

Epsom and Ewell Brace for Government Housing Targets

19 August 2024



In a significant policy shift, the newly elected Labour government has reintroduced mandatory housing targets, a move that is set to have far-reaching implications for communities across the UK, including Epsom and Ewell. The ambitious plan aims to deliver 1.5 million new homes over the next five years, following the scrapping of such targets by the previous Conservative government. This sweeping reform has sparked debate over its potential impact on local areas, particularly in relation to the use of green belt land.

Among the key changes introduced by the Labour government is the reinstatement of mandatory housing targets for local councils, which must now be met based on a recalculated assessment of local housing needs and affordability. This approach differs from previous national metrics, focusing on areas where housing is less affordable relative to income. Consequently, regions like Epsom and Ewell, where property prices are high, may face increased pressure to deliver more housing.

Another controversial aspect of the policy is the introduction of the so-called “grey belt” land. This term refers to lower-quality land within the green belt that could be considered for development, in an effort to balance the need for new homes with the preservation of high-quality green spaces. Furthermore, the government has mandated that at least 50% of the homes built on grey belt land must be affordable, with a strong focus on social rent, addressing the UK’s chronic shortage of affordable housing.

For Epsom and Ewell, traditionally resistant to large-scale development, particularly within the green belt, these changes could mark a significant shift. The new mandatory targets might require the local council to approve more housing projects than previously anticipated, including the controversial use of grey belt land. This could lead to tensions with residents keen to maintain the area’s character, but it also presents an opportunity to address the local housing shortage, especially in terms of affordable homes.

The exact impact on Epsom and Ewell will depend on the specific targets assigned to the area and the availability and suitability of grey belt land for development. Local planning authorities with existing Local Plans may now be required to revise these plans to align with the new government mandates.

Tim Murphy of the local Council for the Protection of Rural England expressed his concerns, stating, “I think the new target is 821 new homes per annum. The figure is unattainable—we don’t have the required skills available in this country to build all the homes the Government wants, and there will be widespread opposition across large swathes of the country to the loss of so much countryside. I calculate that the Borough, with a current population of just over eighty thousand, will need to accommodate a further 32,000 people if this target is to be met over the eighteen-year period of the Local Plan.”

The **Epsom Green Belt Group** also voiced their concerns, highlighting the discrepancy between the current housing build rate and the new targets. A spokesperson for the group stated, “The current annual build rate (based on the 2007 Core Strategy) is 181 dwellings per annum. The current NPPF standard method figure (based on 2014 data) used in the regulation 18 draft Local Plan was 576 dpa. The new government proposals for a revision to the standard method would result in a target of 817 dpa. This is over four times the real need in the borough and almost triple the council’s current proposals.”

Cllr **Bernie Muir**, (Conservative) representing Epsom West Division and Horton Ward, acknowledged the need for more housing but raised concerns about the strategic approach. “I believe that we do need homes as we have a huge homeless issue in Epsom, plus we are desperately short of homes for key workers and those that support our care, retail, and hospitality sectors. However, the Local Plan will almost certainly end up building the wrong homes in the wrong place, primarily on Greenbelt land, with serious negative consequences,” she warned. Cllr Muir advocated for the development of town centre brownfield sites instead, arguing that this would provide the right homes in significant numbers, support the local economy, and improve the socio-economic prospects for the borough.

Epsom and Ewell Borough Council has responded to the recent reinstatement of mandatory housing targets by the UK Labour government, highlighting the challenges posed by its outdated Core Strategy. The current Core Strategy, adopted in 2007 and covering the period up to 2022, is now considered out of date, particularly as it predates the National Planning Policy Framework (NPPF) introduced in 2012.

In its statement, the Council pointed out that its historic housing completions, detailed annually in the Authority Monitoring Report (AMR), show a consistent shortfall when compared to the significantly higher requirements generated by the standard method for calculating housing needs. For the 2022/23 monitoring year, the Council reported a notable deficit against these figures.

The draft Local Plan, which was subject to public consultation earlier this year, proposed a supply-based housing requirement of 5,400 homes over the plan period, equating to 300 dwellings per annum. However, the Council acknowledged that this figure does not meet the actual housing need calculated using the standard method, which suggests a much higher need—576 dwellings per annum based on 2022 data, with projections potentially rising to 817 dwellings per annum under the government’s proposed revisions.

