

Epsom care home to become hotel and staff HMO

7 September 2025



A former Surrey care home is being given a new lease of life – not for elderly residents but as a mix of hotel rooms and shared housing.

The Elders, on Epsom Road, Ewell, will now officially become a 12-room guesthouse with an 8-bed HMO (house of multiple occupation), plus a manager’s flat, after councillors approved the proposal on September 4.

The decision by Epsom and Ewell Borough Council’s planning committee follows a rocky planning history of previous refusals, enforcement notices and accusations the owners were running it without permission.

Cllr Clive Woodbridge said: “Moving it from a sort of limbo where it’s operating as it is but without any ability to be regulated – because it’s not supposed to be happening – it probably tips my balance.”

The building has been empty for several years and developers argue it is no longer suitable for modern care needs.

The scheme has divided opinion with some councillors saying they were uneasy about losing a care facility at a time when demand is only growing. Members noted the loss of the care home – capable of housing up to 24 residents – would also mean a loss of housing.

HMOs tend to have a bad reputation and are sometimes attributed for noisy neighbours and anti-social behaviour. But Cllr Phil Neale admitted this one looked “more for professional people” than “itinerant” workers.

Planning documents reveal the HMO rooms are aimed at housing staff employed by the owners in local care homes, providing affordable accommodation for new workers before moving into the housing market.

Cllr Alison Kelly argued the units could help newcomers find their feet. She said: “It’s quite a reasonable use of a HMO.”

Not everyone was convinced. Cllr Jan Mason tore into the design, claiming: “It looks like it’s been produced on a packet of cigarettes.” While Cllr Neale raised concerns about sustainability. He said: “I’m disappointed again that we’ve missed the opportunity to push solar panels.”

Outside the former care home on Epsom Road. (Credit: Google Street View)

RNIB blind to the interests of its Epsom residents?

7 September 2025



The future of Swail House in Epsom, a landmark housing estate for visually impaired people, has become the subject of debate as residents and the Royal National Institute of Blind People (RNIB) present differing perspectives on redevelopment plans.

Swail House, opened in 1952 and named after Martha Swail, was one of the first estates in the UK designed specifically for blind people. With flats laid out to aid navigation, landscaped grounds, and facilities for social activities, it was hailed as a flagship initiative. Over time it has included social rooms, a restaurant, and a Chelsea Flower Show award-winning garden.

Residents’ Concerns

Some residents and supporters have voiced fears that redevelopment will diminish the estate’s original character and reduce the number of flats for visually impaired tenants. They argue that facilities such as communal spaces, gardens, and the on-site Epsom & Ewell Talking Newspaper (EETN) studio, which has operated from Swail House for over 40 years, are at risk.

Complaints have also been made about the consultation process, with claims that residents’ questions have gone unanswered and that accessible formats, such as tactile scale models of proposed buildings, have not been provided.

Russell Bailey, Chair of the Swail House Association for the Visually Impaired, told the *Epsom and Ewell Times*:

“We are very keen for the development to go through. We are not so keen about the way it’s being done – i.e. selling off land to pay for the new development – and we are certainly not keen with the fact that there’s going to be fewer flats for visually impaired people. If the RNIB were more financially secure, they could have lent money against the value of the property, kept the land, and built more flats.

I don’t think residents feel they have had the opportunity to input into how it’s going to develop. One real concern is that there will be no communal lounge and no facilities for recording the Epsom newspaper which has been going for many years.”

RNIB’s Position

The RNIB, however, says it has engaged with tenants and will continue to do so. Kathryn Sherratt, RNIB’s Chief Financial Officer, said:

“In March 2025, RNIB submitted an outline planning application to redevelop land at the back of Swail House to build 48 units, and we’re currently waiting for a decision on the planning proposal.

RNIB has consulted with tenants on the planning proposal and will continue to share information and consult as the proposals develop, subject to the outcome of the planning decision.”

Wider Concerns

Supporters of the estate point out that Swail House is more than just a residential complex. Its natural grounds provide quiet areas for guide dogs and for residents to experience sounds of nature in place of visual cues. Campaigners say this unique environment is at risk if large sections of the site are sold.

Local residents outside Swail House have also raised objections to the design and scale of the proposed development, citing environmental and aesthetic impacts.

