

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

5.1 Consultation Report Appendix 4.14 (part 4) to 4.21 (8 of 14)

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Appendix 4.14 (Part 4)

Copy of Section 48 notices, as placed

Public Notices

Public Notices

LONDON RESORT COMPANY HOLDINGS LTD SECTION 48, PLANNING ACT 2008 REGULATION 4, INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

LONDON PARAMOUNT ENTERTAINMENT RESORT DEVELOPMENT CONSENT ORDER NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER ("DCO")

Notice is hereby given that London Resort Company Holdings Ltd ("LRCH") of 17 Albemarle Street, London W1S 4HP intends to apply to the Secretary of State for Communities and Local Government under section 37 of the Planning Act 2008 for the above mentioned DCO ("the proposed application").

The proposed application for the London Paramount Entertainment Resort project ("the Resort") which will be located on the Swanscombe Peninsula in the County of Kent, in the District of Dartford and the District of Gravesend, will be a nationally significant visitor attraction and leisure resort comprising a leisure core up to 50 ha in area, themed around the films and television programmes of Paramount Pictures, and currently including (but not limited to) the British Broadcasting Corporation (BBC) and Aardman Animations.

The Resort core will include—

- events spaces, rides, attractions, day-time and night-time shows and parades, entertainment venues, cinemas, theatres and nightclubs;
- ancillary food and beverage, retail, back of house/service and guest service facilities;
- hotel rooms as a part of a total provision of up to 5,000 hotel bedrooms across the Resort development as a whole;
- associated car parking as part of a maximum provision of 14,000 spaces; and
- hard and soft landscaping including amenity water features such as ponds and canals.

The proposed Resort development also includes the following principal elements—

- the creation of a visitor entrance square;
- the creation of a range of hotels, a water park and a transport interchange at the visitor entrance square;
- the construction of a new dual carriageway access road approximately 2.8 kilometres in length, between the A2(T)/B259 junction, and the Resort development area;
- the provision of a transport interchange at Ebbsfleet International Station, pedestrian facilities from London Road to the River Thames; pedestrian facilities and cycle track route along the Thames Path route; enhancements to the existing jetty on the River Thames to facilitate access by boat for the delivery of construction materials, and the creation of a floating pontoon for embarkment and disembarkment of visitors;
- the creation of a conference and exhibition event space;
- the creation of a creative business hub and office space for the creative industries;
- the creation of a green zone to include areas of environmental enhancement and wildlife habitat creation beside the River Thames;
- the provision of waste management, power generation and power distribution facilities;
- the enhancement of flood defence works; and
- the provision of ancillary emergency and security features.

The proposed Resort is "EIA development" for the purposes of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. This means that the proposed works constitute development for which an Environmental Impact Assessment would be required. LRCH's proposed application for a DCO will, therefore, be accompanied by an Environmental Statement, containing the information about the environmental effects of the proposed development.

The documents, plans and maps showing the nature and location of the proposed application, including information so far compiled about environmental impacts (preliminary environmental information), may be inspected free of charge from Monday 27 April 2015 to Friday 5 June 2015 at the locations and times set out below:

| Venue | Opening hours |
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| DARTFORD | |
| Dartford Council Offices Civic Centre, Home Gardens, Dartford, Kent DA1 1DR | Monday, Tuesday, Wednesday & Thursday: 8:45am–5:15pm Friday: 8:45am–4:45pm Saturday & Sunday: Closed |
| Swanscombe and Greenhithe Town Council Council Offices, The Grove, Kent DA10 0GA | Monday, Tuesday, Thursday & Friday: 9:30am–1pm & 1:45pm–4pm Wednesday, Saturday & Sunday: Closed |
| Community Café Old Fire Station Café, Church Road, Swanscombe, Kent DA10 0HF | Monday, Tuesday, Wednesday, Thursday & Friday: 10am–2pm Saturday & Sunday: Closed |
| Greenhithe Library London Road, Greenhithe, Kent DA9 9EJ | Tuesday & Thursday: 1pm–5:30pm Saturday 9:30am–12:30pm Monday, Wednesday, Friday & Sunday: Closed |
| Swan Valley Library Swanscombe Library Discovery Centre, Ebbsfleet Academy, Southfleet Road, Swanscombe, Kent, DA10 0BZ | Monday, Tuesday & Saturday: 10am–2pm Wednesday & Friday: 1pm–5pm Thursday & Sunday: Closed |

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| Longfield Library 49 Main Road, Longfield, Kent DA3 7QT | Tuesday & Friday: 1pm–6pm Wednesday & Thursday: 9am–1pm Saturday 10am–2pm Monday & Sunday: Closed |
| Dartford Library Central Park, Market Street, Dartford, Kent DA1 1EU | Monday, Tuesday, Wednesday, Thursday & Friday: 8:30am–6pm Saturday: 9am–5pm Sunday: Closed |
| Temple Hill Library Temple Hill Square, Dartford, Kent DA1 5HY | Monday, Tuesday, Thursday & Friday: 9am–6pm Saturday: 10am–2pm Wednesday & Sunday: Closed |
| Ashen Drive Library Ashen Drive, Dartford, Kent DA1 3LY | Monday & Thursday: 2pm–6pm Tuesday & Friday: 9am–1pm Saturday: 10am–12pm Wednesday & Sunday: Closed |
| Fleetdown Library Swaledale Road, Dartford, Kent DA2 6JZ | Tuesday, Thursday & Friday: 9:30am–5:30pm Wednesday: 1:30pm–5:30pm Saturday: 10am–12pm Monday & Sunday: Closed |
| Sutton-at-Hone Library Main Road, Sutton-At-Hone, Dartford, Kent DA4 9HQ | Monday & Friday: 10am–6pm Tuesday & Saturday: 10am–2pm Wednesday, Thursday & Sunday: Closed |
| Summerhouse Drive Library 80 Summerhouse, Bexley, Kent DA6 2EE | Tuesday & Thursday: 9am–6pm Friday: 2pm–6pm Saturday: 10am–2pm Monday, Wednesday & Sunday: Closed |
| GRAVESHAM | |
| Gravesham Borough Council Civic Centre and Gateway, Windmill Street, Gravesend, Kent DA12 1AU | Monday, Tuesday, Wednesday, Thursday & Friday: 9am–5pm Saturday & Sunday: Closed |
| Coldharbour Library Coldharbour Road, Northfleet, Gravesend, Kent DA11 8AE | Monday, Wednesday, Thursday & Friday: 9am–6pm Saturday: 9am–8pm Sunday: 9am–5pm Sunday: Closed |
| Gravesend Library Windmill Street, Gravesend, Kent DA12 1BE | Monday, Tuesday, Wednesday, Thursday & Friday: 9am–6pm Saturday: 9am–5pm Sunday: Closed |
| Dashwood Library Dashwood Road, Northfleet, Gravesend, Kent DA11 7LY | Monday & Friday: 9:30am–1pm & 2pm–5pm Tuesday & Saturday: 2pm–5pm Wednesday, Thursday & Sunday: Closed |
| Higham Library Villa Road, Higham, Rochester, Kent ME3 7BS | Monday, Wednesday & Friday: 9am–1pm Tuesday & Thursday: 2pm–5:30pm Saturday: 10am–2pm Sunday: Closed |
| Hive House Library Hive House, 10-11 The Hive, Northfleet, Gravesend, Kent DA11 9DE | Monday & Tuesday: 9am–12:30pm Thursday & Friday: 2pm–5pm Saturday: 10am–2pm Wednesday & Sunday: Closed |
| King's Farm Library Sun Lane, Gravesend, Kent DA12 3HR | Monday, Tuesday, Wednesday & Friday: 9am–5pm Saturday: 10am–2pm Thursday & Sunday: Closed |
| Marling Cross Library 266 Mackenzie Way, Gravesend, Kent DA12 5TY | Tuesday: 9:30am–1pm & 2pm–5pm Thursday: 9:30am–1pm Friday: 2pm–5pm Saturday: 2pm–4pm Monday, Wednesday & Sunday: Closed |
| Meopham Library Wrotham Road, Meopham, Gravesend, Kent DA13 0AH | Monday, Tuesday, Thursday & Friday: 9am–6pm Saturday: 9am–1pm Wednesday & Sunday: Closed |
| Riverview Park Library The Alma, Leander Drive, Gravesend, Kent DA12 4NG | Monday, Tuesday, Wednesday & Friday: 9am–6pm Saturday: 10am–2pm Thursday & Sunday: Closed |

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| KENT (Maidstone) | |
| Kent County Council County Hall, Maidstone, Kent ME14 1XQ | Monday, Tuesday, Wednesday, Thursday & Friday: 9am–5pm Saturday & Sunday: Closed |
| Maidstone Library Kent History and Library Centre, James Whatman Way, Maidstone, Kent ME14 1LQ | Monday, Tuesday, Wednesday & Friday: 9am–6pm Thursday: 9am–8pm Saturday: 9am–5pm Sunday: Closed |
| SEVENOAKS | |
| Sevenoaks Library Buckhurst Lane, Sevenoaks, Kent TN13 1LQ | Monday, Tuesday, Wednesday & Friday: 9am–6pm Thursday: 9am–4pm Saturday: 9am–5pm Sunday: Closed |
| TONBRIDGE & MALLING | |
| Tonbridge Library 1 Avebury Avenue, Tonbridge, Kent TN9 1TG | Monday, Tuesday, Wednesday & Friday: 9am–6pm Thursday: 9am–8pm Saturday: 9am–5pm Sunday: Closed |
| THURROCK | |
| Grays Central Library Thameside Complex, Orsett Road, Grays, Essex RM17 5DX | Monday, Tuesday, Wednesday & Thursday: 10am–7pm Friday & Saturday: 10am–5pm Sunday: Closed |
| LONDON BOROUGH OF BEXLEY | |
| Central Library Townley Road, Bexleyheath DA6 7HJ | Monday, Tuesday & Wednesday: 10am–5:30pm Thursday: 10am–7pm Friday & Saturday: 10am–1pm Saturday: 1pm–5pm |
| LONDON BOROUGH OF BROMLEY | |
| Central Library High Street, Bromley BR1 1EX | Monday, Tuesday, Wednesday & Friday: 9:30am–6pm Thursday: 9:30am–6pm Saturday: 9:30am–5pm Sunday: Closed |
| MEDWAY | |
| Medway Council Gun Wharf, Dock Road, Chatham ME4 4TR | Monday, Tuesday, Wednesday, Thursday & Friday: 10am–4pm Saturday & Sunday: Closed |

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Copies of the documents, plans and maps will be available on LRCH's website at www.londonparamount.info from Monday 27 April 2015. They can also be provided on request by emailing consultation@londonparamount.info, by calling the Freephone number 0800 008 6765 Mondays to Fridays between 9am and 5:30pm or by writing to FREEPOST Ref: RTRB-LUJ-AGBY, London Paramount, c/o PPS Group, Sky Light City Tower, 50 Basinghall Street, London, EC2V 5DE. A reasonable copying charge will apply (up to a maximum of £300 for the full suite of documents). The documents can also be obtained on a DVD, free of charge, by contacting LRCH as detailed here.

LRCH is consulting on the proposed application. Any representations on the proposals should be made in writing to: FREEPOST Ref: RTRB-LUJ-AGBY, London Paramount, c/o PPS Group, Sky Light City Tower, 50 Basinghall Street, London, EC2V 5DE, sent by email to consultation@londonparamount.info, or by completing the feedback form which can be found on the LRCH's website at www.londonparamount.info. The deadline for receiving responses is Friday 5 June 2015. Please quote "London Paramount Entertainment Resort Order" in any correspondence.

LRCH requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

We may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of the Project and, except as noted above, will not be disclosed to any third parties.

Bircham Dyson Bell LLP
Solicitors and Parliamentary Agents acting for LRCH
50 Broadway, London SW1H 0BL
12 April 2015



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POLITICAL ADVERTISEMENT

UKIP's Tim hosts Thurrock's largest ever Public Meeting



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■ On stage at the Circus Tavern - UKIP's Tim Aker

EXCLUSIVE

On Monday 13th April, a sold out crowd of Thurrock residents filled the Circus Tavern for the biggest public meeting in Thurrock's history.

UKIP leader Nigel Farage and Thurrock candidate Tim Aker took to the stage to set out their vision for the country and Thurrock, where UKIP currently lead

in the polls over Labour. The Conservatives remain way back in a distant third place. Tim said: "It was a great evening, with new members joining. Our People's Army is growing and we can win."



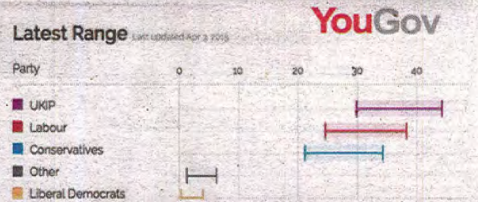
© Luke Santilli - www.lukesantilli.net

■ Nigel Farage greets Thurrock voters

Promoted by P Smith on behalf of Tim Aker c/o 104 Anchor Court, Argent Street, RM17 6ZP

Experts say UKIP will win in Thurrock

Leaning UKIP YouGov Classified



■ In the lead - YouGov "nowcast"

LATEST NEWS

According to the bookies, polls and experts, UKIP's Tim is in 'poll position' ahead of May 7th.

Paddy Power and Ladbrokes have Tim as favourite. Polling from Lord Ashcroft and analysis from YouGov also put Tim in the lead in Thurrock.

Tim said: "In Thurrock if you vote UKIP, you'll get UKIP on May 7th and a local MP from Thurrock."

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Football chief says club is coming home

'We've now got money for stadium in Grays'



■ Upbeat - Andy Swallow

By Neil Hawkins
Neil.Hawkins@nqe.com

GRAYS Athletic has announced funding is now in place to build a new stadium in its home town.

The club left the New Recreation Ground, in Bridge Road, Grays, five years ago and has since been ground sharing with other clubs in Thurrock, most recently Aveley.

However, it's not clear where the money has come from, or where in Grays stadium could be built.

And, of course, the club's bosses would have to gain planning permission for any move from the council, which has said it is keen to work with the club to find an answer.

Grays Athletic owner Andy Swallow told the *Gazette*: "We have the money to build a new stadium. We will soon be able to move forward and bring Grays home!"

A statement from the club said: "Everyone involved

CONTINUED PAGE 7

Schoolgirls will star on TV's Britain's Got Talent



■ Dancing ability: Alice Routledge, left, and her school pal India Cooney

Crime down...but sex attacks up

CRIME in Thurrock has gone down over the last year, but sex crimes are on the increase.

Latest statistics show there were 230 fewer offences in the borough between March last year and February, down from 11,182 to 10,952.

However, serious sexual crime went up almost 25 per cent - with 36 more offences reported to police - taking the tally from 148 to 184.

The stats were released as part of a recent visit to the borough by Essex Police and

Crime Commissioner Nick Alston.

House burglary also increased by 2.9 per cent - up from 793 to 816 - in the same time period.

It was highlighted that in one weekend in October last year

there were 30 separate incidents of the offence.

Theft from vehicles, theft of vehicles and non-house burglaries also showed a decline, but lesser assaults and anti-social behaviour were slightly on the up.

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See pages 22&23

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Bircham Dyson Bell LLP
Solicitors and Parliamentary Agents acting for LRCH
50 Broadway, London SW1H 0BL
12 April 2015



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Thug spared jail after beating up his terrier



■ Caught on camera - the attack
RSPCA highlight this Tilbury case as bosses tell how animal cruelty is on rise across Essex

A MAN was banned from keeping animals for five years after being caught on camera suspending his Yorkshire terrier by the neck and beating him over the head several times.
 Bradley Robertson, 27, from Tilbury, was also ordered to carry out 80 hours of unpaid work and pay £560 costs after being found guilty of causing unnecessary suffering to his dog, seven-year-old Scamp.
 The owner claimed the black and tan terrier sometimes urinated on the floor of the lift and corridors, and he was holding

By Neil Hawkins
 Neil.Hawkins@nqe.com

him in the air to stop him from doing this. His case is just one of a number highlighted by the RSPCA this week along with figures showing animal cruelty in Essex has surged - now the eighth highest in the country.
 A total of 4,862 cruelty cases were reported to the animal welfare charity - compared with 4,614 incidents the year before.
 The case of seven-week-old Westie Tilly,

who was found in a crisp box in Orsett in November, was also highlighted by the charity after it was covered by the Gazette.
 The puppy, who has since been renamed Poppet, was found dehydrated, lethargic, swollen with fluid and suffering from diarrhoea after being abandoned.
 She was put on a drip and underwent specialist treatment, and has now been rehomed. An investigation was unable to find who was responsible.
 Speaking about the shocking footage,
CONTINUED PAGE 9

Go Gary! Ready for the marathon



■ I'm ready! Gary Haines, 38, from Grays is running this Sunday for the charity Prostate Cancer UK

SEE MORE RUNNERS ON PAGES 12&13

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**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 4.15

Invite to public consultation issued to community stakeholders and consultees



London Paramount: Stage Four consultation events and invitation to briefing

We are delighted to be writing to you about our statutory stage of public consultation events for the proposed London Paramount Entertainment Resort on the Swanscombe Peninsula.

We recently held our third non-statutory stage of public consultation, which took the form of a series of workshop sessions. The workshops were an opportunity for us to bring together members of the community, stakeholders and industry specialists to progress issues identified at earlier stages of public consultation with the project team. Across the 22 workshop sessions we were pleased to meet and discuss specific areas of our proposals with over 600 people. A report on the workshops (called London Paramount Consultation: Your feedback from Stage Three) is now available to view on our website (www.londonparamount.info).

We are planning to submit our planning application to the Secretary of State in late summer 2015. Ahead of submission the statutory stage of public consultation provides us with an opportunity to show and seek feedback on the plans we anticipate submitting as part of our application for development consent.

Prior to the public consultation events we will host briefings to Dartford Borough Council, Gravesham Borough Council and Kent County Council. At the briefings you will receive a presentation from the London Paramount team, followed by an opportunity to discuss the proposals and view the public consultation material. You are welcome to attend a briefing at a time and date convenient to you:

| | | |
|---|----------------------------------|--------------|
| Dartford Council Chambers Civic Centre, Home Gardens Dartford, DA1 1DZ | Monday 27 th April | 7pm-8.30pm |
| Gravesend Old Town Hall High Street, Gravesend, DA11 0AZ | Tuesday 28 th April | 7pm-8.30pm |
| Kent County Council Chambers Sessions House, Maidstone, ME14 1XQ | Wednesday 29 th April | 10am-11.30am |

Please could you confirm through the contact details below which briefing you are able to attend. If you are unable to attend at these times please do come along to one of the public consultation events listed overleaf.



| | | |
|----------------------------------|---|---------------|
| Wednesday 29 th April | Gravesend Old Town Hall High Street, Gravesend, DA11 0AZ | 4pm-8pm |
| Thursday 30 th April | Bluewater (Opposite Lower Winter Garden food court entrance) Greenhithe, DA9 9ST | 10am-9pm |
| Friday 1 st May | British Legion Greenhithe London Road, Greenhithe, DA9 9EJ | 4.30pm-8.30pm |
| Tuesday 5 th May | Princes Park Stadium Darenth Road, Dartford, DA1 1RT | 4pm-8pm |
| Friday 8 th May | St Botolph's Church Hall The Hill, Northfleet, DA11 9EU | 11am-3pm |
| Saturday 9 th May | Swanscombe Leisure Centre Craylands Lane, Swanscombe, DA10 0LP | 2pm-5pm |
| Monday 11 th May | Dartford Civic Centre Home Gardens, Dartford, DA1 1DR | 3.30pm-7.30pm |
| Tuesday 12 th May | Northfleet School for Girls Hall Road, Gravesend, DA11 8AQ | 4.30pm-8.30pm |
| Wednesday 13 th May | Eastgate 141 Springhead Parkway, DA11 8AD | 4pm-8pm |
| Thursday 14 th May | Gravesham Civic Centre Windmill Street, Gravesend, DA12 1AU | 3.30pm-7.30pm |

We will be issuing invitations to all households and businesses in Dartford and Gravesham as well as all previous participants. We would be grateful if you too could publicise the events in your communities.

To RSVP to one of our briefing sessions or if you have any queries before the events, please contact the London Paramount team on 0800 008 6765 or email consultation@londonparamount.info. We look forward to seeing you at one of the events.

Yours sincerely

Fenlon Dunphy & David Testa
London Paramount



London Paramount Public Consultation

What we've done so far

London Paramount has held three stages of public consultation events on proposals for a world class Entertainment Resort on the Swanscombe Peninsula. Most recently we held a series of open workshops (stage three) to allow further discussion of issues such as transport, environment and regeneration with the London Paramount project team. Our report on the workshops (called "Your Feedback from Stage Three") is available on the London Paramount website: www.londonparamount.info



What we're doing next

The feedback we have received to date has helped us to evolve the proposals for the Entertainment Resort. We are now in a position to show you the plans we anticipate submitting to the Secretary of State in late summer 2015 and would like your views on the emerging masterplan and our approach to transport, environment and wider regeneration.

We hope you can come along to one of our consultation events to see the plans and share your views with the team.



The key elements

Key elements of the proposals:

- A world class theme park
- Up to 27,000 jobs
- Water park
- A creative commercial hub
- Up to 5,000 quality hotel rooms
- Improvements to transport infrastructure
- High tech events space
- Service buildings
- Staff training facilities

The Entertainment Resort will have over 50 exciting rides and attractions themed around the film and television programmes of Paramount Pictures Corporation and British producers. We are delighted that BBC Worldwide, Aardman and the British Film Institute have all signed agreements with London Paramount in the last year helping to ensure that London Paramount Entertainment Resort will bring together the best of Hollywood with the best of British.



Consultation event dates

This consultation is your opportunity to find out more about our plans for the London Paramount Entertainment Resort and share your views.

For more information please:

Call
0800 008 6765

Visit
www.londonparamount.info

Email
consultation@londonparamount.info

Twitter
[@ParamountResort](https://twitter.com/ParamountResort)

Facebook
www.facebook.com/londonparamount

Please drop in at any of the venues below to view our plans, talk to the project team and share your views:

| | | |
|-----------------------------|---|-----------------|
| Wednesday 29th April | Gravesend Old Town Hall High Street, Gravesend, DA11 0AZ | 4pm - 8pm |
| Thursday 30th April | Blewater (Opposite Lower Winter Garden food court entrance) Greenhithe, DA9 9ST | 10am - 9pm |
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| Thursday 14th May | Gravesham Civic Centre Windmill Street, Gravesend, DA12 1AU | 3.30pm - 7.30pm |

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 4.16

Copy of public consultation advertisements: newspapers and dates of publication



[REDACTED]

Wednesday 5 August 2015

Dear [REDACTED]

**London Paramount Entertainment Resort Order
Consultation under section 42(1) of the Planning Act 2008
Notification under Regulation 11 of the Infrastructure Planning (Environmental Impact
Assessment) Regulations 2009**

London Resort Company Holdings Ltd ("LRCH") is proposing to construct the London Paramount Entertainment Resort which will be located in the County of Kent, in the District of Dartford and the District of Gravesham.

The project is a nationally significant visitor attraction and leisure resource comprising a leisure core up to 50 ha in area, themed around the films and television programmes of Paramount Pictures Corporation, and currently including (but not limited to) the British Broadcasting Corporation (BBC) and Aardman Animations.

The project is a nationally significant infrastructure project for the purposes of the Planning Act 2008 and will therefore require LRCH to submit an application for development consent to the Secretary of State for Communities and Local Government.

LRCH is therefore formally consulting your organisation on the proposed application in accordance with the statutory requirements. We enclose the following materials which contain information about the proposals and explain how to submit a response to the consultation:

- Community Consultation Document;
- Feedback Form;
- A document DVD (containing the Navigation Document, the Non-Technical Summary of the Preliminary Environmental Information Report (PEIR) and the PEIR itself with technical appendices and figures, the Draft Development Consent Order and draft Explanatory Memorandum and a set of nine plans (including the Overall Location Plan, Land Affected Plans, Land Plans and Works Plans)); and
- Copy of the notice under s.48 of the Planning Act 2008.

Information about the proposals can also be found on the project website at www.londonparamount.info from. They can also be provided on request by emailing consultation@londonparamount.info, by calling the **Freephone number 0800 008 6765** Mondays to Fridays between 9am and 5.30pm or by writing to **FREEPOST Ref: RTRB-LUJ-AGBY, London Paramount, c/o PPS Group, Sky Light City Tower, 50 Basinghall Street, London, EC2V 5DE**. A reasonable copying charge will apply (up to a maximum of £300 for the full suite of documents). The documents can also be obtained free of charge on a DVD by contacting LRCH as detailed here.

Any response which your organisation wishes to make to this consultation should be made in writing to **"FREEPOST Ref: RTRB-LUJJ-AGBY, London Paramount, c/o PPS Group, Sky Light City Tower, 50 Basinghall Street, London, EC2V 5DE"**, or sent by email to **consultation@londonparamount.info**. Please ensure you respond by **Friday 4 September 2015**. Please quote "London Paramount Entertainment Resort Order" in any correspondence.

LRCH requests that responses state the grounds of representation, indicate who is making it, and provide an address to which any correspondence relating to the representation may be sent.

LRCH may be required to make copies of representations available to the Secretary of State. We will, however, request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 1998 and will be used solely in connection with the consultation process and the development of the Project and, except as noted above, will not be disclosed to any third parties.

The London Paramount Entertainment Resort project is "EIA development" for the purposes of the Infrastructure Planning (Environmental Impact Assessment Regulations) 2009 (as amended). Regulation 11 of those Regulations requires LRCH to send your organisation a copy of the newspaper notice which is being published under section 48 of the Planning Act 2008 to publicise the proposed application. A copy of this notice is therefore included with the enclosed documents.

We hope you find the enclosed information useful. If you have any questions or would like to speak with or meet with a member of the project team, please do not hesitate to contact our Community Relations Team by calling the **Freephone number 0800 008 6765**.

Your feedback is important to us, please remember that consultation responses must be sent by Friday 4 September 2015.

Yours sincerely

Fenlon Dunphy & David Testa

London Paramount

London Paramount Public Consultation



This consultation is your opportunity to find out more about the plans for London Paramount Entertainment Resort on the Swanscombe Peninsula. Drop in to any of the events below and share your views.

| | | |
|-----------------------------|---|-----------------|
| Wednesday 29th April | Gravesend Old Town Hall , High Street, Gravesend, DA11 0AZ | 4pm - 8pm |
| Thursday 30th April | Bluewater (Opposite Lower Winter Garden food, court entrance) Greenhithe, DA9 9ST | 10am - 9pm |
| Friday 1st May | British Legion Greenhithe , London Road, Greenhithe, DA9 9EJ | 4.30pm - 8.30pm |
| Tuesday 5th May | Princes Park Stadium , Darenth Road, Dartford, DA1 1RT | 4pm - 8pm |
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| Monday 11th May | Dartford Civic Centre , Home Gardens, Dartford, DA1 1DR | 3.30pm - 7.30pm |
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| Wednesday 13th May | Eastgate , 141 Springhead Parkway, DA11 8AD | 4pm - 8pm |
| Thursday 14th May | Gravesham Civic Centre , Windmill Street, Gravesend, DA12 1AU | 3.30pm - 7.30pm |

For more information please: **Call:** 0800 008 6765 **Visit:** www.londonparamount.info **Email:** consultation@londonparamount.info
Facebook: www.facebook.com/londonparamount **Twitter:** @ParamountResort

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

**Appendix 4.17
Stage 4 Community Consultation Document**



HAVE YOUR SAY

Copies of the documents, plans and maps will be available on the project website at www.londonparamount.info from Monday 27 April 2015.

They can also be provided on request by calling or writing to the contact details below. A reasonable copying charge will apply (up to a maximum of £300 for the full suite of documents). The documents can also be obtained on a DVD, free of charge, by contacting ERCH as detailed below.

Project information may continue to be updated until Friday 8 May 2015 and you are therefore advised to check the website www.londonparamount.info for such updates.

We are consulting on the proposed application. Any representations on the proposal should be made in writing to "FREEPOST Ref: RTB8-LUJ-AGBY, London Paramount, c/o PPS Group, Sky Light Tower, 50 Basinghall Street, London, EC2V 5DE", sent by email to consultation@londonparamount.info, or by completing the feedback form which can be found on the project website at www.londonparamount.info. The deadline for receiving responses is Friday 5 June 2015.

| | | |
|-----------------------------|--|-----------------|
| Wednesday 29th April | Gravesend Old Town Hall High Street, Gravesend, DA11 0AZ | 4pm - 8pm |
| Thursday 30th April | Bluemeter (Opposite Lower Winter Garden food court entrance) Greenhills, DA9 9ST | 10am - 9pm |
| Friday 1st May | British Legion Greenhills London Road, Greenhills, DA9 9EJ | 4.30pm - 8.30pm |
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| Wednesday 13th May | Eastgate 141 Springhead Parkway, DA11 8AD | 4pm - 8pm |
| Thursday 14th May | Gravesham Civic Centre Windmill Street, Gravesend, DA12 1AU | 3.30pm - 7.30pm |

For further information contact:

Email: consultation@londonparamount.info | Tel: 0800 008 6765 (Monday - Friday, 9am - 5.30pm)

Post: FREEPOST ref: RTB8-LUJ-AGBY, London Paramount c/o PPS Group, Sky Light Tower, 50 Basinghall Street, London, EC2V 5DE

www.londonparamount.info

**DOCUMENT 1.2
PLANNING ACT 2008
LONDON PARAMOUNT ENTERTAINMENT RESORT
DEVELOPMENT CONSENT ORDER**

**COMMUNITY CONSULTATION
DOCUMENT**

REGULATION 5(2)(a) OF THE INFRASTRUCTURE PLANNING
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

Consultation, April 2015

PROJECT PROPOSALS

Impact of the scheme

The proposed scheme provides a number of benefits to local businesses and the community, including the following:

- ★ It will be a catalyst for other development in the region including the Ebbsfleet Garden City
- ★ The project will bring multi-billion pound investment and benefits to the economies of Dartford, Gravesham, Kent and the UK generally
- ★ It is currently estimated that the project will create thousands of new jobs once operational. These jobs would typically be skilled or semi-skilled jobs and will primarily be delivered through engagement with the outside education community as well as some in-house training. In addition to direct jobs, there will be creative business hubs on site and there will be thousands of supplier jobs created in the wider economy as a result of this and the wider Entertainment Resort
- ★ There will also be significant job creation associated with construction activity prior to the opening of the Entertainment Resort which is expected to last around three years
- ★ Improvements will be made to the local road network, ensuring that new infrastructure is in place to serve the Entertainment Resort including a new dedicated access route
- ★ The project will regenerate a brownfield site, isolated by its previous industrial uses, back into a vibrant focus for the region
- ★ New routes will be created to make it attractive for people to walk, cycle or bus to the site
- ★ There will be an increase in economic activity in the local area, leading to an associated increase in local spend
- ★ However, the above benefits cannot be achieved without some impact. These impacts are linked to the construction and operation of the proposed project. The impacts potentially include:
 - ★ An increase in traffic movements on the A2
 - ★ Views of the area – from north Kent and south Essex
 - ★ Temporary local disturbance during the use of the existing pier for construction materials and river access
 - ★ Temporary local effects (e.g. dust, noise and traffic disturbance) during construction work
 - ★ Noise and light disturbance during operation
 - ★ Socio-economic impact
- ★ A full list of the potential benefits and effects is contained in the PEIR, which provides a description of the environmental assessment information that has been gathered to date. Views on the PEIR are being sought as part of this public consultation.



