

RAPLEYS

Post-consultation Supplemental Statement for
Jockey Club Racecourses

**SANDOWN PARK RACECOURSE,
PORTSMOUTH ROAD, ESHER
KT10 9AJ**

July 2019

Our Ref: 385/12/6

33 Jermyn Street London SW1Y 6DN
0370 777 6292 | info@rapleys.com | rapleys.com

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1 INTRODUCTION

- 1.1 This report has been prepared by Rapleys LLP on behalf of Jockey Club Racecourses (JCR), relative to a hybrid planning application for improvement, and associated facilitating, works at Sandown Park Racecourse (Elmbridge planning reference 2019/0551). It is submitted in parallel with an updated Statement of Community Involvement, and other documentation listed in the covering letter accompanying this report. This includes the following drawings to provide fuller information relative to the development:
- Existing block elevation drawings (ref: PL601to PL608), and
 - Amended Indicative Layout for Site 4 (ref: PL_204 Rev A).
- 1.2 The planning application, at Sandown Park, was submitted on 22 February 2019, and in line with statutory procedures, underwent a consultation exercise with comments sought from a range of parties, including:
- Technical, and specialist, officers at the local authority (relying on consultants as necessary);
 - Statutory and other bodies, and
 - The local community.
- 1.3 A range of responses have been received, and this report responds to the main issues cited to date, alongside related matters raised by the planning case officer in post-submission discussions (such as, the need for further information relative to the scale and massing of existing development, and the extent and delivery of racecourse improvements, to inform the ongoing Green Belt and related assessment of the proposals). However, it should be noted that further comments may arise and, if so, the applicant reserves the right to respond accordingly.

2 CONSULTATION CONTEXT

2.1 The consultation responses received to date can be grouped into three categories. Namely, those who have no objection (or otherwise support), those who seek further information and, finally, those who object.

NOT OBJECTING TO (OR OTHERWISE SUPPORTING) THE SCHEME

2.2 The following parties fall within this category/definition:

- Elmbridge Environmental Health Officers, subject to the imposition of conditions.
- Elmbridge's Tree Officer, subject to conditions and an acknowledgement that express concerns, as relating to select specimens in sites 1 and A, can be addressed through appropriate mitigation at the reserved matters stage (with the applicant's response, providing further reassurance, set out at **Appendix 1**).
- Surrey County Council across a number of specialisms, including:
 - The Environmental Statement (ES) Review Team, where it has been confirmed that the ES supporting the application is in accordance with relevant regulations.
 - The Conservation and Archaeology Team, subject to conditions.
 - The Lead Local Flood Authority, subject to conditions.
 - The Highways Authority, subject to conditions and obligations relating to mitigation measures.
- Environment Agency.
- Historic England.
- Natural England, subject to conditions.
- Thames Water.
- Sports England (as the proposal does not trigger their statutory involvement).
- Surrey Police, subject to the submission of further details relating to safety and security (which the applicant contends can be dealt with at detailed design stage).
- The British Horseracing Authority (BHA).
- 85 supportive responses from members of the public, as related to racecourse improvements, employment and housing.

MORE INFORMATION SOUGHT

2.3 Aside from the above responses, some consultees are seeking further information relative to the proposals. These are:

- Elmbridge's Head of Environmental Services, where requests have been made regarding the scheme's refuse arrangements (which the applicant contends, as a detailed design consideration - beyond the parameters of this application - can be addressed at the reserved matter stage).
- Elmbridge's Head of Leisure and Cultural Services, where requests relate to the provision of the community facilities and, in this context, further details are provided later in this report and **Appendix 2**.

OBJECTING TO THE PROPOSAL

- 2.4 The applicant also acknowledges that, outwith the supportive comments, there has been objection to the application proposals. These objections have been submitted by:
- A number of groups, including the Esher Residents Association (ERA), Save Esher Green Belt (SEGB), Esher Conservation Area Advisory Committee and the Campaign to Protect Rural England.
 - Approximately 600 (primarily) local residents, comprising individual representations and a petition.
 - Two Councillors and a former Conservative candidate.
- 2.5 These objections relate, in the main, to the following matters:
- Green Belt;
 - Traffic;
 - Affordable Housing/viability; and
 - The built form of the development (for example, scale and density).
- 2.6 These matters are explored later in this report. At this stage, however, it is relevant to note that the applicant has concerns that the proposals, and matters related to the application, have not been fully understood and **Appendices 4 and 5** seek to provide clarity around a number of issues, in the interests of assisting the general public's appreciation of the scheme and its promotion and derivation.
- 2.7 Finally, Daytona Sandown Park have objected to the proposal. The matters within the objection relating to the merits of this planning application are the potential impact of new residential dwellings in the vicinity of their operations. However, it is considered that this matter can readily be addressed, if necessary, through appropriate phasing of the development, and by way of planning condition.

SUMMARY

- 2.8 From the foregoing commentary, the following conclusions can be drawn:
- The overwhelming majority of technical consultee responses received to date have raised no concerns or objections relative to the proposal;
 - It is appreciated that there have been objections from some local groups and around 600 local residents. However, in the context of the application it is the merits of the objections that are relevant, and it is noted that many of the concerns raised are a result of the proposals not being fully understood;
 - It is recognised that the objections received by the planning application outnumber those of support, but this is not unusual and in any event the application has attracted broad level of support. Further, many of the letters supporting the proposals address matters which are highly relevant to the planning application (for example the need to enhance Sandown Park, and the importance of the racecourse more generally). As such they should carry considerable weight.

3 THE BASIS FOR THE PROPOSALS

CONTEXT

3.1 The rationale for the development is rehearsed in, amongst other documents, the Planning Statement, Green Belt Statement and Masterplan, as lodged in support of the application.

3.2 In essence, the proposal seeks to deliver an overall vision for Sandown Park which secures its viable and sustainable future through commitments to infrastructure and guest experiences and engagement with the local area and its people. It is driven by two key factors:

- The evident need to make improvements to Sandown Park, and (by association), and
- The opportunity to deliver enhanced community benefits.

3.3 These matters are discussed, further, in later sections of this document, and it will be noted that their delivery is dependent on the facilitating development of five discrete residential sites on the fringes of the racecourse. These sites, as explained in the applicant's Financial Viability Appraisal, only extend to provide the quantum of housing that is necessary to support the racecourse and its related enhancements (whilst also delivering an element of affordable housing, for which there is also a pressing and identified need).

3.4 In these terms, and in response to objector comments, it should be noted that the costs and returns of the development proposals have been reviewed by experts in the field, and the applicant has confirmed acceptance of the level of affordable housing sought by the local authority's viability advisors. This matter is discussed in further detail in Section 6 of this report.

3.5 Importantly, in this context, the proposal should not (as it has sometimes been described) be treated or referenced as "enabling development". The NPPF is clear that enabling development is that which would otherwise conflict with planning policies but would secure the future conservation of a heritage asset. Neither apply in this case, although the application does respect heritage considerations. That aside, the applicant's position relative to the Development Plan and other relevant planning policies is set out in detail in the Planning and Green Belt Statements supporting the application, and can be summarised thus:

- The development, when viewed as a whole, is appropriate in the context of paragraph 145 of the National Planning Policy Framework (NPPF);
- If it was not appropriate, the substantial positive planning benefits of the proposal would nevertheless, in combination, be very special circumstances that would clearly outweigh any harm to the Green Belt as a result of inappropriateness, and any other harm resulting from the proposal, and
- The proposal is, in all other respects, in accordance with the Development Plan and other relevant planning policies.

3.6 This context confirms that the application should be supported.

THE IDENTIFIED IMPROVEMENTS

3.7 For convenience and clarification (in response to discussions with officers), the items detailed in **Appendix 6** constitute the identified improvements (as sourced from the cost plan submitted with the planning application)

3.8 These improvements, which are extensive, are in direct response to a number of factors, including:

-
1. The findings of a customer survey in 2018 (which is echoed by the response to the applicants consultation exercise on the proposals, where 64% said the facilities and offer at Sandown Park Racecourse could be improved.)).
 2. The annual structural survey from October 2018 (**Appendix 7**) where a number of issues and defects were identified with the existing infrastructure, particularly the stables (which need to be fit for purpose, as they are fundamental the operation of the racecourse). More specifically:
 - The stables are in a run down state and in need of extensive work in a number of areas. While a number of necessary immediate/short term works are identified, fundamentally, the stables are identified as being nearing the end of their economic life. Even with this extensive work to bring them up to date, it would still leave them with a limited life. The stables are in need of replacement soon.
 - With regard to the Grandstand, while it is found to be structurally sound, it is not of the high quality standard that would be expected at a modern racecourse. High quality, in the context of this proposal, is facilities of sufficient standard to attract potential racegoers of all social and economic backgrounds including vulnerable persons and families, persons within the racing industry including members, owners and trainers. Racegoers are increasingly more discerning, have a choice where and what to visit for their leisure and recreation within and outside horse racing, and are more likely to visit the proposed facilities if they are of a sufficiently high standard in terms of the offer, the standard of racing, the quality and range of facilities, of decoration, restaurants, food and beverage. Such quality of development leads to an increased spend, profit and consequential economic return on investment.
 3. The expectations and recommendations of third party organisations, as relating to animal welfare, amenities, health and safety and other factors. These include:
 - Stables which accommodate BHA requirements for equine welfare, including vets and other equine facilities.
 - New Jockey Hospital in line with current requirements and expectations, including improved access for emergencies
 - Stable staff accommodation fit for modern needs including increased single occupancy options, canteen and prayer room, and, with stable staff canteen, fit for modern society needs (prayer room, increased single occupancy options,)
 - Upgrades to female Jockey facilities to meet BHA expectations
 4. The need for Sandown Park to remain attractive, particularly in terms of the retention of the existing customer base, relative to competing sporting venues and hospitality facilities which have recently been subject to considerable investment and thereby improved visitor experiences, such as Twickenham (a refurbishment value at £34million), White Hart Lane and Ascot. This is relevant, because Sandown must be able to offer the right customer experience relative to other competing destinations, not least as the public can exercise choice in expending their disposable income.
 5. The commercial imperative to capture the most appealing race-card, and thereby industry following, to sustain the course.
 6. EBC's Elmbridge Open Space and Recreation Assessment (October 2014) assessed future needs, relative to open space provision, of the Borough up to 2026. It identified that an additional 6ha of public parks and an additional 800sqm of formal

children's play provision are needed to alleviate deficiencies in access to parks and formal and informal play provision for children and teenagers within 400m of home. The provision of the children's play area within the proposal, although outside 400m distance threshold, nevertheless will contribute to meeting the need for the children's play provision for residents in the vicinity of the site, and Esher more generally.

- 3.9 These factors dictate that Sandown's sustainable future is, in essence, dependent on their delivery.

TIMELINE FOR DELIVERY

- 3.10 The applicant's Financial Viability Appraisal reviews the timelines and phaseology of the development as a whole. It is self-evident that, whilst the improvement works are urgent and necessary, they need to be brought forward in a manner which respects the operational requirements of the racecourse and, further, the availability of funding from the facilitating developments. As such, the programme attached at **Appendix 8** is envisaged and, subject to appropriate mechanisms to account for changing market conditions, can be secured through planning obligation.

4 GREEN BELT

4.1 The application proposals are supported by Green Belt submissions from Rapleys and EDP. These are contained in the reports entitled “Green Belt Statement” and “Green Belt Review” respectively.

4.2 These reports, collectively, addressed the relevant policy issues, specifically:

- The appropriateness, or otherwise, of the development (Green Belt Statement, Section 8 and Appendix 2 and Section 2 of the Green Belt Review);
- The actual (beyond any definitional) harm, if any, arising from the scheme proposals (to assist in determining appropriateness), having regard to the purposes of including land within the Green Belt (as informed by the Arup assessment), the existing use/status of the respective land parcels, their associated built form and the proposed development (Green Belt Statement, Sections 5 and 7 and Appendix 2 and Section 2 of the Green Belt Review), and
- The presence, as relevant, of very special circumstances that represent substantial planning benefits which, in combination, would outweigh any harm to the Green Belt by inappropriateness, and any other harm resulting from the proposal, in the planning balance (Green Belt Statement, Section 9).

4.3 In this respect, the applicant finds that the nine of the eleven land parcels, constituting development and reviewed - both spatially and visually (in the above context) - can be defined as appropriate and the proposal, as a whole, should benefit from such planning status.

4.4 This position derives, in part, from an assessment of the proposal’s relationship to the key purpose, as recognised by Arup (in this location), for including land in the Green Belt. Within its Green Belt Boundary Review, Arup reviewed the five purposes of including land within the Green Belt, as they relate to Elmbridge and the site:

- Purpose 1: To check unrestricted sprawl of large built-up areas - with large built up areas being divided into the Greater London built-up area (including Molesey, Thames Ditton, Long Ditton and Hinchley Wood) and the already coalesced area of Walton-on-Thames, Weybridge and Hersham.

In its assessment of Sandown Park, Arup found that it is connected to one or more large built-up areas, which are predominantly bordered by features lacking in durability or permanence. In this context, Sandown Park was found to have a “moderate” score relative to this purpose.

- Purpose 2: To prevent neighbouring towns merging into one another - the assessment including gaps between all non Green-Belt settlements in Elmbridge, including between Esher and Thames Ditton.

In its assessment of Sandown Park, Arup found that it was an “essential gap” between settlements, where development would visually or physically reduce the perceived or actual distance between them. In this context, Sandown Park was found to have a “strong or very strong” score relative to this purpose.

- Purpose 3: To assist in safeguarding the countryside from encroachment - this assessed the character of the area to assess what might be reasonably identified as rural.

In its assessment of Sandown Park, Arup found that it contained between 10 to 15% built form, and/or possessed a largely rural character. In this context, Sandown Park was found to have a “relatively weak” score relative to this purpose.

- Purpose 4: To preserve the character of historic towns - Arup found this purpose not to be relevant in Elmbridge, the local authority indicated that there were no historic towns/cores directly abutting the Green Belt.
- Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land - this purpose was also excluded from Arup’s review, not least as there were no planned urban regeneration schemes that were being inhibited by Green Belt designations.

4.5 As such, it is clear that Arup considered Sandown Park’s key role in support of the purposes of the Green Belt was to retain a gap between existing built up areas. In response, and as confirmed in Appendix 2 of the Green Belt Statement and demonstrated in Plan EDP 2 of the Green Belt Review, the proposals will respect the key or essential gap afforded by the racecourse and secure its retention for the foreseeable future.

4.6 In this regard, objections from Save Esher Green Belt relative to the extent or depth of Green Belt at the eastern edge of the racecourse (re: the development of Site 4) should be considered and set in the context of the existing built form, along Portsmouth Road and, more particularly, its protrusion to the racecourse boundary (which demonstrates that the separation is created by the operational aspect of Sandown Park, as defined by the racetrack).

4.7 Further, the earlier evidence also confirmed that very special circumstances arose relative to the planning application. These circumstances are directly applicable to sites 3 and 4 which, in isolation (rather than considered as part of the cohesive, whole, scheme), are recognised as inappropriate but, equally, would apply to any wider interpretation of inappropriateness and thereby, as necessary, justify the grant of planning permission for the proposals (in Green Belt terms).

4.8 In these terms, the following commentary should also be noted as relevant in the assessment of very special circumstances (particularly in the context of objectors’ comments, to the contrary, which question the presence of such circumstances).

THE NEED TO SUPPORT THE RACECOURSE

4.9 Beyond the benefits that the proposal will bring in economic, social and environmental terms (set out further below), the importance of Sandown Park to the local area must be recognised. The role it plays is wide-ranging, and its continued operation is essential to the ongoing permanence and maintenance of the Green Belt, not least as its absence would result in the degradation of the Green Belt. The racecourse’s role also covers a wide variety of socio-economic matters (the latter reviewed in the paper at **Appendix 3**). These points are reviewed in more detail below:

- As a major outdoor recreational facility, which by nature is largely (although not completely) “open”, the racecourse is key to supporting and protecting the Green Belt in this location. Without the racecourse, the site would not be readily maintained and could suffer, potentially, degradation: thus, providing the prospect of greater pressure to more fully accommodate the Borough’s residential requirement at Sandown, having regard to the site’s highly sustainable location between Esher centre and its railway station. In this context, support for the racecourse’s plans would ensure the long-term protection of the Green Belt and its permanence in this part of Elmbridge. In this context, it is the applicant’s position that the development proposals, when taken as a whole, represent appropriate

Green Belt development in the context of the NPPF. However, even if this were not the case, the proposal will improve the active use of this part of the Green Belt for outdoor sport and recreation and this, and the protection of the Green Belt provided by Sandown Park racecourse would, in combination with the other benefits arising from the proposal, be very special circumstances that would clearly outweigh any harm to the Green Belt as a result of inappropriateness, and any other harm resulting from the proposal.

- The racecourse is a key part of the local economy. It is one of the largest employers in Esher, providing 110 permanent jobs across a wide variety of skills, and it also generates significant additional employment on race and other event days equivalent to approximately 17,000 shifts. The latter provides a vital source of employment locally, particularly with students and retirees on event days.
- Sandown Park supports 480 suppliers, 277 of which are in Elmbridge Borough and neighbouring postcodes (the latter equivalent to a £4.04m spend).
- The racecourse has 25 race days a year, and hosts around 300 non-racing events annually. As confirmed in the applicant's Green Belt Statement, these activities bring 230,000 visitors to Esher a year, significantly boosting the town centre and local businesses. It is estimated that organiser, spectator and attendee spend in the local economy is equivalent to around £6.5m.

4.10 These wide-ranging benefits, however, can only continue to be realised through the delivery of the Sandown Park masterplan, as promoted through the application. For the reasons set out in detail in **Appendix 5** of this document, JCR's previous aspirations for a hotel can no longer be pursued.

4.11 In this context, there are no alternatives to the current proposals, as evidenced by submissions made in the earlier Green Belt Statement and Section 8 of this report.

ECONOMIC BENEFITS

4.12 As previously advised in support of the application, the racecourse makes a substantial contribution to the local and wider area in economic terms.

4.13 In this respect, the proposal - through the enhancements and new facilities - will cement and bolster the economic profile of Elmbridge, through (additional) direct, indirect and induced employment in the Borough during the construction and, beyond this, in the operational phases.

4.14 That aside, the improvements to Sandown Park will contribute to the economic wellbeing of Esher centre through spin-off benefits, which extend beyond employment considerations. In particular:

- One of the aims of the improvement works is to increase average spend by racecourse customers and encourage them to stay longer in the area, and this additional available revenue will benefit the centre;
- The hotel element is not only supported by the Development Plan (as policy CS9 confirms that the local authority will support a hotel at Sandown Park), but it will also complement the racecourse both in terms of its status as a racing venue and a more widely as an entertainment destination, creating jobs and economic activities in the area (see a letter from Hilton attached at **Appendix 9**);
- There is an identified shortage of beds in the area, as confirmed by the Surrey Hotel Futures report from 2015, which was commissioned by Surrey County Council as part of evidence base to inform the review and updating of Local Plans in the county.

