
Land Parcel North of Langley Bottom Farm, Epsom: Site Access – Forward Visibility Review

Ref: PH/DF/ITB200788-005 TN
Date: 23 September 2025

SECTION 1 Introduction

- 1.1 Fairfax Properties (Fairfax) submitted an outline planning application (*ref: 25/00846/OUT*) in July 2025 to develop the Land Parcel to the North of Langley Bottom Farm (the 'site') for up to 110 dwellings. The application was accompanied by the following technical transport reports:
- Transport Assessment (TA) – Report Reference: ITB200788-001A
 - Framework Travel Plan (FTP) – Report Reference: ITB200788-002A
- 1.2 Surrey County Council (SCC), as the local highway authority, provided their consultation response to the application on 18 August 2025 and recommended refusal citing the following reasons:
1. *"The proposed development in a relatively remote location, with poor sustainable travel opportunities to most everyday activities (with the exception of rural recreation), and does not propose sufficient transport modes and would thereby be almost entirely reliant on the private car for access, and therefore contrary to Paras 110, and 115 a) of the NPPF, and CF16 of the Epsom and Ewell Core Strategy 2007, and Healthy Streets for Surrey;*
 2. *It has not been demonstrated that there is sufficient forward visibility for northbound traffic of right turners waiting on Langley Vale Road to turn into the site, and the proposed development would therefore lead to danger to users of the highway and therefore contrary to Para 115a of the NPPF and meeting the criteria of Para 116 of the NPPF."*
- 1.3 This note has been prepared to address the second reason detailed above and to provide the necessary technical detail on forward visibility (i.e. to remove this recommended reason for refusal). The content of this note was informed by discussions at a meeting with officers at SCC on 15 September 2025. This note should also be read in conjunction with the TA submitted alongside the outline application.
- 1.4 A separate technical note/report to address the first reason for refusal stated by SCC is in the process of being prepared and will be submitted in due course.

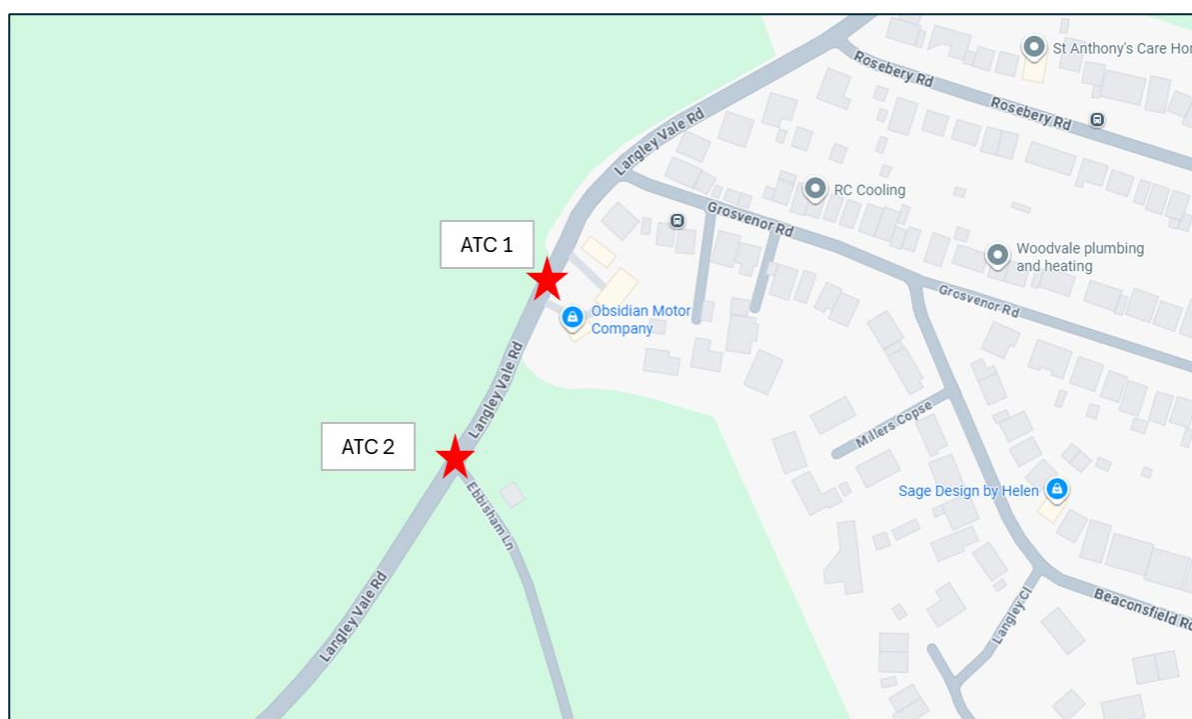
SECTION 2 Forward Visibility Review

2.1 This section presents the necessary information regarding the forward visibility for northbound vehicles approaching right turners waiting to turn into the site access (this has been based on the speed data set out and summarised in the TA). Whilst this information has been provided, it should be noted that this issue was not raised in the Stage 1 Road Safety Audit (RSA) that was undertaken of the site access arrangements and provided at Appendix D of the TA.