An illustration of what the proposed Entertainment Resort may look like.



ILLUSTRATIVE MASTERPLAN

We have explored a number of potential layouts for the Entertainment Resort that take into consideration the planning, environmental and technical opportunities and constraints as well as the feedback received during our earlier stages of consultation.

Entertainment Resort

Our intention is for the core area to be themed around the films and television programmes of Paramount Pictures, the BBC and Aardman Animations. There will be themed lands, event spaces, rides, attractions, day-time and night-time shows and parades, cinemas, theatres, nightclubs, restaurants and shops. The resort will also have plenty of parking provision with up to 14,000 spaces.

Entrance Square

The visitor Entrance Square will serve as a gateway for the Entertainment Resort. All visitors will be directed through the Entrance Square, which will include a hub for the passenger shuttle system, and be complemented by places for visitors to eat and drink and shop.

Water Park

On the edge of the resort an indoor water park (up to 25,000m²) will provide a distinctive visitor experience, unique in scale for the UK.

Events space

Up to 30,000 m² of events space is proposed including facilities for conferences, exhibitions, trade shows and product launches, as well as leisure-based events such as music and sport.

Creative business hub

A creative business hub of up to 20,000m² will be located close to the exhibition and events space providing modern high-quality office/studio space for use by companies and startups involved with the film, television and creative industries who wish to benefit from proximity to the Entertainment Resort.



Staff training facilities

A range of training facilities for Entertainment Resort staff will be provided which is essential in order to ensure the highest standards of service in hospitality, entertainment and safety are maintained.

Hotels

A range of hotels with a total capacity of up to 5,000 bedrooms will provide accommodation for visitors to the Entertainment Resort.

Habitat enhancement

Landscape and habitat enhancements will include managed access to parts of the marshes (for example a boardwalk network with information display boards) and improvements to habitats for bird, invertebrate and plant species through grassland management, wildlife habitat connections and ecological enhancements. Aside from biodiversity benefits, the marsh areas will serve as quiet zones for Entertainment Resort visitors, affording opportunities to relax in natural surroundings and to appreciate the local ecology and views over and along the River Thames.

Thames Walk

Our vision has always included introducing a way for the public and local community to enjoy walks along the edge of the River Thames helping to connect the Entertainment Resort and local communities with the river and provide an attractive entrance for visitors arriving via the river.

Have your say

Do you feel our illustrative masterplan for the Entertainment Resort has struck the right balance? Please get in touch with us before 5 June 2015 to have your say.

The Entertainment Resort will contain a number of themed zones, with exciting rides and attractions for families, children and the more adventurous thrill-seeking visitor. The illustrations below show what these zones could look like.



Part 2: Aztec



Adventure sea



Paramount Port Bay



Myths & Legends Castle

TRANSPORT AND ACCESS

It has always been critical for us to create a transport strategy that works for our visitors and also the local community. The site is already connected to excellent public transport links and London Paramount visitors will benefit from its proximity to Ebbsfleet International Station, local train stations and the potential for Crossrail.

For improvements to the existing A226 junction, which are programmed to be in place by 2022/23. It will be carrying out a separate consultation on the detail of those improvements, but those improvements will be designed to accommodate Bluewater traffic plus all traffic from consented developments in the area (for example, the Ebbsfleet Garden City).

Our preferred options
Following responses from our earlier consultation, we have developed two access options involving the A2 Ebbsfleet junction that attempt to minimise any adverse impacts upon archaeology and ecology, whilst meeting highway design standards. Only one of these options will be taken forward.

Highways England (formerly the Highways Agency) is assessing options

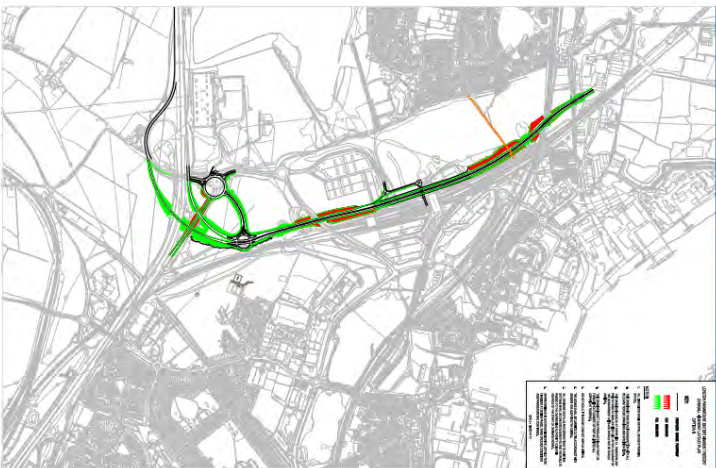
Option A

- ★ A new dedicated access will be created to separate Entertainment Resort traffic from local traffic, reducing the potential for traffic congestion at the A2 Ebbsfleet junction
- ★ The new road would be built adjacent to the existing H51 rail line to minimise air quality and noise effects
- ★ Upgrades to the existing 'Ebbsfleet' roundabouts north of the A2 to provide a high capacity gyratory, which will reduce impacts on communities and accommodate future traffic flows associated with Ebbsfleet Garden City
- ★ Entertainment Resort traffic will be provided with a free flowing route from the A2 to the parking and drop off areas, minimising the potential for queuing back on the A2



Option B

- ★ As with Option A a new dedicated access to the Entertainment Resort would be created that separates Entertainment Resort traffic from local traffic
- ★ The new road would be built adjacent to the existing H51 rail line to minimise air quality and noise effects
- ★ Local traffic and Entertainment Resort traffic would use an improved A2 eastbound off-slip
- ★ A new 'hamburger' layout roundabout (a roundabout with a road running through the centre) would separate Entertainment Resort traffic from local traffic to minimise the potential for queuing back onto the A2



We are committed to encouraging sustainable travel choices, such as by foot, bicycle and public transport, which help to reduce the number of cars on the road. There are already excellent existing public transport connections by bus and train and we are exploring how these, and others, can be further developed to serve the Entertainment Resort. For example:

- ★ Enhancing the 'Fastack' rapid transit bus network, in co-ordination with Arriva and Kent County Council, to introduce new services and adjust bus time frequencies to ensure they meet new demands
- ★ Introducing a new, dedicated high frequency 'land train' shuttle service from Ebbsfleet International Station to the main entrance of the Entertainment Resort using the proposed dedicated access route
- ★ Working closely with local bus providers to ensure routes, wherever feasible, serve the Entertainment Resort, and provide a widespread connection between London Paramount and the main centres of the Kent Thameside area

- ★ Liaising with the Department for Transport and South Eastern Trains to ensure that both local and High Speed rail services will be planned to accommodate visitors and staff
- ★ Creating an access corridor to the Entertainment Resort from Ebbsfleet International Station that not only allows a route for buses, but a safe and direct connection for people to walk and cycle along
- ★ Entering into an agreement with Thames Clippers and Port of Tilbury to introduce river bus services across the Thames, linking Tilbury and Grays to south of the river and Central London, with an opportunity for Thames Clippers to consider the potential for a Park and Ferry service from Tilbury docks

During construction, we have a unique opportunity to use the River Thames to bring in construction materials onto site, which will further reduce pressure on the road network. As part of the proposal a construction haul route from the A2 will be delivered at the earliest opportunity in the construction phase.

Both our preferred transport solutions include a new dedicated access road to the Entertainment Resort that separates Entertainment Resort traffic from local traffic. With the information that you see here, which is your preferred transport option? Get in touch before 5 June 2015 to share your view.

Construction of the new Entertainment Resort access road will be in three phases:

Phase One - Year 1

- ★ Establish a construction compound immediately north of the existing A2/B559 Ebbsfleet junction
- ★ Establish a haul route from Ebbsfleet International Station north to London Road using existing access from the A2260/B259 roundabout
- ★ Construct a tunnel under the A2260
- ★ Construct tunnels under the existing railway and London Road chalk springs with construction access from Manor Way

Phase Two - Year 2

- ★ Complete the construction of a transport interchange at Ebbsfleet International Station
- ★ Construct new roundabouts at the A2 Ebbsfleet junction
- ★ Construct the new dedicated access road from new roundabouts at A2/B559 Ebbsfleet junction north through the new tunnels into the Entertainment Resort
- ★ Use this new access road as a construction vehicle access to the Entertainment Resort

Phase Three - Year 3

- ★ Use of the River Thames for some construction movements through Year 1 - Year 3
- ★ Begin construction of a transport interchange at Ebbsfleet International Station
- ★ Construct the dedicated public transport/cycle/pedestrian route from Ebbsfleet International Station to the Entertainment Resort

Parking

Our comprehensive parking survey has shown that creating 14,000 spaces on the site will be sufficient for the number of vehicles travelling to the site each day. It is likely this will include an element of multi-storey parking. There will also be up to 2,000 overspill parking spaces within the site to provide for busy days.

One of the transport issues raised by the community during the stages of public consultation that have taken place to date is the potential for 'controlled parking zones' to be introduced to provide priority spaces for residents. We are currently exploring this proposal with local authorities and are particularly keen to hear your views on this.



LANDSCAPE, VISUAL EFFECTS AND ECOLOGY

Landscape

We have worked hard to ensure our landscape strategies are a central part of the design process for the Entertainment Resort in order to minimise any adverse on the Swanscombe Peninsula and wider landscape setting.

The quarrying of chalk and manufacture of cement has been a key historical influence on the Swanscombe Peninsula. Current land uses include areas of marshland semi-nature woodland, grassland and flood defences as well as industrial premises.

Access is currently limited to a small number of public footpaths. Our vision is to introduce a way for the public and local community to enjoy walks along the edge of the River Thames helping to connect the Entertainment Resort and local communities with the river.

In addition, a proposed green network will include areas of environmental enhancement and wildlife habitat creation beside the river.

Ecology

The Thames Estuary forms part of a natural and managed environment supporting a variety of wildlife habitats and species associated with the river and its banksides. Much of the proposed development lies on post-industrial brownfield land and, whilst this is contaminated in various places, such land can host a variety of habitats and species.

Our proposals will endeavour to ensure there is no overall loss in biodiversity on the site, by restoring and managing retained, as well as by creating new, habitats within the site and the surrounding area.

There are parts of the site, including Black Duck Marsh, Botany Marshes, Broadness Marsh, where large elements of existing habitats will be retained. These areas may be enhanced through active management to compensate for other areas where habitats might be adversely affected.

Other considerations relating to the environment: mental management of the site include:

- ★ An Ecological Clerk of Works to be appointed to supervise all elements of construction activity potentially affecting local ecology
- ★ Phased construction to avoid bird nesting season or hibernation periods and to enable re-establishment of invertebrates, reptiles and associated vegetation
- ★ Protective fencing to exclude construction areas from surrounding habitats
- ★ Retaining established trees. Few, if any, of the mature trees on the site will be removed as part of the scheme
- ★ Habitat management works, particularly in relation to the retained reeds and marshes on the Swanscombe Peninsula
- ★ Retaining and re-establishing habitat and grasslands
- ★ The management of retained grassland / scrub mix habitats

- ★ Provision of scrub as part of site landscape proposals to replace a proportion of lost scrub
- ★ Protective measures to reduce the effects of boats using the jetty and river
- ★ A zoned approach to public access allowing some areas to remain completely undisturbed by public access and temporary closures of routes at sensitive times of the year
- ★ Bird hides overlooking the marshes
- ★ Green roofs and drainage schemes that increase the permeability of the venue, providing additional habitat

- ★ Visitor and public access management including information displays
- Other mitigation measures may be identified as we continue to study the site, and as we receive feedback from this consultation. The feedback will be fully assessed and reported in the Environmental Statement that will be submitted as part of the DCO application for London Paramount.

Air Quality

There is no question that, at certain times, and in specific places, the development will have an impact on air quality. This includes during construction and as a result of the presence of increased traffic and energy centre emissions.

The siting of the energy centre will be carefully considered during the detailed design stages to ensure any air quality impacts are minimised and environmental conditions will be regularly monitored for air pollution.

In agreement with local authorities, we are assessing air quality at strategic points along the A2 from the M25 (eg at key junctions), as well as along the London Road Construction Pollution (such as dust and noise) will be mitigated in a comprehensive Environmental Management Plan that is specific to the construction activities on the development site.

Noise and vibration

We have conducted a series of surveys to understand potential levels of noise and vibration created by the construction and operation of the proposed development. Based on observations made at similar developments in Europe there is not expected to be significant vibration created from the operation of the Entertainment Resort. This evaluation takes account to distances to the nearest residential properties.

On the basis of the assessment work carried out to date, it is provisionally concluded unlikely that significant adverse noise effects would arise as a result of the construction and operation of the proposed development, but there could be some impacts from traffic noise. Our work is on-going in this area.

Water resource management

Surface water, arising from rainfall, will flow through a network of ditches directly to the River Thames meaning there will be no run-off from the ground. Careful consideration and analysis will be carried out, with particular regard to the marshes, to ensure there is no risk of contamination and the water quality is not compromised.

The site is currently protected by sufficiently effective flood defences that might only fail in an extreme storm that would occur once in a thousand years on average. We have proposed raising flood defences by around a metre to ensure that this level of protection is maintained allowing for predicted sea level rises. This approach has been discussed and agreed with the Environment Agency.

Visual effects

We have undertaken studies to understand how visible the site is and how it fits within views at various distances and locations. Over 55 viewpoint locations have been identified to allow 'before' and 'after' views to be prepared to properly understand the changes that need to be made to the design and/or screening of the development. These viewpoints are subject to discussion with the key local authorities and bodies including the Kent Downs Area of Outstanding Natural Beauty.

Feedback from the non-statutory public consultation process to date has provided additional information to inform the landscape and visual assessment process. The key feedback can be summarised as follows:

- ★ Strong support for the proposed balance between the Entertainment Resort attractions and retaining publicly accessible green space and marshland
 - ★ Concern about development in the Green Belt south of the A2
 - ★ Concern about light pollution and security lighting impacts
 - ★ Making sure that the site is visually appealing
- Buildings and structures will be visible from the Thurrock area to the north of the River Thames, including from the Thames Path and other viewpoints close to the site. We have changed and improved the layout of the project, including landscaping and further changes are being considered as part of the ongoing master planning process in response to consulting feedback and ongoing technical studies. Responses to the current stage of public consultation will also be taken into account and will inform this process.

CULTURAL HERITAGE AND ECONOMIC BENEFITS

Cultural Heritage

Based on the investigations that have been carried out to date, it has become apparent that some of the site is likely to contain important remains dating to the Palaeolithic period, which extended from 300,000 years ago to 9,500 years ago. It is also likely that important remains relating to the prehistoric, Romano-British and Industrial periods exist.

By understanding these assets it will be possible to develop the Entertainment Resort in a way that protects, and in some cases, enhance the level of knowledge of cultural heritage in the area.

From our ongoing assessments and upcoming field investigations, we are preparing a mitigation strategy to minimise any impact on the site. The mitigation strategy is likely to include the following measures:

- ★ A management plan prior to the start of construction
- ★ Preservation of findings in situ where possible
- ★ Possible excavation of archaeological remains and built heritage
- ★ Keeping a public record of all findings

Our proposals aim to ensure there is no overall loss in biodiversity on the site.

Socio-economic effects

We are determined to ensure job opportunities are available to local people as well as the wider employment market. There will be a range of full time and part time jobs expected to include:

- ★ Approximately 6,700 Entertainment Resort full time jobs
- ★ Approximately 1,800 full time jobs in Entertainment Resort hotels
- ★ Approximately 1,300 full time jobs located at the creative business hub
- ★ Potential for approximately 15,700 indirect jobs through the supply chain and growth from spending in the local area
- ★ Peak on site construction employment of up to 6,500 jobs, during the construction period

Job creation

Having a watching brief during construction

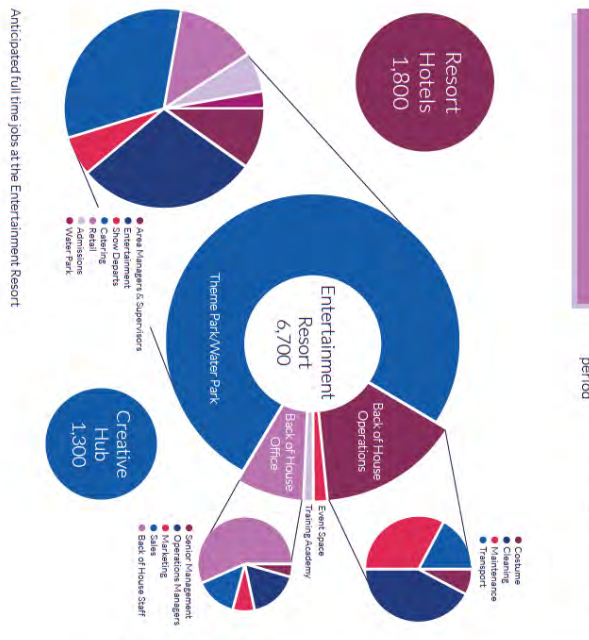
- ★ Implementation of a Construction Management Plan to help reduce impacts from noise and light pollution
- ★ Screening and landscaping around Listed Buildings and other heritage assets where possible
- ★ Improving public understanding of the site through the display of artefacts and the results of archaeological excavations
- ★ Community engagement through open days and events

With approximately 40,000 people visiting the Entertainment Resort on a typical day, the impact on job creation, tourism and business growth will be transformational. Those who work at the Entertainment Resort will spend their earnings locally, which will not only help to revive Swanscombe High Street and other local shopping areas but will increase overall activity in the local area.

Whereas the Entertainment Resort will create significant new market opportunities for local businesses supplying goods and services, it is also important to consider how it might compete with existing leisure and entertainment businesses and their abilities to attract labour.

Notwithstanding the provision of up to 5,000 hotel bedrooms within the Entertainment Resort, it is estimated that around 3,000 rooms will be needed offsite on an average day, rising to over 11,000 for a peak day. These will be across a full range of accommodation types (eg. hotels, B&Bs and non-serviced accommodation) and across a wide area of London and the South East.

If you are a local and regional business or supplier we will be holding supply chain events later this year. Get in touch to register your interest at supplychain@londonparamount.info



Local businesses

London Paramount has a dedicated jobs email address (jobs@londonparamount.info) for people to get in touch in order to register their details if they are interested in employment opportunities.

The jobs created will be across a wide range of opportunities including skilled professional roles, Local schools, job centres and community groups are assisting our understanding of the mix of skills and resources available in the local labour pool and this in turn will guide recruitment and training provision. The Entertainment Resort will include staff training facilities which will enable local school-leavers and job seekers (of all ages) to gain the skills necessary to work to their full abilities within the proposed development.

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**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

**Appendix 4.18
Stage 4 exhibition panels**



WELCOME

The London Paramount Entertainment Resort will be a world-class destination that combines the glamour of Hollywood with the best of British culture.

Our landmark agreement with Paramount Pictures, the oldest major Hollywood studio in existence, allows the Resort access to a wonderful library of films including iconic movies such as Mission: Impossible, Star Trek, The Godfather and The Italian Job.

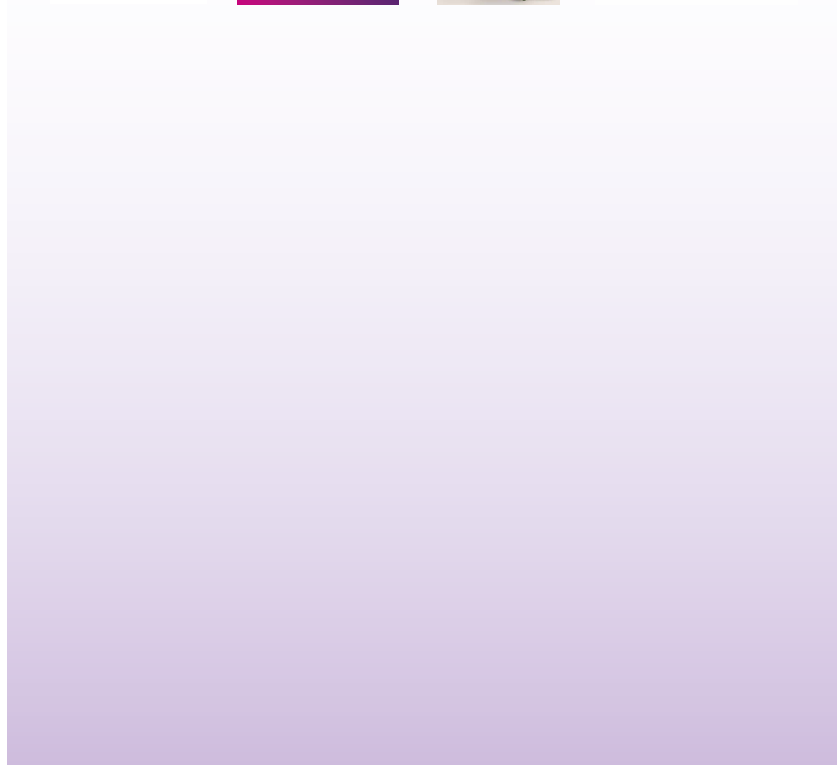
In the last year BBC Worldwide, Aardman Animations and the British Film Institute have all signed agreements with London Paramount, with intention to explore the right mix of British television, film and talent to entertain our visitors.

- * Our arrangement with the BBC means some of the best loved and celebrated programmes and characters to appear on British TV in recent decades could be brought to life at a world-class entertainment destination.
- * Aardman is one of the UK's leading animation studios, having produced a number of award winning feature films and TV series including the Wallace & Gromit franchise and Shaun the Sheep. We look forward to bringing these characters to a whole new audience at London Paramount.
- * The British Film Institute will be a key cultural adviser to the project, providing strategic input on how British films and talent can be best incorporated into the Entertainment Resort.

Bringing much loved characters to life.



Indicative illustration of Entertainment Street





THE STORY SO FAR

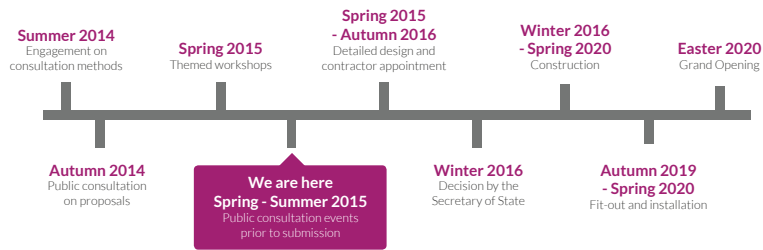
Since July 2014, London Paramount has held three stages of public consultation events on proposals for a world-class Entertainment Resort on the Swanscombe Peninsula.

Most recently we held a series of workshops, attended by over 600 residents and representatives of groups and organisations to allow further discussion of issues such as transport, environment and regeneration with the London Paramount project team.

We have found these different stages to be incredibly useful and, as a result, we've made material changes to our proposals over this time.

Our report on each stage of the consultation is available on the London Paramount website at www.londonparamount.info.

The feedback we have received to date has helped us to evolve the proposals for the Entertainment Resort. We are now in a position to show you the plans we anticipate submitting to the Secretary of State for Communities and Local Government in late summer 2015. We would like your views on the emerging masterplan and our approach to maximising the potential, whilst minimising any adverse impacts, of the scheme.





THE FORMAL ELEMENT

Under the Planning Act 2008 the project is classified as a Nationally Significant Infrastructure Project (NSIP). This means that LRCH is required to apply to the Government for a Development Consent Order (DCO).

We will make this application later this year, but before doing so are conducting further consultation on the project. Next year, the Planning Inspectorate will seek your views and carefully examine the application and advise the Government on whether or not it should go ahead.

This stage of statutory consultation will run from Monday 27 April 2015 until Friday 5 June 2015. Copies of the documents, plans and maps that we are consulting on are available on our website at www.londonparamount.info.

Community consultation

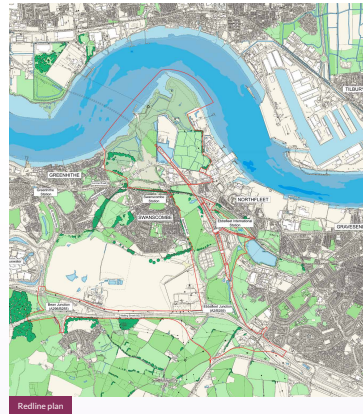
We've been carrying out consultation with local community members and businesses on our proposals since July 2014. Our consultation with the community is now in its fourth stage. The comments from all four stages will be analysed and captured in a Consultation Report.

Other bodies

We have also been working with statutory consultees which include:

- * Local authorities and parish councils in Dartford and Gravesham
- * Adjoining local authorities and parish councils in Medway, Sevenoaks, Tonbridge & Malling, Thurrock, Bexley and Bromley
- * County level authorities in Kent, Essex and the Greater London Authority
- * Conservation bodies such as Natural England and Historic England (previously English Heritage)
- * Regulatory bodies such as Environment Agency and Highways England (previously the Highways Agency)
- * The Port of London Authority
- * Local landowners

Nearly 5,000 attendees have been involved in the consultation to date.





WORLD-CLASS ATTRACTIONS

The Entertainment Resort will contain a number of themed zones, with exciting rides and attractions for families, children and the more adventurous thrill-seeking visitor.

At the heart of the Entertainment Resort will be the Entertainment City, providing a wide range of indoor, covered and open-air experiences as well as a variety of cafes, bars and restaurants. The Entertainment City will be able to host a number of exciting events each year such as shows and music events.

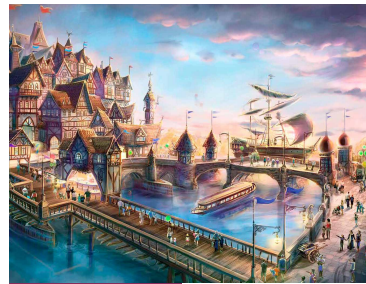
Late afternoon every day the 'Paramount and Friends Carnival' is planned to take place. We are planning to follow this every evening with a spectacular show

celebrating the works of Paramount Pictures and our other content partners.

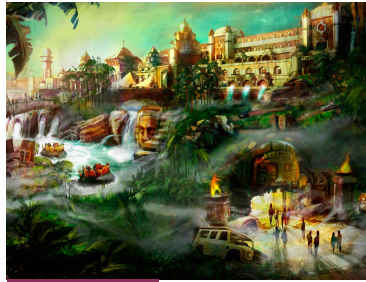
Also in the evening, there will be a chance to enjoy a West End quality production at one of our theatres, indoor or outdoor venues. These venues could potentially showcase Paramount films, BBC and Aardman productions and provide a stage for live comedy acts and concerts.



Indicative illustration of Port Plaza



Indicative illustration of Paramount Port Bay



Indicative illustration of Adventure Isle



Indicative illustration of Myths & Legends Castle

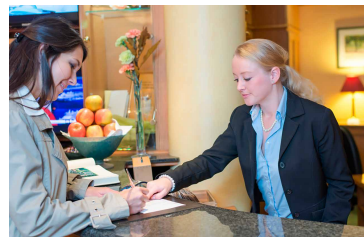


WHAT WE'RE PROPOSING

The Entertainment Resort will include:

- * A world-class theme park
- * A 1,500-seat theatre with regular 'West End Quality' shows
- * Indoor event space to host conferences and exhibitions, but also with potential for musical and sporting events
- * A range of hotels with a combined total of 5,000 on-site bedrooms
- * An art-house style cinema and nightclubs
- * Food and beverage outlets and retail
- * One of the largest indoor water parks in Europe
- * Back of house and guest service facilities
- * Creative business space to provide a central hub for the UK creative industry
- * Transport improvements including a new dual carriageway access road between the A2 and the Entertainment Resort
- * A green network to include areas of environmental enhancement and wildlife habitat creation beside the River Thames
- * A range of connectivity improvements including public footpaths and cycle routes along the River Thames and enhancements to the existing jetty on the river to facilitate access by boat
- * 14,000 car park spaces
- * Enhancements to flood defence works
- * Landscaping including water features such as ponds and canals
- * Waste management and power generation facilities
- * Emergency and security features.

This will be a huge offering to the UK's entertainment and tourism industries.



Have your say

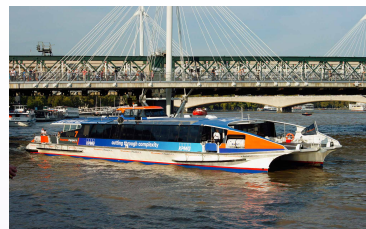
What are your thoughts on the mix we are proposing? Please share your thoughts on our questionnaire.



BENEFITS OF THE SCHEME

- * The project will be a catalyst for regeneration in the area including the delivery of the Ebbsfleet Garden City
- * It will bring multi-billion pound investment and benefits to the economies of Dartford, Gravesham, Kent and the wider nation
- * In addition to a significant number of direct jobs, there will be a creative business hub on site and there will be thousands of supplier jobs created in the wider economy as a result of this and the Entertainment Resort; collectively, we estimate that the Project will generate up to 27,000 skilled or semi-skilled jobs
- * There will also be significant job creation associated with construction activity which is expected to last around three years
- * It will be a centre for British innovation and creative businesses to grow
- * Improvements will be made to the roads, ensuring that new infrastructure is in place to serve the Entertainment Resort, including a new dedicated access route from the A2
- * The project will regenerate a brownfield site, isolated by its previous industrial uses, back into a vibrant focus for the region
- * It will harness the potential of the River Thames and new routes will be created to make it attractive for people to walk, cycle or bus to and around the site
- * There will be an increase in economic activity in the local area, leading to an associated increase in local spend
- * A green network to include areas of environmental enhancement and wildlife habitat creation beside the River Thames.

We want to ensure the benefits are shared across Kent.





EMERGING MASTERPLAN

Entertainment Resort

Our intention is for the core area to be themed around the films and television programmes of Paramount Pictures, the BBC and Aardman Animations. There will be themed lands, event spaces, rides, attractions, day-time and night-time shows and parades, cinemas, theatres, nightclubs, restaurants and shops. The resort will also have plenty of parking provision with up to 14,000 spaces.

Entrance Square

The visitor Entrance Square will serve as a gateway for the Entertainment Resort. All visitors will be directed through the Entrance Square, which will include a hub for the passenger shuttle system and be complemented by places for visitors to eat and drink and shop.

Water Park

On the edge of the Entertainment Resort an indoor water park (up to 25,000m²) will provide a distinctive visitor experience, unique in scale for the UK.

Creative business hub

A creative business hub of up to 20,000m² will be located close to the exhibition and events space providing modern high-quality office/studio space for use by companies and startups involved with the film, television and creative industries who wish to benefit from proximity to the Entertainment Resort.

Events space

Up to 30,000 m² of events space is proposed including facilities for conferences, exhibitions, trade shows and product launches, as well as leisure-based events such as music and sport.



Draft illustrative masterplan

Staff training facilities

A range of training facilities for Entertainment Resort staff will be provided which is essential in order to ensure the highest standards of service in hospitality, entertainment and safety.

Hotels

A range of hotels with a total capacity of up to 5,000 bedrooms will provide accommodation for visitors to the Entertainment Resort.

Habitat enhancement

Landscape and habitat enhancements will include managed access to parts of the marshes (for example a boardwalk network with information display boards) and improvements to habitats for bird, invertebrate and plant species through grassland management, wildlife habitat connections and ecological enhancements. Aside from biodiversity benefits, the marsh areas will serve as quiet zones for Entertainment Resort visitors, affording opportunities to relax in natural surroundings and to appreciate the local ecology and views over and along the River Thames.

