



The London Resort Development Consent Order

BC080001

Design and Access Statement

Document reference: 7.1
Revision: 00

December 2020

Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(a)
The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 12(1)

[This page is intentionally left blank]

Apt

The London Resort

Design & Access Statement | 1.0 Cover & Contents

Project Title The London Resort	Project Number 19072
Document Name Design & Access Statement 1.0 Cover & Contents	Date December 2020
Application Number BC080001	Document Reference 7.1
Status Approved	Revision 00
Author Apt	Reviewed by Apt

Contents

1.0 Contents

1.1 Document Structure	6
1.2 Executive Summary	7

2.0 Introduction

2.1 London Client and Professional Team	13
2.2 The Vision	14
2.3 Location	15
2.4 Why Here?	16
2.5 The Site	17
2.6 The London Resort Timeline	18

3.0 Context

3.1 Site History	23
3.2 The site today	25
3.3 Part of an existing community	28
3.4 Greenhithe	29
3.5 Swanscombe	30
3.6 Northfleet	31
3.7 Gravesend	32
3.8 Tilbury	33
3.9 Grays	34
3.10 Community Assets	35
3.11 Heritage and Listed Buildings	36
3.12 The River Thames	38
3.13 Transport and Access	39
3.14 Existing Footpaths, Public Right of Way (PRoW) and Cycle Ways	40
3.15 Land Use	41

3.16 Existing Infrastructure	42
3.17 Topography and Geology	44
3.18 Flood Risk and Climate Change	46
3.19 Watercourse and Drainage	47
3.20 Landscape Features and Ecology	48
3.21 Interfaces	49
3.22 Planning Policies	51
3.23 Local Planning Policy	52
3.24 Regeneration Context	54
3.25 Regeneration Context : Emerging Communities	55
3.26 Summary	57

4.0 Masterplan Vision

4.1 The Brief	61
4.2 The Site : Challenges and Opportunities	62
4.3 Consultation Process	68
4.4 Approach to Consultation	70
4.5 Influence on Proposed Development	72
4.6 Design Development	73
4.7 The Proposal	75

5.0 Masterplan Strategy

5.1 The Rochdale Envelope	79
5.2 Testing the envelope	81
5.3 Bulk and Massing	82
5.4 The Order Limits	83
5.5 The Uses	84
5.6 Transport and Access	85
5.7 Public Realm and the hierarchy of interconnected spaces and places	86
5.8 Public Space	87
5.9 Active Facades	87

5.10 Shelter and Shade	87
5.11 Public Art Strategy	88
5.12 Heritage and Listed Buildings	89

6.0 Indicative Masterplan

6.1 Overview	93
6.2 Proposed Masterplan	96
6.3 Gate 1 and Gate 2	97
6.4 Visitor Centre	98
6.5 The London Resort Academy	100
6.6 Ebbsfleet International Terminal	102
6.7 The London Resort Passenger Terminal	104
6.8 The London Resort Car Parks	106
6.9 The London Resort Plaza	108
6.10 The Boulevard	110
6.11 The London Resort Hotel	112
6.12 The Water Park	114
6.13 Node 2 The Market	116
6.14 The Link	118
6.15 Node 3 Gate 1 Payline	120
6.16 The Coliseum	122
6.17 The Conferention Centre	124
6.18 Node 4 Gate 2 Payline	126
6.19 Pilgrims' Way, the Spanish Steps and beyond	128
6.20 Hotel 3	130
6.21 Hotel 2	132
6.22 Hotel 4	134
6.23 The London Resort ferry terminal	136
6.24 The London Resort port	138
6.25 Gate 1 Back of House	140
6.26 Gate 2 Back of House	142
6.27 Staff Accommodation	144
6.28 Sports Ground Back of House	146
6.29 Bamber Pit Back of House	148
6.30 The London Resort Tilbury Terminal and Car Park	150

7.0 Landscape Strategy

7.1 Overview	155
7.2 Landscape Vision	156
7.3 Landscape Strategy	157

8.0 Sustainability

8.1 Introduction	161
8.2 The London Resort Sustainability Commitments & Delivery	162

9.0 Access and Inclusive Design

9.1 Overview	167
9.2 Inclusion and Access	168
9.3 Consultation and ongoing engagement	169
9.4 Planning policy and legislation	170
9.5 Standards, Guidance and Policy	171
9.6 London Resort Inclusive Design Parameters	172
9.7 Access to and within The London Resort	174

