

Assessment of the developability of 54 urban sites

Sites where confirmation of availability was not received, in accordance with Appendix 5.4 of the Land Availability Assessment (2024, document reference [HB01a](#))

January 2026

Epsom and Ewell
Local Plan 2022-2040



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Introduction:

- 1.1. The following pages set out the site details for the 54 urban sites that were discounted in the LAA 2024 (document reference [HB01a](#)) on the basis of a **lack of confirmed availability**. These sites were generally assessed as suitable and achievable; however, in the absence of confirmation from landowners regarding availability, they were discounted from the housing supply. A full list of sites discounted at Stage 2 is provided in Appendix 5.4 of the LAA 2024 ([HB01a](#)).
- 1.2. During Day 2 of the Examination on Matter 2 'Housing Need and Supply', an updated version of Appendix 5.4 was published, including an additional column indicating whether confirmation of *non-availability* had been received (document reference [HD2 4](#)). Sites for which explicit confirmation of unavailability was received were excluded. Sites for which **no confirmation** was received were retained for further consideration; this resulted in a total of **54 sites**, which form the focus of this document.
- 1.3. The sites are presented in 2 sections, the first includes all the sites we have concluded through this analysis are developable in the local plan period, while the second details the sites that are not developable in the local plan period, all in ascending alphabetical order by LAA reference (e.g. AUR002, COL006, etc.).
- 1.4. This document responds to [COUD-017](#), which sets out Action 17 from the Hearings:
 - ***Further work on discounted LAA sites and their potential contribution to housing delivery in the Borough.***
- 1.5. Our intention to complete this work was confirmed in our response to the Inspector on 6 November 2025 (document reference [COUD-18](#)).
- 1.6. Of the 54 sites for review we contacted 44 site owners (see the [Appendix](#) for a copy of the letter sent). We did not contact 10 site owners where the number of individual freeholders was such that direct contact with all parties was not considered reasonable. The list below identifies these sites (and area in hectares) and the number of freeholders associated with each, which range from 5 to 79.
 - **NON006** – [Holmwood Close, Ewell \(0.2ha\)](#) – 15 freeholders (contact made with the principal freeholder)
 - **RUX016** – [Garages at end of Carnforth Close \(0.08ha\)](#) – 12 freeholders
 - **STO006** – [1–21 Stoneleigh Broadway, Stoneleigh \(0.23ha\)](#) – 13 freeholders
 - **TOW028** – [Garages, 57a Upper High Street \(0.09ha\)](#) – 18 freeholders
 - **TOW029** – [Garages & parking, Church Road \(south of railway\) \(0.26ha\)](#) – 13 freeholders
 - **TOW030** – [Garages, Delaporte Close \(north of railway\) \(0.29ha\)](#) – 79 freeholders
 - **TOW033** – [Garages & parking at Prospect Place \(0.17ha\)](#) – 24 freeholders
 - **TOW036** – [Garages at Middle Close & car park on East Street \(0.19ha\)](#) – 38 freeholders
 - **TOW042** – [Victoria House, 69–77 East Street \(0.12ha\)](#) – 5 freeholders
 - **TOW065** – [Marshalls Close garages \(0.09ha\)](#) – 25 freeholders

Structure of this document

2.1. Each site is presented individually. In brief, on the **first section**, we provide:

- **Site address**
- **Site reference**
- **Maps** showing the site boundary (red line), borough location (red), and satellite view (red line)
- **Ward**
- **Site area** (hectares)
- **Source of site** (e.g. Desktop Review, planning application, Call for Sites 2017/SHLAA 2017, Plan E (2011))
- **Site description**
- **Existing land use** (and whether in use or vacant)
- **Type of landowner** (private/public and number of freeholds (FHs) and leaseholds (LHs) on the site as per Land Registry records)
- Relevant **policy designations/constraints**
- **Site Assessment**, covering:
 - **Suitability**
 - **Availability**
 - **Achievability**
 - **Conclusion on developability**

2.2. We include the locational aspects through maps illustrating the site boundary with accompanying site description which sets out the details of each site's characteristics. The site assessment includes the consideration of **suitability, availability, achievability** and a **conclusion on developability** on a site-by-site basis in line with the LAA 2022 methodology ([HB02c](#)) document and focusing on stage 2 of the LAA methodology. This is also in line with the NPPF 2023 definition of **developable**¹, which states:

“To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.”

(NPPF, 2023, p. 69)

2.3. In order for a site to be considered as developable, therefore, the following three tests need to be conducted:

2.3.1. An assessment of the **suitability** of the site for housing development.

- A site can be considered suitable if it would provide an appropriate location for development when considered against relevant constraints and their potential to be mitigated. This considers national policy constraints, appropriateness of residential development, market attractiveness, contribution to regeneration, potential impact on the environment and landscape, nature biodiversity and heritage conservation.

2.3.2. An assessment of **availability** considering whether there is a reasonable prospect that a site will be available.

¹ This definition has remained unchanged in the NPPF 2024.

- Here, we re-contacted the freeholder(s) to inquire whether their site was available for development (a copy of the letter sent is included in the [Appendix](#)). Where confirmation was received from the freeholder(s) that the site was available, we concluded accordingly. Alternatively, where confirmation was received that the site was not available, we reflected that position. Where no response was received from the freeholder(s), or where the freeholder(s) could not be contacted, a reasoned judgement was made as to whether the site had a reasonable prospect of being available. This judgement was informed by any history of planning applications, pre-application discussions, prior inclusion in a Development Plan Document (such as [Plan Epsom \(2011\)](#)), and whether the site was in such a location that residential (re)development would reasonably be expected to occur at some point and there were no barriers to developability present which exist on other sites.

2.3.3. An assessment of **achievability**, which is a judgement on whether the site could be viably developed at the anticipated point in time.

- On achievability, in essence, all sites were assumed to be viable unless there was evidence to the contrary. Where there is the potential for contamination to the site due to its existing use this has been noted here. The Local Plan Viability Assessment (2022) states that:

“Overall, the market is perceived to be strong, and it is a highly desirable place to develop housing.”

(Local Plan Viability Assessment, 2022, [EV04](#), p. 41)

2.4. This positive view of the viability of residential development in the borough is reflected in this document. This first section concludes, taking into account the above, whether the site is developable and if it is developable in what years it is so, namely **years 6-10** or **years 11-15** of the local plan period.

2.5. In the **second section** for each site, we assess density and potential capacity of each site for housing. This includes:

- 2.5.1. A map of the area used to calculate prevailing density (dwellings per hectare), based on counting existing dwellings within a defined area (purple dashed boundary, excluding the red-line site area) and dividing that by the area within that (purple dashed) boundary.
- 2.5.2. An estimate of site capacity using the prevailing density, expressed as both gross units (not accounting for existing dwellings) and net units (accounting for existing dwellings).
- 2.5.3. An assessment of potential capacity under a ‘step change’ density scenario, applying densities of 40, 60, and 80dph in line with Policy S11 ([SD02](#)) and the objective of making efficient use of land. We also present capacity at 120dph where relevant as this is suitable in occasions in order to bring about a necessary step change or indeed to be in line with prevailing densities (these are sites located in or near the town centre). The column is highlighted **blue** to show where 40, 60 or 80dph would normally apply as a density multiplier based on its location and highlighted **pink** if an alternate density is more appropriate for this location, informed by the prevailing density of the area.
- 2.5.4. A justification for the selected ‘step change’ density (or no step change), with examples including:
 - Site is within Epsom Town Centre (80dph).
 - Site is along a key movement corridors (as identified on p.92 of the SA Scoping Report (2022, [PV05](#))) or within a 10-minute walk of a train station (60dph).
 - Sites within low density residential areas where 40dph represents a meaningful uplift relative to prevailing density (e.g. 20dph).

- Site is in a location where a much higher density is appropriate or in line with prevailing density (i.e. 120dph).

2.6. This document concludes with a table of the sites considered to be developable, their indicative yield (a minimum capacity based on the density and capacity exercise detailed above) and an indicative timescale for delivery (within 6-10 years or 11-15 years).

List of sites considered **developable**:

COL006 - 25 Alexandra Road Epsom Surrey KT17 4BP

COU020 - Gainsborough Road estate, Epsom

COU021 - Parking at 54 Gainsborough Road

COU047 - 85b Hook Road, Epsom

EWE012 - Land west of Ewell By-Pass

NON003 - 47 Cheam Road Ewell Surrey KT17 3EB

TOW002 - Conservative Club, Epsom Club and Church

TOW007 - TK Maxx

TOW008 - Land R/O The Albion Public House (Mccaffertys Bar)

TOW016 - Spread Eagle Shopping Centre

TOW041 - Auction House, Depot Road

TOW052 - Laine Theatre Arts

TOW067 - Eclipse Business Park, West Hill

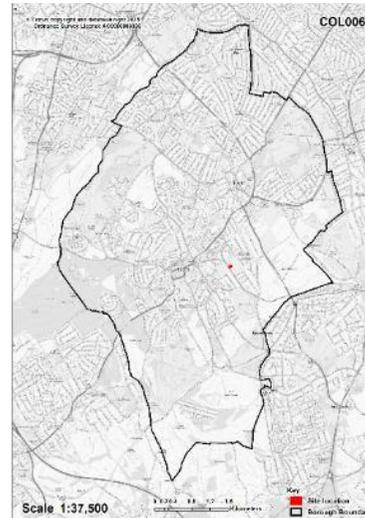
Sites considered to be developable



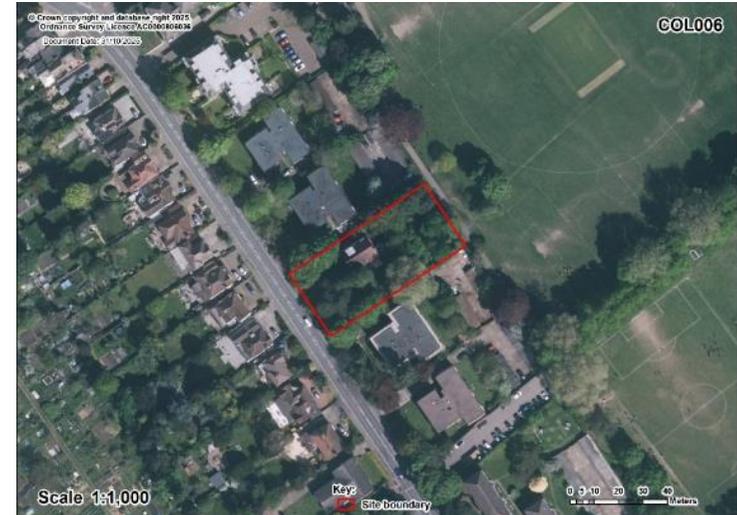
Site location boundary:



Site location in Borough:



Satellite View:



Ward: College

Site area: 0.20 ha

Source of site: Call for Sites 2017 & SHLAA 2017

Site description: The site contains a locally listed single detached residential dwelling. Adjoining the site on either side are blocks of residential flats within a residential area with access to the site from Alexandra Road. Alexandra Recreation Ground is located to the rear of the site. A bus service 166 located on Alexandra Road operates between Epsom and West Croydon approximately once per hour.

Existing land use: Residential dwelling (occupied, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH only, owned by 3 members of a family)

Policy designations / constraints: Urban area, TPOs (multiple), Locally Listed Building, Groundwater source protection zone & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss or impact on Locally Listed Building may need justification.

Availability: No response has been received from the landowners to the Council's letter sent in November 2025. The site is in the freehold ownership of three family members, with no known leasehold interests. It has previously benefited from several planning permissions for residential development granted in 2016 (16/00653/OUT for 14 flats, 16/00595/FUL for 9 flats, and 16/00482/OUT for 10 flats), demonstrating an established precedent for redevelopment of the site for residential use. The site was also submitted through the 2017 Call for Sites, indicating earlier landowner interest in potential redevelopment. Nearby single detached houses along Alexandra Road have also recently come forward for higher density residential schemes, indicating continued market interest in redevelopment in this location. While there has been no confirmation from the landowners that the site is currently available, the combination of its planning history, 2017 Call for Sites submission, single-family ownership and the pattern of nearby redevelopment suggests a reasonable prospect that the site could become available during the plan period.

Achievability: The site is considered to be viable.

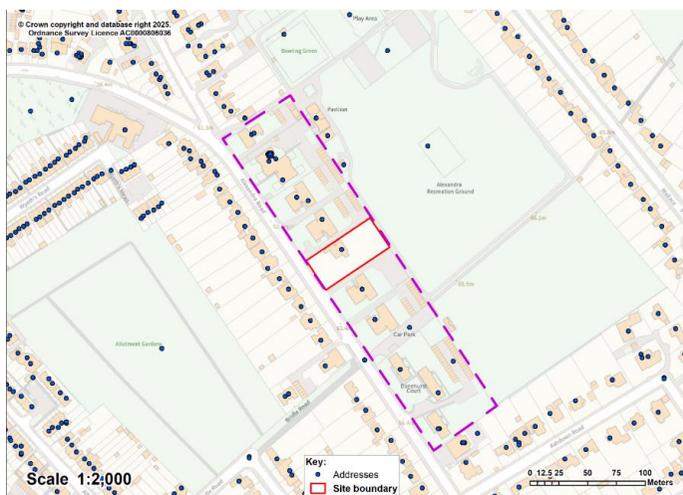
Conclusion on developability: The site is considered suitable for residential development, subject to appropriate consideration of the loss or impact on the locally listed building. Planning history demonstrates that higher density residential redevelopment on the site was (and still is) acceptable in principle. Although there is no recent indication from the freeholders regarding intentions for the site, planning history and a Call for Sites submission made in 2017 indicate a prior interest in bringing the site forward for residential redevelopment. As a result, it is considered that there is a reasonable prospect of the site coming forward for residential redevelopment within the local plan period. Having regard to the information set out above, the site is considered to be developable in the latter years of the plan period (years 11-15).

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



55
dph

11
units
(gross)

10
units
(net)

If step change:

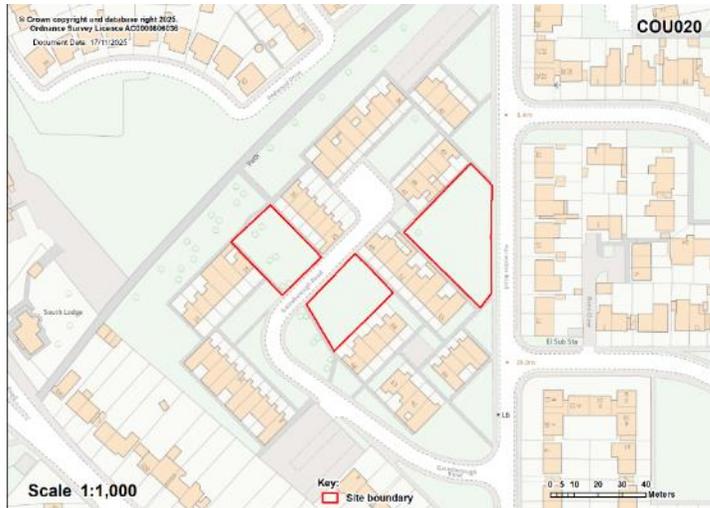
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

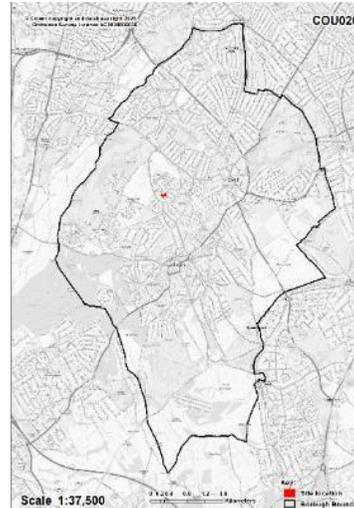
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	8 units (gross)	12 units (gross)	16 units (gross)	24 units (gross)
	7 units (net)	11 units (net)	15 units (net)	23 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. A higher density development is appropriate given nearby flatted development (e.g. 4 storey flats at No. 27 adjacent, and other properties along eastern side of Alexandra Road).

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Court

Site area: 0.26 ha

Source of site: Desktop review

Site description: Site comprising a small cluster of 3 parcels of undeveloped open/grassed areas surrounded by residential housing on Harvester Road and Gainsborough Road.

Existing land use: Public amenity land (in use, as of Nov/Dec 2025)

Type of Landowner: Private (2 FHs)

Policy designations / constraints: Urban area, Group TPO (across western parcels)

Site assessment:

Suitability: The eastern parcel is suitable for development, western parcel unsuitable given group TPO and southern parcel potentially suitable, although there is concern about a loss of amenity space in the western and southern parcels.

Availability: A response to the Council's letter has been received, with the freeholder stating that they are happy to make the land available for further development (response linked to COU021). While there is no planning history on the site this recent correspondence from a freeholder indicates that there is a reasonable prospect that the land will become available for residential development.

Achievability: The site is considered to be viable.

Conclusion on developability: The cluster of parcels making up the site may be suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of existing public amenity land. Recent indication has been received from the

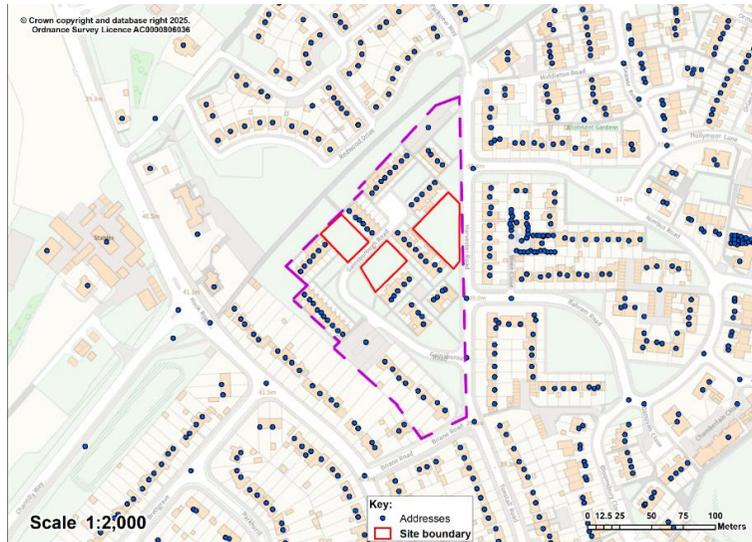
freeholder indicating an intention to make the land available for residential development, as a result there is considered to be a reasonable prospect that it will become available over the plan period. The site could be viably developed and achievable and given the information above, the site is considered to be developable for residential use in years 6-10 of the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



32
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

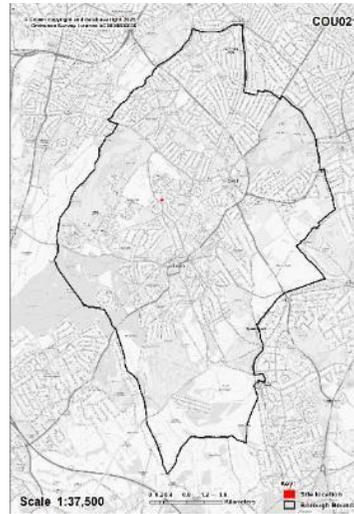
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	8 units (gross)	12 units (gross)	16 units (gross)	23 units (gross)
	8 units (net)	12 units (net)	16 units (net)	23 units (net)

Reason for chosen density: The developable area is 0.19ha, which includes the 2 eastern parcels only. A minimum of 40dph is greater than the prevailing density and is appropriate for this location.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Court

Site area: 0.10 ha

Source of site: Desktop review

Site description: The site comprises a (previously) open parking area that is now a secure (fenced off) area of hard-standing (formerly garages until demolition) surrounded by residential housing. Housing in the immediate area does not typically have individual off street parking/driveways though the housing is generally surrounded by open grassed amenity areas and a limited amount of shared/communal parking.

Existing land use: Formerly parking. Vacant, as of Nov/Dec 2025)

Type of Landowner: Private (2 FHs - 1 majority of site, other includes 3 former garage plots within site)

Policy designations / constraints: Urban area

Site assessment:

Suitability: The site is suitable for residential development. The site comprises a previously open parking area (formerly garages until demolition) with significant hardstanding. The site is currently secured (fenced off) and not in use due to this.

Availability: A response has been received from the freeholder indicating an openness to bringing the land forward for residential development (response linked to COU020). The site has previously been subject to pre-application discussions for residential development in 2014 (8 units on this parcel). While there is one main freeholder, there is another which owns 3 former garage plots within the site, which would appear to complicate availability. However, given the indication from the freeholder it is considered that there is a reasonable prospect that the site will become available during the plan period. This is supported by the fact that the surrounding residential area has previous history of garage blocks converting to residential housing and that the site is underutilised.

Achievability: The site is considered to be viable.

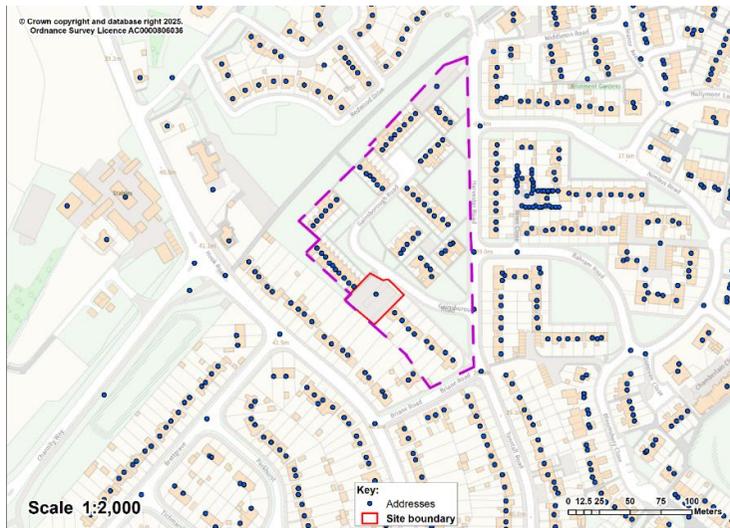
Conclusion on developability: The site is suitable for residential development. We have received indication from the freeholder that the site could become available for development. The site is fenced and underutilised, and it has previously been the subject of a pre-application enquiry for residential development. These factors indicate that the site has a reasonable prospect of being available for development. It is considered that the site has a reasonable prospect of being viably developed and is achievable, given that the surrounding area includes examples of former garage blocks that have been converted to residential housing. Having regard to the information outlined above, the site is considered to be developable for residential use within the plan period, with an anticipated delivery timeframe of 6-10 years.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



33
dph

3
units
(gross)

3
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

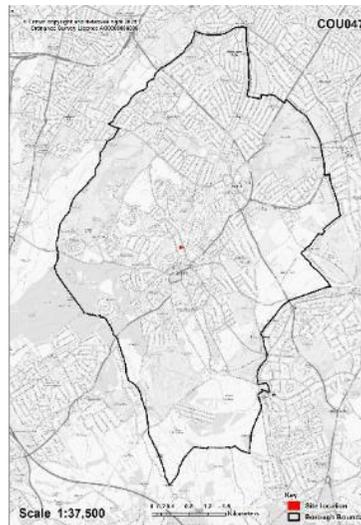
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	4 units (gross)	6 units (gross)	8 units (gross)	12 units (gross)
	4 units (net)	6 units (net)	8 units (net)	12 units (net)

Reason for chosen density: While a minimum of 40dph is greater than the prevailing density (33dph) and may appear appropriate for this location, it is considered that a minimum of 60dph is more appropriate to make efficient use of land.

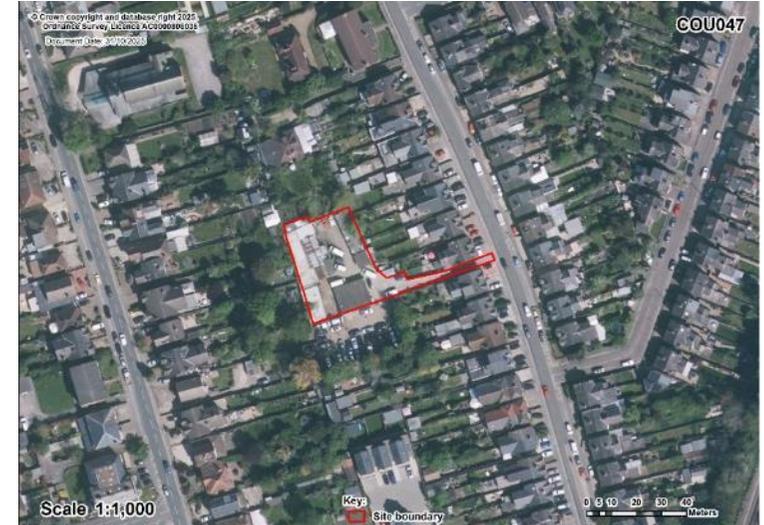
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Court

Site area: 0.14 ha

Source of site: Desktop review

Site description: The site is positioned to the rear of the residential housing along Hook Road. Access to the site is via a single track road between residential dwellings. The surrounding area comprises residential buildings. The site is located within close proximity to Epsom train station and Epsom High Street.

Existing land use: Car servicing garage (in use, as of November/December 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area, Principal Movement Corridor & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment, although there is some concern regarding the narrow access. Loss of commercial/employment may need justification or re-provision.

Availability: The site is currently operating as a car servicing use, with associated businesses, and is in active use. A response received from the landowner in December 2025 confirms that there is a longstanding tenant on the site; however, the landowner has indicated that, should the tenant vacate, they would be willing to sell the site. A precedent exists locally, with a similar site to the rear of residential properties along Hook Road having been redeveloped for residential use.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is considered suitable for residential development, acknowledging that development would likely result in the loss of the existing car servicing use and associated businesses, which would require justification and/or re-provision. The site owner has confirmed that, whilst there is currently a longstanding tenant in occupation, they would look to sell the site in the future once the tenant vacates and has expressed interest in

exploring the potential for housing redevelopment. The site is considered to have a reasonable prospect of being viably developed and achievable, given that a similar site to the rear of residential properties along Hook Road has previously been redeveloped for residential use. With overall consideration of information above, the site is considered to have a reasonable prospect of being developable for residential use within years 11-15 of the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



24
dph

3
units
(gross)

3
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

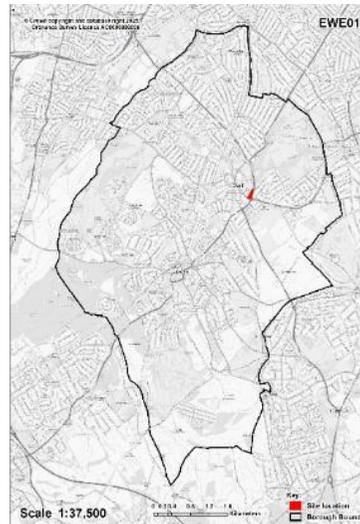
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	6 units (gross)	8 units (gross)	11 units (gross)	17 units (gross)
	6 units (net)	8 units (net)	11 units (net)	17 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is also considered a step change for the surrounding area.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ewell Village

Site area: 0.87 ha
(developable area: 0.65 ha)

Source of site: Desktop review

Site description: The site is largely undeveloped land but with a caravan and water tank, within the Ewell Village Conservation Area and an AHAP - Ewell Roman historic core. The site is located in the built up area and along the Ewell-by-Pass (A24). The surrounding area consists of residential buildings, commercial uses and a secondary school.

Existing land use: Open space (not accessible), caravan, water tank on site (in part use, as of Nov/Dec 2025) **Type of Landowner:** Private (1 FH, 1 LH)

Policy designations / constraints: Urban area, Area of High Archaeological Potential, Conservation Area, Article 4 area & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, impact on the mature trees within the site would need consideration given the site is located in a Conservation Area (where trees are protected).

Availability: The site is under the same ownership as the Hatch Furlong site across the Ewell By-Pass to the east, which was put forward as available for development. The landowner has responded stating that, while they remain undecided about the long-term future of the site, they are not ruling out the option of pursuing some form of development. While the land is subject to a lease, this does not restrict potential future uses of the site. Given the site is in a location where residential development might be expected to come forward, and taking into account the correspondence received from the landowner, we consider there to be a reasonable prospect that the site will be available for residential development over the plan period.

Achievability: The site is considered to be viable.

