



THE JOCKEY CLUB

# SANDOWN PARK MASTERPLAN

Amended - July 2019

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# 1.0 INTRODUCTION

## 1.1 PURPOSE OF MASTERPLAN

Sandown Park Racecourse (Sandown Park), owned and operated by Jockey Club Racecourses (JCR), is a prominent racecourse, visitor attraction, employer, business destination and cultural asset in Elmbridge Borough. In order to position Sandown as a world class racing venue and continue to deliver major economic and cultural benefits to the area, it must be fit for purpose in the long term. It is now in need of regeneration and modernisation to ensure that it can maintain its racing tradition and its role as a major economic driver.

This document sets out JCR's Vision for Sandown Park and a Masterplan-led approach to deliver future regeneration and upgrades of existing facilities to secure the long term future of Sandown Park. In addition, the Masterplan includes proposed residential developments, utilising surplus areas of Sandown Park which would provide capital investment to facilitate the regeneration and upgrades of Sandown Park and improve linkages with the townscape.

The Masterplan is expected to be delivered in phases, and seeks to facilitate a coordinated approach to the submission of a single hybrid planning application.

It has been prepared in conjunction with JCR and appointed design team consultants, to set out the planning policy context and opportunities and constraints informing the Masterplan and its delivery and phasing.

## 1.2 LOCATION & DESCRIPTION

### Location

Sandown Park is located in Esher, Surrey; an outer suburb of London with excellent access from London, Surrey and further afield. It is entirely within the Green Belt and located immediately to the north of Esher Town Centre and within short walking distance from Esher Railway Station. It is bounded by Portsmouth Road (south east), More Lane (west), Lower Green Road and the railway line (north) and Station Road (east). Main access to Sandown Park is via Portsmouth Road to the north of Esher town centre.

### Description

Sandown Park is a longstanding Jump and Flat racing venue, having begun in 1875. It hosts 25 racing fixtures annually including popular and notable race meetings, the Coral Eclipse, Gold Cup and Tingle Creek Chase. It is also an important cultural and leisure venue hosting conferences, events, weddings and public exhibitions. Sandown Park attracts a significant number of visitors to the racing fixtures and non-racing events.

It extends to 66 ha with existing racecourse buildings and structures including the Grandstand, the Racecourse, stables, a paddock and associated facilities and car park being located in the southern part of the race track. In addition, there is a gym/fitness centre with a dry-ski slope, a children's nursery, houses for racecourse staff, go-kart circuit and a golf course located with the centre.

# 1.0 INTRODUCTION

## 1.3 SANDOWN PARK - VISION STATEMENT

### Background

Sandown Park is owned and operated by JCR, which is governed by Royal Charter and invests all profits back into British horse racing as a sport, which will include investment in the long term development and enhancement of its venues.

They recognise the need to operate an efficient and diverse business, delivering an offer of non-racing activities to ensure that reinvestment in the enhancement and regeneration of its facilities as a racing venue, to secure its long term future, can be facilitated.

Sandown Park is an important asset to JCR and Elmbridge Borough, providing both a sports and leisure destination for race-goers and a business destination for conferencing and events.

Operationally, JCR utilise many local suppliers and service providers, and employ large numbers of permanent and temporary staff throughout the year.

However, there are a number of challenges to Sandown Park's long term success, including:

- The existing racecourse infrastructure is aging and absorbs a significant maintenance spend;
- Investment is required to maintain a competitive race programme and to raise its position as a world class racing venue;
- The existing buildings require upgrading to ensure that the venue keeps pace with the future needs of users and visitors, and
- The visitor experience requires investment to retain existing customers and to attract new audiences.

Therefore, Sandown Park must invest in the facilities to secure its long term future.

The retention of the existing benefits Sandown Park offers and the delivery of sustainable long term growth in the racecourse business set against the backdrop of ageing infrastructure and facilities, requires investment in an increasingly competitive industry.

# 1.0 INTRODUCTION

## 1.3 SANDOWN PARK - VISION STATEMENT

### Vision for Sandown Park

As a critical leisure destination and employer in Elmbridge, JCR's vision is to enhance this role, continue to play a key role in the local community and meet modern customer standards and expectations. In this context, JCR's overall vision for Sandown Park Racecourse is:

***“To deliver a competitive and sustainable future for Sandown Park Racecourse”***

In order to achieve this, the following three objectives have been identified, with the first two delivered by the third:

1. A higher quality racing programme and guest experience;
2. Wider and improved community provision, and
3. Racecourse enhancements to existing built environment and infrastructure.

These are explored in further detail below.

#### Delivering a higher quality racing programme and guest experience

Research has shown how racing needs to compete with all other leisure activities. JCR has continued to look at ways to improve the quality of the racing at Sandown Park. The investment is underpinned by the need to retain existing, but also attract new, racegoers to the racecourse. This, in turn, will assist in securing investment in prize money thereby further improving the race card and guest experience.

It is also recognised that the cultural heritage of the existing facilities plays a role in the guest experience, which will require a sensitive approach to investment and balanced consideration.

Specifically, JCR is seeking to provide:

- The highest quality fixture list throughout the year by maintaining a high number of runners per race, which is both competitive and attractive to racegoers.
- An enhanced guest experience of racecourse facilities and new on-site hotel on surplus land to contribute to the offer at Sandown Park and address the current deficient of visitor accommodation within Esher and wider locality.

To deliver this vision, which can underpin Sandown Park as a premier racing venue, it is therefore necessary to deliver a sustained package of investment and improvements through the enhancement of the built environment. Without this, Sandown Park Racecourse cannot remain competitive with other venues.

#### Wider and Improved Community Provision

In parallel to improving the race card and guest experience, JCR recognise the current need to enhance the year round provision and offer at Sandown Park Racecourse for families and wider local community outside of race days. Identified initiatives include:

- Refurbishment improvements to facilities and technology offer, including the exhibition spaces within the Grandstand.
- A new family zone to include a café, indoor/outdoor play facilities, children's cycle track, to be open to the public year-round.
- Re-provision of an upgraded children's nursery.
- Better integration between Sandown Park Racecourse, Esher Town Centre and railway station.

In addition to the above, the golf centre, ski and leisure centre and skywalk within the grounds of Sandown Park Racecourse shall continue to be open to the public.

#### Enhancing the Existing Built Racecourse Environment

At present, a significant amount of infrastructure maintenance to the existing built racecourse environment is required, resulting in high costs to implement these measures. It is therefore necessary to invest in the enhancement of the existing built racecourse environment, which in turn shall benefit and support the premier racing programme and guest experience.

The main focus will be on preserving the racecourse's key assets alongside the delivery of up to date, high quality racing facilities.

In this context, the following enhancements and improvements are envisaged:

- Upgrading and rationalising the horse stables and delivering new stable staff accommodation/facilities;
- Enhancements to the paddock;
- Infrastructure improvements, including racetrack widening, access, and rationalised site-wide parking strategy;
- Refurbishment improvements of the 45 year old Grandstand.
- Internal refurbishment of existing staff houses/flats within the racecourse grounds on More Lane.
- A new on-site hotel, and
- Introducing inviting frontages to racecourse entrance and car parks to create a more attractive route between Esher Town Centre, the racecourse and railway station.

### Delivery Of The Vision

In order to support and deliver this vision, JCR propose the delivery of a small proportion of well-designed, high quality residential development on existing, discreet surplus land assets at Sandown Park Racecourse. This in turn will make a contribution towards meeting local housing need within Esher (albeit this needs to be balanced with the site's Green Belt location). These residential sites will facilitate capital to be raised and reinvested into the business to secure a competitive and sustainable future for Sandown Park Racecourse.

