

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

5.1 Consultation Report Appendices 3.1 – 3.9 (4 of 14)

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 3.1

Stage three invite for individuals



London Paramount – Invitation to participate in workshop events

We are writing to invite you to attend our workshop events for London Paramount Entertainment Resort. The workshop events will be the third stage of our year-long consultation on London Paramount Entertainment Resort and will be an opportunity to bring together members of the community, stakeholders and industry specialists to discuss and debate key topics.

Over 4,000 people attended our first and second stages of public consultation events that took place in July and November 2014 and over 1,900 feedback forms have been received. This feedback has been analysed and reports on the results (“Your Feedback from Stage One” and “Your Feedback from Stage Two”) are available on the London Paramount website (www.londonparamount.info). The feedback provided by attendees to the previous stages of public consultation has informed the agenda for the workshop sessions and the issues we intend to discuss.

The workshops will provide an opportunity to progress issues identified at the exhibitions in more depth with our specialist consultants. Each workshop will follow a similar format including short presentations on both the proposals for London Paramount and the consultation process. This will be followed by breakout sessions where information will be provided to enable smaller groups to discuss and debate the topics before feeding back to the group to conclude the session. Invitations to participate in these workshops have been issued to those individuals who provided their details during the first and second stages of public consultation events or registered their interest on the website along with other specialist stakeholder groups.

Overleaf you will find a list of themed workshop sessions, dates, venues and times. Please read through the synopsis of the six themed workshops, along with the workshop guidelines, in order to select the workshop(s) which best suit your interests. Please could you then notify us of your attendance, so that we can allocate you a space. If you have friends or family who would like to attend please ask them to get in touch.

As a large number of people have registered an interest in participating in workshops, we will be allocating spaces on a first come, first served basis. We look forward to seeing you in the Spring.

Kind regards

Fenlon Dunphy & David Testa
London Paramount



Workshop Topics

Traffic and transport

Topics under discussion will include road, river and public access to the Resort.

This workshop will run at six different times – two weekend sessions, one daytime session and three evening sessions:

Date	Time	Venue
Thursday 26 th February	7pm-9pm	Heritage Community Hall, Craylands Lane, Swanscombe, DA10 0LP
Saturday 28 th February	10am-12pm	Northfleet School for Girls, Hall Road, Gravesend, DA11 8AQ
Thursday 5 th March	2pm-4pm	St Botolphs Church Hall, The Hill, Northfleet, DA11 9EU
Tuesday 10 th March	7pm-9pm	Princes Park Stadium, Darenth Road, Dartford, DA1 1RT
Saturday 14 th March	10am-12pm	British Legion Greenhithe, London Road, Greenhithe, DA9 9EJ
Thursday 19 th March	7pm-9pm	Gravesham Council Chambers, Civic Centre, 132 Windmill Street, Gravesend, DA12 1AU

Jobs, careers, education and training

Within this workshop discussions will involve understanding what jobs will be available at the Resort, what skills will be necessary to fill these roles and the creation of partnerships with local employment agencies. It will also be important to consider how London Paramount should work with local education providers to develop skills and training programmes.

This workshop will run at four different times – one weekend session, one daytime session and two evening sessions:

Date	Time	Venue
Tuesday 3 rd March	7pm-9pm	Princes Park Stadium, Darenth Road, Dartford, DA1 1RT
Saturday 7 th March	10am-12pm	Swanscombe and Greenhithe Town Council & Community Hall, The Grove, Swanscombe, DA10 0GA
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Friday 20 th March	7pm-9pm	St Botolphs Church Hall, The Hill, Northfleet, DA11 9EU

Environment and ecology

Discussions about the environment will include a consideration of the impact the Resort will have on the environment and how wildlife and ecology can be enhanced and protected within the proposals.

This workshop will have two evening sessions:

Date	Time	Venue
Tuesday 24 th February	7pm-9pm	Northfleet School for Girls, Hall Road, Gravesend, DA11 8AQ
Friday 13 th March	7pm-9pm	Ebbsfleet Academy, Southfleet Road, Swanscombe, DA10 0BZ



Culture and architectural heritage

This workshop will have an important focus on the heritage of the area with discussions taking place on how this can be preserved and how the Resort can reflect the cultural history of the area.

This workshop will have one evening session:

Date	Time	Venue
Tuesday 17 th March	7pm-9pm	Eastgate, 141 Springhead Parkway, Northfleet, DA11 8AD

Masterplanning and infrastructure

Discussions in this workshop will consider how good masterplanning and design are critical to success. Other topics will include the minimisation of noise and visual impact for our neighbours as well as the incorporation of sustainable infrastructure to manage drainage, waste and flood risk.

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Workshop Guidelines

Attendance numbers

As a large number of people have registered an interest in participating in workshops, we will be allocating spaces on a first come, first served basis. You are welcome to attend as many different topic sessions as you wish, numbers permitting. If you are representing an organisation, we request that only one representative from the organisation attends each session.

How to take part

It's absolutely critical that you contact us to secure a space on the workshop sessions. You can do this in a number of ways:

- Complete our online form at www.londonparamount.info/have-your-say/workshop-registration;
- Email workshops@londonparamount.info;
- By writing to our freepost address (London Paramount, ref: RTRB-LUUJ-AGBY, c/o PPS Group, Sky Light Tower, 50 Basinghall Street, London, EC2V 5DE); or
- Call the community line on 0800 008 6765

Please include your name and contact details in all correspondence as we will be in touch to confirm your attendance.

What happens next?

Once you have registered for a workshop session, you will receive confirmation of your attendance to your chosen workshop(s). We will also provide you with an agenda and directions to the venue.

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Appendix 3.2

Stage three invite for local authorities



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**Appendix 3.3
Example workshop agenda**



Jobs, careers, education & training

Tuesday 3rd March at Princes Park Stadium

Agenda

6.45pm-7.00pm Attendee arrival and refreshments

7:00pm Presentations

- Introduction to the project and summary of the feedback from previous stages of consultation by PPS Group.
- Overview of the topic by the Projects socio-economic consultants Volterra, including relevant studies and subjects to be discussed in the session.

7.30pm Breakout sessions

Attendees will be divided into smaller groups – each group will be accompanied by a member of the project team.

8.30pm Feedback

A representative from each group will provide feedback from their session to all attendees.

8.50pm Wider discussion and close by PPS Group.

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Appendix 3.4

Traffic & transport presentation

London Paramount Entertainment Resort

Workshops : Transport and Traffic

February / March 2015



Workshop agenda



- Presentations
- Breakout workshop sessions
- Feedback and outcomes for the masterplan
- Workshop close



The London Paramount workshop team



- **London Paramount** Bringing forward the London Paramount plans
- **WSP** Transport consultants
- **PPS** Managing the consultation process



Key Project Milestones



Summer 2014
Engagement on
consultation methods

WE ARE HERE
Spring 2015
Themed workshops

**Spring 2015
- Autumn 2016**
Detailed design and
contractor appointment

**Winter 2016
- Spring 2020**
Construction

Easter 2020
Grand Opening

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- Spring 2020**
Fit-out and installation

Stage One & Stage Two



65

hours of
public events

4,330

people attended
public events

1,919

feedback forms
received

1,953

Likes on
Facebook

943

Followers
on Twitter

105,865

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Previous stages of consultation



- Feedback we have received:
 - **82%** of respondents indicating that they approve of the draft masterplan for the Resort
 - **63%** of respondents approving of the emerging transport proposals
 - **75%** of respondents stated that they approve of the plans to protect the local ecology and environment
- The results also showed that the top five attractions respondents are most interested in visiting are:
 - the **world class theme park** (61%)
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 - **cinema** and **comedy** venue (45%)
 - **theatre** (44%)
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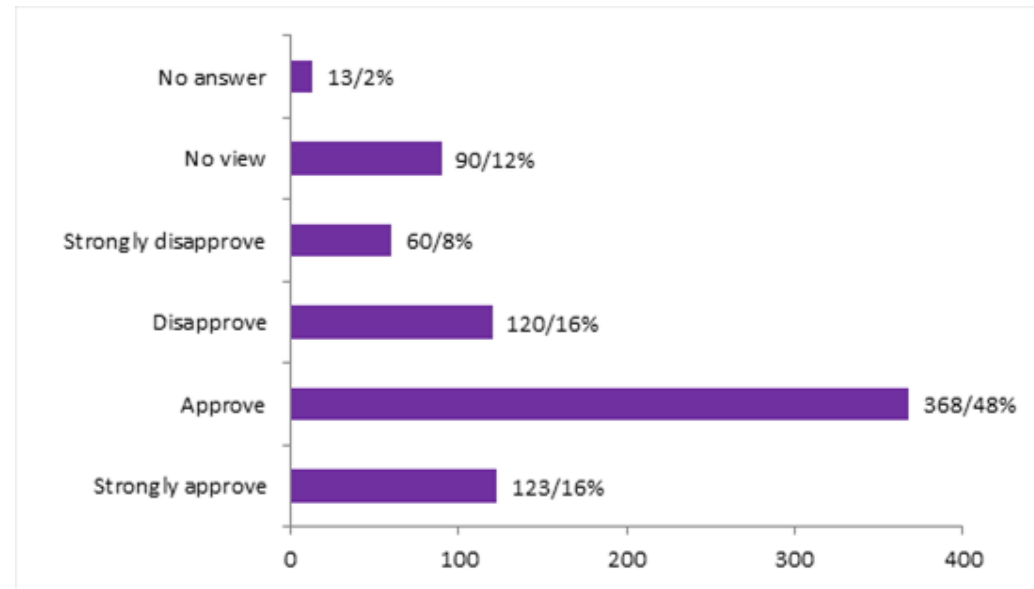
Autumn 2014 consultation feedback



Headline results

- Majority of people (64%) either approve or strongly approve our transport plans
- 31% left general comments about transport. This was the most frequent topic
- Whilst there was concern over increased traffic, people supported our transport plans to keep Resort traffic on the A2
- A desire for improved public transport connections including Crossrail and Fast Track

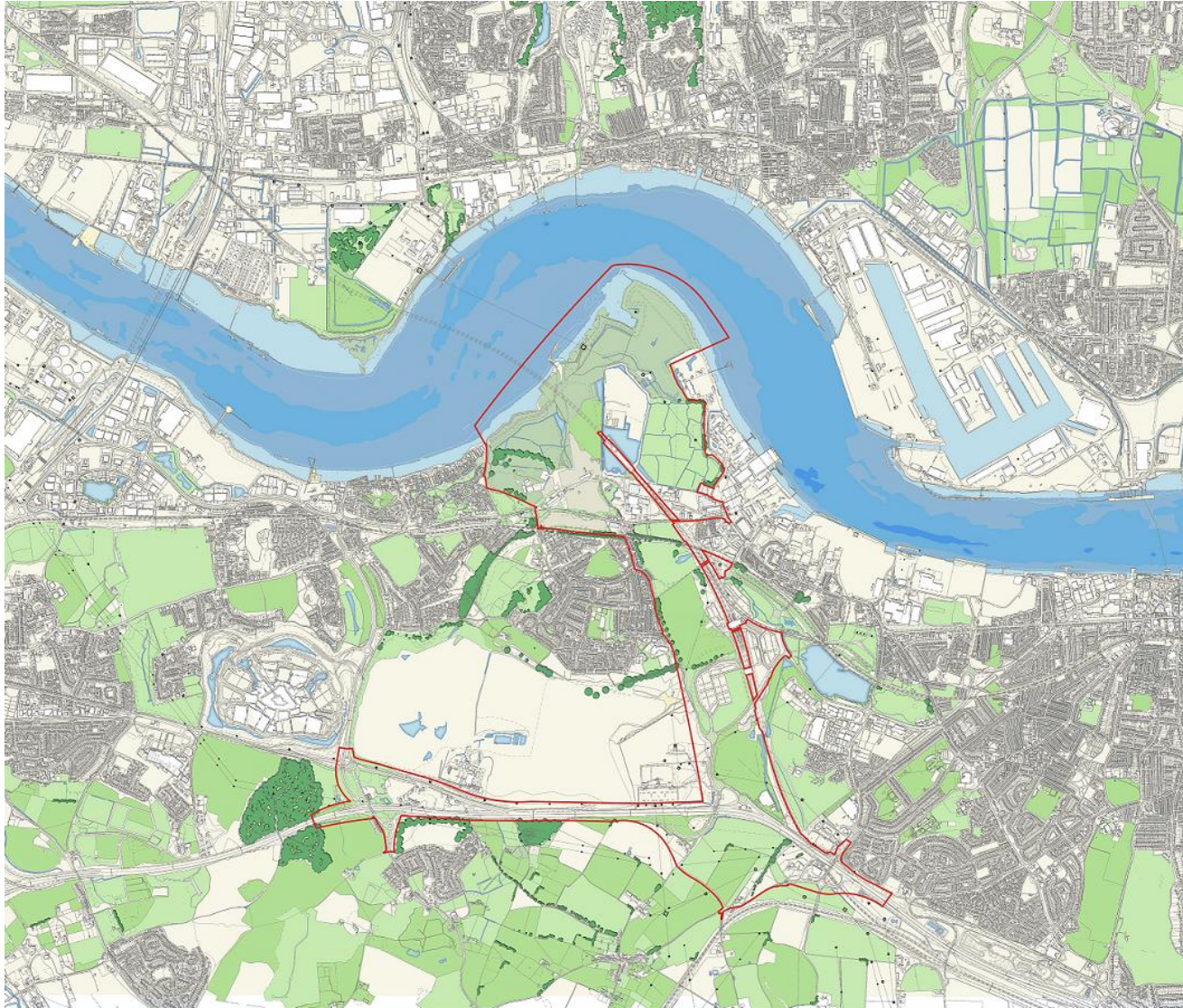
Q. Transport is one of the most important issues related to the proposals. After viewing the material on display, how do you view our emerging transport proposals?



Benefits and opportunities



Defining the development boundary



Emerging illustrative masterplan



- DCO Boundary (Development Consent Order Limit)
- London Paramount Leisure Core
- Resort Corridor
- People Mover
- Local Roads
- Pedestrian Routes
- Public Gateway
- London Paramount Leisure Core
- Riverside Promenade
- Hotels with Parking
- Waterpark Resort
- Events Space with Parking
- Creative Industry Hub with Parking
- Visitor Parking Structures
- Future Development
- Ebbesfleet Station Parking
- Marsh/Parklands

London Paramount



- New Entertainment Resort to cater for 15 million visitors per year
- Up to 27,000 jobs
- Will include the following;
 - Leisure Core
 - A number of hotels (up to 5,000 rooms)
 - Conference facilities
 - Creative Hub (including office space)
 - Car park for circa 14,000 spaces

Resort visitors



- Yearly Visitor Forecast

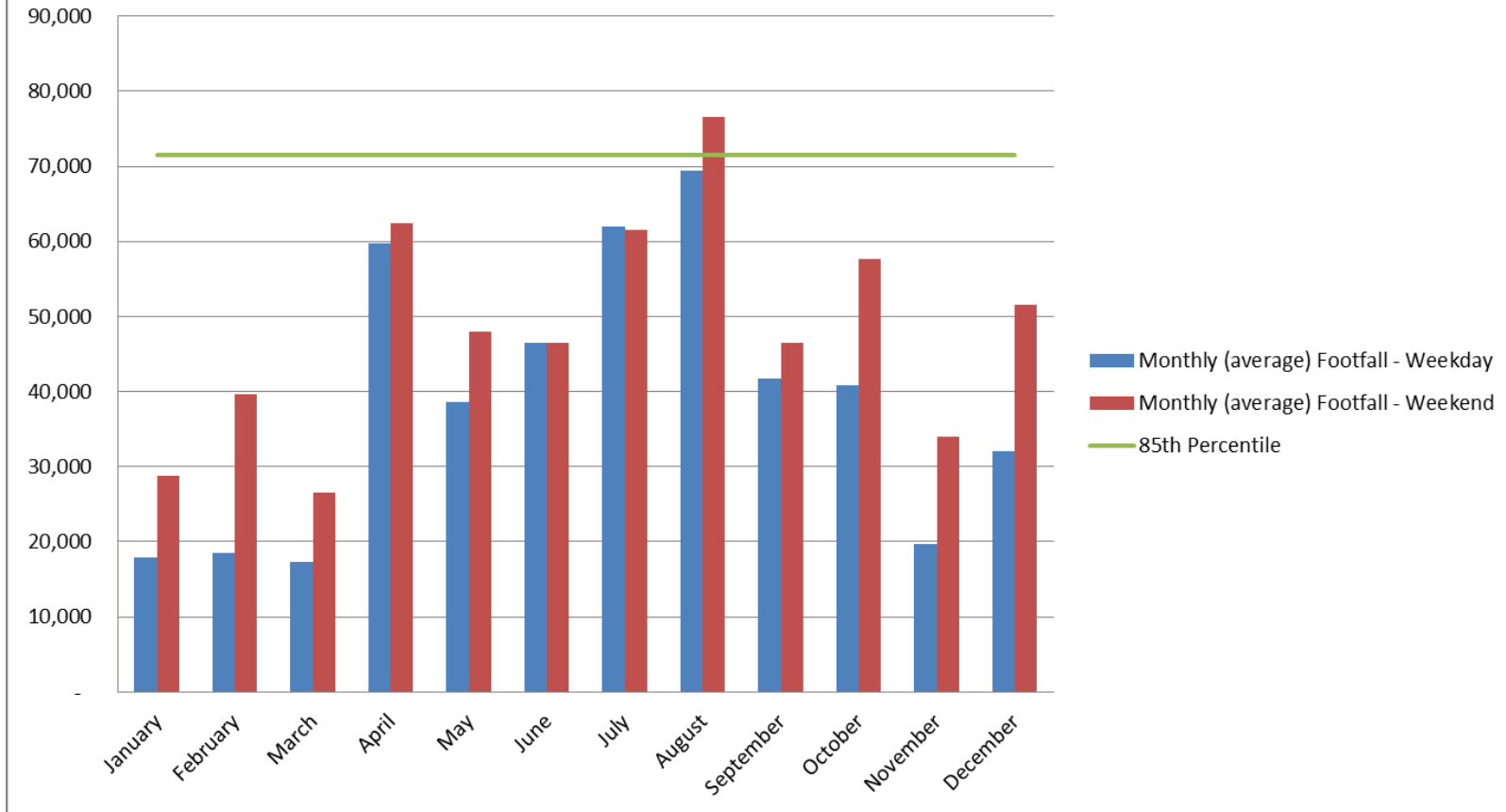
Visitor Day Type	Number of Days Per Year	Forecast Total Daily Footfall (rounded)
Peak Day	4	96,500
High Day	11	81,500
Design Day	73	71,500
Standard Day	107	46,500
Low Day	90	26,500
Base Day	78	16,500
Closed Days	2	-

- Resort to have a seasonal variation profile
- Only 4 days are classified as peak days – Special Events
- Majority of days are classified as 'Standard' – 46.5k
- Design day – 85% of visitor demand

Monthly average footfall



Monthly Average Footfall - 2024



Assessment scenarios



Transport Surveys undertaken

- Olympic Weekend (Ebbsfleet International Station)
- August Bank Holiday Weekend
- Neutral October weekday undertaken

Scenarios

- Forecast Assessment (Review) Year - 5 years after opening **2025**
- Bank Holiday Weekend + Design Day Forecast
- Neutral Weekday + Design Day Forecast

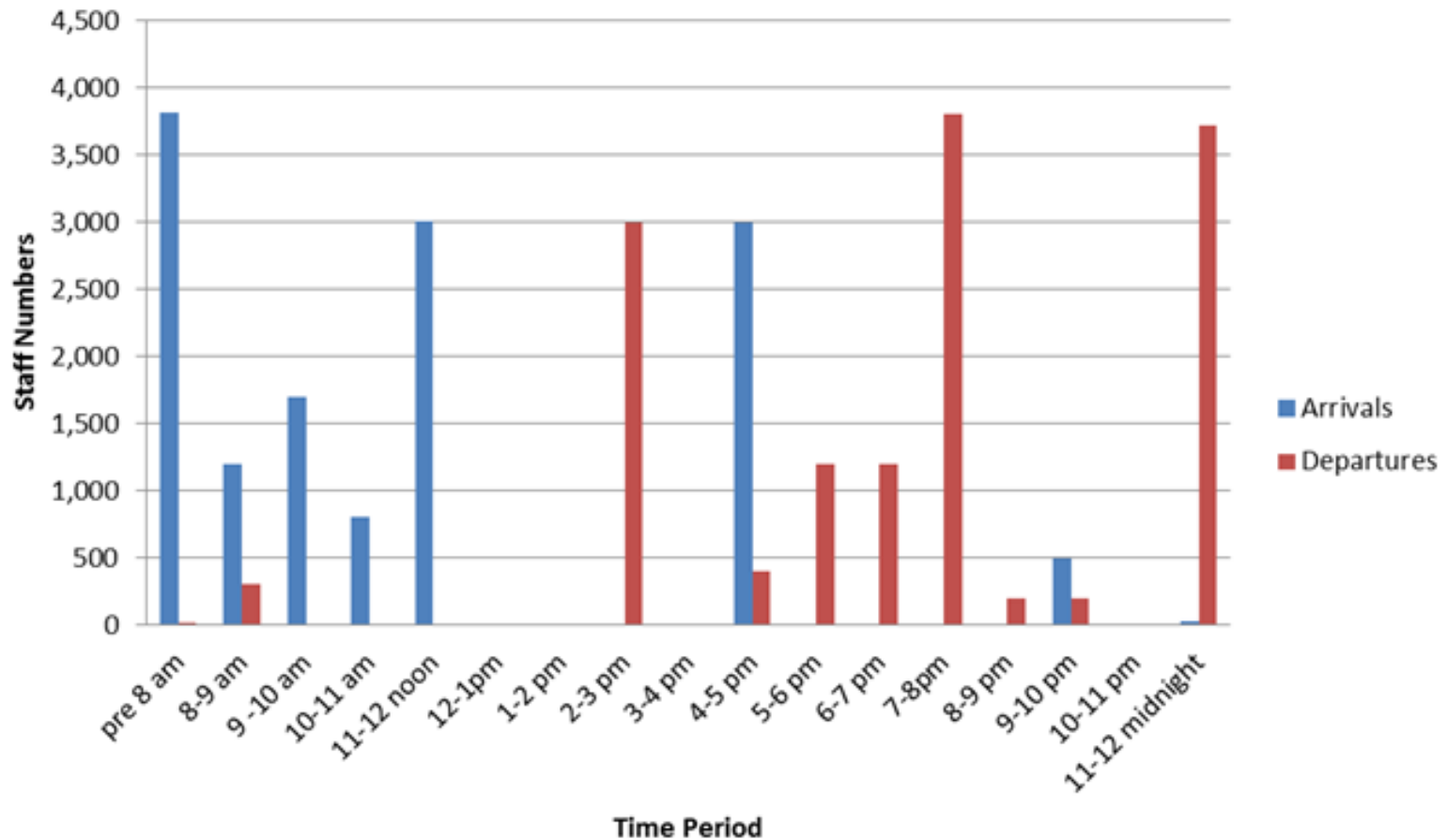
Sensitivity Tests

- With Lower Thames Crossing – Route A & C
- Garden City (**2035**)

Staff daily arrivals and departures



Staff Daily Arrival and Departure Profile - Year 2024



Travel demand



- Review of existing data sources to determine mode shares. These include the following;

Thorpe Park
Chessington World of Adventures
Alton Towers Resort
The Warner Bros. Studio Tour
Wembley Stadium
Twickenham Stadium
Emirates Stadium
The O2 Arena
London Olympics
Westfield London
Brighton & Hove A.E. Stadium
Bristol Stadium
Leeds Arena
Westfield London
Bluewater Shopping Centre
Heathrow
Stansted Airport
National Space Centre

Travel demand

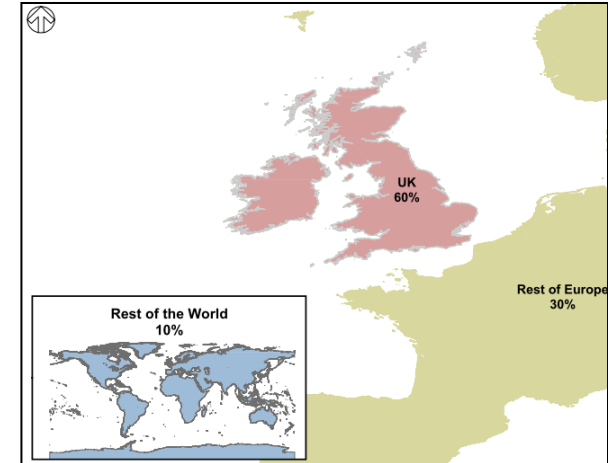


Assumed Origins

Trips originate from across the world.

- 60% UK Visitors
- 30% European Visitors
- 10% International Visitors

Mode share segregated across the different type of visitor



Duration of Stay

- Within the UK short breaks are typically 2-3 days
- Many European & International visitors already travel to the UK

Travel demand



- Visitor mode share combined

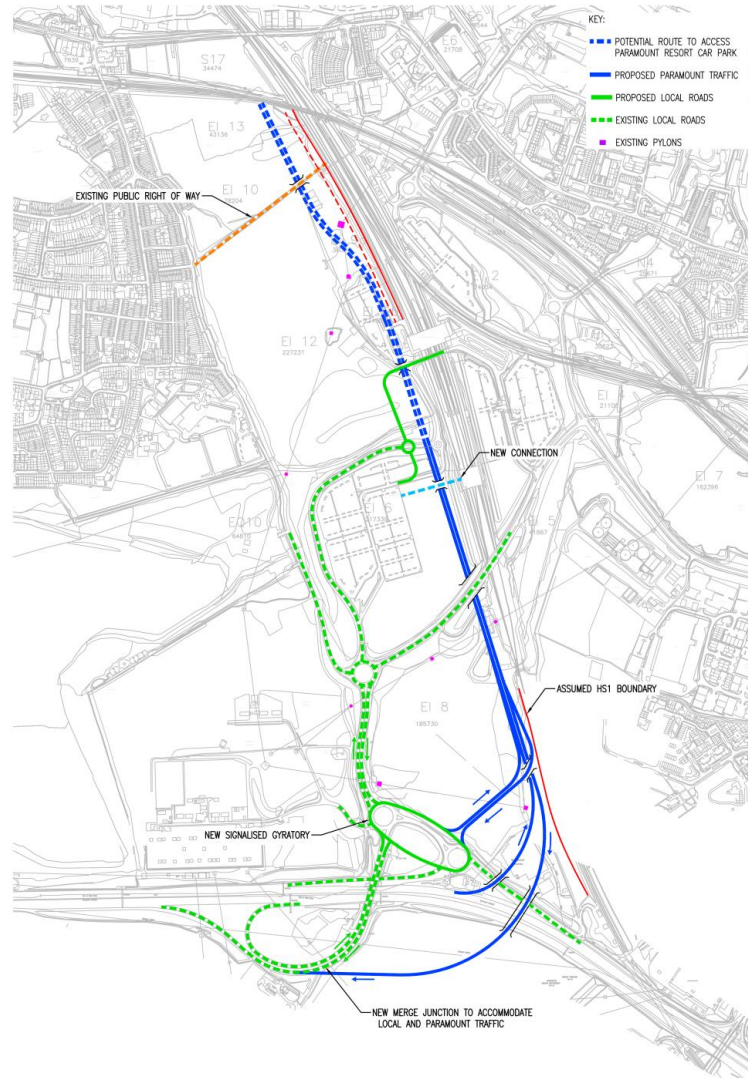
Mode	LPER Modal Share
Private Vehicle	58%
Public Transport - Rail	24%
Public Transport - Bus	4%
Passenger Drop Off	1%
Coach	5%
Water bus / Clipper	2%
Other / Motorcycle	1%
Hotel	5%
Total	100%

Access Constraints

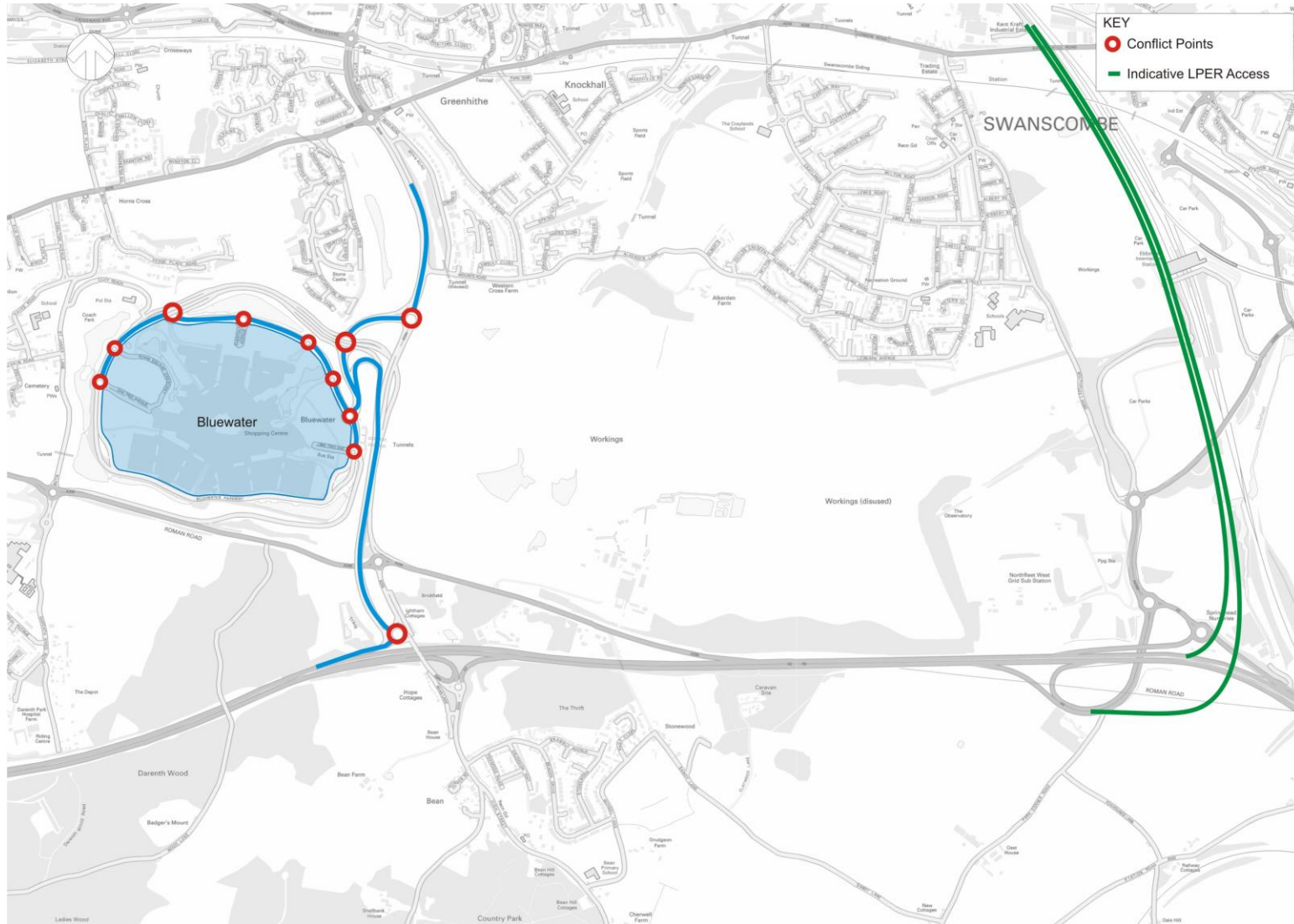


- To determine the most appropriate access strategy, the design team have reviewed a number of constraints that affect the cost and ability to construct a new access arrangement into the Paramount Resort.
 - Topography and ground conditions of route
 - Ability to provide free flow from A2 and reduce potential for queueing
 - Impact upon existing highway network and existing users
 - Impact upon identified SSSIs and Scheduled Monuments
 - Impact on existing landfill
 - Impact on existing residents in regards to air and noise
 - Requirement for extensive earthworks
 - Capacity of route
 - Ability for route to be gateway to the resort
 - Potential impact on the land set aside for the Ebbsfleet Garden City

Proposed Layout



Bluewater Car Park Access Conflicts



Questions for consideration



- What is the impact on local roads and the A2? What measures can be put in place to minimise traffic and how can we encourage more people to use sustainable methods of travel?
- How can we best connect the site to the surrounding area?
- How can we harness the potential of the River?

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Appendix 3.5

Jobs, careers, education & skills presentation

London Paramount Entertainment Resort

Workshops: Jobs, Careers, Education and Skills

March 2015



Workshop agenda



- Presentations
- Breakout workshop sessions
- Feedback and outcomes for the masterplan
- Workshop close



The London Paramount workshop team



- **London Paramount** Bringing forward the London Paramount plans
- **Volterra** Socio-economic consultants
- **PPS** Managing the consultation process



Key Project Milestones



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Engagement on
consultation methods

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Headline results

- Most frequently mentioned benefit that respondents feel the Entertainment Resort will bring is employment
- Importance of working with local education providers to develop skills and training programmes for the community
- London Paramount will be holding **supply chain events** in 2015 which will outline how local businesses can become involved in the Resort.

