

# SANDOWN PARK

## Design & Access Statement

Amended - July 2019

Prepared by PRC Architecture & Planning on behalf of Jockey Club Racecourses Ltd

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## APPENDICES

APPENDIX 1: DESIGN CODE

# 1.0 INTRODUCTION

## 1.1 PURPOSE OF THIS DOCUMENT

This document has been prepared on behalf of the applicant, Jockey Club Racecourses (JCR), in support of a single hybrid planning application pursuant to the Sandown Park Masterplan Document.

This document explains how the proposals for Sandown Park have been formulated. It sets out the site analysis and constraints of the overall application site, together with the proposed access and illustrative design for each of the development plots in terms of use, amount, layout, scale, appearance and materials.

Although diagrams are included in the document, they are not to scale. Detailed information has been included for the Access to each of the sites, however the remaining elements of the design do not form part of the application and have therefore been included for illustrative purposes only. These elements would be further developed at Reserved Matters stage.

This statement accords with the national information requirements set out in the National Planning Practice Guidance and the form and content of Design and Access Statements which are prescribed by the Town & Country Planning (Development Management Procedure) (England) Order 2015.

## 1.2 DESCRIPTION OF THE APPLICATION

JCR are seeking consent for a hybrid planning application for mixed-use development comprising:

Outline planning permission (with all matters reserved except for access to the development) for:

- Enhancement and rationalisation of existing racecourse facilities/infrastructure and car parking;
- Re-location of an upgraded children’s nursery (Use Class D1);
- Development of a 150 room hotel (Use Class C1), and
- Demolition of existing buildings/structures and residential development of approximately 318 dwellings (Use Class C3).

Full planning permission for:

- Racetrack widening to the southwest and east sections of the existing racecourse track, including associated ground levelling/earthworks to the southwest section, and re-positioning of fencing, and improvements to a section of the existing internal access road from More Lane, and
- New bellmouth accesses serving the development.

### Supporting Documents

In addition to the Design and Access Statement the application is accompanied by a full suite of plans and technical reports which should be read in conjunction with this Statement.

### Application Team

Applicant	Jockey Club Racecourses
Architect	PRC Architecture & Planning Limited
Project Management	Rapleys
Planning Consultant	Rapleys
Community Engagement	Seaxburh Partners
Air Quality	Redmore Environmental
Ecology	Tyler Grange
Arboriculture	Tyler Grange
Energy & Sustainability	Element Sustainability
Flood Risk and Drainage	Hafren Water
Land Contamination	Listers Geo
Townscape, Heritage and Archaeology	EDP
Landscape Architect	EDP
Transport	TPP
Utilities	Waterman Group
Construction Management Plan	Blue Sky Building

# 1.0 INTRODUCTION

## 1.3 BACKGROUND TO THE APPLICATION

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.

### Sandown Park Masterplan

JCR's have prepared a Masterplan in order to determine the overall vision for Sandown Park and to deliver future regeneration and upgrades of existing facilities to secure the long term future of Sandown Park. These areas are described as Sites A - F. The Masterplan also includes proposed residential developments, utilising surplus, and predominately previously developed, areas of Sandown Park which would provide capital investment to facilitate the regeneration and upgrades of Sandown Park and improve linkages with the townscape. These Sites are described as Sites 1 - 5.

In developing the Masterplan, the next stage of the process is the preparation of this Hybrid Planning Application.

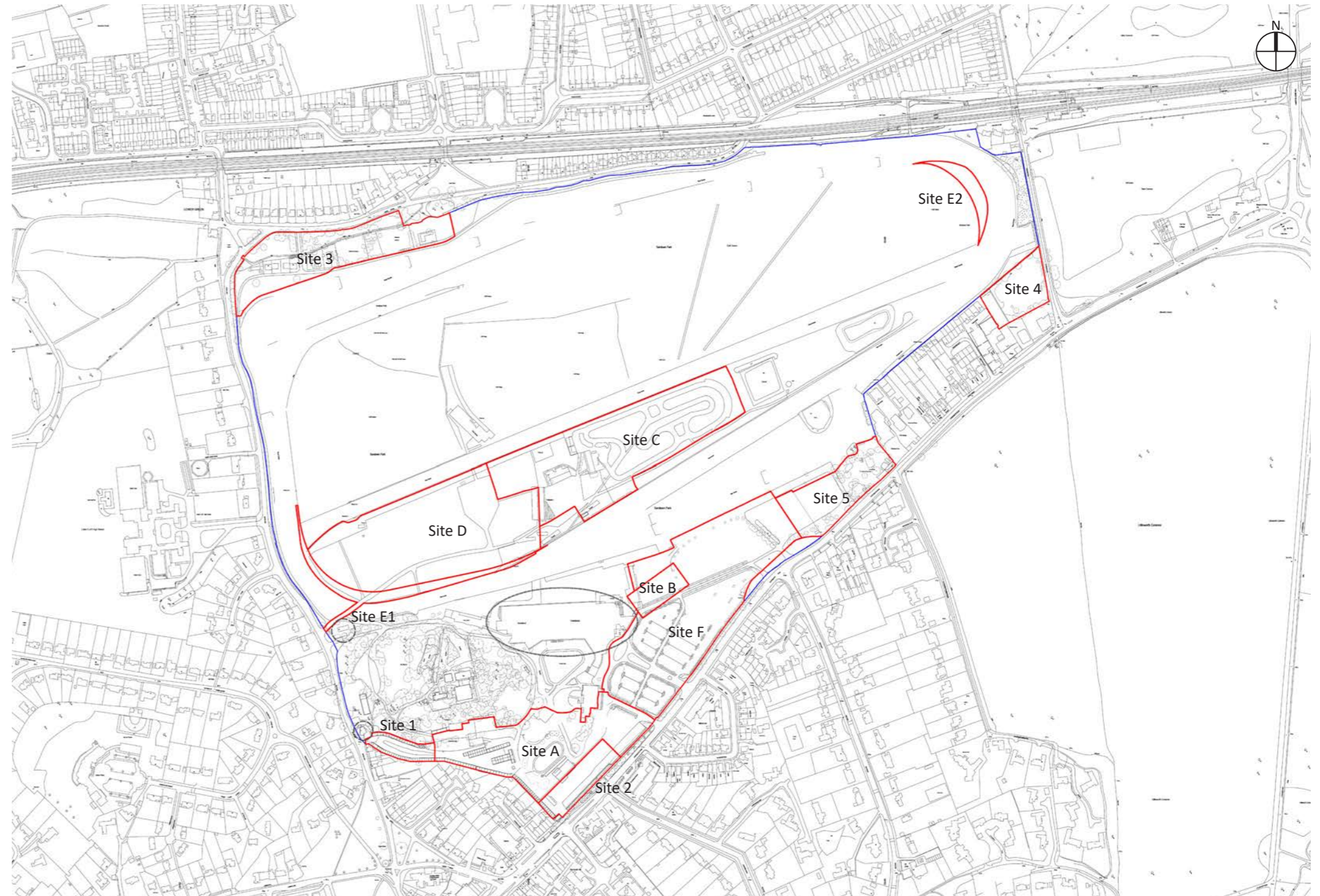


Fig. 1: Development Sites within Sandown Park

## 2.0 SITE CONTEXT

### 2.1 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.



Fig. 2: Site location of Sandown Park Aerial Image

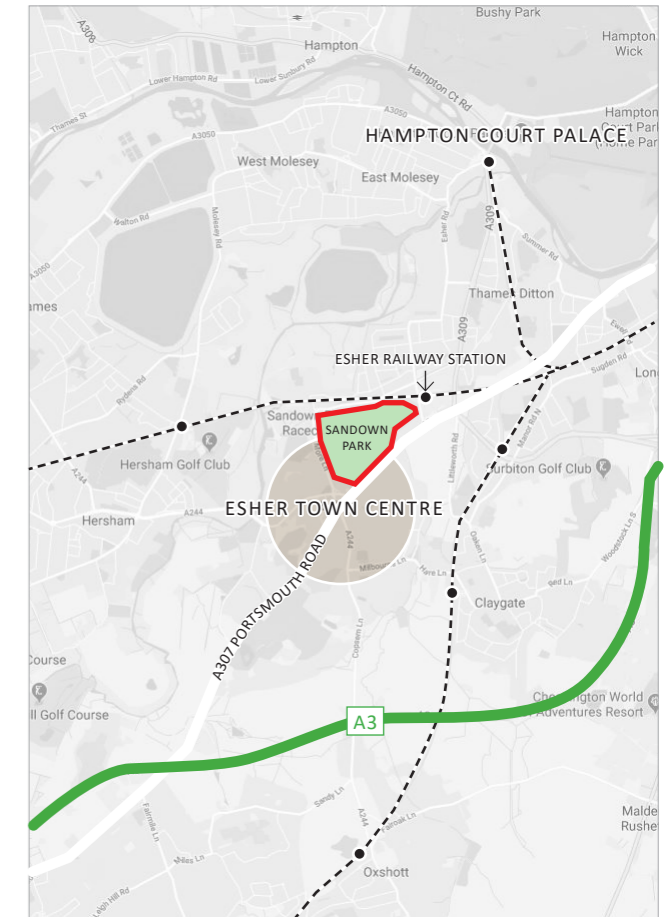


Fig. 3: Wider Location Map



Fig. 4: Images of Sandown Park

## 2.0 SITE CONTEXT

### 2.2 EXISTING SITE PHOTOS & THE SURROUNDING AREA



Photo 1 - A307 Portsmouth Road looking towards Sandown Racecourse Grandstand Entrance



Photo 2 - A307 Portsmouth Road Sandown Racecourse Grandstand Entrance



Photo 3 - Portsmouth Road, Southern Entrance to Esher High Street



Photo 4 - Esher High Street (south)



Photo 5 - Esher High Street (north)



Photo 6 - More Lane Entrance to Sandown Park



Photo 7 - More Lane leading into Esher Green towards the High Street



Photo 8 - Residential properties along More Lane opposite Sandown Park



Photo 9 - Lower Green Road with gate to northern edge of Sandown Racecourse



Photo 10 - Lower Green Road access - view across Sandown racecourse towards Grandstand



