

APPLICATION NUMBER	EP/25/0846
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Fairfax Aspire Ltd

Location: Farm View, Langley Vale Road, Epsom, KT18 6AP

Development: Outline application for up to 110 dwellings including affordable homes (all matters reserved except access from Langley Vale Road)

Contact Officer	Tim Dukes	Consultation Date	22 July 2025	Response Date	5 December 2025
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Further to the previous comments and responses provided to the LPA as a result of the consultation on this application, the CHA has now had the opportunity to review the submitted updated information in relation to recommendation 2) of the original response, copied below for information:

2) It has not been demonstrated that there is sufficient forward visibility for northbound traffic of right turners waiting on Langley Vale Road to turn into the site, and the proposed development would therefore lead to danger to users of the highway and therefore contrary to Para 115a of the NPPF and meeting the criteria of paragraph 116 of the NPPF.

The Applicant has now provided information to satisfy the CHA that sufficient forward visibility can be provided. Therefore, this element of the recommendation to refuse can be removed.

The CHA still considers the site to be located in an unsustainable location and considers a recommendation to refuse the application appropriate; however, it is noted that the decision makers, the LPA, consider wider aspects of applications over and above Highways and Transport matters. Therefore, should the LPA see fit to grant permission, the CHA requests the following be secured through a S106 agreement, and the conditions below attached to any permission granted.

S106 Agreement

A S106 agreement should be secured to provide :

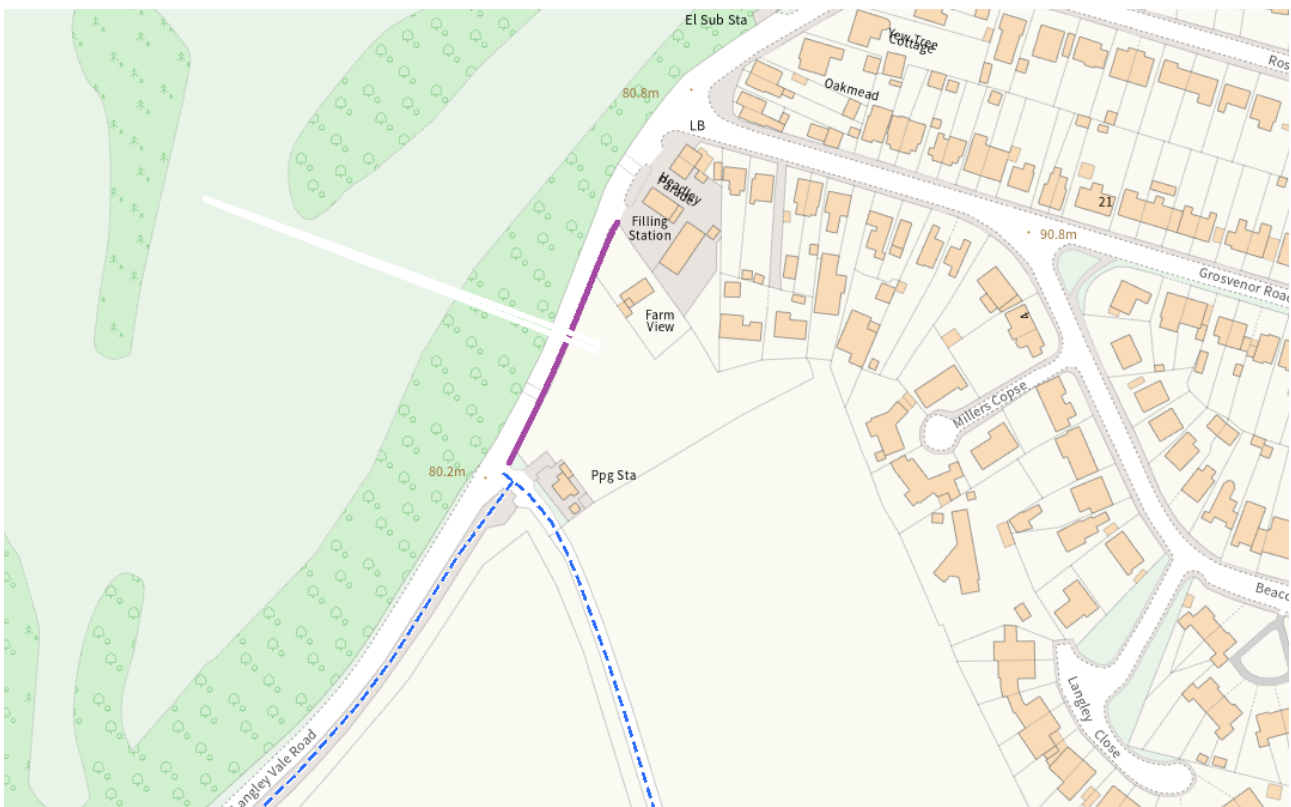
- An enhanced bus service provision to the site. This shall be provided either through DDRT (Digital Demand Response Transport) currently Surrey Connect. Or through