For more information on jobs and supply chain opportunities:

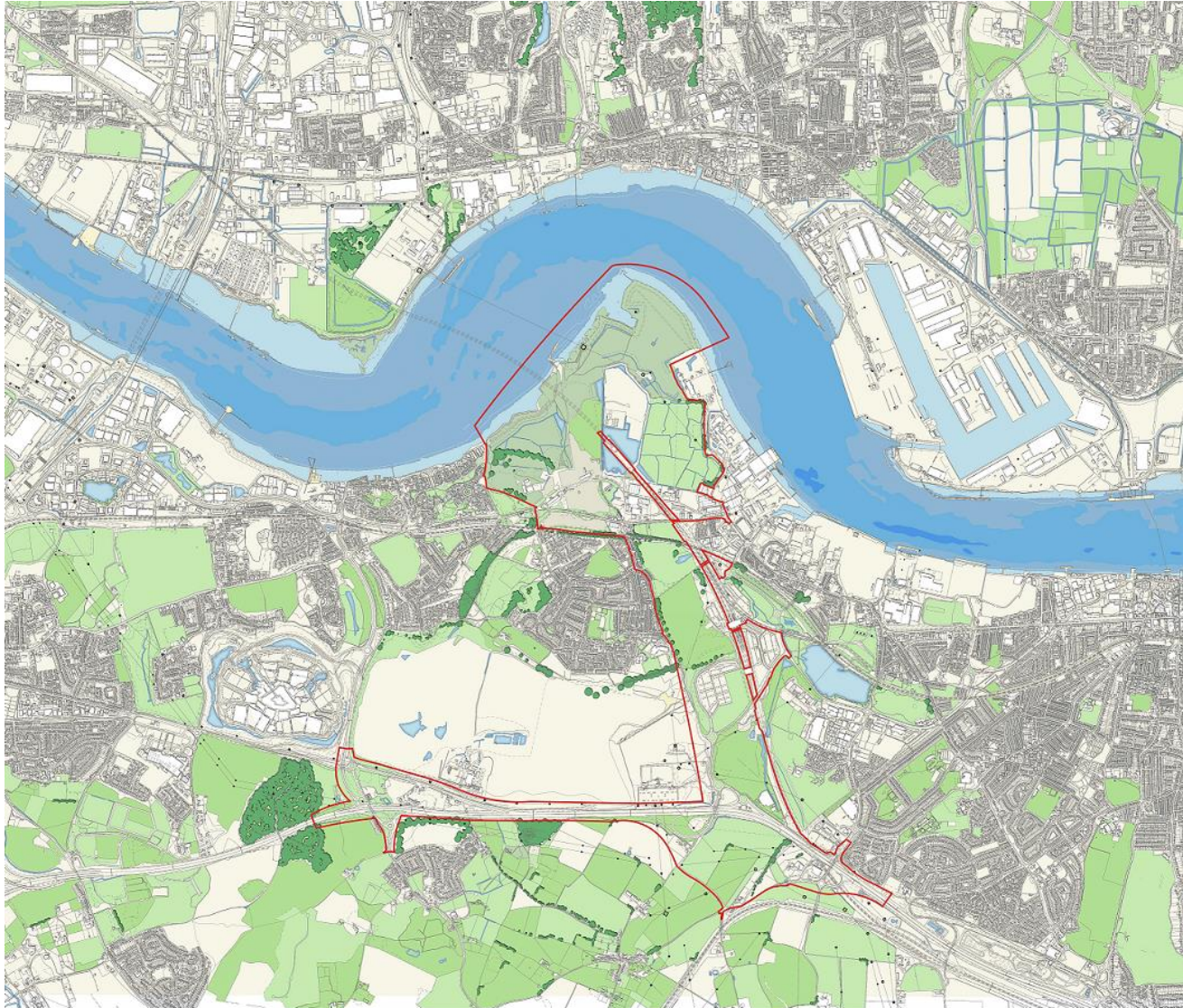
- jobs@londonparamount.info
- supplychain@londonparamount.info

Q. We have plans in place to ensure the economic benefits from the Entertainment Resort are felt across Kent and the South East. How do you think the entertainment resort will benefit the local area?

Most frequently raised topics

- 1. Will create employment opportunities**
- 2. Will draw tourism to the area**
- 3. Development will boost local economy**
- 4. Regeneration of the area**

Defining the development boundary



Benefits and opportunities



Emerging illustrative masterplan



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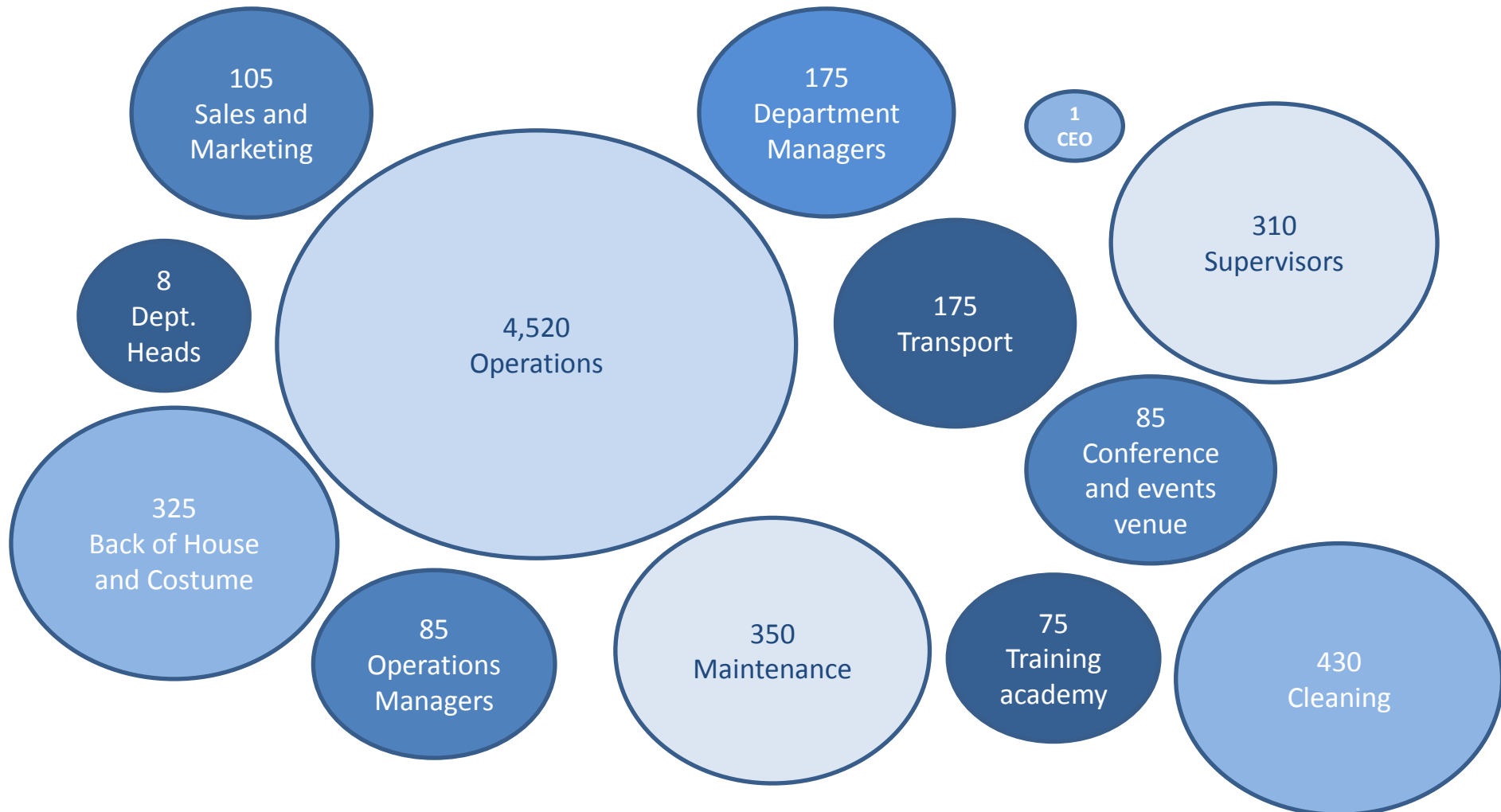
Jobs and careers



- 7,000 resort jobs
- Up to 4,000 jobs in resort hotels
- Potential for up to 16,000 indirect jobs through the creative hub and supply chain
- Peak on site construction employment of 6,000, with a 5-6 year construction period



Current estimate of job breakdown within leisure resort (excluding hotels)



Resort types of jobs



- Full range of skill levels
- Jobs will include: senior management, human resources, financial, plumbers, engineers, chefs, designers, mechanics, translators, cashiers, waiters, actors, performers, hosts, musicians, cleaners, security, first-aiders, software operators, technicians, information management
- Part time, full time, seasonal, flexible, payroll, agency



Jobs for local people



- Engage with schools, colleges and job centres
- Encourage apprenticeships
- Explain the skillsets needed and access requirements for different roles
- Advertising opportunities locally
- Prioritise local applicants and unemployed
- Consider procedures to ensure sub contractors also prioritise local people

Education and training

- On site training programmes
- On the job training
- Rolling programme of engagement with schools, colleges to explain what skills are needed
- On-going commitment to the area, to the people, to the skills and training



Questions for consideration



- How can we identify and deliver the skills people need to work at the entertainment resort?
- How can London Paramount engage with local schools and colleges to help ensure young people have the right skills for the jobs?
- How can London Paramount engage with the local community to ensure that job opportunities are available to local people?
- How can London Paramount engage with employment agencies and employers to ensure that job opportunities are available to local people?

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**Appendix 3.6
Masterplanning & infrastructure presentation**

London Paramount Entertainment Resort

Workshops : Masterplanning & Infrastructure

February / March 2015



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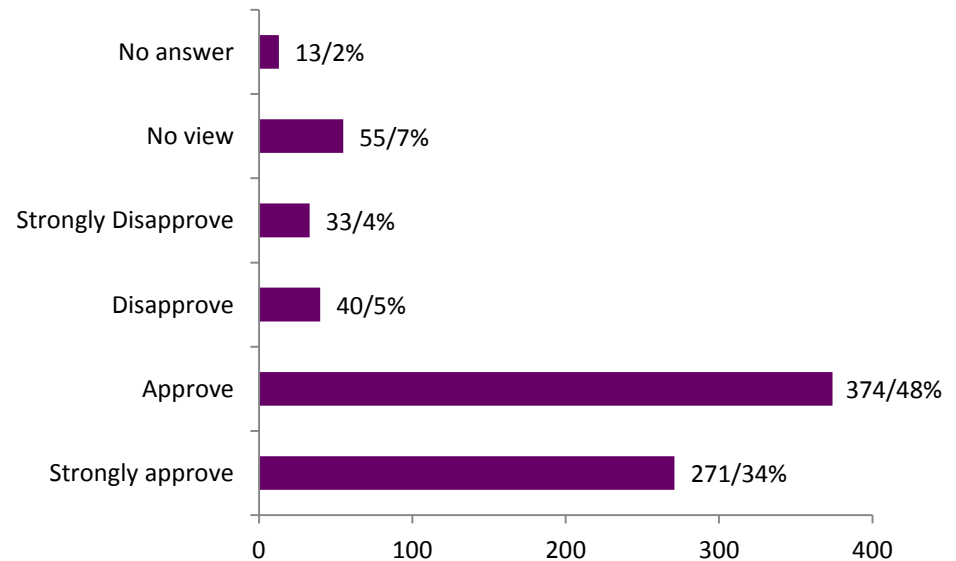
Autumn 2014 consultation feedback



Headline results

- 82% of respondents indicated they approved of the emerging masterplan
- 63% of respondents approving of the emerging transport proposals
- 75% of respondents stated that they approve of the plans to protect the local ecology and environment
- The results also showed that the top five attractions respondents are most interested in visiting are:
 - The **world class theme park** (61%)
 - **Restaurants** and **bars** (51%)
 - **Cinema** and **comedy** venue (45%)
 - **Theatre** (44%)
 - **Water park** (41%)

Q. The first public viewing of the draft masterplan – what are your thoughts?

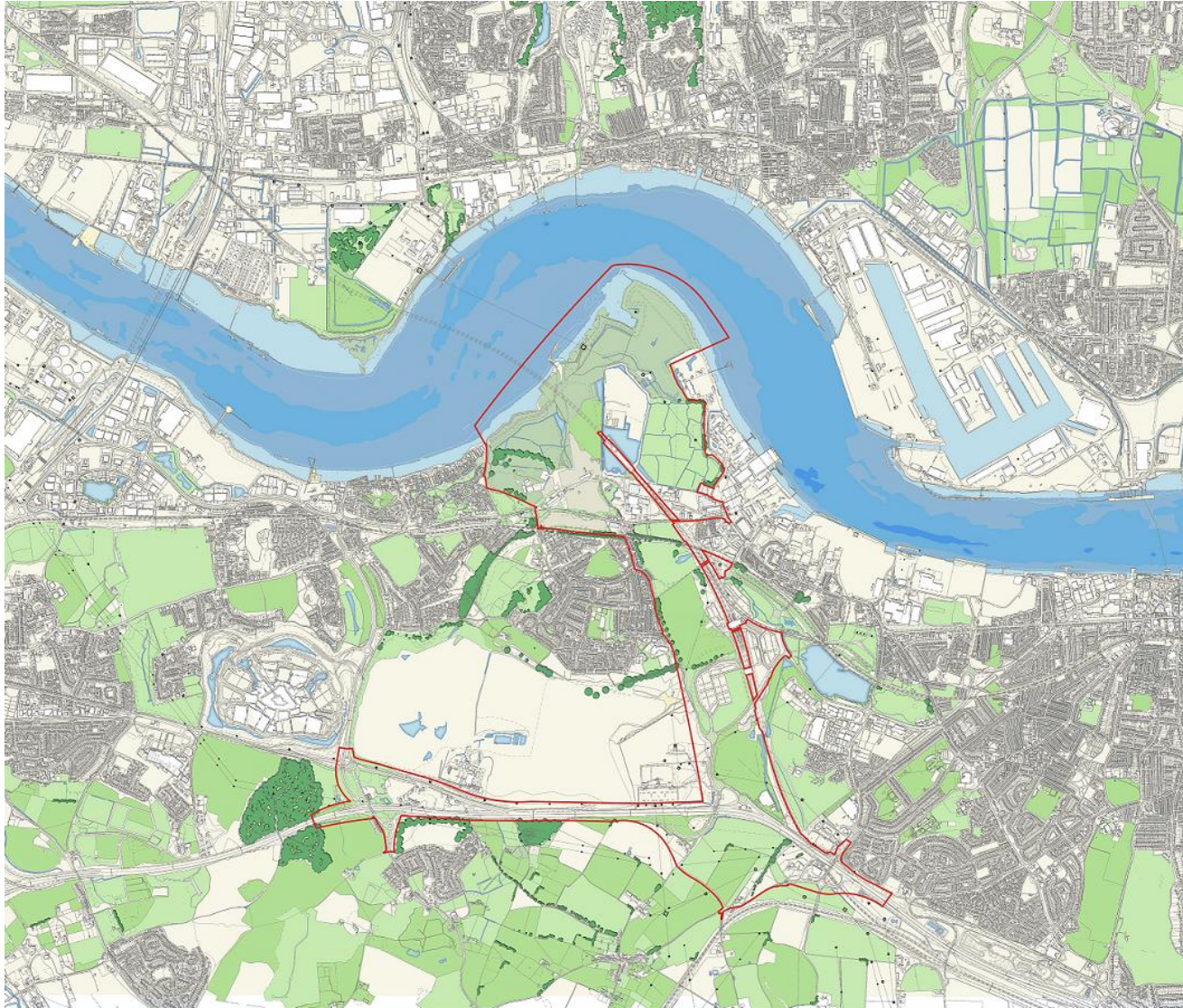


Headline results

- Respondents felt the proposals would result in improvements to infrastructure in the area
- Respondents would like to see how the effects of Entertainment Resort on local infrastructure will be addressed in the proposals



Defining the development boundary



Benefits and opportunities



Emerging illustrative masterplan



- DCO Boundary (Development Consent Order Limit)
- London Paramount Leisure Core
- Resort Corridor
- People Mover
- Local Roads
- Pedestrian Routes
- Public Gateway
- London Paramount Leisure Core
- Riverside Promenade
- Hotels with Parking
- Waterpark Resort
- Events Space with Parking
- Creative Industry Hub with Parking
- Visitor Parking Structures
- Future Development
- Ebbesfleet Station Parking
- Marsh/Parklands

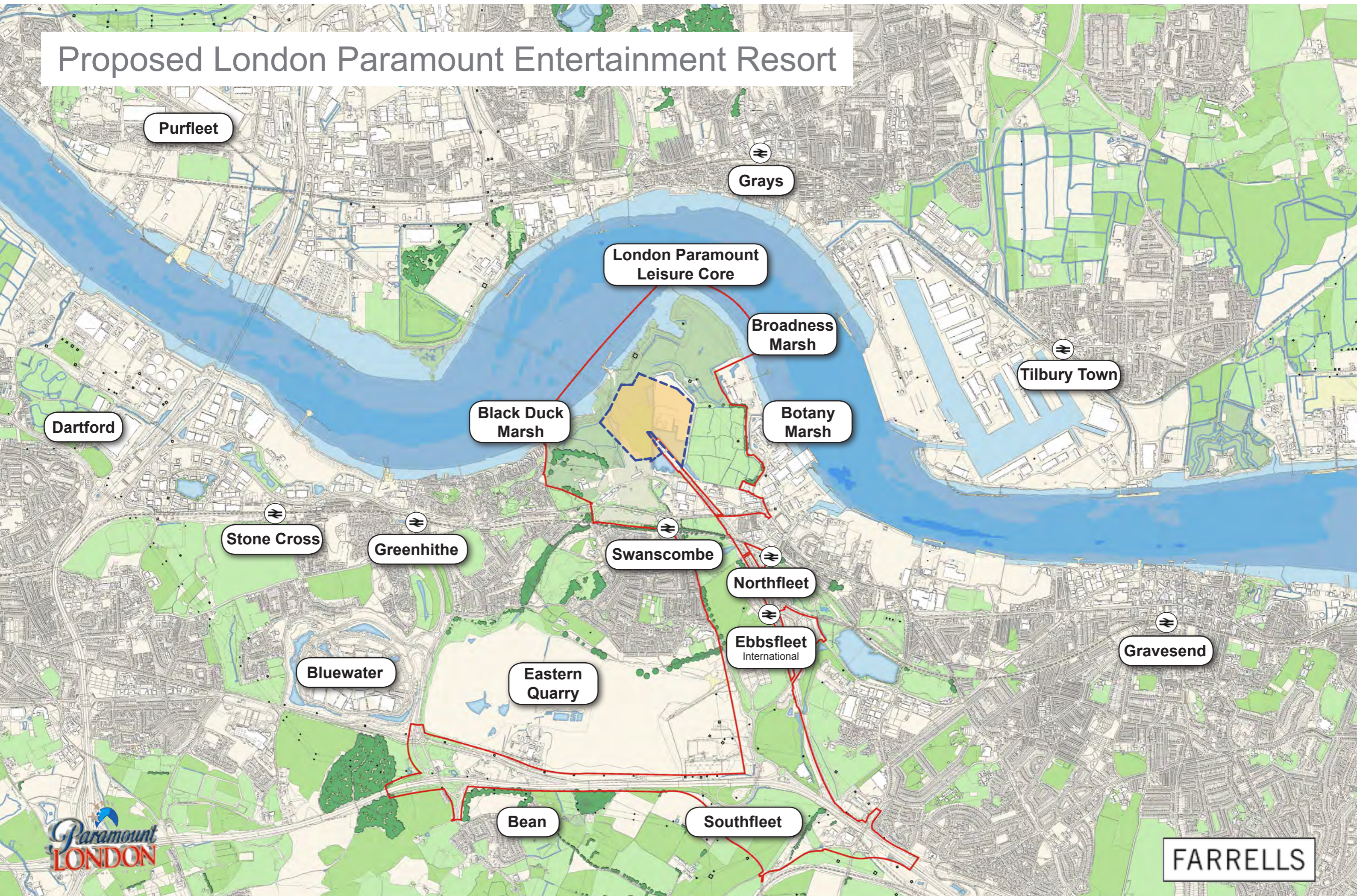
London Paramount Entertainment Resort

Public Consultation Stage 3

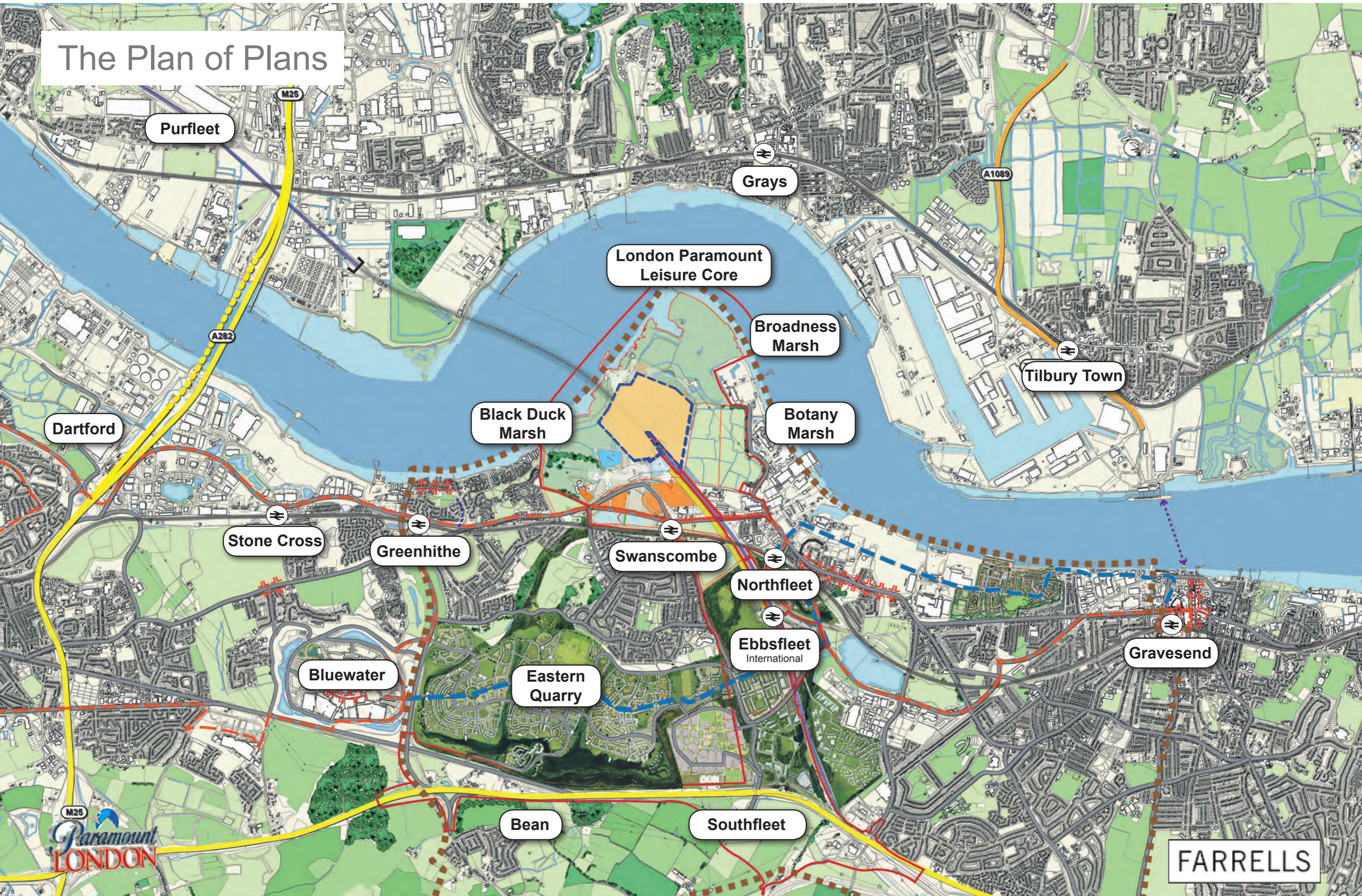


FARRELLS

Proposed London Paramount Entertainment Resort



The Plan of Plans



Purfleet

Grays

London Paramount
Leisure Core

Broadness
Marsh

Tilbury Town

Dartford

Black Duck
Marsh

Botany
Marsh

Stone Cross

Greenhithe

Swanscombe

Northfleet

Ebbsfleet
International

Gravesend

Bluewater

Eastern
Quarry

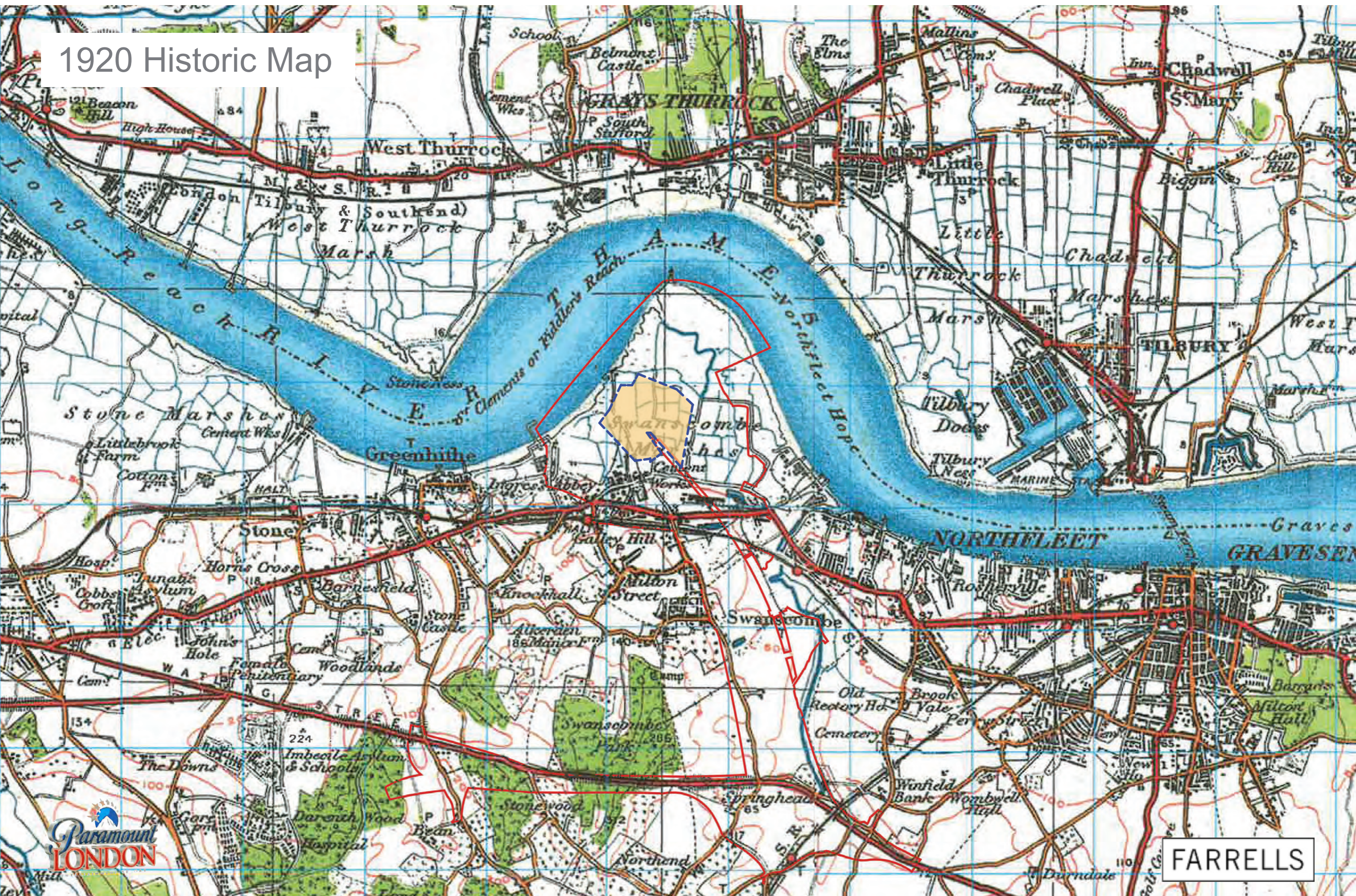
Bean

Southfleet

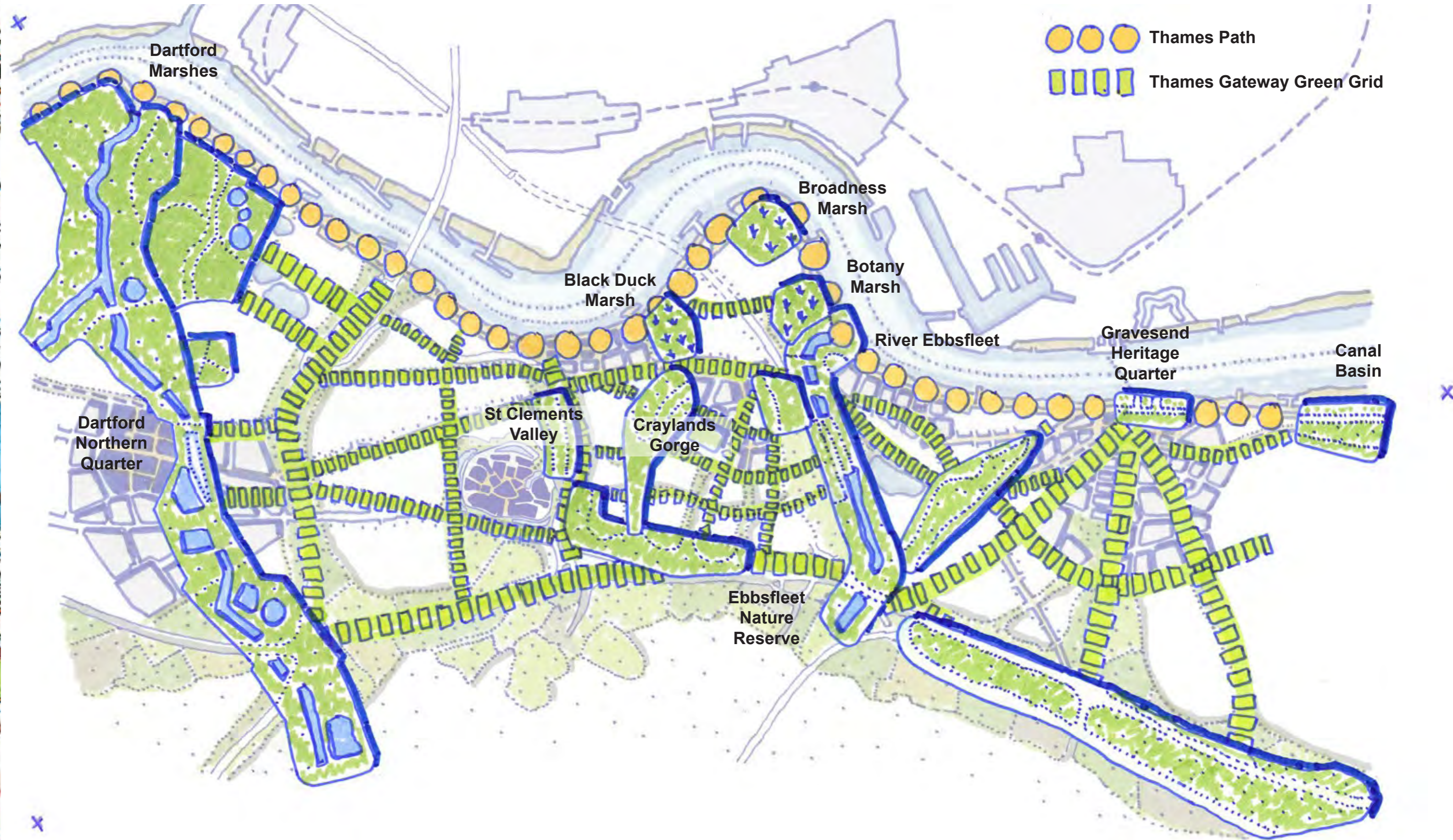


FARRELLS

1920 Historic Map

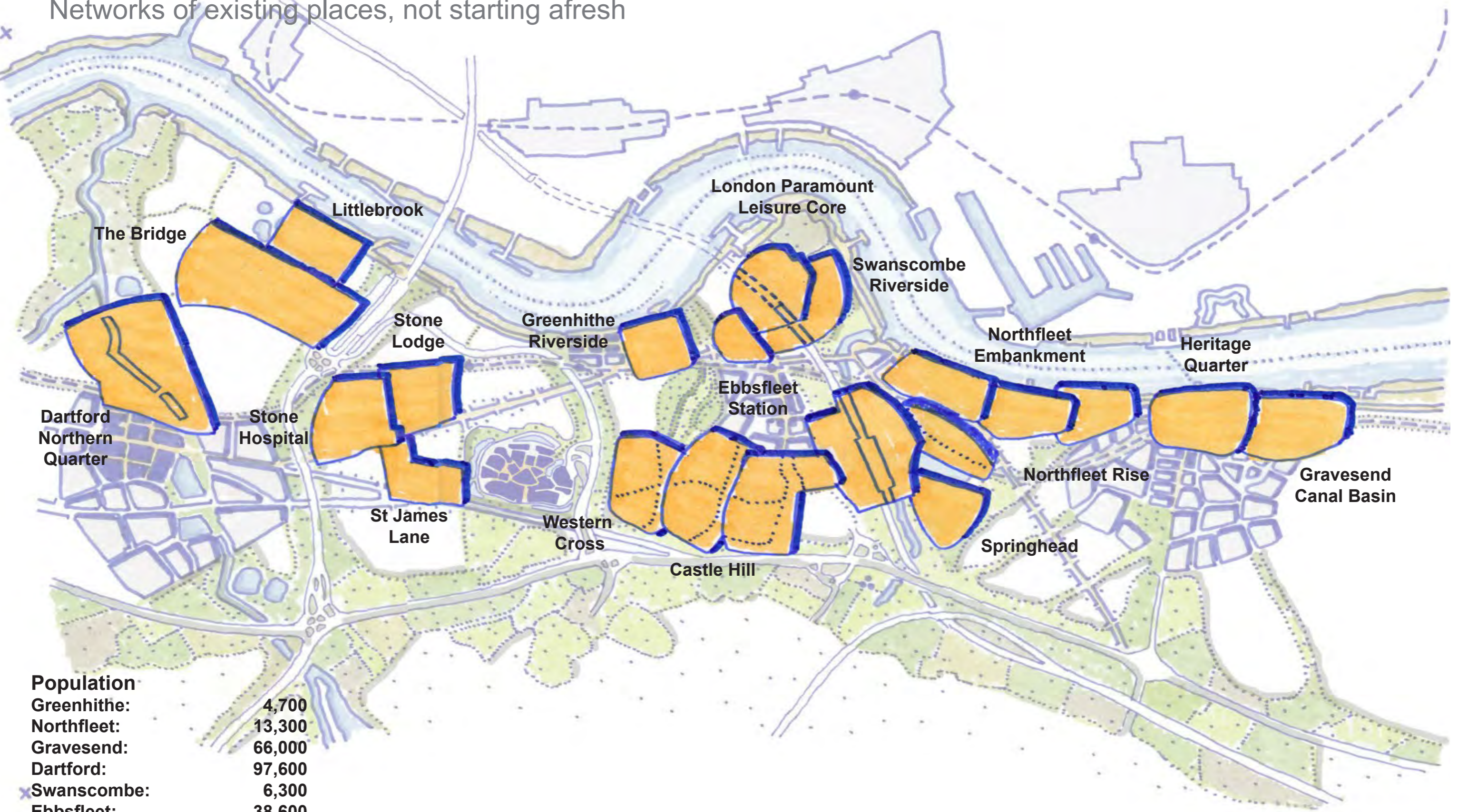


Ebbsfleet: Building on parklands to create identity and character...