Photo 11 - Station Road at the junction with Portsmouth Road



Photo 12 - Commercial buildings along Portsmouth Road

## 2.0 SITE CONTEXT

### 2.3 EXISTING ACCESS & MOVEMENT

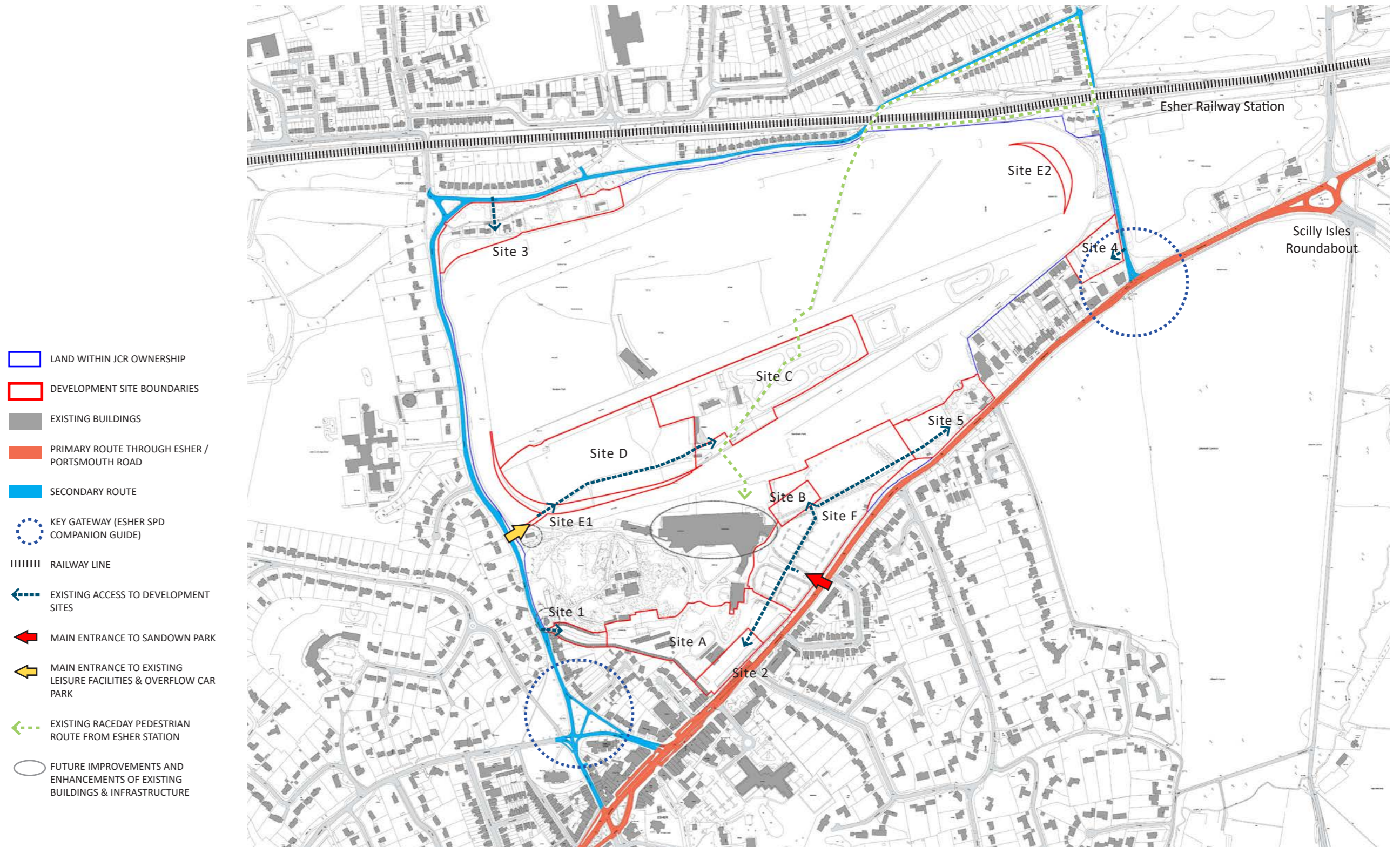


Fig. 5: Sandown Park and Surrounding Area Existing Access and Movement Diagram



# 2.0 SITE CONTEXT

## 2.4 EXISTING LAND USES

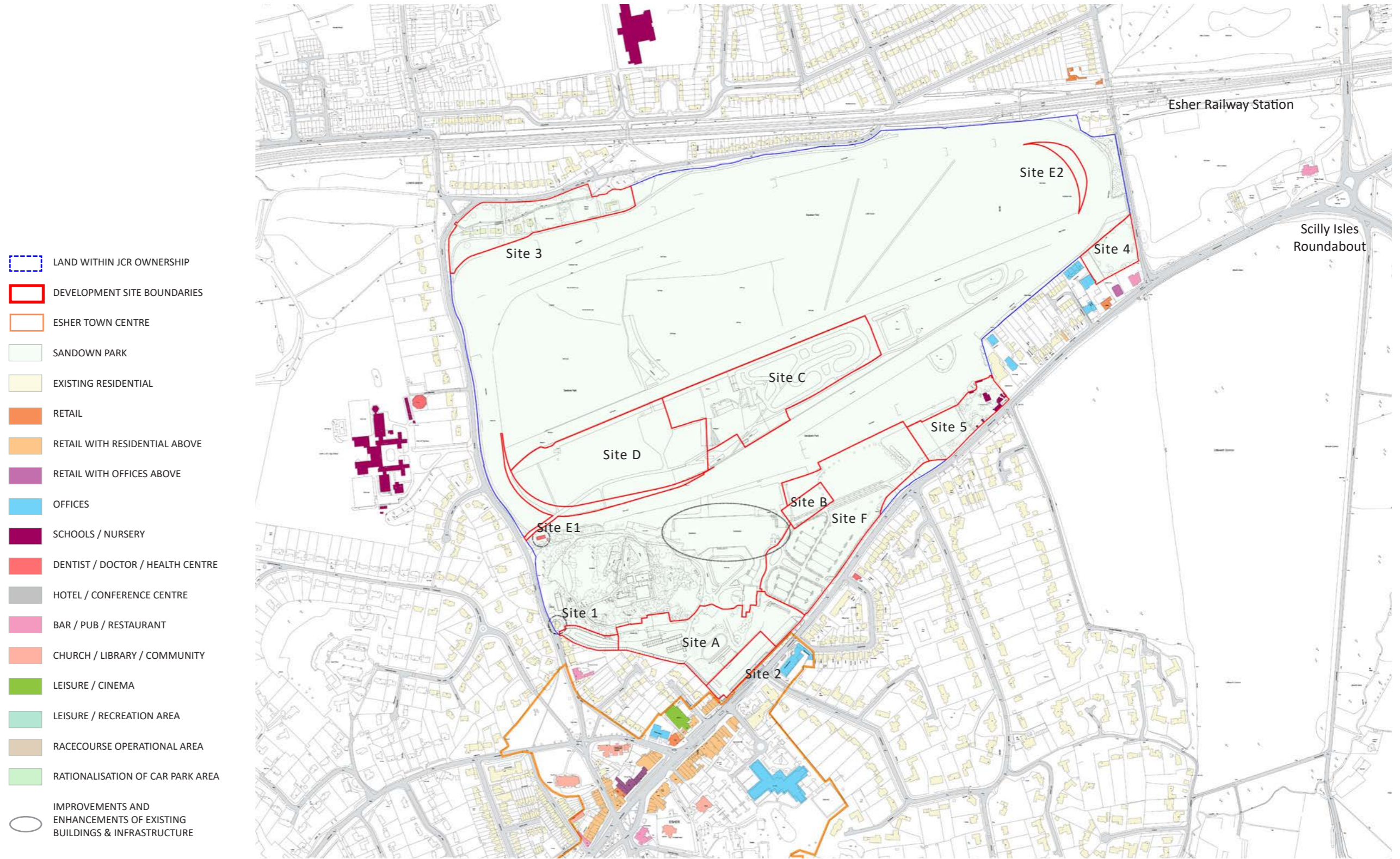


Fig. 6: Sandown Park & Surrounding Area Existing Land Uses Diagram

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 1

Site 1 currently measures 0.24 hectares in size and accommodates stables for Sandown Park. The site is positioned at the south-west edge of Sandown Park on More Lane and Esher Green.

Dual access is available from within Sandown Park through the stables area and also from the eastern side of More Lane / Esher Green, this access is secure with a tall boarded gate.

Esher Green extends from the A244 Lammas Lane in the south and turns into More Lane at approximately Site 1's access point. More Lane travels north along the western boundary of Sandown Park. Both roads are dual lane roads with pedestrian pavement on the western side, although on street parking on Esher Green has effectively turned the road into a single lane.

The existing ground levels raise up from the entrance at More Lane to the stables. Within the site the levels step up from the southern to the northern boundary.

The stables within the site are single storey, brick built with tiled pitched roofs, positioned to the north and south edges of the site allowing for an open hard landscaped central area. The site is fairly well hidden from the surrounding roads, with the gardens of properties on Esher Green and Tellisford backing onto the site. This is also the case from within Sandown Park due to an existing

woodland adjacent to the northern boundary of Site 1. The woodland, known as The Warren, is classified as ancient woodland and has tree preservation orders in place.

The Warren is also identified in the Local Plan as an Area of High Archaeological Importance and a Key Landmark. Within the Warren is the Sandown Sports centre and Skywalk Adventure.

The south-western edge of the site is bounded by the north-eastern edge of the Esher Conservation Area with adjacent properties fully within the Conservation Area. Also located to the south-west is Esher Green a small area of public open space which provides the character of a rural village green, in comparison to the densely populated High Street located to the south-east.

The character of this area is mainly residential with a variety of styles and periods, albeit the architectural quality is high and overall has an historical tone being located within the Conservation Area and with a number of listed buildings.

