

<b>APPLICATION NUMBER</b>	<b>MO/25/02695</b>
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**DEVELOPMENT AFFECTING ROADS  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** MVDC Kier Holdco 1 LLP

**Location:** LAND AT BULL HILL AND SWAN SHOPPING CENTRE, LEATHERHEAD

**Development:** Hybrid planning application for:

Swan Centre: Full details for proposed works to the Swan Shopping Centre including demolition of Leret House, reconfiguration of Units 1-4, Units 21-25 and 21 High Street to provide new commercial floorspace (flexible Class E/sui generis (drinking establishments)), cinema (sui generis) and new shopfronts and associated works.

Bull Hill: Demolition of existing buildings. Full details of Access, western access road and associated highways works and 'Phase 1' comprising 276 residential dwellings (Class C3) in Blocks A-F and ground floor commercial/community floorspace (flexible Class E/Class F2) and associated works. All other matters reserved (Appearance, Landscaping, Layout and Scale) for residential dwellings (Class C3), commercial floorspace (Class E), multi-storey car parking, public park, play space and associated landscaping, parking and amenity and associated works. An Environmental Statement has been submitted in support of the application which, alongside the Swan Centre proposals, assesses the environmental effects of an illustrative masterplan for the proposed development at Bull Hill showing a total of 480 dwellings (including the detailed area), commercial floorspace (Class E) and multi-storey car parking in buildings of between 3 and 12 storeys in height, public park, play space and associated landscaping, parking and amenity space.

<b>Contact Officer</b>	Matthew Strong	<b>Consultation Date</b>	2 December 2025	<b>Response Date</b>	17 February 2026
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY (CHA) who has assessed the application on safety, capacity and policy grounds and recommends the proposal be refused on the grounds that:

It has not been demonstrated to the satisfaction of the CHA that safe and suitable access for the development can be provided for use by pedestrians, cyclist and vehicles. This will lead to road safety concerns contrary to the National Planning Policy Framework (NPPF, 2025), the Surrey County Council Local Transport Plan 4 (LTP4, 2022), and the Mole Valley Local Plan (2020-2039).

**Note to Planner**

Prior to the submission of this planning application, the applicant entered into pre-application discussions with the CHA. During this, transportation matters were presented and items including the proposed site layout, traffic impact, mitigation and highway improvement works were considered.

Prior to the pre-application process drawing to a close, and before the CHA were able to issue a formal report (as is standard practice), the planning application was submitted to Mole Valley District Council.

The applicant has, therefore, failed to demonstrate the traffic impact the proposal will have on the local road network. Without this, the CHA is not fully able to assess the development proposal. In addition to this, there are concerns surrounding pedestrian and cyclist access to the site, in particular, at the locations where Waterway Road meets Station Road and by the proposed bus stop located on Randalls Road. As these issues have not been resolved, the CHA raise concern regarding safe and suitable access for all users.

Should the CHA's recommendation for refusal be overcome, the applicant should provide the following:

### **1. Traffic Modelling**

Further details regarding traffic modelling should be presented to the CHA for review, comment and auditing.

### **2. Traffic Signals**

The proposed traffic signal arrangement at the junction where Waterway Road meets Station Road will need to be explored further. Provision of crossing facilities on all arms of the junction should be provided. Further details regarding vehicle movements leaving the proposed multi-storey car park, heading south and then west onto Station Road, should be provided. The CHA will need to be satisfied that vehicle movements at this junction, particularly for westbound vehicles, will not lead to unnecessary backup and conflict for vehicles travelling under the railway bridge.

### **3. Randalls Road**

Within the planning submission, a bus stop is proposed on the southern side of Randalls Road. The provision of a new bus stop here will prevent buses having to enter the forecourt at Leatherhead train station and will prevent buses having to wait at the station traffic signals to head east on Randalls Road. Whilst this is welcomed by the CHA, the layby provision on the southern side of the carriageway will lead to buses having to wait to pull out into traffic flow. To overcome this, the bus stop should be relocated on the northern side of Randalls Road.

The relocation to the northern side of the carriageway could lead to bus users trying to cross Randalls Road by the bus stop, as the proposed toucan crossing is located further east by the railway bridge. As such, the applicant should explore the provision of boundary treatment, on the southern side of Randalls Road, to discourage crossing in this location. Alternatively, the main pedestrian and cyclist access (the site's main arrival point, referred to as 'Station Square') in the northern section of the site should be relocated closer to the toucan crossing by the railway bridge.

### **4. Other**

The modelling, signals and pedestrian/cyclist route need to be progressed further. If the requirements for these are met, the CHA will then be able to discuss and decide S106 contributions and/or Section 278 works which may be required as mitigation for this proposed development.