Casting vote approves 9 new homes in Epsom

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

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)

Top-Down Power, Bottom-Up Pain: How Central Control is Killing Local Communities

When I was a child growing up in rural Surrey, I could never imagine why anyone wouldn't want to preserve the wondrous landscapes of Britain, only to replace them with concrete and tarmac for roads, houses, and airports. As I've gotten older, this disbelief has only grown stronger.

Take Ashtead, for example — a small town not far from where I live. The local council wants to build 270 new homes on green belt land, despite furious local opposition. Even the council themselves are divided on the issue, pushing it through due to fear of top-down reprisal. In nearby Langley Vale Village, there's talk of potentially 110 homes being developed on equally green agricultural land that has been part of the local farming area for generations.

These are just two examples of dozens from my area alone. These plans are unpopular and have sparked fierce backlash and debate in the community. People wonder: Why do we have so little say in decisions that transform our neighbourhoods? Why do we often feel powerless against developers and top-down mandates?

Now, as I did then, I believe that Britain is still (at least for now) a beautiful country. However, my view of our island has matured to balance what I feel we have lost alongside what we've gained.

At 29 years old, many assume my generation is full of pro-modernist, latte-sipping, avocado toast-eating, Netflix-bingeing apathetics who don't value the past and would bulldoze anything if it meant lowering house prices. This stereotype is not just wrong — it's dangerous. Many of us care about more than just house prices; we care about landscape, beauty, nature and history. We want to preserve what was, and we think seriously about what is to come.

Many young people hear the mood of the nation and agree that things are broken. But I don't believe that a centralised, managerial approach with top-down policies is the way to fix this or make the country happier.

A big reason why Brits feel broken is that they have no control over their futures. Stagnant wages, rising living costs, and soaring house prices force many to delay milestones like having children, marriage, or retirement. But I believe the problem runs deeper. This apathy — and misery — comes from a lack of local agency, community, and belonging. Money is necessary, but the soul of a community comes from local decision-making, not cash.

Nowhere is this absence of local control clearer than in the planning system. Central London Starmerites (and many others before them) claim that communities, especially in the Home Counties, are just NIMBYs blocking progress to boost the economy. But it's far more complicated than this.

Today's planning process is little more than a tick-box exercise. Communities are asked for input, then routinely ignored. When a local council rejects a development, it's often overturned on appeal by higher authorities. Councillors face political backlash but have little real power to protect their communities. What looks like democracy is, in practice, centralisation.

This suppression of local democracy breeds apathy and resentment. People feel decisions are imposed on them, not made for them.

So here's an alternative — one I doubt either major national party would support, but let's dream.

In Switzerland, local communities decide their fate through direct democracy, sometimes gathering in town squares to vote on local issues. Local infrastructure, zoning, education, and some taxation are set at the local level. The central government only plays a guiding role in essential services and national taxes.

You might ask: won't richer areas just set tax rates low to outcompete poorer ones, increasing inequality? Two mechanisms prevent this. First, Swiss local tax rates operate within regulated bands, maintaining rough parity. Second, a redistributive model transfers wealth from richer to poorer areas, ensuring local empowerment without worsening inequality.

I would love to see this model brought to Britain. It would shake up the old, sclerotic national parties and restore real power to local people. Local councillors represent diverse parties and interests but are currently toothless. A Swiss-style local democracy would change that.

"But what if they don't build enough houses? What if businesses move to areas with better tax rates?" Then communities will respond accordingly. Challenges would remain, but at least people would be deciding their own trade-offs and paths forward.

Unfortunately, the UK is moving away from local democracy. Surrey provides a stark example. Our 11 boroughs are slated to merge into 2 or 3 "super authorities," with a directly elected mayor gaining sweeping powers over the county. How is this real devolution? It centralises power into a system locals had no say in creating — allowing the government to push through top-down housing targets, often against local wishes.

In a Swiss or similar system, we'd live in a country truly made for the people, by the people — with agency, dignity, and hope for the future. I believe that Brits are capable of running their own communities, and it is patronising to suggest otherwise.

I wait with bated breath to see the fallout that is yet to come from this government's drive towards centralisation, continuing a tradition in this country that has hollowed out local communities for decades.

I can only hope we the people see the light before it's too late.

Matthew P. Dunn

Award-Winning Epsom Town Masterplan Shines Spotlight on Council's Planning Priorities

Epsom & Ewell Borough Council's Epsom Town Centre Masterplan has been named "Best Plan" at the Royal Town Planning Institute's (RTPI) South East Awards for Planning Excellence 2024. The win brings regional recognition to the Council's efforts in shaping the future of the town centre — but it also casts a renewed spotlight on the long-standing delays in finalising a borough-wide Local Plan.

The RTPI judges praised the Masterplan's participative and innovative approach, its use of digital consultation tools, and its firm emphasis on sustainability. The plan was commended as a model of non-statutory planning excellence, particularly impressive given it was not prompted by legislative requirement but by what the judges described as "a strong desire to make a better place."