Ebbsfleet: Building on the work of many hands...

Networks of existing places, not starting afresh

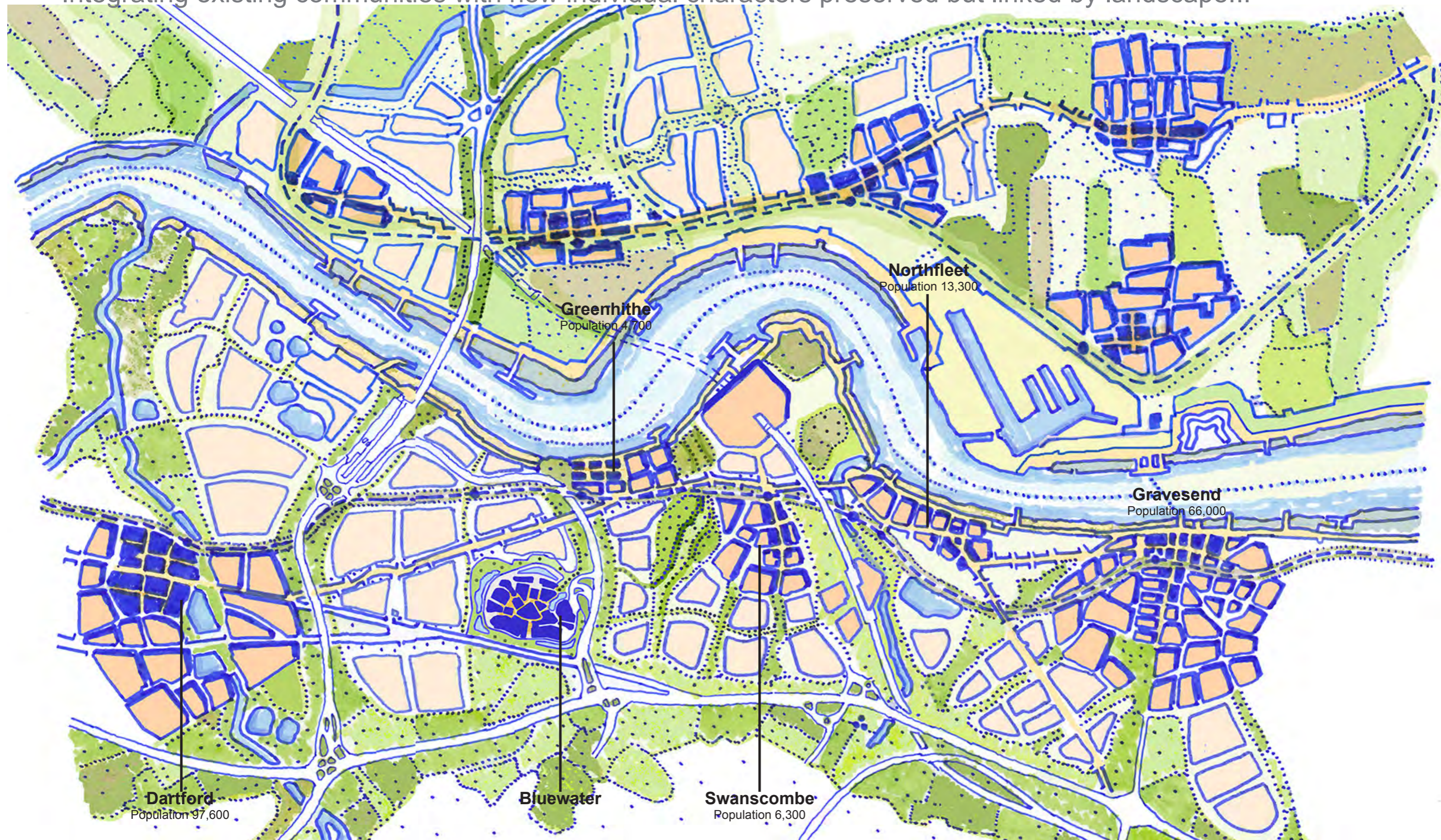


Population	
Greenhithe:	4,700
Northfleet:	13,300
Gravesend:	66,000
Dartford:	97,600
Swanscombe:	6,300
Ebbsfleet:	38,600

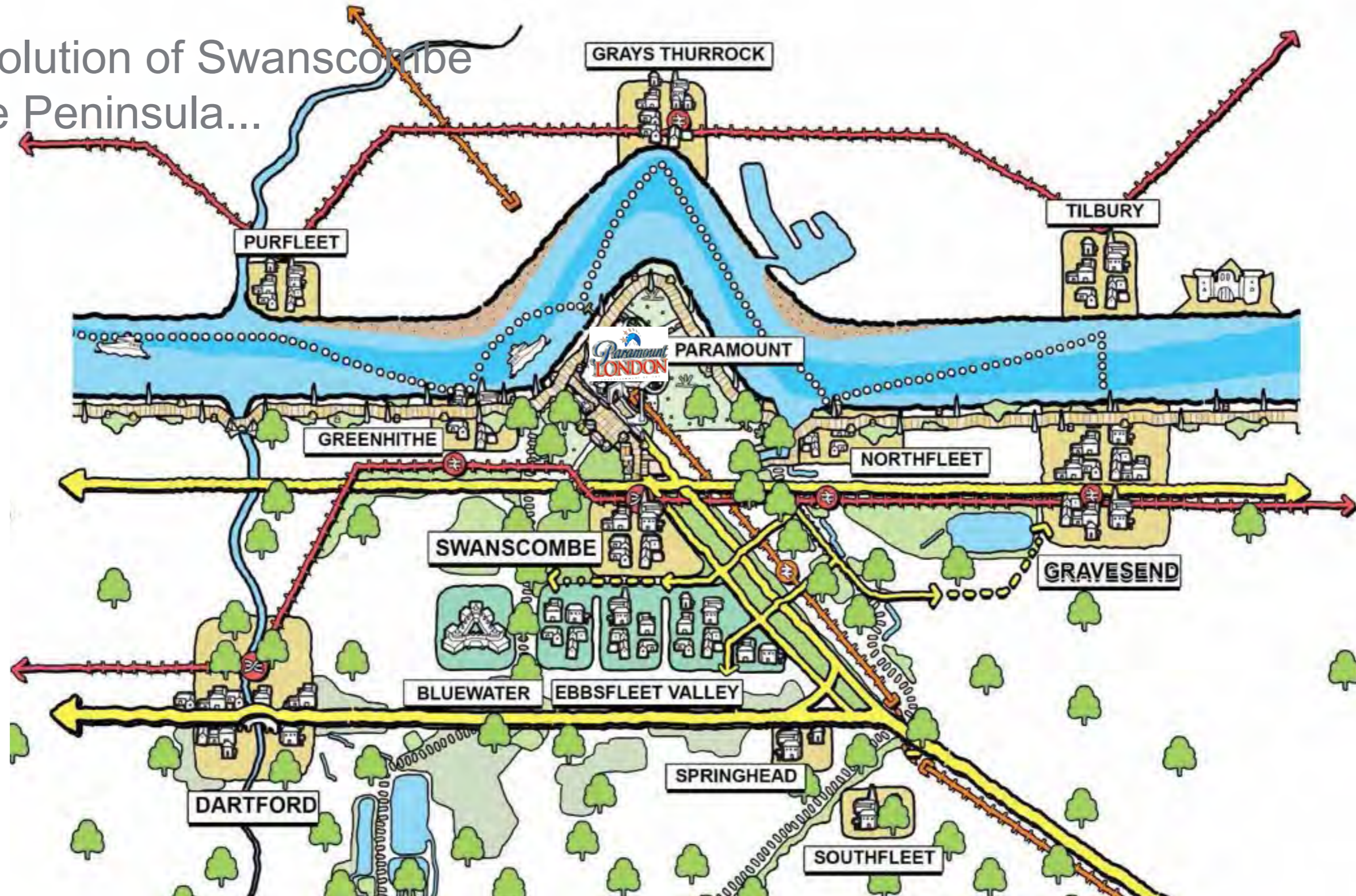
Estimated Projected Population: 226,500 people

Ebbsfleet: A constellation of places...

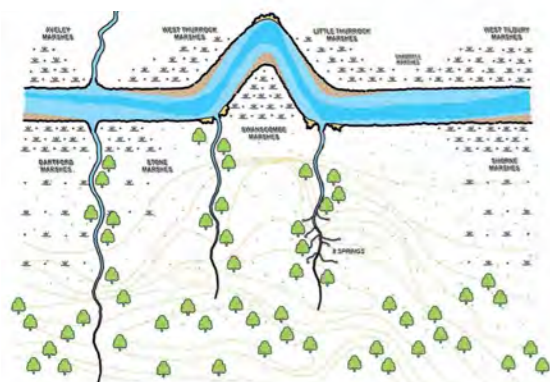
Integrating existing communities with new individual characters preserved but linked by landscape...



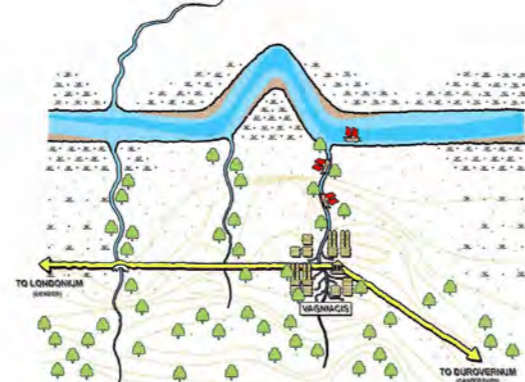
The evolution of Swanscombe and the Peninsula...



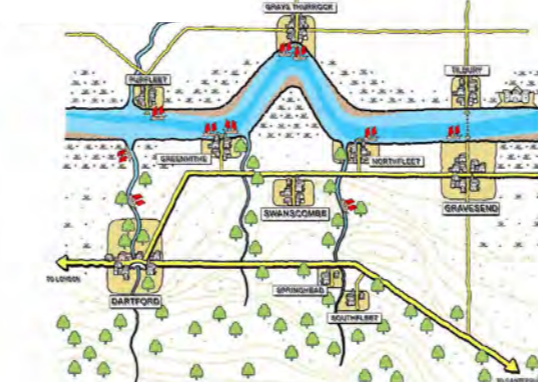
01. LANDSCAPE PATTERNS



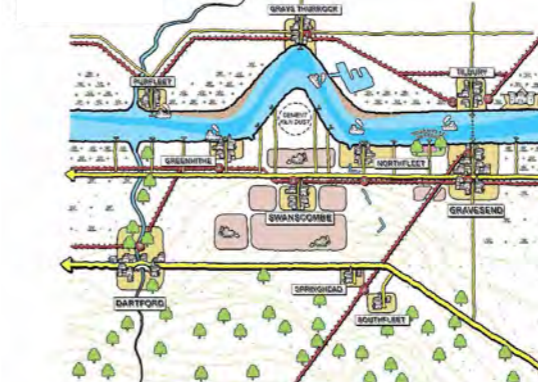
02. ROMAN ERA



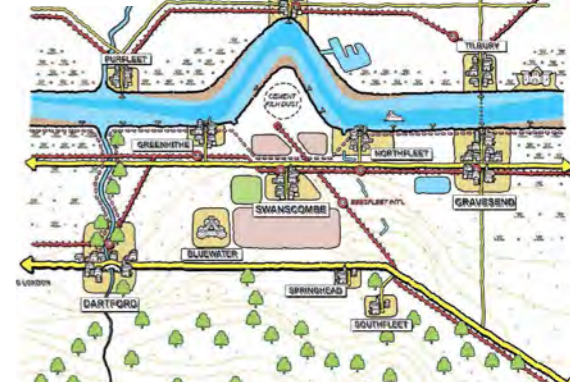
03. PRE-INDUSTRIAL ERA



04. INDUSTRIAL ERA



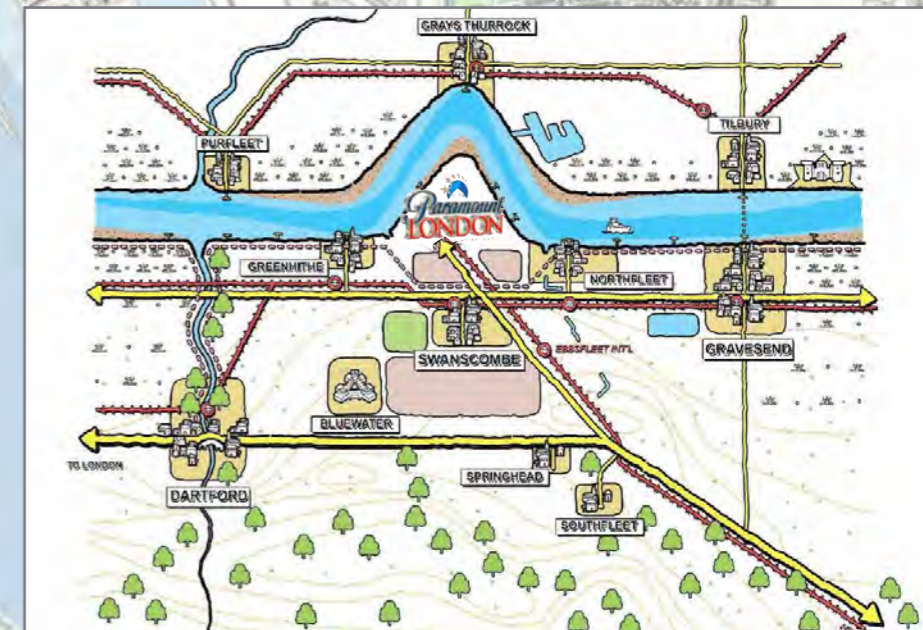
05. POST-INDUSTRIAL ERA



The Masterplan



The dedicated resort road



A dedicated resort road



Junction Improvement Works

FARRELLS

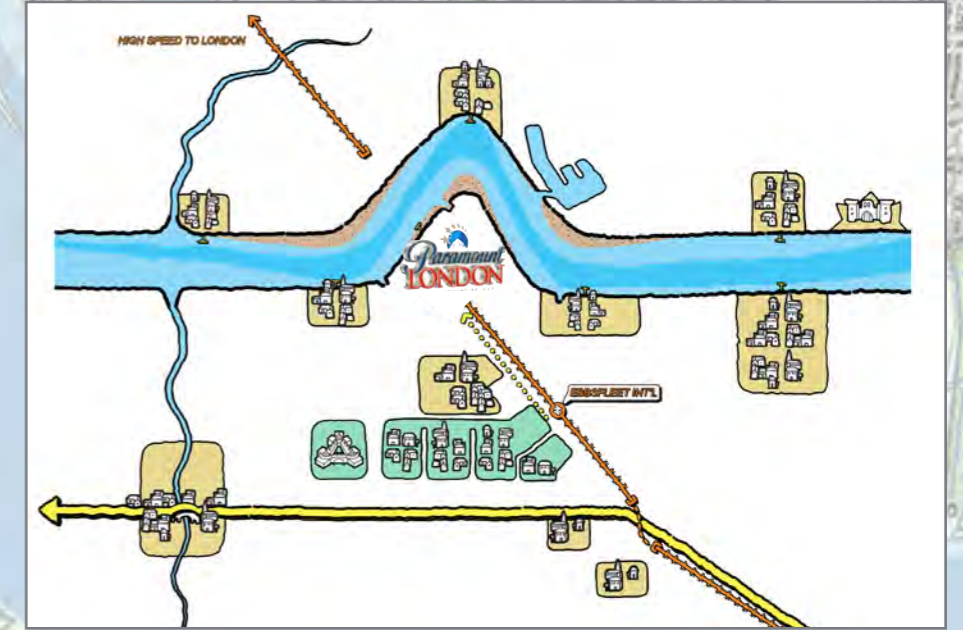
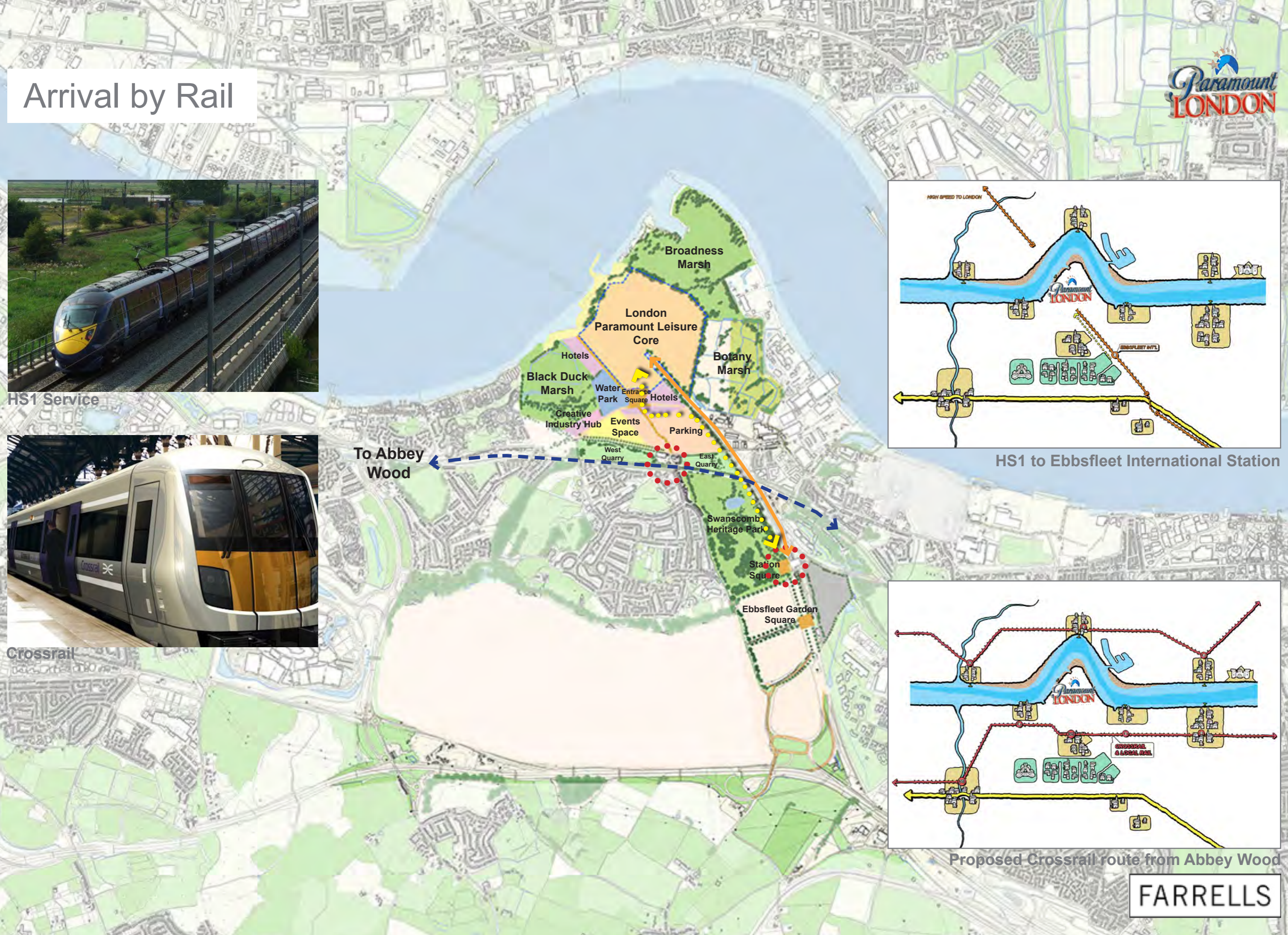
Arrival by Rail



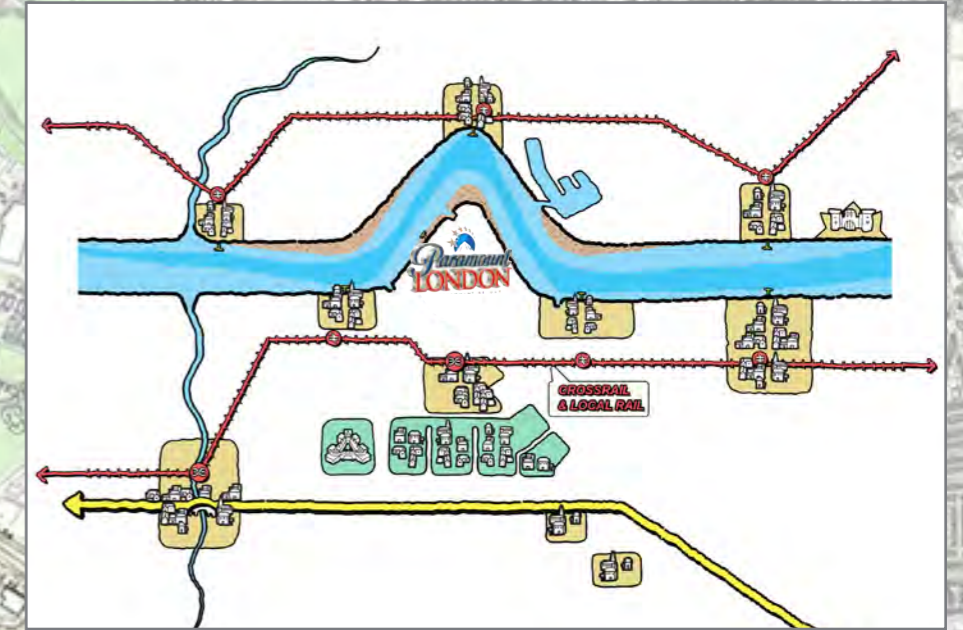
HS1 Service



Crossrail



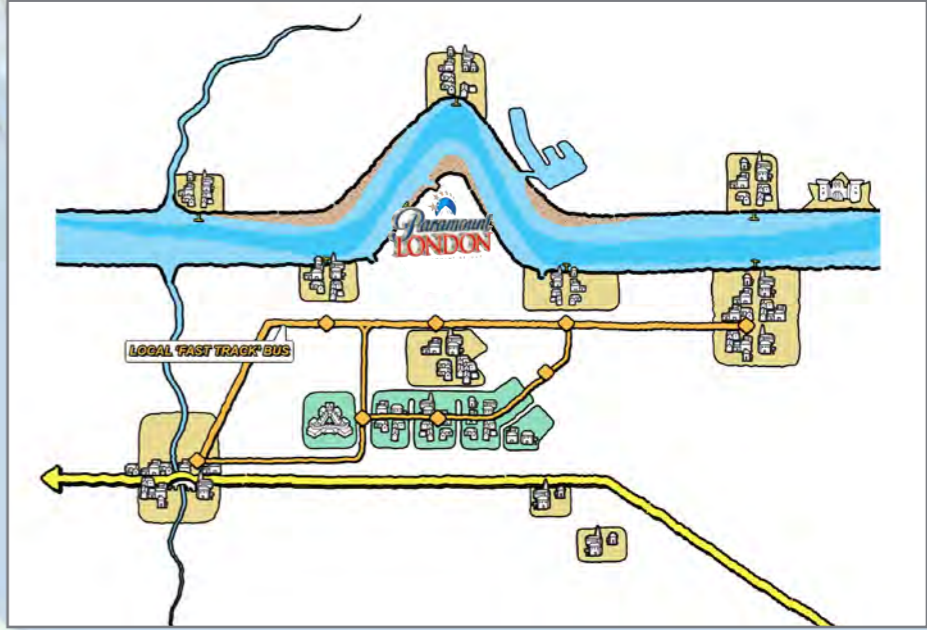
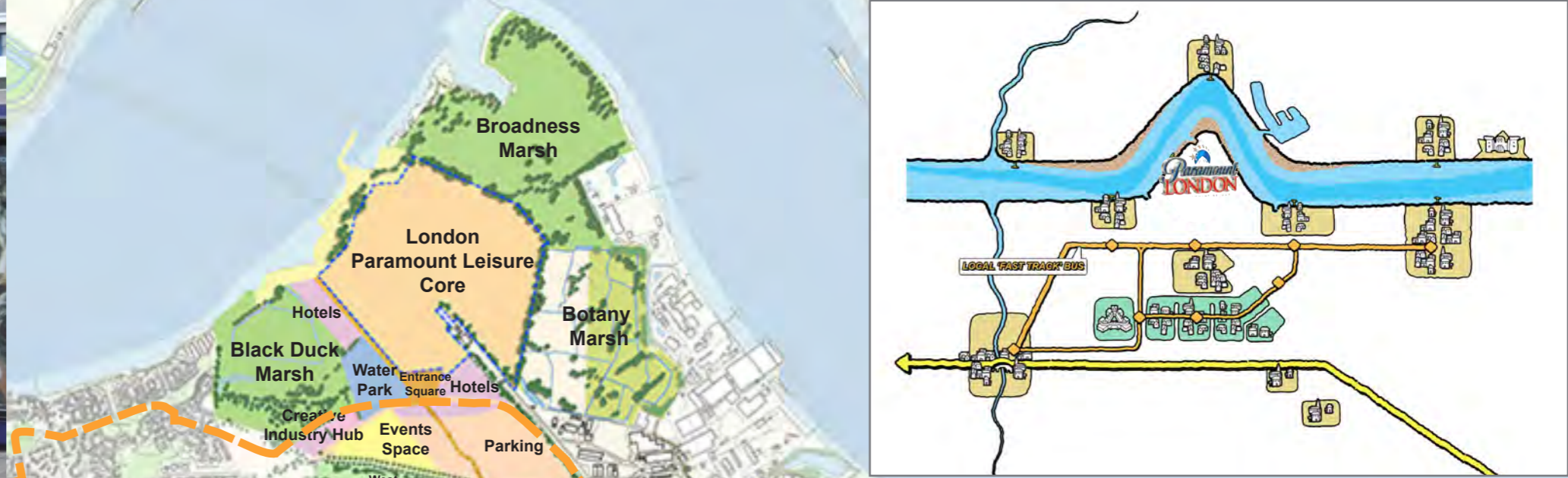
HS1 to Ebbsfleet International Station



Proposed Crossrail route from Abbey Wood

FARRELLS

Arrival by Fastrack



Fastrack route C joins existing routes A & B

Arrival by River

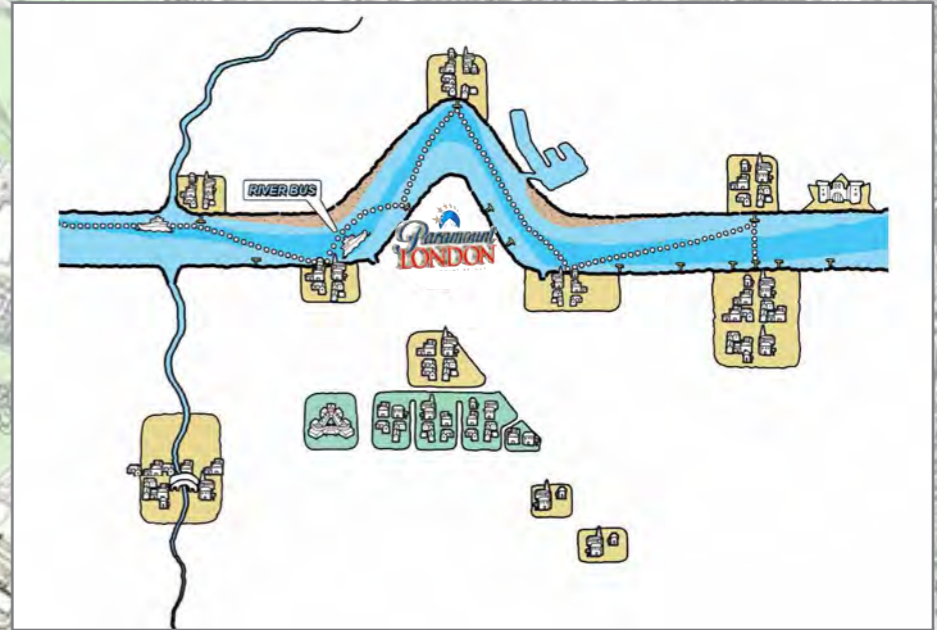


To London

To Northfleet and Gravesend



Thames Clipper Service



This allows for river connections north-south

FARRELLS

The Public Realm



Public access to the waters edge again.



LONDON PARAMOUNT
KEY INFRASTRUCTURE STRATEGIES

B U R O H A P P O L D

E N G I N E E R I N G

11th March 2015

The presentation sets out thinking
behind key elements of infrastructure
required for London Paramount.

MANAGING WATER AS A RESOURCE

CONSTRUCTION AND OPERATIONAL WASTE MANAGEMENT

FLOOD RISK AND THE WATER ENVIRONMENT

Areas covered by the Water Team

- Flood Risk;
- Surface Water Drainage;
- Water Resources and waste water;
- Groundwater;
- Water Quality; and
- Navigation



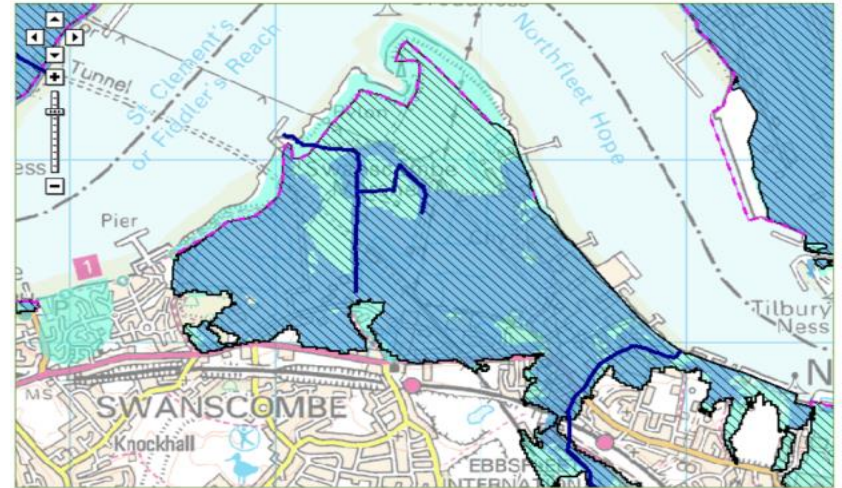
FLOOD RISK MANAGEMENT

Flood Threat

- High risk of flooding (which does not take in to account flood defences)
- Existing site defended up to the 1:1000 year event
- Tidal storm surge in the River Thames

Proposal

- Raise defences by 1 metre to allow for climate change over the 60 year project life

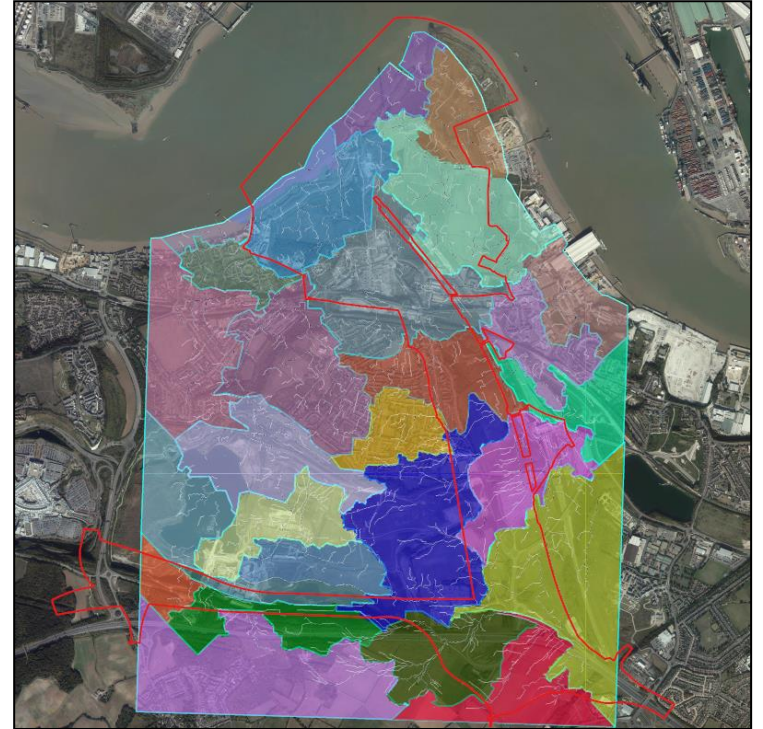


SURFACE WATER DRAINAGE

- Agreement with the EA to discharge directly to source (River Thames) with no flow limit
- Storage will be required for the tide locked condition
- Design aim to maintain status quo where water currently drains in to the wetland areas

Opportunity

- Ecology - maintains or improves wetland habitats



NAVIGATION AND SHIPPING

Current Situation

- Existing jetty on west of peninsula is in poor condition
- PLA require microwave/radar links & sight lines to be maintained and not obscured by development massing

Opportunity

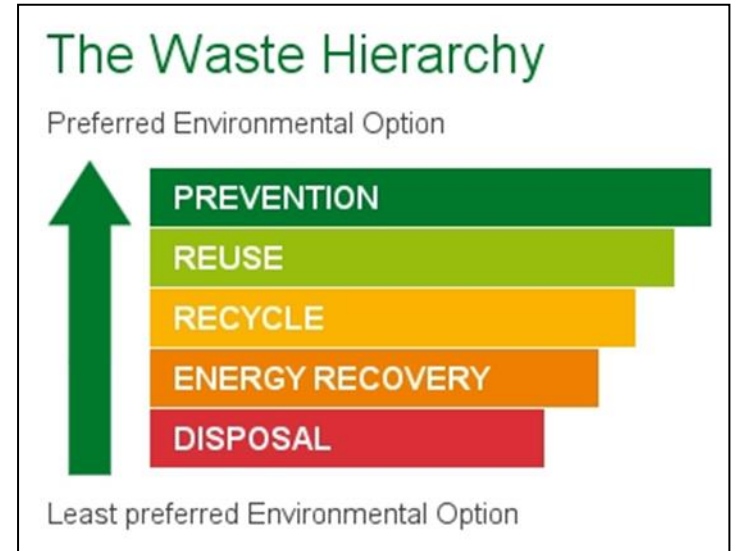
- Refurbish jetty and the marina
- Use river for construction/waste transport to and from site reducing road traffic and carbon emissions
- Extend Thames Clipper service to the site



WASTE MANAGEMENT

Areas covered by the waste team:

- Waste policy and practice
- Goods and waste logistics
- Design input
- Wider environmental impacts
- Waste facilities – capacity and capability
- Construction / Operational waste management



WASTE STRATEGY

- Storage, collection, processing and treatment, and disposal
- Early design input is crucial to identify appropriate and adequate space
- Facilitate hygienic, efficient, safe and discreet waste collection
- Collection and storage does not compromise visitor experience



CONSTRUCTION AND OPERATIONAL WASTE MANAGEMENT

- Opportunities in Construction
 - Use River Thames
 - 'design out waste'
 - Modular construction – can dismantle and re-use
 - Future-proofing and adopt circular economy principles
 - Work with Ground Engineering team to maximise re-use of soil and building materials
- Opportunities in Operation
 - Waste reduction initiatives can be adopted
 - Develop waste strategy in tandem with goods strategy
 - Waste facility on site servicing both the inner and outer cores
 - Minimise waste vehicle movement and use the River Thames



B U R O H A P P O L D

E N G I N E E R I N G

www.burohappold.com

Questions for consideration



- How can we enable visitors to enjoy the Resort through good design?
- What measures can be put in place to minimise the impact of the Resort on the local community?
- How can the Resort be designed with sustainability in mind including drainage, waste, and flood prevention infrastructure, water resources, and utilities?