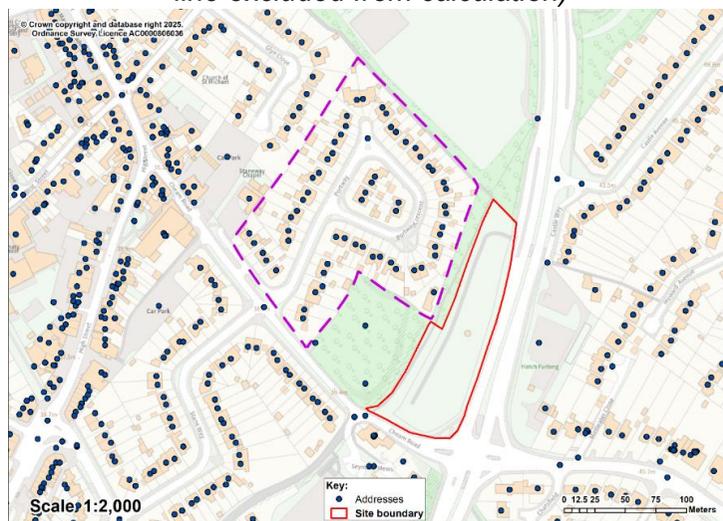
Conclusion on developability: The site is considered suitable for residential development, acknowledging that careful design would be required to account for its location within a Conservation Area, where trees are protected, and to address mitigation measures relating to its situation within an Area of High Archaeological Potential. Except for a single caravan on the site, the site did not appear to be extensively used; however, recent tyre tread marks were observed, indicating active use. A response was received from the freeholder indicating an openness to bringing the site forward for residential development. While not definitively stating an intention to develop the site for housing, there is sufficient indication from the landowner and given the site's location and underutilisation, that the site has a reasonable prospect of being available for residential development over the plan period. The site is considered viable and achievable and, given the information above, and on balance, is considered to be developable for residential use within years 11–15 of the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



25
dph

16
units
(gross)

16
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

40dph
(gross / net)

60dph
(gross / net)

80dph
(gross / net)

120dph
(gross / net)

26 units
(gross)

39 units
(gross)

52 units
(gross)

78 units
(gross)

25 units
(net)

38 units
(net)

51 units
(net)

77 units
(net)

Reason for chosen density: The site has a developable area of 0.65ha. The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

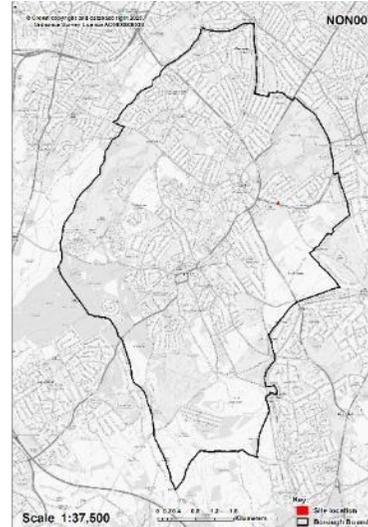
Site address: 47 Cheam Road Ewell Surrey KT17 3EB

Site reference: NON003

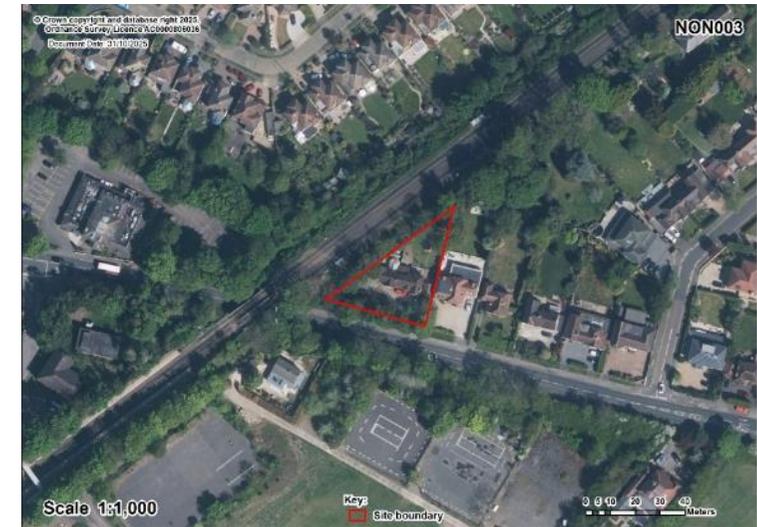
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Nonsuch

Site area: 0.10 ha

Source of site: SHLAA 2017

Site description: The site comprises a residential dwelling. The site abuts the railway line on the northwestern boundary.

Existing land use: Residential dwelling (in use, as of November/December 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area, Groundwater source protection zone & on Principal Movement Corridor.

Site assessment:

Suitability: The site is suitable for residential redevelopment.

Availability: While no correspondence has been received from the landowner, there is some evidence that the site may be available for residential intensification, as demonstrated by previous planning activity in 2015, including a withdrawn application for 12 flats (ref: 15/01489/FUL) and a pre-application submission for 9 flats.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential intensification and has previously been subject to pre-application discussions and planning applications, albeit not progressed. Although no recent indication has been received from the freeholder regarding intentions for the site, its

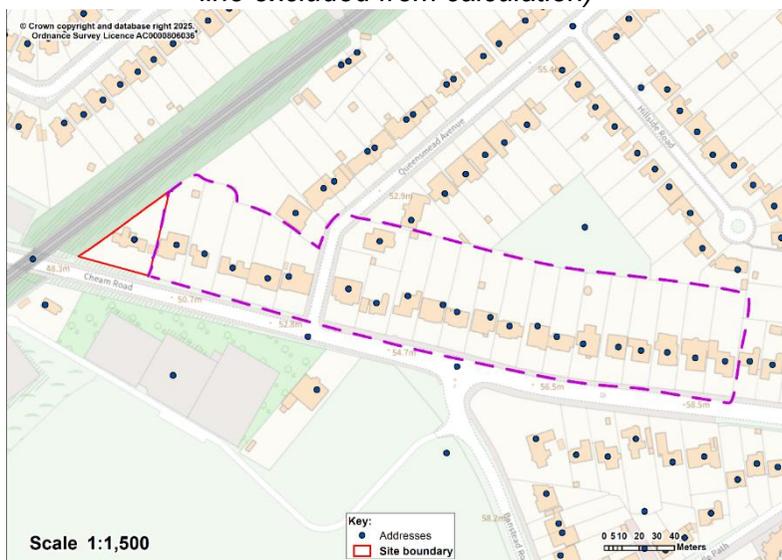
existing residential use and previous planning history suggest that it could reasonably be available for development within the plan period. Furthermore, the site is considered to have a reasonable prospect of being viably developed and achieved, particularly given the presence of several flatted developments within the surrounding area. On balance, and taking all of the above into account, the site is considered to have a reasonable prospect of being developable for residential use in the local plan period, specifically in years 11-15.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



11
dph

1
units
(gross)

0
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

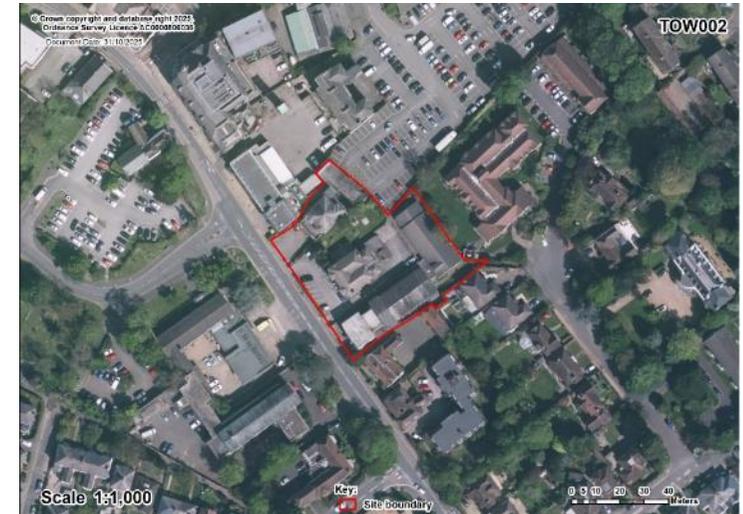
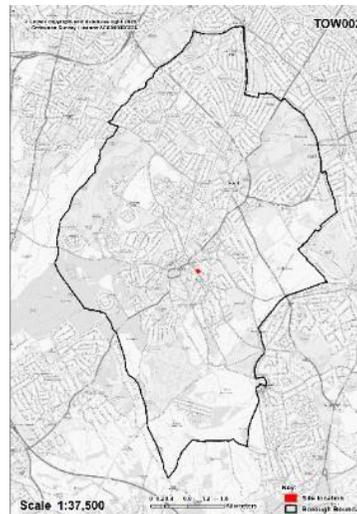
40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
4 units (gross)	6 units (gross)	8 units (gross)	12 units (gross)
3 units (net)	5 units (net)	7 units (net)	11 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

Site location boundary:

Site location in Borough:

Satellite View:



Ward: Town

Site area: 0.35 ha

Source of site: SHLAA 2017 / Plan E Opportunity Site (2011)

Site description: The site comprises the Conservative Club, Epsom Club and a Church. The site is within the Epsom Town Centre boundary and adjacent to the Church Street conservation area. The site is surrounded by commercial, community and residential uses.

Existing land use: Church (vacant) private members clubs (in use) as of Nov/Dec 2025.

Type of Landowner: Private (2 FHs, club in middle lacking Land Registry details)

Policy designations / constraints: Urban area, TPO southern corner, Epsom Town Centre, adjacent to Conservation Area & groundwater source protection zone. The site forms part of a wider site allocation in Plan Epsom (Plan E) which forms part of the current development plan for the borough.

Site assessment:

Suitability: The site is suitable for a residential-led mixed-use redevelopment where loss of community facilities would need justification or re-provision.

Availability: Response received for the Church part of the site confirmed that this is being sold to a church operator. The intention of new owner for the site is currently unknown. There were no responses received from the Club owners (only one of which has Land Registry information). There is no planning history related to residential use on any of the sites. The site could reasonably become available for residential or mixed use development, given the historic allocation (Plan E) and Town Centre location.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential mixed-use development in principle, acknowledging that redevelopment would have impacts on the existing church and community uses, which would require justification or re-provision. A response received in relation to the church element of

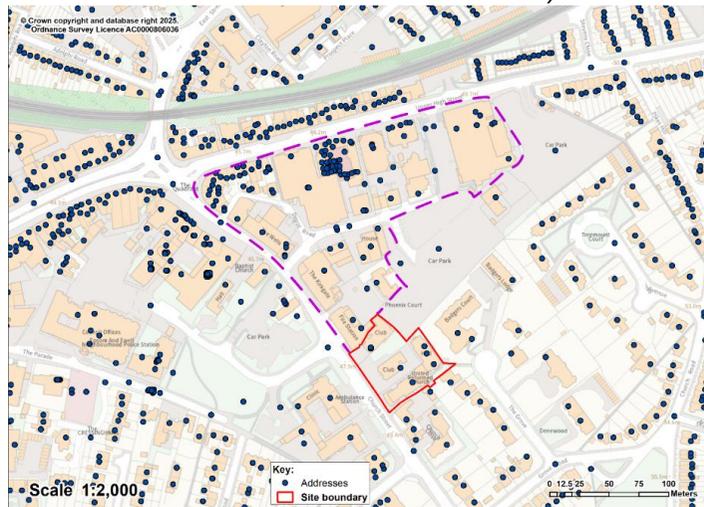
the site confirms that this part is in the process of being sold to another church operator. No responses have been received from the club owners, only one of whom has identifiable Land Registry information. While no recent indication has been received from the freeholder regarding intentions for the site as a whole, having regard to the site's location adjacent to allocation SA9 and its previous identification as a Plan E (2011) allocation, the site is considered to have a reasonable prospect of becoming available. On balance, and taking the above information into account, the site is currently considered to be developable for mixed-use residential within the local plan period, specifically in years 11–15.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



51
dph

18
units
(gross)

18
units
(net)

If step change:

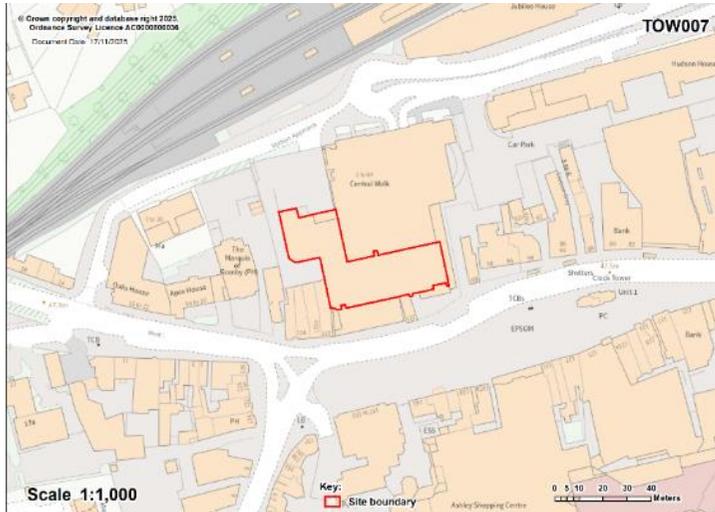
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

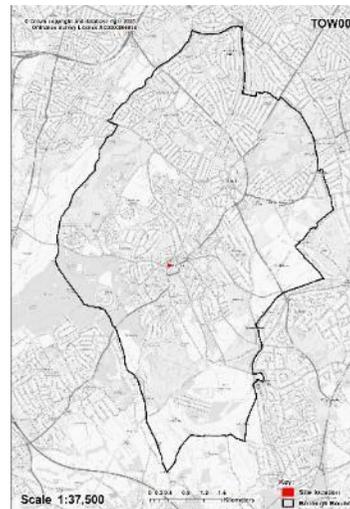
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	14 units (gross)	21 units (gross)	28 units (gross)	42 units (gross)
	14 units (net)	21 units (net)	28 units (net)	42 units (net)

Reason for chosen density: The site is located in Epsom Town Centre, where 80dph is considered an appropriate minimum density. This is a step change from the prevailing density.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.14 ha

Source of site: SHLAA 2017, Plan E opportunity site (2011)

Site description: The site consists of the retail unit which fronts the High Street in the town centre. It is surrounded predominantly by commercial and community uses with some residential uses within the wider vicinity also. The site is opposite the pedestrianised high street in the town centre which links to the Ashley shopping centre. The site is within the Epsom Town Centre conservation area. It is a 3 minute walk to Epsom train station and Epsom's bus services which serve the borough are located along the High Street.

Existing land use: Leisure and retail (in use, as of November/December 2025)

Type of Landowner: Private (1 FH, multiple LHs)

Policy designations / constraints: Urban area, Epsom Town Centre, Primary Shopping Area, Conservation Area, Area of High Archaeological Potential (AHAP) & on Principal Movement Corridor. The site is a site allocation in Plan Epsom (Plan E) which forms part of the current development plan for the borough (this site boundary is broadly in line with the Plan E allocation except that it included the section that fronts the High Street, see p. 87 of [Plan E](#), and allocated for mixed-use development).

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, if there were to be a loss of retail, this would need justification or re-provision.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The site is in use as retail in the Epsom Town Centre boundary, however, the site has been marketed as for sale ([link to marketing pamphlet](#)), the details of which includes reference to the Local Plan, as a 'Development Site' and that it could accommodate 65 residential units. As of mid-January 2026 there is a pending application on the Land Registry indicating a potential sale of the site. As a result of this, there is a reasonable prospect that the site will become available for residential development.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site may impact on the existing retail, any loss of which would require justification or reprovision. Whilst no recent indication has been received from the freeholder on the intention for the site, due to the site's location within the Epsom Town Centre boundary, its previous inclusion as a Plan E (2011) allocation, and recent evidence of marketing, the site is considered to have a reasonable prospect that it will become available. Given the information above, the site is considered to be developable for residential use in years 11-15 of the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



113
dph

16
units
(gross)

16
units
(net)

If step change:

Criteria for chosen density:

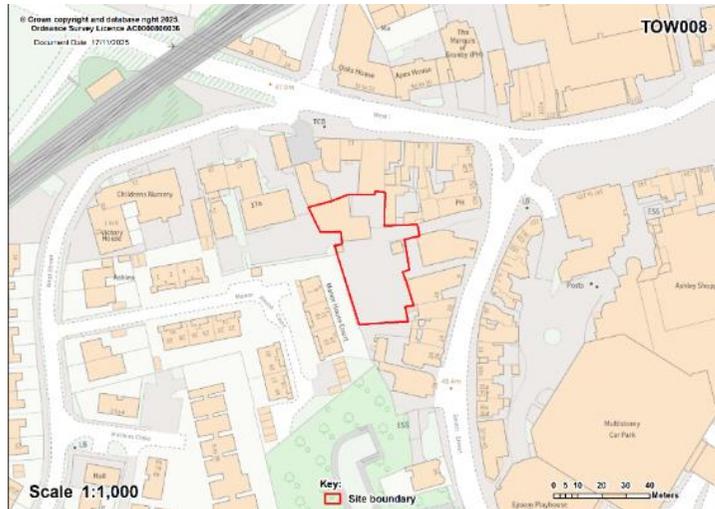
- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	6 units (gross)	8 units (gross)	11 units (gross)	17 units (gross)
	6 units (net)	8 units (net)	11 units (net)	17 units (net)

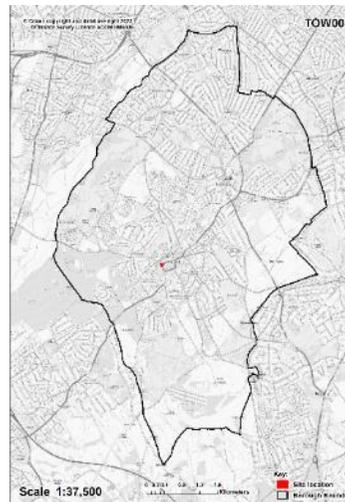
Reason for chosen density: The site is located in Epsom Town Centre, where 80dph would normally be considered an appropriate minimum density. However, given the prevailing density and in order to make efficient use of land a minimum of 120dph is considered appropriate in this instance.

Site address: Land R/O The Albion Public House (Mccaffertys Bar) Site reference: TOW008

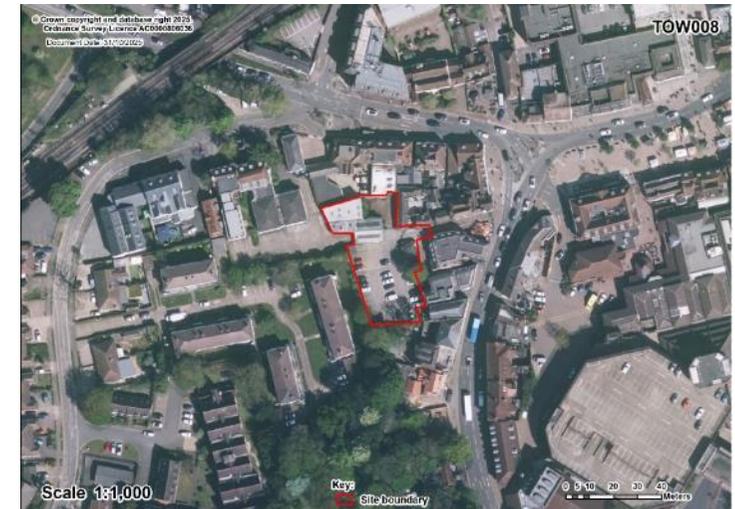
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.14 ha

Source of site: SHLAA 2017, Plan E opportunity site (2011)

Site description: The site is a backland site accessed via a lane off South Street and surrounded by predominantly commercial uses with some residential uses in the wider vicinity. The site is within the Epsom Town Centre boundary and is also within the Epsom Town Centre Conservation Area. Whilst set back from the main listed buildings fronting South Street and West Street it is located adjacent to a number of listed buildings. The site itself contains the Listed Building (Wall between Manor House Court and the rear Car Park of 15 West Street).

Existing land use: Light industrial (in use, as of November/December 2025)

Type of Landowner: Private (1 FH)

Policy designations / constraints: Urban area, Epsom Town Centre, Conservation Area, Listed Building (Wall), AHAP, groundwater source protection zone. The site is a site allocation, for mixed use, in Plan Epsom (Plan E) which forms part of the current development plan for the borough (see: p. 92 of [Plan E](#)).

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of employment would need consideration or re-provision.

Availability: A response from the landowner has been received indicating that they would be open to the idea of developing the site in the future. The site is currently in use as business for Motor Vehicle Repairs. The site is an Opportunity Site in Plan Epsom (2011), with an allocation for mixed use (8 residential units and 500sqm employment floorspace). However, there is no planning history.

Achievability: The site is considered to be viable.

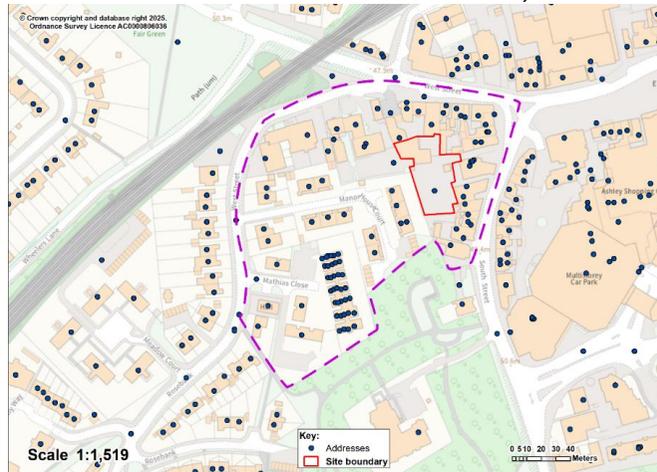
Conclusion on developability: The site is considered suitable for residential development, acknowledging that redevelopment would likely result in the loss of the existing light industrial use. Any such loss would therefore require appropriate justification or re-provision in accordance with relevant planning policy. The site is currently in use for motor vehicle repairs. In terms of availability, a response from the landowner confirms that they would be open to the idea of developing the site in the future, indicating a reasonable prospect that the site will become available within the plan period. The site is identified as an Opportunity Site in Plan Epsom (2011), with an allocation for mixed-use development comprising up to 8 residential units and approximately 500 sqm of employment floorspace. However, it is noted that there is no relevant planning history associated with the site to date. The site is considered to have reasonable prospects of being viably developed and delivered, and, based on the information currently available, is assessed as developable for residential use within years 11–15 of the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



49
dph

7
units
(gross)

7
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	6 units (gross)	8 units (gross)	11 units (gross)	17 units (gross)
	6 units (net)	8 units (net)	11 units (net)	17 units (net)

Reason for chosen density: The site is located in Epsom Town Centre, where 80dph is considered an appropriate minimum density. This is an uplift from the prevailing density.

Achievability: The site is considered to be viable.

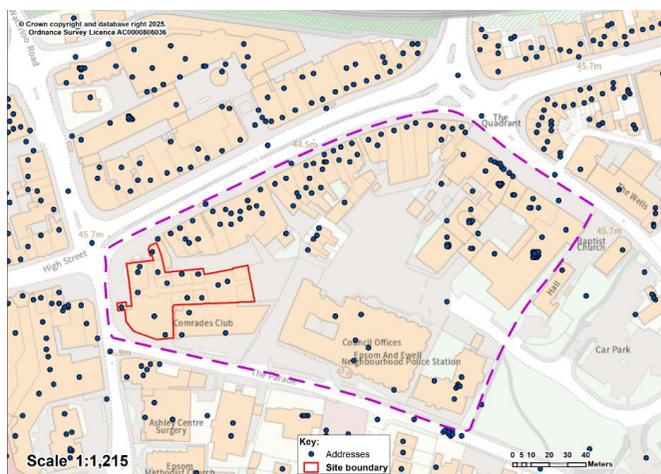
Conclusion on developability: The site is suitable for residential-led mixed use development in principle, acknowledging that redevelopment could result in the loss of existing retail, leisure, and commercial uses, which would require appropriate justification or re-provision. Careful design would also be required to address potential impacts on the listed building. While site is currently well occupied, with a number of active leaseholds there have been pre-application discussions on the site indicating previous interest in developing the site. As a result, the site is considered to have a reasonable prospect of becoming available for residential redevelopment during the plan period. Given the information above, the site is considered developable for residential use within years 11-15 of the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



85
dph

15
units
(gross)

15
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

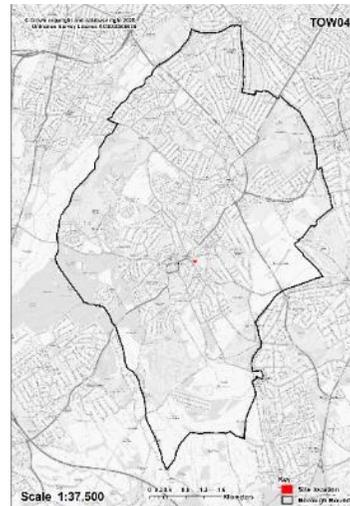
40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
7 units (gross)	11 units (gross)	14 units (gross)	22 units (gross)
7 units (net)	11 units (net)	14 units (net)	22 units (net)

Reason for chosen density: The site is located in Epsom Town Centre, where 80dph is considered an appropriate minimum density. In order to make efficient use of this site it is recommended that the minimum density be increased to 120dph.

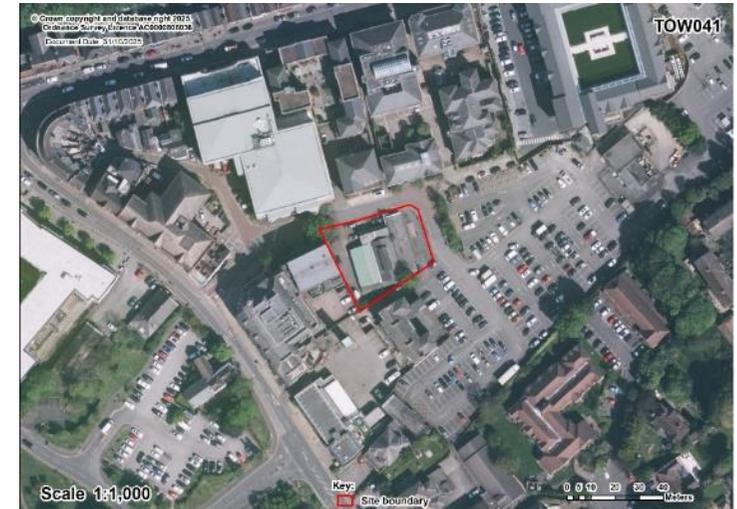
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.12 ha

Source of site: Desktop review / Plan E opportunity site (2011)

Site description: The site comprises of various commercial/industrial uses set in a backland position accessed from Depot Road. It is within the Epsom Town Centre Boundary. The Epsom Town centre conservation area is within the wider vicinity. The surrounding area comprises of a public car parking area, commercial uses, community uses and some residential housing in the wider vicinity. The site is adjacent to a car park site (SA9) allocated for redevelopment. Part of an historic Plan E site.

Existing land use: Leisure and commercial (motor serv. & escape room) (in use, as of Nov/Dec 2025) **Type of Landowner:** Private (3 FHs, 2 owners)

Policy designations / constraints: Urban area, Epsom Town Centre, Groundwater source protection zone. The site forms part of a wider site allocation in Plan Epsom (Plan E) which forms part of the current development plan for the borough.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of industrial/commercial would require justification or re-provision.

Availability: No response was received from the landowner following the Council's letter sent in November 2025. However, accounting for the site's location in the town centre, Plan E allocation and that higher density residential development has taken place in the near vicinity, it is considered that the site could become available.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site may impact on the existing business, any loss of which would require justification or re-provision. Whilst no recent indication has been received from the freeholder on intentions for the site, due to the site's location within the Epsom Town Centre boundary and its previous inclusion as a Plan E (2011) allocation, the site is considered to have

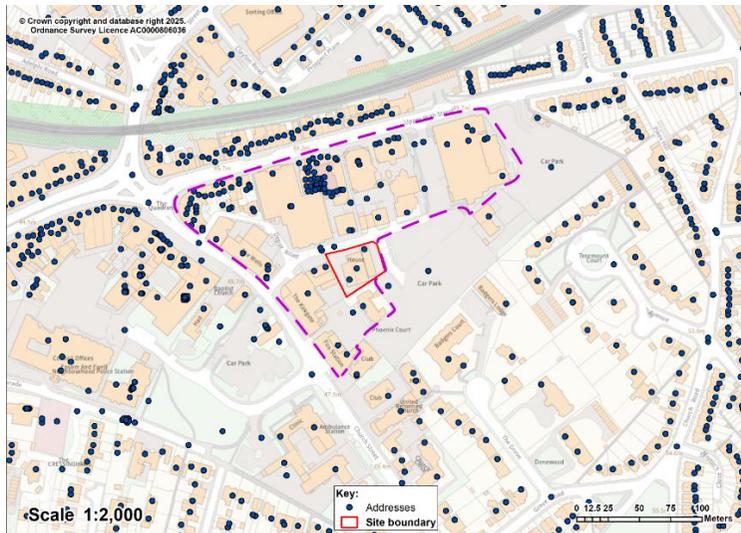
a reasonable prospect that it will become available. Given the information above, the site is considered to be developable for residential use in years 11-15 of the local plan period

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (*purple dashed line and area within red line excluded from calculation*)



53
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

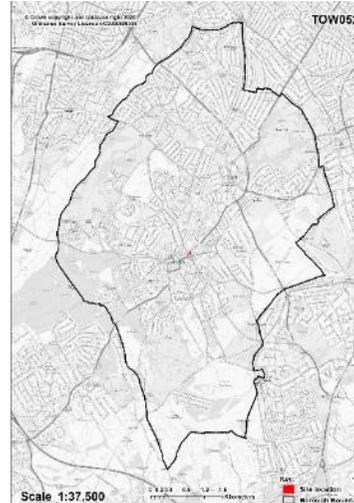
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	5 units (gross)	7 units (gross)	10 units (gross)	14 units (gross)
	5 units (net)	7 units (net)	10 units (net)	14 units (net)

Reason for chosen density: The site is located in Epsom Town Centre, where 80dph is considered an appropriate minimum density. This is an increase compared to the prevailing density.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.05 ha

Source of site: SHLAA 2017

Site description: The site is located to the rear of commercial buildings on East Street. The site is accessed via a lane that runs between 16A Victoria House and Emerald House (fronting East Street). The surrounding area comprises a mix of predominantly commercial and some residential buildings. The Listed Building (Flint House) is adjacent to the site. The Adelphi Road Conservation Area is also adjacent to the site.

