



7-16 Flashing to polycarbonate roofing working loose



7-17 Minor cracks in render to service tower



7-18 Damp damage to ceiling in Esher Hall bar



7-19 Damp damage to wall in Esher Hall



7-20 Water damage to ceiling by side door to Esher Hall



7-21 Water damage to ceiling in switch room lobby



7-22 Water damage to ceiling over reception ramp



7-23 Water damage to high level ceiling over ramp



7-24 Cracks between escalator and wall below



7-25 Damp damage to ceiling in Sports Bar



7-26 Infills between precast concrete units partly spalled



7-27 Duct cover working loose in Totepool kiosk



7-28 Damp damage to ceiling in Chasers Bar



7-29 Damp damage to ceiling in staff room



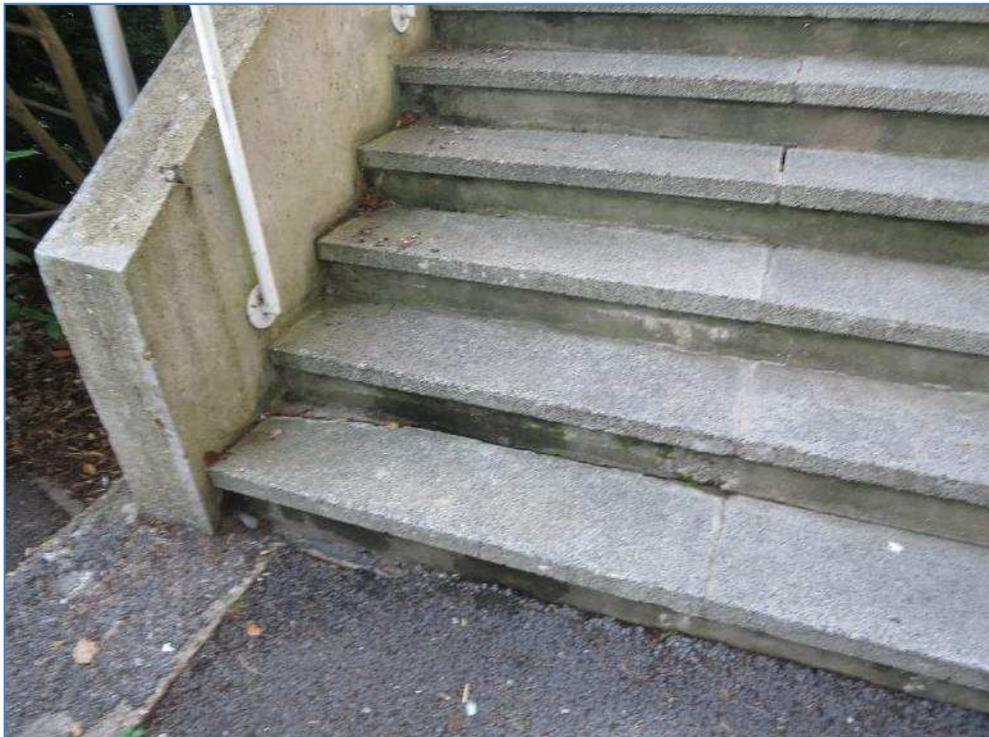
7-30 Cracks in ceiling in corridor



7-31 Damp damage to ceiling in Royal Box



7-32 Damp damage to ceiling in press box



7-33 Crack in steps to terrace from Brasserie



7-34 Gap between concrete steppings and asphalt



7-35 Concrete spalling on front terrace



7-36 Concrete spalling on front terrace



7-37 Concrete spalling on front terrace



7-38 Concrete spalling on front terrace



7-39 Concrete spalling on front terrace



7-40 Concrete spalling on front terrace



7-41 Concrete spalling at entrance to Owner & Trainers seating



7-42 Concrete spalling on Esher Hall 3 wall



7-43 Minor areas of concrete spalled on wall to Surrey Hall 5



7-44 Concrete spalling on wall to disabled viewing



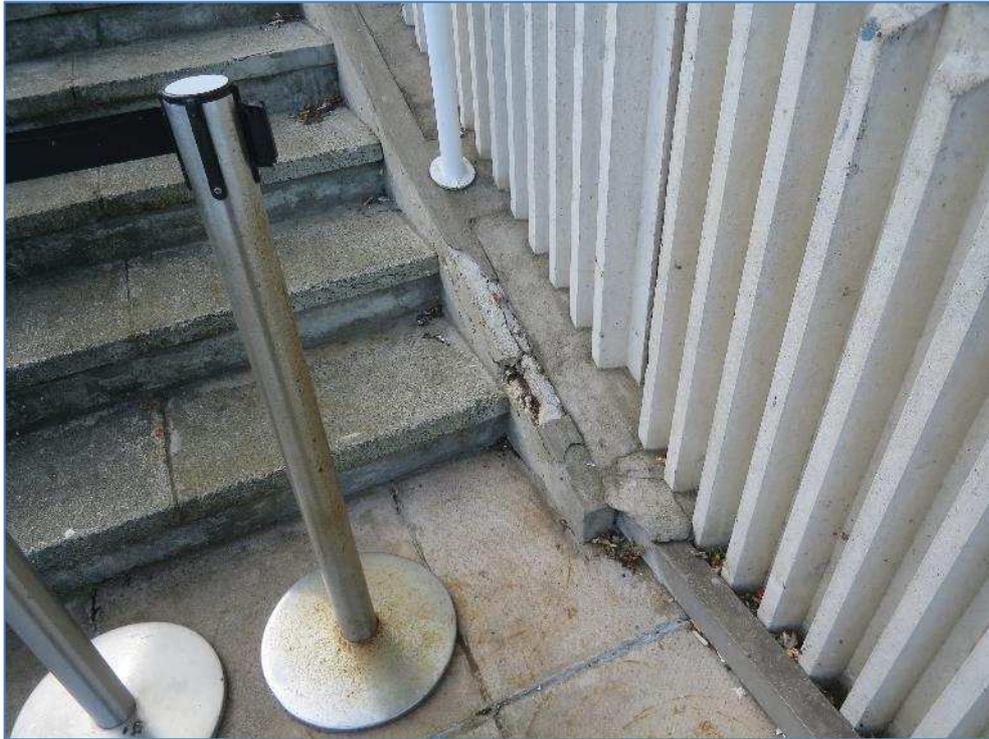
7-45 Top surface of paving slabs spalling