This position is also confirmed in the market analysis prepared by Savills attached at Appendix 9). In this context, a high quality business hotel will assist in meeting this demand and, by association, likely result in support for local restaurants, pubs and leisure providers, and

- As also confirmed in the market analysis by Savills, hotel provision in the local hotel market is predominantly within the budget sector, with few hotels providing modern, high-quality meeting, conference and public exhibition facilities. Such facilities at Sandown Park would therefore not only complement the racecourse, but would also increase the economic attractiveness of the area to business.

4.15 As such, the proposals will increase economic activity in Esher centre and support local businesses. Further, it will create jobs by increasing direct, indirect and induced employment, as set out in detail in the socio-economic paper in **Appendix 3**.

SOCIAL BENEFITS

4.16 The extensive social benefits of the scheme are rehearsed in the Planning and Green Belt Statements submitted with planning application.

4.17 On race days, the facilities at Site C will provide a family-friendly environment to be enjoyed in association with the race-card. The facilities will include:

- Play areas for both older and younger children;
- Open park space;
- A cycle track;
- A soft play area and café, and
- Associated parking.

4.18 Indicative images illustrating the above are shown at Figure 73, on page 60 of the Design and Access Statement.

4.19 The enjoyment of these facilities (on race days) will be enhanced, for local people, by the introduction of a membership scheme which offers, selectively, free and discounted access and ticketed entry to the facilities.

4.20 Further social benefits, however, derive from the applicant's objective to improve the accessibility of Sandown Park, and its facilities, to the local community at large by providing year-round access to Site C on non-race days (equivalent to approximately 340 days of the year). On these days, the majority of the above facilities will be free for public use, including 3 hours car parking. The only charge arising will be to use the soft play area.

4.21 The benefits of this arrangement (in principle) are recognised and supported by Elmbridge's Head of Leisure and Cultural Services, who has suggested a Community Use Agreement ('CUA') in order to define the initiatives that the applicant is proposing, and to secure them by way of planning obligation. The applicant is content with, and indeed welcomes, such an agreement and presents, at **Appendix 2**, a suggested structure for inclusion in any planning obligation (which should be recognised as a significant commitment, by JCR, to deliver the community benefits envisaged by the application).

4.22 Further social benefits will be brought forward by the proposed relocation of the nursery to a modern and upgraded facility which will provide additional places for children.

4.23 In addition, other social benefits will include:

- Meeting housing needs generally and a contribution to affordable housing, and

- Greater integration between Esher and its railway station (not least, given the local authority's 2016 Retail Study intimated that the linkage between the two was poor). Potential options for improvements to Station Road and Portsmouth Road are set out in Section 5 of this document.

4.24 That aside, the proposals will secure/cement, with enhancement, the ongoing availability of car parking to meet the needs of local residents, and local businesses (alongside other parties), who require ready access to Esher and its surrounding hinterland by car. Whilst this is inherently a social benefit, through the provision of convenient access to Esher's amenities and services, it also has an added economic angle where the traders/operators in the centre will derive associated financial and related returns. This principle is, of course, widely promoted in retail planning practice and, in this context, Rapleys retail agency team is aware of operators whose locational strategies are closely aligned to leisure attractions, in the interests of benefiting from related linked trips and pass-by trade.

ENVIRONMENTAL BENEFITS

4.25 It should be acknowledged that a central tenet of the planning system is its commitment to deliver sustainable development which, in part, comprises an environmental dimension.

4.26 The proposal, in these terms, seeks to recycle (in part) previously developed land in close proximity to the centre of Esher and its railway station. It also offers significant opportunities for linked trips between the proposed development and other facilities within the demise of the racecourse, such as the ski-centre, gym and golf course. It is, unequivocally, sustainable development, in principle, and this constitutes a material factor in favour of the planning application (against which other considerations can be weighed).

4.27 The proposal, expressly, also brings other environmental benefits, as shown on the diagram at **Appendix 10**. These include:

- Boundary enhancements;
- Planting of trees and native woody hedgerows, where possible, to maintain/enhance the well treed character of Sandown Park and enhance the local character of Portsmouth Road;
- New landscape feature aligning the northern boundary of Site 3, and
- Setting back the proposed development on Site 4 from Station Road to maintain the green, well-treed characteristics of the eastern-edge of the Racecourse and the replacement of the existing fence with an active site frontage which better engages and interacts with the public realm.

4.28 Beyond these matters, it is also relevant to note that the proposed development will further deliver an ecological management plan for the entire racecourse to include the introduction of additional bat boxes and bird boxes. An outline of the plan, which can be controlled by planning condition, is attached at **Appendix 11**.

4.29 The proposals, aside from these benefits, will further deliver enhancements to the historic environment (whilst preserving, more widely, the heritage assets of the area). Such enhancements comprise:

- Removal of metal gates to the access and the installation of bollards to the listed racecourse gates, and
- A financial contribution to the enhancement of the listed Traveller's Rest.

4.30 These benefits can only be brought forward through the proposed development as a whole.

SUMMARY

- 4.31 In the applicant's opinion, as indicated in the Green Belt Statement, submitted with the planning application, confirmed it is clear that - although the development is appropriate overall - even if this were not the case very special circumstances arise that are substantial, positive planning benefits that would, in combination, clearly outweigh any harm to the Green Belt as a result of inappropriateness, and any other harm resulting from the proposal.
- 4.32 These circumstances are:
- The need to support Sandown Park racecourse;
 - The economic benefits of the proposal;
 - The social benefits, and
 - The environmental benefits.
- 4.33 The additional information within this section further supports the very special circumstances arising (which are applicable in the context of any interpretation of the appropriateness of development in this case).
- 4.34 Essentially, however, it is fundamental to acknowledge that the proposals are concerned with the continuity of an outdoor recreational use.

5 TRANSPORT

5.1 The following comments are made in response to the concerns raised by some consultees relative to transport issues:

- The scope of the Transport Assessment was agreed with Surrey County Council in advance of submission of the application. Further, and although formal comment is yet to be received from the highway authority, to date no further information has been requested beyond that provided within the submission, and
- The transport assessment confirms that the development proposals will have a minimal impact on the local highway network.

5.2 A fuller commentary in response to the matters raised by Save Esher Green Belt (who have provided the most detailed commentary) is set out in **Appendix 12**. From the review of this document it will be noted that, notwithstanding the above, the applicant is considering a number of transport improvements to the site and its immediate surroundings (not least potential improvements to the on-street pedestrian route along Station Road and Portsmouth Road) , and a diagram illustrating this is also attached at **Appendix 12**.

6 AFFORDABLE HOUSING

- 6.1 As part of the planning application, a detailed and fully evidenced Financial Viability Assessment (FVA) was included which confirmed that, based on the proposed redevelopment of the site to provide racecourse and associated/other facilities, hotel (to 150 bedrooms), up to 318 residential units and nursery use (Use Class D1), it is viable to provide 15% of the residential units as affordable housing.
- 6.2 This viability assessment has been subject to detailed review by Elmbridge Borough Council ('the Council') and their viability consultants Dixon Searle Partnership ('DSP') together with the Council's cost consultants MWA Ltd.
- 6.3 DSP reported to the Council in April 2019 and initially concluded that the scheme could viably deliver 35% affordable housing. The principle reason why there was such a significant variance between the Applicant's position at 15% and DSP's at 35% was that the Council's cost consultant MWA assessed the overall cost of the proposed improvement works at £29,915,420 whereas the Applicant's cost consultant, Leslie Clarke had assessed these costs at £38,090,000.
- 6.4 Following this initial report the Applicant engaged in detailed negotiations with DSP and MWA to explore the difference between their respective assessments of the cost of the improvement works. Following these negotiations MWA revised their assessment of the costs from £29,915,420 to £31,997,930. This was reported to the Council by DSP in a supplemental report dated 10 June 2019 and resulted in DSP advising the Council of a revised affordable housing position of 30%.
- 6.5 Further negotiations were carried out between the respective cost consultants throughout June 2019 which resulted in MWA arriving at a final position on the costs of the improvements works at £35,792,504. This was reported to the Council by DSP on 26 June 2019 who provided their final position on the appropriate level of affordable housing that the scheme can viably deliver. Their final position is set out below.

Revised appraisals - results Using MWA updated figures inc. Grandstand costs and compromise position regarding prelims as discussed with Leslie Clark 24.06.2019

Scenario	DSP RLV	MWA revised works cost	Surplus/deficit	Viable/Not Viable
100% Private	£ 49,097,054	£ 35,792,504	£ 13,304,550	Viable
10% Affordable	£ 43,398,975	£ 35,792,504	£ 7,606,471	Viable
15% Affordable	£ 39,448,348	£ 35,792,504	£ 3,655,844	Viable
20% Affordable	£ 37,153,296	£ 35,792,504	£ 1,360,792	Viable
30% Affordable	£ 32,424,257	£ 35,792,504	-£ 3,368,247	Not Viable
50% Affordable	£ 21,176,420	£ 35,792,504	-£ 14,616,084	Not Viable

Revised appraisals - results Using MWA updated figures inc. Grandstand costs and compromise position regarding prelims as discussed with Leslie Clark 24.06.2019 Ground rents not included in GDV.

Scenario	DSP RLV	MWA revised works cost	Surplus/deficit	Viable/Not Viable
15% Affordable	£ 37,880,674	£ 35,792,504	£ 2,088,170	Viable
20% Affordable	£ 35,569,765	£ 35,792,504	-£ 222,739	Not Viable
30% Affordable	£ 30,829,929	£ 35,792,504	-£ 4,962,575	Not Viable

- 6.6 There are two tables above, the first shows the level of affordable housing that is viable with the inclusion of ground rents as part of the gross development value of the proposed residential units; the second table shows the level of affordable housing that is viable if ground rents are excluded from the assessment of gross development value.

-
- 6.7 With the inclusion of ground rents DSP advise the Council that the scheme can deliver 20% affordable housing with a surplus of £1,360,792. With the exclusion of ground rents they advise the Council that the scheme would have a deficit of £222,739 at 20% affordable housing.
- 6.8 The application of ground rents within the viability assessment remains in dispute between the parties. The Applicant's position is that following a number of Government announcements¹ over the past 2 years the industry is expecting legislation to be passed shortly that will prohibit the charging of ground rents on new residential long leases (for both houses and flats). The Applicant is concerned that by the time the proposed flats are sold in the market ground rents will be set at either a peppercorn (£nil value) or at a very nominal sum (£10 per annum or less). As such the assessment of ground rents as part of the gross development value of the proposed scheme would over inflate the appropriate level of affordable housing if those ground rents were not charged when the flats are sold.
- 6.9 Notwithstanding this the Applicant recognises that the Council and DSP have concerns that the proposed legislation may not be enacted, in which case ground rents should be reflected in the assessment of gross development value.
- 6.10 The Applicant therefore proposes to make a revised affordable housing offer to the Council which seeks to protect the Council's position should the charging of grounds remain in force but also protects the Applicant's position should they become prohibited.
- 6.11 DSP's advice to the Council is that with the inclusion of ground rents the scheme can deliver 20% affordable housing with a surplus of £1,360,792. With the exclusion of ground rents the scheme would have a deficit of £222,739 at 20% affordable housing (i.e. the scheme could not quite deliver 20% affordable as there would be a £222,739 deficit).
- 6.12 Therefore if the Applicant were to revise their affordable housing offer to provide a guaranteed minimum of 20% and ground rents are abolished they would in effect be overproviding affordable housing by £222,739 (the amount of the deficit). Therefore if the Applicant commits to deliver a minimum of 20% affordable housing there needs to be an adjustment to the surplus to reflect this which would be the difference between £1,360,792 and -£222,739. This is £1,138,053. On the basis that that ground rents are only charged in relation to private sales units and not on any affordable units, this equates to a sum of £4,480.52 per private unit².

1

Tackling unfair practices in leasehold market: government response, Ministry of Housing, Communities & Local Government, 25 July 2017 (Ref: ISBN 978-1-4098-5156-1)

Implementing reforms to the leasehold system in England, Ministry of Housing, Communities & Local Government, October 2018 (updated 27 June 2019) (Ref: ISBN 978-1-4098-5483-8)

House of Commons Report (Ref: HC 1468), Report, together with formal minutes relating to Leasehold Reform, 11 March 2019

² 318 residential units in total. 20% affordable housing means that there are 254 private units. £1,138,053 / 254 = £4,480.52 per private unit.

6.13 The Applicant is therefore proposing to make the following affordable housing offer to the Council.

- An increase from 15% to 20% affordable housing
- Agreement to the MWA assessment of the cost of the proposed works at £35,792,503.65
- That upon submission of each reserved matters application for the residential sites if ground rents remain in force an additional payment towards affordable housing of £4,480.52 per private unit.

6.14 The above offer therefore guarantees the Council 20% affordable housing whether ground rents remain in force or not. If they are still chargeable when each reserved matters application comes forward there will be a guaranteed top up payment towards affordable housing, if they have been abolished then the top up payment is not payable.

RESPONSES TO PUBLIC CONSULATION

6.15 Notwithstanding the revised affordable housing offer to 20% it is noted that objections have been made relative to the level of affordable housing, including those suggesting that the level of affordable housing should be higher. In this context, the applicant's viability team has been approached to consider how target policy levels of affordable housing might be provided.

6.16 The Council's target policy for affordable housing is, where viable, 40% of the gross number of dwellings on sites of 15 dwellings or more. Where development is proposed on a greenfield site, a target of 50% of the gross number of dwellings should be affordable. The current site is a mix of both greenfield and brownfield land. The council proposes that if there is a mix of brownfield and greenfield land a blended proportion of between 40-50% should apply. For the purpose of this exercise we have demonstrated the minimum number of units required for an affordable housing provision of 40% and 50%. In order to support such a level of affordable housing, additional facilitating residential development would be required.

6.17 In order to demonstrate the number of additional units required, in accordance with standard viability methodology, we have compared the residual land value of the proposed development assuming target policy levels of affordable housing against the Benchmark Land Value. We have run various appraisals increasing the number of residential units until the residual land value is equal to the Benchmark Land Value, at which point the scheme is viable. In our appraisals we have made the same cost and value assumptions and assumed the same Benchmark Land Value as evidenced in our FVA.

6.18 The table below is a summary of our appraisals:

Affordable Housing Provision	Residual Land Value	Benchmark Land Value	Viable / Unviable	Total Number of Units
40% AH	£35,770,000	£35,790,000	Viable	600
50% AH	£35,720,000	£35,790,000	Viable	810

6.19 This demonstrates that in order for 40% affordable housing to be viable a scheme of a minimum of 600 residential units will be required, for 50% affordable housing a minimum of 810 units will be required. As detailed above, the site is part brownfield/part greenfield

and therefore the target policy is between 40-50%. If a halfway point of 45% is assumed then a minimum of c.700 units will be required.

6.20 In order to explore whether this level of housing could be accommodated at Sandown Park, the applicant's architects have prepared the feasibility plan at **Appendix 13** on the basis of residential density between 40 to 50 dwellings per hectare. This confirms, that in order to provide the level of housing that would be needed, the racecourse would have to be closed. Beyond this, however, it has to be acknowledged that the necessary level of housing could be accommodated broadly within the previously developed part of Sandown Park. Although the loss of the racecourse to Esher would be a considerable loss in economic, social and environmental terms (see previous chapters), the following planning matters would be particularly pertinent:

- The proposal would provide hundreds of new affordable units between Esher Town centre and its railway station, in an area that the local authority recognises is one of the most unaffordable in the country;
- It would also make a significant contribution in meeting Elmbridge's need for private housing, again in a highly sustainable location, and
- The proposal would meet an identified need for affordable housing, overwhelmingly be on previously developed land, whilst maintaining the existing open gap between settlements (and thereby meeting the most relevant purpose for including Sandown Park within the Green Belt, and as such preventing substantial harm to it). As such, it could be argued as being appropriate development in the Green Belt.

6.21 However, ultimately this option would not be favoured by JCR, given that their interest in Sandown Park is as a racecourse, not as a development opportunity.

7 DEVELOPMENT ALTERNATIVES (ADDRESSING VARYING APPROACHES TO BUILT FORM AND, THEREBY, SCALE AND MASSING)

7.1 It is evident, through the consideration of affordable housing matters, that Section 6 of this statement indirectly addresses an alternative form of development at Sandown Park racecourse. It is discounted for the stated reasons, not least because it fails to provide a platform, and basis, for the continued operation of the racecourse and thereby runs counter to the JCR's intentions to improve its facilities at Sandown Park and, by association, the ongoing maintenance and permanence of the Green Belt in this location.

7.2 In these terms, the earlier Green Belt Statement in support of the planning application advised that all reasonable alternative approaches to development were considered in advance of finalising the application development proposals. These comprised:

- Do nothing - rejected as this would lead to the racecourse's inevitable decline, resulting in its lower quality profile and likelihood of partial dereliction, to the detriment of the economic, social and environmental role that the racecourse plays;
- Improvements to the racecourse in isolation - set aside as, without the facilitating sites, it cannot generate the revenue required in order to fund the substantial and high capital cost improvements to facilitate the ongoing operation, in sustainable terms, of Sandown Park;
- Residential development in isolation - rejected as this scenario fails to deliver the much needed enhancements to the racecourse which is the *raison d'être*, and key driver (alongside community improvements), of the application proposals, and
- An alternative mix of racecourse improvements and residential development - set aside as, for a host of reasons, they failed to generate the necessary, and appropriate, balance between enhancements and facilitating development.

7.3 The latter point can be demonstrated, further, in response to objectors' comments relative to three of the facilitating sites. Namely, sites 3, 4 and 5 where, aside from concerns over the principle of development, there has also been comment on the scale and massing of the tabled proposals.

7.4 In this context, notwithstanding the applicant's earlier exercise, its professional team has revisited the scheme proposals, again, to explore whether the objector's detailed comments, on scheme design, can be accommodated and, more particularly, delivered. The scenarios tested, as shown by the drawings in **Appendix 14**, are as follows:

- **Site 3** - The removal of the upper storeys across all apartment blocks (apart from those on the eastern edge, which are most divorced from existing residential uses), in response to concerns relative to the application proposal's relationship to existing built form.
- **Site 4** - The downscaling of the height of development (through the removal of the fifth and sixth storey elements), in the interests of responding to comments which, in essence, suggest the scale of the application scheme is too high in its context.
- **Site 5** - The removal of the apartment block nearest to the Toll House in response to concerns relative to its impact on that building.

7.5 These scenarios, it is stressed, are not advocated by the applicant as a more appropriate solution when compared to the application proposals but, nonetheless, have been assessed according to the following considerations:

-
- Green Belt;
 - Transport, and
 - Viability.