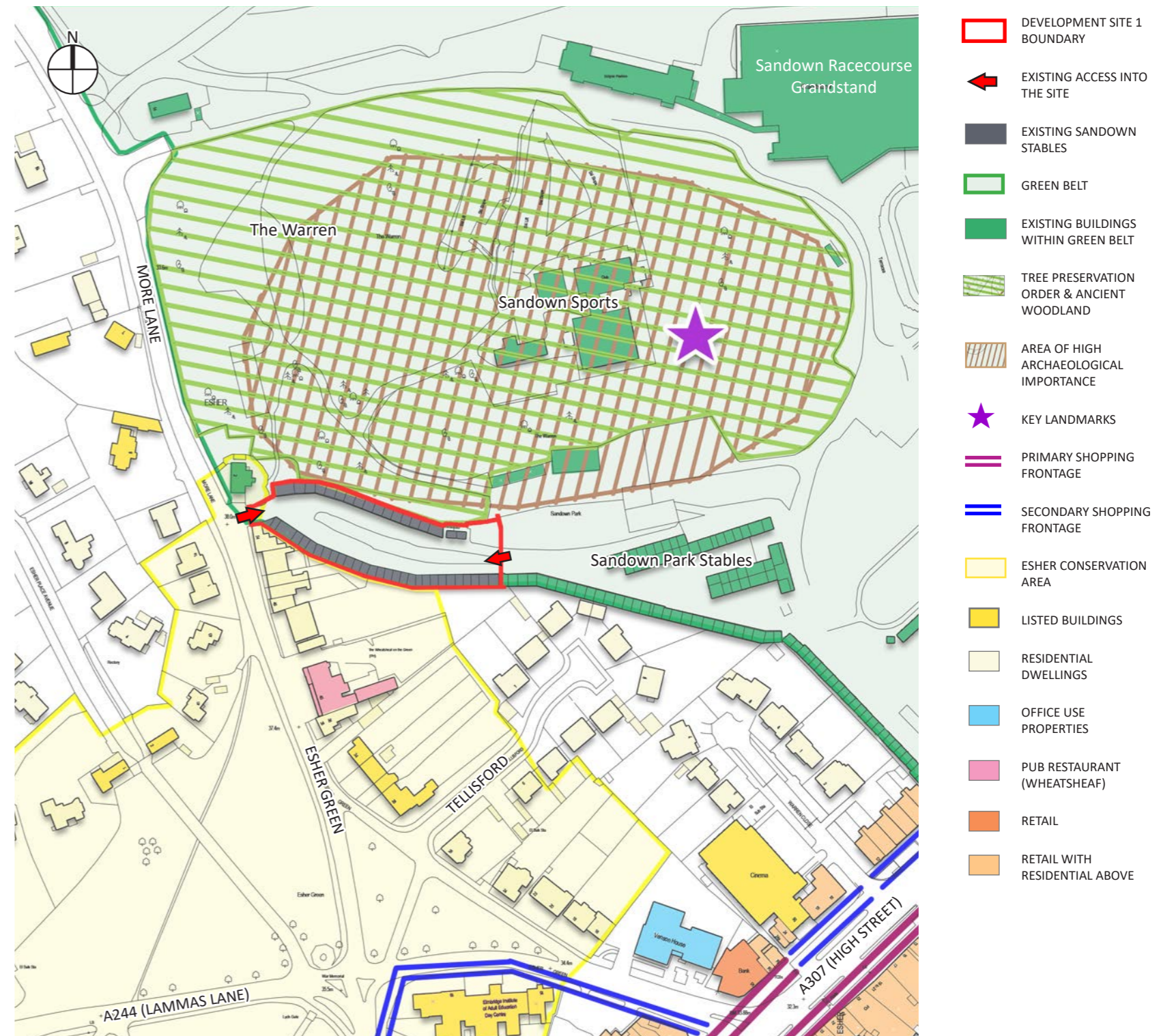


Fig. 7: Existing site analysis diagram of Site 1

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 1 Existing Site Photos



1 - Street view of More Lane / Esher Green entrance to Site 1



2 - Street view of More Lane / Esher Green entrance to Site 1



3 - Street view of properties on Esher Green



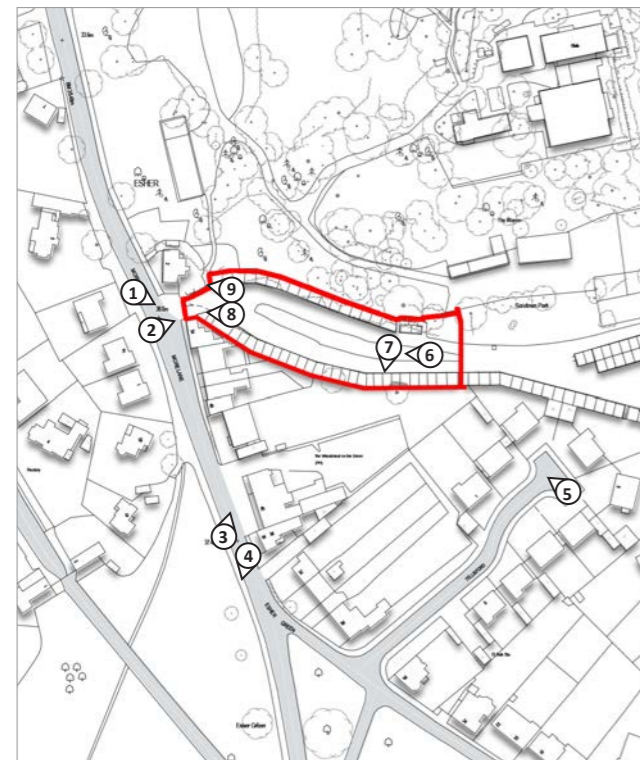
4 - Street view of Esher Green



5 - View of properties on Tellisford



6 - View towards access from within Sandown Park (stables)



Site 1 location map illustrating the location of the photos opposite



7 - View of the existing stables



8 - View from within Site 1 towards site access onto More Lane / Esher Green



9 - View from within Site 1 towards adjacent properties on More Lane also within JCR ownership

Fig. 8: Existing site photos of Site 1

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 2

Site 2 is currently a parking area positioned at the south-west corner of Sandown Park on A307 Portsmouth Road and High Street. The site measures 0.42 hectares in size.

Vehicle access is available via the main entrance to Sandown Park from the western side of A307 Portsmouth Road, into the north-east edge of the site. There is also a separate pedestrian entrance which is stepped and ramped from A307 into the south-west corner of the site.

The levels bank up steeply from Portsmouth Road with a shallow rise thereafter towards Sandown Lodge. The raised levels at the southern end gradually reduce to meet the level of Portsmouth Road at the entrance junction.

The land is currently hardstanding in use as car parking for Sandown Park Lodge which is a 21-bedroom hotel. The Lodge is a 2 storey brick built hotel operated by The Jockey Club. The site also accommodates the end of a terrace of stables along the south-west boundary.

Site 2 is bordered by brick and timber close boarded fencing along the south-west and south-eastern boundaries. The south-eastern edge is also lined with a dense tree screen along the road frontage and as such is fairly well screened from outside of Sandown Park.

The site adjoins Sandown Park at the north-west and north-east edges. The site adjoins the edge of Esher Town Centre and is located at gateway into the High Street where shops, restaurants with residential flats above exist.

There are three Grade II Listed structures in close proximity to the site. At the south-east corner adjacent to the pedestrian entrance is a Travellers Rest grotto. The Grotto is a flint and rubblestone arched seat dated circa 1730. Opposite the site to the south is Sandown House which was originally council offices dating late 17thC, but has since been remodelled into luxury residential apartments.

Esher Cinema is located west of the site within the parade of shops fronting the High Street. The Cinema was built in 1936-1937.

Although due to the difference in ground levels Site 2 is firmly located within Sandown Park, the character of the area is positively linked to both the residential properties on A307 and also the retail character of the town centre.

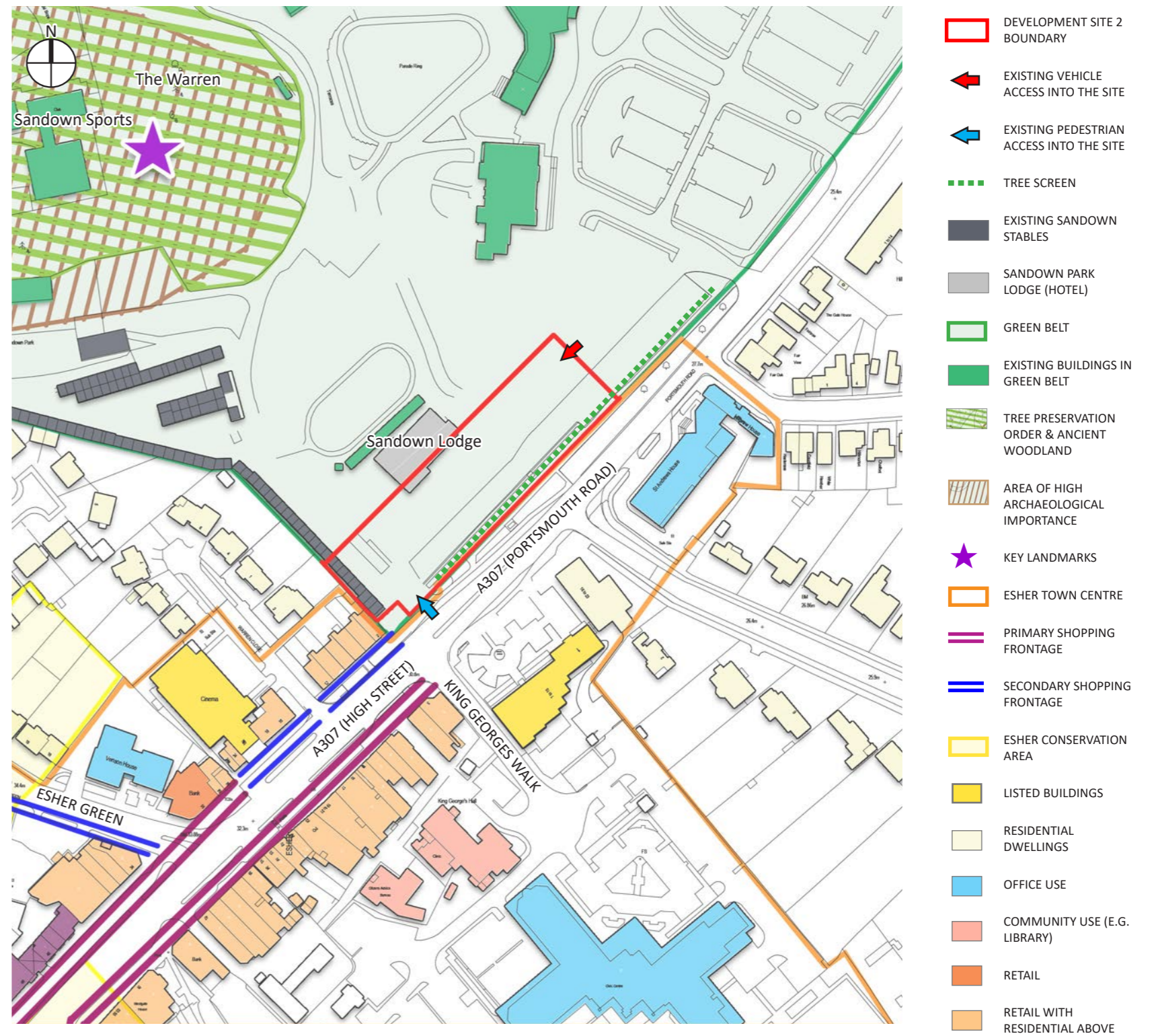


Fig. 9: Existing site analysis diagram of Site 2

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 2 Existing Site Photos



1 - Street view from King George's Walk of A307 towards the pedestrian entrance to Site 2



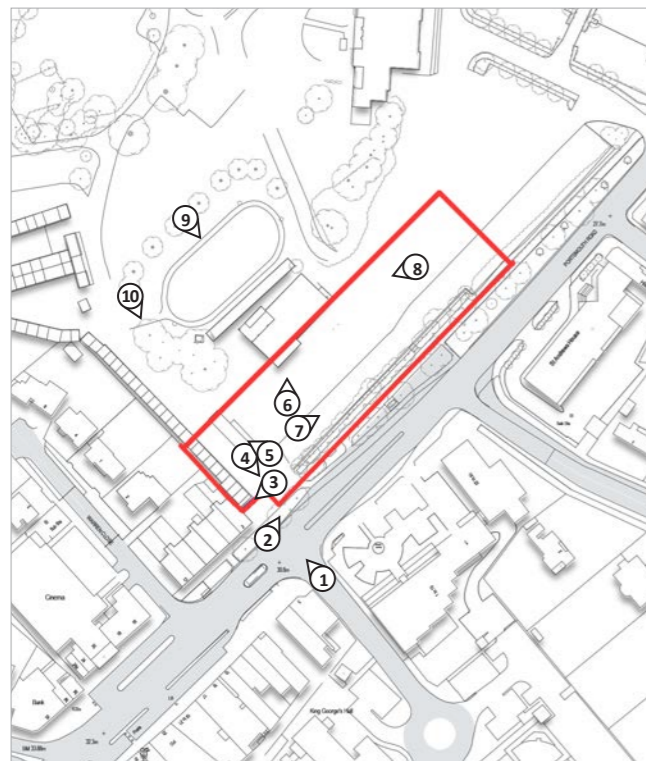
2 - Street view of High Street / Portsmouth Road (A307) illustrating the current road frontage of Site 2



3 - Step and Ramp access from the pedestrian entrance down to the High Street



4 - View from within Site 2 car park towards the pedestrian entrance



Site 2 location map illustrating the location of the photos opposite



5 - View from within Site 2 car park towards the north-west corner of the site



6 - View from within Site 2 car park towards the existing hotel building (Sandown Lodge)



7 - View from within Site 2 car park towards the vehicle entrance along the road frontage



8 - View from within Sandown Park towards the Lodge



9 - View from within Sandown Park towards the Lodge



10 - View from within Sandown Park towards the car park and stable buildings along the western edge of the site.

Fig. 10: Existing site photos of Site 2

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 3

Site 3 is located in the northwest corner of Sandown Park. The site is 1.19 hectares in size and is currently developed with single and two storey residential dwellings that serve the Racecourse and staff accommodation.

Vehicle access is available via a short driveway from the southern side of Lower Green Road. This access is secure with a metal gate. Access is also available from within Sandown Park as a narrow service road runs along the edge of the racecourse providing easy access for staff.

More Lane runs along the western boundary and turns into Lower Green Road on a bend in the road at the north-west corner of the site. More Lane is characterised by large residential plots with detached 3 storey apartment blocks in the form of villas or manor houses giving a traditional aesthetic but with a contemporary approach to the design and detailing. Lower Green Road has a tighter building pattern, but also accommodates large 2 to 2.5 storey detached houses in post-war Tudor style.

Site 3 is partially covered by Flood Zone 2. The environment along the northern boundary is screened from the road by a thicket of trees and overgrown shrubs; also within this landscape is a drainage ditch which runs west to east through the site.

The ground levels are fairly flat along the length of the site, with a small embankment up to the racecourse in the southwest corner.

There are two locally listed buildings close to the site on Lower Green Road. 144 and 146 (Southdown) Lower Green and two lodges: 57 (D’Abernon Lodge) and 59 (Esher Place Lodge) More Lane, Esher

The character of the area is of high quality architecture in residential use with both detached apartment blocks and housing together with attractive soft landscaping. The current structures on Site 3 are not considered to have any architectural merit.

