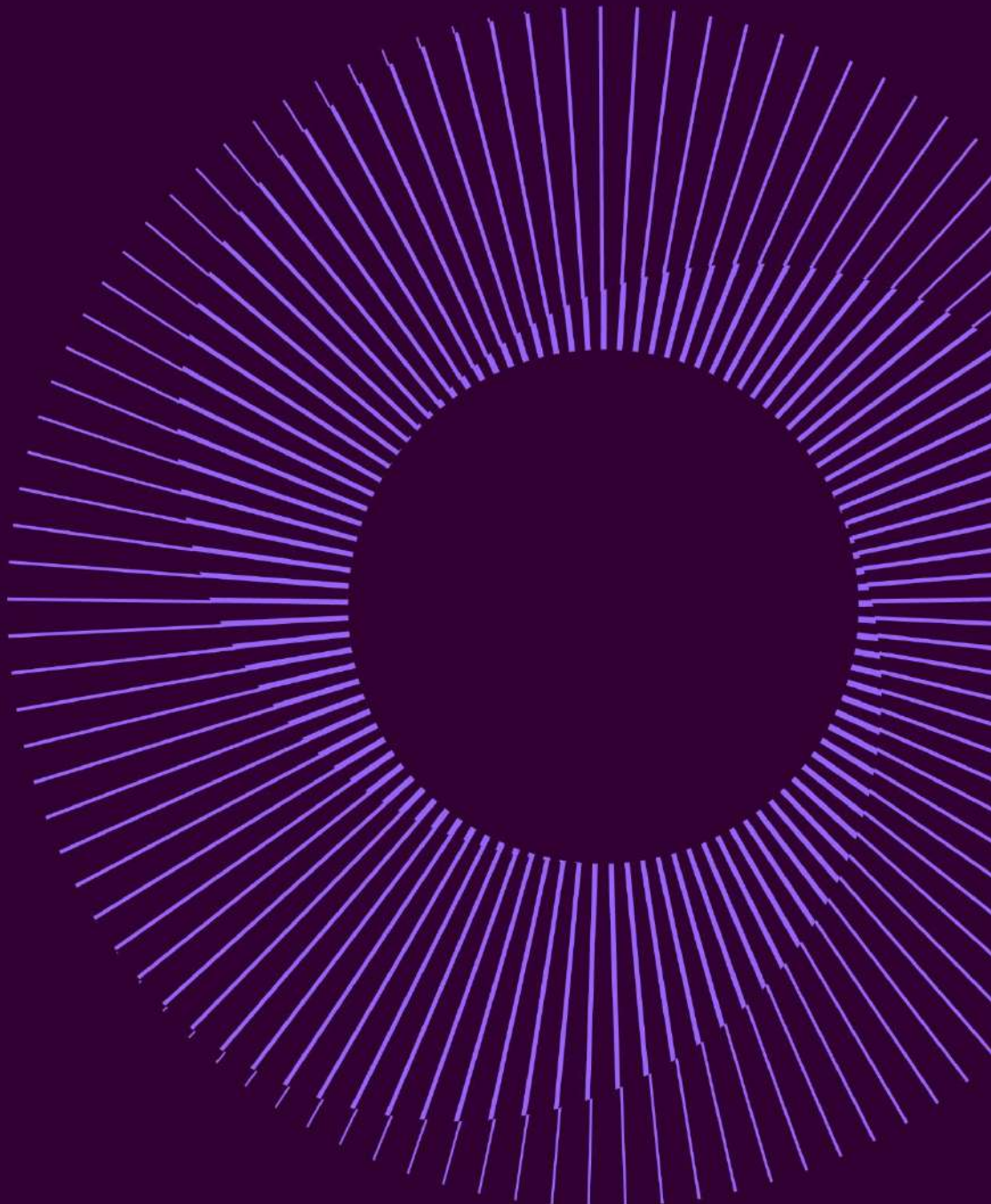


Traffic and Transport Proof of Evidence of Philip Hamshaw BA  
(Hons) MSc, MCIHT CMILT

## Farm View, Langley Vale Road, Epsom



## Project Reference

---

Ref: PH/ITB200788-010C R

Date: 13 August 2026

Client: Fairfax Aspire Ltd

PINS Reference: 6006971

LPA Reference: 25/00846/OUT

## Quality Management

---

| Report           | Comment | Date       | Author       | Authorised   |
|------------------|---------|------------|--------------|--------------|
| ITB200788-010C R | Issue   | 13/08/2026 | Phil Hamshaw | Phil Hamshaw |

File Ref: T:\Projects\200000 Series\200788ITB - Langley Bottom Farm (Field)\Admin\Report and Tech Notes\ITB200788-010C R PH Proof of Evidence [ISSUE].docx

---

## Contents

---

|          |                                                               |           |
|----------|---------------------------------------------------------------|-----------|
| <b>1</b> | <b>Introduction</b>                                           | <b>3</b>  |
| <b>2</b> | <b>Relevant Policy</b>                                        | <b>7</b>  |
| <b>3</b> | <b>Agreed Position with the Local Highway Authority (SCC)</b> | <b>12</b> |
| <b>4</b> | <b>Sustainable Development and Location</b>                   | <b>15</b> |
| <b>5</b> | <b>Impact on Horse Racing Industry</b>                        | <b>50</b> |
| <b>6</b> | <b>Summary and Conclusions</b>                                | <b>58</b> |

---

## Figures

---

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>Figure 1</b>  | <b>Public Rights of Way Network</b>                    |
| <b>Figure 2</b>  | <b>Cycle Routes</b>                                    |
| <b>Figure 3</b>  | <b>Public Transport Plan</b>                           |
| <b>Figure 4</b>  | <b>Local Facilities Plan</b>                           |
| <b>Figure 5</b>  | <b>Local Walking Plan</b>                              |
| <b>Figure 6</b>  | <b>Local Cycling Plan</b>                              |
| <b>Figure 7</b>  | <b>Local Facilities Accessible by Public Transport</b> |
| <b>Figure 8</b>  | <b>Proposed Public Transport Plan</b>                  |
| <b>Figure 9</b>  | <b>Equestrian Movement Plan</b>                        |
| <b>Figure 10</b> | <b>Racehorse Movement Corridor</b>                     |
| <b>Figure 11</b> | <b>Equestrian Signage Plan</b>                         |

---

## Drawings

---

|                         |                                                  |
|-------------------------|--------------------------------------------------|
| <b>ITB200788-GA-002</b> | <b>Proposed Site Access Arrangement</b>          |
| <b>ITB200788-GA-101</b> | <b>Potential Off-Site Improvements (Sheet 1)</b> |
| <b>ITB200788-GA-102</b> | <b>Potential Off-Site Improvements (Sheet 2)</b> |
| <b>ITB200788-GA-103</b> | <b>Potential Off-Site Improvements (Sheet 3)</b> |
| <b>ITB200788-GA-104</b> | <b>Potential Off-Site Improvements (Sheet 4)</b> |

---

## Appendices

---

|                    |                                            |
|--------------------|--------------------------------------------|
| <b>APPENDIX A.</b> | <b>Technical Notes</b>                     |
| <b>APPENDIX B.</b> | <b>Langley Bottom Farm Appeal Decision</b> |
| <b>APPENDIX C.</b> | <b>Equestrian Plans</b>                    |
| <b>APPENDIX D.</b> | <b>PIC Analysis (10 years)</b>             |



---

## 1 Introduction

### 1.1 Qualifications and Experience

1.1.1 My name is Philip Hamshaw. I am a Chartered Member of the Institute of Logistics and Transport and a Member of the Chartered Institution of Highways and Transportation. I have a Masters Degree in Transportation Planning & Engineering. I am a Partner of i-Transport LLP a specialist transport planning consultancy.

1.1.2 Before joining iTransport I was a Technical Director of SKM Colin Buchanan between 2008 and 2012, prior to which I was employed as a Director for Faber Maunsell. I have over 30 years' experience in the field of transport planning and engineering.

### 1.2 The Scheme

1.2.1 The Scheme comprises the proposed development of an area of land to the north of Langley Bottom Farm (known as 'Farm View') which is located to the south of the village of Langley Vale in Surrey. The local planning authority is Epsom and Ewell Borough Council (EEBC) and the local highway authority is Surrey County Council (SCC).

1.2.2 The Scheme comprises an outline application to deliver up to 110 new homes accessed via a new junction from Langley Vale Road alongside a direct pedestrian/cycle connection to the local Public Rights of Way (PROW) network at Bridleway Route 33. The site access from Langley Vale Road will also deliver an enhanced pedestrian connection to Langley Vale Road.

### 1.3 Scope and Nature of Evidence

1.3.1 The application was presented to the EEBC Planning Committee on 26 February 2026 with a recommendation for approval as detailed in the Committee Report. Whilst the application was recommended for approval, Members resolved to refuse planning permission and the Decision Notice outlining this refusal was published on 2 March 2026. Four Reasons for Refusal (RfR) were cited, of which the first and fourth RfRs (RfR1 and RfR4) related to transport:

- ***RfR 1 Unsustainable Development – “The proposal is sited in an unsustainable location with a lack of access to public transport and walking and cycling options, resulting in excessive reliance upon private car usage and a lack of alternative travel options, contrary to Sections 9 and 13 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***
- ***RfR 4 Impact on Horse Racing Industry – “The proposal will lead to an increased conflict with existing movements of horses on Langley Vale Road, posing unacceptable conflict and impediment to vehicular traffic and risks to horses, trainers and riders, contrary to Section 9 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***

1.3.2 Accordingly, I provide evidence in my capacity as a professional expert on highway and transport matters considering the above RfRs regarding:

- The sustainable transport credentials of the site location and the proposed development, taking into account the proposed sustainable transport strategy.
- The impact on the horse-racing industry with regards to the interaction between equestrians and vehicles on Langley Vale Road in terms of highway safety.

## 1.4 Background

1.4.1 Technical documents and drawings were submitted as part of the application and were subject to ongoing dialogue with officers at SCC (via email and at a meeting on 15 September 2025). The list of submitted documents and drawings is detailed in **Table 1.1** (this table also identifies the associated 'Core Document' (CD) reference for each document/drawing where relevant).

**Table 1.1: List of Submitted Transport Documents and Drawings**

| Type           | Reference         | Name                                           | Date       | Stage                  | Notes                                                                                                 | Core Document Reference |
|----------------|-------------------|------------------------------------------------|------------|------------------------|-------------------------------------------------------------------------------------------------------|-------------------------|
| Drawing        | ITB200788-GA-002E | Proposed Site Access Arrangement               | 10/07/2025 | Application Submission | Details site access arrangements for vehicles, pedestrians, and cyclists                              | CD1.24                  |
| Report         | ITB200788-001A R  | Transport Assessment                           | 11/07/2025 | Application Submission | Assesses the impacts of the development proposal on the safety and operation of the transport network | CD1.10                  |
| Report         | ITB200788-002A R  | Framework Travel Plan                          | 11/07/2025 | Application Submission | Details the measures to prioritise and encourage sustainable travel amongst future site users         | CD1.11                  |
| Technical Note | ITB200788-003 TN  | Walking and Cycling Audit                      | 11/07/2025 | Application Submission | Reviews the conditions of the existing walking and cycle routes between the site and key destinations | within CD1.10           |
| Technical Note | ITB200788-004 TN  | Design Team Response                           | 03/07/2025 | Application Submission | Details the design response to the Stage 1 RSA                                                        | within CD1.10           |
| Technical Note | ITB200788-005 TN  | Forward Visibility Review                      | 23/09/2025 | Post-Application       | Responds to SCC's first reason for refusal regarding forward visibility at the site access            | CD2.2                   |
| Technical Note | ITB200788-006 TN  | Enhanced Sustainable Transport Strategy (ESTS) | 09/10/2025 | Post Application       | Responds to SCC's second reason for refusal regarding site sustainability                             | CD2.3                   |

<sup>1</sup> Where appropriate, relevant Core Documents are referenced throughout this Proof of Evidence.

| Type           | Reference        | Name                                                 | Date       | Stage            | Notes                                                                                                    | Core Document Reference |
|----------------|------------------|------------------------------------------------------|------------|------------------|----------------------------------------------------------------------------------------------------------|-------------------------|
| Drawing        | ITB200788-GA-101 | Potential Off-Site Pedestrian Improvements (Sheet 1) | 29/09/2025 | Post Application | Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road          | CD2.4                   |
| Drawing        | ITB200788-GA-102 | Potential Off-Site Pedestrian Improvements (Sheet 2) | 29/09/2025 | Post Application | Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road          | CD2.5                   |
| Drawing        | ITB200788-GA-103 | Potential Off-Site Pedestrian Improvements (Sheet 3) | 29/09/2025 | Post Application | Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road          | CD2.6                   |
| Drawing        | ITB200788-GA-104 | Potential Off-Site Pedestrian Improvements (Sheet 4) | 29/09/2025 | Post Application | Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road          | CD2.7                   |
| Technical Note | ITB200788-007 TN | Response to Transport Review (RTR)                   | 04/02/2026 | Post Application | Responds to comments raised by transport consultant appointed on behalf of The Langley Vale Action Group | CD2.8                   |
| Technical Note | ITB200788-008 TN | Response to Transport Review (Junction Assessments)  | 09/02/2026 | Post Application | Responds to comments raised by transport consultant appointed on behalf of The Langley Vale Action Group | CD2.9                   |

Source: iTransport and Application 25/00846/OUT

1.4.2 Technical Notes ITB200788-007 TN and ITB200788-008 TN were prepared at the request of EEBC to inform the Planning Committee reports (CD3.1 and CD3.2) and are included at **Appendix A** of this report for reference.

1.4.3 Following the application submission, officers at SCC published the following three consultation responses on the application:

- Consultation Response 1 – Dated 18 August 2025 (CD3.10)
- Consultation Response 2 – Dated 10 November 2025 (CD3.11)
- Consultation Response 3 – Dated 5 December 2025 (CD3.12)

1.4.4 During the post-submission period ongoing discussions were held with officers at SCC to address their comments. These discussions culminated in the agreement of a number of matters including the site access arrangements, traffic impact of the development, impact on equestrians and the proposed package of sustainable transport matters. I have prepared and agreed a Transport Statement of Common Ground (TSoCG) with SCC which confirms agreement on these matters. The TSoCG is **CD9.6**.

---

1.4.5 Despite agreement on several matters, SCC maintained an objection that the proposed development was in an unsustainable location. However, SCC did note that the local planning authority consider wider aspects of planning applications other than transport matters and therefore outlined details of obligations and conditions to be secured should permission be granted.

1.5 **Statement**

1.5.1 The evidence that I have prepared and provide for the Inquiry in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institutions and I can confirm that the opinions expressed are my true and professional opinions.

---

## 2 Relevant Policy

### 2.1 Overview

2.1.1 I have summarised in this section the relevant transport policy and guidance relevant to RfR1 and RfR4. The RfRs state:

- ***RfR 1 Unsustainable Development – “The proposal is sited in an unsustainable location with a lack of access to public transport and walking and cycling options, resulting in excessive reliance upon private car usage and a lack of alternative travel options, contrary to Sections 9 and 13 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***
- ***RfR 4 Impact on Horse Racing Industry – “The proposal will lead to an increased conflict with existing movements of horses on Langley Vale Road, posing unacceptable conflict and impediment to vehicular traffic and risks to horses, trainers and riders, contrary to Section 9 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***

### 2.2 National Policy

2.2.1 The National Planning Policy Framework (NPPF) (**CD5.1**) published in December 2024 sets out the Government’s planning policies for England and how these are expected to be applied. It provides overarching guidance for local planning authorities and decision makers both in drawing up plans and in determining planning applications.

2.2.2 The specific transport policies are contained within Section 9 of the NPPF. Paragraph 115 identifies the following ‘four tests’ in relation to transport and highways matters:

***“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

***a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***

***b) safe and suitable access to the site can be achieved for all users;***

***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***

***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”***

2.2.3 I address the first and fourth tests with regards to the proposed development in this evidence. I do not consider the second and third tests further as they are not relevant:

- The site access arrangements have been agreed with officers at SCC and confirmed as safe and suitable (i.e. the second test is passed).

- The proposed development is in outline and therefore the internal layout design, design of streets, parking areas etc. is to be addressed at the reserved matters stage (i.e. the third test is not applicable).

2.2.4 With regards to the first test (i.e. the prioritisation of sustainable transport modes<sup>2</sup>), it is clear that the NPPF does not advocate a one size fits all approach, i.e., what is appropriate in central urban locations will be different from what is appropriate in a suburban or rural area or settlement. Importantly, the NPPF clearly does not seek to preclude or inhibit appropriate development in different locations on sustainability grounds, as set out in Paragraph 110:

***“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”***

2.2.5 The first and fifth parts of paragraph 117 are also relevant to the first test which state:

***“Within this context, applications for development should:***

***a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;***

...

***e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”***

2.2.6 In this evidence I therefore address the first transport test at paragraph 115 of the NPPF with regards to RfR1 to demonstrate how the proposed development passes this test.

2.2.7 I also consider part c) of NPPF paragraph 155 in this regard which considers sustainable transport in relation to whether development in the Green Belt is inappropriate.

2.2.8 The fourth test at NPPF paragraph 115 is only applicable to the matter raised in RfR 4 regarding the impact on the horse racing industry from vehicular traffic. I consider this matter in my evidence, however it should be noted that it is agreed with SCC that the proposed development will not result in an adverse impact on the local highway network both in terms of vehicular traffic and equestrian users. Further, EEBC has withdrawn RfR 4 and will not be presenting evidence on the matter.

---

<sup>2</sup> Sustainable transport modes are defined in the glossary of the NPPF as ***“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.”***

2.2.9 Fundamentally, paragraph 116 of the NPPF sets out very strict test for preventing development from coming forward for transport reasons. It states:

***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”***

## 2.3 Local Policy

### Epsom and Ewell Core Strategy (July 2007)

2.3.1 The Epsom & Ewell Core Strategy (**CD4.1**) was published in July 2007, and is part of the Local Development Framework, setting out the council's core strategies and objectives for the future development of the Borough. RfR1 and RfR4 refer to Policy CS16 from the Core Strategy.

### Policy CS16

***“Encouragement will be given to development proposals and management policies which foster an improved and integrated transport network and facilitate a shift of emphasis to non-car modes as a means of access to services and facilities. In particular the Council will work with the County Council and other relevant agencies in Epsom town centre to reduce the impact of roads and traffic movement, to support the development of opportunities for the use of public transport, and to enhance the pedestrian environment.***

***Throughout the Borough the Council will seek to ensure that highway design responds to the positive characteristics of an area and delivers a high quality public realm for all users. In creating new places, highway design should ensure that the needs of vehicular traffic do not predominate to the detriment of other modes of travel or to the quality of the environment created.***

***Development proposals will be required to be consistent with, and contribute to, the implementation of the Surrey Local Transport Plan and should:***

- ***Minimise the need for travel, through measures such as travel plans or the provision or enhancement of local services and facilities;***
- ***Provide safe, convenient and attractive accesses for all, including the elderly and disabled, and others with restricted mobility, and provide links to the existing network of footways, bridleways and cycleways, so as to maximise opportunities for their use;***
- ***Be appropriate for the highways network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected;***
- ***Avoid highway improvements which harm the environment and character of the area;***
- ***Provide appropriate and effective parking provision, both on and off-site, and vehicular servicing arrangements;***
- ***Ensure that vehicular traffic generated does not create new, or exacerbate existing, on street parking problems, nor materially increase other traffic problems, taking account of any contributions that have been secured to the provision of off-site works.***



---

***All major developments should be well located for convenient access by non-car modes, including walking, cycling and high quality public transport.***

***Land will be allocated in the Site Allocations DPD for the construction of the Kiln Lane link road."***

2.3.2 In terms of the specific requirements of Policy CS16:

- The application is accompanied by a Travel Plan to reduce the need for Travel.
- Safe access to the development is provided for all users onto Langley Vale Road and for pedestrians/cyclists to Bridleway 33.
- The traffic impacts of the development are acceptable and there are no works that harm the environment/character of the area.
- The development will bring forward appropriate parking and servicing arrangements at the reserved matters stage.

**Epsom and Ewell Development Management Policies (September 2015)**

2.3.3 The Epsom and Ewell Development Management Policies document was published in September 2015 (**CD4.2**) and sets out specific policies to manage the approach to development designed to maximise the achievement of planning objectives. RfR1 and RfR4 refer to Policy DM10 from the document.

**Policy DM 10 Design Requirements for New Developments (including House Extensions)**

***"Development proposals will be required to incorporate principles of good design. The most essential elements identified as contributing to the character and local distinctiveness of a street or area which should be respected, maintained or enhanced include, but are not limited, to the following:***

***(i) prevailing development typology, including housing types and sizes;***

***(ii) prevailing density of the surrounding area;***

***(iii) scale, layout, height, form (including roof forms), massing;***

***(iv) plot width and format which includes spaces between buildings;***

***(v) building line; and***

***vi) typical details and key features such as roof forms, window format, building materials and design detailing of elevations, existence of grass verges etc.***

***Development proposals should also:***

***(vii) be adaptable and sustainability designed, subject to aesthetic considerations;***

***(viii) incorporate the principles of safe design to reduce the risk and fear of crime, e.g. natural surveillance, appropriate levels of lighting;***

***(ix) have regard to the amenities of occupants and neighbours, including in terms of privacy, outlook, sunlight/daylight, and noise and disturbance;***

***(x) ensure that the development incorporates an appropriate layout and access arrangements for servicing the completed development from adjoining highway and pedestrian networks;***

***(xi) where appropriate their design and layout must not prejudice the development potential for similar proposals on neighbouring plots;***

***(xii) have regard to the public realm and to ways in which it can be enhanced as an integral part of the design of the development; and***

***(xiii) avoid locating structures, including, e.g. telecommunications equipment and building plant where they will be visually intrusive and likely to result in an adverse effect on the character and visual amenities of the local and wider area.***

***Further detailed guidance relating to residential developments, including householder developments, is included in our Design Quality Supplementary Planning Document.”***

2.3.4 From reviewing Policy DM10 against the RfRs, this policy is of little relevance. The only part of Policy DM10 relevant to transport/highways is Part (x) which refers to ensuring that developments incorporate an appropriate layout and access arrangements for servicing the completed development from the adjoining highway and pedestrian networks. As the access design for the development has been agreed as safe and suitable with officers at SCC in line with the NPPF, Policy DM10 part (x) has been satisfied and is not relevant.

## 2.4 Summary

2.4.1 My evidence demonstrates how the proposed development accords with the policies and guidance detailed above. As I have noted at paragraph 2.3.4, I consider that Policy DM10 is not relevant to the transport and highways matters outlined in RfR 1 and RfR 4.

---

### **3 Agreed Position with the Local Highway Authority (SCC)**

#### **3.1 Overview**

3.1.1 I have summarised in this section the relevant matters of the scheme that are agreed with SCC as the local highway authority. This is set out in the agreed Transport Statement of Common Ground (TSoCG) which is **CD9.6**.

3.1.2 The matters in agreement with SCC comprise the following:

- The site locality and existing transport conditions.
- The site access arrangements.
- The trip generation and traffic impact on the local highway network.
- The agreed package of measures to facilitate the uptake in sustainable transport modes.
- The impact on equestrian users and the horse racing industry.

#### **3.2 Site Locality and Existing Transport Conditions**

3.2.1 The TSoCG confirms that the site locality and existing transport conditions in the vicinity of the site are agreed with SCC. This comprises:

- The existing active travel networks, including definitions and designations of local cycle routes.
- The existing public transport networks, stops and frequency of services.
- The existing local facilities within the vicinity of the site and surrounding area, including the associated walking and cycling distances to these facilities.
- The existing local highway network and surveyed traffic data collected in March 2025 (comprising vehicle speeds and volumes).
- The existing situation regarding the number and routing of equestrian users on Langley Vale Road.

#### **3.3 Site Access Arrangements**

3.3.1 The site access arrangements from Langley Vale Road are shown on **Drawing ITB200788-GA-002E**. As noted in the TSoCG the site access has been subject to an independent Stage 1 Road Safety Audit (RSA) and the site access is agreed with officers at SCC. The site access arrangements will be secured via a planning condition.

---

### 3.4 Trip Generation and Traffic Impact

- 3.4.1 The trip generation and traffic assessment methodology and results provided within the TA and subsequent technical notes have been audited and reviewed by SCC (this included the modelling of the site access and off-site junctions). As set out in the TSoCG it is agreed that this approach is acceptable to assess the impact of the proposed development and that this provides a robust and realistic assessment of the impacts of the proposed development on the local highway network.
- 3.4.2 The conclusions of the trip generation and traffic modelling assessment are agreed with SCC. It is agreed that the additional traffic generation resulting from the proposed development would not have a severe impact on the local highway network considering all reasonable future scenarios and that the highway network would continue to operate acceptably.

### 3.5 Sustainable Transport Measures

- 3.5.1 The package of sustainable transport measures to be delivered by the proposed development is agreed with officers at SCC. This is detailed at Section 6 of the TSoCG.
- 3.5.2 I have provided further information on the sustainable transport measures to be delivered by the proposed development in Section 4 where I consider the sustainability of the development.

### 3.6 Road Safety, Equestrian and Horse Racing Impact

- 3.6.1 The TA presented an assessment of Personal Injury Collision (PIC) data for the local highway network for the most recently available five-year period at the time of writing (01/11/19 – 31/10/24). This assessment concluded that there are no pre-existing safety concerns present on the surrounding highway network and that existing safety conditions would not be exacerbated by the proposed development. The TSoCG confirms that this position is agreed with officers at SCC.
- 3.6.2 The TSoCG also presented an updated assessment of PIC data covering an extended 10-year period (01/05/16 – 30/04/26). This extended analysis also concluded that there are no pre-existing safety concerns present on the surrounding highway network and that existing safety conditions would not be exacerbated by the proposed development. The TSoCG confirms that this position is agreed with officers at SCC. I have summarised this extended assessment in Section 5 of this evidence.
- 3.6.3 It is agreed with SCC that there are no existing equestrian safety concerns on Langley Vale Road.
- 3.6.4 Analysis of the existing equestrian movements and the expected traffic generation of the development presented in the TA demonstrates that the increases in traffic generation as a result of the development will not generate a material additional safety risk to horses and equestrian users in comparison to the existing situation. SCC has confirmed agreement to this position as detailed in the TSoCG and have also confirmed that the proposed new vehicular access will not result in any detriment to equestrian safety.

---

3.6.5 I have addressed the matter of equestrian safety later in this evidence (see Section 5) although I note that in light of the agreement with SCC, EEBC have withdrawn RfR 4.

---

## 4 Sustainable Development and Location

### 4.1 Overview

4.1.1 In this section I consider the development with regards to access to sustainable transport modes and whether the site is in a sustainable location (or can be made sustainable). This is with regard to RfR 1.

4.1.2 This summarises the assessment provided previously in the TA (and ESTS) and provides an updated assessment where appropriate. I also refer to the package of sustainable transport measures that the development would bring forward as agreed with officers at SCC.

4.1.3 I have considered the access to sustainable transport modes in the context of the key sustainable transport test at paragraph 115 of the NPPF:

***“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

***a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;”***

4.1.4 Furthermore, I have also considered the access to sustainable modes in the context of Policy CS16 of the EEBC Core Strategy.

### 4.2 Active Travel

4.2.1 Section 4 of the TA presented a thorough review of the proposed development’s accessibility to active travel modes. This included:

- A detailed walking and cycling audit of local routes to key destinations (provided at Appendix A of the TA).
- A review of the Public Rights of Way (PROWs) in the vicinity of the site (including the network of bridleways across the Epsom Downs).

4.2.2 I have summarised this assessment in the following paragraphs and updated it where appropriate based on up-to-date information.

#### Walking

4.2.3 Within the vicinity of the site, Langley Vale Road has a 1.0m-1.5m wide footway on the eastern side. It is of generally good quality and is well-surfaced.

4.2.4 This footway routes northward from the site, providing pedestrian access to Langley Vale as well as connections to Beaconsfield Road, Grosvenor Road and Roseberry Road. Grosvenor Road and Roseberry Road provide walking routes through the village of Langley Vale, with both routes being lined with streetlighting. Langley Vale is a residential area, meaning that there is good natural surveillance and active frontages.

4.2.5 To the south of the site, the footway continues along Langley Vale Road until Ebbisham Lane. At this point, Bridleway 146 provides a segregated route towards the south. A Pegasus crossing is present on Langley Vale, some 350m southwest of the site, providing a controlled crossing point for equestrians and pedestrians to access towards Ashted.

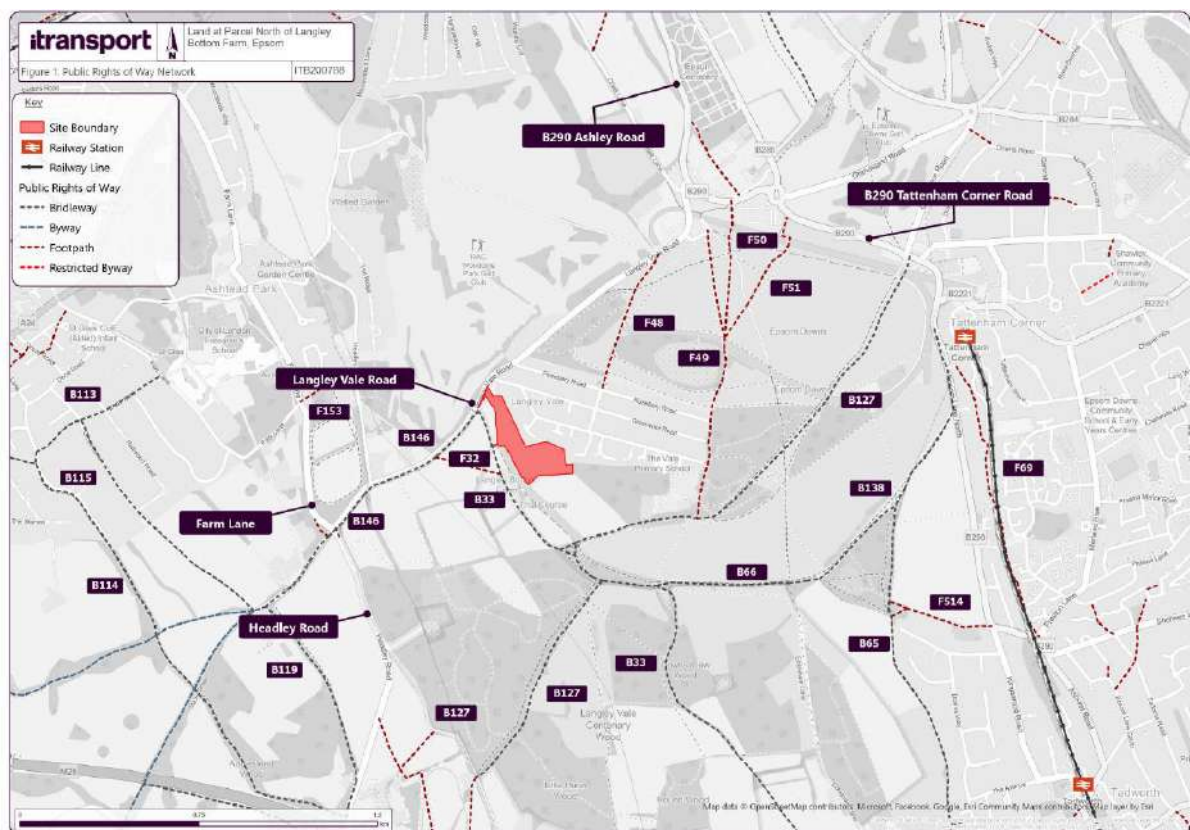
#### Public Rights of Way (PROW)

4.2.6 Given the site's proximity to Epsom Downs Racecourse, it benefits from excellent connectivity to a PROW network. The PROW network provides an attractive, traffic-free route with direct access to key facilities such as Langley Vale Primary School, Tattenham Corner Railway Station, and the local centres of Tattenham Corner and Tadworth.

4.2.7 I acknowledge that the use of PROW routes is not appropriate for every journey considering weather conditions and daylight during the winter months, however, it does present an opportunity in which active travel modes can be prioritised to and from the site.

4.2.8 The wider PROW network is shown on **Figure 1** with an extract provided in **Image 4.1**.

**Image 4.1: PROW Network**





### Bridleway Route 33

- 4.2.9 Route 33 extends from Langley Vale Road towards Langley Bottom Farm, via Ebbisham Lane and is approximately 700m in length. To the south, BW Route 33 connects with BW Route 127 and 47.
- 4.2.10 It is generally well-surfaced with tarmac on approach to Langley Bottom Farm. To the east of Langley Bottom Farm the route becomes more rural in nature but it is still well-surfaced, with no significant gradients.
- 4.2.11 Photos of Route 33 taken during a site visit(s) are shown in **Photo 4.1**.

**Photo 4.1: Bridleway Route 33**



Source: Site Visits

### Bridleway Route 127 / National Cycle Route (NCR) 22

- 4.2.12 Route 127 connects with Route 33 to the south and continues northbound across Epsom Downs before connecting with Tattenham Corner Road. From this point, it is a short walk to Tattenham Corner Railway Station and the amenities present within Tattenham Corner. Route 127 also forms NCR 22, meaning that a traffic-free route is provided which offers convenient cycle access to local centres such as Tottenham Corner and Tadworth.
- 4.2.13 My site observations indicate that the route is of good width and quality, with no significant gradients along most of the route. There is an incline at the beginning of Route 127, where it connects with Route 33 directly south of the site, however, this is over a short distance. The incline would not render it unsuitable for most people.
- 4.2.14 Photos of Route 127 / NCR22 taken during a site visit(s) are shown in **Photo 4.2**.

**Photo 4.2: Bridleway Route 127 / NCR22**



Source: Site Visits

### **Bridleway Route 65**

4.2.15 Route 65 connects with the B290 Epsom Lane North and continues southbound along the eastern edge of Walton Downs. Benches are provided intermittently to offer a place to rest, and signs directing to the wider PRow network are present.

4.2.16 My site observations indicate that the route is of good width and quality, and there are not significant level changes.

4.2.17 Photos of Route 65 taken during a site visit(s) are shown in **Photo 4.3**.

**Photo 4.3: Bridleway Route 65**



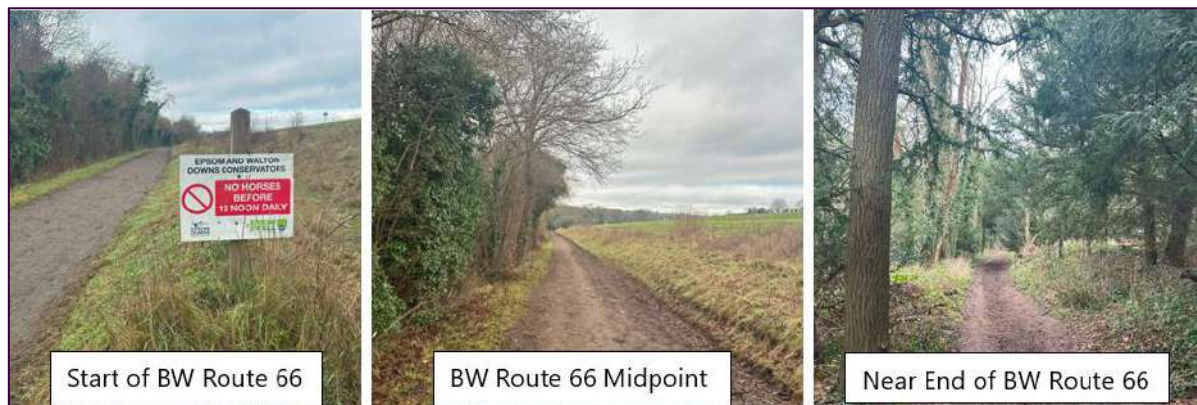
Source: Site Visits

### **Bridleway Route 66**

4.2.18 Route 66 connects with Route 65 and continues around the eastern edge of Walton Downs. To the west, it connects with Route 33 to the south of the site. Along this section, restrictions are in place which prevents equestrians from using this route before 12:00pm each day.

4.2.19 My site observations indicate that the route is of good width and quality, and there are not significant level changes.

4.2.20 Photos of Route 66 taken during the site visit are shown in **Photo 4.4**.

**Photo 4.4: Bridleway Route 66**

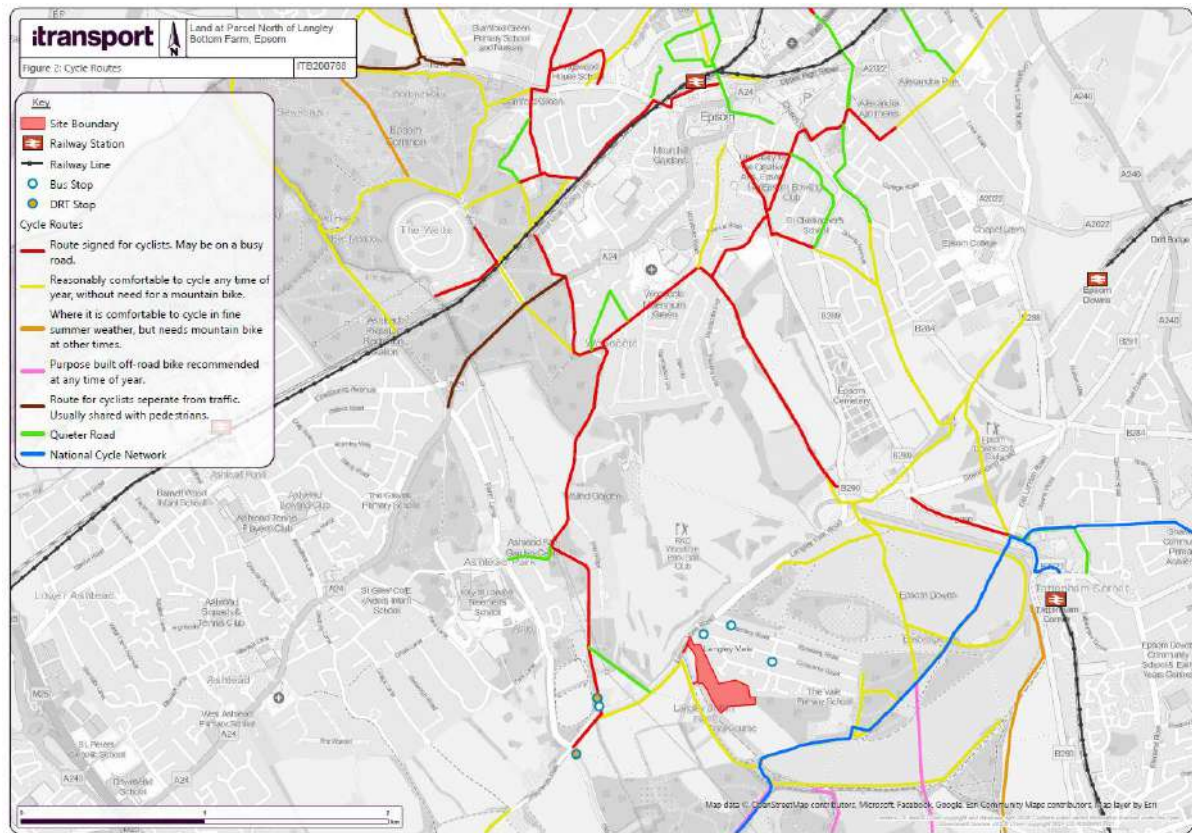
Source: Site Visit (16 January 2025)

### Cycling

- 4.2.21 Although there are no dedicated cycle facilities along Langley Vale Road, it is subject to a 30mph speed limit, has street lighting and is suitable for cycling for some. Alternative routes are available with the network of bridleways available to cyclists. Specifically, National Cycle Route (NCR) 22 located approximately 500m southeast of the site, along BW Route 127. NCR22 can be accessed almost immediately from the site, providing an off-carriageway route towards Tattenham Corner (and the railway station) and Tadworth, which is a 7 to 12-minute cycle journey.
- 4.2.22 **Figure 2** (extract at **Image 4.2**) provides a description of cycle routes within Epsom Down, demonstrating that routes are available for accommodating users of all abilities. The designations of the cycle routes have been informed by the Epsom and Ewell cycle map prepared by EEBC. These routes and their associated designations are agreed with officers at SCC (as detailed in the TSoCG).