7.6 The findings, of the assessments relative to the alternatives, are set out in tabular form at **Appendix 15**. The following will be noted:

- That the alternatives, in respect of Green Belt considerations, do not introduce any additional or material or perceived benefits, in spatial and visual (including landscape) terms, relative to the application proposals before the local authority;
- That the alternative schemes, in transport terms, can be accommodated as per the application proposals and, in this respect, should not be recognised as a preferred solution (as the impacts and associated mitigation measures are modelled to be similar, subject to the alternatives being financially viable), and
- That the alternative schemes are unviable. This is because the residual land values for the facilitating sites, as a whole (under each alternative), fail to achieve benchmark land values where, ordinarily, land parcels would be made available for development.

7.7 As a result, these alternative options are undeliverable. They cannot be promoted. The application proposals remain the only credible, viable and sustainable option to deliver the racecourse enhancements and the associated community benefits.

8 PLANNING OBLIGATIONS

- 8.1 The applicant has confirmed, in bringing forward the proposals, that it is willing to enter into s.106 obligations, in principle, and in response to the consultation exercise where, for example, the Head of Leisure and Cultural Services has suggested that certain benefits can be captured by legal agreement.
- 8.2 The applicant's position, it should be acknowledged, is subject to:
- Any provisions, within the s.106 agreement, meeting the CIL regulations in respect of (in summary) their relevance to planning and the development, and their commensurate nature, in scale and kind, to the development being proposed.
 - Awaited confirmation from the planning authority on the matters to be captured by CIL (which, in the main, are understood to relate to transport, education, leisure, sport and open space, public services and environmental improvements).
- 8.3 At this stage, it is suggested that the heads of terms could usefully and sensibly address the following matters (subject to ongoing dialogue):
- Community Use Agreement (see **Appendix 2**);
 - Affordable housing provisions in the context of Section 6 of this document (to include mechanisms, as necessary, for review throughout the lifetime of the scheme);
 - The intent, using reasonable endeavours, to employ local people at the construction stage and beyond - examples of sites/developments where such obligations have been utilised in the past can be found at **Appendix 16**;
 - Select transport provisions (as relating, for example, to monitoring requirements and potentially travel plans), and
 - Triggers and phaseology of development, in the interests of ensuring that benefits are brought forward in a balanced way with the facilitating development.
- 8.4 The applicant will be pleased to finalise the terms of the s.106 agreement in advance of committee and, as necessary, issue a draft document for consideration.

9 CONCLUSIONS

- 9.1 This supplemental report has been prepared in support of a hybrid planning application for improvement and associated facilitating works at Sandown Park Racecourse (Elmbridge planning reference 2019/0551). This report should be read in the context of the extensive information submitted as part of the initial application submission, and responds to the main cited issues raised to date, during the statutory consultation exercise.
- 9.2 The overwhelming majority of technical consultee responses received have raised no concerns or objections relative to the proposal. Further, there is a body of public support for the proposal, albeit it needs to be recognised and balanced in the context of the wider objections from local groups/residents.
- 9.3 In addressing the main cited issues, this report provides clarification and additional information relative to the following matters:
1. The rationale for the proposal, and further detail relative to the enhancement works, which are driven by two key factors: 1) the evident need to make improvements to Sandown Park, and 2) the opportunity to deliver enhanced community benefits, with further evidence on the proposed enhancement works.
 2. Further commentary relative to Green Belt matters, supplementing the information provided in the Green Belt Statement submitted with the planning application.
 3. Commentary responding to the transport matters raised by residents and local groups, confirming that, notwithstanding the minimal impact the proposal is predicted to have on the local highway network, the applicant is considering a number of transport improvements to the site and its immediate surroundings.
 4. A commentary on the level of affordable housing proposed and an indication of the development that would be required to support between 40 to 50% affordable provision.
 5. Testing of alternative development approaches on three of the five facilitating sites, further underlining that the application proposals remain the only credible, viable and sustainable option to achieve the necessary racecourse enhancements and associated benefits.
 6. Planning obligations heads of terms which seek to secure the wide-ranging benefits of the proposal.
- 9.4 This supplemental submission, which comprehensively addresses the main issues raised to date, further confirms that planning permission should be granted at the earliest opportunity.

Appendix 01

ARBORICULTURAL CORRESPONDENCE

This note has been provided by Tyler Grange LLP in response to the consultation response received from the Council's Tree Officer. It outlines how the concerns raised in relation to potential tree impacts at proposed sites 1 and A can be addressed through appropriate mitigation as part of detailed design at the reserved matters stage.

Site 1

The consultation response notes that the potential impacts towards the rooting environment of tree group G2 as a result of the proposed level reduction at the northern boundary of the site. The following construction mitigation response should be considered as part of detailed design in order to address this issue:

- The removal of the existing stable foundations (to accommodate the level change and for demolition purposes) must be undertaken sensitively, using a 'top down pull back' method to avoid damage to any roots located behind the footprint of the stables.
- A new retaining feature must be provided at the northern boundary to reinstate to support of the bank with respect to tree roots present within the bank.
- Further root investigation at the back of the stables (such a trial holes) may be required to inform the detail of the new retained features and 'cut' depth at the back of the stables.
- Following any site investigation works, there are options to reduce the extent of level change at the back of the stables (edge of RPA) by adopting a slight slope from the proposed building up to the bank.

Site A

The consultation response notes the potential impacts toward group G5 (incorporated within the Ancient Woodland designation boundary) and the rooting environment of group G9.

Group G5

The submitted arboricultural report and plans indicate that group G5 comprises a small group of early mature trees planted at the boundary of the woodland. While the trees are located within the ancient woodland designation, they were noted as forming a more ornamental function and have been planted in a relatively poor location at the edge of the car park that is not cohesive (off-set) with the ancient woodland. They are graded as low value in arboricultural terms as a result.

Given that the proposals are in outline, the clearance between the proposed staff building and the canopies of these trees can be addressed at the detailed design stage. This should be reviewed on balance with the quality/value of the trees and whether their removal and replacement (using better

quality specimens and understory infill) would provide an improved scenario on arboricultural terms and the context of the ancient woodland boundary.

Group G9

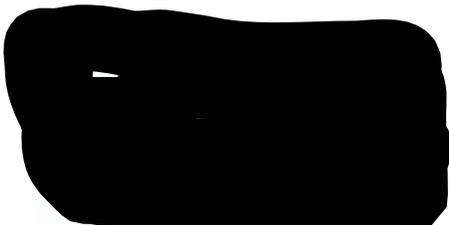
The consultation response notes that the potential impacts towards the group G9. The following construction mitigation response should be considered as part of detailed design in order to address this issue:

- The saddling boxes within the RPA must be implemented sensitively within the RPAs using a 'no-dig' solution to avoid adverse impact to tree roots;
- The loading bays located within the RPAs to the south of the trees should comprise a non-invasive construction which can be sensitively implemented within the RPAs using beams at ground level, allowing for the retention of the existing soft-landscaping beneath the trees. It should be noted that the road surface (where the horse boxes park to unload) has been located outside of the RPAs along with other surfaces / structures that would be more detrimental to RPA compared with the proposed elements which are considered less invasive. This is a clear design effort to alleviate the impact on the retained trees within the group.

The improvement of the existing rooting environment of veteran trees T13 and T14 is materially important to demonstrate arboricultural betterment. This must include the removal of existing matting and other impermeable surfaces within the RPA, and implementation of a fully permeable, and potentially de-compacted ground layers with potential nutrient injection. The details of this would need to be provided and agreed with the LPA, which can be delivered by way of a new landscaping design that is led by improving the rooting environment of these trees.

Comments in relation to SWT response:

The development does not result in the loss or deterioration of Ancient Woodland or Veteran trees. The existing site context must be taken into consideration as numerous un-natural features have been constructed to the south of the ancient woodland and directly around the veteran trees.



Jamie Pratt FdSc BSc (Hons) MArborA
Associate

Appendix 02

COMMUNITY USE AGREEMENT HEADS OF TERMS

DRAFT HEADS COMMUNITY USE AGREEMENT

CLAUSES

1. Recitals

2. Definition and Interpretation

Chargeable Facilities	The Soft Play area and Café, and car parking beyond a defined stay period
Community Race Day	Annual community race day held at Sandown Park, which will include a JCR/resident “meet and greet” event
Community Use	Use of the Community Facilities by the local community
Community Use Facilities	The outdoor and indoor recreational facilities, as available on non-race days, and specified in Schedule 1
Community Use Period	The period in which the Community Use Facilities will be available for Community Use as set out in Schedule 2
Family Enclosure	The Community Use Facilities, as managed on race days, and identified in Schedule 1
Planning Permission	Outline planning permission (reference 2019/0551), and any pursuant reserved matter approvals
Privilege Membership Scheme	A local community membership scheme available to local residents, which grants access to a selection of free and discounted tickets, promotions and offers

3 Aims and Objectives

- To provide opportunities for local families and the wider community to experience horseracing and associated attractions in an affordable and accessible way (on race days).
- To provide affordable opportunities (on non-race days) for the community, including families, children and young people, to participate in a range of recreational and sport activities all year around.
- To generate positive attitudes in sport and physical activity by young people.
- To increase the number of people of all ages and abilities participating in sport and physical activity including people with disabilities.

4. Arrangements for Community Use

Jockey Club Racecourses agrees to make the Family Enclosure and Community Use Facilities available in accordance with the provisions of Schedule 3 of this Agreement.

5. Management

Jockey Club Racecourses:

- shall be responsible for the Family Enclosure and Community Use Facilities and will resource and maintain them in a manner that will ensure their continued operation (subject to other provisions of this Agreement).
- will insure and keep insured the Family Enclosure and Community Use Facilities against all usual commercial risks including public liability.
- will hold an annual Community Race Day.

6. Duration of Agreement

This Agreement shall operate for so long as the Family Enclosure and Community Use Facilities are provided in accordance with the Planning Permission or unless as otherwise agreed.

7. Variations

This Agreement may be varied in writing by a document executed by all the parties hereto.

8. No Agency

Nothing in this Agreement shall be construed as creating a partnership, a joint venture, a contract of employment or a relationship of principal and agent between the parties hereto.

SCHEDULE 1

1. The outdoor recreational areas and facilities, comprising the Family Enclosure and Community Use Facilities will be identified on a plan appended to the agreement, and are:
 - Young children's play area;
 - Older children's play area;
 - Open park space; and
 - Cycle track.
2. The indoor facilities, together with any ancillary facilities (of the Family Enclosure and Community Use Facilities) will be identified on a plan appended to the agreement, and are:
 - Café, and
 - Soft-play area.

SCHEDULE 2

Hours of Access

Race days (Race Day Family Enclosure): During race day opening hours

Non-race days: Open most days of the year, subject to demand and racecourse operational requirements, at times to be defined.

SCHEDULE 3

Arrangements for Family Enclosure and Community Use Facilities

Users

1. The Community Use Facilities shall be made available for Community Use on dates to be confirmed.
2. On race days, including the Community Race Day, the Family Enclosure shall be made accessible to ticket holders to race meetings.
3. All users of the facility to adhere to a Code of Conduct and Etiquette Policy.

Pricing

1. The soft play area, café and parking (beyond a defined stay period) are chargeable.
2. The use of the outdoor facilities, as defined in Schedule 1, are free of charge throughout the year (except race days) with associated parking up to a defined stay period, with the exception of specific events and lessons/training.
3. Set of offers and discounts for those on the Privileged Membership Scheme.

Appendix 03

SOCIO-ECONOMIC PAPER

BRITISH HORSERACING AND SANDOWN PARK - SOCIO-ECONOMIC PAPER

12 July 2019

1 INTRODUCTION

1.1 This document has been prepared in the context of a hybrid planning application for improvements to Sandown Park Racecourse, reference 2019/0551. It reviews the socio-economic benefits of the British Horseracing (BHR) industry and Sandown Park Racecourse on the following levels:

- National;
- Regional; and
- Local.

1.2 It should be read in conjunction with other submissions made in support of the application, not least:

- The wider consultation report, dated June 2019, of which this paper is an appendix; and
- The Planning and Green Belt statements submitted with the planning application.

2 CONTEXT

National

2.1 From the most recent published statistics, BHR generated an estimated £3.45 billion in the UK in direct, indirect and induced expenditure in 2012, and a tax contribution of £276m. In addition, BHR is followed by a worldwide audience and significantly enhances the reputation of UK sport abroad.

2.2 Racing is the second best attended sport in the UK, after football, with 5.77m attendances in 2018, and accounted for four of the top ten attended sports events in the UK in 2017. Beyond the numbers of attendances, it also has universal appeal, attracting people from a more diverse range spectrum of social and economic backgrounds, with a wider range of needs in terms of accessibility, and with a greater gender balance than most other sports. In terms of the latter, it is one of the few sports where men and women compete on an equal basis in races, including top races won by women jockeys. Further, JCR has gone to great lengths over the last decade in ensuring that visiting the races is a pastime that the whole family can enjoy, with extensive facilities for children alongside those for adults.

2.3 BHR also creates a large number of jobs - in 2013 an economic impact assessment by Deloitte for the British Horseracing Authority (BHA) concluded that those directly related to the day-to-day operation of the sport equated to circa 17,400 FTE jobs, made up of over 20,000 full-time and part-time positions, together with many thousands of raceday staff. BHR also generates further activity, such as vets and farriers, sustaining 29,000 jobs.

2.4 In order to sustain this activity, BHR requires a wide range of training establishments, racecourses and associated infrastructure. All are linked, and if one of the above elements ceased properly to perform overall to a high standard, the BHR industry would decline and eventually fail. Correspondingly, if one of these elements fell behind, it would affect the whole of BHR.

2.5 BHR operates in an increasingly competitive international environment, with owners and trainers operating on a global basis. In context, BHR has to compete with wider variety of

facilities in different countries (for example, the USA, Australia, France and the UAE) which have facilities that are equal in scale and quality, and prize money that is often significantly better than that can be offered in the UK. In addition, BHR competes with other sports in the UK for income from spectators, followers and fans participating directly by attending races and indirectly on the media, the latter increasingly on a worldwide basis.

2.6 As a result of these clusters of overseas competition, it is key that the quality of UK facilities achieves excellence as its standard. BHR is currently arguably pre-eminent in the world in terms of the quality of horseracing overall. Put simply, if they are not of high or excellent quality, the key figures in the global horseracing industry, in particular owners and trainers, will direct their investments in BHR elsewhere. If the key figures, and the capital that they represent, chose to do this, BHR will fail.

2.7 The quality of a racecourse is defined in two key parts:

- The quality of the racecourse in physical terms (for example, the condition of the stables, racetrack, grandstand etc.); and
- The quality of the experience for the spectators, not least in the terms of the quality of the races it can attract.

2.8 In this respect, BHR brings forward considerable sporting, social and economic benefits on a national level, but operates in a highly competitive environment and needs support.

Regional

2.9 The Jockey Club operates fifteen racecourses across England. In addition, there are 35 other racecourses in England, totalling 50 across the country. These have been grouped into regions in order to assess the size of the population each regional catchment must serve.

2.10 The table below details the regional concentration of racecourses across England, assessed against the population of each area. Population figures have been taken for the year 2019 from the 2016-based population projections (published by the Office of National Statistics on 24 May 2018). We have included all persons of all ages.

Regions	Total	Dual ¹	Population	Persons per racecourse
London	3 ²	2	9,056,800	3,018,933
North West	4	2	7,306,900	1,826,725
East of England	5	0	6,269,300	1,253,860
South East	8	3	9,214,300	1,151,788
East Midlands	5	2	4,816,800	963,360
North East	3	1	2,655,400	885,133
West Midlands	7	1	5,914,300	844,900
South West	7	0	5,631,900	804,557

Yorkshire and the Humber	8	1	5,491,800	686,475
England	50	12	56,357,500	1,127,150

1. "Dual" refers to those racecourses that can host Jump and Flat Racing
2. Within the M25 but outside London ONS Region

- 2.11 The population size of the regional catchment serving racecourses in London (within the M25) is appreciably higher than anywhere else in England, and is over twice as high as the national average (the fifty courses, divided evenly across England's population, allows for over 1.1m people per racecourse; the mean average taken from the regional figures is just over 1.27m).
- 2.12 London has the second highest population of any region in England (after the South-East), and (alongside the North East) the lowest number of racecourses. By comparison, the North East is the least populated region in the country.
- 2.13 Additionally, Sandown Park is the only racecourse in London with both jump and flat turf racing.
- 2.14 The importance of Sandown Park to the region it serves is therefore critical. In order properly to meet the need of the regional catchment area it serves, it cannot be allowed to decline in quality let alone fail.

Local

- 2.15 Sandown Park is in active use, and its role in the community and services is wide-ranging, and includes the following community facilities and events:
- Currently 24 dedicated racing days year-round, requiring intensive management and build design which is complementary;
 - Combined experience days, including music events (which combine music and horseracing - 3 are held a year), as well as family and ladies days;
 - Utilise the site for leisure activities (e.g. gym and golf course);
 - Non-racing entertainment and leisure events, e.g. art fairs and food festivals;
 - Conferencing facilities;
 - Local car parking; and
 - A venue for other activities which support the local community, such as police-dog and emergency service training as well as a safe and extensive landing area for emergency and medivac services helicopters (HEMS).
- 2.16 In this context, Sandown Park Racecourse brings approximately 250,000 people to Esher every year, and is a key part of the local economy and community.

Summary

- 2.17 From the above, it is clear that BHR in general and Sandown Park Racecourse in particular have a wide socio-economic role on a national, regional and local level, well beyond the racecourse's role in protecting the Green Belt. Sandown Park Racecourse is highly important to the local economy and community in terms of physical, social and economic benefits.

3 DIRECT BENEFITS

3.1 Sandown Park is one of the largest employers in Esher, and in terms of permanent employment provides 110 FTE positions plus 73 FTE part time employment positions. This figure is reflective not only of the activities that take place on the site as a racecourse, but also because it acts as JCR's London regional operational hub.

3.2 In terms of permanent employment, these cover a wide variety of skills and trades, as confirmed below:

Employment	No. of jobs
Caterers/cleaners	18
Porters, Security and Stewarding	18
Facilities, sales back of house, reception	9
Lodge staff	6
Groundsmen	12
Trades, engineers, mechanics	13
Sales	11
Sponsorship	2
Marketers	7
Events managers	4
Accountants	3
SMT	7
Total	110

3.3 However, just as significantly, Sandown Park also generates significant additional temporary employment on race and other event days, equivalent to approximately 17,000 shifts, equivalent to 73 FTE positions considered annually. The latter part time flexible employment is valuable to different parts of society and provides a vital source of employment locally, not least as:

- Temporary positions suit those with family or other lifestyle commitments (for example those who are carers, semi-retired or with a disability);
- It provides income for students whilst they are studying; and
- For other young people, it provides work experience to help them into the job market.

