

Main Statement of Case Appendix 4

# ARCHITECTURAL DESIGN ASSESSMENT BY PRC

# Sandown Park

## Architectural Design Assessment

PRC ARCHITECTURE AND PLANNING LTD - 20.03.2020

### Introduction and Architectural Brief

PRC Architecture and Planning Ltd were appointed by JCR as the architectural member of a team of specialist consultants to review a concept Masterplan proposal for the racecourse that was previously commissioned by JCR. The purpose of this review was to provide JCR with a more comprehensive design proposal for each of the development sites where it was thought that improvements could be achieved by each of the specialisms of the team. This provided JCR with a more comprehensive study of the land available for redevelopment for housing, together with balancing the aspirations of JCR, the requirements of BHA (British Horseracing Authority), and the constraints and opportunities of the racecourse and surrounding neighbourhood.

From an architectural perspective, the approach was to provide initial comments on the existing concept Masterplan to the team and then in conjunction with initial comments received from the team, provide alternative massing and site layouts. As further specialist studies and reports became available further amendments were made to accommodate these constraints and opportunities.

The following sections illustrate the approach and conclusions for each of the sites by highlighting the main considerations that emerged from the process and the resulting responses informing the designs. Where relevant, the following sections references the Masterplan (Core Document CD6.48), the Design and Access Statement (DAS) (Core Document CD6.49) and the Elmbridge Design and Character SPD (Core Document CD3.2)

## 1 SITE 1 – RESIDENTIAL DEVELOPMENT

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### 1.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access from More Lane and from racecourse to the east.
- 2) Demolition of existing stables (to be rebuilt in Site A).
- 3) Emergency access between More Lane and racecourse to be retained.
- 4) Neighbouring properties and conservation area to the South – privacy / overlooking / visual impact.
- 5) Woodland (The Warren) to the North – RPA's / tree canopy / visual impact.
- 6) Site levels rising from More lane and rising from the South to the North of the site.
- 7) Refuse strategy.
- 8) Residential capacity requirement.
- 9) Maximum parking requirement.

### 1.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) Access from More Lane retained. Access from the racecourse to the east would result in conflict with racecourse operations and therefore deemed unacceptable. No other viable option available. (see Masterplan fig. 6, DAS fig. 40)

- 2) Demolition of existing buildings and clearance of existing road surfacing required to maximise the efficiency of the site for housing provision. The existing boundary wall is retained (rear wall of stables) to ensure privacy, screening, and minimise visual impact to the south. (see DAS fig. 41)
- 3) The emergency access is situated along the southern boundary of the site to maximise the distance of the building zone to the properties to the south (privacy and overlooking). (see Masterplan fig. 6)
- 4) Proposed massing relative to existing properties and conservation area to the south (see DAS fig. 58 and drawing PL\_301):
  - a) Building massing is restricted to 2 storeys at the western end of the site where the proposed building is closest to the existing properties to the south and the entrance off More Lane. The proposed building height is comparable with the ridge height of buildings along More Lane (2 storeys plus roof). Refer to x-sections and plans. Much of the proposed building mass and potential window / balcony locations are screened from the south by the retained stable wall. South facing windows are restricted at this point. The building is set back circa 25m from the existing building line along More Lane (No. 54) with minimal views into the site between the existing properties (No.2 & No. 54) helping to minimise the building impact along More Lane and adjacent conservation area.
  - b) At the eastern end of the site where the neighbouring buildings are further away and therefore a new building would have minimal impact on privacy and overlooking, massing is increased to 3 storeys. The distance to the nearest facing elevation is over 47m. (see DAS fig. 58 Illustrative section B). 'In many cases a notional degree of visual privacy is achieved through the conventional requirement to ensure about 22 metres between rear elevations facing each other' (Elmbridge Design and Character SPD – 5.84).
- 5) The building is set away from the northern boundary to avoid impact on the existing tree canopy and RPA's. The building height is reduced to 1 storey where the canopy overhangs the building footprint. (see DAS fig. 58). Proposed building heights are 2 and 3 storeys, which is lower than many of the tree canopies close to the northern boundary, and significantly lower than the tree cover as the ground levels rise up the hill of the Warren.
- 6) The ground floor level is calculated to achieve a 2-storey building height comparable to existing properties to the south. Where this results in excavations within the site, it is deemed by the client a necessary additional cost consideration to achieve the building heights proposed. (see DAS fig. 58).
- 7) Refuse vehicle access and turning area, and sufficient bin store area provided. (see DAS fig. 42)
- 8) 5 x 1-bed flats and 10 x 2-bed flats provided.
- 9) Maximum 20 car parking spaces required. Parking for 21 car spaces is split between 2 areas to help minimise large areas of hardstanding and to provide turning areas at both ends of the site for refuse and emergency vehicles.
- 10) Efficient use of site but not over-development, compliance with all relevant standards