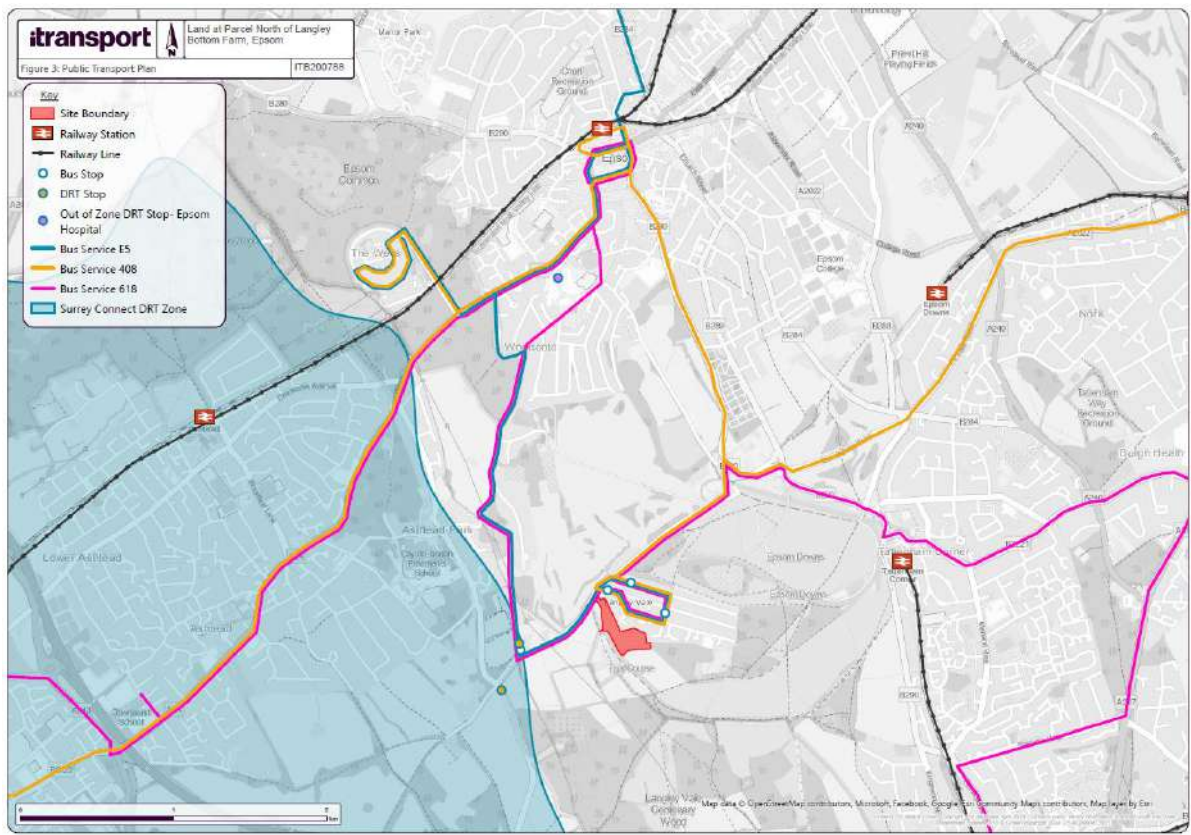
### Image 4.2: Cycle Routes



### 4.3 Public Transport

4.3.1 The public transport facilities in the vicinity of the are summarised on **Figure 3** with an extract provided in **Image 4.3**.

Image 4.3: Public Transport Plan



Bus

4.3.2 The closest bus stops to the site are located on Grosvenor Road, which can be accessed via a 5-minute walk (410m) from the centre of the developable area proposed within the site, based on walking speeds used within the TA and within the Healthy Street for Surrey (HSfS) guidance (additional stops are located on Roseberry Road and Harding Road). All stops are equipped with a flag and pole and timetable information and are served by the E5, 408 and 615 bus services (details summarised in **Table 4.1**). The E5 bus service has a journey time of 15 minutes to Epsom town centre.

Table 4.1: Summary of Bus Services

| Service | Route                                                                                                                          | Frequency                                                  |                                                           |            |
|---------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------|------------|
|         |                                                                                                                                | Weekday                                                    | Saturday                                                  | Sunday     |
| 408     | Grosvenor Road > Epsom Racecourse > Banstead<br>Railway Station > Marks and Spencer, Banstead > Chipstead Rectory Lane         | 16:20                                                      | No Service                                                | No Service |
| E5      | Grosvenor Road > The Greenway (The Wells) > Epsom Hospital > Clock Tower, Epsom > Tomlin Close, Ewell > Cherry Way, West Ewell | 06:32, 07:40, 09:50, 11:50, 13:45, 16:05, 18:05, and 19:15 | 06:35, 07:40, 09:40, 11:40, 13:40 15:40, 17:45, and 19:00 | No Service |

| Service | Route                                                                                                                                | Frequency    |            |            |
|---------|--------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|------------|
|         |                                                                                                                                      | Weekday      | Saturday   | Sunday     |
| 618     | Walton on the Hill – Tadworth<br>Railway Station – Tattenham<br>Corner Railway Station –<br>Epsom Hospital – Ashted -<br>Leatherhead | 07:31, 15:51 | No Service | No Service |

Source: BusTimes.org

#### Surrey Connect DDRT<sup>3</sup>

- 4.3.3 The Surrey Connect DDRT service operates at various locations across the County divided up into 'zones'. For each zone the service provides on-demand services within the zone from Monday to Friday 0700 – 1900 and Saturday 0800 – 2000. The services are booked via an app, and journeys are linked up other users who are travelling to similar local destinations at similar times. Adult single fares start at £2 for journeys under 5 miles and range to £8 for journeys between 10 – 12 miles. The service either stops at current/established bus stops or 'virtual' bus stops where no formal bus stops are in place.
- 4.3.4 The nearest zone to the site is the Central Surrey (North) zone that covers Ashted and Leatherhead, as well as extending southward to Dorking and serving Epsom Hospital (as an 'out of zone' stop). This is shown at **Image 4.4** with the site location of the proposed development shown for context.

---

<sup>3</sup> Digital Demand Responsive Transport

**Image 4.4: Surrey Connect DDRT Central North Zone**



Source: Surrey Connect / Consultant

- 4.3.5 The closest Surrey Connect DDRT stops to the site are located at Headley Road, 940m walking distance from the centre of the site. This is shown at **Image 4.5**.



Image 4.5: Surrey Connect DDRT Stops Closest to the Site



Source: Surrey Connect / Consultant

**Rail**

- 4.3.6 Several railway stations are located near the site, which can be accessed via a reasonable cycle journey or a short car-based journey.
- 4.3.7 All stations are equipped with cycle parking, which is covered and monitored by CCTV.
- 4.3.8 **Table 4.2** summarises the accessibility of local Railway Stations to the site.

Table 4.2: Summary of Rail Services

| Railway Station  | Distance from Centre of Site (m) | Destination                                                | Journey Time (mins) | Frequency  |
|------------------|----------------------------------|------------------------------------------------------------|---------------------|------------|
| Tattenham Corner | 2,900m                           | London Bridge (via Kingswood, Chipstead and South Croydon) | 26-minutes          | 2 per hour |
|                  |                                  | Dorking                                                    | 10-minutes          | 3 per hour |
|                  |                                  | Guildford                                                  | 30-minutes          | 2 per hour |
| Ashted           | 4,200m                           | Horsham                                                    | 33-minutes          | 2 per hour |
|                  |                                  | London Waterloo (via Clapham Junction)                     | 44-minutes          | 3 per hour |
|                  |                                  | London Victoria (via Epsom)                                | 46-minutes          | 3 per hour |
| Epsom Downs      | 3,800m                           | London Victoria (via Clapham Junction)                     | 62-minutes          | 3 per hour |
| Epsom            | 4,000m                           | Dorking                                                    | 15-minutes          | 3 per hour |
|                  |                                  | Guildford                                                  | 37-minutes          | 2 per hour |

| Railway Station | Distance from Centre of Site (m) | Destination                            | Journey Time (mins) | Frequency  |
|-----------------|----------------------------------|----------------------------------------|---------------------|------------|
| Epsom           | 1,000                            | London Waterloo (via Clapham Junction) | 37-minutes          | 4 per hour |
|                 |                                  | Horsham                                | 38-minutes          | 3 per hour |
|                 |                                  | London Bridge (via Sutton)             | 43-minutes          | 2 per hour |
|                 |                                  | London Victoria (via Clapham Junction) | 46-minutes          | 3 per hour |

Source: National Rail

4.4 Opportunities for Sustainable Transport

Local Facilities

4.4.1 I have summarised the key/everyday local facilities in the vicinity of the site and the surrounding area in **Table 4.3** below (the facilities are also shown on **Image 4.6**, with the full plan provided at **Figure 4**). **Table 4.3** also details the walking/cycling distance<sup>4</sup> (to the nearest 10m) to each facility from the centre of the developable area of the site via the shortest feasible route.

Table 4.3: Key Local Facilities

| Facility Type | Destination                           | Distance from Centre of Site (m) |
|---------------|---------------------------------------|----------------------------------|
| Education     | The Vale Primary School               | 1,180                            |
|               | City of London Freeman's School       | 2,470                            |
|               | St Giles C of E Infant School         | 2,730                            |
|               | Epsom Down Primary School             | 3,640                            |
|               | Rosebury School                       | 3,720                            |
|               | The Beacon School                     | 5,070                            |
| Retail        | Texaco Garage                         | 330                              |
|               | Morrisons Daily Post Office           | 2,880                            |
|               | Co-Op Local                           | 3,000                            |
|               | Epsom Town Centre <sup>5</sup>        | 3,700                            |
| Leisure       | Langley Vale Village Hall             | 820                              |
|               | Langley Vale Centenary Wood           | 1,200                            |
|               | Derby Arms Public House               | 1,850                            |
|               | Epsom Downs Racecourse                | 1,890                            |
|               | Woodcote Park Golf Club               | 2,400                            |
|               | Downswood Lawn Tennis Club            | 2,650                            |
|               | Tattenhams Library                    | 2,960                            |
|               | Tadworth Leisure and Community Centre | 3,500                            |

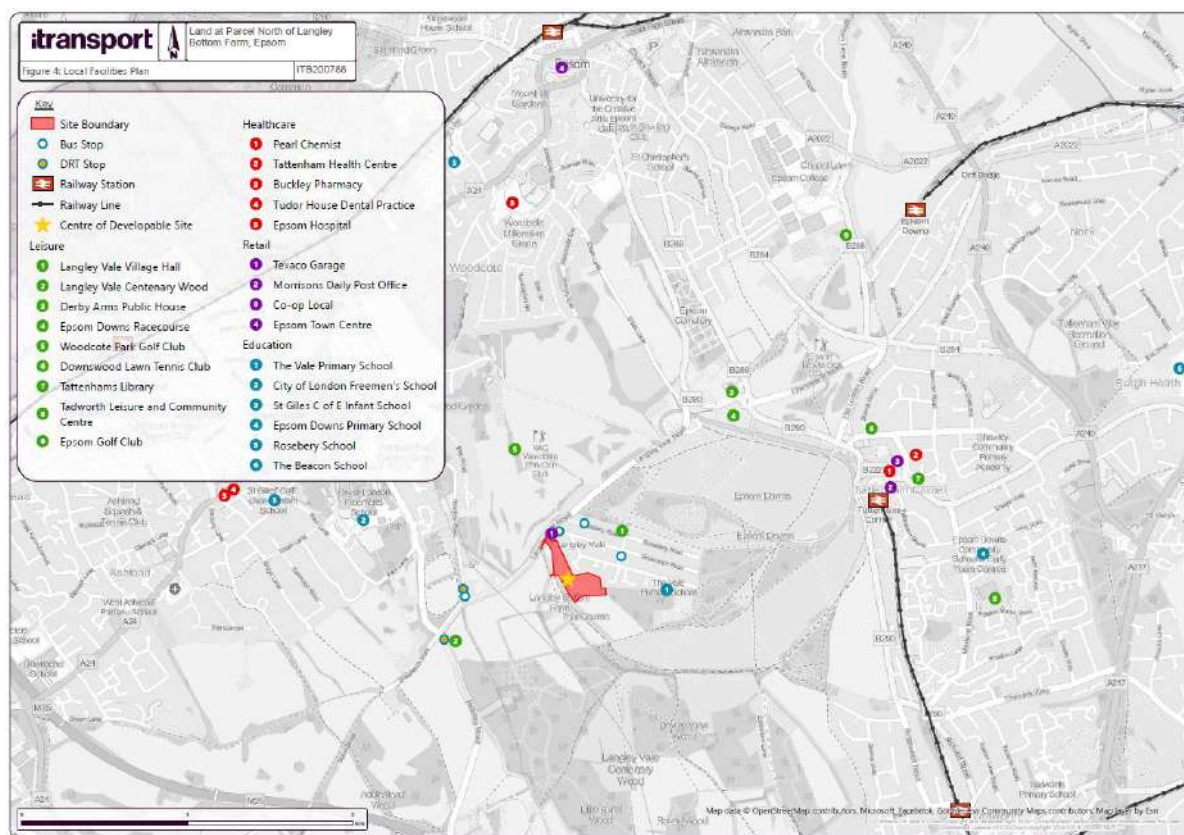
<sup>4</sup> I.e. the distance of the walking or cycling route to each of the facilities via the local highway, pedestrian and/or cycle networks (including PROWs).

<sup>5</sup> Epsom town centre also includes numerous employment opportunities.

| Facility Type | Destination                                                     | Distance from Centre of Site (m) |
|---------------|-----------------------------------------------------------------|----------------------------------|
| Healthcare    | Epsom Golf Club                                                 | 3,650                            |
|               | Pearl Chemist ( <i>formerly known as the Paydnes Pharmacy</i> ) | 2,880                            |
|               | Tattenham Health Centre                                         | 3,000                            |
|               | Buckley Pharmacy                                                | 3,000                            |
|               | Tudor House Dental Practice                                     | 3,050                            |
|               | Epsom Hospital                                                  | 3,300                            |
|               | Grosvenor Road Bus Stop                                         | 410                              |
| Transport     | Roseberry Road Bus Stop                                         | 610                              |
|               | Headley Road DDRT Stop                                          | 940                              |
|               | Tattenham Corner Railway Station                                | 2,900                            |
|               | Epsom Railway Station                                           | 4,000                            |
|               | Epsom Down Railway Station                                      | 3,800                            |
|               | Ashted Railway Station                                          | 4,200                            |

Source: Consultant's Estimates

Image 4.6: Local Facilities Plan



4.4.2 The location and distances of the facilities detailed in **Table 4.3** and **Image 4.6** are agreed with officers at SCC as detailed in the TSoCG.

## Walking

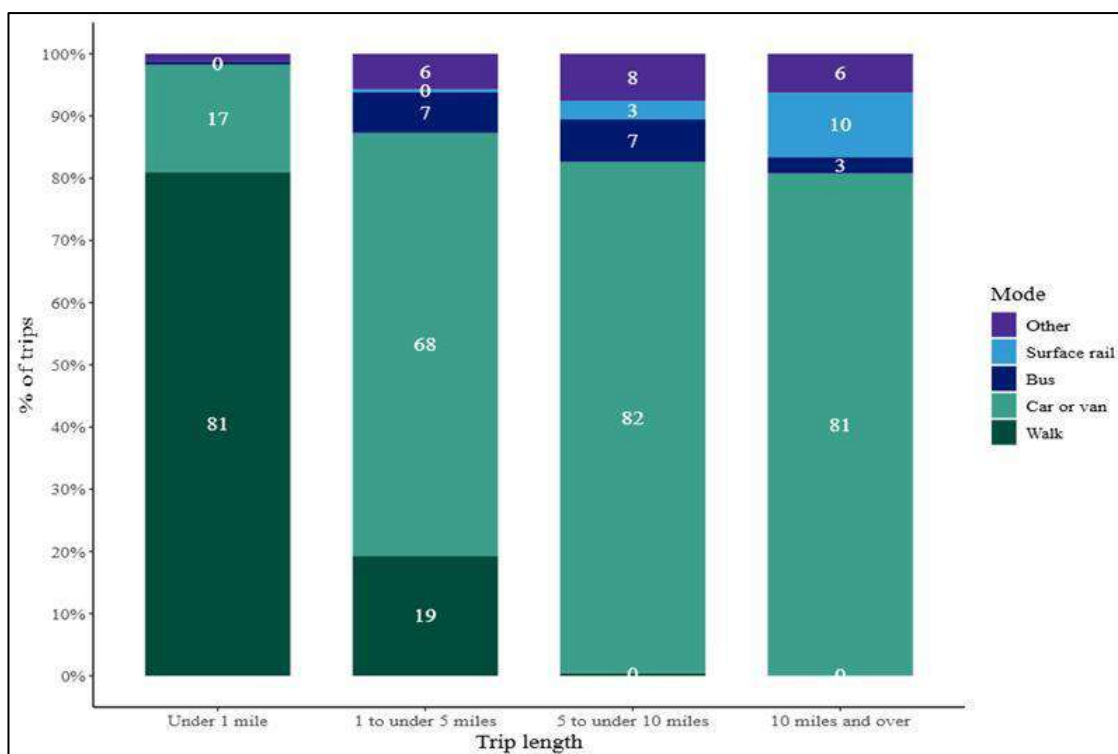
4.4.3 Paragraph 4.4.1 of the Manual for Streets (**CD12.6**) identifies that:

***“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas” and “this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”***

4.4.4 The data in the National Travel Survey (NTS) (Table NTS308), identifies that the vast majority (81%) of trips of up to one mile (1.6km) are undertaken on foot. The data also shows that 19% of journeys between 1 and 2 miles will be on foot, i.e., a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km). Walking is therefore a realistic and feasible option for many short trips.

4.4.5 **Image 4.7** from the NTS (2024) shows illustratively the change in mode share as the trip length increases.

**Image 4.7: Mode of Travel by Distance**



Source: National Travel Survey (NTS) England 2024

4.4.7 The one-mile (1.6km) distance is reflected in Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) (CD12.7) which states:

***“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”***

4.4.8 Therefore, providing new homes within one mile of facilities and services would provide the greatest opportunity for trips to be made on foot.

4.4.9 That is not to say that a mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything. NTS data shows that around one-third of journeys between one and two miles are undertaken on foot<sup>6</sup>.

4.4.10 Furthermore, Section 4.4 of the SCC Healthy Streets for Surrey (HSfS) guidance<sup>7</sup> (CD12.8) also states the following regarding assessing local connectivity for both walking and cycling:

***“A facility is considered accessible by foot if it is within a 10-minute, and ideally 5-minute, walk. Similarly, a convenient cycle is around 5 – 10 minutes. In line with the principles of the 20-minute neighbourhood, most people’s needs should be available within a 20-minute walk or cycle.***

- ***Typical walking speed of 80m per minute. A 5-minute walk = c.400m, 10-minute walk = c.800m and 20-minute walk = c.1600m.***

4.4.11 Against the background of all of the above, the following walking distances are identified as relevant to the development site:

- a. 800m – Under a 10-minute walk typically characterised as a “walkable neighbourhood”. The SCC HSfS guidance also defines a facility as “accessible by foot” if it is within this 10-minute walk.
- b. 1,600m – The distance within which circa three-quarters of journeys are made on foot. This is equivalent to a 20-minute walk and the SCC HSfS guidance notes that most people’s needs should be available within a 20-minute walk (or cycle).
- c. 2,000m – The distance that offers the greatest potential to replace short car trips as identified at paragraph 4.4.1 of the Manual for Streets.

---

<sup>6</sup> As detailed in National Travel Survey (NTS) (Table NTS308).

<sup>7</sup> As detailed in Section 4.4 of SCC HSfS <https://www.surreycc.gov.uk/land-planning-and-development/healthy-streets/requirements-and-guidance/section?id=4.4>



- d. 3,200m – The distance within which a significant proportion (circa one-third) of journeys will be on foot as detailed in the NTS.

4.4.12 Regarding walking speed, the Healthy Streets for Surrey guidance identifies a typical walking speed of 80m per minute, equating to 1.33m per second. The TA adopted walking times based on the directions function within Google Maps, which assumes a walking speed of 1.39m per second. Many can walk quicker than these speeds.

4.4.13 **Table 4.4** summarises the local facilities that are accessible on foot from the proposed development site in line with the distances provided in **Table 4.3**, and the walking speeds described in paragraph 4.4.10. The facilities are also shown on **Figure 5** (extract provided in **Image 4.8**) alongside associated isochrones.

**Table 4.4: Key Local Facilities – Walking Times**

| Facility Type | Destination                                                     | TA Walking Time (mins) | SCC Healthy Streets Walking Time (mins) |
|---------------|-----------------------------------------------------------------|------------------------|-----------------------------------------|
| Education     | The Vale Primary School                                         | 14                     | 15                                      |
|               | City of London Freeman's School                                 | 30                     | 31                                      |
|               | St Giles C of E Infant School                                   | 33                     | 34                                      |
|               | Epsom Down Primary School                                       | 44                     | 46                                      |
|               | Rosebury School                                                 | 45                     | 47                                      |
|               | The Beacon School                                               | 61                     | 64                                      |
| Retail        | Texaco Garage                                                   | 4                      | 4                                       |
|               | Morrisons Daily Post Office                                     | 35                     | 36                                      |
|               | Co-Op Local                                                     | 36                     | 38                                      |
|               | Epsom Town Centre                                               | 44                     | 46                                      |
| Leisure       | Langley Vale Village Hall                                       | 10                     | 10                                      |
|               | Langley Vale Centenary Wood                                     | 14                     | 15                                      |
|               | Derby Arms Public House                                         | 22                     | 23                                      |
|               | Epsom Downs Racecourse                                          | 23                     | 24                                      |
|               | Woodcote Park Golf Club                                         | 29                     | 30                                      |
|               | Downswood Lawn Tennis Club                                      | 32                     | 33                                      |
|               | Tattenhams Library                                              | 35                     | 37                                      |
|               | Tadworth Leisure and Community Centre                           | 42                     | 44                                      |
|               | Epsom Golf Course                                               | 44                     | 46                                      |
| Healthcare    | Pearl Chemist ( <i>formerly known as the Paydnes Pharmacy</i> ) | 35                     | 36                                      |
|               | Tattenham Health Centre                                         | 36                     | 38                                      |
|               | Buckley Pharmacy                                                | 36                     | 38                                      |
|               | Tudor House Dental Practice                                     | 36                     | 38                                      |

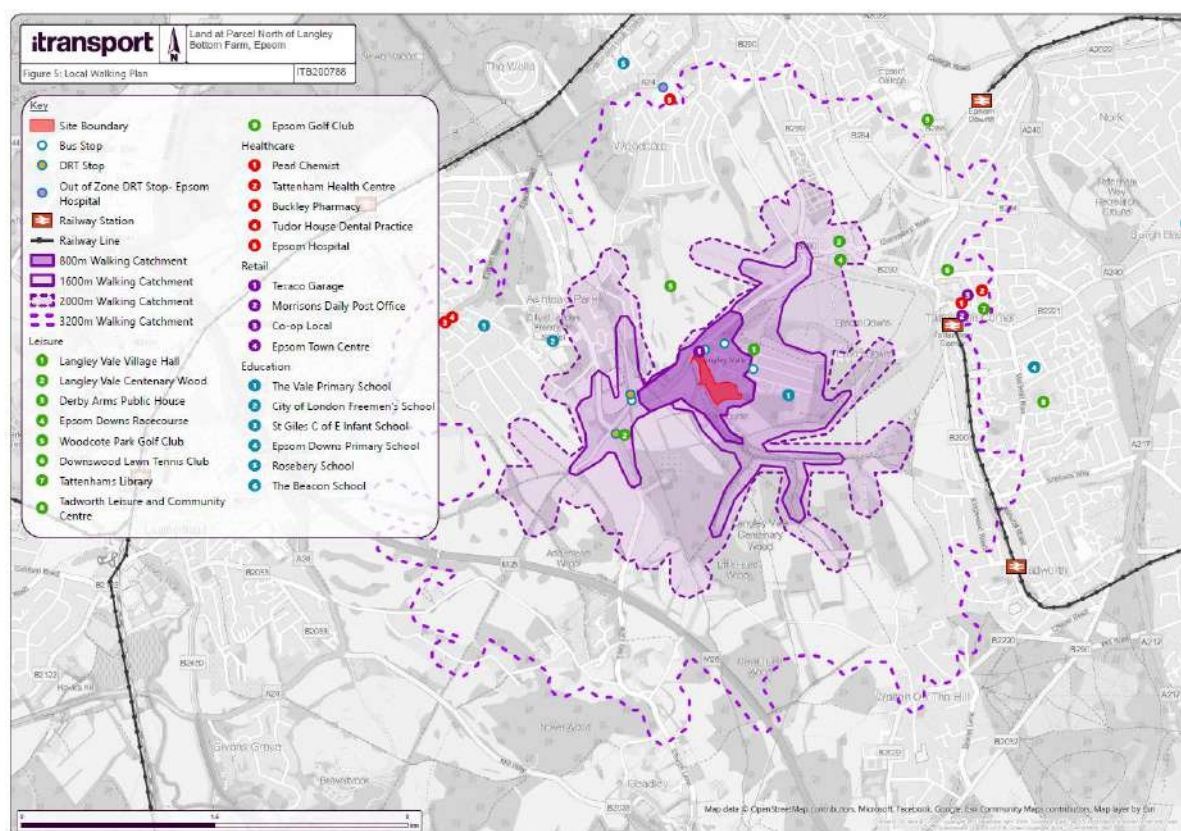


| Facility Type | Destination                      | TA Walking Time (mins) | SCC Healthy Streets Walking Time (mins) |
|---------------|----------------------------------|------------------------|-----------------------------------------|
| Transport     | Epsom Hospital                   | 40                     | 41                                      |
|               | Grosvenor Road Bus Stop          | 5                      | 5                                       |
|               | Headley Road DDRT Stop           | 11                     | 12                                      |
|               | Tattenham Corner Railway Station | 35                     | 36                                      |
|               | Epsom Railway Station            | 48                     | 50                                      |
|               | Epsom Down Railway Station       | 46                     | 48                                      |
|               | Ashted Railway Station           | 50                     | 53                                      |

Source: Consultant's Estimates

\*TA walking time based on 1.39 metres per second

\*SCC Healthy Streets walking time based on 1.33 metres per second

**Image 4.8: Local Walking Plan**

4.4.14 **Table 4.4** and **Image 4.8** highlight that, considering the rural nature of the site, there are four facilities within an accessible 20-minute walk, including The Vale Primary School, the Texaco Garage, the Langley Vale Village Hall and the Langley Vale Centenary Wood.

4.4.15 Against this context the 2024 National Travel Survey (NTS) shows that around 64% of all typical daily trips are to leisure, shopping and educational services/facilities (ref: 2024 NTS, Table 0504). Facilities for all these everyday journey purposes are accessible within a 20-minute walk of the site as noted above.

4.4.16 The walking distance to The Vale Primary School is measured as the shortest route along the public highway network from Langley Vale Road and Beaconsfield Road. However, it should be noted that alternative (and shorter) traffic-free walking routes to the school are available via the PROW network to the rear of the site which would offer a realistic alternative.

### Cycling

4.4.17 The Department for Transport's Cycling and Walking Investment Strategy (2017) (CD12.3) states at paragraph 1.16 that:

***“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school.”***

4.4.18 The DfT's Gear Change A bold vision for cycling and walking (CD12.4) states (page 11) that:

***“In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking.”***

4.4.19 Paragraph 2.2.2 of the DfT Document LTN 01/20 'Cycle Infrastructure Design' (CD12.5) discusses typical cycle trip distances and states that:

***“Two out of every three personal trips are less than five miles (8km) in length –an achievable distance to cycle for most people, with many shorter journeys also suitable for walking”.***

4.4.20 As I have set out above, Section 4.4 of the SCC HSfS Guidance is also relevant regarding cycling as follows:

***“A facility is considered accessible by foot if it is within a 10-minute, and ideally 5-minute, walk. Similarly, a convenient cycle is around 5 – 10 minutes. In line with the principles of the 20-minute neighbourhood, most people's needs should be available within a 20-minute walk or cycle.***

- Typical cycling speed of 240-400m per minute. A 5-minute cycle = 1,200m – 2000m. However, e-bikes could be used to unlock permeability and sustainable travel choices, particularly where topography may otherwise make such journeys unattractive.”***

4.4.21 Against the background of all of the above, the following walking distances are identified as relevant to the development site:

- a. 2,000m – Equivalent to the fastest five-minute cycle journey time as noted in the SCC HSfS guidance and it is also within a 10-minute cycle journey time based on slower speeds. It can be defined as a 'convenient' cycle distance.
- b. 5,000m – This distance provides the greatest potential to replace car trips. It is between a 12 - 20-minute cycle journey time based on the speeds outlined in the HSfS guidance. It can therefore be defined as an 'accessible' cycling distance.
- c. 8,000m – Longest form of regular cycle journey and is equivalent to the fastest cycle journey time outlined in the HSfS guidance (even for the fastest cycle time it is equivalent to a 20-minute cycle). It can therefore be defined as an 'acceptable' cycling distance.

4.4.22 **Table 4.5** summarises the local facilities that are accessible by cycling from the proposed development site in line with the distances summarised in **Table 4.3**, and accounting for the range of cycle speeds set out in the HSfS guidance. The facilities are also shown on **Figure 6** (extract provided in **Image 4.9**) alongside associated isochrones.

**Table 4.5: Key Local Facilities – Cycling Distance**

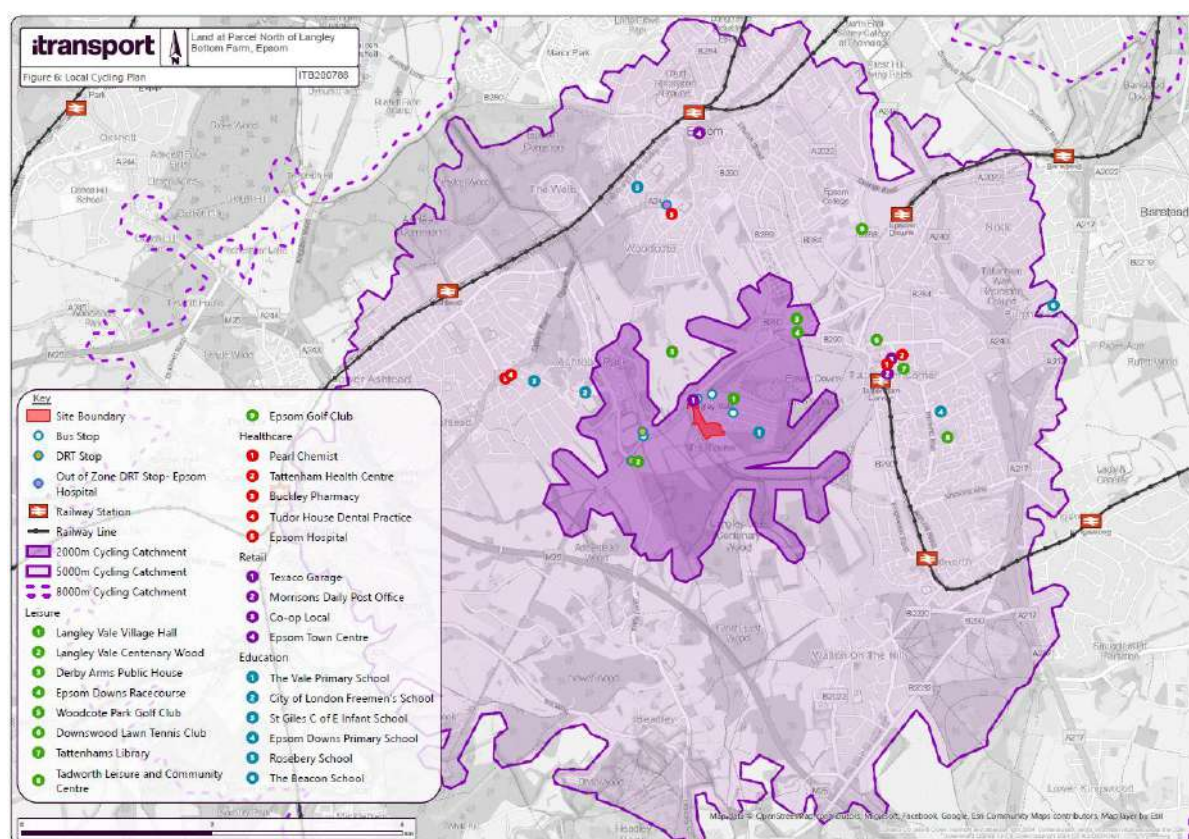
| Facility Type | Destination                           | Cycling Time (mins) –<br>based on 240m per<br>minute | Cycling Time (mins) –<br>based on 400m per<br>minute |
|---------------|---------------------------------------|------------------------------------------------------|------------------------------------------------------|
| Education     | The Vale Primary School               | 5                                                    | 3                                                    |
|               | City of London Freeman's School       | 10                                                   | 6                                                    |
|               | St Giles C of E Infant School         | 11                                                   | 7                                                    |
|               | Epsom Down Primary School             | 15                                                   | 9                                                    |
|               | Rosebury School                       | <b>16</b>                                            | <b>9</b>                                             |
|               | The Beacon School                     | <b>21</b>                                            | <b>13</b>                                            |
| Retail        | Texaco Garage                         | 1                                                    | 1                                                    |
|               | Morrisons Daily Post Office           | 13                                                   | 8                                                    |
|               | Co-Op Local                           | 13                                                   | 8                                                    |
|               | Epsom Town Centre                     | 15                                                   | 9                                                    |
| Leisure       | Langley Vale Village Hall             | 3                                                    | 2                                                    |
|               | Langley Vale Centenary Wood           | 5                                                    | 3                                                    |
|               | Epsom Downs Racecourse                | 8                                                    | 5                                                    |
|               | Derby Arms Public House               | 8                                                    | 5                                                    |
|               | Woodcote Park Golf Club               | 10                                                   | 6                                                    |
|               | Downswood Lawn Tennis Club            | 11                                                   | 7                                                    |
|               | Tattenhams Library                    | 13                                                   | 8                                                    |
|               | Epsom Golf Course                     | 15                                                   | 9                                                    |
|               | Tadworth Leisure and Community Centre | 15                                                   | 9                                                    |



| Facility Type | Destination                                                     | Cycling Time (mins) – based on 240m per minute | Cycling Time (mins) – based on 400m per minute |
|---------------|-----------------------------------------------------------------|------------------------------------------------|------------------------------------------------|
| Healthcare    | Pearl Chemist ( <i>formerly known as the Paydnes Pharmacy</i> ) | 13                                             | 8                                              |
|               | Tattenham Health Centre                                         | 13                                             | 8                                              |
|               | Buckley Pharmacy                                                | 13                                             | 8                                              |
|               | Tudor House Dental Practice                                     | 13                                             | 8                                              |
|               | Epsom Hospital                                                  | 14                                             | 8                                              |
| Transport     | Tattenham Corner Railway Station                                | 12                                             | 7                                              |
|               | Epsom Railway Station                                           | 17                                             | 10                                             |
|               | Epsom Down Railway Station                                      | 16                                             | 10                                             |
|               | Ashted Railway Station                                          | 18                                             | 11                                             |

Source: Consultant's Estimates.

Image 4.9: Local Cycling Plan



4.4.23 **Table 4.5** and **Image 4.9** highlight that all of the local facilities identified in **Table 4.3** are within a 5,000m (20 minute) cycle journey, which is defined as an accessible cycle distance. These facilities span a range of uses which would serve the everyday needs of future site users.

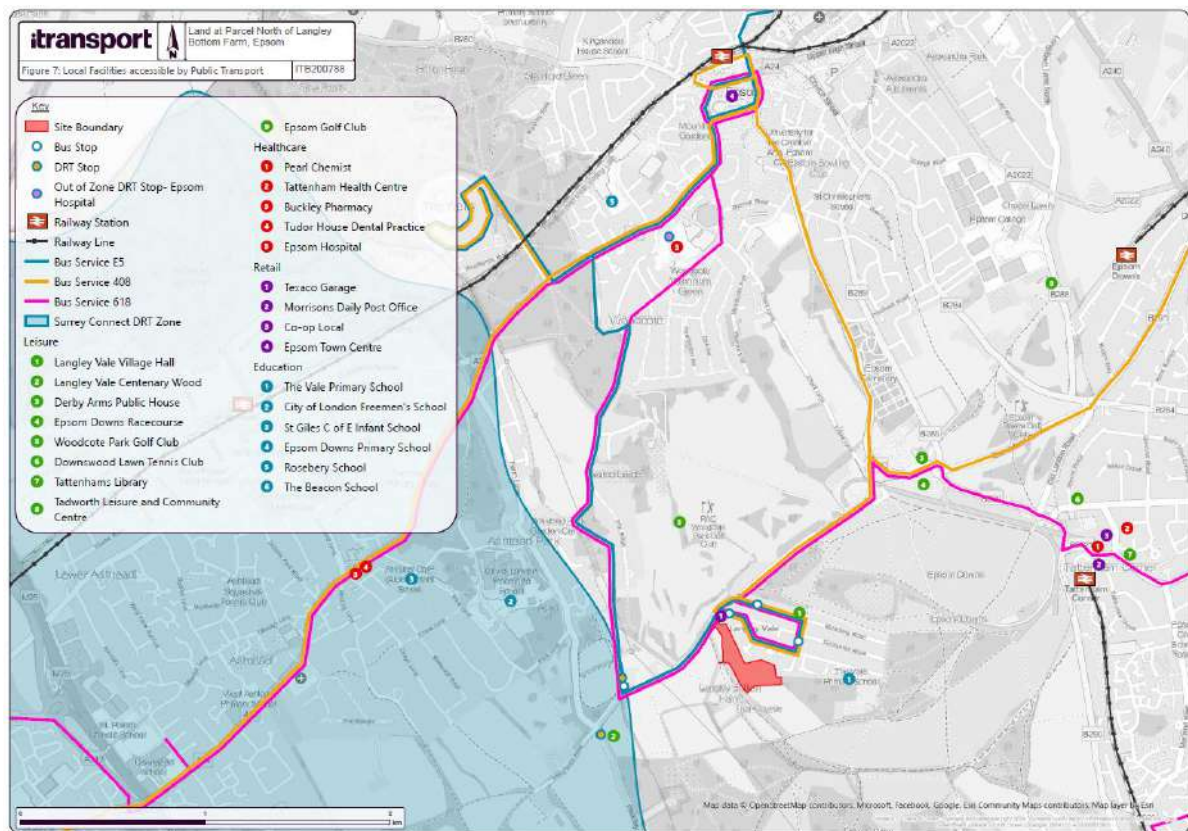
4.4.24 Facilities covering retail, education and leisure are all located within 2,000m, which is defined as a convenient cycle distance.