3.4 Further, the current development proposals will increase employment on the site, as a higher level of service at the Racecourse requiring additional staff, at the family zone and most significantly at the 150 bed quality hotel on Site B:

3.5 It is anticipated that a large proportion of the new positions identified above will be filled by people in the local area, and Elmbridge more widely. However, in order to ensure that the potential for local employment is maximised, JCR is willing to enter into a planning obligation requiring all reasonable endeavours to secure this.

4 INDIRECT BENEFITS

Racecourse

4.1 Sandown Park supports 480 suppliers, 277 of which are in Elmbridge Borough and neighbouring postcodes (the latter equivalent to a £4.04m local area spend).

4.2 These suppliers are wide-ranging, and include:

- Suppliers of equine related goods and services;
- Builders and property maintenance professionals;
- Catering and cleaning contractors;
- Security companies;
- Professional services;
- Stationary suppliers; and
- Vehicle supply and maintenance.

4.3 More widely, Sandown Park already offers substantial induced benefits to the surrounding area, and the development proposals will enhance this further, not least as the whole purpose of the proposal is to improve the quality of the facilities.

Hotel

4.4 As part of the Racecourse improvements, a high-quality leisure and business hotel is proposed. This facility has the potential to include a wide variety of the amenities, including a spa. Such hotels themselves support a range of suppliers, many of which will be sourced locally, these can include:

- Laundry and cleaning services;
- Manufacture of food and drink, and other catering supplies;
- Toiletries and stationary, and
- Travel agency and associated services.

Residential development

4.5 In addition to the above, the residential element of the proposal itself will bring forward substantial indirect benefits to the local community.

Local expenditure by future residents of the development

4.6 New housing evidently creates new residents, who contribute to the local economy through local expenditure. Every year, the Office of National Statistics publishes detailed household expenditure figures for countries and regions. The latest figures were published on 24 January 2019¹.

4.7 Taking the figures for England and the South East, the average spend per week is equivalent to £809.10 nationally and £965.60 regionally. This is broken up below:

¹ ONS, Detailed household expenditure by counties and regions (24 January 2019)

Item	England		South East	
	Per week	Per annum	Per week	Per annum
Food and non-alcoholic drinks	59.00	3,068.00	64.10	3,333.20
Alcoholic drinks	11.60	603.20	12.10	629.20
Clothing and footwear	24.40	1,268.80	27.10	1,409.20
Fuel and power	76.50	3,978.00	77.40	4,024.80
Household goods and services	39.40	2,048.80	49.30	2,563.60
Health	7.50	390.00	10.00	520.00
Transport	79.40	4,128.80	99.10	5,153.20
Communication	17.10	889.20	18.60	967.20
Recreation and Culture	73.40	3,816.80	93.50	4,862.00
Education	7.70	400.40	10.10	525.20
Restaurants and hotels	49.50	2,574.00	53.90	2,802.80
Misc. goods and services	42.60	2,215.20	50.50	2,626.00
All expenditure groups	488.10	25,381.20	565.70	29,416.40
Other <i>holidays, tax, insurance, holidays, etc.</i>	321.00	16,692.00	399.90	20,794.80
Total	£809.10	£42,073.20	£965.60	£50,211.20

- 4.8 Taking expenditure items that are likely to be spent locally (totalled above as “All expenditure groups”), the annual expenditure in the south east is around £29,416 per dwelling per annum.
- 4.9 Based on the above, the potential local expenditure generated by a scheme of around 318 residential units in the south east is likely to be around £9.4m per annum.
- 4.10 In addition to routine annual spending, there is also considerable one-off spending from first-time buyers seeking to furnish their homes. Research carried out by OnePoll for Barratt Homes in August 2014 found that the majority of people spend £5,462 for this purpose, and levels of expenditure can rise to £10,000.

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- 4.11 Taking £5,462 as an average, a development providing 318 units could provide a one-off boost of over £1.7m, much of which will go into the local economy.

Government Finance

- 4.12 Residential development provides several revenue streams which contribute to public finances. For local authorities there are two principal sources:
- Council Tax; and
 - New Homes Bonus.
- 4.13 Both are assessed against tax bands for residential properties, the established average for which is Band D. Band D covers properties in England valued between £68,001 and £88,000 at 01 April 1991².
- 4.14 **Council Tax** - For the year 2019/2020, the council tax in Elmbridge for Band D properties is £1,935.37³. For a scheme providing 318 units, the total generated by council tax will be £615,447.66 per annum.
- 4.15 **New Homes Bonus** - The New Homes Bonus is a fund reserved to incentivise local authorities to deliver housing, and is tied increases in council tax revenue. Increases in Council tax renders Councils eligible for a financial bonus. An additional premium is applied to the delivery of affordable housing.
- 4.16 Using the Government's New Homes Bonus calculator for the year 2019/20⁴ a scheme of 318 Band D units in Elmbridge (including 15% affordable units) will generate a total payment of circa **£200,000 over four years (£49,955 per annum)**.
- 4.17 This would provide a meaningful increase to the amount of funding that Elmbridge currently receive from the New Homes Bonus. According the New Homes Bonus Calculator, the local authority received £957,930 for the year 2019/20.
- 4.18 **Total Estimated Revenue** - Based on the new homes bonus and council tax rates (and assuming that all units are valued at the average rate of Band D), 318 units will generate the following (this is an estimate as Council tax rates will be subject to change):
- **£2,092.46 per unit for the first four years** (to account for the New Homes Bonus); and
 - **£1,935.37 per unit thereafter.**
 - **Total over 10 years = £6,354,295 or almost £6.4m at 2019 prices.**

Affordable Housing

- 4.19 The provision of affordable housing requires developers reduce their profit margin in order to deliver residential units that are priced below market rates. This acts, in effect, as a

² Valuation Office Agency, How domestic properties are assessed for Council Tax bands (26 January 2017)

³ Elmbridge BC, Council Tax Charges 2019/20 (accessed online)

⁴ HM Government, *Final New Homes Bonus calculator 2019 to 2020* (29 January 2019)

privatised subsidy. The Government has estimated that the value of this subsidy in 2016/17 was over £4 billion⁵. This includes £75.4 million secured through commuted sums.

4.20 Within the south east, the total value of in-kind affordable housing was equivalent to £876 million. This figure does not include commuted sums towards affordable housing.

4.21 Affordable housing is defined within the NPPF as being at least 20% of market value. The average property price within Elmbridge for the year ending September 2018 is £568,000⁶. For a scheme of 318 units in Elmbridge that provides 15% affordable at 20% market rates, this gives in a minimum generated value equivalent to around £5.5 million.

4.22 The provision of affordable housing, by encouraging household formation, also has a multiplier effect on public finances: additional households increase revenue generated by council tax (alongside local spending and job creation).

Summary of Economic Benefits of Residential Development

4.23 Based on the analysis above, the estimated effect on a development of 318 units within Elmbridge is set out below:

	Per unit	Whole development	Type of revenue
Jobs	c. 3.1	c. 986	
Council Tax	£1,935.37	£615,447.66	Annual recurring
New Homes Bonus	£630	£199,820	One off
Residential spending	c. £29,416.40	c. £9,354,415	Annual recurring
Furnishing home	c. £5,462	c. £1,736,916	One off
Affordable housing	£113,600	£5,452,800	One off
Total annual recurring	£1,935	£9,969,863	
Total one-off	£114,230	£7,389,536	

4.24 These figures are estimates, and have been calculated using the methods described above. However, they indicate that the scheme can:

- generate a one-off, short term injection of direct and indirect funding into the local economy equivalent to over £7million, and
- provide an annual contribution of almost £10 million.

⁵ UK Government, Supporting housing delivery through developer contributions (March 2018)

⁶ ONS, Median house prices for administrative geographies (28 March 2019)

5 INDUCED BENEFITS

- 5.1 The applicant estimates that Sandown Park brings approximately £6.5m to the local economy. Precisely how this manifests itself is difficult to quantify, but by way of context Elmbridge's 2016 Retail Assessment identifies - as part of its key message - a substantial amount of outflow of retail expenditure outside the Borough. Esher was no exception, and the report indicated that £4.3m of Esher's expenditure on comparison goods was retained in Esher, whereas £26.5m went to Kingston.
- 5.2 Further, the assessment found that Esher district centre was healthy but dominated by independent operators and lacked a number of multiples found in most town centres in the South East. This suggests that the centre's health is "qualified", as independent businesses tend to be more sensitive to changes in income. Esher has a particularly high proportion of A3 restaurant and café businesses, which are evidently complementary to the racecourse. This identifies a lack of diversity which underlines the centre's sensitivity to change, not least in the context of the well publicised difficulties within the restaurant industry at present.
- 5.3 In this context, and although it is not possible to definitively quantify the induced benefits (not least, as the household survey in the local authority's retail study would not have involved most racecourse visitors), as confirmed above the Racecourse brings around 250,000 people a year to Esher for racing and non-racing leisure and other activities. Given that Esher (as defined by the local authority's Retail Assessment) has a population of circa 12,000 people, this strongly suggests that the high proportion of cafés and restaurants in Esher centre is in large part a result of the presence, nearby, of Sandown Park and the visitors it brings to the area.
- 5.4 In these terms, it is evident that Sandown Park is a key part of the local economy, and the events that take place there throughout the year, summer and winter, provide substantial spin-off and induced benefits to the local community and businesses in Esher. The additional spend that the application proposals are intended to generate, in large part by the increase in quality of the facilities at Sandown Park, as well as the proposed improved connectivity between the racecourse and Esher district centre (by upgrading existing infrastructure, as reviewed in Section 5 of the main body of this statement), will further support local businesses and jobs.
- 5.5 Further induced benefits will be generated by the hotel. At present, Esher (and Sandown Park) is poorly served by hotels. Apart from the Lodge on site (which evidently is not available during racedays), Esher only accommodates one small boutique hotel, deterring visitors for staying the night following a visit to the races. The applicant estimates that approximately 10% of spectators travel to Sandown Park from over 100 miles away, and that approximately half stay overnight. At the moment, this benefit is almost entirely lost to Esher, given the lack of local accommodation, as well as wider areas of the Borough of Elmbridge
- 5.6 Further, the Surrey Hotel Futures Study 2015 confirms that there is significant potential and need for hotel development in all parts of the County. This is found to clearly demonstrate that new hotel provision is vital to support the future growth of the County's economy and capitalise on its leisure and conference tourism potential.
- 5.7 The proposed hotel will therefore encourage visitors to stay in the area and also for longer when accommodation is available, and this additional available revenue will bring spin-off trade to further support local restaurants, pubs and leisure providers. Further, modern hotels generally include a range of offers such as meeting, conference and public exhibition facilities. These would not only complement the race course, but would also further

increase the economic attractiveness of the area to business, generating spin-off benefits beyond the High Street and to Elmbridge as a whole.

6 CONSTRUCTION (AND RELATED) EMPLOYMENT

6.1 The construction phase of the works will generate additional direct, indirect and induced employment, with associated socio-economic benefits for an estimated period of circa six years across a range of trades, and also provide training opportunities.

6.2 The 2018 Report by the Home Builders Federation (HBF) *The Economic Footprint of UK House Building* provides an assessment of the effects of residential development on both the nation and the local area. Although evidently this covers residential construction, it nevertheless assists in providing an indication of the construction jobs that would be created by this proposal - evidently in reality numbers will be higher, given that the residential element is only one part of the much wider scheme.

6.3 The report provides estimates of the total number of direct, indirect and induced jobs generated by construction within with housebuilding industry, as below:

Employment Impact	Lower estimate	% of total	Upper estimate	% of total
Direct <i>housebuilders and subcontractors</i>	239,000	44.8%	239,000	34.3%
Indirect <i>house building supply chain</i>	119,500	22.4%	186,420	26.7%
Induced <i>the wider economy</i>	174,470	32.7%	272,270	39.0%
Total	532,970	100.0%	697,690	100.0%

Note: Induced jobs are defined within the report as 'other workers across the wider economy, for example providing goods and services to house builder, subcontractor and supplier employees'.

6.4 Taking the full range of jobs supported (532,970 to 697,690) and the net additional number of dwellings created in England and Wales for the year 2016/17 (224,054), the report states that the 'scale of employment supported by house building is equivalent to between 2.4 and 3.1 direct, indirect and induced jobs per new dwelling built'.

6.5 Applying this to the current proposal, the residential element alone will generate up to 986 direct, indirect and induced jobs. As identified above, however, the actual number will be potentially considerably higher, given the other, non-residential elements of the proposal.

6.6 In addition to providing the above employment opportunities, construction does not merely support jobs, but also provides the means by which young, lower skilled workers can undertake apprenticeships and training. This improves the employability of the local workforce, and has a positive effect on the local economy.

7 IF SANDOWN PARK CONTINUES TO DECLINE

7.1 JCR's remit, as it pertains to Sandown Park, is to operate the racecourse successfully and JCR, not least through its Royal Charter, is committed to this. However, as with all businesses it is not immune to market forces and competition (as set out above), and requires its operations to be commercially sustainable.

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- 7.2 As set out in the Green Belt statement supporting the planning application, the consequence of not carrying out the works, or not carrying them out properly (in the context of the above principles) would ultimately result in further decline and deterioration of the racecourse and its associated facilities (as they could not be carried out in isolation), which would threaten the venue's future viability.
- 7.3 In the context of the commentary in paragraph 4.9 of the main body of this report, not only would this fundamentally undermine the Green Belt in this area, but operations no longer being sustainable would evidently result in the loss of permanent and temporary jobs on the site. It would also result in a loss of business for the suppliers of Sandown Park, much of those being based in the local area.
- 7.4 However, beyond this, the loss of the viability of Sandown Park would also remove 250,000 visitors, and their expenditure, from Esher. The findings of the Elmbridge Retail Study suggest (albeit do not identify) a somewhat symbiotic relationship between Esher centre and Sandown Park, and so the racecourse becoming unviable would in all likelihood have a significantly detrimental impact on Esher, its businesses and the jobs it generates, well beyond the headline loss of economic activity identified above.

Appendix 04

FACTUAL RESPONSE SUMMARY

FACTUAL RESPONSE

In reviewing consultation responses from local residents groups, residents and the text supporting the petition objecting to the proposal, it is clear that a number of concerns have been raised on the basis of various misconceptions about the application. These range from the nature of the applicant and its financial arrangements, through to the site and the proposal. This note, albeit in general terms, seeks to address and respond to some of these matters.

The applicant

There have been many unfounded and misleading comments about the applicant and its motives. Specifically, it has been suggested/alleged that JCR is a private company that is only interested in profit. However, it is clear in the planning application that JCR operates under Royal Charter, and exists to improve/support the British horseracing industry. Such responsibility involves making a profit to invest back into the sport. No financial returns are made to private individuals, owners or shareholders.

The applicant's financial position

The objectors, in combination, raise a variety of matters around JCR's finances which, of themselves, are not a directly related planning consideration. The criticisms extend to financial mismanagement, scale of profit and reliance on bonds. However, notwithstanding the *raison d'être* of JCR's role (as discussed above), it should be noted that - fundamentally - the applicant's profits profile is somewhat different to the objector's views. The net profit of the Jockey Club Group in financial year ending 2018 was £4.5m, which needs to be invested nationwide across all its 15 racecourses, training grounds, the National Stud and other facilities (which indicates, quite clearly, why the facilitating development at Sandown Park is required and a further bond cannot be sustained).

Sandown Park Racecourse: Maintenance

It has been suggested that JCR has not invested in Sandown Park over recent years. This is not correct, and maintenance has taken place in order to ensure its ongoing operation. However, for reasons explained in the application documentation, further investment is now necessary to ensure the viability and sustainability of Sandown Park and hence dictates the need for the facilitating development of the residential parcels.

Scale and Density

The development has been described, in the opening commentary of the petition as:

"310 flats (in blocks 4-6 storeys high) and a 150 bed hotel around the race course"

This is simply unfair and inaccurate. It implies that the development is greater in height than proposed and has potentially encouraged people to sign the petition on a false premise. Overwhelmingly, the proposals are at four storeys or lower (with only one land parcel extending - and even then only in part - to six storeys). It should also be acknowledged that the applicant has justified the scale of development according to an extensive evidence base including Green Belt, townscape and landscape assessments.

Impact on Esher Green

It has been suggested that the proposal will "destroy" Esher Green. This is not the case. The proposals do not include Esher Green. However, it is recognised that the site lies near Esher Green conservation area, and this matter has been carefully considered in the planning application. To

this effect, the proposal will preserve and enhance the setting of Esher Green and the conservation area (as confirmed by the Heritage Assessment submitted with the application).

Green Belt and Landscape

Some of the representations (particularly Save Esher Green Belt) misunderstand the findings of the Arup Green Belt Boundary Review, published on behalf of the local authority in 2016. Not least, the SEGB representations indicate that the review “identifies this area as highly sensitive to change given the close proximity of other, more densely populated areas”. It does not say this.

Further, the SEGB representations suggest that the Arup Report finds the racecourse to be a “key piece of the Green Belt which must remain”. This is not the case. This is because it is not the role of such a report to make such a judgement.

The applicant’s Green Belt case includes the appropriate review of the Arup report.

Community Benefits

It is suggested that there will be no community benefits arising from the proposal and/or any facilities will be subject to a charge. In principle, neither of these statements are correct (although it is accepted that the soft play area, within site C, will be chargeable). The community benefits are confirmed by further commentary in this document, including a commitment to deliver them through, inter alia, a Community Use Agreement (CUA).

Appendix 05

JCR VISION PAPER



THE JOCKEY CLUB

Since 1750

Sandown Park Racecourse – The Vision

12 July 2019

1. This statement has been prepared by Jockey Club Racecourses (JCR) in response to comments made by Save Esher Green Belt (SEGB) and others in response to a hybrid planning application submitted to secure substantial improvements to Sandown Park Racecourse.
2. The comments of SEGB questioned the rationale behind the development, in the context of previous planning permissions which were also intended to secure improvements to the racecourse. The planning application consists of three elements:
 - (i) a series of essential improvements to Sandown Park Racecourse to secure its future;
 - (ii) good quality residential development comprising one, two and three bedroom apartments on the fringes of the Racecourse site, including affordable housing;
 - (iii) a quality/4* hotel which will be a benefit to the local and wider area all year round, in place of an already implemented planning permission for a hotel.In this context, it is envisaged that the economic returns facilitated by the housing development will be used to restore the grandstand and other essential development on the site to secure the racecourse's future for at least the next 20 years.
3. This statement should be reviewed in the context of the comprehensive body of evidence submitted in support of the current planning application, prepared by JCR's planning consultant, Rapleys, not least:
 - The Planning and Green Belt Statements;
 - The Financial Viability Assessment, and
 - The Consultation Response Document, to which this statement is appended.
4. These reports confirm that:
 - Sandown Park offers significant social and economic benefits to not only Esher but also Elmbridge and further afield within Surrey;
 - There is a pressing need for major restoration works to be carried out to Sandown Park's facilities in order to secure the racecourse's long term viability, and
 - The quantum of facilitating development is no more than is required in order to support the necessary improvements, with the exception of the inclusion of an element of affordable housing which is able to contribute positively towards meeting local housing needs.
5. In this context, this statement provides further context relative to:
 - The rationale behind the previous planning permissions;
 - Why the planning permissions were not fully implemented (they were partially implemented, but not completed), and
 - How the planning permissions relate/compare with the current proposal.