Next Steps

The future of Swail House now rests with Epsom and Ewell Borough Council’s planning process. Whatever the outcome, the debate highlights tensions between the need to modernise housing stock and preserve the historic vision and facilities that made Swail House a pioneering model for visually impaired people more than 70 years ago.

Image: Swail House aerial - Google Maps.

Keep our Valley Green say Langley Vale campaigners

7 September 2025



Campaigners in an Epsom village have hit out at proposals to build on “pristine farmland”, warning the plans will destroy a cherished stretch of countryside on the edge of the Surrey Hills. The outline application covers more than five hectares of agricultural farm land at Langley Bottom Farm, adjacent to Langley Vale village. Developer Fairfax Aspire Ltd has envisioned the 5.2 hectare field on Epsom Downs for 110 new homes. Although the exact height, design and layout will be determined later, planning documents suggest the new houses will be predominantly two-storey to eaves.

Dubbed ‘the valley’, locals are baffled that the agricultural field could ever be considered as a grey belt. The land has been classed as ‘low-quality land’ that could be prioritised for development, but residents say the designation is nonsense. “[Grey belt should be] for scrappy old car parks, not pristine farmland,” John Mumford of the Woodcote Epsom Residents Society and Save Langley Vale said. He pointed out the combine harvester in the field and explained it is still being used for agriculture. “We shouldn’t be sacrificing the green belt for land for land-owning interests,” he added. Fairfax Aspire Ltd stated in the application: “The site represents an opportunity for modest, sustainable development on the edge of the settlement boundary.”

The proposed development site sits down the road from Epsom Derby race course and is part of a landscape known for its race horse culture and rich ecology. Matt Dunn, who grew up in Langley Vale, described how buses only visited hourly, and horse riding and jockey training were common pastimes in the close-knit community. He said: “This scheme is tacked on, not integrated into the village.” Planning documents state most of the existing hedgerows and important trees will be retained and enhanced with native planting, with other features including new ecological improvements like wildlife corridors linking to the nearby woodland at The Warren. But campaigners say it is home to deer, badgers, and protected bird species like buzzards and skylarks, and that horse riders, dog walkers and ramblers make frequent use of the fields behind the village.

“It will completely destroy a much loved valley,” Matt said. “Ecology mitigation doesn’t mean anything if it doesn’t change the wrongs and the impact on wildlife.” The dispute comes amid national concerns over habitat loss — in England, the abundance of wildlife species has fallen by around 19 per cent since 1970. Matt accused the developer of trying to “whip up houses which don’t meet local need,” describing the affordable housing element as a “tick-boxing exercise”. The 29-year-old explained that selling houses at 80 per cent of the average Epsom house price (£559k according to RightMove) does not make the homes remotely affordable.

Langley Vale currently has around 400 houses, and campaigners fear the development could swell its size by more than 20 per cent, straining the roads, utilities and services. A new access road would be created on Langley Vale Road to get into the site, but residents warn this could exacerbate traffic issues in their rural community. Campaigners have also launched a petition against the development which has gained more than 1,000 signatures already. Mr Mumford has also set up a fundraiser to help pay for the campaign, gathering £3,700.

Planning documents state: “The opportunity exists for the creation of a high quality landscape and ecology led residential scheme to be provided in this sustainable location. The illustrative material demonstrates how a residential scheme, including new affordable homes, can be delivered without having undue impact on the site’s immediate neighbours, the wider area or key landscape and ecological features. The site is available, sustainable and importantly, deliverable, and will link to Langley Vale and the wider area.” The developer has been approached for further comment.

Related report:

110-Home Scheme at Langley Vale Sparks Green Belt Fears

Campaigners, Matt Dunn (left) and John Mumford (right), in front of the proposed development site. (Credit: Emily Dalton/LDRS)

Casting vote approves 9 new homes in Epsom

7 September 2025



Tripling the number of houses on a brownfield Epsom site vexed Epsom and Ewell Borough Council's Planning Committee on 10th July.

The Application from Nuro Homes Limited proposed the erection of 9 new dwellings on adjacent plots of land acquired by the developers in the Whitehorse Drive and Bucknills Close roads of Epsom off the Dorking Road.

A previous application for this development had been refused by the Planning Committee in April 2024 and the developers appealed to a Planning Inspector. The appeal was refused where the Inspector was in agreement with the Council's refusal on the ground of highway safety but the objection concerning hazards in waste collection the Inspector stated could be addressed.

