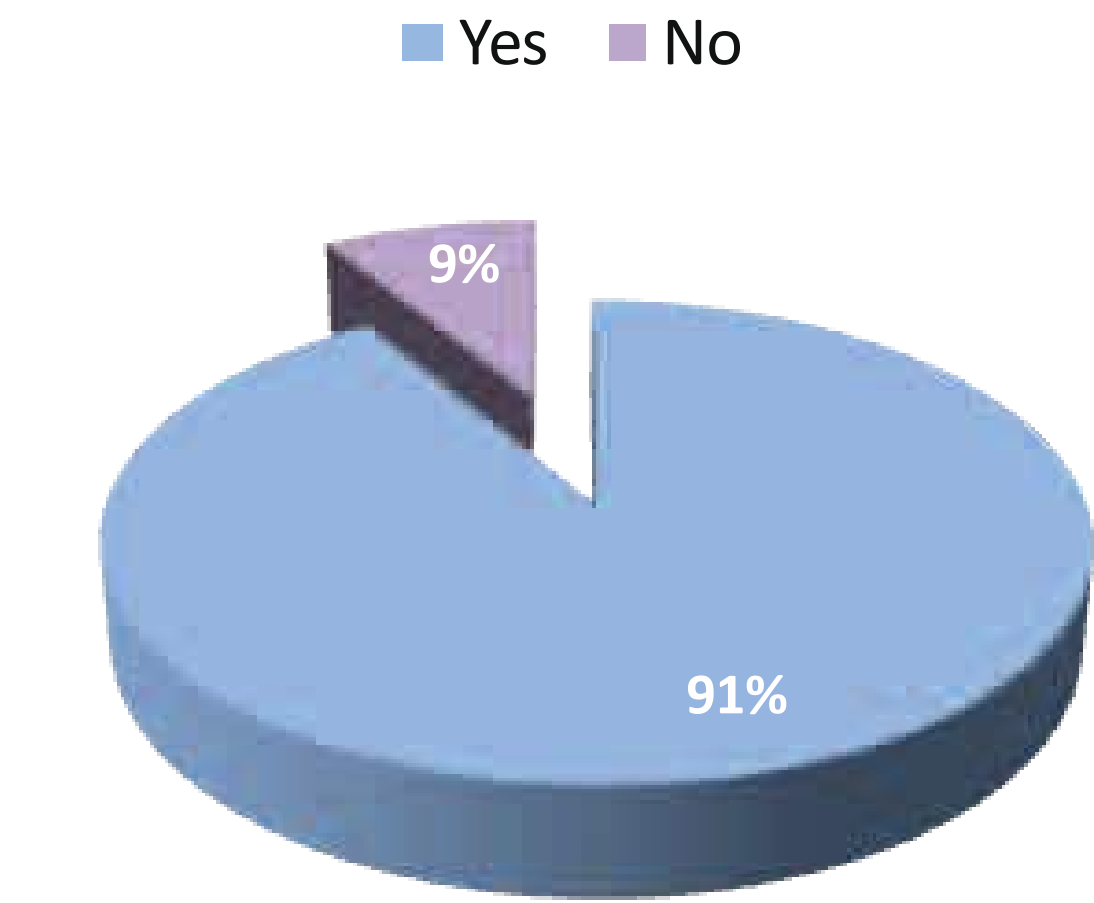
☐ Yes ☐ No ☐ Undecided / No opinion

8. What other facilities do you think would benefit from investment?

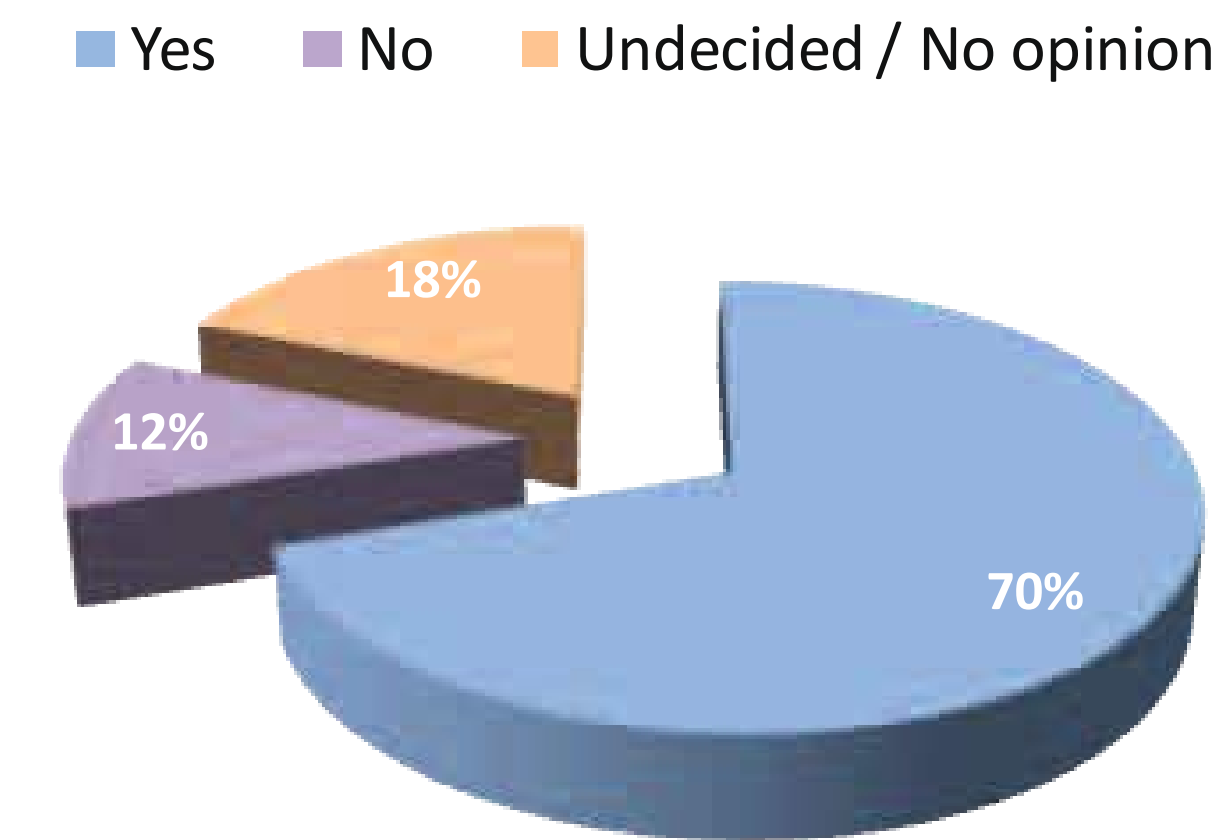
9. Are there any particular features you would like to see included in the public park in the South East corner of the site?

