



Elmbridge resists London's creep into Surrey

20 September 2025



Outline plans for 60 homes on the edge of a Surrey village have been scrapped again in a bid to stop "London creeping towards us".

Elmbridge councillors said the land north of Raleigh Drive in Claygate is green belt not 'grey belt' and ruled it unsuitable for housing at a planning meeting on September 16.

They also said the plans failed the flood risk 'sequential test' meaning safer sites should be looked at first before building there.

The scheme would have seen new homes (up to 50 per cent affordable), open space and landscaping built on the land north of Raleigh Drive and to the east of Claygate House.

The application triggered more than 300 objections from residents, alongside opposition from Claygate Parish Council. Concerns centred on traffic, flooding and the loss of open countryside.

Cllr Janet Turner said: "I have seen over the years how London is creeping towards us." The member for Hinchley Wood explained: "When you come out of London to Hinchley Wood or Esher or Long Ditton, you will immediately relax because you have an open aspect."

"This is what Elmbridge and Surrey are all about. This is the entrance into our cultural area and we must protect it. Once it's gone you cannot bring it back."

Other members agreed, arguing if you weakened one patch of the green belt, you weakened the whole metropolitan ring. Cllr Alistair Mann described it as "death by a thousand cuts" to the green belt if piecemeal applications keep being approved.

The site, next to Claygate house, once home to a bowls green, pitch and putt course and tennis courts, has reportedly fallen into disrepair.

A similar plan was refused in 2023 and dismissed at appeal last year with inspectors at the time ruling it was inappropriate development in the green belt.

Planning officers initially recommended the new scheme for approval, arguing that housing demand and national policy around the green belt has changed.

Elmbridge can currently only demonstrate a 0.9-year housing supply- well below the five years required by the government. Elmbridge currently has a house building target of 1,443 homes annually.

"Our housing need is so critical now, I don't think this scratchy bit of land is putting green belt in danger," said Cllr Elaine Sesemann.

She explained: "I would protect greenbelt forever along with every other councillor in this chamber but the world of planning has changed so dramatically."

Council leader Mike Rollings admitted the local housing need has dramatically increased since 2023 when the plans were first put forward. However Cllr Rollings still determined the square patch of land was not appropriate for house building.

Emily Dalton LDRS

Illustrative view looking south of application site (left) and former Claygate House with Shanly Homes Oaklands Park development to the rear (Credit: Elmbridge Borough Council)

Energy storage plan takes a battering from a Surrey Council

20 September 2025



A bid to build a huge battery storage farm on green belt land in Shepperton has been thrown out after councillors decided it didn't pass the 'special circumstances' test needed to build on protected countryside.

Sunbury BESS Ltd wanted to install 50 industrial-scale battery units - each the size of a shipping container - on 3.5 hectares of land north of Charlton Lane, next to the Eco Park. The site, sandwiched between the M3 and the railway line, is designated green belt.

Objecting to the scheme, Nigel Spooner said: "We ask the committee to refuse this application and thus avoid inflicting on Charlton village, Shepperton and Sunbury an entirely inappropriate, unnecessary and hazardous blight for the next 40 years."

Officers had originally concluded the project's climate benefits - supporting renewable energy and cutting carbon - outweighed the harm to the green belt and local landscape.

But Spelthorne Borough Council's planning committee threw out the application on September 17, arguing there simply were not any "very special circumstances" to justify bulldozing into green belt land.

The scheme, designed to store energy for the National Grid and release it when demand peaks, was pitched as helping the UK hit its climate targets.

The battery site would store electricity when there is plenty spare and feed it back into the grid when demand is high to help balance the supply. The applicant's agent said at the meeting: "The project will actively contribute to decarbonisation by reducing renewable energy curtailment."

But Green Party Cllr Malcolm Beecher argued: "If we are still using fossil fuel power in our power stations to generate the electricity going into the batteries for storage, we are not reducing our carbon emissions.

"Unless we have a condition that only green energy can be stored in these batteries, there are no special circumstances to have it in the green belt."

The company halved the size of its original plans following strong objections, but locals still were not convinced. Residents wrote more than 40 letters objecting to the proposal, raising fears about fire risk, noise, health hazards and what they described as "the industrialisation" of Shepperton's countryside.

But in the end, it was the location that killed the scheme. Planning officers said the battery farm counted as "inappropriate development" in the Green Belt, causing a "significant loss of openness" and clashing with rules designed to stop urban sprawl.



Despite concerns about fire risks and safety, officials said there was no evidence to refuse the battery farm on these grounds. Surrey Fire and Rescue service as well as the Health and Safety Executive raised no objections.

A planning report stated: "The proposal would introduce a range of industrial plant within an open field, resulting in considerable harm to the openness of the Green Belt and encroaching into the countryside. These harms are not clearly outweighed by the benefits put forward."

The decision is a major blow for Sunbury BESS Ltd, which argued the project would provide vital infrastructure to balance renewable energy supply and demand.

Emily Dalton LDRS

Image: An example of a battery storage "farm": Invenergy Beech Ridge Energy Storage System at Beech Ridge Wind Farm in Greenbrier County, West Virginia. Author Z22. Licensed under the Creative Commons Attribution-Share Alike 4.0 International license.