- 
- 4.4.25 Epsom town centre is also located within an accessible 5,000m cycle distance from the site and contains a wide range of everyday facilities for leisure, employment and retail. Combined, these journey purposes comprise 65% of typical daily trips (*ref: 2024 NTS, Table 0504*).
- 4.4.26 Several surrounding railway stations, including Epsom, Epsom Downs, Tattenham Corner, and Ashted, are located within a 5,000m cycle journey, meaning that genuine multimodal sustainable trips can be made to and from the site, with cycle parking provided at these railway stations. These multimodal trips can facilitate genuine opportunities for commuting trips further afield to destinations including London, Guildford and Dorking.
- 4.4.27 As illustrated in **Image 4.2**, the site is surrounded by a network of designated cycle routes, meaning that access to these facilities would be achieved through established cycle routes, furthering their attractiveness for use.
- 4.4.28 The prevalence of e-bikes (supported by the provision of voucher (as discussed in **Section 4.6**)), will further encourage less experienced cyclists to undertake active travel journeys and assist users more generally with local topography and provide increased accessibility for destinations and facilities further afield.

#### Public Transport

- 4.4.29 **Figure 7** (extract provided at **Image 4.10**), illustrates the facilities accessible by existing public transport connections. Through a combination of the E5, 408, 618 and DDRT services, a number of the surrounding facilities identified in **Table 4.3** can be accessed via public transport, including Epsom town centre. Epsom and Ashted Railway Stations can also both be accessed via local buses and DDRT. The journey time on the E5 bus to Epsom town centre is 15 minutes.



**Image 4.10: Local Facilities Accessible by Public Transport**

4.4.30 Epsom and Ashted Railway Stations can also both be accessed via local buses and DDRT. These stations provide fast and frequent services to London Waterloo, London Victoria, Guildford, Epsom and Dorking.

4.4.31 The E5 and 408 bus services provide access to key surrounding destinations such as Epsom, West Ewell, Ashted, Leatherhead, and Cobham, whilst the Surrey Connect DDRT Central North Zone provides access to Epsom Hospital, Ashted, Dorking, and Cobham. School bus 618 provides connections to St. Andrew's School and All Saints School, as well as stopping at Epsom Hospital.

---

4.4.32 The following local amenities can be accessed by bus or DDRT service:

- Epsom Hospital
- Epsom Railway Station
- Epsom Town Centre
- City of London Freeman's School
- St Giles C of E Infant School
- Buckley Pharmacy
- Tudor House Dental Practice
- Derby Arms Public House

4.4.33 A range of amenities are therefore available to future site users through the local bus services or DDRT services, which would serve their everyday needs.

## 4.5 **Agreed Sustainable Transport Strategy and Measures**

4.5.1 The package of sustainable transport measures to be delivered by the proposed development has been agreed with officers at SCC (as detailed in the TSoCG).

### Active Travel

4.5.2 The following measures are to be provided to prioritise active travel:

- New direct footways and a shared footway/cycleway onto Langley Vale Road as part of the site access arrangements (shown on **Drawing ITB200788-GA-002E**). This will be secured via a planning condition.
- A new direct connection at the southwest corner of the site to Bridleway 33. This is shown on the plan included at Appendix C of the TA (an extract is included overleaf). It will be addressed in detail at the reserved matters stage.

**Image 4.11: Proposed Connection to Bridleway 33**



Source: Parameter Plan – TA Appendix C

- A site layout designed to prioritise active travel modes in line with HSfS (to be addressed at the reserved matters stage).
- Improved pedestrian facilities within Langley Vale comprising new surfacing and crossing facilities as shown on **Drawings ITB200788-GA-101, ITB200788-GA-102, ITB200788-GA-103 & ITB200788-GA-104**. These improvements are to be secured via a pre-occupation condition.
- All homes will be provided with secure cycle parking and e-bike charging facilities (to be secured via a planning condition).
- Soft measures will be set out within the Travel Plan to promote walking and cycling (e.g. the promotion of local cycle routes). Information on local active travel routes will be provided to all occupiers of new homes.
- Cycle vouchers will be provided for all occupiers of the new development that can be used to purchase cycles, e-bikes or cycling equipment. This will be secured via a planning obligation within a Section 106 and will be detailed within the Travel Plan.

4.5.3 With regards to walking, the above measures will improve the walking accessibility within Langley Vale and enhance the connectivity to the following facilities that are within an easy 10-minute walk:

- The Vale Primary School.
- The Texaco Garage.
- Langley Vale Village Hall.
- Nearby bus stops at Grosvenor Road.

4.5.4 As detailed in **Table 4.5** there are retail, education, and leisure facilities that are located within a convenient cycling distance (2km) and all local facilities (as set out in **Table 4.3**) are located within an accessible cycling distance (5km) (including Epsom railway station which is served by fast and frequent rail services). These facilities are already accessible via numerous designated and signed cycle routes (including through use of the PROW network), however the measures detailed above will improve the cycle connectivity to these places. In particular, the promotion and use of e-bikes will enable the network to be cycled with greater ease.

4.5.1 The active travel improvements demonstrate adherence to the first part of paragraph 117 of the NPPF by giving **“priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas”**. It is also compliant with EEBC Core Strategy Policy CS16 as the improvements will seek to **“facilitate a shift of emphasis to non-car modes as a means of access to services and facilities”**.

#### Public Transport

4.5.2 The following measures are to be provided to promote the use of public transport (as agreed with SCC):

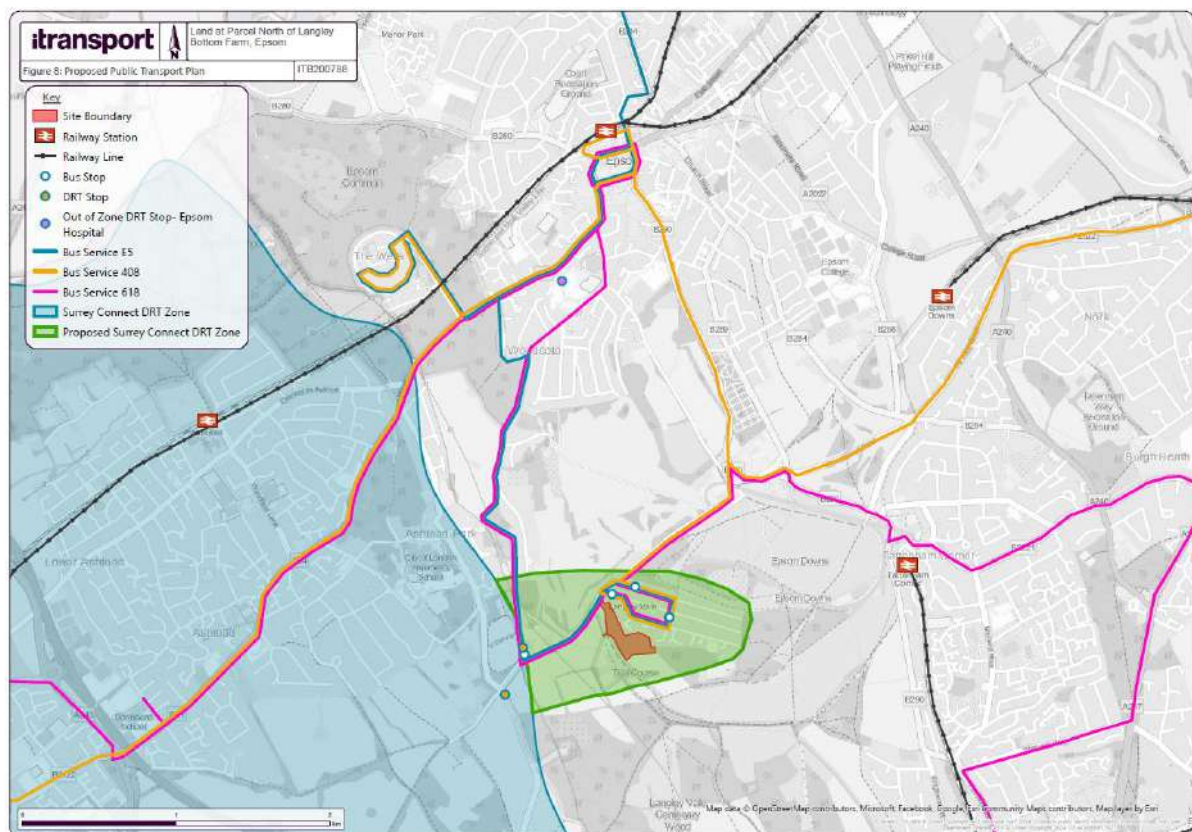
- The provision of a financial contribution of £200,000 per annum for five years to provide an enhanced bus service provision to the site, either through the extension of the Surrey Connect DDRT (Digital Demand Response Transport) service or securing/improving the existing E5 bus service to Langley Vale. The first payment will prior to or on occupation of the development and will be secured via a planning obligation detailed in a Section 106 agreement.
- The existing bus stops located at Grosvenor Road and Harding Road will be improved to include provision of shelter, seating, lighting, accessible kerbing and Real Time Passenger Information (RTPI). This will be secured via a planning condition.
- Measures will be set out within the Travel Plan to promote public transport (e.g. the promotion of the Surrey Connect DDRT service). Information on local public transport will be provided to all occupiers of new homes.



4.5.3 The potential extension to the Surrey Connect DDRT service is shown on **Figure 8** (extract provided in **Image 4.12**). This extension would cover both the proposed development and the village of Langley Vale with the service able to stop at the existing bus stops within Langley Vale and/or stop at a 'virtual' bus stop to be located within the proposed development. An extended Surrey Connect DDRT service will provide:

- Improved public transport connections to the key destinations of Ashted and Leatherhead.
- Improved connections to Ashted railway station which offers fast and frequent rail services to London Waterloo, London Victoria, Guildford, Epsom and Dorking for greater connectivity further afield.
- Significant connectivity benefits to the existing 584 households in Langley Vale (by the Surrey Connect service stopping at the enhanced bus stops within Langley Vale).

**Image 4.12: Proposed Public Transport Plan**



4.5.4 Should the financial contribution be used to enhance the E5 bus service, the upgrades to this service will enhance the connectivity to Epsom and its railway station with a regular at least hourly service across the day. All the existing 584 households in Langley Vale would benefit from these improvements.



4.5.5 In conjunction with the above, it should be noted that Tattenham Corner, Epsom and Epsom Downs railway stations are all located within an accessible cycling distance from the site via cycling on existing signed and designated cycle routes (including the PROW network). The stations are served by regular rail services. In particular, Epsom is served by numerous fast services for commuting trips to London and other destinations.

4.5.6 The public transport improvements demonstrate adherence to the first part of paragraph 117 of the NPPF by giving priority **“second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”**. It is also compliant with EEBC Core Strategy Policy CS16 as the improvements will seek to **“facilitate a shift of emphasis to non-car modes as a means of access to services and facilities”**.

#### Car Club

4.5.7 The proposed development will bring forward two car club spaces with associated electric vehicle charging points. Two car club electric vehicles will be provided for a minimum of three years with three years free membership and £50 worth of driving credit provided to new residents. The provision of the car club spaces and vehicles will be secured via a Section 106 planning obligation (as agreed with SCC).

4.5.8 The second of these car club spaces can either be provided within the development or within the village of Langley Vale at a suitable location to be determined. For example, a suitable location within Langley Vale could be near to the junction of Grosvenor Road and Harding Road, which is centrally located within Langley Vale and is therefore conveniently accessible to most existing residents. There is also sufficient space on the carriageway for a suitably marked out space to be safely located. The exact location of the car club space would be determined through agreement with SCC in consultation with existing local residents and will be secured with a Traffic Regulation Order (funded by Fairfax Aspire Ltd).

4.5.9 Discussions have taken place with SCC's preferred car club operator, Enterprise, regarding the commercial aspects of delivering two car club spaces. The key points from Enterprise's proposal are provided below:

- A cost £90,000 for two EVs (based on a three-year contract at £15,000 per vehicle per year) – this will be funded by Fairfax Aspire Ltd.
- Residents within the new development will benefit from 3 year's free membership of Enterprise Car Club and receive £50 free drive-time (again funded by Fairfax Aspire Ltd).
- Discount for Enterprise Rent-A-Car across the UK for all users.

4.5.10 The car club will enable residents to have access to a car for those journeys that need them, without the need to own a car. This in turn can lower local car ownership levels and reduce the number of trips made by private car. This applies to both the new residents of the proposed development and the existing residents who live within Langley Vale.

4.5.11 The provision of car club spaces utilising electric vehicles is compliant with the definition of sustainable transport modes as outlined by the NPPF:

***“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”***

#### **Electric Vehicle and E-Bike Charging Points**

4.5.12 Whilst the details of electric vehicle and e-bike charging points are a reserved matter, the proposed development will bring forward the following as a minimum:

- Each new home will be provided with one ‘fast’ electric vehicle charging point (min 7kW).
- 50% of any communal parking spaces will be provided with active vehicle electric charging points and 50% will be provided with passive electric vehicle charging points.
- Each new home will be provided with one e-bike charging point (or the equivalent infrastructure to charge e-bikes).
- 5% of all communal cycle parking spaces will be provided with the ability to charge e-bikes.

4.5.13 It is agreed with SCC that the provision of electric vehicle and e-bike charging points will be secured via a planning condition.

4.5.14 The provision of appropriate charging facilities is in line with the fifth part of paragraph 117 of the NPPF as the proposed development is ***“designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”***

#### **Travel Plan**

4.5.15 It is agreed with SCC that a Travel Plan will be implemented at the development from first occupation. This Travel Plan will be in accordance with the Framework Travel Plan (*report reference: report ITB200788-002a*) that was submitted alongside the outline application and agreed with officers at SCC.

4.5.16 It is agreed with SCC that this Travel Plan will be secured via a planning condition and that it will need to be submitted and approved prior to first occupation of the development.

4.5.17 The implementation of a Travel Plan is in line with national and local transport planning policy and guidance.

## 4.6 DfT Connectivity Tool and Site Comparison

- 4.6.1 The Department for Transport (DfT) Connectivity Tool provides a national connectivity metric. It shows the relative connectivity to everyday destinations by walking, cycling and public transport. **Image 4.13** provides an extract from the connectivity tool which provides the connectivity score and local authority band of the site.

**Image 4.13: Connectivity Tool Extracts (CD12.2)**



- 4.6.2 The site has a connectivity score of 42 (also acknowledged by SCC in their pre-application response), which is on a national basis. A further score is provided based on the local authority band, which is a proportionate score based on the local authority in which the site is located. The local authority band for the site is J within EEBC.
- 4.6.3 The DfT has also recently released further guidance on interpreting the score and has provided the Connectivity Matrix<sup>8</sup> which is a set of tables that help users judge whether a square's connectivity score is high or low for its destination type, transport mode, and how urban or rural the square is. A review of the Connectivity Matrix has determined that the site's score of 42 places it within the bottom 30 percent of 'Rural Towns and Fringes'<sup>9</sup> as shown on **Image 4.14**.

<sup>8</sup> <https://connectivity-tool-lite.dft.gov.uk/help/interpreting-connectivity-scores>

<sup>9</sup> The category of 'Rural Towns and Fringes' is determined by the 2011 ONS classification for the Output Area within which the site is located (E00155154).

**Image 4.14: Connectivity Matrix**

|                 | Urban major conurbation | Urban minor conurbation | Urban city and town | Rural town and fringe | Rural village | Rural hamlets and isolated dwellings |
|-----------------|-------------------------|-------------------------|---------------------|-----------------------|---------------|--------------------------------------|
| 10th percentile | 64.1                    | 58.5                    | 52.7                | 35.1                  | 14.9          | 7                                    |
| 20th percentile | 68.5                    | 62.1                    | 57.3                | 39.8                  | 19.5          | 11.3                                 |
| 30th percentile | 71.8                    | 64.9                    | 60.6                | 43.2                  | 22.9          | 15.1                                 |
| 40th percentile | 74.5                    | 67.3                    | 63.3                | 46                    | 25.8          | 18.7                                 |
| Median          | 77.2                    | 69.5                    | 65.7                | 48.4                  | 28.5          | 22.4                                 |
| 60th percentile | 79.9                    | 71.7                    | 68                  | 50.8                  | 31.1          | 26.7                                 |
| 70th percentile | 82.7                    | 74                      | 70.5                | 53.1                  | 34.1          | 31.5                                 |
| 80th percentile | 86.2                    | 76.8                    | 73.3                | 56                    | 37.8          | 37                                   |
| 90th percentile | 90.5                    | 80.2                    | 77.2                | 59.8                  | 42.6          | 44.9                                 |

4.6.4 It should be noted that the score does not account for any improvements to public transport proposed as part of the development proposal (such as those set out in Section 4.6) nor the active travel improvements that would be provided as part of the Appeal Site. This is detailed in the DfT Guidance (CD12.1) which states:

***“Connectivity Tool does not currently take into account the quality of walking, cycling or public transport routes. This includes aspects such as footway presence, footway width, surface type, and lighting. The outputs of the score therefore should always be contextually appraised using local knowledge / evidence and having regard to other material considerations.”***

4.6.5 It therefore offers an insight into a location’s existing sustainability credentials, but not the potential for the site to become more sustainable through transport improvements. It is also noted that the DfT Connectivity Tool does not take account of the effects of DDRT which is an important point.

4.6.6 It should be noted that the score from the DfT Connectivity Tool should only be used as a starting point and does not replace a bespoke assessment of a site’s sustainability credentials. This is detailed in the DfT Guidance which states:

- ***“The score should be used alongside local evidence, site knowledge and professional judgement.”***
- ***“The connectivity score does not give a final judgement on whether a location is suitable for development, investment or a transport intervention. It is one source of evidence.”***
- ***“The score should always be used alongside local evidence, professional judgement and other material considerations.”***

- 
- 4.6.7 The recent Appeal Decision for Land West of the Cemetery, London Road, Maldon, Essex, (*PINS ref: 6004910, LPA ref: 25/00578/OUTM*) (**CD15.8**) also makes clear that the DfT Connectivity Tool does not replace a bespoke assessment of a site's sustainability credentials. This is detailed the Inspector's comments at paragraph 41 of the Appeal Decision as follows:

*“Both the Council and appellant have referred me to the Department for Transport’s connectivity tool, although have interpreted it in different ways. On the one hand, the appellant has pointed to the site being one of the more accessible locations in the district, while the Council has highlighted that in its current form the site is less well connected than 80% of the existing population of England and Wales. I find neither interpretation very helpful as my assessment of accessibility is focused on the site rather than a comparison with other land in the district, and includes the accessibility improvements proposed as part of the scheme which do not feature in the connectivity tool output. Of more relevance is the view of Active Travel England who, having considered the scheme in some detail, recommends conditional approval.”*

- 4.6.8 The existing sustainability credentials of the site have been compared to other sites within Epsom and Ewell which have either been allocated in draft, or their allocation advocated. **Table 4.6** summarises the site compared to other sites which have been identified (or allocated) as being suitable for residential-led development.



Table 4.6: Comparison of Sites within Epsom and Ewell

| Allocation                                        | Residential Quantum  | Score | DfT Connectivity Tool |                         |                       | Walking Times to Nearest Bus Stop | Cycling Time to Nearest Railway Station*** | Distance to Nearest Everyday Facilities                                                      |
|---------------------------------------------------|----------------------|-------|-----------------------|-------------------------|-----------------------|-----------------------------------|--------------------------------------------|----------------------------------------------------------------------------------------------|
|                                                   |                      |       | Local Authority Band  | Classification          | Connectivity Matrix % |                                   |                                            |                                                                                              |
| The Site                                          | 110 dwellings (C3)   | 42    | J                     | Rural Town and Fringe   | Bottom 30%            | 5 mins (410m)                     | Tattenham Corner<br>12 mins (2.9km)        | Texaco Garage (330m)<br>The Vale Primary School (1,100m)<br>Langley Vale Village Hall (820m) |
| Policy SA31 - Land at West Park Hospital (South)* | 50 dwellings (C3)    | 51    | I                     | Urban Major Conurbation | Bottom 10%            | 5 mins (350m)                     | Epsom 11 mins (2.7km)                      | Apple Tree Day Nursery (750m)<br>The Old Moat Café (1,000m)<br>David Lloyd Epsom (1,400m)    |
| Policy SA32 – Land at West Park Hospital (North)* | 150 dwellings (C3)   | 46    | I-J                   | Urban Major Conurbation | Bottom 10%            | 9 mins (650m)                     | Epsom 13 mins (3.2km)                      | Apple Tree Day Nursery (400m)<br>The Old Moat Café (550m)<br>David Lloyd Epsom (1,100m)      |
| Policy SA35 – Land at Horton Farm*                | 1,250 dwellings (C3) | 53    | H-I                   | Urban Major Conurbation | Bottom 10%            | 5 mins (345m)                     | Ewell West 7 mins (1.7km)                  | Southfield Park School Epsom (725m)<br>Tesco Express (560m)<br>David Lloyd Epsom (1,040m)    |
| Downs Farm, Epsom**                               | 675 dwellings (C3)   | 48    | H-J                   | Urban Major Conurbation | Bottom 10%            | 11 mins (780m)                    | Epsom Down 5 mins (1.3km)                  | Mayfield Lavender & Glasshouse Café (630m)<br>Epsom College (840m)<br>Tesco Express (860m)   |

\*Proposed Submission Epsom and Ewell Local Plan 2022-2040 Regulation 19 (December 2024) (CD4.20)

\*\*Additional Sites for Potential Allocation – Examination in Public (April 2026)

\*\*\* Walking and cycling times estimated using the lowest speed (240m per minute) set out in Healthy Streets for Surrey (HSfS).

4.6.9 **Table 4.6** demonstrates that the site is comparable to the three draft allocated sites (plus an Additional Site) within the Epsom and Ewell Local Plan 2022-2040 Regulation 19 regarding:

- DfT Connectivity Tool score.
- Proximity to local facilities
- Proximity to bus services.
- Proximity to rail services.

4.6.10 In my professional opinion the site is directly comparable to those sites detailed in **Table 4.6** from the Epsom and Ewell Local Plan 2022-2040 Regulation 19 which have been identified as being in a location that is sustainable (or can be made sustainable).

#### 4.7 **Langley Bottom Farm – Appeal Decision (CD15.1)**

4.7.1 The site is adjacent to the Langley Bottom Farm site which was consented for redevelopment to provide 20 residential dwellings at Appeal in 2022 (*PINS ref: APP/P3610/W/21/3280881, LPA ref: 20/00475/FUL*). This is relevant as the Appeal Decision for the Langley Bottom Farm site confirmed that this site is in a sustainable location and I have included it in **Appendix B**.

4.7.2 I have summarised the reasons below set out by the Inspector for the Langley Bottom Farm as detailed in the Appeal Decision:

- The village of Langley Vale is located within a reasonable/convenient walking and cycling distance of the appeal site where there are a small number of local facilities (including the Texaco petrol filling station and its shop). The Inspector acknowledges that these are limited but notes that they would **“be used on the basis of day to day ‘topping up’”** as set out at paragraph 20 of the Appeal Decision.
- The bus stops served by the E5 bus route are within a reasonable walking distance. Whilst the services are not very frequent, the Inspector notes that **“some of the proposed residents would use them on occasion”** as set out at paragraph 21 of the Appeal Decision.
- The Inspector notes at paragraph 32 of the Appeal Decision that the connectivity to the village of Langley Vale and the bus stops **“would be improved through the widening of the footway along Langley Vale Road and the upgrade of Bridleway 33”** and that **“this would also deliver some benefits to the existing community”**. Furthermore, the Inspector also notes that the incline to the facilities within Langley Vale would **“not represent a significant impediment to walking or cycling”** for most users.

- The site is well-served by a number of public footpaths, cycle routes and bridleways which **“could be used to visit services and amenities both locally and further afield”** as noted at paragraph 22 of the Appeal Decision, although it is recognised that this will be dependent on the time of day and the weather. Whilst the Inspector acknowledges that the nature of the bridleway routes may not lead to a frequent occurrence, the Inspector concluded that these routes would likely be used by experienced cyclists to **“travel to some amenities and facilities within 8km of the site”** as detailed at paragraph 25 of the Appeal Decision.
- The Inspector notes that the provision of electric vehicle charging points, travel information packs, cycle parking and cycle vouchers would also encourage sustainable travel as detailed at paragraphs 33 and 34 of the Appeal Decision.
- The Inspector confirms at paragraph 31 of the Appeal Decision that the site is sustainably located stating that:

***“I am satisfied that given the type of development and its location<sup>10</sup>, the proposal would appropriately provide opportunities for residents to take up sustainable transport modes. The proposal includes opportunities to improve walking links to Langley Vale where there are some local facilities and amenities and bus stops.”***

- The above is also reaffirmed at paragraph 33 of the Appeal Decision where the Inspector states:

***“...I do not find that the site would be unsustainably located. There would be some opportunities to promote walking, cycling and the use of public transport, and not all trips would need to be undertaken using the private motor vehicle.”***

4.7.3 It is clear from the Langley Bottom Farm Appeal Decision that the site is in a sustainable location. As the Farm View site considered in this Appeal is adjacent to the Langley Bottom Farm site, it therefore follows that the Farm View site must also be in a sustainable location. Furthermore, the Farm View site is located closer to the village of Langley Vale (and its facilities) than the Langley Bottom Farm site.

4.7.4 Considering all the above, it is clear that:

- The site is adjacent to the Langley Bottom Farm site which has been confirmed to be in a sustainable location as set out in the Langley Bottom Farm Appeal Decision.
- It therefore follows that the site must be in a sustainable location due to its position adjacent to the Langley Bottom Farm site.

---

<sup>10</sup> This is set out with reference to paragraphs 105 and 110 of the version of the NPPF published in 2021 which are now updated as paragraphs 110 and 115 of the current adopted NPPF (2024).

- Whilst a greater number of dwellings are proposed for this site, this is reflected in the proposed package of measures to prioritise sustainable transport which is significantly enhanced over the Langley Bottom Farm site.

4.7.5 Considering the context of the Langley Bottom Farm Appeal Decision, the proposed development is compliant with:

- Paragraph 110 of the NPPF with there being a genuine choice of transport modes.
- Paragraph 115 of the NPPF with sustainable modes being prioritised in accordance with the vision for the site having regard to the type and location of development.
- Policy CS16 of the EEBC Core Strategy.

## 4.8 Summary

4.8.1 Considering the locality, nature and scale of the development, the site is in a sustainable location and will prioritise sustainable transport as:

- There are key everyday facilities (including a local shop and a school) in the village of Langley Vale within a comfortable walking distance from the site.
- Numerous other local facilities and areas of employment are located within an accessible cycle distance from the site, in particular within Epsom town centre. These facilities are accessible using signed and designated cycle routes.
- The E5 bus route is accessible within a convenient walking distance providing a genuine opportunity to access public transport.
- Numerous railway stations, including Epsom, are located within an accessible cycling distance from the site which provide fast/frequent rail services to destinations further field. Epsom railway station is also accessible via the E5 bus route.
- The Surrey Connect DDRT service is accessible within a reasonable walking distance from the site from the stops at Headley Road. This provides good connectivity within the Central Surrey (North) zone that covers Ashted and Leatherhead.
- There are numerous PROWs in the vicinity of the site which provide traffic free walking and cycling routes throughout the local area. These provide a real opportunity for regular leisure use.
- The proposed development will bring forward a comprehensive package of measures to prioritise and to enhance connectivity by sustainable transport modes, including:
  - Improvements to the pedestrian network within Langley Vale.
  - Provision of cycling information and cycle vouchers to each new resident.

- Securing an extension to the Surrey Connect DDRT service to cover the village of Langley Vale or upgrades to the E5 bus service (to be delivered by a financial contribution).
  - Upgrading the existing bus stops within Langley Vale.
  - Providing two car club spaces and vehicles.
  - Providing all new homes with electric vehicle charging facilities, e-bike charging facilities and adequate cycle parking facilities.
- The site is comparable in location to a number of sites that have been identified in the Epsom and Ewell Local Plan 2022-2040 Regulation 19 as being in a sustainable location suitable for residential development.
  - The site is adjacent to the permitted Langley Bottom Farm development which has already been confirmed as a sustainable location – i.e. it follows that the proposed development is also a sustainable location.

## 4.9 Conclusion

- 4.9.1 The Site is in a sustainable location with a genuine choice of transport modes providing access to a range of local facilities within walking and cycling distance and with connections to the public transport network.
- 4.9.2 The sustainable transport credentials of the Site location will be further enhanced through the agreed improvements to active travel facilities and public transport services and infrastructure.
- 4.9.3 Thus, in respect of transport the Site is in a sustainable location (as per paragraph 155(c) of NPPF) and complies with:
- Paragraph 110 of the NPPF with there being a genuine choice of transport modes; and
  - Paragraph 115 with sustainable modes being prioritised in accordance with the vision for the site having regard to the type and location of development.



---

## 5 Impact on Horse Racing Industry

### 5.1 Overview

5.1.1 In this section I consider the development with regards to the highway impact on equestrian users and the horse racing industry with regards to RfR 4 (albeit EEBC has withdrawn this RfR)

5.1.2 This section summarises the assessment provided previously in the TA and provides an updated assessment where appropriate. This considers the development in the context of the fourth test at paragraph 115 of the NPPF:

***“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

***...***

***d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”***

5.1.3 I also consider paragraph 116 of the NPPF which sets out the very strict test for preventing development from coming forward for transport reasons. It states:

***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”***

5.1.4 I also consider the impact on equestrian users and the horse racing industry in the context of Policy CS16 of the EEBC Core Strategy.

5.1.5 In addition, the impact on the equestrian users and the horse racing industry was also raised by the following local organisations through objections to the planning application:

- Langley Vale Action Group<sup>11</sup> (who have also been granted Rule 6 status in respect of the Appeal)
- The Jockey Club<sup>12</sup>
- Epsom & Walton Training Grounds Management Board Limited<sup>13</sup>

---

<sup>11</sup> CD3.23, CD3.24, CD3.25, CD3.26

<sup>12</sup> CD3.22

<sup>13</sup> CD3.28

5.1.6 Their comments were in the context that Epsom Downs Racecourse and surrounding training grounds are nationally significant, economic and heritage assets. Their concerns were in relation to traffic impact on equestrian safety on Langley Vale Road, highway improvements on Langley Vale Road and the interaction between pedestrians/cyclists and horses on Bridleway 127.

5.1.7 I also address the concerns of the above local organisations in this section.

5.1.8 It is recognised that the area surrounding the site is nationally significant with regards to equestrian use and the horse racing industry. However, the TA and this section demonstrate that the proposed development will not result in an adverse impact on equestrian users and the horse racing industry (this position is agreed with SCC as confirmed in the TSoCG). Furthermore, the proposed development will not prohibit or prevent the use of the surrounding highway network or PROW network by equestrians (i.e. the existing use of the surrounding facilities by equestrian and horse racing users can continue).

## 5.2 Existing Situation and Equestrian Demands

5.2.1 The site is in the proximity of Epsom Downs Racecourse and, as a result, is also in the proximity of numerous stables, yards and gallops used for the training and development of racehorses. The local highway and bridleway networks (and other tracks) are therefore used by various parties<sup>14</sup> to move racehorses between these locations for training and exercise purposes (for example taking horses from stables to the gallops for training). In addition, these routes are also used by equestrian users for 'hacks' which are non-competitive horse rides for leisure or exercise purposes.

5.2.2 **Figure 9** (extract provided in **Image 5.1**) illustrates the locations of stables, yards and livery's and the routes used for horse riding which are used to access the Racecourse Training Zone<sup>15</sup>. This plan has been informed by site observations, information provided by local equestrian users at a site meeting on 12 June 2025 and a review of the following other information within the public domain:

- The agreed Local Plan Statement of Common Ground (**CD4.27**) between EEBC and Jockey Club Racecourses (JCR) in relation to the EEBC Local Plan 2040 (dated February 2026). Hereafter this is known as the 'EEBC / JCR SoCG'.
- The Epsom and Walton Downs Hack Riding Plan issued by EEBC.
- The Epsom and Walton Downs Regulation Map issued by EEBC.

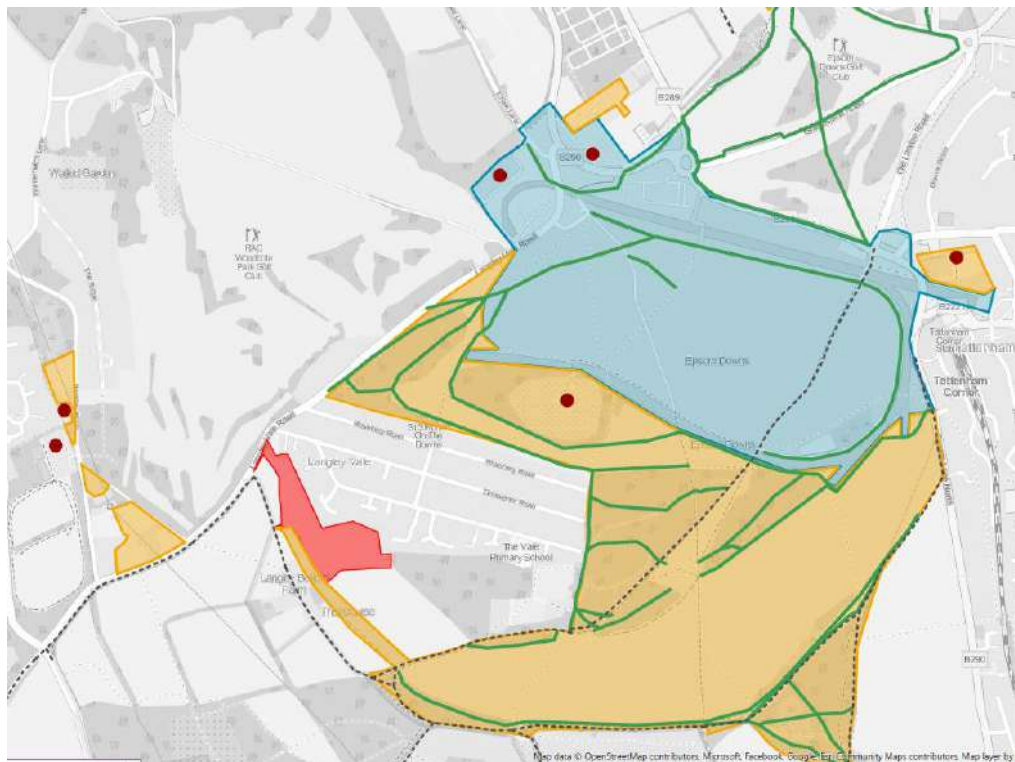
*This information is included in **Appendix C** for reference.*

---

<sup>14</sup> Including trainers, jockeys etc.

<sup>15</sup> As defined in the agreed Local Plan Statement of Common Ground between EEBC and Jockey Club Racecourses (JCR) in relation to the EEBC Local Plan 2040 (dated February 2026) – i.e. the EEBC / JCR SoCG

**Image 5.1: Equestrian Movement Plan**



**Image 5.2: Racehorse Movement Corridor**



**5.2.3 Figure 10** (extract provided in **Image 5.2**) identifies the Racehorse Movement Corridor (as identified by the EEBC / JCR SoCG) which connects existing stables/yards and the Racecourse Training Zone. It shows that from the stables/yards to the west of the site the Racehorse Movement Corridor includes Bridleway 146 and Chalkpit Road which join at the Pegasus crossing of Langley Vale Road and continue east to Ebbisham Lane. East of which there are two options to access the Racecourse Training Zone:

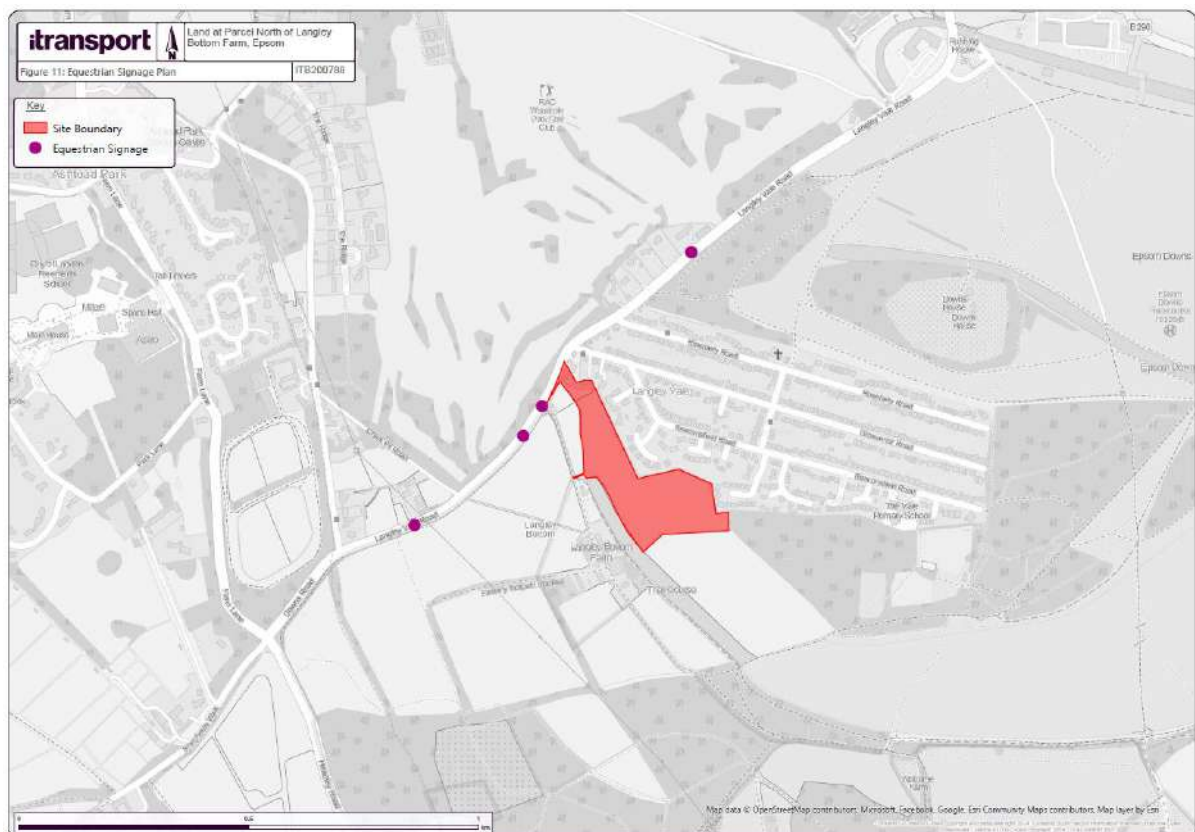
1. Use Langley Vale Road; or
2. Use Bridleway 33

**5.2.4** Thus, there is a route (along existing bridleways) which does not require riders to use Langley Vale Road.

**5.2.5** The movement of horses typically occurs in the morning from around dawn until midday or early afternoon. Site observations indicate that equestrians typically choose the route along the site frontage on Langley Vale Road in both directions travelling between Bridleway 146/Ebbisham Lane and the Racehorse Training Zone.