Existing land use: Education facility (in use, as of November/December 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area, Epsom Town Centre, Adjacent Conservation Area, Adjacent Listed Building.

Site assessment:

Suitability: The site is suitable for residential redevelopment, performing arts college to be reprovided in a nearby location.

Availability: A response from the landowner has been received. The site is in use as education provision which includes higher education provision, college and some junior age provision. The education provider has intentions to relocate within the area close by and has indicated that they intend to make the site available for residential and/or student accommodation following relocation. It is anticipated that site will be available in 2030.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely result in the loss of the existing education uses which would need justification or re-provision. The freeholder has confirmed their intention to relocate to a site close by and make the existing site available for residential and/or student accommodation following relocation. They have stated that they expect the site to be available

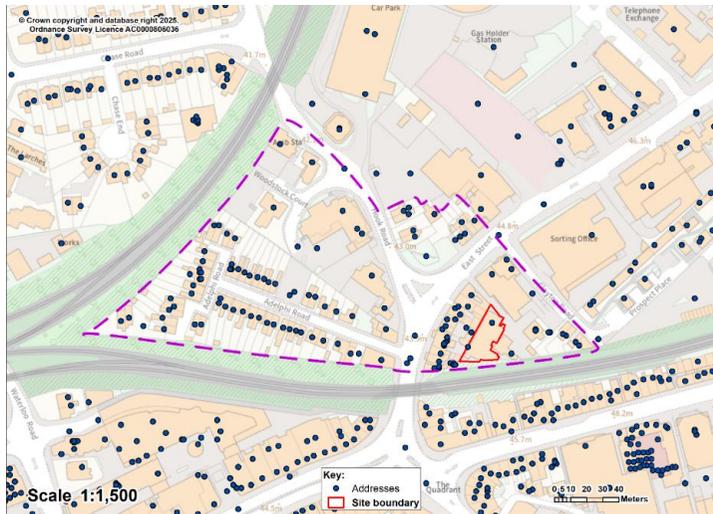
in 2030. The site is considered to have a reasonable prospect that it could be viably developed and achievable in the future. Given the information above, the site is considered to be developable for residential use in years 6-10 of the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (*purple dashed line and area within red line excluded from calculation*)



49
dph

2
units
(gross)

2
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

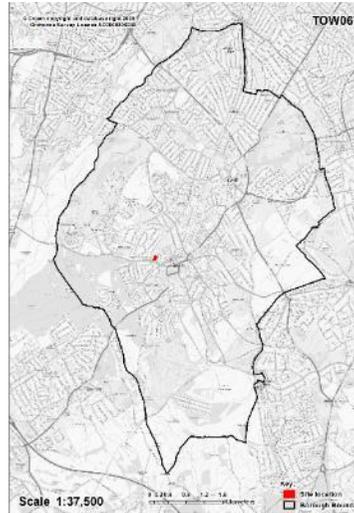
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	2 units (gross)	3 units (gross)	4 units (gross)	6 units (gross)
	2 units (net)	3 units (net)	4 units (net)	6 units (net)

Reason for chosen density: 120dph is considered an appropriate minimum density in this location. While this is above the minimum for sites in the Town Centre it is considered appropriate.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.39 ha

Source of site: Desktop review

Site description: The site is accessed via a track off West Hill which is a key route into Epsom Town Centre. The site contains a mixture of businesses including commercial uses and some light industrial in buildings of varying size. The site is surrounded by residential uses and community uses in the wider vicinity. Court recreation ground is located adjacent to the rear of the site.

Existing land use: Commercial and light industrial (in use, as of November/December 2025)

Type of Landowner: Private (1 FH, multiple LHs)

Policy designations / constraints: Urban area, part Conservation Area, AHAP

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of employment land would need justification or re-provision.

Availability: A response from the landowner has been received. The site currently comprises occupied commercial units that are fully let. The freeholder is considering the longer term use of the site and is currently exploring options. The site is surrounded by residential housing. Permission for residential housing was granted on the site (although not implemented) in 1979 for 30 flats (referenced in planning application 97/00460/REM). Accounting for the site's existing use, it is considered that the site could become available for residential or mixed use development in the longer term/latter part of the plan period provided loss of employment use could be mitigated/re-provided.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely result in the loss of the existing commercial and light industrial uses which would need justification or re-provision. A response from the landowner has been received indicating that they are considering the longer term use of the site and currently exploring options. Therefore, the site is considered to have a reasonable prospect

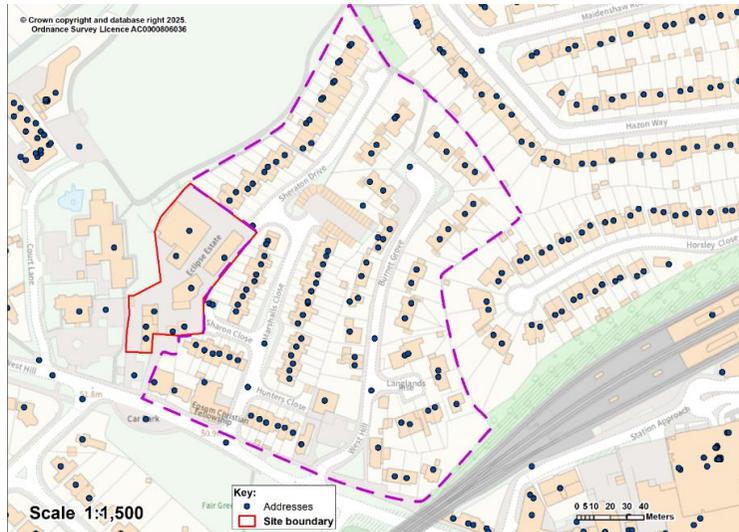
that it will become available. The site is considered viable and achievable and given the information above, the site is considered to be developable for residential use in years 11-15 of the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



27
dph

11
units
(gross)

11
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	16 units (gross)	23 units (gross)	31 units (gross)	47 units (gross)
	16 units (net)	23 units (net)	31 units (net)	47 units (net)

Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. This is an increase compared to the prevailing density.

Sites **not** considered to be developable



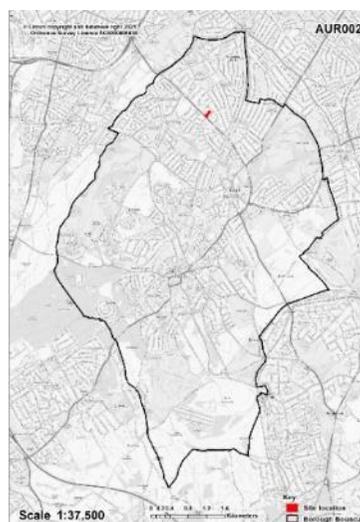
Site address: car park to rear of 272 Kingston Road

Site reference: AUR002

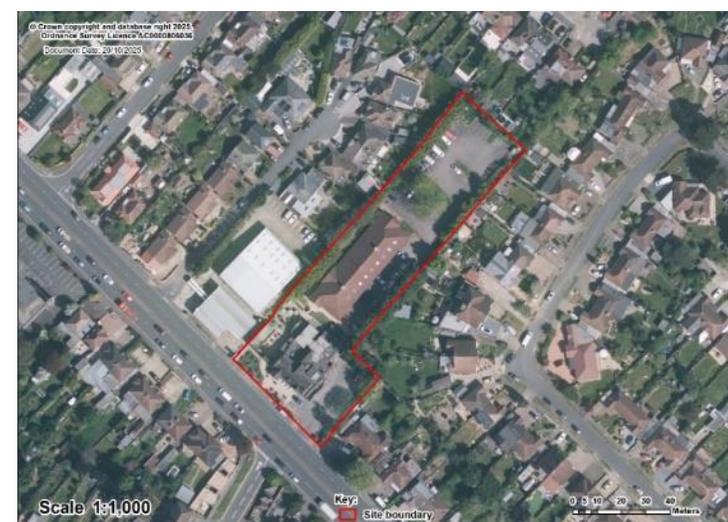
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Auriol

Site area: 0.55 ha

Source of site: Desktop review

Site description: The Queen Adelaide pub and Best Western Hotel with associated car parking is on the busy Kingston Road (A240) a key movement corridor. The surrounding area comprises residential buildings and a petrol station (located adjacent, to the north-west, of the Queen Adelaide pub). Bus services operating from outside the Queen Adelaide Pub include the 406 (Epsom to Kingston) and E16 (Epsom to Worcester Park).

Existing land use: Public house, hotel and car park (all in use, as of Nov/Dec 2025) **Type of Landowner:** Private (1 freehold (FH), 2 leaseholds (LHs))

Policy designations / constraints: Urban area, TPOs (multiple), & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of public house & visitor accommodation would need justification or re-provision.

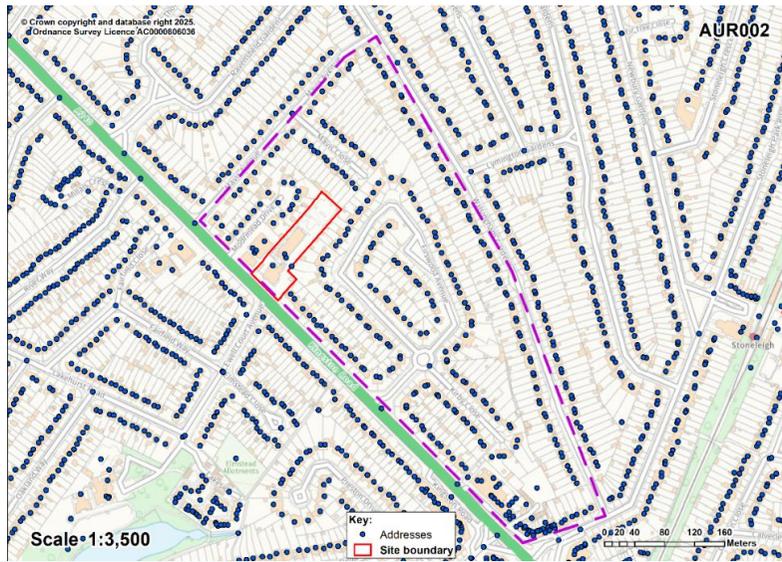
Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The site is in single freehold ownership but is subject to two leasehold interests, which further complicate its potential availability. Taking into account the site's existing use as a public house and hotel, including its associated car park, it is considered unlikely that the site will become available for residential development while the existing uses continue to operate. Although there has been some residential development in the wider area, no applications have been submitted for residential development on the site itself, and we have never received any indication from the landowner that the site is available for residential redevelopment.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is considered suitable in principle for residential development, although any proposal would need to address and justify the loss of the existing pub, hotel and associated car park, or provide appropriate re-provision. However, given the site's ongoing economic use and the absence of any indication from the freeholder that the land or any part of it may become available, there is no reasonable prospect of the site coming forward for residential development during the plan period at this time.

Density and capacity:

Figure 1: Map of area for calculating prevailing density (*purple dashed line and area within red line excluded from calculation*)



Prevailing density of surrounding area (dph)

22
dph

Capacity of site at prevailing density (gross / net)

12
units
(gross)

12
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

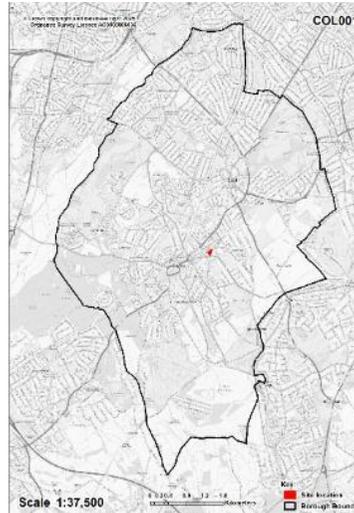
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	22 units (gross)	33 units (gross)	44 units (gross)	66 units (gross)
	22 units (net)	33 units (net)	44 units (net)	66 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is considered a step change from the prevailing density.

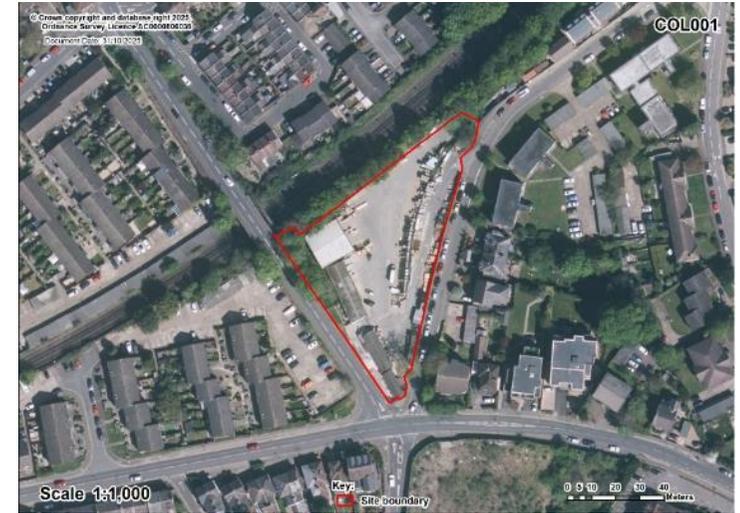
Site location boundary:



Site location in Borough:



Satellite View:



Ward: College

Site area: 0.43 ha

Source of site: SHLAA 2017

Site description: A triangular site abutting a railway line (to the north). It has two access points to the site from Mill Road. The site is surrounded by residential flats and some houses in the wider vicinity. Pikes Hill Conservation Area is located in close proximity to the southern tip of the site. Providence Place Conservation Area is located beyond the railway line (north-west of the site)

Existing land use: Builders merchants (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area, TPOs (2x in southern corner), Adjacent to Conservation Area, Groundwater source protection zone & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of commercial would need justification or re-provision.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The site is in single freehold ownership with no known leasehold interests; however, given its long-term use as a builder's merchants and the absence of any indication from the landowner that it may now be available for development, there is not considered to be a reasonable prospect of the site becoming available within the plan period. While there has been residential development to the east of the site, no applications have been submitted for residential development on this site itself.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is considered suitable in principle for residential development, although any proposal would need to address and justify the loss of employment land, or provide appropriate re-provision. However, given the site's ongoing economic use and the absence of any indication from the freeholder that the land may become available, it is considered that there is no reasonable prospect of the site coming forward for residential development during the local plan period at this time.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



61
dph

26
units
(gross)

26
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

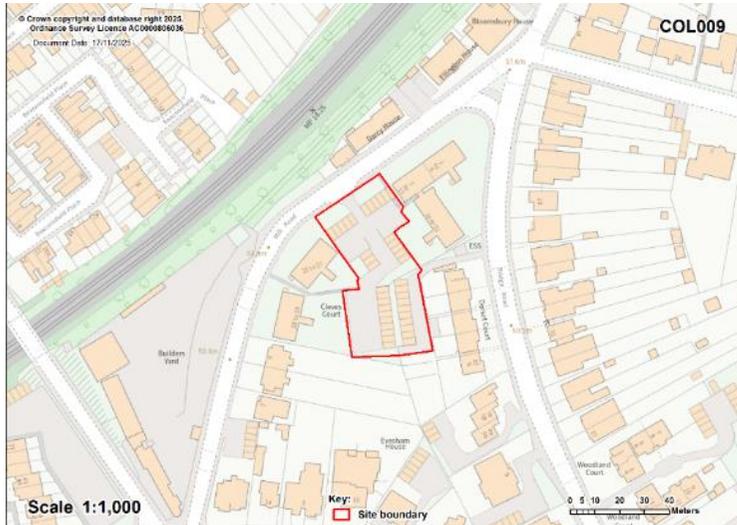
Reason for chosen density: The site is located on a key movement corridor, and a minimum density of 60 dph is therefore considered appropriate for this location. This represents no uplift in density but given the relative high density in the surrounding area, that informed the prevailing-density estimate, it is considered an appropriate level of development.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	17 units (gross)	26 units (gross)	34 units (gross)	52 units (gross)
	17 units (net)	26 units (net)	34 units (net)	52 units (net)

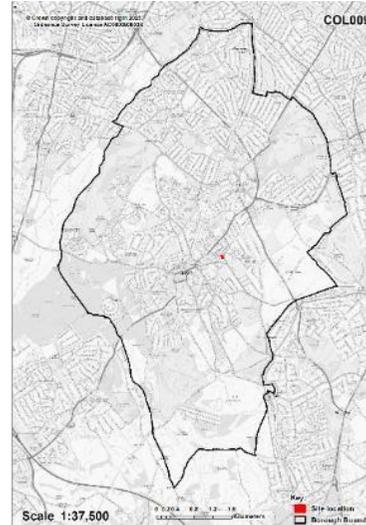
Site address: Garages at Cleves & Dorset Court

Site reference: COL009

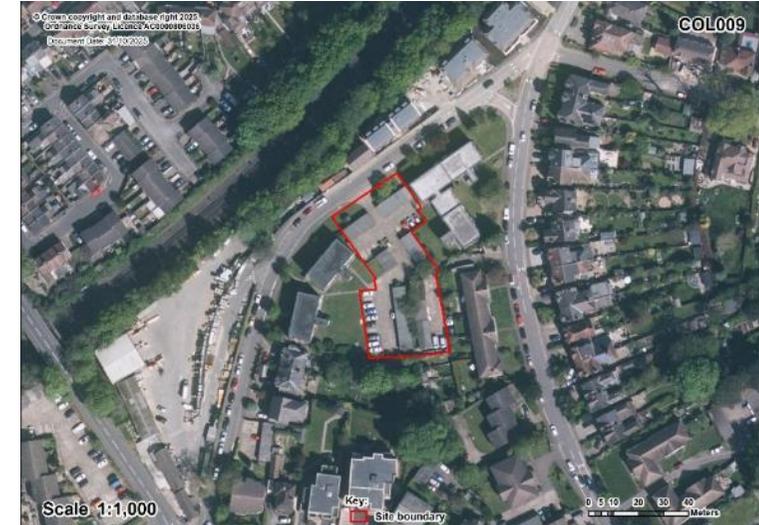
Site location boundary:



Site location in Borough:



Satellite View:



Ward: College

Site area: 0.20 ha

Source of site: Desktop review

Site description: The site comprises garages for the Cleves Court and Dorset Court residential areas. The surrounding area is made up of residential flats and houses of varying character. Site access to this site is from Mill Road and Bridge Road to the north & east of the site respectively.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH, ~30 LHs)

Policy designations / constraints: Urban area & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of car parking/garages may need justification or re-provision.

Availability: No response was received from the landowner following the Council's letter sent in November 2025. While the site has a single freeholder, it is subject to multiple leaseholds (approx. 30), which complicates delivery and constrains the site's availability. Although HM Land Registry records show a sale of the garages occurred in mid-2023, the garages appear to be in good condition and are currently in use by nearby residents. There is no relevant planning history for the site, and there has been no indication from the landowner that they intend to redevelop the site. The site is not considered to be currently available for residential development. Given the absence of landowner engagement, the continued active use of the site, and the complexity of land ownership, there is little apparent prospect of the site becoming available for residential redevelopment within the plan period.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require consideration of, and mitigation for, the loss of existing parking and garages. However, given the site's existing use, the absence of any indication from the freeholder that the site is available for redevelopment, and the presence of a significant number of leaseholds that are likely to complicate the site becoming available, the site is not considered to have a reasonable prospect of availability at this time. Having regard to the information set out above, the site is not currently considered to be developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



68
dph

14
units
(gross)

14
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
8 units (gross)	12 units (gross)	16 units (gross)	24 units (gross)
8 units (net)	12 units (net)	16 units (net)	24 units (net)

Reason for chosen density: While 40dph may appear an appropriate density in this location given it is outside the Town Centre, not on a key movement corridor, nor within 10mins walk of a train station, given the prevailing density of the surrounding area (68dph), a minimum of 60dph is considered appropriate for this site and location.

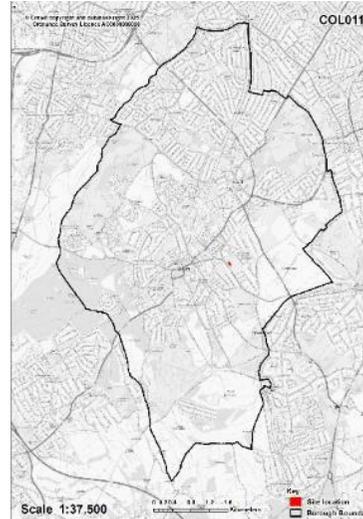
Site address: Garages, East of Alexandra Road (3)

Site reference: COL011

Site location boundary:



Site location in Borough:



Satellite View:



Ward: College

Site area: 0.12 ha

Source of site: Desktop review

Site description: Garages located to the rear of residential properties (Parkside Court). Alexandra recreation ground is situated at the rear of the site and the wider area is residential in character.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (2 FHs, ~ 13 LHs)

Policy designations / constraints: Urban area & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of car parking/garages may need justification or re-provision.

Availability: The site is currently used as garages serving associated residential flats and is subject to two separate freehold ownerships and multiple leaseholds (approx. 13) which complicate delivery and constrains the site's availability for redevelopment. A response was received from one of the freeholders stating that the garages are linked to the residential flats and are currently used by tenants as part of their accommodation, with no plans at present to redevelop the site for housing. The freeholder advised that they were unable to confirm their position in the longer term and could not provide any definite indication regarding potential redevelopment over the next 15 years. While there has been higher density residential redevelopment in the wider area, there have been no planning applications for residential development on the site itself. On this basis, the site is not considered to be currently available, nor is there a reasonable prospect that it will become available for residential development during the plan period.

Achievability: The site is considered to be viable.

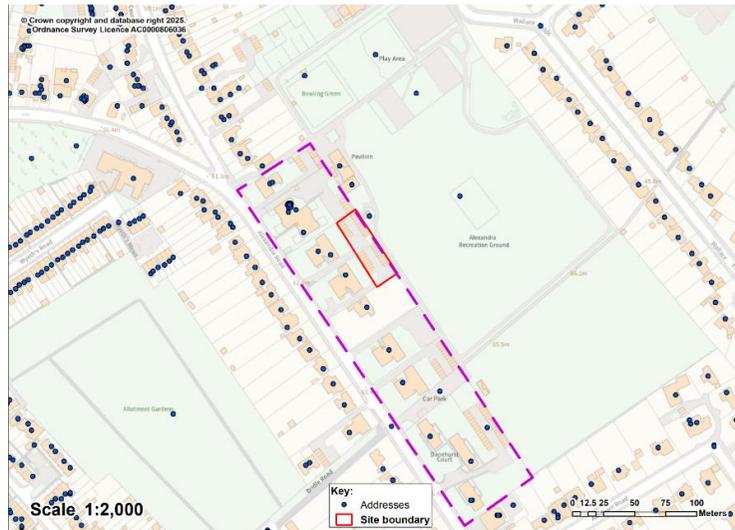
Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require consideration of, and mitigation for, the loss of existing parking and garages. One of the freeholders has confirmed that the site is currently in use by tenants and is therefore not available for residential development at this time. In addition, the site is subject to multiple leaseholds, which further complicate the site becoming available. As a result, there is not a reasonable prospect that the site will become available for residential development. Whilst it is recognised that the site could potentially be viably developed and achievable in the future, having regard to the information set out above, the site is not currently considered to be developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



54
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

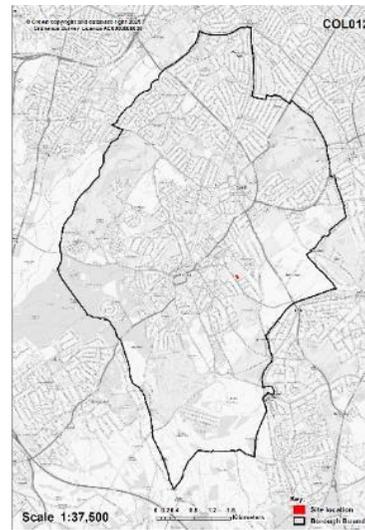
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	5 units (gross)	7 units (gross)	10 units (gross)	14 units (gross)
	5 units (net)	7 units (net)	10 units (net)	14 units (net)

Reason for chosen density: Given the prevailing density of this area and existing flatted development along the eastern side of Alexandra Road, a 60dph minimum density is considered appropriate for this site.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: College

Site area: 0.11 ha

Source of site: Desktop review

Site description: The site is currently used as garages serving residential flats at Danehurst Court and is set within spacious grassed areas to the rear of the block of flats. Alexandra recreation ground is situated at the rear of the site. Access to the site is from Alexandra Road, to the west of the site.

Existing land use: Garages serving residential (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH, ~ 27 LHs)

Policy designations / constraints: Urban area & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of car parking/garages may need justification or re-provision.

Availability: No response was received from the landowner following the Council's letter sent in November 2025. The site is currently used as garages serving residential flats at Danehurst Court and is set within spacious grassed areas to the rear of the block of flats. The site is under a single freehold ownership but is subject to an estimated 27 individual leaseholds, which complicates delivery and constrains the site's availability for redevelopment. An application was submitted in 2006 for a block of four flats on land immediately to the southeast of the site, abutting the site location boundary (ref. 06/01216/REN), although this was not implemented. While this application lies outside the site boundary, it is within the same freehold ownership. The previous permission was for only four units, which is below the minimum threshold of five dwellings for inclusion within the housing land supply. In addition, there has been no indication from the landowners of any interest in bringing the site forward for residential development. Given that the garages remain in active use and the site is affected by numerous leaseholds, it is considered unlikely that the site will become available for residential development within the plan period.

Achievability: The site is considered to be viable.

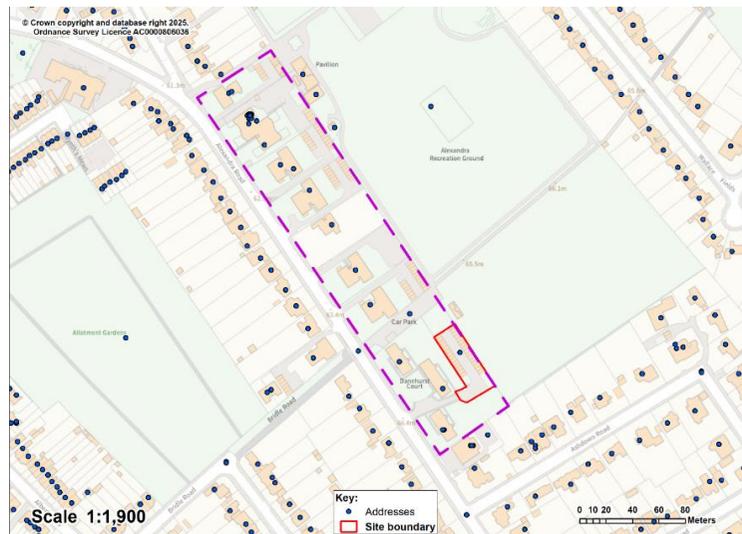
Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require consideration of, and mitigation for, the loss of existing parking and garages. However, given the site's existing use, the absence of any indication from the freeholder that the site is available for redevelopment, and the presence of multiple leaseholds which are likely to further complicate the site becoming available. The site is not considered to have a reasonable prospect of availability and is not currently considered to be developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (*purple dashed line and area within red line excluded from calculation*)



53
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	4 units (gross)	7 units (gross)	9 units (gross)	13 units (gross)
	4 units (net)	7 units (net)	9 units (net)	13 units (net)

Reason for chosen density: Given the prevailing density of this area and existing flatted development along the eastern side of Alexandra Road, a 60dph minimum density is considered appropriate for this site.

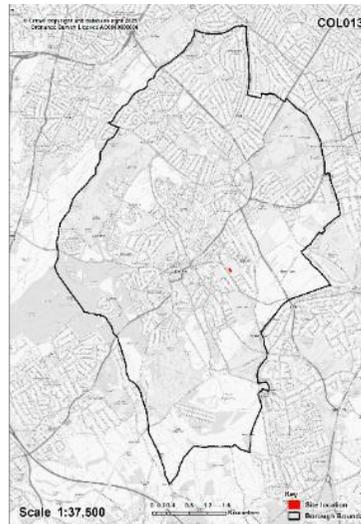
Site address: Garages, East of Alexandra Road (1)

Site reference: COL013

Site location boundary:



Site location in Borough:



Satellite View:



Ward: College

Site area: 0.11
ha

Source of site: Desktop review

Site description: A site comprising garages to the rear of residential properties (Clovelly Court). Alexandra recreation ground is situated at the rear of the site and the wider area is residential in character.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (3 FH, ~15 LHs)

Policy designations / constraints: Urban area, Group TPO (on edge of site) & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of car parking/garages may need justification or re-provision.