7-46 Concrete spalling on vomitory wall



7-47 Section of concrete step spalled



7-48 Concrete spalling on side wall to steps



7-49 Plant growth on steps



7-50 Concrete repair failing



7-51 Render spalled on side wall to stand



7-52 Leaching through concrete terrace



7-53 Surface rust to barriers



7-54 Cracks in concrete wall to ramp



7-55 Surface rust to barrier where finishes have failed



7-56 Crack in end wall of terrace adjacent ramp



7-57 Cracks in render to end wall of stand



8-01 Minor area of render spalled new bin store



8-02 Paint peeling from steel around feature windows



8-03 Surface rust to balcony support steelwork



8-04 Moss growth in joints between steel members



8-05 Water damage to ceiling in gent's toilet



#

8-06 Plant growth on private box balcony



8-07 Surface rust to balcony support steelwork



8-08 Water damage to wall in corridor to kitchen



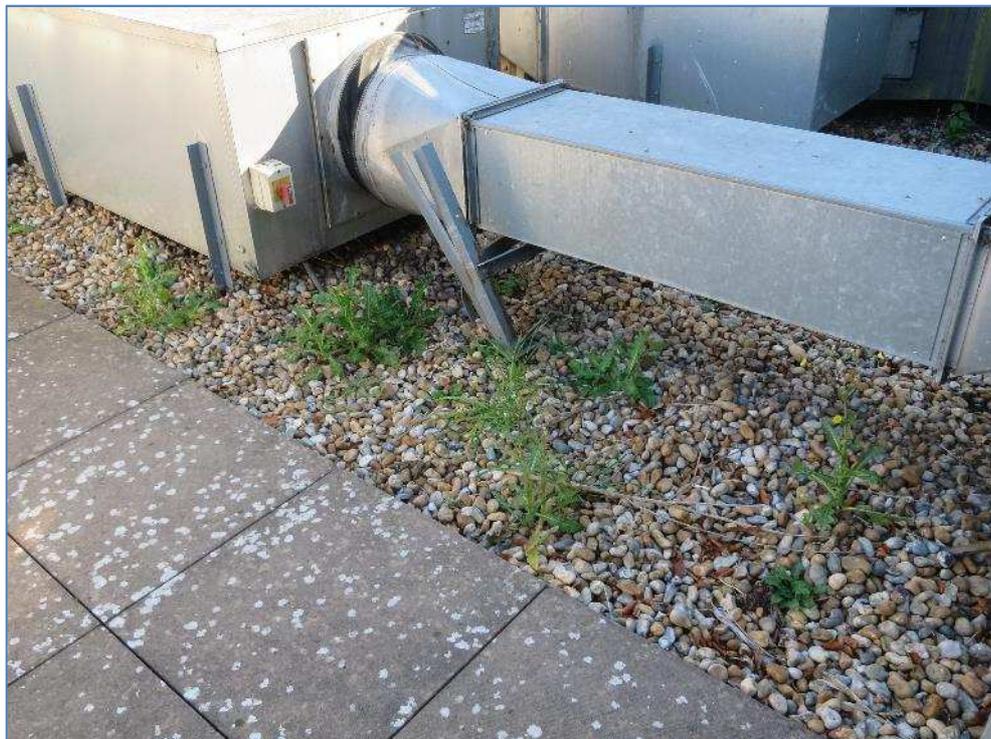
8-09 Water damage to ceiling in kitchen



8-10 Minor surface rust to roof canopy support steelwork



8-11 Water damage to wall in corridor to kitchen



8-12 Plant growth on roof

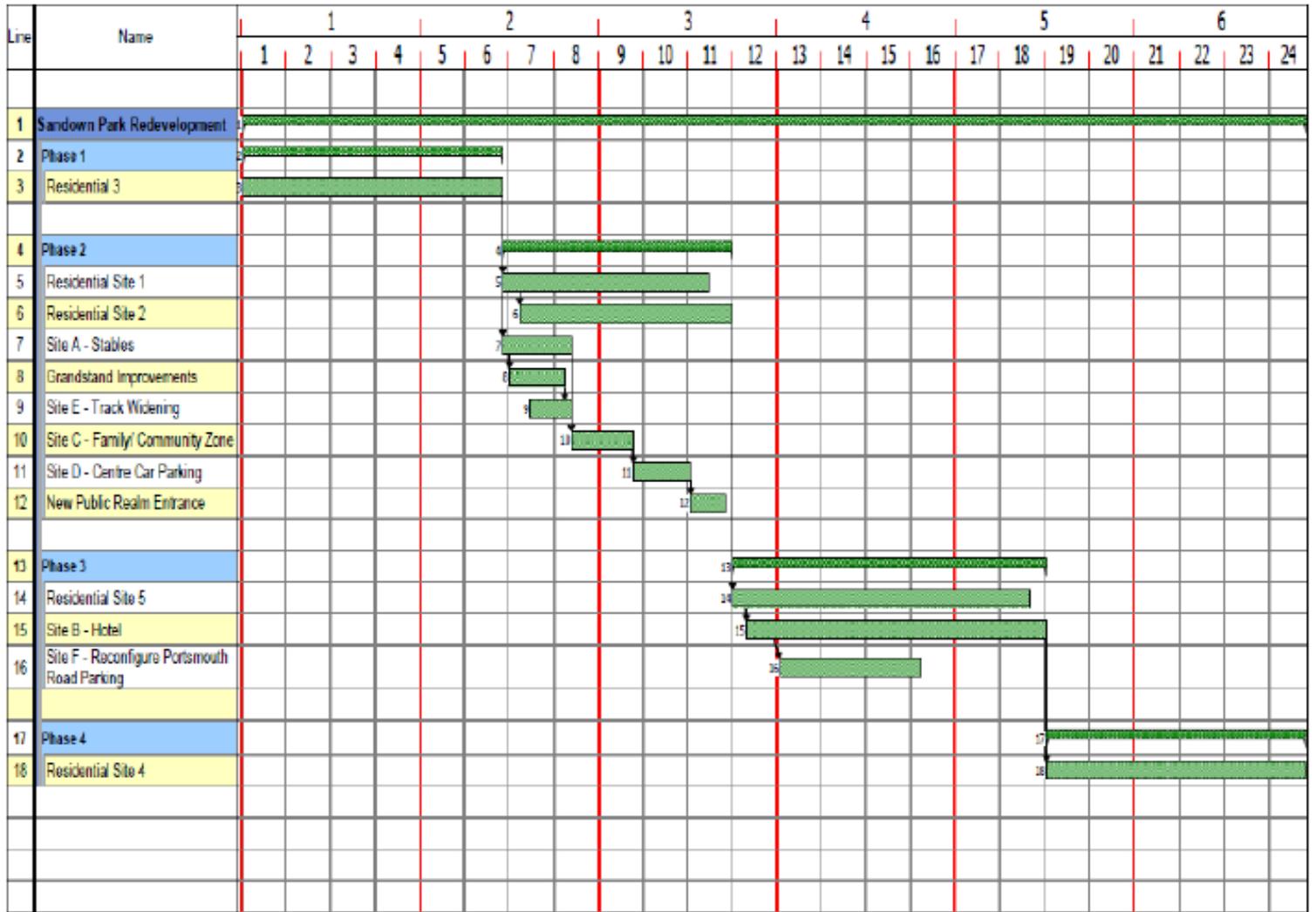


8-13 Minor surface rust to plant enclosure support steelwork

Appendix 08

INDICATIVE PROGRAMME

INDICATIVE PHASING



Appendix 09

**MARKET ANALYSIS BY SAVILLS
DATED JULY 2019 AND
LETTER FROM HILTON DATED
3 JUNE 2019**

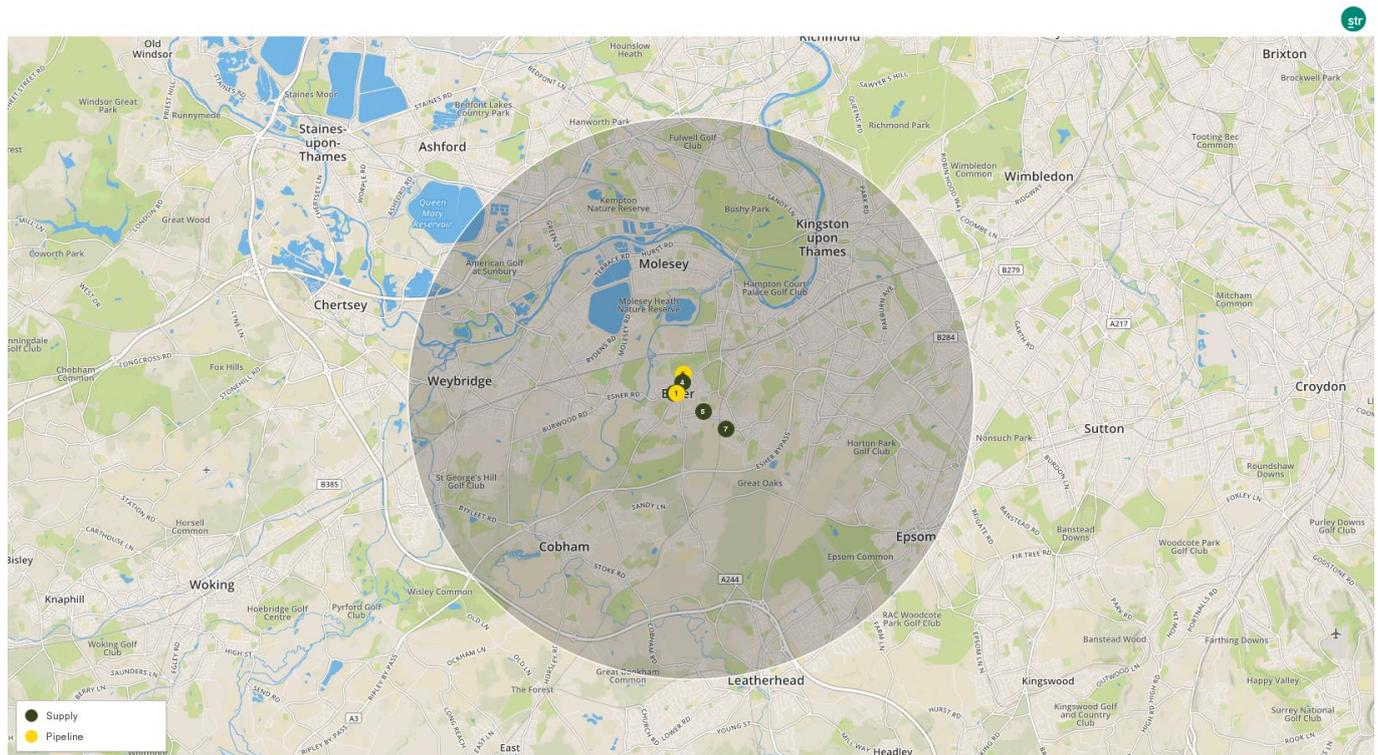
Esher Hotel Market

Existing: 5 hotels (57 bedrooms), comprising 3-star hotels (60%), Budget hotels (20%) and 4-star hotels (20%). It should be noted that all of the existing hotel stock comprises pubs with bedrooms rather than traditional hotels, save Sandown Park Lodge which is the existing budget hotel at Sandown Park Racecourse.

Pipeline: 1 extension (4 bedrooms) at The Bear. There is no other hotel in the planning pipeline.

We provide an overview of the hotels in the Esher hotel market below.

| Marker | Hotel | Bedrooms | Grading | Description |
|--------|--|----------|---------|---|
| 1 | The Bear | 7 | 3-star | 16 th coaching inn located in Esher town centre. Offers a restaurant, pub and 9 car spaces. Operated by Young & Co's Brewery Plc. The hotel is in the planning stages for a further 4 bedroom extension. |
| 3 | Albert Arms Beautiful Bedrooms by Fuller's | 6 | 3-star | Located in Esher town centre. Offers a restaurant, pub and one meeting room. Operated by Fuller Smith & Turner Plc. |
| 4 | Sandown Park Lodge | 21 | Budget | Located at the south end of Sandown Park Racecourse. Offers a restaurant and 150 car spaces. |
| 5 | Swan Inn | 6 | 3-star | Located closer to Claygate. Offers a restaurant, terrace and 12 car spaces. Operated independently. |
| 7 | The Foley | 17 | 4-star | Located closer to Claygate. 1780s village pub offering a restaurant, one meeting room and 10 car spaces. Operated by Young & Co's Brewery Plc. |