Big housing development coming to Guildford

20 September 2025



Guildford could soon see one of its biggest housing developments in decades, with fresh plans submitted to build up to 1,800 new homes at Gosden Hill.

Developers Martin Grant Homes want to transform farmland off the A3 into a new neighbourhood complete with schools, shops, sports pitches, and even a Park and Ride.

The outline applications sets out a long-term vision for the site, which would include:

- Up to 1,800 homes, including 40 per cent affordable housing
- Six Gypsy and Traveller pitches
- A new local centre with shops, health and community facilities
- Land for both a primary school and secondary school
- Around 10,000sqm of employment floorspace
- A 250-space Park and Ride near the A3
- Large areas of green space, including allotments, play areas, and a new woodland walking route

Developers say the project would create a "gateway for Guildford" for drivers coming off the A3. The site, covering more than 130 hectares of farmland and woodland, sits between Burpham and the A3. If approved, the first phase 150 homes would be built with access from Merrow Lane.

The bulk of the site will be housing in a mix of family homes, apartments and some specialist accommodation. Planning documents detail the homes will be built in phases including a mixture of sizes from smaller flats to larger family homes, around 720 affordable homes, space for self-build plots and some elderly care housing.

Most of the higher density housing, like apartment blocks, would sit around the centre and the main street of the new community, while the rest of the site would focus on family housing with gardens.

Not everyone will welcome the idea of more traffic but the scheme includes a new A3 junction, cycle paths, and upgraded bus services to ease the pressure on local roads.

About 34 hectares of open space is planned including a big new woodland walking area at Cotts and Frithy's Wood. Developers say overhead power lines will be buried underground and much of the existing woodland kept to help the site blend in with the landscape.

Guildford Borough Council cannot currently meet government housing supply targets so the developers argue the project should be green-lit to help tackle the housing shortage.

If given the green light, Gosden Hill would become home to thousands of people, with the developer promising it will be a "healthy, happy and sociable" place to live.

Only eight people have objected to the scheme so far with the majority of comments slamming the construction traffic plan as "wholly inadequate" for the road and likely to cause "intolerable disruption".

Emily Dalton LDRS

Outline of the proposed development on Gosden Hill Farm. (Credit: Guildford Borough Council/ Martin Grant Homes)

Surrey Police HQ development dogged by flood risks

20 September 2025



Plans to redevelop Surrey Police's Mount Browne headquarters in Guildford — including a new dog training school — have been green-lit for a second time despite fresh flood risk modelling showing "pockets of high surface water flooding" across the site.



Guildford Borough Council's Planning Committee approved the scheme in November 2024, but since then national planning rules have changed and the Environment Agency has issued new flood maps.

As a result, Surrey Police and the council agreed to bring the scheme back to committee.

The updated modelling shows parts of the site, including the former bowling green earmarked for the new dog school, face a high risk of surface water flooding.

Councillors raised concerns about what that actually means in practice at another planning committee meeting on September 9.

"On one hand we say there's a high risk of flooding — and then we say the infrastructure will support that regardless," Cllr Stephen Hives said. "So I'm a bit confused: is there a danger to welfare or not?"

Planning officers insisted the scheme still passes the required "sequential test" — which means no safer, alternative sites are reasonably available — and that the approved drainage strategy will prevent increased flood risk.

"In practical terms it will make no difference to this development," an officer told the committee. "The drainage strategy already approved is sufficient even with the updated flood risk."

The development does not fall within the newly created "Grey Belt" category introduced in the revised National Planning Policy Framework (NPPF), but it was judged to still harm the Surrey Hills National Landscape.

With no new highways flooding issues identified and no change to the approved drainage plan, officers confirmed the project remains compliant with planning rules. Plans to redevelop the police HQ and build a new access road was unanimously approved.

Mount Browne has been the headquarters of Surrey Police for more than 70 years. The current campus contains a large number of buildings which have been constructed mainly on a piecemeal basis and are judged no longer fit for purpose.

Emily Dalton

Proposed Redevelopment of Mount Browne, Surrey Police's HQ. (Credit: Surrey Police)

Epsom care home to become hotel and staff HMO

20 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)

Keep our Valley Green say Langley Vale campaigners

20 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

20 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

20 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.

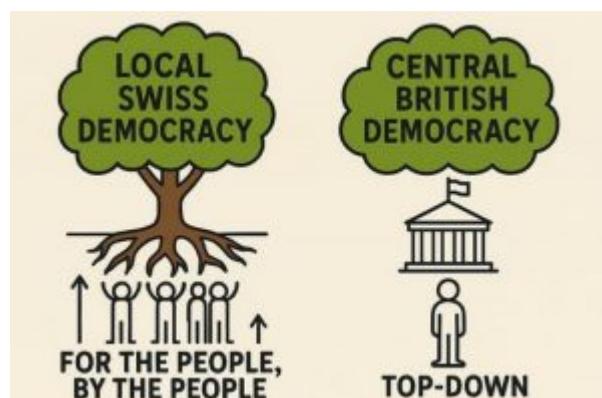
The developer has asked the Royal Borough of Kingston-upon-Thames Council for a formal opinion on what information it should supply for an Environmental Impact Assessment (EIA) - this is called 'scoping' - ahead of a planning application. But Elmbridge Borough Council has also been asked for their view 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)

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

20 September 2025



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

20 September 2025



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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