Please provide us with any further comments here

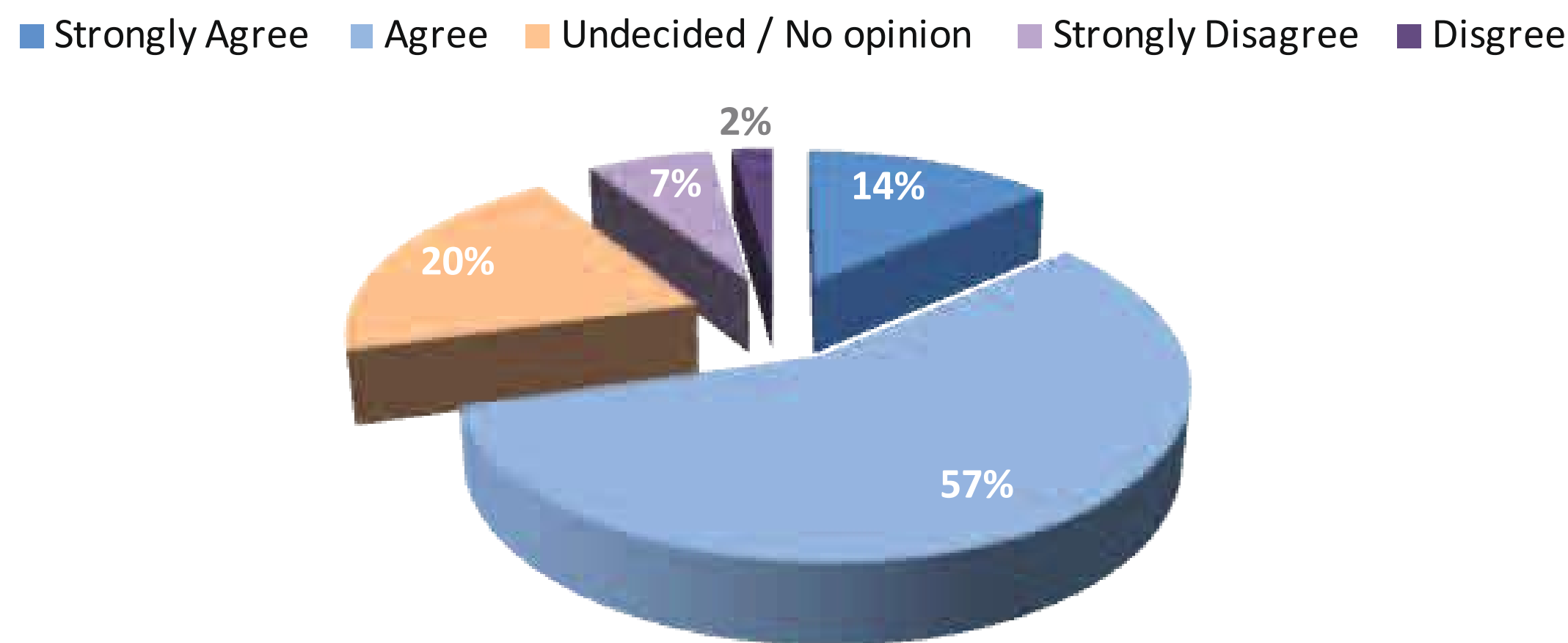
Q1. Are you aware that Welwyn Hatfield Borough Council (WHBC) are preparing a new local plan to help deliver new homes across the Borough?