## 2 SITE 2

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### 2.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access from one of the main entrances to Sandown Park from Portsmouth Road.

- 2) Demolition of existing stables (rebuilt in Site A), Sandown Lodge (replacement hotel rebuilt in Site B), clearance of car parking.
- 3) Neighbouring properties on the High Street and Warren Close.
- 4) Interface with Portsmouth Road and Sandown Park / Site A.
- 5) Site levels rising from Portsmouth Road to Sandown Park Lodge.
- 6) Refuse strategy.
- 7) Residential capacity requirement.
- 8) Maximum parking requirement.

## 2.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) An additional access directly into the site from Portsmouth road is considered unacceptable in terms of highways impact, therefore access from Portsmouth Road via Site A is retained.
- 2) Demolition of existing buildings and clearance of parking areas is required to maximise the efficiency of the site for housing provision. The existing stables provide an element of screening to the site. This is replaced with new boundary tree screening.
- 3)
  - a) The 3-storey building height of the adjacent block (2-12 High Street) is closely matched by the proposed massing facing Portsmouth Road. (see DAS fig. 61 Illustrative sections A & B).
  - b) The levels of the podium deck to the rear are close to existing ground levels (which are higher than Portsmouth Road) resulting in the associated car parking being fully underground and hidden from view (see DAS fig. 61 Illustrative section B), particularly when viewed from the adjacent properties (e.g. 2 Warren Close). The fourth storey elements to the rear (3 storeys above the podium deck) are located over 26m away from 2 Warren Close, exceeding the conventional requirement of 22m. (Elmbridge Design and Character SPD – 5.84)
- 4) The proposed building frontage is set back over 8m from the adjacent building line of 2-12 High Street. Together with removal of the close boarded timber fence and the steep banking, this provides a new level high quality pedestrian access and new active frontage through from Esher High Street to the Grandstand along a new landscaped route. (see DAS fig. 43)
- 5) The existing banking along the southern boundary and the raised existing car parking levels within the site are excavated down to the level of the High Street (see DAS fig. 61). This degree of excavation and associated cost was approved by the client to achieve the benefits to the new street frontage (2.2.4) and to obscure car parking, to the benefit of the street scene and neighbouring properties.
- 6) Refuse vehicle access and turning area, and sufficient bin store area provided. (see DAS fig. 44)
- 7) 4 x 1-bed flats, 26 x 2-bed flats and 19 x 3-bed flats provided.
- 8) Maximum 81 car parking spaces required. Parking for 72 car spaces is located undercroft, hidden from view below a landscaped podium deck.
- 9) Efficient use of site but not over-development, compliance with all relevant standards

## 3 SITE 3 – RESIDENTIAL DEVELOPMENT

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### 3.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access from Lower Green Road.
- 2) Demolition of existing housing and storage areas.

- 3) Emergency access between Lower Green Road and racecourse to be retained.
- 4) Neighbouring properties along Lower Green Road and More Lane. Visibility from the racecourse to the south.
- 5) Integration with the wooded area in the North of the site.
- 6) Site levels are such that flood risk requires consideration.
- 7) Refuse strategy.
- 8) Residential capacity requirement.
- 9) Maximum parking requirement.

