

The LRA fully supports the application for QEF to rebuild its own facilities, but we are concerned how the enabling development would affect Leatherhead, even though it would provide 76 much needed homes.

We feel the developer has severely underestimated the volume of traffic from this remote site by using travel statistics from North Leatherhead, which has schools, shops and the train station within its boundary.

They state only about **half** the essential journeys from this new development will be by car. Claiming that many residents will walk for 30 minutes along an unlit path or cycle along a narrow, busy road is unrealistic. The proposed minibus is expensive, stops too early in the evening for many commuters and the route is not suitable for the school run.

The traffic survey is also unrepresentative of a normal week as it was carried out over the spring bank holiday weekend. Many people take holiday then, and more importantly it's **half term**. We all know how the queues melt away during the school holidays. There would be **much** more traffic on a wet winter day in term time.

A member of the LRA who lives on Randalls Road told me the traffic often backs up from the Station Road traffic lights as far as Springfield Drive roundabout. The evening peak time starts from 4.30, sometimes even earlier and continues until after 6. Another resident told me it took 40 minutes to drive from the tip into Leatherhead recently. This will only get worse when the new homes on Cleeve Road are built and the offices at The Square are occupied.

The large number of cars from 76 homes, nearly 2 miles from Leatherhead will add considerably to the congestion along Randalls Road. If this causes the Leatherhead gyratory system to gridlock more often it will affect the quality of life for everyone and dissuade new businesses from relocating here. There needs to be major improvements to the road system in the area before any more development is allowed.

The LRA is very sympathetic to QEF's need to raise money. But selling off their land for housing will effectively create a hole in the green belt which is against the local plan. It could even make the green belt between the 2 communities vulnerable to development in the future.

Planning applications **must** be judged on their merit, irrespective of how worthy the applicant is as these houses will be there for ever.

Thank you for listening