A revised application came before the Planning committee with a widened access from the development onto Whitehorse Drive. RA Councillors Neil Dallen, Jan Mason, Phil Neale and Humphrey Reynolds were not convinced that the revisions were sufficient to address safety concerns for pedestrians and in particular school girls attending Rosebery School in Whitehorse Drive.

Kate Chinn (Labour Court) emphasised the need for more housing – though this development was not providing anything affordable for those on low incomes, she added. With the improved access she stated people are mindful and the fears of pedestrian vehicular collisions should not be overstated.

The officers of the Council recommended the Application be granted.

Cllr Dallen proposed the Application be refused. The Chair of the Committee, Cllr Steven McCormick (RA Woodcote and Langley Vale) required him to cite the planning policies that justified refusal. As Cllr Dallen floundered through his papers an officer identified the reasons given at the meeting that refused the original application in 2024 and Cllr Dallen repeated them.

Cllr Julian Freeman (Liberal Democrat College) questioned the procedure of having a vote on a motion to refuse when the matter to be voted on was the recommendation to grant.

In a bizarre dance on the voting 2 voted in favour of refusal and two voted against refusal. The Chair cast his vote against refusal. This was followed by a vote on granting the Planning Application with 4 voting in favour and 4 voting against. The Chair voted in favour of granting the Application and therefore the officers' recommendation was carried.

Image: Top plan original with narrow access on Whitehorse Drive. Bottom plan revised plan showing proposed housing and widened access. Epsom and Ewell Borough Council planning documents.

Big housing development proposed NW of Epsom and Ewell

7 September 2025



Over 2,000 new homes could be built on the Surrey border, to the right of Claygate and Esher, and above Epsom and Ewell. Plans for 2,003 new homes and a 104-bed care home are in the pipeline at Hook Park in Chessington, to the east of the A3 Esher Bypass and south of the A309 Kingston Bypass. If approved, residents say it could bring at least another 5,000 people into the area. Developers Poppymill Ltd envisions transforming the so-called derelict site into “a new family-friendly neighbourhood that centres around a huge public park and community spaces”. Around 50 per cent of the new builds could be affordable housing, of mixed tenures and with more than 600 homes for families. The proposed development site covers approximately 50 hectares of land and includes Chessington Equestrian Centre, ‘The Dell’ building and former scaffolding yards.

But residents claim the land is actually green belt status, preventing the urban sprawl of Chessington into neighbouring Surrey and providing an important green space. While the site is green belt, Poppymill argued the land is “compromised and inaccessible to the public” rendering it ‘grey-belt’, the developer claims. Details on the proposal are scarce, but initial planning documents indicated new terrace houses could be between two-four storeys tall, and apartment blocks could range from four-eight storeys high. No concrete plans have been announced, but Poppymill Ltd. has submitted a screening request which outlines the potential scheme.

The developer has asked the Royal Borough of Kingston-upon-Thames Council for a formal opinion on what information it should supply for an Environmental Impact Assessment (EIA) – this is called ‘scoping’ – ahead of a planning application. But Elmbridge Borough Council has also been asked for their view on the application, given the massive potential development is close to the authority's patch. The prospective plans also hint at community space including room for retail or leisure uses, employment space, a public house, community centre and an active travel hub. Plans also include highway improvements such as a new vehicle access road from the Kingston Bypass and Clayton Road, pedestrian and cycle access and car and bike parking.

Residents who wish to comment on the scheme can do so on Kingston council's planning website. Comments are open until July 24, 2025.

Aerial view of the Hook Park site outlined in red. (Credit: Poppymill Ltd consultation website)

Ashtead development objectors hit a cul-de-sac

7 September 2025



“Surrey's biggest cul-de-sac” will be built after hundreds of new homes were approved next to the M25. Developers Wates was granted planning permission to build up to 270 homes to the south of Ermyrn Way in Ashtead by Mole Valley District Council's development committee. The plans, which include 108 affordable properties, a community building, and space for Gypsy and Traveller pitches, were green lit by six votes to five with two abstentions much to the disappointment of many who attended the July 2 meeting.