### 3.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) The location of the proposed new access from Lower Green Road (circa 45m to the east of the existing junction) is designed to improve safety around the junction and to minimise the impact of the new junction on the existing trees.
- 2) Demolition of existing buildings and clearance of storage areas required to maximise the efficiency of the site for housing provision.
- 3) The emergency access is relocated to be close to the proposed new access from Lower Green Road. (see DAS fig. 45).
- 4)
  - a) By locating the proposed buildings along the southern boundary of the site, the distance between the proposed buildings and the houses to the north of Lower Green Road is maximised. Distances range from circa 49m (at No. 152) to over 90m (at No. 176). The wooded area in the north of the site, together with further new tree planting will help screen the view of the proposed buildings from the houses to the north. (see DAS fig. 63 Illustrative section A).
  - b) Proposed building heights (3 storeys) are comparable to the 3 storey flatted developments along More Lane. The nearest existing property is circa 53m from the proposed building at the western end of the site. (see DAS fig. 63 Illustrative section B).
  - c) The proposed buildings face onto the north western corner of the racecourse. The building footprint narrows to the south to present a narrow frontage and large gap between the villas, with the additional benefit that the flats facing north also have a southern aspect. The car parking sits to the north of the proposed buildings and is hidden from view from the racecourse to the south. (see DAS fig. 45).
- 5) The wooded area in the north of the site is retained and enhanced. Proposed buildings are located to the south of the site to avoid impact on the existing trees where possible. The access roads and car parking are considered together with tree root protection areas to avoid encroachment where required (see DAS fig. 45). No dig construction techniques are utilised where avoidance is not possible.
- 6) The FRA highlights that the site is partially within Flood Zone 2. To mitigate the impact of flooding of residential accommodation the ground floor ffl is raised above the predicted flood level, with additional allowance made for level increase from climate change and freeboard. The existing ground levels around the retained trees are not affected. (see DAS fig. 63 Illustrative section A).
- 7) Refuse vehicle access and turning areas, and sufficient bin store area provided. (see DAS fig. 46)
- 8) 27 x 1-bed flats and 87 x 2-bed flats provided.
- 9) Maximum 157 car parking spaces required. Parking for 150 car spaces is provided.
- 10) Efficient use of site but not over-development, compliance with all relevant standards

## 4 SITE 4 – RESIDENTIAL DEVELOPMENT

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### 4.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access from Station Road.
- 2) Removal of existing storage areas and hard standing.
- 3) Neighbouring commercial properties to the west and south.
- 4) Visibility from the racecourse to the north.
- 5) Visibility from Station Road / golf course to the east.
- 6) Refuse strategy.
- 7) Residential capacity requirement.
- 8) Maximum parking requirement.

### 4.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) The location of the proposed new access from Station Road (circa 12m to the north of the existing access) is designed to improve safety around the junction.
- 2) Removal of existing storage areas and hard standing is required to maximise the efficiency of the site for housing provision.
- 3) The proposed building is located towards the northern boundary of the site to maximise the distance from the commercial properties to the south. The nearest existing property to the south is circa 48m (see DAS fig. 66). To the west the commercial property height is 3 storeys plus roof. Adjacent to this the lowest part of the proposed building is 4 storeys to ensure similarity in scale.
- 4) The illustrative layout indicates a curved form, responding to the curve of the racecourse. The existing buildings along this southern boundary facing the racecourse increase in scale from 1.5 and 2 storeys at 5,6,7 Grants Cottages, 2.5 storeys at 2-12 Sandown Gate, and 3+ roof storeys at B-E Thames Mews. The proposed building responds this increase in scale from 4 to 6 storeys. (see DAS fig. 67).
  - a) Grants Cottages:





b) Sandown Gate:



c) Thames Mews:



- 5) The frontage to Station approach is narrow to retain the openness of the street and present minimal frontage to Moore Place golf course to the east. Between the golf course and the site large mature trees obscure the development from view. (see DAS fig. 47).
- 6) Refuse vehicle access and turning areas, and sufficient bin store area provided. (see DAS fig. 48)
- 7) 2 x studio flats, 39 x 2-bed flats and 31 x 3-bed flats provided.
- 8) Maximum 122 car parking spaces required. Parking for 106 car spaces is provided, including 64 at ground level and 52 at basement level.
- 9) Efficient use of site but not over-development, compliance with all relevant standards.