The planning team achieved an unprecedented level of local engagement, with 1,979 consultation responses — almost 3% of the borough's population — including many residents participating in a council consultation for the first time. This level of public involvement far exceeds the national average of 1%, according to RTPI data.

Councillor **Peter O'Donovan**, (RA Ewell Court) Chair of the Licensing and Planning Policy Committee, described the award as "reflective of the hard work and expertise" of the planning policy team, highlighting the central goal of "making Epsom an even better place."

The Masterplan, developed with consultancy firm David Lock Associates, provides clear development parameters for key town centre sites including the Ashley Centre, Hook Road, Depot Road car park, and Hope Lodge. It also outlines placemaking objectives, environmental improvements, and key design principles aimed at preserving and enhancing Epsom's historic core.

A Tale of Two Plans

While the award marks a triumph for the Town Centre strategy, it also contrasts sharply with the ongoing delays and controversy surrounding the borough's statutory Local Plan. The Local Plan, which is essential for long-term housing and infrastructure development across the wider borough, has faced repeated postponements, public protests, and uncertainty over Green Belt protections.

Epsom and Ewell Times has reported extensively on the Local Plan's troubled progress — from stalled timelines and passionate public campaigns resisting proposed housing developments on cherished green spaces. The Local Plan was officially submitted to the Secretary of State for Housing, Communities and Local Government for independent examination. This significant step, taken on 10 March 2025

Observers may see the Masterplan's success as both a sign of the Council's planning capability and a reminder of its failure to deliver its statutory planning framework in a timely manner. The Masterplan may now proceed to the national RTPI Awards for Planning Excellence later this year, but it remains a non-binding vision — its implementation depends, in part, on a coherent Local Plan to support infrastructure and development across the borough.

Until then, residents can celebrate Epsom's win on the regional stage, while continuing to ask: when will the borough-wide plan finally materialise?

Epsom Town Centre Masterplan now advances as a finalist for the RTPI National Awards for Planning Excellence, to be announced in October. The awards ceremony is scheduled for 26 November 2025.

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New planning laws threaten Surrey countryside?

Fears of "irreversible damage" to Surrey's countryside have prompted calls to change a new planning bill currently going through parliament. Surrey County Council members have unanimously agreed to call for the central government to change a "deeply damaging" planning bill. Councillors voted in favour of an amended Green Party motion, highlighting serious concerns about the environmental implications of the potential legislation at a full council meeting on Tuesday (July 8).

The Planning and Infrastructure Bill currently going through Parliament aims to streamline the planning system to speed up the delivery of new homes and big infrastructure projects. But part of the bill includes the removal of some environmental red tape which the government argues is gridlocking the process. Councillor Jonathan Essex (Green Party/Redhill East) put forward the motion, stating: "If passed, this parliamentary bill will cause tragic, irretrievable and avoidable damage to Surrey's countryside. We must not let this Bill dismantle decades of progress in nature protection, including removing key principles of environmental governance from the planning system."

Surrey cabinet member for the Environment, Cllr Marisa Heath (Conservative/Englefield Green) supported the motion. She said the council is in favour of building new homes but "not to the detriment of the existing environment and residents". Cllr Heath praised Surrey MPs who had already taken a stand and voted against the bill in parliament but hinted there was still more work to do.

Key concerns raised by councillors focused on part three of the bill which outlines a mechanism that would allow developers to bypass current environmental rules by putting money into a nature restoration fund. But the fund could be used at a later date to create environmental improvement elsewhere in Surrey or beyond, according to Cllr Heath. She stressed that once the fee is paid, concreting over green spaces can go ahead with the developer measuring the potential harm to the site during the planning process, how irreversible or long-lasting it may be.

Cllr Essex's motion demanded the government "sufficiently amend" the relevant part of the bill. He said: "If Surrey's beautiful countryside is to be protected Section 3 of this Bill must be scrapped." The government has said the bill does not weaken

environmental protections and will actually improve environmental outcomes and nature recovery.

Councillors from across the political divide came out against the possibility of developers side-stepping key ecological safeguards to drive through house building. They claimed it would neither bring in the finances needed nor deliver the environmental healing nature needed. Cllr Essex claimed the bill "waters down habitat protections" to sites of specific scientific interest (SSSIs) and other protected areas in Surrey like Colony Bog and Bagshot Heath, Brookwood Heath and Chobham Common. He added the new rules will chip away protection granted to individual species such as bats, newts, wild birds and water voles.

Rather than green interests slowing down growth, Cllr Essex argued planning delays are driven by under-resourced planning authorities, infrastructure bottlenecks, and industry-led viability constraints. He said: "I am not sure how Rachel Reeves was able to keep a straight face when blaming newts for the failure to build homes when a third of homes given planning permission in the last decade, that is 1.4 million, were not built."