### Summary

In this context, in terms of the rationale behind the development, the following themes are clear:

- JCR are the largest racecourse group in the country, and are seeking to invest in, and improve, their facilities nationwide;
- The facilities at Sandown are currently reaching the end of their life, and do not meet modern customer expectations, and as such require substantial investment, not least to ensure that the racecourse remains competitive;
- To address this, JCR have a vision for the site that will enhance the sites offer and deliver a wider and enhanced community provision, and
- This investment needs to be facilitated by a limited amount of residential development (including an element of affordable housing).

## 2.0 UNDERSTANDING THE CONTEXT

### 2.1 PLANNING POLICY CONTEXT

The Masterplan Site is located within the Green Belt, and adjoins Esher Town Centre. There are environmental heritage designations within the Masterplan Site including the Warren (Ancient and Semi natural Woodland), a listed building, an area of archaeological importance and areas in flood zone 2. The Masterplan Site adjoins or is in close proximity to, Primary and Secondary Shopping Frontages, a Conservation Area, Listed Buildings. These are identified on the Constraints and Opportunities Plan in Section 2.2 of this document.

#### National Policy

At national level, the National Planning Policy Framework (2018) sets out the following objectives and principles relevant to this Masterplan:

- Achieving sustainable development objectives encompassing economic, social and environmental dimensions.
  - Supporting sustainable economic growth and meeting the development needs of business and wider opportunities for development.
  - Significantly boosting the supply of homes, addressing the needs of groups with specific housing requirements.
  - Promoting an effective use of land in meeting the need for homes and other uses, particularly previously-developed land.
  - Supporting the role town centres play at the heart the communities and taking a positive approach to their growth.
  - Planning positively for the provision and use of shared space, community facilities, including sports venues to enhance sustainability of communities.
- Ensuring the sustainable transport modes are taken up, safe and sustainable access is achieved for all people, and there would be no significant impacts on highway safety or the transport network.
  - Preventing urban sprawl by keeping Green Belt land permanently open.
  - Where 'inappropriate development' by virtue of having potential harm to the Green Belt and any other harm is clearly outweighed by 'very special circumstances'.
  - Allowing appropriate development in the Green Belt including the provision of appropriate facilities for outdoor sport / recreation which preserves the openness of the Green Belt, and does not conflict with the purposes of including land within it, and limited to infilling or complete redevelopment of previously developed land, whether redundant or in continued use.
  - Encouraging enhancement of the beneficial use of the Green Belt, such as looking for opportunities to provide access, including outdoor sport and recreation.
  - Securing good design to achieve sustainable development.
  - Conserving and enhancing natural and historic environment relative to biodiversity, irreplaceable habitats including ancient woodland and designated and non-designated heritage assets.

#### Local Policy

The Development Plan comprises: the Core Strategy (2011) and Development Management Plan (2015).

The Core Strategy recognises Sandown Park Racecourse as one of the Borough's main visitor attractions and assets, and a major employer. It identifies that Sandown Park helps to support Esher town centre's economy and that a comprehensive approach to parking and traffic issues will bring benefits to the town centre and to visitors to the Racecourse. Development at Sandown Park is supported in a way that brings economic and environmental benefits whilst protecting the amenities for local residents. Notably, it recognises that additional visitor accommodation will support the major tourist attractions within and adjoining the Borough and sustainable growth of tourism, ensuring that it remains a strong element of the Borough's economy.

The Council encourages appropriate housing development on previously developed land within the urban area, and through the use of existing building stocks, albeit the Borough's housing policy is considered to be out of date. In this regard, the emerging Local Plan consultation document – Strategic Options – published in February 2017 identifies that the overriding need for new development in the Borough is housing. The Borough's objectively assessed housing need is 9,480 new homes up to 2035 and it is estimated that the Borough can only provide 3,700 new homes on previously developed land in the urban areas. The Borough is faced with the challenge of exploring how much of the remaining need can be met.

The Borough's spatial strategy is to protect the multi-functional role of the green infrastructure network, including the Green Belt and other open spaces in the area, while directing new development towards previously developed land within the existing built up areas. Location, use and scale will need to take account of the existing characteristics, role and function of individual settlements and sites. Esher is a suburban settlement area with the capacity to accommodate new development in a sustainable manner.



## 2.0 UNDERSTANDING THE CONTEXT

### 2.2 MASTERPLAN SITE INFLUENCES

#### Constraints

- Located within Metropolitan Green Belt;
- In operation as a racecourse;
- A number of heritage assets;
- Protected trees; and
- Flood zone 2/drainage to the north.

#### Opportunities

- Delivery of additional development in sustainable locations close to existing services and facilities;
- To improve connectivity between train station and town centre;
- Largely utilise previously developed land;
- Infill and rounding off of existing development clusters;
- Enhancement of existing racing facilities within the developed area of the Masterplan Site;
- Utilise and upgrade existing access; and
- Extend town centre activity and enhance connectivity with the racecourse.