## 5 SITE 5 – RESIDENTIAL DEVELOPMENT

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### 5.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access to nursery from Portsmouth Road via main entrance to Racecourse.
- 2) Demolition and rebuilding of existing nursery building and hard standing.
- 3) Existing Locally Listed Tollhouse and Grade 2 Listed Post
- 4) Neighbouring properties to the east.
- 5) Visibility from the racecourse to the north and Portsmouth Road to the south.
- 6) Refuse strategy.
- 7) Residential capacity requirement.
- 8) Maximum residential parking requirement.

### 5.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) Phasing of the rebuilding of the nursery requires the new nursery site to be in the western part of the site, and here the existing access through from the main Racecourse entrance can be retained. The residential element therefore requires an additional access from Portsmouth Road to avoid passing through the nursery site (see Masterplan fig. 10). The location of this proposed new access is designed to maximise the safety of the junction.
- 2) The opportunity for a new, more efficient nursery building has allowed the eastern end of the site to be released for residential development, extending the grain of the adjacent large residential blocks (Cheltonian Place, Wren House) west along Portsmouth Road. (see DAS fig. 16 view 1).
- 3) With the removal of the nurse, the Tollhouse is converted back to its original layout by removing the building extensions added over the years, providing a focus to the heritage of the building. The refurbished Tollhouse provides a unique feature to the entrance of the site. The Listed Post is to be left undisturbed. (see DAS fig. 16 view 2).
- 4) The layout of the site responds to the character of the large blocks of flats to the east, including Cheltonian Place and Wren House, which give the impression of large detached 'villas' set back from the road. The proposal groups the flats into large detached 'villas', set back from the road. (see DAS fig. 49).
- 5) To maximise the landscaping along Portsmouth Road the car parking is hidden from view behind the proposed buildings along the northern boundary with the Recourse. This creates extensive communal gardens to the south of the site along the Portsmouth Road boundary, benefitting from the existing mature trees screening the road and new tree planting (see DAS fig. 49). The boundary treatment along Portsmouth Road, currently close boarded timber fencing, is to be replaced with a low wall and railings to match the boundary treatment of the adjacent properties to the east and improve the openness and visual amenity along Portsmouth Road.
- 6) Refuse vehicle access and turning areas, and sufficient bin store area provided. (see DAS fig. 50)
- 7) 36 x 1-bed flats, 24 x 2-bed flats and 8 x 3-bed flats provided.
- 8) Maximum 84 residential car parking spaces required. Parking for 80 car spaces provided.
- 9) Efficient use of site but not over-development, compliance with all relevant standards.



## 6 SITE A – RACECOURSE OPERATIONS

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### 6.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access from More Lane and Portsmouth Road.
- 2) Demolition of existing stables and associated racecourse operations facilities. Demolition of Sandown Lodge hotel and local car parking.
- 3) Neighbouring properties to the West and Site 2 to the South. The Grandstand buildings to the North.
- 4) Woodland (The Warren) to the North and existing trees including several Veteran trees.
- 5) Site levels rising from Portsmouth Road / Site 2 up towards The Warren.
- 6) Site operations building, parking and track requirements