Surrey Wildlife Trust has slammed the bill in its current form as 'a licence to kill nature' as well as the Office for Environmental Protection claiming it waters down the existing laws designed to protect the environment. A statement from the government read: "Crucially, the Bill will also ensure that vital protections for the environment remain in place and through a more strategic approach we can deliver more for nature and not less. Current rules in the National Planning Policy Framework are clear that development resulting in the loss or deterioration or irreplaceable habitats, including ancient woodland and ancient or veteran trees, should be refused. This will not change through the Planning and Infrastructure Bill."

Surrey Hills National Landscape, Frensham Ponds (Image Natural England/ LYDIA2)

Ashtead development objectors hit a cul-de-sac

"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 Ermyn 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 Ashtead 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: Ashtead 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 Ashtead (Image Wates)

110-Home Scheme at Langley Vale Sparks Green Belt Fears

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

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)

Oxshott High Street redeveloping?

Plans to redevelop part of a Surrey high street have been put forward.

Oxshott village store and post office and a former takeaway spot could be knocked down and transformed into a whole new high street development. The proposal features two large commercial spaces on the ground floor for residents, and nine apartments spread over the first and second floors.

"This is a significant opportunity to improve the character and appearance of this part of the High Street," planning documents state. Details reveal the new building design will be traditional and reference the neo-classical/Georgian style houses which match the surrounding character of Oxshott.

For market sale, the property could consist of 6 one-bed and 3 two-bed flats in the heart of the high street. This reflects the most critical type of housing needed in Elmbridge borough and will help fill the gap between the existing shortfall, according to the planning statement.

Planning permission was previously granted on the site in October 2023 for a similar scheme to create five apartments. The new proposal seeks four extra homes to be added, as well as including additional land from The Victoria pub to the back of the site for an extra eight parking spaces.

Oxshott village store and post office, (No. 50 on the high street) is currently a two-story building at 8.52m. But under the proposed development plans the height would scale up to 12m tall rather than the 9.65m previously approved.

Only one person has objected to the scheme so far, claiming the new design is "overbearing and will adversely dominate the high street". Concerns were also raised by residents in the comments' section that the path would be obstructed during the demolition and development of the buildings and how construction would operate on the site.

Not the only part of the village's high street to get a new look, the Heath buildings opposite to the village store and post office will also be redeveloped after planning permission was agreed in October 2024. The new Heath buildings will be 13.2m tall from the ridge.

Comments on the application are welcome on Elmbridge Borough Council's website until July 4, with a target decision date for July 17.

Epsom & Ewell Borough Council invites bids for local infrastructure projects

Epsom & Ewell Borough Council is inviting community groups and organisations to bid for funds raised by the Community Infrastructure Levy (CIL), to deliver projects that will benefit residents and support new development across the borough. Bidding opens on Thursday 1 May and closes on Sunday 15 June 2025.

New development can create additional pressure on local infrastructure: the CIL raises funds from developers to be spent on the provision, improvement, replacement, operation, or maintenance of local infrastructure or anything else that is concerned with addressing the demands that development places on an area. Last year, Epsom & Ewell Borough Council allocated around £330,000 from the 2023/24 Neighbourhood CIL Fund for community infrastructure projects, including:

- Footpath improvements at the Hogsmill Local Nature Reserve
- Street tree planting at Waterloo Road
- A new club house at Old Schools Lane, Ewell, to provide a home for community sports and an indoor space for activities including arts clubs, health and fitness groups, counselling services and the Sunnybank Trust, which supports 250 vulnerable men, women and young adults with learning difficulties.

Councillor Peter O'Donovan, Chair of the Licensing and Planning Policy Committee, said "I hope that as many local community groups and organisations as possible take this opportunity to bid for funds for community projects and initiatives that can improve quality of life for residents in Epsom & Ewell.

The Neighbourhood Community Infrastructure Levy Fund offers us the chance to deliver projects that have a real impact on our communities. By applying for this funding, community groups and organisations can help ensure that money raised through local development is spent on projects that are important to residents here in Epsom & Ewell."

The bidding process is designed to be as clear as possible and the council has introduced a new online form and guidance to help make the process simpler: epsom-ewell.gov.uk/Neighbourhood-CIL

To receive funding, all CIL spending applications must be for infrastructure. All bids will be examined by the CIL Member Working Group; a shortlist will be selected and presented to the Strategy and Resources Committee for approval.

Bids will be shortlisted using the criteria set out in section C of the CIL Spending Protocol (adopted March 2025). More information on the process and prioritisation criteria can be found in section 5 of the CIL Spending Protocol.

Please note:

- The Community Infrastructure Levy (CIL) allows councils to raise funds from new developments for infrastructure projects which help to mitigate the impacts of new development. Of the total collected:
 - 80% goes towards strategic borough-wide infrastructure examples include highway schemes, permanent school expansions, hospitals, and other health and social care facilities
 - 15% is allocated for local projects examples include sport pitches, courts upgrades, public realm improvements and community gardens
 - 5% for the day-to-day costs of administering CIL.