Councillor **Peter O’Donovan**, (RA Ewell Court Ward) Chair of the Licensing and Planning Policy Committee said “The draft Local Plan (Regulation 18) that was subject to consultation in February and March 2023 proposed a housing requirement for the borough of at least 5,400 homes of the plan period (which equates to 300 dwellings per annum). This was a supply-based requirement and is not a reflection of need which is calculated using the standard method (see above).

The Draft Local Plan identified supply exceeding this minimum requirement to provide flexibility for non delivery of sites included in the supply.”

He added: “The government are currently consulting on Proposed reforms to the National Planning Policy Framework and other changes to the planning system to which the council will be responding. The consultation is open to all and we would encourage those with an interest in planning to respond to the consultation.

One of the proposals is to amend the standard method for calculating housing needs. As part of the consultation, the government have published the housing need that would be generated using the revised method for all English Local Planning authorities and calculates the housing need for the borough to be 817 dwellings per annum.”

The consultation ends 24th September 2024 and the Council intends to take a report to its scheduled Licensing and Planning Policy Committee on that date which sets out the implications for the Borough and the Council’s suggested response to the consultation.

As the debate continues, residents and local officials in Epsom and Ewell will be closely watching how these new housing targets and policies unfold, weighing the potential benefits of increased housing against the risks to the borough’s character and green spaces.

Image: License details Credit:David Wright

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Leatherhead town on the way up?

19 August 2024



Leatherhead could become a “destination town” with an updated shopping arcade and cinema screens, according to regeneration plans. The future project could also see a ‘new neighbourhood’ created with up to 11-storey apartment block and townhouses in Bull Hill.

The Swan Centre has been earmarked to be the “catalyst to revitalise the town” of Leatherhead. A new leisure area is set to be the “heart” of the Surrey town with four new restaurants, bars and cafes.

Plans include 14 retail units, four cinema screens for leisure and a new central market square for events. Retaining stores like Sainsbury’s, Boots, WHSmith and others is also being considered in the development proposals.

Demolishing Leret House, the former offices on Swan Street, is another key part of the proposal. Speaking at a webinar on July 30, project officers said they are looking to reuse as much of the fabric of the building as possible by retaining the concrete frame.

Locals could see apartment buildings up to 11 storeys popping up in the town centre, with houses ranging between three to four stories. Prospective plans for Bull Hill, the second part of the regeneration scheme, include apartment flats and townhouses, as well as parking facilities, offices, and a park. Officers are also looking at plans for a hotel with retail spaces on the ground floor.

Between one, two and three bedroom flats could be available in the new apartments, with the family houses being three to four bedrooms each. MVDC and Keir Property detail a mixture of open market and affordable homes for purchase and rent could be on the offer.

Councillor Keira Vyvyan-Robinson said: “We appreciate that building heights are a sensitive matter, and this is why the sketches and layouts in the masterplan show illustrative heights only at this stage.” The Cabinet Member for Projects stressed that “nothing has been decided” as the plans were still in the pre-application phase and “are likely to evolve based on [consultation] feedback”.

A Kier Property officer said the project is “looking to get the right balance” of housing heights, so it can “sit comfortably in its environment.” Upgrading the existing park in Bull Hill is also part of the initial proposals. Project officers said they wanted to make the park more accessible to people in Leatherhead by improving the play areas.

Launched on July 8 with five consultation events, people can give feedback to the prospective plans until September 26. Leigh Thomas, Group managing director, Kier Property said the consultation events so far had given him “much food for thought”. He added the team were looking to adapt the plans “according to the needs of the local community”.

MVDC and Keir Property has announced new consultation dates, including:

- Monday 19 August, 5:30pm to 7:30pm at St Mary’s Church Hall, 10A The Ridgeway, Fetcham, Leatherhead KT22 9AZ
- Thursday 5 September, 5:30pm to 7:30pm at Ashted Peace Memorial Hall (Ralli Room), Woodfield Lane, Ashted KT21 2BE
- Wednesday 11 September, 5:30pm to 7:30pm at The Old Barn Hall Bookham (Main Hall), 55 Church Road, Great Bookham, Leatherhead KT23 3PQ

Keir Property and MVDC is looking at submitting a planning application in 2025 and, if approved, to start building by spring/summer 2026.