### 6.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) The Racecourse requires the emergency access is retained from More Lane through Site 1. The layout ensures clear access through the site from Site 1 to reach the existing internal road network. General access is provided from Portsmouth Road.
- 2) The existing stables and associated facilities are replaced with a more efficient layout, built to current BHA (British Horseracing Authority) standards. With the new hotel proposed on Site B, removal of Sandown Lodge frees up additional space to accommodate an improved horsebox parking area for race days. The car parking in the area adjacent to the site access off Portsmouth Road is relocated to provide a large public open space, new landscaping and pedestrian route, enhancing this entrance to Sandown Park and improving access from the High Street. (see DAS fig. 51).
- 3) The proposed facilities are generally of the same form and character as the existing facilities and do not adversely impact the neighbouring properties to the West or the Grandstand buildings to the North. The existing rear stables wall along the boundary is retained to minimise disturbance to the adjacent properties to the west. The proposed flats in Site 2 are screened from the horse box parking area with trees and hedges along the boundary.
- 4) The closest building to the Warren (the 2-storey stable staff facilities) is located outside the RPA of the adjacent trees of the Warren and is sited on an area of existing hardstanding. It is envisaged this will be designed to be sympathetic to the woodland backdrop in its use of materials (such as timber cladding). The Pre-Parade Ring is close to the Veteran trees at the north of the site and can be laid so as to have no damaging effect on the trees/roots. The Saddling Boxes around the southern end of the Pre-Parade Ring will use construction techniques which avoid adversely impacting the RPA's of the adjacent trees, and the circa 3m ridge height will be beneath the level of the tree canopy. Several trees are removed from the area occupied by the horsebox parking area due to increased ground levels (see Tyler Grange report).
- 5) To help provide a more level horsebox parking area the existing ground levels are raised by up to 1m along the boundary with Site 2. The proposed Stables area extends further north than the existing area and requires a retaining structure along the higher existing ground levels to the north.
- 6) The requirement for 100 stables and associated ancillary facilities with security against public access occupies a smaller footprint than the existing stables layout. The proposed Pre-Parade Ring track is relocated closer to the Grandstand to be more visible to the racegoers. The Saddling Boxes around the southern end of the Pre-Parade Ring provide a backdrop to the Ring as viewed from the Grandstand buildings, and a gateway to the stables beyond. The proposed horsebox

parking is sufficient for race day vehicle numbers and can be utilised for general parking on non-race days. Unloading levellers are integrated into the horsebox parking circulation. (see DAS fig. 52).

## 7 SITE B – HOTEL

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### 7.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access from Portsmouth Road via main entrance to Racecourse.
- 2) Removal of existing hardstanding and temporary parking area. Demolition of minor buildings including turnstiles and kiosk.
- 3) Neighbouring Grandstand building to the west and recourse to the north. Visibility from Portsmouth Road to the southwest.
- 4) Site levels increasing from the east to west
- 5) Hotel capacity

### 7.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) The existing access is retained from Portsmouth Road via Site G. Improvements to Site G will provide vehicular circulation to the hotel and associated parking areas.
- 2) The hotel is located on an area of existing hardstanding and temporary parking. Existing hardstanding to the north of the hotel is removed and replaced with a landscaped seating / viewing area overlooking the racecourse. The turnstiles and kiosk are rebuilt to link the hotel with the Grandstand building. (see DAS fig.72).
- 3)
  - a) The roof of the hotel is designed to be substantially lower than the roof of the Grandstand to preserve the visual prominence of the Grandstand over the hotel (see DAS fig.72). The angle of the north elevation of the hotel is positioned to preserve the view from the Grandstand to the eastern end of the racecourse. A terrace at the first floor of the hotel provides views across the racecourse. Viewed from the north the hotel is envisaged as an eastern extension to the Grandstand in a similar way the Eclipse Pavilion extends the Grandstand to the west.
  - b) From Portsmouth Road the hotel will be visible between the large mature trees along the boundary. The hotel is envisaged as a subservient extension to the existing massing of the Grandstand. The character of the building will be designed to tie in with the Grandstand so that the Grandstand and hotel are viewed as one building. This consistency of architectural style will help the hotel blend into the existing views across the car parking (Site F).
- 4) The change in site level is accommodated within the ground floor storey. The western end of the ground floor is partially below ground level, the eastern end of the ground floor is at existing levels. This change of level across the length of the building is accommodated externally by landscaped terracing (see DAS fig.72) and internally can be designed to include changes in level and mezzanine areas.
- 5) Provision for 150 hotel beds over 5 storeys with 1 storey of ground floor hotel facilities.