Availability: No response has been received from the landowner following the Council's letter sent in November 2025. The site comprises three separate freehold interests and approximately 15 individual leaseholds, which complicates delivery and constrains the site's availability for redevelopment. Taking into account the site's existing use as garages serving the Clovelly flats, it is considered unlikely that the site will become available for residential development while this use continues. While there has been some residential development in the wider area, no applications have been submitted for residential development on the site itself. The Council has not received any indication from the landowners that the site is available for residential redevelopment. On this basis, there is no evidence to suggest that the site is currently available or is likely to become available for residential development during the plan period.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require consideration of, and mitigation for, the loss of existing parking and garages. However, given the site's existing use, the absence of any indication from the freeholders that the site is available for redevelopment, and the presence of multiple leaseholds which are likely to further complicate the site becoming available, the site is not considered to have a reasonable prospect of becoming available. Whilst it is recognised that the site could potentially be viably developed and achievable in the future, having regard to the information set out above, the site is not currently considered to be developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



53
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

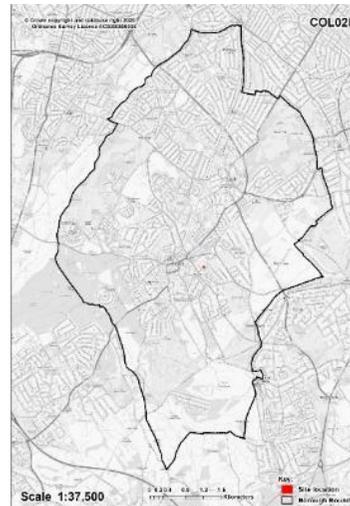
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	4 units (gross)	7 units (gross)	9 units (gross)	13 units (gross)
	4 units (net)	7 units (net)	9 units (net)	13 units (net)

Reason for chosen density: Given the prevailing density of this area and existing flatted development along the eastern side of Alexandra Road, a 60dph minimum density is considered appropriate for this site.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: College

Site area: 0.05 ha

Source of site: Desktop review

Site description: Garages located to the rear of a residential property (Denewood flats). The site is surrounded by residential housing.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH, 13 LHs)

Policy designations / constraints: Urban area, TPOs (multiple) & Groundwater source protection zone. Site adjacent to Grove House (Grade II Listed Building), adjacent to Church Street and Pikes Hill Conservation Areas

Site assessment:

Suitability: Access to the site is constrained, and the presence of large trees subject to Tree Preservation Orders (TPOs) within the site limits the potential for redevelopment. The loss of existing parking and garages would require appropriate justification and/or re-provision. In addition, the potential impact on the nearby Listed Building and the Conservation Area would require careful consideration. Subject to these constraints being satisfactorily addressed, the site is considered suitable for residential redevelopment in principle.

Availability: No response was received from the landowner following the Council's letter sent in November 2025. While the site is under a single ownership (the estate management company), the garages appear to be in active use by local residents, and the site is subject to approximately 13 individual leaseholds. There is no planning history for the site and there has been no indication from the landowner of any intention to bring the site forward for residential development. On this basis, there is no evidence to suggest that the site is currently available or is likely to become available for residential development during the plan period.

Achievability: The site is considered to be viable.

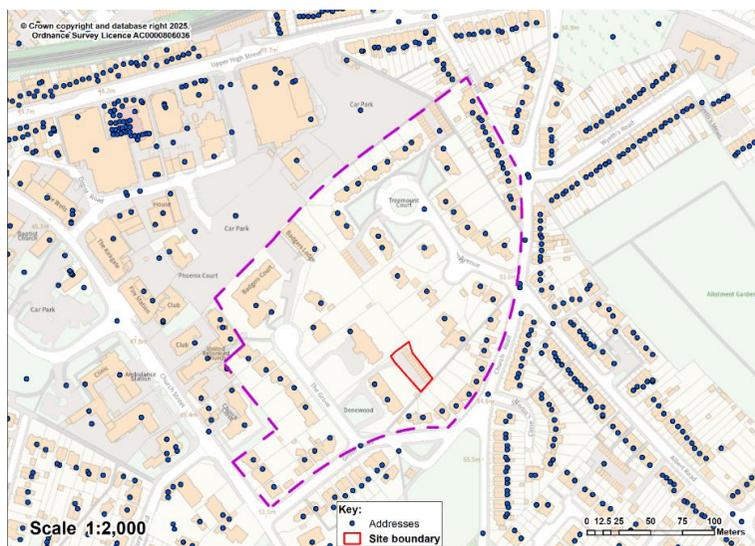
Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require careful management of constrained access; avoidance and/or mitigation of impacts on large trees protected by Tree Preservation Orders (TPOs); justification and/or re-provision for the loss of existing parking and garages; and sensitive design to address potential effects on the nearby Listed Building and the Conservation Area. However, given the site's existing use, the absence of any indication from the freeholder that the site is available for redevelopment, and the presence of multiple leaseholds which are likely to further complicate the site becoming available, the site is not considered to have a reasonable prospect of becoming available. Having regard to the information set out above, the site is not considered to be developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



34
dph

2
units
(gross)

2
units
(net)

If step change:

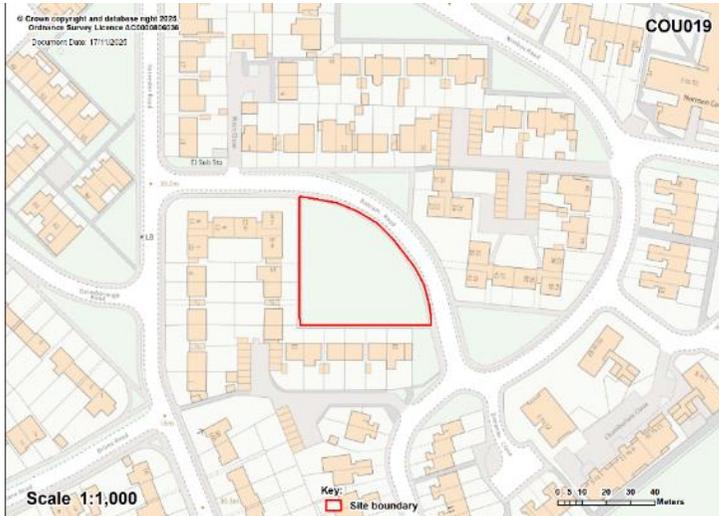
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

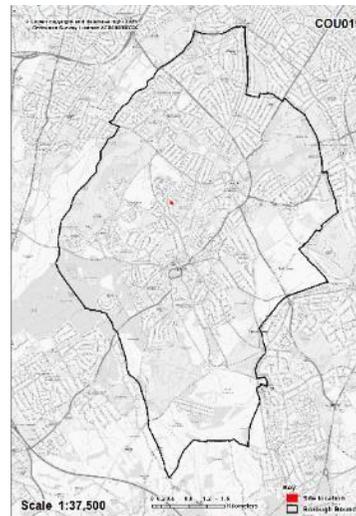
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	2 units (gross)	3 units (gross)	4 units (gross)	6 units (gross)
	2 units (net)	3 units (net)	4 units (net)	6 units (net)

Reason for chosen density: The site is located in an urban area where a minimum of 40dph is an appropriate density. Note that this would result in a density where the site is too small to accommodate 5 or more dwellings.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Court

Site area: 0.22 ha

Source of site: Desktop review

Site description: Site is an area of undeveloped open/grassland surrounded by residential housing on Bahram Road. There are 5 mature trees on site, (with 1 additional appearing to have been chopped down).

Existing land use: Public amenity land (in use, as of November/December 2025)

Type of Landowner: Public (1 FH only)

Policy designations / constraints: Urban area

Site assessment:

Suitability: The site may be suitable for redevelopment for housing, however, there is concern about a loss of public amenity land. The site appears to provide open amenity space on Bahram Road and as such the impact on amenity to neighbours & the community would need to be considered.

Availability: A response has been received from the freeholder indicating that the site is not currently available for residential development.

Achievability: The site is considered to be viable.

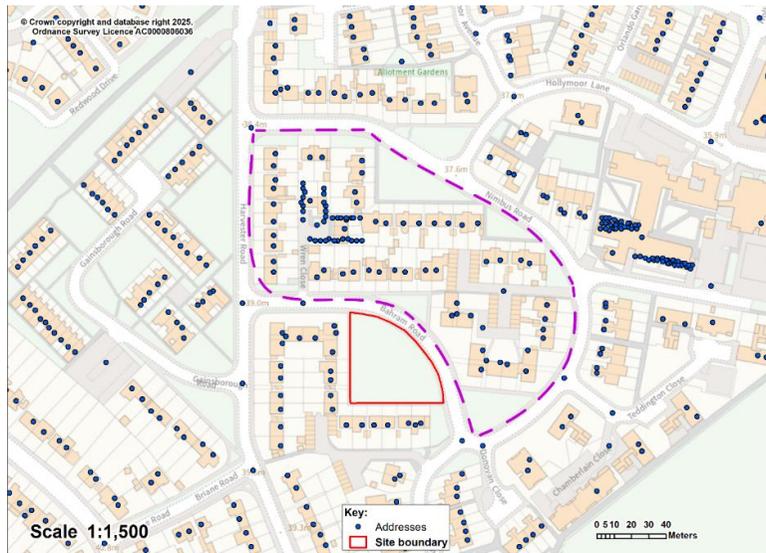
Conclusion on developability: The site may be suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of existing public amenity land and given the site's shape limiting the development's design, it may be that it is better suited to recreational use. The freeholder has confirmed that the site is not available for residential development. Whilst it is possible the site could be viably developed and achievable in the future, given the information above, overall, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



32
dph

7
units
(gross)

7
units
(net)

If step change:

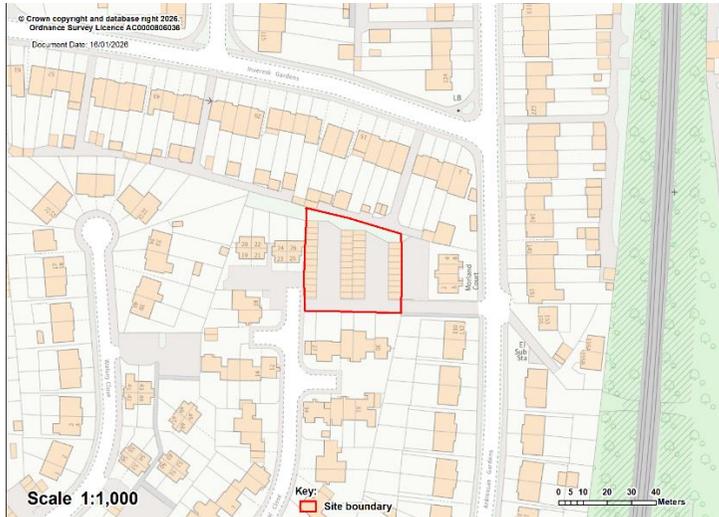
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

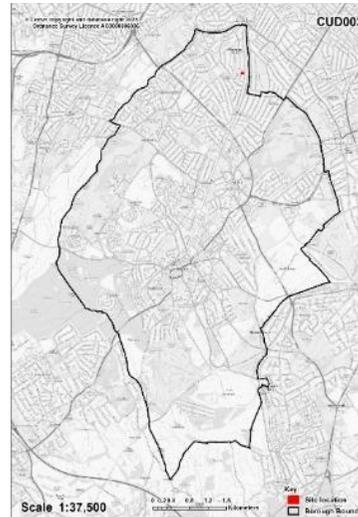
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	9 units (gross)	13 units (gross)	18 units (gross)	26 units (gross)
	9 units (net)	13 units (net)	18 units (net)	26 units (net)

Reason for chosen density: The site is located in an urban area where a minimum of 40dph is an appropriate density.

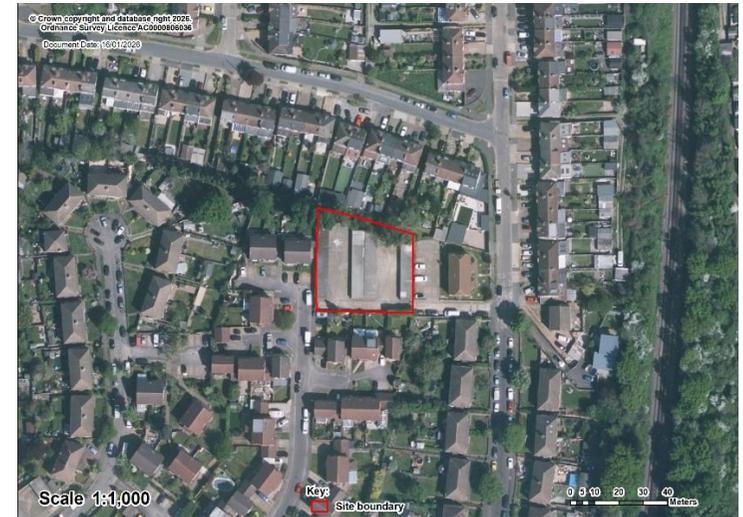
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Cuddington

Site area: 0.15ha

Source of site: SHLAA 2017

Site description: A garage site positioned to the rear of residential housing that fronts Ardrossan Gardens. The surrounding area consists of residential housing of varying character. The access road for the site is located between residential buildings, in the south-east corner of the site.

Existing land use: 44 lock-up garages, most of which are used for storage purposes (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment.

Availability: A response from the landowner was received, however, planning permission was granted for four dwellings in 2025 and the landowner intends to implement the scheme in 2026. Given intended implementation of 4 unit scheme, the site is too small to accommodate 5 or more dwellings.

Achievability: The site is considered to be viable.

Conclusion on developability: The site has planning permission for residential development for 4 dwellings and the landowner has confirmed that they intend to implement the permission in 2026. The site is considered to have a reasonable prospect that it could be viably developed and achievable, however, given the intended implementation of the planning permission for 4 dwellings, the site is considered as too small to allocate in the Local Plan..

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



41
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
6 units (gross)	9 units (gross)	12 units (gross)	18 units (gross)	
6 units (net)	9 units (net)	12 units (net)	18 units (net)	

Reason for chosen density: Although not a step change, the site is located in an urban area where a minimum of 40dph is an appropriate density.

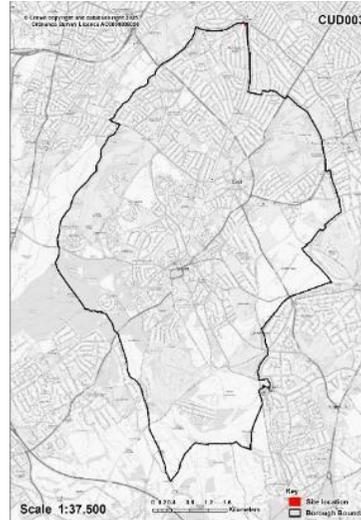
Site address: Garages at Purdey Court, Worcester Park

Site reference: CUD003

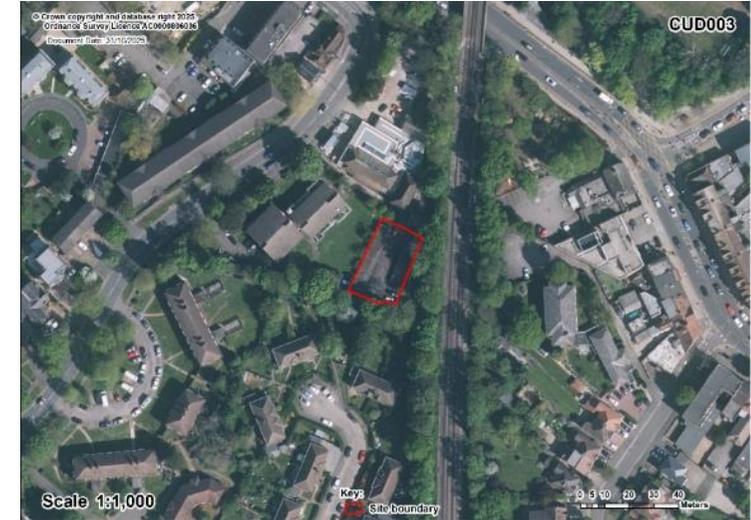
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Cuddington

Site area: 0.06 ha

Source of site: Desktop review

Site description: The site positioned to the rear of residential flats that front The Avenue. A railway line is adjacent to the site to the east. The surrounding area consists of residential flats of varying character. The access road for the site is shared with the flats at Purdey Court.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH, 21 LHs)

Policy designations / constraints: Urban area, Flood Zone 2

Site assessment:

Suitability: The site is covered by Flood Zone 2 and therefore the sequential test would need to be satisfied and a site-specific flood risk assessment prepared.

Availability: No response has been received from the landowner following the Council's letter sent in November 2025. The site is under a single freehold ownership but is subject to approximately 21 individual leaseholds (one for each garage), which complicates the site's availability. The garages appear to be in good condition and are currently in use by residents of Purdey Court. There is no planning history for the site, nor any other evidence to suggest that the site is currently available or is likely to become available for residential development.

Achievability: The site is considered to be viable.

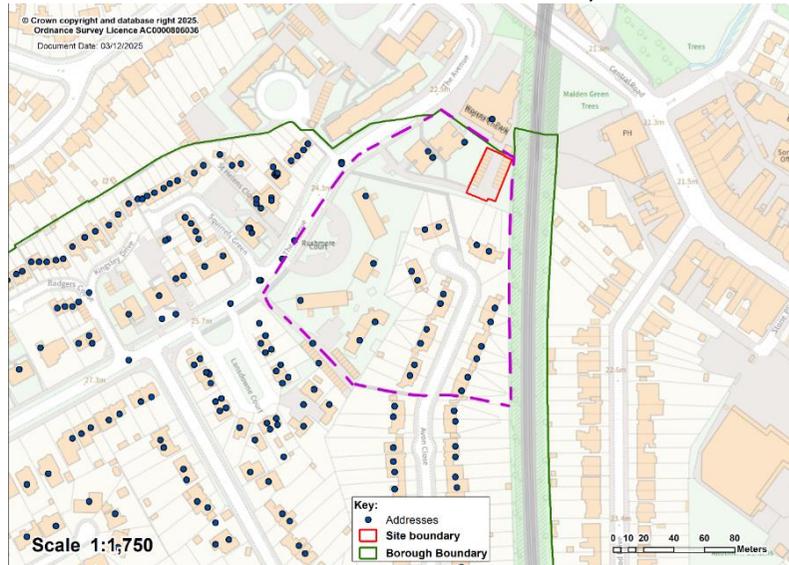
Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require consideration of, and mitigation for, the loss of the existing parking and garages. However, given the site's current use, the absence of any indication from the freeholder that the site is available for redevelopment, and the presence of multiple leaseholds which are likely to further complicate the site becoming available, the site is not considered to have a reasonable prospect of availability. Having regard to the information set out above, the site is not currently considered to be developable for residential use within the Local Plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



45
dph

3
units
(gross)

3
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
2 units (gross)	4 units (gross)	5 units (gross)	7 units (gross)
2 units (net)	4 units (net)	5 units (net)	7 units (net)

Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. Note that this is a density which would result in the site being too small to accommodate 5 or more dwellings.

Site address: Garages on corner of Worcester Park & Kingston Rd

Site reference: CUD004

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Cuddington

Site area: 0.07 ha

Source of site: Desktop review

Site description: The site comprises garages in varying condition with associated parking area. The site is a corner plot adjacent to the A240 (Kingston Road) a key movement corridor. The site is surrounded by residential buildings (predominantly 2-storey semi-detached; with a few but not many converted to maisonettes).

Existing land use: Garages serving residential (in use, as of Nov/Dec 2025)

Type of Landowner: Private housing association (1 FH, ~23 LHs)

Policy designations / constraints: Urban area, Flood Zone 2 & on Principal Movement Corridor

Site assessment:

Suitability: The site is substantially covered by Flood Zone 2 and therefore the sequential test would need to be satisfied, and a site-specific flood risk assessment prepared

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The garages & parking are owned by a Housing Association with HM Land Registry records indicating they took ownership of the site in April 2023. While the site is in single ownership and being bought/sold relatively recently, there are 23 leaseholds, all of which end well after the end of the Plan period (circa 150 years time) which complicates delivery and constrains the site's availability for redevelopment. There is no planning history on the site and we have never received any indication from the landowner that the site is available for residential redevelopment.

Achievability: The site is considered to be viable.

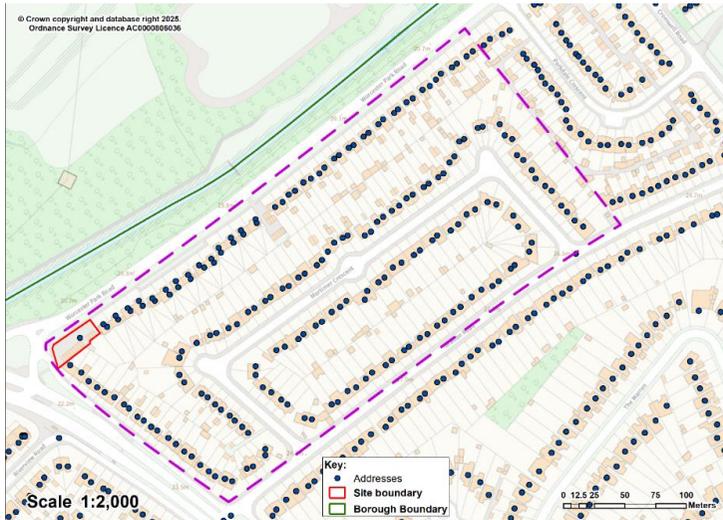
Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require consideration of, and mitigation for, the loss of existing parking and garages, as well as the site's location within Flood Zone 2. However, given the site's current use, the absence of any indication from the freeholder that the site is available for redevelopment, and the presence of multiple leaseholds which are likely to further complicate the site's availability, the site is not considered to have a reasonable prospect of being available. On this basis, the site is not currently considered to be developable for residential use within the Local Plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



29
dph

2
units
(gross)

2
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

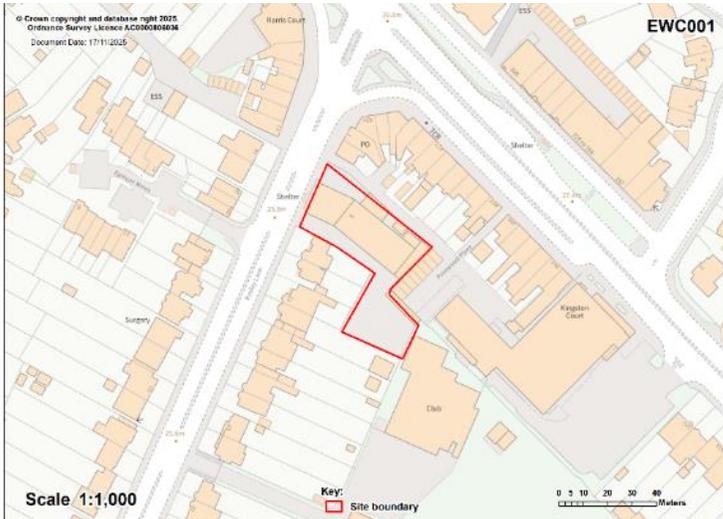
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	3 units (gross)	4 units (gross)	6 units (gross)	8 units (gross)
	3 units (net)	4 units (net)	6 units (net)	8 units (net)

Reason for chosen density: The site is on a principal movement corridor, where 60dph is an appropriate minimum density.

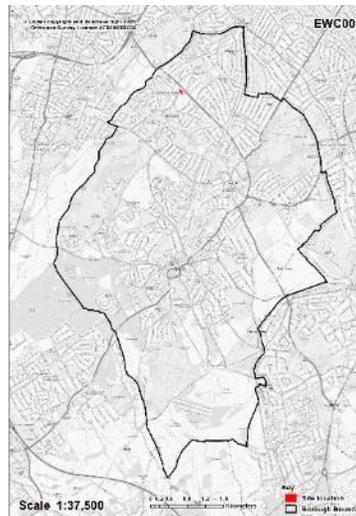
Site address: 5 Ruxley Lane, Ewell

Site reference: EWC001

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ewell Court

Site area: 0.18 ha

Source of site: Desktop review

Site description: The site comprises a car sales and servicing garage on Ruxley Lane. The site stretches along the rear of a small shopping parade on the A240 (Kingston Road) and doglegs to the rear of the site behind residential gardens and commercial buildings. The site is adjacent to residential housing. The surrounding area consists of a mix of commercial and residential uses of varying appearance and character.

Existing land use: Car sales garage (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH, 1 LH)

Policy designations / constraints: Urban area, adjacent to Neighbourhood Parade & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, but loss of economic use would need justification or re-provision.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. Having regard to the site's existing use as a car sales and servicing facility, it is considered that the site is unlikely to be available for residential development in the short term.

The site has previously been subject to discussions regarding residential development, including a pre-application meeting in 2017; however, no planning application was submitted. According to Land Registry information, the existing lease on the land is due to expire in December 2039 and, on this basis and on balance, the site is not considered to have a reasonable prospect of becoming available during the plan period.

Achievability: The site is considered to be viable.

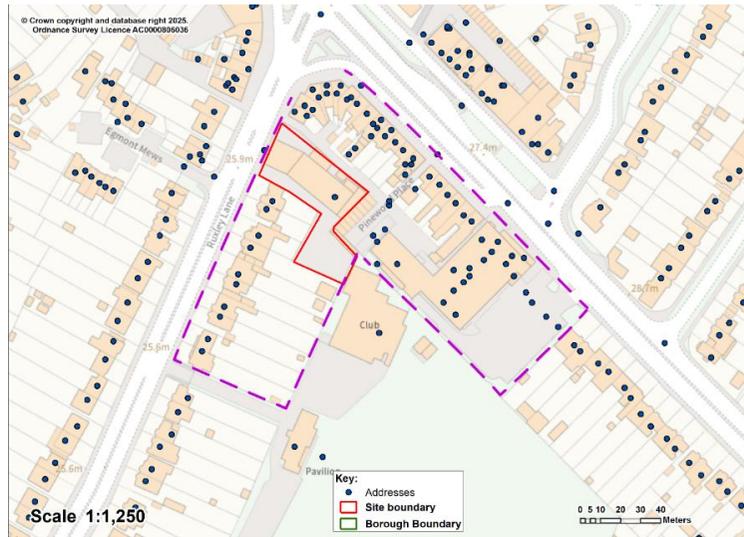
Conclusion on developability: The site is considered suitable for residential development, acknowledging that development would likely result in the loss of the existing car sales and servicing use, which would require justification and/or re-provision. However, having regard to the site's existing economic use, the absence of any response from the landowner indicating that the site is available for redevelopment, and the fact that the existing lease does not expire until December 2039, the site is not considered to have a reasonable prospect of availability within the plan period. On this basis and on balance, the site is not currently considered to be developable for residential use within the Local Plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



31
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

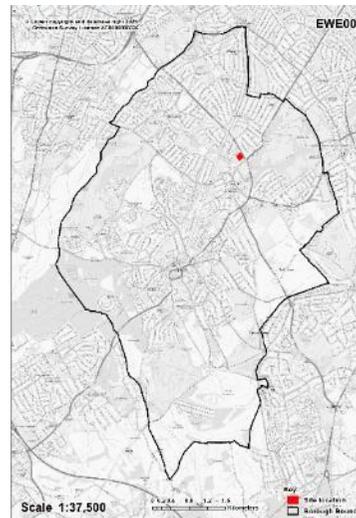
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	7 units (gross)	11 units (gross)	14 units (gross)	22 units (gross)
	7 units (net)	11 units (net)	14 units (net)	22 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ewell Village

Site area: 1.02 ha

Source of site: SHLAA 2017

Site description: The site comprises approximately 4 buildings used for military training purposes accessed via Welbeck Close, which feeds off from London Road. The surrounding area includes a mix of uses including commercial, residential and community uses. London Road recreation ground is located to the west of the site.