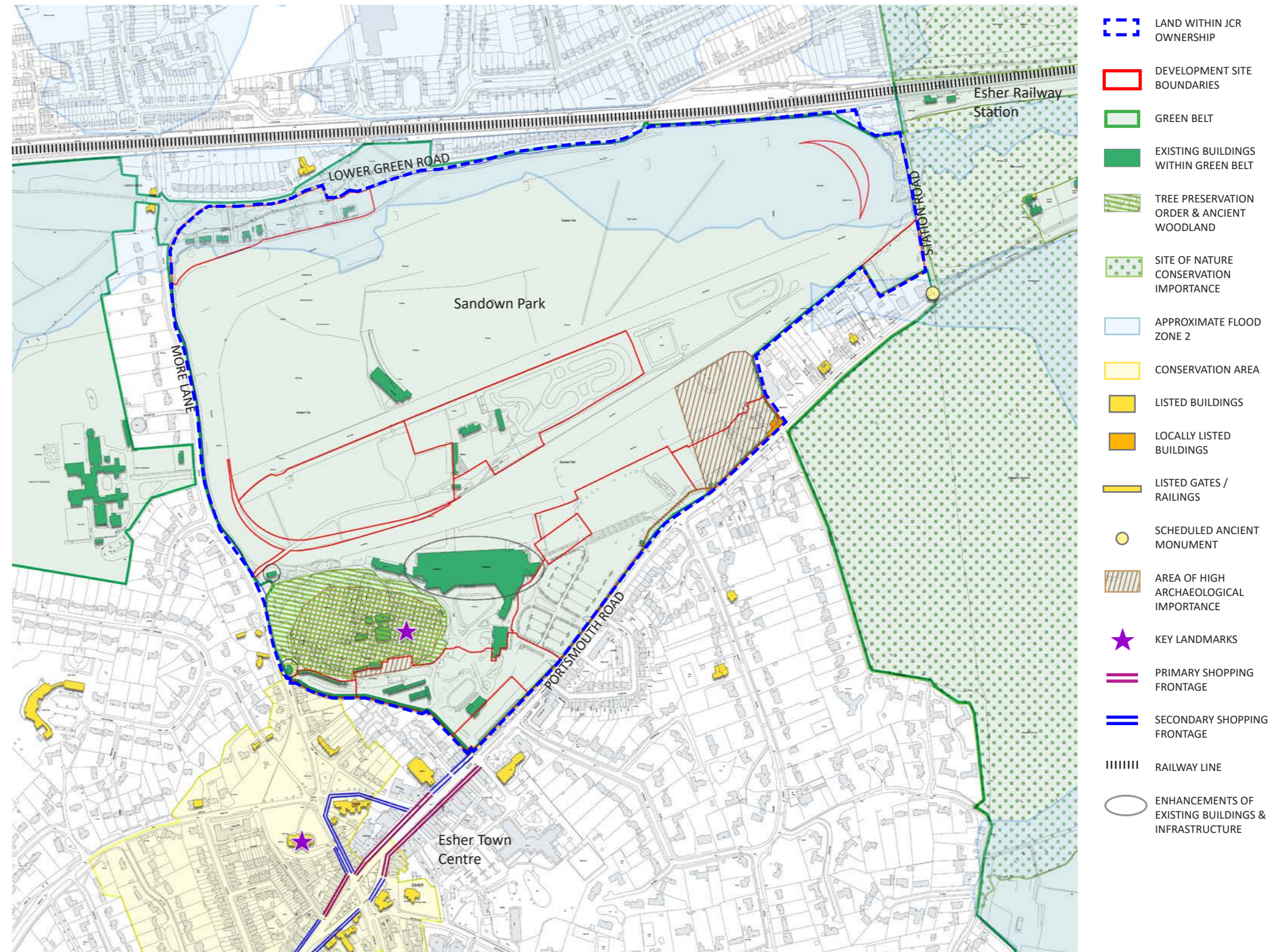


Fig. 1: Diagram illustrating the Constraints of the Masterplan site



# 3.0 THE MASTERPLAN

## 3.1 THE OVERALL CONCEPT

The Masterplan seeks to:

- Give careful consideration to the objectives of the Green Belt, in maintaining its openness;
- Focus development areas on the rationalisation of previous developed areas;
- Deliver sustainable development which showcases Sandown Park as a racing and leisure venue and contributes to the Borough's development needs, bringing a number of economic, cultural, social and environmental benefits;
- Enhance connectivity between Esher Town Centre, Sandown Park and Esher railway station;
- Adopt a sensitive approach to the ancient woodland, biodiversity, heritage assets and flood risk, minimising harm wherever possible; and
- Enhance the public realm and green infrastructure links and improve permeability.
- Opportunities to improve integration with Esher Town centre.

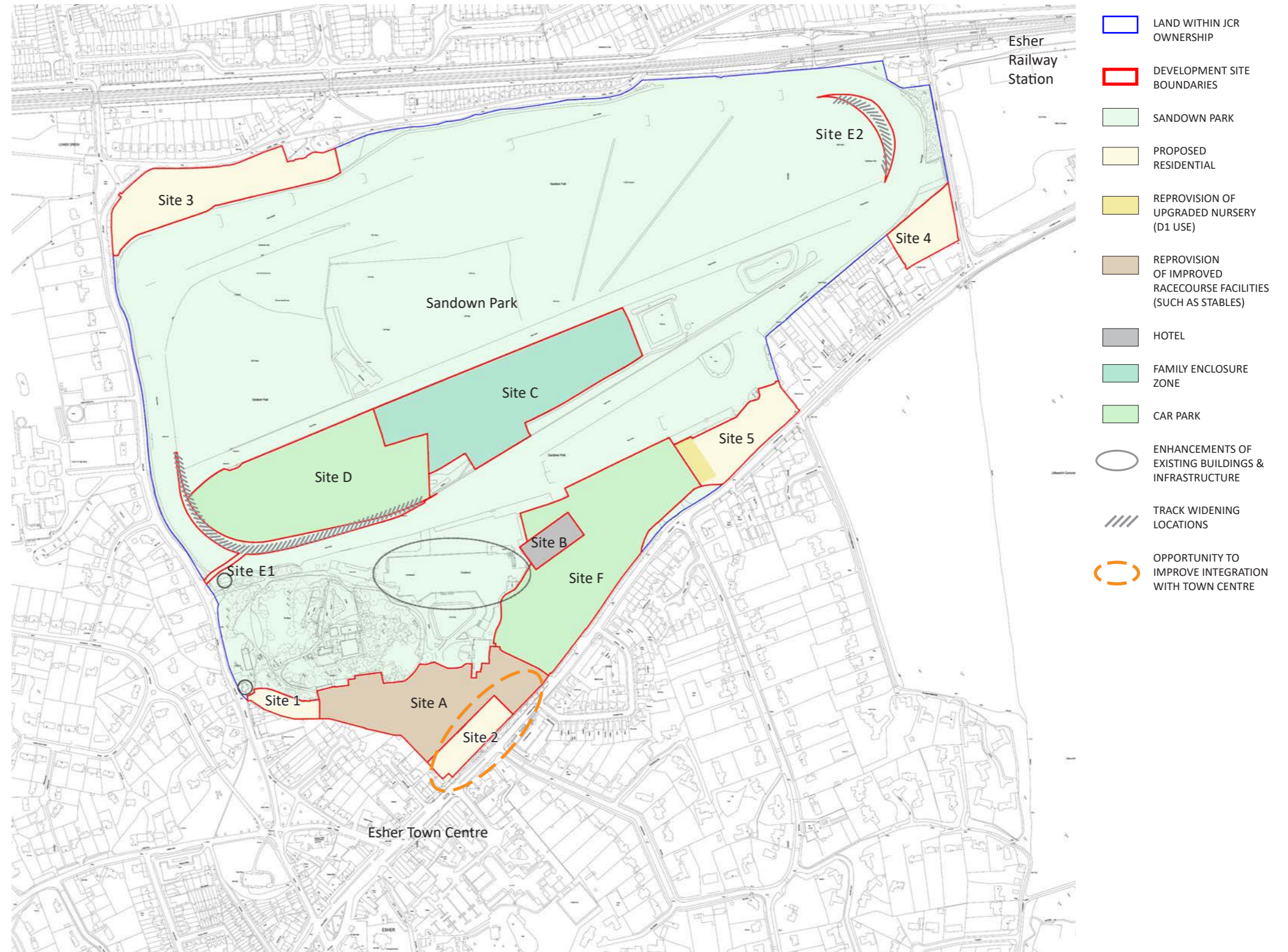


Fig. 2: The Indicative Masterplan



# 3.0 THE MASTERPLAN

## 3.2 LAND USES

- LAND WITHIN JCR OWNERSHIP
- DEVELOPMENT SITE BOUNDARIES
- ESHER TOWN CENTRE
- SANDOWN PARK
- RESIDENTIAL
- CHILDRENS NURSERY
- RETAIL
- RETAIL WITH RESIDENTIAL ABOVE
- RETAIL WITH OFFICES ABOVE
- OFFICES
- SCHOOLS
- DENTIST / DOCTOR / HEALTH CENTRE
- HOTEL / CONFERENCE CENTRE
- BAR / PUB / RESTAURANT
- CHURCH / LIBRARY / COMMUNITY
- LEISURE / CINEMA
- FAMILY / COMMUNITY ZONE
- RACECOURSE OPERATIONAL AREA
- RATIONALISATION OF CAR PARK AREA
- OPTIMISATION OF CAR PARK AREA & MAIN ENTRANCE FRONTAGE
- TRACK WIDENING AREAS
- ENHANCEMENTS OF EXISTING BUILDINGS & INFRASTRUCTURE