Artistic Impression Of The Arrival Square from North Street, south east corner. (Credit: Mole Valley District Council and Keir Property)

Social housing options boxed in

19 August 2024



Hundreds of people desperate for social housing will finally have homes to call their own after a seven storey block was approved – despite concerns it would blight historic views from Box Hill.

There are 640 names on Mole Valley District Council’s housing waiting list and the plans, approved on Wednesday, August 7, will add 126 new affordable homes to the borough’s stock.

Developers Clarion Housing Group will demolish the existing office and residential buildings at the vacant Regent House. The homes will be spread across two blocks ranging from three to seven with shops on the ground floor.

Officers told the meeting the council was behind its housing targets and the huge number of affordable housing on offer meant it was hard not to recommend the proposals.

Of the 640 names on the council’s housing waiting list, 218 households are currently waiting for two bed units and this development will accommodate 42 per cent of those with a further 10 per cent of the 316 households waiting for one-bed homes also set to benefit.

Councillor Monica Weller (Liberal Democrat: Bookham West) said: “I am particularly mindful of the horrendous number of people on the housing list.

“That really is quite shocking, 640 on the housing list. A lot of my time is spent with people who are actually living with a partner and children in their parents houses or homes or flats.

“The situation is actually dire and I think there are a lot of people who don’t actually realise that.

“A lot of people who I have contact with do not have cars, they can’t afford cars, and I think that with this site so close to Dorking, it is walkable.

She added: “I am particularly interested in the National Trust’s case about the view from Box Hill but seeing the proposal from the planning officer and the photographs I think there is a limit to how much we can protect these views weighed against the need for homes

Some spoke out against the plans and warned of a “slippery slope” of allowing too many tall buildings.

Andrew Holden speaking on behalf of a number of residents in Lincoln Road and the surrounding area said a development with fewer floors could still provide a large number of homes while minimising the impact on the area.

He told the meeting: “The view of Dorking from Box Hill and to visitors arriving by train will be of a significant cluster of multi-storey buildings thoroughly out of character with our historic market town.

“To avoid this slippery slope leading to irreversible harm, its important that councillors draw a clear line in the sand of what the scale of development is appropriate n this area..”

The plans were approved unanimously by planning committee members.

Image: New homes set for Dorking (credit Clarion Housing)

East Street development not off the Hook

19 August 2024



On Tuesday, 16th of July, the Environment Committee at Epsom and Ewell Council sat down to discuss the possibility that there might be considerable environmental issues at the Hook Road Multi-Story Car Park.

It was decided in principle to release the Hook Road Car Park to facilitate wider redevelopment of the gas holder site. Hesitation is largely due to the lack of information on the severity of the level of contamination in the area.

In the report provided by council officer Mark Shepard, it was stressed that the issues of contamination are based on what is underneath the car park, that there is no present risk to people’s health, and it is safe to use for its intended purpose.

The Hook Road Car Park sits on top of a water aquifer and operates directly adjacent to a former gas works that has been in operation since circa 1870 (which can be seen on the historical land use map). Given the lack of environmental research into the soil and water of the gas holder site, it’s not known to what extent the Hook Road Car Park is dealing with a ticking time bomb of contaminants. Gas sites are generally considered some of the most contaminated sites across the United Kingdom, especially ones that have been in operation from the 19th to 20th century, when there were next to no regulations for the disposal of industrial waste.

The byproducts of coal gasification include tar and pitch, which contain toxic and potentially carcinogenic polycyclic aromatic hydrocarbons (PAHs). Ammonia, another byproduct, can contaminate soil and groundwater. Other harmful substances, such as toxic phenolic compounds, spent oxides, and sulphur compounds, also pose contamination risks to soil and water. Additionally, the process involves toxic chemicals that contribute to heavy metal pollution, including lead, arsenic, mercury, and chromium. These byproducts pose significant environmental and health risks due to their persistence and toxicity. As for the gas holder site at Hook Road, council officer Mark Shepard stated in the committee meeting that “we don’t yet know the level of contamination.”