The previous planning permissions

6. Planning permission was originally granted in 2008 for a hotel on what is now the boundary between Site A and Site 2. The purpose of the hotel was two-fold:
 - i) To meet the immediate and pressing need to provide additional overnight accommodation to serve demand from visitors to Esher and the surrounding area in Elmbridge and more widely in Surrey, and
 - ii) Sandown Park Racecourse's need to increase its income to off-set the high costs associated with running and maintaining a substantial sporting venue all year round, year on year.
7. In terms of the first purpose, and as confirmed elsewhere in the planning application documentation, the significant shortage of good quality hotel accommodation in the area is still very much current. This is also confirmed in the Surrey Hotel Futures Study (2015), commissioned by Surrey County Council.
8. In terms of the second purpose, the development was proposed in the following context:
 - At the time of JCR's purchase of Sandown Park in 1994, the facilities were tired and dilapidated – in response JCR spent £30.5m on a refurbishment designed to improve facilities and enhance financial performance.
 - However, the annual return on investment generated from the £30.5m refurbishment costs was less than 2% (not unusual in racecourse investments where significant levels of expenditure on non-income producing facilities are often required). This level of return was in itself unsustainable and made it difficult to justify further capital expenditure. As a result of this, in 2007 Sandown generated less income than its outgoings (including the cost of running and maintaining the facilities together with interest on the capital sum expended).
 - Further, the British Horseracing industry was subject to the effect of two detrimental underlying trends: a collapse in horseracing's media rights values and an industry-wide decline in racecourse attendance. In 2003, the value of Sandown Park's media rights was approaching £1m but in 2007 it was virtually £nil. Over the same period, there was a 10% decline in public attendance at UK racecourses including Sandown Park.
 - Against the challenges to Sandown Park's core activity as a racecourse, it was considered that it must turn to alternative revenue streams such as conferences and events. However, in this respect Sandown Park faced competition from a number of new and existing venues (including – then – the re-opened Ascot Racecourse and Mercedes Benz World, with Wembley and Twickenham in the pipeline).
 - In this context, and in order to start making an allowance for future capital investment (beyond day-to-day maintenance, but significantly narrower in scope than the improvements currently envisaged), the hotel was proposed.
9. However, and not least due to economic conditions as a result of the 2008 economic downturn in the UK, it was not possible to progress with the hotel proposal. As a result, a planning application to extend the time limit for implementation of the 2008 consent was



THE JOCKEY CLUB

Since 1750

sought, and subsequently secured, in 2011. At the time, it was recognised that a hotel might not come forward during the life of the permission, and that if this came to pass the racecourse would need to consider alternative options to increase its revenue stream.

Implementation of the permissions

10. Although work commenced (and as such, the planning permissions were formally implemented), the proposed hotel was not built-out. The reasons behind this were wide-ranging, and include:
 - Only one party was interested in occupying the consented hotel, and the offer made would not have been sufficient to provide the required funding envisaged at the time of the planning applications;
 - The level of this offer reflected poor economic conditions at the time, during a downturn in the economy;
 - It was also a reflection that, in retrospect, the location of the hotel was sub-optimal as it effectively turned its back on the racecourse, with no views to the track;
 - In addition, at that time, revenues to racing from the Horseracing Betting Levy Board (HBLB) were falling sharply. Total income to racing from HBLB fell from £115.3million in 2008 to £49.8million in 2017. This fall was largely due to the increase in online betting with bookmakers based off-shore which was not “captured” by HBLB. Prize money is a key contributor to the health and viability of the racing industry and to help mitigate the impact from falling HBLB contributions JCR increased its own contribution from £12.5million in 2009 to £27.1million in 2018.
11. In light of the above factors, JCR has found it increasingly more challenging to secure the funds to make capital investment in the necessary upgrades of Sandown Park. Therefore, although investment has taken place, it has been at a bare minimum level in order to ensure that the racecourse can continue to operate and meet relevant regulatory requirements.

Current position

12. In the above context, it needs to be recognised that the development which was previously intended to secure the future of Sandown Park has not taken place. This situation has arisen as a result of lack of commercial interest in the consented hotel, and unexpected changes in circumstances in the racecourse industry. Accordingly, the site and its facilities have continued to deteriorate and all measures introduced relative to changing regulations have been immediate and short term in nature, but require long term, sustainable solutions.
13. It further needs to be recognised that:
 - Sandown Park requires more investment than it did in 2008 to be restored to be sufficiently attractive to racegoers and Conference and Events customers, and ensure its future, in part because the returns from the proposed hotel did not materialise – this is confirmed by both customer and structural surveys of 2018;

- It also requires more investment than it did in 2008 as a result of changes in regulations and best practice pertaining to matters such as animal welfare, equality law requirements (including meeting the needs of female jockeys), safeguarding, and health and safety;
- Two years ago, the financial prospects for racing appeared to be positive. Legislation had been implemented to capture off-shore online betting, and racing's innovations in relation to its media rights were continuing to bear fruit. However, much of this progress in racing's finances has been reversed by the reduction in maximum stakes on FOBTs (Fixed Odd Betting Terminals) in betting shops. Whilst racing does not benefit directly from bookmaker's profits on FOBTs, the change is forecast to lead to the closure of many hundreds of betting shops, and media rights income to racing is based upon the number of shops. Income to racing from media rights is predicted to fall by as much as £40-60million over the next 3 years, with JCR losing out by possibly as much as £15million pa. Furthermore, income from HBLB is predicted to fall by £20million from its post reform peak;
- Sandown Park faces even more competition as a sport, leisure and conference venue now than it did in 2008, with for example Wembley and Twickenham now well established as high quality sport, leisure and conference venues (and the former earmarked for further investment), with others coming forward such as investment in Premier League grounds around London and the South East including at White Hart Lane, and
- Within JCR there is now much more of a focus on a wider corporate responsibility resulting in a more ambitious vision for the site, including the concept and vision for the good quality hotel to enhance the racing operations and customer experience, in order to bring forward wider benefits such as the "family zone" and an element of affordable housing – this vision is set out in further detail in the Planning Statement submitted with the application.

Conclusion

14. In summary:

- The original planning permissions were intended to secure the site's future using the same principle as the current planning application – that is to secure the future of Sandown Park primarily as a racecourse but also as a high quality sport, leisure and conference venue through facilitating development;
- The facilitating development could not be brought forward as envisaged, but the returns from such development continue to be required to secure the future of Sandown Park (and, for a number of reasons not least the passage of time, that need has increased), and
- The current planning application is a reflection of these principles.

15. In this context, the current proposal is entirely consistent with the principles of the previous, hotel planning application and JCR's commitment to Sandown Park (and its long term future), Esher and Elmbridge.

Appendix 06

SCHEDULE OF WORKS

SCHEDULE OF ENHANCEMENT WORKS

A detailed summary of the works can be found within the FVA and a cost plan was included at Appendix 3 of that document, setting out the works in detail and listed below:

Stables

Facilitating Works

- Demolition of existing stables
- Demolition of existing stable lads hostel, pre-parade ring
- Break up the existing base to site of stable lads hostel
- Asbestos within existing stables - Provisional
- Major earthworks to level site for new stables complex and hostel/ canteen
- Boundary wall to residential gardens - repair and strengthen
- Major earthworks to level site for horse box parking
- Major earthworks to level site for new residential buildings at site 6

Building Works

- New stables complex, including foundations, superstructure, finishes etc.
- E.O for sundry works - wash down, sampling, jockey hospital etc.
- Retaining walls

Pre-Parade Ring

- Pre-parade ring including sub-base, imported fill, surfacing, edging/ kerbs, gates, fencing
- Saddling boxes
- Retaining walls

External Works

- Hard landscaping to stables complex
- Soft landscaping to stables complex
- Landscaping to pre-parade ring
- Works to horsewalk, crossings etc.
- Drainage
- External lighting
- Fencing
- Access gates - double

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Stable Lads Hostel / Canteen - New Build

Facilitating Works

- Groundworks to facilitate construction of stable lads hostel/ canteen - included in 2.0.

Building Works

- Construction of new stable lads hostel/ canteen

External Works

- Hard landscaping to stable lads hostel/ canteen
- Soft landscaping to stable lads hostel/ canteen
- Drainage
- External lighting
- Fencing

- Access gates

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Grandstand Refurbishment

Facilitating Works

- Strip out existing furnishings, M&E (Mechanical and Electrical) etc. to all areas of existing grandstand

Building Works

- Structural alterations within existing grandstand, assumed limited
- Refurbishment of Esher Hall including floor, wall and ceiling finishes FF&E (Furniture, Fixtures and Equipment), plumbing, mechanical, electrical and lift installations together with all ancillary services including catering, alarms, CCTV, BMS (Building Management System) etc.
- Refurbishment of toilets to Esher Hall including all finishes and services, etc.
- Refurbishment of circulation and back of house areas to Esher Hall including all finishes, services, sundries, etc.
- FF&E including furniture, direct costs etc.
- Refurbishment of Surrey Hall including floor, wall and ceiling finishes FF&E, plumbing, mechanical, electrical and lift installations together with all ancillary services including catering, alarms, CCTV, BMS etc.
- Refurbishment of toilets to Surrey Hall including all finishes and services, etc.
- Refurbishment of back of house areas to Surrey Hall including all finishes, services, sundries, etc.
- Refurbishment of circulation areas to Surrey Hall including all finishes, services, sundries, etc.
- FF&E including furniture, direct costs etc.
- Refurbishment of Solario including floor, wall and ceiling finishes FF&E, plumbing, mechanical, electrical and lift installations together with all ancillary services including catering, alarms, CCTV, BMS etc.
- Refurbishment of Sandown View including floor, wall and ceiling finishes FF&E, plumbing, mechanical, electrical and lift installations together with all ancillary services including catering, alarms, CCTV, BMS etc.
- Refurbishment of toilets to Sandown View including all finishes and services
- Refurbishment of back of house areas to Sandown View including all finishes, services, sundries, etc.
- Refurbishment of circulation areas to Sandown View including all finishes, services, sundries, etc.
- FF&E including furniture, direct costs etc.
- Refurbishment of second floor boxes including floor, wall and ceiling finishes FF&E, plumbing, mechanical, electrical and lift installations together with all ancillary services including catering, alarms, CCTV, BMS etc.
- Refurbishment of toilets to second floor including all finishes and services, etc.
- Refurbishment of back of house areas to second floor including all finishes, services, sundries, etc.
- Refurbishment of circulation areas to second floor including all finishes, services, sundries, etc.
- FF&E including furniture, direct costs etc.

External Works

- Hard landscaping around grandstand
- Soft landscaping around grandstand
- Alterations to existing foul and surface drainage
- External lighting improvements

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Car Parking to Middle of Course

Facilitating Works

- Site strip of existing soft landscaping to area of proposed car parking

Building Works

- No works anticipated

External Works

- Gravel bound tarmac surfacing to car park
- Grasscrete type surfacing to car park
- Existing grass to remain as car parking - make good where necessary
- Hard landscaping (footpaths, etc.)
- Soft landscaping
- Surface water drainage to car parking - connections to existing; alterations as necessary
- External lighting to car park
- Sundry items such as; bins, signage, white linings etc.

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Family Enclosure to Middle of Course

Facilitating Works

- Demolition of existing building to go-kart track including removing all ancillary structures and slabs, together with go-kart track
- Major earthworks to level site for Zone B - younger children's play area
- Major earthworks to level site for Zone C - older children's play area
- Major earthworks to level site for Zone D - central open park space
- Allowance for enhancement works for Zone E - cycle track on existing go kart track
- Major earthworks to level site for Zone F - viewing area

Building Works

- Zone A - Coffee shop and play area building (similar to Jelly Lounge in Windsor)
- Zone G - entrance booth

External Works

- Hard and soft landscaping to Zone A - pavilion café
- Hard and soft landscaping to Zone B - younger children's play area
- Hard and soft landscaping to Zone C - older children's play area
- Hard and soft landscaping to Zone D - central open park space
- Hard and soft landscaping to Zone E - cycle track - existing
- Hard and soft landscaping to Zone F - viewing area
- Re-alignment of racecourse service access road
- Surface water drainage to Areas B, C, D and F - supplement existing
- Foul and surface drainage to pavilion café to area A
- External lighting improvements to Areas A, B, C, D, E and F
- Fencing to Areas A, B, C, D, E and F
- Sundry items such as; bins, signage, white linings etc.
- Children's play area equipment
- Cycle track - existing go kart track

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Track Improvement Works

Generally

- Tender returns from groundworks contractors for track widening areas
- Track related improvements
- Works to track crossing utilising Polytrack

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Refreshment of Existing Staff Houses on Site

Building Works

- Minor refurbishment internally to existing staff houses/ flats on site

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Re-Align Access Road and Portsmouth Road Car Park

Facilitating Works

- Site strip of existing surfacing to area of car parking

External Works

- Grasscrete surfacing to car park
- Grasscrete surfacing to car park - Area 8 by hotel site
- Hard landscaping (footpaths, etc.)
- Soft landscaping
- Surface water drainage to car parking
- External lighting to car park
- Sundry items such as; bins, signage, white linings etc.

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Entrance Arrival from Portsmouth Road

Facilitating Works

- Site strip of existing car parking for proposed pedestrian arrival/rest area

External Works

- Hard landscaping to pedestrian arrival/rest area
- Hard landscaping, steps from high street
- Soft landscaping
- Surface water drainage to pedestrian arrival/rest area
- External lighting to pedestrian arrival/rest area
- Sundry items such as; bins, signage, seating etc.

External Services

- Site utilities; services connections and external services generally including CCTV, alarms, PA systems etc.

Notes:

1. “Refurbishment of circulation” refers to the improvements proposed to the core areas of staircases, corridors, fire escape routes, staff changing and toilets, cupboards, sundry storage areas which connect the restaurant areas, bars, kitchens and toilets.
2. The groundworks to Stable Lads Hostel/Canteen is included within the scope of works for the Stables, as logically all of this work would be carried out at the same time under the first element of the project which would, collectively, be referred to as “the Stables”.

Appendix 07

SANDOWN PARK ANNUAL STRUCTURAL SURVEY 2018



SANDOWN PARK

A Jockey Club Racecourse

Sandown Park Racecourse
Annual Structural Survey 2018

October 2018



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Quality Management

Job No	CS/086897-03		
Project	SANDOWN PARK RACECOURSE		
Location			
Title	Sandown Park Racecourse Structural Survey 2018		
Document Ref		Issue / Revision	
File reference	J:\ZBOB\PROJECTS\086897_Structural Survey Sandown 2016\Reports\Reports 2018\Sandown Report Intro2018.docx		
Date	October 2018		
Prepared by	Michael Tanner	Signature (for file)	
Checked by	Aga Rucinska	Signature (for file)	
Authorised by	Zahid Chowdhry	Signature (for file)	

Revision Status / History

Rev	Date	Issue / Purpose/ Comment	Prepared	Checked	Authorised

1. Introduction

This report has been prepared at the request of Sandown Park Racecourse and examines the structural condition of the facilities at the racecourse as listed below, as required under the Safety of Sports Ground Act 1975 and amendments. The report follows the recommendations of the Guide to Safety at Sports Grounds 2008 section 5.13.

It is understood that the report will be submitted to Elmbridge Borough Council as part of the process of renewing certification under The Safety of Sports Grounds Act.

2. Scope of Report

The racecourse was visited on the 8th to 11th October 2018. All observations and recommendations in this report are made on the basis of visual examination only and relate to the condition of the buildings and facilities on the days of our inspection.

The buildings covered in this report are Sandown Park Lodge, the Administration Building, the Saddling Boxes, the Stables, Horse Wash, the crush barriers and steps, the Grandstand, the Eclipse Pavilion and the Starting Stalls Barn.

3. Sandown Park Lodge

3.1 General Description

This is a two-storey brick faced 21-room hotel that was opened in November 1990. Rooms 1-8 are on ground floor with rooms 9-21 at first floor. At ground floor there is the reception, along with the dining room and toilets. The building is of traditional brick construction. It has a clay-tiled pitched roof and plastic gutters and down pipes. At the stable end there is an open carport at ground floor. There is an external fire escape at the administration building end.

3.2 Observations

The defects noted during our inspection are scheduled in Section 10 of this report, with the corresponding photographs included in Section 11.

3.3 Conclusions and Recommendations

The building is generally in good condition. All external timber and metal will need to be prepared and painted as part of the maintenance programme.

The loose roof tile over the main entrance to the lodge should be made good as a matter of urgency. The cause of the water damage to the carport soffit should be investigated and remedied prior to making good.

4. The Administration Building

4.1 General Description

This is basically a three-storey brick faced, built in various stages. The roof is a pitched roof of clay tiles and the windows and doors are of PVC.

The building incorporates the reception area and offices at ground floor, which is only on the car park elevation. At first floor there are further offices, as well as race day facilities. At the stable end is the Owners and Trainers area. At the time of the visit this was being refurbished and extended. At second floor there are further offices.

4.2 Observations

The defects noted during our inspection are scheduled in Section 10 of this report, with the corresponding photographs included in Section 11.

4.3 Conclusions and Recommendations

The building is generally in good condition. The following points will need addressing as shown.

The external timber will need to be repainted fairly soon in order to prevent further deterioration. Rotten sections of the timber should be raked out and filled prior to repainting.

In the Weighroom there appears to be a recurring problem with water penetration around the high level windows. Work has been carried out in this area during the last year, and no new water damage is evident at present..

5. The Stables

5.1 General Description

The stables consist of a number of single storey buildings such as the veterinary first aid unit, the sampling unit, various stable units and ladies and gents toilet block, along with tack boxes and storage units. The stable block was built over a number of years and utilises various forms of construction and materials, mostly brick externally. A later addition was the horse wash, which utilises block walls.

5.2 Observations

The defects noted during our inspection are scheduled in Section 10 of this report, with the corresponding photographs included in Section 11.

5.3 Conclusions and Recommendations

The stables are in a fairly run down state and in need of work in a number of areas. The timber is rotting in many places and generally in need of repainting to prevent further deterioration. The loose eaves boards should be re-fixed straight away.

The loose bricks over the entrance to the stable office need to be made good as soon as possible. The crack in tack boxes 13-18 should be filled due to its location and the apparently loose bricks

The toilet block has now been replaced with new facilities, whilst the original gents toilet has been properly closed.

The stables are nearing the end of their economic life. Extensive work is required to bring them up to date, which would still leave them with a limited life. It is recommended that consideration be given to replace the stables fairly soon.

6. Saddling Boxes

6.1 General Description

This consists of an open single-storey timber structure covered by felt with three closed compartments at the right hand end and two closed boxes at the left hand end.