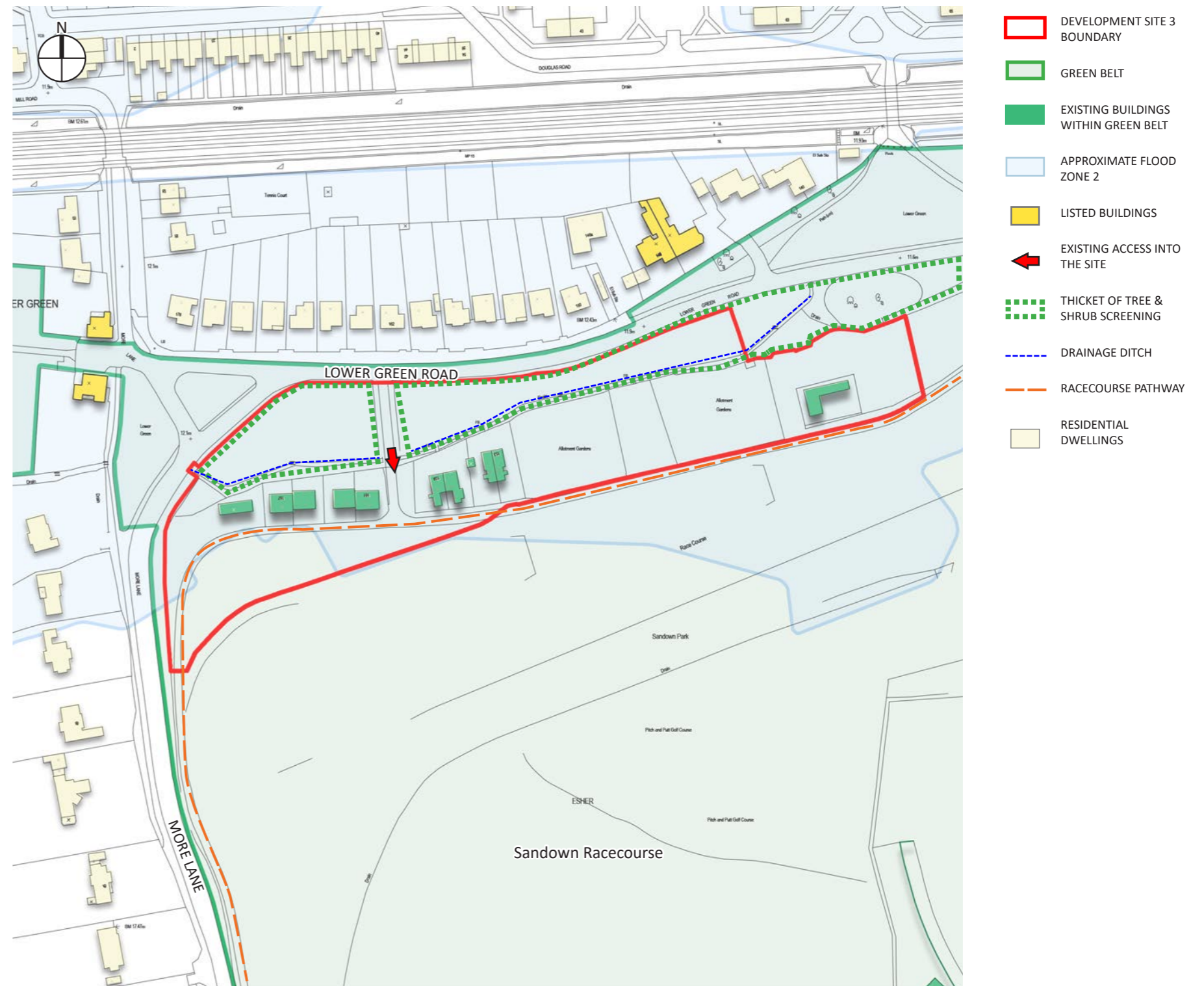


Fig. 11: Existing site analysis diagram of Site 3

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 3 Existing Site Photos



1 - Street view from More Lane, adjacent to Site 3, illustrating the built form close to the site.



2 - Street view of Lower Green Road at the access drive to the site



3 - Street view of the access drive and sylvan area along the northern frontage of the site



4 - Photo of the ditch running along the northern boundary of the site



Site 3 location map illustrating the location of the photos opposite



5 - View of the gated vehicle access into Site 3



6 - Street View into Site 3 from the northern access point



7 - View from within Site 3 looking north-east



8 - View at the southern edge of Site 3 looking west along the southern frontage & racecourse pathway.

Fig. 12: Existing site photos of Site 3

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 4

This is currently an infill site at the south-east corner of Sandown Park on Station Road measuring 0.57 hectares in size.

Access is available via an existing dropped kerb from the western side of Station Road (B357) into the south-east corner of Site 4. Station Road is a primary route to Esher railway station, which is located approximately 321 metres north-east of Site 4. It is a dual lane road with a clearly defined pedestrian pavement on the western side of the road adjacent to the boundary of Site 4.

The land is currently vacant with no buildings and as such is secured with a metal gate at the access and timber boarded fencing, together with trees and shrubs around the perimeter. Glimpsed views into the site can be seen through gaps in the trees. Site 4 has a generally flat topography with no significant level difference across the site.

The site adjoins Sandown racecourse to the north. To the south is a 2 storey restaurant (Cafe Rouge) which fronts the junction of Station Road and Portsmouth Road. The restaurant is positioned away from the boundary with Site 4 and to the rear and side (west) of the restaurant are parking areas for staff and customers.

To the western boundary of Site 4 are office buildings of 2 and 3 storeys in height, together with open car parking between the buildings.

The character of this area is mixed use with larger commercial building types and blocks of apartments, low levels of soft landscaping limited to the perimeters of each plot and to soften open car parking within the plots. There is a mix of architectural styles and periods.

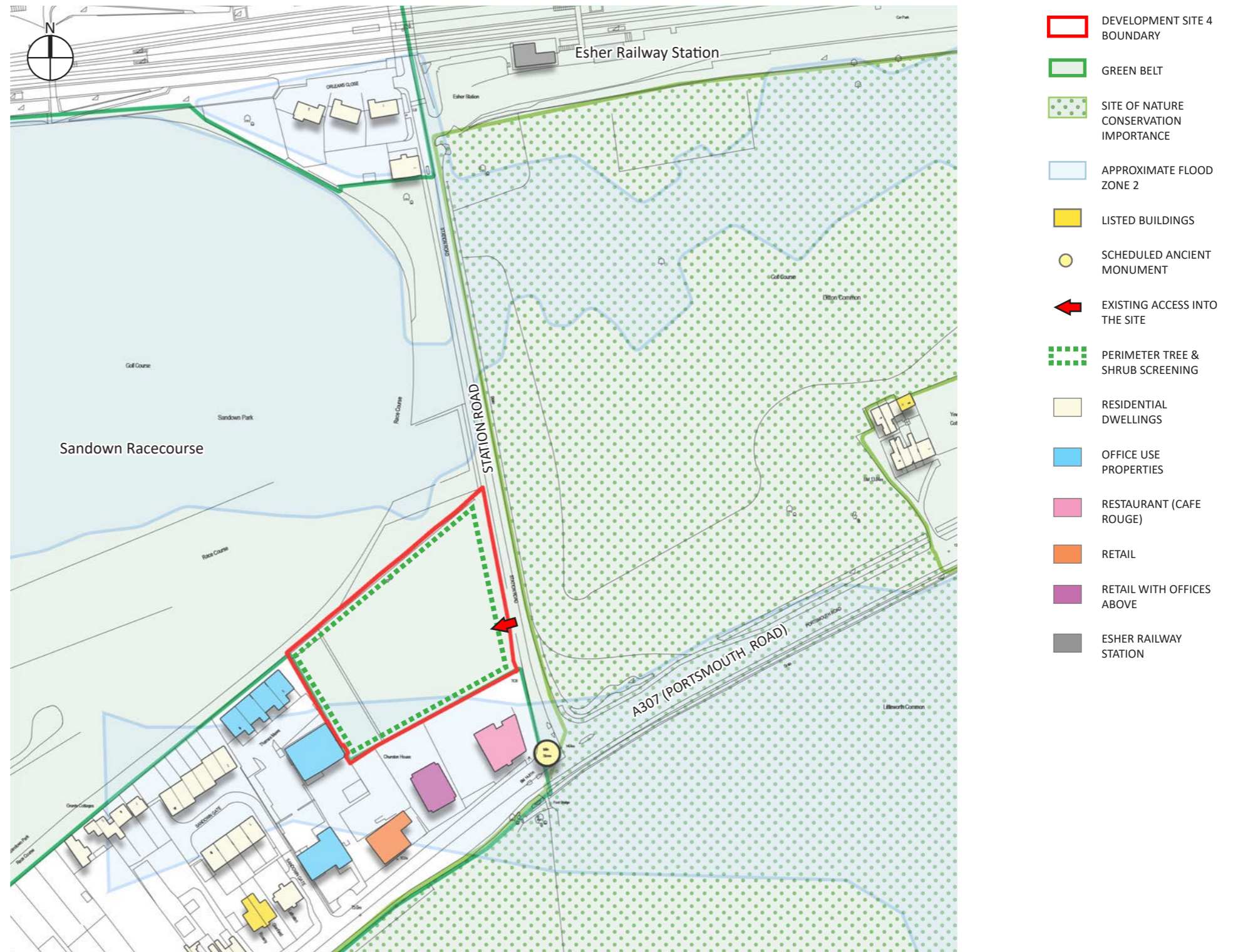


Fig. 13: Existing site analysis diagram of Site 4



# 3.0 ASSESSMENT

## 3.2 SITE ANALYSIS

### Site 4 Existing Site Photos



1 - Street view of adjacent buildings to Site 4 along Portsmouth Road



2 - Street View location of Site 4 illustrating Cafe Rouge and the junction of Station Road and Portsmouth Road



3 - View from Station Road towards Site 4 entrance / exit gates



4 - View from inside Site 4 looking towards the entrance / exit gates



5 - View from within Site 4 towards Thames Mews offices



Site 4 location map illustrating the location of the photos opposite



6 - View from within Site 4 towards Thames Mews offices



5 - View from within Site 4 towards Sandown Racecourse



5 - View from Sandown Racecourse towards Site 4

Fig. 14: Existing site photos of Site 4

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 5

Site 5 is effectively split into two halves totalling 0.94 hectares in size. The western half is in use as an informal overflow car parking area for Sandown Park and also a through route into the eastern half. The eastern half accommodates a children’s nursery.

The site is accessed at its western edge, from Portsmouth Road via the main Sandown Park entrance.

To the west of the site are Grade II Listed gates and railings to Sandown Park Racecourse. Dated circa 1860, the listing includes iron railings with stone entrance piers.

Located towards the southern edge of Sandown Park, the site adjoins Sandown Park on its western and northern boundaries. The southern boundary adjoins the Portsmouth Road which is the principal route running east-west into Esher High Street and along the main entrance to Sandown Park. At this boundary the site is heavily screened from the road with a timber boarded fence and mature trees. However, the nursery building at the south-west corner is tightly aligned to the pedestrian pavement along Portsmouth Road.

Part of the nursery building is a former ‘Toll House’, and is a locally important heritage asset. This has been extended over the years with further single storey buildings. Adjoined to the Toll House building is a Grade II Listed Post. Dated circa 1860, this City of London post indicated the boundary at which duty was payable on coal and wine.

The eastern edge of the site is bounded by a residential plot with a single building of apartments, named Cheltonion Place. Opposite the site on the southern side are further residential dwellings in the form of large detached houses.

Although the site is currently inward looking and physically cut off from the immediate residential character by the principal route of the Portsmouth Road, fencing and tree screening, there is potential to open up the site into the surrounding environment. The site is generally flat with no significant level difference across the site.

The majority of Site 5 is designated as an area of high archaeological importance.