Wates, though, said the scheme would go a considerable way to alleviating housing pressure in the area. Director of planning, John Tarvit, said Wates had been working on the proposals since 2014 with both the council and planning inspector agreeing it was a sustainable site. He added: “Mole Valley is one of the least affordable places to buy a home with about 680 households currently on the waiting list. This planning application represents a real opportunity to offer young people and families the chance to either own a home or with affordable rent securing a stable place where they can thrive.”

The still-to-be-determined final layout will include a purpose-built community building with potential for a children's nursery, 30 acres of open space with green corridors and children's play areas, and cycling facilities. The developers will also make a financial contribution towards Surrey Connect – an on-demand bus

service.

The item was not without its controversy with committee chair, Councillor Jo Farrar-Astrop (Liberal Democrats: Capel, Leigh, Newdigate & Charlwood) recognising it was contentious and reminding members to stay focused on the planning matters. She would also, repeatedly, warn the public gallery over its outbursts before eventually clearing the chamber and moving onlookers to watch from a room next door.

Speaking against the plans was Steve Drake who urged the committee to reject the proposals as there was “only one route into the busy cul-de-sac” already congested with incoming school-run traffic. He said: “With this development the cul-de-sac would become almost 500 dwellings with over 1,000 vehicles, doubling the traffic load on Ermyn Way.” Worse, he said, was that the council had earmarked a further 140 homes for the site meaning it would eventually grow to more than 600 dwellings. Dave Beresford of the Ashted Residents Association said: “Adding 580 residents would be unsustainable, the character of the area will certainly be harmed.”

Nearby schools have told the council there is enough capacity to take on the expected increase in children moving into the area. Cllr Gerry Sevenoaks (Independent: Ashted Park) said: “It will have a devastating impact, increasing traffic pollution and loss of biodiversity but more importantly there would be a devastating impact on the residents living close to this development. He added: “Given that this is going to be the largest Cul de Sac in Surrey I wonder what those emergency services feel about coming down the road to be clocked with traffic and trying to actually get people to hospital or deal with fire.”

280 homes plan for Ashted (Image Wates)

110-Home Scheme at Langley Vale Sparks Green Belt Fears

7 September 2025



A neighbour has spoken out against early proposals by developer Fairfax to build up to 110 new homes on farmland at Langley Bottom Farm in Langley Vale, describing the plans as a “devastating blow” to the character and heritage of the area.

Langley Vale, nestled between Epsom Downs and surrounding ancient woodland managed by the Woodland Trust, is described by residents as more than just a location — but a cherished community shaped by its open fields, green spaces, and rural setting.

“This isn’t empty land up for grabs,” one local resident told the *Epsom and Ewell Times*. “Our green belt is a living, breathing asset — a habitat for wildlife, a natural break from urban sprawl, and a place for families to enjoy the countryside. Once it’s gone, it’s gone forever.”

The concerns centre on potential impacts including increased traffic, pressure on schools and GP surgeries, and the loss of valuable farmland that has been cultivated for generations. Neighbours fear that if this initial consultation leads to formal planning permission, it would “irreversibly alter” the area and set a worrying precedent for green belt development.

In their public exhibition materials, however, Fairfax describes the proposals as sensitive and environmentally responsible. The scheme, which is subject to local consultation, would deliver up to 110 homes on 5.2 hectares of land, with half of the properties designated as affordable housing.

According to Fairfax’s consultation website and exhibition documents, the proposals include:

- a biodiversity net gain of at least 10%
- significant landscaping and green planting
- electric vehicle charging points
- improved footpaths and cycle storage
- a children’s play area
- new public green space
- contributions to local infrastructure
- funding to extend the Surrey Connect on-demand bus service

Fairfax argues that the site, currently an arable field, scores “relatively low” for biodiversity and offers opportunities to enhance wildlife habitats while protecting the adjacent ancient woodland with buffer zones.

The developer also points to the pressing local demand for housing, highlighting that Epsom and Ewell Borough Council faces strict targets for new homes, including affordable units. The homes would be built using energy-efficient methods and aim to promote sustainable travel, Fairfax says.

Residents were requested to give feedback by 16th June but the comments link is still live at the time of this post. Online at langley.your-feedback.co.uk or by contacting the project team by phone or post.

The plans are at a consultation stage only, but campaigners fear they could soon turn into a planning application. “The green belt is supposed to protect communities from precisely this type of development,” the neighbour added. “If we allow this, it will change Langley Vale for good.”

Image: Langley development layout. Courtesy Fairfax Homes.