There is the additional factor of Thames Water’s Epsom Water Works, located a short distance away. The East Street drinking water boreholes are in close proximity (less than 200m) to the former gas works site. This means that if there are any attempts for a clean-up at the former gas works site, it would necessitate thorough monitoring by the Environment Agency on account of its potential risk for contamination. In the meantime, the council’s decision remains provisional as they await more detailed environmental assessments to determine the appropriate course of action.

Image: Hook Road Car Park and gasworks – Google

A lesson in Green Belt development?

19 August 2024



A controversial plan to build 446 homes on Green Belt land near Horley, Surrey, has been approved on appeal, overturning the local council’s initial rejection.

The development, proposed by Rydon Homes, will include up to 446 homes – including 201 affordable homes (45 per cent), and four Traveller pitches on land west of Reigate Road in Hookwood. Mole Valley District Council (MVDC) confirmed there is a significant unmet need for this type of specific housing within the local area.

Despite concerns about its impact on the Green Belt, the planning inspector ruled that the “very substantial public benefits” of the housing outweighed the harm to the protected area. This decision comes amid what the inspector called “an acute need for affordable housing” in the district.

MVDC rejected the outline planning application, claiming it could appear “cramped” and “incongruous” with the surrounding area. MVDC’s initial decision report from November 2023 said the development will have a “detrimental transport impact”.

However since then, the authority changed the site from being a ‘protected area’ in the Local Plan to a ‘potential development site’ – so they could not defence their original decision. The developer launched an appeal.

The scheme was allowed after the developer Rydon Homes attended the inquiry with a team of 16 headed by a KC. At the start of the hearing MVDC & Charlwood Parish Council withdrew their objections to the planning application.

The inspector noted the opportunities for transport, employment and other facilities due to its proximity to Hookwood, Horley and Gatwick Airport. He also found transport options were satisfactory and in agreement with Surrey County Council.

Concerns were raised by locals that the increase of around a thousand new residents would put pressure on GPs and schools. Rough plans put forward by the developer suggests it will create new community facilities like early education, but details are not yet apparent.

Although the inspectorate agreed there was a degree of harm to the character and appearance of the neighbourhood, he concluded there was “very special circumstances” to build on the Green Belt.

Image: View of development land west from Hookwood, Horley. (Credit: Google Street View)

Mutual easing of access benefits Epsom development

19 August 2024



Epsom & Ewell Borough Council has agreed to enter into a mutual deed of **easement** with the developer of the SGN Gas Works site in Hook Road, Epsom. This site is situated next to the council-owned Hook Road car park, and the deed of easement grants reciprocal access rights over each site's roads.

This agreement is an important step in the council's long-standing ambition to promote the redevelopment of this combined site, in order to provide an improved, attractive, better connected and rejuvenated area that would attract new residents and businesses to Epsom Town Centre.

The combined site has previously been included in the November 2023 consultation of the Epsom Town Centre Masterplan, and the Reg 18 March 2023 consultation of the Draft Local Plan.

The deed of easement will enable the Gas Works site developer to design a scheme that could use the council's Rainbow Leisure Centre access road as the main entrance off East Street. In return, the council would have access across the Gas Work developer's estate road infrastructure from the current Hook Road car park entrance. By removing the need for separate, duplicated road infrastructure, the Gas Works site can be designed to maximise open space and connectivity across the wider combined site.

The deed of easement is conditional, which means it will not be completed or take effect until such time that the developer of the Gas Works Site is granted planning permission for development. This will ensure the council can maintain its two separate, independent capacities as landowner and as Local Planning Authority.

Cllr **Hannah Dalton**, (RA Stoneleigh) Vice Chair of the Strategy & Resources Committee, said: "Members unanimously voted for the mutual deed of easement at a special Strategy and Resources Committee held on Wednesday 19 June. This is an excellent example of the council working in partnership with other landowners and we hope that, as a result of this decision, we can deliver wider benefits for the community through appropriate high-quality redevelopment and regeneration of the SGN Gas Works site."

Image aerial view East Street Epsom - Google.

No more German supermarkets in Epsom

19 August 2024



Plans for an Aldi store have been rejected again over fears the increased traffic would have a severe impact on road safety.

[The site is a few hundred yards away from another German owned supermarket Lidl in Upper High Street.]