Thames Walk

Our vision has always included introducing a way for the public and local community to enjoy walks along the edge of the river helping to connect the Entertainment Resort and local communities with the river and provide an attractive entrance for visitors arriving via the River Thames.

Have your say

Do you feel our illustrative masterplan for the Entertainment Resort has struck the right balance? Please share your thoughts on our questionnaire.



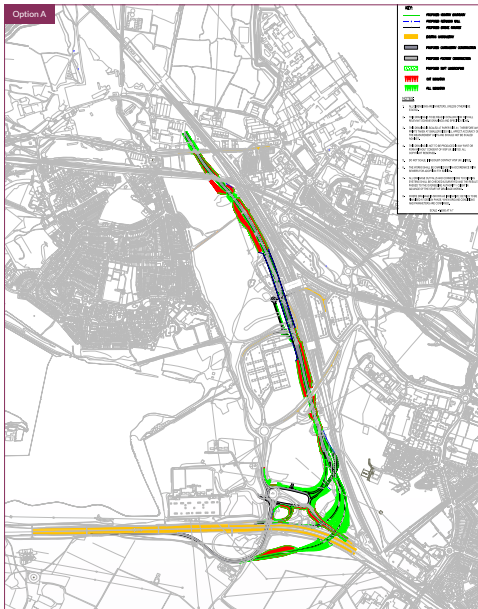
GETTING IN AND OUT

It has always been important to us to create a transport strategy that works for our visitors but also the local community. Since our last round of consultation, we have tested a number of scenarios to understand how we can minimise our impact on the local road network and deliver transport improvements.

Highways England (formerly the Highways Agency) is assessing options for improvements to the existing A2 Bean junction, which are programmed to be in place by 2022/23. It will be consulting separately on the detail of those improvements. The improvements will be designed to accommodate Bluewater traffic plus all traffic from consented developments in the area (for example, the Ebbsfleet Garden City).

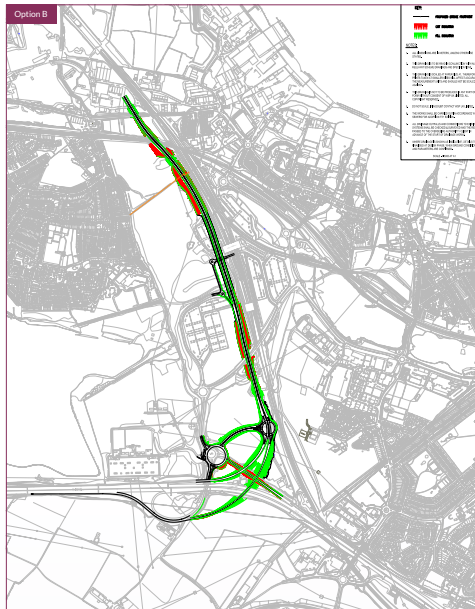
Our preferred options

Following responses from our earlier consultation, we have developed a second option involving the A2 Ebbsfleet junction access layout which attempts to minimise any adverse impacts upon archaeology and ecology, whilst meeting highway design standards. The benefits of each option are:



Option A

- * A new dedicated access route will be created to separate Entertainment Resort traffic from local traffic, reducing the potential for traffic congestion at the A2 Ebbsfleet junction
- * The new road would be built adjacent to the existing HS1 rail line to minimise adverse air quality and noise effects
- * Upgrades to the existing 'Ebbsfleet' roundabouts north of the A2 to provide a high capacity gyratory, which should reduce impacts on existing local communities and accommodate future traffic flows associated with Ebbsfleet Garden City
- * Entertainment Resort traffic will use a free flowing route from the A2 to the parking and drop off areas, minimising the possibility of queuing back on the A2.



Option B

- * As with Option A, new dedicated access route to the Entertainment Resort would be created that separates Entertainment Resort traffic from local traffic
- * The new road would be built adjacent to the existing HS1 rail line to minimise adverse air quality and noise effects
- * Local traffic and Entertainment Resort traffic would use an improved A2 eastbound off-slip
- * A new "hamburger" layout roundabout (a roundabout with a road running through the centre) would separate Entertainment Resort traffic from local traffic and provide a through route for resort traffic to minimise the possibility of queuing back onto the A2.

Have your say

Both our preferred transport solutions include a new dedicated access road to the Entertainment Resort that separates Entertainment Resort traffic from local traffic. With the information that you see here today, which is your preferred transport option?

Please share your thoughts on our questionnaire.

Construction of the new Entertainment Resort access road will be in three phases:

Phase One – Year 1

- * Establish a construction compound immediately north of the existing A2/B559 Ebbsfleet junction
- * Establish a haul route from Ebbsfleet International Station north to London Road using existing access from the A2260/B259 roundabout
- * Construct a tunnel under the A2260
- * Construct tunnels under the existing railway and London Road chalk spines with construction access from Manor Way
- * Use of River Thames for some construction movements through year 1- year 3
- * Begin construction of a transport interchange at Ebbsfleet International Station

Phase Two – Year 2

- * Complete the construction of a transport interchange at Ebbsfleet International Station
- * Construct new roundabouts at A2 Ebbsfleet junction
- * Construct the new dedicated access road from new roundabouts at the A2/B559 Ebbsfleet junction north through the new tunnels into the Entertainment Resort site
- * Use this new access road as a construction vehicle access to the Entertainment Resort

Phase Three - Year 3

- * Construct new slip roads from the A2 to the new roundabouts at the A2/B559 Ebbsfleet junction
- * Construct the dedicated public transport/cycle/pedestrian route from Ebbsfleet International Station to the Entertainment Resort



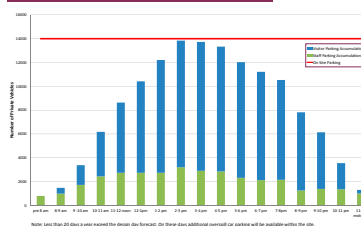
REDUCING OUR IMPACT ON THE ROADS

To help minimise our impact on the road network, we are developing a comprehensive Travel Management Plan to control visitor and staff flows. These could include:

- * Later opening and closing times to reduce impact upon peak travel hours
- * Alternative travel arrangements for staff on busy days at the Entertainment Resort
- * Breakdown patrol vans available along the A2 to reduce delays caused by breakdown and accidents
- * Advanced signposting along the M25 and A2 routes
- * Partnerships with major public transport providers to offer integrated ticketing and discounts
- * Liaison with highway authorities to restrict road works during busy periods
- * Engagement with Bluewater to limit impacts for both locations and explore potential to promote cross visitation to reduce vehicle trips
- * Employee discounts (for example cycle schemes)
- * Smart phone messaging to inform routing, traffic information etc.

During construction we have a unique opportunity to use the River Thames to bring materials onto site, which will further reduce pressure on the road network. As part of the proposals, a construction haul route from the A2 will be delivered at the earliest opportunity in the construction phase.

Private Vehicle Accumulation Profile - Design Day Visitors and Staff



Parking

Our comprehensive parking survey has shown that creating 14,000 spaces on the site will be sufficient for the number of vehicles travelling to the site each day.

It is likely this will include an element of multi-storey parking. There will also be up to 2,000 overspill parking spaces within the site to provide for busy days.

One of the transport issues raised by the community during our consultation to date is the potential for 'controlled parking zones' to be introduced to provide priority spaces for residents. We are currently exploring this proposal with local authorities and we are keen to hear your views.



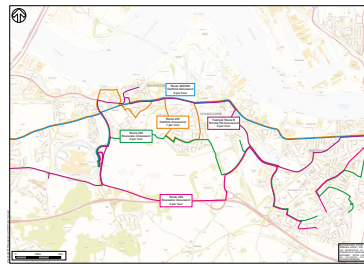
OTHER WAYS OF GETTING AROUND

We are committed to encouraging sustainable travel choices, such as by foot, bicycle and public transport, which help to reduce the number of cars on the road.

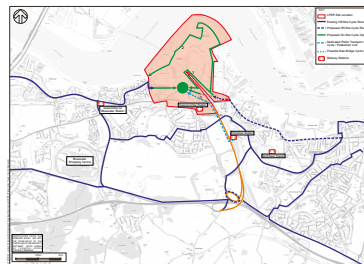
There are already excellent existing public transport connections by bus and train and we are exploring how these, and others, can be further developed to service the Entertainment Resort. For example:

- * Enhancing the 'Fastrack' rapid transit bus network, in co-ordination with Arriva and Kent County Council, to introduce new services and adjust bus time frequencies to ensure they meet new demands
- * Introducing a new, dedicated high frequency 'land train' shuttle service from Ebbsfleet International Station to the main entrance of the Entertainment Resort using the proposed dedicated access route
- * Working closely with local bus providers to ensure routes, wherever feasible, serve the Entertainment Resort, and provide a widespread connection between London Paramount and the main centres of the Kent Thameside area
- * Liaising with the Department for Transport and South Eastern Trains to ensure that both local and High Speed rail services will be planned to accommodate visitors and staff
- * Creating an access corridor to the Entertainment Resort from Ebbsfleet International Station that not only allows a route for buses, but a safe and direct connection for people to walk and cycle along
- * Entering into an agreement with Thames Clippers and Port of Tilbury to introduce river bus services across the Thames, linking Tilbury and Grays to south of the river and Central London, with an opportunity for Thames Clippers to deliver a Park and Ferry service from Tilbury docks

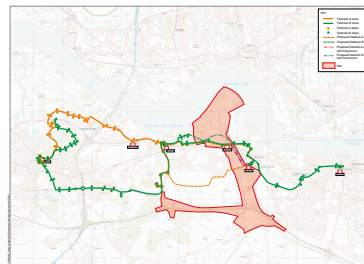
So that everyone is able to enjoy the Entertainment Resort, we will seek to establish a Consultative Access Group that will consider ways of making the design of the Entertainment Resort as accessible and inclusive as possible.



Public transport plan



Cycle strategy



Fastrack routes

Have your say

Other ways of getting around such as walking, cycling and by river are important both to the London Paramount team and local people. With the information available, do you approve of the project's approach?

Please share your thoughts on our questionnaire.



INFRASTRUCTURE

Landscape and visual effects

We have worked hard to ensure our landscape strategies are a central part of the design process for the Entertainment Resort to minimise any adverse effects on the Swanscombe Peninsula and wider landscape setting.

We have identified over 55 viewpoint locations to allow us to prepare 'before' and 'after' views to properly understand the changes we need to make to the design and/or screening of the development. These viewpoints are subject to discussion with local authorities and bodies including the Kent Downs Area of Outstanding Natural Beauty.

Buildings and structures will be visible from the Thurrock area to the north of the River Thames, including from the Thames Path and other viewpoints close to the site. We have changed and improved the layout of the project, including landscaping, and further changes are being considered as part of the ongoing masterplanning process in response to consultation feedback and ongoing technical studies. Responses to this current stage of consultation will also be taken into account and will inform this process.

Water Resource management

Surface water, arising from rainfall, will flow through a network of ditches directly to the River Thames meaning there will be no run-off on the ground. Careful consideration and analysis will be carried out, with particular regard to the marshes, to ensure there is no risk of contamination and the water quality is not compromised.

The site is currently protected by sufficiently effective flood defences that would only fail in an extreme storm that might occur once in a thousand years on average. We propose raising flood defences by

around a metre to ensure that this level of protection is maintained allowing for predicted sea level rises. This approach has been discussed and agreed with the Environment Agency.

Air Quality

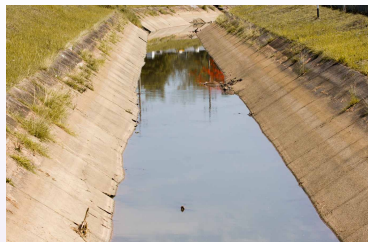
There is no question that, at certain times and in specific places, the development will have an impact on air quality. This includes during construction and as a result of the presence of increased traffic and energy centre emissions. The siting of the energy centre will be carefully considered during the detailed design stage to ensure any air quality impacts are minimised and environmental conditions will be regularly monitored for air pollution.

In agreement with local authorities, we are assessing air quality at strategic points along the A2 from the M25 (eg at key junctions), as well as along the London Road. Construction pollution (such as dust and noise) will be mitigated in a comprehensive Environmental Management Plan that is specific to the construction activities on the development site.

Noise and vibration

We have carried out a series of surveys to understand potential levels of noise and vibration created by the construction and operation of the proposed development. Based on observations made at similar developments in Europe, there is not expected to be significant vibration created from the operation of the Entertainment Resort. This evaluation takes account of distances to the nearest residential properties.

On the basis of the assessment work carried out to date, it is provisionally concluded unlikely that significant adverse noise effects would arise as a result of the construction and operation of the proposed development, but there could be some impacts from traffic noise. Our work is on-going in this area.



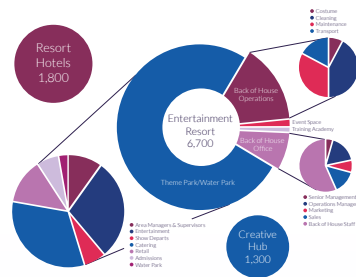


JOBS, CAREERS, SKILLS AND EDUCATION

We are determined to ensure job opportunities are available to local people as well as the wider employment market. There will be a range of full time and part time jobs expected to include:

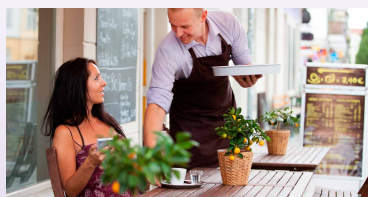
- * Approximately 6,700 full time Entertainment Resort jobs
- * Approximately 1,800 full time jobs in Entertainment Resort hotels
- * Approximately 1,300 full time jobs located at the creative business hub
- * Potential for approximately 15,700 indirect jobs through the supply chain and growth from spending in the local area
- * Peak on site construction employment of up to 6,300 jobs, during the construction period

Based on studies, 55% of workers are expected to live in the local area, with 23% from elsewhere in Kent and Medway, whilst 22% are expected to live outside of Kent and Medway (primarily coming from the South East London boroughs).



Anticipated full time jobs at the Entertainment Resort

London Paramount has a dedicated jobs email address (jobs@londonparamount.info) for people to get in touch in order to register their details if they are interested in employment opportunities.



Education and Skills Task Force

Targeting young people

We want to provide local young people with the inspiration, motivation, skills and opportunities they need to help them secure a job at the Entertainment Resort. To do this we will set up an Education and Skills Task Force, which will give local education providers, employment groups and other representatives an opportunity to discuss and input into the skills programme. The programme will plan to include different levels and types of engagement for varying age groups: for example, from day trips for primary age children to apprenticeships for school leavers.

Targeting local people

We will engage with the local community as much as possible to provide opportunities for local people; this will not only be limited to targeting young people. The Entertainment Resort is an opportunity for all local people who are looking for a career change or who are looking to work closer to home. There will be a wide variety of jobs at the Entertainment Resort, from those that require several years' experience or professional qualifications, that might attract people who currently commute out of the borough, to jobs that require no specific previous experience that may be suitable for some currently unemployed people.

The Education and Skills Task Force will also target the 'hard to reach' members of society including the currently unemployed, ex-offenders and those with mental or physical disabilities.

The skills programme will include:

- * On-site training programmes
- * On the job training
- * Rolling programmes of engagement with schools and colleges to explain what skills are needed



If you are a local and regional business or supplier, we will be holding supply chain events later this year. Get in touch to register your interest at supplychain@londonparamount.info



SHARING THE BENEFITS ACROSS KENT

The Entertainment Resort will be an outstanding destination that will attract audiences from all over the world and the economic benefits will reach far into Kent, London and the wider nation.

With approximately 40,000 people on average visiting the Entertainment Resort on a typical day, the impact on job creation, tourism and business growth will be transformational. Those who work at the Entertainment Resort will spend their earnings locally, which will not only help to reinvigorate Swanscombe High Street and other local shopping areas but will increase overall economic activity in the local area.

London Paramount will be at the centre for British innovation with a creative business hub designed to accommodate and attract companies and startups involved with the film, television and creative industries who wish to benefit from proximity to the Entertainment Resort.

The Entertainment Resort will provide **supply chain opportunities** for a wide range of local, regional and national businesses:

- * Waste management
- * Tech industries
- * Cleaning
- * Laundry
- * Security
- * Logistics
- * Car hire
- * Florists
- * Taxis
- * Food and Beverage
- * Maintenance support
- * And much more...

All suppliers, including small and medium sized enterprises, will have the opportunity to get involved in our tendering processes. We will hold supply chain events later in the year to outline how local businesses can become involved in the Entertainment Resort.

With the Entertainment Resort bringing more people to Kent, other local destinations (such as Leeds Castle, Turner Contemporary in Margate, Chatham Dockyard, and Canterbury Cathedral) will have an opportunity to capitalise on a larger tourist market and grow as a result.



Leeds Castle



Turner Contemporary



Have your say

How do you think the Entertainment Resort will benefit the local area? Please share your thoughts on our questionnaire.



ENVIRONMENT AND ECOLOGY

The Thames Estuary forms part of a natural and man-made environment supporting a variety of wildlife habitats and species associated with the river and its banksides. A significant proportion of the development lies on post-industrial brownfield site and whilst this is contaminated in various places, such land can host a variety of unusual habitats and species.

Our proposals will endeavour to ensure there is no overall loss in biodiversity on the site, by restoring and managing retained, as well as creating new, habitats within the site and surrounding area as part of the scheme. A number of surveys are already underway.

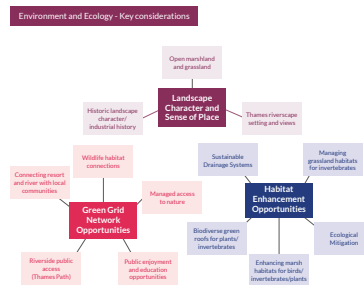
We intend establishing an Environmental Management Plan to control the construction and operation of the Entertainment Resort. An Ecological Clerk of Works will be appointed to supervise all elements of construction activity potentially affecting local ecology.

Other considerations for the Environmental Management Plan include:

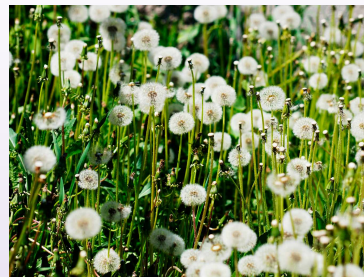
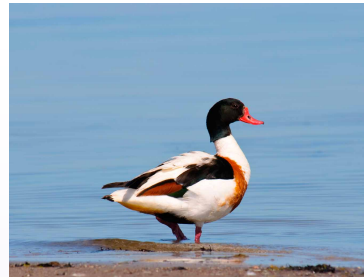
- * Phased construction to avoid bird nesting season or hibernation periods and to enable re-establishment of invertebrates, reptiles and associated vegetation
- * Protective fencing to exclude construction areas from surrounding habitats
- * Retaining established trees. Few, if any, of the mature trees on the site will be removed as part of the scheme
- * Habitat management works, particularly in relation to the retained reedbeds and marshes on the Swanscombe Peninsula
- * Retaining and re-establishing habitat and grasslands
- * The management of retained grassland / scrub mix habitats
- * Provision of scrub as part of site landscape proposals to replace a proportion of lost scrub
- * Protective measures to reduce the effects of boats using the jetty and river
- * A 'zoned' approach to public access allowing some areas to remain completely undisturbed by public access and temporary closures of routes at sensitive times of the year
- * Bird hides overlooking the marshes
- * Green roofs and drainage schemes that increase the 'permeability' of the venue, providing additional habitat; and
- * Visitor and public access management including information displays.

Have your say

Do you approve of our proposed landscape and habitat enhancements? Please share your thoughts on our questionnaire.



Our proposals aim to ensure there is no overall loss in biodiversity on the site.





CULTURAL HERITAGE

Swanscombe is famous for its remarkable archaeology finds. This includes evidence of Early Man as well as the Ebbsfleet elephant – a butchered elephant dating back to 420,000 BCE. The site itself also contains important industrial remains from the cement works.

We are continuing to increase our understanding of the important cultural heritage of the site. From our ongoing assessments and upcoming field investigations, we are preparing a mitigation strategy to minimise our impact on the site:

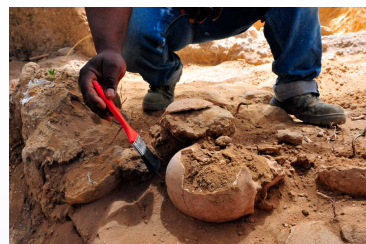
- * A management plan prior to the start of construction
- * Preservation of findings in situ where possible
- * Possible excavation of significant archaeological remains and built heritage
- * Keeping a public record of all findings
- * Watching brief during construction
- * Implementation of a Construction Management Plan to help reduce impacts from noise and light pollution
- * Screening and landscaping around Listed Buildings and other heritage assets where possible.

We will also seek to improve public understanding of the historic environment by displaying any heritage findings and making them accessible to all. Some options may include:

- * Enhancement of the historic environment through improved access to archaeological sites
- * Improving public understanding of the site through the display of artefacts and the results of archaeological excavations
- * Community engagement through open days and events.

Have your say

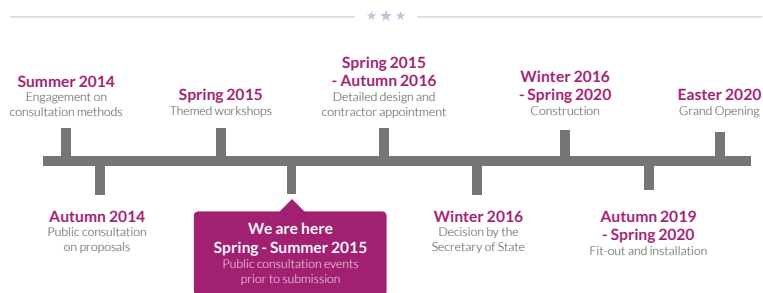
We are keen to hear your views on how we should display and preserve important cultural heritage findings. Please share your thoughts on our questionnaire.





WHAT HAPPENS NEXT

The documents, plans and maps showing the nature and location of the proposed application, including information so far compiled about environmental impacts can be inspected free of charge from **Monday 27 April 2015 to Friday 5 June 2015** at public buildings around Dartford, Gravesham and the neighbouring boroughs.



Please take the time to complete our questionnaire on one of the iPads or feedback forms provided. Alternatively you can respond to the consultation in writing by:

Post:

**FREEPOST Ref: RTRB-LUJ-AGBY,
London Paramount,
c/o PPS Group,
Sky Light City Tower,
50 Basinghall Street,
London, EC2V 5DE**

Email: consultation@londonparamount.info

Online: www.londonparamount.info

All comments must be received in writing on Friday 5th June 2015 in order for them to be considered. All comments will be captured and analysed in a Consultation Report that will form part of the application for development consent submitted for the London Paramount Entertainment Resort.

Project information may continue to be updated until Friday 8 May 2015 so please check the website www.londonparamount.info for updates.



Jobs and suppliers

If you are a local and regional business or supplier we will be holding supply chain events later this year. Get in touch to register your interest at supplychain@londonparamount.info

London Paramount has a dedicated jobs email address (jobs@londonparamount.info) for people to get in touch in order to register their details if they are interested in employment opportunities.

Stay in touch

Tel: 0800 008 6765

Email: consultation@londonparamount.info

Web: www.londonparamount.info

[www.twitter.com/paramountresort](https://twitter.com/paramountresort)

www.facebook.com/londonparamount

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 4.19

Copy of Hardcopy Feedback Form

HOW TO PROVIDE YOUR COMMENTS

Thank you for attending our public consultation event on the London Paramount Entertainment Resort (the "Entertainment Resort").

We are seeking your views on the emerging proposals before we submit to the Secretary of State in late summer 2015.

All consultation responses must be received by Friday 20th June 2015. Please share your views on the proposals by completing the feedback form. Alternatively you can provide your views online at www.londonparamount.co.uk or by using the Stage 4 online at the public consultation stage.

How did you find out about the London Paramount Stage Four consultation? (You can tick more than one box)

- Local newspaper article
- Invite
- Advert
- Website
- Word of mouth
- Social media
- Email
- Other - please specify _____

Where do you live?

- Swasecombe
- Greenhills
- Northfleet
- Dartford (Other)
- Gravesham (Other)
- Other _____

If you have read the Stage Four consultation materials and/or have attended one of our events, what did you most benefit?

| | Very useful | Useful | Average | Not useful | Do not know/ have not seen |
|--|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|
| Exhibition boards | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Community Consultation Document | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Talking to the London Paramount Team | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Scaled model of the Entertainment Resort | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Have you attended previous stages of public consultation?

- Stage 1 (July 2014)
- Stage 2 (November 2014)
- Stage 3 (February/March 2015)

HAVE YOUR SAY ON OUR LATEST PLANS

1. The masterplan on display today includes a number of elements including rides, attractions, cinemas, theatres, hotels, restaurants, a water park, events space, creative business hub and retail. What are your thoughts on the mix we are proposing?

- Strongly approve
 - Approve
 - Disapprove
 - Strongly disapprove
 - No view
- Please share any further comments or suggestions related to the masterplan

2. Both our preferred transport options include a new dedicated access road to the Entertainment Resort that separates resort traffic from local traffic. With the information that you see here today, which is your preferred transport option?

- Option A
 - Option B
 - No view
 - Other _____
- Please share any further comments or suggestions related to the transport proposals

3. Other ways of getting around such as walking, cycling and by river are important both to the London Paramount team and local people. With the information available do you approve of the project's approach?

- Strongly approve
 - Approve
 - Disapprove
 - Strongly disapprove
 - No view
- Please share any further comments or suggestions related to connectivity and sustainable transport

4. One of the transport issues that has been raised by the community is the potential for "controlled residents parking" to be introduced. On balance, do you think this ought to be considered?

- Strongly approve
 - Approve
 - Disapprove
 - Strongly disapprove
 - No view
- Please share any further comments or suggestions related to parking

5. Through reworking, managing and creating new habitats within the site and surrounding area, our proposals endeavour to ensure there is no overall loss in biodiversity. In order to do this we have shown you a number of mitigation strategies. Do you approve of our approach?

- Strongly approve
 - Approve
 - Disapprove
 - Strongly disapprove
 - No view
- Please share any further comments or suggestions related to the environment and ecology

6. The local area has a wealth of cultural heritage and we are considering the ways in which this important local history can be protected and showcased. How do you think we should preserve and display findings? (You can tick more than one box)

- Signpost findings on-site
 - Permanent on-site display
 - Permanent off-site display
 - Special exhibitions
 - Public record
- Please share any further comments or suggestions related to the cultural heritage of the site

7. London Paramount Entertainment Resort will regenerate what is mainly a brownfield site and bring a new wave of investment to an area across Kent. Do you think the Entertainment Resort will benefit the local area in the longer term or create more problems?

- Benefits
 - Problems
- Please use this space to explain your selection or add further comments

8. We are passionate about the Entertainment Resort delivering on both accessibility and inclusivity. What do you think we should be including in order to meet the needs of our young, elderly and disabled visitors?

-
-
-
-

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 4.20

**Summary of responses under Section 47 of the Planning Act 2008 (within Your feedback
from Stage 4 report)**

London Paramount Entertainment Resort: Your Feedback from Stage Four

July 2015

London Paramount Entertainment Resort

Public Consultation: Your Feedback from Stage Four

London Resort Company Holdings

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One ♦ Introduction

London Resort Company Holdings (LRCH) has engaged in a year-long iterative process of public consultation on proposals for the London Paramount Entertainment Resort. The project is the first “Business or Commercial development” to be considered as a Nationally Significant Infrastructure Project (NSIP) and an application referred to as a Development Consent Order (DCO) will be submitted to the Planning Inspectorate later this year with a final decision being made by the Secretary of State for Communities and Local Government.

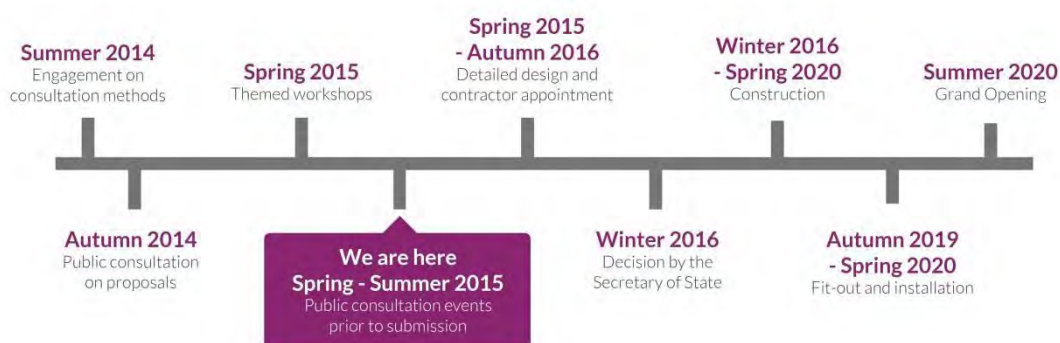


Image: London Paramount timeline

From 27 April to 5 June 2015 LRCH undertook statutory consultation on their proposals for the London Paramount Entertainment Resort (in accordance with the Planning Act 2008). Three comprehensive stages of non-statutory consultation preceded this in July 2014, November 2014 and February/March 2015 and these earlier stages have been invaluable in establishing a comprehensive list of consultees and informing the project’s approach to consultation, providing valuable feedback on our emerging proposals and enabled detailed discussions on specific areas of interest. (Full reports detailing Stage One, Stage Two and Stage Three are available to read and download on the project website [http://londonparamount.info/downloads/.](http://londonparamount.info/downloads/))



Image: London Paramount infographic showing combined figures from Stage One to Stage Four

The Planning Inspectorate provides advice, for NSIP applications, which recommends that there is early involvement with local communities, local authorities and statutory consultees. Early engagement helps to identify and resolve issues at an early point in the development of the proposals and enables members of the public to provide feedback and influence the proposals. The opportunity to view, comment and influence the proposals was provided during Stage One, Stage Two and Stage Three of the public consultation. The latest stage of public consultation on London Paramount was statutory, referring to the legal obligation to consult with anyone interested in or affected by the proposals and the minimum recommendation outlined in the guidance.

London Paramount is proposing a world class Entertainment Resort that will include;

- A world-class theme park
- A 1,500-seat theatre with regular 'West End Quality' shows
- Indoor event space to host conferences and exhibitions, but also with potential for musical and sporting events
- A range of hotels with a combined total of up to 5,000 on-site bedrooms
- An art-house style cinema and nightclubs
- Food and beverage outlets and retail
- One of the largest indoor water parks in Europe
- Back of house and guest service facilities
- Creative business space to provide a central hub for the UK creative industry
- Transport improvements including a new dual carriageway access road between the A2 and the Entertainment Resort
- A green network to include areas of environmental enhancement and wildlife habitat creation beside the River Thames
- A range of connectivity improvements including public footpaths and cycle routes along the River Thames and enhancements to the existing jetty on the river to facilitate access by boat
- 14,000 car park spaces
- Enhancements to flood defence works
- Landscaping including water features such as ponds and canals
- Waste management and power generation facilities
- Emergency and security features

The fourth stage of public consultation was an opportunity to inform local residents, stakeholders and interested parties about, and to seek their views on, the draft plans ahead of their submission. The dates, times and venues for the public consultation were organised to reflect feedback received at earlier stages of public consultation.

This report focuses on the statutory public consultation undertaken on London Paramount Entertainment Resort between April and June 2015. A full consultation report will be submitted along with the application later this year.