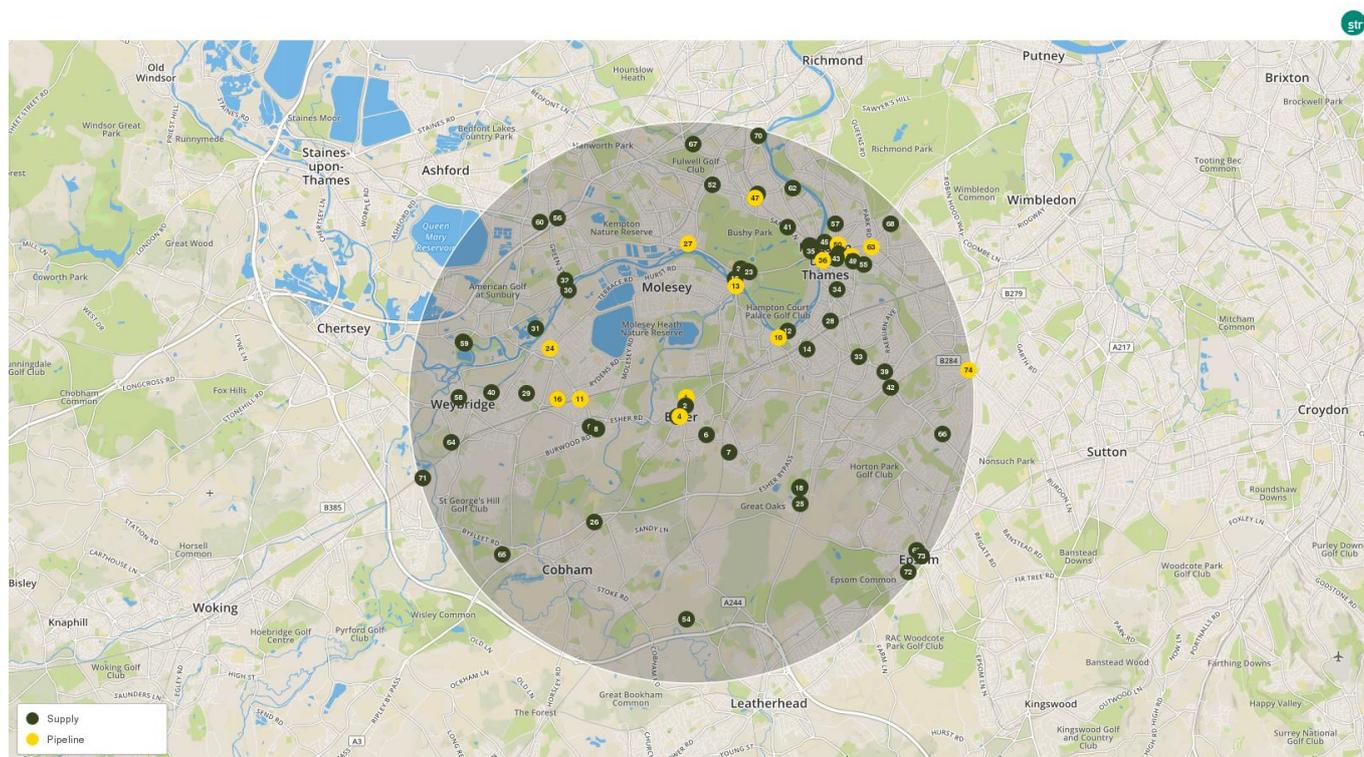


The existing Esher hotel market is evidently small and we understand that there is capacity for an upper midscale hotel to service the racecourse, local community and transient business from London and the Home Counties. There appears to be untapped corporate and leisure demand that a hotel on the racecourse would be well-positioned to service. Such demand is in addition to potential demand resultant of the 350 conference, banqueting and events held at the Racecourse over the year, as well as the 24 race days per annum.

Hilton have expressed a serious interest in the potential hotel at Sandown Park Racecourse. They comment that “Sports venues are a source of local and international pride...in recent years Hilton has developed more hotels at UK stadiums and sporting venues than any other hospitality company and we believe that a hotel and its associated components help create jobs and provide a focus for community needs”. Hilton already have two hotels in the local hotel market, namely Hilton Cobham and DoubleTree by Hilton London Kingston Upon Thames, permitting them good insight into the potential performance and success of a hotel at Sandown Park Racecourse.

Local Hotel Market (5 miles from Sandown Park Racecourse)

In order to understand the relative small size of the Esher hotel market, we provide below a precis of the hotel market within 5 miles of Sandown Park Racecourse, Esher. This is also illustrated on the below map.



Existing: 59 hotels (3,540 bedrooms), dominated by 3-star hotels (32%), Budget hotels (29%) and 4-star hotels (25%). 49% of stock is branded, with Premier Inn being the most prevalent. We provide a summary of the existing brands in the area below.

| Brand | No of Hotels | No of Bedrooms |
|---------------------------|--------------|----------------|
| Premier Inn | 9 (15%) | 699 (20%) |
| Travelodge | 7 (12%) | 646 (18%) |
| Young & Co's Brewery Plc | 3 (5%) | 62 (2%) |
| Fuller Smith & Turner Plc | 3 (5%) | 53 (1%) |
| Holiday Inn | 2 (3%) | 306 (9%) |
| Hilton | 1 (2%) | 158 (4%) |
| DoubleTree by Hilton | 1 (2%) | 146 (4%) |
| Best Western | 1 (2%) | 76 (2%) |

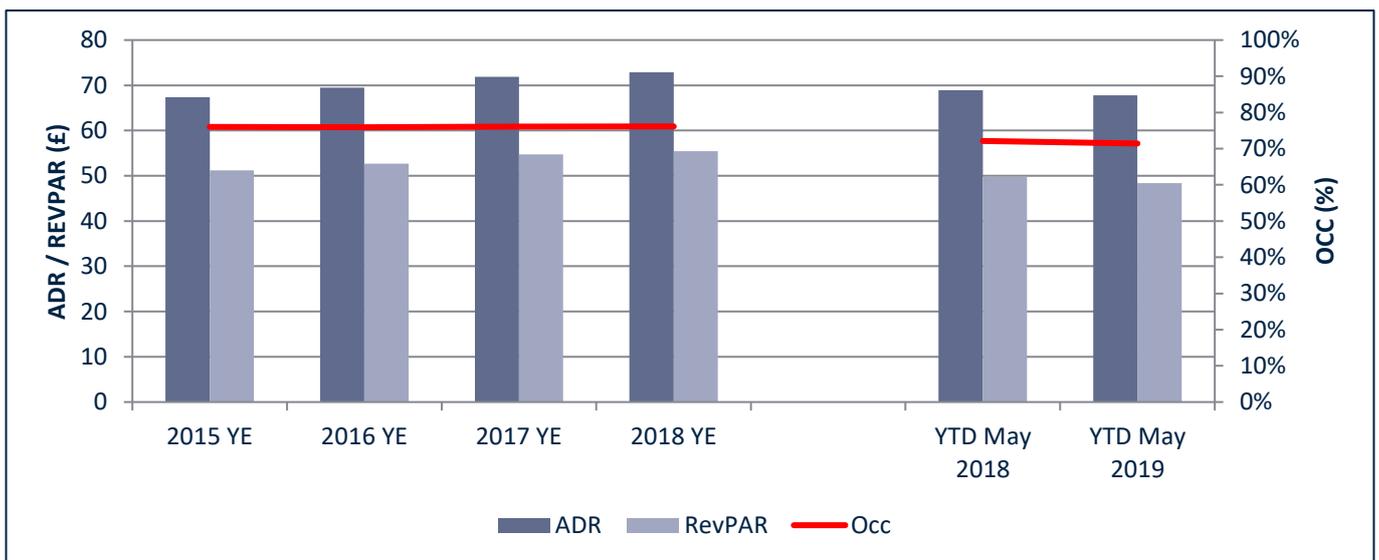
| | | |
|-------------------|--------|---------|
| HandPicked | 1 (2%) | 57 (2%) |
| Innkeeper's Lodge | 1 (2%) | 19 (1%) |
| Hall & Woodhouse | 1 (2%) | 14 (1%) |

Pipeline: 14 hotels and extensions (384 bedrooms). There are 5 branded hotels (146 bedrooms) in the planning pipeline, including Ibis Worcester Park, a 132 bedroom budget hotel due to be delivered in June 2021 and Druids Head, a 5 bedroom pub with bedrooms from Greene King.

UK Regional Hotel Market

The continuing rise in staycation numbers, recovery in corporate travel and the weak Sterling have boosted operational performance in the UK's hotel market over recent years. Between 2013-2018, the UK regions saw 6.2% average annual growth in RevPAR according to STR.

We have reviewed key performance metrics of a sample of hotels within a 5 mile radius of the Property. Occupancy falls within the range of 75-82%, accompanied by ADR levels of £86-91. Due to the confidential nature of this information, which has been informed from other Savills projects, we are unable to disclose further detail. We do note however that this indication is in line with the occupancy levels being achieved by the wider UK regional market, and above the average daily room rates (ADR) of the wider UK regional market, reflective of the affluent local area and proximity to the Capital. The graph below illustrates the key performance indicators of the UK regional market over the last four years.



Source: STR

PWC recognise a continued resilience in the UK regional hotel market in their forecasts for 2019 and 2020. In the provinces, PWC anticipate ADR to increase by 0.5% and 0.8% respectively year-on-year, converting to a rise on RevPAR levels of 0.4% and 0.8% respectively year-on-year. Occupancy is anticipated to remain stable at 76%, with the regions absorbing a net growth of 3.3% in 2019.

Conclusion

The Esher hotel market is small compared to other regional UK hotel markets, as well as the wider local market. The existing Esher hotel market is dominated by pubs with bedrooms, and there are no new hotels in the pipeline. We consider that there is untapped corporate and leisure demand for a hotel in Esher. The key performance indicators of hotels in the local area, alongside Hilton's desire to brand or operate the proposed hotel, add weight to anticipated good demand for a hotel at Sandown Park Racecourse.



Maple Court
Reeds Crescent
Watford
Hertfordshire
WD24 4QQ
United Kingdom

3 June 2019

William Gittus
Group Property Director
The Jockey Club
75 High Holborn
London
WC1V 6LS

Dear William

Proposed Hilton Garden Inn, Sandown Park Racecourse (Proposed Hotel)

Further to our meeting where we discussed the hotel development opportunity at Sandown Park Racecourse, I see that you have now applied for planning permission. This is a great site for a hotel and one which I believe would work particularly well as a Hilton Garden Inn of up to 150 keys. I therefore wanted to formally confirm Hilton's interest in further discussions with you regarding the possibility of the parties entering into either a Franchise or Management Agreement in respect of the Proposed Hotel.

You will know that the Hilton brand enjoys the highest unprompted awareness of any brand hotel in both the business and leisure sectors (BDRC surveys), not only in the UK but also on every continent. In addition to benefiting from the Hilton name, the Hilton Garden Inn brand shares the same global sales, reservations, technology, loyalty and performance support programme as the Hilton core brand.

We have a proven track record of hotels at sporting venues and have just recently opened Hilton Garden Inn at Doncaster Racecourse and are under construction with Hampton by Hilton at Hamilton Park Racecourse and I would welcome the opportunity to show you the hotel at Doncaster.

Sports venues are a source of local and international pride. Often built, not just for sporting reasons, but also for reasons of destination marketing and support for the wider community. Now more than ever they are part of the entertainment industry – fans come not just to spectate but also to participate and have a great “day” out. Commercial reality also dictates that sporting venues create more income outside of sports events and generate much needed income independent of sport. In this regard, hotels have a major role to play in both enhancing the fan experience and strengthening profitability of the venue. In recent years Hilton has developed more hotels at UK stadiums and sporting venues than any other hospitality company and we believe that the hotel and its associated components help create jobs and provide a focus for community needs. The hotel becomes an

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anchor of the venue and turns it into a 365 day, 24 hour operation so that the venue is active outside of sporting days. It is all about creating a mixed use entertainment and sports driven destination that delivers for the local community.

Please note that any interest is strictly subject to contract and approval of the parties' respective boards of directors and should we reach agreement, this would be on the basis of either our standard Franchise or Management Agreement.

This letter is not intended to be, and it is not, legally binding on either you or us. This letter and any negotiations prior or subsequent to this letter cannot be construed within the meaning of English law as an offer, promise representation or intention to conclude or enter into a binding agreement whether written or otherwise and should be considered only as a basis for further discussions.