2.2 Section 5.2 of the TA detailed that two Automatic Traffic Count (ATC) surveys were undertaken in March 2025 on Langley Vale Road to establish current traffic speed and volumetric conditions. The surveys were undertaken at the following locations which are shown at **Image 2.1** below:

- ATC 1 – Langley Vale Road (north east of proposed site access).
- ATC 2 – Langley Vale Road (south west of proposed site access).

Image 2.1: ATC Locations – Langley Vale Road



Source: Google Maps / Nationwide Data Collection

2.3 Table 5.1 of the TA summarised the recorded traffic data in both directions at both ATCs, including the recorded 85th percentile speeds. For reference, the 85th percentile speeds have been reproduced in **Table 2.1**.

Table 2.1: Summary of Recorded 85th Percentile Speeds (Langley Vale Road)

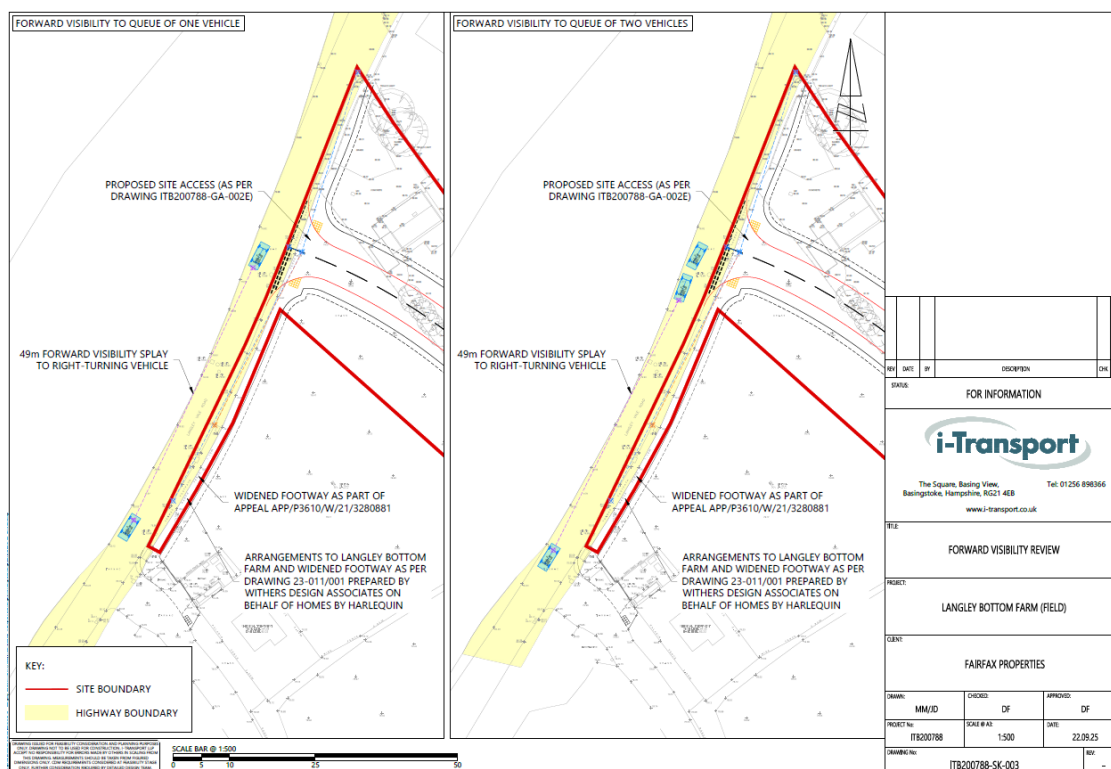
Location	Direction	85 th Percentile Speeds (mph) (10:00-12:00 & 14:00 – 16:00)
ATC 1 – Langley Vale Road (north east of proposed access)	Northbound	27.4
	Southbound	25.1
ATC 2 – Langley Vale Road (south west of proposed access)	Northbound	32.7
	Southbound	32.4

Source: ATC Data (Nationwide Data Collection) and TA Table 5.1

2.4 The 85th percentile speeds detailed in **Table 2.1** informed the necessary visibility splays for the proposed site access arrangements detailed in the TA (shown on Drawing ITB200788-GA-002E). These visibility splays are:

- 2.4m x 33m to the north (based on the southbound speed of 25.1mph from ATC 1)
- 2.4m x 49m to the south (based on the northbound speed of 32.7mph from ATC 2)

2.5 Based on the speed data summarised at **Table 2.1**, forward visibility splays of 49m are therefore necessary to be achievable from northbound vehicles approaching the junction to the rear of those vehicles waiting to turn right into the site. **Drawing ITB200788-SK-003** (shown at **Image 2.2**) demonstrates that this forward visibility is achievable within the adopted highway and carriageway from northbound vehicles to both queues of one and two vehicles waiting to turn right into the site.