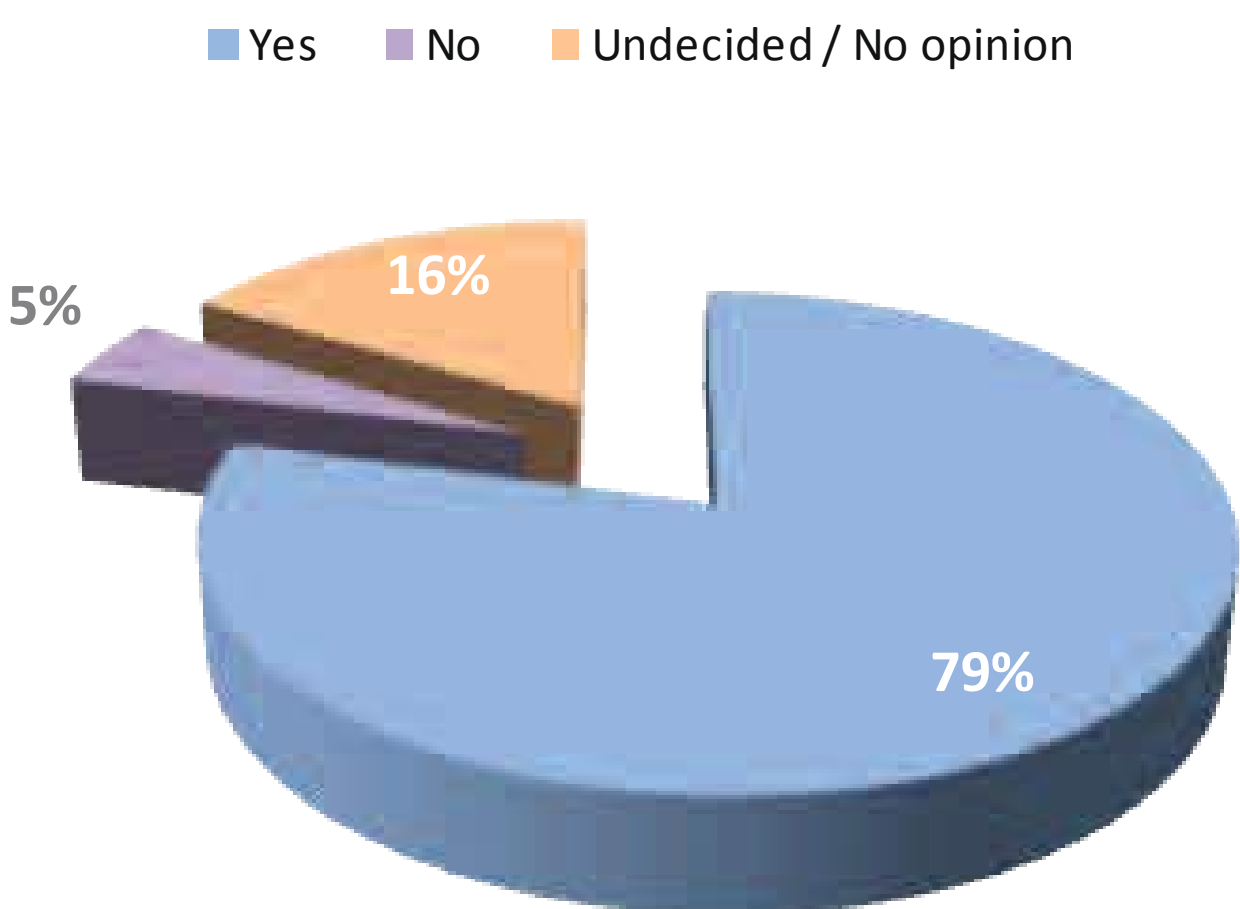
Q2. WHBC have identified this site as a 'more favourable' location for new homes in the Borough. Do you believe that the North East KGV site is an appropriate location for new



Q4. Do you agree that our proposals have integrated well with the surrounding area through the proposed access, footpaths and cycle links?



Q7. Do you believe the existing sports and leisure facilities on KGV would benefit from improvements?



Illustrative Master plan

Our Vision

Overview - Our vision for land to the North East of the KGV Playing Fields is for the creation of a high quality place, which has a strong sense of character and identity.

The design and layout of this illustrative masterplan has evolved through our programme of consultation and your valuable feedback and comments.

The illustrative masterplan opposite shows 121 new homes, reduced from an original figure of 130 as a result of our on-going consultation which reflected a local desire for more family homes and less flats. The illustrative masterplan comprises 82% houses and 18% flats, the new homes will range in size from 1 bedroom flats to 4 bedroom detached houses and some bungalows.



1 Access Arrangements

The following points highlight the most recent changes made to the masterplan as a result of the last round of public consultation events in May.

- Based on comments received from local stakeholders and residents, speeding on Northaw Road East can be an issue when entering the village. We are exploring new entrance signage into the village, with a clear 30mph speed limit sign, that would help to deter this behaviour.
- North East KGV's entrance will comprise a strong tree lined avenue set into grass verges. We are exploring the possibility of a change in the type of road surface on Northaw Road East opposite our site entrance.

2 Parking

- After discussions with the Borough Council, the masterplan now includes more visitor parking in order to discourage the need for any on street parking.



3 Boundary Treatment

- At a recent meeting with the Greenfields residents, we discussed the type of boundary treatment they would like to see put in place. We are now exploring the possible planting of oak hornbeam, holly, privet, hawthorn & blackhawthorn hedges along this boundary.
- The house facing the green space next to Greenfields has been pulled away from the boundary.
- All dwellings along this northern boundary will not exceed 2 storeys.
- Bungalows have now also been situated in locations closest to Greenfields to help to ensure privacy and prevent any overlooking.



4 Footpath Connection

- Following consultation with Greenfields residents, the pedestrian access into the site from South Drive will be kept low-key, and limited to a 3m wide footpath. We are exploring ways in which the path can be designed to strictly prohibit use by motorbikes and to limit the speed of cyclists.
- Following consultation with the Borough Council we are proposing another access point from the site on to the Hertfordshire Way in order to increase permeability and use of the Hertfordshire Way.

5 Open Space

- The open space in the South East corner of the site now includes a picnic area with benches for the public to enjoy the rural setting. We are now exploring the possibility of making the pond a permanently wet feature within the space.
- The SUDs features also offers significant ecological benefits and the potential to be used by the neighbouring Primary School.

Access & Movement

Whilst the site is in a sustainable location, and is ideally located to promote walking and cycling, our traffic studies have indicated that the development will increase vehicle movements on the local highway network by only 2-4%. Lands Improvement are reviewing the transport situation and are exploring with your Neighbourhood Plan team and Hertfordshire County Council the most appropriate measures to improve the existing situation. This could include some of the following measures:

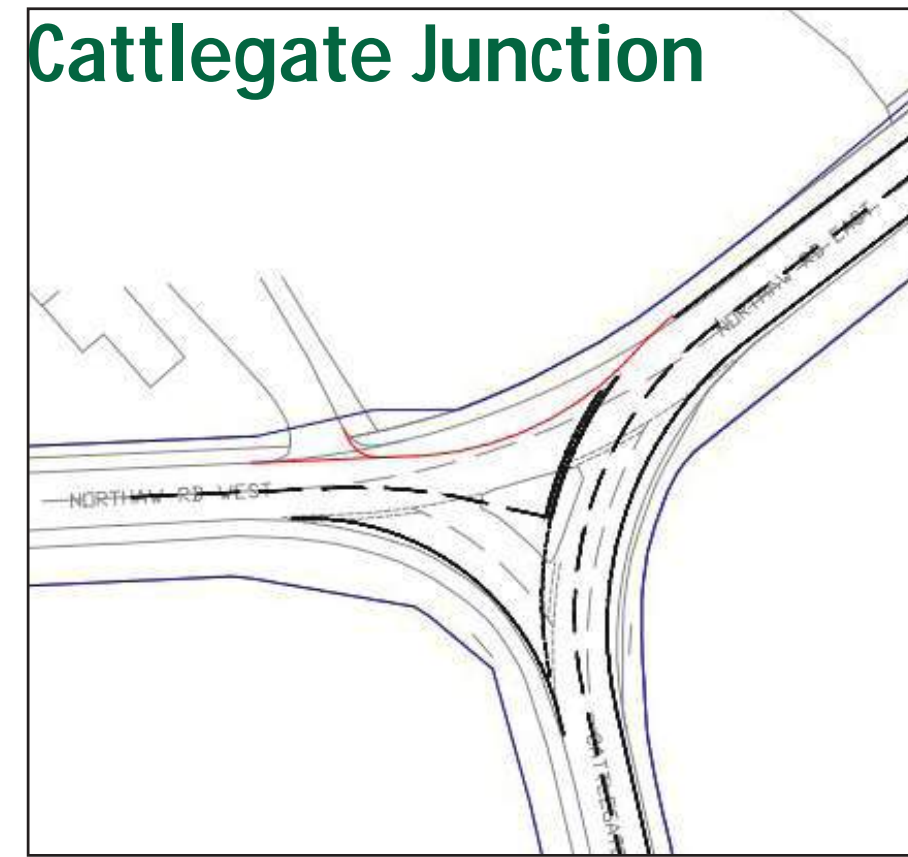
1. Cattlegate and Station Road junctions with Northaw Road East currently experience some peak period congestion. In recognition of this, a possible financial contribution from the developers could be used by the County Council to improve these junctions. Work could include:

- Modifications to either of the junctions to improve traffic flows through the junction. One option to achieve this is to give the highest traffic movement priority over other traffic.

2. Station Road Improvements - Working in conjunction with your Neighbourhood Plan Team, LI are considering making a financial contribution towards enhancing the public realm along Station Road. This might include:

- Reducing street clutter – signs, bollards, railings etc.
- Improve the surfacing and introduce more trees and discrete planting
- Narrow the carriageway to 6m to slow large vehicles
- Introduce more informal pedestrian crossing through raising the carriageway
- Consider removing the existing pelican crossing
- Providing more cycle parking