Accordingly, and without limitation, neither party will be liable to the other, as a result of a failure by either party to reach a binding written agreement in respect of the Proposed Hotel. Consequently, either of us may cease discussions at any time. Under no circumstances shall the cessation of negotiations be construed as a breach of contract, good faith or pre-contractual obligations, and therefore, shall not give rise to any compensation or other liability whatsoever. Nothing in this letter shall prohibit either party from considering, negotiating or entering into one or more contracts with any third party in relation to the development, management, franchise or operation of hotels in the United Kingdom or elsewhere.

Additionally, efforts by either party to complete due diligence or negotiate or prepare any documents shall not be considered as evidence of intent by either party to be bound by the terms of this letter.

I look forward to discussing the project further with you and would welcome the opportunity to work with you on this exciting hotel development opportunity.

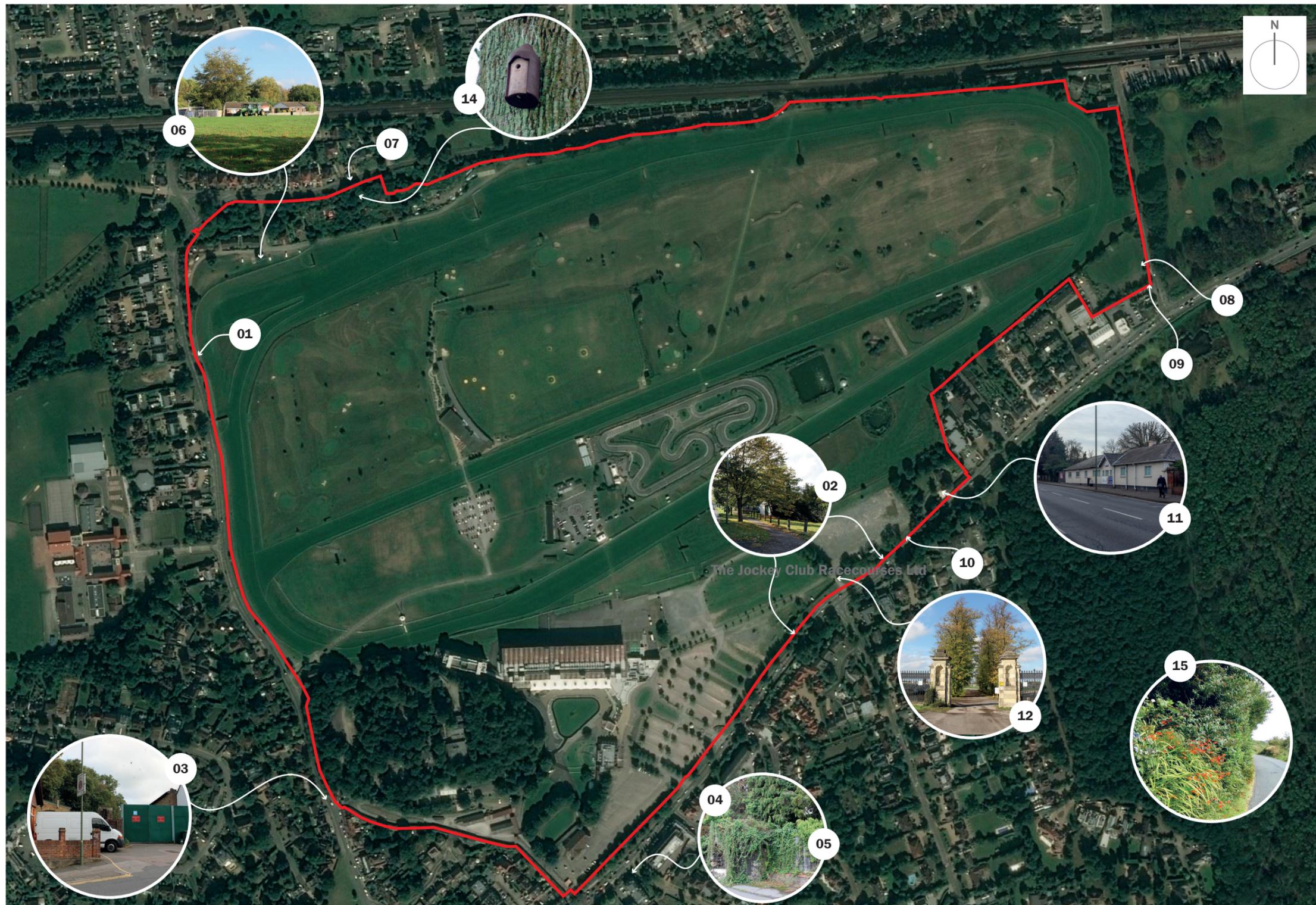
Yours sincerely

A handwritten signature in black ink, appearing to read "Sarah Green", with a large, stylized flourish underneath.

Sarah Green
Development Director, UK & Ireland

Appendix 10

ENVIRONMENTAL ENHANCEMENTS



- Site Boundary
- 01 Key Benefit Number Location

01. Removal of barbed wire fencing atop closeboard fencing along More Lane, to be replaced with plain wire, would serve to soften local views, improving the character of the immediate context and enhancing the approach to Esher on More Lane;

02. Existing close board fencing to be replaced with new fencing, continuing the existing character of Portsmouth Road, framing the existing Gates.

03. Improvement of the conservation area through removal of unsightly metal gates for the access;

04. Improvements to the close board fencing would improve the experience of the Travellers Rest and the approach to the centre of Esher along Portsmouth Road;

05. The removal of the existing Leylandii tree cover would further improve the approach to the centre of Esher;

06. Removal of existing built form and external paraphernalia, albeit at a relatively small scale, would result in the simplification of local views;

07. New landscape features would assist in maintaining the character of Lower Green Road, with views of built form filtered by native landscape features;

08. Setting back the proposed development from Station Road would maintain the green, well-treed, characteristics of the eastern edge of the Racecourse;

09. The introduction of an active site frontage, with removal of existing security gates and softening of local views through the planting of new landscape features, would serve to enhance local character;

10. Setting back the proposed development from Portsmouth Road, supported by new tree planting, would assist in enhancing the well-treed character of the approach to the centre of Esher;

11. The retention of the locally listed tollhouse (original building), would serve to further maintain the approach to the centre of Esher;

12. Controlled access through the Grade II Listed Gates would increase the protection to the Gates, and enhance the local character of Portsmouth Road;

13. An ecological management plan for the wider site, would manage the park in a manner more tailored to maximising biodiversity value and contributing to wider green infrastructure;

14. Ecological enhancements would include the implementation of additional bat and bird boxes around the Sandown park Racecourse site;

15. The establishment of additional native woody hedgerows, where possible, would provide a further contribution to wider green infrastructure; and

client
The Jockey Club Racecourses Ltd

project title
Sandown Park, Esher

drawing title
Sandown Park: Environmental Enhancement Diagram

| | | | |
|----------------|----------------------|----------|-----------|
| date | 10 JULY 2019 | drawn by | CR |
| drawing number | edp5237_d013c | checked | BC |
| scale | Not to scale | QA | GY |



Registered office: 01285 740427 - www.edp-uk.co.uk - info@edp-uk.co.uk

Appendix 11

ECOLOGICAL ENHANCEMENTS

17 May 2019

Sandown Park
Racecourse, Esher

Landscape and
Ecological
Management Plan
(Masterplan Site) –
Heads of Terms

Report Number: 11932_R04_NJ_HM

Author: Nathan Jenkinson ACIEEM

Checked: Aaron Grainger MCIEEM



Tyler Grange

Birmingham • Cotswolds • Exeter • London • Manchester

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| Section 4: Mechanism for Implementation of LEMP | 4 |
| References | |

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Section 1: Introduction

Scope of Report

- 1.1. This report describes the 'heads of terms' of a Landscape and Ecological Management Plan (LEMP). The LEMP is to be implemented for the wider Sandown Park site (hereinafter referred to as the 'masterplan site') and is not limited to the development sites only.
- 1.2. It is intended that the implementation of the LEMP would maximise the biodiversity potential of retained and newly created resources, and deliver overall ecological enhancement of the masterplan site, in accordance with planning policy and guidance.
- 1.3. It is envisaged that the detailed prescriptions of a full LEMP would build upon the heads of terms set out in this report.



Section 2: LEMP Objectives and Constraints

Objectives

- 2.1. The objectives of the LEMP are:
- To maximise the ecological importance of retained habitats;
 - To ensure that newly created habitats are maintained in order that they establish successfully and provide biodiversity benefits in the long term;
 - To maintain connectivity in terms of wildlife corridors through the masterplan site, to promote wildlife dispersal and colonisation, and to avoid isolation and fragmentation effects for mobile species;
 - To improve the conservation status of identified valuable and/or priority species;
 - To increase the amenity and interpretative value of the masterplan site by maintaining accessible natural greenspace for users, whilst ensuring that potential disturbance effects to important ecological features are minimised; and
 - To monitor the efficacy of the LEMP by undertaking biological recording of habitats and species.
- 2.2. Heads of terms enhancement features and management prescriptions to deliver these objectives are outlined in Section 3.

Management Constraints

Legislative Considerations

- 2.3. Management cannot be undertaken that would result in offences under protective legislation. As such, management would ensure conformity with the Wildlife and Countryside Act (WCA) 1981 (as amended), the Conservation of Habitats and Species Regulations 2010 and the Natural Environment and Rural Communities (NERC) Act 2006. Specific reference to this is made where appropriate.
- 2.4. The LEMP would be required, in part, to ensure management and monitoring of habitats is in conformity with the conditions of the Natural England development licences that may be required for bats and great crested newt (to be confirmed by further surveys).



Section 3: Enhancement Features and Management Prescriptions (Heads of Terms)

- 3.1. At this stage, details of site enhancement feature locations and quantum are not available. However, it is envisaged that the LEMP will include recommendations for the instatement and management of the following:
- Installation of bat and bird boxes, and insect hotels;
 - Nectar rich planting to increase the invertebrate food resource at the site, for species such as birds and bats;
 - Establishment of wildflower grassland;
 - Establishment of hedgerows/new native woody boundary features;
 - Replacement and additional native tree planting;
 - Enhancement of on-site ponds, for example through the planting of emergent and marginal vegetation; and
 - Establishment of refugia/deadwood piles nearby to ponds for amphibians such as smooth newt (detected as present during newt surveys).
- 3.2. The above recommendations are in line with those made in the Preliminary Ecological Appraisal and Preliminary Bat Roost Assessment report (Report Ref: **11932/R01g**), prepared for the hybrid planning application sites.