Two ♦ Methodology

The Stage Four statutory public consultation took place between Monday 27 April and Friday 5 June providing 40 days for statutory bodies including the local authorities, local communities and the general public to provide feedback on the current proposals for London Paramount Entertainment Resort ahead of the DCO application later this year. This report focuses on the feedback forms received by the local community and general public, feedback received by all consultees during the statutory consultation will be included and responded to in the Consultation Report submitted with the application for a DCO.

Attendees to the Stage Four events were encouraged to complete a feedback form via the iPads available or in paper format sharing their views on the proposals the feedback form was divided into three distinct sections:

- a) The first section focused on the consultation process and consisted of three multiple choice questions seeking to establish whether people had attended previous stages of consultation, to what extent they found the consultation material useful and how they found out about the events.
- b) The second section focused on the proposals on display and the information available within the project documentation. Questions revolved around the masterplan, preferred transport options, sustainable travel alternatives, cultural heritage findings and mitigation strategies associated with the environment. This section contained seven multiple choice questions (with space available for respondents to elaborate on their selection) and two 'open' questions, one focused on accessibility and inclusivity at the resort and the other was an opportunity to express views and opinions that were not covered in the set questions.
- c) The third section of the feedback form sought to establish the profile of respondents, asking people where they live, together with their age, gender and ethnicity.

The answers to all multiple choice questions on the feedback form were worked out as a percentage of the number of respondents, calculated to two decimal places and then rounded to the nearest whole number. For the questions on publicity and cultural heritage respondents were invited to select more than one response, as a consequence the response rate is higher than the number of respondents. However, each individual answer is still calculated as a percentage of the respondents, creating data that totals more than 100%.

As respondents were invited to provide open comments throughout the feedback form all comments were read and analysed to identify recurring themes.

Three ♦ Overview of Stage Four of the Public Consultation

From Monday 27 April to Friday 5 June LRCH consulted on their proposals for London Paramount Entertainment Resort. Ten public consultation events were held across three weeks in April and May 2015 these events took place in village halls, leisure centres, council offices and shopping centres in the boroughs of Dartford and Gravesham.

To support the community consultation various documents were made available to provide information on the proposals:

- Community Consultation Document
- Non-technical summary of the Preliminary Environmental Information Report
- Preliminary Environmental Information Report with technical appendices and figures
- Draft Development Consent Order
- Draft Explanatory Memorandum
- Plans (including the Overall Location Plan, Land Affected Plans, Land Plans and Work Plans).

Attendees to the events had the opportunity to view a scaled model showing the vision for the resort and supporting infrastructure, as well as 16 exhibition banners displaying information on the masterplan, transport options, environment and job and business opportunities. Members of the project team were at each event to discuss the proposals and a feedback mechanism was provided to capture people's views on the proposals. A Community Consultation Document was made available at the events for the local community to take home. The document summarised the proposals, outlined the benefits and impacts of London Paramount and outlined what aspects of the scheme views were being sought on. At each event a full suite of the project documents outlined previously was made available, this including the Preliminary Environmental Information Report, a draft of the DCO application and plans and maps showing the nature and location of the proposed application.

The project documents were also available to view throughout the duration of the Stage Four consultation in publically accessible locations across the boroughs of Dartford and Gravesham and town centre venues in Maidstone, Thurrock, Medway, Sevenoaks, Tonbridge & Malling, the London Borough of Bromley, and the London Borough of Bexley. A full list of locations is available to view in the Statement of Community Consultation (<http://londonparamount.info/media/1067/statement-of-community-consultation.pdf>)



Image: The Leisure Core an extract from a model of the Entertainment Resort

The public consultation events were held as follows:

- **Wednesday 29 April**
Venue: Gravesend Old Town Hall, High Street, Gravesend, DA11 0AZ
Time: 4pm-8pm
- **Thursday 30 April**
Venue: Bluewater, Greenhithe, DA9 9ST
Time: 10am-9pm
- **Friday 1 May**
Venue: British Legion Greenhithe, London Road, Greenhithe, DA9 9EJ
Time: 4.30pm-8.30pm
- **Tuesday 5 May**
Venue: Princes Park Stadium, Darenth Road, Dartford, DA1 1RT
Time: 4pm-8pm
- **Friday 8 May**
Venue: St Botolph's Church Hall, The Hill, Northfleet, DA11 9EU
Time: 11am-3pm

London Paramount Entertainment Resort: Your Feedback from Stage Four

- **Saturday 9 May**
Venue: Swanscombe Leisure Centre, Craylands Lane, Swanscombe, DA10 0LP
Time: 2pm-5pm
- **Monday 11 May**
Venue: Dartford Civic Centre, Home Gardens, Dartford, DA1 1DR
Time: 3.30pm-7.30pm
- **Tuesday 12 May**
Venue: Northfleet School for Girls, Hall Road, Gravesend, DA11 8AQ
Time: 4.30pm-8.30pm
- **Wednesday 13 May**
Venue: Eastgate, 141 Springhead Parkway, Northfleet, DA11 8AD
Time: 4pm-8pm
- **Thursday 14 May**
Venue: Gravesham Civic Centre, Windmill Street, Gravesend, DA12 1AU
Time: 3.30pm-7.30pm

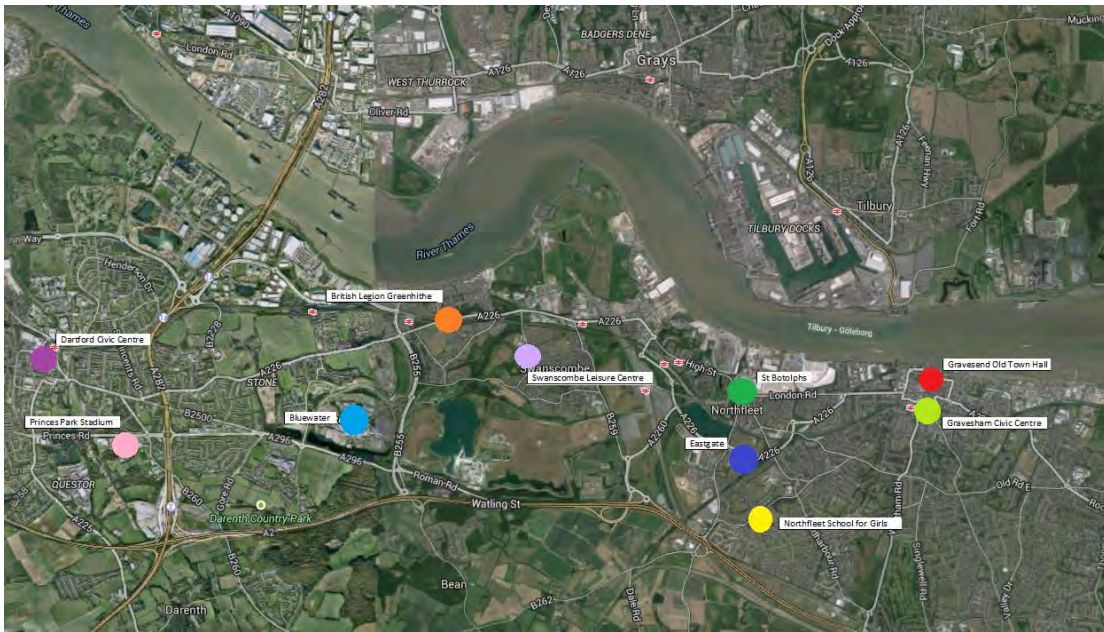


Image: Stage Four venue map

In addition:

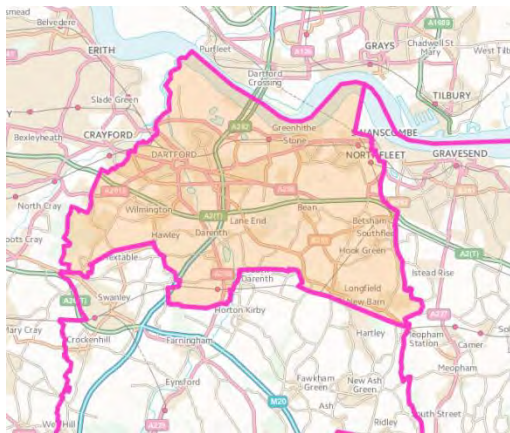
- a) Two secondary school events were held for pupils at Ebbsfleet Academy (Friday 1 May) and Northfleet Technology College (Wednesday 6 May). The events took place during school hours and pupils were given short presentations from the London Paramount team and invited to view the exhibition material and provide feedback on the proposals.
- b) At the invitation of Bean Residents Association a public consultation event was held on Monday 1 June, 6pm-8pm at Bean Youth and Community Centre.

- c) On Tuesday 2 June the London Paramount team presented at The Craylands School following a request on Twitter. The presentation to the school's year 5 and 6 pupils fitted in with their curriculum for the summer term "Swanscombe yesterday, today, tomorrow".

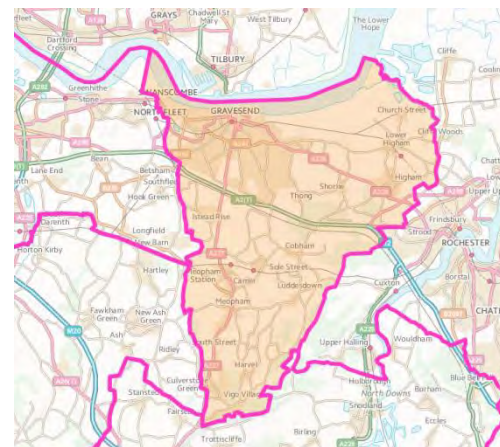
Publicity

The public consultation events were advertised throughout the local area and neighbouring local authorities.

- 88,257 exhibition invites were mailed to all individuals and businesses living and working in the boroughs of Dartford and Gravesham. An additional 3,183 postal invites and 4,530 email invites were sent to those individuals who attended previous stages of public consultation and provided their contact details or had registered on the London Paramount consultation website.



Dartford Borough



Gravesham Borough

Image: Invite distribution

- 861 exhibition invites were issued to all councillors in Dartford Borough Council and Gravesham Borough Council, all parish councils in Dartford and Gravesham and the adjoining districts; all councillors from adjoining local authorities in Bexley, Bromley, Sevenoaks, Tonbridge & Malling, Medway, Thurrock, Essex County Council and Kent County Council; as well as members of the Greater London Authority and the two local MPs for Dartford and Gravesham.
- Invites were also sent to approximately 755 stakeholder groups and 664 companies who had registered via the supply chain email address notifying them of the public consultation events.

Media

- Quarter page colour adverts publicising the ten events were placed in the Dartford and Gravesend Messenger, the Messenger Extra, the Essex Enquirer, the Thurrock Gazette and Kent on Sunday. The advert appeared in Kent on Sunday on the weekend of 18 April and in all other publications week commencing 20 April.

- Briefings were arranged with journalists from local and regional news outlets, including BBC South East, ITV Meridian, Kent Messenger and News Shopper.

Online

- The London Paramount Twitter and Facebook accounts as of the 7 July have 1,329 followers and 3,448 Likes respectively. The consultation events were publicised on both social media accounts prior to and during the public consultation events in April and May.
- The project consultation website (www.londonparamount.info) was updated to reflect the latest stage of public consultation and contained information on the exhibition times and venues. A full copy of the project documentation was made available on the website including the Preliminary Environmental Information Report, draft Development Consent Order, Explanatory Memorandum and Plans. In addition all exhibition material could be downloaded and an online feedback mechanism was provided. The deadline for feedback to be submitted was Friday 5 June 2015, having allowed 40 days for comments to be provided.

Attendance

In total 3,425 people attended the statutory stage of public consultation and attendance at each of the venues was as follows:

| Venue | Date | Attendees |
|--|----------|-----------|
| Gravesend Old Town Hall | 29 April | 271 |
| Bluewater | 30 April | 1,278 |
| Ebbsfleet Academy (school event) | 1 May | 96 |
| British Legion | 1 May | 188 |
| Princes Park Stadium | 5 May | 191 |
| Northfleet Technology College (school event) | 6 May | 204 |
| St Botolph's Church Hall | 8 May | 169 |
| Swanscombe Leisure Centre | 9 May | 303 |
| Dartford Civic Centre | 11 May | 196 |
| Northfleet School for Girls | 12 May | 141 |
| Eastgate | 13 May | 145 |
| Gravesham Civic Centre | 14 May | 243 |
| Bean Youth and Community Centre | 1 June | 32 |

620 feedback forms were received at the events; 86% of these were completed using the iPads with the remainder completed in paper format. This represents a response rate of 18%. A further 111 feedback forms were completed online (via the London Paramount website) or returned to the freepost address. Overall, 731 feedback forms were received by the deadline of Friday 5 June 2015.

During the latest stage of statutory public consultation (27 April – 5 June 2015) we have received 384 emails. A number of these have been from businesses interested in supplier opportunities at the Entertainment Resort, representations from statutory consultees and general enquiries into the consultation process and proposals. All representations from statutory consultees will be included and responded to within our Consultation Report that is submitted with our application for a DCO later this year.

In advance of the public consultation events, briefing sessions were held at Dartford Borough Council, Gravesham Borough Council, Kent County Council and Swanscombe and Greenhithe Town Council. The briefings consisted of a presentation to councillors and officers updating them on the proposals followed by a question and answer session. Overall 40 councillors and council officers attended the briefing sessions, which were held at the following dates, times and venues:

- **Monday 27 April**
Venue: Dartford Council Chambers, Civic Centre, Home Gardens, Dartford, DA1 1DZ
Time: 7pm-8.30pm
- **Tuesday 28 April**
Venue: Swanscombe and Greenhithe Town Council, The Grove, Swanscombe, DA10 0GA
Time: 5pm-6pm
- **Tuesday 28 April**
Venue: Gravesend Old Town Hall, High Street, Gravesend, DA11 0AZ
Time: 7pm-8.30pm
- **Wednesday 29 April**
Venue: Kent County Council Chambers, Sessions House, Maidstone, Kent, ME14 1QX
Time: 10am-11.30am

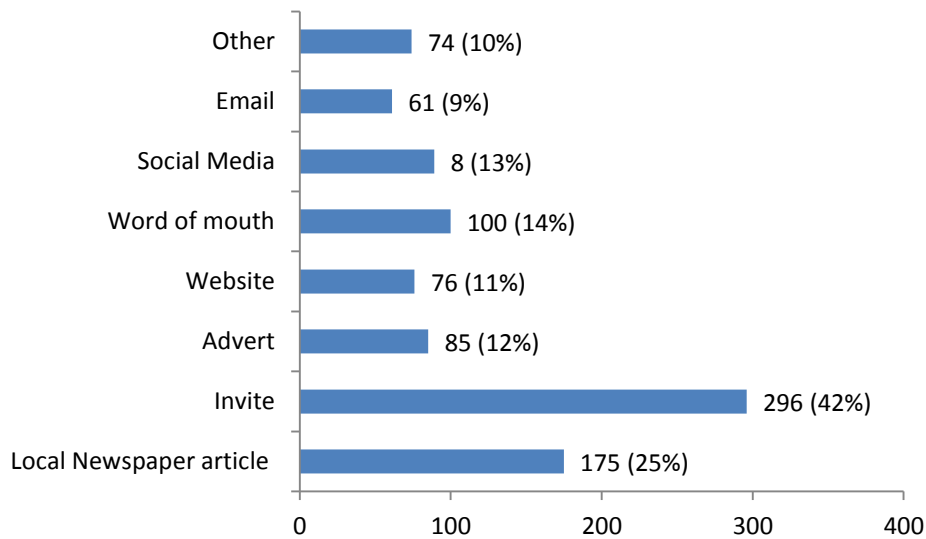
A further briefing session was held with officers and members of Thurrock Council on Tuesday 2 June 2015. This session provided an overview of the consultation to date and displayed the proposals shown at the fourth (statutory) stage of public consultation.

Four ♦ Analysis of Feedback

The feedback form was divided into three sections. The first section focused on the consultation, the second sought respondent's views on the proposals and the third provided a profile of the respondents.

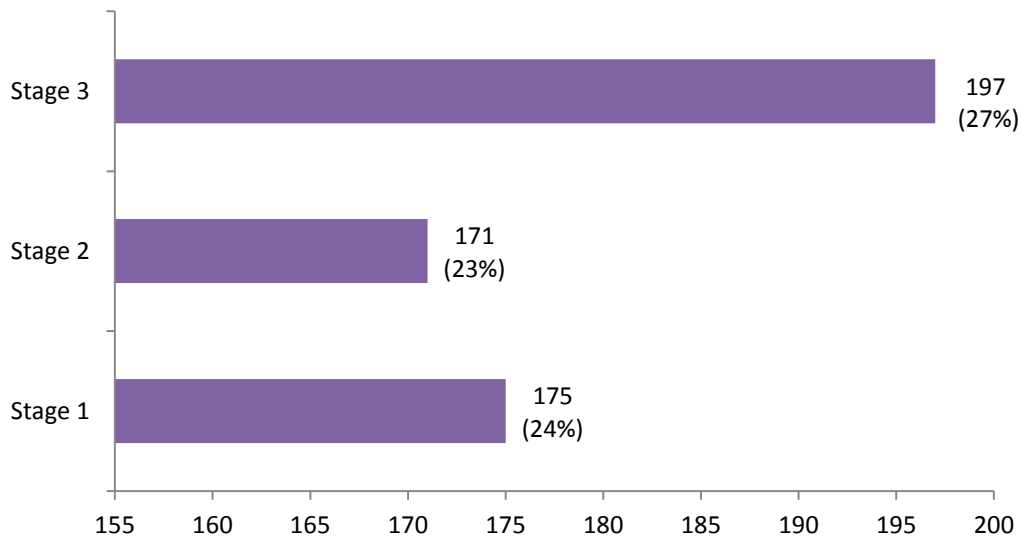
Section One – Consultation

Q: How did you find out about the London Paramount Stage Four consultation?



This question aimed to find out where attendees found out about the public consultation events, with respondents invited to select more than one option. The responses showed that people found out about the Stage Four events in a number of different ways including the event invite (42%), local newspaper article (25%), word of mouth (14%) and social media (13%). The responses highlighted the need to maintain contact with the local community across a number of mediums.

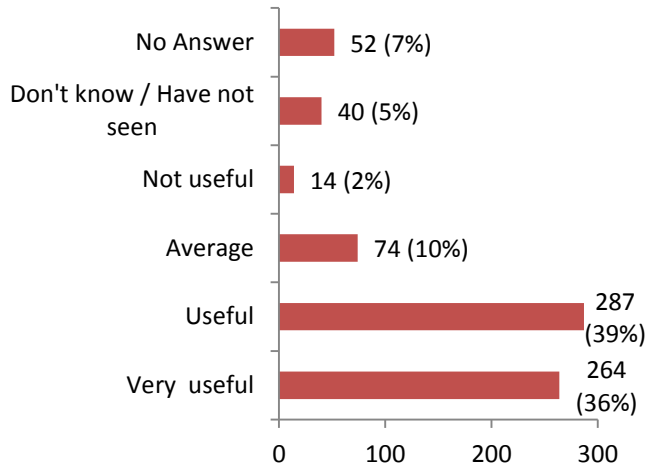
Q. Have you attended previous stages of public consultation?



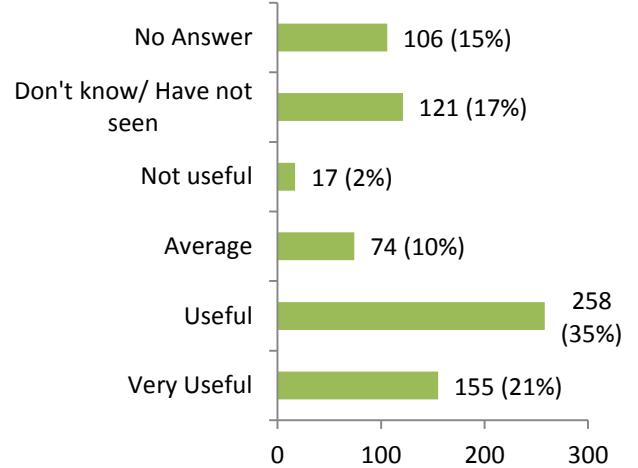
This question sought to understand the number of people who had attended one of the three previous stages of public consultation on London Paramount in July 2014, November 2014 and February/March 2015. A similar percentage of respondents at Stage Four had attended each of the previous stages of consultation.

Q. If you have read the Stage Four consultation materials and/or have attended one of our events, what did you find useful?

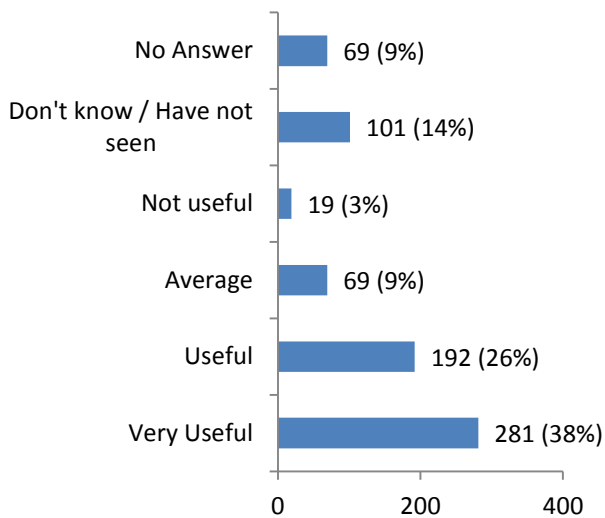
Exhibition boards



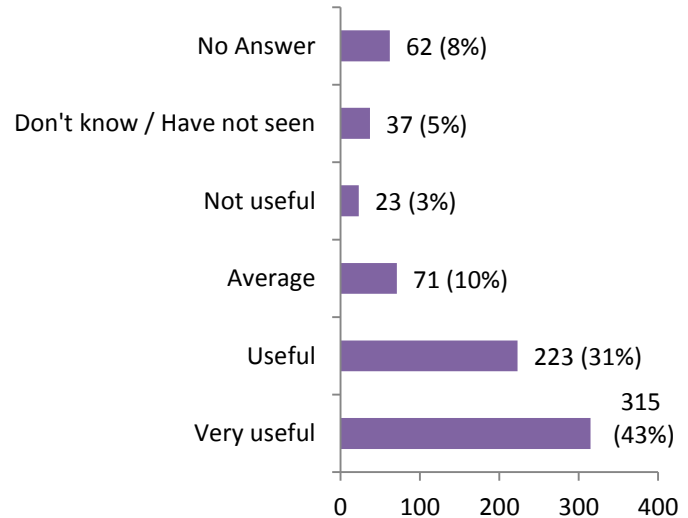
The community consultation document



Talking to the London Paramount team



Scaled model of the Entertainment Resort

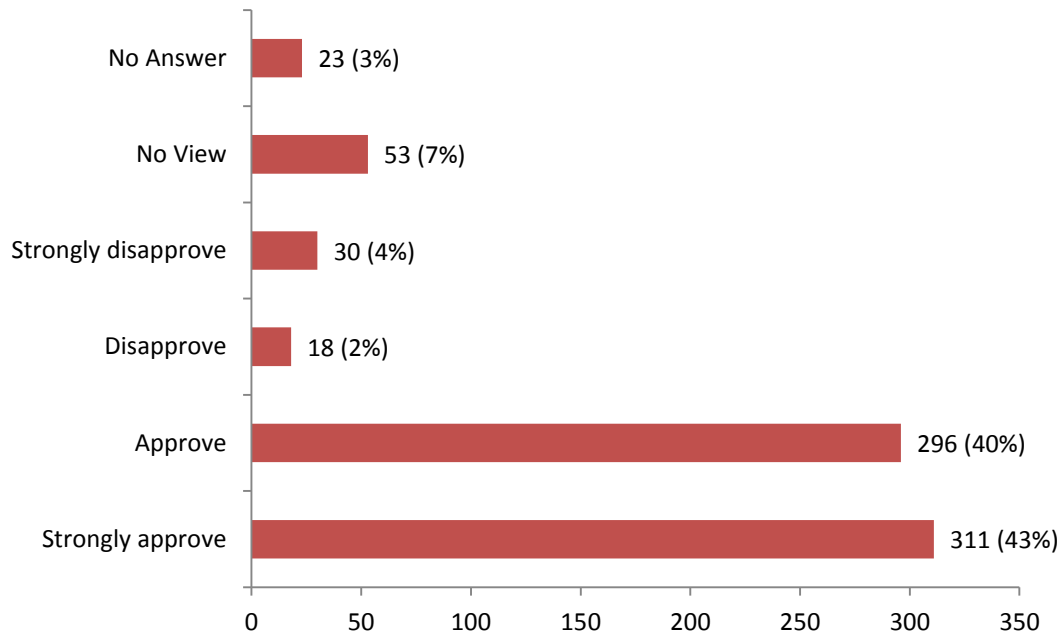


This question aimed to establish how useful respondents had found various elements of the consultation:

- 75% of respondents found the exhibition boards useful (39%) or very useful (36%).
- 56% of respondents found the Community Consultation Document useful (35%) or very useful (21%).
- 64% of respondents found talking to the London Paramount team useful (26%) or very useful (38%).
- 74% of respondents found the scaled model of the Entertainment Resort useful (31%) or very useful (43%).

Section Two – Proposals

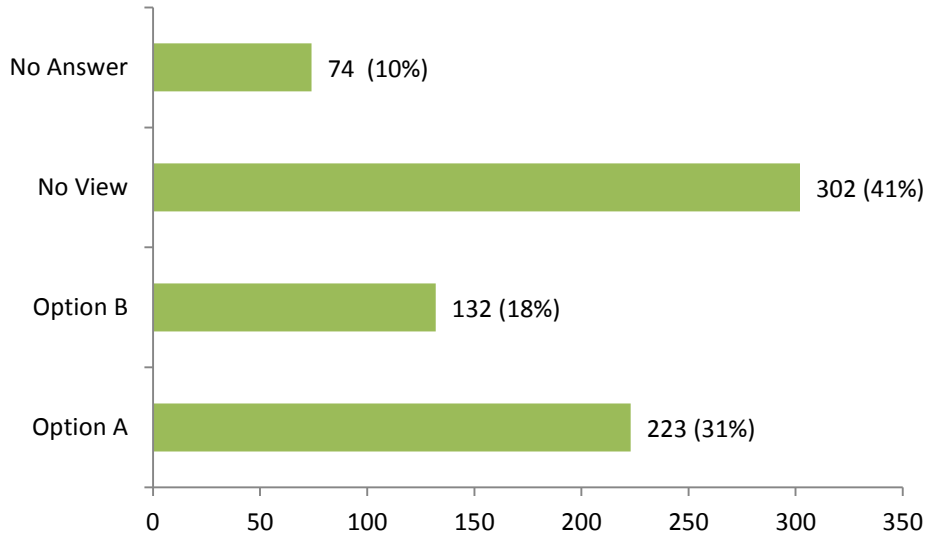
Q. The masterplan on display today includes a number of elements including rides, attractions, cinemas, theatres, hotels, restaurants, a water park, events space, creative business hub and retail. What are your thoughts on the mix we are proposing?



The Stage Four statutory public consultation provided attendees with the opportunity to view a scaled model of the resort and the latest iteration of the illustrative masterplan, and this question sought to understand people’s views on the mix of attractions shown in the masterplan.

The response was extremely positive with 83% of respondents indicating that they either “Approve” (40%) or “Strongly Approve” (43%) of the illustrative masterplan. Only 6% of respondents indicated that they “Disapprove” (2%) or “Strongly disapprove” (4%) of the masterplan.

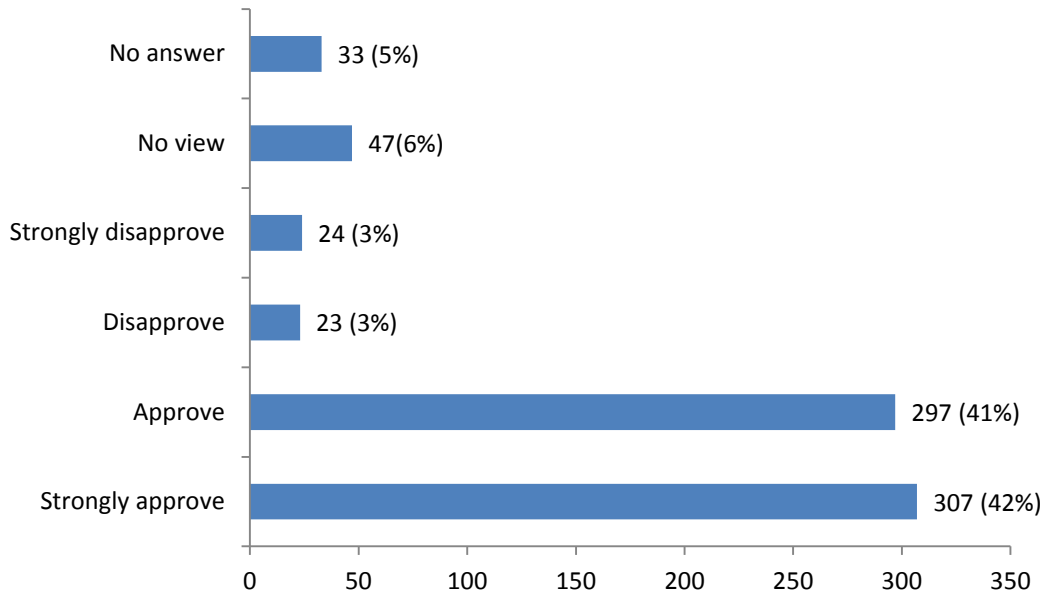
Q. Both our preferred transport options include a new dedicated access road to the Entertainment Resort that separates resort traffic from local traffic. With the information that you see here today, which is your preferred transport option?



Following responses from our earlier consultation we developed two access options involving the A2 Ebbsfleet junction that attempt to minimise any adverse impacts upon archaeology and ecology whilst meeting highway design standards. This question aimed to understand if respondents had a preference for Option A or Option B. A majority of respondents indicated that they had No View on the transport options (41%), with 31% showing a preference for Option A and 18% preferring Option B. Throughout the year-long consultation process transport and traffic congestion in the immediate and local area has been the most popular topic and a large number of respondents provided additional thoughts on the project’s approach to road access. Predominantly these further comments revolved around:

- Ensuring resort traffic remained separate from local traffic as early as possible on the A2 and entirely from local roads such as London Road (A226);
- Pressure on the existing road network including but not limited to the M25, A2 and M20; and
- The traffic modelling including future developments in the area such as Ebbsfleet Garden City, the Lower Thames Crossing and highway improvements at the Bean Junction.

Q. Other ways of getting around such as walking, cycling and by river are important both to the London Paramount team and local people. With the information available do you approve of the project’s approach?



LRCH are committed to encouraging sustainable travel choices, such as by foot, bicycle and public transport. The proposals aim to build on the excellent existing public transport connections in the surrounding area and this question asked respondents if they approve of the project’s approach.

An overwhelming majority of respondents (83%) indicated that they either “Approve” (41%) or “Strongly approve” (42%) of the proposals for pedestrian, cyclist and river access. A small number of people (6%) disapproved or strongly disapproved of the project’s approach. This disapproval centered on a belief that the proposals are too car centric, with proposals associated with cycling and walking an insufficient deterrent to people seeking the fastest route to the resort e.g. HS1 and car.

A further point was made that encouraging people to walk could have a negative impact on parking in the local roads. Using the open comments, the project’s proposed use of the River Thames was commended with respondents keen to see its use maximised during both construction and operation.