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

**Appendix 3.7
Environment & ecology presentation**

London Paramount Entertainment Resort

Workshops : Environment & Ecology
February / March 2015



Workshop agenda



- Presentations
- Breakout workshop sessions
- Feedback and outcomes for the masterplan
- Workshop close



The London Paramount workshop team



- **London Paramount** Bringing forward the London Paramount plans
- **CBA** Landscape, visual effects and ecology
- **Savills** EIA coordinator
- **PPS** Managing the consultation process



Key Project Milestones



Summer 2014
Engagement on
consultation methods

WE ARE HERE
Spring 2015
Themed workshops

**Spring 2015
- Autumn 2016**
Detailed design and
contractor appointment

**Winter 2016
- Spring 2020**
Construction

Easter 2020
Grand Opening

Autumn 2014
Public consultation
on proposals

**Spring -
Summer 2015**
Public consultation
events prior to submission

Winter 2016
Decision by the
Secretary of State

**Autumn 2019
- Spring 2020**
Fit-out and installation

Stage One & Stage Two



65

hours of
public events

4,330

people attended
public events

1,919

feedback forms
received

1,953

Likes on
Facebook

943

Followers
on Twitter

105,865

invitation letters
and emails issued

Previous stages of consultation



- Feedback we have received:
 - **82%** of respondents indicating that they approve of the draft masterplan for the Resort
 - **63%** of respondents approving of the emerging transport proposals
 - **75%** of respondents stated that they approve of the plans to protect the local ecology and environment
- The results also showed that the top five attractions respondents are most interested in visiting are:
 - the **world class theme park** (61%)
 - **restaurants** and **bars** (51%)
 - **cinema** and **comedy** venue (45%)
 - **theatre** (44%)
 - **water park** (41%)

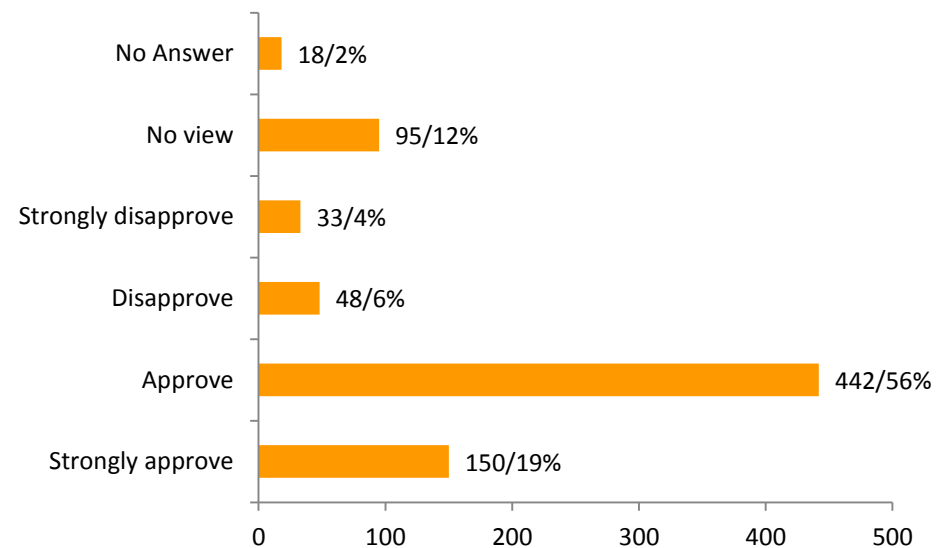
Autumn 2014 consultation feedback



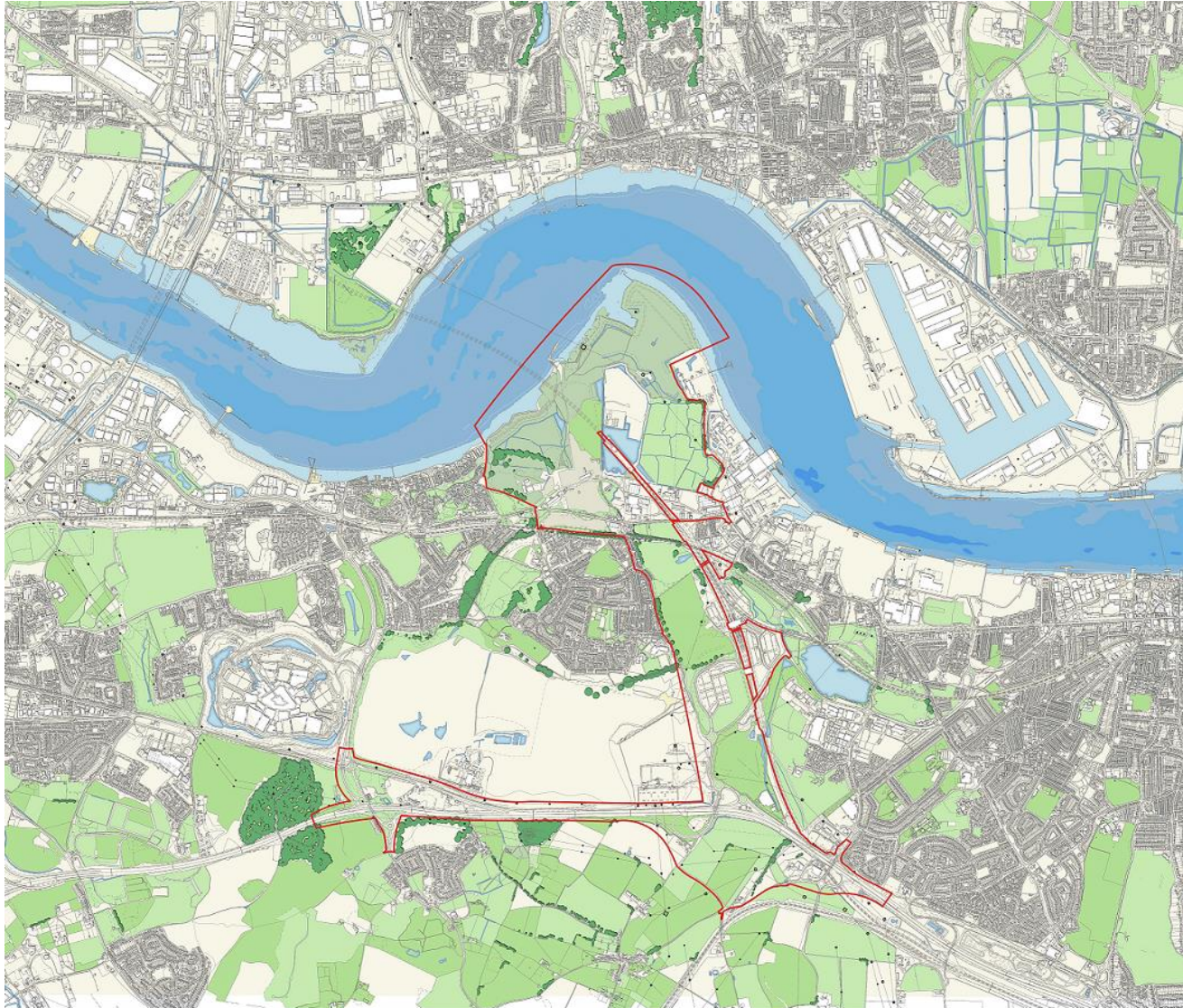
Headline results

- 75% of respondents indicated they approve of the current balance that is being struck between the Resort and the local ecology and environment
- Some expressed concern over the noise that will be created during the Resort's construction and operation
- Other comments included the importance of retaining significant portions of marshland, and minimising the effects of the development on the local environment

Q. Respecting the local ecology and environment is extremely important both to the London Paramount team and local people. Do you feel that our plans have struck the right balance?



Defining the development boundary



Benefits and opportunities



Emerging illustrative masterplan



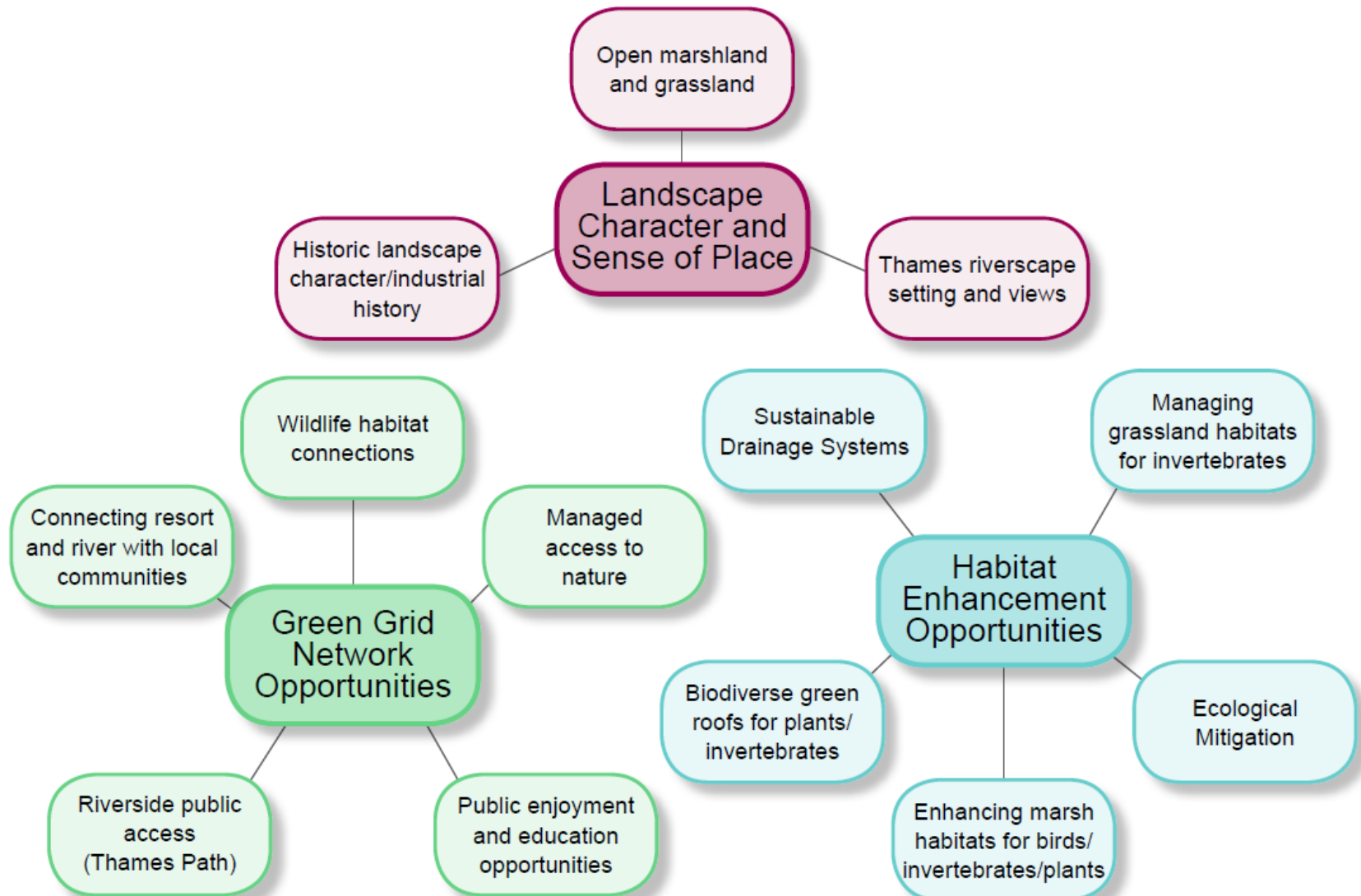
The Swanscombe Peninsula Landscape



Ebbsfleet Valley



Key considerations



Questions for consideration



- What is the impact on the local landscape and wider setting of the site?
- How should we incorporate non-vehicular routes to connect the Resort and the river with the wider community?
- How can we enhance and protect any ecology / wildlife / flora and fauna on the site and what habitat enhancement proposals should we consider?

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 3.8

Tourism, business & wider regeneration presentation

London Paramount Entertainment Resort

Workshops: Tourism, Business & Wider Regeneration

March 2015



Workshop agenda



- Presentations
- Breakout workshop sessions
- Feedback and outcomes for the masterplan
- Workshop close



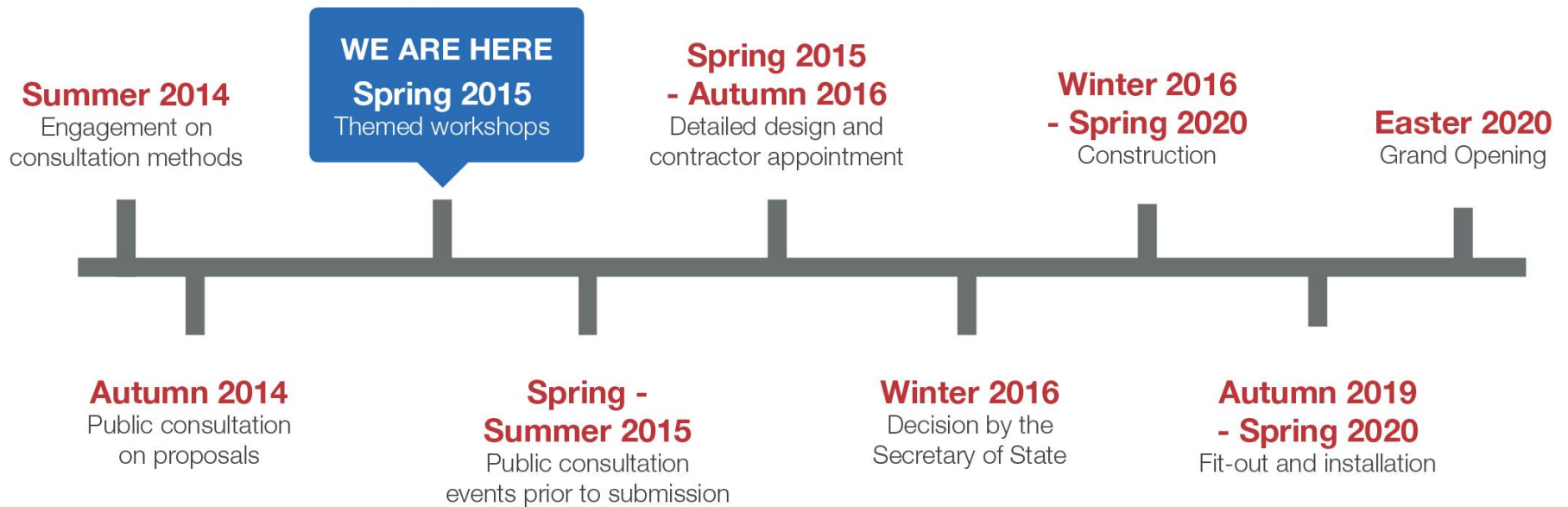
The London Paramount workshop team



- **London Paramount** Bringing forward the London Paramount plans
- **Volterra** Socio-economic consultants
- **PPS** Managing the consultation process



Key Project Milestones



Stage One & Stage Two



65

hours of
public events

4,330

people attended
public events

1,919

feedback forms
received

1,953

Likes on
Facebook

943

Followers
on Twitter

105,865

invitation letters
and emails issued

Previous stages of consultation



- Feedback we have received:
 - **82%** of respondents indicating that they approve of the draft masterplan for the Resort
 - **63%** of respondents approving of the emerging transport proposals
 - **75%** of respondents stated that they approve of the plans to protect the local ecology and environment
- The results also showed that the top five attractions respondents are most interested in visiting are:
 - the **world class theme park** (61%)
 - **restaurants** and **bars** (51%)
 - **cinema** and **comedy** venue (45%)
 - **theatre** (44%)
 - **water park** (41%)

Headline results

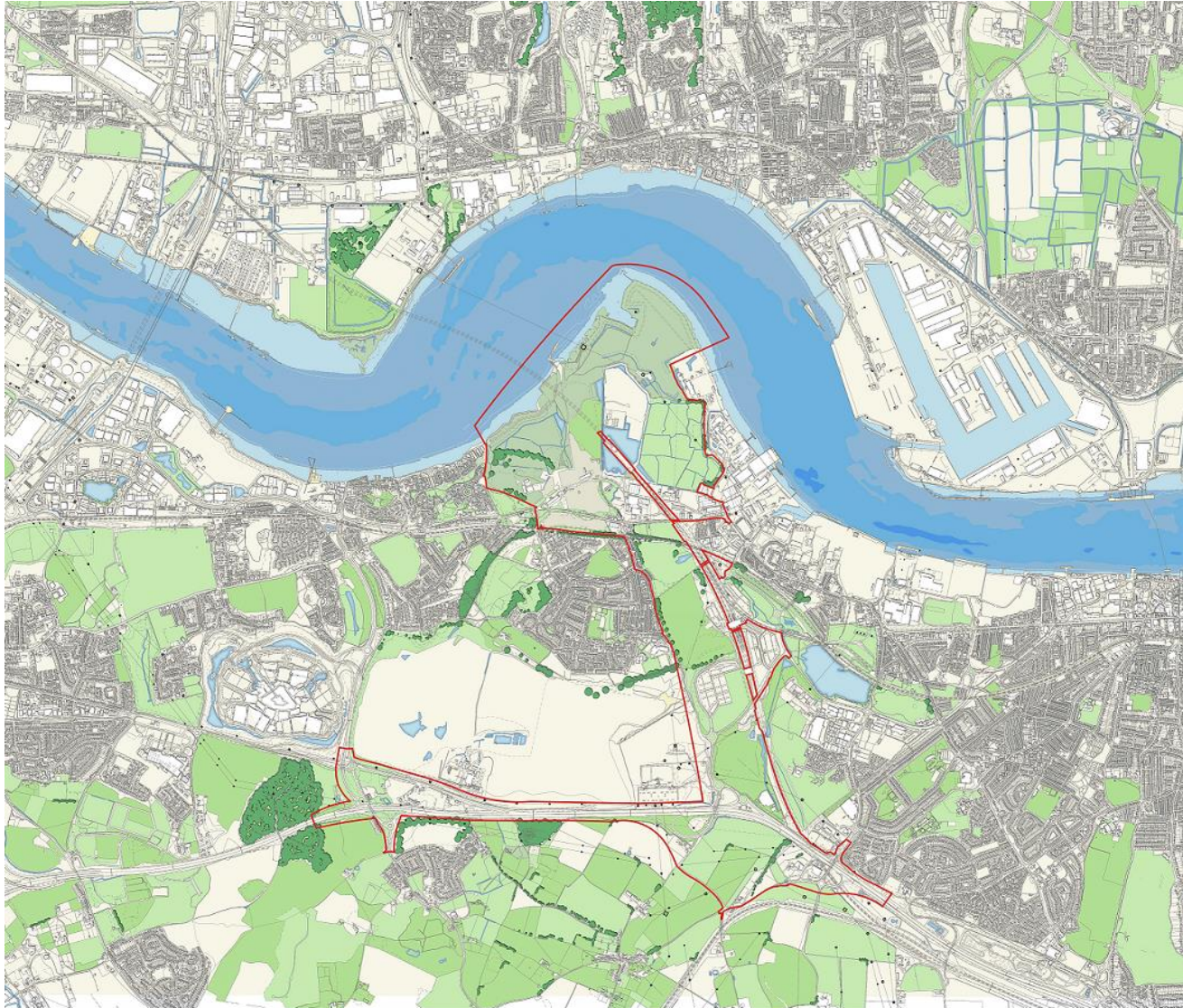
- Tourism, regeneration and a boost to the local economy all feature highly on key benefits for respondents.
- People welcomed the idea of tourists visiting North Kent and generating revenue for existing businesses.
- It was important to a number of respondents that the Resort would create benefits for local residents and other attractions within the area.

Q. We have plans in place to ensure the economic benefits from the Entertainment Resort are felt across Kent and the South East. How do you think the entertainment resort will benefit the local area?

Most frequently raised topics

- 1. Will create employment opportunities**
- 2. Will draw tourism to the area**
- 3. Development will boost local economy**
- 4. Regeneration of the area**

Defining the development boundary



Benefits and opportunities



Emerging illustrative masterplan



- DCO Boundary (Development Consent Order Limit)
- London Paramount Leisure Core
- Resort Corridor
- People Mover
- Local Roads
- Pedestrian Routes
- Public Gateway
- London Paramount Leisure Core
- Riverside Promenade
- Hotels with Parking
- Waterpark Resort
- Events Space with Parking
- Creative Industry Hub with Parking
- Visitor Parking Structures
- Future Development
- Ebbsfleet Station Parking
- Marsh/Parklands

Tourism



- Unique visitor attraction – unlike any other resort in the UK / worldwide
- Wide appeal: children, young adults and older people
- 15 million visitors – 50,000 on a typical day
- 5,000 hotel rooms on site
- Around 25% of overnight guests are estimated to stay at the resort



Resort attractions



The Resort will have over 50 exciting rides and attractions themed around the film and television of programmes of Paramount Studio and UK producers.

Including:

- 12 major ride
- Adrenaline rides
- Family rides
- Water park
- Theatres
- Cinemas
- Retail
- Restaurants
- Event space for conferences and trade shows, with the potential to host sporting events.



Creative hub



- Creative hub – designed to accommodate and attract resort suppliers and creative businesses
- Comparison Pinewood Studios – 250 businesses co-locate in their 'Media Hub' who provide: laundry services, fitness, photography, music, couriers, equipment hire, special effects, production companies, merchandising, props etc.



Local business impacts



- London Paramount will provide supply chain opportunities for a wide range of local, regional and national businesses:
 - Waste management
 - Tech industries
 - Cleaning
 - Laundry
 - Security
 - Car hire
 - Florists
 - Taxis
 - Food and Beverage
 - Maintenance support
 - And much more...



Wider regeneration



- Complementing delivery of Garden City
- People employed – spend earnings locally
- Attracting people to visit Kent
 - E.g. Leeds Castle
 - Turner Contemporary in Margate
 - Chatham Dockyard
 - Canterbury Cathedral
 - Bluewater etc.
- Putting Swanscombe/Ebbsfleet on the map and reviving Swanscombe High Street



Questions for consideration



- How can London Paramount ensure that it complements the tourism offer of the local area?
- What are the implications for local businesses? How can London Paramount maximise the benefits to local businesses?
- How can London Paramount ensure that the benefits of tourism are felt across Kent?
- The government has announced significant investment into development in Kent (Ebbsfleet Garden City etc.), how can London Paramount ensure that it is complementing other regeneration schemes in Kent?

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 3.9

Your feedback from stage three report

London Paramount Entertainment Resort

Public Consultation Your Feedback from Stage Three

London Resort Company Holdings

April 2015



**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 3.9

Your feedback from stage three report

London Paramount Entertainment Resort: Your Feedback from Stage Three

April 2015

London Paramount Entertainment Resort

Public Consultation: Your Feedback from Stage Three

London Resort Company Holdings

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Methodology.....	7
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Environment and ecology	15
Masterplanning and infrastructure.....	18
Tourism, business and wider regeneration.....	21
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One ♦ Introduction

London Paramount Entertainment Resort is the first “Business or Commercial Project” in England and Wales to be considered as a Nationally Significant Infrastructure Project (NSIP). Under the NSIP planning regime there is a process of formal pre-application prior to submission of a planning application (referred to as a draft Development Consent Order (DCO)). London Paramount is committed to undertaking a robust and thorough pre-application public consultation and is engaging in a year-long iterative process of public consultation involving both non-statutory and statutory stages.

The first non-statutory stage of public consultation took place in July 2014 and was an opportunity to find out how best to engage and consult with local residents, businesses and interested parties up until submission. The second non-statutory stage of public consultation took the form of 12 events in November 2014. This series of events was a first chance to view the draft masterplan, emerging transport proposals and the approach taken in relation to the ecology and environment of the Swanscombe Peninsula as well as for attendees to share their views. The feedback obtained from Stage One and Stage Two of non-statutory public consultation has been analysed and reports on the results (“Your Feedback from Stage One” and “Your Feedback from Stage Two”) are available on the London Paramount website (www.londonparamount.info).

The feedback received from the Stage One and Stage Two public consultation events directly informed the six topics for discussions during the 22 workshops which constituted the centrepiece of the third stage of public consultation. In total, 44 hours of workshops took place between Tuesday 24th February 2015 and Friday 20th March 2015 in a number of locations across the boroughs of Dartford and Gravesham at days and times that reflected feedback given at previous stages of consultation.



The workshops were an opportunity to progress issues identified at early stages of consultation with the project’s specialist consultants. The six topics identified were:

- Traffic and Transport
- Jobs, Careers, Education and Training
- Masterplanning and Infrastructure
- Environment and Ecology
- Tourism, Business and Wider regeneration
- Cultural Heritage

Two ♦ Workshop attendees

Invitations to participate in the workshop sessions were issued to all those that had given their time to attend the previous stages of public consultation and left their contact details, as well as those individuals who had registered for updates on the London Paramount website (www.londonparamount.info). A wide range of local and regional stakeholders were invited to participate in the sessions, however this included both those who did and those who did not attend previous stages of public consultation in July and November 2014. In total 4,728 postal invites and 4,103 email invites to the workshops were sent out. A number of those that received a postal invite also received an email.

To make registration as easy and accessible as possible a number of options were provided, including:

- Updating the London Paramount website with a registration page. This provided an explanation of the rationale behind the workshops, information about each of the six topics to be covered and the opportunity to register for any or all of the sessions.
- A dedicated workshop email address was set up for people to email their selections to (workshops@londonparamount.info)
- The London Paramount community line (0800 008 6765)
- Selections could be posted to the projects freepost address (Freepost ref: RTRB-LUUI-AGBY, London Paramount c/o PPS Group, Sky Light City Tower, 50 Basinghall Street, London, EC2V 5DE).

In total 782 people registered to attend the workshop sessions; however, as a majority registered to attend more than one session there were 1,731 registrations overall. Since the workshop email address was launched 1,281 emails have been received.

In all, the workshops had 617 attendees, including some who attended multiple sessions. The attendees included:

- Members and officers of Dartford Borough Council, Gravesham Borough Council and Kent County Council, as well as representatives from neighbouring local authorities including Medway Council, Tonbridge and Malling Borough Council, Sevenoaks District Council, Thurrock Council, Maidstone Borough Council, London Borough of Bromley, London Borough of Bexley, Ashford Borough Council and Swale Borough Council.
- Representatives of local residents' association and community groups, including: Bean Residents Association, Northfleet Watch, Southfleet Parish Residents Association and Big Local Northfleet
- Representatives of local parish and town councils, including: Swanscombe and Greenhithe Town Council, Bean Parish Council, Southfleet Parish Council, Ash-cum-Ridley Parish Council, Stone Parish Council, Eynsford Parish Council, Hartley Parish Council, Farningham Parish Council and Meopham Parish Council.
- Representatives of local and regional organisations with an interest in environment and sustainability issues, including: Campaign to Protect Rural England, the Environment Agency and Kent Downs AONB.

London Paramount Entertainment Resort: Your Feedback from Stage Three

- Representatives of local and regional education providers, including: Medway Adult Education, Northfleet Technology College, Gravesend Grammar School, Rose Burford School, St George's C of E School, Havering College, North West Kent College, The Ebbsfleet Academy, Northfleet School for Girls, East Kent College, Swale Skills Centre, Job Centre Plus, University of Kent, Anglia Ruskin University and University of Glasgow.
- Representatives of national organisations with an interest in transport issues, including: the Port of London Authority, the Highways Agency, HS1, Network Rail, Arriva and Sustrans.
- Representatives of local public services provision, including: Southeast Coast Ambulance Service and Kent Fire and Rescue.
- Representatives of local tourist attractions, including: Leeds Castle.
- Representatives of miscellaneous local and regional organisations, including: North Kent Community Church, Northfleet Harbour Restoration Trust, Broadness Cruising Club, Kent Archaeology, Locate in Kent, Kent Lieutenancy, Thames Gateway Kent Partnership, Kent Invicta Chamber of Commerce, Diocese of Rochester and Thames Estuary Partnership.
- Representatives of miscellaneous national organisations, including: Royal British Lifeboat Institute, The Land Trust, Southern Water, Seacon, Ecotrans Marine Conservation and Ministry for Growth.

Breakdown of attendees by session:

- **Environment and Ecology:** Tuesday 24th February 2015 7pm-9pm – 41 people confirmed their attendance and 28 people attended the session, including the Environment Agency, Port of London Authority, Thames Estuary Partnership, Dartford Borough Council, Gravesham Borough Council, Kent County Council, the Environment Agency, Port of London Authority, Thames Estuary Partnership and Northfleet Watch.
- **Environment and Ecology:** Friday 13th March 2015 7pm-9pm – 51 people confirmed their attendance and 26 people attended the session, including Campaign to Protect Rural England, Swanscombe and Greenhithe Town Council, Gravesham Borough Council and Dartford Borough Council.
- **Traffic and Transport:** Thursday 26th February 2015 7pm-9pm – 44 people confirmed their attendance and 32 people attended the session, including Swanscombe and Greenhithe Town Council, Bean Residents Association and Southfleet Parish Council.
- **Traffic and Transport:** Saturday 28th February 2015 10am-12pm – 43 people confirmed their attendance and 31 people attended the session, including Dartford Borough Council, Gravesham Borough Council, Sevenoaks District Council and London Borough of Bexley Council.
- **Traffic and Transport:** Thursday 5th March 2015 2pm-4pm – 53 people confirmed their attendance and 35 people attended, including Dartford Borough Council, Gravesham Borough Council, London Borough of Bexley Council, Kent County Council, Sustrans, South East Coast Ambulance Service, Southfleet Parish Council and Northfleet Harbour Restoration Trust.

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- **Traffic and Transport:** Tuesday 10th March 2015 7pm-9pm – 50 people confirmed their attendance and 24 people attended, including Stone Parish Council, Eynsford Parish Council and CTC (local cycling campaign group).
- **Traffic and Transport:** Saturday 14th March 2015 10am-12pm – 50 people confirmed their attendance and 22 people attended, including Dartford Borough Council and Swanscombe and Greenhithe Town Council.
- **Traffic and Transport:** Thursday 19th March 2015 7pm-9pm – 45 people confirmed their attendance and 34 people attended, including HS1, Network Rail, Port of London Authority, Kent County Council, Gravesham Borough Council and Meopham Parish Council.
- **Masterplanning and Infrastructure:** Friday 27th February 7pm-9pm – 42 people confirmed their attendance and 25 people attended, including Dartford Borough Council and Gravesham Borough Council.
- **Masterplanning and Infrastructure:** Wednesday 11th March 7pm-9pm – 49 people confirmed their attendance and 20 people attended, including Dartford Borough Council, Tonbridge and Malling Borough Council, Southern Water and Southfleet Residents Association.
- **Masterplanning and Infrastructure:** Friday 13th March 10am-12pm – 48 people confirmed their attendance and 33 people attended, including Dartford Borough Council, Gravesham Borough Council, Swanscombe and Greenhithe Town Council, Kent Fire and Rescue and Thames Estuary Partnership.
- **Masterplanning and Infrastructure:** Friday 13th March 2pm-4pm – 45 people confirmed their attendance and 36 people attended, including Dartford Borough Council, Gravesham Borough Council, Thurrock Council and North West Kent College.
- **Jobs, Careers, Education and Training:** Tuesday 3rd March 7pm-9pm – 45 people confirmed their attendance and 31 people attended, including Dartford Borough Council, Gravesham Borough Council, London Borough of Bexley Council, North West Kent College, Dartford Grammar School and University of Kent.
- **Jobs, Careers, Education and Training:** Saturday 7th March 10am-12pm – 47 people confirmed their attendance and 28 people attended, including Dartford Borough Council, and Swanscombe and Greenhithe Town Council.
- **Jobs, Careers, Education and Training:** Tuesday 10th March 10am-12pm – 49 people confirmed their attendance and 36 people attended, including Dartford Borough Council, Gravesham Borough Council, London Borough of Bexley Council, Ashford Borough Council, Sevenoaks District Council Anglia Ruskin University, Kent Invicta Chamber of Commerce and Northfleet Technology College.
- **Jobs, careers, education and training:** Tuesday 10th March 2pm-4pm – 44 people confirmed their attendance and 31 people attended, including Dartford Borough Council, Gravesham Borough Council, Medway Council, Ash-cum-Ridley Parish Council, Swales Skills Centre, Job Centre Plus, The Ebbsfleet Academy, Medway Adult Education, Northfleet School for Girls and East Kent College.