Section 4: Mechanism for Implementation of LEMP

- 4.1. The full LEMP, together with its implementation, would be secured by planning controls.
- 4.2. It is envisaged that it would be implemented in perpetuity by the existing Sandown Park grounds team, with initial guidance and ongoing assistance from licensed ecologists, as required.



References

Bat Conservation Trust and Institution of Lighting Engineers (2009) *Bats and Lighting in the UK: Bats and the Built Environment Series*

BS 42020:2013. *Biodiversity. Code of practice for planning and development*



Appendix 12

TRANSPORT COMMENTARY AND ENHANCEMENT DIAGRAM

Sandown Park Racecourse, Esher

Applicant response to Save Esher Green Belt Group of Residents

Introduction

1. This note has been prepared to respond to the Highways Review comments raised by Save Esher Green Belt Group of Residents in Appendix 5 of their letter dated the 1st April 2019. The Summary and Conclusions in Section 7 have been used as a basis for the response. The residents comments are set out in italics below together with TPP's response.

Response

In summary, the TA submitted in support of the development proposal lacks sufficient detail in a number of areas including:

A review of the existing pedestrian and cyclist infrastructure in the vicinity of the site, and how this will be improved so that the development proposal appropriately takes up the opportunity for sustainable travel.

2. The scope of the Transport Assessment has been agreed with Surrey County Council (SCC). This involved a number of meetings and discussions responding to their comments.
3. A review of the pedestrian and cycle network was undertaken following pre-application advice from SCC. The approach has been to identify areas where pedestrian and cycle improvements could be made to the existing transport network and within the development sites. The pedestrian and cycle network improvements along with other transport improvements currently being discussed with SCC to mitigate the impact of the development are shown on Figure 1.
4. Portsmouth Road already has intermittent advisory cycle lanes which help to prevent cars passing too close to cyclists. The development proposals will also provide secure and covered cycle parking for future residents, hotel visitors and staff and Jockey Club staff and visitors. In addition, improvements to the cycle parking provision at Esher Station will be investigated.
5. Improvements to the pedestrian network currently being discussed with SCC include:
 - Extending the footway on More Lane to the south of the centre of course entrance, up to the access and linking it to the bus stop to the north of the access.
 - A contribution to widening Lower Green Road to provide sufficient width for vehicles to park on-street whilst maintaining two-way flow. This will prevent vehicles parking on the footway which provides a safer walking route for

pedestrians on Lower Green Road and in particular those walking to Esher Station.

- Improving the pedestrian route between Lower Green Road and Esher Station. This could include lighting and better drainage.
- Provision of a pedestrian crossing facility and traffic calming on Station Road at the access to Esher Station to improve conditions for pedestrians.
- Improvements to the footway on Station Road which could include resurfacing, pedestrian signing and tactile paving. These improvements will provide better access on foot to Esher Station and the town centre.
- Improvements to the footway on Portsmouth Road which could include resurfacing, pedestrian signing, tactile paving and jetting of existing drainage gullies which appear to be blocked and cause localised flooding. These improvements will provide better access on foot to Esher Station and the town centre.
- Right-turn lane on Portsmouth Road for Site 5. This will include informal pedestrian crossing facilities with refuges.

Analysis of existing highway conditions on the local highway network, which include junctions that are subject to peak hour congestion and delay.

6. A review of the existing highway conditions was undertaken. Automatic Traffic Counter (ATC) surveys were also undertaken for a period of seven days on all the roads surrounding the Racecourse. A number of site visits have also been undertaken at peak and off peak times and on race days.
7. It is appreciated that local junctions are operating at or over capacity in the highway peaks. This is an existing issue and the development proposals will not have a significant impact on these junctions. However a package of mitigation measures is being discussed with SCC. Figure 1 shows some of the potential transport mitigation measures. The new site access junctions have been modelled to ensure these will not impact on the existing Highway network.

Analysis of the accident record in the vicinity of the site, which includes a number of areas where there are clusters of accidents including involving vulnerable road users.

8. A review of the accident data was undertaken and is summarised within the ES Chapter for Transport.

A full and detailed assessment of the traffic impact of the development proposal on the local highway network. This current assessment is not fit for purpose and, at best, pays lip service to this matter. This should include capacity testing and consider traffic impacts on race-days.

9. The development proposals will have a minimal impact on the local Highway network. The proposals are to refurbish the Racecourse not increase the number of trips to and from the site on race days. Therefore, traffic associated with the Racecourse will not increase. It should be noted that race days and events usually take place outside of the Highway network's busiest times.

10. In addition to the measures on Figure 1, which are currently being discussed with SCC, the Racecourse Travel Plan will include measures to promote sustainable travel which will help to mitigate the traffic impacts associated with the Racecourse.

Highways mitigation needs to be identified and delivered by the proposal. Given the existing issues and the scale of development, it is highly likely that significant highway works will need to be delivered as part of the proposal to make the scheme acceptable in transport terms.

11. The Highway improvements currently being discussed with SCC Highways are set out on Figure 1. The improvements have been identified to improve infrastructure that will lead to sustainable transport use. In addition to the pedestrian and cycle improvements set out under paragraphs 2 and 4, the following transport improvements are being considered:

- Bus stop improvements on More Lane, Lower Green Road and Portsmouth Road. This could include Real Time Passenger Information Systems, access for all compatible kerbs and bus shelters with lighting and power.
- Improving the safety on the bend of More Lane / Lower Green Road by cutting back vegetation and improving forward stopping sight distance visibility. Measures to prevent parking on the bend could be implemented.
- Relocating the access for Site 3 further from the bend on Lower Green Road and the junction of More Lane. This allows the junction to be located on a straight section of road and provides improved visibility with further clearance from interaction with the vehicles joining from the More Lane junction.
- Improving HGV signing at the Esher Gyratory to warn drivers of bridge height constraints associated with the railway line. This will prevent HGVs having to reverse along or turn around on More Lane and Lower Green Road which is understood to cause significant disruption.
- Traffic calming on Station Road at the entrance to Esher Station.
- Right-turn lane on Portsmouth Road for access into Site 5 to prevent blocking by right turning vehicles on Portsmouth Road. This includes the provision of informal pedestrian crossings with central refuges on Portsmouth Road.
- Provision of a Residential Travel Plan which will contain bespoke measures to encourage the use of sustainable transport modes whilst discouraging single occupancy private car use. The Travel Plan will also provide information on the health benefits of walking and cycling.
- Provision of a Hotel Travel Plan which will contain bespoke measures to encourage the use of sustainable transport modes whilst discouraging single occupancy private car use. The Travel Plan will also provide information on the health benefits of walking and cycling.
- Provision of a Racecourse Travel Plan which will contain bespoke measures to encourage the use of sustainable transport modes whilst discouraging single occupancy private car use. The Travel Plan will also provide information on the health benefits of walking and cycling.
-

- Provision of a Car Park Management Plan to ensure the Residential sites maintain a sufficient level of parking for the demand .
- Provision of an Event Management Plan to ensure race days and events at the Racecourse are managed to minimise their effects on the local transport network and provide sufficient parking, and that visitors and staff arrive and depart the site in a safe and efficient manner.

Parking matters need further analysis. If the parking at Esher C of E High School cannot be guaranteed then there is likely to be overspill on to local streets, potentially to the detriment of highway safety.

12. The parking provision on the Racecourse is sufficient for all but a one or two large race days a year. The development proposals are to improve and rationalise the existing on-site parking provision so that it is available all-year round and its capacity is not reduced due to inclement weather. The Racecourse have an arrangement with Esher C of E School for overspill parking when this is required. In addition, the provision of an Event Management Plan will ensure car parking for the Racecourse is appropriately managed.

SCC are a competent highway authority and it is expected that these points will be picked up by them in their consultation response. As it stand, there is currently insufficient evidence to satisfactorily demonstrate that the development proposal meet the key transport tests set out in paragraphs 108 and 109 of the NPP, in particular:

13. The scope of the Transport Assessment has been agreed with SCC. This involved a number of meetings and discussions responding to their comments. The mitigation required for the proposed development is currently being discussed with SCC.

Appropriate opportunities to promote sustainable transport modes have not been taken up.

14. TPP's responses to the comments above demonstrate that measures to encourage sustainable transport are being put forward.

The significant impacts from the development on the local highway network have not been mitigated to an acceptable degree; and

15. It is acknowledged that local Highway junctions are operating at or above capacity. This is an existing issue and the development proposals will not have a significant impact on these junctions. However, a package of mitigation and improvement measures are currently being agreed with SCC to mitigate the impact of the development.

It has not been demonstrated that there would not be an unacceptable impact on highway safety, nor that the residual cumulative impacts on the road network would be less than severe.

16. The ES Transport Chapter demonstrates that the development proposals' impact on the local transport network would be less than severe.