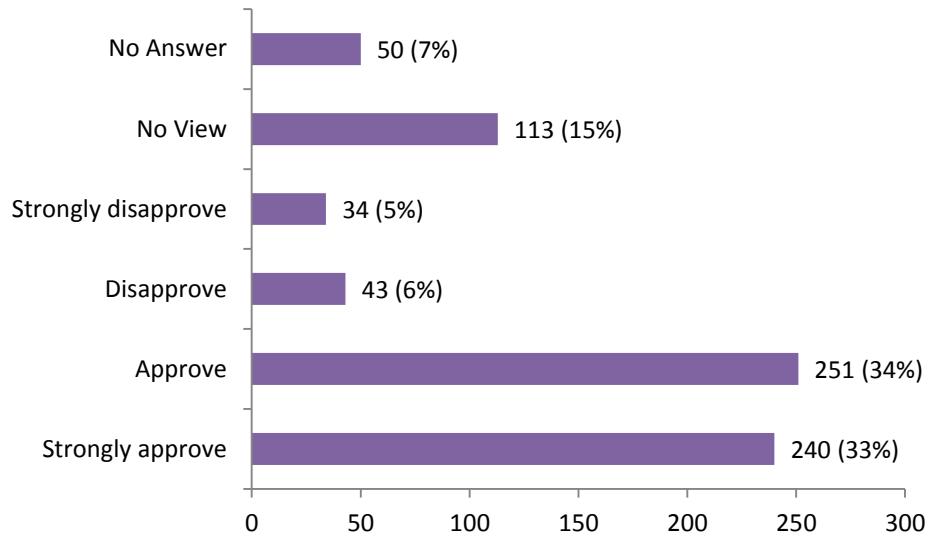
Specific mention was made of the potential use of Thames Clipper from London as well as the development of river links to the east of the resort into Essex and Medway.

The inclusion of pedestrian routes and cycleways was generally supported in the open comments though a few respondents did question whether visitors would use these modes to access the resort. It was suggested that cyclists should have clear cycle paths, be segregated from traffic where possible on their journey to the resort and have secure facilities onsite.

The proposed use of public transport was mentioned in a number of comments with some respondents concerned that there would not be sufficient capacity on the rail network to meet the demand created by the resort and that the cost of rail travel may deter some visitors.

A few respondents questioned the project’s stance on extending Cross rail from Abbey Wood and whether Swanscombe station would be upgraded.

Q. One of the transport issues that has been raised by the community is the potential for “controlled residents’ parking” to be introduced. On balance, do you think this ought to be considered?

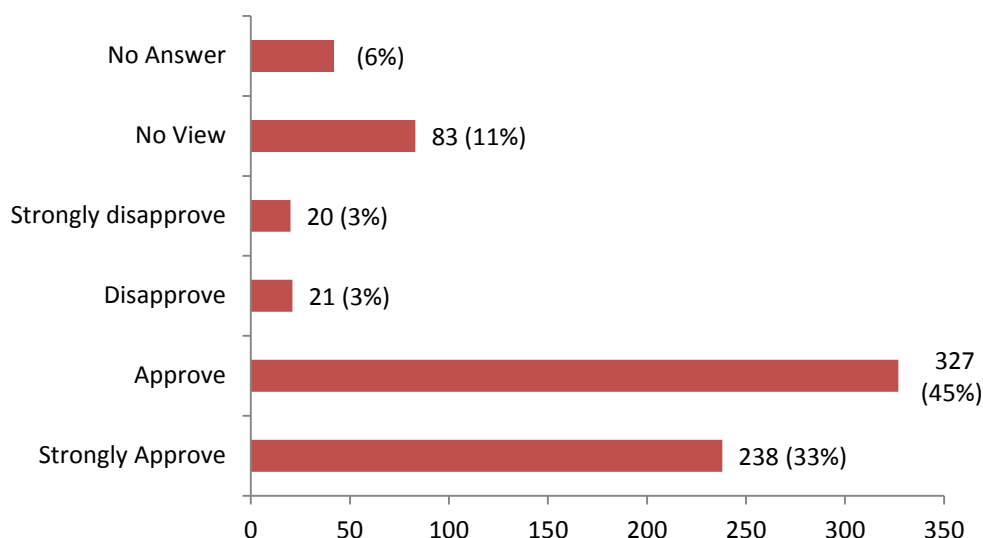


At our previous stages of public consultation the issue of parking was raised by the local community. Whilst the transport analysis has shown that providing 14,000 spaces on the site will be sufficient for the number of vehicles travelling to the site local residents have expressed concerned that visitors could park on the local roads.

This question sought to understand whether local residents thought that “controlled residents’ parking” ought to be considered. 67% of respondents indicated that they would “Approve” (34%) or “Strongly Approve” (33%) of “controlled residents’ parking” being considered. Compared to 11% of respondents who indicated that they “Disapprove” (6%) or “Strongly disapprove” (5%) of “controlled residents’ parking”.

A number of respondents took the opportunity to provide additional comments related to this question, predominantly these focused on questioning whether the introduction of controlled parking zones would come at a cost for residents, whether there would be a need for visitor permits, and whether any introduction would need to be subject to a vote by the community. One respondent voiced concern over the difficulties permit parking can create for local trade, deliveries and health workers.

Q. Through restoring, managing and creating new habitats within the site and surrounding area, our proposals endeavour to ensure there is no overall loss in biodiversity. In order to do this we have shown you a number of mitigation strategies. Do you approve of our approach?

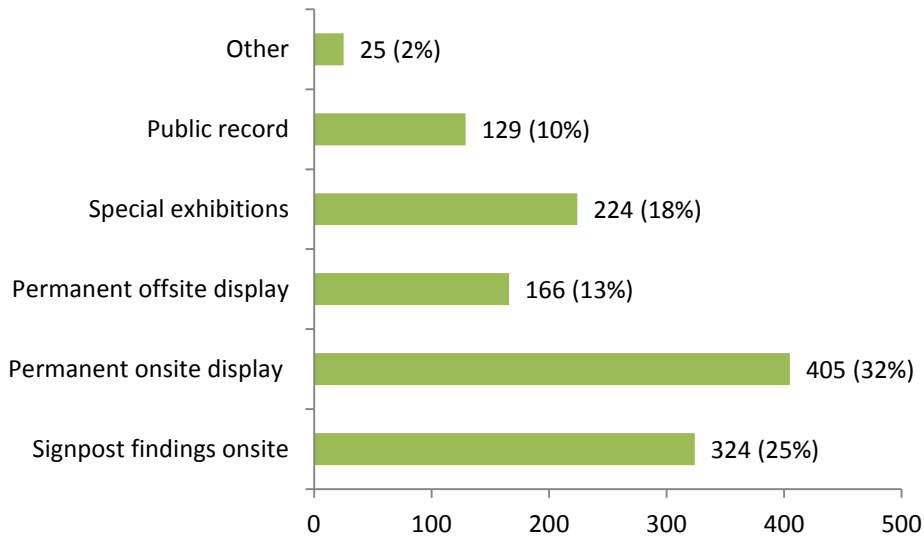


The Thames Estuary forms part of a natural and manmade environment supporting a variety of wildlife habitats and species associated with the river and its banksides. At this latest stage of public consultation we showed people how we would mitigate the impact of our proposals on this natural habitat and asked respondents whether they approved of our approach.

Overall 78% of respondents “Approve” (45%) or “Strongly Approve” (33%) with the mitigation strategies proposed. Only 6% of respondents disapproved of the project’s approach to the environment and ecology on the Swanscombe Peninsula. This question provided the opportunity for further comments or suggestions related to the environment. Those respondents that used this space raised a number of points including the benefits of regenerating a brownfield site, concern over encroachment on the greenbelt south of the A2, and the impact of the development on particular wildlife species (with specific mention of bats, Cetti’s warbler, insects and reptiles).

Further comments welcomed the consideration the project is giving to the environment and recommended the inclusion of a nature reserve, retention of wild natural spaces and free public access to these areas.

Q. The local area has a wealth of cultural heritage and we are considering the ways in which this important local history can be protected and showcased. How do you think we should preserve and display findings?



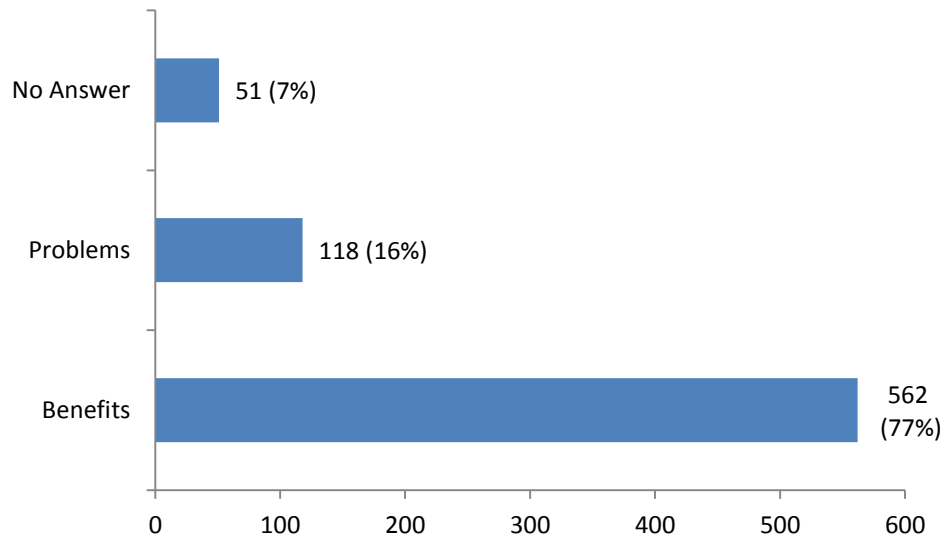
Investigations that have been carried out to date show that the site is likely to contain important remains dating back to the Palaeolithic period. This question aimed to establish how respondents would prefer findings to be preserved and displayed (respondents to this question were able to select more than one option).

A majority of respondents would like cultural heritage findings to be available on site either through a permanent onsite display (32%) or signpost findings onsite (25%). Respondents expressed pride in the local heritage of the area and urged London Paramount to protect important archaeological findings.

There were a number of suggestions made on how to make the cultural heritage of the site accessible including open days during construction, guided tours and working with local history groups and schools.

Respondents also stated that any attractions related to the history of the area should be available to visit free of charge.

Q. London Paramount Entertainment Resort will regenerate what is mainly a brownfield site and bring economic benefit to the immediate area and across Kent. On balance do you think the Entertainment Resort will benefit the local area in the longer term or create more problems?



This question aimed to understand if people felt that the benefits that London Paramount would bring to both Kent and the wider area outweighed any potential problems.

A large majority of respondents (77%) selected that on balance the Entertainment Resort would provide long term benefits to the area with 16% of respondents disagreeing and indicating that the resort will create more problems.

A majority of those that selected that the resort would on balance bring benefits did not elaborate on the reason for this selection. Those respondents that did use the open comment section spoke of the economic benefits the resort would bring in terms of employment, regeneration and a boost to the tourist industry. Respondents who felt that the resort would create more problems in the long term focused on issues surrounding traffic congestion in the local area.

Q. We are passionate about the Entertainment Resort delivering on both accessibility and inclusivity. What do you think we should be including in order to meet the needs of young, elderly and disabled visitors?

| Topic | No. of times noted |
|---|--------------------|
| Accessibility inside the Entertainment Resort | 99 |
| Travelling to the Entertainment Resort | 20 |
| Concessions | 26 |

This question provided respondents with a space to suggest how they think the Entertainment Resort should ensure it is accessible and therefore inclusive for all those who would like to visit and enjoy the attractions. The responses can be broken down into three broad categories:

1. Accessibility inside the Entertainment Resort – this category can be sub-divided into two sections; resort facilities and resort attractions. Respondents were keen for movement around the resort to be made as easy as possible for disabled visitors with suggestions that the resort should, where reasonably possible, be on a single level and have adequate ramps, lifts and slopes where this cannot be the case. A few respondents suggested the provision of onsite golf buggies and mobility scooters for both elderly and disabled visitors. Toilet and feeding facilities were mentioned with emphasis on the fact that appropriate changing places and toilets are important for the dignity of disabled visitors. Respondents wanted to understand if the rides would cater for wheel-chair users through the inclusion of stay-in-wheelchair rides. It was recommended that during design, London Paramount work with organisations and occupational therapists to ensure that the experience will be user-friendly for all. A few respondents stressed the need to cater for visually and aurally impaired. The inclusion of sensory areas was recommended and family friendly quiet zones.
2. Travelling to the Entertainment Resort – considering the number of ways that the visitors will be able to access the resort a number of suggestions were put forward to cater for disabled, elderly and young visitors across these modes. Within the car parks it was suggested that there should be shuttles and wide bays to enable wheelchair users and buggies to manoeuvre in and out of vehicles. Swanscombe station was mentioned on more than one occasion with respondents concerned that it is currently non-compliant with the Disability Discrimination Act (DDA).
3. Concessions – within the third category the focus was on ticketing options for various groups including designated afternoons for disabled visitors, under 21s and school groups. It was suggested that ticketing should also take into consideration that some visitors may not use all the rides but would still like to enjoy the experience that the resort offers.

Respondents were provided with the opportunity to share comments on the proposals throughout the feedback form. This has provided the London Paramount team with a wealth of information and insight into the public's views on the Entertainment Resort. These comments were analysed in order to provide a thorough understanding of the most frequently raised topics.

| Topic | No. of times noted |
|--|--------------------|
| Road network | 211 |
| Public transport | 135 |
| Parking | 91 |
| Benefit, impact & mitigation | 87 |
| Employment | 70 |
| Entertainment Resort | 70 |
| Environment & ecology | 52 |
| Cultural heritage | 49 |
| Public consultation | 48 |
| Project wide support | 47 |
| Infrastructure | 25 |
| Socio-economics | 26 |
| General comments | 18 |
| Against development | 10 |
| Land acquisition and compulsory purchase | 8 |
| Ebbfleet Garden City | 5 |
| Construction | 3 |

The table below is a detailed outline of the topics raised by respondents:

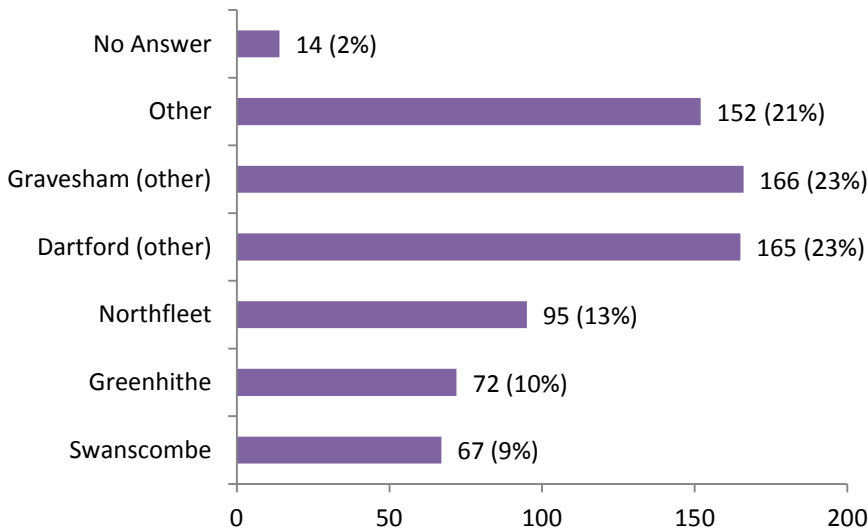
| | Theme | sub-tally |
|------------|--|-----------|
| 211 | Road network | |
| | Strategic Road Network | 80 |
| | Lower Thames Crossing | 12 |
| | Local roads | 31 |
| | Access Road | 20 |
| | Traffic | 68 |
| 135 | Public Transport | |
| | River Thames | 39 |
| | Cyclist and Pedestrian Access | 29 |
| | Bus | 12 |
| | Public transport: General | 24 |
| | Train | 15 |
| | Crossrail | 7 |
| | Pricing and Concessions | 9 |
| 91 | Parking | |
| | Controlled Parking Zones | 64 |
| | Onsite | 20 |
| | Park and ride | 7 |
| 87 | Benefit, impact and mitigations | |

London Paramount Entertainment Resort: Your Feedback from Stage Four

| | | |
|-----------|---|----|
| | Effect on local community | 27 |
| | Effects on local area | 20 |
| | Effect on local facilities | 3 |
| | Effect on local business | 9 |
| | Concessions and discounts | 28 |
| 70 | Employment | |
| | Consideration of jobs for local people | 34 |
| | Creating jobs for young people | 7 |
| | General considerations for employment | 29 |
| 70 | Entertainment resort | |
| | Attractions | 42 |
| | Facilities | 28 |
| 52 | Environment & Ecology | |
| | Brownfield regeneration | 6 |
| | Greenbelt development | 6 |
| | Wildlife | 13 |
| | Environment | 27 |
| 49 | Cultural heritage | |
| | Recognition of local heritage | 16 |
| | Free public access to heritage | 6 |
| | Exhibiting archaeology | 27 |
| 48 | Public Consultation | |
| 47 | Project wide support | |
| 25 | Infrastructure | |
| | Air Quality | 10 |
| | Noise pollution | 6 |
| | Renewable Energy | 2 |
| | Waste Resource Management | 4 |
| | Infrastructure: General | 3 |
| 26 | Socio-economics | |
| | Public services | 15 |
| | Education | 11 |
| 18 | General Comments | |
| 10 | Against development | |
| 8 | Land acquisition and compulsory purchase | |
| 5 | Ebbfleet Garden City | |
| 3 | Construction | |

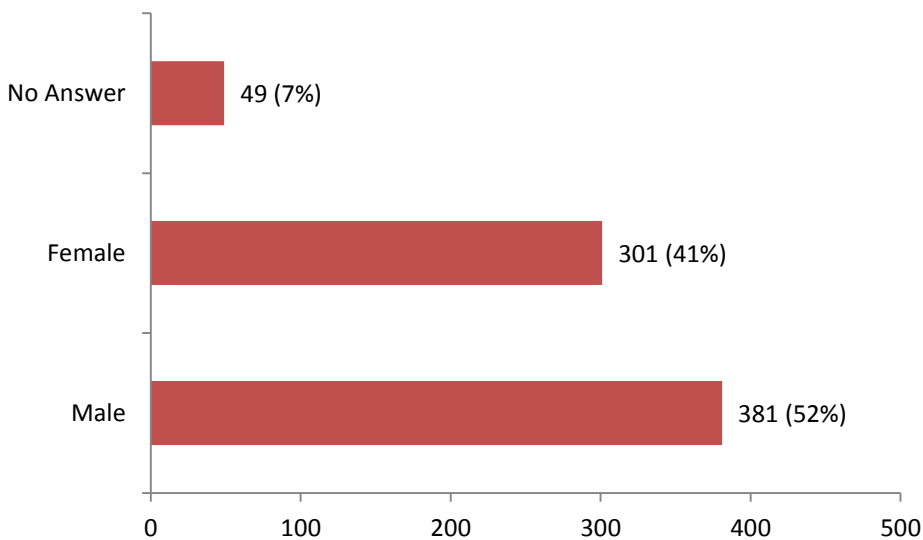
Section Three – Respondents profile

Q. Where do you live?



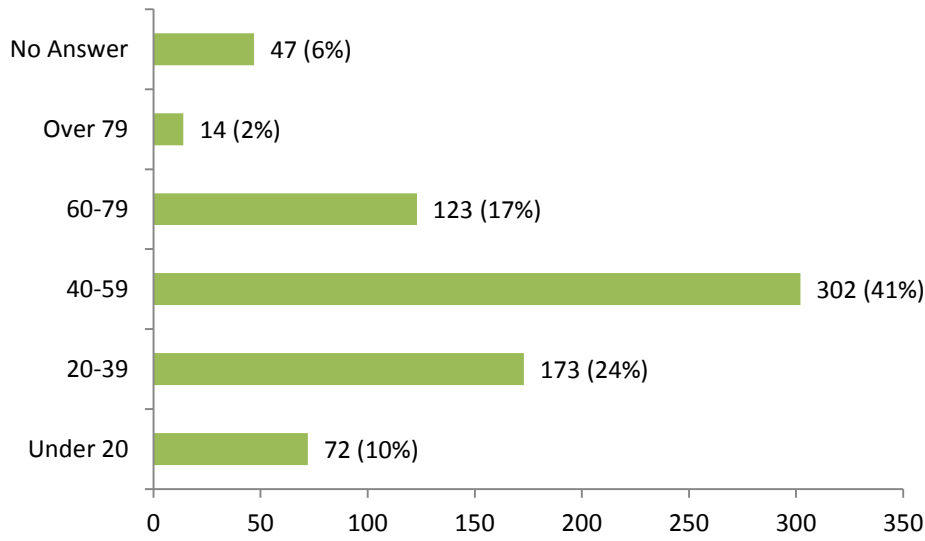
This question sought to establish where people who are interested in the proposals for London Paramount Entertainment Resort live. The multiple choice options included the communities located adjacent to the site and the remainder of the local authorities. A similar number of respondents live in the four local authority wards located closest to the resort, Swanscombe (9%), Greenhithe (10%) and Northfleet (13%). 21% of respondents live outside of the two local authorities that the Entertainment Resort falls within, Dartford and Gravesham.

Gender

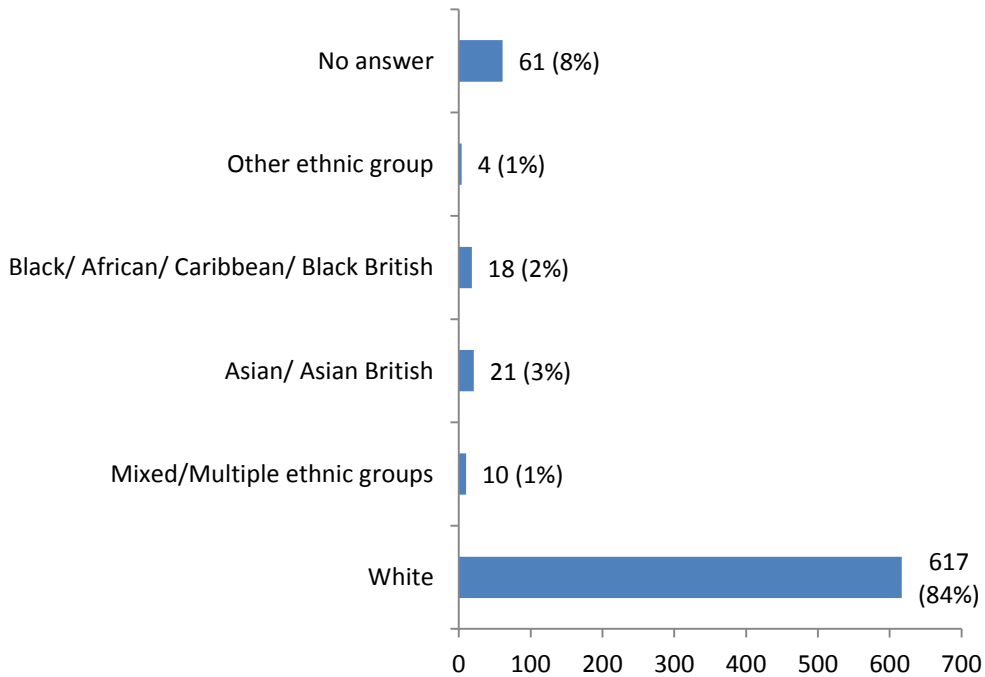


London Paramount Entertainment Resort: Your Feedback from Stage Four

Age



Ethnicity



Five ♦ Conclusion

This report provides context to how the consultation was proposed, the documentation provided, the events held and then provides a breakdown of all feedback forms received from the local community and general public during the Stage Four statutory public consultation.

The format of the feedback form at this latest stage of public consultation enabled respondents to elaborate on their choice of answer following each question as well as at the end of the feedback form. This has provided the London Paramount team with a wealth of comments through which to fully understand respondents' views on the proposals.

The written feedback has highlighted issues previously voiced as well as new points for consideration. The following section will focus on some of the key topics and points raised within them.

Road network

At each of the four stages of public consultation the local road network and traffic has been the topic. At this latest statutory stage of public consultation 212 respondents made specific mention of the immediate and wider road network and vehicular access to the resort. LRCH is continuing to carry out traffic modelling, which looks at a wide range of possible scenarios including those incorporating consented and proposed development in the local area e.g. Ebbsfleet Garden City and Lower Thames Crossing. LRCH is also working closely with Highways England and the local highways authority (Kent County Council) as we continue to look at and work on our proposals for road access to the resort.

Public transport

One of the reasons the Swanscombe Peninsula was chosen as the site for London Paramount Entertainment Resort is its excellent pre-existing public transport links. It is important to the local community and the London Paramount team that the use of river and rail to access the resort is maximised. Discussions are in progress with transport providers and relevant consultees including the Department for Transport, HS1, Highways England, Thames Clipper and *Fastrack*. The idea of cycle paths appealed to respondents with emphasis on ensuring that any cycle infrastructure should be safe and secure. A few respondents suggested the introduction of a bike hire scheme similar to that of "Boris Bikes" in London and welcomed the idea of being able to freely access the riverside.

Environment and Ecology

The Swanscombe Peninsula is mainly a brownfield site due to its previous use up until the 1980s by the cement industry. The site is also comprised of three areas of marshland (Black Duck Marsh, Botany Marsh and Broadness Marsh) where there is existing wildlife. LRCH is proposing a number of mitigation strategies in order to ensure that there is in biodiversity through the creation of new habitats within the site and surrounding area.

Respondents suggested that nature reserves should remain to an extent wild, maintained in perpetuity by London Paramount and wildlife areas should be publically accessible. Some respondents voiced concern over the potential for development south of the A2 and urged London Paramount to work with local wildlife organisations to ensure the best outcome for wildlife and the environment. LRCH continue to carry out

environmental assessments and are working with a number of environmental organisations, including statutory bodies such as Natural England and the Environment Agency and non-statutory organisations, including Kent Wildlife Trust, Buglife and the RSPB.

Employment

London Paramount Entertainment Resort will bring up to 27,000 jobs to the local area. These will be a range of full time and part time jobs expected to include:

- Approximately 6,700 full time Entertainment Resort jobs
- Approximately 1,800 full time jobs in Entertainment Resort hotels
- Approximately 1,300 full time jobs located at the creative business hub
- Potential for approximately 15,700 indirect jobs through the supply chain and growth from spending in the area
- Peak on site construction employment of up to 6,300, jobs during the construction period.

Respondents welcomed the employment opportunities that the resort would bring to the area and the subsequent regeneration it would generate due to additional spend in the local area.

A number of respondents sought reassurance that the jobs would be available for local people. It was suggested that London Paramount should work with schools and colleges in the area to ensure that the skillset required could be delivered by local residents.

Benefit, impact and mitigation

The benefits, impact and mitigation section includes open comments related to the resort's effects on the local community and local area. Responses in this section were divided with half of respondents welcoming the regeneration that London Paramount will bring to the area with the other half expressing concern that the local community could be neglected and it would discourage town centre redevelopment in Dartford and Gravesham.

A number of respondents put forward the idea that local residents should receive discounts, annual passes and the opportunity to attend the resort opening. London Paramount is committed to continuing to work with the local community and ensuring there are open channels of communication. If you would like to stay up to date join our Facebook (www.facebook.com/londonparamount) and Twitter (www.twitter.com/paramountresort) pages.

Entertainment Resort facilities and attractions

Respondents also shared their views on the offer within the leisure core acknowledging that the breadth of attractions on offer would provide entertainment for a wide audience. Suggestions were also put forward on what other attractions could be included.

A few respondents suggested the inclusion of an ice rink, music hall, permanent site for Cirque du Soleil, sensory garden and band stands. In relation to the facilities on offer at the resort respondents were keen for the experience to be easy and comfortable with ample seating, toilets and picnic areas.

Six ♦ Next steps

There has been a year-long public consultation since July on the London Paramount Entertainment Resort with over 8,000 attendees viewing consultation material during 156 hours of events. At each of the four stages we have been provided with invaluable feedback and insight into the opinions of local people and have appreciated the time that each person has taken to visit our exhibitions and share their views on the proposals.

Development Consent Order

All the feedback received at each stage of public consultation has been read, analysed and reported in the feedback reports and shared with the LRCH consultant team. When LRCH submit its application for a DCO later this year it will include a Consultation Report which will detail all consultation activities that have been carried out on London Paramount Entertainment Resort from July 2014 up to and including the most recent stage of consultation in April and May 2015.

Whilst the report will detail all four stages its primary focus will be on the most recent statutory stage of consultation and all comments provided from the local community will be responded to alongside those received from statutory stakeholders. This report will be made available on both the London Paramount website and the Planning Inspectorate website along with the entire application. There will be an opportunity to register and share your views on the application during this time. For more information on NSIP applications and guidance provided by the Planning Inspectorate please visit their website <http://infrastructure.planningportal.gov.uk/> or follow them on Twitter (<https://twitter.com/PINSGov>).

Supply chain

Following submission of our DCO application LRCH will begin our programme of engagement with local and regional businesses. We have had hundreds of interested businesses register their interest and the supply chain events will be an opportunity to find out about the procurement process and timeline for tendering.

LRCH will be holding initial supply chain events later this year. If you have not already registered and are interested in attending please get in touch with the London Paramount team via the supply chain email address supplychain@londonparamount.info or the community line 0800 008 6765.

Education and skills

Over the next 18 months LRCH will be starting to work with local secondary schools, colleges, and higher education providers to understand the skills and courses that are necessary to provide opportunities for local people to gain access to employment at the resort.

LRCH will be forming an Education and Skills Taskforce, which will give local education providers, employment groups and other representatives an opportunity to discuss and input into the skills programme.

Jobs

The projected opening of summer 2020 means that a large majority of recruitment for operations at the resort will not take place until the year prior to opening. For those interested in employment opportunities associated with the resort please get in touch to register your details by emailing jobs@londonparamount.info.