Existing land use: Ministry of Defence facility (in use, as of November/December 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area, adjacent to Ewell Village Conservation Area & Groundwater source protection zone. Site is adjacent to the Listed building: Ewell Honda (G2)

Site assessment:

Suitability: The site is suitable for residential redevelopment

Availability: No response has been received to the Council's letter sent in November 2025. While there is an historic 1988 planning application for 17 dwellings, the site is in use by the Ministry of Defence for a range of uses including a Territorial Army (TA) Centre and there has been no recent evidence indicating likely redevelopment.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely result in the loss of the specialist uses which would need justification or reprovion. Due to the site's existing use and with no indication from the freeholder that the site is

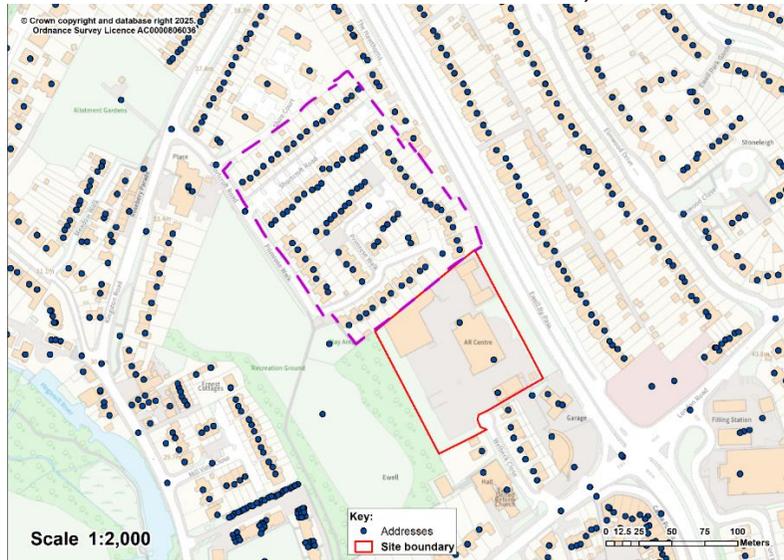
available, the site is not considered available, nor is there a reasonable prospect that the site will become available. Given the information above, the site is not currently considered to be developable for residential use in the plan period

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



26
dph

27
units
(gross)

27
units
(net)

If step change:

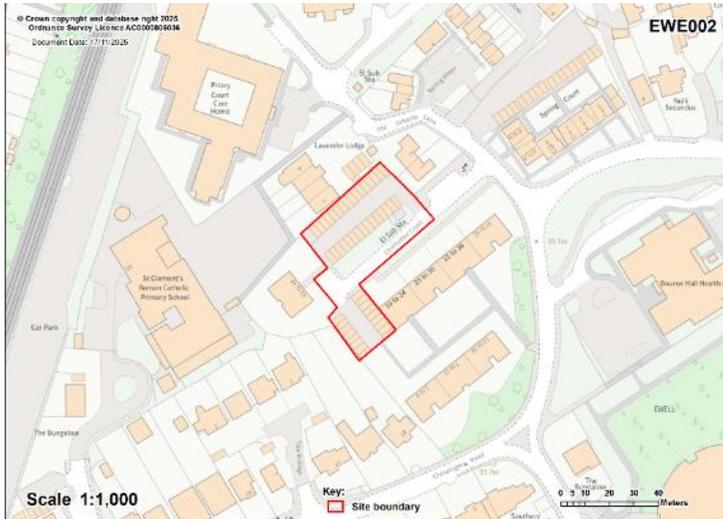
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

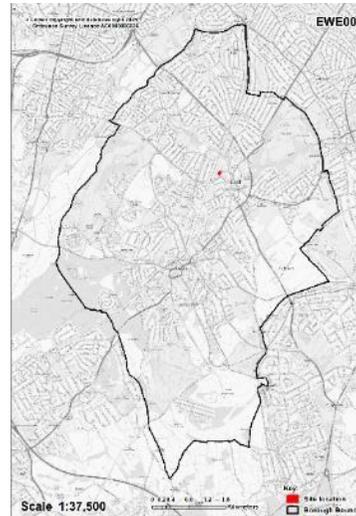
Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	41 units (gross)	61 units (gross)	82 units (gross)	122 units (gross)
	41 units (net)	61 units (net)	82 units (net)	122 units (net)

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ewell Village

Site area: 0.20 ha

Source of site: Desktop review

Site description: The site comprises of a garage block for the Chichester Court housing. It is located in the Ewell Village Conservation Area. The surrounding area is made up of residential housing with a primary school and a private sports club in the wider vicinity.

Existing land use: Garages serving residential (in use, as of November/December 2025)

Type of Landowner: Private (1 FH, ~48 LHs)

Policy designations / constraints: Urban area, Within the Ewell Village Conservation Area & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of car parking/garages may need justification or reprovision. The impact of and/or on the electricity substation (within the site) would need consideration.

Availability: No response has been received to the Council's letter sent in November 2025. The garages are all owned by a single entity, the management company for Chichester Court. They appear to be in use by the local residents (as of December 2025) and each of the 48 garages appear to have its own lease. There is also a separate lease on the electricity substation. There has been no other indication that the garages are available for development.

Achievability: The site is considered to be viable.

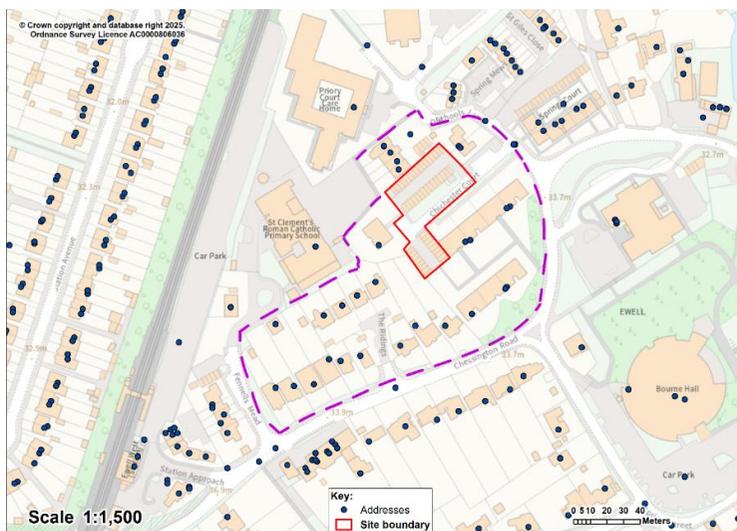
Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of parking/garages. Due to the site's existing use, with no indication from the freeholder that the site is available and multiple leaseholds on the site, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



40
dph

8
units
(gross)

8
units
(net)

If step change:

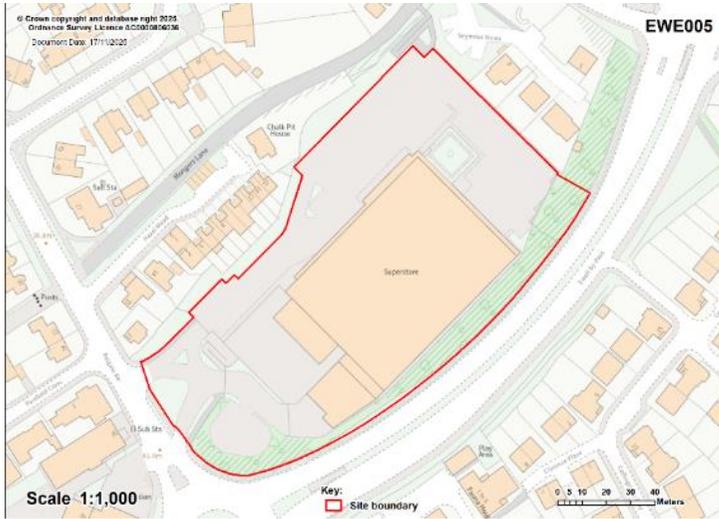
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

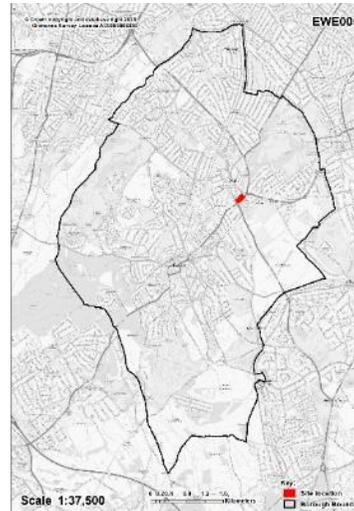
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	8 units (gross)	12 units (gross)	16 units (gross)	24 units (gross)
	8 units (net)	12 units (net)	16 units (net)	24 units (net)

Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ewell Village

Site area: 1.60 ha

Source of site: SHLAA 2017

Site description: The site comprises of a retail superstore. It is adjacent to the Ewell village, (Seymour Mews) Conservation Area and the A24 Ewell-by-Pass and roundabout. The site is located opposite to a petrol station and commercial buildings. The site is also adjacent to residential housing.

Existing land use: Previously a retail superstore (vacant, as of November/December 2025)

Type of Landowner: Private (1 FH, 1 LH)

Policy designations / constraints: Urban area, adjacent to Ewell Village Conservation Area, TPOs (north-east of site) & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of retail would need justification or re-provision.

Availability: A response to the Council's letter sent in November 2025 from the landowner has been received. The site was recently in retail use though vacated around March 2025. The current lease on the site is set to end in December 2030 (according to HM Land Registry). The freehold for the site has recently been purchased by another retail company who have confirmed that they intend to develop the site for retail use with a planning application due shortly. The landowner has stated that they do not intend to develop the site for residential use. It is considered that the site would be unlikely to be available for residential development in the plan period.

Achievability: The site is considered to be viable.

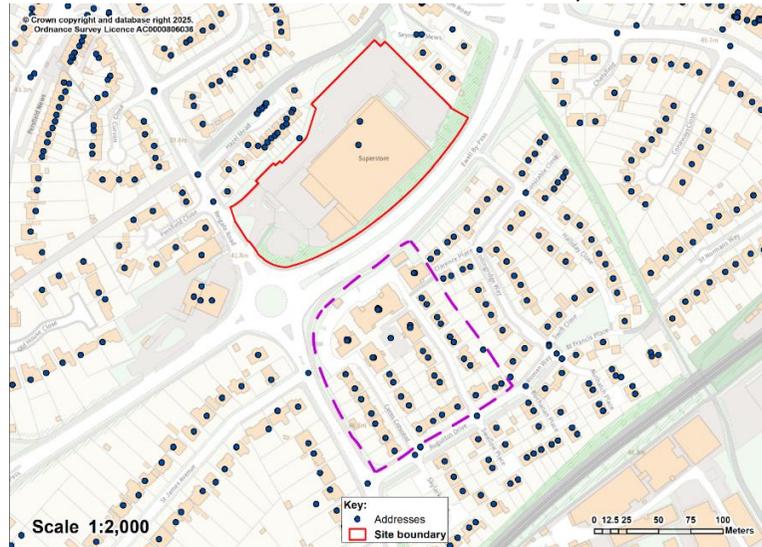
Conclusion on developability: The site is considered suitable for residential development, acknowledging that development would be likely to result in the loss of the existing retail use, which would require justification and/or re-provision. The freehold of the site was recently acquired by a retail operator, who has confirmed their intention to redevelop the site for continued retail use, with a planning application expected to be submitted shortly. The landowner has also stated that they do not intend to develop the site for residential use. Given the information set out above, and in particular the stated intentions of the landowner, the site is not considered to be developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



58
dph

93
units
(gross)

93
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

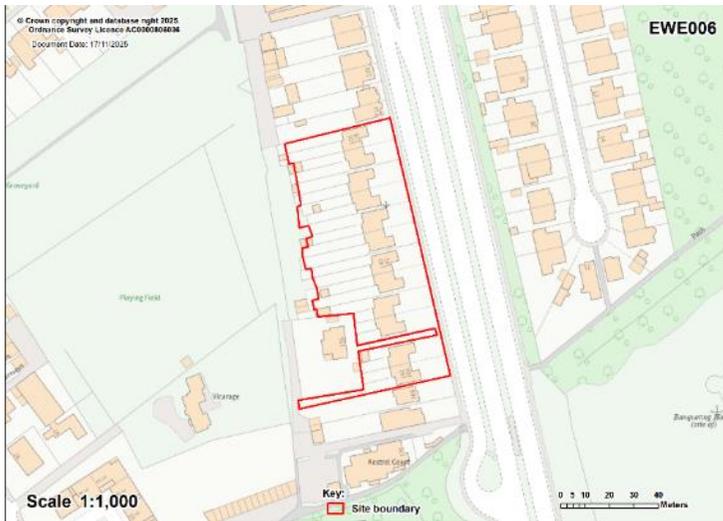
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	64 units (gross)	96 units (gross)	128 units (gross)	192 units (gross)
	64 units (net)	96 units (net)	128 units (net)	192 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is in line with the relatively recent built estate south of the site, which was used to calculate the prevailing density.

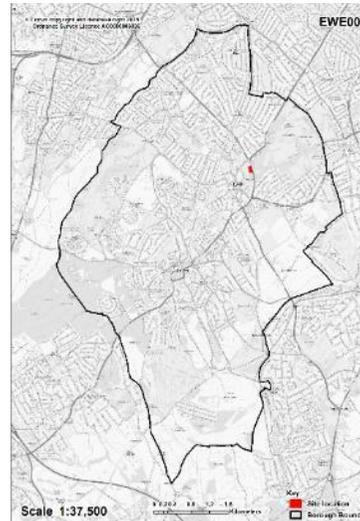
Site address: 104-130 Ewell By-Pass (Land south Castle Parade)

Site reference: EWE006

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ewell Village

Site area: 0.45 ha

Source of site: Desktop review

Site description: The site comprises of a row of residential buildings set back from the Ewell by pass. The surrounding area consists of residential buildings with a small parade of commercial buildings and shops and a school in the wider vicinity.

Existing land use: Residential housing (in use, as of November/December 2025)

Type of Landowner: Private (1 FH, 22 LHs)

Policy designations / constraints: Urban area, adjacent to Ewell village Conservation Area, Groundwater source protection zone & on Principal Movement Corridor.

Site assessment:

Suitability: The site is suitable for residential redevelopment.

Availability: No response has been received to the Council's letter sent in November 2025. While all the houses are in single freehold ownership, the site comprises of split maisonettes across the site with about 22 long leaseholders. There has been no planning history on the site and we have not received any indication from the freeholder that the site is available for residential redevelopment.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of existing housing for residents. Due to the site's existing residential use, with no indication from the freeholder that the

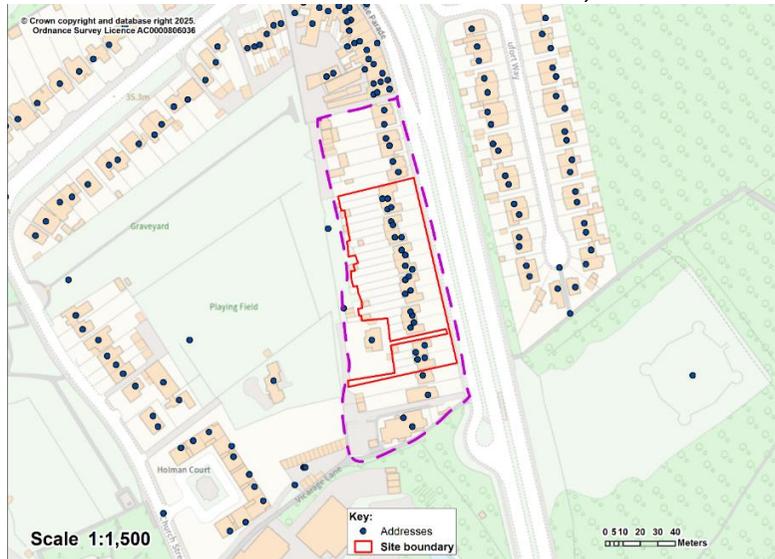
site is available and with multiple leaseholds on the site likely to increase complicating the site becoming available, the site is not considered to have a reasonable prospect that it will be available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



40
dph

18
units
(gross)

-2
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	18 units (gross)	27 units (gross)	36 units (gross)	54 units (gross)
	-2 units (net)	7 units (net)	16 units (net)	34 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

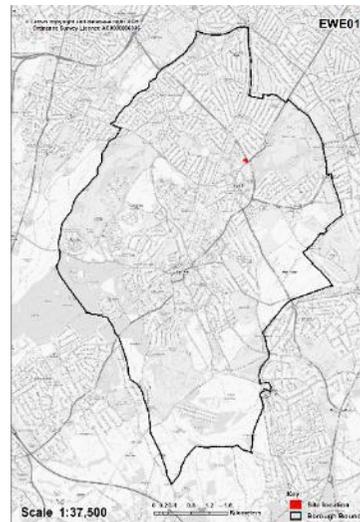
Site address: Corner of Ewell By-Pass & London Road

Site reference: EWE011

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ewell Village

Site area: 0.31 ha

Source of site: Desktop review

Site description: The site comprises a listed building car sales and servicing garage and petrol filling station on the corner of Ewell-by-Pass and London Road. The site is surrounded by a mixture of a small parade of commercial buildings and shops, residential and community uses. Ewell Village conservation area is in the near vicinity. London Road recreation ground is also in the wider vicinity.

Existing land use: Commercial car sales and servicing garage and petrol station (in use, as of November/December 2025)

Type of Landowner: Private (2 FHs, 2 LHs)

Policy designations / constraints: Urban area, Groundwater source protection zone & on Principal Movement Corridor. Ewell Honda Grade II Listed Building.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of commercial may need justification or re-provision. Impact on the Grade II Listed Building (Ewell Honda) would need careful consideration.

Availability: Confirmation has been received that the owner of the petrol station has the intention to keep site operating as a petrol filling station. While, no response was received from the owner of the car sales garage. The site is operating as a petrol filling station and car garage and each freehold appears to have a leasehold associated. There is no planning history on the site. It is therefore considered unlikely that the site will be available for residential development during the plan period.

Achievability: The site is considered to be viable.

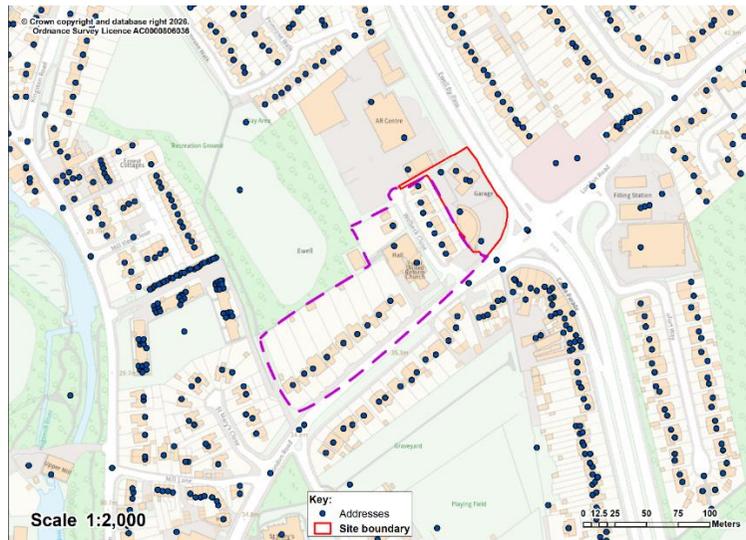
Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely result in the loss of the commercial uses including petrol filling station which would need justification or re-provision. Careful design would also be required to account for the grade II listed building on the site. The site has two freeholders with one confirming they intend to keep the site operating as a filling station. No response was received from the other freeholder. As such, the site is not considered available, nor is there a reasonable prospect that it will become available. Given the information above, the site is not currently considered to be developable for residential use in the plan period

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



19
dph

6
units
(gross)

6
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

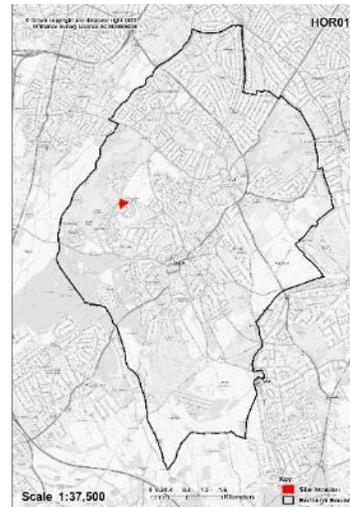
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	12 units (gross)	19 units (gross)	25 units (gross)	37 units (gross)
	12 units (net)	19 units (net)	25 units (net)	37 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This would also be a step change compared to the prevailing density.

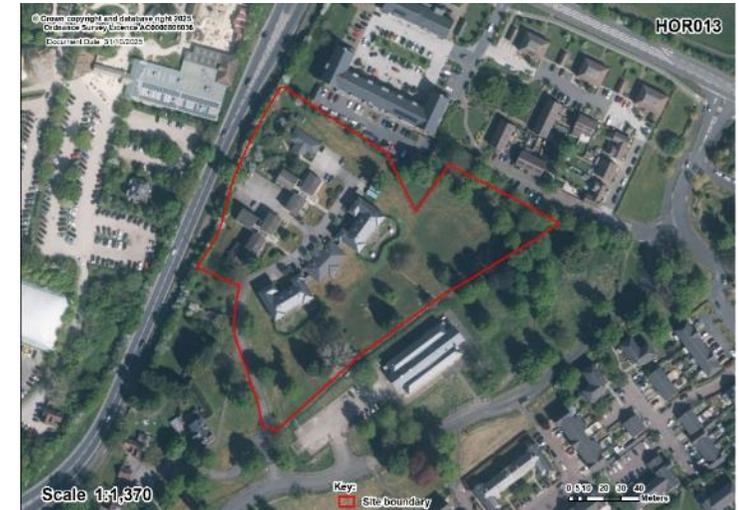
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Horton

Site area: 1.82 ha

Source of site: Call for Sites 2017

Site description: The site is in the greenbelt and comprises of a cluster of healthcare buildings in a landscaped setting. The surrounding area comprises of community, leisure gym, a small local shopping retail centre, animal farm and residential buildings.

Existing land use: Health services (rehabilitation) (in use, as of November/December 2025)

Type of Landowner: Public (2 FHs, single owner)

Policy designations / constraints: Green Belt, Conservation Area, Article 4 area & on Principal Movement Corridor.

Site assessment:

Suitability: The site is located in the Green Belt but is PDL and is considered suitable for residential redevelopment, however, loss of health service would need justification or reprovion.

Availability: No response has been received from the landowner to the Council’s letter sent in November 2025. Site is in use as an NHS Rehabilitation Services. Following recent extensions (planning application from 2006) to the units, the site does not appear to be available for redevelopment. There has been no indication from the landowner/NHS that the site is available for redevelopment. There has been no planning applications suggesting the site is a available for residential development.

Achievability: The site is considered to be viable.

Conclusion on developability: The site lies within the Green Belt and is currently in active health use. While the site is previously developed land and is considered suitable in principle for residential redevelopment, this would be subject to justification for the loss of the existing health service or its reprovion elsewhere. There is no indication that the site is available, as it remains in use by NHS Rehabilitation Services, has benefited from relatively recent

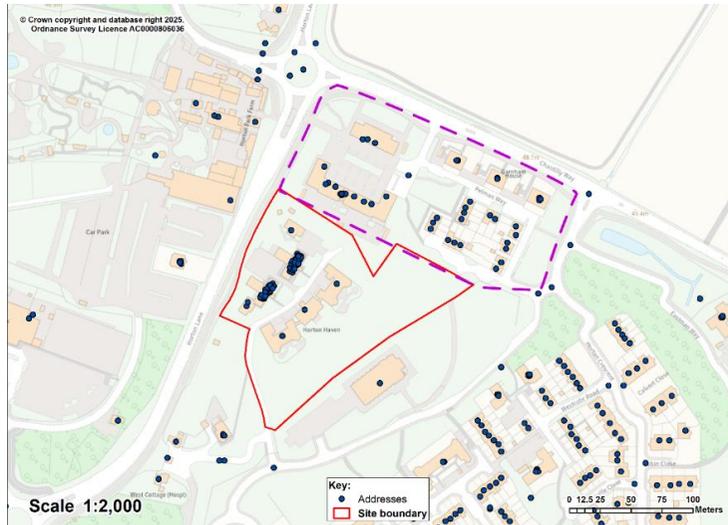
extensions, and the landowner has not confirmed any intention to release the site for redevelopment. In the absence of evidence of availability within the local plan period, the site is not considered developable.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



27
dph

49
units
(gross)

49
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

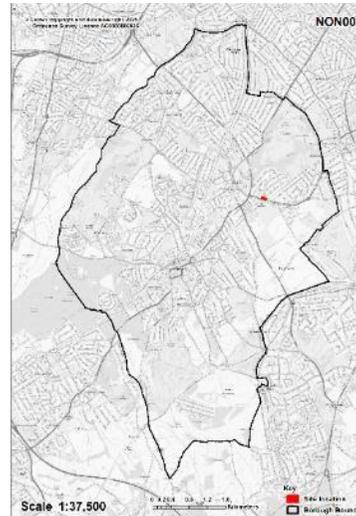
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	73 units (gross)	109 units (gross)	146 units (gross)	218 units (gross)
	73 units (net)	109 units (net)	146 units (net)	218 units (net)

Reason for chosen density: The site is located in the Green Belt where 40dph is appropriate increase in density compared to prevailing.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Nonsuch

Site area: 0.47 ha

Source of site: SHLAA 2017

Site description: The site comprises a public house/restaurant with an associated car park. The surrounding area comprises of residential buildings. NESCOL college is in the wider vicinity.

Existing land use: Public house/restaurant (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area, Locally Listed Public House, 2x group TPOs on edge of site & on Principal Movement Corridor

Site assessment:

Suitability: The site is potentially suitable for residential redevelopment, although impact and/or loss of the Locally Listed public house would need justification.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. Taking into account the site's existing use as a public house / restaurant, it is considered unlikely that the site will become available for residential development while it continues to operate in its current use. There is no planning history on the site and there has not been any indication from the landowner that the site is available for development.

Achievability: The site is considered to be viable.

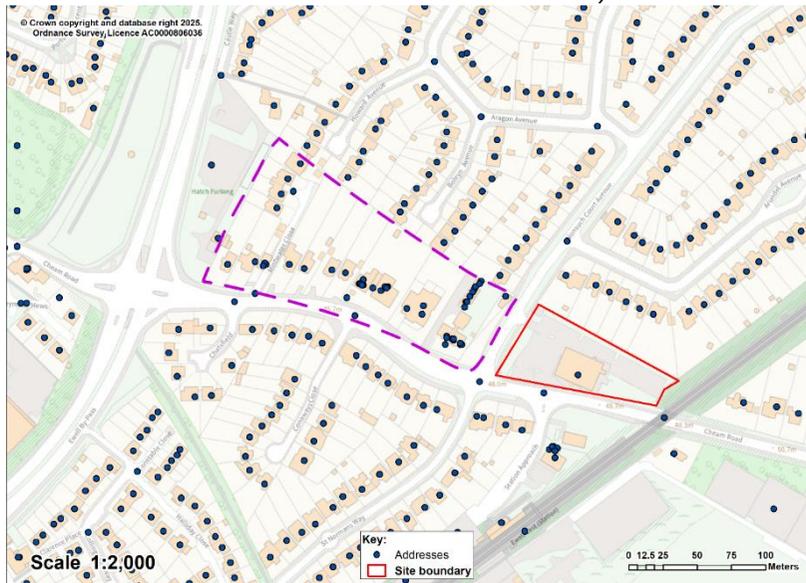
Conclusion on developability: The site is suitable for residential development in principle, noting that redevelopment would likely result in the loss of, or impacts on, the locally listed building, which would require justification. The site is currently in active economic use and there is no indication from the freeholder that it is available or likely to become available for redevelopment within the local plan period. While the site is considered to be viable for residential development, the absence of site availability means it is not currently considered to be developable for residential use within the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



36
dph

17
units
(gross)

17
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	19 units (gross)	28 units (gross)	38 units (gross)	56 units (gross)
	19 units (net)	28 units (net)	38 units (net)	56 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

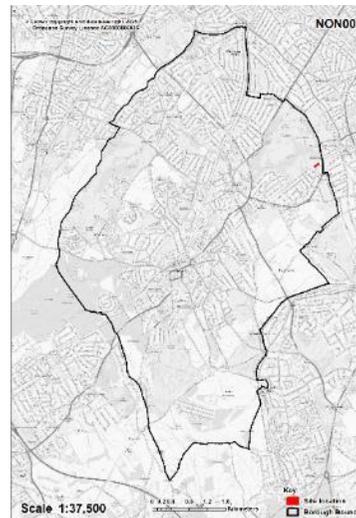
Site address: Holmwood Close, Ewell

Site reference: NON006

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Nonsuch

Site area: 0.20 ha

Source of site: Desktop review

Site description: The site comprises garages for housing on Holmwood Close including TPO trees on part of the site. The site is adjacent to a railway line. The site is located within close proximity to Nonsuch High School for Girls and Nonsuch Park.

Existing land use: Garages serving residential (in use, as of November/December 2025)

Type of Landowner: Private (15 FHs)

Policy designations / constraints: Urban area, large group TPO & Groundwater source protection zone.

Site assessment:

Suitability: The site is suitable for residential redevelopment although there is a large group TPO covering a significant portion of the site, only leaving the garages suitable for redevelopment. This limits the developable area.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The area owned by a single landowner is covered by a group TPO, while the garages are in multiple ownerships (15 freeholds across the whole site) reducing the likelihood of the site coming forward for redevelopment. The use of the garages appear to be linked to residential units across Holmwood Close and are in good condition. There is no other evidence to suggest that the garages and/or wider site are available for development.

Achievability: The site is considered to be viable.

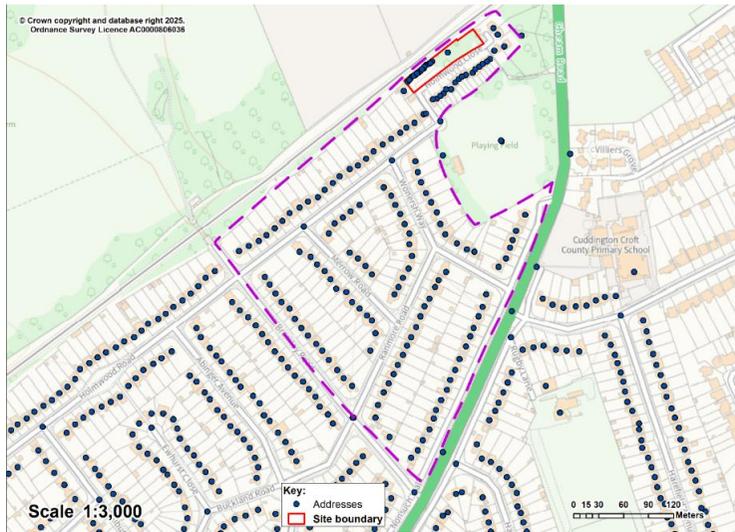
Conclusion on developability: The site is suitable for residential development in principle, noting that redevelopment would require careful consideration and mitigation of impacts arising from the loss of existing parking/garages and the presence of protected trees (TPO'd). However, the site remains in use and is subject to multiple freehold ownerships, which adds complexity and reduces the likelihood of the site becoming available for redevelopment. In light of these factors, the site is not considered to have a reasonable prospect of becoming available and therefore is not currently considered to be developable for residential use within the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



14
dph

3
units
(gross)

3
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	8 units (gross)	12 units (gross)	16 units (gross)	24 units (gross)
	8 units (net)	12 units (net)	16 units (net)	24 units (net)

Reason for chosen density: The site is in an urban area with a low prevailing density and a 40dph minimum density for this site would constitute a step change.