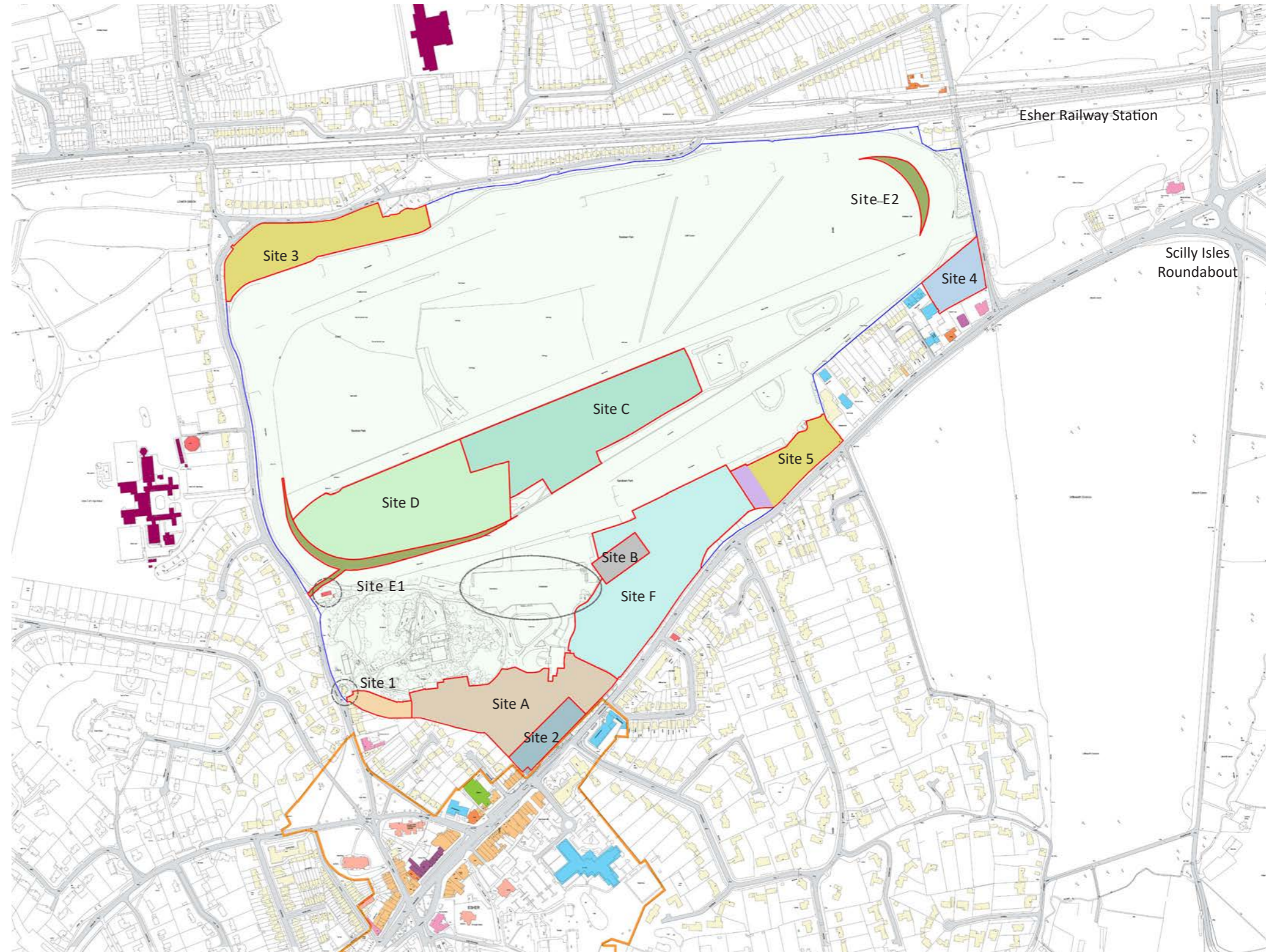


Fig. 3: Masterplan Land Uses Diagram



# 3.0 THE MASTERPLAN

## 3.3 ACCESS & MOVEMENT

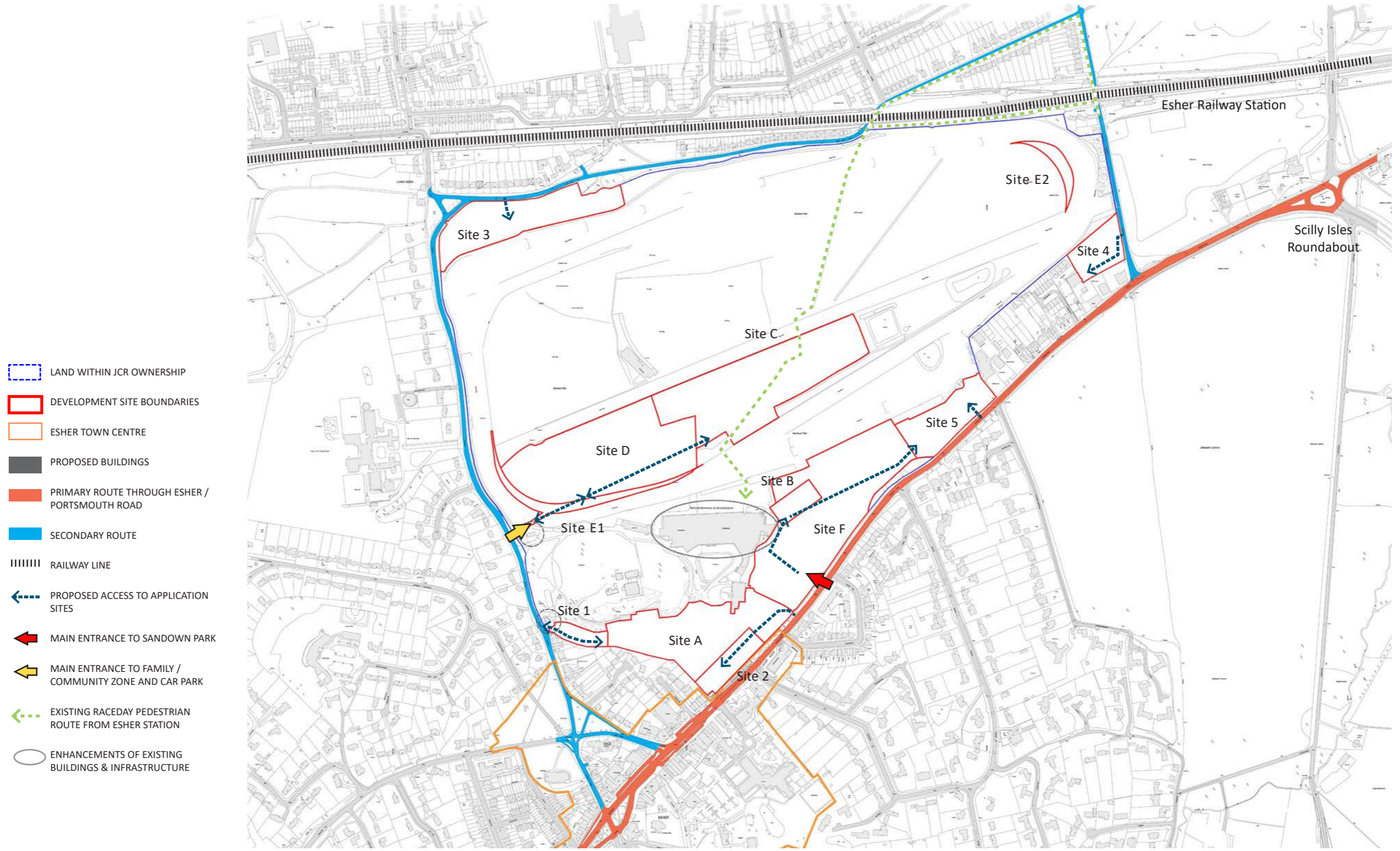


Fig. 4: Masterplan Access and Movement Diagram



# 3.0 THE MASTERPLAN

## 3.4 DEVELOPMENT SITES MASTERPLAN

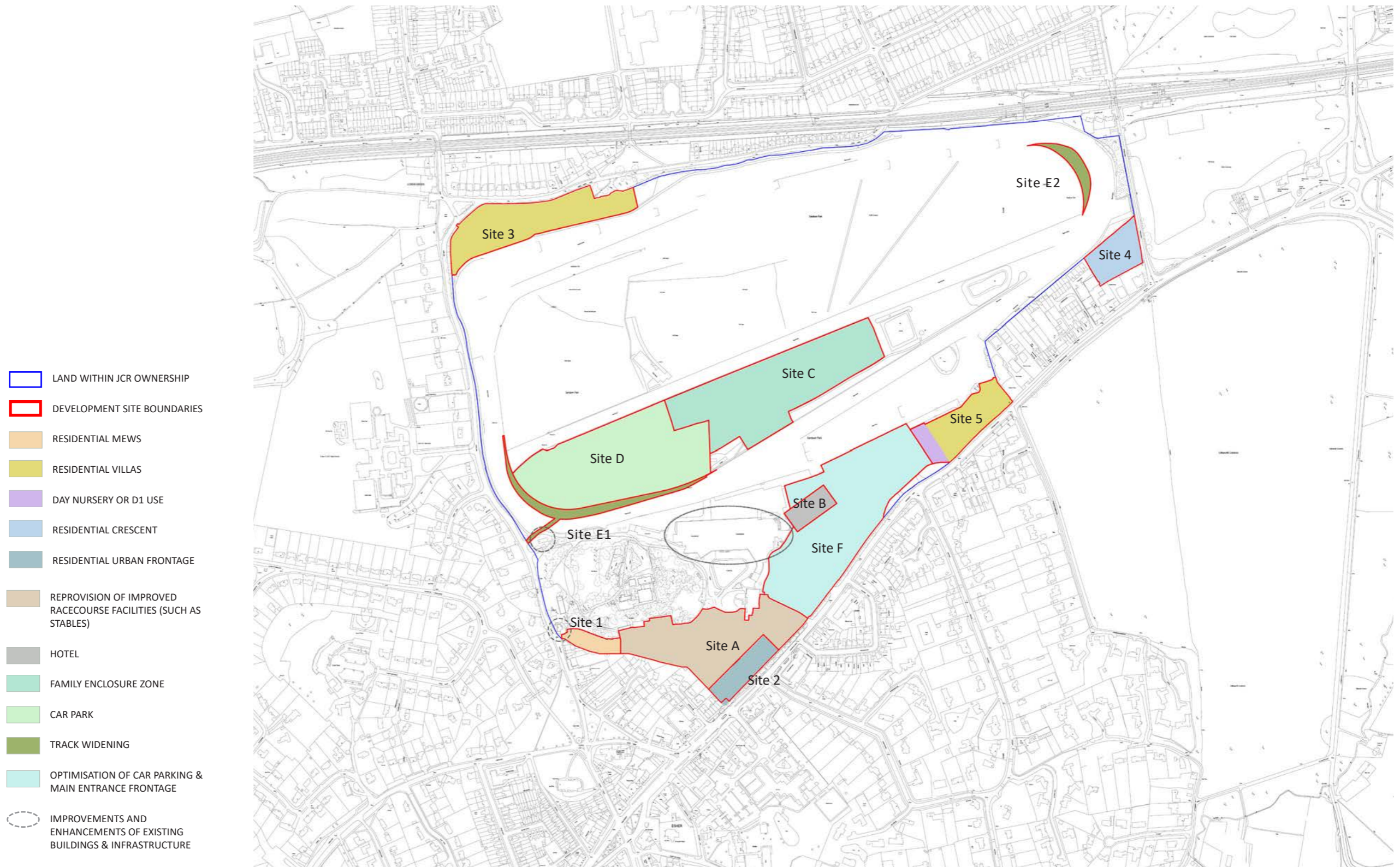


Fig. 5: Masterplan Development Site Diagram



# 3.0 THE MASTERPLAN

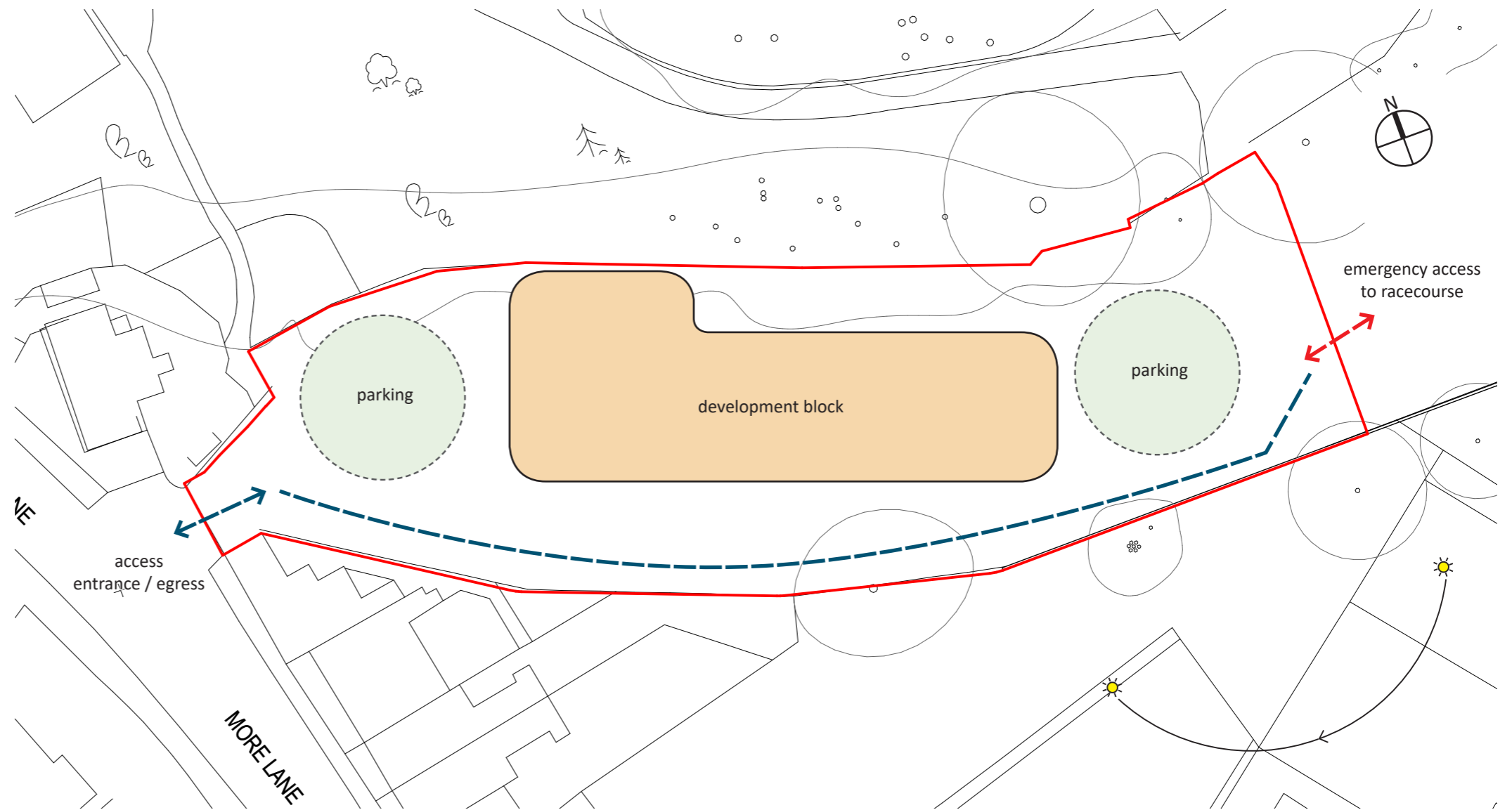
## 3.5 DEVELOPMENT SITES CONCEPTS

### Site 1 - Mews

Site Area: 0.24 hectares

1-bed 2-person 5 units  
2-bed 4-person 10 units

Total 15 units



Masterplan Key to Site Location

Fig. 6: Concept for Site 1 - Mews Residential

# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site 2 - Urban Frontage

Site Area: 0.46 hectares

1-bed 2-person	4 units
2-bed 3-person	8 units
2-bed 4-person	18 units
3-bed 5 person	19 units
<b>Total</b>	<b>49 units</b>