**THE LONDON RESORT
DEVELOPMENT CONSENT ORDER**

CONSULTATION REPORT APPENDICES

Reference: BC080001

Appendix 4.21

Summary of responses under section 42 of the Planning Act 2008

| Organisation / Group | Summary Text | EIA Topic | High level Review Comments |
|---|--|--------------------------------------|---|
| Civil Aviation Authority | Consultation only needed with the Civil Aviation Authority under certain circumstances. References lasers and floodlights | Landscape and Visual Effects | LRCH welcomes the comments, further consultation will be required with CAA at detailed design stage. Currently all structures including attractions, infrastructure, built development, landscaping features and furnishings are below the height of 90 metres. Further engagement with Network Rail (High Speed) and High Speed 1 will take place. Further consideration will be given to the use of floodlights in the leisure core and perimeter service road. |
| Civil Aviation Authority | Consultation only needed with the Civil Aviation Authority under certain circumstances. References lasers and floodlights | Noise and Vibration | LRCH welcomes the comments, further consultation will be required with CAA at detailed design stage. Currently all structures including attractions, infrastructure, built development, landscaping features and furnishings are below the height of 90 metres. Further engagement with Network Rail (High Speed) and High Speed 1 will take place. Further consideration will be given to the use of floodlights in the leisure core and perimeter service road. |
| Equality and Human Rights Commission | Generally does not respond to consultations on major infrastructure projects. Would only like further information if there is a clear and specific equality and human rights concern (for example accessibility for disabled people) | Master Plan | LRCH welcomes engagement with the Commission. Following consultation feedback and technical work, the applicant is working hard to ensure accessibility and inclusion. |
| The Electricity Network Company Limited | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |
| GTC Pipelines Limited | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |

| | | | |
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| Independent Powers Networks Limited | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |
| Independent Pipelines Limited | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |
| Quadrant Pipelines Limited | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |
| Exosteric Smart Meters Limited | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |
| NATS Ltd | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |
| National Grid Electricity Transmission PLC | National Grid has overhead lines within the vicinity of the order limits and has full rights of access. Buildings cannot be closer than 5.3m to the lowest conductor nor should plant, machinery, equipment or scaffolding. If a landscape scheme is proposed request only slow and low growing species of trees and shrubs are planted beneath and adjacent to existing overhead lines. Requests that potential impact of the scheme on National Grid's existing assets is considered in the Environmental Statement. | Infrastructure, Navigation and Waste | Agreed. Consultation with NG ongoing - impact on NG assets is being assessed and design coordinated accordingly as appropriate for DCO application (high level design). |

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| National Grid Electricity Transmission PLC | National Grid has overhead lines within the vicinity of the order limits and has full rights of access. Buildings cannot be closer than 5.3m to the lowest conductor nor should plant, machinery, equipment or scaffolding. If a landscape scheme is proposed request only slow and low growing species of trees and shrubs are planted beneath and adjacent to existing overhead lines. Requests that potential impact of the scheme on National Grid's existing assets is considered in the Environmental Statement. | Landscape and Visual Effects | NG requirements will be taken into account in landscape design guidelines as appropriate |
| National Grid Gas PLC | No National Grid Gas Transmission or National Grid Gas Distribution assets located within or in close proximity to the proposed order limits. | Infrastructure, Navigation and Waste | Agreed. Consultation with NG ongoing - impact on NG assets is being assessed and design coordinated accordingly as appropriate for DCO application (high level design). |
| The Coal Authority | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |
| Office of Rail and Road | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |

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| Health and Safety Executive | Based on records would not expect to advise against any planning applications arising from this proposal. Hazardous Substances Consent would be required if the site is intending to store or use any of the Named Hazardous Substances (set out in Schedule 1) Further information should be sought from the relevant Hazardous Substances Authority. Explosives currently pose no issues as no vulnerable buildings on the border of the development could be issues with vulnerable buildings at a later stage. As well as satisfying health and safety legislations the proposed design and future operations must comply with the Electricity at Work Regulations and the Electricity, Safety, Continuity and Quality Regulations 2002. | Infrastructure, Navigation and Waste | Noted by LRCH |
| Trinity House | No comments | Infrastructure, Navigation and Waste | Noted by LRCH |

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| Historic England | <p>General comments: draft Desk Based Archaeological Assessment and draft Archaeological Deposit Model require more work. It would be helpful for the DCO application to include a Historic Environment Management Framework. Five main categories for comments: 1. Springhead Roman Site monument lies north of the A2 at Springhead and would be affected by either of the road options. Affect of the road proposals cannot be confidentially categorised as being without any archaeological significance. Reserving comment until more information provided has sought a programme of evaluation and information must be provided prior to submission. Neolithic Sites near Ebsfleet - monument lies in two areas proposed new access road and area proposed for nature conservation. The DCO application needs to describe the significance of any heritage assets affected sufficiently to enable a proper understanding of the potential impacts of the e proposals. Waterlogged archaeological remains need to be maintained to preserve organic material will be cautious of any proposals to de-</p> | Cultural Heritage | <p>Updating of deposit model will be undertaken following completion of fieldwork and had already been discussed with HE and KCC. The Historic Environment Framework document and its scope need to be discussed with LRCH initially, then with the consultees. Regarding Springhead Roman site, geophysical survey is to be undertaken from June 22nd, trenching should follow in July so that the results can be disseminated prior to submission of the DCO. Some fieldwork in this area will be carried out for the Neolithic sites in Ebsfleet prior to the DCO submission. What is critical here is to gain an understanding of the hydrological changes that will result from the construction of the road, we can then assess the impact on the archaeological deposits. Further information from WSP is needed on this point. Consultation is ongoing with Historic England and Natural England. Some fieldwork is proposed prior to submission of the DCO to help determine the proportion of the remaining resource in and near Bakers Hole SSSI. Geophysical survey should be undertaken on Swanscombe Peninsula for the DCO submission, as well as potential limited boreholing. More extensive intrusive investigations may be required prior to the determination of the DCO</p> |
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| | <p>water e.g. culverting the Ebbfleet River. Information of any works for the historic environment in, or beside, the River Thames required e.g. flood defence works, dredging etc. Church of All Saints - the proposals must be considered for any effect on the significance of the church through changes to the setting. Landscape and Visual Impact Assessment should sufficiently illustrate impact on this and other surrounding heritage assets. Historic Environment Management Framework should be provided within the ES. Palaeolithic sites near Bakers Hole - Full details and justification within DCO needed on how the route corridor would impact on the eastern edge of the larger northern scheduled area. Additional Palaeolithic remains affected by proposals - would like to understand what proportion of the remaining resource would be lost to London Paramount works and its implications for historical understanding. Swanscombe Peninsula - construction of the resort and preservation in situ will render archaeological remains inaccessible for the future may be</p> | | |
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| | | <p>Concerns raised regarding the potential for de-watering of archaeological deposits. Some</p> | |
| | | <p>Water Resource Management</p> | |
| | | | <p>Noted, LRCH welcomes the comment and will engage in due course</p> |

appropriate to study areas of high potential. Need sufficient information to consider implications for the historic environment of any works in or beside the present river such as flood defences or new dredging to facilitate river access

Water Resource Management

Noted, LRCH welcomes the comment and will engage in due course

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| | hydrological modelling may be required as part of the programme of archaeological investigation | | |
| | Information of any works for the historic environment in, or beside, the River Thames required e.g. flood defence works, dredging etc. | Water Resource Management | Noted, LRCH welcomes the comment and will engage in due course |
| | 5. Church of All Saints - the proposals must be considered for any effect on the significance of the church through changes to the setting. Landscape and Visual Impact Assessment should sufficiently illustrate impact on this and other surrounding heritage assets. | Master Plan | Masterplanning Team to note: Views to and from the Church of All Saints across the peninsula and the River Thames to be considered in ongoing design development |
| | 5. Church of All Saints - the proposals must be considered for any effect on the significance of the church through changes to the setting. Landscape and Visual Impact Assessment should sufficiently illustrate impact on this and other surrounding heritage assets. | Landscape and Visual Effects | Covered by agreed assessment viewpoint (VP20) and Accurate Visual Representation in the LVIA. Masterplanning Team to note: Views to and from the Church of All Saints across the peninsula and the River Thames to be considered in ongoing design development |
| Public Health England | Generally satisfied with the proposed methodology would expect to see that detailed quantitative and cumulative assessments proposed are undertaken and provided. Will provide further comments on air quality when results are available. | Infrastructure, Navigation and Waste | Air quality: noted EMF: noted - health impact assessment to include consideration of EMF |

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| | <p>Advises that GLA Best Practice Guidance "The Control of Dust and Emissions from Construction and Demolition" was revised in 2014. Current proposals do not appear to consider possible health impacts of Electric and Magnetic Fields will need to demonstrate these have been considered in the final submission. Recommends that any issues relating to potential impacts on public health should be summarised in a specific sections of the report.</p> | | |
| <p>Public Health England</p> | <p>Generally satisfied with the proposed methodology would expect to see that detailed quantitative and cumulative assessments proposed are undertaken and provided. Will provide further comments on air quality when results are available. Advises that GLA Best Practice Guidance "The Control of Dust and Emissions from Construction and Demolition" was revised in 2014. Current proposals do not appear to consider possible health impacts of Electric and Magnetic Fields will need to demonstrate these have been considered in the final submission. Recommends that any issues relating to potential impacts</p> | <p>Air Quality</p> | <p>A human health risk assessment, relating to land contamination, will form part of the interpretative reporting which is to follow the current intrusive ground investigation. Further human health quantitative risk assessment(s) will be undertaken as the design develops / evolves to ensure no unacceptable risks are presented to the end users of both the site and adjacent sites.</p> |

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| | <p>on public health should be summarised in a specific sections of the report.</p> | | |
| <p>Public Health England</p> | <p>Potential impacts of chemicals and radiation should be considered.</p> | <p>Soils and Ground Conditions</p> | <p>Noted, LRCH welcomes the comment and will engage in due course</p> |
| <p>Thames Water</p> | <p>Current view that development falls outside area of service provision. As the scheme develops and connection points are determined it may be that all or some of the development is served by Thames Water. Concerned that the network in the area may be unable to support the demand anticipated the developer needs to consider the net increase in both water and waste demand to serve the development and also any impact the development may have off site further down the network. Would recommend that any scoping opinion report or supporting documents be expanded to include:</p> | <p>Water Resource Management</p> | <p>Noted, LRCH welcomes the comment and will engage in due course</p> |
| | <p>Development demand for water supply and network infrastructure both on and off site and can it be</p> | | |

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| | <p>met</p> <p>Development demand for sewage treatment and network infrastructure both on and off site and can it be met</p> <p>Surface water drainage requirements and flood risk of the development on both and off site and can it be met</p> <p>Any piling methodology and will it adversely affect neighbouring utility services</p> | | |
| Southern Water | <p>Concerned over the existing foul sewerage and associated waste water treatment works, as well as the capacity of the potable water supply network. An assessment of the public systems and connection points/volumes will be required. Sewer now deemed to be public may be crossing into the land should sewer be found during construction assessment of its condition will be required. Information on land ownership/grid references in folder.</p> | Water Resource Management | Noted, LRCH welcomes the comment and will engage in due course |

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| <p>London Borough of Bexley</p> | <p>Committed to improving green infrastructure and welcomes the inclusion of a Thames Path route in the Paramount development. Keen to understand how this will be connected to the wider path network. Essential to minimise impact on local roads Crayford/Bexleyheath by working with Crayford/Bexleyheath. Would welcome the opportunity to include river stops along the route to benefit riverside town centres.</p> | <p>Transport and Access</p> | <p>The PEIR considers existing and proposed Non-Motorised User (NMU) routes, along with amenity, delay and severance issues (typically crossings) appropriate to the stage in planning. Sustainable access options are being carefully considered and appropriate levels of consultation are on-going with relevant stakeholders to inform green infrastructure decisions. Details will be shown in the final DCO application documents.</p> <p>Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development.</p> <p>Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts.</p> <p>Noted. The PEIR considers an emerging transport infrastructure & service mitigation package necessary to accommodate the proposed development. It would be possible to adapt the proposed measures to enhance the sustainable transport network for other travellers and where the effects of such opportunities may have additional positive environmental effects. As far as reasonably practicable such options will be considered in the application documents.</p> |
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| <p>Port of London Authority</p> | <p>Red line boundary continues to be broad with little justification of its extension into the river given the limited works proposed in this area. Number of works within the red line area which are held on a PLA River Works License a request will need to be made to the PLA to retain the works this can only happen on the existing licensee's consent. Need to understand difference between licensed works and PLA infrastructure. Draft Development Consent Order fails to provide any protection for the PLA, this is a serious omission has PLA's owns the riverbed and foreshore and discussions over acquisition of its land would need to take place. documents refer to enhancements/refurbishments in order to assess what is proposed to facilitate use of the river more details needs to be provided. Notice must be served on PLA as landowner.</p> <p>Enhancement to existing jetty and creation of a floating pontoon and scope of any proposed river facilities and dredging must be fully defined.</p> | <p>Project description and development</p> | <p>LRCH welcomes the comments, we continue to work closely with the PLA to ensure agreement on key matters prior to submission of the DCO</p> |
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| | <p>Temporary or permanent works in the River Thames could constitute a navigational hazard.</p> | | |
| | <p>Navigational Equipment: Not sufficient for the PEIR to state that existing PLA infrastructure will be taken into account. It needs to be demonstrated how the PLA's equipment, links, site lines and lines of sight will be protected and maintained both during construction and on completion, Important to preserve pilot lines of sight previously set as a maximum of 21m recommended that the application work towards this and demonstrates how this requirement has been met. Unclear how close public would be able to get to PLA facilities and PLA needs access to maintain all services 24 hours a day seven days</p> | <p>Infrastructure, Navigation and Waste</p> | <p>Noted and addressed in 2020 PEIR and application. Considerable further engagement with PLA has taken place</p> |

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| | <p>a week. None of the issues concerning juxtaposition set out in the PLAs response to the Scoping Opinion have been addressed. Needs to consider the impact on the nearby Wharves on users of the resort.</p> <p>Navigational risk assessment required.</p> <p>Enhancement to existing jetty and creation of a floating pontoon and scope of any proposed river facilities and dredging must be fully defined.</p> <p>West Thurrock Lagoon and Marshes include mud flats consider impacts on littoral habitat and ecology. Documentation does not refer to records of protected species including tentacled lagoon worm and surveys have not actually investigate aquatic ecology. Final ES needs to evaluate mitigation measures proposed within the boundary and on Thames. No reference to Marine Works EIA nor marine planning policy.</p> <p>Transboundary screening only considering ornithology and not</p> | | <p>Surveys underway to investigate aquatic ecology of the River Thames. Records of protected species (tentacled lagoon worm) will be considered. Potential impacts on birds using West Thurrock Lagoon and Marshes and marshes on Swanscombe will be considered using bird survey records and new survey data in relation to effects from boat traffic and lighting. Other queries raised by the PLA regarding trans-boundary screening, mitigation measures and regulatory/policy requirements for works in the river will also be addressed through the on-going ecological assessment process.</p> |
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| | <p>fish and invasive animals or water framework directive.</p> <p>Potential for underwater noise effects.</p> | | |
| | <p>Needs to be confirmed if water discharge will use existing outfalls or new outfalls. Full details would need to be provided on flow rate and bed protection</p> | <p>Water Resource Management</p> | <p>Noted - we are working through the surface water management strategy and will determine if additional discharge consents will be required</p> |
| <p>Marine Management Organisation</p> | <p>The level of details provided is insufficient for the MIMO to undertake a full assessment and this limits the response. The ES should include details of all activities and their associated outline methodologies within the parameters of the established worst case scenario. The ES should details how the current site was determined in terms of least adverse environmental impact. All chapters of the ES should highlight interrelationships between other topic areas and should include intra-project cumulative assessment.</p> | <p>EIA Scoping and Environmental Statement Structure</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |

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| | <p>All chapters of the ES should highlight interrelationships between other topic areas and should include intra-project cumulative assessment.</p> | <p>Cumulative and In-Combination Effects</p> | <p>Noted for all chapters.</p> |
| | <p>The level of details provided is insufficient for the MIMO to undertake a full assessment and this limits the response. The ES should include details of all activities and their associated outline methodologies within the parameters of the established worst case scenario. The ES should details how the current site was determined in terms of least adverse environmental impact. All chapters of the ES should highlight interrelationships between other topic areas and should include intra-project cumulative assessment.</p> | <p>Project Description and Development</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |
| | <p>Noise and vibration chapter refers only to human receptors within the ecology chapter should include assessment of construction and operation noise on marine receptors. More information needed on Construction Environmental Management Plan and compensatory measures on habitats and species included within the ES</p> | <p>Master Plan</p> | <p>CBA Ecology comment (BW): Masterplanning team to note: information about the nature of the works to the pier required to assess effects on the marine environment.</p> |

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| <p>Noise and vibration chapter refers only to human receptors within the ecology chapter should include assessment of construction and operation noise on marine receptors. More information needed on Construction Environmental Management Plan and compensatory measures on habitats and species included within the ES</p> | | <p>Ecology</p> | <p>All the issues raised by the MMO will be addressed through the on-going ecological survey and assessment process. Masterplanning team to note: information about the nature of the works to the pier required to assess effects on the marine environment.</p> |
| <p>Peninsula is historic and authorised landfill site need to prevent possible leachate of waste into marine environment. If dredging is required need to do sample analysis to ensure suitability of disposal of material at sea. Detail required on proposed enhancement of flood defences.</p> | | <p>Water Resource Management</p> | <p>A quantitative risk assessment will to feed into the DCO ES Soil and Ground Conditions chapter, which will consider risks to the water environment, associated with land contamination and the landfills on site. As the design develops further controlled waters quantitative risk assessment will be undertaken to ensure no unacceptable risks are presented to the water environment, including the marine environment, as a result of the proposed development and that suitable materials re-use and import criteria are established.</p> |
| <p>Peninsula is historic and authorised landfill site need to prevent possible leachate of waste into marine environment. If dredging is required need to do sample analysis to ensure suitability of disposal of material at sea.</p> | <p>Soils and Ground Conditions</p> | | <p>WRM will incorporate WSA requirements. Atkins will be completing a quantitative risk assessment, to feed into the DCO ES Soil and Ground Conditions chapter, which will consider risks to the water environment, associated with land contamination and the landfills on site. As the design develops further controlled waters quantitative risk assessment will be undertaken to ensure no unacceptable risks are presented to the water environment, including the marine environment, as a result of the proposed</p> |

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| | <p>Applicant would need to secure a marine licence under the 2009 Act before activities are undertaken. The MMO encourages early engagement and consultation during the drafting of the Deemed Marine Licence. Recommends that each licensable activity is described in full in its own section and includes a description of works.</p> | | <p>development and that suitable materials re-use and import criteria are established.</p> <p>Noted. Will be addressed by submission of the DCO</p> |
| <p>Ebbsfleet Investment (GP) Ltd</p> | <p>Would like to emphasise that they are supportive of the project and all comments are intended to help bring successful resolution to the complex issues. Objectives and priority ensuring that the development of Ebbsfleet Valley and Ebbsfleet Garden City can continue to be successfully implemented and no adverse effects. Particularly concerning traffic generation, environmental impacts. That the spatial planning of the proposals are not at odds with consented plans in the area. A reduction in the land taken and or affected this primarily relates to the land needed for the access corridor.</p> | <p>Project description and development</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |

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| | <p>Instructed Peter Brett Associates to assess route Options A and B. Detailed information on each section are included within response.</p> | <p>Transport and Access</p> | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development, considering typical sections of road depicted in Diagram 9.5. The PEIR explores some of the options considered and, balancing the physical, environmental and economic constraints identified in Table 9.5, a preferred solution has been identified. Consultation is ongoing with EIGP to ensure that an appropriate balance of physical and environmental constraints can be achieved.</p> <p>Until it is possible to ascertain the likely cumulative effect of developments it remains difficult to achieve an optimum balance of physical, environmental and economic constraints. More detailed plans have been shared with the EDC and consultation remains on-going ahead of the application.</p> <p>Parking can have some amenity affects and, in line with para. 9.296, surveys have since taken place to ascertain areas of demand so that areas of 'parking stress' can be considered within the application documents. At this juncture it is likely that a monitoring regime will be introduced and, if necessary, an appropriate package of mitigation measures will be explored with the relevant authority.</p> <p>Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in</p> |
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| | | | <p>more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, a preferred access arrangement design agreed</p> |
| Bean Parish Council | <p>Extent of the red-line should be reduced to cover only the areas that fall within Paramount's design responsibility. Also concerned that opening of London Paramount is planned to be in advance of the completion of the Bean & Ebbsfleet Scheme. Would urge pressure to be placed on Highways England to bring forward their schedule. Concerned over CPO letters.</p> | <p>Project description and development</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made. LRCH has significantly revised Order Limits in response to feedback</p> |
| Kent Fire and Rescue | <p>In principle no specific concerns which would lead to an objection to granting of a DCO, there are some concerns where the full details of the proposals are not yet known. Welcomes continued involvement in the development of</p> | <p>Transport and Access</p> | <p>The Transport Assessment scoping has identified a series of issues which will be addressed in a series of technical notes which should address these concerns. Para 9.414 highlights how the existing vehicular access to Manor Way Business Park will provide a separate emergency access in addition to the proposed A2 access.</p> |

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| | <p>an Emergency Access and Evacuation Plans. Impact of resort traffic on A2/M25 and emergency response time should be considered during the access, planning, traffic movement and modelling.</p> <p>Provision of adequate fire mains and hydrants for the development recognised that plans are still being developed we would want the opportunity to view and comment on detailed proposals for water supplies before a final decision is made on the DCO.</p> | | |
| Lafarge Tarmac | <p>Broadly welcomes the proposals and in particular the potentially transformative effect of such an attraction. As a landowner makes no comments regarding the specifics of the proposals for the Swanscombe Peninsula. Requests that transport and access proposals and accompanying assessments take full account of existing and committed development proposals on the former Northfleet Works site.</p> | <p>Cumulative and In-Combination Effects</p> | <p>Noted by LRCH</p> |
| Dartford Borough Council | <p>Wholly supportive of the principle of the entertainment resort proposals, council is aware that work is on-going and is concentrating on the issues which</p> | <p>Project Description and Development</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |

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| | <p>cause some initial concerns and where more work is required. Lack of completeness in PEIR makes it difficult to provide comprehensive comments on the proposed development. Keen to work with the applicants on the draft DCO and detailed wording.</p> <p>The site is within an established urban area where development is already consented and being delivered - council has a responsibility to ensure that the development does not prejudice delivery of homes and jobs across the borough.</p> <p>Concerns re access road cut directly west of Ebbsfleet station which removes ability to deliver planning development.</p> <p>Intra-project cumulative effects must be considered in addition to inter-project effects. How might permitted schemes be changed by the LPER scenario? Assessment should consider consents granted since 2006 (Council will provide an update)</p> | | <p>Cumulative and In-Combination Effects</p> <p>Noted, order limits and road alignment revised</p> |
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| | <p>Frustration from technical consultees that the development is being "fixed" without the assessments being completed. Concerned that there will be time to influence design in order to reduce impacts. Close involvement in development of the designs would assist the Local Authorities in understanding the options and constraints. Difficult to assess the impact of the proposals when the illustrative masterplan does not appear to fully reflect the DCO and Works Plans. Council has concerns about the loss of opportunity to create built development around the station and therefore not integrate it into the new urban area due to the planned position of the access corridor. Further details should be provided on presence of foot bridges. Also unclear as to whether 30m terrorism zone around the station has been taken into account in design. How will the Northfleet landfill be dealt with? A pylon seems to be affected north of the station, how is this to be mitigated/relocated? Council has been encouraged by segregated access road from the A2, no access from local roads and</p> | <p>Master Plan</p> | <p>Aim for options will be limited for the submission. Visual Impact Assessments and sensitivity to neighbouring properties will inform the massing of the design. Time has been built into the programme to allow an iterative process to occur from a masterplan massing point of view.</p> |
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| | <p>improvements to cycle and pedestrian routes. Mitigation needs to be considered in the light of the development in the local area. Supports responses provided by Kent County Council as the Highways Authority. Recognises that improvements to Swanscombe Station may be outside remit but would encourage contributions to be made towards the station improvements. Council supports current surveying of parking in the area and proposes that this only be brought in if issues are encountered after the resort becomes operational. Improved cycle and pedestrian access required between Northfleet Station and the Leisure Core. Concern scheme is being fixed in advance of completed discussions with consultees and assessment work.</p> | | |
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| | <p>Council has concerns about the loss of opportunity to create built development around the station and therefore not integrate it into the new urban area due to the planned position of the access corridor. Further details should be provided on presence of foot bridges.</p> <p>Also unclear as to whether 30m terrorism zone around the station has been taken into account in design. How will the Northfleet landfill be dealt with?</p> <p>A pylon seems to be affected north of the station, how is this to be mitigated/relocated? Council has been encouraged by segregated access road from the A2, no access from local roads and improvements to cycle and pedestrian routes.</p> <p>Mitigation needs to be considered in the light of the development in the local area. Supports responses provided by Kent County Council as the Highways Authority. Recognises that improvements to Swanscombe Station may be outside remit but would encourage</p> | <p>Transport and Access</p> | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The PEIR considers existing and proposed Non-Motorised User (NMU) routes, along with amenity, delay and severance issues (typically crossings) appropriate to the stage in planning. Sustainable access options are being carefully considered and appropriate levels of consultation are on-going with relevant stakeholders to inform green infrastructure decisions. Details will be shown in the final DCO application documents.</p> <p>Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts.</p> <p>The examination of additional infrastructure/services will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority.</p> <p>A number of forecast development & infrastructure</p> |
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| | <p>contributions to be made towards the station improvements. Council supports current surveying of parking in the area and proposes that this only be brought in if issues are encountered after the resort becomes operational.</p> <p>DBC preference is for segregated access to the Resort.</p> <p>Contributions should be made towards the improvement of Swanscombe railway station. DBC also support improvements to Northfleet Railway Station.</p> <p>Improved cycle and pedestrian access required between Northfleet Station and the Leisure Core.</p> <p>What structures required to protect HS1 trace?</p> <p>Controlled Parking Zones should be responsive to problems that occur rather than imposed on local areas.</p> <p>Information on opportunities and constraints associated with highways access options required.</p> | | <p>scenarios are being considered as part of the application documents explored through scoping exercises, noted in para.9.117. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate design which balances the physical, environmental and economic constraints will be explored with the relevant authority to identify the proposed access arrangements, which will be supplemented within detailed technical notes submitted with the application documents. Discussions with Local authorities, KCC, HE and HS1 have been on-going and consider a strategy for, amongst other things Car Park D.</p> <p>Parking can have some amenity affects and, in line with para. 9.296, surveys have since taken place to ascertain areas of demand so that areas of 'parking stress' can be considered within the application documents. At this juncture it is likely that a monitoring regime will be introduced and, if necessary, an appropriate package of mitigation measures will be explored with the relevant authority.</p> <p>Appropriate to the stage in planning that PEIR identified the proposed Transport Corridor linking the development with transport interchanges and the Strategic Road Network, examined in Table 9.5. It notes</p> |
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| | <p>LPER impact on the local road network must be mitigated.</p> | | <p>in various locations that, as part of the Transport Assessment, a series of technical notes will consider specific issues including Travel Plans and an Events Management Plan to control the movement of people and vehicles relative to the scale of event.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, a preferred access arrangement design agreed</p> |
| | <p>A pylon seems to be affected north of the station, how is this to be mitigated/relocated?</p> | <p>Infrastructure, Navigation and Waste</p> | <p>Noted and approach revised</p> |

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| <p>Query regarding the development of no more than 5000 hotel rooms being proposed as part of the proposals, red line includes a larger area than the leisure core does this prevent hotels coming forward outside of the leisure core?</p> | <p>Project description and development</p> | <p>Following consultation feedback and technical reports, LRCH has reduced hotel provision to 3550. This is further explored in the Socio-Economics (Chapter 7) of the Environmental Statement</p> |
| <p>Assessment has not started to define some of the patterns of the landscape. Considers that visual impact of proposals (energy centre, recycling plant) to the east and north of Swanscombe needs to be considered. Viewpoints from Ingress Avenue further east as the path widens: consideration of lighting on the peninsula at night is needed.</p> <p>Clarity required on loss of trees and landscape management measures.</p> <p>Assessments should focus on developed state of area (as permitted) rather than existing state.</p> <p>Visual impact of lighting needs to be considered.</p> <p>Visual impact of reduced open space to serve committed</p> | <p>Landscape and Visual Effects</p> | <p>Comments on LVIA baseline will be taken into account as appropriate-</p> <p>Visual impacts of energy centre, recycling plant etc will be assessed</p> <p>Representative viewpoints from Ingress Park area agreed with the Council.</p> <p>The additional viewpoint from Ingress Park Avenue is not considered to be necessary</p> <p>The visual impact of lighting will be assessed- cumulative visual impacts with Ebsfleet Garden City development/Open Space will be assessed</p> |

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| | <p>development in this area to be considered.</p> <p>Visual effects of development directly to the east and north of Swanscombe should be considered in the context of residents / occupiers in these areas.</p> | | |
| | <p>Assessment has not started to define some of the patterns of the landscape. Considers that visual impact of proposals (energy centre, recycling plant) to the east and north of Swanscombe needs to be considered. Viewpoints from Ingress Avenue further east as the path widens. consideration of lighting on the peninsula at night is needed. Clarity required on loss of trees and landscape management measures. Assessments should focus on developed state of area (as permitted) rather than existing state. Visual Impact of lighting needs to be considered. Visual impact of reduced open space to</p> | <p>Master Plan</p> | <p>Comments on LVIA baseline will be taken into account as appropriate- Visual impacts of energy centre, recycling plant etc will be assessed Representative viewpoints from Ingress Park area agreed with the Council. The additional viewpoint from Ingress Park Avenue is not considered to be necessary The visual impact of lighting will be assessed- cumulative visual impacts with Ebbsfleet Garden City development/ Open Space will be assessed</p> |

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| | <p>serve committed development in this area to be considered. Visual effects of development directly to the east and north of Swanscombe should be considered in the context of residents / occupiers in these areas.</p> | | |
| | <p>Proposed development now results in the loss of a large part of Black Duck Marsh and the River Ebsfleet reed bed corridor but this is not reflected in the PEIR. Concerned that proposed development takes into consideration developed state of the area and not those that have been consented. Survey methodology is appropriate in principle however there is concern that decisions are being made with regard to layout and design before results of surveys are known. Need to use caution with the use of the word "enhancements" and clarify what it refers to. Concerns about</p> | <p>Ecology</p> | <p>All the issues raised by DBC will be addressed through the on-going ecological surveys and assessment process.</p> |

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| | <p>the ability to provide suitable habitat alternatives within the given timescales of the development delivery. Council agrees with comments made by the Environment Agency.</p> <p>Ecological data required for the River Ebbsfleet.</p> <p>Likely to be significant effects on North Kent European sites.</p> <p>Access Road likely to have significant impact on wildlife corridors and green infrastructure links required by the development plan, therefore disagree that the Proposed Development would reduce habitat fragmentation.</p> <p>Concerns regarding the ability to deliver alternative suitable habitat within the timescales of the delivery and reality of phased mitigation - might not be achievable by 2020 opening date.</p> | | |
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| | <p>Council supports the Environment Agency's comments with regard to flood risk and water resource management. Should be considered within the cumulative impact on the developments consented in the area. Appears to be no consideration on the surface water discharge from the NWSS to Ebsfleet. Supports the need for a site wide assessment of surface water management. No reference or consideration of the proposal's impact on the boat residents at Broadness Creek.</p> <p>Site-wide assessment of surface water management required.</p> <p>Impact on changes to the water environment on cultural heritage should be considered.</p> <p>Impact of re-commissioning a groundwater borehole and associated water treatment plant should form part of the assessment.</p> | <p>Water Resource Management</p> | <p>Noted and welcomed. LRCH commits to ensure these points will be addressed Environmental Statement.</p> |
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| | <p>Needs information from transport modelling to fully assess impact on air quality. Many areas around the site are currently undeveloped limiting the need for an air quality assessment this could change as more development is built out. A list of receptors needs to be agreed with the local authorities.</p> <p>Suggested that emissions will arise from the proposed energy centre affecting occupants of hotels on the Swanscombe Peninsula other potential locations in the work plans need to be fully assessed.</p> <p>AQMA may be required if all permitted residential development is built out.</p> <p>Potential emissions from energy centre should be assessed.</p> | Air Quality | <p>Noted by BH and taken into consideration in the preparation of the relevant Chapter of the Environmental Assessment</p> |
| <p>Recognises it is difficult to obtain an accurate picture. With careful monitoring it is clear that overall noise can be managed for the construction phase. Noise officer recommends that most effective way of dealing with potential noise issues is to divide the activity into construction phases or areas and have noise controls relevant to the phase or area and its likely affect</p> | Noise and Vibration | Agreed by BH. | |