6.2 Observations

The defects noted during our inspection are scheduled in Section 10 of this report, with the corresponding photographs included in Section 11.

6.3 Conclusions and Recommendations

The damaged timber on the rear elevation should be made good to prevent further deterioration. At the same time the timber should be repainted.

7. Grandstand

7.1 General Description

This structure was built in 1972-74. It is three storeys' high with a lower ground floor under part of the building. The building is almost entirely of pre cast concrete construction.

From the lower ground floor level to the first floor there are viewing steps under 19.5m (65') cable stay cantilever roof, with translucent infill panels.

In 2002 a major refurbishment took place and a fabric canopy was added at the rear of the stand, covering the terrace at first-floor level overlooking the parade ring. A new media centre was constructed at the same time.

7.2 Observations

The defects noted during our inspection are scheduled in Section 10 of this report, with the corresponding photographs included in Section 11.

For details of the barriers to the stand see separate report.

7.3 Conclusions and Recommendations

The front terrace is in a poor state, with many areas of concrete spalling. The racecourse are at present looking to make good the terrace and prevent water ingress into the building. It is recommended that the crush barriers to the terrace be painted whilst carrying out these works.

Any loose spalling render on the underside of the parade ring viewing balcony should be removed. It is recommended that regular checks be carried out.

The damaged corner fascia panel to the parade ring viewing terrace needs to be properly secured as a priority due to its location. The previously damaged corner panel has been made good.

A closer check is required to the roof beam where concrete appears to have spalled.

Overall the grandstand is structurally sound, with most work required being of a cosmetic nature.

8. Eclipse Pavilion

8.1 General Description

This four storey building contains hospitality boxes on all floors and was erected in 2003. It is connected to the grandstand by a bridge.

8.2 Observations

The defects noted during our inspection are scheduled in Section 10 of this report, with the corresponding photographs included in Section 11.

8.3 Conclusions and Recommendations

The building is generally in good condition. Most of the observations should be made good in the normal course of redecoration. The cause of the water ingress should be investigated and made good prior to carrying out refurbishment.

9. Starting Stalls Barn

9.1 General Description

The barn is a steel frames building with metal cladding externally. Some roof panels are opaque. It is a purpose designed and built structure.

Internally the barn is open plan.

9.2 Observations

The defects noted during our inspection are scheduled in Section 10 of this report, with the corresponding photographs included in Section 11.

9.3 Conclusions and Recommendations

The barn is in fairly good condition, with no structural problems being noted.

10. Reports

3 SANDOWN PARK LODGE		SANDOWN PARK RACECOURSE				
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO	
External	Brickwork	In reasonable condition	No cause for concern	4		
	Roof tiles	Generally in reasonable condition	No cause for concern	4		
		One tile working loose over main entrance	Make good loose roof tile	1	3-01	
	Timber fascias	Paint peeling heavily with some sections rotting	Fill rotten areas and decorate	2	3-02	
		Some sections on rear elevation rotting heavily	Fill rotten areas and decorate. Replace timber if necessary	2	3-04	
	Fire escape	Brick walls and steel stairs in reasonable condition	No cause for concern	4		
	Feature windows	Timber to projecting windows in good condition	No cause for concern	4		
Carport	Damp damage to soffit boarding in one corner	Find cause of water damage and make good prior to decoration	2	3-05		
Internal	Ground floor	Reception area in good condition	No cause for concern	4		
		Dining room in good condition	No cause for concern	4		
		Food preparation area in good condition	No cause for concern	4		
		Corridor in good condition	No cause for concern	4		
		Toilets in good condition	No cause for concern	4		
		Bedrooms in good condition	No cause for concern	4		
		Jockeys medical room in good condition	No cause for concern	4		
	First floor	Corridor in good condition	No cause for concern	4		
		Bedrooms 9-18 in good condition	No cause for concern	4		
		Bedrooms 19-21 in good condition	No cause for concern	4		
	Stairs	In good condition	No cause for concern	4		
				<u>Priority system</u> 1. Work to be carried out as soon as possible. 2. Work to be carried out within 1 to 2 years. 3. Work to be carried out within 2 to 5 years. 4. No further action required at present.		

4		THE ADMINISTRATION BUILDING	SANDOWN PARK RACECOURSE		
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
External	Brickwork	A few minor cracks in some place	No cause for concern	4	
		Windows in reasonable condition	No cause for concern	4	
	Roof	Roof tiles in reasonable condition	No cause for concern	4	
		Some tiles damaged or missing outside male jockeys	Make good roof tiles	2	4-01
		Some discolouration of roof tiles at flat roof discharge points	Seek alternative method for roof rainwater discharge	3	
		Gutters in reasonable condition	No cause for concern	4	
		Paint peeling heavily from timber fascias	Repaint timber to prevent further deterioration	3	4-02
		Some sections of timber rotting heavily	Fill or replace rotten timber prior to decoration	2	4-03 4-04
	Parade ring elevation	Crack at lintel to door to winners room	Fill crack and monitor for further movement	2	4-05
		Minor cracks at edges of soffit boarding	Fill cracks in normal course of decoration	3	
Ground floor	Reception	In reasonable condition	No cause for concern	4	
	Meeting rooms	In reasonable condition	No cause for concern	4	
	Office	In reasonable condition	No cause for concern	4	
First floor	Corridor	In reasonable condition	No cause for concern	4	
	Racecourse offices	In reasonable condition	No cause for concern	4	
	Lady jockeys	Minor water damage to ceiling in toilet	Find cause of water damage and make good	2	4-06
	Weighroom	Generally in good condition	No cause for concern	4	
		Repairs carried out around high level windows	Monitor for further water ingress	3	
	Office off weighroom	In reasonable condition	No cause for concern	4	
	Broadcast office	In reasonable condition	No cause for concern	4	
	Valets room	Minor cracks in wall in store room	Make good in the normal course of decoration	3	4-07
	Male jockeys	In reasonable condition	No cause for concern	4	
		Minor damp to ceiling in kitchen area	Find cause of water damage and make good	2	4-08
Toilets	In reasonable condition	No cause for concern	4		
Second floor	Corridor	In reasonable condition	No cause for concern	4	
	Offices	In reasonable condition	No cause for concern	4	
Stairs	Main staircase	In reasonable condition	No cause for concern	4	
	Upper stairs	In reasonable condition	No cause for concern	4	
			<u>Priority system</u>		
			1. Work to be carried out as soon as possible. 2. Work to be carried out within 1 to 2 years. 3. Work to be carried out within 2 to 5 years. 4. No further action required at present.		

5		STABLES		SANDOWN PARK RACECOURSE	
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
Veterinary first aid unit Stables 77-80	External	Some cracks in brickwork to rear elevation	Fill cracks with suitable cementitious material	2	5-01
		Some sections of timber cladding missing on rear elevation. Timber in need of repainting	Replace missing sections of timber and repaint to prevent further deterioration	3	
		Brickwork on yard elevation in reasonable condition	No cause for concern	4	
		Timber cladding on yad side reasonable	No cause for concern	4	
		Corrugated roof sheeting rusting heavily	Rub down and paint roof sheeting or replace if necessary	2	5-02
	Internal	Paint peeling from timber soffit boarding	Rub down and repaint timber	3	
Entrance buildings Stables 68-76	Security kiosk	In reasonable condition	No cause for concern	4	
	Stable manager	Loose brick and some cracks over stable managers door to yard	Rebed loose brick and fill cracks with suitable cementitious material	1	5-03
		Some areas of bricks spalled	Make good damaged areas of brickwork	2	5-04
		Roof tiles in reasonable condition	No cause for concern	4	
		Paint peeling from timber in a number of places	Rub down and repaint	3	
	Veterinary unit	Minor areas of paint peeling from external wall	Rub down and repaint	3	
		Internal in reasonable condition	No cause for concern	4	
	Stables	Roof ridge sagging at end	No further movement for a number of years. Monitor	2	5-05
		A few minor cracks in external brickwork	No cause for concern	4	
		Eaves soffit board working loose outside stable 73	Fix loose eaves soffit board	1	5-06
		Soffit timber rotting in a few stables and tack boxes	Fill and repaint timber to prevent further deterioration	2	5-07
		Damp and rot to timber soffit boards in tack boxex 25-30	Find cause of water damage and make good prior to decoration	2	5-08
		Drying room now converted to stable toilets	No cause for concern	4	
Stables 81-96	Stables	Paint peeling heavily from external end wall of stable 81	Rub down and repaint	2	5-09
		Timber roof vent boxes over stables 81-88 breaking up	Make good damaged sections of timber and repaint	2	5-10 5-11
		Minor cracks at joints between rear and internal walls in stables 81-88	Fill cracks in normal course of decoration	3	
		Paint peeling heavily from walls in tack boxes 7-12 & 31-36	Rub down and repaint	2	5-12
		Some cracks in end wall of tack boxes 7-12	Fill cracks and paint	2	5-13
		Cracks in external render to stables with one section spalling	Remove loose render and make good	2	5-14
		Soffit boarding starting to rot in a few of stables 89-96	Fill and repaint timber to prevent further deterioration	2	5-15
	Render cracking and spalling heavily on external end wall of tack boxes	Remove any loose render especially higher levels	1	5-16	
		Make good render	3		
	Horse wash & toilets	Horse wash	Block walls in reasonable condition	No cause for concern	4
Toilets		Timber eaves boards rotting heavily	Fill and repaint timber to prevent further deterioration	2	5-17
		Some cracks in external render	Make good in the normal course of decoration	3	5-18
		Gents toilet has now been shut	No cause for concern	4	
Stables 97-110	Internal	Paint peeling from soffit boarding in a few stables. Minor areas of rot	Rub down and repaint. Fill as necessary	2	5-19
	External	Paint peeling from timber in many places with some sections rotting	Fill and repaint timber to prevent further deterioration	2	5-20
		Brickwork in need of repointing in a few places	Repoint brick joints as necessary	3	
		Minor cracks in brickwork in a number of places	Fill cracks with suitable cementitious material	3	
		Cracks in wall at steps between stables	Fill crack with suitable cementitious material	2	5-21
		Downpipe to gutter by stable 110 missing	Replace missing section of rainwater downpipe	2	5-22
		Timber window frames to end store rotting heavily	Replace rotten window frames	2	5-23
		Section of fascia soffit boarding breaking up by stores	Remove and replace damaged section of fascia soffit boarding	1	5-24

5		STABLES		SANDOWN PARK RACECOURSE		
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO	
Stables 1-67	Roof	Heavy moss growth on roof in many areas. Some areas of plant growth	Remove plant growth and moss. May be difficult to remove moss as many areas have asbestos roof sheeting	2	5-25	
		Asbestos roof sheetin fraying at edges in some places	Consider replacing asbestos roof sheeting	2	5-26	
Stables 0-30	In reasonable condition	A few minor cracks in external brickwork	No cause for concern	4		
		Some rot to internal timber soffit boarding	Fill and paint rotten sections	2	5-27	
		Cracks in wall in tack boxes 19-24 adjacent to stable 17	No further movement noticeable. Fill cracks and decorate	4		
		Crack in external wall between stables 18 & 19 and 27 & 28	Fill cracks with suitable cementitious material. Monitor for further movement	2	5-28	
		Minor surface rust to roof timber tie straps	Rub down and paint rusting tie straps	3	5-29	
				2	5-30	
Stables 31-44	Generally in reasonable condition	Cracks in wall in tack boxes 13-18 adjacent to stable 32. Some bricks appear to be loose	Fill cracks with suitable cementitious material. Monitor for further movement	2	5-31	
		Timber in run down state in many areas	Rub down and repaint timber	1	5-32	
		Paint peeling heavily from timber soffit boarding and minor rot to timber in a few stables	Rub down and repaint timber. Fill as necessary	2		
Stables 45-55	Wall timber rotting heavily in one area in stable 51	Cracks in rear wall of tack boxes 1-6	Fill cracks and decorate	2	5-33	
		Minor cracks in rear wall of some stables	Fill cracks and decorate	2	5-34	
		Timber fascia rotting heavily outside stables 53 & 54	Fill rotten area of timber and decorate Replace if necessary	2	5-35	
				2	5-36	
				2	5-37	
Stables 56-69	Mortar joints to brickwork breaking up in a few place	Eaves boarding rotting heavily outside stable 56	Repoint brickwork as necessary	2	5-38	
		Eaves boarding rotting heavily outside stable 58	Fill rotten area of timber and decorate Replace if necessary	2		
		Roof step boarding to stable 63 warping and rotting heavily	Fill rotten area of timber and decorate Replace if necessary	2		
		Roof step boarding to stable 65 warping and rotting heavily	Replace timber	2	5-39	
			Replace timber	2	5-40	
			Stables in reasonable condition	No cause for concern	4	
Storage stables	Heavy moss growth on roof in many areas	Remove moss. May be difficult as many areas have asbestos roof sheeting		2		
		Stables in reasonable condition	No cause for concern	4		
			<u>Priority system</u>			
			1. Work to be carried out as soon as possible.			
			2. Work to be carried out within 1 to 2 years.			
			3. Work to be carried out within 2 to 5 years.			
			4. No further action required at present.			

6 SADDLING BOXES		SANDOWN PARK RACECOURSE			
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
External	Timber cladding	Paint peeling heavily from timber to rear of boxes	Rub down and repaint timber	2	6-01
		Timber damaged in a number of places	Fill or replace damaged sections of timber prior to decoration	2	
		Timber infills between panels missing in a number of places	Replace missing sections of timber	2	6-02
		Some sections of timber rotting	Fill or replace damaged sections of timber prior to decoration	2	6-03
	Roof	Felt roof in reasonable condition	No cause for concern	4	
		Gutter damaged at stables end	Make good damaged gutter	2	6-04
	Boxes	Enclosed boxes in reasonable condition	No cause for concern	4	
		Some sections of timber soffit boards to open boxes starting to warp	No cause for concern at present	4	6-05
		Timber infills between panels working loose in one box	Make good loose infill	2	6-06
		Some sections of timber rotting	Fill and paint rotten sections of timber	2	6-07
			<u>Priority system</u> 1. Work to be carried out as soon as possible. 2. Work to be carried out within 1 to 2 years. 3. Work to be carried out within 2 to 5 years. 4. No further action required at present.		

7 GRANDSTAND		SANDOWN PARK RACECOURSE			
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
Media Centre	Steel frame	Minor rust to steel where paint has been heavily chipped	Rub down and paint locally as required	3	7-01
		Brackets to illuminated sign rusting	Rub down and repaint brackets	2	7-02
	Cladding	In reasonable condition	No cause for concern	4	
	Steps under from turnstiles	Some leaching on stairs	Steps ok. No cause for concern	4	
		Handrails ok	No cause for concern	4	
	Steps from parade ring to viewing	Some bolts and washers rusting as wrong bolts used	Rub down and paint or replace	3	
		Minor surface rust to steel riser plates	Rub down and paint	2	7-03
		Minor rust to steel handrail posts where paint has failed	Rub down and paint	3	
	Steps to roof from terrace	Some bolts and washers rusting as wrong bolts used	Rub down and paint or replace	3	
		Minor rust to steel where paint has failed	Rub down and paint	3	
Some plant growth on roof		Remove plant growth	2	7-04	
Internal	Some damp to walls in entrance lobby	Find cause of water damage and make good prior to decoration	2	7-05	
Parade ring viewing	Fabric canopy	Canopy and support frames in reasonable condition	No cause for concern	4	
	Viewing terrace	Paving to terrace in reasonable condition	No cause for concern	4	
		Some minor areas of plant growth on terrace	Remove plant growth	2	7-06
		Many areas of leaching from steppings	Clean off leaching	3	7-07
		Render to entrance building in reasonable condition	No cause for concern	4	
		Minor areas of concrete spalled on underside of viewing	Make good spalled areas with suitable cementitious material	3	
		Some areas of leaching on underside	Remove leaching carefully	3	
		A few minor area of concrete spalling on underside of parade ring viewing balcony	Remove loose concrete and make good	1	7-08
	Impact damage to corner of fascias by steps to viewing terrace	Monitor unit for further movement	1	7-09	
	End corner unit which had been knocked has now been replaced	No cause for concern	4	7-10	
Central steps to viewing terrace	Some cracks in concrete	Fill cracks with suitable cementitious material	2	7-11	
End steps to viewing terrace	Minor rust to bottom handrail post connection plates (both sides)	Rub down and paint steel	2	7-12	
Main façade	Car park elevation	Render in reasonable condition	No cause for concern	4	
		Glazing and canopy over entrance in reasonable condition	No cause for concern	4	
	Esher Hall side entrance	In reasonable condition	No cause for concern	4	
	Royal Box entrance	In reasonable condition	No cause for concern	4	
Brasserie	In reasonable condition	No cause for concern	4		
Roof	Main frame	Precast concrete roof beams in reasonable condition	No cause for concern	4	
		Signs of concrete spalling on end roof beam Esher Hall end	Check for loose concrete and make good	1	7-13
		Minor areas of concrete spalled on roof cable pylons	No cause for concern	4	
		Roof support cables in reasonable condition	No cause for concern	4	
		Fascia units in reasonable condition	No cause for concern	4	
		Minor areas of concrete spalled on some rear fascia units	Remove any loose concrete and make good	2	7-14
	Additional corner connection plates in reasonable condition	No cause for concern	4		
	Polycarbonate infill panels	Minor areas of damage to some panels	No cause for concern	4	7-15
		Some flashings breaking away	Make good loose flashings	2	7-16
	Service towers	Some cracks in external render on some towers. Cladding ok	Fill cracks with suitable cementitious material	2	7-17
Repairs carried out in a number of places		No cause for concern	4		
Internally in reasonable condition		No cause for concern	4		
	Flashings to towers starting to break up	Patch flashings to prevent water ingress to building	2		