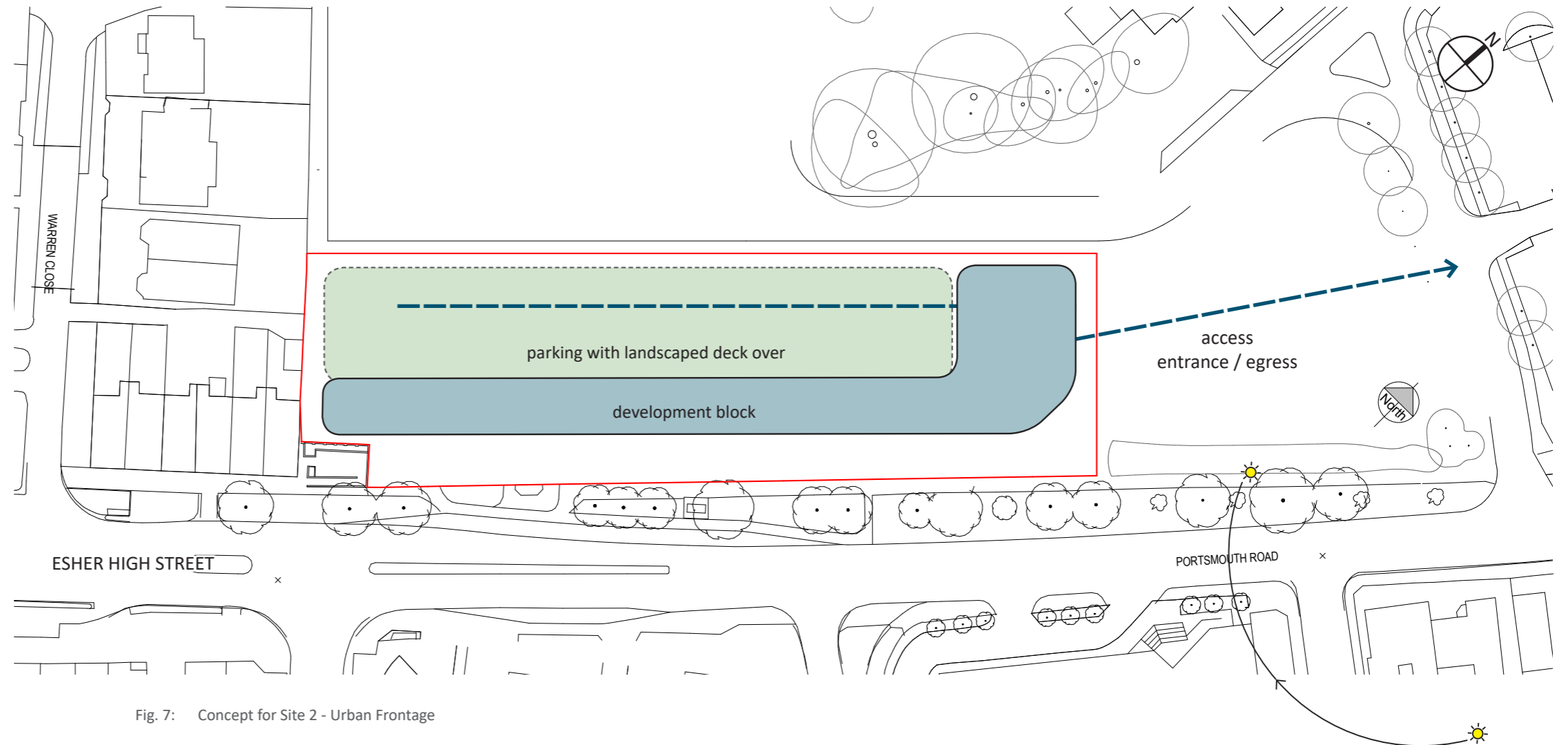


Fig. 7: Concept for Site 2 - Urban Frontage



Masterplan Key to Site Location

# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site 3 - Villas

Site Area: 1.76 hectares

1-bed 2-person 27 units

2-bed 4-person 87 units

Total 114 units

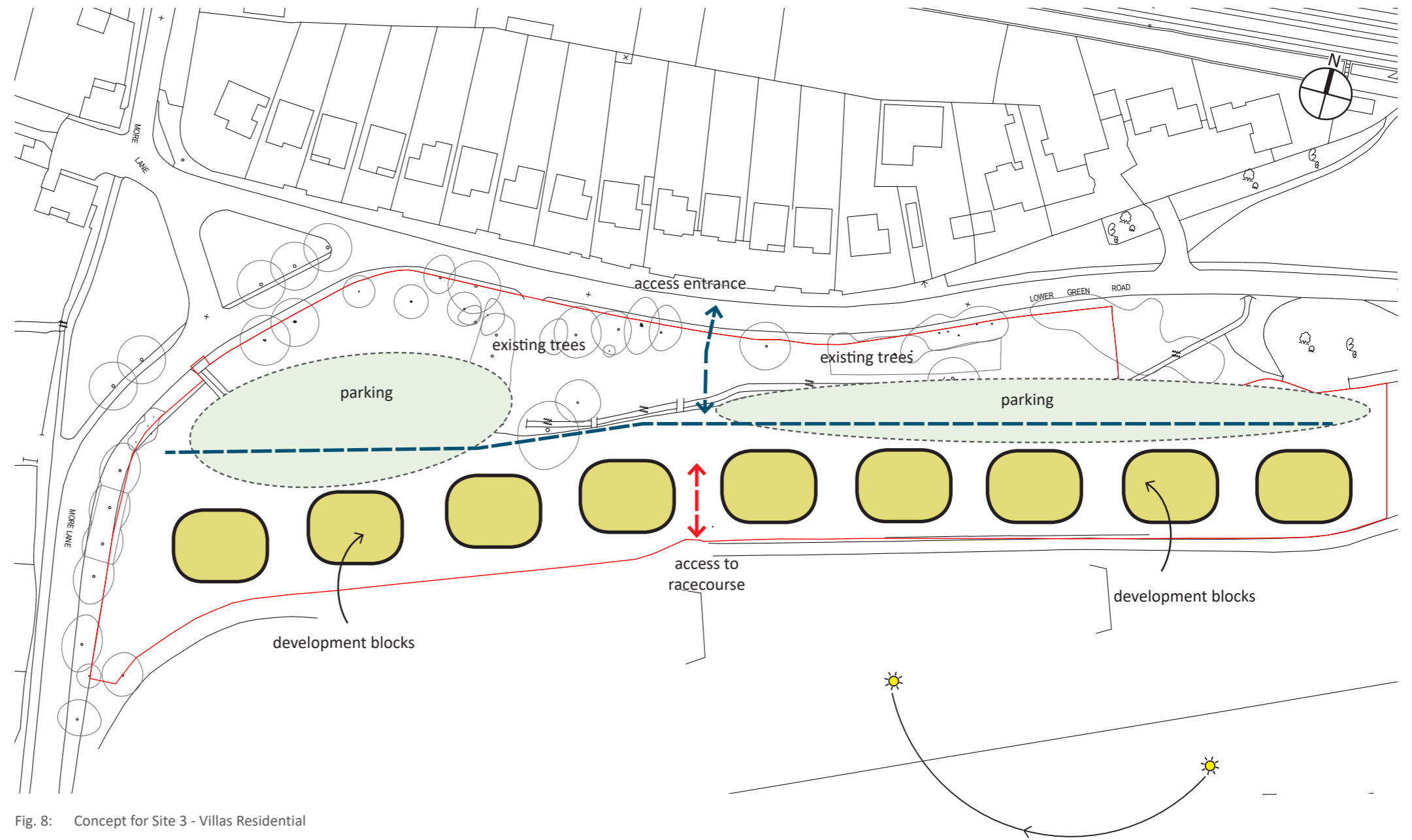


Fig. 8: Concept for Site 3 - Villas Residential



Masterplan Key to Site Location

# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site 4 - Crescent

Site Area: 0.57 hectares

Studio	2 units
2-Bed	39 units
3-Bed	31 units
<b>Total</b>	<b>72 units</b>



Fig. 9: Concept for Site 4 - Crescent Residential



Masterplan Key to Site Location



# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site 5 - Villas & Day Nursery Or D1 Use