**5.2.6** Existing signage is in place along Langley Vale Road to warn motorists that equestrians may enter the carriageway, and are placed at staggered points to increase awareness. **Figure 11** (extract provided in **Image 5.3**) illustrates the location of equestrian signage on Langley Vale Road.

**Image 5.3: Equestrian Signage Plan**



- 
- 5.2.7 Surveys undertaken on 4 March 2025 recorded the number of equestrian movements, both in terms of 'total' number of horses and the number of 'strings'. A 'string' is a collection of two or more horses as equestrians typically together. This information was provided at Section 5.2 of the TA. The day of the survey was a neutral weekday and is representative of equestrian movements for a typical day.
- 5.2.8 The survey data showed that two strings occurred between 0700 – 0800, seven strings occurred during 0800 – 0900 and two strings occurred during 0900 – 1000. During the morning peak hour (0800 – 0900) five strings were recorded travelling on Langley Vale Road (with two on the bridleway avoiding Langley Vale Road), which is less than one string every 10 minutes. This is not a significant number of equestrian movements to occur during the highway peak hour.
- 5.2.9 As set out in the TA, the interaction between motor vehicles and equestrians has been further analysed through a review of video footage at this location. This identifies that some localised delay does occur on Langley Vale Road whilst motor vehicles give way to equestrians entering the carriageway, however, the delay on average lasts for approximately one minute before conditions return to free flow as equestrians leave the carriageway. In the context of the morning peak hour period, the occurrences where there is vehicular delay are minimal, particularly given the low number of 'strings' in the carriageway during the peak period.
- 5.2.10 What is also clear from observations is that drivers are accustomed to horse riders being present along this short section of Langley Vale Road. Drivers allow riders to enter the road and proceed at a slow speed and safe distance behind riders as they travel along Langley Vale Road. Drivers in the opposing direction to riders equally slow to allow the riders to continue safely along the road.

## 5.3 Road Safety Analysis

### 5-Year PIC Assessment – Presented in the TA

- 5.3.1 The TA presented analysis of Personal Injury Collision (PIC) data obtained from SCC for the latest available five-year period at the time of writing, covering 1 November 2019 to 31 October 2024.
- 5.3.2 The analysis within the TA demonstrates that over the five-year study period, there were a total of 27 casualties, with only four on the part of Langley Road used by horse riders. The analysis presented within the TA demonstrated that there were no pre-existing highway safety issues on the local highway network that the proposed development would exacerbate. Notably, there were no collisions involving equestrians. This position has been agreed with officers at SCC.

### 10-Year Updated PIC Assessment

- 5.3.3 An updated analysis of PIC data obtained from SCC for the latest available ten-year period, covering 01 May 2016 to 30 April 2026 has been undertaken. The study area for this assessment has focused on equestrian safety in the immediate vicinity of the site, along the route used by horse riders. The updated assessment is included at **Appendix D**.



5.3.4 The analysis demonstrates that eight accidents were recorded on the stretch of Langley Vale Road used by horse riders. There were no recorded injuries involving equestrians during the ten-year study period.

5.3.5 No incidents were recorded where vehicles collided with horses or where horses/equestrians were injured<sup>16</sup>. Based on the current traffic conditions there are no existing highway safety issues related to horses/equestrians on Langley Vale that the proposed development could exacerbate. This position is agreed with officers at SCC.

## 5.4 Assessment

5.4.1 The evidence that I have set out above clearly demonstrates that:

- Whilst the presence of horses in the carriageway results in some vehicle delay, these instances are infrequent when considering the wider morning peak hour/period and are only for a short period.
- There are no existing highway safety issues related to horses/equestrians on Langley Vale Road that the proposed development could exacerbate.

5.4.2 The information presented within the TA (Tables 8.8 and 8.9) demonstrates that the proposed development will result in a maximum increase of 53 vehicle movements on Langley Vale Road during the morning peak hour (less than one vehicle per minute). This is equivalent to a less than 5% increase when compared to the surveyed traffic flows on Langley Vale Road presented in the TA.

5.4.3 In the context of the existing situation on Langley Vale Road, where there are no existing highway safety issues in relation to horses, these increases are minimal and will not generate a material additional risk to equestrian safety. This is equally applicable to the proposed site access arrangements on Langley Vale Road which have been subject to an independent Stage 1 RSA. This position is agreed with officers at SCC.

5.4.4 In addition, as noted above, there is an alternative route which does not require travelling along Langley Vale Road to access the Racehorse Training Zone and is identified as part of the Racehorse Movement Corridor. Therefore, whilst there are no material impacts on equestrian safety on Langley Vale Road, equestrian users are also free to choose an alternative traffic-free route if they wish (and indeed surveys indicate some do).

5.4.5 Considering all the above, I conclude that the highway impacts on equestrian safety and the horse racing industry are acceptable. In this regard the proposed development fully complies with the fourth test at paragraph 115 of the NPPF. It therefore also follows that the impacts of the proposed development are not 'severe' in line with paragraph 116 of the NPPF.

---

<sup>16</sup> It is noted that one incident did indirectly involve a horse, but in this instance a motor vehicle braked to allow the horse to pass and subsequently the motor vehicle was then hit by a cyclist.

5.4.6 The proposed development is also compliant with Policy CS16 of the EEBC Core Strategy in that it does:

***“...not create new, or exacerbate existing, on street parking problems, nor materially increase other traffic problems...”***

## 5.5 Third Party Objections Regarding Equestrians

5.5.1 The following local organisations objected to the proposed development citing adverse impact on the horse racing industry:

- Langley Vale Action Group
- The Jockey Club<sup>17</sup>
- Epsom & Walton Training Grounds Management Board Limited

5.5.2 Their concerns were in relation to:

1. Traffic impact on equestrian safety on Langley Vale Road.
2. A request for highway improvements on Langley Vale Road (from The Jockey Club).
3. Interaction between pedestrians/cyclists and horses on Bridleway 127.

5.5.3 I have addressed the first matter in the preceding section and confirmed that there are no material traffic impacts on equestrian safety. On this basis the second matter requesting improvements on Langley Vale Road is not applicable. I address the third matter raised in the following paragraphs.

5.5.4 Bridleway 127 is a public right of way for pedestrians, cyclists and equestrians. Each of these users have equal rights to pass along the bridleway. There is no evidence that these users do not currently share Bridleway 127 (and others in the vicinity) in a safe manner. It can be expected that pedestrian and cyclist activity will increase following the development, although such increases would be modest and dispersed across a number of route options.

5.5.5 In addition, I also note that paragraphs 26 and 27 of the Langley Bottom Farm Appeal Decision are also relevant where the Inspector highlights that whilst ***“users of the national cycle route and footpaths would need to be alert to the use of the area by horse riders and indeed those using the horse gallops”***, the Inspector then concludes that ***“there is no reason why the proposed residents would not become familiar with these arrangements in time, as seems to be the case in respect of existing members of the local community”***. Put simply, it is clear that new residents will become familiar with the use of the bridleways by horses and therefore use the bridleway facilities appropriately.

---

<sup>17</sup> Also known as ‘Jockey Club Racecourses’

---

## 5.6 Conclusion

5.6.1 I conclude that the highway impacts on equestrian safety and the horse racing industry from the proposed development are acceptable as:

- Whilst the interaction between motor vehicles and equestrians results in some localised delay on Langley Vale Road, these delays are minimal. This has particular regard to the low number of 'strings' in the carriageway during the peak period.
- A review of PIC data demonstrates that there are no existing highway safety issues related to horses/equestrians on Langley Vale that the proposed development could exacerbate.
- The increases in vehicular traffic on Langley Vale Road from the development are minimal and will not generate a material additional risk to equestrian safety. This is equally applicable to the proposed site access arrangements on Langley Vale Road which have been subject to an independent Stage 1 RSA. This position is agreed with officers at SCC.
- There is an available bridleway route for equestrian users to use if they wish - they do not need to travel along Langley Vale Road.

5.6.2 In this regard the proposed development fully complies with the fourth test at paragraph 115 of the NPPF. It therefore also follows that the impacts of the proposed development are not 'severe' in line with paragraph 116 of the NPPF.

5.6.3 The proposed development is also compliant with Policy CS16 of the EEBC Core Strategy in that it does:

***“...not create new, or exacerbate existing, on street parking problems, nor materially increase other traffic problems...”***

---

## 6 Summary and Conclusions

### 6.1 Summary

6.1.1 The Scheme comprises the proposed development of an area of land for up to 110 new homes to the north of Langley Bottom Farm (known as 'Farm View') which is located to the south of the village of Langley Vale in Surrey.

6.1.2 The following matters are agreed with SCC as confirmed by the TSoCG:

- Principal access to the site via a new priority junction with Langley Vale Road alongside associated pedestrian and cycling connections.
- A secondary pedestrian and cycling access to Bridleway 33.
- The traffic impact of the scheme has been subject to a robust assessment and demonstrates that the traffic impacts of the scheme are acceptable.
- The highway and traffic impacts on equestrian users are agreed and are acceptable.
- A suite of sustainable transport measures are agreed to facilitate the uptake in sustainable modes which includes:
  - Improved pedestrian facilities within Langley Vale comprising new surfacing and crossing facilities.
  - All homes will be provided with secure cycle parking and e-bike charging facilities.
  - Cycle vouchers will be provided for all occupiers of the new development that can be used to purchase cycles, e-bikes or cycling equipment.
  - The provision of a financial contribution of £200,000 per annum for five years to provide an enhanced bus service provision to the site, either through the extension of the Surrey Connect DDRT (Digital Demand Response Transport) service or securing/improving the existing E5 bus service to Langley Vale.
  - Upgrading the existing bus stops located at Grosvenor Road and Harding Road to provide shelter, seating, lighting, accessible kerbing and Real Time Passenger Information (RTPI).
  - Two car club spaces with accompanying electric charging points and vehicles will be provided. Each new resident will have three years free membership and £50 worth of driving credit,
  - Each new home will be provided with one 'fast' electric vehicle charging point (min 7kW) and the facilities to charge at least one e-bike

- 50% of any communal parking spaces will be provided with active vehicle electric charging points and 50% will be provided with passive electric vehicle charging points.
- 5% of all communal cycle parking spaces will be provided with the ability to charge e-bikes.
- A Travel Plan will be implemented.

6.1.3 The application was presented to the EEBC Planning Committee on 26 February 2026 with a recommendation for approval as detailed in the Committee Report. Whilst the application was recommended for approval, Members resolved to refuse planning permission and the Decision Notice outlining this refusal was published on 2 March 2026. Four Reasons for Refusal (RfR) were cited, of which the first and fourth RfRs (RfR1 and RfR4) related to transport:

- ***RfR 1 Unsustainable Development – “The proposal is sited in an unsustainable location with a lack of access to public transport and walking and cycling options, resulting in excessive reliance upon private car usage and a lack of alternative travel options, contrary to Sections 9 and 13 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***
- ***RfR 4 Impact on Horse Racing Industry – “The proposal will lead to an increased conflict with existing movements of horses on Langley Vale Road, posing unacceptable conflict and impediment to vehicular traffic and risks to horses, trainers and riders, contrary to Section 9 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***

6.1.4 RfR4 has since been withdrawn by EEBC. My evidence addresses the above RfRs regarding:

- The sustainable transport credentials of the site location and the proposed development, taking into account the proposed sustainable transport strategy.
- The impact on the horse-racing industry with regards to the interaction between equestrians and vehicles on Langley Vale Road in terms of highway safety.

6.1.5 With regards to sustainable transport, my evidence demonstrates that considering the locality, nature and scale of the development, the site is in a sustainable location and will prioritise sustainable transport as:

- There are key everyday facilities (including a local shop and a school) in the village of Langley Vale within a comfortable walking distance from the site.
- Numerous other local facilities and areas of employment are located within an accessible cycle distance from the site, in particular within Epsom town centre. These facilities are accessible using signed and designated cycle routes.
- The E5 bus route is accessible within a convenient walking distance. providing a genuine opportunity to access public transport.



- Numerous railway stations, including Epsom, are located within an accessible cycling distance from the site which provide fast/frequent rail services to destinations further field. Epsom railway station is also accessible via the E5 bus route.
- The Surrey Connect DDRT service is accessible within a reasonable walking distance from the site from the stops at Headley Road. This provides good connectivity within the Central Surrey (North) zone that covers Ashted and Leatherhead.
- There are numerous PROWs in the vicinity of the site which provide traffic free walking and cycling routes throughout the local area. These provide a real opportunity for regular leisure use.
- The proposed development will bring forward a comprehensive package of measures to prioritise and to enhance connectivity by sustainable transport modes (as detailed above).
- The site is comparable in location to a number of sites that have been identified in the Epsom and Ewell Local Plan 2022-2040 Regulation 19 as being in a sustainable location suitable for residential development.
- The site is adjacent to the permitted Langley Bottom Farm development which has already been confirmed as in a sustainable location – i.e. it follows that the proposed development is also in a sustainable location.

6.1.6 Turning to matters of equestrian impact, my evidence demonstrates that the highway impacts on equestrian safety and the horse racing industry from the proposed development are acceptable as:

- Whilst the interaction between motor vehicles and equestrians results in some localised delay on Langley Vale Road, these delays are minimal and infrequent. This has particular regard to the low number of 'strings' in the carriageway during the peak period.
- A review of PIC data demonstrates that there are no existing highway safety issues related to horses/equestrians on Langley Vale that the proposed development could exacerbate.
- The increases in vehicular traffic on Langley Vale Road from the development are minimal and will not generate a material additional risk to equestrian safety.
- There is an alternative route for equestrians to choose should they wish to avoiding the need to travel along Langley Vale Road.

---

## 6.2 Conclusion

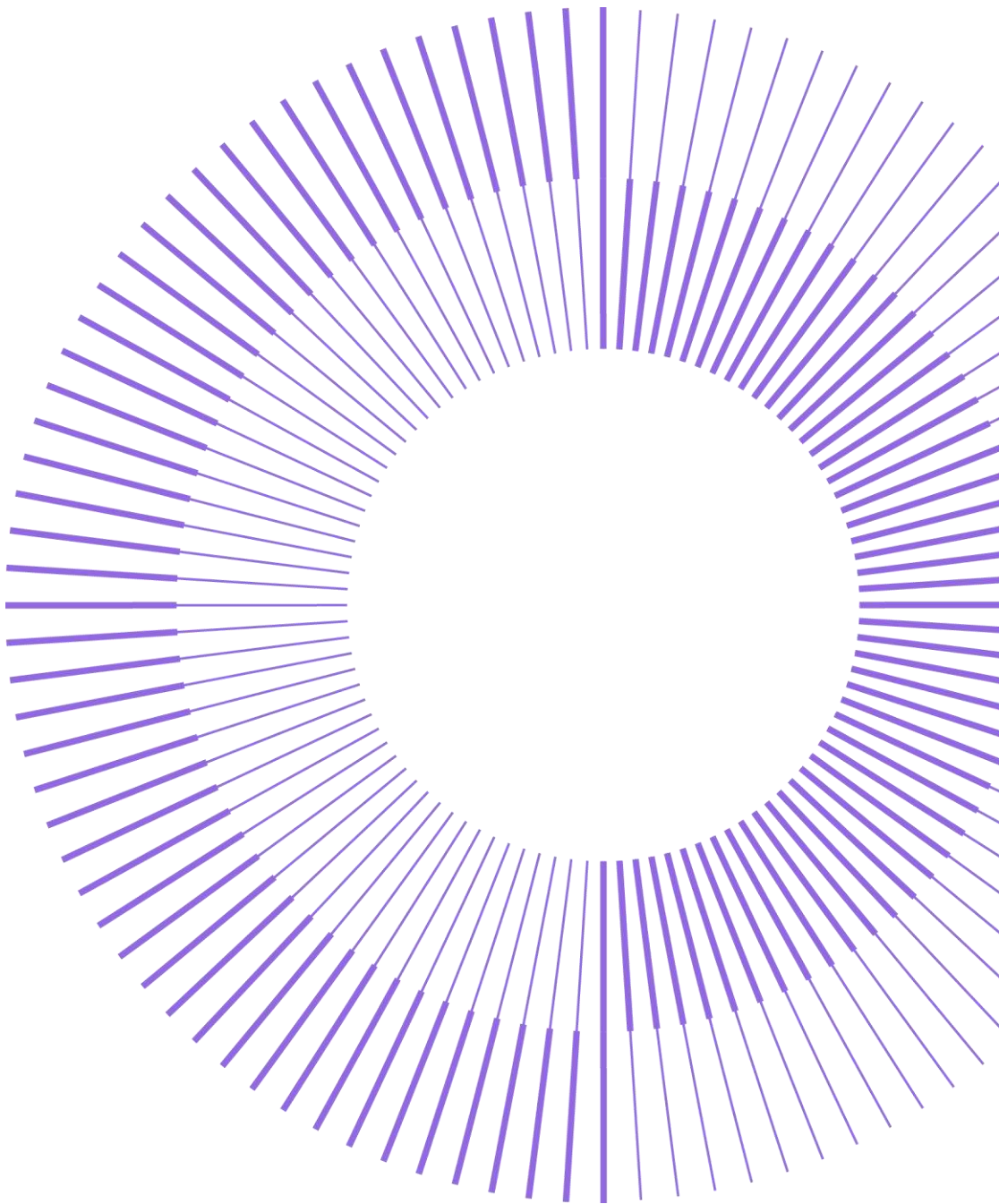
### 6.2.1 Overall, I conclude that:

- The proposed development wholly accords with the sustainability test set out at paragraph 115 of the NPPF in that sustainable modes will be prioritised considering the location, type and scale of the development (particularly considering the agreed sustainable transport measures to be brought forward). Put simply, it is in a sustainable location when the package of sustainable transport measures is delivered.
- The proposed development fully complies with the fourth test at paragraph 115 of the NPPF in that there are no adverse impacts on highway safety with regards to equestrian users. It therefore also follows that the impacts of the proposed development are not 'severe' in line with paragraph 116 of the NPPF.
- The proposed development is also compliant with Policy CS16 of the EEBC Core Strategy for the same reasons as detailed in the above bullet points.

### 6.2.2 Considering that the matters of site access and traffic impact are agreed, further to the above there are no transport or highways reasons for not granting planning permission.

# FIGURES

---





ITB200788

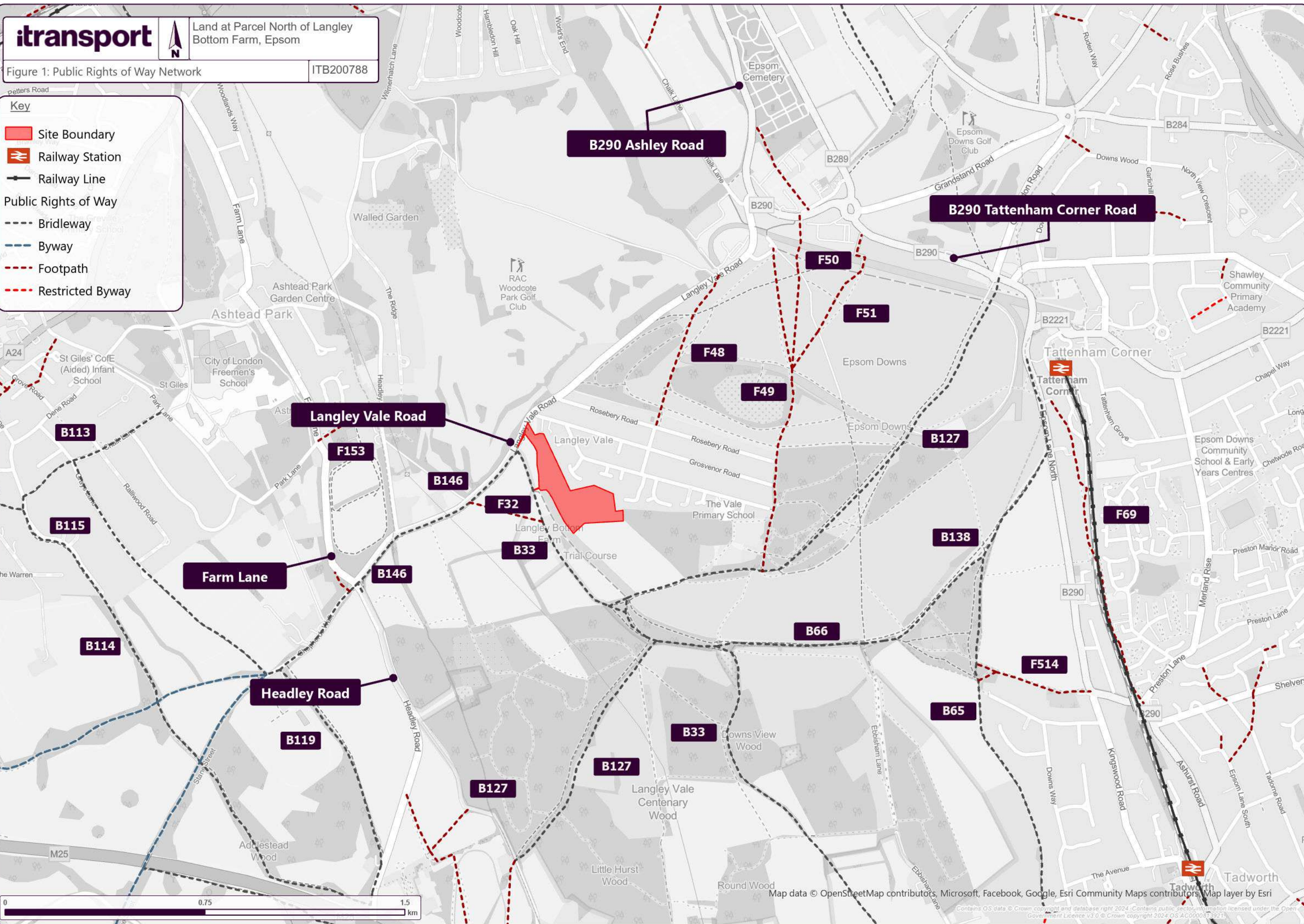






Figure 2: Cycle Routes

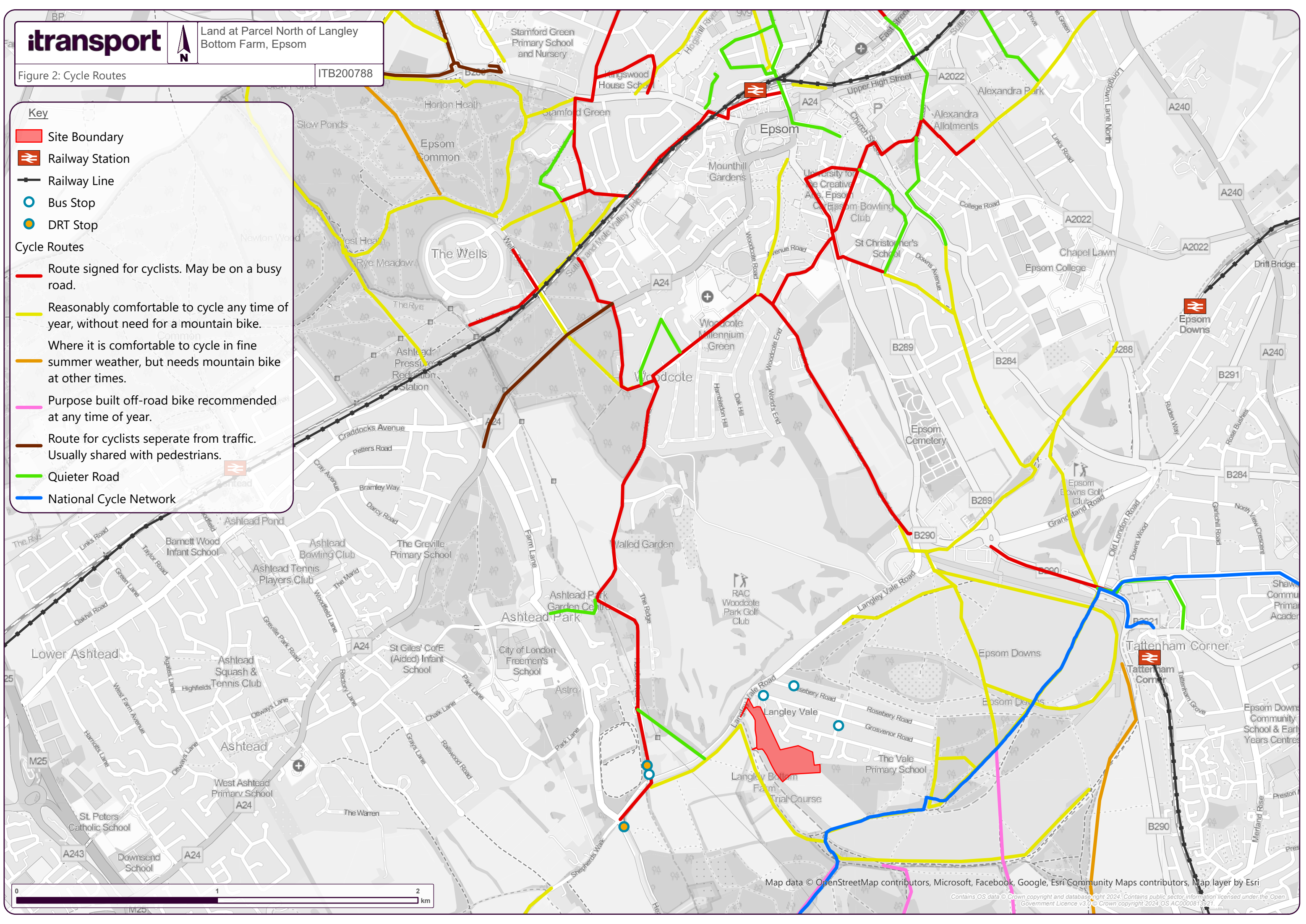
ITB200788

Key

- Site Boundary
- Railway Station
- Railway Line
- Bus Stop
- DRT Stop

Cycle Routes

- Route signed for cyclists. May be on a busy road.
- Reasonably comfortable to cycle any time of year, without need for a mountain bike.
- Where it is comfortable to cycle in fine summer weather, but needs mountain bike at other times.
- Purpose built off-road bike recommended at any time of year.
- Route for cyclists separate from traffic. Usually shared with pedestrians.
- Quieter Road
- National Cycle Network

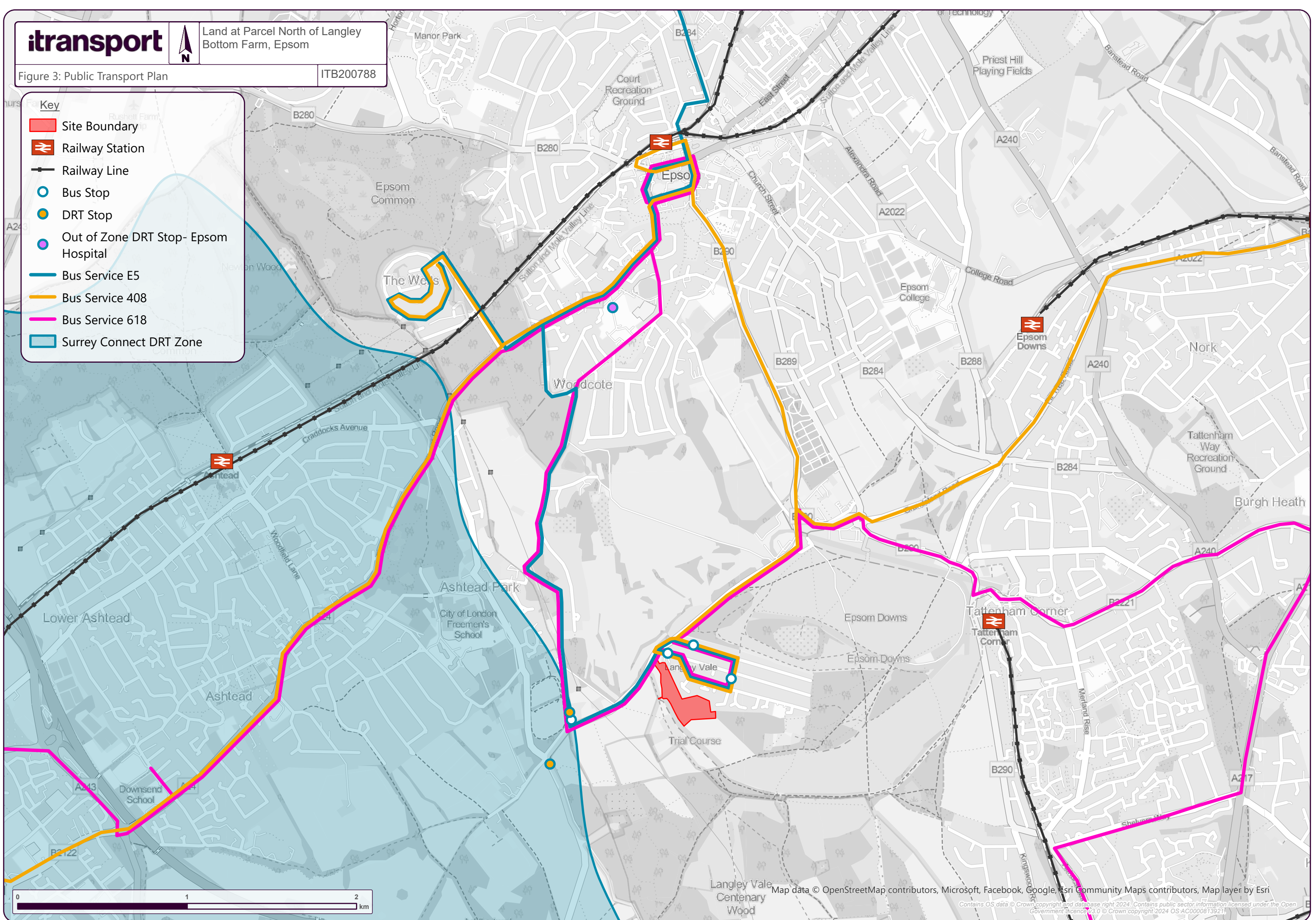






Key

- Site Boundary
- Railway Station
- Railway Line
- Bus Stop
- DRT Stop
- Out of Zone DRT Stop- Epsom Hospital
- Bus Service E5
- Bus Service 408
- Bus Service 618
- Surrey Connect DRT Zone





Key

- Site Boundary
- Bus Stop
- DRT Stop
- Railway Station
- Railway Line
- Centre of Developable Site

Healthcare

- 1 Pearl Chemist
- 2 Tattenham Health Centre
- 3 Buckley Pharmacy
- 4 Tudor House Dental Practice
- 5 Epsom Hospital

Leisure

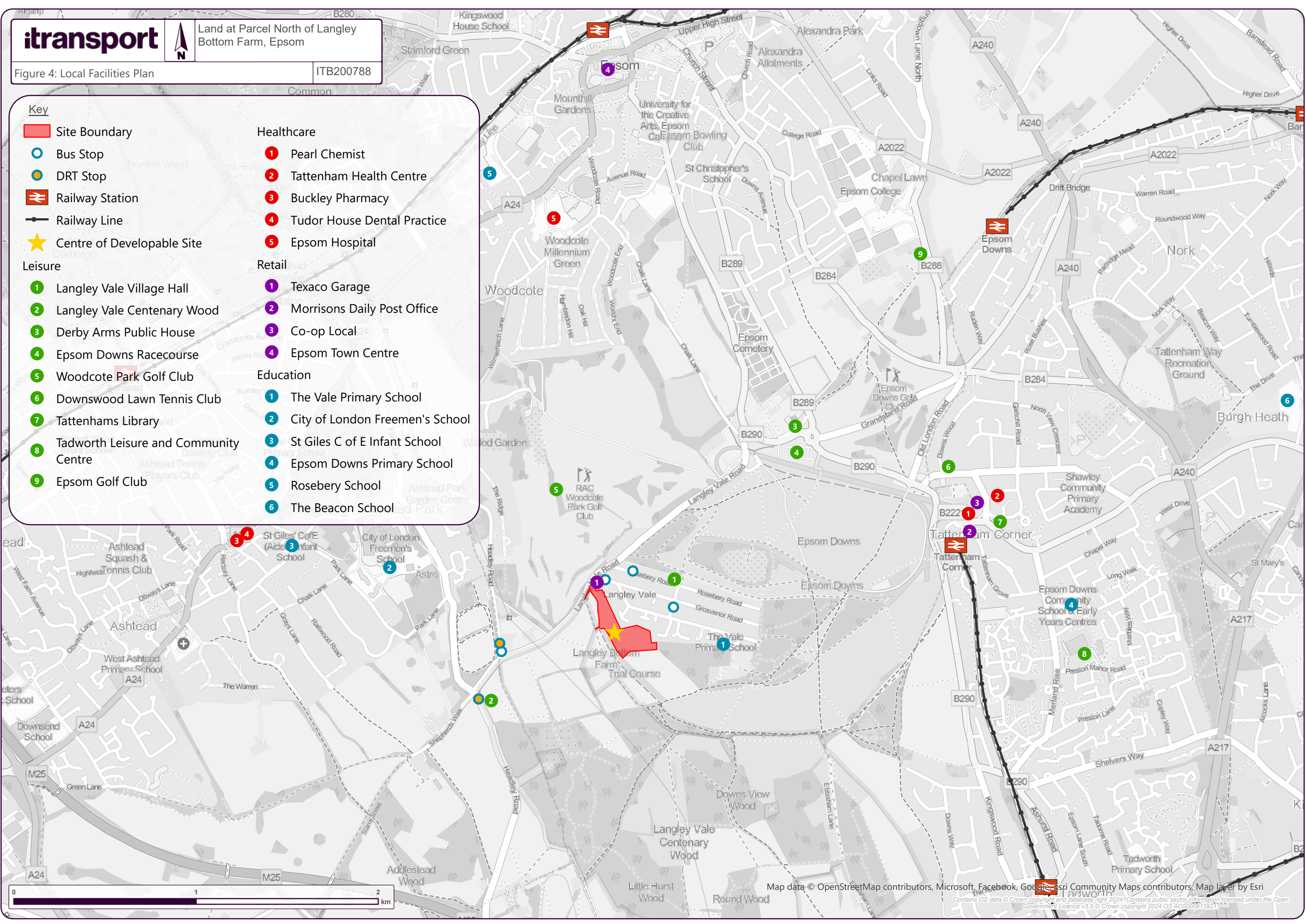
- 1 Langley Vale Village Hall
- 2 Langley Vale Centenary Wood
- 3 Derby Arms Public House
- 4 Epsom Downs Racecourse
- 5 Woodcote Park Golf Club
- 6 Downswood Lawn Tennis Club
- 7 Tattenhams Library
- 8 Tadworth Leisure and Community Centre
- 9 Epsom Golf Club

Retail

- 1 Texaco Garage
- 2 Morrisons Daily Post Office
- 3 Co-op Local
- 4 Epsom Town Centre

Education

- 1 The Vale Primary School
- 2 City of London Freeman's School
- 3 St Giles C of E Infant School
- 4 Epsom Downs Primary School
- 5 Rosebery School
- 6 The Beacon School