7	GRANDSTAND	SANDOWN PARK RACECOURSE			
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
Internal	Lower ground floor	Esher Hall in reasonable condition	No cause for concern	4	
		Water damage to walls and ceiling on racecourse side	Find cause of water damage and make good prior to decoration	2	7-18 7-19
		Minor water damage to ceiling by side door	Find cause of water damage and make good prior to decoration	2	7-20
		Lobby to switch room has been decorated	No cause for concern	4	
		Damp damage to ceiling in same area	Find cause of water damage and make good prior to decoration	2	7-21
		Minor damage due to knocks in service corridor	Make good in the normal course of decoration	3	
	Ground floor	Minor water damage to ceiling over ramp in reception	Find cause of water damage and make good prior to decoration	2	7-22
		Minor water damage and cracks to high level ceiling over ramp	Find cause of water damage and make good prior to decoration	2	7-23
		Minor cracks in wall under escalator and stairs	Use flexible filler at junctions prior to decoration	3	7-24
		Minor crack in wall adjacent to entrance to toilets and security	Fill in the normal course of decoration	3	
		Store room (formerly the crèche) in reasonable condition	No cause for concern	4	
		Toilets in reasonable condition	No cause for concern	4	
		Security room in reasonable condition	No cause for concern	4	
		Upper reception area in reasonable condition	No cause for concern	4	
		Minor damp to ceiling near entrance to parade ring	Find cause of water damage and make good prior to decoration	2	
		Ramp between ground floor levels in reasonable condition	No cause for concern	4	
		Steps between ground floor levels in reasonable condition	No cause for concern	4	
		Some areas of water damage to ceiling in Sports Bar	Find cause of water damage and make good prior to decoration	2	7-25
		Surrey Hall in reasonable condition	No cause for concern	4	
		Brasserie in reasonable condition	No cause for concern	4	
		Joints between precast ceiling units at vomitories have partially spalled. Some sections remain	No loose material noticed. No cause for concern. May be prudent to remove when next decorated	3	7-26
		Duct cover working loose in Totepool kiosk in Champagne Bar	Fix loose duct cover	2	7-27
		Some damp damage to ceiling in Chasers Bar	Find cause of water damage and make good prior to decoration	2	7-28
		Minor damp to ceiling in corridor to staff area	Make good in the normal course of decoration	3	
		Damp damage to ceiling in corner is staff rest room	Find cause of water damage and make good prior to decoration	2	7-29
		First floor	Minor cracks in ceiling by main entrance in corridor	Make good in the normal course of decoration	3
	Toilets in reasonable condition		No cause for concern	4	
	Some damp damage to ceiling by end wall of Royal Box		Find cause of water damage and make good prior to decoration	2	7-31
	Solario Suite in reasonable condition		No cause for concern	4	
	Bendigo Suite in reasonable condition		No cause for concern	4	
	Grandstand View in reasonable condition		No cause for concern	4	
	Annual Members Lounge in reasonable condition		No cause for concern	4	
	Sandown View in reasonable condition		No cause for concern	4	
	Second floor	1750 Suite in reasonable condition	No cause for concern	4	
		Main bar adjacent in reasonable condition	No cause for concern	4	
		Minor damp to ceiling in press box	Does not appear to be new. Replace ceiling tiles	3	7-32
		Kitchen and store in reasonable condition	No cause for concern	4	
		Gold Cup Suite in reasonable condition	No cause for concern	4	
		Private boxes in reasonable condition	No cause for concern	4	
		Balconies to private boxes in reasonable condition	No cause for concern	4	
	Integrity tower	Lower level in reasonable condition	No cause for concern	4	
		Upper level in reasonable condition	No cause for concern	4	

7 GRANDSTAND		SANDOWN PARK RACECOURSE			
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
Front terrace	Steps at Eclipse end	Minor cracks in concrete steppings	Fill cracks with suitable cementitious material	3	7-33
	Front standing terrace	Asphalt breaking up at junction with steppings	Make good asphalt to remove trip hazards	2	7-34
		Sections of concrete spalled and spalling between Surrey Hall 7 and end of terrace	Rub down exposed reinforcement, paint with rust inhibitor and make good	2	7-35
		A few minor cracks in concrete	Fill with suitable cementitious material	3	
		Some minor areas of concrete spalled on top surface of steppings between Surrey Hall 6 and 7	Rub down exposed reinforcement, paint with rust inhibitor and make good	2	7-36
		Some areas of concrete spalled on top surface of steppings between Surrey Hall 5 and 6	Rub down exposed reinforcement, paint with rust inhibitor and make good	2	7-37
		Some areas of concrete spalled and spalling on top surface of steppings between Surrey Hall 4 and 5	Rub down exposed reinforcement, paint with rust inhibitor and make good	1	7-38
		Some minor areas of concrete spalled and spalling on top surface of steppings between Esher Hall 3 and Surrey Hall 4	Rub down exposed reinforcement, paint with rust inhibitor and make good	1	
		Some areas of concrete spalled and spalling on top surface of steppings between Esher Hall 3 and end of terrace	Rub down exposed reinforcement, paint with rust inhibitor and make good	1	7-39 7-40
	Front seating terrace	Minor areas of concrete spalled on end wall at Eclipse end	Fill with suitable cementitious material	3	
		Concrete spalling from wall by O&T seating area	Remove loose concrete and make good	2	7-41
	Barriers	Vertical cracks in dividing wall between standing and seating terraces	Fill with suitable cementitious material	3	
		Barriers starting to show age in some places	See separate report on barriers	4	
	Food hall terrace	In reasonable condition	No cause for concern	4	
Vomitories	Esher Hall 3	Some minor areas of concrete spalling on walls	Rub down exposed reinforcement, paint with rust inhibitor and make good	2	7-42
	Surrey Hall 4	Minor sections of concrete spalled to walls	Fill with suitable cementitious material	3	
	Surrey Hall 5	Minor sections of concrete spalled to walls	Fill with suitable cementitious material	3	7-43
	Surrey Hall 6	Concrete spalling on walls to disabled viewing	Remove loose concrete and make good	2	7-44
		Top surface of some paving slabs to vomitory spalling	Fill with suitable cementitious material	2	7-45
	Surrey Hall 7	Minor sections of concrete spalled to walls	Fill with suitable cementitious material	3	7-46
		On section of concrete step spalled	Make good damaged tread	1	7-47
Service terrace	Access stairs	Concrete repair failing on side wall to steps. Some plant growth on teps	Remove plant growth. Remove loose concrete, rub down reinforcement, paint with rust inhibitor and make good	2	7-48 7-49
		Some concrete repairs to steppings failing	Remove loose concrete, rub down reinforcement, paint with rust inhibitor and make good	1	7-50
	Terrace	Section of render to wall spalled	Make good spalled render	3	7-51
		Terrace in reasonable condition	No cause for concern	4	
		Some leaching through precast concrete units over	Clean off leaching	3	7-52
	Second floor balcony	Surface rust to handrail posts and infill panels	Rub down and repaint steel	3	7-53
		Surface rust to handrail posts and infill panels	Rub down and repaint steel	3	
Esher Hall entrance	Disabled ramp	Some minor cracks in wall to ramp	Fill crack with suitable cementitious material	3	7-54
		Rust to steel barriers where finishes have failed	Rub down and repaint steel	2	7-55
	Steps to terrace	Some cracks in concrete wall	Make good in the normal course of decoration	3	7-56
		Minor damage to concrete nosings to steps	Make good damaged nosings with suitable cementitious material	3	
	End wall to stand	Some cracks in render	Fill crack with suitable cementitious material	2	7-57
			<u>Priority system</u> 1. Work to be carried out as soon as possible. 2. Work to be carried out within 1 to 2 years. 3. Work to be carried out within 2 to 5 years. 4. No further action required at present.		

8 ECLIPSE PAVILLION		SANDOWN PARK RACECOURSE			
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
External	Render	Minor areas of render spalled near external storage	Make good in the normal course of decoration	3	8-01
	Brickwork	In reasonable condition	No cause for concern	4	
	Glazing	In reasonable condition	No cause for concern	4	
	Rear steelwork	Paint peeling from steel around feature glazing. Steel ok	Rub down and repaint steel	3	8-02
	Front balconies	Minor rust to front balcony steelwork where paint has failed	Rub down and repaint steel	2	8-03
Minor areas of moss growth on steel		Remove moss growth	2	8-04	
Internal	Ground floor	Entrance lobby in reasonable condition	No cause for concern	4	
		Corridor in reasonable condition	No cause for concern	4	
		Kitchen in reasonable condition	No cause for concern	4	
		Private boxes in reasonable condition	No cause for concern	4	
	First floor	Corridor in reasonable condition	No cause for concern	4	
		Minor water damage to ceiling in gents toilet	Find cause of water damage and make good prior to decoration	2	8-05
		Private boxes in reasonable condition	No cause for concern	4	
		Minor plant growth on balconies	Remove plant growth	2	8-06
		Some minor surface rust to balcony support steelwork over	Rub down and repaint steel	2	8-07
		Kitchen in reasonable condition	No cause for concern	4	
		Kitchen store in reasonable condition	No cause for concern	4	
		Damp damage to wall in corridor to kitchen	Find cause of water damage and make good prior to decoration	2	8-08
	Second floor	Park View in reasonable condition	No cause for concern	4	
		Toilets in reasonable condition	No cause for concern	4	
		Minor damp to ceiling in kitchen	Find cause of water damage and make good prior to decoration	2	8-09
		Kitchen store in reasonable condition	No cause for concern	4	
	Third floor	Corridor in reasonable condition	No cause for concern	4	
		Private boxes in reasonable condition	No cause for concern	4	
		Minor surface rust to roof canopy support steelwork over balconies	Rub down and repaint steel	2	8-10
		Kitchen in reasonable condition	No cause for concern	4	
	Stairs	Minor damp to wall in corridor to kitchen. Has been repainted	Find cause of water damage and make good prior to decoration	3	8-11
		Main stair in reasonable condition	No cause for concern	4	
		Service staircase has been decorated	No cause for concern	4	
	Roof	Minor cracks in blockwork on stairs to roof	Fill in normal course of decoration	3	
		Generally in reasonable condition	No cause for concern	4	
		Some plant growth in many areas on roof	Remove plant growth	2	
	Link bridge	Minor surface rust to central enclose area support steelwork	Rub down and repaint steel	2	8-12
Support steel		Minor chips in paint to columns	No cause for concern	4	8-13
Glazing		In reasonable condition	No cause for concern	4	
Internal		In reasonable condition	No cause for concern	4	
	Minor cracks in ceiling in a few places	Make good in the normal course of decoration	3		
			<u>Priority system</u> 1. Work to be carried out as soon as possible. 2. Work to be carried out within 1 to 2 years. 3. Work to be carried out within 2 to 5 years. 4. No further action required at present.		

9		STARTING STALLS BARN	SANDOWN PARK RACECOURSE		
SECTION	DESCRIPTION	ACTUAL / POTENTIAL DEFECTS	RECOMMENDATIONS	PRIORITY	PHOTO
Barn	Steel frame	In reasonable condition	No cause for concern	4	
	Steel cladding	Minor areas of damage due to knocks	No cause for concern	4	
			<u>Priority system</u> 1. Work to be carried out as soon as possible. 2. Work to be carried out within 1 to 2 years. 3. Work to be carried out within 2 to 5 years. 4. No further action required at present.		

11. Photographs



3-01 Loose roof tile over main entrance



3-02 Timber eaves boarding rotting



3-03 Timber eaves boarding rotting



3-04 Timber fascia on rear elevation rotting heavily



3-05 Water damage to soffit of carport



4-01 Missing and damaged roof tiles outside male jockeys



4-02 Paint peeling heavily from timber fascias



4-03 Heavy rot to timber fascia



4-04 Heavy rot to timber fascias



4-05 Crack in brickwork at end of lintel



4-06 Damp damage to ceiling in lady jockeys toilet



4-07 Minor cracks in wall in valets store room



4-08 Damp damage to ceiling in jockeys rest room



5-01 Cracks in brickwork to rear of veterinary unit



5-02 Corrugated roof sheeting rusting heavily



5-03 Loose brick over door to stable manager's office



5-04 Bricks spalling on end wall of entrance building



5-05 Roof ridge sagging over stables



5-06 Eaves soffit board working loose



5-07 Timber soffit boarding rotting in stable 72



5-08 Damp and rot to timber soffit boards in tack boxes 25-30



5-09 Paint peeling from end wall of stable 81



5-10 Timber roof vent box breaking up



5-11 Timber roof vent box breaking up



5-12 Paint peeling heavily from walls in tack boxes 31-36



5-13 Cracks in end wall of tack boxes 7-12



5-14 Cracks and loose render to external wall



5-15 Timber soffit boards rotting in stable 96



5-16 External render spalled and spalling to end wall



5-17 Timber eaves boards rotting heavily to toilet block



5-18 Cracks in external render of toilet block



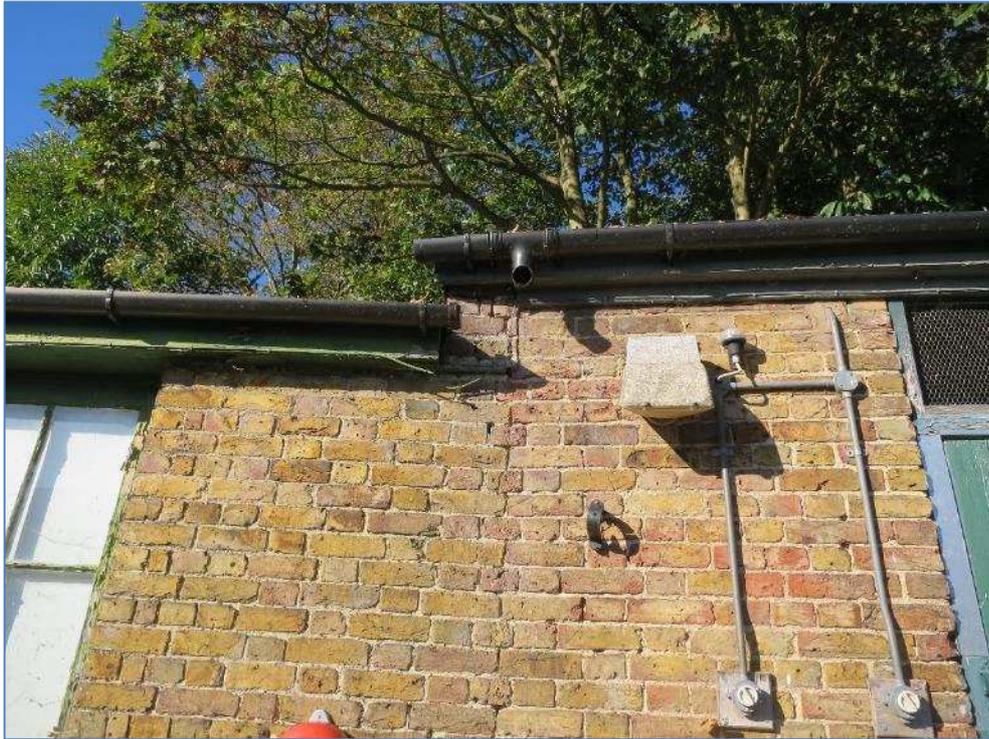
5-19 Minor rot to timber soffit boarding in stable 103



5-20 Paint peeling from timber eaves boards with minor rot



5-21 Crack in wall at step between stables 108 & 109



5-22 Gutter downpipe missing near stable 110



5-23 Timber window frame rotting heavily



5-24 Timber eaves boarding working loose



5-25 Plant growth on roof



5-26 Heavy moss build up on roof



5-27 Asbestos roof sheeting fraying at edges



5-28 Timber soffit boarding rotting in stable 1



5-29 Cracks in wall to tack boxes 19-24 adjacent stable 17



5-30 Crack in wall between stables 18 & 19



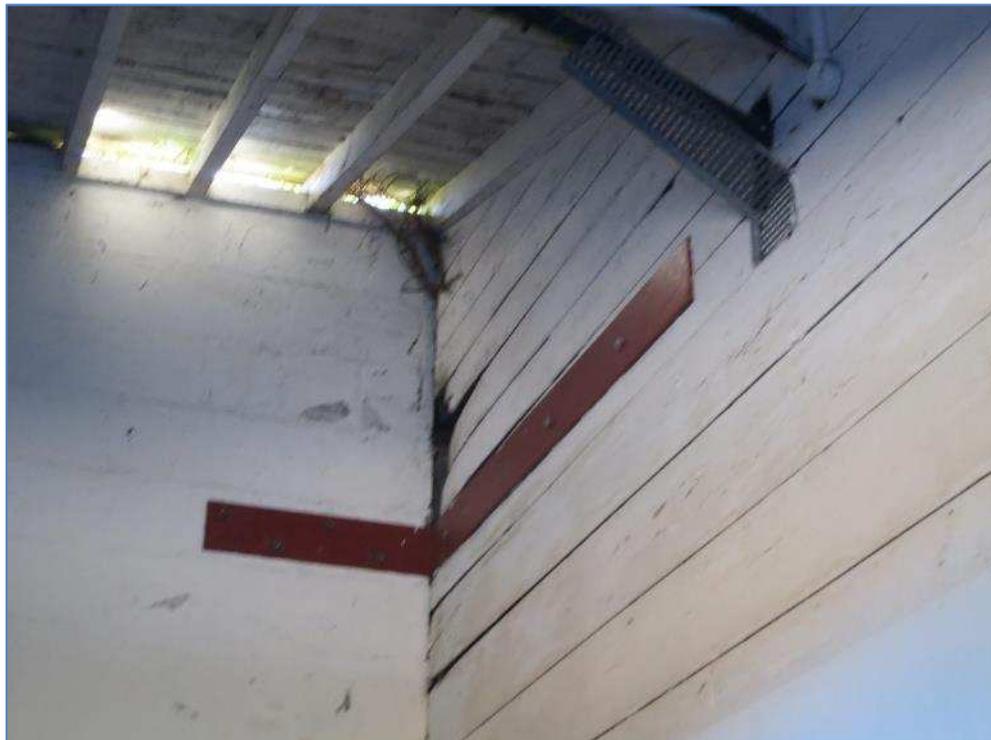
5-31 Minor surface rust to roof timber tie straps



5-32 Crack in wall in tack boxes 13-19 adjacent stable 32



5-33 Timber soffit boarding rotting in stable 49



5-34 Wall timber rotting heavily in stable 51



5-35 Cracks in rear wall of tack boxes 1-6



5-36 Crack in rear wall of stable 46



5-37 Timber eaves boarding rotting heavily between stables 53 & 54



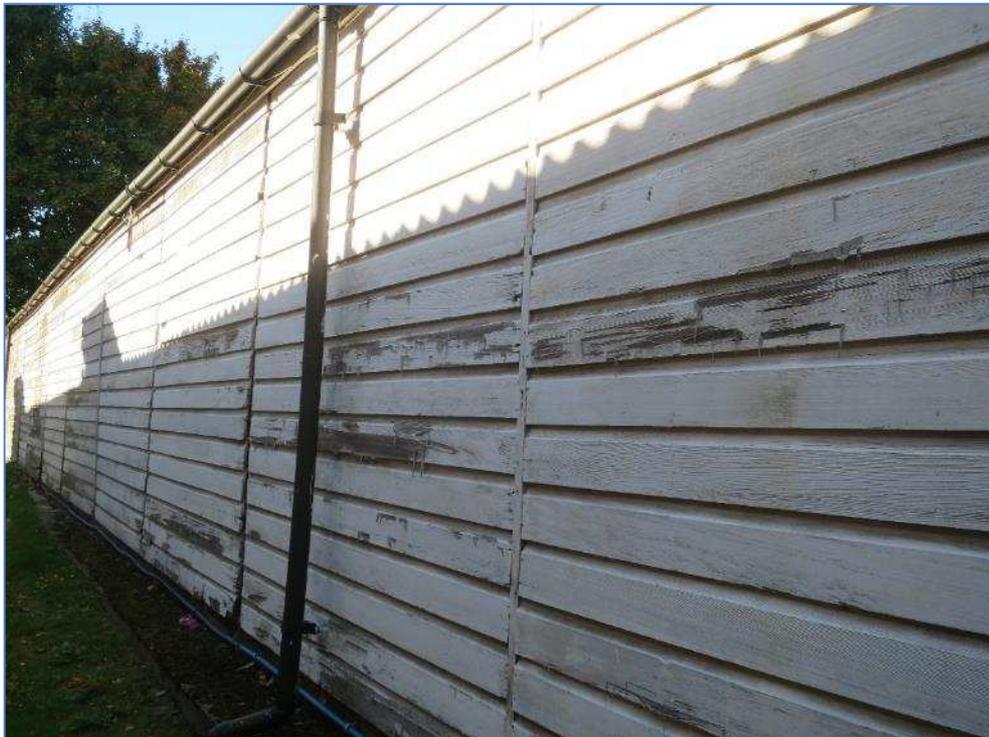
5-38 Timber eaves boarding rotting heavily outside stable 56