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- **Jobs, careers, education and training:** Friday 20th March 7pm-9pm – 53 people confirmed their attendance and 30 people attended, including Gravesham Borough Council and Havering College.
- **Tourism, business and wider regeneration:** Thursday 5th March 7pm-9pm – 47 people confirmed their attendance and 21 people attended, including Gravesham Borough Council, Locate in Kent, Leeds Castle and the Ministry for Growth.
- **Tourism, business and wider regeneration:** Thursday 19th March 10am-12pm – 51 people confirmed their attendance and 24 people attended, including Dartford Borough Council, Gravesham Borough Council, Swale Borough Council, London Borough of Bromley Council, London Borough of Bexley Council, Medway Council, HS1, Locate in Kent, Kent Downs AONB, University of Kent, Anglia Ruskin University and Eynsford Parish Council.
- **Tourism, business and wider regeneration:** Thursday 19th March 1pm-3pm – 45 people confirmed their attendance and 28 people attended, including Gravesham Borough Council, Medway Council, Maidstone Borough Council, Network Rail, Northfleet Harbour Restoration Trust, Arriva, North West Kent College, Kent Invicta Chamber of Commerce and Northfleet Watch.
- **Cultural heritage:** Tuesday 17th March 3pm-5pm – 41 people confirmed their attendance and 26 people attended, including Dartford Borough Council, Gravesham Borough Council, Kent County Council, Thurrock Council, Broadness Cruising Club, Northfleet Watch, Southfleet Parish Council, Southfleet Parish Residents Association, Northfleet Harbour Restoration Trust and Big Local Northfleet.
- **Cultural heritage:** Tuesday 17th March 7pm-9pm – 49 people confirmed their attendance and 16 people attended, including Southfleet Parish Residents Association and Swanscombe and Greenhithe Town Council.

Three ◆ Format of the workshops

Each of the 22 workshop sessions followed a similar format:

- A presentation introducing the project and summarising the consultation held to date with a focus on feedback provided at the second non-statutory stage of public consultation held in November 2014. The presentation also explained how the workshops fitted in as the third stage of the longer and ongoing consultation process up until submission.
- A presentation of the workshop topic under discussion that day by the relevant consultant team outlining the analysis and studies undertaken to date.
- Questions for consideration were then posed to the group with opportunities for attendees to suggest additional topics and questions for deliberation.
- Breakout sessions in smaller groups then took place, with at least one member of the project team supporting discussions in each group and providing technical input.
- In the final part of the workshops one representative from each group presented to inform all attendees about the content of their group's discussion.

A copy of all of the presentations was made available for attendees and interested parties to download from the London Paramount website (<http://londonparamount.info/have-your-say/stage-three-consultation/>) shortly after the workshops finished.



Image from workshop at St. Botolph's Church Hall on Friday 13th March 2015

Four ♦ Methodology

The workshops enabled open discussion of key themes of interest in much more detail than was possible at earlier stages of public consultation. The qualitative nature of the workshop sessions generated a substantial amount of comments that were captured on A1 sheets of paper by workshop attendees during their breakout sessions. A volunteer from each group would then report back their findings to the rest of the attendees before the close of the session.

This report is a compilation of all the information received during the workshops and contains images of the information recorded during the breakout sessions. As mentioned 44 hours of workshops took place, with approximately half of that time spent within group discussion generating a large amount of material. This report provides an accurate overview of the feedback received and all of the key information obtained is set out in the pages that follow.

The report considers the six different workshop topics individually, addressing the key themes that arose across all the sessions within each individual topic and aiming to provide a clear and concise representation of what was discussed.



Image from workshop at St. Botolph's Church Hall on Friday 13th March 2015

Five ♦ Traffic and transport

Six sessions:

Date and time	Venue	Attendees
Thursday 26 th February 7pm-9pm	Heritage Community Hall, Craylands Lane, Swanscombe, DA10 0LP	32
Saturday 28 th February 10am-12pm	Northfleet School for Girls, Hall Road, Gravesend, DA11 8AQ	31
Thursday 5 th March 2pm-4pm	St Botolphs Church Hall, The Hill, Northfleet, DA11 9EU	35
Tuesday 10 th March 7pm-9pm	Princes Park Stadium, Darenth Road, Dartford, DA1 1RT	24
Saturday 14 th March 10am-12pm	British Legion Greenhithe, London Road, Greenhithe, DA9 9EJ	22
Thursday 19 th March 7pm-9pm	Gravesham Council Chambers, Civic Centre, 132 Windmill Street, Gravesend, DA12 1AU	34

Traffic and transport workshops overview

The traffic and transport workshops aimed to understand further people's concerns associated with vehicular access to the Resort and the effect on the existing road network, as well as enabling discussions on sustainable transport and connectivity.

The sessions began with the introductory presentations given at all of the workshop sessions, outlined previously. This was followed by a presentation given by WSP, the project's transport consultants. WSP's presentation set the scene for the workshop outlining key thinking behind access to the Resort, supporting studies and traffic modelling scenarios. A number of plans accompanied the presentation to aid attendees in visualising the transport proposals. To help get discussions underway the following questions for consideration were posed:

- What is the impact on local roads and the A2? What measures can be put in place to minimise traffic and how can we encourage more people to use sustainable methods of travel?
- How can we best connect the site to the surrounding area?
- How can we harness the potential of the River Thames?

At this stage in the proceedings there was an opportunity for attendees to put forward topic ideas and pose questions that they would like to discuss during the course of the breakout sessions. Following this attendees were divided into groups depending on the topic(s) they wished to focus on, usually three or four groups were formed dependent on the size of the session. During the breakout sessions a member of the project team was sat at each table and attendees were encouraged to note down discussion points and ideas on the A1 pieces of paper creating a record of what each table discussed.

Across the six workshop sessions similar themes emerged that can be broadly categorised under four headings: parking, connectivity, sustainable transport and the road network. In order to provide a full understanding of the comments made and issues raised this report will focus on each off the aforementioned headings and highlight all comments related to the topic.

Parking

A recurring theme within discussions over parking was the possibility of situating car parking facilities across the Thames in Essex enabling people to use ferries or water taxis to access the Resort from north of the river - short handedly referred to as "Park and Glide". A further suggestion that was picked up on more than one occasion was the possibility of using a cable car to transport Resort guests across the river using the Emirates Line in London as an example. Park and Ride facilities generally were also spoken about with recommendations that these could be positioned in areas south of the river but away from the peninsula, particular examples included Ashford International and Rainham Marshes.

The amount of onsite parking at the Resort was raised at the workshop sessions and the points related to this aspect of parking were two-fold. Some individuals stated that the inclusion of 14,000 parking spaces encourages visitors to use their cars to travel to the Resort and thus the number should be reduced to deter this mode of transport use. Others were concerned that underestimating the provision of onsite parking would encourage visitors to park on local roads and walk in to the Resort, with this group of attendees advocating the need for a sufficient amount of parking for visitors and staff.

Following on from this were general comments over how parking on local roads would firstly be avoided and secondly enforced. A number of attendees felt that visitors from the local area would have a better understanding of the road network and would park on the local roads in order to avoid incurring car parking costs and having to use the access road off the A2. The implementation of Controlled Parking Zones was suggested as an effective way to prevent this with subsequent questions over who would enforce this and whether London Paramount would subsidise its introduction and operation. The possibility of visitors parking at Bluewater and using Fast Track services to travel to the Resort was also a comment with attendees citing the example of people with appointments at Darent Valley Hospital using Bluewater's facilities.

Tables at two of the workshop sessions stated that parking provision should include the designation of specific disabled parking, with accessible shuttles available within the car parking facilities if spaces are situated a distance from the Resort entrance. A further table suggested that drop-off zones should be designed into the Resort. The cost of parking was spoken about at a few of the sessions with the suggestion that multiple ticketing options should exist with the opportunity to include parking within your ticket choice. A table at one of the workshops stated that parking prices should be set at a sensible rate.

Sustainable transport

Schemes to encourage public transport use featured high on the agenda of all discussions associated with public transport as well as sustainable alternatives to road use. It was suggested that travel plans could be put in place for staff and pricing strategies for visitors to the Resort including specific ticketing options that would reduce the cost of rail travel. During discussions over parking charges it was suggested that sensible charges be put in place to make sure people use the onsite parking, however in the groups focusing on sustainable transport it was recommended that the parking charges should be high to encourage people to use sustainable alternatives.

It was suggested at the final traffic and transport workshop that it would be beneficial to have early conversations with rail carriers to facilitate timetabling to cope with extra demand on the network. Directly linked to additional demand was a concern that the rail and buses currently operating in and around the area are already at full capacity. Attendees mentioned

the possibility of Crossrail being extended from Abbey Wood to Swanscombe with it suggested that London Paramount should encourage this extension.

The close proximity of Swanscombe station to the Resort was spoken about in five of the traffic and transport sessions with suggestions that the station could benefit from being upgraded. With specific mention that the existing arrangements for disabled access were probably inadequate, an attendee at the second traffic and transport workshop session expressed the view that transport hubs across the area lack usability for disabled passengers suggesting that London Paramount could, in partnership with disability organisations, lobby to change this.

One group suggested that more detail needed to be forthcoming on links between Ebbsfleet International and the Resort, with groups in other sessions suggesting that a shuttle bus, monorail or dedicated Fastrack route could run between the two. Discussions around Fastrack included the idea that contactless payment could be introduced to make the service more efficient. It was suggested also that during construction workers could use public transport.

Connectivity

The creation of walk-ways and cycle paths both through the Resort and linking the Resort to existing communities was suggested in a number of the traffic and transport sessions. There was a specific recommendation in one of the earlier traffic and transport workshop sessions that routes should be directed through Swanscombe High Street in order to increase footfall for local shops. The same group also recommended creating links between Swanscombe Heritage Park and the Resort.

The opportunity to reconnect communities with the river was discussed with interest over how the Thames Path route could be improved as it currently detours away from the Thames and onto the local road network between Dartford and Gravesend.

A few groups drew on the concept of “Boris bikes” in London suggesting that hire schemes in strategic places along the route to the Resort could be put in place encouraging sustainable travel and making the journey part of the experience. The suggestion was made that those arriving by foot or bike could receive fast track entrance to the Resort as a benefit of using sustainable travel.

River

There was an agreement across the traffic and transport workshop sessions that the river is an asset the use of which should be maximised and encouraged. Specific means of encouragement included creating incentives for both visitors and staff to access the Resort via the river - with suggestions that a journey on the river could become part of the London Paramount experience. Local residents expressed an interest in the possibility of benefitting from river services on the Thames and additional recreational uses of the River were posed such as RIB experiences and paddle steamers.

As previously mentioned there was an emphasis on using the river to connect the north to the south alleviating pressure on the Dartford crossing and the local road network. In addition to creating connections across the river there were also discussions on the possibility of offering services westward to London and eastward to Tilbury and Gravesend. It was proposed that river services should be inclusive for all visitors to the Resort and should therefore have disabled access. The table discussing this topic at the first traffic and transport workshop session wanted the river to take a higher travel modal share than 2%.

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The idea that construction materials could largely be brought in via the river was mentioned in four out of the six traffic and transport sessions and was a key point related to easing pressure on the local road network during the construction phase of the project. A number of attendees cited other projects with Thames-side access that are currently utilising this method of transportation during construction. It was recommended by one group that London Paramount talk to Thames Tideway Tunnel.

Other points raised in the sessions included London Paramount offering support to the restoration of Northfleet Harbour, rebuilding the existing pier and putting river speed limits in place to mitigate erosion.

Road network

The size of the access road, its free-flow nature and its ability to cope with the proposed number of visitors was a key component of all table discussions on the road network. Attendees to the workshops were concerned that the access road to the Resort would not be free-flow in nature as visitors would naturally slow down to park in the onsite parking and this could cause queues backing onto the A2. Pressure on the existing road network was also raised with particular concern that the A2 was already functioning above its original capacity and whether there would be potential for the A2 to be widened. Attendees mentioned that the amendments to the A2 put forward in the proposals would create a large number of junctions on and off the A2 in close conjunction and could cause confusion for visitors to the area. Related to this point one table discussed that good signage would be important for ensuring drivers were aware of the access road.

Emergency access provision was discussed in a number of groups that focused on the road network. It was suggested that alternatives to the access road would be needed to ensure access in an emergency situation with a dedicated road and an onsite helipad proposed. In terms of access for non-Resort visitors attendees were interested to understand whether waste and service vehicles would have to make use of the access road or if an alternative would be put in place. Staff arrival and departure patterns were noted at two of the workshop sessions with one table voicing concern that the graph was showing a majority of staff coming onto the Resort between 6:00am and 8:00am, a current peak on the A2 for commuting.

Limiting vehicular movement during the construction phase of the Project was important for attendees with particular concern over the pressure construction could put on the local roads and the subsequent disruption it would cause residents. As previously mentioned in the River section it was proposed that the river could alleviate pressure on the local road network by supplying a substantial amount of construction materials. The timing of construction was questioned with attendees interested to know whether the access road would be put in place prior to or during the construction of the Resort, with one table voicing particular concern over the disruption that would be experienced on the existing road network during construction of the access road, gyratory and fly over. At one of the sessions the inclusion of the fly over was spoken about in terms of the impact it could have on the greenbelt land situated south of the A2.

It was stressed on multiple occasions that traffic modelling scenarios should look at issues associated with Bluewater, especially around Christmas, access for the Garden City and the impact that the Lower Thames crossing would have on vehicular movement in the area. There was specific mention from one group that they felt the current proposals were underestimating the amount of traffic arriving to the Resort from the east of the country with another group at a separate workshop stating that there is a general underestimate of drivers travelling to the Resort.

Six ♦ Jobs, careers, education and training

Five sessions:

Date and time	Venue	Attendees
Tuesday 3 rd March 7pm-9pm	Princes Park Stadium, Darenth Road, Dartford, DA1 1RT	31
Saturday 7 th March 10am-12pm	Swanscombe and Greenhithe Town Council & Community Hall, The Grove, Swanscombe, DA10 0GA	28
Tuesday 10 th March 10am-12pm	Gravesham Council Chambers, Civic Centre, 132 Windmill Street, Gravesend, DA12 1AU	36
Tuesday 10 th March 2pm-4pm	Northfleet School for Girls, Hall Road, Gravesend, DA11 8AQ	31
Friday 20 th March 7pm-9pm	St Botolphs Church Hall, The Hill, Northfleet, DA11 9EU	30

The jobs, careers, education and training workshop aimed to gain an understanding of the quantum and types of jobs that will be available at the Resort, what skills will be necessary to fill these roles and how London Paramount could work in partnership with local and regional education providers and employment agencies.

The five jobs, careers, education and training sessions began with the introductory presentation and were followed by a presentation from the project's socio-economic consultants Volterra Partners. Volterra talked about the number of jobs the project is projected to bring both within the Resort and in the surrounding area, what kinds of jobs will be available and how the skills needed could be developed by local education providers. To help get discussions underway the following questions for consideration were posed:

- How can we identify and deliver the skills people need to work at the entertainment resort?
- How can London Paramount engage with local schools and colleges to help ensure young people have the right skills for the jobs?
- How can London Paramount engage with the local community to ensure that job opportunities are available to local people?
- How can London Paramount engage with employment agencies and employers to ensure that job opportunities are available to local people?

After the questions for consideration were outlined attendees were provided with an opportunity to put forward alternative topic ideas and raise questions that they felt were important and should be discussed during the workshop. Following this attendees were divided into groups depending on the topic(s) they would like to discuss, normally three or four groups were formed depending on the size of the session. During the breakout sessions each group had a member of the project team seated at the table to provide technical input and facilitate the discussion. Attendees were encouraged to note down the points raised during the breakout sessions.

Four main categories emerged during the five workshop sessions. These were education, employment, skills and businesses this report will focus on each of the four categories highlighting all the comments noted and feedback provided during the sessions.

Education

Early and continuous engagement with education providers was a focal point of tables discussing education at the workshop sessions. It was emphasised that engagement should be across a broad spectrum of ages from primary school to higher education. Working with local schools and colleges to develop bespoke courses and lobby government for new qualifications and curriculum material was raised in four of the workshop sessions with one group suggesting that London Paramount could offer workshops and training in local schools. There were questions raised over what the definition of 'local' would be when discussing engagement with local education providers with a number of groups recommending that education packages should be open and available to all in North Kent. It was also suggested that a consortium should be created around education delivery developing a link between schools, colleges and employment. A number of groups recommended London Paramount hosting or attending events at colleges and schools as well as having an involvement in national and county career days. The idea of enrichment trips and taster days were put forward by two groups as ways of opening people up to the world of work and the opportunities that London Paramount will bring.

Engagement with young people outside of a schooling environment was a notion put forward by one group with suggestions that learning can take place at youth clubs, sports clubs and local scouting and guiding groups. It was also noted that education should not be limited to school age individuals and should take into account those individuals who would be interested in gaining new qualifications following career breaks. Other points raised included collaborations with universities, engagement with technology and construction colleges and a question of who was approaching who in terms of fostering relationships and partnerships between London Paramount and education providers.

Skills

Each group discussing skills identified the need for a skills audit to be conducted in order to provide an early understanding of what skill gaps there are and what training needs to be developed to fill these. Two of the groups identified customer service and language skills as key to the Resort with a number of attendees stating that applicants should be job ready with basic skills for interviews and employment.

The suggestion was put forward in three of the sessions that London Paramount could have a skills hub that would show a commitment to investing in staff. Following on from this point one of the groups proposed that continued training and development should be in place. There was a suggestion that London Paramount should engage with key relevant stakeholder groups and develop a dedicated skills and employment sub group.

Employment

The discussions in terms of employment were approached from two angles. The first was from an individual basis and the second was from the perspective of job agencies and recruitment.

It was suggested that London Paramount should engage with local residents in order to highlight the different employment opportunities that will be available. Different types of jobs, working hours and fair competitive salaries were discussed with suggestions that flexible and seasonal work should be available, although zero hour contracts should be discouraged. It was suggested that London Paramount could offer traineeships and apprenticeships to provide alternative forms of education and skill development through on the job training.

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Equal opportunities and access were mentioned at two of the sessions with one group suggesting that there should be a programme in place to capture hard to reach groups such as the currently unemployed, ex-offenders and those with mental or physical disabilities. One group recommended that a certain amount of interviews should be guaranteed for local people with another stating that quotes for employing from the local area should be in place.

Guidance for job centres and agencies in order for them to be equipped and ready for recruitment should be provided by London Paramount was a notion put forward on multiple occasions during the sessions. Recommendations were made that local job agencies that understand the demographic of the local area be used for recruitment whilst another group suggested that London Paramount could set up an independent recruitment agency.

Suggestions were put forward that recruitment should take place on different media platforms in order to advertise to a cross section of demographics. The idea of a dedicated website and centralised platform in which to advertise job vacancies was also mentioned. In terms of offline job advertisement and recruitment it was recommended that London Paramount attend job fairs and trade associations. A further suggestion was the creation of a community forum that funds and supports a network of community chatter schemes that engages with communities at a grass roots level.

Businesses

Suggestions were put forward surrounding the supply chain events with recommendations that these events should take into consideration the size of the company to ensure equal access and that the procurement process should have specific routes for local small and medium sized enterprises. One group suggested that small companies should be able to register online via websites and social media sites.

There was a concern from tables at two of the workshops that London Paramount could have a negative impact on existing businesses through staff displacement. Engagement with local business networks were discussed with suggestions that this should take place with Gravesham Business Network and Kent Invicta Chamber of Commerce.



Images from workshops March 2015

Seven ◆ Environment and ecology

Two sessions:

Date and time	Venue	Attendees
Tuesday 24 th February 7pm-9pm	Northfleet School for Girls, Hall Road, Gravesend, DA11 8AQ	28
Friday 13 th March 7pm-9pm	Ebbsfleet Academy, Southfleet Road, Swanscombe, DA10 0BZ	26

The environment and ecology workshop sessions showcased the latest environmental and landscape studies and demonstrated how wildlife and ecology can be enhanced and protected with the proposals.

Both of the environment and ecology sessions began with a presentation introducing the project and consultation to date. Following this Savills EIA, who are undertaking the Environmental Impact Assessment (EIA) and Preliminary Environment Impact Report (PEIR), and Chris Blandford Associates (CBA) the project's environmental consultants did a short presentation outlining the studies that have been and will be carried out and a discussion on protecting important views and other habitat enhancing aspects of the proposals. To help get discussions underway the following questions for consideration were posed:

- What is the impact on the local landscape and wider setting of the site?
- How should we incorporate non-vehicular routes to connect the Resort and the river with the wider community?
- How can we enhance and protect any ecology/wildlife/flora and fauna on the site and what habitat enhancing proposals should we consider?

In order to understand if there were other areas of environment and ecology that people would like to discuss and felt were not covered in the proposed questions there was an opportunity to put forward alternative topic ideas and raise questions. Following this attendees were divided into groups depending on the topic(s) they would like to discuss, usually three or four groups depending on the size of the session. To facilitate discussion and provide technical input where necessary a member of the project would accompany each group during the breakout sessions. Attendees were encouraged to write down all comments made during their discussions.

The discussions during the two sessions fell into three categories. The three categories were river, sustainability and wildlife and this report will focus on each of the categories in turn to provide a thorough understanding of the discussions had.

River

Some of the suggestions raised in relation to the river had a natural crossover into disciplines discussed within different workshop topics, namely traffic and transport and masterplanning and infrastructure. It was suggested that the river could be used to ferry visitors and staff to and from the Resort to the surrounding area with the recommendation that services could make use of the marinas at The Hive and Ebbsfleet United Football ground. One group questioned the inclination for visitors to use services such as Thames Clipper if it would be slower than trains between London and the Resort.

The delivery of a new jetty was also proposed with another group stating that access should continue to Broadness Creek. The idea of including publicly accessible river path walks and

cycle ways was mentioned and welcomed in both sessions, with one attendee voicing the need to consider the surface of the path in order for it to be suitable for mobility vehicles. One group questioned how non-Resort visitors would access river walks and boat services without having to park in Resort car-parks.

It was mentioned in the first environment and ecology workshop that construction traffic on the river could have a detrimental effect on wildlife and contribute to an erosion of the river bed. Flood defence works were mentioned in the first session with specific reference to considering the potential position of a new Thames barrier and whether this would affect flooding further upstream.

Sustainability

Issues that were discussed within the remit of sustainability included water, power, pollutants and air quality. A number of attendees discussing this topic at the second environment and ecology workshop commented on the need for adequate baseline data for assessing light, air and noise impact with particular reference to the need for new measurement locations for assessing air quality.

The adequate provision of utilities including water and power was raised in both workshops, with it suggested that specific consideration should be given to the extra demand from the Resort coupled with the Garden City will put on local power and water supply in the future. It was recommended that water recycling should be put in place and water discharge should use existing water ways.

In order to mitigate noise produced by the Resort it was suggested that natural habitats could act as a buffer. Noise impact along access routes including rail, road and river was also discussed with the need for impact limiting measures to be put in place. A further issue that was raised by attendees was light, with a suggestion that the impact of security lighting could be minimised through the use of Infrared technology.

Other points raised included questions over whether the pylon would remain on the peninsula, the potential to include wind turbines to generate power and the visual impact of the development.

Wildlife

It was suggested at both environment and ecology workshops that London Paramount should work in partnership with local wildlife groups in order to further their understanding of the local wildlife and habitats. Specific mention was made to the potential overlap of surveys and how information sharing in both directions would be beneficial. At the second session a group was interested to know what surveys were being carried out and recommended that the following should be considered:

- Wintering birds
- Breeding birds
- Cetti's warbler
- Barn owl
- Botany surveys
- Reptiles
- Terrestrial invertebrates
- Badgers
- Water voles

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- Bats
- Water shrew
- Harvest mice
- Marina mammals (draw on existing records)
- Phase 1 habitat survey

In terms of surveys and studies one group mentioned whether the Environmental Impact Assessment takes into account seasonal habitats.

The creation of quiet zones for wildlife with no public access was suggested by one group as well as a members only nature reserve and species specific habitats. The retention of habitat corridors and links between local Sites of Special Scientific Interest (SSSIs) was also raised. One group spoke about assurances that a management plan would be put in place to ensure the quality of conservation areas were maintained in perpetuity with another discussing the potential for a paid onsite conservation officer.

Eight ◆ Masterplanning and infrastructure

Four sessions:

Date and time	Venue	Attendees
Friday 27 th February 7pm-9pm	British Legion Greenhithe, London Road, Greenhithe, DA9 9EJ	25
Wednesday 11 th March 7pm-9pm	Eastgate, 141 Springhead Parkway, Northfleet, DA11 8AD	20
Friday 13 th March 10am-12pm	Ebbsfleet Academy, Southfleet Road, Swanscombe, DA10 0BZ	33
Friday 13 th March 2pm-4pm	St Botolphs Church Hall, The Hill, Northfleet, DA11 9EU	36

The masterplanning and infrastructure workshops showed attendees the latest iteration of the emerging illustrative masterplan and aimed to open up discussions on good design. The infrastructure aspect of the workshops considered the project’s approach to minimising noise and the visual impact for our neighbours, as well as the proposals for sustainable infrastructure to manage drainage, waste and flood risk.

The four workshops began with the introductory presentation on the project and consultation conducted to date. Following this Terry Farrell & Partners the project’s masterplanners showed attendees the latest iteration of the emerging illustrative masterplan as well as discussing the history of the area and how the design of the public realm can enhance connectivity. The project’s infrastructure consultants Buro Happold discussed construction and operational waste handling and innovative ways of managing water as a resource. To help get discussions underway the following questions for consideration were posed:

- How can we enable visitors to enjoy the Resort through good design?
- What measures can be put in place to minimise the impact of the Resort on the local community?
- How can the Resort be designed with sustainability in mind, including drainage waste and flood prevention infrastructure, water resources and utilities?

After posing the questions for consideration attendees were invited to suggest topics and questions that they would like to discuss during the breakout sessions. Following this attendees divided into groups dependent on the topic(s) they had expressed an interest in discussing, usually three or four groups were formed depending on the size of the session. A member of the project team was seated with each group and attendees were encouraged to note down discussion points.

Across the four workshop sessions there were a number of recurring themes: these can be grouped into five categories, namely design, sustainability, infrastructure, access and parking. In order to provide a thorough understanding of the comments made and issues raised each group will be looked at individually. The last two groups, access and parking, have significant cross-over with the feedback provided at the traffic and transport workshop and will only be briefly referred to in this section of the report.

Design

Groups at two of the workshop sessions focused their discussions on accessibility and inclusivity at the Resort with both stating that the Resort should go above and beyond compliance with the Disability Discrimination Act (DDA). One of the groups stated that “full

access for the whole family must be designed in from the start” building on positive elements and examples from attraction across the UK such as Chessington, Paultons Park and Bluewater.

The inclusion of natural buffering zones between residents and the Resort was mentioned and welcomed at two of the workshop sessions, with one of these groups suggesting that expansion into Botany Marshes should be restricted. The creation of green space and increased connectivity in the area were discussed with specific mention of links between Northfleet and the Resort, as this community is currently quite isolated due to the High Speed line. It was also suggested that both Swanscombe High Street and Swanscombe station would benefit from improvements.

The interaction between the public and private realm was also mentioned with attendees recommending that there should be particular parts of the Resort where access is paid for and those that are free with the interface between the two carefully designed to be appealing to visitors. One group discussed the scale of the buildings and the proposed height of rollercoasters commenting on the fact that plans displayed to date have been in 2D.

Sustainability

Discussions about sustainability were predominantly focused on the potential for onsite energy creation with suggestions put forward across the sessions including wind power, tidal power and solar power. The possibility of onsite waste handling was also discussed with groups recommending that there could be an onsite anaerobic digestion plant or combined heat and power plant. Two further points were made related to waste management; the first was a suggestion that delivery trucks should optimise journeys by removing resultant waste and the second was the potential of linking with Kent County Council’s waste strategy.

The project’s approach to water was also discussed at all of the workshops with questions over where the water supply would be coming from. The opportunity for the Resort to be innovative in its approach to water was discussed with suggestions including rainwater harvesting, sustainable urban drainage and both grey and black water recycling. The provision of power to the site was also raised by one group with the attendees mentioning the potentially detrimental impact supplying power for the Resort could have on local communities.

A consideration for the effect the Resort will have on pollution in the area was discussed with reference made to noise, light and air pollution. Specific reference was made to the sound impact on local residents, with one group voicing specific concern over the sound generated during construction. One group suggested that a low emission policy could be put in place to mitigate the impact on local communities. The effect of light not only for the local communities but also on local wildlife was raised with one group mentioning the effect light could have on wetland fowl.

Flood mitigation measures were discussed with one group recommending an increase in current land defences and another recommending using the Thames Estuary 2100 strategy. Other points raised included maintaining access for National Grid’s pylon, the opportunities for green roofs and a suggestion that the river could be used to bring in construction material.

Infrastructure

Conversations around infrastructure provision centred on the impact the Resort would place on existing facilities including hospitals, schools and housing. One group suggested the provision of an onsite medical centre and another suggested that existing medical facilities

should be upgraded to address the needs of an increasing population. A further suggestion related to infrastructure improvements was that London Road should be upgraded.

Parking

The points raised in relation to parking were also made within the traffic and transport workshops and included a concern over parking on local roads, the implementation of Controlled Parking Zones and a concern that visitors would use free parking facilities at Asda and Bluewater. A group at one of the sessions recommended that incentives should be put in place to encourage visitors to make use of the onsite car park, whilst a group at another session suggested that the inclusion of 14,000 parking spaces could encourage visitors to drive to the Resort.

As with the traffic and transport workshops the possibility of Park and Glide was discussed with the suggestion that car parking facilities could be placed in Essex. One group also raised the possibility of a cable car with suggestions that both forms of arrival could be made part of the London Paramount experience. Tables at two of the workshops also discussed Park and Ride facilities.

Access

Similarly to the points raised in relation to parking those related to access were also mentioned at the traffic and transport workshops. These included the suggestion that the river should aim for higher modal share, a desired construction mode split of 40% by river and 60% by road and an incentivisation of public transport use.

Alternate access points were recommended for emergency vehicles including the possibility of air ambulance access. At two of the masterplanning and infrastructure workshop sessions it was suggested that the access road should be in place prior to construction of the Resort. A related point was made by one group who expressed concern over the impact that construction traffic will have on the A2. A further point raised in relation to the strategic road network was the need to upgrade the Bean Junction.

Nine ◆ Tourism, business and wider regeneration

Three sessions:

Date and time		Venue	Attendees
Thursday 5 th 7pm-9pm	March	Eastgate, 141 Springhead Parkway, Northfleet, DA11 8AD	21
Thursday 19 th 10am-12pm	March	Ebbsfleet Academy, Southfleet Road, Swanscombe, DA10 0BZ	24
Thursday 19 th 1pm-3pm	March	Ebbsfleet Academy, Southfleet Road, Swanscombe, DA10 0BZ	28

The tourism, business and wider regeneration workshop sessions outlined opportunities associated with the creative hub and the potential for local and regional businesses to become involved in operations at the Resort. As well as discussing how other attractions in the surrounding area can be marketed to visitors of the Resort.

The tourism, business and wider regeneration workshop sessions began with the introductory presentation followed by a presentation from Volterra Partners, the project's socio-economic consultants. Volterra talked about how London Paramount will be a unique visitor attraction within the UK, the opportunities surrounding the creative hub and supply chain and how the Resort will contribute to Kent's tourist industry. To help get discussions underway the following questions for consideration were posed:

- How can London Paramount ensure that it complements the tourism offer of the local area?
- What are the implications for local businesses? How can London Paramount maximise the benefits to local businesses?
- How can London Paramount ensure the benefits of tourism are felt across Kent?
- The government has announced significant investment into development in Kent (Ebbsfleet Garden City etc.), how can London Paramount ensure that it is complementing other regeneration schemes in Kent?

After the suggested questions were presented to the group there was an opportunity for attendees to propose questions or points that they felt should be covered within the workshop. Attendees were then split into groups dependent on the topic(s) they would like to discuss during the breakout sessions, normally three or four groups depending on the size of the session. During the breakout session a member of the project team would be on hand to answer any questions and facilitate the discussion, attendees were encouraged to capture all discussion points on the A1 sheets of paper provided.

As with the other workshop sessions recurring themes appeared throughout the three sessions. These were related to tourism, businesses and procurement and local regeneration. This report will focus on each of the three categories in turn providing a thorough understanding of the discussions that took place.

Tourism

Each group that discussed tourism at the three sessions mentioned the need to create partnerships with tourist attractions across Kent with groups suggesting that London Paramount should co-ordinate with local tourist boards such as Visit Kent and the Association of Tourist Attractions Kent. One group also highlighted the importance of working with tour

operators such as the Local Bus Company. The idea of London Paramount partnering with hotels was suggested with another group proposing that links could be created between hotels situated across Kent. The impact that the Resort could have on local tourist villages was mentioned with specific reference to Eynsford Village.

One group suggested that local history including the areas links to the story of Pocahontas should be signposted around the Resort, whilst another raised the importance of recognising the nature and heritage of Kent with discussions on how London Paramount could reflect this within the Resort. The same group suggested that strong themes such as the coast, countryside and heritage that are representative of the Kent landscape could be used.

Businesses and procurement

At the first workshop on tourism, business and wider regeneration there was a specific focus on the potential impact of the Resort on businesses that lie within and without of the red line boundary. There was concern that the proposals were creating an uncertainty for some businesses regarding their future operations in particular revolving around the impact that relocation could have on business. It was recommended by the group that engagement should take place with the business community to allay any potential concerns and discuss “gaps” in provision in order to tailor existing businesses to visitor needs.

One group recommended the use of a policy to ensure that creative and design led industries would occupy the workspace at the creative hub. The group also suggested connecting with other creative centres in the local area such as Purfleet and High House Production Park. Another group suggested that people who occupied the space within the creative hub should have direct access to their offices rather than making use of the access road.