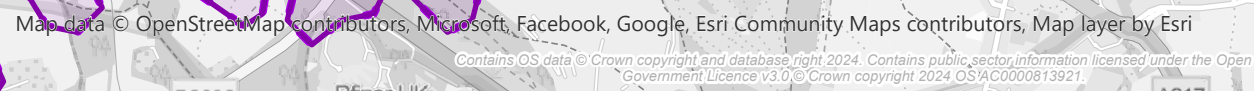






Figure 7: Local Facilities accessible by Public Transport

ITB200788

Key

 Site Boundary

 Bus Stop

 DRT Stop

 Out of Zone DRT Stop- Epsom Hospital

 Railway Station

 Railway Line

 Bus Service E5

 Bus Service 408

 Bus Service 618

 Surrey Connect DRT Zone

Leisure

 1 Langley Vale Village Hall

 2 Langley Vale Centenary Wood

 3 Derby Arms Public House

 4 Epsom Downs Racecourse

 5 Woodcote Park Golf Club

 6 Downswood Lawn Tennis Club

 7 Tattenhams Library

 8 Tadworth Leisure and Community Centre

 9 Epsom Golf Club

Healthcare

 1 Pearl Chemist

 2 Tattenham Health Centre

 3 Buckley Pharmacy

 4 Tudor House Dental Practice

 5 Epsom Hospital

Retail

 1 Texaco Garage

 2 Morrisons Daily Post Office

 3 Co-op Local

 4 Epsom Town Centre

Education

 1 The Vale Primary School

 2 City of London Freeman's School

 3 St Giles C of E Infant School

 4 Epsom Downs Primary School

 5 Rosebery School

 6 The Beacon School

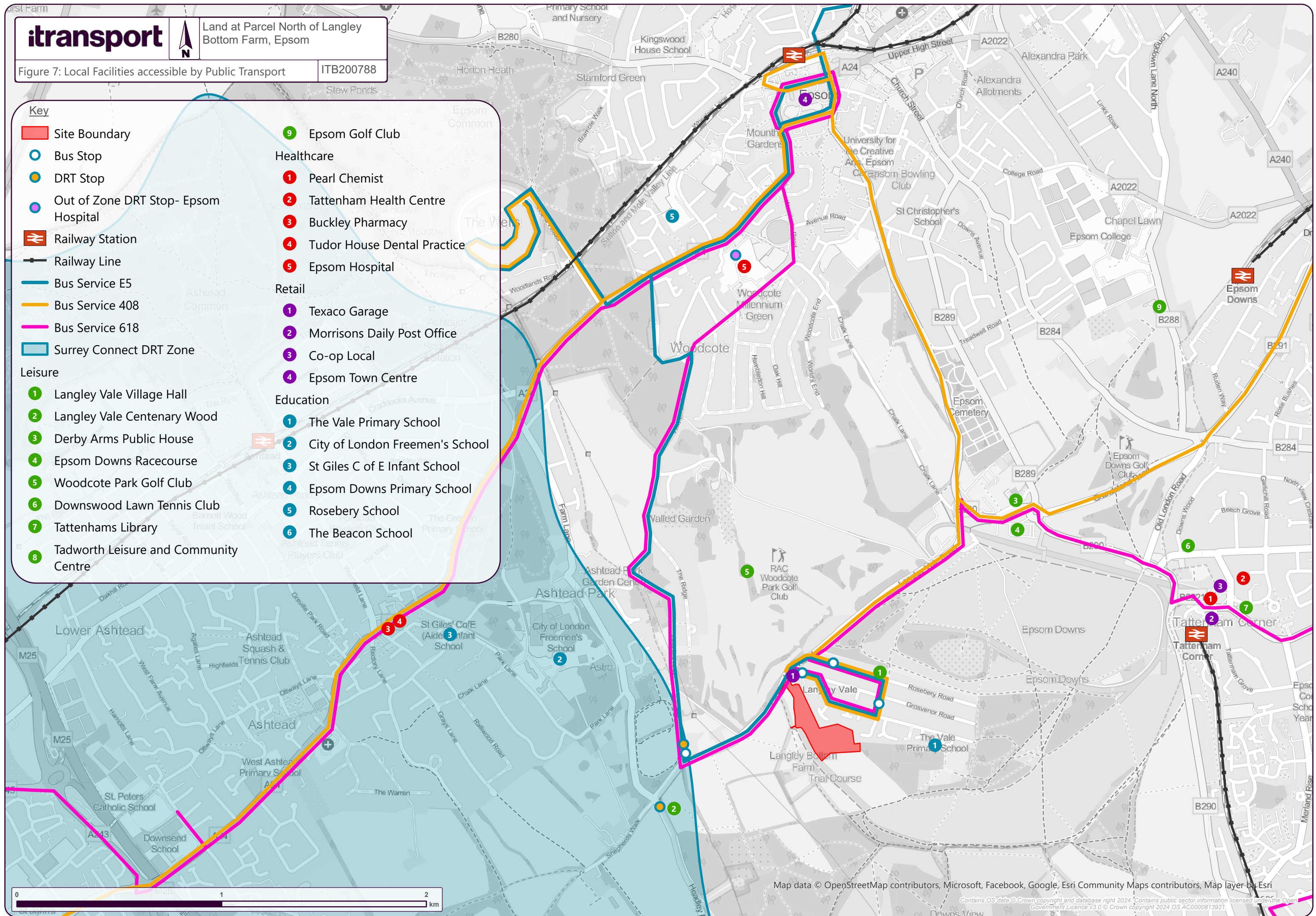




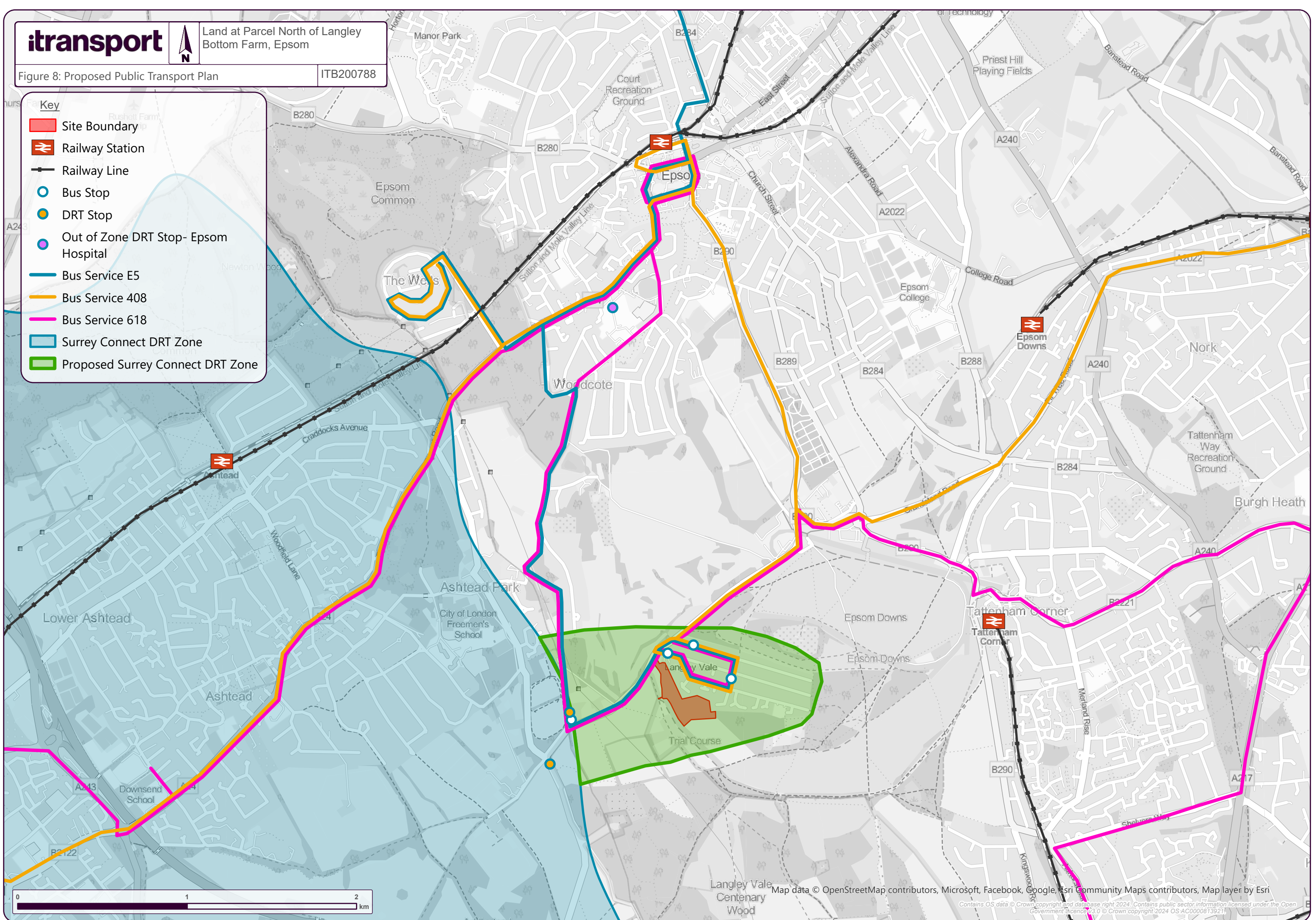


Figure 8: Proposed Public Transport Plan

ITB200788

**Key**

-  Site Boundary
-  Railway Station
-  Railway Line
-  Bus Stop
-  DRT Stop
-  Out of Zone DRT Stop- Epsom Hospital
-  Bus Service E5
-  Bus Service 408
-  Bus Service 618
-  Surrey Connect DRT Zone
-  Proposed Surrey Connect DRT Zone

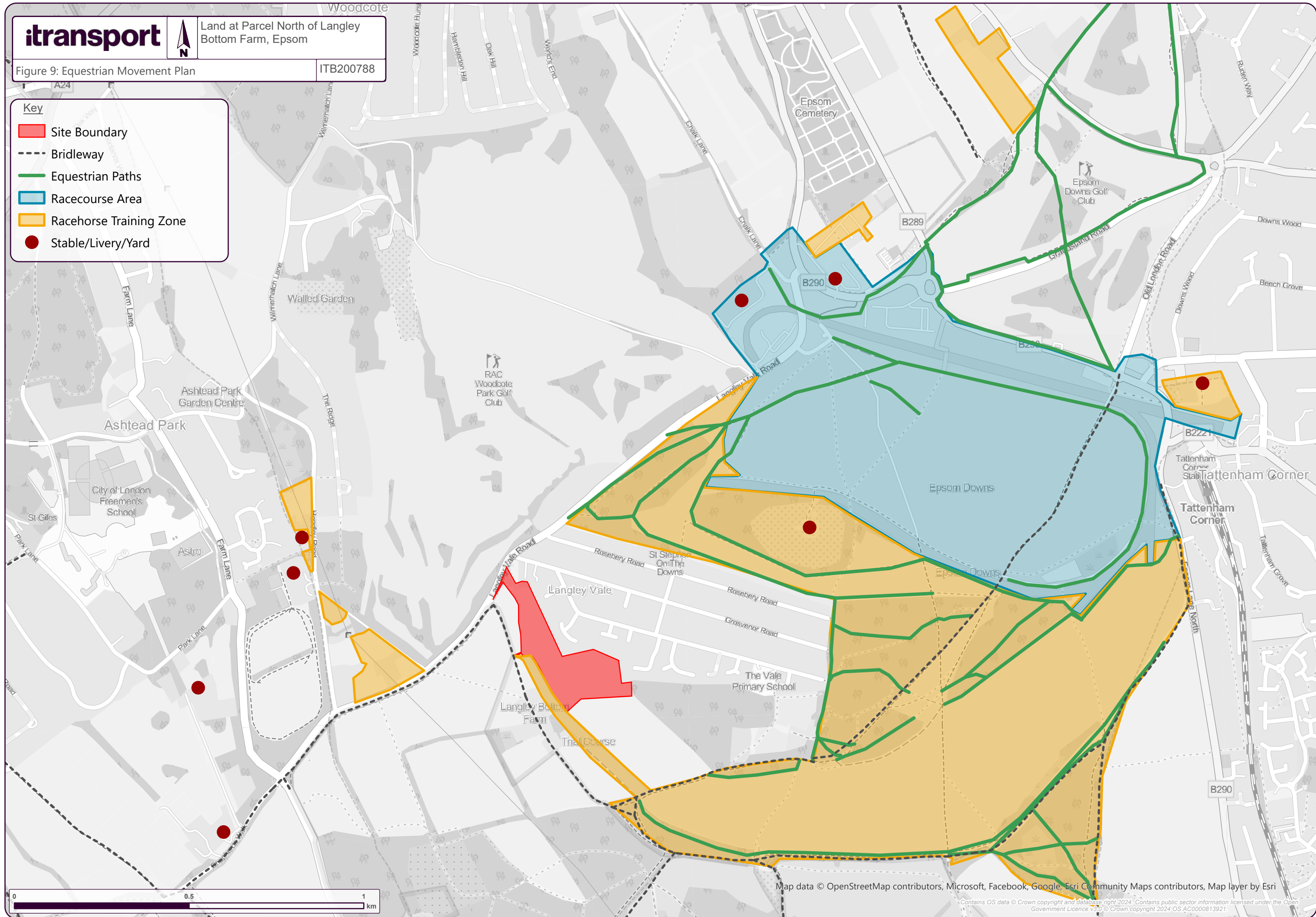






Key

-  Site Boundary
-  Bridleway
-  Equestrian Paths
-  Racecourse Area
-  Racehorse Training Zone
-  Stable/Livery/Yard

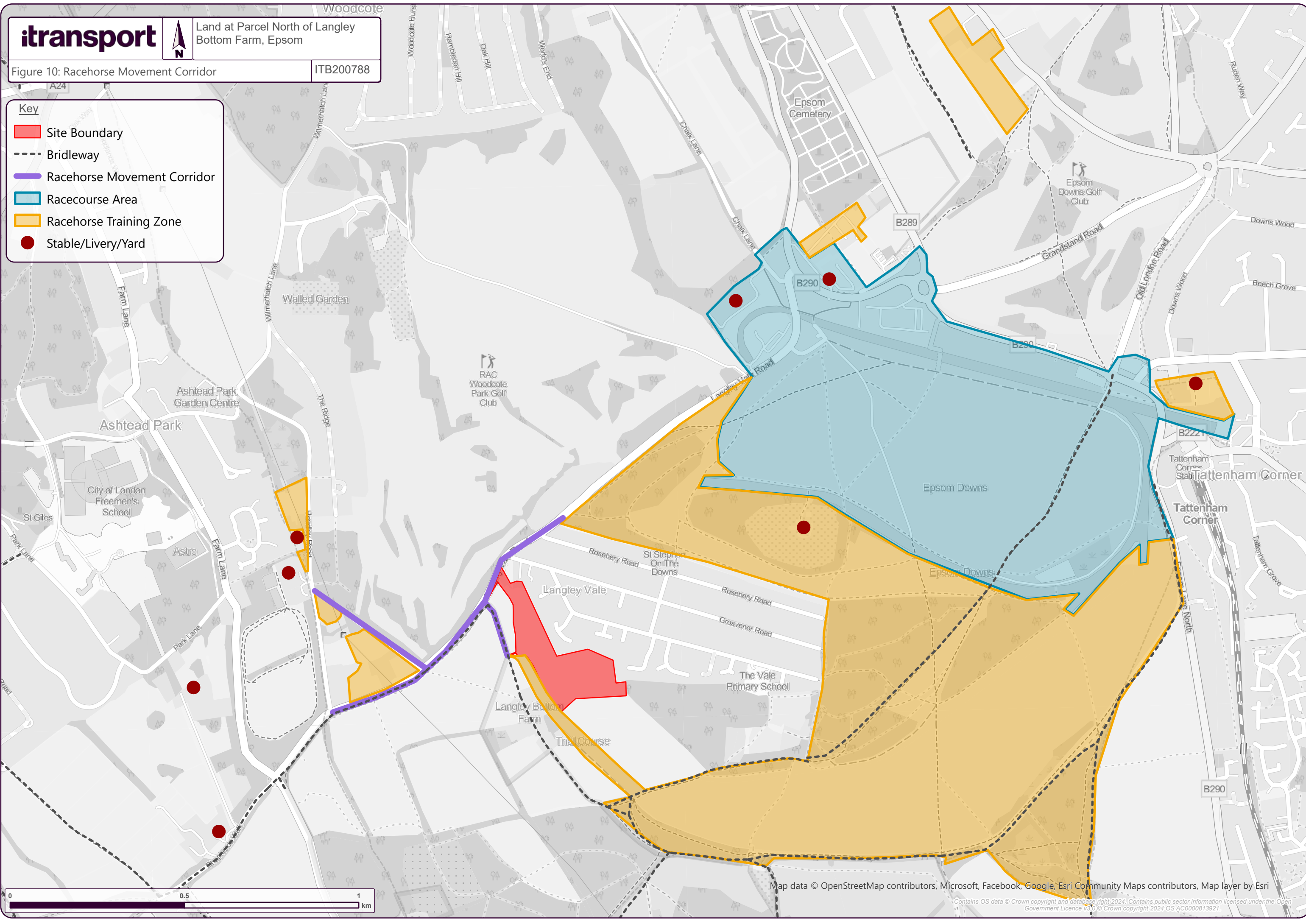






**Key**

- Site Boundary
- Bridleway
- Racehorse Movement Corridor
- Racecourse Area
- Racehorse Training Zone
- Stable/Livery/Yard



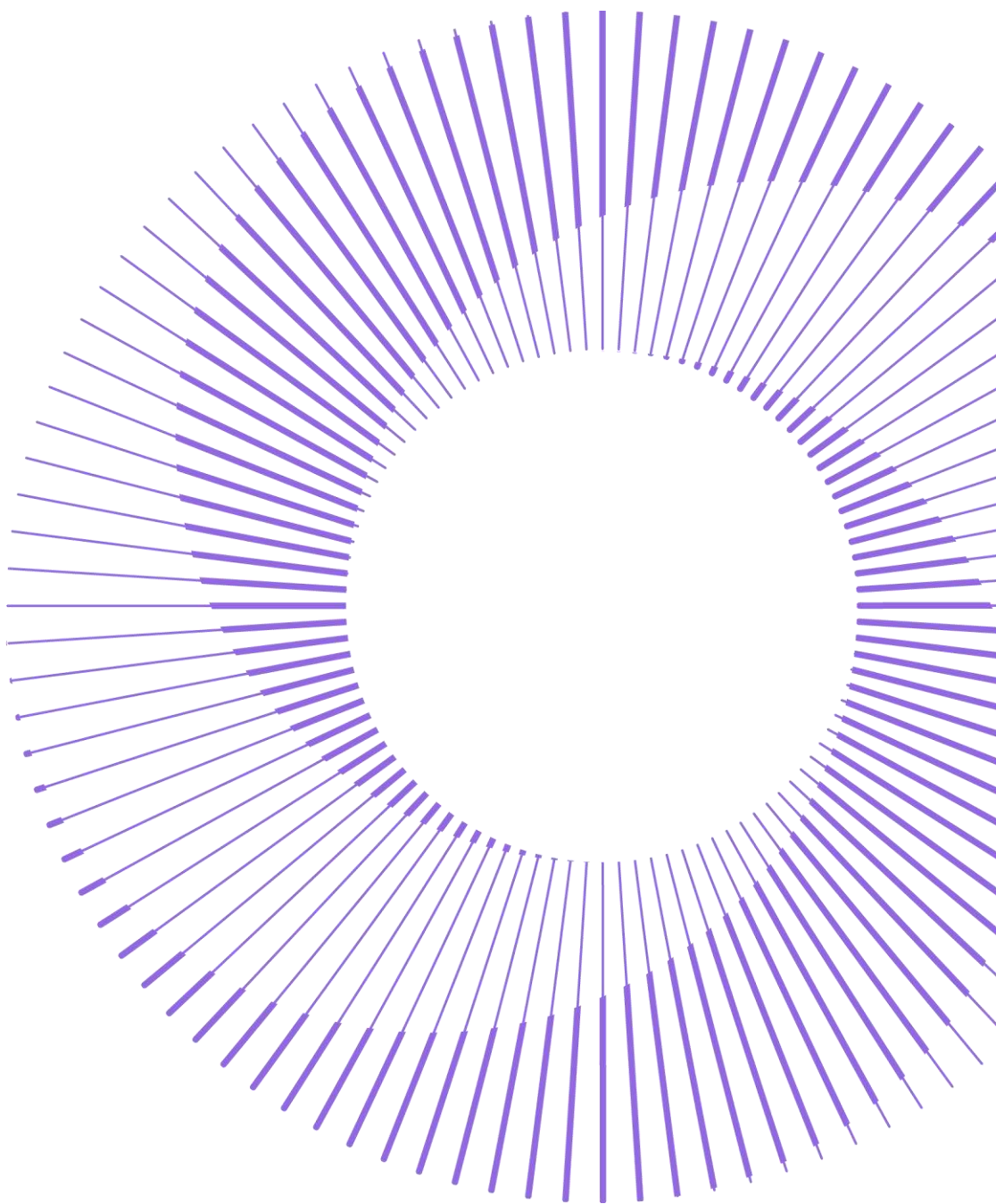


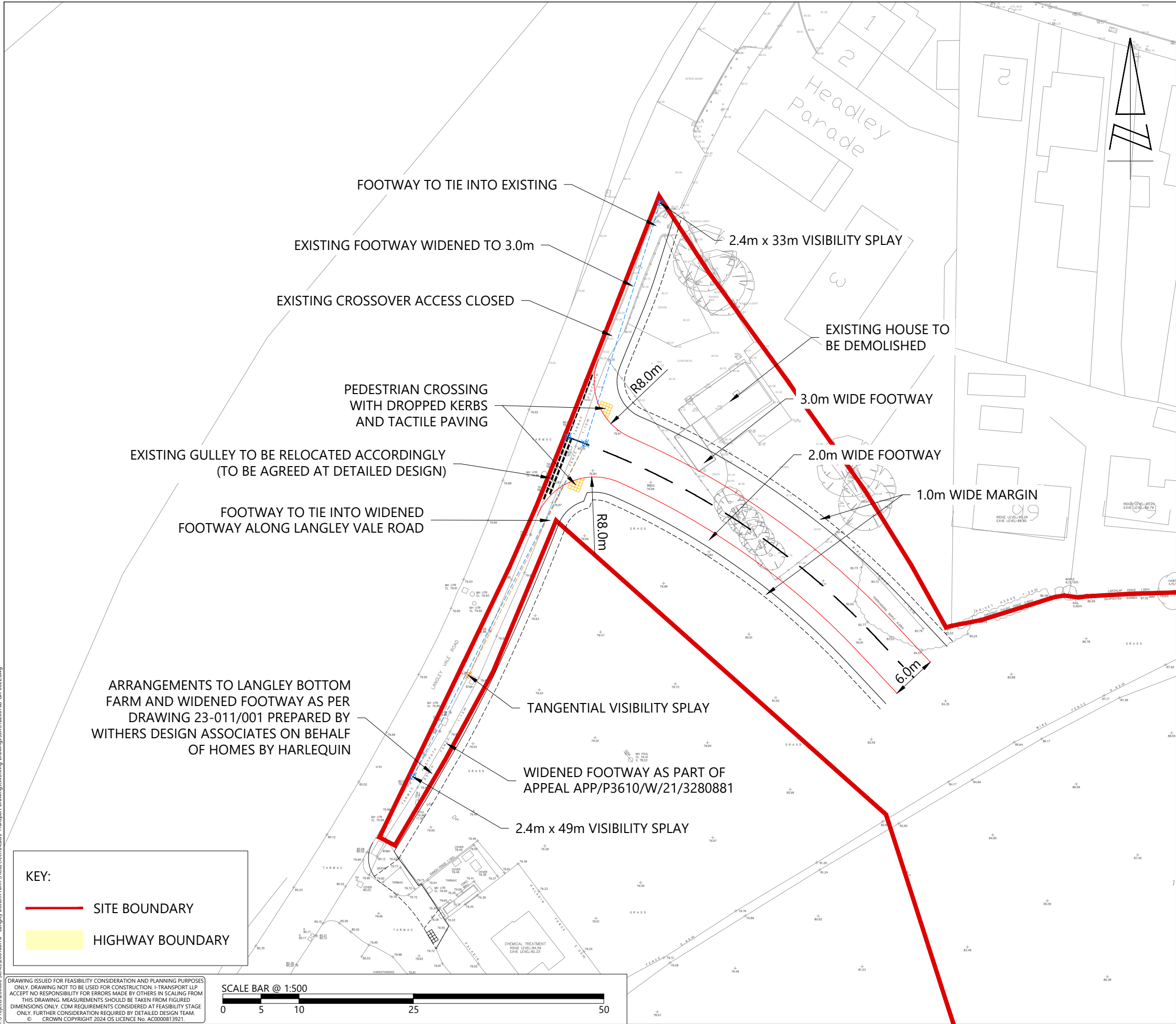




# DRAWINGS

---





|     |          |    |                            |     |     |
|-----|----------|----|----------------------------|-----|-----|
| E   | 10.07.25 | JD | REDLINE BOUNDARY UPDATED   | MK  | DF  |
| D   | 14.04.25 | JD | ANNOTATION ADDED           | DF  | DF  |
| C   | 13.03.25 | MM | VISIBILITY SPLAYS UPDATED  | MK  | DF  |
| B   | 19.02.25 | JD | ACCESS ARRANGEMENT AMENDED | DF  | DF  |
| A   | 17.01.25 | JD | ANNOTATIONS AMENDED        | DF  | DF  |
| REV | DATE     | BY | DESCRIPTION                | CHK | APD |

STATUS: FOR INFORMATION



The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
www.i-transport.co.uk

Tel: 01256 898366

TITLE: PROPOSED SITE ACCESS ARRANGEMENT

PROJECT: LANGLEY BOTTOM FARM (FIELD)

CLIENT: FAIRFAX PROPERTIES

|                       |                   |                |
|-----------------------|-------------------|----------------|
| DRAWN: JD             | CHECKED: DF       | APPROVED: DF   |
| PROJECT No: ITB200788 | SCALE @ A3: 1:500 | DATE: 15.01.25 |

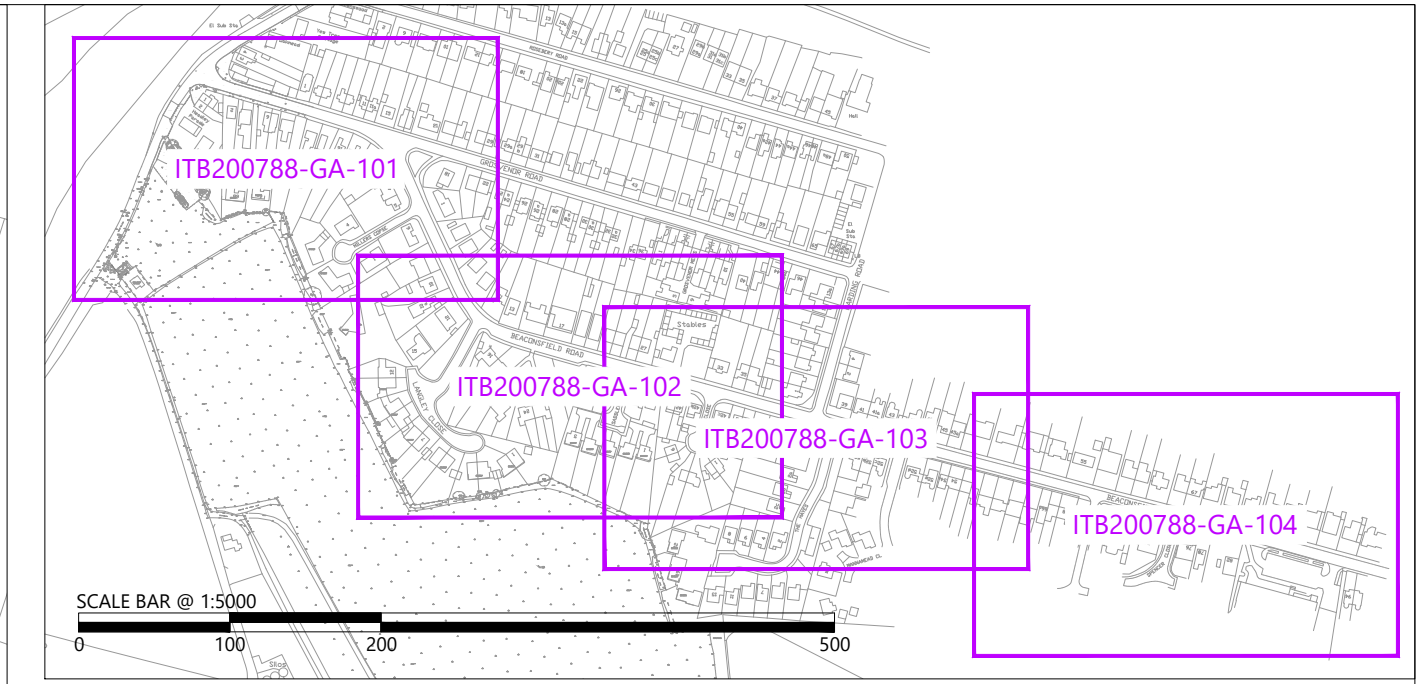
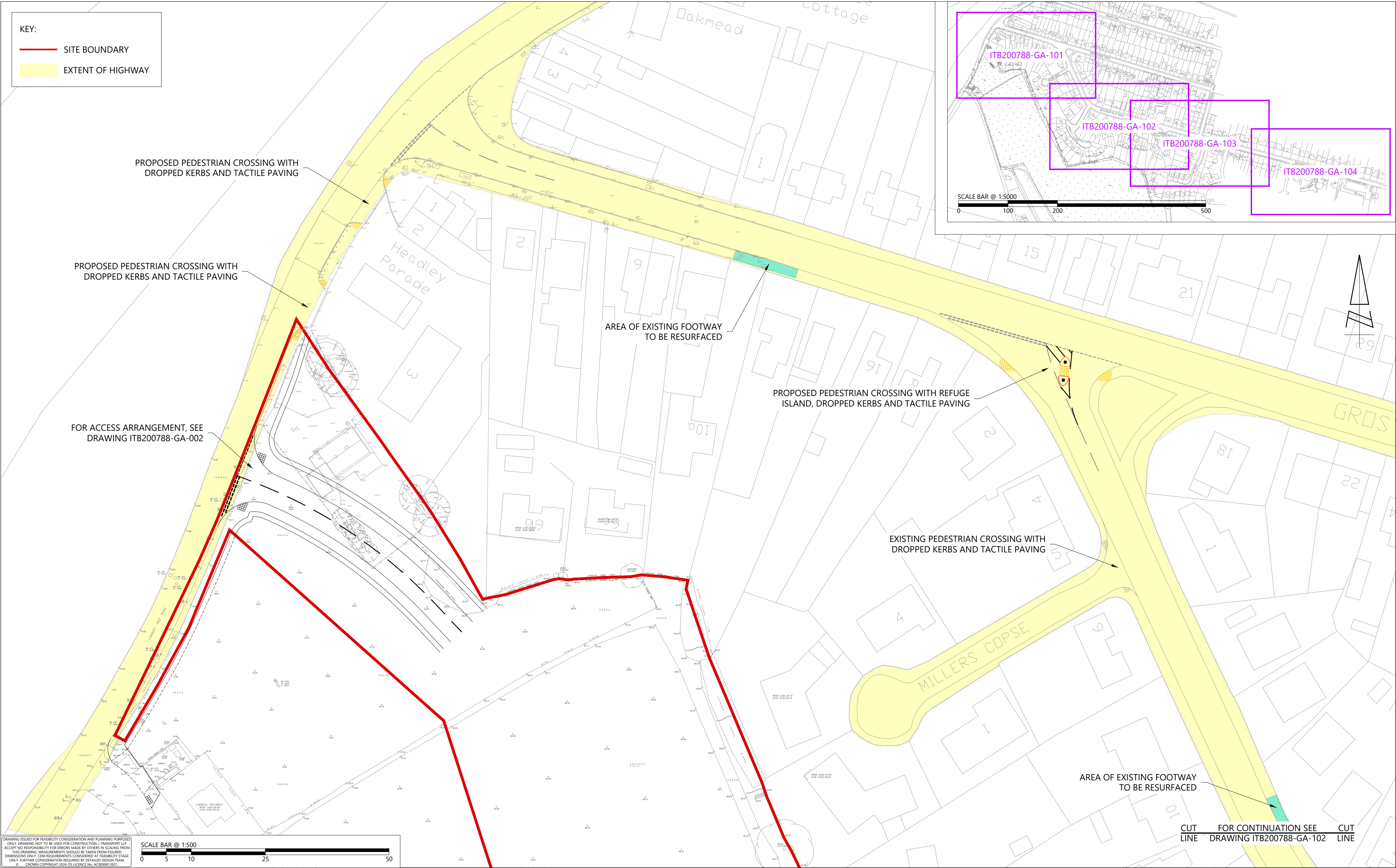
DRAWING No: ITB200788-GA-002 REV: E

T:\Projects\200000 Series\20078818 - Langley Bottom Farm (Field)\Tech\Arch\i-Transport Drawings\Working Drawings\GA\ITB200788-GA-002.dwg

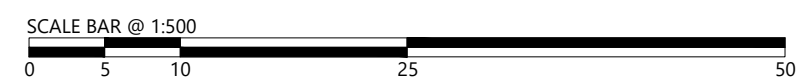
DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.





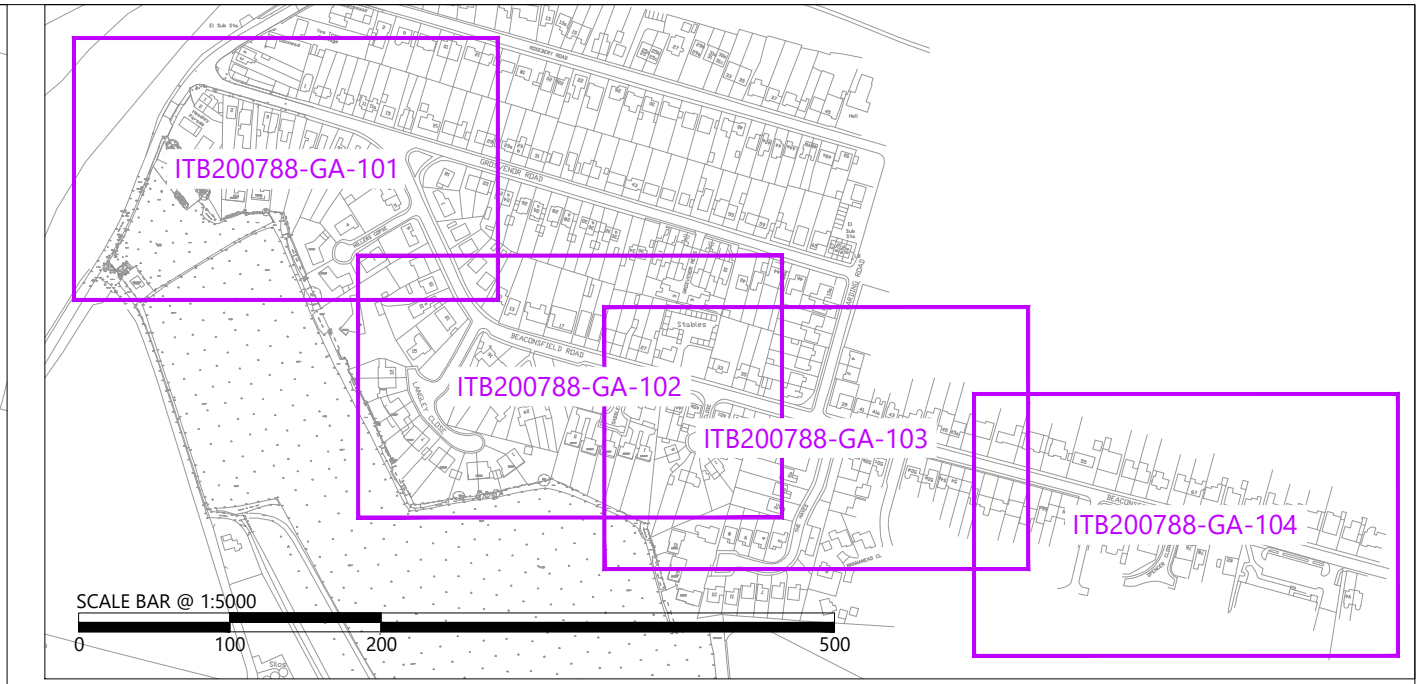
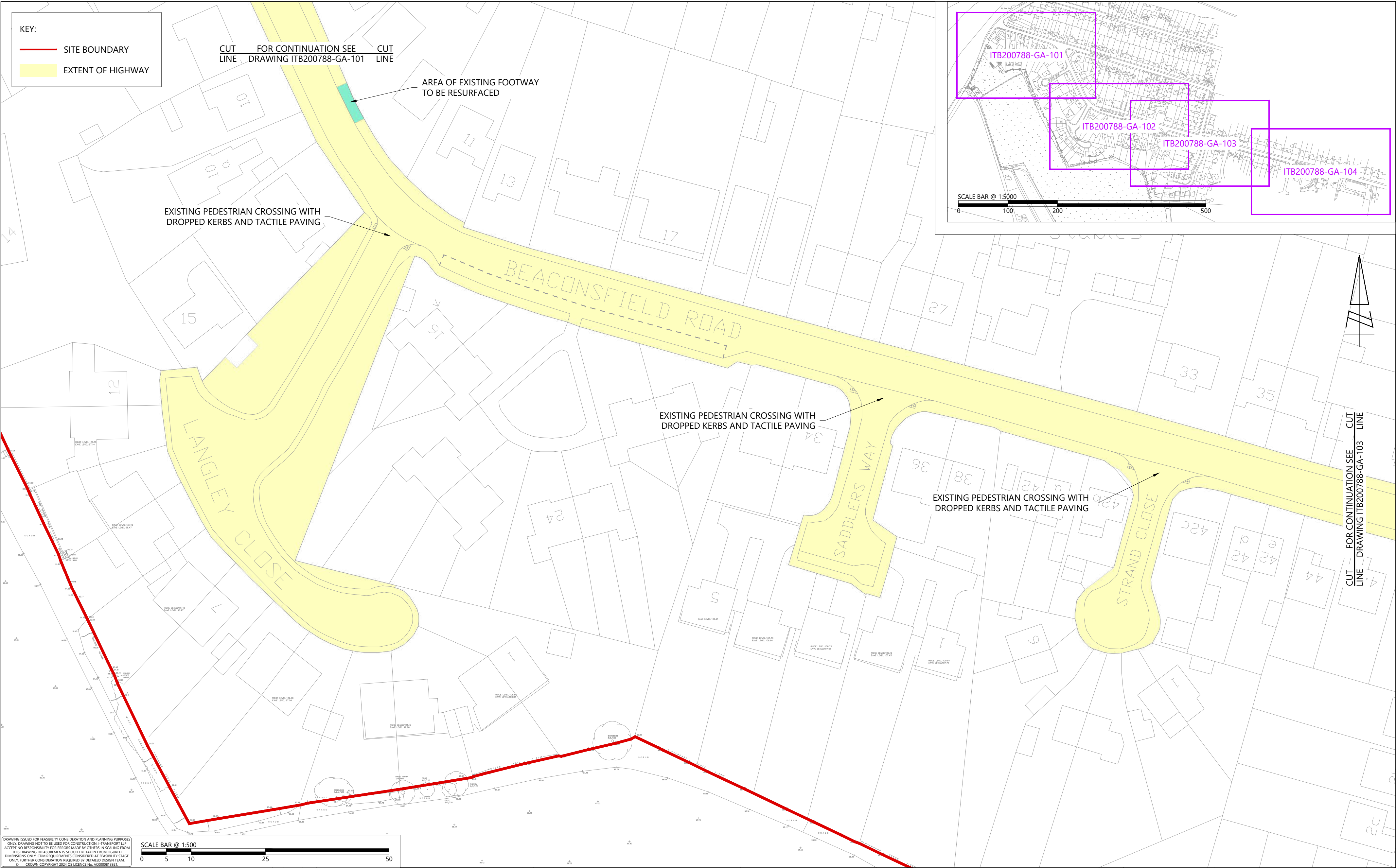


DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.