Cattlegate Junction



Station Road



Cattlegate Junction



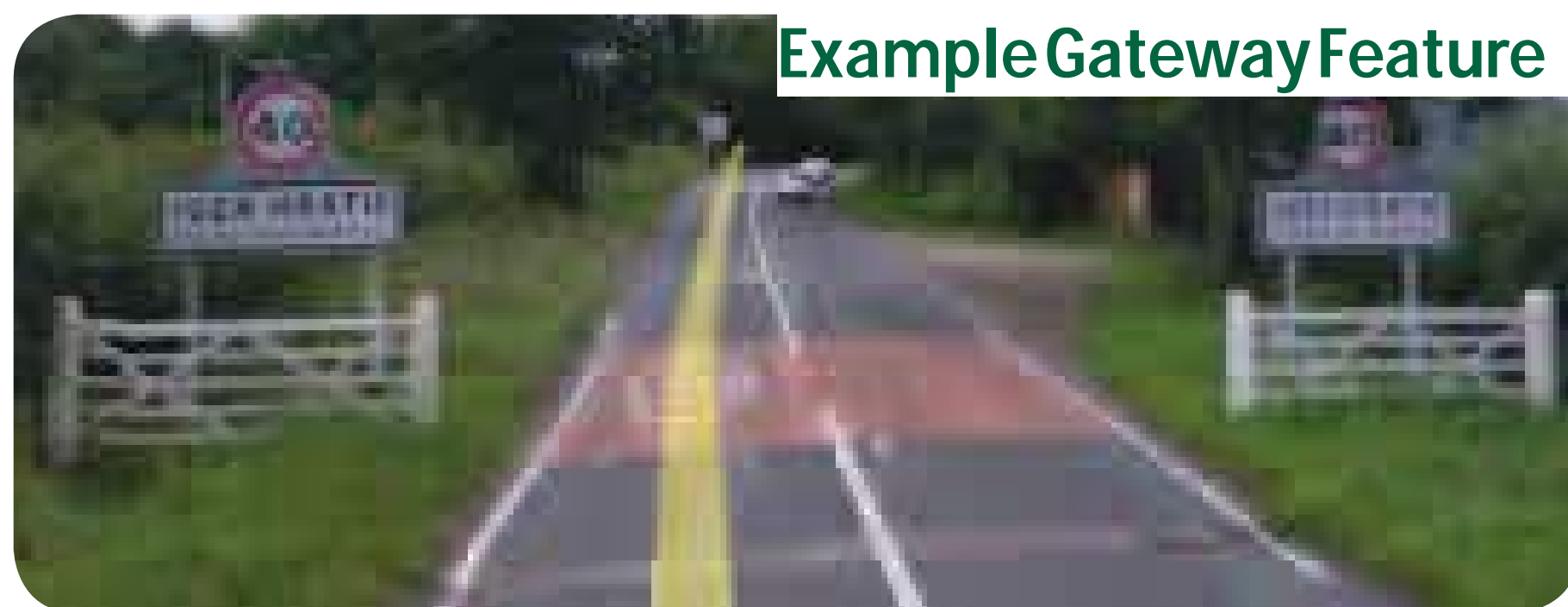
Station Road



Station Road



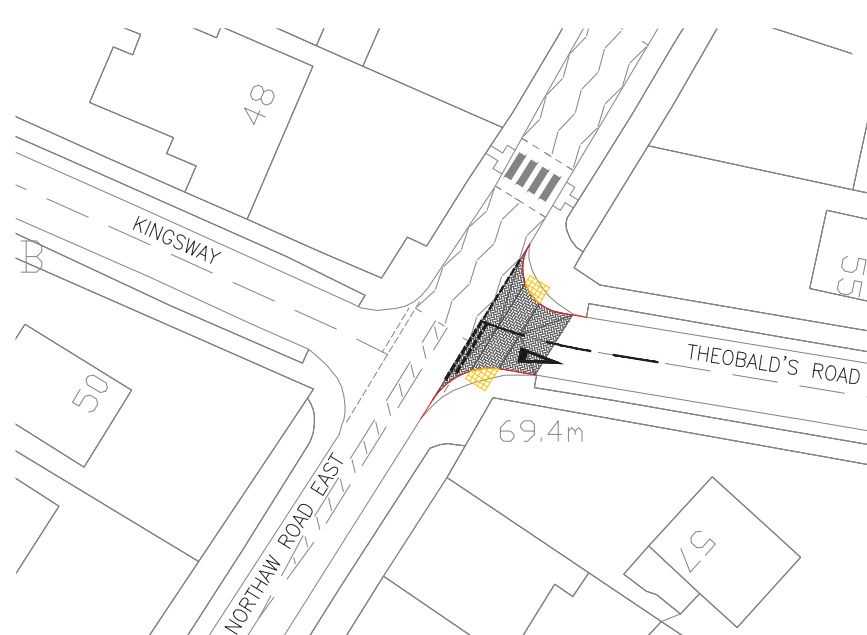
Example Gateway Feature



Berkhamsted



Stanstead Abbots



3. Village Entrance - Lands Improvement are exploring the possibility of new signage upon entering the village that will also help draw attention to the 30mph speed limit.

4. Theobalds Road / Northaw Road East - Lands Improvement are exploring improved pedestrian facilities at this junction as we have been made aware that the road can be used as a 'rat run' during peak times.

5. Sustainable Transport Contribution - As a result of the proposals, the developer will also be providing a sustainable transport contribution that could be used on the surrounding area. This could involve, for example, improvements to the nearby bus stops and footpaths.

The final package of mitigation measures and improvements will be a combination of the items listed above.

Community Benefits

NORTH
EAST KGV

You can help shape our contributions to the local community and we want to hear your **views**. Lands Improvement are currently exploring the following with local stakeholders, the Parish Council and Welwyn Hatfield Borough Council:

① Improving KGV Facilities

- LI are looking to make a financial contribution to improve the existing facilities and leisure offering at KGV.
- LI will continue to work with the Clubs and Parish Council as their vision for KGV in the Neighbourhood Plan emerges. LI have provided the services of a dedicated sports architect to help the Clubs and the Parish to enhance the leisure provision on the site in order to support the Neighbourhood Plan.



② Extending KGV Playing Fields – LI will enable 1.6 acres of land in their ownership (identified as Site B) to be used for recreational purposes, easing the pressure on KGV.



③ Local Services – LI will make appropriate financial contributions towards local facilities and services. For example this could include improvements to Cuffley Surgery, Youth Centre & Library.



④ Footpath - new permissive paths around KGV.

⑤ Hertfordshire Way - possible resurfacing & drainage improvements to the footpath along the sites boundary's.

⑥ Education – it is likely that children from the development will go to Cuffley Primary School and 4-5 year olds will be part of the normal enrolment process.

Lands Improvement are in discussions with Hertfordshire County Council to ensure appropriate provision is made for other age groups.

⑦ 30% Affordable Housing will be provided on site in line with Council policy.



Next Steps

Thank you for attending today's exhibition

We are keen to hear your views about our latest proposals, so please fill in a comments card and post it today in the box provided.

We look forward to continuing our engagement with the local community and your Parish Council whilst your Neighbourhood Plan evolves over the coming months.

Indicative Timetable



If you have any further questions then please do not hesitate to contact us via our freephone number or dedicated email address. Please see details below.

All of the material on display today is available to download from our dedicated website, www.NorthEastKGV.co.uk



www.NorthEastKGV.co.uk



0800 232 1794 (freephone)



consultation@NorthEastKGV.com

APPENDIX S- Comments Card from Final Masterplan Exhibition

Comments Card



Name

Address

..... Postcode

Telephone Email

☐ Please tick the box if you would like to be kept informed of the progress of the development

Please write your comments here

.....

.....

.....

.....

Please provide us with any further comments here

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Under the Data Protection Act 1998 we will ensure that the data you supply to us is processed with skill and care and in accordance with the legislation and codes. Your details will not be passed to any third party outside Political Developments Ltd and Lands Improvement Holdings Ltd . We take our responsibilities in respect of your personal data extremely seriously. We will not contact you for promotional purposes, unless you specifically agree to be contacted for such purposes at the time you submit your information.