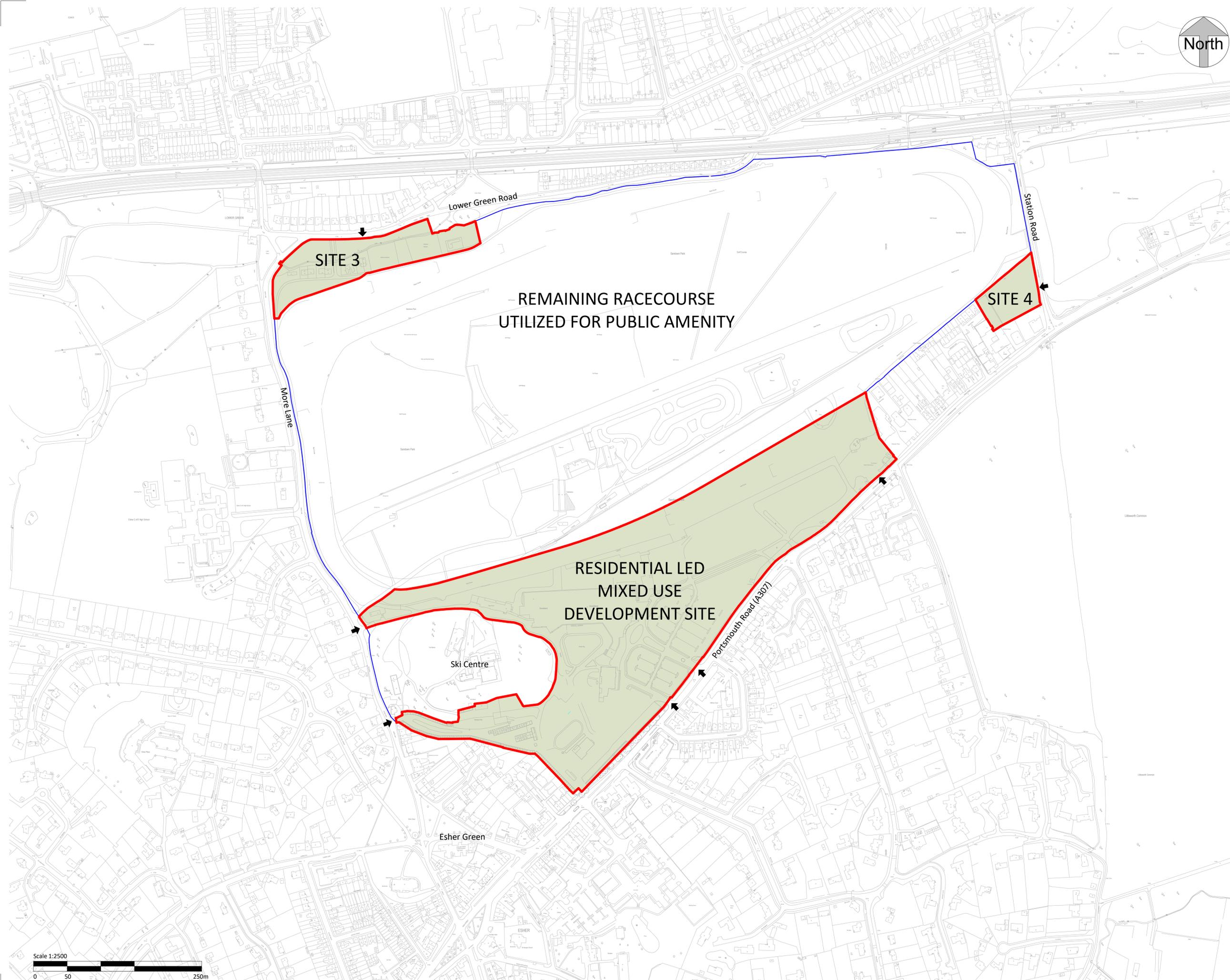
Appendix 13

FEASIBILITY PLAN TO ACCOMMODATE POLICY COMPLIANT REQUIREMENT FOR AFFORDABLE HOUSING



Figured dimensions only are to be used. All dimensions to be checked onsite. Differences between drawings and between drawings and specification or bills of quantities to be reported to the PRC Group. For Planning purposes, drawings can be scaled using the scale bar. © The copyright of the drawings and designs contained therein remains vested in the PRC Group.

Revisions: _____ Drawn / Chkd: _____ Date: _____



REMAINING RACECOURSE
UTILIZED FOR PUBLIC AMENITY

SITE 3

SITE 4

RESIDENTIAL LED
MIXED USE
DEVELOPMENT SITE

Ski Centre

Esher Green

Preliminary Issue

Client:
Jockey Club Racecourses Ltd



Project:
Sandown Park

24 Church St. West,
Woking, Surrey,
GU21 6HT
01483 494 350

Drawing Title:
Residential led mixed use
development

info@prc-group.com
www.prc-group.com

Scale @ A1: 1:2500
Checked by: MC
Date: 07.05.2019

Architecture
Planning
Master Planning
Urban Design
Interiors
Landscape

Job No: 11071
Stage_Drawing No: FE_201
Rev: _____

Issue Status:
Construction Preliminary
Information Approval
Tender

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Warsaw

PRC Architecture & Planning
07/05/2019 11:52:56



Appendix 14

PLAN ILLUSTRATING ALTERNATIVE DEVELOPMENT OPTIONS 1-3



Accommodation schedule:

27 x 1B2P
59 x 2B4P
Total 86 flats

119 x CPS

Preliminary Issue

Client:
Jockey Club Racecourses Ltd



Project:
Sandown Park

24 Church St. West,
Woking, Surrey,
GU21 6HT
01483 494 350

Drawing Title:
**Site 3 - Indicative Layout
Option 1**

Scale @ A1: 1:500
Checked by: MC
Date: 12.04.2019

Job No: 11071
Stage_Drawing No: PL_203_1
Rev: P1

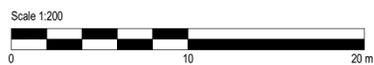
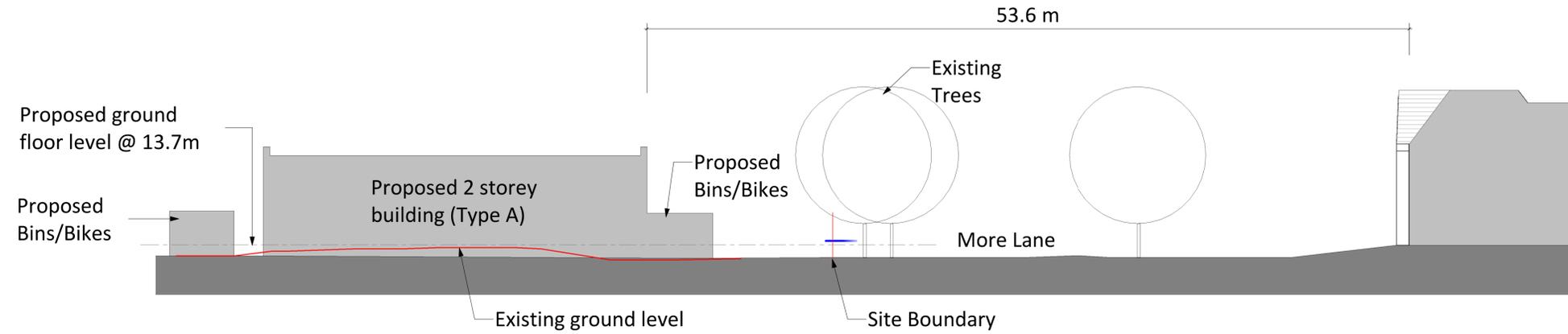
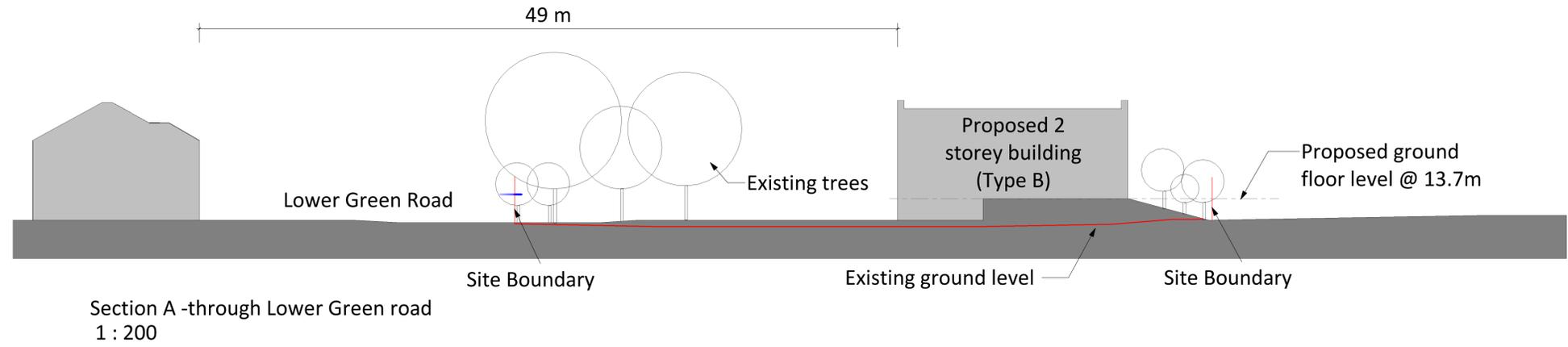
Issue Status:
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Villas



Preliminary Issue

Client:
Jockey Club Racecourses Ltd



Project:
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Woking, Surrey,
GU24 6HT
01483 494 350

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Drawing Title:
Site 3 - Indicative Section
Option 1

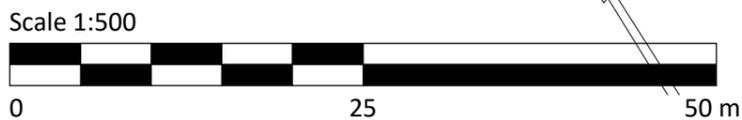
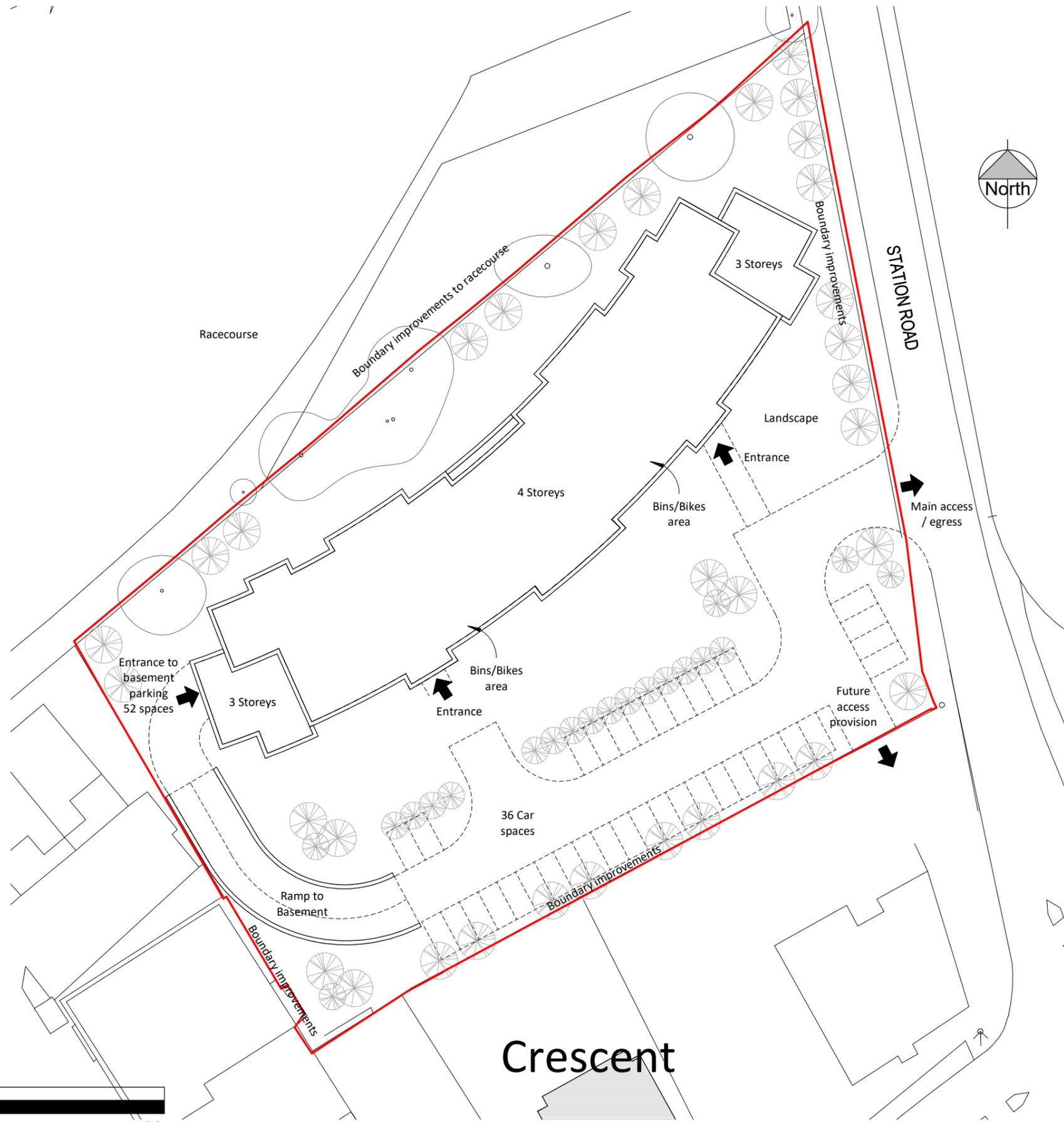
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Checked by: MC
Date: 12.04.2019