9 year process finalised for 1200 Surrey homes

7 September 2025



The final planning application of the 1,200-home Deepcut regeneration project has been approved. The massive housing project was given the initial green light back in 2014 when Surrey Heath Borough Council agreed the site was suitable for the major residential development. Now, nine years later, the final reserved matter has been signed off, with members at the Thursday, June 5, planning committee bursting into spontaneous applause in celebration of the milestone.

The former Princess Royal Barracks covers 114 hectares. What was once a military site has been slowly transformed into 1,200 homes, public open spaces, community buildings, a primary school and new retail and commercial opportunities. The decade-long project was divided into three housing phases, and three non-residential ones. All had been agreed with the exception of last Thursday's.

Councillors unanimously approved Weston Homes' bid to transform the redundant security hut and Sergeants, together with car parking, into 37 new homes, of which five will be marketed as affordable. Planning officer Sarita Bishop told the meeting, in between the cheers: "Members, I am delighted to bring this application to you this evening. It is the last reserved matter on Deepcut. We have finally got there. This is phase 4H, and unlike the rest of the scenes that we've looked at, this is actually quite separate to the main Deepcut site."

The process has moved slowly but surely towards the finish line as the different stages got approved. In August last year, the council signed off on a new sports pavilion as part of the final application for infrastructure, to sit alongside the sports hub and play area. More recently, in November 2024, a care home that will act as a gateway to the development was granted permission.

Image: Final reserved matters approved for Deepcut (Surrey Heath)

Epsom Housing Project in Access Gridlock

7 September 2025



Imagine starting a new homes project and not being able to drive onto the site. That could be the reality for one Surrey council which has got into a road row with neighbours over access to a street.

Residents down Fairview Road claim Epsom and Ewell Borough Council are not legally allowed to drive into the old builder's yard at the end of their road. The council has launched a scheme to place three 'shipping container' homes on the land to provide temporary accommodation for families on the housing register. The plans were agreed in November last year.

"It's a real David and Goliath situation," said Debbie Ransome, who has together with the neighbours challenged the council's right to enter the site, by Fairview Road. She argued that it is wrong for the council to claim they have the access rights when she believes they are not entitled to use the road.

HM Land Registry has accepted the resident's application to block the council's right of way, and is now considering the claim. A spokesperson for Land Registry said: "Unfortunately, it is beyond HMLR's remit to comment on whether or not the Council are legally allowed to access their land from Fairview Road."

She has accused the council of "bullying" and "intimidating" behaviour as residents have challenged their right to access to the site- and now Ms Ransome is heading to tribunal. "I'm a single parent, I pay my taxes," she said

Ms Ransome, who lives next to the site in Epsom, explained herself and the neighbours have also allegedly received a solicitor's letter from the council threatening police action if they continue 'disrupting' the development.

Epsom and Ewell Borough Council state they intend to fight the claim as they head towards tribunal with Ms Ransome. The local authority state it rejects the allegations and said it is following the process laid out by the Land Registry.

An unusual situation, Fairview Road is a private street with a mystery owner. So the council (and future occupants) are not technically allowed to drive down the road to get to the former builder's yard- even though the local authority owns the site.

In September 2024, the council applied for a right of way on the site based on the long-term use from the previous occupant, Mr Adrian Giles MBE. Under a legal tool known as 'lost modern grant', people are able to claim if they have continually used the access route for 20 years without permission or by using force.

But Ms Ransome is disputing Mr Giles was in a position to claim access, saying she believes he forfeited access when he moved his business from the road some time ago. She also claims Mr Giles' late father agreed to sublet the land to a roofer - not part of the rent agreement with the council - and gained money from it.

Documents and emails seen by the author show Mr Giles admitting and apologising to the council he had not told them about the roofer subletting the land in his Land Registry statement. The roofer reportedly left the site in 2014, and the land was given back to the council in 2016.

Calling the council's actions as "deplorable", Ms Ransome said it is "completely wrong" and "not fair on the residents" that the council would try to get access to the site this way. She claimed: "They have got the [access] by lying and they're supposed to be the council. They're supposed to be the people that we trust to follow rules and regulations."

The council approved the application to develop three new 'modular', or pre-constructed, homes to support local families at risk of homelessness on 7 November 2024.