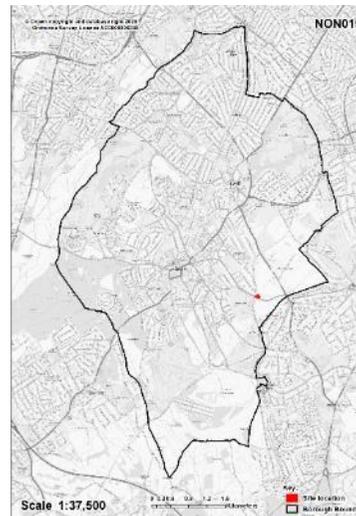
Site address: 105-107 College Road and adjoining land

Site reference: NON019

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Nonsuch

Site area: 0.40 ha

Source of site: Call for Sites 2017

Site description: The site comprises 2 residential dwellings in the Green Belt. The site is adjacent to a dilapidated dwellinghouse/building and plot in poor condition. A Chalk Pit, other residential buildings and a private school are within very close proximity to the site. There is a bus service nearby (166) which runs approximately once an hour between West Croydon and Epsom. The properties adjoining the site to the (north west) of the site are not in the Green Belt.

Existing land use: Residential (all in use, as of November/December 2025)

Type of Landowner: Private (2 FHs)

Policy designations / constraints: Green Belt, Groundwater source protection zone & on Principal Movement Corridor.

Site assessment:

Suitability: The site contains two detached dwellings and is previously developed land that is potentially suitable for residential redevelopment in principle. Any redevelopment would be subject to compliance with national and local Green Belt policy, including consideration of impacts on the openness of the Green Belt. The site lies just outside the defined urban area, with the urban area abutting the north-west side of the site.

Availability: Responses received from both landowners to the Council's letter sent in November 2025. The site is occupied by 2 residential dwellings with owners who have confirmed that their plots are available for residential redevelopment.

Achievability: The site is considered to be viable.

Conclusion on developability: The site comprises two residential dwellings located within the Green Belt. Given the site's Green Belt designation and the fact that it is not proposed to be removed from the Green Belt, development at the prevailing density (as set out on the following page) would be unlikely to

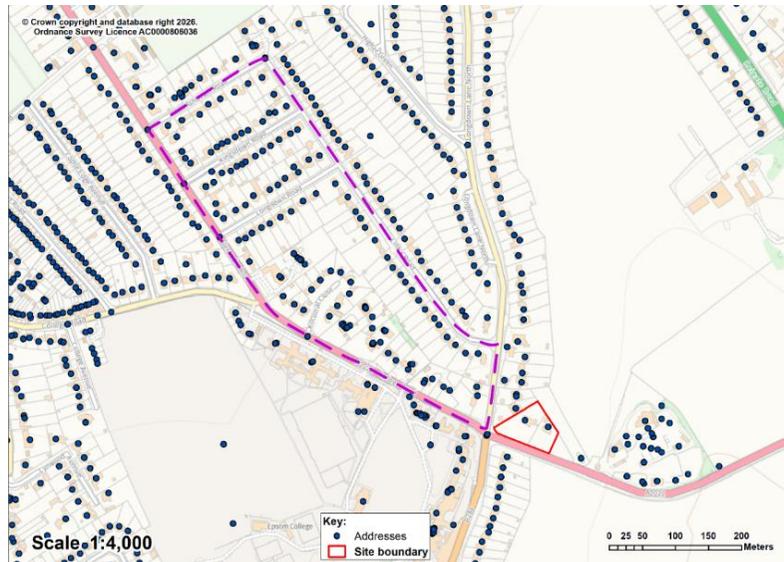
deliver five or more dwellings, with the site estimated to accommodate a net capacity of approximately three units. As such, the site does not meet the threshold for allocation in the local plan and is therefore not considered to be developable for allocation purposes.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



12
dph

5
units
(gross)

3
units
(net)

If step change:

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
<u>Criteria for chosen density:</u>				
• 80dph is applied to all sites within Epsom Town Centre;	16 units (gross)	24 units (gross)	32 units (gross)	48 units (gross)
• 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference PV05) or within 10min walk of a train station;	14 units (net)	22 units (net)	30 units (net)	46 units (net)
• 40dph is applied to all other sites.				

Reason for chosen density: While the site is located on a principal movement corridor, the site is located just outside the urban area and is in the Green Belt, therefore a capacity in line with the prevailing density is appropriate (12dph), resulting in a capacity of 5 units (gross) and 3 units (net).

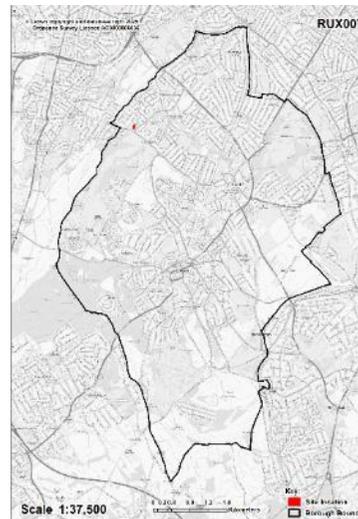
Site address: Behind Texaco Petrol Station, Ruxley Lane

Site reference: RUX007

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ruxley

Site area: 0.19 ha

Source of site: Desktop review

Site description: The site comprises a car servicing garage to the rear of a petrol station and small convenience shop situated on the corner of Ruxley Lane and Chessington Road. The site shares an access with the petrol station. The surrounding area comprises a mix of residential buildings and small commercial shops. Horton Golf Park is in the wider vicinity. Chessington North train station is the closest station.

Existing land use: Car servicing garage (in use, as of November/December 2025)

Type of Landowner: Private (1 FH only)

Policy designations / constraints: Urban area, single TPO in north-east corner

Site assessment:

Suitability: The site is suitable for residential redevelopment, however loss of commercial would need justification or re-provision.

Availability: A response was received from the landowner to the Council's letter sent in November 2025. The site owner has confirmed that they have no intention of developing the site for residential use. The site is operating as a car servicing business and is in active use.

Achievability: The site is considered to be viable.

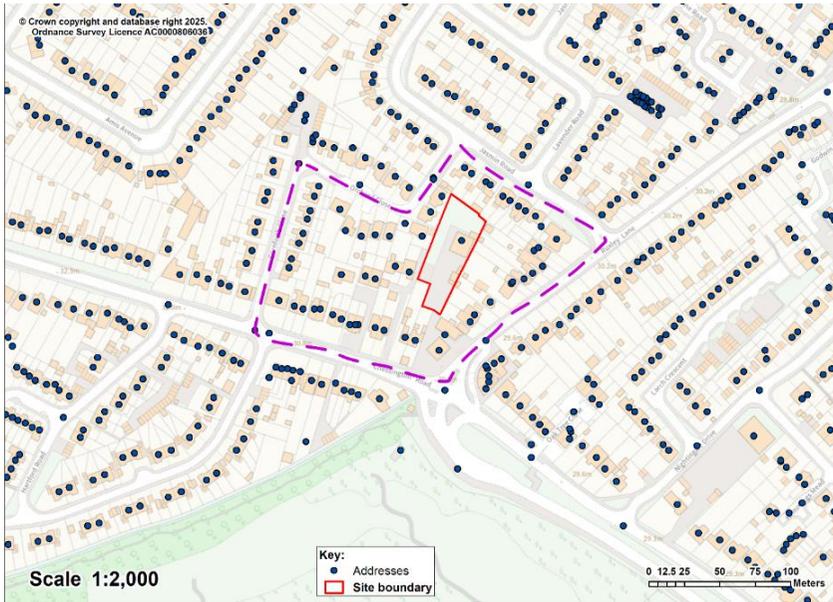
Conclusion on developability: The site is suitable for residential development in principle, acknowledging that redevelopment would likely result in the loss of the existing car servicing business, which would require justification or re-provision. However, due to the site's active economic use and the clear indication from the freeholder that the site is not available for residential redevelopment, there is not considered to be a reasonable prospect that the site will become available within the plan period. On this basis, the site is not currently considered to be developable for residential use during the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



29
dph

5
units
(gross)

5
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

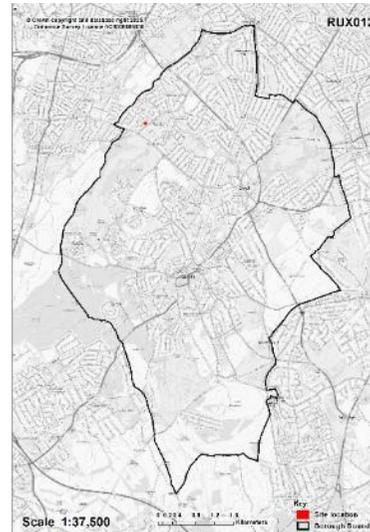
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	8 units (gross)	11 units (gross)	15 units (gross)	23 units (gross)
	8 units (net)	11 units (net)	15 units (net)	23 units (net)

Reason for chosen density: The site is in the urban area near but not on a key movement corridor. A minimum of 40dph would be an increase compared the prevailing density and is considered appropriate for this location.

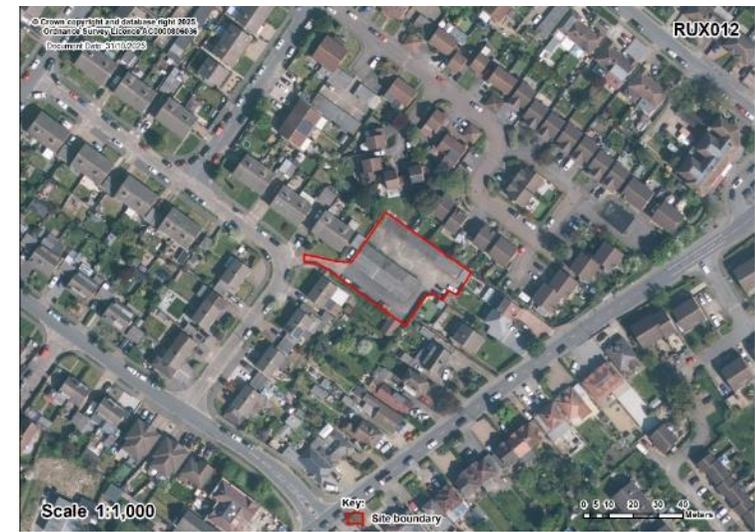
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ruxley

Site area: 0.13 ha

Source of site: Desktop review

Site description: The site comprises garages located off Lavender Road serving the housing in the area. There is a nearby bus stop operating the 418 (Kingston to Epsom) and 868 (Worcester Park to Epsom) services.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (3 FHs, ~34 LHs)

Policy designations / constraints: Urban area

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of garages and car parking would need justification or re-provision.

Availability: A response has been received from the landowner following the Council's letter sent in November 2025. The landowner has confirmed that the garages are subject to long leases and that there are no current plans to redevelop the site for residential use.

Achievability: The site is considered to be viable.

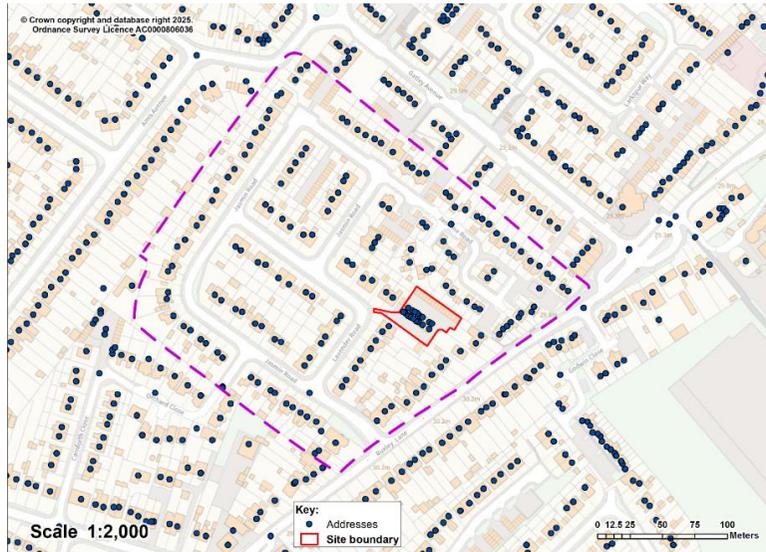
Conclusion on developability: The site is suitable for residential development in principle, acknowledging that redevelopment would require consideration and mitigation of impacts arising from the loss of existing garages and parking provision. However, the freeholder has confirmed that the site is not intended for residential redevelopment, as the garages are subject to long leases. As such, there is not considered to be a reasonable prospect that the site will become available within the local plan period. Given the above, the site is not currently considered to be developable for residential use during the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



31
dph

4
units
(gross)

4
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	5 units (gross)	8 units (gross)	10 units (gross)	16 units (gross)
	5 units (net)	8 units (net)	10 units (net)	16 units (net)

Reason for chosen density: The site is located in an urban area where a minimum of 40dph is an appropriate increase in density compared to the prevailing.

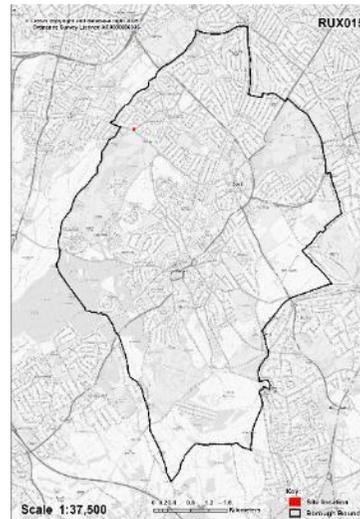
Site address: Petrol Station at corner of Chessington & Ruxley Lane

Site reference: RUX015

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ruxley

Site area: 0.10 ha

Source of site: Desktop review

Site description: The site comprises a petrol station and small convenience shop on the corner of Chessington Road and Ruxley Lane. The surrounding area comprises a mix of residential buildings and small commercial shops. Horton Golf Park is in the wider vicinity. Chessington North station is the closest train station.

Existing land use: Petrol station and retail convenience store (in use, as of Nov/Dec 2025)

Type of Landowner: Private (2 FHs, one landowner)

Policy designations / constraints: Urban area, adjacent to Local Centre, along Principal Movement Corridor & potentially contaminated land.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of commercial / retail use may need justification or re-provision.

Availability: No response has been received from the landowner following the Council's letter sent in November 2025. The petrol filling station and convenience store remain in active use, and there is no planning history indicating proposals for residential development on the site.

Achievability: The site is considered to be viable, although the potential for contamination associated with the existing use would require further investigation and potential mitigation.

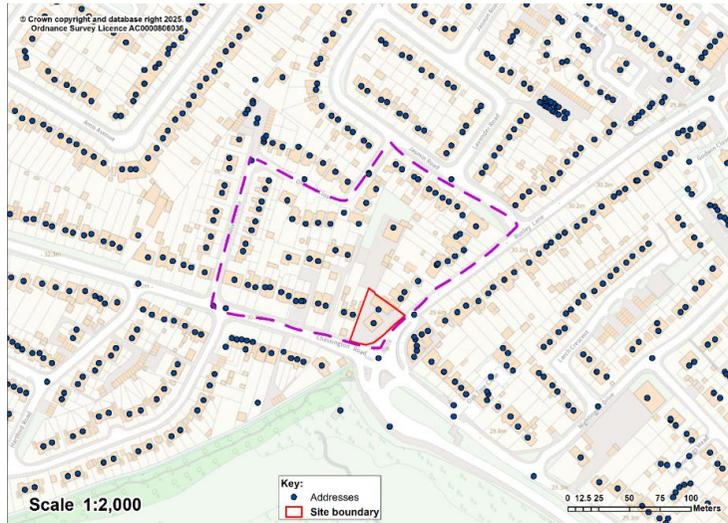
Conclusion on developability: The site is suitable for residential development in principle, acknowledging that redevelopment would likely result in the loss of the petrol filling station and retail convenience store, which would require justification or re-provision. However, due to the site's ongoing economic use and the absence of any indication from the freeholder that the site is available, the site is not considered available, nor is there a reasonable prospect that it will become available within the plan period. On this basis, the site is not considered to be developable for residential use during the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



28
dph

3
units
(gross)

3
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

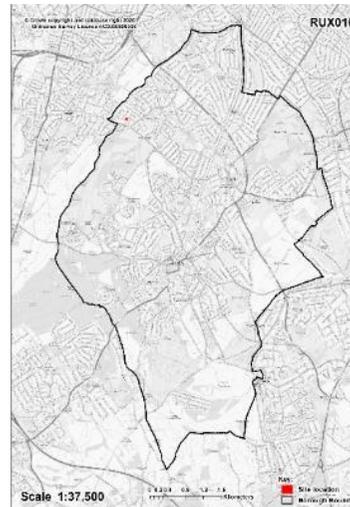
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	4 units (gross)	6 units (gross)	8 units (gross)	12 units (gross)
	4 units (net)	6 units (net)	8 units (net)	12 units (net)

Reason for chosen density: The site is located on a key movement corridor, 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

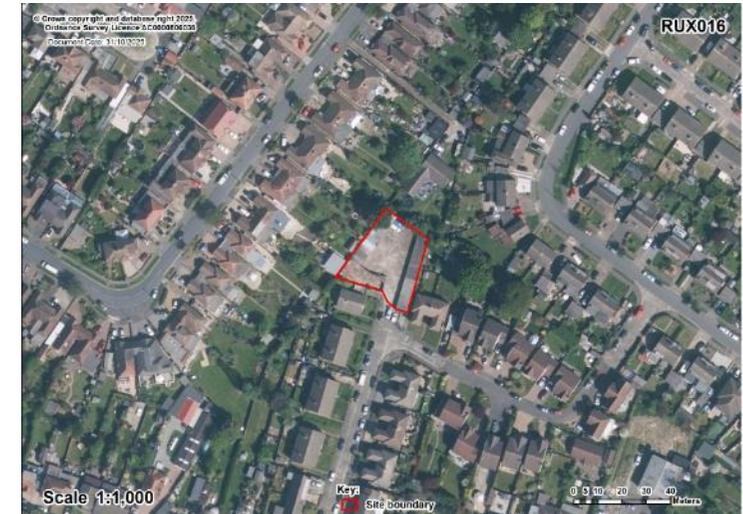
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Ruxley

Site area: 0.08 ha

Source of site: Desktop review

Site description: The site comprises garages located off Carnforth Close. The site is surrounded by residential dwellings. The closest train station is Chessington North. The closest bus stop is on Chessington Road (services operating: 418, 467, 868).

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (12 FHs)

Policy designations / constraints: Urban area

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of car parking/garages may need justification or re-provision.

Availability: The site has multiple landowners (10+ freehold title deeds). The site appears to be in use and there has been no indication of availability for residential development. There is no planning history for residential redevelopment.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development in principle, acknowledging that redevelopment would require consideration and mitigation of impacts arising from the loss of existing parking and garages. However, the site's use and fragmented ownership, comprising multiple freehold titles, significantly increase the complexity of land assembly and reduce the likelihood of the site becoming available for redevelopment. As such, there is not considered to be a reasonable prospect that the site will become available within the plan period. On this basis, the site is not currently considered to be developable for residential use during the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



23
dph

2
units
(gross)

2
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

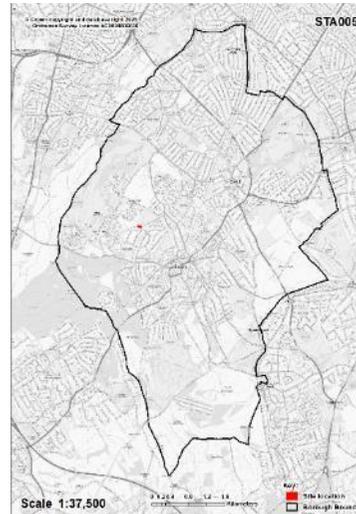
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	3 units (gross)	5 units (gross)	6 units (gross)	10 units (gross)
	3 units (net)	5 units (net)	6 units (net)	10 units (net)

Reason for chosen density: The site is in an urban area with a low prevailing density and a 40dph minimum density for this site would constitute and uplift in density, although this would result in a capacity of less than 5 dwellings.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.18 ha

Source of site: Desktop review

Site description: The site is located behind residential housing at Christchurch Place. The site comprises garages serving the Chirtchurch Place housing . The residential housing at Christchurch Place has a generous set back from the road by green landscaped areas as is characteristic of a number of other residential housing blocks in the near vicinity. Longrove Park is located to the rear of the site. There are TPOs that cover a minimal portion of the site to the north. The closest train station is Epsom station.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (2 FHs, ~26 LHs)

Policy designations / constraints: Urban area, group TPO on northern edge.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of car parking/garages may need justification or re-provision. Access and impact on neighbouring amenity would need consideration.

Availability: A response from the freeholder has been received in January 2026 stating that a scheme for residential housing would not be acceptable in this location given the impact on light and outlook for existing residents. It was also noted that any proposal would require the agreement of the residents of the 12 flats served by the site. In addition, a response was received from a flat resident confirming their intention to invest in the restoration of their garage. The garage block serves the existing residential development and is subject to multiple leasehold interests across 26 garages. There is no planning history indicating proposals for residential development on the site.

Achievability: The site is considered to be viable.

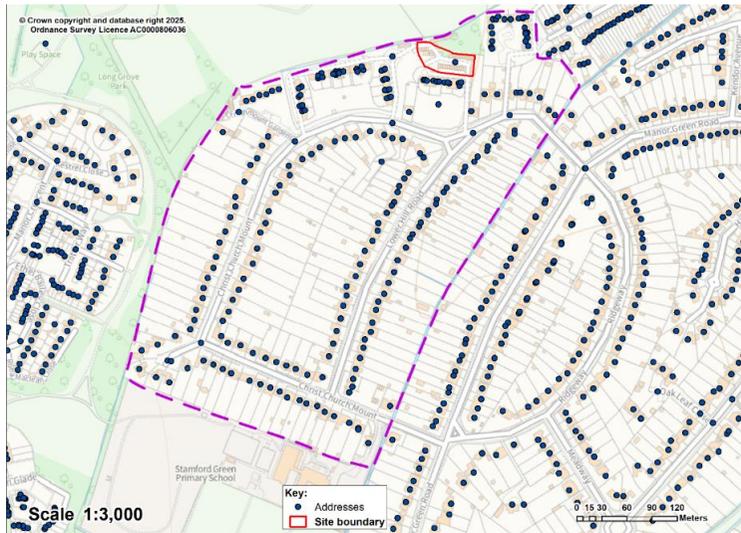
Conclusion on developability: The site is suitable for residential development in principle, noting that redevelopment would require consideration and mitigation of impacts arising from the loss of existing parking and garages. However, due to the site's current use and the clear indication from the freeholder (and a leaseholder) that the site is not available for residential redevelopment, it is not considered to have a reasonable prospect of becoming available. As a result, the site is not currently considered to be developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



14
dph

3
units
(gross)

3
units
(net)

If step change:

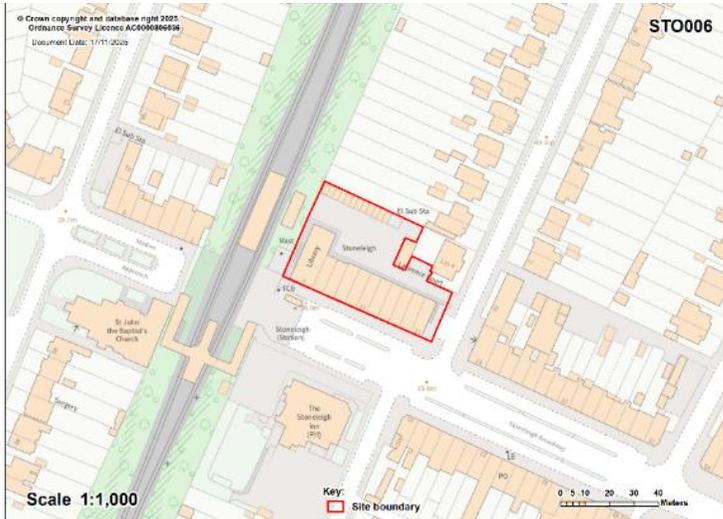
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

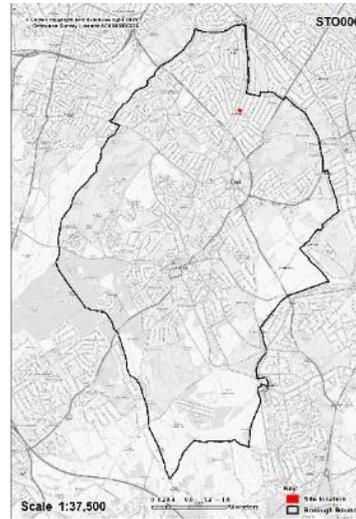
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	7 units (gross)	11 units (gross)	14 units (gross)	22 units (gross)
	7 units (net)	11 units (net)	14 units (net)	22 units (net)

Reason for chosen density: The site is in an urban area with a low prevailing density and a 40dph minimum density for this site would constitute a not insignificant uplift in density.

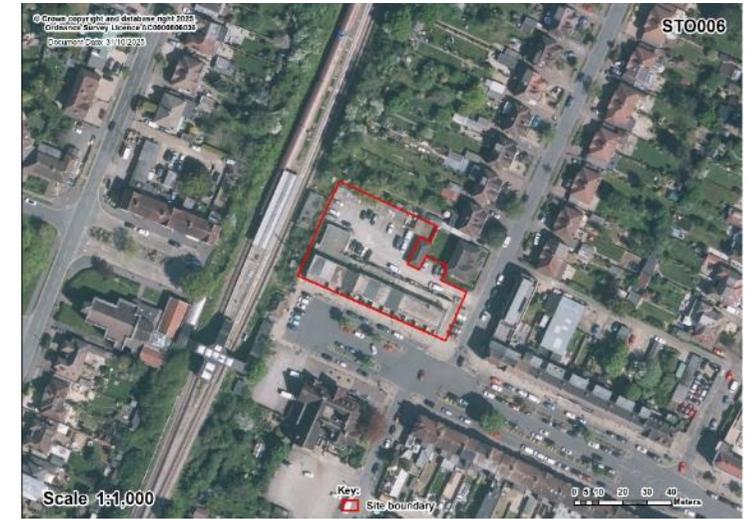
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Stoneleigh

Site area: 0.23 ha

Source of site: Desktop review

Site description: The site comprises a row of commercial ground floor units with residential uses above within the Stoneleigh Broadway local shopping area. The surrounding area is made up a mixture of residential commercial and community uses. The site is adjacent to a railway line and opposite to the listed 'Station Pub'. Stoneleigh railway station is directly adjacent to the site which operates services between London Waterloo and Guildford or Dorking via Epsom. The E16 bus service operates from Stoneleigh Broadway.

Existing land use: Commercial, community use and residential dwellings (in use, as of Nov/Dec 2025) **Type of Landowner:** Private (13 FHs, ~13 LHs)

Policy designations / constraints: Urban area, groundwater source protection zone & Local Centre, opposite Grade II listed 'The Station (formerley Stoneleigh Hotel)'.

Site assessment:

Suitability: The site is suitable for residential led mixed use redevelopment. Impact on existing ground floor retail/commercial and community use, however, would need consideration and/or re-provision.

Availability: The site is subject to multiple ownerships, comprising more than ten freehold titles and a number of leasehold interests, which complicates its availability for redevelopment. There is no planning history relating to redevelopment of the site, and the Council has not received any indication from any of the landowners that the site is available or likely to become available for redevelopment.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely result in the loss or impact on retail, community and residential uses which would need justification or re-provision. Due to the site's existing combination of uses, with

multiple freeholds and leaseholds on the site which increases the complexity of the site becoming available, the site is not considered to have a reasonable prospect that it will be available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



38
dph

9
units
(gross)

-1
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

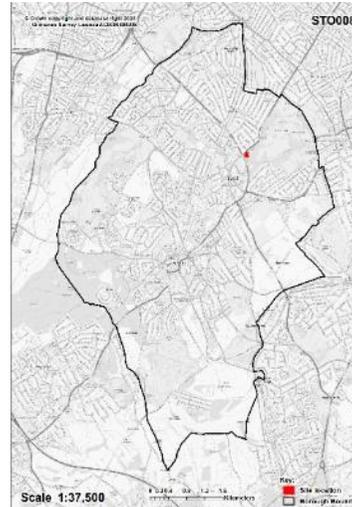
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	9 units (gross)	14 units (gross)	18 units (gross)	28 units (gross)
	-1 units (net)	4 units (net)	8 units (net)	18 units (net)

Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. This is an uplift from the prevailing density but would result in a net increase in the no. of units of only 4.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Stoneleigh

Site area: 0.56 ha

Source of site: Desktop review

Site description: The site comprises of a self storage unit within the southern part of the site and a petrol station and small convenience shop to the north. The site is set back from the busy crossroads between London Road and the Ewell by pass by Beaufort Way. This road serves the commercial self storage unit. The site is located adjacent to residential housing and Nonsuch Park is located to the rear of the site. There are a mixture of commercial, community and residential uses in the wider vicinity.