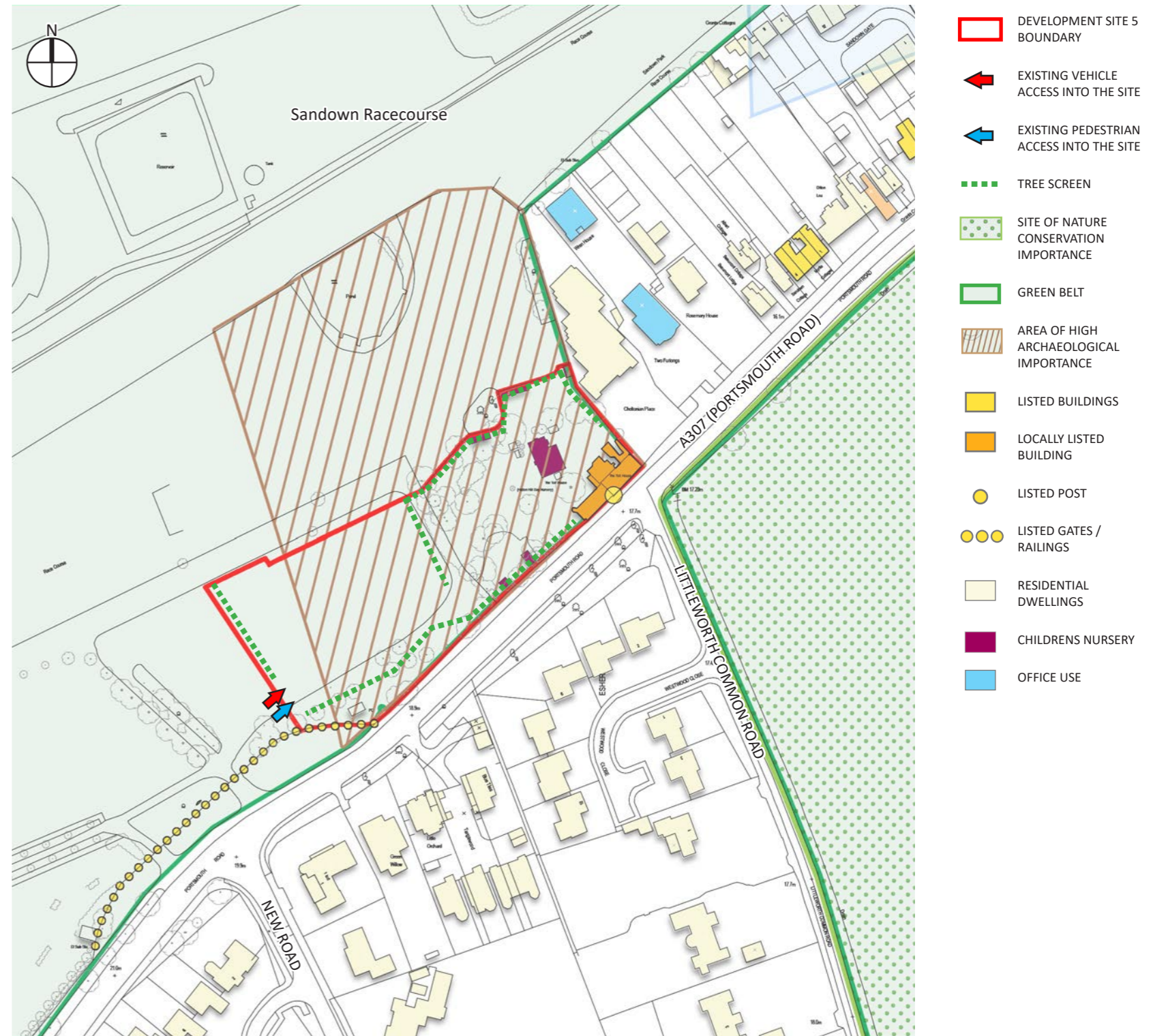


Fig. 15: Existing site analysis diagram of Site 5

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site 5 Existing Site Photos



1 - Street view from Portsmouth Road to adjacent Cheltonian Place (apartments)



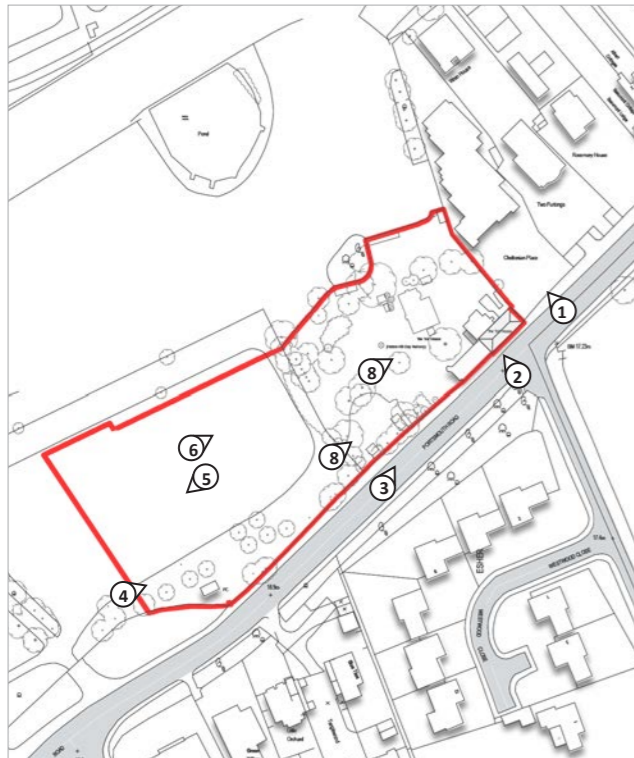
2 - Street view of nursery building and Grade II listed post on Portsmouth Road



3 - Street view of Portsmouth Road looking north-east along the site frontage



4 - View of access point into Site 5



Site 5 location map illustrating the location of the photos opposite



5 - View from within Site 5 overflow car parking area for Sandown Park



6 - View from within Site 5 overflow car parking area for Sandown Park



7 - View from within Site 5 into Nursery site



8 - View from within Site 5 towards existing Nursery building

Fig. 16: Existing site photos of Site 5

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site A

Site A is used for site operations relating to the functioning of the racecourse facility. This includes provisions for the horses (stables, washing, medical, horse box parking), a 21 room hotel (Sandown Park Lodge), and car parking areas. Existing stables run along the western boundary with residential dwellings beyond. The northern boundary meets the Warren to the western end, and further racecourse facilities and buildings at the eastern end. The boundary to the south is shared with Site 2.

Site levels are significant and continuous rise from Portsmouth Road up towards the Warren with areas of steeper banking to the north of the main stables area.

There are a number of significant trees within the site, particularly the 4 veteran trees to the north of the site close to the Warren.

The main vehicular access is from the A307 (Portsmouth Road) in the eastern corner. A single track internal service road enters the site to the east of the Warren in the northern boundary. In the western corner there are two further vehicular access points. The one close to the Warren is used regularly for servicing the racecourse and leads to More Lane through the Warren. The other provides an alternative access to More Lane via Site 1 and is generally used for emergency vehicles.

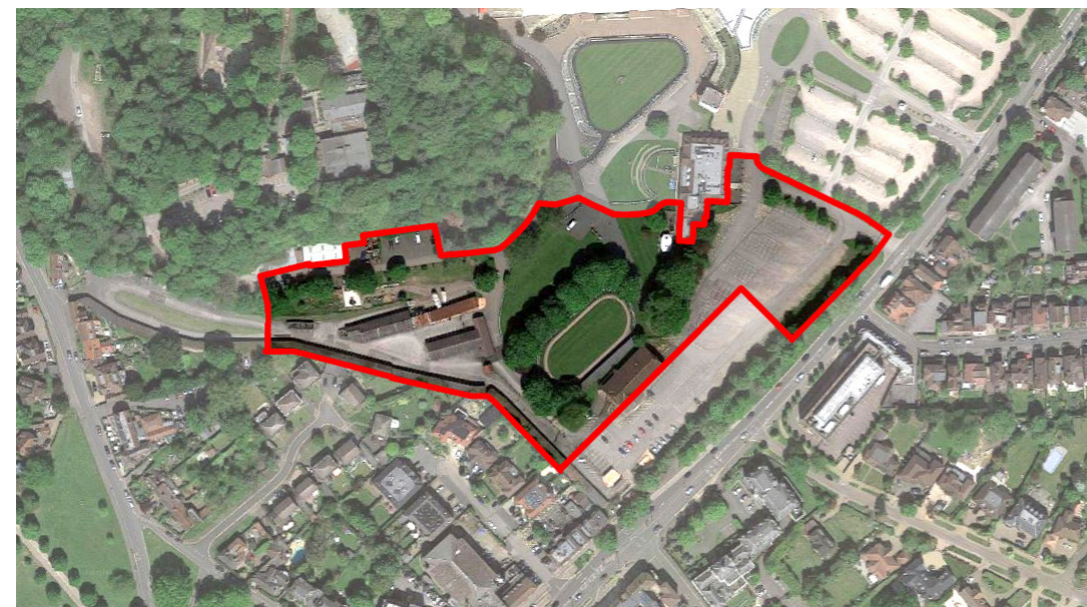


Fig. 17: Existing aerial view of Site A - Racecourse Operational Facilities

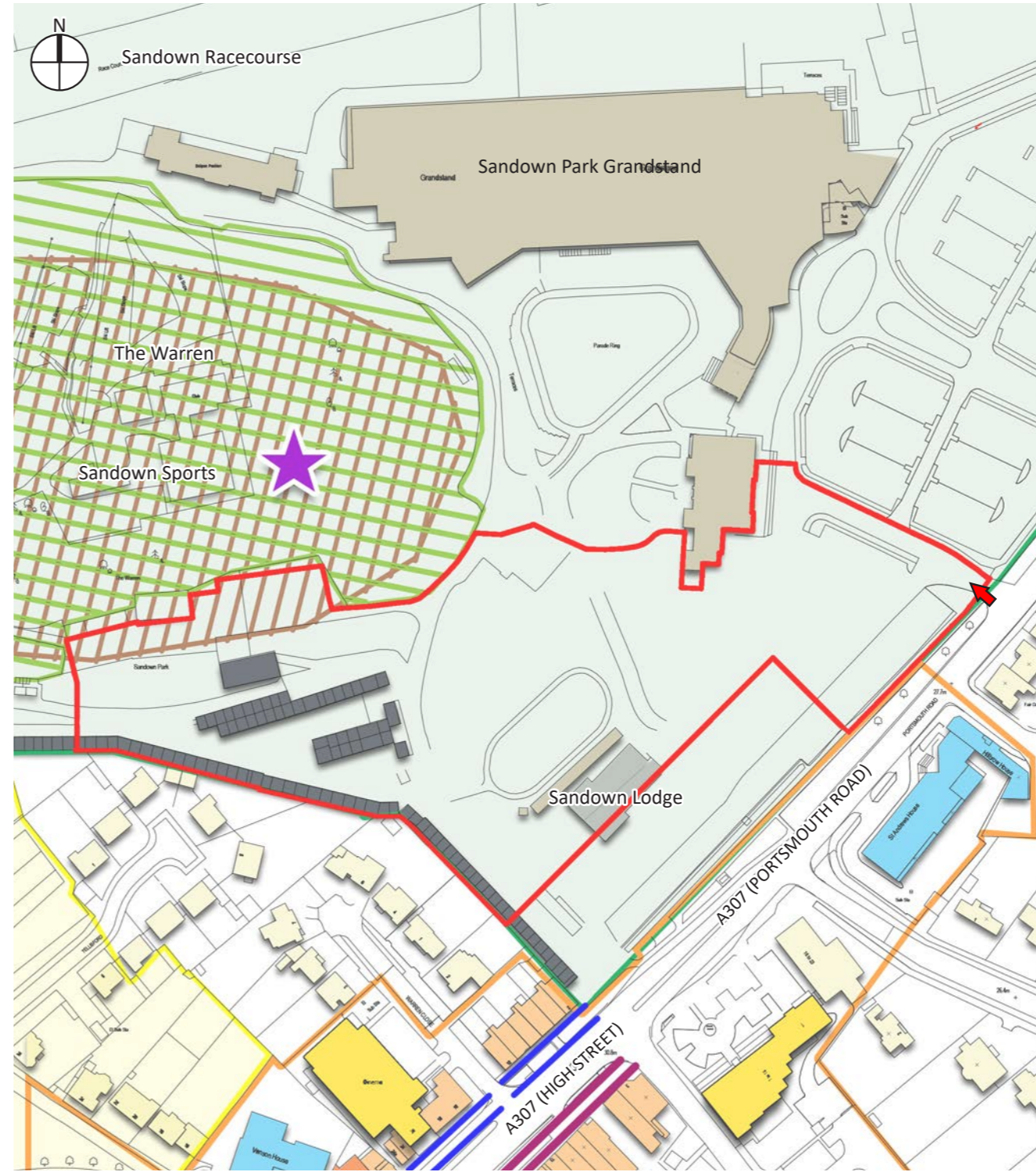


Fig. 18: Existing site analysis diagram of Site A

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site A Existing Site Photos



1 - Street view from Portsmouth Road into the main entrance of Sandown Park Racecourse