A long-time opponent of the pre-constructed home scheme, Ms Ransome said the development will be "detrimental to hundreds of school kids" who use the road as a cut through to Glyn Secondary School and Sixth Form. With a width of 3.55m, Fairview Road is 10cm below national standards so cars have to mount the curb to carefully pass each other. Objectors said this could be a serious safeguarding risk to children walking to and from school.

Councillor Steven McCormick, Chair of the Planning Committee, said: "The new homes are planned to be located alongside Fairview Road, making use of brownfield land and contributing to the borough's temporary housing availability. These units would allow the council to house local families facing homelessness within the borough, close to schools and local support networks."

The Residents' Association member clarified pedestrian safety concerns were recognised and discussed at length in the planning meeting where the application for temporary accommodation was considered.

He said: "In coming to a decision about the development's use for the provision of temporary accommodation, the Committee noted the comments from the County Highway Authority who were satisfied that: the development would not result in a significant increase in traffic generation, or result in issues of highway safety, or cause issues with the operation of the existing highway network."

Cllr McCormick added: "The council has followed the process laid out by the Land Registry. Residents have challenged the Land Registry's decision, but the council remains confident in its position. The council refutes any further allegations."

Adrian Giles MBE declined to comment and referred back to the council's response.

Link to planning portal: <https://eplanning.epsom-ewell.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=RQ0JVVGYIQR00>

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A towering decision by Epsom and Ewell Borough Council

7 September 2025



Epsom and Ewell Borough Council has approved plans for hundreds of new homes. The former SGN Gasworks site on East Street in Epsom will see all of its buildings and infrastructure demolished to make way for new homes. The town's "biggest planning application in years" has been approved. Members of Epsom and Ewell Borough Council planning committee agreed to the outline scheme for 456 homes by a majority vote on April 24. The development will see five high rise blocks, ranging from eight to twelve storeys tall. A performing arts centre, educational buildings and an open public garden are also included in the plans. Of the proposed 456 homes, according to planning documents, 210 will be one-bedroom, 180 will be two-bedroom, and 66 will be three-bedroom units. A further 46 of the 456 homes will be social rent units and 21 wheelchair accessible, according to planning documents.

"You cannot build a nine-storey building behind someone's back door," said Richard Coles, an Epsom resident speaking against the scheme. He explained it would be "60 metres from my back door to someone's balcony, for some hundred or so properties". Mr Coles argued the new builds will make life significantly worse for those living immediately around the blocks. "We're not delivering for Epsom if we're not delivering for all our residents," Cllr Kim Spickett said. "We're not talking about overlooking buildings, we're talking about human beings." Responding to concerns, council planners said fears of overlooking is not such an issue in practice because neither resident can really make out the features or activities of a person that far away. Officers accepted sunlight would be reduced for six neighbouring homes and 23 student rooms but said the benefits of the scheme would outweigh the impact.

Wrestling with the application, Cllr Julian Freeman appreciated the residents' concerns but said "fear is often much worse than the reality". He added the borough is in a "housing crisis" and "for the greater good" the development will provide new homes for 600 or more people. Cllr Kate Chinn slammed the council for not building enough homes or social housing over the last five years. "We're now asking residents to pay the price for the failures of the past," she said. With only 68 car parking spaces for 456 homes, councillors urged for something to be done. Members worried about tradesmen needing to use cars for work or families driving to school. Around 21 spaces would be designated for wheelchair users which Cllr Freeman challenged as "excessive". Cllr Jan Mason said: "People living there actually will be defranchised." She claimed future residents might not be able to have people visiting the house or getting the work men round.

Officers said fewer parking bays would help "champion a change in attitude" to using cars and support the council's "ambitious target" of becoming carbon neutral by 2035. But some councillors said it was "unrealistic" to demand people to change their motor habits by restricting parking spaces. Just a 10 minute walk from Epsom train station, the applicants argued the development would be an immensely sustainable location. People can get to London Waterloo station in around 35 minutes. Members agreed conditions to the car management plan so it could come back to committee for further approval if needed.

Also included in the scheme, Laine Theatre Arts College will be replaced by a modern building. The development will be further detailed in separate planning applications, the report said. The site has been used as gas works for more than 150 years, according to documents, while a separate application for the same site has stated the storage facility for natural gas "has been permanently decommissioned and purged".

Image: Site Masterplan (Aerial) Formation Architects