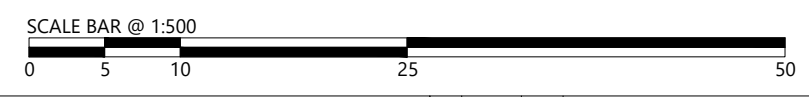


|                                                                                                                                                                                   |      |    |             |                                                                 |     |                                         |  |                                 |                      |                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----|-------------|-----------------------------------------------------------------|-----|-----------------------------------------|--|---------------------------------|----------------------|-------------------|
| <br>The Square, Basingstoke, Hampshire, RG21 4EB<br>Tel: 01256 898366<br>www.i-transport.co.uk |      |    |             | TITLE:<br>POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS<br>SHEET 1 |     | CLIENT:<br>FAIRFAX PROPERTIES           |  | DRAWN:<br>JD                    | CHECKED:<br>MK       | APPROVED:<br>DF   |
| REV                                                                                                                                                                               | DATE | BY | DESCRIPTION | CHK                                                             | APD | PROJECT:<br>LANGLEY BOTTOM FARM (FIELD) |  | PROJECT No:<br>ITB200788        | SCALE @ A2:<br>1:500 | DATE:<br>02.07.25 |
| STATUS:<br>FOR INFORMATION                                                                                                                                                        |      |    |             |                                                                 |     |                                         |  | DRAWING No:<br>ITB200788-GA-101 | REV:<br>-            |                   |



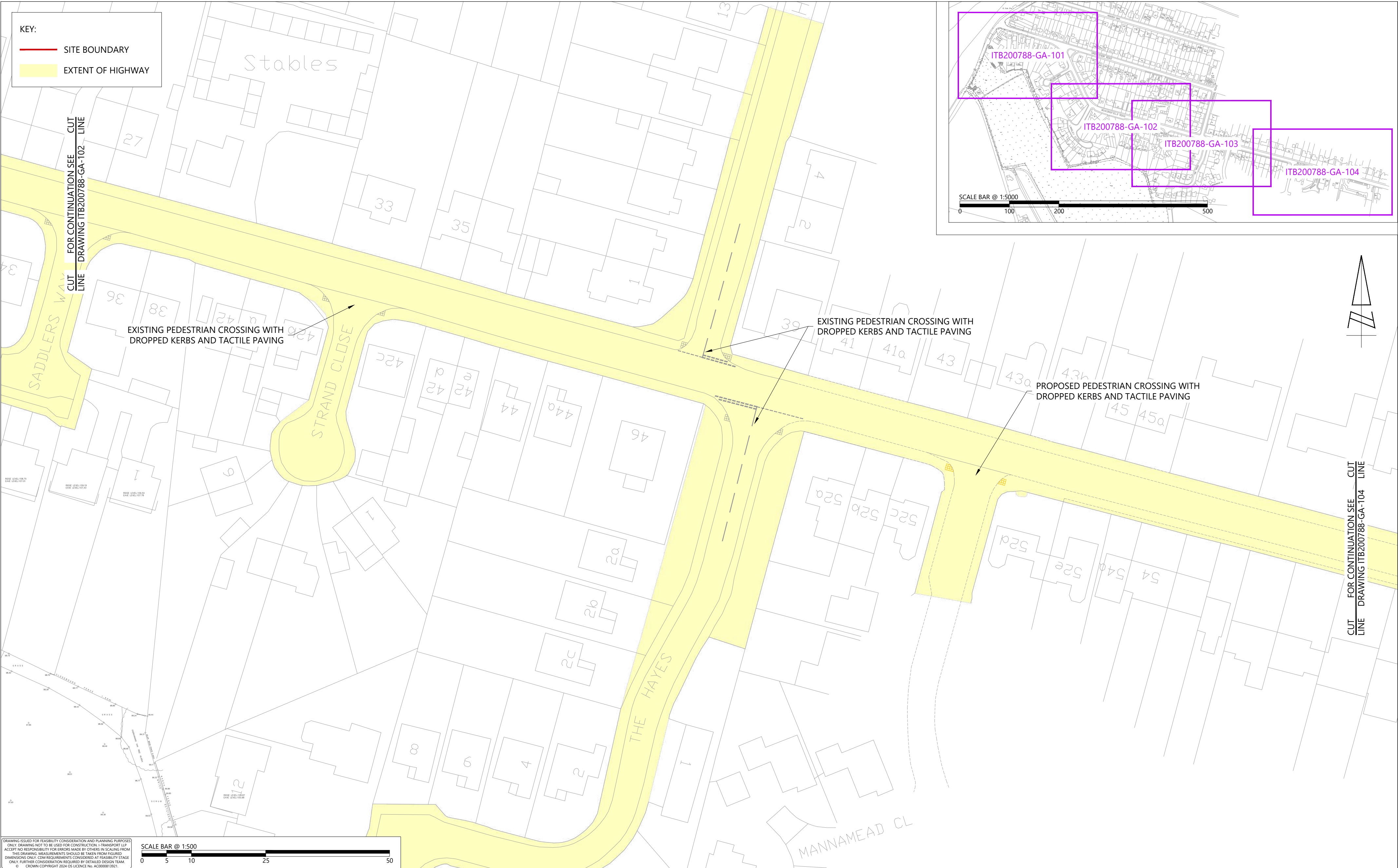


DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALED FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.



|                                                                                                                                                                                                                        |  |      |  |    |  |             |  |  |  |                             |  |     |  |                                                                     |  |  |  |  |  |                    |  |  |  |              |  |                |  |                 |  |                                 |  |  |  |                          |  |                      |  |                   |  |           |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------|--|----|--|-------------|--|--|--|-----------------------------|--|-----|--|---------------------------------------------------------------------|--|--|--|--|--|--------------------|--|--|--|--------------|--|----------------|--|-----------------|--|---------------------------------|--|--|--|--------------------------|--|----------------------|--|-------------------|--|-----------|--|
| <div><p>The Square, Basing View,<br/>Basingstoke, Hampshire, RG21 4EB</p><p>Tel: 01256 898366</p><p>www.i-transport.co.uk</p></div> |  |      |  |    |  |             |  |  |  |                             |  |     |  | TITLE:<br><br>POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS<br>SHEET 2 |  |  |  |  |  |                    |  |  |  | DRAWN:<br>JD |  | CHECKED:<br>MK |  | APPROVED:<br>DF |  |                                 |  |  |  |                          |  |                      |  |                   |  |           |  |
| REV                                                                                                                                                                                                                    |  | DATE |  | BY |  | DESCRIPTION |  |  |  | CHK                         |  | APD |  | PROJECT:                                                            |  |  |  |  |  |                    |  |  |  | CLIENT:      |  |                |  |                 |  |                                 |  |  |  | PROJECT No:<br>ITB200788 |  | SCALE @ A2:<br>1:500 |  | DATE:<br>02.07.25 |  |           |  |
| STATUS:<br><br>FOR INFORMATION                                                                                                                                                                                         |  |      |  |    |  |             |  |  |  | LANGLEY BOTTOM FARM (FIELD) |  |     |  |                                                                     |  |  |  |  |  | FAIRFAX PROPERTIES |  |  |  |              |  |                |  |                 |  | DRAWING No:<br>ITB200788-GA-102 |  |  |  |                          |  |                      |  |                   |  | REV:<br>- |  |





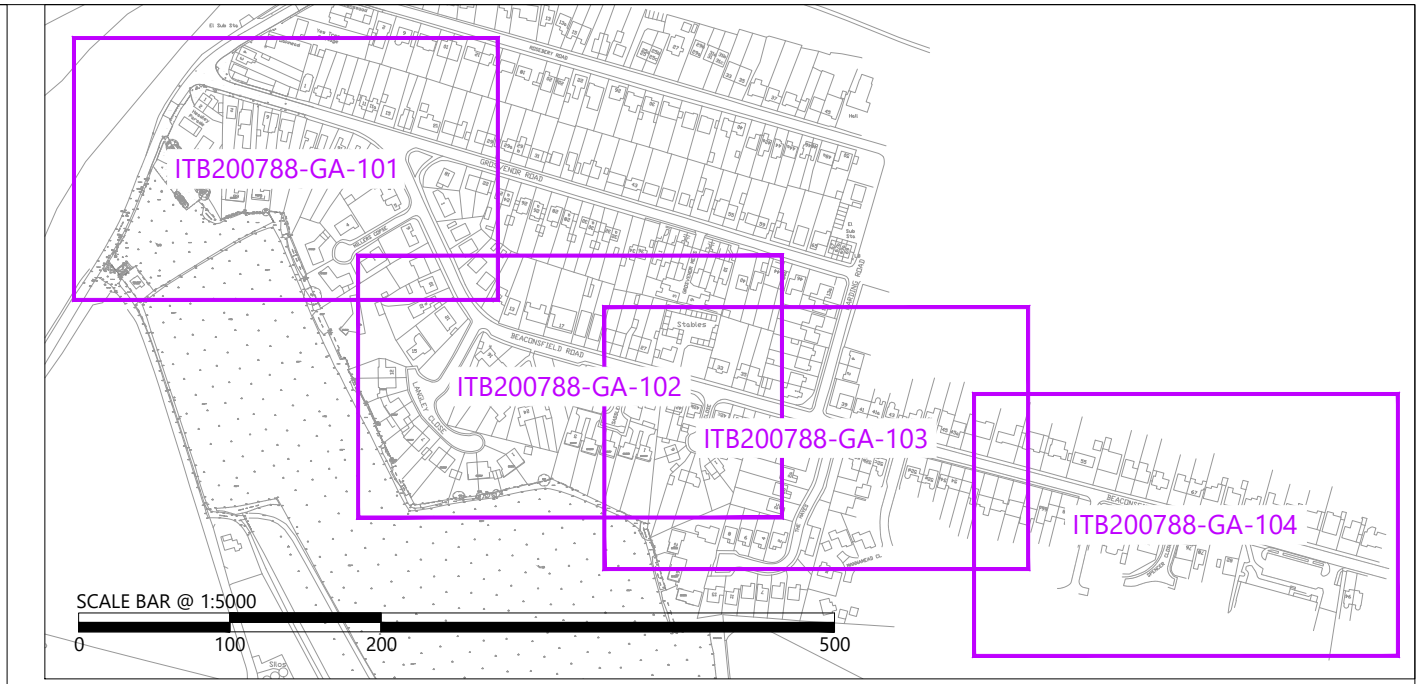
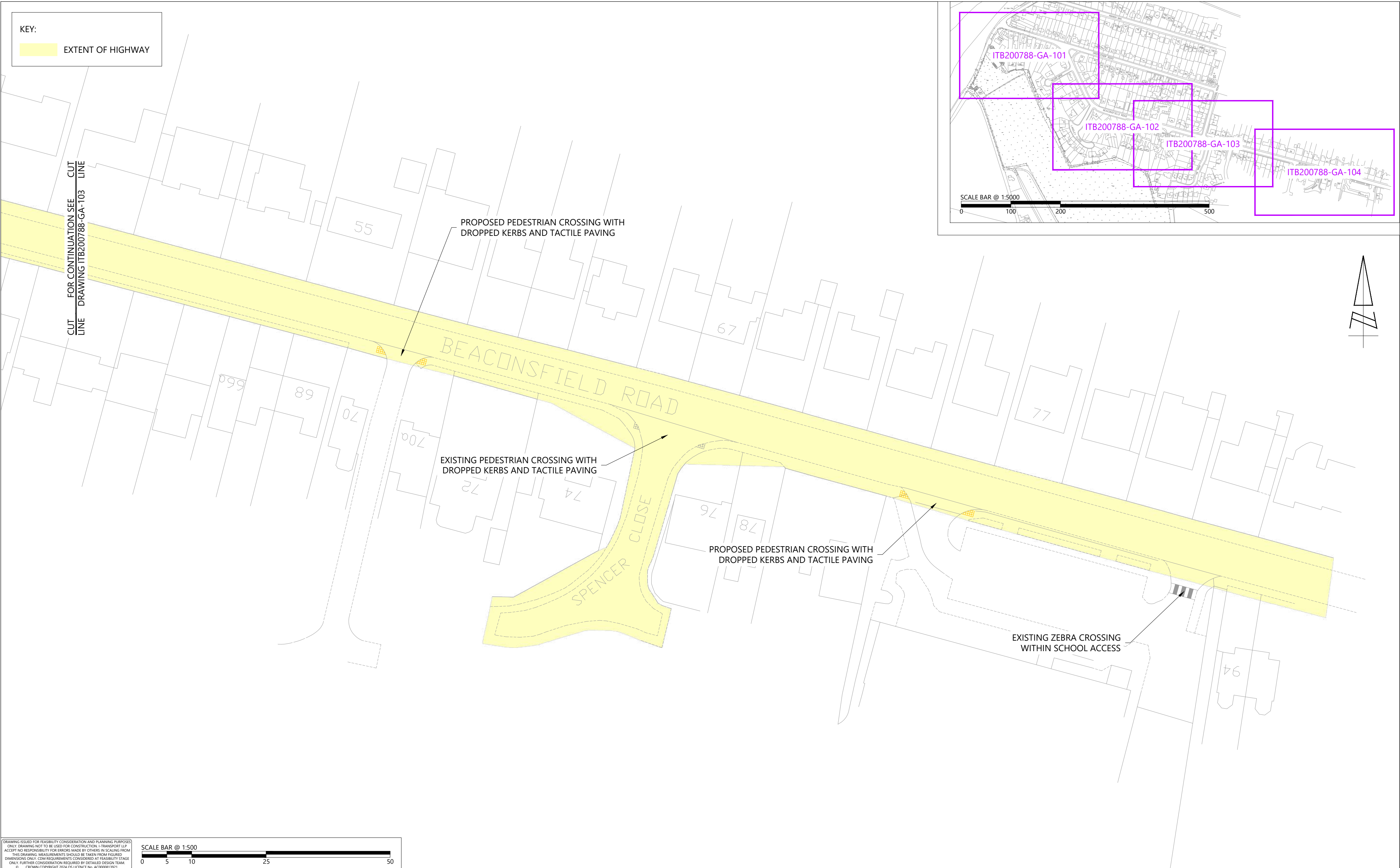
DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921.



The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
Tel: 01256 898366  
www.i-transport.co.uk

| REV                     | DATE | BY | DESCRIPTION | CHK | APP |
|-------------------------|------|----|-------------|-----|-----|
|                         |      |    |             |     |     |
| STATUS: FOR INFORMATION |      |    |             |     |     |

|                                                                 |  |                                 |                      |                   |
|-----------------------------------------------------------------|--|---------------------------------|----------------------|-------------------|
| TITLE:<br>POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS<br>SHEET 3 |  | DRAWN:<br>JD                    | CHECKED:<br>MK       | APPROVED:<br>DF   |
| PROJECT:<br>LANGLEY BOTTOM FARM (FIELD)                         |  | PROJECT No:<br>ITB200788        | SCALE @ A2:<br>1:500 | DATE:<br>02.07.25 |
| CLIENT:<br>FAIRFAX PROPERTIES                                   |  | DRAWING No:<br>ITB200788-GA-103 | REV:<br>-            |                   |



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. AC0000813921



The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
Tel: 01256 898366  
www.i-transport.co.uk

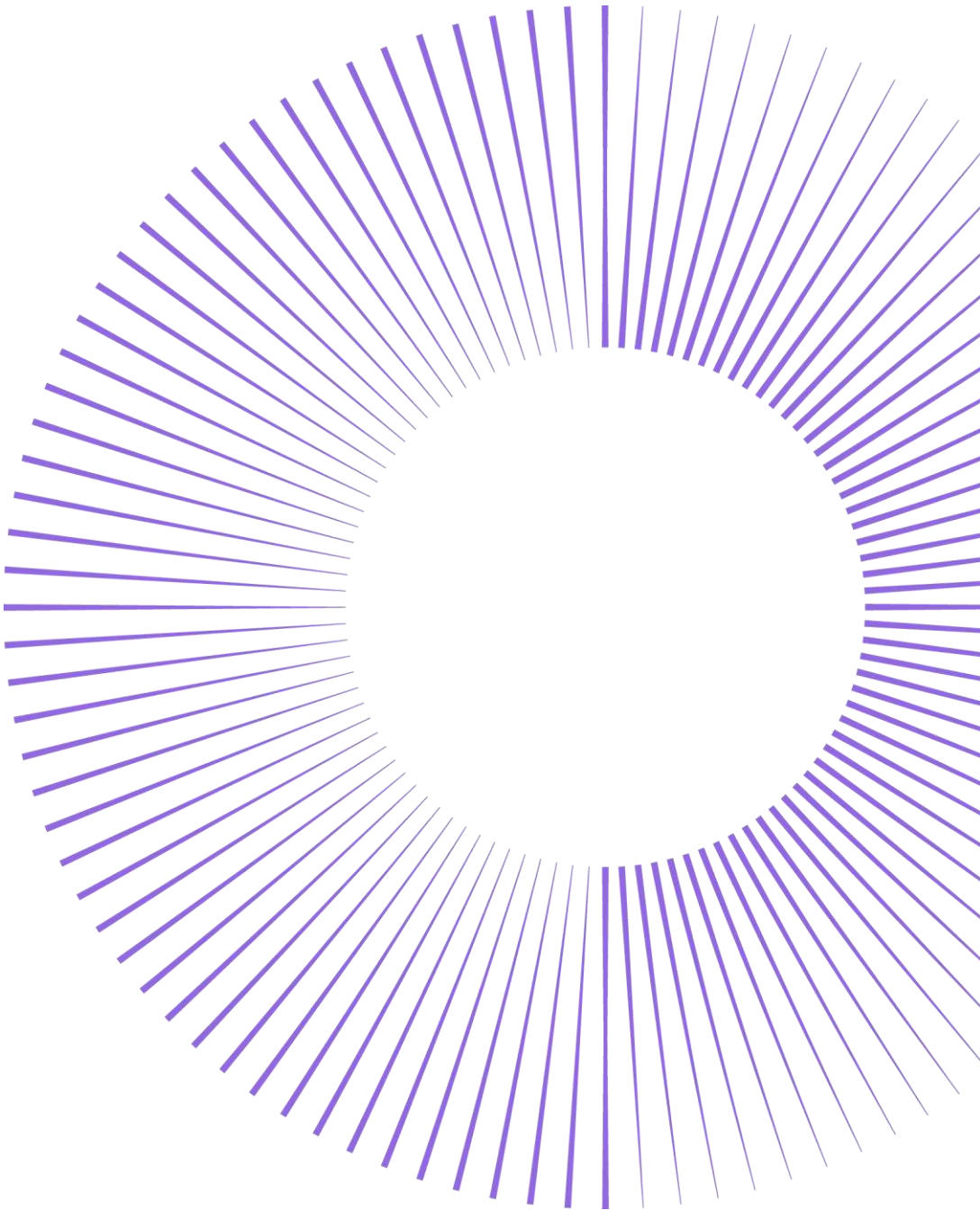
| REV | DATE | BY | DESCRIPTION     | CHK | APD |
|-----|------|----|-----------------|-----|-----|
|     |      |    | FOR INFORMATION |     |     |

|                                                                 |  |                                 |                      |                   |
|-----------------------------------------------------------------|--|---------------------------------|----------------------|-------------------|
| TITLE:<br>POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS<br>SHEET 4 |  | DRAWN:<br>JD                    | CHECKED:<br>MK       | APPROVED:<br>DF   |
| PROJECT:<br>LANGLEY BOTTOM FARM (FIELD)                         |  | PROJECT No:<br>ITB200788        | SCALE @ A2:<br>1:500 | DATE:<br>02.07.25 |
| CLIENT:<br>FAIRFAX PROPERTIES                                   |  | DRAWING No:<br>ITB200788-GA-104 | REV:<br>-            |                   |



# APPENDICES

---



**APPENDIX A.**    Technical Notes

---

# Farm View, Langley Vale Road, Epsom: Response to Transport Review

Ref: DF/MK/ITB200788-007 TN  
Date: 4 February 2026

## SECTION 1 Response to Transport Review

- 1.1.1** i-Transport has reviewed the Transport Review (Ref. PC8097-RHD-XX-ZZ-RP-R-0001) undertaken by ITP by Haskoning on behalf of the Langley Vale Action Group dated 29<sup>th</sup> October 2025. ITP have raised comments regarding the TRICS assessment and subsequent highway impacts, presented in the Transport Assessment (TA) prepared by i-Transport (Ref. ITB200788-001a). It is important to note however, that SCC did not raise any objection on this matter and confirmed agreement to the TRICS assessment undertaken within the i-Transport TA – these trip rates have been confirmed to be valid through a thorough and robust interrogation of the TRICS database.
- 1.1.2** ITP have conducted an alternative TRICS assessment which concluded that the vehicular trip generation presented within the i-Transport TA underestimates the estimated traffic impacts of the proposed development. It identifies that in the sensitivity scenario (i.e. no vision) the i-Transport TA underestimates the vehicular trip generation by 9 two-way movements in the morning peak hour (08:00-09:00) and 12 two-way movements in the evening peak hour (17:00-18:00). For the vision-led scenario, ITP suggest that the i-Transport TA underestimates the vehicular trip generation by 15 two-way movements in the morning peak hour and 18 two-way movements in the evening peak hour.
- 1.1.3** **Table 1.1** provides a comparison between the vehicular trip generation by i-Transport and that proposed by ITP for the sensitivity and vision-led scenarios.



**Table 1.1: Comparison of Vehicular Trip Generation**

|              | Sensitivity Scenario |           |           |             |           |           |
|--------------|----------------------|-----------|-----------|-------------|-----------|-----------|
|              | 08:00-09:00          |           |           | 17:00-18:00 |           |           |
|              | In                   | Out       | Two-Way   | In          | Out       | Two-Way   |
| i-Transport  | 15                   | 38        | 53        | 34          | 16        | 50        |
| ITP Increase | +2                   | +7        | +9        | +8          | +4        | +12       |
| <b>Total</b> | <b>17</b>            | <b>45</b> | <b>62</b> | <b>42</b>   | <b>20</b> | <b>62</b> |

|              | Vision-Led Scenario |           |           |             |           |           |
|--------------|---------------------|-----------|-----------|-------------|-----------|-----------|
|              | 08:00-09:00         |           |           | 17:00-18:00 |           |           |
|              | In                  | Out       | Two-Way   | In          | Out       | Two-Way   |
| i-Transport  | 14                  | 35        | 49        | 30          | 14        | 44        |
| ITP Increase | +4                  | +10       | +14       | +12         | +6        | +18       |
| <b>Total</b> | <b>18</b>           | <b>45</b> | <b>63</b> | <b>42</b>   | <b>20</b> | <b>62</b> |

1.1.4 Whilst the i-Transport assessment has been agreed with SCC, and in no way has been determined as invalid, **Table 1.1** identifies that even with the inclusion additional vehicular trips suggested by ITP:

- The proposal would generate circa one two-way movement per minute in both the morning and evening peaks in both scenarios (similar to the conclusions in the i-Transport TA) – the additional 9 and 12 two-way vehicular movements suggested by ITP for the sensitivity scenario would equate to one additional two-way movements every 5-minutes in both the morning and evening peak hour. This increase is immaterial and would not be noticeable.
- The additional 14 and 18 two-way vehicular movements proposed by ITP for the vision-led scenario would equate to between 1 – 2 additional two-way movements every 5-minutes in both the morning and evening peak hours. These increases are also immaterial and would not be noticeable.

1.1.5 To add further context to the above negligible impact, **Table 1.2** provides a link impact assessment on Langley Vale Road, considering both i-Transport's and ITP's vehicular trip generation numbers.

**Table 1.2: Langley Vale Road Link Impact Assessment**

|             |              | 2030 Baseline |             | 2030 Baseline + Development |             | Increase    |             | Percentage Increase (%) |              |
|-------------|--------------|---------------|-------------|-----------------------------|-------------|-------------|-------------|-------------------------|--------------|
|             |              | 08:00-09:00   | 17:00-18:00 | 08:00-09:00                 | 17:00-18:00 | 08:00-09:00 | 17:00-18:00 | 08:00-09:00             | 17:00-18:00  |
| i-Transport | NB           | 762           | 857         | 790                         | 887         | +28         | +30         | +3.7%                   | +3.5%        |
|             | SB           | 626           | 538         | 651                         | 574         | +25         | +36         | +4.0%                   | +6.7%        |
|             | <b>Total</b> | <b>1388</b>   | <b>1395</b> | <b>1441</b>                 | <b>1461</b> | <b>+53</b>  | <b>+66</b>  | <b>+3.8%</b>            | <b>+4.7%</b> |
|             |              | 2030 Baseline |             | 2030 Baseline + Development |             | Increase    |             | Percentage Increase (%) |              |
|             |              | 08:00-09:00   | 17:00-18:00 | 08:00-09:00                 | 17:00-18:00 | 08:00-09:00 | 17:00-18:00 | 08:00-09:00             | 17:00-18:00  |
| ITP         | NB           | 762           | 857         | 797                         | 896         | +35         | +39         | +4.6%                   | +4.6%        |
|             | SB           | 626           | 538         | 653                         | 577         | +27         | +39         | +4.3%                   | +7.2%        |
|             | <b>Total</b> | <b>1388</b>   | <b>1395</b> | <b>1450</b>                 | <b>1473</b> | <b>+62</b>  | <b>+78</b>  | <b>+4.5%</b>            | <b>+5.6%</b> |
|             |              | 2030 Baseline |             | 2030 Baseline + Development |             | Increase    |             | Percentage Increase (%) |              |
|             |              | 08:00-09:00   | 17:00-18:00 | 08:00-09:00                 | 17:00-18:00 | 08:00-09:00 | 17:00-18:00 | 08:00-09:00             | 17:00-18:00  |
| Difference  | NB           | 0             | 0           | 7                           | 9           | +7          | +9          | +0.9%                   | +1.1%        |
|             | SB           | 0             | 0           | 2                           | 3           | +2          | +3          | +0.3%                   | +0.6%        |
|             | <b>Total</b> | <b>0</b>      | <b>0</b>    | <b>9</b>                    | <b>12</b>   | <b>+9</b>   | <b>+12</b>  | <b>+0.6%</b>            | <b>+0.9%</b> |

\*NB = Northbound

\*SB = Southbound

**1.1.6** **Table 1.2** shows that even if the marginally greater ITP numbers were to be used, the percentage impact on Langley Vale Road as a result of the development proposal would continue to be imperceivable – overall increases of circa one vehicle per minute (circa 5%). The percentage increases from the ITP numbers over the i-Transport analysis are 0.6% and 0.9% in the morning and evening peak hours. The differences are immaterial and do not change the validity of the i-Transport technical analysis in that the traffic impacts of the development proposal are acceptable.

**1.1.7** In conclusion:

- 1 The trip generation and traffic assessment undertaken by i-Transport remains acceptable and has been agreed with highways officers at SCC – it concludes that the traffic impacts of the proposed development are acceptable.
- 2 Even when the increased ITP trip generation exercise is applied to the proposed development the traffic impacts remain acceptable – the increases are immaterial and will not be noticeable.

---

# Farm View, Langley Vale Road, Epsom: Response to Transport Review (Junction Assessments)

Ref: DF/MK/ITB200788-008 TN  
Date: 9 February 2026

## SECTION 1 Introduction

- 1.1.1 i-Transport has reviewed the Transport Review (*Ref. PC8097-RHD-XX-ZZ-RP-R-0001*) undertaken by ITP by Haskoning (ITP) on behalf of the Langley Vale Action Group dated 29 October 2025. ITP has raised comments relating to the capacity of the Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction and the site access junction on Langley Vale Road.
- 1.1.2 This note has been prepared to respond to these comments. However, it should be noted that Surrey County Council (SCC), as the local highway authority, did not raise any objection to the scope or methodology of the traffic assessment presented within the Transport Assessment (TA) prepared by i-Transport (*Ref. ITB200788-001a*).

## SECTION 2 Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction

- 2.1.1 ITP have requested clarification for the omission of this junction from the capacity assessment undertaken within the TA prepared by i-Transport.
- 2.1.2 Analysis of this junction by i-Transport concluded that it was not necessary to assess this junction, given that the traffic generated by the development would have an imperceivable impact at this junction. Multiple peak hour site visits and observations did not identify any existing capacity issues at this junction.
- 2.1.3 Notwithstanding the above, a review of the development's impact at this junction has been undertaken in **Table 1.1** which provides the percentage impact at this junction based on the additional vehicular trips generated by the development (based on the sensitivity scenario presented in the TA for robustness).



**Table 1.1: Percentage Impact at Downs Rd / Headley Rd / Farm Ln / Shepherd's Walk Junction**  
– i-Transport Assessment

| 2030 Future Baseline                                         |            |            |           |            |             |                            |            |            |           |            |             |
|--------------------------------------------------------------|------------|------------|-----------|------------|-------------|----------------------------|------------|------------|-----------|------------|-------------|
| AM Peak Hour (08:00-09:00)                                   |            |            |           |            |             | PM Peak Hour (17:00-18:00) |            |            |           |            |             |
|                                                              | A          | B          | C         | D          | Total       |                            | A          | B          | C         | D          | Total       |
| A                                                            | 0          | 298        | 2         | 163        | 462         | A                          | 0          | 273        | 2         | 153        | 428         |
| B                                                            | 391        | 0          | 0         | 124        | 516         | B                          | 513        | 0          | 2         | 65         | 580         |
| C                                                            | 4          | 0          | 0         | 0          | 4           | C                          | 9          | 1          | 0         | 2          | 13          |
| D                                                            | 246        | 109        | 2         | 0          | 357         | D                          | 154        | 49         | 0         | 0          | 203         |
| <b>Total</b>                                                 | <b>642</b> | <b>406</b> | <b>4</b>  | <b>287</b> | <b>1339</b> | <b>Total</b>               | <b>676</b> | <b>323</b> | <b>4</b>  | <b>220</b> | <b>1223</b> |
| Development Vehicular Trip Generation (Sensitivity Scenario) |            |            |           |            |             |                            |            |            |           |            |             |
| AM Peak Hour (08:00-09:00)                                   |            |            |           |            |             | PM Peak Hour (17:00-18:00) |            |            |           |            |             |
|                                                              | A          | B          | C         | D          | Total       |                            | A          | B          | C         | D          | Total       |
| A                                                            | 0          | 11         | 0         | 3          | 14          | A                          | 0          | 0          | 0         | 0          | 0           |
| B                                                            | 5          | 0          | 0         | 0          | 5           | B                          | 16         | 0          | 0         | 0          | 16          |
| C                                                            | 0          | 0          | 0         | 0          | 0           | C                          | 0          | 0          | 0         | 0          | 0           |
| D                                                            | 2          | 0          | 0         | 0          | 2           | D                          | 5          | 0          | 0         | 0          | 5           |
| <b>Total</b>                                                 | <b>7</b>   | <b>11</b>  | <b>0</b>  | <b>3</b>   | <b>21</b>   | <b>Total</b>               | <b>21</b>  | <b>0</b>   | <b>0</b>  | <b>0</b>   | <b>21</b>   |
| Percentage Impact (%)                                        |            |            |           |            |             |                            |            |            |           |            |             |
| AM Peak Hour (08:00-09:00)                                   |            |            |           |            |             | PM Peak Hour (17:00-18:00) |            |            |           |            |             |
|                                                              | A          | B          | C         | D          | Total       |                            | A          | B          | C         | D          | Total       |
| A                                                            | 0%         | 4%         | 0%        | 2%         | 3%          | A                          | 0%         | 0%         | 0%        | 0%         | 0%          |
| B                                                            | 1%         | 0%         | 0%        | 0%         | 1%          | B                          | 3%         | 0%         | 0%        | 0%         | 3%          |
| C                                                            | 0%         | 0%         | 0%        | 0%         | 0%          | C                          | 0%         | 0%         | 0%        | 0%         | 0%          |
| D                                                            | 1%         | 0%         | 0%        | 0%         | 1%          | D                          | 3%         | 0%         | 0%        | 0%         | 2%          |
| <b>Total</b>                                                 | <b>1%</b>  | <b>3%</b>  | <b>0%</b> | <b>1%</b>  | <b>2%</b>   | <b>Total</b>               | <b>3%</b>  | <b>0%</b>  | <b>0%</b> | <b>0%</b>  | <b>2%</b>   |

Source: Consultant's Calculations. Arms labelled as follows:

\*A = Downs Road

\*B = Farm Lane

\*C = Shepherd's Walk

\*D = Headley Road

#### 2.1.4 Table 1.1 identifies that even with the addition of development traffic:

- In the sensitivity scenario, the development proposal would generate an additional 21 two-way vehicular movements through the junction in both the AM and PM peak hour. This equates to less than two two-way movements every 5-minute through the junction.
- As a percentage increase, the traffic generated by the development proposal would result in a 2% increase in the total number of movements through the junction. This would be imperceivable and is well below the accepted 10% daily fluctuations in traffic levels.

2.1.5 In addition, a further comparison has been presented at **Table 1.2** which sets out a review of the development's impact at this junction based on ITP's alternative and unadjusted trip rates.

**Table 1.2: Percentage Impact at Downs Rd / Headley Rd / Farm Ln / Shepherd's Walk Junction – ITP Assessment**

| 2030 Future Baseline                                         |            |            |           |            |             |                            |            |            |           |            |             |
|--------------------------------------------------------------|------------|------------|-----------|------------|-------------|----------------------------|------------|------------|-----------|------------|-------------|
| AM Peak Hour (08:00-09:00)                                   |            |            |           |            |             | PM Peak Hour (17:00-18:00) |            |            |           |            |             |
|                                                              | A          | B          | C         | D          | Total       |                            | A          | B          | C         | D          | Total       |
| A                                                            | 0          | 298        | 2         | 163        | 462         | A                          | 0          | 273        | 2         | 153        | 428         |
| B                                                            | 391        | 0          | 0         | 124        | 516         | B                          | 513        | 0          | 2         | 65         | 580         |
| C                                                            | 4          | 0          | 0         | 0          | 4           | C                          | 9          | 1          | 0         | 2          | 13          |
| D                                                            | 246        | 109        | 2         | 0          | 357         | D                          | 154        | 49         | 0         | 0          | 203         |
| <b>Total</b>                                                 | <b>642</b> | <b>406</b> | <b>4</b>  | <b>287</b> | <b>1339</b> | <b>Total</b>               | <b>676</b> | <b>323</b> | <b>4</b>  | <b>220</b> | <b>1223</b> |
| Development Vehicular Trip Generation (Sensitivity Scenario) |            |            |           |            |             |                            |            |            |           |            |             |
| AM Peak Hour (08:00-09:00)                                   |            |            |           |            |             | PM Peak Hour (17:00-18:00) |            |            |           |            |             |
|                                                              | A          | B          | C         | D          | Total       |                            | A          | B          | C         | D          | Total       |
| A                                                            | 0          | 12         | 0         | 4          | 16          | A                          | 0          | 1          | 0         | 0          | 1           |
| B                                                            | 6          | 0          | 0         | 0          | 6           | B                          | 19         | 0          | 0         | 0          | 19          |
| C                                                            | 0          | 0          | 0         | 0          | 0           | C                          | 0          | 0          | 0         | 0          | 0           |
| D                                                            | 3          | 0          | 0         | 0          | 3           | D                          | 6          | 0          | 0         | 0          | 6           |
| <b>Total</b>                                                 | <b>9</b>   | <b>12</b>  | <b>0</b>  | <b>4</b>   | <b>25</b>   | <b>Total</b>               | <b>25</b>  | <b>1</b>   | <b>0</b>  | <b>0</b>   | <b>26</b>   |
| Percentage Impact (%)                                        |            |            |           |            |             |                            |            |            |           |            |             |
| AM Peak Hour (08:00-09:00)                                   |            |            |           |            |             | PM Peak Hour (17:00-18:00) |            |            |           |            |             |
|                                                              | A          | B          | C         | D          | Total       |                            | A          | B          | C         | D          | Total       |
| A                                                            | 0%         | 4%         | 0%        | 2%         | 3%          | A                          | 0%         | 0%         | 0%        | 0%         | 0%          |
| B                                                            | 2%         | 0%         | 0%        | 0%         | 1%          | B                          | 4%         | 0%         | 0%        | 0%         | 3%          |
| C                                                            | 0%         | 0%         | 0%        | 0%         | 0%          | C                          | 0%         | 0%         | 0%        | 0%         | 0%          |
| D                                                            | 1%         | 0%         | 0%        | 0%         | 1%          | D                          | 4%         | 0%         | 0%        | 0%         | 3%          |
| <b>Total</b>                                                 | <b>1%</b>  | <b>3%</b>  | <b>0%</b> | <b>1%</b>  | <b>2%</b>   | <b>Total</b>               | <b>4%</b>  | <b>0%</b>  | <b>0%</b> | <b>0%</b>  | <b>2%</b>   |

Source: Consultant's Calculations. Arms labelled as follows:

\*A = Downs Road

\*B = Farm Lane

\*C = Shepherd's Walk

\*D = Headley Road

2.1.6 **Table 1.2** supports the conclusions of **Table 1.1** with near identical results.

2.1.7 **Tables 1.1** and **1.2** demonstrate that the traffic generated by the development proposal would have a negligible impact at this junction, i.e. an overall 2% increase or less than two two-way vehicular movements every 5-minutes. A junction capacity assessment of this junction is not required.

## SECTION 3      Site Access Junction and Langley Vale Road

- 3.1.1 ITP also raised a query in relation to existing queuing on Langley Vale Road in the vicinity of the site access junction and queried why this was not addressed by i-Transport in the capacity testing of the proposed site access junction.
- 3.1.2 Multiple peak hour site visits and video footage obtained from the traffic surveys identified that queuing on Langley Vale Road results from equestrian users existing the adjacent bridleways and entering the carriageway for a short stretch. These conditions relate to the interaction between road users rather than highway capacity constraints (i.e. motor vehicles slowing down to pass horses or waiting behind horses before the equestrians exit the carriageway). This event is clearly shown in the photos in Appendices C and D of the ITP report which show horses in the carriageway. This occurrence also often happens in conjunction with horses crossing Langley Vale Road at the Pegasus crossing to the southwest of the site which can temporarily increase queuing.
- 3.1.3 Analysis of equestrian use was included within the TA which identified that during the highway peak hours (08:00-09:00 and 17:00-18:00) that there are few equestrian movements on Langley Vale Road (11 movements between 08:00-09:00 and zero movements between 17:00-18:00). Given that the equestrians travel in groups, known as 'strings', the actual number of occurrences when interactions between motorised users and equestrians occur during the highway peak hours is low (i.e. queueing occurrences are minimal).
- 3.1.4 In addition, the analysis from the survey footage identified that when equestrians do enter the carriageway and result in queues forming on Langley Vale Road, the delay lasts for approximately 1-minute before the equestrians exit the carriageway and Langley Vale Road returns to free-flowing conditions.
- 3.1.5 In conclusion, whilst equestrian users in the carriageway do result in queuing, these queues only occur a handful of times during the morning peak hour and dissipate quickly. This cannot be replicated in the Junctions 11 model which confirms that the site access will operate acceptably based on highway geometry and expected traffic flows. Any impacts from the equestrian caused queueing are minimal and temporary.



## SECTION 4 Conclusion

### 4.1.1 In conclusion:

- 1 No junction assessments are necessary for the Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction as the traffic generated by the development proposal would have a negligible impact at this junction. The additional flows from the development equate to less than two two-way movements per minute through the junction in both the AM and PM peak hours, or a 2% increase in the total number of movements through the junction. This increase is imperceptible.
- 2 The existing observed queues on Langley Vale Road result from equestrians entering the carriageway and interacting with motorised users. Analysis was undertaken within the TA which shows that there are few occurrences of interaction between users during the highway peaks, and that when such interactions do occur, queues last for short periods before free-flowing conditions on Langley Vale Road return (i.e. they dissipate quickly). The site access junction will operate acceptably with any impacts from the equestrian caused queuing identified to be minimal and temporary.

**APPENDIX B.**     Langley Bottom Farm Appeal Decision

## Appeal Decision

Hearing Held on 6 July 2022

Site visit made on 7 July 2022

**by D Hartley BA (Hons) MTP MBA MRTPI**

**an Inspector appointed by the Secretary of State**

**Decision date: 14<sup>th</sup> July 2022**

---

**Appeal Ref: APP/P3610/W/21/3280881**

**Langley Bottom Farm, Langley Vale Road, Epsom, KT18 6AP**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr Joe Cheeseman of Fairfax Properties against the decision of Epsom & Ewell Borough Council.
  - The application Ref 20/00475/FUL, dated 19 March 2020, was refused by notice dated 22 February 2021.
  - The development proposed is the demolition of the existing buildings on the site and the construction of 20 residential dwellings of which eight (40%) would be affordable together with associated access, landscaping and parking.
- 

### Decision

1. The appeal is allowed and planning permission is granted for the demolition of the existing buildings on the site and the construction of 20 residential dwellings of which eight (40%) would be affordable together with associated access, landscaping and parking at Langley Bottom Farm, Langley Vale Road, Epsom, KT18 6AP, in accordance with the terms of the application Ref 20/00475/FUL, dated 19 March 2020, subject to the conditions set out in the attached schedule.

### Main Issues

2. The appeal site is in the Green Belt and so the main issues are:
  - whether or not the proposal would be inappropriate development in the Green Belt including its effect on openness and the purposes of the Green Belt.
  - whether the site is in a sustainable location with access to a choice of modes of transport other than the private motor vehicle.
  - whether the proposal would deliver adequate affordable housing provision, and,
  - if the proposal is inappropriate development in the Green Belt, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations so as to amount to the very special circumstances necessary to justify development.