Job No: 11071
Stage_Drawing No: PL_303_1
Rev: P1

Issue Status:
Construction Preliminary
Information Approval
Tender

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Accommodation schedule:

2 x Studio
 32 x 2B4P
 20 x 3B5P
Total 54 flats

88 x CPS

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 Woking, Surrey,
 GU21 6HT

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 www.prc-group.com

Revisions:
P1 Issued for discussion

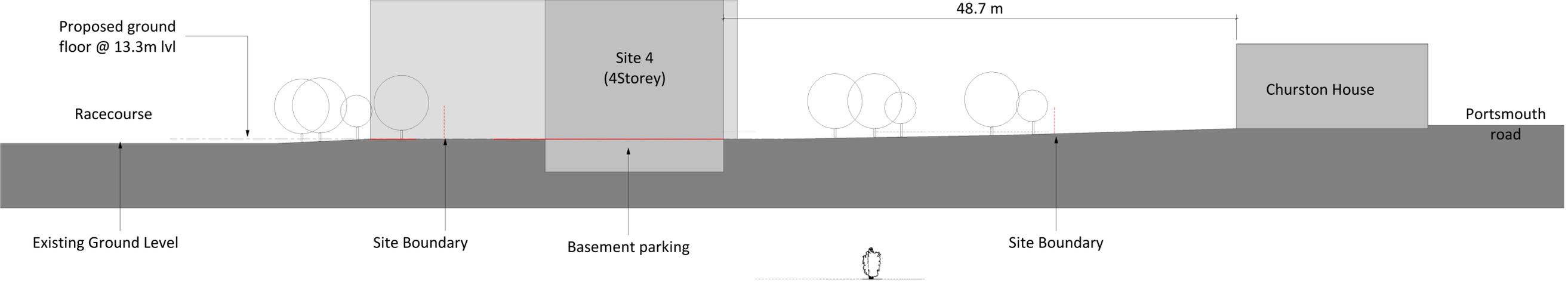
Drawn / Chkd: MC
 Date: 120419

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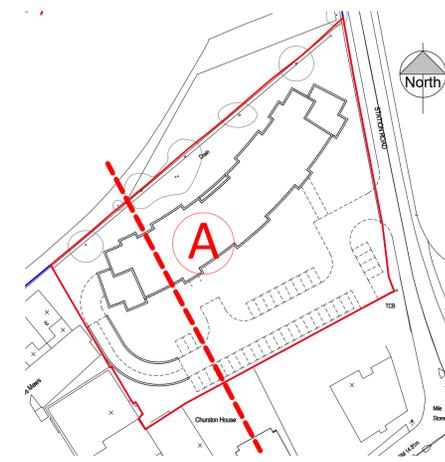
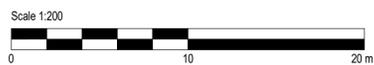
| |
|---|
| Client: Jockey Club Racecourses Ltd |
| Project: Sandown Park |
| Drawing Title: Site 4 - Indicative Layout Option 1 |

| | | |
|---------------------------------------|---|--------------------------------------|
| Checked by: MC | Scale @ A3: 1 : 500 | Date: 12.04.2019 |
| Job No: 11071 | Stage_Drawing No: PL_204_1 | Rev: P1 |
| Construction <input type="checkbox"/> | Preliminary <input checked="" type="checkbox"/> | Information <input type="checkbox"/> |
| Approval <input type="checkbox"/> | Tender <input type="checkbox"/> | |





A - Site 4 - section through Churston House
 1 : 200



Preliminary Issue

Client:
 Jockey Club Racecourses Ltd



Project:
 Sandown Park

24 Church St. West,
 Woking, Surrey,
 GU21 6HT
 01483 494 350

info@prc-group.com
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Drawing Title:
**Site 4 - Indicative Section
 Option 1**

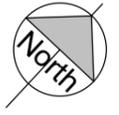
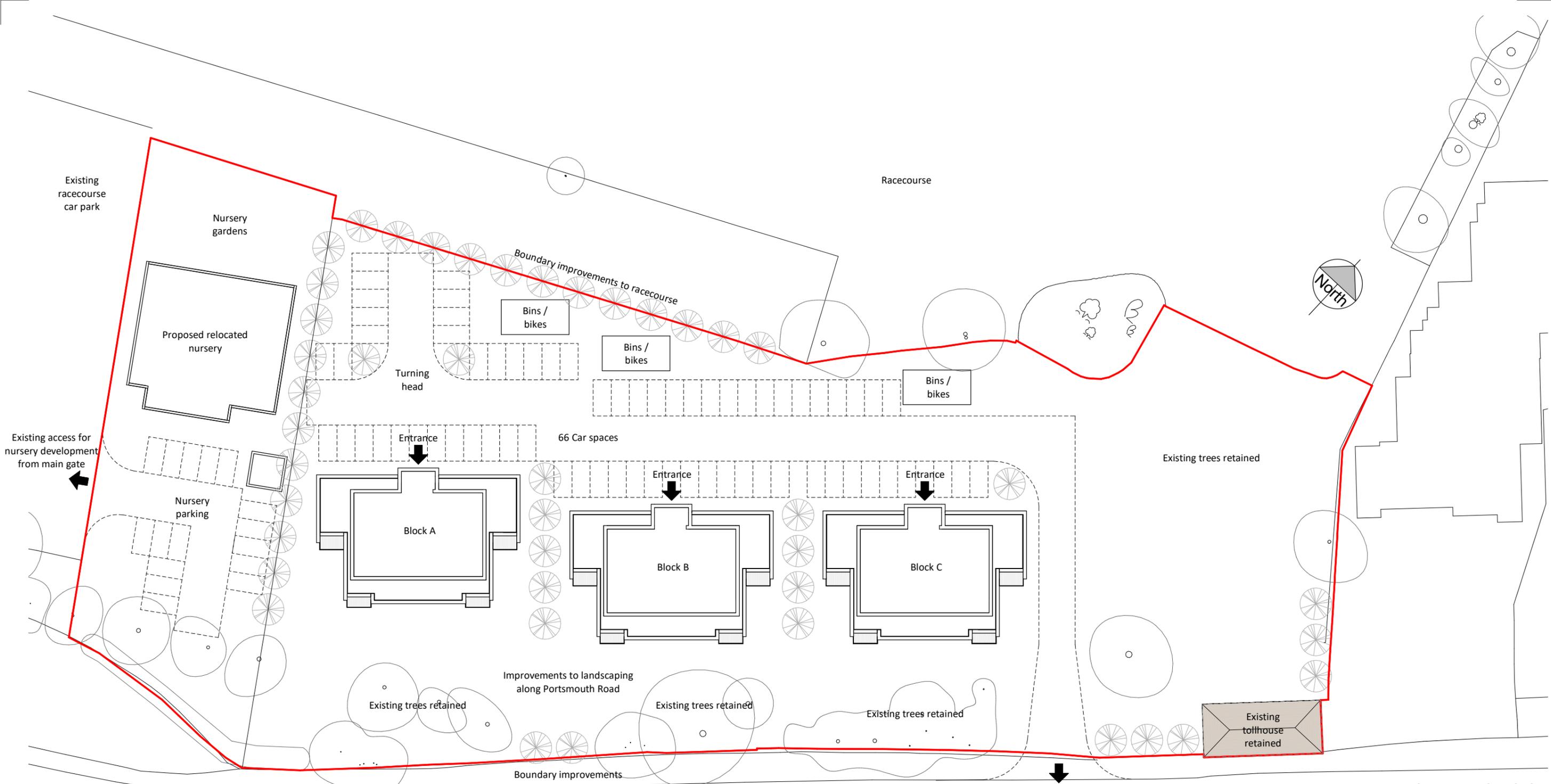
Scale @ A1: As indicated
 Checked by: MC
 Date: 12.04.2019

Job No: 11071
 Stage_Drawing No: PL_304_1
 Rev: P1

Issue Status:
 Construction Preliminary
 Information Approval
 Tender

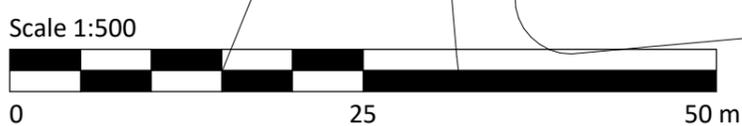
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Accommodation schedule:

- 27 x 1B2P
- 18 x 2B4P
- 6 x 3B5P
- Total 51 flats**
- 66 x CPS



Villas

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 GU21 6HT
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Revisions:
P1 Issued for discussion