APPENDIX T- Comments from the Final Masterplan Exhibition

- 1) The issue with traffic will not be solved but work on the Cattlegate Road and Station Rd junctions. As seen as a pedestrian crossing operates, the traffic will stop - there will be no difference, only increased traffic from approx 240 cars from the site. When traffic wants to turn in or out of the new site, flow will be affected. The trees at the side of road make for a dangerous, limited view junction. One crash there will stop both east and west traffic flows.
- 2) Not sufficient details provided re affect on Northaw Rd East, its traffic & its resident. Otherwise can be put up with
- 3) Following all previous meetings / discussions the proposals look generally acceptable.
- 4) Have no objection to this plan partic as council seem to approve. Nice polite staff happy to explain. Hope they will adhere to promises to improve local facilities as sometimes this doesn't happen!!
- 5) No issues with development. I have serious queries with transport - ingress/access to Cuffley. The additional traffic would cause rat-runs around already busy roads - traffic accruing via Cattlegate road joining Northaw Rd.
- 6) Concerned re traffic and station rd traffic and parking. I am disabled and already find parking a problem at certain times.
- 7) I do not want this development to be built and will totally oppose it
- 8) It seems a well considered and well designed development that will fit into Cuffley village well. The effect on the already inadequate road and rail system is very worrying
- 9) It seems a well considered and well designed development that will fit into Cuffley village well. The effect on the already inadequate road and rail system is very worrying
- 10) Pleased to hear about the two bungalows and the reasonable attitude of the architects to the orientation of the bungalow as it effects 29b Greenfields.
- 11) Please note I am totally against the development and will oppose it
- 12) The proposed development area seems reasonable and confined and so resistant to future sprawl. Access to northaw road east could be problematic and may be better served by a mini round about. I accept the need for development and agree that this is a suitable location. I also endorse the suggested change of priorities at the junctions at Cattlegate road and station roads. These roads are already extremely congested so it makes sense to improve traffic flow

- 13) I am concerned that your proposals will not make any significant improvement to the traffic situation. Perhaps lorries etc could be diverted away from cuffley. Consideration needs to be made for the fact that 24 flats and another 47 flats are being built/ converted on station road increasing traffic flow.
- 14) 1) Would like to know developments as they occur 2) Any idea of the costs of the proposed houses / flats 3)How long the proposed development take to build
- 15) I feel that the residential plan is carefully and thoughtfully arranged. I believe that a footpath through 'Greenfields' would be crucial in residents feeling part of the extended village. My concern would be the impact of traffic exiting the proposal site and people wishing to enter. I think that the preferred traffic flow with Cattlegate Road and Station Road having priority would be workable solution. Unfortunately there is a huge flow of traffic that already uses Cuffley as a route to their final destination, and whilst traffic calming within station road may be considered the genie is already out of the bag there!! I hope that the authorities fully consider the impact of all proposed developments (garage site / everest, greenfields, meadow & the dell) on traffic flow, congestion and added vehicles using the limited roads available.
- 16) heavy good restriction on large vehicles through village to avoid M25 and digester traffic. Please push pressure via Herts (cannot read) appreciate ideas for pathwould leave playing fields restricting . Heavy traffic always CAN NOT READ slow down.
- 17) Not happy with the size of the development. Traffic congestion is terrible already
- 18) As I live on South Drive, it is imperative to me that the pedestrian access a '4' never becomes a vehicular access. Although no details have been provided I am concerned about the proportion of properties - I do not believe that they are indicative of all property types in Cuffley ie will they be in keeping with scale and style? Referring back to my first point could you confirm that quantity of vehicles through the site access will not force you to consider a secondary means of access. I believe dwellings will be a maximum of 2 1/2 stories, is there any restriction within to prevent properties being converted over time? If there are any further workshops please consider inviting me as one of your stakeholders.
- 19) There is no idea of how many heavy vehicles will visit site per day. The access/ from the proposed site will cause major disruption to the local road. The road away from site and not vary and already show signs of distress which will be exacerbated by the site traffic. I've been told that worker / contractor parking will be on site. I assume that a vehicle cleaning station will also be on site. There does not appear to be space for the cleaning station and on site parking.
- 20) Any development on greenbelt should be avoided. Increased traffic during and after construction will add to already bad situation. The proposed 'solutions' will not help

- 21) 1. Not enough bungalows and siting needs adjusting 2. Cycles should not be allowed through the middle of sheltered housing due to health and safety considerations. 3. Traffic problems to be helped if a 20 mph limit is imposed 4. please consult feedback form completed by Hazel Newcombe
- 22) Traffic control to be a priority
- 23) This will kill the village as it is now. Too many cars will cause chaos. Doctors - busy now trying to get app. Schools - lots of locals cannot get their own children into schools
- 24) Yet another ill thought out plan. No mention of effect this will have on the already over congested roads which are stationary for 2 hours most evenings. No mention of effect on neighbouring primary school numbers, local services, doctors, police etc. A 'vague' mention of a financial donation towards changes to station road. You seem to have no conception of what development of this size will do to the community.
- 25) BLANK
- 26) The traffic increase will be far too much to cope through the village. The parking now is unsustainable and the increase in population will be too much for the area to cope with,
- 27) I am opposed to any development on the green belt land. This proposed housing estate will lead to any increase in traffic which is not acceptable within Cuffley Village.
- 28) Very disappointed overall. Still opposed in principle to any development on the greenbelt. Disappointments include 1) No notice taken of workshops asking for a significant number of bungalows 2) If I recall correctly the last exhibition showed 3 now there are only 2!!
- 29) I don't feel the need for the development at all. I know the argument of 'housing crisis' and everyone is under pressure to build houses - BUT - its location. To increase the size of the village will not be beneficial to the current inhabitant - the school will overflow, doctors, shops, traffic (which is HORRENDOUS already) will only get worse! I've heard traffic calming etc but this will not affect the QUANTITY of cars needing to park through this route. It seems easy to get skewed stats of the local people if you ask them questions such as 'if there were new houses, would you be in favour x,y,x' then quote that as an % of people in favour of xyz!! I have no faith in such stats being accurate or honest. The whole idea of building over our green and pleasant land upsets me greatly. I am not in favour of this new building - I am not using the word 'development' as it would be the complete opposite!! PS There's a lot of use of 'possible' 'might' 'provisionally' 'considering' etc to this implies you could do NOTHING to make any difference and are happy to make things worse!! I don't see how you are going to do anything to traffic + congestion, except make it worse
- 30) Traffic flows not going to improve anything it is bad enough now with say 250 more cars it will get horrendous, On Cattlegate, Northaw through to Station Rd areas