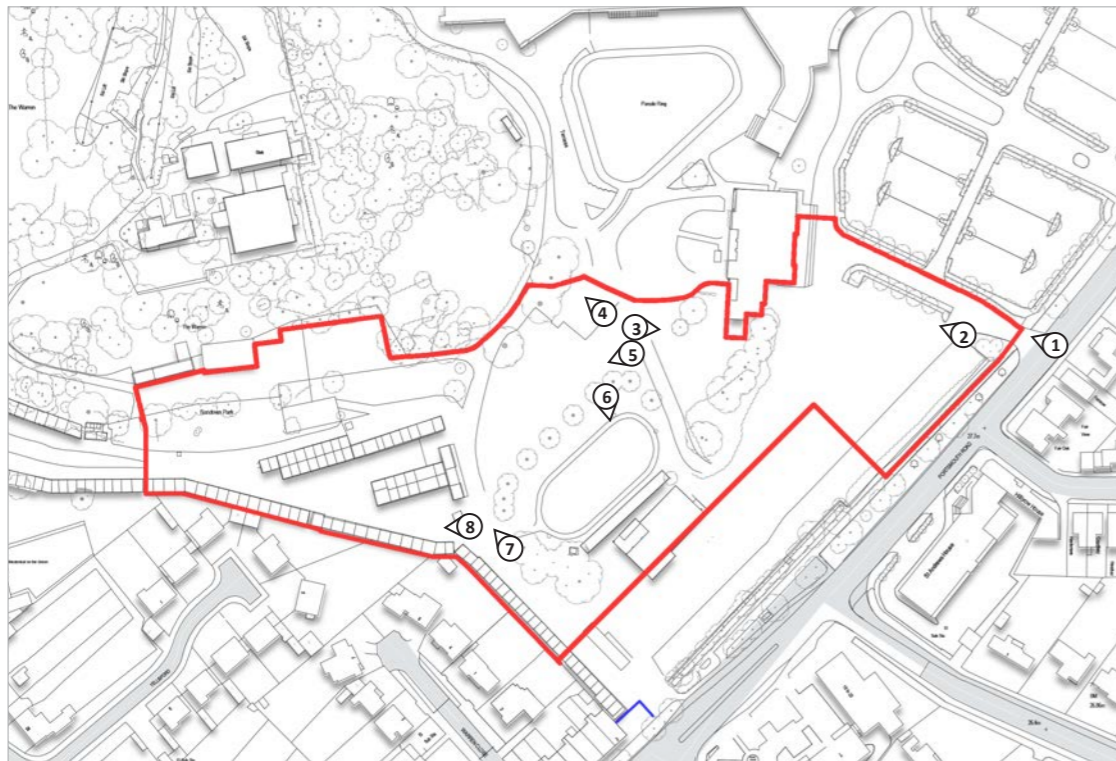
2 - View across car parking area



3 - View



4 - View



Site A location map illustrating the location of the photos opposite



5 - View



6 - View



7 - View



8 - View

Fig. 19: Existing site photos of Site A

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site B

Site B is an area adjacent to the eastern end of the Sandown Park Racecourse Grandstand measuring 0.3 hectares in size.

Access is available from within Sandown Park via the main entrance car parking area. The land is currently vacant of buildings but is used for overflow car parking.

The majority of the site is hardstanding with minimal landscaping. Part of the site encompasses the existing parking layout and circulation roads, however these will be reconfigured at detail design stage.

The site is fairly steeply sloping up to the grandstand with roughly a 3m height difference from the western to the eastern ends.

This part of Sandown Park has a frontage to the Grandstand parking area and glimpsed views are available through the tree lined frontage to Portsmouth Road, along the main route to Esher town centre.



Fig. 20: Existing aerial view of Site B - Hotel

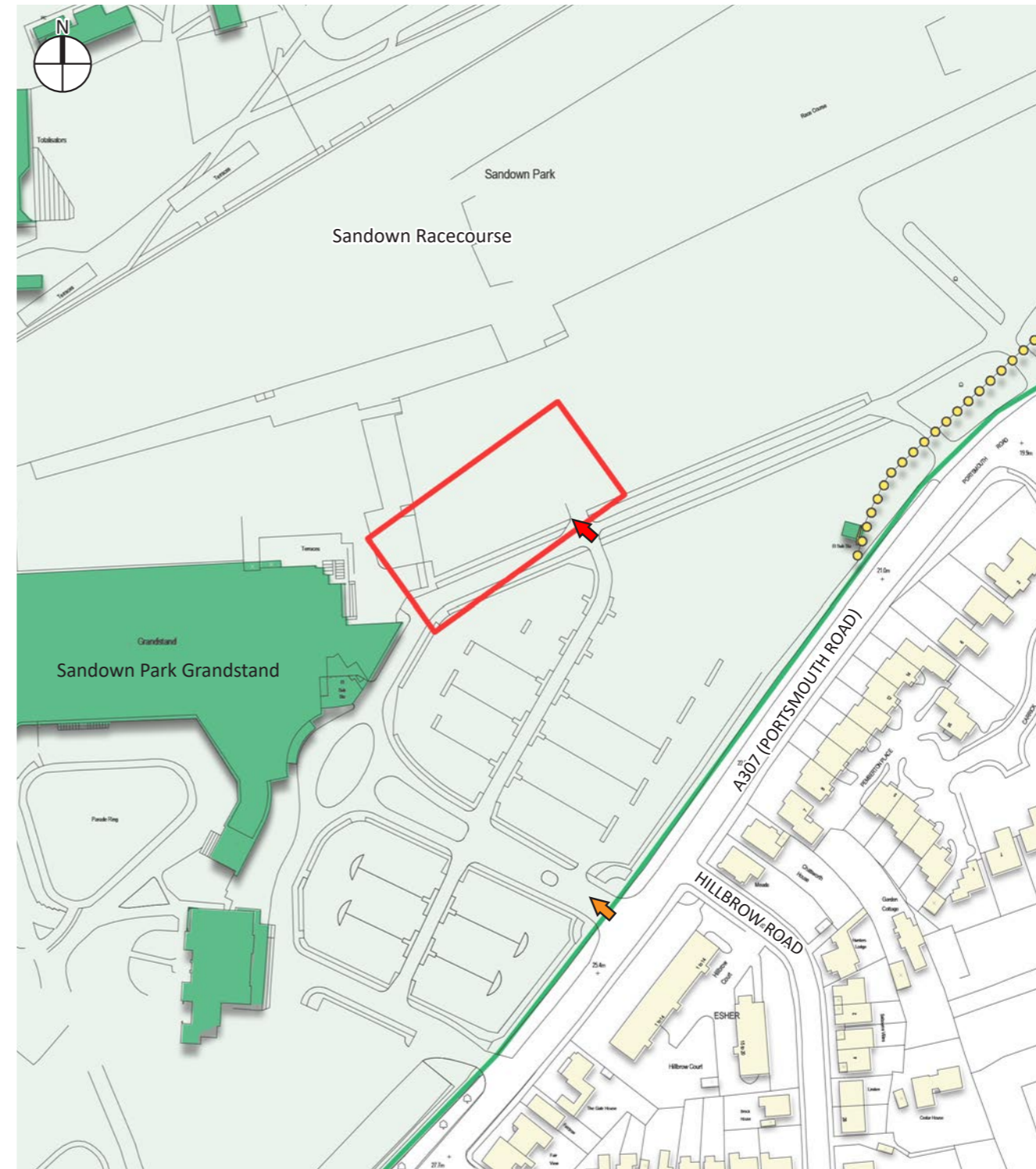


Fig. 21: Existing site analysis diagram of Site B

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site B Existing Site Photos



1 - Street view from Portsmouth Road into the main entrance of Sandown Park Racecourse



2 - Street view from Portsmouth Road across car parking area to main entrance of Sandown Park



3 - View from car parking area towards the site



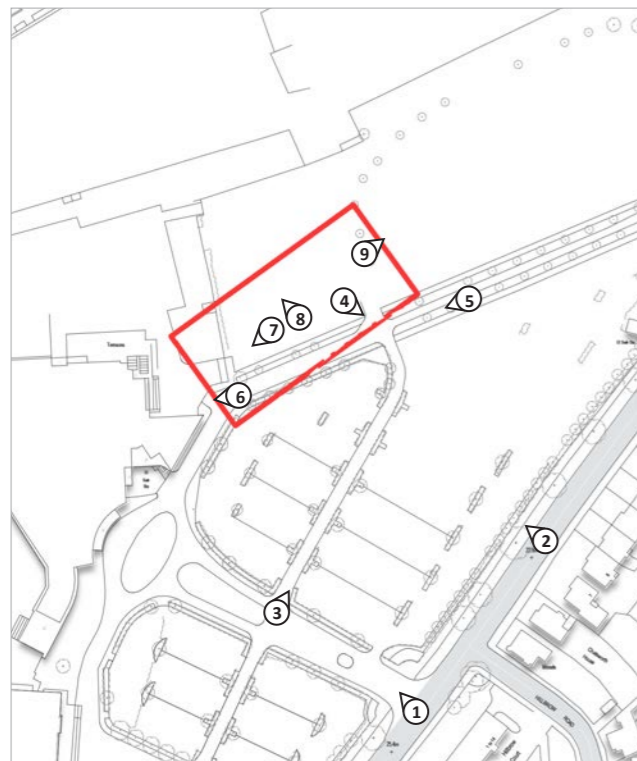
4 - View from within Site B



5 - View from car parking area towards the site and Grandstand



6 - View from within Site B towards the eastern end of the Grandstand



Site B location map illustrating the location of the photos opposite



7 - View from within Site B



8 - View from within Site B



9 - View from within Site B

Fig. 22: Existing site photos of Site B

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site C

This area of the racecourse is currently used for powered kart racing and consists of a large area of tarmac roadway, bounded by tyre walls, with associated now dilapidated out-buildings and car parking.

On racedays the site is used as a “cut-through” pedestrian route which allows racegoers another route to the Grandstand from Esher railway station and is used as a viewing area on racedays.

The racetrack passes closely along the north and south boundaries of the site, with car parking to the west and a small drainage reservoir to the east. Further to the north is the golf course and further south the Grandstand. Along the southern boundary an internal service road runs along the length of the racetrack.

Access to Site C runs along the southern boundary of Site D via a tarmac road, leading to More Lane. There is a significant but gradual drop in level of 7m from the southwestern corner of the site to the north eastern corner.