Image 2.2: Forward Visibility Review


- 2.6 The visibility for a northbound vehicle approaching a queue of two vehicles waiting to turn right is shown as this is the maximum queue expected as shown by the Junction 11 modelling of the site access in Table 8.10 of the TA.
- 2.7 The forward visibility splays have been plotted accurately based on topographical survey data and been plotted to the centre of the lane in line with DMRB¹ CD109.

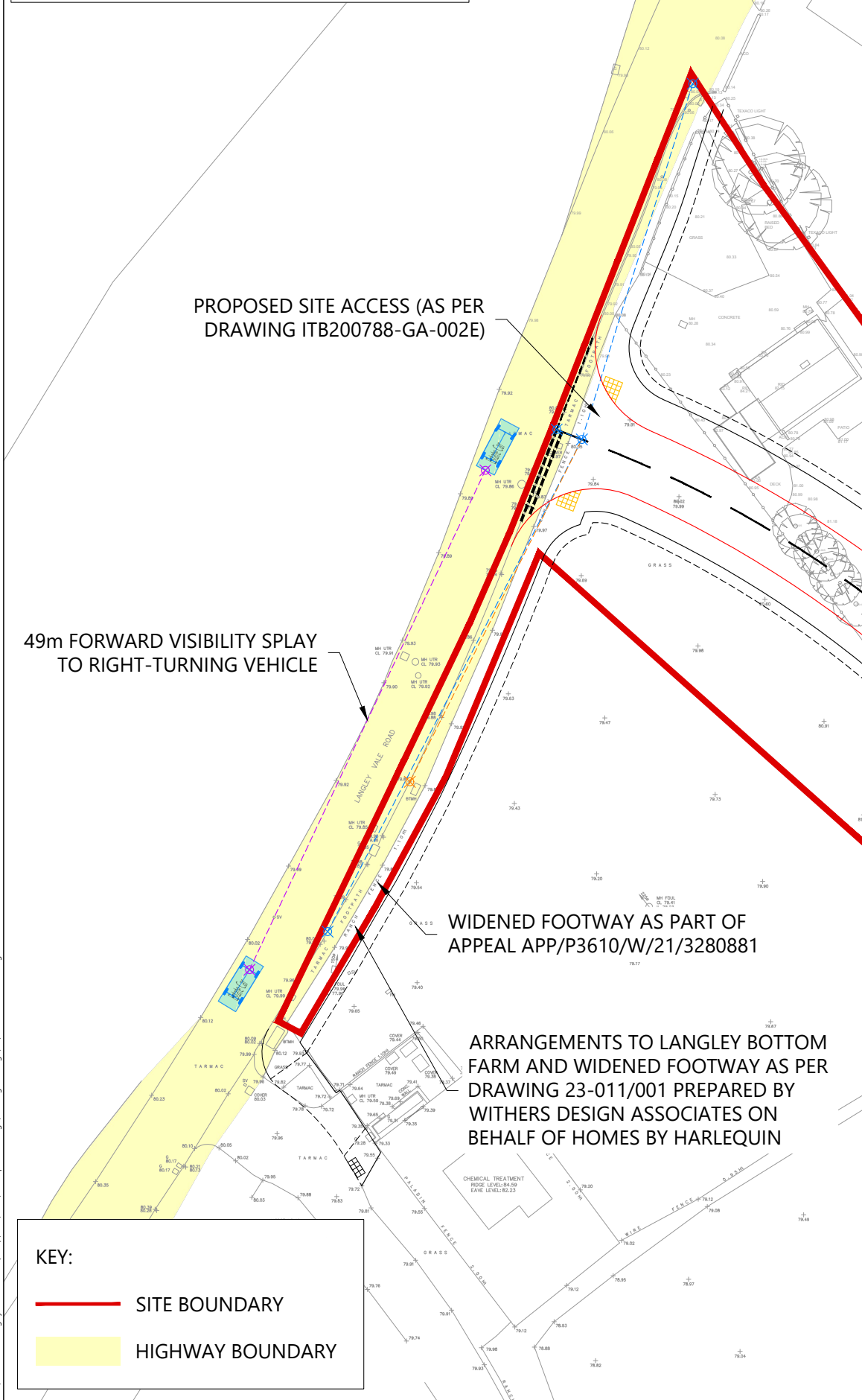
SECTION 3 **Summary**

- 3.1 This note demonstrates that adequate forward visibility can be achieved from northbound vehicles on Langley Vale Road to right turners waiting to enter the site, based on an accurate review of recorded speed data and expected (minimal) queues of right turners waiting to enter the site. The necessary information has therefore been provided to address SCC's second reason for recommending refusal and therefore this should be removed.