- 31) Basically in favour of development though access and exit is a problem ie 2 vehs per property. Access & Movement leave junctions at Cattlegate and Station Rd as existing - more in favour of the 'traffic' calming of Station Rd improvements though still have my doubts
- 32) I am sure many elderly residents would like to stay in Cuffley and move into a bungalow with a small garden. They would then have a local house to sell. Please look into this. At present only 2 bungalows are shown on the map.
- 33) Although this development looks good in pictures I still do not think that the issue of traffic congestion through Cuffley has been addressed. Although you are offering to fund or help fund junction improvements at Junctions of Cattlegate and Station Rd junction these are often tailed back with traffic going up to Goffs Oak especially between 4pm and 6pm weekdays. In fact the road system through Cuffley cant cope with all these developments with a further 24 flats being built in Station Rd. Also can the trains take more passengers? probably yes but it means more overcrowding for people already living in Cuffley eg standing coming home in rush hours. not pleasant and Thames link tell us they are visible at present to run more trains due to being a loop line.
- 34) Pelican cross tiring. Too cross is not long enough. Bank what are the plans. Duplication of house nos in Tolmers Road
- 35) Please refer to the 'Hertfordshire Active Travel Policy' key intervertions include traffic calming, speed limits, pedestrian crossings etc Station Road Cuffley requires these interventions.
- 36) Speaking as a member of Northaw and Cuffley bowls club - we require boundary behind the club house moved to allow us an extra 6 on our plot - enabling us to squeeze our building and allow us to modernise the facilities, Many Thanks
- 37) Positive relation to previous consultation. Good adverse effect on traffic and inter CAN NOT READ. Implications not CON NOT READ eg effect of development Broxbourne (incl Goffs Oak) Enfield CAN NOT READ.
- 38) I would have liked to see less dense housing with larger gardens as is common in Cuffley. The main problem will be mitigating the increased traffic problems which can be extreme in te rush hour. I cant see how this problem can be overcome. The development will depend on the houses which must be compatible with the character of traditional builds in the village
- 39) Traffic flow at Station Road & Cattlegate will cause major problems if priority is given to traffic flowing from Cattle gate to station rd. Traffic trying to drive from both Plough Hill and Northaw will be heavily restricted due to the constant flow around these junctions. Where ever these is a problem on the M25 traffic is absolute chaos I admit this development is far more acceptable than the 591 proposal.

- 40) I think that it is a good scheme and look forward to see its implementation. As long as the early 1980s there were suggestions to extend the greenfield site onto the field
- 41) Don't want it here in our village. Once development is in others will follow stay away
- 42) More bungalows, less flats, less houses, bungalows still could be terraced & 1 + 2 beds to fulfil most housing quotas
- 43) A good presentation and very up to date. The road proposals will not affect the traffic flow
- 44) Delighted to learn that it will be a bungalow now and not a house at the bottom of my garden although sad to lose the impeccable view
- 45) We are totally against this development for lots of reasons we will be contacting the council with these, once planning has been applied for.
- 46) We think the traffic will be a major nightmare! Also shortage of doctors
- 47) I am 100% against such a development road, rail & general infrastructure pressure
- 48) The village infrastructure cannot cope with this development. Traffic is already a major issue, with the increase expected. We'll be at a standstill, the train service will also struggle to cope.
- 49) too many houses for this existing infrastructure - school, doctors, shops
- 50) Cuffley village just about copes at the present time with all these new houses traffic around town will not be able to cope.
- 51) Cuffley village will not be able to cope with all the extra cars. There are not enough schools to take all the extra children. This will ruin the village
- 52) The roads can't cope, neither can the train, buses, doctors, schools if this goes ahead
- 53) Sets a precedent for future developments.
- 54) This is totally inappropriate development in an area where there is already traffic congestion. No account has been taken of local infrastructure and I know of no Cuffley resident who is in favour of this.

- 55) My main concern is the B156 and the traffic management through Cuffley. The impact of more traffic must not be to worsen the access to and through the village for pedestrians. We need traffic calming; 20mph speed limits, more crossings, indeed measures that keep the balance more in favour of the pedestrians are essential. Any moves to speed up traffic (the SOMETHING clearway solution) should not be considered as they are not fit for purpose through small rural villages such as Cuffley. I want to see more and improved footpaths in and around the village and applaud the moves to resurface the Herts Way along the side of KGV playing fields and the proposed permissive to link with the Herts Way further down Northaw Rd West
- 56) We strongly object to this development, the main reason there is not sufficient infrastructure to support it. All services here and access are stretched to their limit, other developments will follow this if allowed
- 57) The increased pressures placed on Cattlegate during rush hour will increase the road usage. Also there will be increased pressure on traffic using Cuffley Station. Are there any measures which can be used to average the strain on local services eg electric, gas, water etc
- 58) I am totally opposed to a development of this size on green belt land adjacent to Cuffley. Reasons: already log jammed roads, insufficient services ie doctors, hospitals, schools, parking & who knows water sewage etc etc. We are already getting a huge volume of infill on existing properties. Life for residents will become intolerable
- 59) This is not viable, we already have a traffic jam in Cuffley, in and out at peak times we need a new road on the outer circle around and into Cuffley
- 60) This is a rural area which does not have the infrastructure to support this density of development. It also spoils a small village and turns it into a built up area which we do not want
- 61) the initial concept for a development is well thought out and could potentially be beneficial. However the illusion of community benefit creates doubt. The wording suggests no large improvements will be put in place which concerns most residents. Evidence would need to be presented to ease residents' unrest. Especially to do with travel and traffic concerns. Additionally the prospect for more infrastructure plans worry people. This however cannot be solved by your company and therefore a burden you have to suffer
- 62) There appears to be an error in the feedback received which states 70% agreed to the location of homes as I was at the meeting and 70% were OPPOSED to the development. Cuffley in whole CANNOT accept anymore traffic let alone buildings