Site Area: 0.99 hectares

1-bed 2 person 36 units  
 2-bed 4 person 24 units  
 3-bed 5 person 8 units

Total 68 units

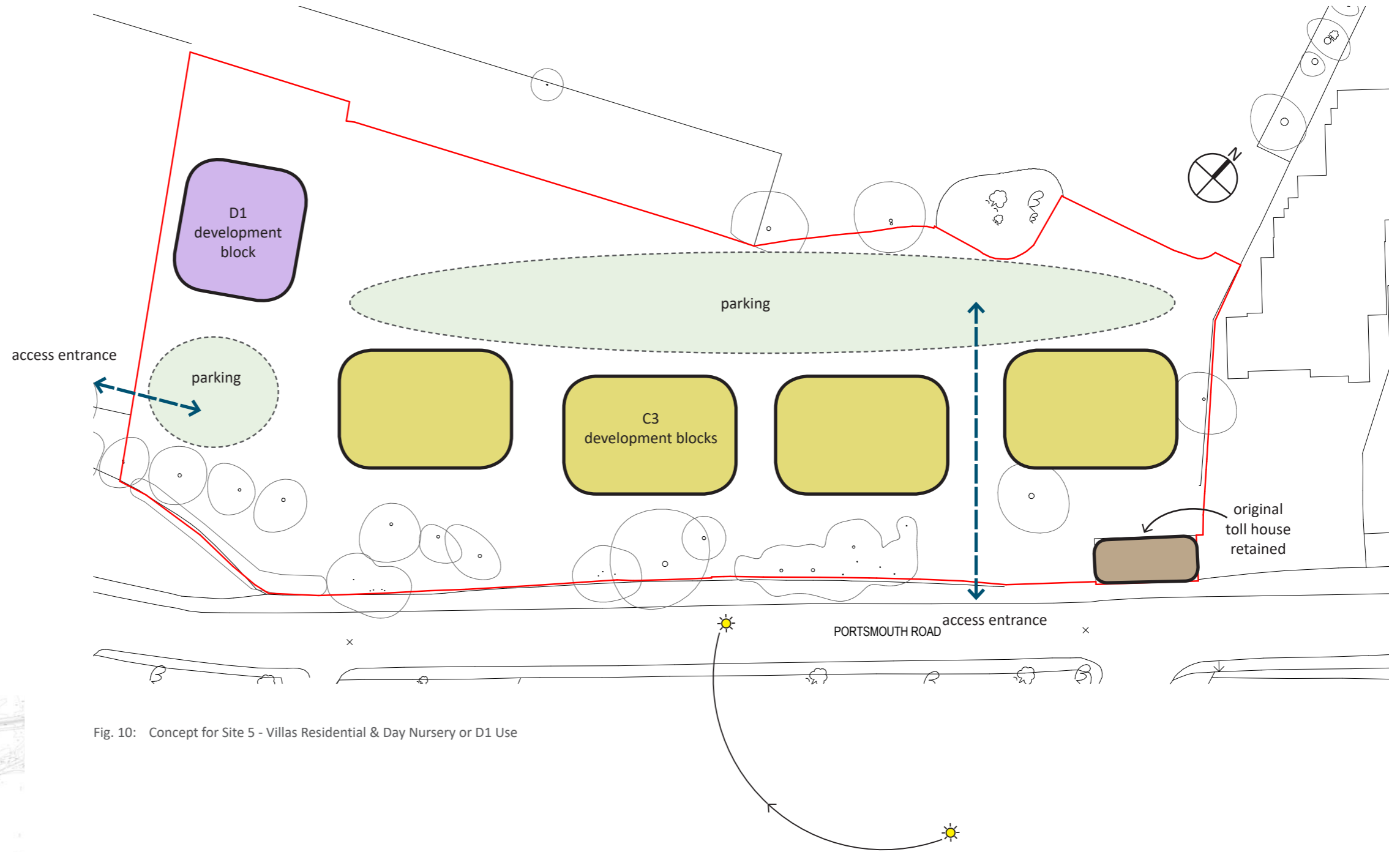


Fig. 10: Concept for Site 5 - Villas Residential & Day Nursery or D1 Use



Masterplan Key to Site Location



# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site A - Racecourse Operational Facilities

The following is currently envisaged:

- Replacement of lodge and racecourse staff accommodation.
- Rationalisation of existing operational areas, including stabling, pre-parade ring and associated facilities and access.