## Reasons

### *Whether inappropriate development in the Green Belt*

3. There is no dispute between the parties that only part of the site is previously developed land. The evidence is that much of the appeal site was historically part a working farm which ceased in 2014 when the majority of the farmland was sold to the Woodland Trust. The appeal site now comprises a cluster of buildings including a dwelling, car workshop with associated break down recovery hard standing area and an auction room coupled with some buildings and silos used for agricultural purposes and some buildings currently in commercial or non-agricultural storage use.
4. There is no dispute between the main parties that unit 1 is previously developed land. I have no reason to disagree with this agreed position. There is dispute between the main parties in respect of the lawful use of units 2, 3, 4, 5 and 6. I acknowledge that much of the evidence is based on leases, some of which do not appear to be dated, but nevertheless I have not been provided with any persuasive evidence to contradict the appellant's contention relating to start dates and continued B2 or B8 uses of the aforementioned buildings. I acknowledge that the Council does not appear to have details of business rates being paid in respect of these buildings, but that in itself does not mean that they have not been used for commercial purposes for ten or more years. Furthermore, there is no reasonable evidence to suggest that a break in occupation/use of unit 5 of seven months amounted to a substantial interruption to the ten years use period.
5. I acknowledge that as part of the appeal the local planning authority has questioned the lawful use of units 2, 3, 4, 5 and 6 on the site. However, it is nevertheless of note that in its planning committee report it stated that *'planning permission for the Danish Barn for a change of use to an auction room has been granted and certificate of lawfulness for the parking of breakdown vehicles (both granted in 199) whilst a number of other commercial uses have existed at the site in excess of 10 years'*. I therefore have some concern about whether the Council has been reasonably consistent in terms of the assessment of the proposal relative to previously developed land matters. Furthermore, I am concerned that in considering this matter in the statement of common ground dated 22 June 2022, it considered the likely lawful position of buildings on the site on the basis of *'beyond reasonable doubt'*, which is a criminal standard as opposed to the relevant civil standard which is the *'balance of probabilities'*, i.e. more likely than not.
6. It is proposed to demolish the existing buildings on the site and to erect twenty dwellings. Paragraph 149 of the National Planning Policy Framework 2021 (the Framework) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt unless a number of listed exceptions are met. One exception, as identified in paragraph 149 (g) of the Framework, is the *'limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings) which would not have a greater impact on the openness of the Green Belt than the existing development; or not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting*

*an identified affordable housing need within the area of the local planning authority’.*

7. Annex 2 of the Framework defines ‘*previously developed land*’ and excludes ‘*land that is or was last occupied by agricultural or forestry buildings*’. Part of the appeal site includes land that is occupied by buildings and structures that have been last used for agricultural purposes. The appellant claims that as at least part of the site is previously developed land, then the proposal would not amount to inappropriate development in the Green Belt given the wording in exception 149 (g) of the Framework.
8. I find that the wording of 149 (g) of the Framework is clear. It refers specifically to the partial or complete redevelopment of previously developed land and not to the partial or complete redevelopment of land that is partly previously developed. Annex 2 of the Framework specifically excludes land that is or was last occupied by agricultural buildings from the definition of previously developed land. It would therefore be perverse, in Green Belt policy terms, if the identified agricultural buildings were permitted to be demolished and replaced with housing development just because part of the application site was previously developed.
9. For the above reasons, I therefore conclude that the proposal would amount to inappropriate development in the Green Belt. In this regard, there would be conflict with policy CS2 of the Epsom and Ewell Borough Council Core Strategy 2007 (CS). Furthermore, the proposal would not meet any of the exceptions listed in paragraph 149 (a) to (g) of the Framework. This is a matter to which I afford substantial weight in the planning balance. Paragraph 147 of the Framework indicates that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. I deal with the latter matter later on in the decision.

#### *Openness of the Green Belt*

10. There is common ground between the main parties that in respect of built form on the site, the proposal would lead to an overall reduction in footprint by about 58.9% and a 46.9% reduction in volume. Furthermore, and in terms of the spread of residential development across the appeal site, this would remain relatively tight-knit. It would not result in a significant change to the scattering and spread of buildings when compared to existing development on the site and, overall, the proposal would result in a reduction in the height and massing of most replacement buildings and reduced hardstanding.
11. Furthermore, the development would be appreciated only from very localised viewpoints, such as nearby public footpaths and bridleways, given the surrounding land topography and intervening existing and proposed vegetation. Given the existing landscaping, coupled with new areas of planting, the development would not be conspicuous when seen from Langley Close.
12. I acknowledge that there is potential for the development to have some limited adverse impact on the visual openness of the Green Belt as a result of domestic paraphernalia in the garden areas such as tables, chairs, trampolines etc. However, this impact would essentially be confined to areas contained within the site and would be more than offset by the relative reduction in the volume and footprint of existing buildings on the site as well as the resultant absence of vehicles which are permitted in specified areas in accordance with

the certificate of lawfulness 99/00605/CLE. Furthermore, and in spatial openness terms, it would be possible to maintain some future control relating to extending the dwellings, or erecting curtilage structures/buildings, by removing specified permitted development rights from the proposed dwellings. Such a condition was agreed by the appellant at the hearing.

13. Taking all of the above into account, I find that the proposal would lead to an overall improvement in the openness of the Green Belt. In reaching this view, I have taken into account both the spatial and visual dimensions of openness and the spread of the proposed development. This finding does not, however, alter or outweigh my conclusion that the proposal would amount to inappropriate development in the Green Belt.
14. Reference has been made by interested parties to the site falling within land designated as an Area of Great Landscape Value and that it was assessed by Atkins as part of a Green Belt study as having a '*high sensitivity to change*'. I do not disagree with the views expressed by Atkins, but nevertheless the evidence demonstrates that the proposal would not have a harmful impact on landscape character. Overall, the proposal would not cause harm to the character and appearance of the rural area. Furthermore, and in this respect, I do not find that any visual harm would be caused to the openness of the Green Belt.
15. At the hearing, a number of interested parties commented that Natural England was currently considering whether to extend the Surrey Hills Area of Outstanding Natural Beauty and that it may include the appeal site. However, I do not afford this possibility any material weight in decision making terms. It is necessary that I determine this appeal on the basis of the designations that exist now and not on the basis of what may or may not happen in the future.

#### *Purposes of the Green Belt*

16. Paragraph 138 of the Framework indicates that there are five purposes of the Green Belt. The appeal site is located about 200 metres away from the village of Langley Vale and hence is beyond a built up area. Furthermore, the site contains existing buildings. The proposal would not lead to the unrestricted sprawl of a large built-up area and hence there would be no conflict with this Green Belt purpose. Furthermore, the site is not within the setting of an historic town or designated heritage asset and so the proposal would have no adverse impact on this Green Belt purpose.
17. The proposal would lead to the re-development of some previously developed land. However, the previously developed part of the appeal site is not 'derelict'. I do not consider that the proposal would positively contribute towards the Green Belt purpose of encouraging the recycling of derelict and other urban land, but there would be no specific conflict with it either.
18. The site is close to the village of Langley Vale, but it is not near any other built up settlements. This is acknowledged within the Council officer report which states that '*there is currently no inter-visibility between Langley Vale and the site with its surrounding settlements due to the intervening topography and extensive level of tree cover. The development of the site would therefore not result in a merger of built-up areas, due to the level of physical and visual containment the site has within the wider landscape*'. I do not disagree with this comment and hence the proposal would not lead to towns merging into

one another. There would be no conflict with this Green Belt purpose. Indeed, the Council has confirmed in its statement of case that there was an error in its Planning Committee report about this matter and hence there is no dispute between the main parties that the proposal would not conflict with this Green Belt purpose.

19. One of the purposes of Green Belt is to assist in safeguarding the countryside from encroachment. The site includes a number of existing buildings and areas of hardstanding. The latter has the continued potential to be used for the parking of vehicles. Overall, and taking into account the existing use, characteristics and extent of development on the site, I am satisfied that subject to the imposition of planning conditions the proposal would not lead to countryside encroachment and hence there would be no conflict with this Green Belt purpose.

#### *Sustainable location*

20. Langley Vale is within reasonable walking and cycling distance of the appeal site. It contains a limited number of facilities and amenities such as the 'Park and Shop' petrol filling station convenience store, 'The Shop on the Corner', garage, village hall, pre-school and primary school. I acknowledge the Council's comment that 'The Shop on the Corner' appears to have ceased trading. There is of course some possibility that the property could be used again as a shop but, in any event, 'The Park and Shop' does provide some food and drink provision albeit that I acknowledge that it would likely only be used on the basis of day to day 'topping up'.
21. The site is located in close proximity to bus stops within Langley Vale and includes bus service E5 every two hours to Epsom (Monday to Saturday) and school service 618 (Monday to Friday). Furthermore, three mainline railway stations are located nearby (Epsom, Epsom Downs and Tattenham Corner) providing commuting services to London and access to destinations further afield. There is also bus service 408 from Epsom to Cobham and stopping at Leatherhead and which runs Monday to Friday calling at Langley Vale once a day. I acknowledge that services are not very frequent but nevertheless I find that some of the proposed residents would use them on occasion.
22. The evidence is that the site is served well by a number of public footpath and cycle routes where some limited opportunities would be available, primarily in the day time and when there is no inclement weather. These could be used to visit services and amenities both locally and further afield.
23. Given the location of the site, and the relatively infrequent nature of bus services to Epsom, where there are a greater number of facilities, services and employment opportunities, it could not be reasonably said that the appeal site is in an exceptionally accessible location. Indeed, I find that it is very likely that there would be reliance placed on the use of the private motor vehicles for a high proportion of trips to and from the site. However, the evidence is that the appeal site includes land used for a mixture of both agricultural and other commercial activities and hence some trips to and from the site already take place using private motor vehicles.
24. In this case, I find that the residential use of the site would not mean that all journeys would be made using private motor vehicles. Some occupiers would be likely, albeit occasionally, to use public transport to travel further afield, and



- while I recognise the incline from the site to Langley Vale some would nonetheless undertake trips to these local facilities and amenities by either bicycle or on foot. Such trips would be made safer as a result of the widening of the footway on Langley Vale Road and the upgrading of Bridleway 33.
25. Furthermore, some may use public footpaths and routes to visit facilities in other nearby villages, although I acknowledge that this would likely relate to trips during leisure time rather than on a day to day basis. I acknowledge that given that off-road cycle routes and footpaths are unlit, coupled with their surfaces, the use of bicycles would not be a very frequent occurrence. Nevertheless, a limited number of more experienced cyclists would likely travel to some amenities and facilities within 8km of the site albeit in the context of the Epsom Downs Regulation Act 1984.
26. Comments have been made by a number of interested parties, including ward Councillors, about the potential conflict between horses, including those using the gallops that cross or are near bicycle and walking routes leading from the site to Tattenham Corner Railway Station. At the hearing, I was informed that some of the gallops included the use of marshals at specified times and, in that regard, there would be a degree of safety for cyclists and walkers at this time.
27. I appreciate that users of the national cycle route and footpaths would need to be alert to the use of the area by horse riders and indeed those using the horse gallops. However, there is no reason why the proposed residents would not become familiar with these arrangements in time, as seems to be the case in respect of existing members of the local community. Furthermore, information about the timing, location and use of the gallops could be conveyed to residents as part of an application to discharge condition 17 in the attached schedule of conditions.
28. Overall, I do not find that the existence of bridleways and gallops would deter all residents from walking or cycling to Tattenham Corner Railway Station or that the route to it would lead to unacceptable safety impacts. I acknowledge that off road routes to Tattenham Corner Railways Station would be unlikely during inclement weather, or in winter months when it is dark. However, that does not mean that no journeys at all would be made by proposed residents using this route. Furthermore, and, in any event, I would add that there is an acceptable alternative walking and cycling route from the site to such a railway station using Langley Vale Road and Tattenham Corner Road which is predominantly lit and where surfaces are better.
29. In assessing this main issue, it has to be considered in the context that there is no dispute between the parties that the local planning authority (LPA) cannot demonstrate a deliverable five year supply of housing sites in the Borough. The housing undersupply position is very poor at a currently undisputed very low level of 0.68 years. Furthermore, at the hearing the Council confirmed that housing delivery was also poor with the 2022 Housing Delivery Test result showing that only 35% of required housing delivery had been achieved. The Council also commented at the hearing that it was possible that sites outside existing villages and settlements would be needed to address the shortfall in the supply of housing sites in the Borough. In other words, and going forward, it is quite possible that some sites will need to be released for housing that are not as sustainably located as main settlements.

30. In addition to the above, I would add that paragraph 105 of the Framework states that '*significant development should be focused on locations which are or can be made sustainable*' and '*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*'.
31. In my judgement, the proposal does not quite meet the threshold for being 'significant' development in the context of paragraph 105 of the Framework. Furthermore, and, in any event, in respect of paragraph 110 of the Framework I am satisfied that given the type of development and its location, the proposal would appropriately provide opportunities for residents to take up sustainable transport modes. The proposal includes opportunities to improve walking links to Langley Vale where there are some local facilities and amenities and bus stops. There is no reasonable evidence before me that the proposal would lead to any unacceptable highway safety impacts or that the residual cumulative impacts on the road network would be severe.
32. I acknowledge that the appeal site is in a rural area, but it is nonetheless within convenient walking and cycling distance of Langley Vale. Pedestrian connectivity to this village and the nearby bus stops would be improved through the widening of the footway along Langley Vale Road and the upgrade of Bridleway 33. This would also deliver some benefits to the existing community and could be controlled by means of a planning condition/section 106 agreement. I note comments made by some interested parties about the incline from the appeal site to facilities and bus stops at Langley Vale, but for most this would not represent a significant impediment to walking or cycling.
33. For the above reasons, and also in the context of the LPAs housing land supply and delivery position, I do not find that the site would be unsustainably located. There would be some opportunities to promote walking, cycling and the use of public transport, and not all trips would need to be undertaken using the private motor vehicle. I also note that it is now a requirement of the Building Regulations that all new dwellings have a fast charging electric vehicle charging point. This is, in any event, proposed by the appellant and, to that extent, there would be potential for some mitigation in terms of reducing air pollution impacts from encouraging greater use of electric motor vehicles.
34. The provision of identified cycle stores would also encourage the use of bicycles for some local trips. The appellant has indicated that a Travel Information Pack would also be provided to the first occupiers of each dwelling to detail local sustainable travel including public transport timetables, walking/cycling route maps and local taxi numbers/information. At the hearing, the appellant confirmed the intention to provide a cycle voucher for each household. These are all matters that could be controlled by means of the imposition of a planning condition. In this case, I am satisfied that appropriate opportunities to promote sustainable transport modes have been considered given the location of this development.
35. For the above reasons, and overall, I do not find material conflict with the sustainability, accessibility and safety requirements of policies CS8 and CS16 of the CS 2007 and paragraphs 104, 105, 110 and 111 of the Framework. I would add that in considering this matter fully, I have had regard to sustainability in the round, which at paragraph 8 of the Framework encompasses economic,

social and environmental objectives. I elaborate further on this matter later on in the decision.

### *Affordable housing*

36. As part of the appeal, the appellant has submitted a completed section 106 agreement, dated 1 July 2022, relating to the provision of affordable housing on the site. Eight affordable homes would be provided on the site comprising two 3-bedroom homes and six two-bedroom homes thereby according with the requirements of policy CS9 of the CS. I am satisfied that the submitted section 106 agreement meets the tests as laid out in paragraph 57 of the Framework. It is needed to make the development acceptable in planning terms.
37. The Council confirmed at the hearing that reason for refusal 4 had now been suitably addressed by the appellant. I therefore conclude that the proposal accords with the affordable housing requirements of policy CS9 of the CS and paragraph 64 of the Framework.

### *Other considerations*

38. The proposal would deliver twenty homes on the site in the context of a very poor housing land supply and delivery position. This is a positive matter to which I afford considerable weight in the planning balance.
39. I acknowledge that Policy CS8 of the CS seeks to direct new housing development to the defined built-up areas. The principle of the strategy in Policy CS8 is to direct higher density development to central locations such as Epsom town centre and other local centres, close to existing services and facilities and accessible by public transport, walking and cycling. I note that the appeal site does not fall within a defined built-up area. However, Policy CS8 is prohibiting an adequate supply of housing sites in the Borough. In this regard, I find that the policy is out of date and hence I attribute only limited negative weight to the proposal's conflict with Policy CS8 of the CS.
40. The proposal would deliver eight affordable homes on the site which is a very positive social matter in favour of allowing the appeal. There would be some economic benefits arising from the construction of the dwellings, although I accept that this would be a short lived benefit. Occupiers of the dwellings would no doubt support existing facilities in nearby Langley Vale and, in that regard, the proposal would make some positive contribution towards enhancing and maintaining the economic vitality of this rural community by helping to support local services.
41. While the proposal would be inappropriate development in the Green Belt, this has to be considered in the context that overall the proposal would result in a benefit to the openness of the Green Belt. In addition, there would be no conflict with any of the purposes of the Green Belt. I acknowledge that a relatively small amount of the site is not previously developed. However, the Council do not disagree with the appellant's marketing conclusions and accept that it is very unlikely that these buildings/structures would be used intensively for agricultural purposes again.
42. The appellant could have removed the agricultural buildings/structures from the appeal proposal, but, in this case, I find that it would likely have resulted in a less coherent and well-designed development proposal overall. It is of note that paragraph 150 of the Framework would not in itself prohibit the 're-use of

*buildings' in the Green Belt 'provided the buildings are of permanent and substantial construction'. While it is acknowledged that the agricultural buildings are to be demolished in respect of this appeal proposal, in my judgment at least some of them are permanent and substantial in the context of paragraph 150 of the Framework. In this regard, there is potential for residential use of at least some of the existing agricultural buildings in pure Green Belt policy terms. This is not in itself a determinative matter, but there does exist the possibility of a separate planning application being made to convert some of the buildings to residential use and, in national Green Belt policy terms, such a proposal would not, in principle, be unacceptable in this location.*

43. My site visit revealed that some of the buildings and silos on the site, including those that had been used for agricultural purposes, were not currently in use. A number of the lawful agricultural buildings could not be reasonably said to be very attractive in appearance. Indeed, there is common ground between the main parties about this matter with the Council stating, in its statement of case, that *'it is factual that the existing site is not attractive from a visual aspect'*. In this context, I find that the proposal would holistically and coherently improve the visual appearance of the whole site, particularly when seen by passers-by from localised viewpoints such as from the bridleways/public footpaths crossing and close to the site. To this extent, there would be environmental benefits associated with the proposal.
44. In reaching the above view, I do not agree with the Council's statement that *'predominantly, agricultural buildings are unattractive, but they are also typical features within countryside locations'*. Not all agricultural development is unattractive, and even if this were the case it would not reasonably justify withholding planning permission for a scheme which would be well designed and make the countryside more visually attractive. I do not share the Council's view that because the development would essentially be residential in character and appearance it automatically equates to harm.
45. In addition to the above, I note that there is common ground between the main parties in respect of agreeing with the findings of the appellant's marketing report. This sets out that the site has been marketed for 24 months, without anyone finding it to be suitable for continued employment use owing to location, building quality/security issues and internal facilities/services.
46. I acknowledge that the site's planning status is such that it could make some economic contribution from an employment point of view. However, the Council finds that this contribution is limited and states that there is therefore justification for considering the proposed alternative residential use of the site taking into account paragraph 123 of the Framework. Indeed, I find that the evidence is that the proposal would make a very positive contribution to meeting another development need, i.e. addressing a significant undersupply of housing sites in the Borough. This would be achieved in such a way as to make efficient and effective use of the land without conflicting with the openness and purposes of the Green Belt.
47. The proposal includes new on-site planting. This would have the effect of providing a greener local environment when the trees reach maturity as shown in the appellant's 'verified visual montages' appended to the landscape and visual matters statement of case. Furthermore, the evidence is that the



proposal would result in biodiversity net gain on the site, considerably exceeding statutory requirements. These are all very positive environmental matters to weigh in the planning balance.

48. At the hearing, there was some discussion about whether the proposed sustainable drainage system (SuDS) would amount to a benefit as opposed to mitigation. The appellant considered that it was the former on the basis that the site has no SuDS and the Council considered that it was instead mitigation to be made to make the development acceptable in planning terms. This is a moot point, but for the purposes of my planning balance I have not treated the provision of SuDS as a benefit. This does not mean that it is not necessarily a benefit, but rather that it has not been necessary for me to consider it as such on the basis that it is not a determinative matter in the overall planning balance.
49. Notwithstanding the above, at the hearing Mr Woolfe raised concern about the findings reached by the appellant in terms of the water catchment and the provision of SuDS on the site. His view, as per his written evidence provided at the hearing, is that SuDS would not be suitable on the site. He raises doubts about the extent of infiltration in the area and hence questions the effectiveness of the proposed swale. As part of his oral evidence, he commented that he did not consider that any form of acceptable surface water drainage scheme would be possible on the site. This is despite the findings of the Lead Local Flood Authority (LLFA) who, after seeking further clarification from the appellant's consultant (Santec), raised no objection to the proposal in this regard. The LLFA recommended a pre-commencement surface water drainage condition and the main parties have agreed such a condition.
50. In the interests of fairness and given the lateness of the new written and oral evidence of Mr Woolfe at the hearing, I afforded the appellant an opportunity to respond in writing to his comments. In respect of this matter, the appellant has submitted comments from Yellow Sub Geo Ltd with the authors of the document being involved in the original flood risk assessment (including addendum) and SuDS strategy prepared by Santec.
51. I have taken the aforementioned response to Mr Woolfe's comments into account, coupled with the lack of objection from the LLFA. On the evidence that is before me, I am persuaded that it would be possible to provide SuDS on the site, without harm being caused from a flooding or pollution point of view. I am satisfied that the evidence provided by Santec is suitably robust. Very detailed matters would be capable of being fully addressed and considered by the local planning authority by means of the imposition of a pre-commencement condition. Furthermore, and in respect of foul drainage, I am satisfied that appropriate management measures could be put in place to ensure that the pumping station operated acceptably. A condition has been agreed by the main parties in this regard.
52. The Council has drawn my attention to paragraph 120 of the Framework which states that decisions should '*give substantial weight to the value of using suitable brownfield land within settlements for homes*'. I acknowledge that the appeal site is not within a settlement. Nevertheless, it is close to a settlement and is partly brownfield. Furthermore, and importantly, the evidence is that the Council is unable to demonstrate a deliverable five supply of housing sites. In this case, I give very considerable weight to the supply and delivery of homes

on the appeal site in the context of an existing woeful housing land supply and delivery position.

### **Other Matters**

53. A significant number of third parties have objected to the proposed development. Some of the concerns raised have already been addressed in the main issues above.
54. The proposed development is located within approximately 3.9 km of a nationally designated landscape, namely the Surrey Hills Area of Outstanding Natural Beauty (AONB). It is noted that the site is separated from the AONB by the M25 motorway which is on a raised embankment for much of the intervening section and that there are substantial areas of broadleaved woodland screening the application site in views from the direction of the AONB to the south. I find that the proposal would cause no harm to the AONB.
55. I am satisfied that the proposal would be acceptable in terms of its design. The dwellings on either side of the road (plots 1-3 and 17-20) at the entrance to the site would be designed to represent agricultural workers cottages and plots 4-26 and 14-16 would be designed as barn style structures. The dwellings near the existing farmhouse would have the appearance of grain store type buildings (plots 7-13). The dwellings would have a variety of eaves and ridge heights and would include a traditional palette of facing and roofing materials. Subject to the imposition of conditions, I am satisfied that the proposal would constitute good design and that in this regard there would be no material harm caused to the character and appearance of this rural environment.
56. I acknowledge that there would likely be a small increase in light spillage from the site given the overall increase in the number of windows on the site. However, this impact would be mitigated to an extent by existing and proposed tree planting and, in any event, given the contained and relatively tight knit nature of the proposed buildings on the site, I do not consider that light pollution at night would be materially harmful.
57. Concerns raised about street lights on the access road leading to the proposed dwellings are not well founded. Indeed, the appellant confirmed at the hearing that there was no intention to provide any form of external lighting on the access road. As part of my site visit, I was able to appreciate the access road, set within open fields, from the rear garden of No 12 Langley Close. From this property, and indeed from the rear of some other dwellings on Langley Close, I find that the provision of future lighting along the access road would cause some harm, particularly at night, to the otherwise dark and more rural landscape when seen from these private residences.
58. The appellant has agreed to a condition which would expressly exclude the provision of lighting on the access road and the submission of details of external lighting within the complex of dwellings. In respect of the latter, the appellant confirmed at the hearing that there was no intention to include street lighting within and between dwellings on the site. Subject to the imposition of an external lighting condition, I do not find that the proposal would be intrusive in the landscape when viewed by users of nearby footpaths or from the elevated dwellings at Langley Close.

59. I have taken into account the appellant's Transport Assessment as well as the comments made by the Highway Authority. Subject to the identified highway improvements off site and the widening and resurfacing of the access road, the proposal would not result in any unacceptable highway safety impacts, including use of the access road by horses. The proposals have been safety audited and there is no reasonable evidence before me to indicate that the absence of lighting along the access road would lead to adverse safety impacts.
60. In addition, the evidence is that the residual cumulative impacts on the road network would not be severe. Furthermore, the development would meet the car parking provision requirements of the Council's standards. In reaching these conclusions, I am cognisant of the fact that the Highway Authority does not object to the proposal. I note the comment made at the hearing by Councillor McCormick that residents may own more vehicles than there would be car parking spaces. However, there is no requirement in policy terms to provide any more car parking spaces than shown. Furthermore, in reaching my view about the effect of the proposal on the openness of the Green Belt, I have taken into account the potential for additional vehicles to be parked within the site. This is not therefore a matter that alters or outweighs my openness findings.
61. I recognise that alterations would be made to the existing access road. However, these alterations would not be on a scale that would result in a significant urbanisation of the rural area. Furthermore, the introduction of 'street' trees along this route would soften the modest engineering proposals without looking out of place in the landscape.
62. Comments have been made by the British Horse Society about the safe and convenient use of the access road by horses, but the evidence is that in relative terms there would not be a significant increase in traffic movements arising from this proposal. Furthermore, I am satisfied that the changes to the width and configuration of the access road would not cause any material harm from the point of view of its safe use by horses and horse riders. It is also of note that it is proposed to include a scheme of traffic calming, including signage, along the new access road. This could be controlled by planning condition. In addition, there is no reasonable evidence that the proposal would in itself significantly impede the use of other existing footpaths or bridleways.
63. I acknowledge comments made that the land falls within an '*Area of Great Landscape Value*' and that it was assessed by Atkins as part of a Green Belt Study in 2018 as having a '*high sensitivity to change*'. The proposal would have the effect of confining well-designed new built dwellings in an area of land where buildings already exist. The alterations to the access road would not lead to material harm being caused to landscape character, subject to carefully controlling the provision of tree planting and preventing lighting along this route. Planning conditions could be imposed to address these matters. The Atkins Study may have concluded that the area was serving well as Green Belt but given the scale and massing of the proposed development, the evidence is that the proposal would not cause harm to the openness or purposes of the Green Belt.
64. Comments have been made that water pressure is low in the area. I do not have any objective evidence before me to substantiate this point and, in any

- event, this would be a matter that would need to be considered at Building Regulations stage and in consultation with the relevant utilities company.
65. Some interested parties have questioned the findings of the appellant's Ecological Impact Assessment. However, this has been appraised by the Council's Ecology Officer who raised no objection to the proposal subject to conditions. I have no reason to disagree with the comments made by the Council's Ecology Officer.
66. The evidence is that the proposal would not result in a material increase in traffic movements when compared to the existing use of the site. However, I have no reason to doubt what I heard at the hearing from existing residents about the quiet nature of the site and area at night. At night, I do not doubt that there would likely be some change to the otherwise very tranquil nature of the area arising from the comings and goings associated with the proposed residential use. However, given the quantum and type of development proposed, I do not find that this would on a scale that would cause material harm to the character of the rural area or that any significant harm would be caused to residents on Langley Close or elsewhere from a noise, disturbance or pollution point of view.
67. At the hearing, it was confirmed that some of the barns and silos were intermittently in use. Indeed, I was able to see this on my site visit although it could not be said that there was intensive use of any building for an agricultural purpose. The evidence from the appellant is that the buildings were mainly used by the Woodland Trust and their contractors on a *'temporary basis with permission and this is on a good neighbour basis with no payment'*. There is no evidence before me to indicate that the existing agricultural buildings are used frequently or indeed that formal and permanent arrangements are in place relating to such use.
68. The evidence is that while the site was historically a working farm this ceased in 2014 when the majority of the farmland was sold to the Woodland Trust. It is of note that a previous Inspector who allowed the discharge of a Section 106 agreement<sup>1</sup> relating to an agricultural occupancy obligation attached to a number of dwellings at Langley Bottom Farm commented *'it is a logical conclusion, and one that the Council accepts, that as agricultural activities no longer exist at Langley Bottom Farm, and that the obligation does not specifically require the dwellings to be occupied by anyone other than persons occupied in agriculture at Langley Bottom Farm, the obligation no longer serves a useful purpose'*.
69. I recognise that while the vast majority of the farmstead has been sold off to the Woodland Trust, the appellant does nonetheless also own some land/fields immediately around the appeal site. This is shown clearly in the land ownership plan handed to me at the hearing. However, the extent of land ownership is not significant. The appellant confirmed at the hearing that in the event that there was still an occasional need to store produce from land in their ownership, then alternative storage arrangements would be made elsewhere utilising existing contacts. I have no reason to believe that it would not be possible to have such arrangements in place. Hence, I afford concerns about the potential to erect new agricultural buildings in the Green Belt, in association with this proposal, only limited weight in the planning balance.

---

<sup>1</sup> Appeal Ref APP/P3610/Q/20/3264135



70. In addition to the above, some of the interested parties commented at the hearing that they would be concerned if planning permission were approved for the development in so far that it would set a precedent for further housing development in this part of the Green Belt. I do not accept that in approving planning permission for the appeal development it would set a precedent for more housing development in this part of the Green Belt. This is because I have reached a balanced judgment based on the individual planning merits of the case before me.
71. Mr Murphy representing the CPRE commented at the hearing that alternative options should be explored for the site including its possible re-use as an equestrian facility. It has been necessary for me to determine this appeal on its individual planning merits. There is no local or national planning policy which requires alternative uses to be explored before housing.
72. At the hearing, there was some discussion about flooding taking place on Langley Vale Road close to the entrance to the appeal site. On the site visit, I was shown where this localised flooding takes place. I was able to view inside two highway grates and there did appear to be some blocking. Notwithstanding comments made by Mr Woolfe, it is therefore possible that evidence of flooding on this road is as a result of blocked drains. This is a matter that will need to be taken up and discussed separately with Surrey County Council.
73. None of the other matters raised alter or outweigh my overall conclusion below.

### **Planning balance and conclusion**

74. The proposal would amount to inappropriate development in the Green Belt. In this regard, there would be conflict with policy CS2 of the CS and paragraph 149 of the Framework. This is a matter to which I afford substantial weight against allowing the appeal. Nonetheless, and putting aside the fact that some of the site is not previously developed, the proposal would lead to some improvement to the openness of the Green Belt. Furthermore, there would be no conflict with the purposes of the Green Belt.
75. In this case, I find that the harm by reason of inappropriateness, and the conflict with Policies CS2 and CS8 of the CS, is clearly outweighed by the other identified considerations so as to amount to the very special circumstances necessary to justify development. Collectively, I afford the other considerations very considerable weight in the planning balance.
76. As I have found that there are very special circumstances that exist so as to amount to the very special circumstances necessary to justify development in the Green Belt, there is not a clear Green Belt reason for refusing the development with reference to footnote 7 of paragraph 11d of the Framework. To this extent, paragraph 11d of the Framework is engaged. I find that the identified adverse impacts of developing the site for housing, including the conflict with policy CS8 of the CS, would be significantly and demonstrably outweighed by the benefits outlined in this appeal decision when assessed against the policies in the Framework taken as a whole.

### **Conditions and planning obligation**

77. The submitted and completed planning obligation is needed to make the development acceptable in respect of affordable housing and off-site highway works. It satisfies the tests as laid out in paragraph 57 of the Framework.

78. The conditions set out in the accompanying schedule are based on those agreed by the main parties. Where necessary, I have amended the wording of the suggested conditions, in the interests of precision and clarity, and in order to comply with advice in the Planning Practice Guidance. All of the conditions meet the tests as outlined in paragraph 56 of the Framework. I have provided reasons for the conditions after each condition in the schedule of conditions.

*D Hartley*

INSPECTOR

### **Schedule of Conditions**

1. The development hereby permitted shall be commenced within 3 years from the date of this decision.

Reason: In order to comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawing Number 1828/PL.01 Rev C; Drawing Number 1828/PL.02; Drawing Number 1828/PL.03 Rev C; Drawing Number 1828/PL.04 Rev D; Drawing Number 1828/PL.05 Rev A; Drawing Number 1828/PL.06 Rev A; Drawing Number 1828/PL.07; Drawing Number 1828/PL.08 Rev A; Drawing Number 1828/PL.09 Rev A; Drawing Number 1828/PL.10; Drawing Number 1828/PL.11; Drawing Number 1828/PL.12; Drawing Number 1828/PL.13; Drawing Number 1828/PL.14; Drawing Number 1828/PL.15; Drawing Number 1828/PL.16; Drawing Number 1828/PL.17; Drawing Number 1828/PL.18; Drawing Number 1828/PL.19; Drawing Number 1828/PL.20; Drawing Number 1828/PL.21; Drawing Number 1828/PL.22; Drawing Number 1828/PL.23; Drawing Number 1828/PL.24; Drawing Number 1828/PL.25; Drawing Number 1828/PL.26; Drawing Number 1828/PL.27; Drawing Number 1828/PL.28; Drawing Number 1828/PL.29; Drawing Number 1828/PL.30; Drawing Number 1828/PL.31; Drawing Number 1828/PL.32; Drawing Number 1828/PL.33; Drawing Number 1828/PL.34; Drawing Number 1828/PL.35; Drawing Number 1828/PL.36; Drawing Number 1828/PL.37; Drawing Number 1828/PL.38; Drawing Number 1828/PL.39; Drawing Number 1828/PL.42 Rev A; Drawing Number 1828/PL.43 Rev A; Drawing Number ITL14122-GA-011 Rev B; Drawing Number ITL14122-GA-012 Rev B; Drawing Number D2671/FAB/00/XX/DR/L/1001/PL01; Drawing Number D2671/FAB/00/XX/DR/L/1002/PL01; Drawing Number D2671/FAB/00/XX/DR/L/1003/PL01; Drawing Number D2671/FAB/00/XX/DR/L/1004/PL01.

Reason: For avoidance of doubt and in the interests of certainty.

3. The development hereby permitted shall not commence above slab level until details and samples of the external surfaces to be used for the development have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To secure a satisfactory appearance in the interests of the visual amenities and character of the locality in accordance with Policy CS5 of the Core Strategy 2007 and Policies DM9 and DM10 of the Development Management Policies 2015.

4. The development hereby permitted shall not be first occupied until a scheme of hard and soft landscaping has been submitted to the Local Planning Authority for approval. The scheme shall indicate the location and species of plants and trees to be planted. The approved hard landscaping shall be implemented prior to the occupation of the development hereby approved and thereafter retained. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of

the buildings or the completion of the development, whichever is the sooner; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality in accordance with Policy CS5 of the Core Strategy 2007 and Policies DM5 and DM9 of the Development Management Policies 2015.

5. No part of the development shall be first occupied unless and until the proposed modified access to Langley Vale Road, including the relocation of the uncontrolled crossing has been constructed and provided with visibility zones in accordance with the approved plan ITL14122-GA-011 Rev B and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order for the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the National Planning Policy Framework 2021, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

6. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order for the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the National Planning Policy Framework 2021, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

7. The development hereby permitted shall not commence until a Construction Transport Management Plan, to include details of: a) parking for vehicles of site personnel, operatives and visitors, b) loading and unloading of plant and materials, c) storage of plant and materials, d) programme of works including measures for traffic management and marshalling if necessary, e) HGV deliveries and hours of operation, f) measures to prevent the deposit of materials on the highway and g) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction.

Reason: In order for the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the National Planning Policy Framework 2021, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

8. No part of the development shall be occupied unless and until a Vehicle Activated Sign and Speed Limit Roundel have been provided on Langley Vale Road



following consultation with the County Highway Authority and in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The Activated Sign and Speed Limit Roundel shall thereafter be retained.

Reason: In order for the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the National Planning Policy Framework 2021, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

9. No part of the development shall be occupied unless and until the following package of measures have been implemented at the applicants expense in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

a) The provision of a coloured surface 2m virtual footway within the 5.5m section of the access road for use by non-motorised users, in accordance with drawing ITL14122-GA-012 Rev B, b) resurfacing of the access road using a material appropriate for equestrian users, and c) signage to advise users of the bridleway that horses, pedestrians and cyclists retain priority. Thereafter, the approved details shall be retained.

Reason: In order for the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the National Planning Policy Framework 2021, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

10. The development hereby approved shall not be first occupied unless and until the facilities for the secure parking of bicycles within the development site have been provided in accordance with the approved plans, and thereafter the said approved facilities shall be retained.

Reasons: In recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2021, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015.

11. No part of the development shall be occupied unless and until the footway on Langley Vale Road has been widened to 3m wide along the northern boundary of the application site in accordance with drawing ITL14122-GA-011 Rev B, and thereafter shall be permanently retained.

Reason: In order for the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the National Planning Policy Framework 2021, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

12. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS,

NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. Storage volumes shall be provided using an infiltration based strategy.
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
- e) A plan indicating full levels details and cross sections of the proposed overland surface water flood route including details of the number and location of the proposed check dams and the arrangement at Langley Vale Road and along the site's southern boundary.
- f) Details of the proposed measures to be developed in conjunction with SCC Highways to deal with surface water at Langley Vale Road on land within site ownership.
- g) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- h) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

The approved surface water drainage scheme shall be fully implemented and thereafter retained.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site in accordance with Policy CS6 of the Epsom and Ewell Core Strategy 2007 and Policy DM19 of the Development Management Policies 2015.

13. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme, provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS in accordance with Policy CS6 of the

Epsom and Ewell Core Strategy 2007 and Policy DM19 of the Development Management Policies 2015.

14. Prior to any development on site, the following shall be undertaken in accordance with current best practice guidance:

a) a desk study, site investigation and risk assessment to determine the existence, extent and concentrations of any ground gas (including volatile v vapours) and contaminants with the potential to impact sensitive receptors on and off-site. The results of the investigation and risk assessment shall be submitted to and approved by the Local Planning Authority; and

b) if ground/groundwater contamination, filled ground and/or ground gas is found to present unacceptable risks, a detailed scheme of risk management measures shall be designed and submitted to the Local Planning Authority for approval. The site shall be remediated in accordance with the approved measures and a verification report shall be submitted to and approved by the Local Planning Authority

Reason: To control significant harm from land contamination to human beings, controlled waters, buildings and ecosystems as required by Policy DM10 of the Development Management Policies Document 2015.

15. The development hereby permitted shall be carried out in strict accordance with the recommendation set out in Section 6.0 of the Ecological Impact Assessment, prepared by The Ecology Co-op, project reference P2851 and dated 12 February 2020.

Reason: To preserve and enhance biodiversity and habitats in accordance with Policy CS3 of the Core Strategy 2007 and Policy DM4 of the Development Management Policies 2015.

16. The development shall be carried out in strict accordance with the sustainable design measures contained in the report prepared by the Temple Group Ltd, dated 27 November 2019, prior to the first occupation of the building, and shall be maintained as such thereafter and no change shall take place without the prior written consent of the local planning authority.

Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development in accordance with Policy CS6 of the Core Strategy 2007.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development shall take place within classes A to F of Part 1 of Schedule 2 of the Order unless expressly authorised by this permission.