10.0 Transport and Access

10.1 Overview	179
10.2 Pedestrian Access Routes	181
10.3 Cycle Access Routes	182
10.4 Fastrack and Local Buses Access Routes & Drop Off	183

10.5 River Passenger Access & Ferry Services	184
10.6 People Mover Route & Drop Off	185
10.7 Coaches Access Routes & Drop Off	186
10.8 Private Vehicle Access Routes & Parking Strategy	187
10.9 Taxi Access Routes & Drop Off	188
10.10 Staff Access Routes & Parking Strategy	189
10.11 Servicing and Logistics Strategy	190
10.12 Planning Policies	191

11.0 Infrastructure Strategy

11.1 Overview	195
11.2 Flood Risk Mitigation Strategy	196
11.3 Site Drainage and Watercourse Strategy	197
11.4 Utilities Strategy – Water and Energy	198
11.5 Waste Management Strategy	199

12.0 Technical Considerations

12.1 Overview	203
12.2 Phasing and Developments	204
12.3 Blue Lights Strategy	207
12.4 Safety, Security and Crime Prevention	208
12.5 Existing Infrastructure and Associated Access	209

13.0 Conclusion

13.1 Conclusion	213
-----------------	-----

14.0 Appendices

14.1 Appendix 01	219
------------------	-----

1.1 Document Structure

1.1.0.1 Chapter 2.0 : Introduction

Introduces the Development Consent Order and the structure of the documents

Chapter 3.0 : Context

Describes the site, the surrounding physical and planning context as well as physical and policy constraints

Chapter 4.0 : The Masterplan Vision

Describes how the masterplan concept has developed as a result of constructive engagement with stakeholder groups, local residents, amenity groups and the community

Chapter 5.0 : Masterplan Strategy

The masterplan strategies including technical aspects and how the proposed development has evolved

Chapter 6.0 : Indicative Masterplan

Defines the masterplan principles including each of the building typologies

Chapter 7.0 : Landscape Strategy

Prepared by EDP, describing the landscape strategies including technical aspects

Chapter 8.0 : Sustainability

Describes and defines the sustainable design principles for the Resort

Chapter 9.0 : Access and Inclusive Design

Outlines the accessibility and inclusivity principles for The London Resort

Chapter 10.0 : Transport and Access

Describes the transport and access strategy to and within the Resort

Chapter 11.0 : Infrastructure Strategy

Outlines the strategy for infrastructure and utilities within the masterplan

Chapter 12.0 : Technical Considerations

Discusses the technical considerations of the masterplan

Chapter 13.0 : Conclusion

The conclusion will summarise commitment to design quality in the principles outlined in the Design & Access Statement and Design Code

Chapter 14.0 : Appendices

Contains supporting masterplan and landscape drawings that do not form part of the DCO Plans



Figure 1.1 Document Structure Diagram

1.2 Executive Summary

1.2.1 Nationally Significant Infrastructure Projects

1.2.1.1 On 9 May 2014 the Secretary of State for Communities and Local Government issued a Section 35 Direction. The Resort does not meet the criteria of an NSIP under the Planning Act 2008. However, on certain criteria being satisfied, section 35 of the Planning Act 2008 provides that the Secretary of State may give a direction for development to be treated as development for which development consent is required. London Resort Company Holdings Limited (LRCH) must thus apply to the Secretary of State for a Development Consent Order (DCO), and has undertaken an Environmental Impact Assessment (EIA) to help inform the Secretary of State's decision on this application.

1.2.2 Development Consent Order

1.2.2.1 LRCH intends that the DCO application for The London Resort will be founded on a workable masterplan with a proven business case, informed by a thorough assessment of the development's environmental, social and economic effects, and which can be delivered once a DCO is made, without the need for amendment.

1.2.3 The Rochdale Envelope

1.2.3.1 For practical reasons, LRCH wishes to maintain flexibility about the detail design of elements of the project, including the content of the two theme parks (Gate 1 & 2). To ensure sufficient information has been provided for an EIA the design has been developed in accordance with what are known as 'Rochdale Envelope' principles, a parameter plan led approach that defines the maximum envelope within which The London Resort can be developed.