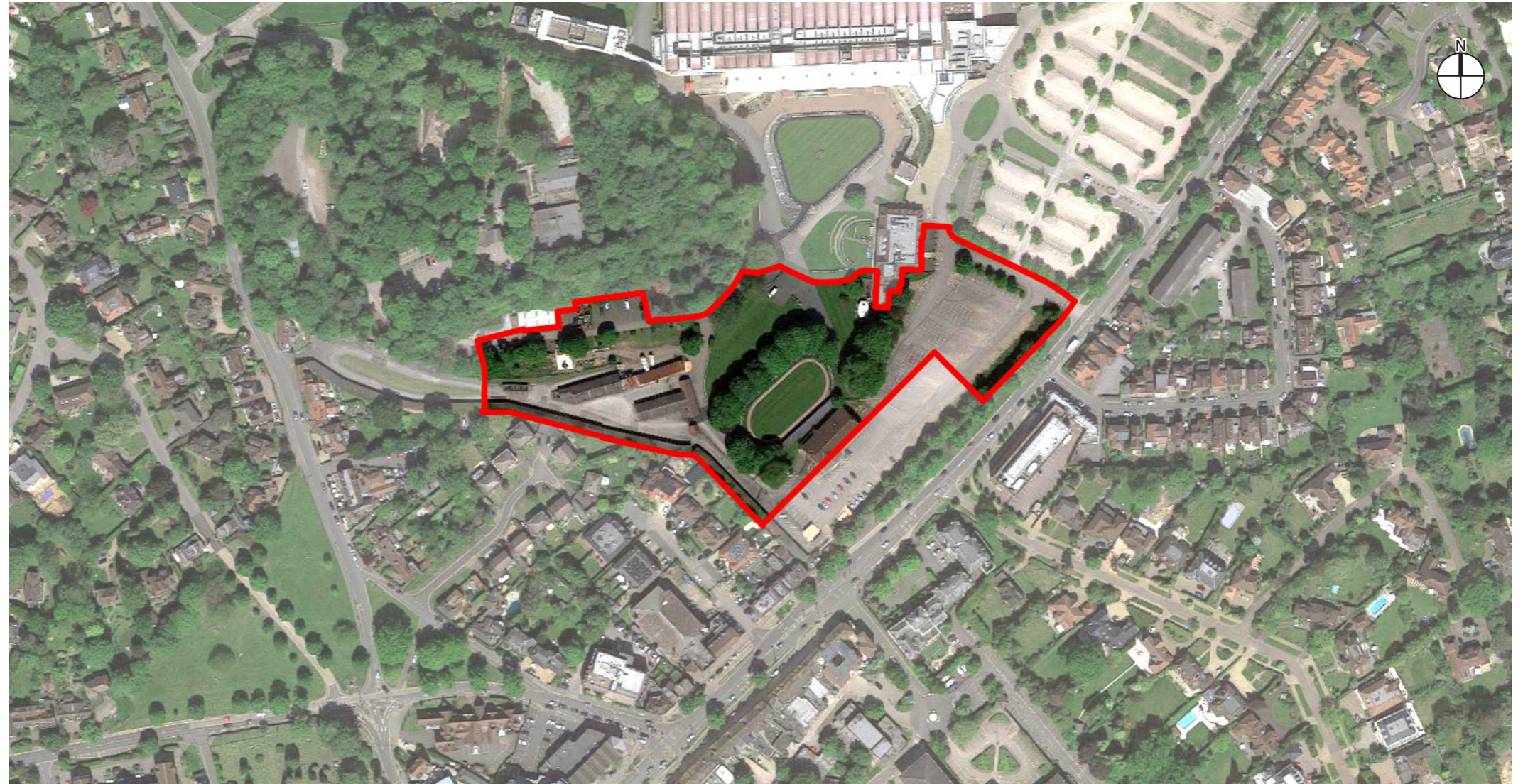


Fig. 11: Existing aerial view of Site A - Racecourse Operational Facilities



Masterplan Key to Site Location



# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site B - Hotel

A circa 150 room new hotel is envisaged.



Fig. 12: Existing aerial view of Site B - Hotel



Masterplan Key to Site Location



# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site C - Family / Community Zone

As part of the evolving proposals for this site, the following is currently envisaged for all year round use:

- Consolidation of existing structures for outdoor leisure
- Provision of an indoor soft play area and café.



Fig. 13: Existing aerial view of Site C - Family / Community Zone



Masterplan Key to Site Location



# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site D - Rationalisation of the Car Park

Site D is currently used for overflow car parking for high capacity race days, and parking for the golf course visitors. The intention for this site is to rationalise the car parking and add surfacing where required to help with vehicular access throughout the site, while retaining the greenness of the open space as far as possible.



Fig. 14: Existing aerial view of Site D - Rationalisation of the Car Park



Masterplan Key to Site Location



# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Sites E1 & E2 - Track Widening

Sites E1 & Site E2 area areas which have been identified for racetrack widening.

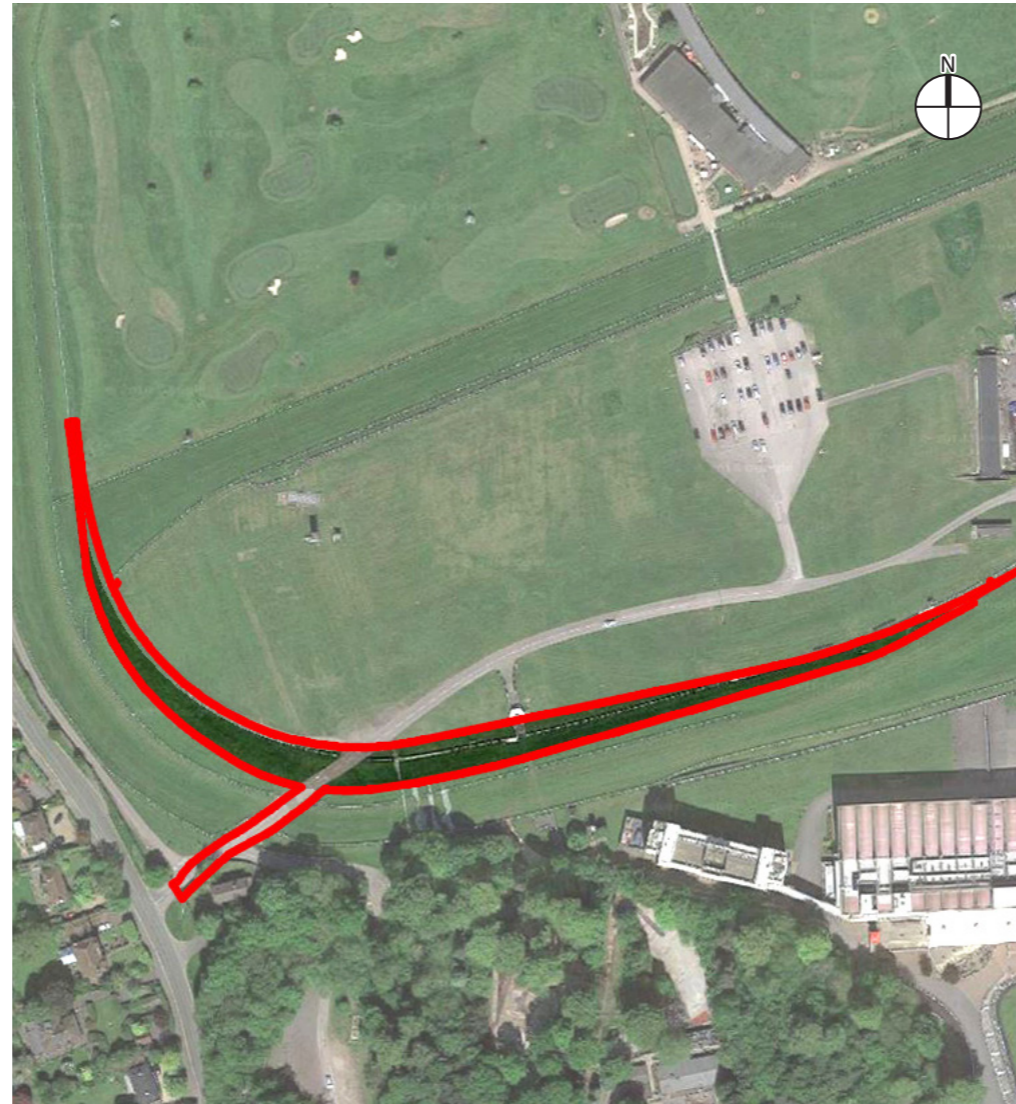


Fig. 15: Existing aerial view of Site E1 - Track Widening



Fig. 16: Existing aerial view of Site E2 - Track Widening



Masterplan Key to Site Location



# 3.0 THE MASTERPLAN

## 3.5 DEVELOPMENT SITES CONCEPTS

### Site F - Optimisation of the Car Park & main entrance frontage

It is envisaged for Site F to make improvements to the existing car parking and amendments to the layout through soft and hard landscaping, including relocation of the existing broadcasting compound, turnstiles/kiosk elsewhere within Site F and installation of a new ring main unit.



Masterplan Key to Site Location



Fig. 17: Existing aerial view of Site F - Optimisation of the Car Park & main entrance frontage



## 4.0 DELIVERY & PHASING

### 4.1 INDICATIVE DELIVERY

The proposed developments are expected to be delivered in phases over several years.

Each phase will be delivered in a manner which supports the enhancement and improvement of Sandown Park and would not prejudice the continued operation of Sandown Park or the delivery of future phases.

The whole Masterplan area is owned by JCR and as such it has the ability to ensure the delivery of each phase in a comprehensive and consolidated manner over time.

Whilst the overall Phasing Plan remains subject to future approval, the provisional phasing plan is as follows:

Phase 1:

- Site 3

Phase 2:

- Sites 1 & 2
- Site A
- Sites E1 and E2
- Site D \*
- Site C \*

Phase 3:

- Site 5
- Site B
- Site F

Phase 4:

- Site 4

\*Sites C & D phasing is subject to sales and funding and could be in Phase 3 or 4.

For further details please refer to the accompanying Outline Construction Environmental Management Plan.





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