## 8 SITE C – FAMILY / COMMUNITY ZONE

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### 8.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Existing access from More Lane via Site D. Existing pedestrian access from Esher Station.
- 2) Demolition of existing buildings and hardstanding. Retention of karting racetrack and ticket booth.
- 3) Car parking.
- 4) Elevated views from Grandstand.
- 5) Provision of Café, associated Soft Play, Cycle Track and Landscaped Park areas.

### 8.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) The access from More Lane is retained and improved (see TPP documentation). The pedestrian route from Esher Station is retained and integrated into the landscaping improvements within the site. (see DAS fig. 54).
- 2) The existing buildings currently used by the karting club are of no architectural merit and the site will benefit from their demolition. The karting track is retained and improved for use as a family cycle track. The ticket booth is retained for ticketing on racedays and serves as controlled access point across the racetrack.
- 3) Car parking facilities for Site C will be provided within Site D, primarily within the proposed gravel bound surfacing area adjacent to Site C (see DAS fig.55), with the potential to utilise additional Site D parking areas as required.
- 4) The site has very limited views from the surrounding area, primarily visible from the upper floors of the Grandstand. Most of the site is retained and improved as landscaping. The family cycle track is cleared of karting paraphernalia, and landscape improvements will enhance the outlook from the Grandstand. The proposed café is single storey and is envisage with a green roof to further improve the views out across the park from the Grandstand. (see DAS fig. 73 zone A).
- 5) The requirement for the 200 sq.m Café and associated 500 sq.m Soft Play is located centrally (zone A) between the surrounding facilities acting as the central hub and gateway to the Site, providing easy access and security to the surrounding zones. The building footprint is substantially less than that of the existing buildings on site associated with the existing karting club. The Landscaped Park areas include secure zones for separated older (zone C) and younger children's play areas (zone B), open park space (zone D), retention of the trackside viewing area (zone F), and a Family Cycle Track (zone E). (see DAS fig. 73).

## 9 SITE D – PARKING

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### 9.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Improvements to surfacing in areas of the existing overflow parking area. Existing parking area to golf course retained.

### 9.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) The site is currently utilised for overflow parking, however to bring the area into more regular use requires some areas of surfacing to be enhanced. The enhancement will preserve the grass where possible to retain the outlook from the Grandstand across the racecourse. Reinforced

grass systems with surface drainage treatments will provide the required surface for vehicles and retain the grass surfacing so that there will be no significant visual difference. Where it is envisaged the vehicular traffic will be more intense adjacent to Site C, an area (circa 2100 sq.m) of gravel bound surfacing is provided, having minimal visual impact on the site. (see DAS fig.55).

## 10 SITE E – RACECOURSE WIDENING

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### 10.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) No significant architectural considerations.

### 10.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) Not applicable.

## 11 SITE F – PARKING

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### 11.1 SITE SPECIFIC CONSIDERATIONS INFLUENCING ARCHITECTURAL DESIGN

- 1) Improvements to surfacing and landscaping.
- 2) Integration with access to new developments within the masterplan.
- 3) Existing listed gates and fence.

### 11.2 DESIGN RESPONSE TO CONSIDERATIONS

- 1) The details of the improvements in surfacing, landscaping and drainage are to be dealt with at detailed design stage and will make more of the site available for all year-round parking.
- 2) The existing layout requires minor alteration to accommodate the proposed Hotel in Site D and will be resolved at detailed design stage when the requirements of the hotel are identified. (see DAS fig.53).
- 3) The listed gates and associated fence are retained and maintained as required. Additional protective measures are to be taken to avoid damage from service or emergency vehicles which do occasionally utilise this access point into the site.