A consideration of the impact that the Resort would have on Bluewater was also discussed with a recommendation that the product on offer at the Resort should complement that of Bluewater rather than compete one specific suggestion was that the Resort’s retail offer should be merchandise orientated. There was a concern that the Resort would create a displacement of staff from existing businesses as the new opportunities and prospects provided by the Resort could draw people away from their current employment.

Conversations on procurement focused on the “Best of British” and the use of locally sourced products with one group suggesting that there should be a requirement in place for large contractors to use a percentage of local suppliers. Whilst one group proposed that those companies who have engaged with the consultation process to date should be given a priority another recommended that the procurement process should be fair and accessible to all with proactive workshops on the tendering process taking place.

Local regeneration

The idea that the Resort could help regenerate the local and wider area was discussed across the workshop sessions. One group made reference to the benefits that S106 funding could bring to Swanscombe but wanting assurance that the local area would continue to serve the local people. Conversations about local regeneration also looked at the impact and opportunities for transport, including a concern over capacity on the local transport network, the potential for links to surrounding airports to be created and the opportunity for sustainable transport such as cycle routes to be developed to enhance connectivity.

Ten ♦ Cultural heritage

Two sessions:

Date and time	Venue	Attendees
Tuesday 17 th March 3pm-5pm	Eastgate, 141 Springhead Parkway, Northfleet, DA11 8AD	26
Tuesday 17 th March 7pm-9pm	Eastgate, 141 Springhead Parkway, Northfleet, DA11 8AD	16

The culture and heritage sessions aimed to introduce the archaeological potential of the site and the heritage of the surrounding area, whilst focusing on how this could be further understood and preserved alongside the development.

The two sessions began with the introductory presentation given at all of the workshop sessions, outlined previously. This was followed by a presentation given by Wessex Archaeology, the project's cultural heritage consultants. Wessex Archaeology's presentation set the scene for the workshop outlining the archaeological interest connected with the Swanscombe Peninsula and surrounding area before discussing the key studies that are used as part of the assessment process. Two questions were posed to attendees to help get discussions underway:

- What do you feel is important in terms of heritage in the local area and across Kent? How can we help to preserve this?
- How would you like to see any heritage findings captured in the proposals?

At this stage in the proceedings attendees were invited to put forward any topics and questions that they felt ought to be discussed during the breakout sessions. Attendees then divided into smaller groups depending on the topic(s) they would like to discuss normally three or four groups were formed depending on the size of the session. During the breakout sessions each group was joined by a member of the project team and attendees were encouraged to note down their discussions on the A1 sheets of paper provided.

Discussions within the culture and heritage sessions fell into two broad categories - local heritage and how findings should be reported and displayed. One of the sessions also included a table that focused on the river. All three categories will be looked at in turn within this report.

Local heritage

The two culture and heritage sessions demonstrated the level of local knowledge in regard to the heritage of the area, with reference made to heritage that stretches from the Stone Age up until the industrial era. Specific reference was made to Stone Age sites within the proximity of the Rite and the Roman site at Springhead. The industrial activity that has taken place in and around the area of the peninsula was discussed with reference to the ship building industry, cement industry and Blue Circle paper mills. Discussions also took place on listed buildings and how the buildings created by the cement industry could be preserved. One group in the afternoon session wanted to understand the impact that construction would have on listed buildings in the area.

Reporting and displaying findings

There were a number of suggestions put forward as to how findings could be displayed both within the vicinity of the Resort and in the surrounding area – as a minimum it was recommended that findings should be preserved through records. Groups at both sessions spoke about digitally displaying the findings whether within a digital library or through the creation of an app that would foster interactivity. It was suggested that each local library and parish should receive copies of reports in order to make them available for the local community.

It was suggested that findings could be displayed at local museums within Dartford and Gravesend with suggestions that other findings could be preserved in situ. Making the heritage part of the Resort was discussed with the idea that there could be an onsite education centre that could signpost surrounding sights of interest and show possible findings from excavations.

The maintenance of footpaths and historical routes was mentioned with the idea that audio guides could be used to highlight areas of historical interest. Other points raised included the idea of open days on any archaeological digs, the naming of areas within the Resort to reflect archaeological findings and how to make findings more accessible for children, with the suggestion that a “Horrible History” book could be produced.

River

Making use of the Thames during construction and operation was suggested with the idea of ferries connecting the Resort to London, Tilbury and Thurrock. A number of restorations and improvements were discussed with recommendations that London Paramount work with Northfleet Harbour Restoration Trust and that upgrade work should be done to White’s pier for use by barges during construction and visitors during operations. There was concern that Broadness Creek would be cut off for barges and ships.

Other points raised at this table centred on a need to maintain flood defences and to ensure that development on the riverfront would be limited and that it would be publically accessible.

Eleven ◆ Conclusion

As mentioned in the introduction, feedback received during the first and second stages of public consultation directly informed the topics for discussion during the workshops. There have been a number of key recurring themes that have been present throughout the consultation and were frequently referenced across the workshop sessions and these will be focused upon thematically below.

Making green transport work

Discussions on sustainable transport came to the forefront during the workshops. Whilst at earlier stages of consultation conversations on transport centred on a concern about road access to the Resort and the additional pressure that would be exerted on the strategic road network, the workshops fostered discussions on how alternative modes of transport could be incentivised. Specific efforts to promote sustainable alternatives included ticketing options that would provide discounts for public transport, the creation of a network of cycle paths and walk ways and staff travel plans. Attendees recognised that visitors could be inclined to travel by car especially when travelling in families and recommended making the arrival on alternative forms of transport part of the London Paramount experience. Some tensions arose between those who wished to ensure full car access and generous car parking provisions and those who wanted to deter the use of cars by reducing the appeal.

The Thames as an asset

Utilising the River Thames was a suggestion put forward at the Stage Two public consultation events and whilst respondents at this stage welcomed the proposed use of the river the huge benefit it could bring was not the focus of discussions. However, during the workshops the river was one of the most consistently spoken about topics. There was consistent support for the use of the river during construction as a natural alternative to bringing material in via road. Although this suggestion was largely supported, issues over the impact this could have on the riverbed in terms of erosion was raised by some attendees. Post construction, a continued use of the river was recommended for visitor arrivals with attendees recommending that the project should be aiming for a higher modal share and considering links not only with London but also further downstream.

Sustainable infrastructure

Attendees in general wished to see sustainable infrastructure incorporated into the Resort with suggestions that the site could strive to function self-sufficiently through onsite energy creation, utilising the natural resources of the peninsula to generate wind, solar and tidal power. Others had more modest aspirations, with suggestions of energy efficient buildings with features such as green roofs and rainwater harvesting. Additionally, some attendees were keen to promote onsite waste handling through the inclusion of an anaerobic digestion or combined heat and power plant.

Development of green space and connectivity

The creation of publicly accessible green space and green links was a predominant topic throughout the workshops. Many attendees discussed how access to the marshland and river should be available for the whole community and not restricted to Resort visitors. Providing easy access for pedestrian and cyclists throughout the site was seen as important with developing connectivity between existing communities viewed as a fundamental way in which the development could bring benefits to local residents.

Design, accessibility and inclusivity

Attendees appeared to have more general, rather than specific, ideas about design. Most conversations surrounding design focused on disabled access to the Resort and how this should be designed in from the start. Full disabled access was spoken about in terms of both at the Resort, and on transport links servicing the Resort, whether on shuttle buses from Ebbsfleet International or within the car parking facilities (if spaces are situated some distance from the Resort entrance).

In terms of the aesthetic of the Resort, the proposed height of buildings and rollercoasters only was briefly touched upon in a workshop in terms of the visual impact on local communities.

Fostering partnerships across Kent

Throughout the workshops it was suggested that London Paramount should work with local education providers, tourist bodies and businesses, with attendees recommending ongoing dialogue with these groups and early engagement. The opportunities that the Resort could bring to the area were a key part of the appeal of London Paramount and attendees were keen to ensure that local residents and businesses would be able to benefit.

A number of the attendees to the workshops were interested in becoming a potential supplier to the Resort and discussions took place on fair tendering processes and access for small and medium sized enterprises. It was communicated at all workshop sessions that London Paramount will be holding supply chain events outlining how local businesses can become involved in the Resort. Our dedicated supply chain email address (supplychain@londonparamount.info) has been set up for people to contact if they are interested in becoming involved in this process.

Local education providers were keen to understand how curricula could be tailored to meet the qualification requirements of London Paramount. Joined up thinking was promoted with the idea of creating links between education, training and employment. London Paramount has a dedicated jobs email address (jobs@londonparamount.info) for people to get in touch if they are interested in employment opportunities in order to register their details.

London Paramount would like to thank everyone who took part in the workshops. A great deal of insightful feedback was obtained, understandably including some contradictory points, which will need to be assessed. This feedback will in turn prove useful for the project team and will be taken into account as they give their input into the evolution of the masterplan, supporting infrastructure and the wider vision for the Resort.

The fourth stage of public consultation events on London Paramount Entertainment Resort will take place between 29th April 2015 and 14th May 2015 and will demonstrate how the feedback received has helped to shape the proposals. We look forward to the next stage of events and seeking feedback on the proposals we anticipate submitting to the Secretary of State for Communities and Local Government.

Appendix 1: Traffic and transport

26/2 EBSFLEET → Cost prohibitive?
 - maybe tickets with cheaper train fare met
 where are UK visitors coming from?
 Visitors + Staff → 2 different issues/problems
 Scheme to encourage local staff to use public transport?
 Cycling - needs lockers/safe storage etc.
 Staff incentives for sustainable transport
 Learn lessons from past eg Fasttrack not always going to the right places
 Community Bus link - Dedicated local bus
 ⇒ London Bus co would be willing!
 Make walking + cycling safer for local + staff - possibly wider. (4-5 miles)
 Parking etc for people using the green space.
 Getting cyclists/walkers through Swanscombe ⇒ increased foot traffic for shops etc

Use EXISTING cycle + footpaths well
 26/2 Commitment to develop the village?
 Council Section 106 process?
 Swanscombe Heritage Park needs to be connected + local roads
 Local connections to Essex → River?
 Park + Sail?
 Link Tilbury to site → cruise ships
 Discourage people parking in local roads
 Swanscombe station accessibility
 Crossing onto the highstreet needs to be safer for pedestrians. Drop-off zone?
 Craylands gorge - Blue circle cement rail
 Local pricing incentives


- MOVE USE OF THE RIVER
- CONNECTION BY RIVER TO GRAVESEND
- STAFF USE OF RIVER.
- FORCING SUPPLIERS TO USE THE RIVER DURING CONSTRUCTION

NATURAL TREATMENT OF PED/CYCLISTS

OTHER ASSOCIATED DEVELOPMENTS ALONG THE RIVER.

erosion ⇒ work
 ↑ ?
 speed limits?

CONCERNS

SIZE OF ACCESS ⇒ 
 ACCESS OUT TO A2/M25
 WHO TO DO A2 WIDENING? METROS SPEED ADVICE
 BOUNDARY UNCLEAR
 HEAVY CONSTRUCTION TRAFFIC
 RE-ASSIGNMENT PARKING PARAMOUNT LOCAL
 CROWDS ON FOOT FROM SWANSCOMBE STATION YELLOW LINES
 NOT JUST EFFECT ON A2/A296 BUT PEOPLE INSUFFICIENT CAR PARK SPACES (14,000)

MITIGATION

CYCLE ROUTES
 ASSIST PARKING
 ASSIST ACCIDENT
 PARK & RIDE? NORTH (BOAT)
 SOUTH (CAUTION)
 DESIGN FOR WORST CASE TRAFFIC

RIVER

CONSTRUCTION MATERIALS
 PARK & SAIL!

RM

PARK + RIDE - BOTH NORTH + SOUTH OF RIVER
 EXTRA FERRY AS WELL AS SEAV/TILTHAY
 EXTRA CHARGE FOR VEHICLE USE AS OFF PUBLIC
 PROVIDOR FOR UNEXPECTED (ACCIDENTS)
 ROADS - MOST TRAFFIC FROM WEST?
 TRAFFIC MANAGEMENT WHEIST UNDER
 CONSTRUCTION.
 NUMBDS OF STAFF ON SITE + OFF.
 TRAVEL PLANS FOR STAFF. (BUS/RAIL)
 VISITORS COMING WITH LONDON SOUND
 TRAFFIC ON A2.
 GRID LOCKED DARTFORD AREA WHEN
 RIVER CROSSING CLOSED OR STAFF-ACCIDENTS.
 ENCOURAGE GUESTS TO COME BY RIVER
 RAIL ETC.
 PARK - INCLUDED IN PACKAGE TOURS
 TO LONDON ETC.
 GUESTS ARRIVING ON "CRUISE" SHIPS?
 CABLE CAR + PARK + RIDE ACCESS?
 NEED TO UNDERSTAND COSTINGS OF
 PROJECTS.
 NEW ACCESS RD TO HAVE ENOUGH
 CAPACITY YEARS AHEAD.

PAGE 2

- LOCAL PEOPLE CONCERNED ABOUT PRIORITY GIVEN AT ACES + JUNCTIONS ON ALL NEW DEVELOPMENTS. LOCAL PEOPLE LOSE OUT!
- RE-DEVELOPE SWANSCOMBE RAIL STATION.
- SHUTTLE / MONO RAIL FROM EBBESFLEET ST.
- CONCEPT OF FREE FLOW TRAFFIC ON MAIN ACCESS RD. FROM A2?
- EXPERIENCE TO START AT A PARK + RIDE.
- TICKETS TO BE PRE-BOOKED.

RIVER TRANSPORT

ISSUES

- CONNECTION OF COMMUNITIES
- NORTH + SOUTH OF THE RIVER
 HOW DO WE ENHANCE?
- PIER REBUILDING/REFURBISHING
 OF THE EXISTING PIER
- RIVER TRANSPORT - SPEED OF TRAVEL
- TIDAL ACCESS
- TICKET CONCESSIONS FOR
 RIVER TRANSPORT
 FOR STAFF + PUBLIC
- SCHOOL + LOCAL TRAFFIC
 BETWEEN 8:00 - 9:00 AM
- Improving and adding piers
- ACCESSIBILITY + COMPLIANCE
- ANY THING CRUISE SHIPS

Local Access

Questions

- Can there be a dedicated cycle route or path on the walkway.
- Dedicated walking path into site
- Shuttle buses from local area.
- Is there more than one entrance or one at the rear of the site
- Will the Thames clipper operate further down stream to provide access
- Mainline train access, not just high speed
- Will there be dedicated local bus and taxi routes from current towns Gravesend Northfleet Greenhithe without having to use the main site route in?
- How will the plan affect current access to Ebbesfleet station.
- Will the pricing strategy be beneficial to people coming in by public transport we think this should be considered to drive access to the park from as much as possible

- o Concerned about the vehicular movements on London Road
- o Delay on local Buses. We believe the local Buses and taxis should be able to Access the Site in a similar way to fast tracks from London Road as there may be a knock on effect on local routes.
- o Disabled Parking will that be close to the site
- o Will riverside Walkway have access to Disabled access.
- o Will there be a parking ~~facility~~ On the Essex Side serviced by the Clipper.
- o How will waste and other Service vehicles access
- o Will Paramount improve local Pedestrian Access?

A2 (Road)
Rail
In/Out

Existing

Beau Jong

Highways Agencies in hand.

Completion date ??

width of A2

Cross lane changing on A2

Planned

Car parking charge

Controlled parking zone (Hindrance to local residents)

Fast Track increase in Cycle time if existing routes are lengthened rather than dedicated routes

Victoria Line link from Swansecombe? Longfield

Shuttles Buses

Cableway — Part of the experience

Approach to off slip Jong at Pepper Mill — better marking
Possible colour coding Rd surface

Interaction Sat Nav Service Provides

Paramount Post allocation to Sat Nav Rates 1/2

London Paramount Entertainment Resort: Your Feedback from Stage Three

PUBLIC TRANSPORT. 513

CAPACITY? - NEED TO INCREASE ON EXISTING BUSES + TRAINS.
- FLEXIBILITY IN TIMETABLE.

- NKL - TO BE PROMOTED AS ACCESS FROM LONDON + EAST. V. IMPORTANT FOR STAFF. PARTICULARLY AS HS1 EXPENSIVE.
- BUS PRIORITY

CROSSRAIL EXTENSION - TO PROVIDE ADDITIONAL CAPACITY IN LONGER TERM.

MAKE IT EASIER FOR STAFF TO TRAVEL BY BUS THAN TO DRIVE + PARK.

LOCAL BUS SERVICE - STOPS CLOSE TO ENTRANCE

PARK + SAIL - FROM ESSEX

USE OF PUBLIC TRANSPORT BY CONSTRUCTION WORKERS.

TRAVEL INCENTIVES ON LOCAL BUSES.

Sustainability

- Direct ^{train service} linked to North of UK
- ^{To test} Attractiveness of trains - maximise time enjoying Resort
- Surface of Thames Estuary path - Smooth improve local cycle network
- Link into cycle park Gravesend
- Dedicated ticket entrance for walkers/bike
- Link from Ingress park to Ebbsfleet IH.
- Train to Erith cycle down to Resort via new bridge over marshes

Sustainable transport hubs along the route

TRAFFIC PROBLEMS ON A WIDER SCALE.
RENEWABLE MIS TUNNEL
ARRIVAL OF WORKERS

EXTENDED JOURNEY TIMES FOR LOCAL WORKERS ETC ON FAST TRACK BY DIVERTING INTO PARAMOUNT.
HIGHER CAPACITY (MORE VEHICLES) ON LOCAL ROADS.
VERY LITTLE NORTH/SOUTH FLOW, OR E. OF GS ENDS.

CONSTRUCTION OF ACCESS FOR BUILDING HAULAGE
DIRECT RIVER ROUTE FROM ESSEX WITH ESSEX PARKING
UNPLANNED OVERFLOW PARKING IN BLUEWATER FOR PARAMOUNT
+ VICE VERSA + EBBSFEET.

LINKS FROM EBBSFEET TO PARAMOUNT - DETAILS
MAP + PLAN OF CYCLE & FOOT ACCESS
SWANSCOMBE STATION - ACCESS - IMPROVEMENTS
LOCAL ROADS & PARKING PROBLEMS
PARKING CHARGES PUSHING CARS ELSEWHERE - POLICING.
(SURVEY TO COME ON PARKING WITHIN 2km RADIUS)

INCENTIVISE PUBLIC TRANSPORT USE - "PACKAGES"
CAR PARK PRICE "OFF" THE ENTRY.

ADDITIONAL LORRIES FROM LIDL DIST W HOUSE
CONSTRUCTION FORCING LORRIES UP SPRINGHEAD RD
SLIP ROAD INTO SOUTHFEET.

- Improvements to A226 for buses.
- Possible extension of TfL service (696) to Paramount.
- Need to improve Swanscombe station + new access to East.
- Improving public transport access from south eg. Meopham, Longfield, → Maidstone etc
- PARKING @ BLUEWATER THEN TRAVEL (BUS) TO LP: IMPLICATIONS, INCENTIVES, MANAGEMENT

2/3 RIVER

- As much construction traffic on river as possible.
- Tidal Tunnel 350 + new river ~~port~~ boat masters required.
- Talk to Tidal Tunnel
- River operator skills gaps.
- What first.
- Maximise river passenger services -> Gravesend -> London Gateway

Park + Ride / Glide
ESSEX - RIVER.

- Purchase tickets on the boats.
- Cruise slip operators / direct dockings / Tilbury / N'fleet?
- Support for N'fleet Harbours / access.

- ① - Car park in Essex. Clipper to resort, therefore less use of bridge.
- ② - Potential for accidents between Swanscombe cutting and Ebbsfleet junction.
- ③ - Access and egress of emergency vehicles
- ④ - Use of local roads when incident occurs.
- ⑤ - Time/nuisance caused with adjusting road network.
- ⑥ - ~~River~~ ferries from Dartford Bridge to Calais/Dunkirk.
- ⑦ - Underestimated number of drivers coming to resort?
- ⑧ - Rush hour - people leaving the park between 4 -> 7.00.
- ⑨ - Impact on Green Belt land south of the A2.

5/3
Sustainability

- Improved riverside access via electric gate
- "Paramount" electric bikes/rickshaws (themed bikes)
- Take away positive exp. (cycle at home)
- Bridge over river Darent sustainable design? links along the route
- Turn journey into experience paramount
- Visibility of clean quicker alternative
- Green shuttle vehicles - disabled access within site
- Incentivise car share / bikes for employees
- Reduce Cost of sustainable travel
 - > ticketing incentives (from 100 | buses / coaches)
 - > car park cost
- unused railway lane Falkham Falkham jct. to Gravesend Wessex - re-open? (links to W. London)

London Paramount Entertainment Resort: Your Feedback from Stage Three

- More river transport - more attractive. Regular boats/park Essex - increase percentage using
- Cable car? Car park in Essex - Park at Lakeside!
- Affordable / Regular / Enough public transport
- Park + Ride
- other
- Quarry 6,250 homes - 3 entrances extra traffic
- Leave Greenhithe!
- Land needs to be brought for road
- Monorail? - People movers - trains
- Improve Bluewater road - clearer signs
- Uiden A2 - Department Transport Bluewater from Coast Looking into.
- Accidents - People not knowing area

- Best connect the site
- Maximise links between car parks in area
 - Consider disabled parking + use of pub. transport accessible + use of pub. transport
 - Understanding delivery vehicle numbers - refuse collection, - unsocial hours
 - Cycle routes - linking up
 - Stands / racks
 - facilities well lit / signposted
 - Bike shares
 - Hire / Boris' bikes - for weekend
 - river - park + ride from Essex
 - Mountainbikes / BMX track on expansion land / in Resort?
 - Guides - avoid footpaths on SSSI (adders!)
 - Maximise River for non-Resort visitors also
 - Incentive to use public transport of HS1 Coach parking. - travel pass for all modes into Resort + around Kent

- Consider different types of people coming to site - late night 'shifts' ^{staff} using late public transport
- Air quality
- Alternative route if accident?
- Help non-Fast track stations deal with influx → upgrades → subsidies
- Opportunities to increase no. of lanes on A2; introduce motorway?
- Olympics example
- Consider mix of cycle + walking links - Segregation for safety

- Construction materials / supply local company or use Tilbury Docks. + transport by River
- Recreation. - ribs.
- Ferry - Kent to Essex + vice versa to take traffic off M25. Passengers + Workers.
- Thames Clippers / transport from C. London.
- Importance of the River with the park to include various vessels - modern + classic (paddle steamers)
- Paddlesteamers to transport from C. London to Park / onto Kent.

London Paramount Entertainment Resort: Your Feedback from Stage Three

Fastrack - More direct
 - Only good for those on route
 - Contactless payments
 - Different ways to pay for dit cash

Cheap public transport
 Paramount looking at
 Integrate tickets + transport
 when buying

THE A2 → CONGESTION / JUNCTIONS
 VISITOR MOVES AT PEAK OR
 BUSY TIMES / WIDER IMPACT
 ON ROAD NETWORK (A282, M25
 + LOCAL TRAFFIC)

TRAINS → FREQUENCY @ NIGHT + EVENING

BUS → FASTRACK / REDUCTION OF
 LONDON ROAD TRAFFIC??

SIGNAGE DIRECTING TRAFFIC

IMPACT ON LOCAL AREA

TICKET PRICES → ADVERTISING + PROMOTIONAL DEALS
 'SENSIBLE' PARKING FEES
 SUPPORTED 'MONEY OFF' DEALS
BUSES → CHEAPER FARES
 OR
 ENTRY FEES

Impact on A2

- A2 closed? - exits on free flowing road
- Will the new road be built before Paramount? Same time - may use river transport so!
- More roads confusing - better signage
- Car parking on local roads - cost of parking (speaking to local authorities)
- Local train South Eastern - Crossrail to Abbey Wood 2018 - extra carriages - Greenhithe - Swanscombe - commuters already crammed - more trains
- Building of Access Road - mainly off peak - will be times
- Buses just fastrack? - Not finalised - not just fastrack wider bus routes - late night buses for staff/locals - follow existing routes
- Bear Roundabout Improvements - being designed - timetable 2019/20
- Additional Build 2025 - too late - needs to be away from existing bridge OATMC - road out of Paramount to OATMC
- Container Port traffic - more traffic from Essex

- More river transport - more attractive Regular back/forth Essex - increase percentage using
- Cable car? Car park in Essex - Park at Lakeside!
- Affordable / Regular / Enough public transport
- Park + Ride other
- Quarry 6,250 homes - 3 entrances extra traffic
- Leave Greenhithe!
- Land needs to be brought for road
- Monorail? - people movers - trains
- Improve Bluewater road - clearer sizes
- Widen A2 - Department Transport Bluewater from Coast - Looking into.
- Accidents - people not knowing area

14/3/15

RAIL & RIVER

- Encourage the extension of the "cross-rail" from 'Abbey Wood' out to Greenhithe / Swanscombe.
- Consider the old track from 'Waterloo'
- Consider incentives for customers to use Rail / River
i.e. cost / ticket pricing
- River - To make this part of the journey.
 - Disable access
 - Parking in order to use the river crossing
i.e.: Park + glide
- Traffic modelling around Christmas / New Year time
- Consider 'non-stop' trains from London to the Park
i.e.: to Swanscombe / Greenhithe

Dedicated 'fast track' routes to the Park

Learn from the "02-~~London~~ Dome" experience

River - ferrying from 'Rainham Marshes'
i.e.: 4 ferries to optimise route which could be '15mins

14/3/15: PARKING.

- RECONSIDER TRAFFIC ASSESSMENT BASES.
- TRANSPORT / PARKING BUNDLED WITHIN TICKET PRICE.
- PARAMOUNT SUBSIDISE LOCAL PARKING ENFORCEMENT
- COST IMPLICATIONS OF LOCAL RESIDENT PARKING SCHEME TO BE MET BY PARAMOUNT
- PARK & RIDE / PARK & SHUT TO BE INVESTIGATED
- STAFF PARKING.
- LOCAL ROADS & ROUTES INTO SITE TO BE CLEARLY SIGNED
- SUFFICIENT PARKING FOR RESIDENT & FORECAST RESIDENTIAL USE.
- LINK WITH UDC TO ENSURE THAT SUFFICIENT PARKING INCORPORATED WITHIN GARDEN CITY.
- CPZ AREA TO BE CONSIDERED (GASTRO IMPACT UPON LOCAL PARKING FEES).

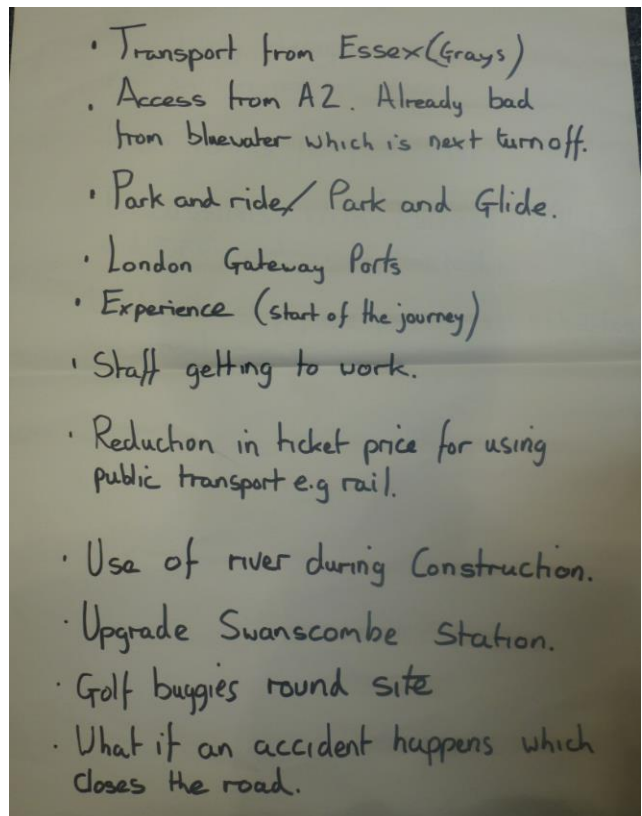
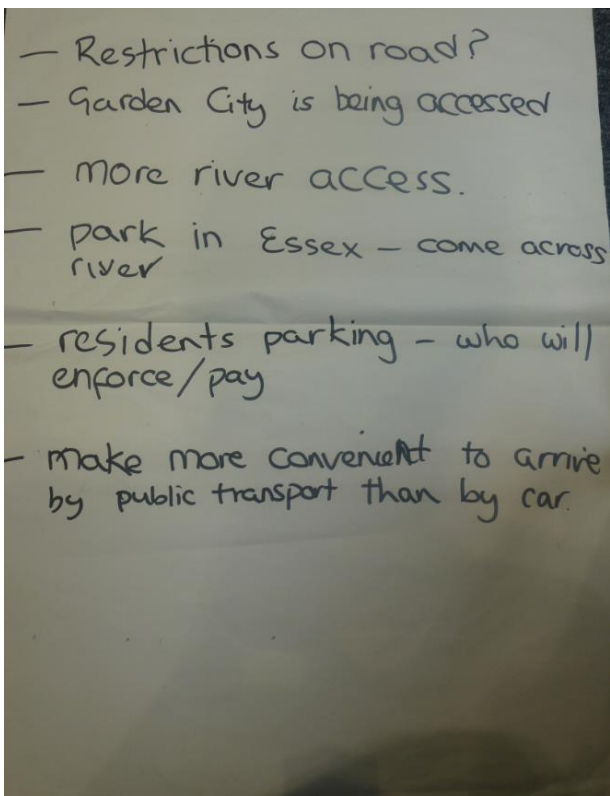
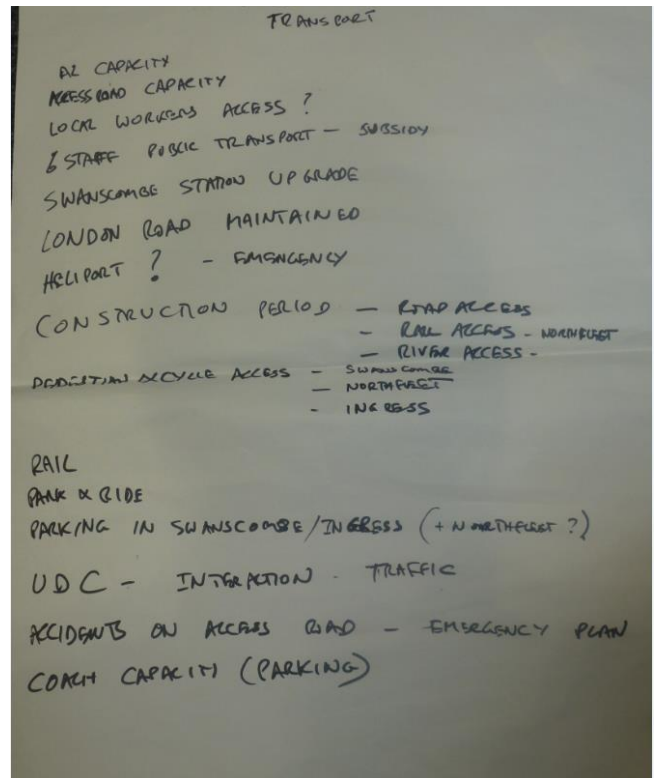
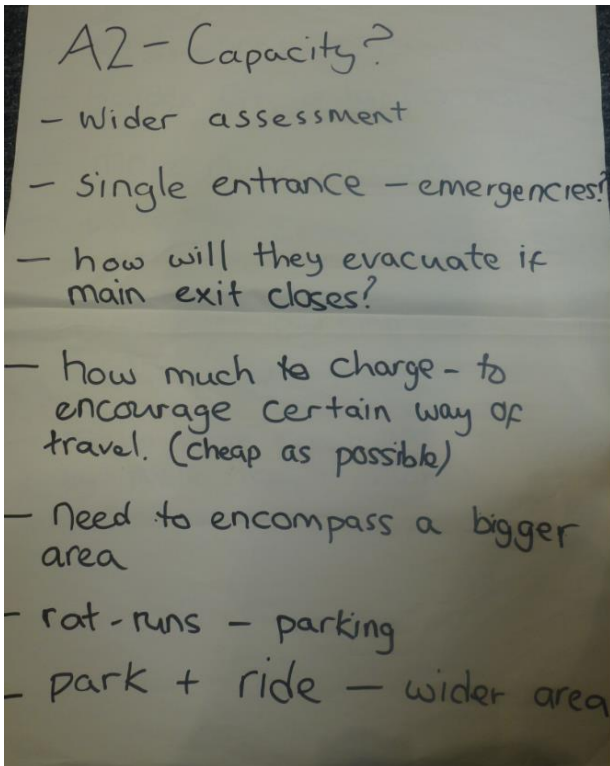
- A2 OR NOT A2
(major incident) (that is the question...)

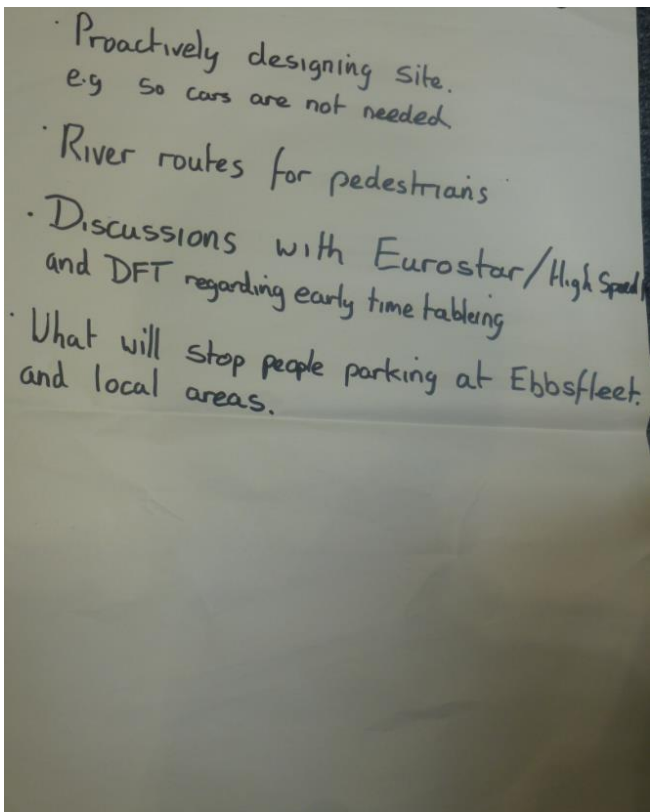
- issues with dev. @ Springhead
- concerns about staff arrival at rush hour (6-8am)
- number of jtns on/off A2
- Pepper Hill jtn
- extending traffic problems to areas (Gravesend, A2/M25)
- management of construction traffic
- M20 links + Lower Thames crossing
- emergency vehicle access - come from Dartford / Gravesend (dedicated)

Not A2

- P+R
- railway
- use of Essex / river crossing / ferry
- where would P+R go?