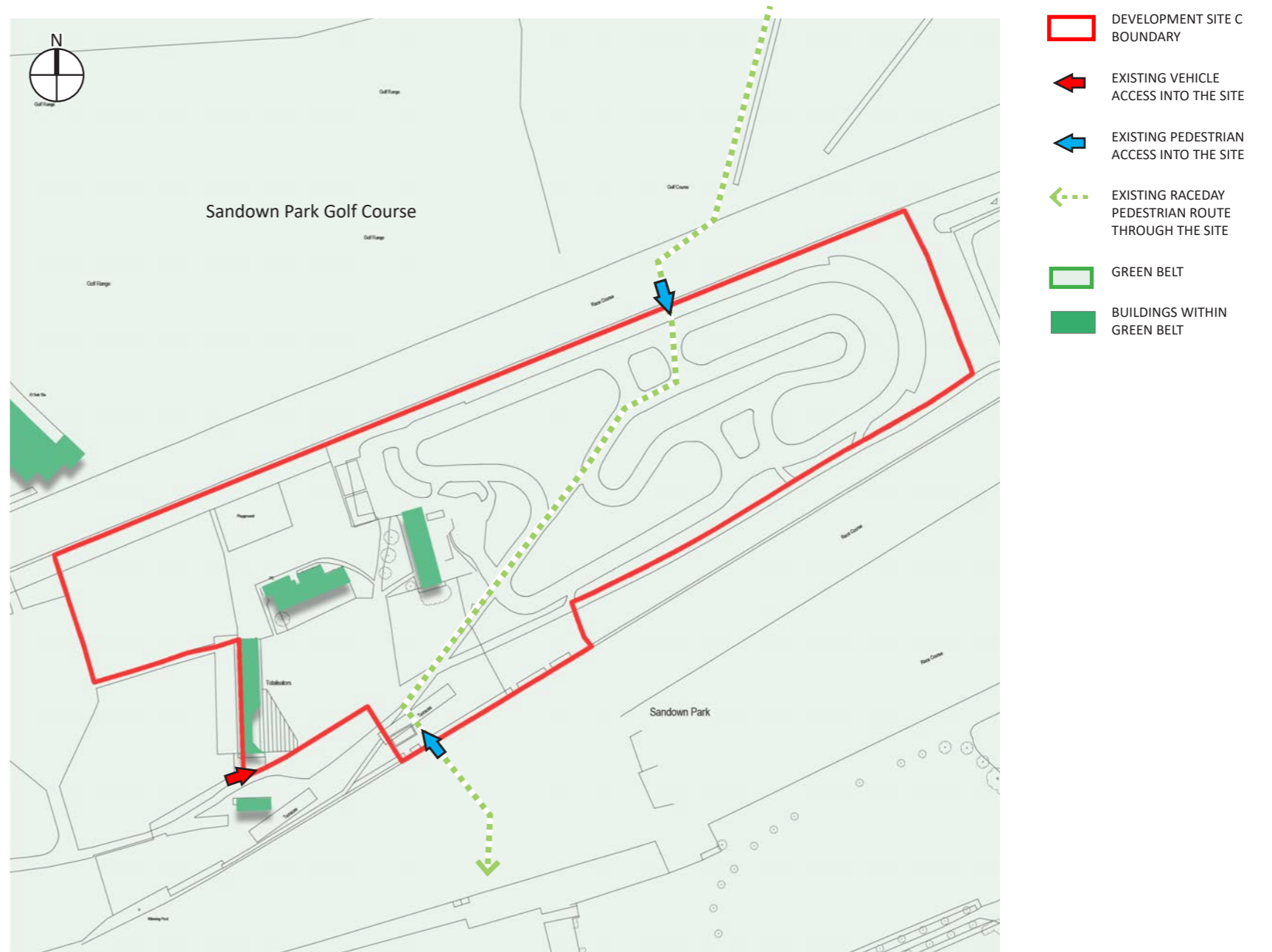


Fig. 24: Existing site analysis diagram of Site C



Fig. 23: Existing aerial view of Site C - Leisure & Recreational Area



# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site C Existing Site Photos



1 - Photo



2 - Photo



3 - Photo



4 - Photo



Site C location map illustrating the location of the photos opposite



5 - Photo



6 - Photo



7 - Photo

Fig. 25: Existing site photos of Site C

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site D

Site D is currently used for overflow car parking for high capacity race days, and parking for the golf course visitors, with access in the south west corner to More Lane. Access to Site C runs along the southern boundary via a tarmac road.

The racetrack passes closely along the north, south and west boundaries of the site with Site C to the east. Further to the north is the golf course and further south the Grandstand. Predominantly the site is grass with an area of tarmac towards the north east corner. There are no significant trees or buildings within this site. There is a significant but gradual drop in level of 12m from the southwestern corner of the site to the north eastern corner.



Fig. 26: Existing aerial view of Site D - Rationalisation of the Car Park

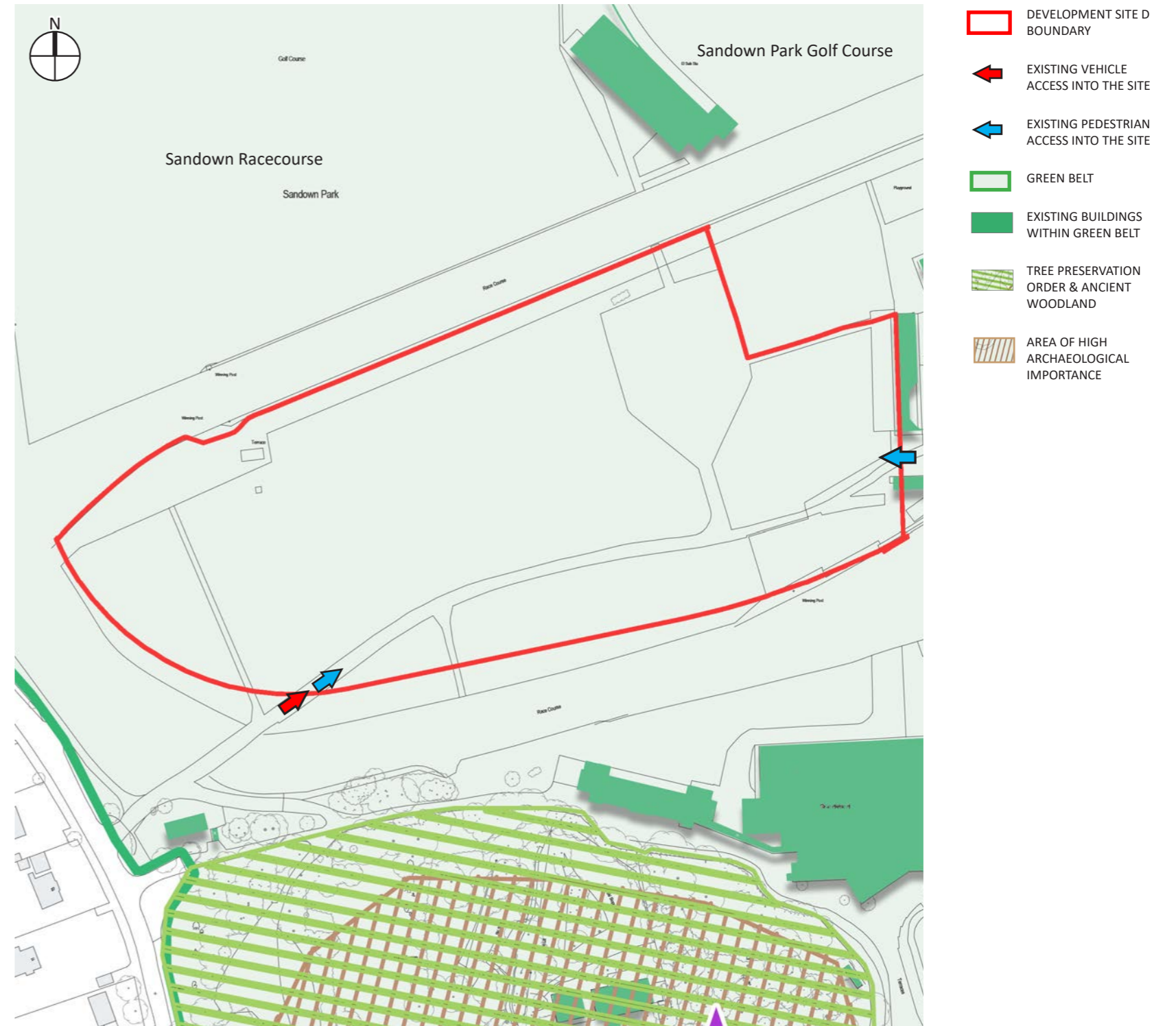


Fig. 27: Existing site analysis diagram of Site D

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site D Existing Site Photos



1 - Photo



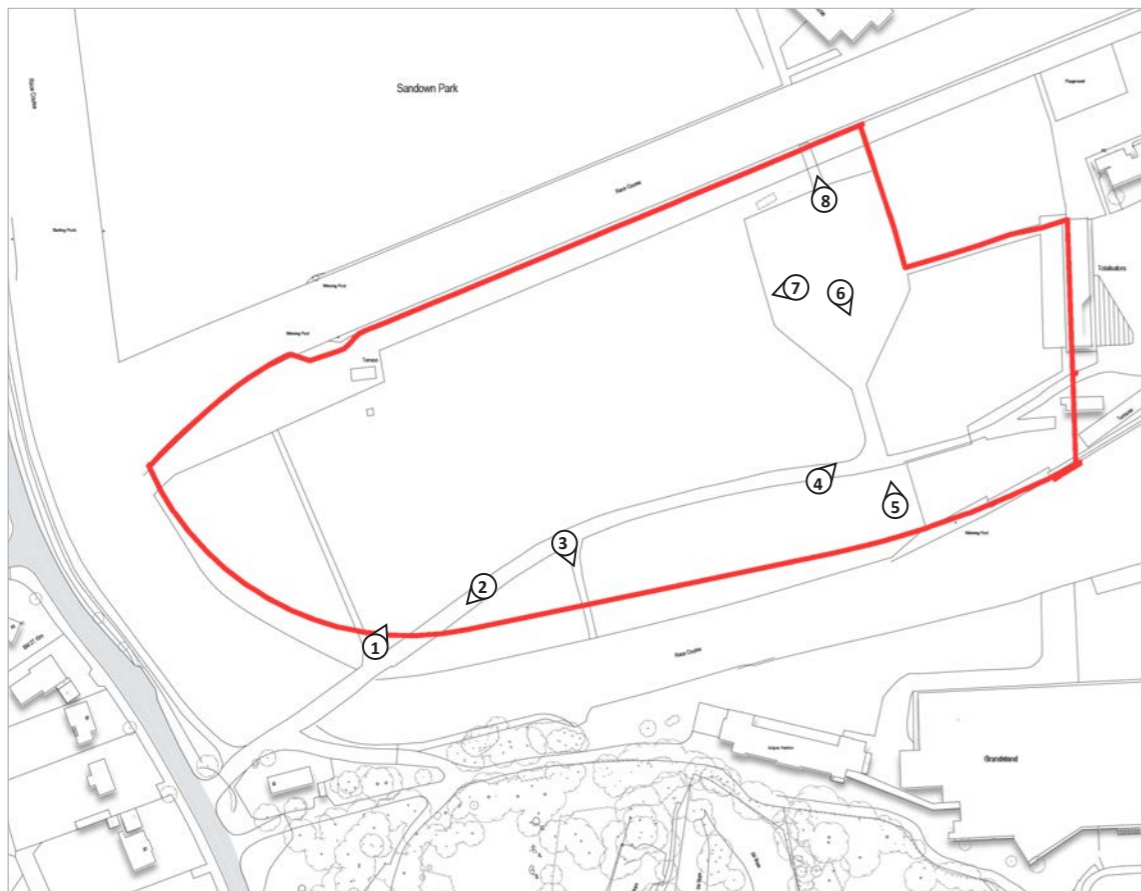
2 - Photo



3 - Photo



4 - Photo



Site D location map illustrating the location of the photos opposite



5 - Photo



6 - Photo



7 - Photo



8 - Photo

Fig. 28: Existing site photos of Site D

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Sites E1 & E2

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

Site E1 is located towards the south-western edge of Sandown Park and borders development site Site D.

Site E2 is located towards the north-eastern edge of Sandown Park.