5-39 Roof step timber to stable 63 rotting and warping heavily



5-40 Roof step timber to stable 65 rotting and warping heavily



6-01 Paint peeling heavily from timber cladding



6-02 Timber infill between panels missing



6-03 Timber cladding rotting heavily



6-04 Gutter downpipe damaged



6-05 Timber soffit boarding warping



6-06 Timber infill between panels working loose



6-06 Timber to saddling box rotting



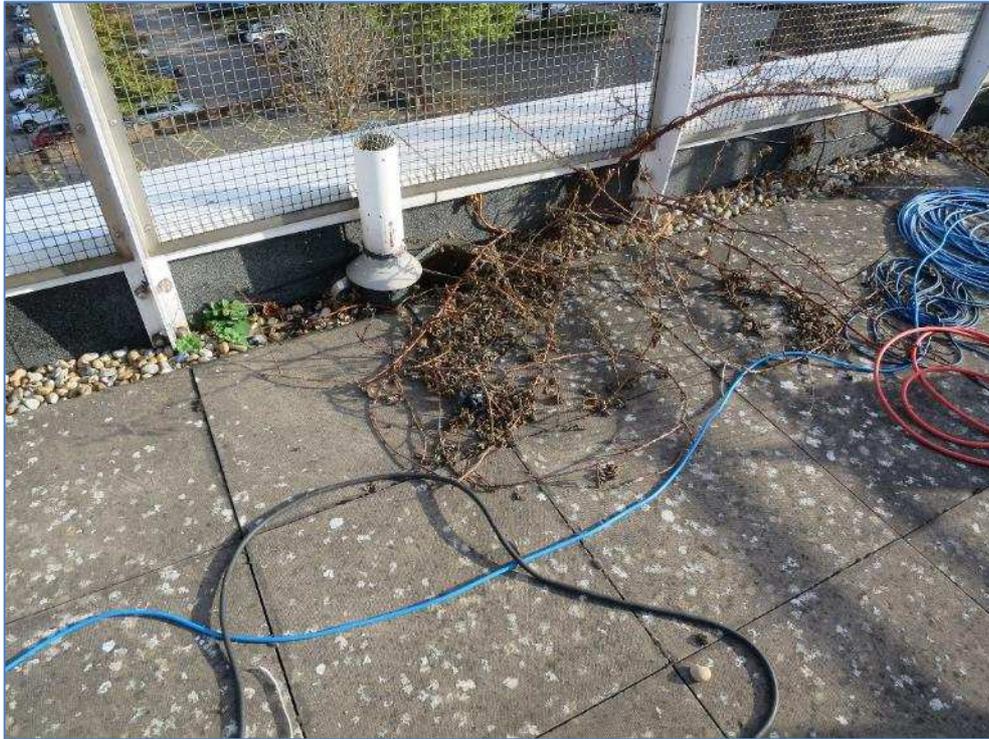
7-01 Paint peeling from media centre support steelwork



7-02 Illuminated sign support bracket rusting



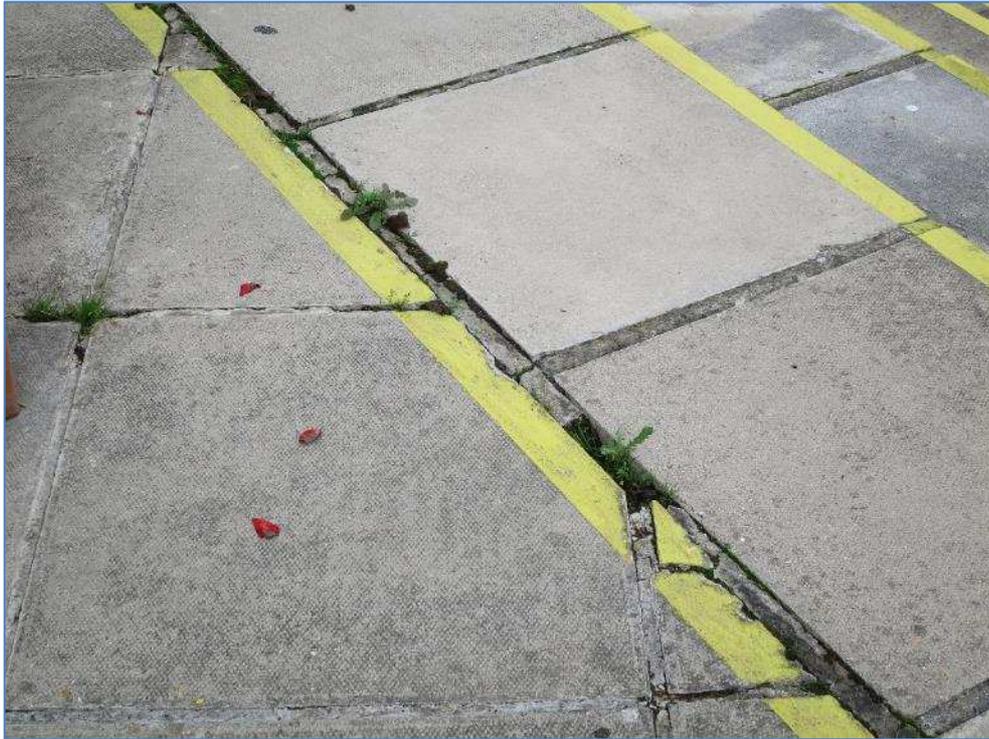
7-03 Surface rust to steelwork to staircase



7-04 Plant growth on roof of media centre



7-05 Water damage to wall in media centre entrance foyer



7-06 Plant growth on parade ring viewing terrace



7-07 Leaching to steppings



7-08 Concrete spalling on underside of viewing terrace new Champagne Bar



7-09 Minor movement of precast concrete unit due to impact damage



7-10 Impact damaged precast unit replaced with insitu concrete



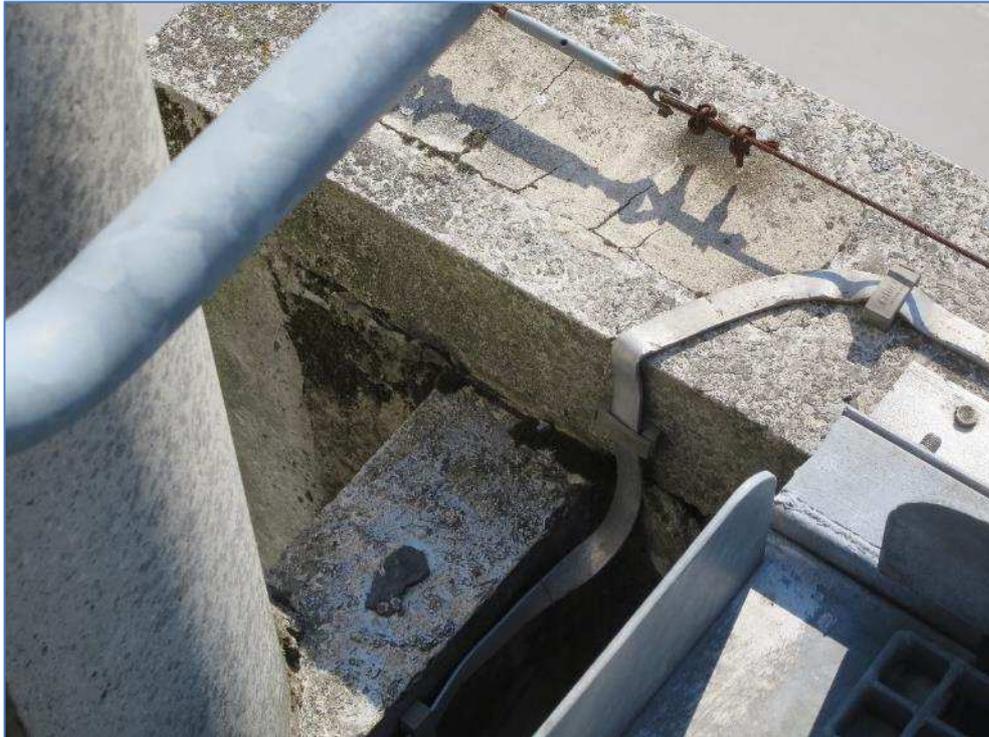
7-11 Cracks in concrete to central staircase



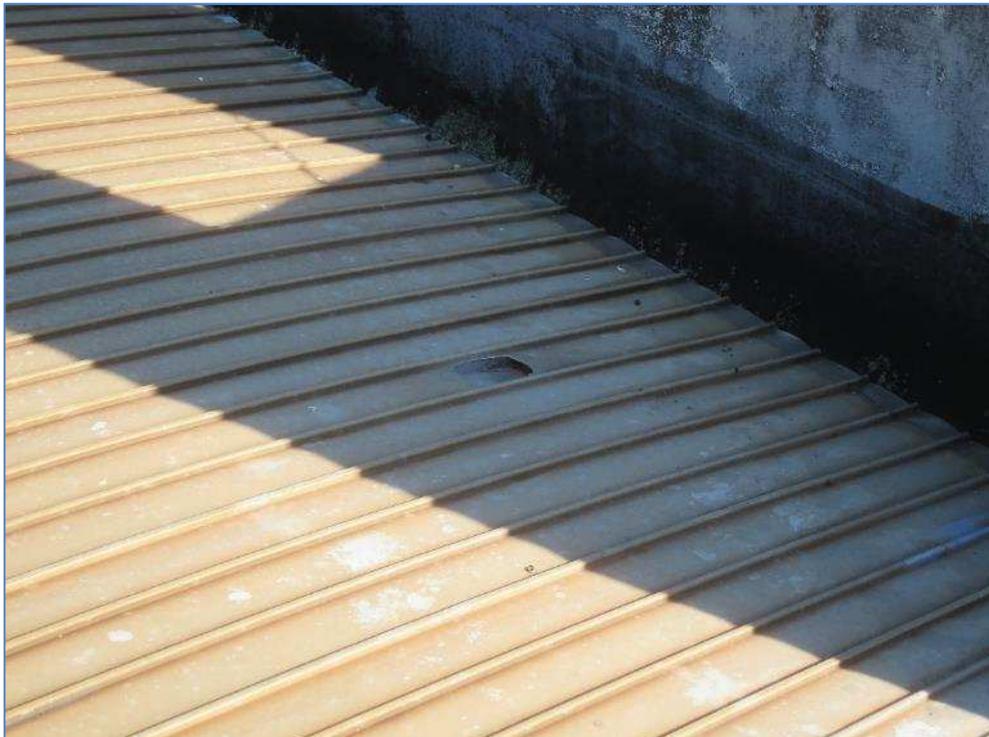
7-12 Handrail fixing plate rusting



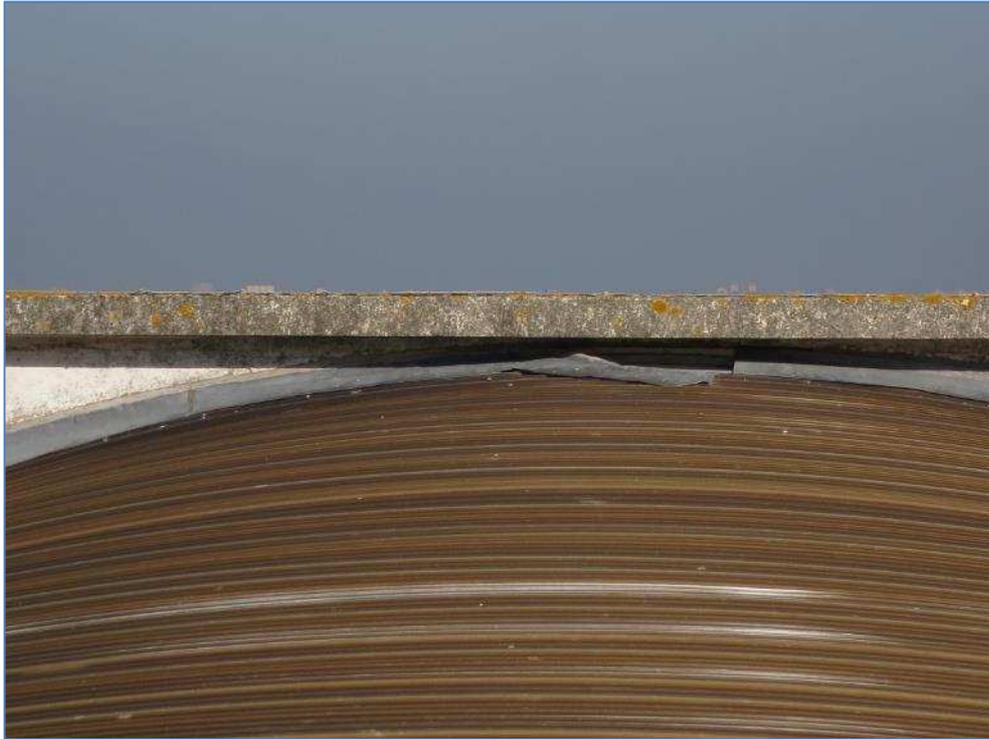
7-13 Minor area of concrete spalled to roof beam



7-14 Minor areas of concrete spalling on rear fascia unit



7-15 Minor damage to polycarbonate roof panel



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



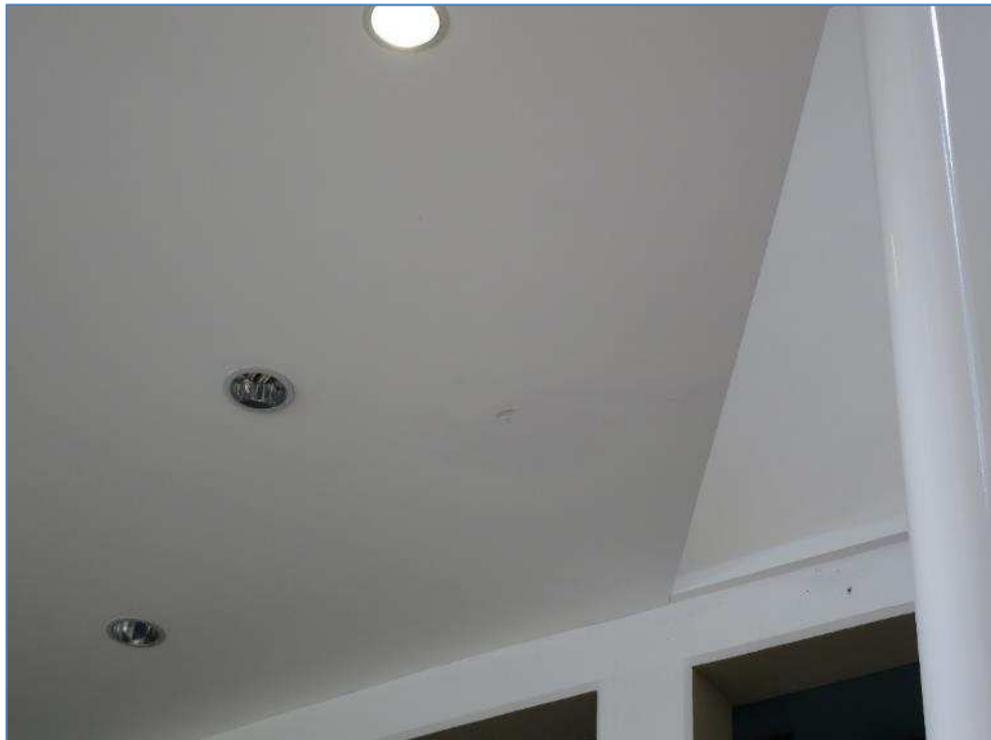
7-19 Damp damage to wall in Esher Hall



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



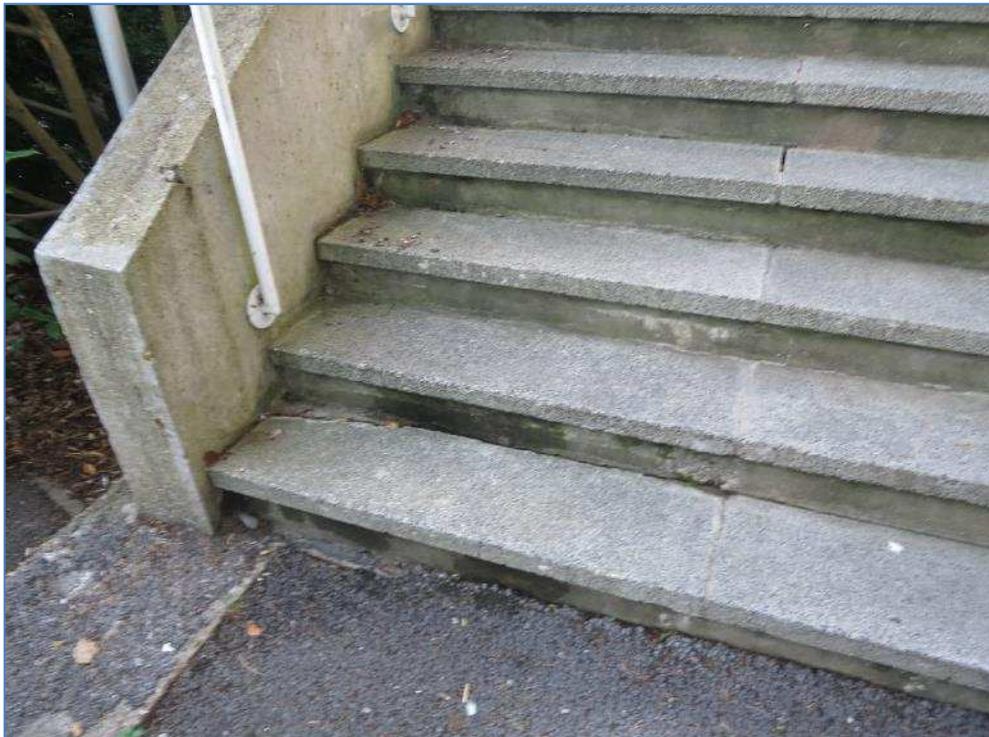
7-30 Cracks in ceiling in corridor



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