Reason: There is clear justification to remove specified permitted development rights in this case, in order to retain control in terms of the openness of the Green Belt and the overall character and appearance of this rural location.

18. Prior to the first occupation of each dwelling on the site a Sustainable Transport Information Pack shall be provided to each household which shall include, as a

minimum, bus service timetables, walking and cycle routes/maps, taxi services, details of local amenities and facilities and the provision of a bicycle voucher for each household.

Reason: In order to encourage an increased number of sustainable trips in accordance with the National Planning Policy Framework 2021.

19. Prior to the first occupation of any dwelling hereby approved, a scheme of external lighting shall be submitted to and approved in writing by the local planning authority. Such a scheme shall not include lighting along the access road leading the approved dwellings. Only approved external lighting shall thereafter be provided on the site.

Reason: In the interests of the character and appearance of this rural location.

20. Prior to installation of the foul pumping station hereby permitted, full details of the pumping station together with a plan for its management and maintenance in perpetuity shall be submitted to and approved in writing by the Local Planning Authority. The proposed pumping station shall be carried out in accordance with the approved details and thereafter managed and maintained in accordance with approved plan.

Reason: In the interests of controlled water protection in accordance with Policy CS6 of the Core Strategy 2007 and Policy DM19 of the Development Management Policy Document 2015 and to secure a satisfactory appearance in the interests of the character and appearance of the area, and to prevent adverse living conditions impacts in accordance with Policy CS5 of the Epsom and Ewell Core Strategy 2007 and Policies DM9, DM10 and DM12 of the Development Management Policy Document 2015.

-----End of Conditions-----



## **APPEARANCES**

### **FOR THE APPELLANT:**

Richard Turney, Landmark Chambers

Ben Pope, Boyer

Andrew Smith, Fabrik

Duncan Findlay, i-transport

Paul Hayward – Manager of St Quinton Estates

### **FOR THE LOCAL PLANNING AUTHORITY:**

Gemma Paterson, Principal Planning Officer

Justin Turvey, Planning Development Manager

### **OTHER INTERESTED PARTIES:**

Robert Hollis, Epsom Civic Society

John Mumford, Woodcote (Epsom) Residents' Society

Tim Murphy, CPRE

Councillor Steve McCormick

Councillor Liz Frost

Councillor Bernice Froud

Bernard Wolfe, Resident

Alan Imeson, Resident

Jane Clarke, Resident

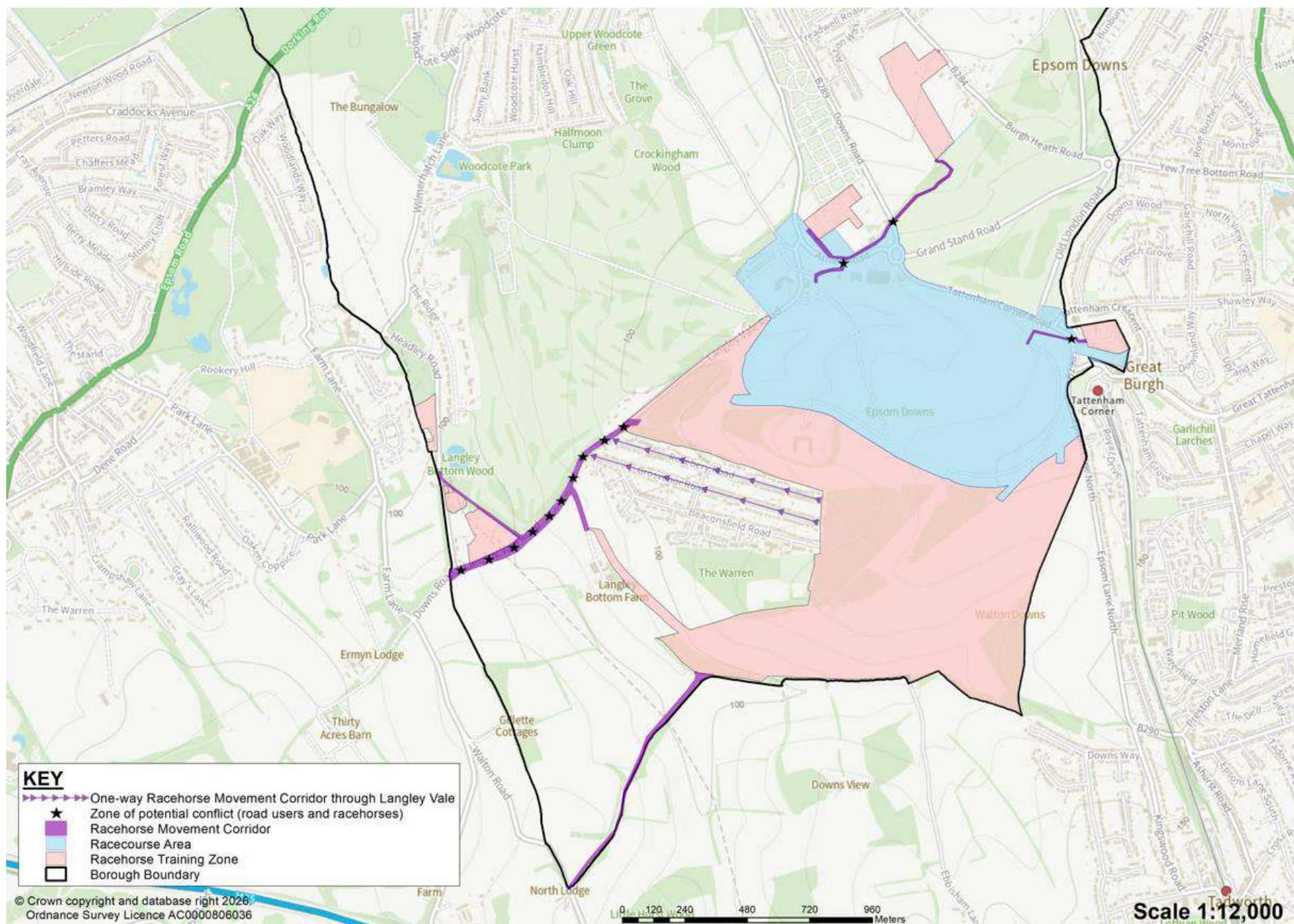
## **DOCUMENTS SUBMITTED AT THE HEARING**

ID1 – comments from Bernard Woolfe, resident, concerning surface water drainage matters.

ID2 – Woodland Trust and appellant land ownership plan.

**APPENDIX C.**    Equestrian Plans

### Appendix 3: Suggested amendments to the Policies Map to define the Racecourse Area, Racehorse Training Zone and Racehorse Movement Corridor



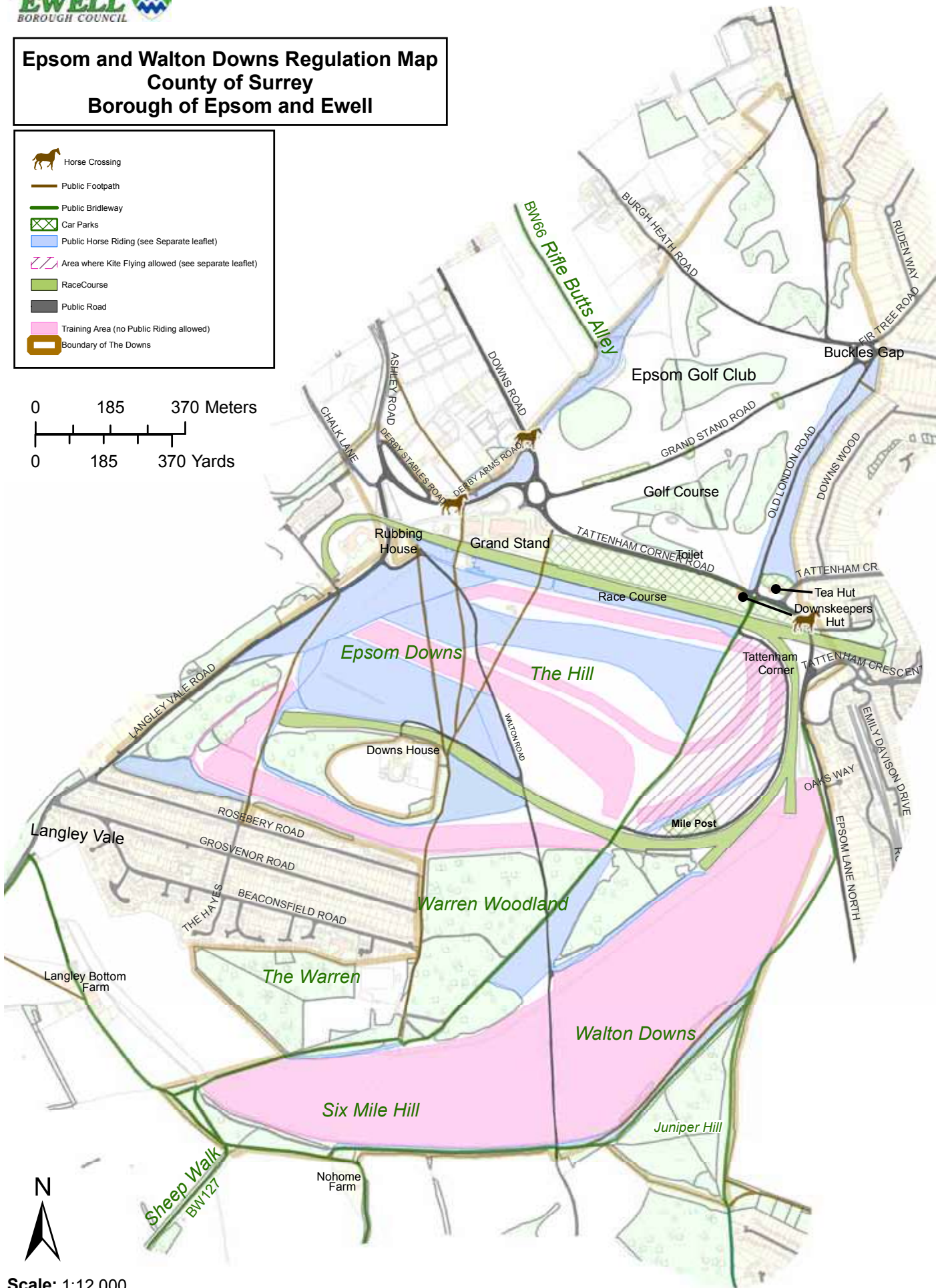
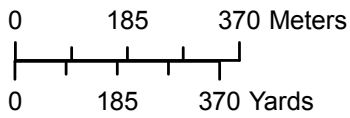


# Epsom and Walton Downs Hack riding





# Epsom and Walton Downs Regulation Map County of Surrey Borough of Epsom and Ewell



**APPENDIX D.    PIC Analysis (10 years)**

# Farm View, Langley Vale Road, Epsom: Review of Personal Injury Collision Data

Ref: DF/MK/ITB200788-013 TN

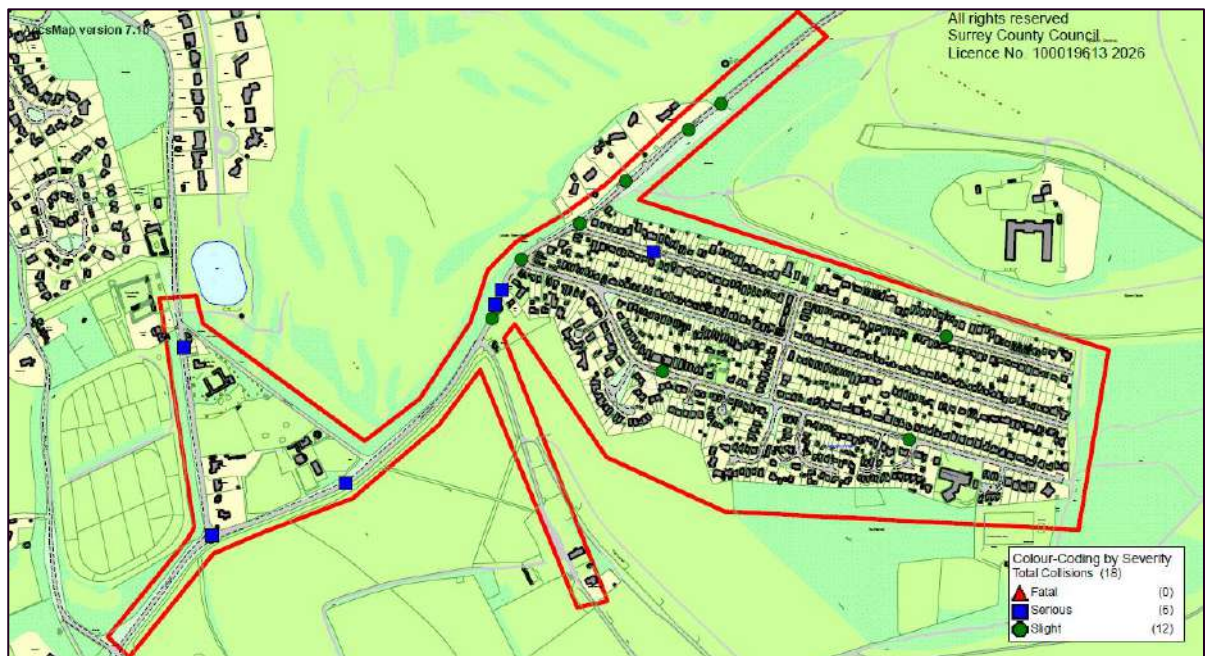
Date: 22 July 2026

## 1 Introduction

### 1.1 Overview

- 1.1.1 This Technical Note (TN) sets out a review of the personal injury collision (PIC) data for the latest available 10-year period, covering 01 May 2016 to 30 April 2026.
- 1.1.2 The data was provided by SCC for the study area illustrated in **Image 1.1**. This identified that over the 10-year study period, a total of 18 collisions occurred, comprising 12 categorised as 'slight' and 6 categorised as serious. The study area and raw collision data is contained within **Appendix A**.

**Image 1.1: PIC Study Area**



1.1.3 The Transport Assessment (TA) (iTransport Ref. ITB200788-001AR) which was produced to accompany an “Outline application for up to 110 dwellings including affordable homes (all matters reserved except access from Langley Vale Road)” (application reference: 25/00846/OUT), included a PIC review for a 5-year period between 01 November 2019 and 31 October 2024.

1.1.4 This review provides an updated analysis, covering a greater period of time, and includes a refined study area to assess the interaction between equestrians and motorised vehicles and subsequent highway safety conditions.

## 2 Analysis of Collision Data

### 2.1 Definitions of Severity

2.1.1 Collisions are classified into three separate categories based on severity: Slight, Serious and Fatal. The definitions of which are as follows:

- **Slight:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring roadside attention (medical treatment is not a prerequisite for an injury to be defined as 'slight');
- **Serious:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The 'serious' category therefore covers a very broad range of injuries; and
- **Fatal:** Injuries which cause death either immediately or up to 30 days after the collision.

2.1.2 Each collision illustrated in **Image 1.1** has been categorised based on the definitions above.

2.1.3 The data has been analysed for each rolling year (01 May to 30 April for each year) to identify the number of casualties and is provided in **Table 2.1**.



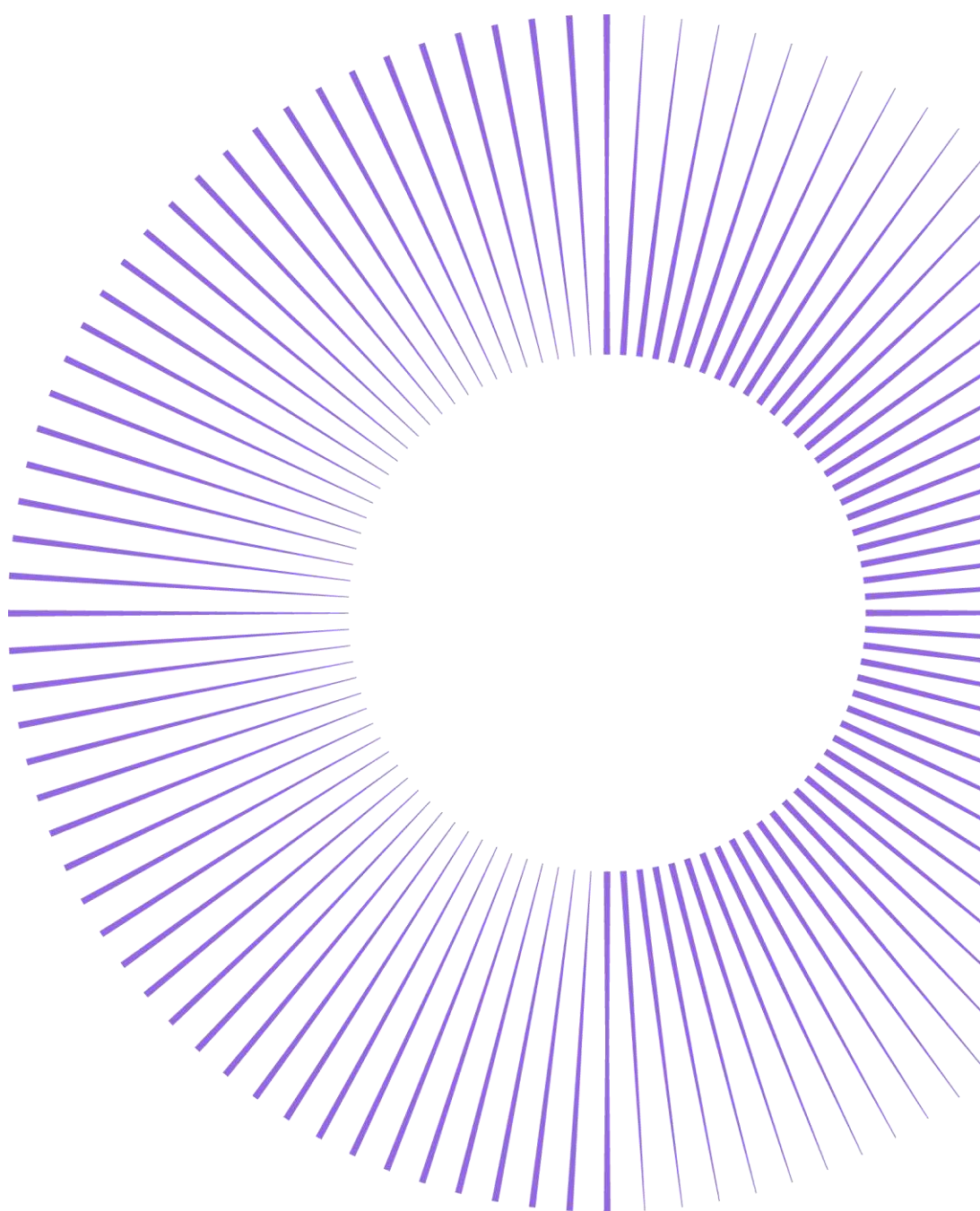
**Table 2.1: PIC Assessment – Summary of Casualties (10-Year Period)**

| Casualty Mode              | Injury Severity | Year 1<br>1 May 2016 to 30 April 2017 | Year 2<br>1 May 2017 to 30 April 2018 | Year 3<br>1 May 2018 to 30 April 2019 | Year 4<br>1 May 2019 to 30 April 2020 | Year 5<br>1 May 2020 to 30 April 2021 | Year 6<br>1 May 2021 to 30 April 2022 | Year 7<br>1 May 2022 to 30 April 2023 | Year 8<br>1 May 2023 to 30 April 2024 | Year 9<br>1 May 2024 to 30 April 2025 | Year 10<br>1 May 2025 to 30 April 2026 | Total     |
|----------------------------|-----------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|----------------------------------------|-----------|
| Pedestrians                | Slight          | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | Serious         | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | Fatal           | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | <b>Total</b>    | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                               | <b>0</b>  |
| Equestrians                | Slight          | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | Serious         | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | Fatal           | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | <b>Total</b>    | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                               | <b>0</b>  |
| Cyclists                   | Slight          | 1                                     | 0                                     | 2                                     | 0                                     | 0                                     | 0                                     | 0                                     | 1                                     | 1                                     | 1                                      | 6         |
|                            | Serious         | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | Fatal           | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | <b>Total</b>    | <b>1</b>                              | <b>0</b>                              | <b>2</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>1</b>                              | <b>1</b>                              | <b>1</b>                               | <b>6</b>  |
| Mobility Scooter           | Slight          | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | Serious         | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | Fatal           | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | <b>Total</b>    | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                               | <b>0</b>  |
| Motor Vehicles             | Slight          | 2                                     | 2                                     | 1                                     | 2                                     | 3                                     | 0                                     | 1                                     | 2                                     | 0                                     | 1                                      | 14        |
|                            | Serious         | 1                                     | 0                                     | 2                                     | 0                                     | 2                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 5         |
|                            | Fatal           | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                     | 0                                      | 0         |
|                            | <b>Total</b>    | <b>3</b>                              | <b>2</b>                              | <b>3</b>                              | <b>2</b>                              | <b>5</b>                              | <b>0</b>                              | <b>1</b>                              | <b>2</b>                              | <b>0</b>                              | <b>1</b>                               | <b>19</b> |
| <b>Total for All Modes</b> | <b>Slight</b>   | <b>3</b>                              | <b>2</b>                              | <b>3</b>                              | <b>2</b>                              | <b>3</b>                              | <b>0</b>                              | <b>1</b>                              | <b>3</b>                              | <b>1</b>                              | <b>2</b>                               | <b>20</b> |
|                            | <b>Serious</b>  | <b>1</b>                              | <b>0</b>                              | <b>2</b>                              | <b>0</b>                              | <b>2</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                               | <b>5</b>  |
|                            | <b>Fatal</b>    | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                              | <b>0</b>                               | <b>0</b>  |
|                            | <b>Total</b>    | <b>4</b>                              | <b>2</b>                              | <b>5</b>                              | <b>2</b>                              | <b>5</b>                              | <b>0</b>                              | <b>1</b>                              | <b>3</b>                              | <b>1</b>                              | <b>2</b>                               | <b>25</b> |

2.1.4 **Table 2.1** demonstrates that over the 10-year study period and study area there were a total of 25 casualties. It also demonstrates that collisions between motor vehicles collisions made up the majority (80%) of the casualties. Notably, there were no recorded injuries involving equestrians or pedestrians during the ten-year study period.

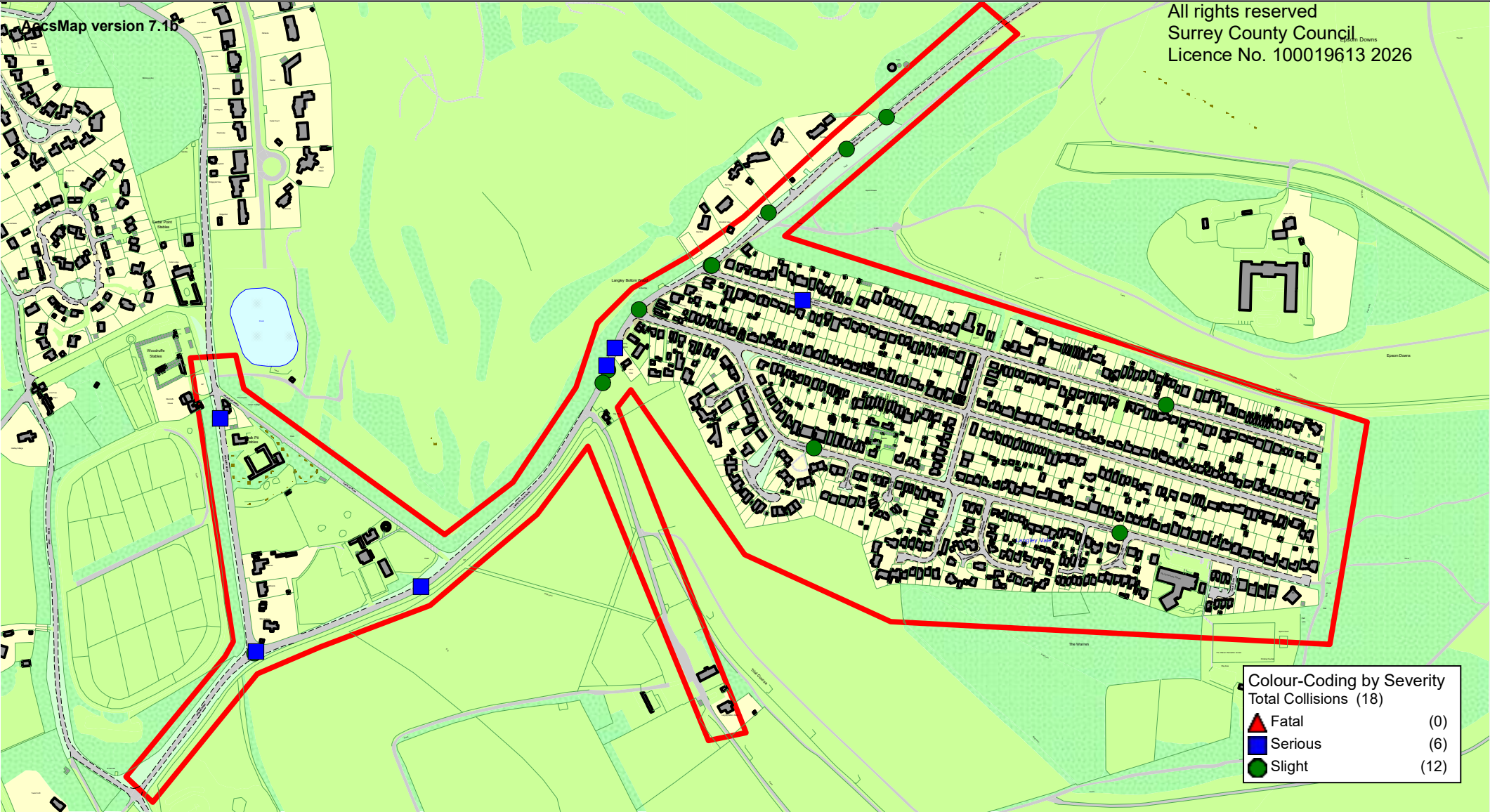
2.1.5 A review of the data demonstrates that no incidents occurred that directly involved equestrian users or horses. It is noted that one incident did indirectly involve a horse, but in this instance a motor vehicle braked to allow the horse to pass and subsequently the motor vehicle was then hit by a cyclist.

- 2.1.6 Based on the current traffic conditions and a review of the latest data, there are no existing highway safety issues related to horses / equestrians on Langley Vale that the proposed development could exacerbate.



## APPENDIX A. PIC DATA





His Majesty's Office (c) Crown Copyright



**Langley Vale Road Epsom**  
**Collision Dates 01/05/2016 - 30/04/2026**  
**i-Transport**

|             |            |
|-------------|------------|
| SCALE       | 1 : 7000   |
| DATE        | 02/06/2026 |
| DRAWING No. |            |
| DRAWN BY    |            |
|             |            |

**Collisions between dates**      **01/05/2016** and **30/04/2026**      (120) months

**Selection:**

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

**Notes:****Selected Polygon:Langley Vale Road Epsom (i-Transport)**

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl               | Junct_det    |
|------------|------|-------------------------|------------|------------|--------------------------|--------------|
| 27/05/2016 | 0850 | Fine without high winds | EP77099/16 | 1          | Give way or Uncontrolled | T & Stag Jct |

**Location:**      LANGLEY VALE ROAD AT JUNCTION WITH GROSVENOR ROAD EPSOM DOWNS

**Vehicles:**

| Type                                                                 | Manvres              | Impact | Junct_loc    |
|----------------------------------------------------------------------|----------------------|--------|--------------|
| Car                                                                  | Stopping             | Back   | Jct Approach |
| Pedal Cycle<br>(Including<br>pedal assisted<br>electric<br>bicycles) | Going ahead<br>other | Front  | Jct Approach |

**Casualties:**

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

| Date       | Time | Weather                    | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|----------------------------|------------|------------|----------------|----------------|
| 16/09/2016 | 1105 | Raining without high winds | EP07726/16 | 1          | Not applicable | Not within 20M |

**Location:**      OUTSIDE 'CONDOVER STABLES' LANGLEY VALE ROAD EPSOM DOWNS

**Vehicles:**

| Type | Manvres  | Impact   | Junct_loc                    |
|------|----------|----------|------------------------------|
| Car  | Stopping | Nearside | Not at, or within 20M of Jct |

**Casualties:**

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Serious  |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 07/09/2017 | 1805 | Fine without high winds | EP19417/17 | 1          | Not applicable | Not within 20M |

Location: ROSEBERY ROAD OUTSIDE NO.83 EPSOM

Vehicles:

| Type                      | Manvres           | Impact  | Junct_loc                    |
|---------------------------|-------------------|---------|------------------------------|
| Car                       | Turning left      | Offside | Not at, or within 20M of Jct |
| Motorcycle 50cc and under | Going ahead other | Front   | Not at, or within 20M of Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl               | Junct_det    |
|------------|------|-------------------------|------------|------------|--------------------------|--------------|
| 11/09/2017 | 2100 | Fine without high winds | EP20916/17 | 1          | Give way or Uncontrolled | T & Stag Jct |

Location: HEADLEY ROAD JUNCTION WITH DOWNS ROAD LEATHERHEAD ASHTEAD

Vehicles:

| Type                                 | Manvres           | Impact | Junct_loc    |
|--------------------------------------|-------------------|--------|--------------|
| Van / Goods 3.5 tonnes mgw and under | Going ahead other | Front  | Jct Approach |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date                                                                 | Time | Weather                       | Police_ref | Casualties | Junct_ctrl                  | Junct_det    |
|----------------------------------------------------------------------|------|-------------------------------|------------|------------|-----------------------------|--------------|
| 03/11/2017                                                           | 2345 | Raining without<br>high winds | EP37673/17 | 2          | Give way or<br>Uncontrolled | T & Stag Jct |
| Location: LANGLEY VALE ROAD AT JUNCTION OF ROSEBERY ROAD EPSOM DOWNS |      |                               |            |            |                             |              |

Vehicles:

| Type | Manvres              | Impact  | Junct_loc            |
|------|----------------------|---------|----------------------|
| Car  | Turning right        | Offside | Leaving main<br>road |
| Car  | Going ahead<br>other | Front   | Jct Approach         |

Casualties:

| Class                | Severity |
|----------------------|----------|
| Driver / Rider       | Slight   |
| Vehicle<br>Passenger | Slight   |

| Date                                      | Time | Weather | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|-------------------------------------------|------|---------|------------|------------|----------------|----------------|
| 14/05/2018                                | 0702 | Other   | EP92356/18 | 1          | Not applicable | Not within 20M |
| Location: BEACONSFIELD ROAD OUTSIDE EPSOM |      |         |            |            |                |                |

Vehicles:

| Type | Manvres              | Impact | Junct_loc                          |
|------|----------------------|--------|------------------------------------|
| Car  | U-turn               | Front  | Not at, or<br>within 20M of<br>Jct |
| Car  | Going ahead<br>other | Front  | Not at, or<br>within 20M of<br>Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |



Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 08/06/2018 | 1305 | Fine without high winds | EP99899/18 | 1          | Not applicable | Not within 20M |

Location: LANGLEY VALE ROAD EPSOM DOWNS

Vehicles:

| Type                                                                 | Manvres              | Impact   | Junct_loc                          |
|----------------------------------------------------------------------|----------------------|----------|------------------------------------|
| Pedal Cycle<br>(Including<br>pedal assisted<br>electric<br>bicycles) | Going ahead<br>other | Nearside | Not at, or<br>within 20M of<br>Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

| Date       | Time | Weather                    | Police_ref | Casualties | Junct_ctrl               | Junct_det    |
|------------|------|----------------------------|------------|------------|--------------------------|--------------|
| 22/09/2018 | 1548 | Raining without high winds | EP29362/18 | 2          | Give way or Uncontrolled | T & Stag Jct |

Location: HEADLEY ROAD AT THE JUNCTION WITH DOWNS ROAD EPSOM ASHTEAD

Vehicles:

| Type | Manvres      | Impact         | Junct_loc         |
|------|--------------|----------------|-------------------|
| Car  | Turning left | Did not impact | Leaving main road |

Casualties:

| Class             | Severity |
|-------------------|----------|
| Vehicle Passenger | Serious  |
| Vehicle Passenger | Serious  |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date                                                                   | Time | Weather                 | Police_ref | Casualties | Junct_ctrl               | Junct_det    |
|------------------------------------------------------------------------|------|-------------------------|------------|------------|--------------------------|--------------|
| 11/02/2019                                                             | 1900 | Fine without high winds | EP15418/19 | 1          | Give way or Uncontrolled | T & Stag Jct |
| Location: LANGLEY VALE ROAD AT JUNCTION WITH ROSEBERY ROAD EPSOM DOWNS |      |                         |            |            |                          |              |

Vehicles:

| Type                                                     | Manvres           | Impact | Junct_loc                                 |
|----------------------------------------------------------|-------------------|--------|-------------------------------------------|
| Pedal Cycle (Including pedal assisted electric bicycles) | Going ahead other | Front  | Jct Approach                              |
| Car                                                      | Turning right     | Front  | Mid Junction - on roundabout or main road |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 16/03/2020 | 1550 | Fine without high winds | 200940400  | 2          | Not applicable | Not within 20M |

Location: WOODCOTE VIEWLANGLEY VALE ROAD

Vehicles:

| Type | Manvres           | Impact | Junct_loc                    |
|------|-------------------|--------|------------------------------|
| Car  | Going ahead other | Front  | Not at, or within 20M of Jct |
| Car  | Going ahead other | Back   | Not at, or within 20M of Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |
| Driver / Rider | Slight   |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 23/01/2022 | 0955 | Fine without high winds | 221135427  | 5          | Not applicable | Not within 20M |

Location: LANGLEY VALE ROAD - 64 METRES FROM JUNCTION WITH GROSVENOR ROAD

Vehicles:

| Type | Manvres                 | Impact | Junct_loc                    |
|------|-------------------------|--------|------------------------------|
| Car  | Going ahead other       | Front  | Not at, or within 20M of Jct |
| Car  | Going ahead but held up | Back   | Not at, or within 20M of Jct |
| Car  | Going ahead other       | Back   | Not at, or within 20M of Jct |
| Car  | Going ahead other       | Back   | Not at, or within 20M of Jct |
| Car  | Going ahead other       | Front  | Not at, or within 20M of Jct |

Casualties:

| Class             | Severity |
|-------------------|----------|
| Driver / Rider    | Serious  |
| Driver / Rider    | Serious  |
| Vehicle Passenger | Slight   |
| Driver / Rider    | Slight   |
| Driver / Rider    | Slight   |



Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date                                                                        | Time | Weather                 | Police_ref | Casualties | Junct_ctrl               | Junct_det      |
|-----------------------------------------------------------------------------|------|-------------------------|------------|------------|--------------------------|----------------|
| 09/10/2022                                                                  | 1425 | Fine without high winds | 221228301  | 1          | Give way or Uncontrolled | Other junction |
| Location: BEACONSFIELD ROAD NEAR JUNCTION WITH SPENCER CLOSE, EPSOM, SURREY |      |                         |            |            |                          |                |

Vehicles:

| Type | Manvres   | Impact | Junct_loc    |
|------|-----------|--------|--------------|
| Car  | Reversing | Front  | Jct Approach |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

| Date                        | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|-----------------------------|------|-------------------------|------------|------------|----------------|----------------|
| 27/05/2023                  | 1505 | Fine without high winds | 231312167  | 1          | Not applicable | Not within 20M |
| Location: LANGLEY VALE ROAD |      |                         |            |            |                |                |

Vehicles:

| Type | Manvres           | Impact  | Junct_loc                    |
|------|-------------------|---------|------------------------------|
| Car  | Going ahead other | Offside | Not at, or within 20M of Jct |
| Car  | Going ahead other | Offside | Not at, or within 20M of Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 28/07/2023 | 1710 | Fine without high winds | 231334525  | 1          | Not applicable | Not within 20M |

Location: LANGLEY VALE ROAD, EPSOM DOWNS, SURREY

Vehicles:

| Type | Manvres           | Impact  | Junct_loc                    |
|------|-------------------|---------|------------------------------|
| Car  | Going ahead other | Front   | Not at, or within 20M of Jct |
| Car  | Going ahead other | Offside | Not at, or within 20M of Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                                | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|----------------------------------------|------------|------------|----------------|----------------|
| 20/10/2023 | 1619 | Unknown                                | 231365248  | 1          | Not applicable | Not within 20M |
| Location:  |      | LANGLEY VALE ROAD, EPSOM DOWNS, SURREY |            |            |                |                |

Vehicles:

| Type                                                                 | Manvres                | Impact   | Junct_loc                          |
|----------------------------------------------------------------------|------------------------|----------|------------------------------------|
| Pedal Cycle<br>(Including<br>pedal assisted<br>electric<br>bicycles) | Going ahead<br>other   | Offside  | Not at, or<br>within 20M of<br>Jct |
| Car                                                                  | Overtaking<br>nearside | Nearside | Not at, or<br>within 20M of<br>Jct |

Casualties:

| Class          | Severity |
|----------------|----------|
| Driver / Rider | Slight   |

Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 02/06/2025 | 1825 | Fine without high winds | 251597905  | 1          | Not applicable | Not within 20M |

Location: ROSEBERY ROAD, EPSOM, SURREY

Vehicles:

| Type                                                     | Manvres                     | Impact   | Junct_loc                    |
|----------------------------------------------------------|-----------------------------|----------|------------------------------|
| Pedal Cycle (Including pedal assisted electric bicycles) | Overtaking stat vehicle O/S | Nearside | Not at, or within 20M of Jct |
| Car                                                      | Parked                      | Offside  | Not at, or within 20M of Jct |

Casualties:

| Class          | Severity     |
|----------------|--------------|
| Driver / Rider | Less serious |

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 22/06/2025 | 1230 | Fine without high winds | 251606164  | 1          | Not applicable | Not within 20M |

Location: LANGLEY VALE ROAD, EPSOM DOWNS, SURREY

Vehicles:

| Type                                                     | Manvres     | Impact  | Junct_loc                    |
|----------------------------------------------------------|-------------|---------|------------------------------|
| Pedal Cycle (Including pedal assisted electric bicycles) | Going ahead | Offside | Not at, or within 20M of Jct |

Casualties:

| Class          | Severity     |
|----------------|--------------|
| Driver / Rider | Less serious |



Collisions between dates 01/05/2016 and 30/04/2026 (120) months

Selection: Notes:

; Refined using Collisions within selected Polygons -sussex 2026  
all consultant requests ("Langley Vale Road Epsom  
(i-Transport)")

| Date       | Time | Weather                 | Police_ref | Casualties | Junct_ctrl     | Junct_det      |
|------------|------|-------------------------|------------|------------|----------------|----------------|
| 26/07/2025 | 0935 | Fine without high winds | 251624329  | 1          | Not applicable | Not within 20M |

Location: HEADLEY ROAD - 39 METRES FROM JUNCTION WITH CHALK PIT ROAD, EPSOM, SURREY

Vehicles:

| Type                  | Manvres     | Impact | Junct_loc                    |
|-----------------------|-------------|--------|------------------------------|
| Motorcycle over 500cc | Going ahead | Front  | Not at, or within 20M of Jct |

Casualties:

| Class          | Severity     |
|----------------|--------------|
| Driver / Rider | Less serious |

Number of records in selection: 18