Existing land use: Commercial (in use, as of November/December 2025)

Type of Landowner: Private (2 FHs, 1 LH)

Policy designations / constraints: Urban area, adjacent to Conservation Area, groundwater source protection zone & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of commercial & employment may need justification or reprovision.

Availability: A response to the Council's letter sent in November 2025 has been received for part of the site, confirming that the petrol filling station element of the site is not available for residential development. With regard to the southern part of the site, taking into account its existing business use and the absence of any indication from the owner regarding future intentions, it is considered unlikely that this part of the site will become available for residential development. There is no planning history relating to residential redevelopment of the site, nor has there been any indication from the freeholders in the past that the site is available for residential development.

Achievability: The site is considered to be viable.

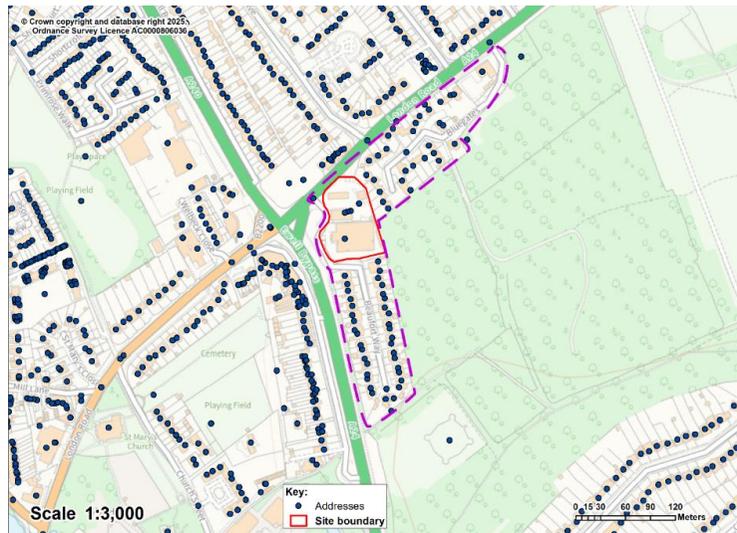
Conclusion on developability: The site is suitable for residential development in principle, acknowledging that redevelopment would likely result in the loss of the existing petrol filling station and self-storage unit, which would require justification or re-provision. A response received in relation to part of the site (the petrol station element) has confirmed that this part is not available for residential development, and no response has been received from the other freeholder. In the absence of evidence of site availability, the site is not considered to have a reasonable prospect of becoming available. Taking all of the above into account, the site is not considered to have a reasonable prospect of being developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



26
dph

14
units
(gross)

14
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	22 units (gross)	34 units (gross)	45 units (gross)	67 units (gross)
	22 units (net)	34 units (net)	45 units (net)	67 units (net)

Reason for chosen density: The site is located on a key movement corridor, 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

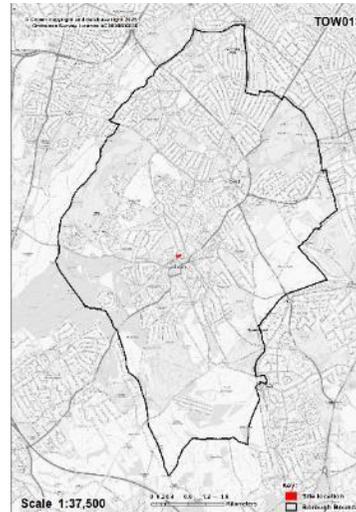
Site address: 32 Waterloo Road and BRM Coachworks

Site reference: TOW013

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.23 ha

Source of site: SHLAA 2017

Site description: The triangular site comprises a parking area and a number of single storey buildings and a two storey building adjacent to a railway line just outside the Epsom town centre boundary. The surrounding area consists of a mix of residential and commercial uses with the Town Centre High Street and bus services nearby. The site is in very close proximity to Epsom train station.

Existing land use: Light industrial (in use, as of Nov/Dec 2025)

Type of Landowner: Private/public (No details on Land Registry)

Policy designations / constraints: Urban area, groundwater source protection zone

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of employment would need consideration or re-provision.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The site is operating as car servicing/associated business and is currently in active use. There is no indication for an intended change of use to residential, no planning history and no correspondence from landowner(s). There is insufficient evidence to suggest that the site will become available over the Plan period.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely result in the loss of the light industrial uses which would need justification or re-provision. Despite attempts, it was not possible to identify the freeholder's details. As such, without indication from the freeholder and due to the site's existing economic use, the site is not considered have a reasonable prospect of being made available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



40
dph

9
units
(gross)

9
units
(net)

If step change:

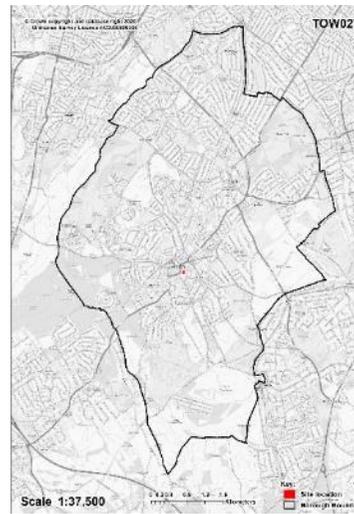
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
<u>Criteria for chosen density:</u>				
• 80dph is applied to all sites within Epsom Town Centre;	9 units (gross)	14 units (gross)	18 units (gross)	28 units (gross)
• 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference PV05) or within 10min walk of a train station;	9 units (net)	14 units (net)	18 units (net)	28 units (net)
• 40dph is applied to all other sites.				

Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. This is an uplift from the prevailing density.

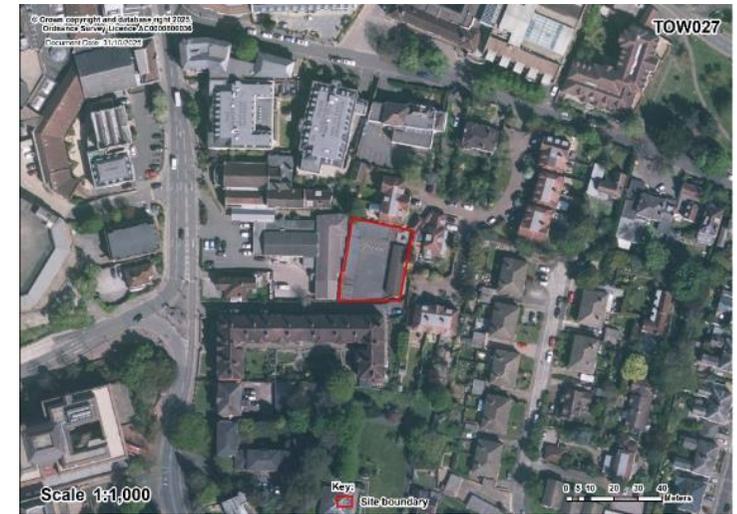
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.08 ha

Source of site: Desktop review

Site description: The site comprises a residential garages/parking area serving residential housing in the area accessed from Ashley Road. The site is surrounded by commercial, community and residential uses. The site is relatively near Epsom train station and the High Street (source: google maps)

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH, 17 LHs)

Policy designations / constraints: Urban area, Groundwater source protection zone, AHAP

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of garages would need justification or re-provision.

Availability: A response from the landowner has been received. It has been confirmed by the land owner that the site will not be available in the foreseeable future. The garage site is in use by residents of Ashley Court considered essential for their vehicular use, each with their own leasehold.

Achievability: The site is considered to be viable.

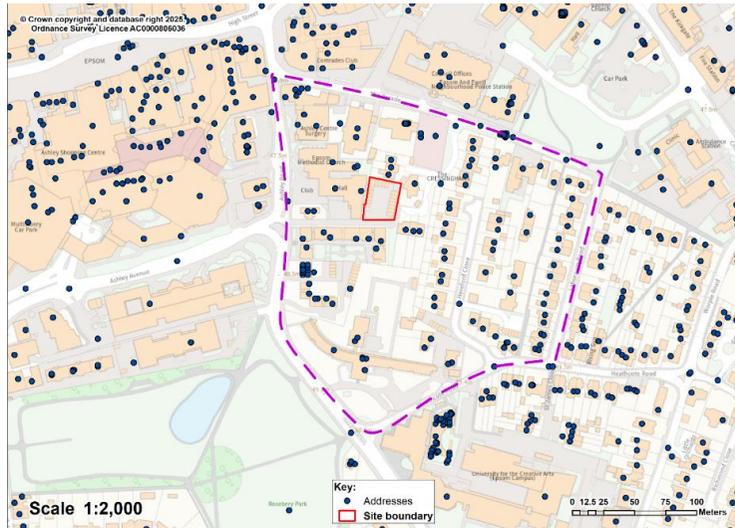
Conclusion on developability: The site is in principle suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of parking/garages. Due to the site's existing use and confirmation from the freeholder that the site is not going to be available for the foreseeable future due to its use by residents, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not considered to be developable for residential use in the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



50
dph

4
units
(gross)

4
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

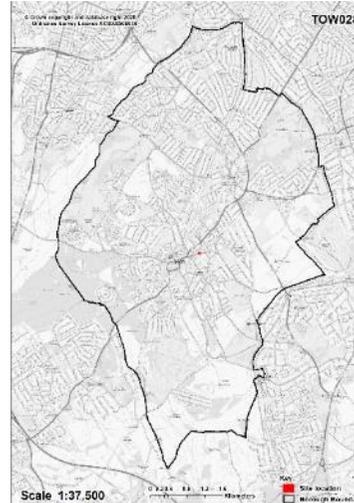
Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. This is a slight increase compared to the prevailing density.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	3 units (gross)	5 units (gross)	6 units (gross)	10 units (gross)
	3 units (net)	5 units (net)	6 units (net)	10 units (net)

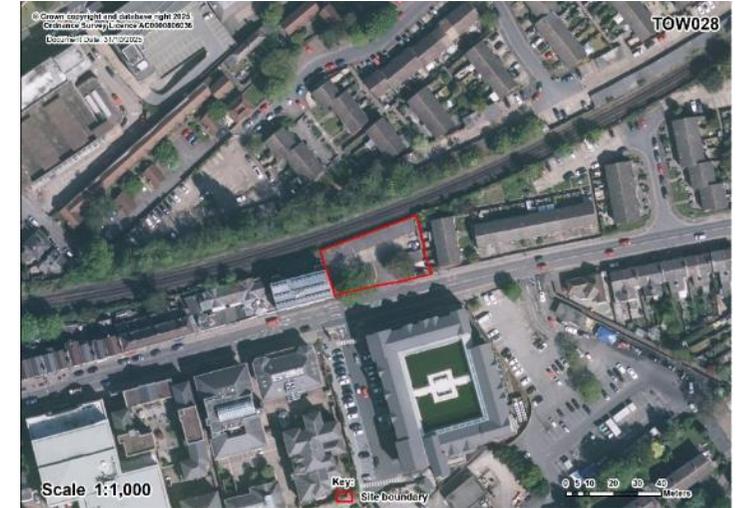
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.09 ha

Source of site: Desktop review

Site description: The site contains a garage/parking area on Upper High street serving residential housing in the area. It is within the Epsom Town Centre boundary. A railway line is adjacent to the site to the north. The surrounding area is made up of predominantly commercial, residential and public car parking in the wider vicinity. The buildings fronting Upper High Street are made up of a mix of varying heights, appearance and character. Buses operating from Upper High Street are the 166, 615 & 408, although a wider variety of services operate from Epsom Town Centre.

Existing land use: Garages serving residential dwellings (in use, as of November/December 2025)

Type of Landowner: Private (18 FHs)

Policy designations / constraints: Urban area, Epsom Town Centre, Groundwater source protection zone & on Principal Movement Corridor.

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of parking/garages would need justification or reprovision.

Availability: The site has multiple landowners (15+ freehold title deeds), complicating availability. No previous planning applications for residential development exists on the site. No confirmation from any landowner has been received as to the intention or availability of the site.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of parking/garages. Due to the site's existing use and with multiple freeholds on the site increasing the complexity of

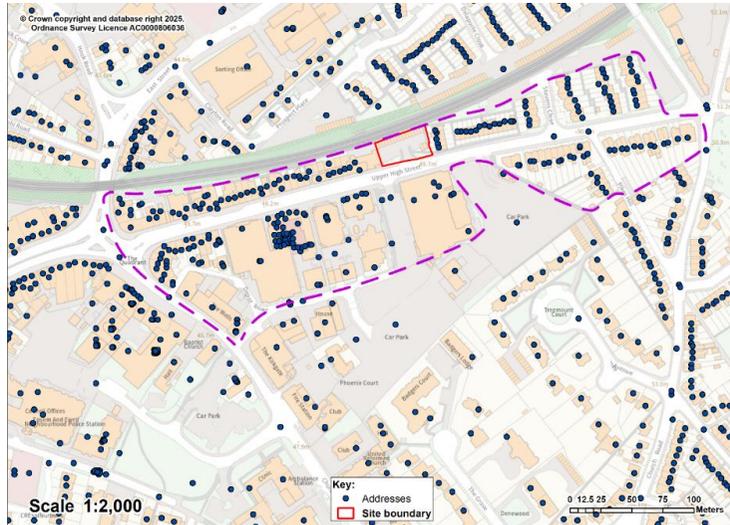
bringing the site forward, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



58
dph

5
units
(gross)

5
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	4 units (gross)	5 units (gross)	7 units (gross)	11 units (gross)
	4 units (net)	5 units (net)	7 units (net)	11 units (net)

Reason for chosen density: The site is located in Epsom Town Centre, where 80dph is considered an appropriate minimum density. This is a step change from the prevailing density.

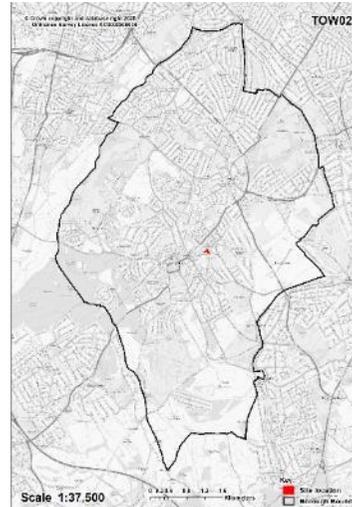
Site address: Garages & parking, Church Road (south of railway)

Site reference: TOW029

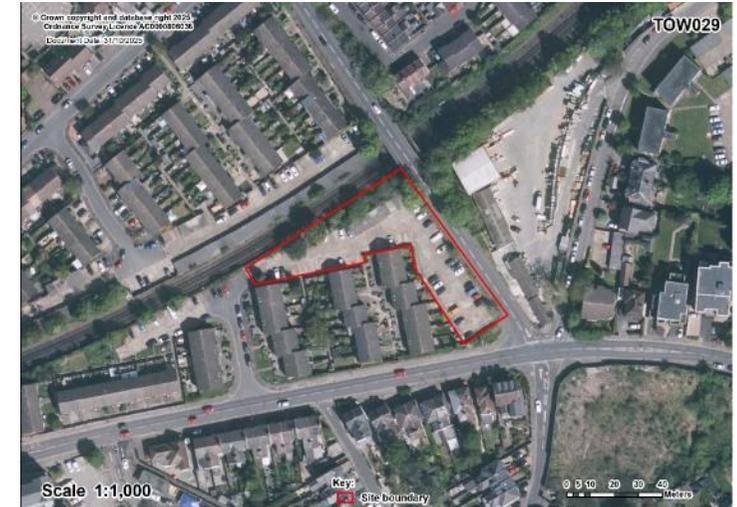
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.26 ha

Source of site: Desktop review

Site description: The site comprises a residential garages/parking area serving residential housing in the area accessed from Steven Close (though located along Church Road). The site is adjacent to a railway line to the north and close to the Pikes Hill Conservation Area is south of the site. The surrounding area consists of residential, a builders merchant and commercial uses in the wider vicinity.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (13 FHs, multiple LHs)

Policy designations / constraints: Urban area, Groundwater source protection zone & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of garages & parking would need justification or re-provision.

Availability: The site has multiple landowners (10+ freehold title deeds), complicating availability. No previous planning applications for residential development exists on the site. No confirmation from any landowner has been received as to the intention or availability of the site.

Achievability: The site is considered to be viable.

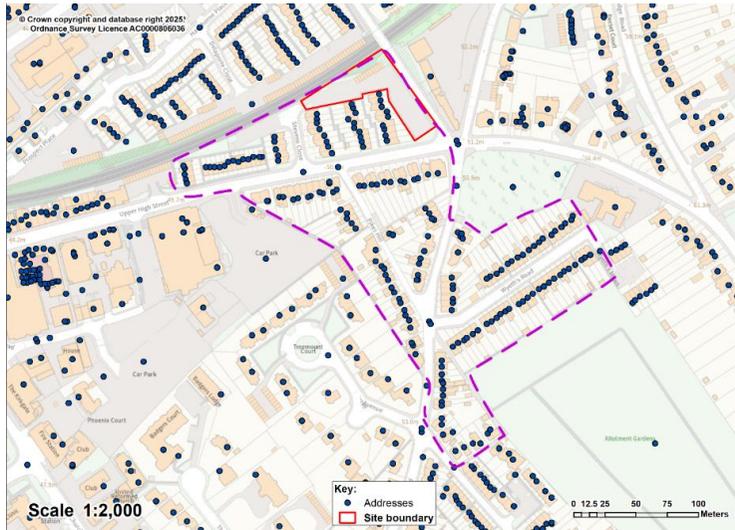
Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of parking/garages. Due to the site's existing use and with multiple freeholds and leaseholds on the site increasing the complexity of bringing the site forward, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



62
dph

16
units
(gross)

16
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	10 units (gross)	16 units (gross)	21 units (gross)	31 units (gross)
	10 units (net)	16 units (net)	21 units (net)	31 units (net)

Reason for chosen density: The site is located on a key movement corridor, thus 60dph is considered appropriate as a minimum density in this location. This is in line with the prevailing density and is appropriate for this location.

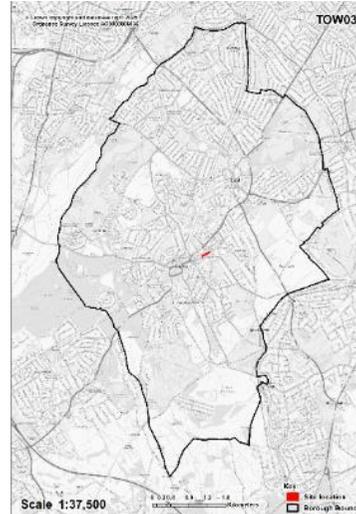
Site address: Garages, Delaporte Close, north of railway

Site reference: TOW030

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.29 ha

Source of site: Desktop review

Site description: The site comprises multiple residential garages and parking area serving residential housing in the area. The site is adjacent to a railway line to the south.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (79 FHs)

Policy designations / constraints: Urban area & Groundwater source protection zone

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of garages & parking would need justification or re-provision.

Availability: The site has many multiple landowners (75+ freehold title deeds), seriously complicating availability. No previous planning applications for residential development exist on the site. No confirmation from any landowner has been received as to the intention or availability of the site.

Achievability: The site is considered to be viable.

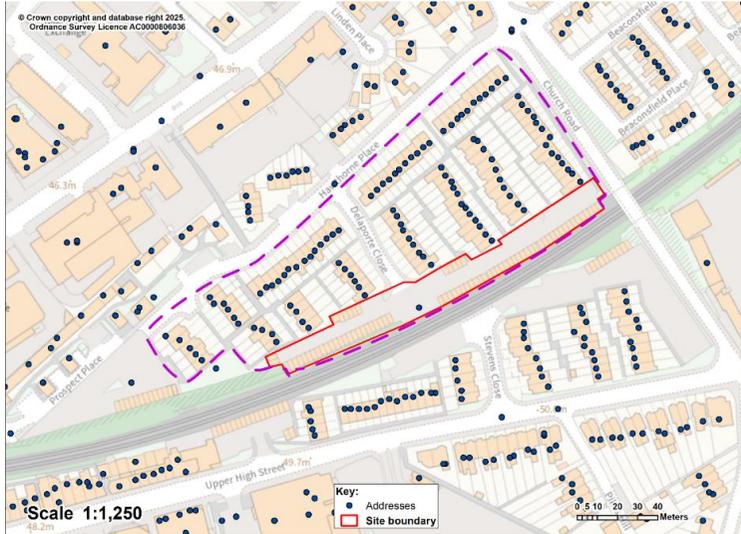
Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of parking/garages. Due to the site's existing use and with multiple freeholds on the site increasing the complexity of bringing the site forward, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



99
dph

29
units
(gross)

29
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference PV05) or within 10min walk of a train station;
- 40dph is applied to all other sites.

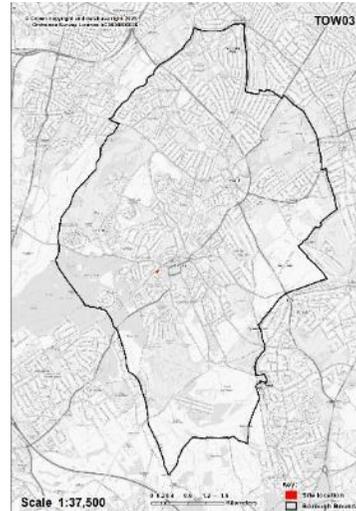
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	12 units (gross)	17 units (gross)	23 units (gross)	35 units (gross)
	12 units (net)	17 units (net)	23 units (net)	35 units (net)

Reason for chosen density: The site is in an area of high prevailing density, as a result it is recommended that a minimum density of 80dph is appropriate for this site

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.10 ha

Source of site: Desktop review

Site description: The sites comprises parking/garages to the rear of the Meadow Court housing. The garages serve housing in the area. The site is adjacent to a railway line (north west). The surrounding area consists of predominantly residential housing.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (1 FH, ~19 LHs)

Policy designations / constraints: Urban area

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of garages & parking would need justification or re-provision.

Availability: No response was received from the landowner following the Council's letter sent in November 2025. The garages/parking appear in use by the residents of Meadow Court. No details from the freeholder has been received as to the intention or availability of the site. No planning history for residential development exists for the site or wider Meadow Court.

Achievability: The site is considered to be viable.

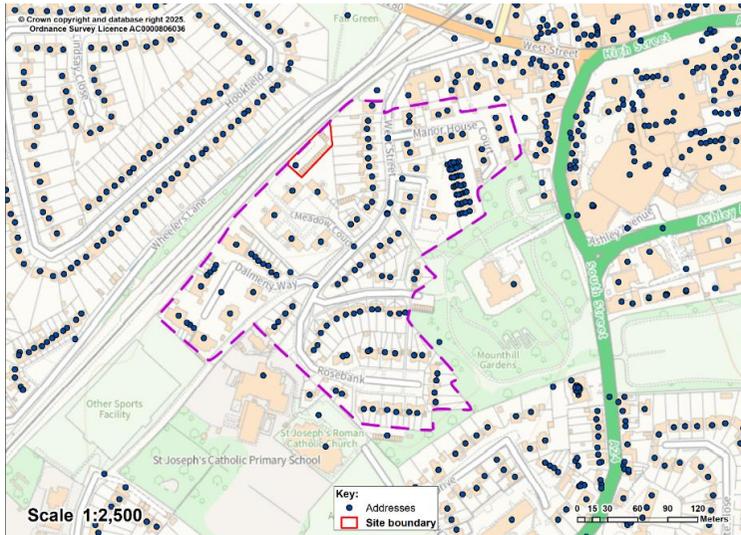
Conclusion on developability: The site is suitable for residential development in principle; however, development would need consideration and mitigation of the impacts of the loss of parking/garages. Due to the site's existing use, with no indication from the freeholder that the site is available and multiple leaseholds on the site complicating the site becoming available, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not currently considered to be developable for residential use in the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



47
dph

5
units
(gross)

5
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	4 units (gross)	6 units (gross)	8 units (gross)	12 units (gross)
	4 units (net)	6 units (net)	8 units (net)	12 units (net)

Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. This is an increase compared to the prevailing density.

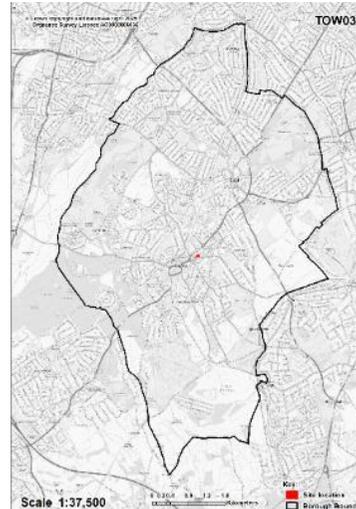
Site address: Garages & Parking at Prospect Place

Site reference: TOW033

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.17 ha

Source of site: Desktop review

Site description: The site is located adjacent to the Epsom Town Centre boundary at the rear of Prospect place comprises residential garages and a parking area serving residential housing in the area. The site is adjacent to a railway line to the south and adjoining uses include residential housing and commercial (office uses). There is one TPO in the western corner of the site.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (24 FHs, multiple LHs)

Policy designations / constraints: Urban area, Groundwater source protection zone, TPO

Site assessment:

Suitability: The site is suitable for residential redevelopment. The garages appear to be in poor condition but the loss of surface car parking would need consideration.

Availability: The site has multiple landowners (20+ freehold title deeds), complicating availability. No previous planning applications for residential development exists on the site. No confirmation from any landowner has been received as to the intention or availability of the site.

Achievability: The site is considered to be viable.

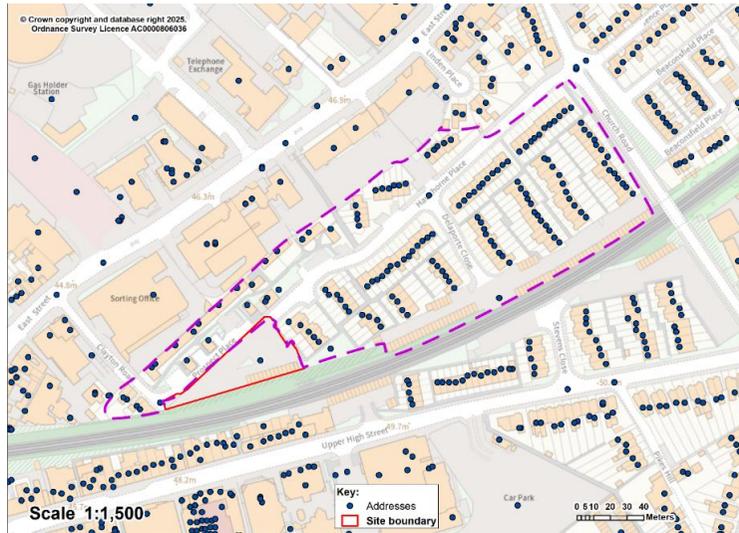
Conclusion on developability: The site is suitable for residential development in principle; however, consideration is needed for the impact of the loss of parking/garages. Due to the site's existing use and with multiple freeholds and leaseholds on the site, increasing the complexity of the site coming forward, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



76
dph

13
units
(gross)

13
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

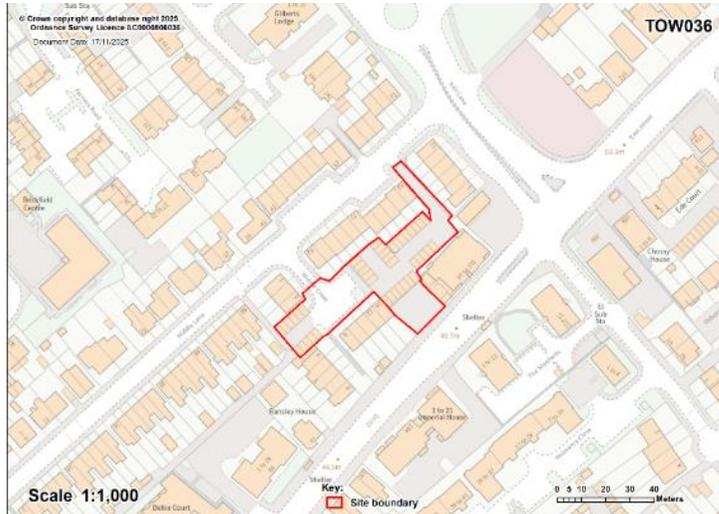
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	7 units (gross)	10 units (gross)	14 units (gross)	20 units (gross)
	7 units (net)	10 units (net)	14 units (net)	20 units (net)

Reason for chosen density: The site is in an area of high prevailing density, as a result it is recommended that a minimum density of 80dph is appropriate for this site.