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| <p>on local residents or businesses.</p> <p>Noise and vibration assessment should not confine itself to one form of piling only.</p> | <p>Advise that further desk based assessment is required which should include more detailed assessment of the geology and historic mapping of the area. Field evaluation will be needed for at least sites of national importance and be submitted with the EIA to enable informed assessment. Preliminary deposit model is not sufficiently detailed and will require updating. The EIA should also include a Historic Environment Framework. The proposed development programme should provide time for further on site investigation and evaluation before construction starts.</p> <p>Significant archaeological remains have been identified in the area around Southfleet Road on its western side and agreed for preservation. Can this area be excluded from the DCO Order Limit?</p> | <p>Cultural Heritage</p> | <p>Field evaluations and consultation have been ongoing with the KCC Heritage team. The Historic Environment Framework document and scope have been discussed. Updating of deposit model was undertaken following completion of fieldwork.</p> |
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| | <p>Impact of landscape measures on archaeology should be considered.</p> | | |
| <p>Clarity required on works to Northfleet Landfill. How will it be managed in the long term?</p> | <p>Soils and Ground Conditions</p> | <p>LRCH welcomes this query and can confirm proper consideration has been given to Northfleet Landfill and this is addressed in the Environmental Statement</p> | |
| <p>Require housing baseline data relating to cost of the private rented sector. Lack of assessment on how use of private sector accommodation by construction workers will impact on availability for local people. Need to assess and understand impacts of displacement of employment uses on the proposed site, where will they go? Will the services they currently provide still be available for local communities? Keen to make sure opportunity to maximise local labour supply is not missed. Mechanism to train and involve local labour force required. Retail and leisure impact assessment should consider attraction of locals</p> | <p>Land use and socio-economic effects</p> | <p>Impact on PRS to be included in Chapter 7 of the Environmental Statement (in baseline, construction phase and operation phase). Local labour supply and training is also addressed in this Chapter and the approach has been enhanced as a result of feedback. We will be completing a Retail and Leisure Impact Assessment as an appendix to the socio economic chapter (Chapter 7 of the Environmental Statement).</p> | |

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| | <p>to the events centre and entertainment street rather than spend going to local town centres. Query regarding the development of no more than 5000 hotel rooms being proposed as part of the proposals, red line includes a larger area than the leisure core does this prevent hotels coming forward outside of the leisure core?</p> | | |
| <p>Greater London Authority and Transport for London</p> | <p>In general welcomes the proposals and the job opportunities it will provide for Londoners. Would like assurance that impact of the development on London's leisure economy and conference facilities will be fully assessed. Would like to understand the implications and benefits of the proposals to areas such as Bromley and London Riverside both designated as Opportunity Areas.</p> <p>Development provides an opportunity to improve the flood risk management arrangements for the sites through improved floodplain management and new defences</p> | <p>Land use and socio-economic effects</p> <p>Water Resource Management</p> | <p>We will be completing a Retail and Leisure Impact Assessment as an appendix to the socio economic chapter (Chapter 7 of the Environmental Statement).</p> <p>Noted and welcomed. LRCH commits to ensure these points will be addressed in the Environmental Statement.</p> |

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| | <p>Concerns about modal share assumptions as 65% by road seems low compared to other attractions in the UK. Recommends that additional weekend periods are considered for traffic modelling and concerned over impacts on key strategic roads such as M25, A13, A2 and A127 should also be taking into consideration Opportunity Areas in relation to these roads. Public transport modelling needs further details with traditional AM and PM peaks not able to capture the scale of visitor and employee trips.</p> | <p>Transport and Access</p> | <p>The PEIR has included preliminary Environmental information. Analysis of the public transport network capacity will form part of the final application.</p> <p>Noted. The PEIR considers an emerging transport infrastructure & service mitigation package necessary to accommodate the proposed development. It would be possible to adapt the proposed measures to enhance the sustainable transport network for other travellers and where the effects of such opportunities may have additional positive environmental effects. As far as reasonably practicable such options will be considered in the application documents.</p> <p>A number of forecast development & infrastructure scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises, noted in para.9.117. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. If there is a sufficient basis for additional 'sensitivity tests' these will be considered.</p> <p>A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises where some authorities have offered formal/informal responses. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. If there is a sufficient basis for additional 'sensitivity tests' for</p> |
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| | | | <p>different mode shares or more robust travel obligations obligations these will be considered.</p> <p>A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises noted in these responses. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. It is correct that Bluewater generates more trips than the proposed development and if there is a sufficient basis for other 'sensitivity test</p> <p>A number of forecast development scenarios are being considered as part of the application documents explored through scoping exercises, noted in paragraphs 9.29 & 9.117. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. Forecast Traffic flows are being considered as part of the transport model scenarios and</p> |
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| Natural England | Set out within scoping response the information they would expect to be presented disappointed that the Ecology Section of the PEIR is lacking sufficient detail to fully assess the impacts of the proposals and whether the scale, location | Ecology | NE's concerns about the lack of detail regarding the ecological baseline, potential effects and mitigation strategies in the PEIR (as at end March 2015) reflects the early stages of the ecological survey programme and the masterplan at that time. The full suite of ecological surveys will be completed and further consultation prior to the revised DCO submission date to update NE on the |
| | | | results will be presented within the application documents. |

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| | <p>and detail of mitigation is appropriate. Full surveys are not yet completed and concerned that there is not sufficient time to complete work.</p> | | <p>emerging survey results, assessment of potential effects and mitigation strategies will take place.</p> |
| <p>Darenth Wood Site of Special Scientific Interest (SSSI) has been overlooked within the PEIR. The PEIR should include a full assessment of the direct or indirect effects of the development. The transport corridor would be adjacent to the SSSI. Infrastructure proposals have been finalised ahead of an understanding of the environmental constraints, no guarantee that there will be no overall loss of biodiversity.</p> | <p>The Proposed Development should avoid a net loss of biodiversity and where this is not possible loss of biodiversity must be appropriately mitigated. At the moment there is no security that this would occur. Application must explore the opportunity for no net loss of important habitats from the site.</p> | <p>Ecology</p> | <p>No direct impacts on the Darenth Wood SSSI anticipated, particularly as the Bean Junction works have been excluded from the DCO boundary. Indirect impacts of the resort's traffic on the Darenth Wood SSSI will be considered as part of BH's air quality assessments in relation to designated wildlife sites. All other issues raised by NE will be addressed through the on-going ecological assessment process. Masterplanning team to note: recommend review of options for avoiding/reducing loss of reedbed habitats in relation to Black Duck Marsh and the River Ebbfleet corridor, and provision of robust justification where adverse impacts are unavoidable.</p> |
| | <p>Bakers Hole SSSI is notified for Pleistocene deposits concern that the proposed transport options will in effect destroy the SSSI as it will</p> | <p>Cultural Heritage</p> | <p>Consultation is ongoing with Natural England. Fieldwork was carried out to help determine the proportion of the remaining resource in this area.</p> |

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| | <p>no longer be accessible for study. Only recently made aware of these issues and will comment more fully at a later date.</p> <p>Difficult to determine from the soil sections of the PEIR what comments relate specifically to the SSSI. Would be useful to have detailed map of the areas being discussed and a clear distinction between effects on other non-designated areas of geological interest.</p> | | <p>The ES Soil and Ground Conditions Chapter will include further details relating to the SSSI and other non-designated areas of geological interest to link in with the findings of the intrusive works currently being completed and recorded by our colleagues at Wessex Archaeology.</p> |
| <p>Sevenoaks District Council</p> | <p>Proposed development has the potential to deliver economic benefits to the District. In order to maximise these benefits council imposes the following conditions: working with DC and Visit Kent to ensure that the development is promoted as part of a Kent wide offer, create relationships with local authorities, schools, college and other training providers to ensure residents in Sevenoaks have access. Commit to an open and transparent procurement policy.</p> | <p>Land Use and socio-economic effects</p> | <p>The Employment and Skills Strategy includes the formation of a Taskforce (on which TKCC is a representative along with a number of Further and Higher education institutions) to ensure effective opportunity capture</p> |

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| | <p>Ensure that the transport infrastructure assumptions are tested robustly and where appropriate measures are put in place to ensure there is sufficient capacity on the wider transport network including M25 and M20. Assurance that existing businesses will not be adversely impacted by increased congestion</p> | <p>Transport and Access</p> | <p>A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises noted in these responses. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. It is correct that Bluewater generates more trips than the proposed development and if there is a sufficient basis for other 'sensitivity the</p> |
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| Environment Agency | <p>Overall, advise that is difficult to provide comprehensive comments on the possible environmental impacts of the proposed development. Advise that the proposal's impact on waterbodies should be covered by the Water Framework Directive (WFD)</p> <p>Assessment and be submitted with the DCO. Needs to demonstrate that the development will not cause deterioration in water body status. Does not support the culverting of rivers and is concerned about the impacts of the preferred transport options.</p> <p>Clear Ecology survey methodologies required. Ecology value of the River Ebbsfleet is a significant constraint. Serious concerns regarding removal of wetland features as early as 2017. Appropriate to deliver mitigation for important wetland habitats. Opportunities for onsite reed bed creation to be considered further. Concern over lack of off-site surveys - may not be possible to provide the required mitigation with the DCO Order Limit.</p> <p>Ecological impact of scour to be provided if necessary. Ecology chapter has not been sufficiently</p> | Ecology | <p>EA's concerns about the lack of detail regarding the ecological baseline, potential effects and mitigation strategies in the PEIR (as at end March 2015) reflects the early stages of the ecological survey programme and the masterplan at that time. The full suite of ecological surveys will not be completed until October 2015, and further consultation prior to the revised DCO submission date is recommended to update the EA on the emerging survey results, assessment of potential effects and mitigation strategies. CBA will provide ecological inputs to any WFD Assessment led/coordinated by BH. Masterplanning team to note: recommend review of options for avoiding/reducing loss of reed bed habitats in relation to Black Duck Marsh and the River Ebbsfleet corridor, and provision of robust justification where adverse impacts are unavoidable. Continue to investigate achievability of phased mitigation within current construction programme with LRCH (KD).</p> |
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| | <p>updated since EIA Scoping and the proposed development now results in the loss of a large part of Black Duck Marsh and the River Ebbfleet reed bed corridor, which has not been reflected in the PEIR and has no justification. Would like to understand what scope there is within the design process to influence the amount of habitat that will be lost.</p> | | |
| | <p>Ecology chapter has not been sufficiently updated since EIA Scoping and the proposed development now results in the loss of a large part of Black Duck Marsh and the River Ebbfleet reed bed corridor, which has not been reflected in the PEIR and has no justification. Would like to understand what scope there is within the design process to</p> | <p>Master plan</p> | <p>EA's concerns about the lack of detail regarding the ecological baseline, potential effects and mitigation strategies in the PEIR (as at end March 2015) reflects the early stages of the ecological survey programme and the masterplan at that time. The full suite of ecological surveys will be completed and further consultation prior to the revised DCO submission date to update the EA on the emerging survey results, assessment of potential effects and mitigation strategies.</p> <p>Masterplanning team to note: recommend review of</p> |

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| | <p>influence the amount of habitat that will be lost. There is a lack of demonstration that ecological impacts are being avoided through masterplanning. If there is insufficient land to recreate habitats suitable off site locations should be provided.</p> <p>Need to understand how Access Corridor options were chosen and what measures were considered to avoid impact on the River Ebbsfleet Corridor.</p> <p>PEIR provides little additional information on flood risk would need substantially more information in ES: demonstration that there is sufficient land for structurally adequate defences in line with the TE2100. A flood risk assessment demonstrating a sequential approach to locating development, consideration of the consequences of a breach of defences. Need to understand how much water is required for the water park. Flood risk strategy required.</p> <p>Water Framework Directive Assessment required.</p> | | <p>options for avoiding/reducing loss of reedbed habitats in relation to Black Duck Marsh and the River Ebbsfleet corridor, and provision of robust justification where adverse impacts are unavoidable. Continue to investigate achievability of phased mitigation within current construction programme with LRCH (KD).</p> |
| | | <p>Water Resource Management</p> | <p>Noted this will be addressed in the Flood Risk Assessment</p> |

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| | <p>The Proposed Development should provide certainty over water quality and quantity across the site.</p> <p>Information on water demands of Proposed Development required.</p> | | |
| <p>Need to understand how Access Corridor options were chosen and what measures were considered to avoid impact on the River Ebbsfleet Corridor.</p> | <p>Transport and Access</p> | <p>Noted by WSP. This is further explored and explained in the Environmental Statement</p> | |
| <p>Recommend contact is made with operators of landfills to help inform project design.</p> | <p>Soils and Ground Conditions</p> | <p>LRCH welcomes the comment and is taking into consideration the need and requirements for any permits in relation to the provision of any waste permitted activities</p> <p>Air quality: Noted.</p> | |
| <p>Details of waste permitting implications of the Proposed Development required.</p> | | <p>Air quality: Noted.</p> | |
| <p>Requested details about the specifications of the proposed energy and waste facilities as they may require an Environmental Permit which may place restrictions on pollution.</p> | <p>Air Quality</p> | <p>Waste: BH is taking into consideration the need and requirements for any permits in relation to the provision of any waste permitted activities</p> <p>Air quality: Noted.</p> | |

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| | <p>Very little detail on waste need to cover the permitting implications of moving waste materials and of any new waste facility. Would like to review information and provide advise on adequate mitigations on risk to people and environment.</p> <p>Need to assess navigation impacts on the marine environment.</p> | <p>Infrastructure, Navigation and Waste</p> | <p>Noted and consideration has been given to both Waste treatment and river navigation. Following consultation and technical reports a full Navigational River Assessment has been carried out.</p> |
| <p>Essex County Council</p> | <p>Options exclude the generation and attraction of trips from Essex these should be included. There is no reference to the Lower Thames Crossing and how this will be taken into account, it is considered that the proposals support the case for the provision of a new crossing and strengthens the case for Option C. Should emphasis the need for this connection through the application proposal. Stronger cross river connections would improve access to Essex opportunity for London Paramount to brand Essex as the "Gateway to Paramount". The positive benefits of the proposal should not just be limited to south of the River Thames.</p> <p>Need to understand how the Access Corridor options were chosen and what measures were</p> | <p>Transport and Access</p> | <p>Noted. The PEIR considers an emerging transport infrastructure & service mitigation package necessary to accommodate the proposed development. It would be possible to adapt the proposed measures to enhance the sustainable transport network for other travellers and where the effects of such opportunities may have additional positive environmental effects. As far as reasonably practicable such options will be considered in the application documents.</p> <p>In line with scoping documents circulated amongst the relevant authorities, trips from Essex will be included in the detailed analysis of the development. The PEIR considers the likely environmental effects of the proposed development and therefore considers capacity issues where the development impact is likely to necessitate improvements in terms of infrastructure/public transport services.</p> <p>A number of forecast development & infrastructure scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises noted in</p> |

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| <p>considered to avoid impacts on the River Ebbsfleet corridor.</p> | <p>Initiatives to upskills local people to enable access to the employment opportunities should not be limited to south of the river and supply chain should be pushed beyond North Kent.</p> | <p>Land use and socio-economic effects</p> | <p>para. 9.117. As noted in para. 9.29 the PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. As noted in para 9.346 'sensitivity tests' will consider the implications of The Thames Crossing Option C where it will be possible to review the merits of these Options. It is considered that DfT will review the Environmental Impacts of these options in due course and the benefits of these options would be considered at a subsequent examination.</p> |
| <p>Reference is made to the views from the "Thames Path" in West Thurrock. Views highlighted in the Greengrid Strategy 2004 and should be carefully considered and subject to EIA</p> | <p>Reference is made to the views from the "Thames Path" in West Thurrock. Views highlighted in the Greengrid Strategy 2004 and should be carefully considered and subject to EIA</p> | <p>Master plan</p> | <p>CBA LVIA comment for masterplan team to note:- ECC keen to see opportunities for interpretation of the area landscape history and nature to be incorporated in the scheme design as appropriate.</p> |
| <p>Reference is made to the views from the "Thames Path" in West Thurrock. Views highlighted in the Greengrid Strategy 2004 and should be carefully considered and subject to EIA</p> | <p>Reference is made to the views from the "Thames Path" in West Thurrock. Views highlighted in the Greengrid Strategy 2004 and should be carefully considered and subject to EIA</p> | <p>Landscape and Visual Effects</p> | <p>Views from the Thames Path and West Thurrock are included in the list of agreed representative assessment viewpoints.</p> |
| <p>South Essex sites should be considered for offsetting any losses of habitats such as marshes,</p> | <p>South Essex sites should be considered for offsetting any losses of habitats such as marshes,</p> | <p>Ecology</p> | <p>South Essex sites will be considered as an option as part of on-going process to identify suitable off-site mitigation sites.</p> |

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| | creeks, mudflats or brownfield sites. | | |
| | A green Sustainable Urban Drainage Systems (SUDs) strategy is encourage for the entire development to mitigate run off. | Water Resource Management | Noted and welcomed. This is an important consideration where ground contamination allows |
| Redrow Homes Ltd | Main concern is that London Paramount plans cover part of the Ebsfleet Green site which has been consented planning permission. The plans (land affected plans, land plans and works plans) encroach into the site by up to 50 metres along the eastern and southern edges. Consultation documents provide little information on the inclusion of Redrow's land within the plans. The London Paramount plans might impact significantly on the ability for the site to deliver required consented elements of the scheme including S106. | Cumulative and In-Combination Effects | Noted and Order Limits revised |
| Thurrock Council | The role of Thurrock as an adjoining planning authority and a local receptor of impacts has not been adequately addressed. 3D model provided an idea of layout and arrangement of activities, however this level of detail is not presented in the submission documents. The location of waste treatment, power generation and | Master Plan | LRCH welcomes the feedback and following consultation feedback and technical reports, detail is now contained within the Environmental Statement |

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| <p>associated facilities has yet to be identified. Lack of clarity to the maximum height of the buildings and features in the proposals.</p> | | |
| <p>Considered that the development will form a distinctive landmark in medium distance. Thurrock Council seeks to work collaboratively with the development to manage medium and long distance views. In the DCO and final masterplan the design of the outward facing elevations, lighting and location of activity and operational hours must seek to minimise adverse landscape and visual impacts to Thurrock's riverfront. Seeks a zoning of plan of activity and maximum heights for building and structures to be included in the DCO.</p> | <p>Landscape and Visual Effects</p> | <p>LRCH welcomes the comments. All structures including attractions, infrastructure, built development, landscaping features and furnishings are below the height of 90 metres. Further engagement with Network Rail (High Speed) and High Speed 1 will take place. Further consideration will be given to the use of floodlights in the leisure core and perimeter service road.</p> |
| <p>Lack of clarity between statements of a predominantly indoor resort and the flexibility sought within draft PEIR development description and DCO. There has not been appropriate consideration of the nature of "screams" from rides and how noise travels across water. The noise assessment must model the maximum noise levels rather than average noise levels, would</p> | <p>Noise and Vibration</p> | <p>Noted by BH and taken into consideration in the preparation of the relevant Chapter of the Environmental Assessment</p> |

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| | also monitoring stations in Thurrock | | |
| | Thurrock requires air quality modelling of the current and proposed AQMA's in Thurrock to be assessed in light of traffic modelling for the Dartford Crossing, M25 Junctions and A13. | Air Quality | Noted by BH |

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| | <p>Concerned that traffic modelling of the wider road network has yet to be carried out, seeks further clarification of the impact of visitor's traffic on the Dartford River Crossings and subsequent impact to traffic on the A13 and visitors to Lakeside. Expect to see the cumulative impact of projected upgrades to the M25 junctions. Development should give much greater priority to the delivery of cross river connections to achieve multiple benefits. Integrated tickets with load rail and bus services also needs to be delivered.</p> <p>Application should secure landing stages on the north side of the river.</p> | <p>Transport and Access</p> | <p>Noted. The PEIR considers an emerging transport infrastructure & service mitigation package necessary to accommodate the proposed development. It would be possible to adapt the proposed measures to enhance the sustainable transport network for other travellers and where the effects of such opportunities may have additional positive environmental effects. As far as reasonably practicable such options will be considered in the application documents.</p> <p>All of these options have been studied as highlighted in the PEIR and will be included in further detail in the construction management plan, trip distribution note, and Public Transport Strategy respectively.</p> <p>Materials/waste will be transport using the most sustainable/viable transport option. At this stage in the planning process it has been established that up to 90% of all construction materials and waste could be transport by river, utilising Tilbury Docks. Subject to the source of some materials it may be less sustainable to transport materials/waste via the river but it remains a clear development target to reduce the number and length of motorised vehicles, particularly road traffic.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development as noted in Para 9.51. Once this has been achieved it will be possible to better establish the effects of the</p> |
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| | <p>Concerned that traffic modelling of the wider road network has yet to be carried out, seeks further clarification of the impact of</p> | <p>Transport and Access</p> | <p>proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts.</p> <p>A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises noted in these responses. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. It is correct that Bluewater generates more trips than the proposed development and if there is a sufficient basis for other 'sensitivity test'.</p> <p>LRCH welcomes and notes this comment. As a result of consultation feedback and technical work Significant revisions have since been made to the Transport</p> |
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| <p>visitor's traffic on the Dartford River Crossings and subsequent impact to traffic on the A13 and visitors to Lakeside. Expect to see the cumulative impact of projected upgrades to the M25 junctions.</p> | <p>Seeks a greater understanding of the proposed creative industries workspace highlighted within the London Paramount proposals to see what synergies might exist between respective schemes. Council seeks further discussions regarding opportunities for collaboration and early engagement with proposals such as educational task force and supply chain register.</p> | <p>Land use and socio-economic effects</p> | <p>Strategy and this is reflected in the Transport Strategy of the Environmental Statement</p> <p>The Employment and Skills Strategy includes the formation of a Taskforce (on which Thurrock is a representative) to ensure effective opportunity capture</p> |
| <p>Requirement to consider "affected land and likely to be affected land" of European protected species should include the migration corridor along the River. In particular the potential impact on migrating birds visiting the SSSI of West Thurrock Marshes and Inner Thames Marshes.</p> | <p>Ecology</p> | <p>LRCH is committed to given proper consideration to these species and this is considered within the relevant chapter of the Environmental Statement</p> | <p>LRCH welcomes this recommendation and has considered order limits</p> |
| <p>Requests for residents and occupiers in riverside properties adjoining the proposed scheme should be included in the "Residential amenity: information dissemination complaints handling</p> | <p>DCO</p> | <p>LRCH welcomes this recommendation and has considered order limits</p> | <p>LRCH welcomes this recommendation and has considered order limits</p> |

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| | provisions" under section 30 of the DCO | | |
| London Borough of Havering | <p>In general terms the project is supported because of benefits to the UK and regional economy.</p> <p>Important for the Mayor and the authorities involved with London Riverside to work with London Paramount to ensure that the implications of this major leisure proposal have a satisfactory fit with the strategies being implemented to realise the London Riverside.</p> <p>Consider impact on leisure and conference facilities within overall London area.</p> <p>No reference to the issue of further river crossings across the River Thames, it is essential that there is close liaison with both Highways England and Transport for London to ensure that proposals take into consideration the likely impact of a new crossing. Notes the proposed use of public transport and would welcome the use of the river.</p> <p>Impacts on M25, A12, A127 and A13 within Havering to be considered.</p> | Cumulative and In-Combination Effects | <p>LRCH welcomes the feedback and is working with the Thames Estuary Ambassador and other stakeholders to truly realise the potential of the riverside</p> |
| | Transport and Access | <p>The PEIR considers existing and proposed public transport routes, along with associated NMI amenity, delay and severance issues appropriate to the stage in planning. A Public Transport Strategy is advanced considering connections to local stations, integrated ticketing and mitigation measures. Some details will be included in the DCO application.</p> <p>A number of forecast development & infrastructure scenarios are being considered as part of the application documents explored through scoping exercises and noted in para 9.117. The PEIR considers a likely reasonable worst case scenario to identify the likely</p> | |

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| | <p>Consideration of the impact of the leisure economy and conferencing facilities on the existing facilities within the overall London area</p> | <p>Land use and socio-economic effects</p> | <p>environmental effects of development and explores the likely changes that would occur. If there is a sufficient basis for additional 'sensitivity tests' these will be considered. The proposed river crossing (option C) is being considered in our modelling scenarios and will form part of the final TA to be submitted.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The scale of the proposed development could be compared with the travel demand of a regional hospital and thus will be consulted upon widely, including adjacent authorities. KCC and HE are key stakeholders and on-going consultation is occurring with DfT, TfL, Essex, local councils and other parties.</p> <p>We will be completing a Retail and Leisure Impact Assessment as an appendix to the socio economic chapter (Chapter 7 of the Environmental Statement).</p> |
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| | <p>Illustrative master plan is confusing in that it does not accord with the more detailed Works Plans or the list of works set out in Schedule 1 of the DCO. Need to consider improvements to Swanscombe and Northfleet railway stations. Proposed Development should include provisions for electric cars. Historic street pattern to inform future alignment of key routes and footpaths. Should recognise historic significance of wider area. Quantum of development should fall between a lower and upper limit with minima and maxima for each element with an assured mix of uses rather than being 'up to'. The use of 'approximate' may invalidate the EIA. Clarity of limits of deviation required. Clarity required regarding the location of temporary uses. Greater deal of certainty required regarding the location of development required to undertake the EIA. Further detail on enabling works required.</p> | <p>Master Plan</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |
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| | <p>Clarity required on the definition of 'Principal' and 'Associated' development.</p> <p>Quantum of development should fall between a lower and upper limit with minima and maxima for each element with an assured mix of uses rather than being 'up to'.</p> <p>The use of 'approximate' may invalidate the EIA.</p> <p>Clarity of limits of deviation required.</p> <p>Greater deal of certainly required regarding the location of development required to undertake the EIA.</p> <p>DCO should contain trigger points for the delivery of infrastructure.</p> <p>Further detail on enabling works required.</p> | <p>Project Description and Development</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |
| <p>Gravesham Borough Council</p> | <p>Current information in the PEIR does not allow any substantive views to be taken at this stage on the impact of the proposals as the necessary information is simply not available.</p> | <p>EIA Scoping and Environmental Statement Structure</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |

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| | <ul style="list-style-type: none"> • Quantum of development should fall between a lower and upper limit with minima and maxima for each element with an assured mix of uses rather than being 'up to'. The use of 'approximate' may invalidate the EIA • Clarity on limits of deviation required • Clarity required regarding the location of temporary uses • Should consider quality of education provision and skills match with job opportunities that may arise from LPER • Greater degree of certainty regarding the location of development required to undertake the EIA. For example, PEIR Land use figures could be considered misleading (Figure 1.6) because it shows multiple locations for different uses • DCO should contain trigger points for the delivery of infrastructure • Clarity on the term guest services • Further detail on 'enabling works' required | <p>Project Description and Development</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made. Work has been undertaken with regard to Employment and Skills Strategy to ensure skills matching with employment opportunities</p> |
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| | <p>It needs to be confirmed whether the new access road will impact on potential development capacity at Station Quarter South.</p> <p>LRCH scenarios overstate EDC development. Also should not assume that the Garden City will meet the housing needs arising from the Proposed Development. Need to ensure the correct balance of housing need and employment creation.</p> <p>Concerns that the new access road will cause Ebbsfleet to 'turn its back' on Gravesham.</p> <p>EIA may not be legally compliant if in-combination effects of 'Other Development' in Ebbsfleet Valley are not properly understood.</p> <p>Limited information regarding the potential heights of the proposed development difficult to assess the visual impact and provide meaningful comments. Issue of lighting and light pollution on the peninsula has not been given much attention.</p> <p>It is not accepted that changes to the A2 landscape corridor will be</p> | <p>Cumulative and In-Combination Effects</p> | <p>Noted.</p> <p>LVA comment for masterplan team to note: - Gravesham BC advice need to consider options for avoiding impact of A2 junction layout on the setting of the Springhead Roman Town Scheduled Monument</p> |
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| | <p>minor.</p> <p>ES should consider light pollution effects from the peninsula.</p> | | |
| <p>Limited information regarding the potential heights of the proposed development difficult to assess the visual impact and provide meaningful comments. Issue of lighting ad light pollution on the peninsula has not been given much attention.</p> <p>It is not accepted that changes to the A2 landscape corridor will be minor.</p> <p>ES should consider light pollution effects from the peninsula.</p> | <p>Landscape and Visual Effects</p> | <p>LVIA: - Missing viewpoint is included in the LVIA Assessment of visual impacts of buildings and structures parameters, including lighting, will be assessed</p> | |
| <p>Flood risk plans do not show where the flood defences would actually be raised to. Any design solutions need to mesh with the Environment Agency TE2100 approach and final design needs to have regard to plans to have a high quality Thames Estuary path around the peninsula.Drainage from Eastern Quarry and</p> | <p>Water Resource Management</p> | <p>LRCH welcomes this comment and will ensure that the DCO submission accurately responds to this topic in the Environmental Statement</p> | |

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| | groundwater rebound in Ebsfleet should be assessed. | | |
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| | <p>Premature to come to any initial conclusions - suggestions that the local road network will operate satisfactorily during constructions and operations at the resort is a judgement that cannot be made at this stage. Indication of likely percentages of visitors that will use public transport need to be evidence based in order to support modal split. Work needs to take place on addressing capacity on the rail network and improvements to Northfleet and Swanscombe railway stations need to be considered. During construction need to understand the amount of HGV movements anticipated, use of river during construction supported.</p> <p>Proposed Development will significantly affect the existing highway network.</p> <p>Clear statement of modal split for Resort visitors required.</p> <p>Need to consider improvements to Swanscombe and Northfleet railway stations.</p> <p>Information required on additional</p> | <p>Transport and Access</p> | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts.</p> |
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| | <p>construction related HGV movements to the south of the River Thames and going to and from Tilbury Docks required. Does Tilbury Docks need to be included within the DCO?</p> <p>Must consider how LPER parking will be managed in relation to Bluewater, Gravesend and existing free parking on residential streets. How will replacement Ebbsfleet International Station parking be managed for the users of the station?</p> <p>Proposed Development should include provisions for electric cars.</p> <p>Highways Option A is of concern and will require careful assessment.</p> <p>Pedestrian and cycling access to land to the south of the A2 needs to be better understood.</p> | | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development as noted in Para 9.51. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts.</p> <p>A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises noted in para.9.117 and this response. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. If there is a sufficient basis for additional 'sensitivity tests' for different mode shares or more robust travel obligations obligations these will be considered.</p> <p>Noted. A number of forecast development & infrastructure scenarios are being considered as part of the application documents explored through scoping exercises, noted in para.9.117. Work is on-going to</p> |
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| | | | <p>establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate design which balances the physical, environmental and economic constraints will be explored with the relevant authority to identify the proposed access arrangements, which will be supplemented within detailed technical notes submitted with the application documents. Discussions with Local authorities, KCC, HE and HS1 have been on-going and consider a strategy for, amongst other things Car Park D</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Parking can have some amenity affects and, in line with para. 9.296, surveys have since taken place to ascertain areas of demand so that areas of 'parking stress' can be considered within the application documents. At this juncture it is likely that a monitoring regime will be introduced and, if necessary, an appropriate package of mitigation measures will be explored with the relevant authority.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Parking can have some amenity affects and, in line with para. 9.296, surveys have since taken place to ascertain areas of demand so that areas of</p> |
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| | | | <p>'parking stress' can be considered within the application documents. At this juncture it is likely that a monitoring regime will be introduced and, if necessary, an appropriate package of mitigation measures will be explored with the relevant authority.</p> <p>The PEIR considers a likely construction methodology, appropriate to the stage in planning, recording that most of the construction materials can and almost certainly will be transport via the river. It notes in para 9.349 that part of the development site is currently occupied by a Business Park and the relocation of these businesses and redevelopment of this area will contribute to a reduction in HGV traffic in the immediate road network. Until construction material quantities can be established the net reduction in HGV traffic that is likely to occur cannot be quantified but will be reported within the final EIA.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, a preferred access arrangement design agreed</p> |
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| | <p>Three sources of air pollution related to the development, the construction phase, traffic and energy generating facility. List of sensitive receptors to be modelled in the locality and further afield needs to be agreed with LA's. With the access road located in a cutting there is concern that the pollution from idling engines may be trapped in the cutting.</p> <p>Air quality modelling must extend beyond receptors on the M25 and London Road. Must also consider effects on users of the new access road if stuck in queuing traffic.</p> <p>Critical to decision making that sufficient information and assessment is provided within the EIA to enable a view to be taken on the significance of the heritage assets, the nature of the impact, degree of any necessary harm and the extent of the public benefit</p> <p>Impact on Springhead Roman Town Scheduled Monument will be visual as well as physical – the SM is still comprehensible in the context of the former Roman town sitting at the head of the Ebsfleet Valley. Other junction options</p> | <p>Air Quality</p> <p>Cultural Heritage</p> | <p>Noted by BH and taken into consideration in the preparation of the relevant Chapter of the Environmental Assessment</p> <p>Previous and ongoing work will inform the assessment of significance of heritage assets which will be included in the EIA. The Order Limits have been revised to remove land south of the A2.</p> |
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| <p>should be considered to avoid loss.</p> <p>Clarity required on extent of DCO Order Limit to the west of Southfleet Road because of the presence of significant archaeological remains.</p> <p>EIA should recognise historical relevance of wider area i.e. medieval ferry that linked to the Essex shore at Grays.</p> | <p>Substantial data is emerging in respect of the socio-economic impact of the development they are not advance enough for the developers to be able to demonstrate the likely impacts in terms of housing requirements, schooling impacts, impacts on health care. Important that the assessment of impacts also considers the quality of educational provision and the skills match with job opportunities.</p> <p>LRCH scenarios overstate EDC development. Also should not assume that the Garden City will meet the housing needs arising from the Proposed Development. Need to ensure the correct balance of housing need and employment</p> | | <p>Land use and socio-economic effects</p> <p>These concerns are assessed in Chapter 7 of the Environmental Statement.</p> |
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| | <p>creation.</p> <p>Should consider quality of education provision and skills match.</p> | | |
| <p>Kent County Council</p> | <p>Would like more discussions on what is being regarded as principle development and associated development, some elements within associated seem to be essential to construction and successful operation of the leisure core.</p> | <p>Project Description and Development</p> | <p>LRCH notes the comments and would recognise that significant further engagement has since taken place. A combination of consultation feedback and technical work has seen significant detail provided and revisions made.</p> |