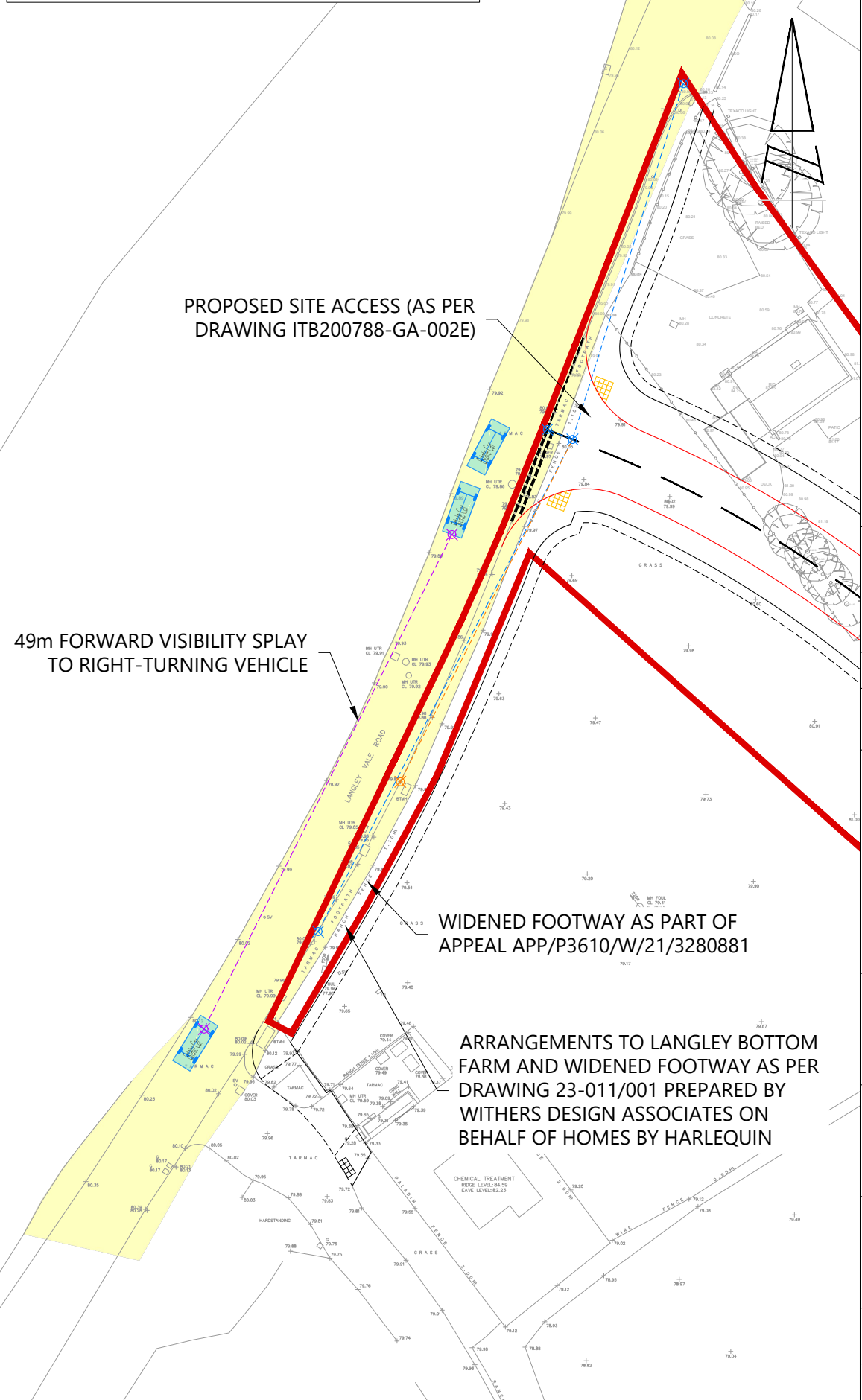
¹ Design Manual for Roads and Bridges

DRAWING

FORWARD VISIBILITY TO QUEUE OF ONE VEHICLE



FORWARD VISIBILITY TO QUEUE OF TWO VEHICLES



REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:					
FOR INFORMATION					
 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk					
TITLE:					
FORWARD VISIBILITY REVIEW					
PROJECT:					
LANGLEY BOTTOM FARM (FIELD)					
CLIENT:					
FAIRFAX PROPERTIES					
DRAWN: MM/JD		CHECKED: DF		APPROVED: DF	
PROJECT No: ITB200788		SCALE @ A3: 1:500		DATE: 22.09.25	
DRAWING No:				REV:	
ITB200788-SK-003				-	