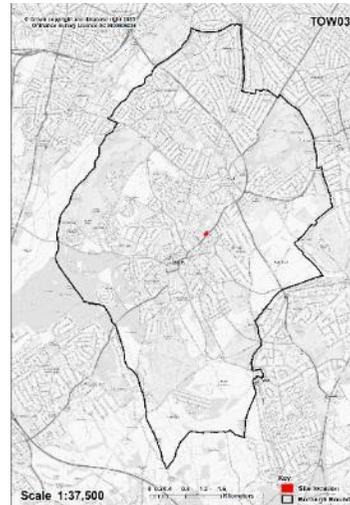
Site address: Garages at Middle Close & car park on East Street

Site reference: TOW036

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.19 ha

Source of site: Desktop review

Site description: The site comprises a residential garages/parking area serving residential housing in the area accessed from Middle Close. The surrounding area comprises of residential buildings with commercial uses in the near wider vicinity.

Existing land use: Garages and parking serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (38 FHs)

Policy designations / constraints: Urban area, Groundwater source protection zone, adjacent Conservation Area

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of garages & parking would need justification or re-provision.

Availability: The site has multiple landowners (35+ freehold title deeds), complicating availability. No previous planning applications for residential development exists on the site. No confirmation from any landowner has been received as to the intention or availability of the site.

Achievability: The site is considered to be viable.

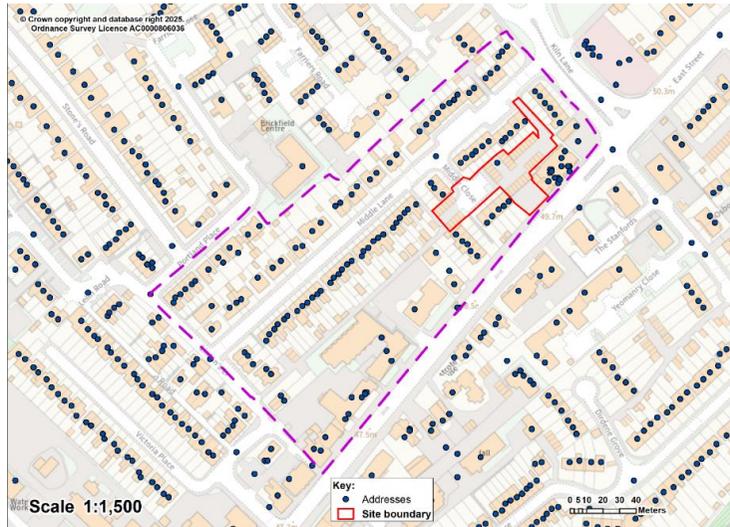
Conclusion on developability: The site is suitable for residential development in principle; however, development of the site would need consideration of the impacts of loss of parking/garages. Due to the site's existing use and with multiple freeholds on the site increasing the complexity of the site coming forward, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



84
dph

16
units
(gross)

16
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

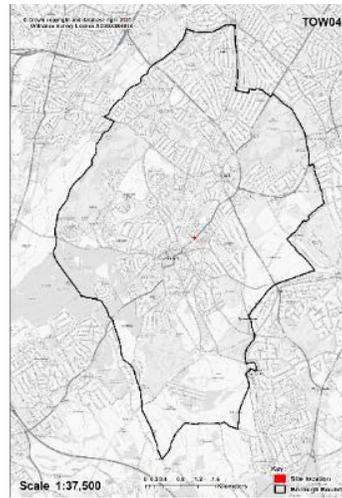
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	8 units (gross) 8 units (net)	11 units (gross) 11 units (net)	15 units (gross) 15 units (net)	23 units (gross) 23 units (net)

Reason for chosen density: The site is in an area of high prevailing density, as a result it is recommended that a minimum density of 80dph is appropriate for this site.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.12 ha

Source of site: Desktop review

Site description: The site on East Street comprises a small cluster of buildings, some of which front East Street. It is within the town centre boundary. There are two commercial buildings that front East Street and a residential building to the rear of 73-77 East Street. There is also some parking which serves the commercial uses and residential housing on this site. The site is adjacent to the Linton Lane Conservation Area. It is surrounded by commercial and residential buildings. Various bus services operate along East Street including: 21, 293, 406, 467, E16, S2. A wide shared pedestrian and cycle route runs along East Street into the town centre.

Existing land use: Residential dwellings, commercial with parking (in use, as of Nov/Dec 2025) **Type of Landowner:** Private (5 FHs, ~7 LHs)

Policy designations / constraints: Urban area, Epsom Town Centre, Groundwater source protection zone, AHAP

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of existing uses would need justification or re-provision.

Availability: The site has multiple landowners (5 freehold title deeds), complicating availability. The site is made up of commercial uses and a residential block of flats. The site being under multiple ownerships and leaseholds complicates the prospect of the site coming forward in the plan period for residential development. A mixed use scheme including residential use could re-provide existing commercial uses, however, a comprehensive redevelopment of the site would need a unified approach by landowners on their availability intentions. Though possible, no confirmation from any landowner has been received as to intention or availability of the site. Previous planning history from 2020 related to residential development for an additional storey & 3 new flats on the existing residential block within the site which was refused.

Achievability: The site is considered to be viable.

Conclusion on developability: The site is considered suitable in principle for residential or mixed-use development, although any proposal would need to address and mitigate the impacts associated with the loss or disruption of existing commercial uses. However, given the long-term occupation of the

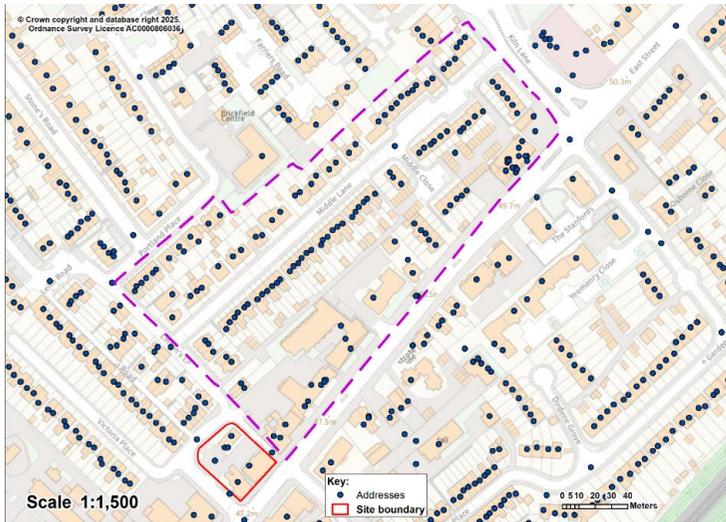
commercial buildings and the absence of any indication from any freeholder that the land may become available, there is no reasonable prospect of the site coming forward. As a result, the site cannot currently be regarded as developable for residential use within the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



78
dph

9
units
(gross)

5
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	5 units (gross)	7 units (gross)	10 units (gross)	14 units (gross)
	1 unit (net)	3 units (net)	6 units (net)	10 units (net)

Reason for chosen density: The site is located in Epsom Town Centre, where 80dph is considered an appropriate minimum density, although arguably a higher density of 120dph may be more appropriate, as a step change, and in order to make efficient use of land.

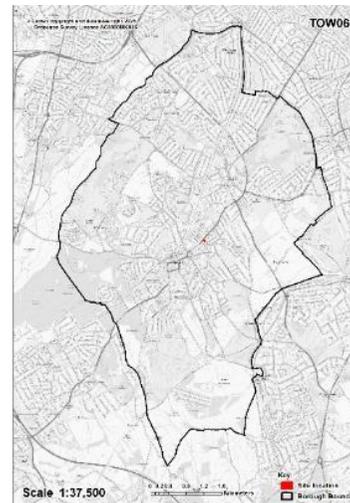
Site address: 106-112 East Street

Site reference: TOW064

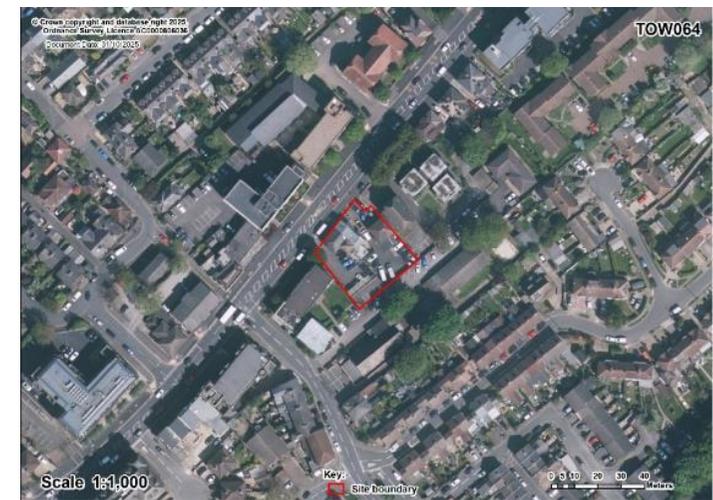
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.11 ha

Source of site: Desktop review

Site description: The site comprises various two storey buildings with some associated parking areas. It is within Epsom's Town centre boundary. The surrounding area consists of residential, community and commercial buildings in the wider vicinity. The buildings fronting East Street are of varying height, appearance and character. Providence Place Conservation Area is located within close proximity to the rear of the site. Various bus services operate along East Street including : 21, 293, 406,467, E16, S2. A wide shared pedestrian and cycle route runs along East Street into the town centre.

Existing land use: Light industrial (tyre and car shop) (in use, as of Nov/Dec 2025)

Type of Landowner: Private (2 FHs)

Policy designations / constraints: Urban area, Potential contamination from existing use, Groundwater source protection zone, Adjacent to conservation area

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of employment land would need justification.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The site is operating as car tyre servicing/associated business and is in active use. No confirmation from the landowner has been received as to the intention or availability of the site. No previous planning applications for residential development exists on the site.

Achievability: The site is considered to be viable, although the potential for contamination associated with the existing use would require further investigation and potential mitigation.

Conclusion on developability: The site is suitable for residential development in principle; however, development of the site would need to consider the impact on the car tyre/servicing business, where the loss of which would require justification or re-provision. Due to the site's existing economic use and with

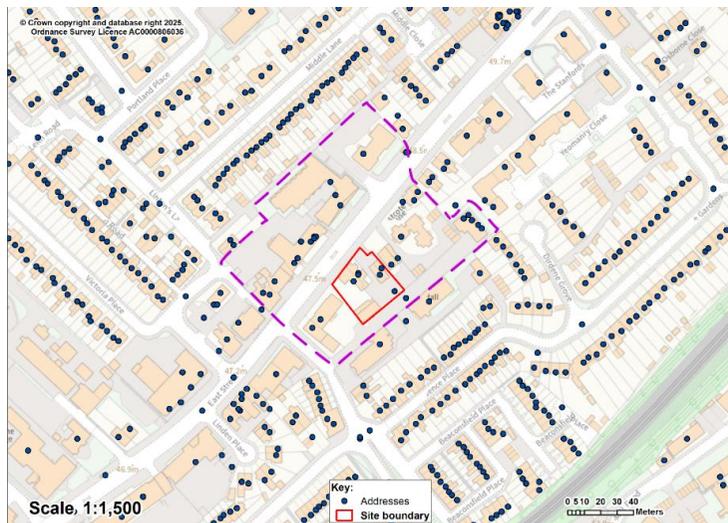
no indication from the freeholders that any part of the site is available, there is no reasonable prospect of the site becoming available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



117
dph

13
units
(gross)

7
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

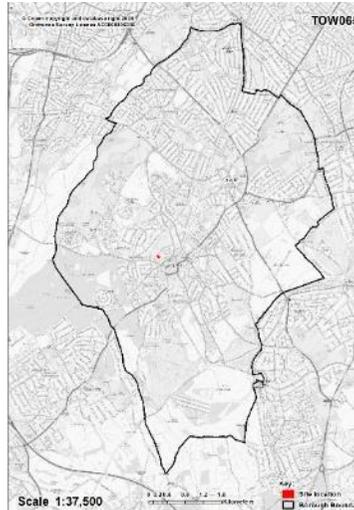
40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
4 units (gross)	7 units (gross)	9 units (gross)	13 units (gross)
-2 units (net)	1 unit (net)	3 units (net)	7 units (net)

Reason for chosen density: The site is located in an area of high prevailing density, and it would be appropriate to be in line with this, at 120dph.

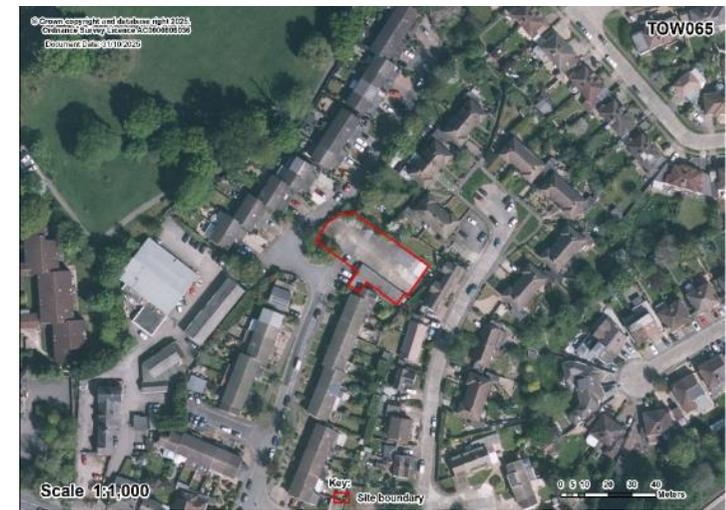
Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.09 ha

Source of site: Desktop review

Site description: The site contains a garage/parking area on Marshalls Close. The on street parking is for permit holders only on Marshalls Close and Sheraton Drive (adjoining residential road). The site is surrounded by residential housing.

Existing land use: Garages serving residential dwellings (in use, as of Nov/Dec 2025)

Type of Landowner: Private (25 FHs)

Policy designations / constraints: Urban area

Site assessment:

Suitability: The site is suitable for residential redevelopment, however, loss of garages would need justification or re-provision.

Availability: The site has multiple landowners (25 freehold title deeds), complicating availability. No previous planning applications for residential development exists on the site. No confirmation from any landowner has been received as to the intention or availability of the site.

Achievability: The site is considered to be viable.

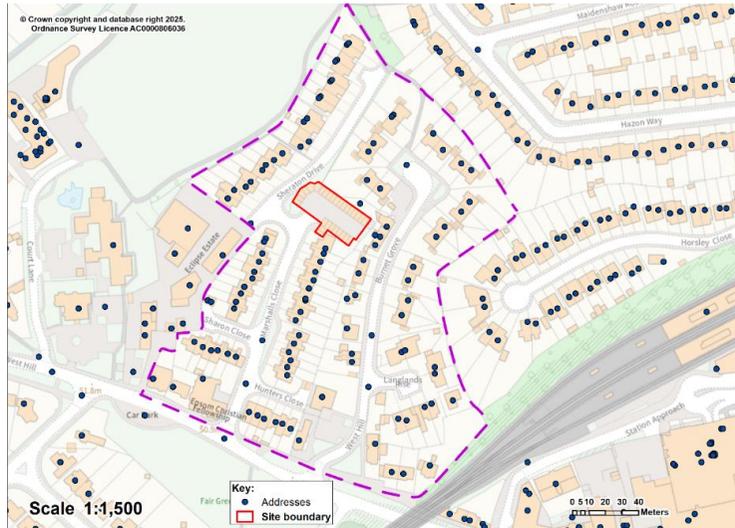
Conclusion on developability: The site is considered suitable for residential development in principle, acknowledging that any development would likely require consideration of, and mitigation for, the loss of existing parking and garages. However, given the site's existing use; the absence of any indication from the many multiple freeholders that the site is available for redevelopment; the site is not considered to have a reasonable prospect of becoming available. As a result, the site is not considered to be developable for residential use within the local plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



28
dph

3
units
(gross)

3
units
(net)

If step change:

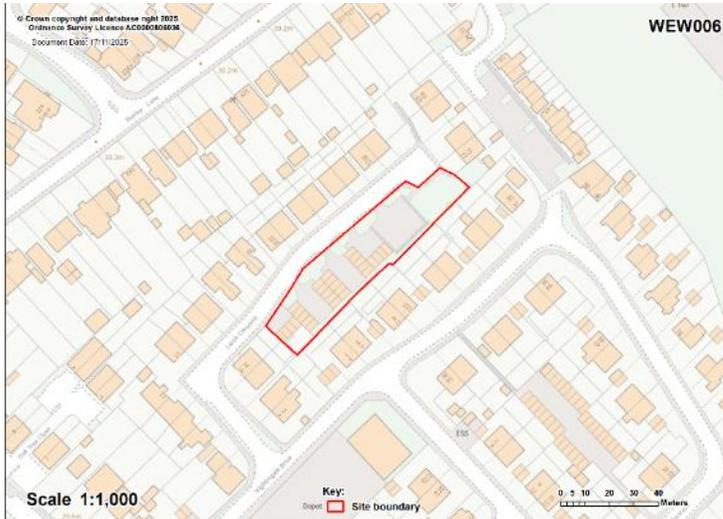
Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

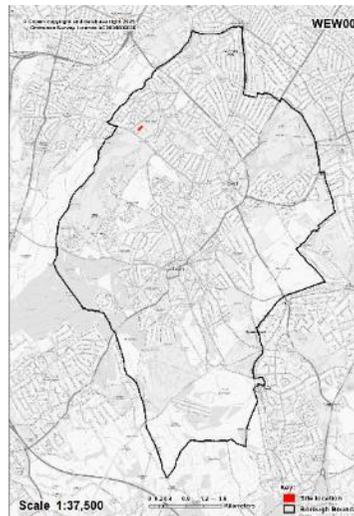
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	4 units (gross)	5 units (gross)	7 units (gross)	11 units (gross)
	4 units (net)	5 units (net)	7 units (net)	11 units (net)

Reason for chosen density: The site is located within a 10min walk of a train station, thus 60dph is considered appropriate as a minimum density in this location. This is an increase compared to the prevailing density.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: Town

Site area: 0.20 ha

Source of site: Desktop review

Site description: The site comprises residential garages located on Larch Crescent serving the housing in the area. The site is surrounded by residential development. The closest train station is Ewell West. There is a bus stop nearby operating the 418 (Kingston to Epsom), 868 (Worcester Park to Epsom) and 467 (Hook to Epsom) services.

Existing land use: Garages/parking area serving residential dwellings (in use, as of Nov/Dec 2025) **Type of Landowner:** Private (2 FHs, ~ 24 LHs)

Policy designations / constraints: Urban area

Site assessment:

Suitability: The site is suitable for residential redevelopment, although loss of parking & garages may need justification or re-provision.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. While there are 2 separate landowners for this site, the majority of the site and the developable area is owned by a single company. However, there are about 24 leaseholders on the site across the garages. The garage block and parking area are in use and serve the residential area. Housing in the immediate area are not all served by individual driveways/garages. This complicates the possibility of the site becoming available. No confirmation from the majority landowner has been received as to the intention or availability of the site. No previous planning applications for residential development exist on the site.

Achievability: The site is considered to be viable.

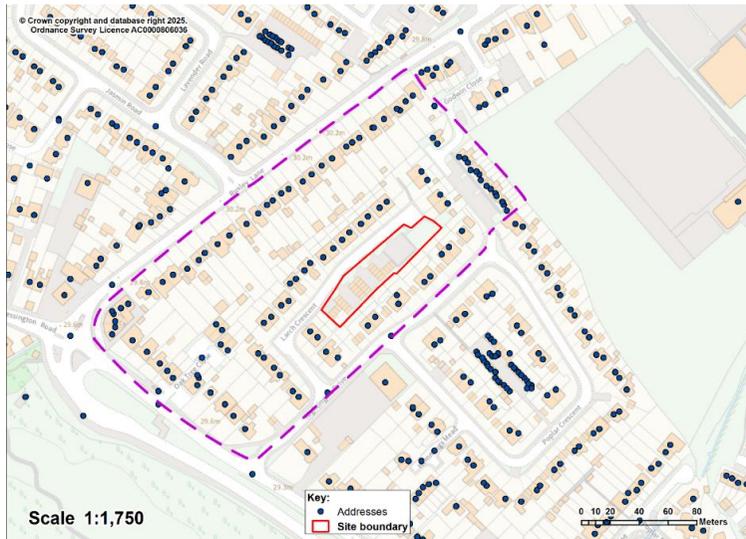
Conclusion on developability: The site is suitable for residential development acknowledging that development of the site would likely need consideration and mitigation of the impacts of loss of parking/garages. Due to the site's existing use, with no indication from any freeholder that the site is available and multiple leaseholds on the site likely to increase complicating the site becoming available, the site is not considered to have a reasonable prospect that it will become available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



34
dph

7
units
(gross)

7
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

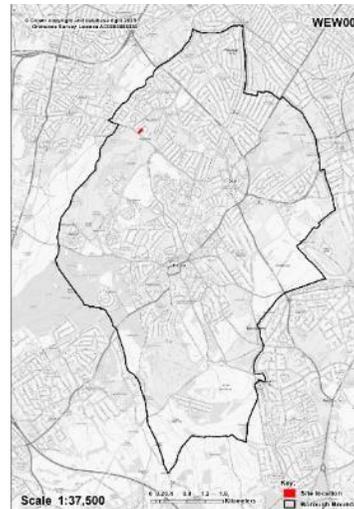
	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
	8 units (gross)	12 units (gross)	16 units (gross)	24 units (gross)
	8 units (net)	12 units (net)	16 units (net)	24 units (net)

Reason for chosen density: The site is located in an urban area where a minimum of 40dph is an appropriate density and a slight increase compared to the prevailing.

Site location boundary:



Site location in Borough:



Satellite View:



Ward: West Ewell

Site area: 0.34 ha

Source of site: SHLAA 2017

Site description: The site contains a residential dwelling and coach and bus hire business which includes coach storage. There are also maintenance buildings to the rear to the site and a sizable area of hardstanding for vehicle storage. The site is located on the corner of Chessington Road (a key movement corridor), Nightingale Drive and Poplar Crescent. The site is located in a residential area, surrounded by residential housing. Chessington Road is divided by a green verge which separates part of the road providing road and pedestrian and cycle access to residential housing. Horton Park Golf and Country Park are located on the opposite side of the road. The closest train station is Chessington North. There is a bus stop nearby operating the 418 (Kingston to Epsom), 868 (Worcester Park to Epsom) & 467 (Hook to Epsom) services.

Existing land use: Residential dwelling and coach and bus hire business including storage and maintenance facility (in use, as of Nov/Dec 2025)

Type of Landowner: Private (2 FHs, 1 owner)

Policy designations / constraints: Urban area & on Principal Movement Corridor

Site assessment:

Suitability: The site is suitable for residential redevelopment, provided loss of commercial use is justified or reprovided.

Availability: No response has been received from the landowner to the Council's letter sent in November 2025. The site is in active use, occupied by a residential dwelling and a coach and bus hire business which includes coach storage to the rear which appears to be the family business. There has been no intention from the landowner for redevelopment. No previous planning applications for residential development exists on the site. As a result, there does not appear to be a reasonable prospect that the site will become available.

Achievability: The site is considered to be viable.

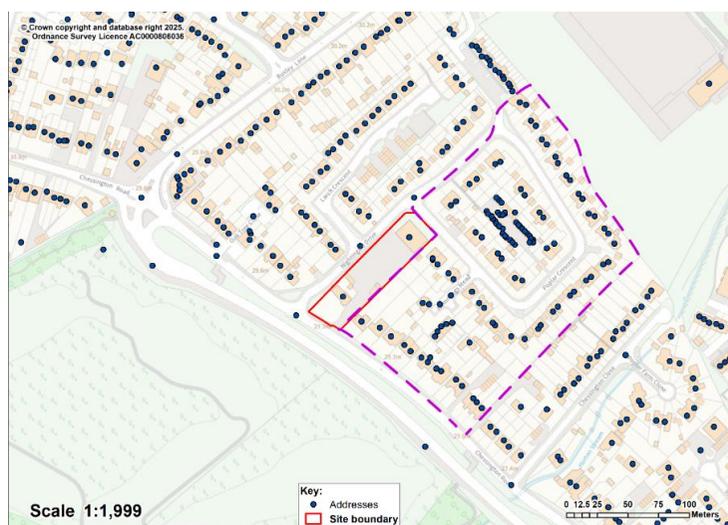
Conclusion on developability: The site is suitable for residential development in principle; however, development of the site would likely result in the loss of the coach business/park which would need justification or re-provision. Due to the site's existing active economic use, with no planning history and with no indication from the freeholder re. availability, the site is not considered have a reasonable prospect of becoming available. Given the information above, the site is not currently considered to be developable for residential use in the plan period.

Density and capacity:

Prevailing density of surrounding area (dph)

Capacity of site at prevailing density (gross / net)

Figure 1: Map of area for calculating prevailing density (purple dashed line and area within red line excluded from calculation)



31
dph

11
units
(gross)

10
units
(net)

If step change:

Criteria for chosen density:

- 80dph is applied to all sites within Epsom Town Centre;
- 60dph is applied to sites along a key movement corridor (as identified on pg. 92 of the SA Scoping Report 2022, document reference [PV05](#)) or within 10min walk of a train station;
- 40dph is applied to all other sites.

	40dph (gross / net)	60dph (gross / net)	80dph (gross / net)	120dph (gross / net)
14 units (gross)	20 units (gross)	27 units (gross)	41 units (gross)	
13 units (net)	19 units (net)	26 units (net)	40 units (net)	

Reason for chosen density: The site is located on a key movement corridor, 60dph is considered appropriate as a minimum density in this location. This is a step change from the prevailing density.

Conclusion

As a result of the above assessments, 13 sites are considered to be developable over the local plan period. In line with the NPPF 2023 & 2024 definition of 'developable', these sites are considered to be '*in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.*'. **Table 1** below lists these 13 sites and includes an indicative yield (based on density and capacity assessment), as well as an indicative timescale for delivery (within 6–10 years or 11–15 years).

Table 1: Sites considered to be developable, indicative yield and timescales for delivery

Site name	LAA ref	Indicative yield (minimum capacity, use class C3)	Indicative timescale for delivery
25 Alexandra Road Epsom Surrey KT17 4BP	COL006	11 units (net)	Developable 11-15 years
Gainsborough Road estate, Epsom	COU020	8 units (net)	Developable within 6-10 years
Parking at 54 Gainsborough Road	COU021	6 units (net)	Developable within 6-10 years
85b Hook Road, Epsom	COU047	8 units (net)	Developable 11-15 years
Land west of Ewell By-Pass	EWE012	38 units (net)	Developable 11-15 years
47 Cheam Road Ewell Surrey KT17 3EB	NON003	5 units (net)	Developable 11-15 years
Conservative Club, Epsom Club and Church	TOW002	28 units (net)	Developable 11-15 years
TK Maxx	TOW007	17 units (net)	Developable 11-15 years
Land R/O The Albion Public House (Mccaffertys Bar)	TOW008	11 units (net)	Developable 11-15 years
Spread Eagle Shopping Centre *	TOW016	22 units (net)	Developable 11-15 years
Auction House, Depot Road	TOW041	10 units (net)	Developable 11-15 years
Laine Theatre Arts	TOW052	6 units (net)	Developable within 6-10 years
Eclipse Business Park, West Hill	TOW067	23 units (net)	Developable 11-15 years
* Spread Eagle Shopping Centre is also suitable for student accommodation			

Appendix: Copy of letter sent to freeholders



Town Hall
The Parade
Epsom
Surrey
KT18 5BY

Main Number (01372) 732000
Text 07950 080202
www.epsom-ewell.gov.uk
DX 30713 Epsom

Date: 20/11/2025
Site Reference: [REDACTED]
Title Deed No(s): [REDACTED]

Contact: Ian Mawer
Tel no: 01372 732 402
Email: imawer@epsom-ewell.gov.uk

Dear [REDACTED]

Availability of Land for Residential Development

We are contacting you in relation to the site [REDACTED], outlined in the attached site plan, which Land Registry records show as being in your freehold ownership (in full or in part).

Epsom and Ewell Borough Council are currently at an advanced stage of developing a new Local Plan that will guide development, including where new development should go from its adoption (anticipated in 2026) up until 2040.

The Local Plan is currently being examined by a Planning Inspector and as part of this process we have been asked to contact specific landowners to determine whether their land could be made available over the next 15 years to assist in meeting needs for new homes. It is for this reason that we are contacting you.

It is important to note that we wish to hear from you regardless of whether you do or don't have intentions to redevelop your site for residential use (this could include a mix of uses including residential). Please respond to us by 5pm, 19 December 2025 using one of the following methods:

Email: localplan@epsom-ewell.gov.uk

Telephone: 01372 732402

Post: Planning Policy, Epsom and Ewell Borough Council, Town Hall, The Parade, Epsom, KT18 5 BY.

If you have any questions or queries in relation to this letter, please do not hesitate to contact us using the details above.

Yours sincerely

I Mawer
Ian Mawer
Head of Planning Policy and Economic Development
Epsom and Ewell Borough Council