Site E1 is currently used as part of the overflow car parking area on high capacity race days. Site E2 will utilise some of the golf course area, with golf course landscape features adjusted to suit.



Fig. 29: Existing site analysis diagram of Site E1



Fig. 31: Existing site photo of Site E1

-  DEVELOPMENT SITE E1 BOUNDARY
-  GREEN BELT
-  EXISTING BUILDINGS WITHIN THE GREEN BELT
-  TREE PRESERVATION ORDER & ANCIENT WOODLAND
-  AREA OF HIGH ARCHAEOLOGICAL IMPORTANCE

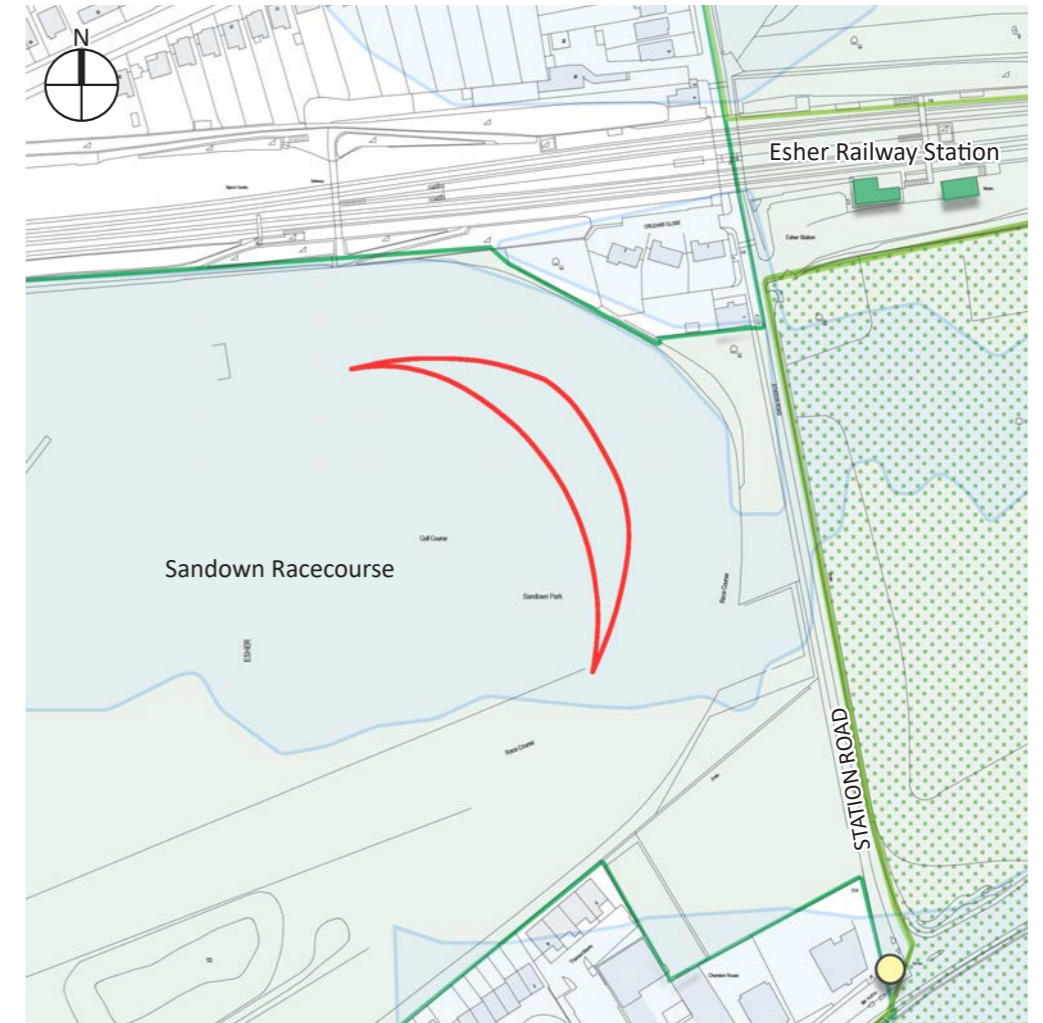








Fig. 30: Existing site analysis diagram of Site E2



Fig. 32: Existing site photo of Site E2

-  DEVELOPMENT SITE E2 BOUNDARY
-  GREEN BELT
-  SITE OF NATURE CONSERVATION IMPORTANCE
-  APPROXIMATE FLOOD ZONE 2
-  SCHEDULED ANCIENT MONUMENT
-  EXISTING BUILDINGS WITHIN THE GREEN BELT

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site F

Site F measures 3.68 hectares and is used for car and coach parking for Sandown Park, with the main access in the south east boundary to Portsmouth Road.

Access to the nursery at Site 5 and Site B also runs through this area from the same main access point.

A secondary access point runs through the listed gates along Portsmouth Road, generally only used at high capacity events to aid traffic management.

To the west of the site is the main Grandstand building, to the north is the racecourse. To the east is Site 5 and the south east boundary runs along Portsmouth Road. Site B mostly sits within the boundary of Site F.

The majority of the site is hardstanding and compacted gravel with minimal landscaping. There are a number of trees of moderate quality and value, primarily along the boundary with Portsmouth Road in the vicinity of the listed gates and fence, with a small avenue of trees leading from one of the listed gates.

A small electrical utility building (broadcasting compound) close to the Grandstand will require relocation.

The site gradually slopes up towards the Warren with roughly a 12m height difference from the south western to the north eastern ends.

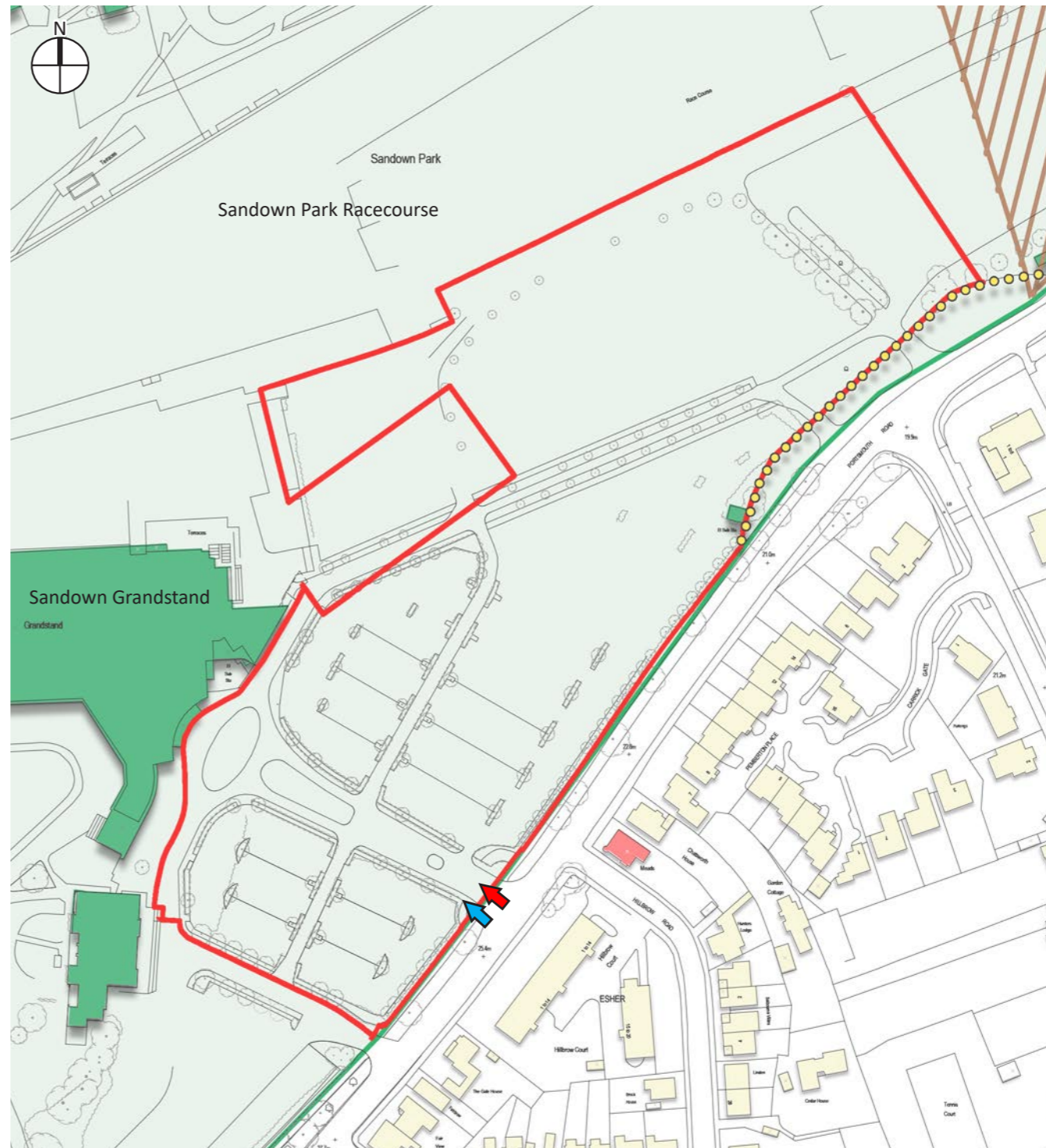


Fig. 34: Existing site analysis diagram of Site F



Fig. 33: Existing aerial view of Site F - Optimisation of parking area

# 3.0 ASSESSMENT

## 3.1 SITE ANALYSIS

### Site F Existing Site Photos



1 - Photo



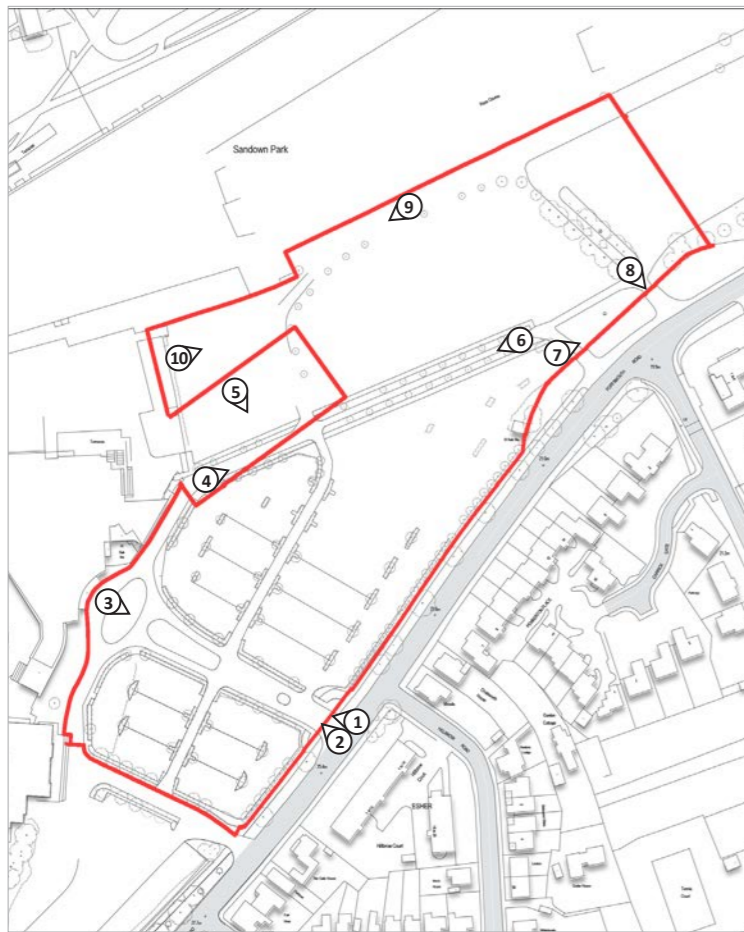
2 - Photo



3 - Photo



4 - Photo



Site F location map illustrating the location of the photos opposite



5 - Photo



6 - Photo



7 - Photo



8 - Photo



9 - Photo



10 - Photo

Fig. 35: Existing site photos of Site F