A proposal to create the budget supermarket on the vacant former Dairy Crest site in Alexandra Road was refused a second time at an Epsom and Ewell council meeting on July 10.

The application was first thrown out in 2015 following concerns about the site's location, level of car parking and traffic, and the effect on the character of the neighbourhood.

The new application for the £5m development in Epsom includes car parking, some landscaping but plans for residential units have been scrapped.

Councillor Jan Mason (Residents' Association/Ruxley Ward) said the supermarket giant should "do far better" on the design of the building if it "wants to come to a lovely area such as Epsom".

Although Aldi said it had "refined" its proposals, carefully designing an "attractive, bespoke Aldi food store" which would "respect the surrounding area", councillors were still concerned about its location.

Despite Surrey Highways advising the development "would be unlikely to result in a severe impact" on local traffic, councillors remained sceptical. Speaking before the debate, Ward Cllr Julie Morris (Lib Dem/College Ward) said there would be a "huge" impact on local residents who already feel the surrounding residential roads are a "rat run".

"The one thing you can't put in a spreadsheet is common sense," Cllr Chris Watson (Residents Association/ Ewell Court Road) said. He argued that regardless of "clever" data from the county council, "common sense" says it is a busy junction which could result in queuing traffic.

Agreeing with him, other councillors said the "already challenging junction" is "fraught with danger". It was agreed it was in the interests of residents, motorists, pedestrians and children crossing to go to school that councillors had to reject the application.

However, Cllr Clive Woodridge (Residents' Association/ Ewell Village Ward) argued it was not viable to refuse the application on traffic and road concerns. He said Surrey Highway experts have judged the development acceptable and this could not be easily defended at appeal.

But Cllr Mason called the development a ticking "time bomb", which could lead to a fatal collision if plans goes ahead.

Speaking to the committee, local resident Leah said: "The council has had feedback multiple times that local residents don't want a food store here." She cited Aldi's own research from its application that 58-61% of local residents objected to the proposal.

Around 91 letters were sent opposing the scheme, arguing it was an 'unacceptable location' for a food store at a busy junction. Concerns were raised that traffic

would be exacerbated, a pedestrian crossing would be dangerous and the brownfield site should be saved for affordable housing.

Aldi superstore. (Credit: Marques Thomas/Unsplash)

Miniature railway set to get bigger

19 August 2024



There will be a new train line coming to Surrey – for enthusiasts, engineers and eager families looking for a day out.

The Surrey Society of Model Engineers has been given planning permission for a revised inner track complete with a new bridge across a man made pond.

The site, in green belt on Fetcham Springs, Mill Lane, just outside Leatherhead, has long been established as a model railway.

It was considered acceptable for development because it was being used for outdoor recreation and the pond would add to the biodiversity of the area.

Councillor Chris Hunt said: “I think this is an excellent proposal and the policy grounds for approving it are very clear.

“My hope will be that the pond is maintained.

“As you might know we’ve had some issues with the main pond in Ashted in terms of some of the species were too aggressively growing and led to a loss of biodiversity in the end until it was cleaned out.

“Perhaps if there were to be an extra informative about the maintenance of the pond would be just as important?

“Planting is a condition already – but obviously the engineers might not be biodiversity experts and maybe they could approach the council for some hints on long-term care for the pond. – or Surrey Wildlife Trust?”

Leatherhead Miniature Railway is run as a non-profit, members’ club, and “unites those with interests in model and miniature engineering, particularly but not exclusively trains” planning documents presented to Mole Valley District Council’s Wednesday June 5 planning committee read.

The club has about 11 open days this year usually falling on Sundays and Bank Holidays, including a Santa weekend in December.

One of the open days is in association with the fire station open day. The fire station is adjacent to the site, and train rides take visitors to and from the fire station open day.

Tickets are sold for rides on the miniature trains at £2 per ride.

Guildford cathedral appeal dismissed

19 August 2024



Plans to build 124 new homes around Guildford Cathedral have been thrown out by an inspector as the proposal would cause a negative impact on the distinct character and history of the building. Developers Vivid appealed after Guildford Borough Council refused the application in March 2023.

The government’s planning inspectorate has dismissed the plans, which was said would financially support the cathedral. Tom Bristow, the inspector, concluded the proposal would result in a “clear adverse effect” to the historical and natural setting and significance of the Cathedral’s “lofty, dominance” and “imposing” character.