securing/improving the existing bus service to Langley Vale – the E5 , Langley Vale – Espom – Watersedge route. A financial contribution of £200,000 per annum for a period of five years is considered appropriate given the difficulty in providing appropriate mitigation for other forms of transport (as set out in the CHA's earlier responses).

- Provision of two car club spaces and vehicles, alongside EVCPs for the use of the these vehicles, for a minimum period of three years, with three years free membership and £50 worth of driving time credit for occupiers of the new development.
- Provision of cycle vouchers for future occupiers.

In addition, the LPA also requested consideration of the unique location of the site in relation to the equestrian use of this stretch of Langley Vale Road – in particular the movements of racehorses adjacent to the site. This is an ongoing situation, and while it is not necessarily ideal, the CHAs view is that the proposed uplift in trips from the development (should it be permitted) would not generate a significant additional risk over and above that already in place. The proposed new access has also been considered in this context and given visibility splays and current guidance on access design can be provided again this would not generate additional risks.

However, the CHA does note that the frontage of the site provides possible linkages, and the potential for an extension to the bridleway network within the locale, therefore the CHA would request that consideration be given to providing additional length of the bridleway north of the junction with Ebbisham Lane towards Farm View, as highlighted in purple on the screenshot below (existing bridleways are dashed blue lines):



This could be provided as per the condition recommended below:

Conditions

1) New access

No part of the development shall be first occupied unless and until the proposed vehicular, pedestrian and cycle accesses to Langley Vale Road and the Warren have been constructed and provided with visibility zones in general accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

2) Provision for sustainable modes

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- (a) The secure parking of bicycles within the development site.
- (b) The improvement of the bus stops located at Grosvenor Road and Harding Road to include provision of shelter, seating, lighting, accessible kerbing and Real Time Passenger Information (RTPI).
- (c) Information to be provided to residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs.
- (d) A safe extension to the existing bridleway network to the frontage of the site parallel to Langley Vale Road subject to Road Safety Auditing.
- (e) Provision of widened footway/cycleway along the site frontage on Langley Vale Road.
- (f) Provision of pedestrian improvements to allow for access to local bus stops and facilities as per section 3 of the Enhanced Sustainable Transport Strategy.

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

3) Electric vehicle charging points (EVCP)

The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fully operational fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

4) Cycle parking

The development hereby approved shall not be first occupied unless and until the following cycle facilities have been provided within the development site:

- (i) High quality, secure, lit and covered cycle parking for each dwelling.
- (ii) Charging points with timers for e-bikes within said facilities;
- (iii) Clear hardstanding routes between the cycle stores and the site access

To be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

5) Vehicle parking, loading/unloading and turning areas

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles / cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / loading and unloading / turning areas shall be retained and maintained for their designated purposes.

6) Construction Transport Management Plan

No development shall 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)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) 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 of the development.

Reasons

The conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2024.

Policy

The above conditions are required in order to meet the objectives of the NPPF (2024) and to satisfy policies DM 35, DM 36 and DM 37 of the Epsom and Ewell Borough Council Development Management Policies.

Informatives

- 1) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- 2) The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
- 3) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 4) The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. In instances where the applicant is not the Highway Authority the applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
- 5) It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2024. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the

distribution network operator showing this.

- 6) It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in [a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises / in non-domestic buildings the premises should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-1 of the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.]
- 7) The applicant is advised that any alterations to existing highway infrastructure should be designed so there is no adverse effect on surface water flow routes and should not increase flood risk on or off site. It is possible to check the long term flood risk on the following Government website www.gov.uk/check-long-term-flood-risk

For further information please contact the Flood Risk, Planning and Consenting Team
suds@surreycc.gov.uk