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| | <p>Concerned that some aspects of the work are not more advanced particularly with respect to the development of localised modelling, sensitivity testing and sharing of early outputs regarding the Highways Assessment Model and the Public Transport Assignment Model - will provide comment once these are available. Proposed Transport Assessment should consider in detail the wider Strategic Road Network in the area including the A2, M25, Dartford Crossing as well as villages to the south of the A2. The Access Strategy should cross reference strongly to the emerging Emergency Access Plans and Emergency Evacuation Plan. All assumptions must take into consideration rail network growth and improvements need to be made to Northfleet and Swanscombe Railway Station. Two A2/access road options tabled are not far enough advanced for KCC to be able to comment with a respect to preferred option. At the earliest possible moment KCC requires modelling outputs for both highways option A and B, outputs need to focus on the local</p> | <p>Transport and Access</p> | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The PEIR considers existing and proposed Non-Motorised User (NMU) routes, along with amenity, delay and severance issues (typically crossings) appropriate to the stage in planning. Sustainable access options are being carefully considered and appropriate levels of consultation are on-going with relevant stakeholders to inform green infrastructure decisions. Details will be shown in the final DCO application documents. The PEIR considers existing and proposed public transport routes, along with associated NMU amenity, delay and severance issues appropriate to the stage in planning. A Public Transport Strategy is advanced considering connections to local stations, integrated ticketing and mitigation measures. Some details will be included in the DCO application. Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts. Appropriate to the stage in planning the PEIR</p> |
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| | <p>area highway network and not just A2 flows, plans highlighting the scope of anticipated ownership of new highways, greater clarity on interface between local pedestrian and cycling improvement and the resort, worst case scenario particularly for the small number of proposed peak of peak days. LPER should adopt the same sustainable access standards as other permitted developments in the area i.e. Fastrack and Green Grid. Concerns raised regarding the impact of LPER on villages to the south of the A2 on routes such as the A225 and A227 corridors that could be used to access the Proposed</p> <p>Development: Staff/visitors arriving during the evening peak should be assessed. Concerned that conversations do not appear to be very advances with South Eastern and High Speed One. Should include TfL Rail and KCC Public Transport Teams. Improvements should be made to Northfleet and Swanscombe railway stations. Access Corridor plan to far enough advanced for KCC to be able to comment in any level of detail with respect to a 'preferred</p> | | <p>considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts. A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises where some authorities have offered formal/informal responses. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. If there is a sufficient basis for additional 'sensitivity tests' for different mode shares or more robust travel obligations obligations these will be considered. Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development as noted in Para 9.51. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail.</p> |
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| | <p>option'. Option to re-route River Ebsfleet is of particular concern</p> | <p>The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts. Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The Transport Assessment scope has been explored with the Authorities and where appropriate consideration has been given to the likely effect/mitigation that may be required. An Events Management Plan will form part of the applications documents. It examines the current and likely future effects incidents on journey time reliability and will explore appropriate mitigation measures that should preserve or enhance journey time reliability. A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises, noted in para 9.117. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The Transport Assessment</p> |
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| | | | <p>scoping has identified a series of issues which will be addressed in a series of technical notes which should address these concerns. Para 9.414 highlights how the existing vehicular access to Manor Way Business Park will provide a separate emergency access in addition to the proposed A2 access. Noted. A number of forecast development & infrastructure scenarios are being considered as part of the application documents explored through scoping exercises, noted in para.9.117. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate design which balances the physical, environmental and economic constraints will be explored with the relevant authority to identify the proposed access arrangements, which will be supplemented within detailed technical notes submitted with the application documents. Discussions with Local authorities, KCC, HE and HS1 have been on-going and consider a strategy for, amongst other things Car Park D. Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development, considering typical sections of road identified in Figure 9.3. The PEIR explores some of the options considered and, balancing the physical, environmental and economic constraints identified in Table 9.5, a preferred solution has been identified, including appropriate NIMU and public transport</p> |
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| | | <p>infrastructure offering physical separation from other traffic where reasonably practicable in accordance with DMRB. Having identified a preferred route, consultation has been had with the key stakeholders (KCC, HE, EA) to explore environmental impacts and identify appropriate amendments/mitigation within the physical constraints. These discussions will be ongoing in delivering a suitable access corridor which balances the physical, environmental and economic constraints of the Ebbsfleet valley. Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination</p> |
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| | | | <p>of these issues will be considered in the application documents and, as far as reasonably practicable, affects reviewed with stakeholders. Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The scale of the proposed development could be compared with the travel demand of a regional hospital and thus will be consulted upon widely, including adjacent authorities. KCC and HE are key stakeholders and on-going consultation is occurring with DfT, TfL, Essex, local councils and other parties</p> |
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| | <p>Recognises that the resort will create employment opportunities covering a wide range of skills and abilities and encourages LRCH to adopt an inclusive approach. London Paramount has indicated that training facilities will be located on site and this proposal needs to be explored with KCC and other organisations. No reference is made to working with local schools and training providers these should be made as this will create clear pathways from education to the world of work. Would welcome the opportunity to work closely and full understand how to effectively develop links with schools, colleges, HE and work based learning providers.</p> <p>The opportunity for on-site training facilities should be explored further with KCC</p> | <p>Land use and socio-economic effects</p> | <p>These concerns are predominantly around education, skills and training and the latest application has been revised to provide a detailed Employment and Skills Strategy.</p> |
| <p>Important that the descriptions of landscape and character are actually describing character and not just land use. In relation to landscape value it is considered that a much broader mechanism could be applied to determine value. It would be useful to see a breakdown of the judgements</p> | <p>Landscape and Visual Effects</p> | <p>KCC comments on LVIA landscape character baseline and methodology for assessing landscape value and susceptibility will be taken into account as appropriate</p> | |

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| | <p>made to assess susceptibility to change in order to see how the sensitivity criteria has been applied.</p> | | |
| | <p>Critical to decision making that sufficient information and assessment is provided within the EIA to enable a view to be taken on the significance of the heritage assets, the nature of the impact, degree of any necessary harm and the extent of the public benefits. Good first stage of desk based assessment further assessments required and should include more detail of the geology and historic mapping of the area should be presented in raw form and in modified deposit model. Need to evaluate Springhead Roman town. Re-routing of the Ebbsfleet stream as seen in Option A will need careful assessment. If land south of the A2 is not required by Paramount it should be removed from the red-line as important archaeological remains have been identified. A Historic Environment Framework should be prepared as part of the EIA process.</p> | <p>Cultural Heritage</p> | <p>The Order Limits have been revised to remove land south of the A2. Furthermore, ongoing studies have taken place to enhance understanding and inform the application and proposals to celebrate and include cultural heritage</p> |

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| | <p>Has reasonable confidence in the quality and appropriateness of the ecological survey data being collated but without clear conclusions regarding the ecological value of the site currently unable to definitively state that there is mitigation for all ecological impacts. Querying extent to which undertaking EIA in accordance with "Rochdale Envelope" will lead to "worst case scenario" assessments of potential ecological impact. Preliminary deposit model will require updating following fieldwork</p> | <p>Ecology</p> | <p>KCC's concerns about the lack of detail regarding the ecological baseline, potential effects and mitigation strategies in the PEIR (as at end March 2015) reflects the early stages of the ecological survey programme and the masterplan at that time. The full suite of ecological surveys will be completed, and further consultation prior to the revised DCO submission to update KCC on the emerging survey results, assessment of potential effects and mitigation strategies.</p> |
| | <p>Local authorities will need to agree sensitive receptors to be modelled in the area to determine the impacts during construction and operational phases. Real opportunity for proposal to include innovative measures; this development could be low emission or emission neutral.</p> | <p>Air Quality</p> | <p>Noted by BH and taken into consideration in the preparation of the relevant Chapter of the Environmental Assessment</p> |
| | <p>Intent to ensure appropriate surface water management within the site but no specific details are provided as to indicate in what form and to what extent they may be included. It would be important to consider any drainage requirements or existing surface</p> | <p>Water Resource Management</p> | <p>LRCH notes this point and will give it careful consideration. Our response will be covered in the relevant chapter of the Environmental Statement</p> |

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| | water contributions within any retained natural system. Option to re-route River Ebbfleet is of particular concern | | |
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| Highways England | <p>Construction traffic peak year of 2018 need clarification of whether the intention is to model this scenario using the same tools as the proposed operational assessment years. HE will need a robust and thorough understanding of the potential impact of construction traffic and proposed management of construction traffic. Clarification of timescales of three construction phases. Some of the changes proposed do not comply with Design Manual for Roads and Bridges. Need for mitigation measures could potentially apply to a number of locations on the SRN and not just at the Ebbsfleet Interchange. If the Proposed Development is not considered to meet DfT Circular 02/2013 criteria with respect to 'Strategic planned growth' and/or 'strategic growth test', then access to the site will need to be obtained from an existing, or amended junction. Connections to slip roads are also contrary to the mandatory requirements of the DMRB. Evidence / justification for 9pm-10pm exodus from LPER requested. Further clarity on the</p> | Transport and Access | <p>LRCH welcomes these comments and can confirm that significant revisions have been made following consultation responses and technical assessments.</p> |
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| | <p>potential for LPER to attract existing trips on the network i.e. to other directly comparable leisure destinations in the area. To what extent will visitor numbers be managed? Concern that uncertain influges in visitors could add pressure to the highway network. Clarity of construction phases for new access road required. Clarification on 'agreed access points' required. Need to clarify whether construction materials will be transported from Tilbury by road or river. Robust measures to manage traffic from construction staff required. A breakdown of construction activities beyond 2020 would be helpful.</p> | <p>The impact of LPER should not compromise the delivery of the adopted Local Plan proposals</p> | | <p>Cumulative and In-Combination Effects</p> | | <p>Noted.</p> |
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| | <p>Operational staff numbers have decreased earlier consultations stated potential for up to 17,00 onsite staff now 13,000 - is there an evidence base to demonstrate this assumption. More detail needed are they full time equivalents?</p> <p>Questions whether proposed number of operational jobs are realistic.</p> | <p>Land use and socio-economic effects</p> | <p>This has been revised following consultation feedback Chapter 7 of the Environmental Strategy considers job creation and an evidence base is provided.</p> |
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| | <p>Helpful if a graph showing expected visitor arrival/departure profile. Expected peak departure of 9pm/10pm is considered quite late for a family attraction need evidence and justification for this assumption.</p> <p>To what extent will visitor numbers be managed to mitigate influxes e.g. pre-booked tickets or visiting the park on impulse.</p> <p>No indication of the proposed car parking spaces or evidence to determine how the number of spaces will be determined. Need assurance that cars will not back onto the A2 due to lack of parking facilities.</p> <p>During staff changes double the amount of car parking may be necessary. Insufficient analysis is contained within the published documentation to determine whether or not the additional traffic generated by the proposal can be accommodated within existing capacity of the network.</p> <p>Initial review of the documents presented indicates that the new</p> | <p>Transport and Access</p> | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development and the development proposals may not necessarily follow a similar procedure to say a smart motorway scheme proposal. Until it is possible to ascertain the likely cumulative effect of developments it remains difficult to achieve an optimum balance of physical, environmental and economic constraints. Consultation is ongoing with HE to ensure that the design reflects the best value in terms of design & road safety.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Off-site parking can have some affects on amenity and surveys have since taken place noted in para. 9.296. The scale of on-site parking provision has been designed as an integral part of the development proposals and the basis for forecast demand will be provided with the application documents.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Parking can have some amenity affects and surveys have since taken place to ascertain areas of demand so that areas of 'parking stress' can be considered within the application documents. As part of the Transport Assessment a series of Technical Notes will consider associated issues, including Travel Plan, Public Transport Strategy, Parking and Event Management which will be supported by a series of planning obligations which will enable monitoring and enforcement to be put in place on the site and in</p> |
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| | <p>infrastructure proposed would give rise to a number of safety concerns which could increase the risk of collisions occurring on the Strategic Road Network (SRN).</p> <p>Whilst detail is limited particularly with respect to vertical alignment and the volume of traffic flows that would be present, it is evident that some of the changes proposed do not comply with requirements set out in the Design Manual for Roads and Bridges (DMRB). In addition whilst discussed to some degree, road safety, environmental and non-motorised audit procedures have not been submitted. Based upon employee and visitor numbers quoted it can be anticipated that the proposed development would have a significant impact upon the SRN. This significant impact is also likely to extend beyond the first point of contact with the A2 and could affect other SRN junctions and links. The extent of this material impact has not been identified within the consultant documents.</p> <p>Neither Option A or Option B comply with DRMB and therefore</p> | | <p>surrounding areas. The scale of on-site parking provision has been designed as an integral part of the development proposals and the basis for forecast demand will be provided with the application documents.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. As part of the Transport Assessment a series of Technical Notes will consider associated issues, including Travel Plan, Public Transport Strategy, Parking and Event Management which will be supported by a series of planning obligations which will enable monitoring and enforcement to be put in place on the site and in surrounding areas. The scale of on-site parking provision has been designed as an integral part of the development proposals and the basis for forecast demand will be provided with the application documents. In the unlikely event that off-site car parking is considered necessary for up to 20 days per year (reflecting the likely major event days) such facilities would be considered with the relevant planning authorities.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The Environmental Assessment does not require a further (2018) modelling scenario, it will be considered using a manual forecast relative to the baseline traffic flows.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed</p> |
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| | <p>present significant concerns with regards to an increased risk of collisions occurring. There is also a risk that the departures requested may not be granted by the overseeing organisation, preventing the designs from being taken forward in their current form. The designs presented give rise to a number of concerns and it is not clear whether these concerns can be resolved, and hence, the designs may include a number of 'show stoppers' and the layouts may be considered not feasible.</p> | | <p>development exploring the construction methodology where it is envisaged that the majority of materials will be transported via the River Thames. As part of the Transport Assessment a series of Technical Notes will consider associated issues, including Construction Logistics Plan. Once construction material/waste quantities can be established and likely origins/destinations established via a main contractor, appropriate dialogue can take place over the detail of appropriate haul routes/detailed access points.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. It notes in various locations that, as part of the Transport Assessment, a series of technical notes will consider specific issues including Travel Plans and an Events Management Plan to control the movement of people and vehicles relative to the scale of event.</p> <p>Noted. A DCO Application to the Secretary of State is being proposed and the PEIR endeavours to identify the likely Environmental Effects appropriate to the stage in planning</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination</p> |
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| | | | <p>of these issues will be considered in the application documents and, as far as reasonably practicable, affects reviewed with stakeholders</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. In line with Transport Assessment scoping, work is on-going on the Transport Assessment, where a series of technical notes detail the basis of travel demand forecasts. These forecasts have been developed by international experts and management arrangements will form part of the application documents.</p> <p>A number of forecast development & infrastructure scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises, noted in para.9.117. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur.</p> <p>Amongst other things, Table 9.22 of the PEIR considers the existing Personal Injury Accident rates as a means to establish existing road safety levels. The Work is on-going on the Transport Assessment and the design of the access strategy to identify the likely residual effect of different cumulative development effects scenarios.</p> |
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| | | | <p>At this stage there is no evidence that PIA rates will increase or reduce</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. In line with Transport Assessment scoping, work is on-going on the Transport Assessment, where a series of technical notes detail the basis of travel demand/distribution forecasts which have attracted some responses from consultees. Chapter 13 of the PEIR considers the relationship of tourism which will be supplemented in the application documents.</p> <p>The revocation of the Guidelines for Transport Assessment in 2014 means that there are no reported (policy) thresholds for 'material' change in traffic flows from which to consider the development impact against other cumulative development forecasts. The Scoping documents have attempted to define these as a measure of potential material change but no responses have agree or disputed these.</p> <p>12,000FTE are on site, with reminder being outside associated jobs. Evidence on staff numbers will be provided in the Socio-economic study</p> |
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| | <p>The noise and vibration assessment methodology contains insufficient data to provide confidence that the model to be used is fit for purpose. Assurance should be given that the model is set up to calculate road traffic noise in accordance with the methodology set in DMRB</p> <p>The model should be extensive to include all roads where it is estimated that changes of 1 dBA may occur at the time of opening. Access options A and B should be included but assessed separately.</p> | <p>Noise and Vibration</p> | <p>Noted by BH and taken into consideration in the preparation of the relevant Chapter of the Environmental Assessment. Transport Strategy refined following further technical work and consultee responses and no longer includes references to road 'options'</p> |
| | <p>Main concern is the effect on traffic flows on the strategic road network expected to be 15 million visitors per year. The air quality modelling will be based on traffic data that takes into account the remaining Lower Thames Crossing Options (A and C) and "no crossing" option over the five following modelled years: 2014 (baseline), 2017 (construction), 2020 (opening), 2025 (fully operational) and 2035 . All of these options will need to be modelled for air quality with a corresponding Do-Minimum scenario that includes committed developments for comparison. All of the scenarios</p> | <p>Air Quality</p> | <p>LRCH welcomes the comment and would note that significant revisions have been made to visitor assessments and, as a result, impacts. This is further explored in both the Transport Strategy and the Air Quality Chapter of the Environmental Assessment</p> |

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| | <p>listed above should be assessed for the air quality impact on the SRN.</p> | | |
| <p>Ebbsfleet Development Corporation</p> | <p>Opportunities to improve any potential application including through the identification of areas where further information and clarification would be beneficial. The Corporation wishes to ensure that any land required does not compromise housing and commercial development within the Development Corporation development area. Modification of the landfill site immediately opposite Ebbsfleet Station required for the main access road is of interest both from an operational/environmental perspective.</p> | <p>Cumulative and In-Combination Effects</p> | <p>Noted.</p> |
| | <p>The proposed traffic arrangements for the accessing the site from the A2 is of key importance to the Corporation in relation to its future planning objectives, the design of the access points and the use of Ebbsfleet Valley has consequence for the development area this needs to be clarified</p> | <p>Transport and Access</p> | <p>A phasing plan has also since been developed for the Construction Management Plan</p> |

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| <p>Swanscombe and Greenhithe Town Council</p> | <p>From the details made available so far the Town Council have not seen clear evidence that the infrastructure will separate visitor and local traffic and we would ask that the Town Council be involved/consulted with at every stage as this is in the best interests of the local community as well as the resort. It is essential that the arrangements for traffic is a success. Arrangements need to be in place to incorporate all forms of getting around and to mitigate any additional use of local roads. There is the possibility of developing a rail route that is currently in situ and could be used to join the resort to Bluewater without having to use any of the roads. Detailed discussions should be held with the Town Council before any final plans/decisions are made. Instead of controlled parking (residents), discussions should be held with the Town Council to ascertain if more appropriate arrangements can be made and/or agree areas that should or should not be included. All traffic surveys should be carried out outside of the 9am-5pm timezone to ensure the periods of when traffic problems are at their</p> | <p>Transport and Access</p> | <p>The PEIR considers existing and proposed public transport routes, along with associated NIMU amenity, delay and severance issues appropriate to the stage in planning. A Public Transport Strategy is advanced considering connections to local stations, integrated ticketing and mitigation measures. Some details will be included in the DCO application.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Parking can have some amenity affects and, in line with para. 9.296, surveys have since taken place to ascertain areas of demand so that areas of 'parking stress' can be considered within the application documents. At this juncture it is likely that a monitoring regime will be introduced and, if necessary, an appropriate package of mitigation measures will be explored with the relevant authority.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development exploring the construction methodology. As part of the Transport Assessment a series of Technical Notes will consider associated issues, including Construction Logistics Plan which will consider arrangements for construction staff.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going on the Transport Assessment, where the scope of surveys to inform a traffic and rail model have been explored with the relevant authorities. A number of forecast development</p> |
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| | <p>greatest/highest are covered. The Town Council would respectfully request that, if possible a copy of the traffic/parking survey is made available to them.</p> | | <p>& infrastructure scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises, noted in para.9.117.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. In line with Transport Assessment scoping, work is on-going on the Transport Assessment, where a series of technical notes detail a Parking Management Plan and identification of areas of parking stree, noted above.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The scale of the proposed development could be compared with the travel demand of a regional hospital and thus will be consulted upon widely, including adjacent authorities. KCC and HE are key stakeholders and on-going consultation is occurring with DfT, TfL, Essex, local councils and other parties</p> |
| <p>The Town Council would urge that pre-consultation discussions are held as members have a wealth of knowledge and the assistance of the local historian (Christopher Bull) should also be sought</p> | <p>Cultural Heritage</p> | <p>LRCH welcome the comment and did engage with Christoph Bull. The Cultural Heritage proposals reflect continued engagement with residents and local interest groups</p> | |
| <p>Concern over air quality impacts.</p> | <p>Air Quality</p> | <p>LRCH welcomes the comment and would note that significant revisions have been made to visitor assessments and, as a result, impacts. This is further</p> | |

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| | <p>The Town Council has concerns regarding the impact of short term rents being negatively effected during construction as it will make it more expensive for local residents. We would like to be informed of details of how the construction workers will be accommodated i.e. will they be housed on site during the construction phase?</p> <p>Concerned that not enough infrastructure is proposed to ensure that local residents are not affected in anyway.</p> | <p>Land use and socio-economic effects</p> | <p>explored in both the Transport Strategy and the Air Quality Chaper of the Environmental Assessment</p> <p>These concerns are assessed in Chapter 7 of the Environmental Strategy. Furthermore, we have revised the application to include specific Construction Worker accomodation.</p> |
| <p>High Speed 1</p> | <p>No items highlighted in this paper are outright objections to the proposals, but all items will need to be considered and approved prior to or during construction. Errant Vehicle Incursion a full assessment and design submission will need to be submitted to ensure all mechanisms of EVI are designed for and mitigated against. Dazzle or Glare of vehicles travelling in the opposite directions may be a risk to trains, structures adjacent to tracks will need to b lit without light being shed onto H51 property.</p> | <p>Transport and Access</p> | <p>LRCH welcomes these responses and has been happy to be engaged with H51 in the development of strategies to address the feedback. Further detail is contained in the Environmental Statement</p> |

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| | <p>Consideration and approvals are required regarding information relating to fires and emergency evacuation of the Resort. Resort emergency procedures are to align with HS1 evacuation procedures for clash avoidance.</p> <p>Agreements and approvals to be made regarding the future ownership and maintenance of the pumping station and ongoing access. This compound is to fall within the resort's secure area. There are two HS1 tunnels beneath the development area with interconnecting cross passages. Loading or unloading above HS1 tunnels will need technical approvals in regards to load and tunnel deformation. Technical submissions to be approved for activities above tunnels both temporary and permanent.</p> <p>Construction activity alongside HS1 will need to be tightly controlled, control of wind blown debris, control of dust emanating from sites towards the railway</p> <p>The temporary and permanent surface water management strategy is of particular interest. Historical and ongoing drainage</p> | | <p>Noted by BH and taken into consideration in the preparation of the relevant Chapter of the Environmental Assessment</p> <p>LRCH welcomes the comment from HS1 and will continue to engage with them to ensure no impact on their assets.</p> |
| | <p>Air Quality</p> | <p>Water Resource Management</p> | |

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| | <p>issues in this area have placed HS1 at significant risk of closure. This is not just precipitation run-off but includes management of the ditches and drainage systems for which there are several discharge consents in place by third parties</p> <p>Agreements and approvals to be made regarding the future ownership and maintenance of the pumping station and ongoing access. This compound is to fall within the resort's secure area. There are two HS1 tunnels beneath the development area with interconnecting cross passages. Loading or unloading above HS1 tunnels will need technical approvals in regards to load and tunnel deformation. Technical submissions to be approved for activities above tunnels both temporary and permanent.</p> <p>Construction activities and the permanent solution for resort and transport link should not create any noise, fumes or other air quality issues for travelling public or for safe operation of stations and railway assets. Vibration from driven piles or ground improvement.</p> | | |
| | <p>Water Resource Management</p> | <p>LRCH Notes this comment and will ensure it is addressed through DCO submission</p> | |
| | <p>Noise and Vibration</p> | <p>Noted by BH and taken into consideration in the preparation of the relevant Chapter of the Environmental Assessment</p> | |

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| | <p>Thames Tunnel Kent portal This building is a key operational function of the HS1 railway and is also an emergency services forward incident control point. Access to this must be maintained at all times. This area will need to be accessible from the public areas and not located within the resort secure area. Access to all HS1 assets will need to be maintained in all circumstances. All existing access points to HS1 signalling compounds and laydown areas to remain in place. The permanent solution will not add additional time or constraints on obtaining access to attend faults or emergencies. These areas will need to be publicly accessible and not located within the resort secure area. Station redesign might be required to accommodate LPER visitors – this would have timescale and cost implications for HS1</p> | <p>Master Plan</p> | <p>LRCH welcomes these responses and has been happy to be engaged with HS1 in the development of strategies to address the feedback. Further detail is contained in the Environmental Statement</p> |
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| | <p>The effects of traffic generated during the resort's construction and operation. The commuters, in particular will be keen to have a similar car driver journey time and experience as they do now. Road access to the station during construction and the impact of construction traffic. Road access to the station once the resort is operational. Station capacity - the station may need to be redesigned to handle more passenger - likely to be a need for an alteration to the layout and additional facilities. The station was designed with a commuter based development in mind, the design did not envisage an entertainment resort and the different passenger profile it would bring. The lead in time for planning the design of any station alterations or an enlarged station, the resulting construction and commission of the same. How the costs of a redesigned or enlarged station are met and by whom. Rail capacity - number of trains, frequency and number of carriages. The ability to increase HSI's rail modal, the lead in time for a new rolling stock. New car parking spaces and drop off areas</p> | <p>Transport and Access</p> | <p>Passenger entry/exit surveys were undertaken at nearby stations in 2014 to inform the validation of the baseline modelling, which will be reported within the application documents.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, an appropriate package of mitigation measures will be explored with the relevant authority. At the time of writing these responses these measures, in themselves, are not anticipated to have significant environmental impacts.</p> <p>A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises where some authorities have offered formal/informal responses. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur. If there is a sufficient basis for additional 'sensitivity tests' for different mode shares or more robust travel obligations obligations these will be considered.</p> |
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| | <p>will need to be in place before the current ones are lost.</p> <p>HS1 will need to be satisfied of proposed 'lift and shift' obligations for car parking spaces.</p> | | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur.</p> <p>A number of forecast development scenarios are being considered as part of the application documents for a variety of 'days' and multiple time periods explored through scoping exercises, noted in para 9.117. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The PEIR considers a likely reasonable worst case scenario to identify the likely environmental effects of development and explores the likely changes that would occur.</p> |
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| | | | <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. The Transport Assessment scope has been explored with the Authorities and appropriate strategic and local micro-simulation modelling is being developed to forecast network conditions.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development exploring the construction methodology. As part of the Transport Assessment a series of Technical Notes will consider associated issues, including Construction Logistics Plan which will consider arrangements for construction staff.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development exploring the construction methodology where it is envisaged that the majority of materials will be transported via the River Thames. As part of the Transport Assessment a series of Technical Notes will consider associated issues, including Construction Logistics Plan. Once construction material/waste quantities can be established and likely origins/destinations established via a main contractor, appropriate dialogue can take place over the detail of appropriate haul routes.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. As part of the Transport Assessment a series of Technical Notes will consider associated issues, including construction Logistics Plan, where it is</p> |
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| | | | <p>envisaged that sustainable travel arrangements will be exploited, offering coach/minibus services and storage areas for tools. It would not be reasonably practicable to heavily restrict parking without other adverse consequences in surrounding areas.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. It notes in various locations that, as part of the Transport Assessment, a series of technical notes will consider specific issues including Travel Plans and an Events Management Plan to control the movement of people and vehicles relative to the scale of event.</p> <p>Appropriate to the stage in planning the PEIR considers the likely environmental effects of the proposed development. Work is on-going to establish the cumulative effects of committed developments, and the successful mitigation of these noted in para. 9.51, to ascertain the likely residual effects without the proposed development. Once this has been achieved it will be possible to better establish the effects of the proposed development in more detail. The examination of these issues will be considered in the application documents and, as far as reasonably practicable, a preferred access arrangement design agreed</p> <p>The PEIR considers an enhanced study area following EIA Scoping conducted in the winter of 2014, exploring related transport modes such as air travel. Rail journey reliability will be considered again as part of the Environmental Statement and the Event Management Plan will consider (traffic) journey time reliability on the</p> |
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| | | | <p>road network. High sensitivity receptors as stated by guidance, are schools, colleges, playgrounds and retirement homes but an aversion to delay does not appear to be sufficient justification to vary the sensitivity of a road link but we would welcome further justification so this concern can be considered.</p> |
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| | <p>Will need continued utility supplies to the station.</p> <p>Access to HS1 maintenance strips must be available during LPER construction.</p> <p>HS1 must still be able to operate in all current ways during construction of LPER.</p> <p>The Code of Construction Practice must sufficiently address HS1's needs.</p> | General | Noted by LRCH |
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