- 63) In spite of the government requirements Cuffleys infrastructure will more than struggle. Donations to school, library, doctors etc will not ease anything (to train new teachers, doctors etc) The traffic 'Cuffley Crawl' now is awful to be in. One reason the bollards are in the village is because of parking two wheels on the pavements and the elderly people and prams could not pass, to remove them would be suicidal. Cuffley is a village with village amenities, and i do not agree to any housing dvelopment that will change this for the worse
- 64) 1) This is green belt 2) Too many vehicles for single access 3) Traffic is a major issue now in Cuffley and its feed roads to P. Bar/Goffs Oak/Brookmans Park (A1000) No tinkering with two junctions in Cuffley will resolve. Nor the proposed ideas for Station Rd. 4) Infrastructure is already strained - and no guarantee that providers will accomadate extra demands, schools, health, railway, parking
- 65) 1) One entry/road to estate is insufficient for 121 properties of which most will have a minimum 2 to a likely 4 car household. 2) Northaw Road East is so congested at peak times that I think a roundabout would be necessary to allow traffic in and out. 3) Please consider more visitor parking on roadsides (making roads wider) 4) I think alot of traffic would be relieved by extending Burnt Farm Ride in Goffs Oak to join Cattlegate road near/opposite East lodge lane. This would remove an enormous amount of traffic filing through Cattlegate Rd/Northaw Rd East/ station rd to get to Goffs Oak. 5) To bungalows is not a good balance there should be more. 6) Your suggestions for Station rd are ridiculous and would make traffic worse! Please do not allow this
- 66) This development will not be viable due to the fact the services that exist now are more than overstretched for trains and transport, Medical care, education, traffic congestion and all infrastructure services. Also what safeguards are there that the next area of land to the south would not be developed as well. Who will live in these properties - where will they come from. What safeguards are there that large numbers of these properties will not be bought up and then only available for letting. the only development that Cuffley needs is assisted properties for the local Cuffley older residents to downsize and more nearer to services such as medial
- 67) This development will not be viable due to the fact the services that exist now are more than overstretched for trains and transport, Medical care, education, traffic congestion and all infrastructure services. Also what safeguards are there that the next area of land to the south would not be developed as well. Who will live in these properties - where will they come from. What safeguards are there that large numbers of these properties will not be bought up and then only available for letting. the only development that Cuffley needs is assisted properties for the local Cuffley older residents to downsize and more nearer to services such as medial
- 68) Traffic - I do not believe anything you can do will help congestion problems that are SOMETHING every day. Stopping the traffic from Northaw will just SOMETHING into Northaw. The junction at Station Rd is extremely dangerous now. Maybe traffic SOMETHING would help. The last thing we need is more cars locally add up to the congestion. We also have commuters coming and parking their cars all day and walking to the station. They will now have more side roads to fill up. I am not against some housing development, however a

solution must be formed for the traffic congestion and pollution that goes with it, making our environment unhealthy and unsafe.

- 69) I would prefer no development at all due to the limited remains of green belt between Cuffley / Northaw/ Goffs Oak/ crews Hill but this must be part of thr Local Development Plan before it is allowed to go ahead.
- 70) Concerns for transport spring to mind, volume, polution, traffic jams at the new junction, putting even more pressure on cattlegate and station road junctions even with the proposed changes. No crossing in the village! School children, often on their own need to cross the road. Can the local facilities cope with extra housing! The school is already full to capacity. A concern would be this is the start if future development creeping towards Crews Hil, Northaw, Goffs Oak joing them althogther. Green belt is been eaten away. Public transport is awful in the area. My ideal would be for no large housing estate to be built in Cuffley
- 71) We are very concerned about the traffic from this new development. Northaw Rd is very busy now and with at least another 220 cars it will be impossible to pull out of the turning joining it. The evening traffic is already stacked back to Botoney Bay and the morning traffic back to SOMETHING. Besides the traffic problems you have fumes and dirt. The local surgery already has problems making appointments, what are your plans to elevate this? The local school is at capacity, how would it cope with this development?
- 72) We are very concerned about the traffic from this new development. Northaw Rd is very busy now and with at least another 220 cars it will be impossible to pull out of the turning joining it. The evening traffic is already stacked back to Botoney Bay and the morning traffic back to SOMETHING. Besides the traffic problems you have fumes and dirt. The local surgery already has problems making appointments, what are your plans to elevate this? The local school is at capacity, how would it cope with this development?
- 73) Preferable to other sites. Would like less density of dwellings more in line with existing properties in Cuffley but realise this is not possible. Variation in design will counteract the density and enhance the appearance of the site. Changing priority at junctions increases the chances of 'rat runs' being created through residential areas. There is little point in discussing traffic because unless a bypass miraculously appears there is no solution
- 74) Preferable to other sites. Would like less density of dwellings more in line with existing properties in Cuffley but realise this is not possible. Variation in design will counteract the density and enhance the appearance of the site. Changing priority at junctions increases the chances of 'rat runs' being created through residential areas. There is little point in discussing traffic because unless a bypass miraculously appears there is no solution
- 75) The concerns about traffic at peak times are not addressed. The improvements mooted are merely cosmetic. Boards state that various organisations have been consulted but no indication as to how they responded
- 76) Good idea. It will raise the profile of Cuffley. Thumbs up.

- 77) General development looks good. But change to Cattlegate / NRE / NRW junction will cause problems particularly at rush hour
- 78) More pictures showing no traffic! Where do you people get these from? The traffic in Cuffley is awful - building more houses will not improve the community or the residents health
- 79) Our main concern is the SOMETHING density and the large increase of vehicles in the area, not only house / flat owners but also services vehicles. In addition we are concerned about the general impact on schools and health and road safety issues
- 80) Why narrow Station rd to slow down traffic - it is slow enough already. Consider removing the pelican crossing in Station Rd? How will pedestrians then be able to cross the very busy road
- 81) The scheme has my full support in principle. I am keen to (a) ensure the social housing is a min of 30% and spread across housing types (b) that the bungalows are protected (by S106 agreement) from morphing into large poorly designed dormer bungalows © for the design to be quality driven including materials. SOMETHING WGC would be a good guide (d) drop the slate roofs they aren't very Cuffley.