Drawn / Chkd: MC
 Date: 120419

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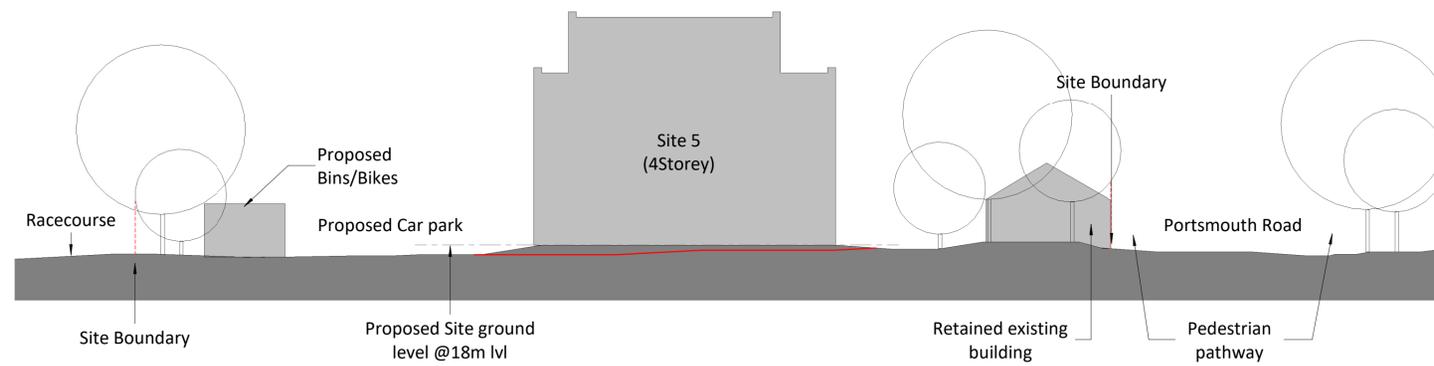
Client: Jockey Club Racecourses Ltd
 Project: Sandown Park
 Drawing Title: Site 5 - Indicative Layout Option 1

Checked by: MC
 Scale @ A3: 1 : 500
 Date: 12.04.2019
 Job No: 11071
 Stage_Drawing No: PL_205_1
 Rev: P1
 Construction Preliminary Information
 Approval Tender

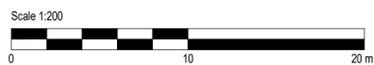
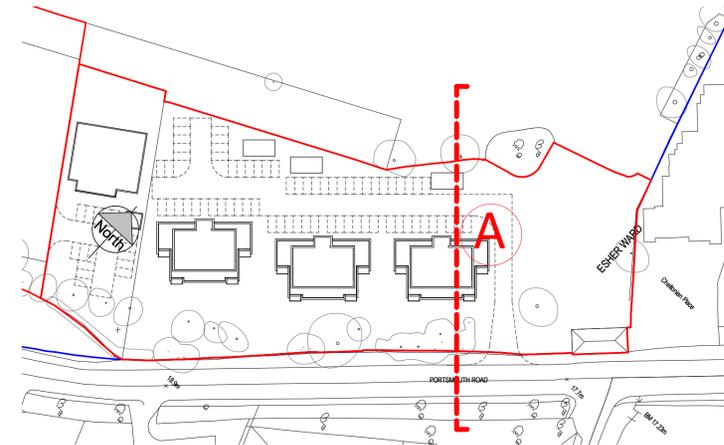


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| Revisions: | Drawn / Chkd: | Date: |
|--------------------------|---------------|----------|
| P1 Issued for discussion | MC | 12/04/19 |



Section A - through Portsmouth Road
 1 : 200



Preliminary Issue

Client:
 Jockey Club Racecourses Ltd



Project:
 Sandown Park

24 Church St. West,
 Woking, Surrey,
 GU24 6HT
 01483 494 350

Drawing Title:
 Site 5 - Indicative Section
 Option 1

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Scale @ A1: As indicated
 Checked by: MC
 Date: 12.04.2019

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Job No: 11071
 Stage_Drawing No: PL_305_1
 Rev: P1

Issue Status:
 Construction Preliminary
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Appendix 15

TABLE ANALYSING THE FOUR ALTERNATIVE DEVELOPMENT OPTIONS 1-3

Sandown Park - Alternative Development Options Appraisal

| Implications in comparison to application proposals | Site 3 Variation (all blocks 2 storeys apart from the two furthest east which are retained at 3 storeys, see plans 111071PL/203/P1 and /303/P1) | Site 4 Variation (removal of 5th & 6th storeys, see plans 111071PL/204/P1 and /304/P1) | Site 5 Variation (removal of block D, see plans 111071PL/205/P1 and /305/P1) |
|--|--|--|---|
| Green Belt Openness – Spatial/ Visual¹ | <p>There would be a reduction in the massing of built form throughout the site in comparison to the application proposal. However, development would continue to increase the visual association between the northern and southern edges of the Racecourse, essentially the land deemed to form the <i>'essential gap'</i>. Despite the reduction in built form height, the increased intervisibility with the nearest <i>'settlement edge'</i>, namely the perceived northern built context of Esher being formed by the Grandstand, would continue to result in a degree of a reduction in the sense of openness within the Racecourse. However, with the retention of a gap of approximately 480m, the Racecourse's function in providing an <i>'essential gap between settlements'</i> would remain.</p> <p>The landscape strategy for the proposed development would provide a new defensible boundary to the northern edge of the Racecourse, with the reduction in built form height assisting in assimilating proposed built form into the perceived well-treed context.</p> <p>The proposed development would continue to impact on openness, such that it would be considered inappropriate in spatial/visual terms.</p> | <p>The reduction in height of the proposed development would continue to bring development at the southern boundary of the Racecourse closer to its northern boundary. However, the role of mature landscape features on the northern boundary would continue to limit the association between the site and the Racecourse. Despite the reduction in built massing within the site, there would remain an absolute loss of openness within the site, although the sense of openness within the Racecourse is unlikely to be adversely affected.</p> <p>The reduced height of built form within the site, as above, would remain an identifiable but minor element of local views. The site is well-related to the existing context and does not contribute to the perceived separation between settlements – this would not change as a result of the variation. Overall, the revised proposals would still not harm the openness of the Green Belt and the function of the Racecourse as an <i>'essential gap between settlements'</i>.</p> <p>Overall, and in the context of the foregoing commentary, the proposals would be appropriate in spatial/visual terms, but still be inappropriate development within the Green Belt as the site is not previously developed.</p> | <p>The introduction of the revised development within Site 5, despite the reduction in built massing within the site, would continue to marginally reduce the length of Portsmouth Road from where views to the northern edge of the Racecourse can be appreciated. However, the variation would not be perceived to <i>'reduce the perceived or actual distance'</i> between settlements and in comparison to the application scheme would reduce the location from which this separation could be experienced, albeit this is from a short section of a busy and urbanised vehicular corridor.</p> <p>The variation would reduce the built mass within the site in comparison to the application proposal. However, given that the site is well-related to the existing built context without providing a contribution to the perceived separation between settlements, neither the application proposal nor the variation would harm the openness of the Green Belt. Overall, the both options are considered appropriate in spatial/visual terms.</p> |
| Transport | <p>A review of the trip generation, using the trip rates agreed with SCC relative to the development proposals, but based on the reduced number of units, has been undertaken to compare it to the proposed planning application trip generation. It demonstrates that the predicted vehicle trip generation will reduce by 4 trips on both Lower Green Road and More Lane in the AM and PM peak hours. This reduction in trips on the local roads would be indiscernible when compared to the planning application proposals.</p> | <p>A review of the trip generation, using the trip rates agreed with SCC relative to the development proposals, but based on the reduced number of units, has been undertaken to compare it to the proposed planning application trip generation. It demonstrates that the predicted vehicle trip generation will reduce by 6 trips on Station Road in the AM peak hour and 5 trips in the PM peak hour. This reduction in vehicle trips on the local roads would be indiscernible when compared to the planning application proposals.</p> | <p>A review of the trip generation, using the trip rates agreed with SCC relative to the development proposals, but based on the reduced number of units, has been undertaken to compare it to the proposed planning application trip generation. It demonstrates that the predicted vehicle trip generation will reduce by 10 trips on Portsmouth Road in the AM peak hour and 7 trips in the PM peak hour. This reduction in vehicle trips on the local roads would be indiscernible when compared to the planning application proposals.</p> |
| Viability² | <p>The changes would result in a residual land value for sites 1-5 of circa £31m, against a revised benchmark land value of £35.79m, rendering the scheme unviable.</p> | <p>The changes would result in a residual land value for sites 1-5 of circa £33.5m, against a revised benchmark land value of £35.79m, rendering the scheme unviable.</p> | <p>The changes would result in a residual land value for sites 1-5 of circa £34.5m, against a revised benchmark land value of £35.79m, rendering the scheme unviable.</p> |
| Summary Comments | <p>Alterations to the proposal would have limited impact in terms of landscape, Green Belt and transport considerations. However, any proposal resulting from this variation would be unviable.</p> | <p>Alterations to the proposal would have limited impact in terms of landscape, Green Belt and transport considerations. However, any proposal resulting from this variation would be unviable.</p> | <p>Alterations to the proposal would have limited impact in terms of landscape, Green Belt and transport considerations. However, any proposal resulting from this variation would be unviable.</p> |

Notes:

1. Green Belt analysis should be reviewed in the context of Table 1 in the Green Belt Statement by Rapleys, dated 22 February 2019, submitted with the planning application
2. In reviewing viability, it has been assumed that:
 - Site 2 will remain 100% affordable housing
 - Average flat areas as the submission
 - The same construction build rate and timescales as the submission

- S106 contributions are adopted at the same rate per unit as submitted, and CIL payment reductions have been carried out on a rounded basis

Appendix 16

EXAMPLES OF LOCAL EMPLOYMENT OBLIGATIONS

EXAMPLES OF LOCAL EMPLOYMENT OBLIGATIONS

12 July 2019

Examples of planning applications which included obligations requiring the applicant/developer to work with the local authority in order to ensure that local employment is maximised as a result of development:

Site: 98 York Road, London SW11 3RD
Application Reference: 2015/5308
Local Authority: London Borough of Wandsworth

Site: BAE Systems, Elettra Avenue, Waterlooville, PO7 7XS
Application reference: APP/13/00893
Local Authority: Havant Borough Council

Site: Buildings 4 and 5, Hyde Park Hayes, Millington Road, Hayes
Application Reference: 40652/APP/2013/1981 and 45753/APP/2013/1980
Local Authority: London Borough of Hillingdon

Site: Buslingthorpe Mills, Education Road, Leeds LS7 2AP
Application Reference: 16/02759/FU
Local Authority: Leeds City Council

Site: Centre Point, 101-103 New Oxford Street and 5-24 St Giles High Street, London WC1A 1DD
Application Reference: 2013/1957/P
Local Authority: London Borough of Camden