Concerns were raised that of the 124 new homes, including 94 flats, Vivid intended to build, they “would have little affinity with the prevailing characteristics of the area”.

Mr Bristow gave great benefit to the community value of the Grade II listed grounds as locals said it was a “well-used public space”. He added that the “semi-natural and rugged state” of the cathedral grounds was “distinct and rare” in comparison with more formally landscaped, maintained land in the area.

Tristen Samuels, Group Development and New Business Director at Vivid Homes, said: “We remain proud of the proposals we put forward to deliver highly-sustainable new homes in Guildford – including 40% affordable which is so desperately needed. We will consider the findings of the Inspector’s report in the coming days.”

The inspector also found the money generated from the development would bring in just over a third of the £3,570,000 the cathedral needs for building repairs. Mr Bristow said: “Irrespective of the outcome of the scheme, the Cathedral will continue to be predominantly reliant on other sources of funding for upkeep.”

Interim Dean, the Venerable Stuart Beake, said the way forward is “challenging” and cast doubt on if the cathedral would be able to “operate in the same way”. He said an additional £150,000 was needed each year to cover the shortfall in day-to-day costs at the cathedral.

Mr Beake added: “Whilst naturally disappointed by the outcome, the cathedral chapter is determined to carry on delivering the mission of the cathedral in the community.”

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Indicative Cgt Of Planning Application For Homes Near Guildford Cathedral. (Image: VIVID Homes)

A Surrey council resists green-belt housing

19 August 2024



A contentious plan to build dozens of affordable homes in Surrey was rejected by councillors who prioritized protecting greenbelt land over addressing the area's housing shortage.

Developers had wanted to build up to 135 homes, of which at least half would have been sold at affordable rates, at Grove End between the A30 and A322, in Bagshot.

The outline planning application was rejected by Surrey Heath Borough Council's planning committee on Thursday May 23.

Early indications suggested there would have been at least 68 affordable homes, including 17 set aside as affordable first homes and 51 social affordable or intermediate rented properties. The developers said they would be willing to increase those numbers but the application itself had to be determined on those figures.

The committee was advised that permitting the plans would be a departure from its developing local plan and undermine the council's aim of only developing on brownfield sites in the near future - these are abandoned or underused former industrial land.

Councillor Kevin Thompson (Liberal Democrat, Lightwater) said: "Often we talk about this need for affordable housing and we talk about numbers and we talk about statistics, but I think it's important that we think about what that actually means.

"We have a situation where the people that teach our kids, who look after us in hospital, can't afford to live in this borough and they have to commute in, because we don't have the affordable housing we need. We need to look at this very carefully because [this proposal] does provide us with a significant amount of affordable housing."

The land, between the A322 dual carriageway linking the M3 with Bracknell and Windlesham Golf Club had been considered for redevelopment as the council looked for sites as part of its local plan. It "discontinued" the idea however as the borough could demonstrate it had enough brownfield land to meet its housing targets.

Developers tried to argue the land, next to the A30, was not the idyllic rolling Surrey countryside that people think of as greenbelt because the main road had an "urbanising" affect on the site. Speaking on behalf of the application, the agent added: "The borough unfortunately has a major and sustained issue with failing to meet affordable housing needs as demonstrated."

Cllr Shaun MacDonald, said: "We need to be extremely careful before we give up any green belt. I do accept the comments that this is not the most unique piece of green belt we have but it does form a barrier to the other areas adjacent and if we start allowing creep we will soon have all of the Green Belt gobbled up between Bagshot and north Windlesham. If this space was on the other side of the A322 I suspect we would be having a very different conservation about the feasibility and viability."

Access was another issue raised during the meeting with one Bagshot resident, who had lived in the area for 56 years raising safety issues for any young families would could move there. He said: "This particular site to my mind has a very serious problem attached to it with regards to access."

He said in recent years there there had been a need to build 1,752 affordable homes, and so far it's delivering just 39 a year. This development, he argued, would provide two years of affordable housing on a single site.

He added that they needed to look at the quality of green belt in the borough as otherwise there would never been any development.

Image: Bagshot planning (SBC planning portal)