London Paramount Entertainment Resort: Your Feedback from Stage Three





Appendix 2: Jobs, careers, education and training

Skills ②

- Break down of Sectors to identify skills / Skills audit (should be for shared skills needed by many)
- Identify what courses exist locally + lead in time to create new courses
- Blended approach to upskilling
 - eg: - on the job
 - mentor programme etc.
 - certificates
- Training to get the job
Recruitment ↑ and retention ↓
- Commitment / certification / promotions
 - investing in long-term job / staff
 - training
 - competitive pay
 - career path.
- How can we teach the right skills?
 - Schools / education providers
 - Speaking to London Paramount?
 - Encouraging creative courses
 - APPRENTICESHIPS (quality)

SKILLS ①

CUSTOMER SERVICE
SALES.
PRE
DURING
CONTACT / CALL CENTRE

OLYMPIC GAMES HELPERS
BIG SPEND
BIG DIRECTING

? POACHING INDUSTRY PROFESSIONALS?

LANGUAGES
ATTITUDE
HAPPY. PROFESSIONAL
EXCITED. PASSION

BUSINESS SKILLS
PROBLEM SOLVING
DECISION MAKING
SUPERVISORY / MANAGEMENT
SKILL TIME MANAGEMENT

③ Employment Agency ①

- * Consider Salary - Cap
 - Rates
 - local considerations
- * Fair tendering for local, small companies
- * Same rules for contractors or sub c.
- * Registration for small co's, via website
LinkedIn Group, social media
- * Use accredited organisations
via Paramount's own WEBSITE
- * Police your Contracts! be transparent
with audit

Employment ②

SWANSCOMBE BECOMING TRAPPED COMMUNITY -

- ENGAGE WITH THE POOR COMMUNITY
- WILL THE COMMUNITY FEEL TRAPPED WITH WHAT'S AROUND
- ENGAGE WITH SCHOOLS / STUDENTS EARLY
- WE NEED CONSTRUCTION / OPERATION / MAINTENANCE APPRENTICESHIPS - EG ELEZ APP 2-3 YEARS
- ENGAGE WITH LOCAL PEOPLE TO MAKE THEM KNOW THE OPPORTUNITIES
- ENGAGE WITH SCHOOLS / YOUNG PEOPLE / BREAK TREND

JOB OPPORTUNITIES FOR LOCAL PEOPLE

- THE LEARNING SHOP PRINCIPLE
- EMPLOYMENT TRAINING SETTING
- HIGHER EDUCATION NETWORKING
- WHAT IS LOCAL? - DISTANCE?
- TRAVEL TIME?
- OUSITE TRAINING ACADEMY / PROGRAMME

An Op — Education = ?
Employers. — The Journey? — The Product?

Education

- Education packages etc to be open to all North Kent. How local is local?
- Consider All levels to engage with schools, from primary up.
- Concern about whether engagement will just be for those 'In the know'
- Identify where there are skills and expertise already
- Apprenticeships + skills for school leavers
- School field trip days eg support on controlled assessments etc.
- Need to make the link between schools + colleges + employment
- Education for life.
- Universities: How to retain students in Kent AFTER they graduate.

Bluewater - Olympics - Paramount?
TEMP SEASONAL SUSTAINABILITY

- New qualification?
- Work experience
- London Paramount 'skills academy'
 - team training employees
 - management roles in early to set the scene/or secondments
- Benchmark eg Olympics
- Partners consulted eg BFI etc.
- Ratio of directly employed + subcontracted
 - How does this affect training?
- children's future -
- and transport discounts |

Community assistance { eg. creche
accessibility

- Link with universities etc, possibly they provide training? Sandwich courses?
- MSc student projects - Business school
- Employability service → attitudes + values.
- Work experience
- Connections related to transport links.
- Achievable targets
 - Apprenticeships
 - Bespoke courses, cost-sharing with uni's.
- Got to start now, primary schools.
- Show kids what kind of things might be available
- Ambassadors going into schools
- Adult education + training
- Elderly + retired?

London Paramount Entertainment Resort: Your Feedback from Stage Three

"Engage with local Community" . . .

- Learn from previous experiences
- Paramount Academy / SPONSORSHIPS
- Employ Kent-Thames-side
- How is training going to be funded
- Need to engage schools - many young people may not yet know what they want to do
- Plugging the gap left by (for example) Connexions
- Job "taster" days - touchy feely days.
- Different age groups, not just younger people

- Learning from access to work type good practice.
- Cost of transport links
- Local people engaged from day 1
- Local ownership
- Finding out about jobs + training available
- Community Forums
- Community chatters - "good gossips"
- Community development workers. delivering information
- Accessing local networks
- Use local Community Interest companies & Social enterprise.
- Publicise numbers + volume of trade

- Local Supermarkets
- Publicity - Trains, planes & automobiles!
- Flood information
- Jobs fairs
- Child care
- A community hub - access to people
- Flexible training opportunities
- Breaking down age barriers
- Publicise qualifications.
- Which languages are needed?
- Setting a "living wage"
- Benchmarking over living wages
- ~~Run~~ Ensuring construction ~~set~~ companies use local people

- Paramount CSR?
- Information/communication 'hotspot'
- Linking to Cakes & Computers locally
- Setting up a Community Forum that funds & supports a network of community chatter type schemes (Grass Roots/Transparency)
- Engaging with local employment agencies.
- Shuttle buses.
- Local good practice in community engagement.

London Paramount Entertainment Resort: Your Feedback from Stage Three

ENGAGE WITH LOCAL SCHOOLS COLLEGES.

- WHO IS APPROACHING WHO?
- GCSES - LANGUAGES - EBBSFLEET NOT PUSHING.
- SCHOOLS TO RUN WORKSHOPS - DISCUSS OPTIONS WITH PARAMOUNT IN MIND.
- CAREERS ADVISORS TO BE MADE AWARE.
- WHAT IS "LOCAL"?
- YOUTH CLUBS / YMCA / DISCOVERY / SCOUTS / UNIFORM GROUPS
- BLUEWATER FOCUSES ON THEIR OWN JOBS + IS MAINLY INTERNET BASED.
- PCSOs AS POINT OF CONTACT WITH YOUTH.
- ASK THE KIDS WHAT THEY WOULD LIKE TO DO + THEN JOY MATCH.
- FAIR APPRENTICESHIP - FAIR WAGES
- FLEXIBLE WORKING TO ENABLE COLLEGE WORK / A LEVEL
- INCENTIVES / EVENTS / HELD AT COLLEGES / SCHOOLS
- DISABILITIES / ADHT etc - LINK SKILLSETS

ENGAGE PARENTS

DISNEYLAND PARIS HAD VISITORS CENTRE

- PARAMOUNT YOUTH CLUBS - FUNDING
- UTILISE ELDERLEY - EXPERIENCE / SKILLS / ENGAGING (GET THEM OUT OF THEIR HOMES)
- BE SPECIFIC AS TO WHAT DIFFERENT SUBJECTS WILL GIVE A RANGE OF OPPORTUNITIES
- PARAMOUNT TO SPEAK WITH GOVERNMENT TO INFLUENCE CURRICULUM.
- YOUTH GROUPS - SCHOOLS - COLLEGES - UNIVERSITIES - THEATRE GROUPS
DANCE SCHOOLS - ROSE BRUFORD (SIDCUP) - WALKTALL

CONTACTING LOCAL CLUBS - SPORTS, DANCE

SPONSORSHIPS - SCHOLARSHIPS.

INDIRECT SUPPLIERS - ENCOURAGE APPRENTICESHIPS WITH PREFERRED SUPPLIERS / CONSTRUCTION LOCAL CONTRACTS. i.e. GARDENING LANDSCAPES.

LIASON WITH GARDEN CITY - APPRENTICESHIPS CAN BE USE ELSEWHERE.

Employment (4)

- How can we connect with management to recruit locally?
- Local agency equipped? vertical / horizontal recruitment
↳ not specialised right incentives
- Online recruitment - Read
- Difficult to get interview - not personal

Guidance for Job centres

Confidence for younger people - training in schools

- Communicating
- customer services
- Interpersonal skills

↳ TOOLS → Interactive employability
→ Interview skills
→ CV help

Appropriate ISO + investing in people

- Local Authority - business or companies - get people to engage - supply chain ^{directory assist needed}
- Investing in Community
- inspiring young people
- work ethic
- changing mindset
- How can we attract businesses to area → regeneration in Swanscombe
- How can we practically get Local to have a foot in the door?
↳ Job fair
↳ Face to face recruitment
↳ Trade Associations

Bluewater Construction contracting policy

- London Paramount set up independent recruitment agency?
↳ having the right brief

- Engage with other theme parks?
↳ management?

- Psychometric testing
- Maris B

Procurement - KCC source local organisations
- doesn't exclude smaller companies
- procurement training?

ID of Skills & Delivery

1. Customer Serv
↳ Ability to change.
↳ A Key Skill for All
↳ Language Tray (incl Sign)

Tray - Centralised ^{Managerial} (LD)

Responsible to link w/ local Education & Tech Tray Facilitators

4. Encourage Partnership with local Tray providers as part of the Supply Chain process.

5. IT skills were seen as a core skill but is not necessarily a reality in everyday life.

6. Impact & dangers on draining local resources into LP

7. Progressive opportunities strate ---

8. Urgency in the opening of the Creative Wdr!!!

9. LP Tray Organisation focus on wider group needs.

10. Time is tight given 2020 D' Day needs.

11. Promotion of the desire to be part of the LP Family

12. Realism of using local labour/~~pop~~ population to sustain LP. (Local Community kept on side!!!)

- How far is 'local' community
- Transport links (shuttle bus)
- Single dedicated web site for job vacancies
- Information regarding skills required needed in advance
- Advertise locally,
- Ask employer to guarantee X amount of interviews for local.
- How to sustain employment after initial opening
- What can we do to reach hard to place persons
NEETS, L.B. Mental Health, ex-offenders.

Training, ESOL, bridging skills
Skills + Employment sub-group
Bluewater model implemented
How the skills academy will work
Do talking several different languages
Wages; fair, not zero contract, Living wage
Working with local companies, preparing for job losses.
Supply chain network

2. How can London Paramount engage with local schools/colleges to help ensure young people have the right skills for the jobs.

- Liaison with schools/colleges/training providers
- Consortium around delivery K.A.T.O.
- Paramount identifying qualification levels, all levels school → university
- Continuing development of people e.g. apprenticeships (NVQ, work experience).
- Identify "key skills", transferable skills (e.g. language, customer engagement) "Core skills."
- Projects in Schools - develop awareness of the world of work.

- Managing young people's expectations
- How do we make sure schools not here are engaged (S.E. England!).
- Paramount involved in National/County careers events.
- Paramount / Contractors / Training providers interaction.
- Involve Heads of schools/colleges with discussion

Develop curriculum materials to help deliver Key stage 1, 2 etc.
Enrichment trips

Skills:

- What is local?
 - Those in the local boundary.
 - Local workforce / Duffield / Gravesham + wider Kent + Essex.
- Gravesham Business Network. 860 businesses.
- Kent Invicta Chamber → wider Kent / Ashford / Maidstone. 1,300 members 7,000 mailing list.
- FSB. 17,000 members across South East.
- South London Chamber / East London / Essex?

Skill sets - Certain areas have their own es. - Medway Manufacturing.

- Salaries - competing with London jobs/wages.
- Out commuting
- PTE - less likely to commute to London.
- on-site creche.
- Seasonal work - ME/FE students.

Low-medium risk ex offenders have job opportunities - at least situated an interview.

RBL ex serviceman

- National Maritime Development Group - working on behalf of Thames Tidal Tunnel - could assist Paramount on Maritime skill gaps.
- Job market - social media main medium.
- Low local unemployment rate, small % of those suitable/work ready.
- Construction/Civils - hard to fill positions (last 2 yrs).

Speak to colleges on Construction NOW!

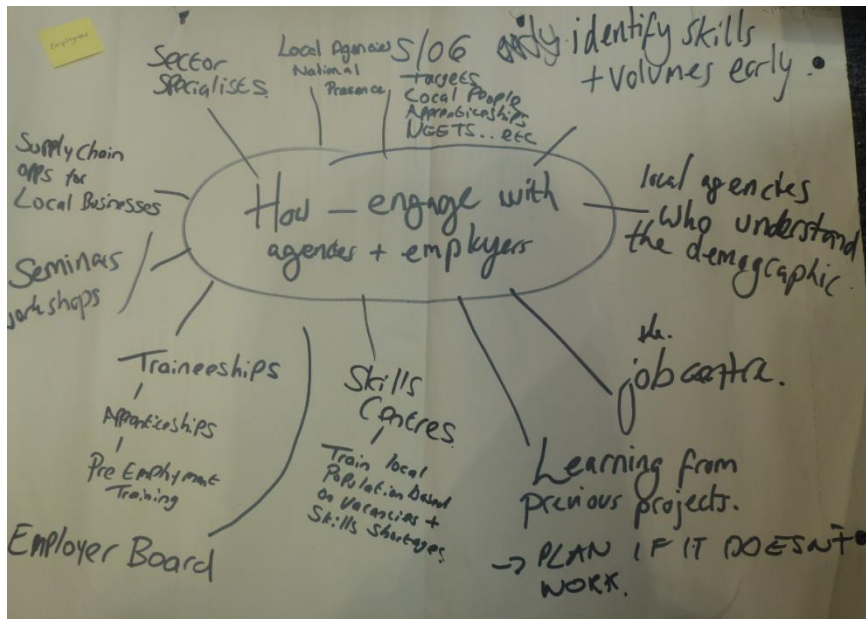
National Construction College Erit

North West Inst college Construction.

- * Don't overlook more mature job seekers.
- Low media channels * Parish Councils.
- * Paramount own training courses funded by Govt -> Set own standards all the way down the supply chain.
- * Engage SELEP + KCC - training funds / priority skill sectors.
- * Fit for purpose - train local SME's to understand what they require to be able to bid for work alongside larger Businesses. *

How can we identify skills / deliver skills?

- Identifying skills & skill sets
- * Logistics Missing
- Lower unemployment - more competitive environment.
- Talent recruitment / attraction & retention
- Youth unemployment awareness - courses / opportunities / careers curriculum
- * Information Plan to enable planning at getting to children at Primary School - linked to curriculum. Need to engage with careers.
 - Allow for options & raise aspirations
 - Making it clear what opportunities are available in different sectors - progression
- Maximise & develop work experience - linked to skills required / sectors
- * Gap between employers experience and what schools & colleges think they are providing - improving links between schools & bus/motors area (Project in Wiltshire)
- credentialed ->
 - Expand learning shop (Bluewater - much wider)
 - Help young people identify their skills
 - Ex-servicemen and ex-offenders - people who need re-skilling - As
 - Retention and progression key
 - What help are we giving to young people to become entrepreneurs and link to supply chain indirect.
- What is the competition? Need to understand local economy and skills demands for working locally
- Engage key stakeholders - LEP / local Employment groups eg West Kent Skills group



Skills

- Advance notice for local firms + priority
- Quotas for employing locals - upskilling
- Work with schools - train up + get ready
- Older people too - retraining
 - part time + flexible is good
 - couple of redundancies - take advantage of workforce
 - no ageism
- Creative skills - design, marketing, PR
- University collaborations - Paramount sponsored awards
- Forum, collective group eg Arts + creative talents
- Construction, engineering, sales, marketing, creative,

- central, direct source of job vacancies
- get applicants 'job ready' with basic skills
- own apprenticeships + training programmes (link with still getting benefits)
- Paramount 'university'
- University Technology Colleges - eg Medway + Leigh City
 - ↳ construction + engineering
 - ↳ ITC + engineering
- KATO - meetings
- job shadowing, work placements
 - inspires young people
 - + adult education
- Paramount attend + present on job opportunities
- KCC / Essex provider network meeting

- upskilling staff to maintain healthy lifestyles
- construction skills: health + safety certificates
- relationship with Garden City
- attract out commuters to work here
- use River / Tilbury

- Engagement with local community
- getting the balance. Not taking away from local businesses.
 - Effect on local businesses - costs (good and bad)
 - Employee v. sub-contractor
 - Making procurement process fair (for indiv/ SM. business + large)
 - Portal? Need for access → marketing
 - Publicising opportunities
 - How to get message to local businesses
 - Clarity of message.
 - Equal opps - learning from others (eg. Orlando parks)
 - Managing supplier's supply chains

- Local barriers to employment
- Skills audit - gaps
- education offer - match
- inspire
- link with career advisers.
- Recruitment (disadvantaged/equal opps)
→ values → retention. Reaching the 'hard to reach'
- 'Capturing' - better-known faces (local)

- Local barriers to employment
- Skills audit - gaps
- education offer - match
- inspire
- link with career advisers.

Recruitment (disadvantaged/equal opps)
→ values → retention. Reaching the
'hard to reach.'

'Capturing' - better-known faces (local)

How can Paramount engage with local schools/colleges to ensure that young people have right skills.

Has Paramount engaged with young people re their aspirations?
egs of jobs available - job specs
Paramount to provide workshops & training in local schools & F.E.

Local Forum of local schools/colleges re future requirements provision & opportunities.

Phasing of provision e.g. construction 1st - B.M. later Digital Media.

Engaging with existing Forum Borough Council Youth Councils / Youth Club.

Paramount to identify with local providers - what do they offer - could offer - should offer - ^{caps} priorities.

Paramount could act as a catalyst to encourage young people to raise their aspirations.

Set up a Strategic Body to plan amended provision
What level of info & when re employment & skills profile.

Paramount offer short courses in specialist skills induction courses.
e.g. Learning Shop in Bluewater

Why Colleges not offer Retail ??

London Paramount Entertainment Resort: Your Feedback from Stage Three

- * TRAFFIC CONCERNS - FOGSFLEET, A2, PARK & RIDE
- * ALTERNATIVE ACCOMMODATIONS - CAMPSITE, B&Bs
- * CAMPAIGNS - TOWN CENTRE, JOB CENTRES, SCHOOLS, JOB CLUBS
- * SOCIAL MEDIA
- * NORTH OF RIVER - ADVERTISING - WIDER AREAS FROM KENT-BEYOND.
- * OLDER GENERATION - CLUBS, COUNCIL
- * COMMUNITY CHATS - UP TO DATE INFORMATION - ONCE A MONTH
- * TENANTS NEWSLETTER - "OPEN DOOR"
- * EXCITEMENT GENERATION - PROMOTE GOOD POINTS
- * SUNNY OF AREA - GO TO HOUSES - KNOCK ON DOORS.
- * COMPETING LARGE, SKILLED WORKFORCES
- * LACK OF KNOWLEDGE IN LOCAL AREA - FURTHER SPREAD OF INFO - ENGAGE LOCAL PEOPLE
- * SMALL COMPANIES - ADVERTISE TO THEM - BUSINESS'S CLOSING - GO TO THEM - BRING IN NOW RATHER THAN WAITING -
- * GETTING PEOPLE INVOLVED - ESPECIALLY JOB CENTRE, DOLS RECIPIENTS - WALLS PARK, KING'S FARM
- * GET OWNERSHIP & PRIDE - BE HONEST, OPEN & TRANSPARENT LOOKING AFTER THEIR WELFARE
- * MISCONCEPTION = "FILM STUDIO" - MORE INFORMED INFORMATION.
- * BOROUGH EVENTS - CHRISTMAS FAIR, REGATTA - LOCAL AUTHORITY EVENT CALENDAR - FIREWORK DISPLAYS - COMMUNITY TEAM - PROMOTE OPTIMISM
- * LOCAL EVENTS - STREET PARTIES, BALLOONS
- * MASTER PLAN EVOLVING - ISSUES CAN STILL BE SOLVED -
- * KEEP PEOPLE IN THE LOOP DURING WHOLE PROCESS.
- * OLDER WORKFORCE ENCOURAGE YOUNGER WORKFORCE. HOUSING? - FOR THOSE EMPLOYED.
- * ACCOMMODATED IN OUTER AREAS? - BUNNED BUILDINGS IN OTHER TOWNS
- * CRISIS MANAGEMENT IN OTHER AREAS - SPREAD OUT
- * CONCERNS OF LOSING STAFF FOR OTHER BUSINESS'S

- 20103 SKILLS
- = UNDERSTANDING SECTOR & SKILL SET MAPPING/MATRIX [BREAKDOWN TO JOB ROLE]
 - = TNA - TRAINING NEEDS ANALYSIS
 - ↳ APPRENTICES
 - ↳ BACK INTO WORKPLACE.
 - = YOUNG PERSON SUPPORT NETWORK
 - ↳ F/TIME
 - ↳ SEASONAL
 - ↳ DOESN'T HAVE TO BE FOR JUST THE YOUNG.
 - = PARAMOUNT JOB RECRUITMENT.
 - ↳ POLICY
 - ↳ PROCESS/DURATION.
 - ↳ WHEN ENGAGEMENT - F/T - P/T - SEAS
 - ↳ ADVANCE OF OPENING
 - ↳ JOBS PORTAL/ADVERTISING.
 - ↳ MEDIA for DEMOGRAPHIC
 - ** ↳ JOB FAIRS - PHYSICAL EVENT 2 YR + COLLABORATIVE.

- ②
- ↳ TEACHER FEED/SCHOOLS
 - ALL AGES. ↳ ASSISTANCE FOR LOCAL PEOPLE TO ID. HOW THEY CAN GET INVOL.
 - ↳ ADVICE ON COLL. COURSES
 - ↳ EARLY JOB PROFILES + COMPETENCE REQTS
 - ↳ ID. OF COURSES AT LOCAL APPROP. SCH/COL/UNI/NIGHT CLASS.
 - EMPLOY SKILLS & EMPLOYMENT MGR FOR LOCAL INTERACTION.
 - = LEGACY PARK TO EMPLOY ~~FROM LOCAL~~ LOCAL IS KENT! & ESSEX.
 - CONSTRUCTION
 - = ENGAGING LOCAL SKILLS THRU' LOCAL BUSINESS CHAMBERS - CONST. GROUP.
 - = MARINE TRAIN THE TRAINER COURSE (TTT). PORTABLE COURSES TO ASSIST JOB.
 - CHURN RATE → REDUCE KEEP LEVEL OF TRAINING; ON-SITE ACADEMY
- Both Gov/Op.

- Need to define local. ① and ④
- ③ What about older people 40+ ^(Who do they engage?)
- ④ Skills training - upskilling - skills gaps ^{defining skills required - upskilling, soft skills}
- ensuring a level playing field for all applicants. - pay opportunities etc. ^{Using local? How about? Career guidance in schools}
- ⑤ Interview ready training (soft skills)
- ⑥ Inform employment agencies A.S.A.P of skills required.
 - ↳ coming to local employment agencies first
- ⑦ * establish a working group of those involved in recruitment

Make commitment to recruit locally ongoing by upskilling / continuation of training meeting needs

(4+)

Schools

? Women in Construction Graduate Programme

(6) One Subject mtgs with Key Stakeholders

- apprenticeships
- ~~old~~ people. experienced people
- agencies.
- Not for profit
- Skills focused.
- Gravesham Business Breakfast
- C of Commerce.

* A comprehensive locally based (20 miles) work experience programme for schools & colleges - criteria online - learning. entry based community value training

* "Paramount Passports" (Standards & expectations of employees accreditation)

* "Paramount Connect" - Careers School & Colleges can understand requirements.

* Iconic Characters & to engage youngsters.

* Young ^{Paramount} Ambassadors Programmes to assist inclusive opportunities.

* lots right many colleges.

- Workers' village eg staff amenities

- access by all
- apprentices

- Skills Audit identify the gaps in current learning provision

↓
government

- Flexible funding / new funding.

Road Shows

Skill fairs

Returning to work (Parents)

Working with Charities - for staff

Appendix 3: Environment and ecology

ISSUES / OPPORTUNITIES

✓ AIR QUALITY - LACK OF BASELINE DATA (MONITORING STATIONS)
- EFFECT OF INCREASED TRAFFIC
- USE DATA FROM SIMILAR SITES (e.g. DISNEYLAND)
- WAYS OF MINIMISING FUTURE IMPACT

✗ LIGHT

- HOW WILL IT BE MEASURED (BASELINE)
- IS THERE AN ACCEPTED STANDARD?
- HOW WILL POWER DEMAND BE MINIMISED?
- IMPACT OF SECURITY LIGHTING (IR?)
- OTHER INNOVATIVE SOLUTIONS

WATER - RECYCLING?
- CAPACITY?
- TOTAL USAGE?
- IMPACT ON RIVER (THAMES AND FLEET)?

POWER - LOCAL GENERATION? (AND LOCAL IMPACT)
- TOTAL CAPACITY WITH GARDEN CITY

NOISE - BASELINE MEASUREMENT?
- EFFECTS ON LAND & RIVER
- USE OF HABITAT (WOODLAND) BARRIERS.
- ACCESS ROUTES (ROAD, RAIL, RIVER, AIR) AS WELL AS SITE ITSELF.

OPPORTUNITY FOR IMPROVEMENT!
(RESTORATION OF LOST HABITAT etc).

Linkages

1. Environmental Management should be governed. Has ISO 14001 Accreditation been considered?
2. Env Control for both Constr. & Operational +ive of the resort.
3. Water discharge Points/into existing Water Ways which fall outside of the Red line.
4. Control of pollutants in surface water drain off. Control through natural/green processes.
5. River walk (Broadwalk) environmental Management.
6. Dogs within the Broadwalk
7. Public access to walk ways (coastal path)

1. Access
2. Environmental Mgmt
3. River walks

8. Surface consideration for Broad walk to suit ~~road~~ mobility Veh's
9. Access to Natural/Wildlife areas should be free Public Access
10. Multiple Access points (stop/start) location to the broadwalk route.

London Paramount Entertainment Resort: Your Feedback from Stage Three

F P
BLACK DUCK PUB
 OLD PUB ON SITE/MARSH NR INGRESS PARK

INTEGRATED COMMUNITY MARINA/CLIPPED SERVICE/ FERRY SERVICE/CRUISE TERMINAL LEISURE CRAFT.

- ACCESS/RIVER-CABLE CAR FROM GRAYS
- UTILISING EXISTING MARINA AT THE HIVE/EBBSFLEET FOOTBALL GROUND

• LOCALS FEEL THEY HAVE BEEN TOTALLY CONSUMED BY BLUEWATER/EBBSFLEET IDENTITIES + LOST THEIR OWN AREA IDENTITY. IE SWANSCOMBE + NORTHFLEET

• PUT ~~RECREATIONAL~~ FOOTPATHS/CYCLEWAY, FISHING ACCESS FIRST - THIS ALSO ALLOWS US TO VIEW CONSTRUCTION FROM GRAYS STATION (C2C) EASY ACCESS TO SOUTHERND AIRPORT + LONDON

NEW LOCATION OF THAMES BARRIER? WILL THE POSITION EFFECT FLOODING UPSTREAM OF IT.

- PICNIC AREAS / OLYMPIC PARK AS EXAMPLE
- HISTORICAL REFERENCE TO PILGRIMS ROUTE THEY TOOK FROM SWANSCOMBE TO ESSEX ACROSS THE THAMES TO ST CLEMENT CHURCH/HENCE ST CLEMENTS REACH/LAKES.
- LOCAL BOAT BUILDING/SERVICING INDUSTRY COMPLEX.
- NAME ARISE 'THE SWANSCOMBE MAN./WOMAN' 😊

- ★ Local SSSI's
 - ↳ maintaining habitat corridors
- ★ Over lap of surveys
 - ↳ communication
- ★ receptor sites within scope
 - already existing
 - / future possibilities
- Local Groups
 - ★ Kent small mammals group
- ★ Surveys - wintering bird ~~number~~
 - breeding bird
 - chetti's warbler
 - barn owl
 - Phase 1 habitat survey
 - Botany Surveys
 - Existing records used for marine mammals
- Management of Water levels - impact on existing habitats
 - ↳ Flood defences
- ★ effects on water quality to habitats present
 - ↳ containment of contaminants
- ★ Retrospective information added to plan
 - Reptiles
 - Terrestrial invertebrates
 - Aquatic mv. surveys
 - Birds
 - Water voles
 - Bats, Water Shrew
 - Harvest Mice

24/10/2

SWANSCOMBE WILDLIFE

- 'QUIET ZONE' FOR WILDLIFE
NO PUBLIC ACCESS
- PAID SITE CONSERVATION OFFICER
- MEMBERS NATURE RESERVE
- SALT MARSH CREATION
↳ (REALIGNMENT BENEFITS)
↳ THAMES ESTUARY PARTNERSHIP
EUROBID
- CONSERVATION VOLUNTEERS OPPS.
- HABITAT 'BUFFER ZONES'
- LIMIT THE DEVELOPMENT AROUND
BLACK DUCK MARSH
- SITE SPECIFIC HABITAT CONNECTIVITY
+ SPECIES SPECIFIC
- WORKING CLOSELY W/ LOCAL PROJECTS
- JETTY - CREATION OPPS - BIRD ROOSTS
FISH HATCHERY

24/10/2

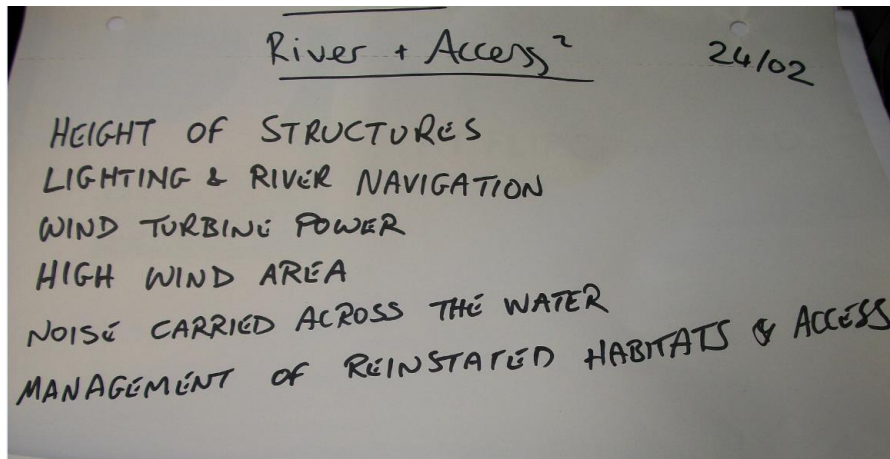
WILDLIFE

- Environmental Impact Assessment
 - ↳ Done right
 - ↳ Seasonal habitats
- Can a management agreement be set up for next 30 years to ensure LRCH fund out Nature conservation sites BDM/Broadness -
- River Ebbisford - enhancement - net gain?
- Linking landscape - wildlife migration
- garden City (ESC)
- rare ~~invertebrates~~ ^{invertebrates} at Bluewater
- Partnerships - KWT
- Buglife
- Bumblebee Association etc.
- Riverscape wildlife seasonal
↳ expert assessing?
- Becon country park - jungle

24/10/2

RIVER + ACCESS 1

- BROADNESS CREEK - HOW TO ACCESS
- BIRDS HAVE BEEN DISPLACED BY LAFARGE WORKS
- HABITAT ENHANCEMENT ON BROADNESS MARSH
- ~~LDASH~~
- CONSTRUCTION TRAFFIC ON WATER LEVELS?
- CONSTRUCTION LOGISTIC PLAN
- FLOOD DEFENCE WORKS
- 'SUPER' PYLON - GOING OR STAYING?
- ENHANCED ACCESS VIA FOOTPATH NETWORK
- WHERE WILL THAMES PATH GO?
- INCORPORATING CYCLE ROUTES
- ACCESS TO THAMES PATH BY INGRESS PARK
- HOW CAN YOU ACCESS PEDESTRIAN ROUTES IF YOU WANT TO DRIVE & PARK NEAR THE SITE?
- PEOPLE CURRENTLY PARK AT ASDA NEAR GREENWICH



Appendix 4: Masterplanning and infrastructure

Fasttrack
- local access to resort says
Covarend / Dostford
(Attending add = rail)

Construction access masterplanning.
↳ 40% Bus / 60% Road - times.

River boat movement - X-rail / other.
T.T.T. using new for material

Timing of construction movements
- Impact of local / commuters

Source of material to come
on to the site - Not shifting problem
elsewhere

Employee masterplanning - locals.
Travel to work
- Local visitors -

Level of road good.
Concern about how commuters + visitors
mix - Railway biggest risk

- MAJOR CONCERN THAT EXISTING
ROADS ARE ALREADY FULL

- NO ACCESS TO RESORT FROM VONDON
ROAD. CONCERN THAT NO ONE PARKS ON
VONDON ROAD + BLOCKS IT

- NO VEHICLES ACCESS FROM INGRESS PARK

- CROSSRAIL MIGHT BE EXTENDED FROM ABBEY WOOD
TO SWANSCOMBE STATION.

- BIG ISSUE IS FLY-PARKING ON LOCAL ROADS IN +
AROUND THE WHOLE AREA. THE PLANS MUST INCLUDE
MEASURES TO PREVENT THIS.

- PARK AND RIDE SCHEME THAT IS LOW COST MIGHT BE
AN OPTION

- WHAT ABOUT PARKING NORTH OF RIVER + FERRY ACROSS?

- PEOPLE NEED INCENTIVISING TO PARK IN ORGANISED
CAR PARKS

- PEOPLE ARE LIKELY TO PARK FREE AT BLUEWATER +
GET FASTTRACK BUS TO RESORT.

- MAIN PROBLEMS WILL BE WHEN ^{RESORT} OPENS.

- THAMES CLIPPERS ARE GOOD IDEA + WILL ENABLE COMMITTING

- DISAPPOINTMENT THAT THAMES CLIPPERS WON'T CARRY MORE
VISITORS THAN 2% AT FIRST. RIVER IS A BIG NATURAL
RESOURCE.

- RIVER IS VERY CLEAN + NO DISCHARGE FROM RESORT SHOULD
POLLUTE IT - ONLY RAINWATER WILL BE ALLOWED

- CONCERNS WITH PARKING IN RESIDENTS
AREA. THEN WALKING INTO PARK

- ENSURE THROUGH TRAFFIC STAND OFF
LOCAL ROADS

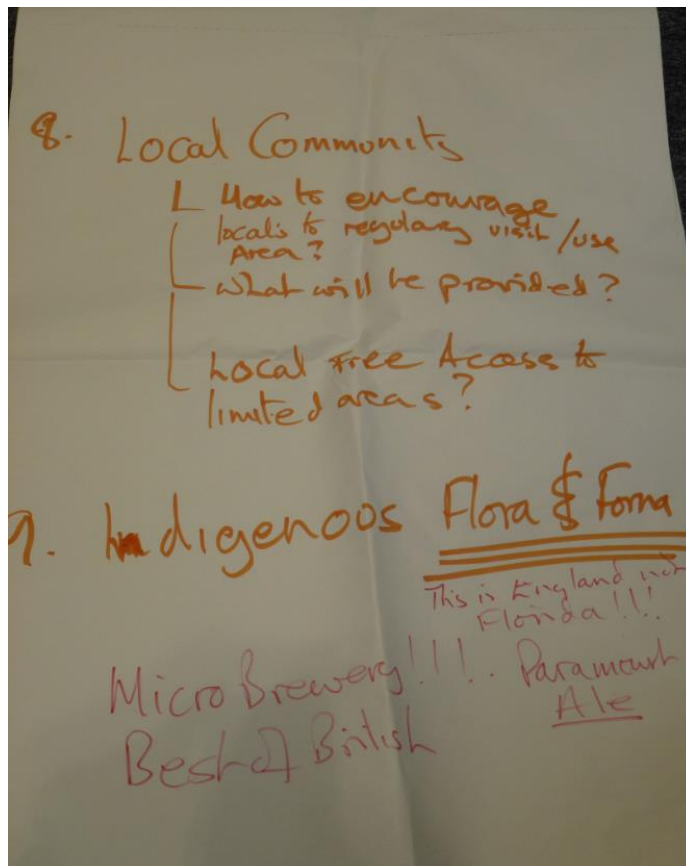
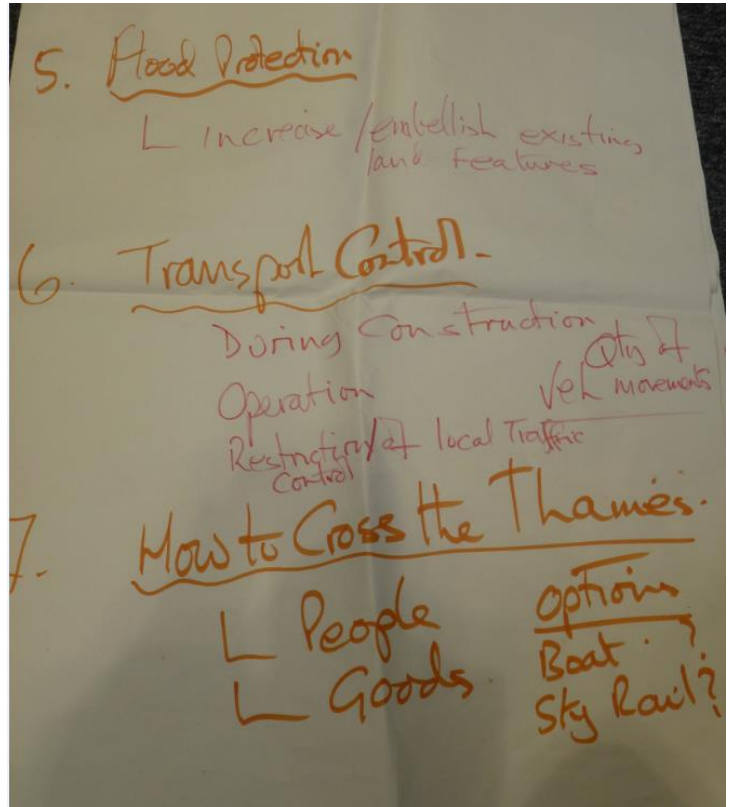
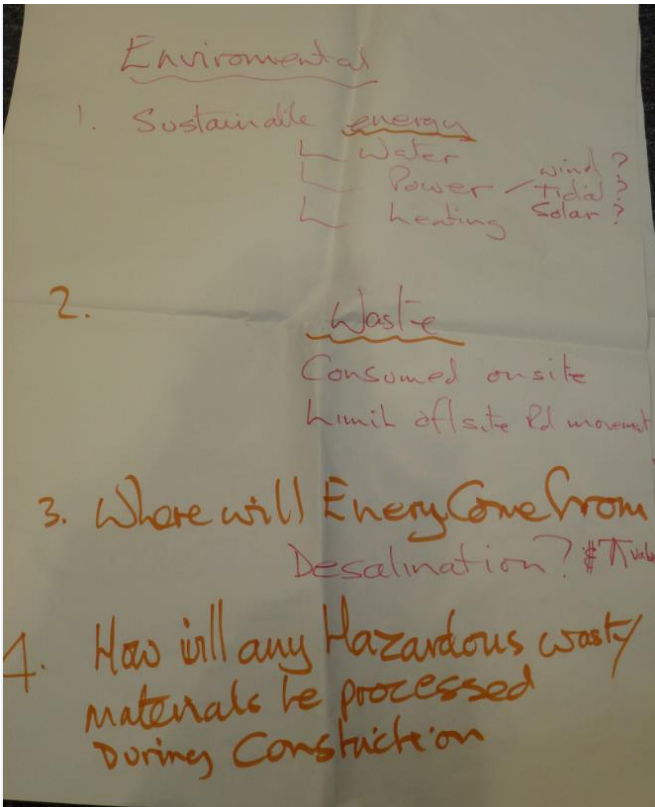
- PARK AND RIDE NORTH OF RIVER

- INGRESS PARK RESIDENTS NOISE
CONCERN AND LIGHTS

BOTTLENECK AT BLUEWATER JUNCTION
TO M25

CPZ AT NO COST TO LOCAL RESIDENTS

CAN YOU MOVE DEVELOPMENT
AWAY FROM RESIDENTS?



• LOTS OF SUPPORT FOR RESORT PROVIDING THAT THE TRANSPORT ISSUES ARE RESOLVED

• WILL LOCAL RESIDENTS GET DISCOUNTED ENTRY TO RESORT?

• GREEN LANDSCAPES AROUND EDGE OF RESORT ^{ARE} WELLOMED

• PEOPLE NOT KEEN ON EXPANSION INTO BOTANY MARSH

• CONCERNS THAT FAST TRACK WILL NO LONGER USE LONDON ROAD.

NO CONSULTATION LIKE THIS HAPPENING ON GARDEN CITY

• Cable car: accessing the park via Essex at lakeside

• New road slices through the car park at Ebbfleet & reduces parking

• Are we encouraging more cars by providing more parking spaces.

• Disabled access from Swanscombe to the park. Including the station which remains with no disabled access.

• DDA compliance.

• Raising issue of community buffer against the park.

• Bean junction/roundabout needs to be addressed. This is already in hand.

What impact will construction traffic have from the A2.

• Concerns of getting from Ebbfleet to into the park, including land train.

• Have arrival rates been taken into account.
(This has been analyzed down to the hour)

• Discussions for the 3rd bridge.

London Paramount Entertainment Resort: Your Feedback from Stage Three

Q2. Measures to minimise impact a local community & design.

Q's: 1 Health
2 Transport 14k spaces
3 Education

2. Roads - access - some concern that play next to resort. lower prices if come by motor car. Upgrade Swanscombe station. Clippes from Tibbury etc - can help commuters. How to prevent on street play in Swanscombe. Bring in materials by river.

10.30/11 opening time.

- Health -
- Fire/emergency
- Noise impact
- ca from east West

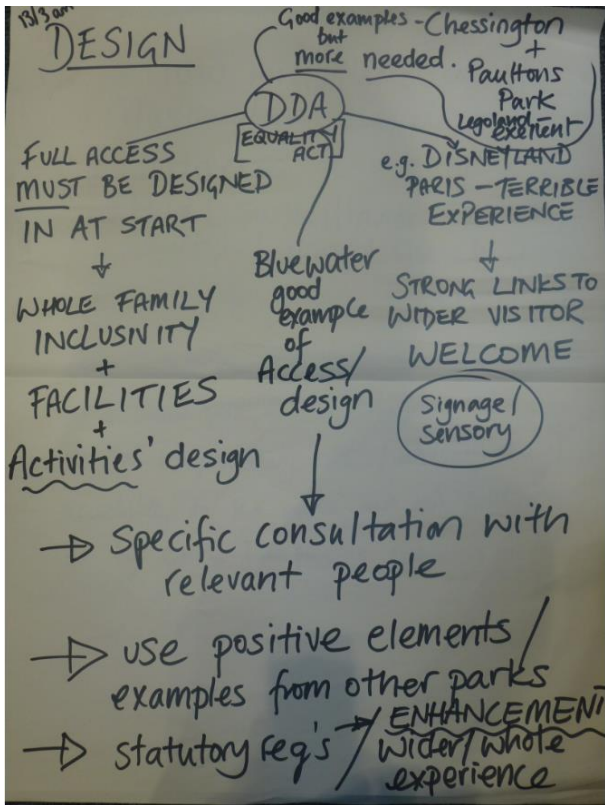
- o Residents pathway - permits.... Needs to be actively policed.
- o Upgrade Swanscombe High Street
- o see access road in place before construction starts.
- o Reduced entry tickets for residents.
- o Car toll stop along route from A2.
- o Swanscombe Skull site - include in green network
- o Museum by station to Waymark the landscape / history of the river. + Exhibit finds from neolithic to present to now

o history group to work with Paramount is supported by them.

- Linking Initial Planning Stages with Current infra structure (waste)
 - ↳ Engagement.
- Flooding - Using TE2100 Strategy.
 - ↳ River Thames
 - ↳ Surface water and off site management.
- Rainwater harvesting
- Sustainable Urban Drainage (SUDS)
- Power - Utilities
 - Combined heat and power from waste.
 - ↳ concern around impact on community supply.

Impact on existing communities with focus on LPRH and EGC

- Community Impacts
 - ↳ Lights Noise etc.
- Use of water / Supply
 - Potable - Thames water
 - Waste - Southern water
- 1) Demand Reduction
 - Water cycle required
 - Water reuse and recycling
 - Grey water / Black water recycling
 - Sewage treatment ⇒ Waiting on water figures
- Waste (operating) - waste handling on site
 - ↳ anaerobic digestion?
- * Link to Kent County Council waste strategy
 - ↳ C.H.P.?
 - ↳ and Links to local waste collections from visitors



② DEVELOPMENT PLATFORM 13/Jan 11

SOUND

- concerns about times of construction
 LA's have stipulated development times
 ~ 7:30am - 6:30pm; 1/2 day Sat, none Sunday. With wiggle room for large deliveries

↳ LA ⇒ Noise poll = act → depends on activity.

↳ BH ⇒ modelled the likely noise, background levels analysis & reporting. If exceeds allowable levels then they have to provide mitigation.

↳ not allowed fireworks.

↳ LA's confident that this issue is being looked at sensibly.

LIGHT

- effects of light on the wetland flow
 ↳ BH working through with ecologists.

Energy

- Waste used to produce energy?
 ↳ anaerobic digestion being looked at.
 ↳ looking at solar panel on roofs potential.

Drainage

- looking at best options.
 - Rain water gardens & porous pavements etc are being looked at.

Flooding

- protected floodplain - Can't have any get back due to cement k.in dust loan thick & has to sealed.

New technologies - carbonisation technologies to treat Chemical feedmill waste.
 ↳ looking into this & clay mixing to neutralise the alkalinity.
 ↳ clay from Tideway Tunnel & residual

Surface Water designs - very complex hydrology & working with the Env. Agency to work out best options which store the water & enhance ecology. I don't contain it.

Water Supply - brand new water supply needed as TW at capacity.
 ↳ need to find where waste water treated.
 ↳ grey water recycling & poss black water recycling

- SW provide drinking water
 - SW take waste water away.

Scale of buildings - no designs seen as to scale/height of buildings.
 ↳ these will be available for formal consultation

DDA - looking at gradients
 ↳ trying to achieve 1 in 60 ± almost flat.
 ↳ access & enjoyment of as many as poss.

Raising site - looked at raising the whole site but would need 3-4 mill m³ of material & do is not feasible due to scale & logistics.

River traffic - will use as much for construction / no decisions as possible. Provide as many jobs for local folk as possible.

LOCAL INFRASTRUCTURE

- LONDON ROAD UPGRADE - S106?
- CYCLING INFRASTRUCTURE - TRANS FORM INTERACTION INTEGRATION
- PROMOTING USE OF ALTERNATIVES TO ROAD ACCESS
- IMPROVEMENTS TO SWANSCOMBE STATION (STEPS)
- ADDRESSING CONCERNS ABOUT VISITORS/PARKING IN THE LOCAL AREA
- IMPACT OF CLOSURE OF THE MAIN ACCESS ROAD TO THE RESORT
- FIRE AND OTHER EMERGENCY SERVICE PLANNING FOR THE RESORT AND ASSOCIATED INFRASTRUCTURE

- UPGRADING MEDICAL/HOSPITAL FACILITIES TO ADDRESS THE NEEDS OF INCREASING POPULATION
- CHP CONNECTION TO LOCAL INFRASTRUCTURE — POWER IMPACT FOR LOCAL COMMUNITY
- GREEN + RECYCLING CONSIDERATIONS - USING EXISTING FACILITIES
- ROAD BEING AVAILABLE BEFORE CONSTRUCTION STARTS
- FAST TRACK — AN ADDITIONAL SERVICE
- INTEGRATION OF PLANNING/APPROVAL PROCESSES?
- PARK + RIDE / PARK + SAIL. — ESSEX?

- OPERATIONS? HOW WILL IT WORK?
- LINKAGES + GREEN SPACES — INTEGRATION + CONNECTIVITY
 - CRAYLANDS GORGE?
 - NORTHFLEET + ISOLATION FROM NEW RESORT AND REGENERATION — CAN THAT BE SOLVED?
 - COORDINATION WITH NEIGHBOURS ↴
 - RELOCATION OF EXISTING BUSINESSES? WHERE DO THEY MOVE TO? COULD THESE FACILITIES BE CONSOLIDATED?
 - WHAT'S IN THE RESORT?
HOW LARGE WILL THE BUILDINGS + STRUCTURES BE?
— IN RELATION TO LARGE SUPER-PYLON
 - OPPORTUNITIES FOR GREEN ROOFS + NEW ^{BIO-DIVERSE} ENVIRONMENTS ON CAR PARK + RESORT ATTRACTIONS
 - RIVER ACCESS + ARRIVAL A MUST ! ^{TOO MUCH} PRESSURE ON THOSE WITH MORE RIVER EXPERTISE? PLOTS?
 - DETAIL REQUIRED FOR AREAS LIKE SWANSCOMBE STATION + LINKAGE TO SWANSCOMBE HIGH ST. — SUSTAINABLE VEHICLES?
 - WE NEED A BIG PLAN FOR THE AREA TO KNIT EVERYTHING TOGETHER.

- INTERACTIONS / CHARACTER
- PUBLIC / PRIVATE
- MOAT / TRANSPORT / CANALS / CONNECTIONS TO WATER GARDEN VILLAGE
- LINKS TO PUFFLEET FILM LOCATION
- PARK & RIDE EXPERIENCE
 - GREEN SPINES / INFRASTRUCTURE LINKS
 - SEPERATION OF PLEASURE / BUSINESS MIX OF EXTERNAL USES & DEM.
 - MODULSPLIT.
 - IMPACT OF THE LONG TERM DEVELOPMENT
 - WAYFINDING / PLACE SENSE FOR LOCAL & VISITORS.
- MULTIFUNCTIONAL
ACCESS-RECREATION-WINDINGS-SECURITY
- GI. SHOW HOW STRATEGIC SCALE LANDSCAPE CAN PROVIDE BETTER EXPERIENCES FOR LONG RIVERS, CREATE

- Incentive for using public transport
- Noise levels for local residents
- Wind turbines
- ~~Police~~ Police
- Northfleet Harbour

London Paramount Entertainment Resort: Your Feedback from Stage Three

- 1) Gas supplies
- 2) Pylon issues Nat grid - access
↳ tunnel size
- 3) Sustainable energy
 - Solar
 - Wind
 - Tidal
 - Ground source
 - Water source
 - F.I.T - local community
 - Dry waste - poss issues
 - Electric vehicles - parking facilities
- 4) Waste management
 - Waste legacy - incl ^{Eltham West H.C. City} other local development
 - Use of river → Food waste
 - Consumer → Green/gardens
 - 3 Rs (Built into design)

- 5) Grey water
 - Rainwater
 - Sewage - treatment
 - SUDS - rainwater run off
- 6) Litter
 - Introduced from outside
 - Paid and Free areas
 - River/tidal waste management
 - Land management
- 7) Hidden waste management
 - Underground access
 - Goods in/waste out
- 8) How ~~low~~ ^{commission} Policy/Strategy
 - People
 - Environment
 - Company selection/Local

- 9) Pollution
 - Sound Pre / Control
 - Air
 - Dust
 - Noise
 - Light
- 10) Construction
 - Workplace issues
 - Work
 - Rest
 - Play

Appendix 5: Tourism, business and wider regeneration

Tourism

Pocahontas → Gravesend
 Will it become 'Paramount land'?
 Link to the 'hidden history'
 Potential for educational history for kids
 Linked visits - Visit Kent
 association of tourist attractions
 in Kent.
 Maybe with London Bus co?

- * Important to work with tour operators
- * Could signpost local history within the park.
- * How can external creative people influence the business plan?

Will people who have engaged in the consultation process move up in procurement opportunity?
 Similar opportunities with 'Remember Dartford' campaign
 Best of British → local produce/products
 Impact of prices for local communities
 ↳ would we pay a premium?
 Gamification of the local community.

Transportation N→S for tourists and employees. Impact on local tourist villages (Eynsford). need/quickly reflecting UK pol on global stage

- IMPACT OF LOCAL HOSPITALITY PROVIDERS - VISIT KENT
BUSINESSES

- WHERE'S THE ESSENCE OF WHAT KENT IS AT PARAMOUNT (DICKENS)
 HOW CAN PARAMOUNT REFLECT KENT'S NATURAL AND BUILT HERITAGE - sub-branding?

EMERGING MARKETS - CHINA, INDIA
 making Paramount relevant to those markets more £'s.

Reflect strong themes in comics - coast, canals, marshland, heritage, events = added-value
marketing

Emerging museums/attractions - making the connection
 WALKING + CYCLING cl themes - see it as a community asset/community benefit

LOCAL TOURISM

- Definition of local? local ~~limit~~ limit
- Investment needed on a local level
- Local gateway
- Create sign board
- Heritage and Tourism on site
- Hubs - for travel to other local attractions
- Paramount store marketing message/resale
- Tailor existing business to meet visitor need
- Why should Paramount help other attractions (UK)
- Segmented 'stay' targets
- Who will sell tickets/packages
- Tourism training incla river transport
- Coordination of local town tourism teams
- Use of Social Media Destination using websites
- Destination management
- Eco transport - ~~Bike~~ cycle routes

- Use of Business roles to build tourism Industry
- B+B strategy in area and across Kent
- Hotels as hubs linking throughout Kent
- Make use of existing tourism systems
- Put yourself in the position of a tourist
- Links to airports
- Rides Heritage and History
- Chamber encouraging new supplementary tourism
- Impact on secondary transport
- Kent transport plan
- Fast moving business environment
- Paramount catalyst

BUSINESS DISRUPTION & RELATIONSHIPS

- INSIDE / OUTSIDE THE RED LINE
 - UNCERTAINTY ABOUT FUTURE
 - IMPACT UPON CREDIT-WORTHINESS, ACCESS TO LENDING/CAPITAL
 - RELOCATION, IMPACT ON LAND/PROPERTY VALUES
- IMPACT ON BLUEWATER - CINEMAS, RESTAURANTS?
 - COMMON LANDLORD (L.S.); ORIENTATION TO MERCHANDISE; ARTHOUSE RATHER THAN MULTIPLEX
 - AIM TO ADD TO MIX, NOT COMPETE
 - EVENTS: MORE CONFERENCE + EXHIBITION
- OUTSIDE RED LINE eg BRITANNIA R.M.
 - SECURITY OF ACCESS
- SUPPLY CHAIN - OPPORTUNITIES SIGNPOSTED
 - DESIGN CAPABILITY WITHIN VICINITY

TURNOVER OF RIDES? CYCLE
 DISPLACEMENT - PULLING STAFF FROM EXISTING BUSINESSES - WAGE COMPETITION
 ENSURE ALL BUSINESSES HAVE CHANCE TO ENGAGE

- POLICY ON CREATIVE HUB OCCUPANCY
- MAKE CONNECTIONS WITH OTHER CREATIVE CENTRES eg PURFLEET, HIGH HOUSE PROD. PARK, NATIONAL COLLEGE OF C.I.s, MEDWAY, HE PERFORMING ARTS INSTITUTIONS
- INTERESTS OF WATERSIDE BUSINESSES / BALANCE WITH INCREASED USE OF THAMES FOR L.P.
- EXCITING ACCESS
- EFFECT ON SWANSCOMBE HIGH STREET
 - UNCERTAINTY
 - ENSURE CHANGES EG TO SWANSCOMBE STATION DON'T ALIENATE H.S.

PERMEABILITY ACROSS ACCESS ROAD

Procurement 5/13/15

Employment Direct % of 27,000
 Indirect % of 27,000

will the LP Project cause local business's to migrate due to work force migration?

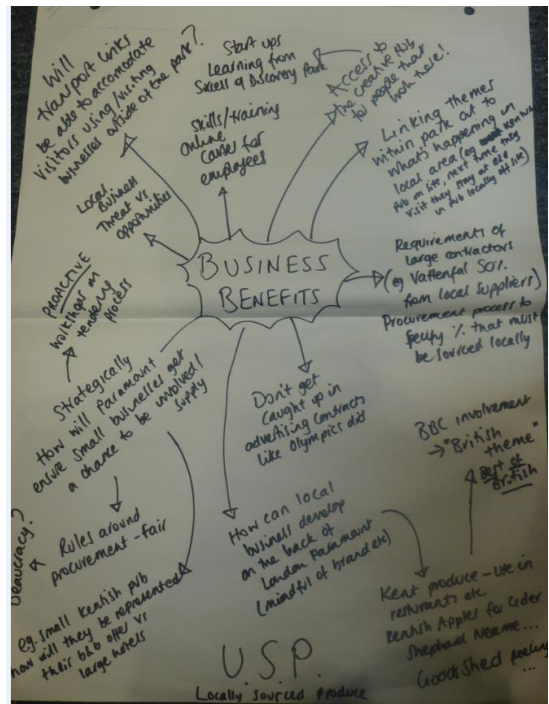
Employment strat for local people?

Control of Committing to work at LP?

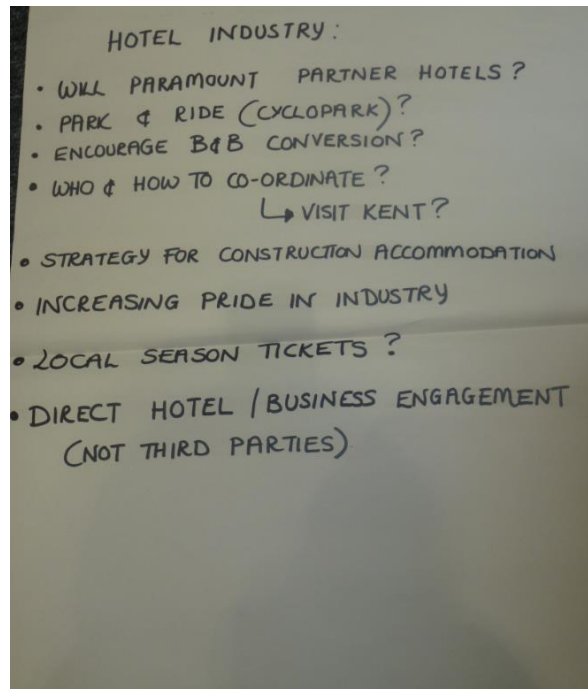
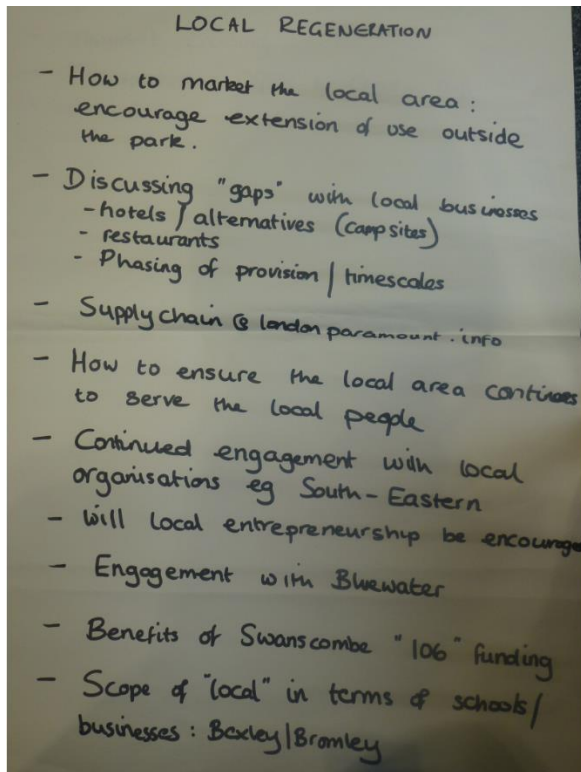
Partnering with local Ted/Colleges etc.

Procurement Contracts with local business? %?

Will design criteria consider using local products rather than materials only available from afar



London Paramount Entertainment Resort: Your Feedback from Stage Three



Appendix 6: Cultural heritage

WHAT CULTURE + ARCHAEOLOGY HERITAGE IS MOST IMPORTANT TO YOU?

RESTORATION OF LANDSCAPE

EDUCATION CENTRES Saxon ^{SHORE} WAY

NORTHFLEET HARBOUR → VIKINGS WHERE RIVER FLEET JOINS THAMES

TRADITIONAL SHIP BUILDING + REPAIRS

HERITAGE QUARTER / HUB

→ DIRECTING TO SURROUNDING LOCAL MUSEUMS + ATTRACTIONS

→ CEMENT, POCAHONTAS, ROMAN RUINS, PLUTO CABLE, HISTORICAL PYLONS, BLUE CIRCLE PAPER MAKING, DICKENS, JOSEPH CONRAD, ROUGH HILL GARDENS LOCAL AUTHORS

- FIRST THEME PARK → 1800'S RIVER PILOTS/TUGS

RIVER → SHRIMPING, FISHING, FERRIES TO LONDON, THAMES BARGES

TILBURY FORT → QUEEN ELIZABETH 1ST REVIEWED TROOPS BEFORE SPANISH ARMA DA

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SWANSCOMBE WORKS LOCOMOTIVE

SCHEDULED MONUMENTS

TWO STONE AGE SITES

SPRINGHEAD ROMAN SITE

TO BE PRESERVED BY RECORD AT LEAST

SELECTED FINDINGS ONLY IN HUB → MORE AT LOCAL MUSEUMS

SIGNS AROUND PARK

INFORMED GUIDE - 'THIS IS WHERE THE EBBSFLEET ELEPHANT WAS FOUND'

Heritage Protection

- Understanding effects of buildings in area (Listed)
 - passing vehicles, vibration etc
 - impact of major works / influx of people
- Preserve Crally Hill, Stonebridge Rd, High St etc
 - ↳ impact on Swanscombe Station
 - ↳ protecting built environment
 - ↳ Pilgrims Road
- Building created by cement men → Preserve history
 - ↳ Grade II listed
 - ↳ derelict
- Roman Catholic Church.
- Opportunity to display heritage findings in local area? Keep local.
- Forward thinking, ensuring funds to preserve (learning from 'mistakes' of HS1)
 - ↳ accessible to all
 - Big enough to store + display
 - Horticultural heritage (linking with landscape strategy eg cherry trees)
 - rural character of surrounding heritage areas (traffic flow south of A2)

- CEMENT INDUSTRY + PAPER MILLS
- SHIP BUILDING
- COMBINE WITH FINDS FROM HS1
- MUSEUM OFF SITE: SWANSCOMBE or PORTLAND BUILDINGS
- SIGN POSTED TRAIL ALONG PUBLIC RIGHTS OF WAY
- DEVELOP AN APP
- RELIGIOUS CENTRE AT SPRINGHEAD
- DISPLAY OF PREHISTORY - TIMELINE
- EACH PARISH SHOULD GET COPIES OF REPORTS / LOCAL LIBRARY
- LINK WITH EDUCATION CURRICULUM
- HANDLING BOXES, INTERACTIVE
- NOT JUST DISPLAYS OF ARTEFACTS, LOTS OF DIFFERENT MEDIA
- LINKING TO OTHER HERITAGE ASSETS IN THE WIDER AREA
- PROMOTE THE MUSEUM IN OTHER AREAS E.G. AT BLUEWATER

How to include/encapsulate Heritage into the LP Project?

1. Museum - onsite
2. What is found as a direct result of the LP Project & what has been found within the Area
3. Finds should potentially be displayed. Public should ideally have the potential to view items
4. Museum/visitor centre
5. Heritage is not/should not be limited to just artifacts found on the Project site
6. Could this be included in the learning hub?
7. What should the limit of ^{the} heritage envelope be?

8. Coastal Path/Walk ways through the resort could be aligned to take visitors past Artifact areas/points of interest/etc
9. Naming of areas/locations/POI within the resort to reflect Archaeological finds
10. More recent industrial heritage/history of the Area should be included into any heritage display plan.
11. Entertainment is not just about high speed high 'G' Rides!!!!!! It can be linked to educational learning.
12. Integrate heritage as a surprise/discovery trail within the Park/Resort.
13. ~~Storage~~ Storage of artifacts on site??
14. Use of QR & R codes to display/give heritage information to visitors (small/compact) & can easily be translated by default.

What will we find?

- Pre History
- History
- Industrial History

Local display

- On site
- Gravesend
- Dartford

Public access areas

- Part of park
- Digital resource Interactive digital display
- Encourage folk to visit real stuff in local muse
- Tell the story of the area

Education links → Center of Excellence written

- Schools
- FE → Kent uni
- UTC Museum/resource

Doorway to the UK - Heritage

- Pre History
- Roman
- Norman ← Saxon
- #1

Public Art

- Not a horse
- Community art projects linked with heritage
- Interactive Photohistory Swanscombe project
- Preservation in situ
- Build new structures around it
- Access & issues

Managed Marsh areas

- Audio guides - Apps etc - Google maps

INDUSTRY + RIVER

RIVER THAMES - both sides covered by Study Area

PITCHER'S DOCKYARD, NORTHFLEET

Rennie's proposed Naval Dockyard on peninsula

Cement works

Broadness Creek - barges + ships - will be cut off

Smaller pylon will be rough guide to height of buildings in resort, actual figures still to be determined.

Use Thames for both construction + visitors - Thames to be a feature

Improved Footpath network e.g. Follows shoreline

Pilgrims' Road to be improved for access from Galley Hill

Promote the use of the Thames' story e.g. Fairgrounds in Thurrock (Gunnar Shaw Ground), Rasterville Gardens, Greenhills

White's Pier upgraded for construction + later visitors (this is on peninsula used by Cement Works).

Flood defences maintained.

Development will be "Park scape" - not urban in nature. River front will not be heavily developed + will be a public area. River to be "embraced".

Part of development will be dedicated to local interest - idea still to be developed. e.g. Port Paramount

Northfleet Harbour Trust to be developed

Tilbury/Thurrock connections e.g. Tilbury ^{crane terminal} ~~PORT~~ / FORT

Gravesend to be promoted as cultural destination.

PURFLEET " " " " " "

e.g. Royal Opera House costumes kept here + possible future film set

- Northfleet - Restoration Harbour

- Ancient buildings nearby (pump houses)
- Orme House (destroyed) - Elizabeth
- opening up access
- opp. for historic ships to moor

- Maintaining footpaths / historical routes

- (Swanscombe (north/south) chalk spines)
- walking tours

- Listed Buildings - include Chaplin's House

On site

- visitor centre (barks, exhibition) Acetral
- custody - London Paramount or local body / trust
- setting up new trust
- ticketing structure? Membership card?
- Information / sculptures / local art → objects along River walk
- ↳ visual / educational / creative
- ↳ trail

VISUAL RECORD OF THE EXCAVATIONS

HORRIBLE HISTORIES = MAKE IT MORE ACCESSIBLE TO CHILDREN

TOURS OF THE EXCAVATIONS

MARINE HERITAGE

MONORAIL!

AREA AS A WHOLE "HERITAGE TRAIL" GRAVESEND TO DARTFORD

OPPORTUNITY TO SHOWCASE PAST AND NEW FINDS

DISPLAY OF "EXAMPLES" FROM AREA TO GRAB INTEREST OF VISITORS FROM OUTSIDE. "LOANED" FROM LOCAL MUSEUMS.

"3D" VIEW OF AREA THAT EVOLVES WITH TIME. HISTORY AS A STORY.

PAPERMILLS. CEMENT WORKS. BRICKWORKS. WATERCRESS

NAVAL SHIPYARDS

GUIDED TOURS - WALKS

HOTELS BASE FOR TRIPS OUT INTO KENT.

BBC + BFI FILM ARCHIVES OF THE AREA - Show in ride Queues

"OPEN DAYS" ON ANY DIGS FOR FOUND ARCHAEOLOGY

BBC INVOLVEMENT?