1.2.3.2 LRCH acknowledges that there might be elements of its scheme that will require detailed design in order for the environmental effects to be known precisely and the corresponding mitigation that will be required, but the 'Rochdale Envelope' approach will ensure that the EIA encompasses any possible impacts. There will also be parts of the project for which flexibility will be sought in the DCO application, and for which the EIA will employ Rochdale Parameters to account for this. This will be the case in particular for development inside Gate 1 and Gate 2 at the heart of the Resort where, from time to time, LRCH will need to replace rides and attractions in keeping with changing customer tastes, technology and expectations.

1.2.3.3 The Parameter Plans (document reference 2.19) include information on the proposed land use, building heights, areas of potential built development, structure of landscape and green infrastructure, access and movement and other key structuring and placemaking components, and have been prepared to inform the EIA.

1.2.3.4 The Parameter Plans provide elements of the framework within which more detailed design proposals will be generated, and are supported by a clear vision and masterplan as illustrated in this document, to be used in a way that does not inhibit the evolution of detailed proposals. For example, setting maximum parameters for aspects such as building heights still allows flexibility in determining the detailed design of a scheme.

1.2.4 The Order Limits

1.2.4.1 The Order Limits as shown on the Works Plans (document reference 2.5) illustrate the extent of the area within which the authorised development may be carried out.

1.2.5 Works Plans

1.2.5.1 The Works Plans (document reference 2.5) set out the proposed positioning of the development and works within the Order Limits.

1.2.6 Design and Access Statement

1.2.6.1 The Design and Access Statement (DAS) for The London Resort is prepared pursuant to Regulation 5(2)(q) of The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 and forms part of a suite of supporting documents for the DCO application.

1.2.6.2 The DAS sets out the narrative for the design approach and design rationale for the scheme and how the proposed development presents a suitable response to the site and its setting, how the local character of the Swanscombe Peninsula has been taken into account, demonstrating that it can be adequately accessed by prospective users, taking account of baseline information and highlighting the important role played by public and statutory consultations and the way in which this has influenced the evolution of the masterplan and illustrative scheme.

1.2.6.3 The DAS shows how design principles will be applied to achieve high quality design, within an illustrative scheme that sits within the parameter plan envelope.

1.2.6.4 The level of detail provided is proportionate to the complexity of the application, and we have tried to make it as concise as possible. In this case the complexity of the site and the component parts that form the masterplan require that the site is broken down into its constituent parts with each briefly illustrated and explained, logical sections that will hopefully make this document more useful and legible.

1.2.7 Design Code

1.2.7.1 The Design Code (document reference 7.2) is a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area, and form part of a suite of supporting documents for the DCO application. The graphic and written components of the codes are proportionate and build upon a design vision, the masterplan a flexible development framework for the site. Their content has been informed by the 10 characteristics of good places set out in the National Design Guide :

- Context
- Identity
- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes and Buildings
- Resources
- Lifespan

1.2.7.2 Design Codes have been prepared to secure agreed design outcomes and maintain viability, particularly across this complex site and its phased delivery.

1.2.7.3 It will be important to allow for the Design Code to be reviewed as development proceeds, so that lessons from its initial implementation can be addressed, provided that any changes do not subvert the overall design vision or weaken the quality of development.

1.2.8 Planning Policies

1.2.8.1 National Policy Statements (NPS) are produced by government and set out the government's objectives for the development of Nationally Significant Infrastructure Projects in a particular sector and state. There are no NPSs for business or commercial projects and thus the Secretary of State (SoS) may have regard to existing planning policies in the form of the National Planning Policy Framework (NPPF) (February 2019) at a local level and development plan policies at a local level.

1.2.8.2 Set out across 17 chapters, the overarching theme within the NPPF is one of a '*presumption in favour of sustainable development.*' The NPPF does not contain specific policies for NSIPs but does cover a wide variety of planning matters, providing advice to Local Planning Authorities (LPAs) on plan making and decision making (development management) matters.

1.2.8.3 At a local level, the unique nature and scale of the Project Site is such that it falls across a number of LPAs, and therefore development plan documents produced by Dartford Borough Council (DBC), Gravesham Borough Council (GBC), Kent County Council (KCC) and Thurrock Council (TC) all fall to be considered. In addition, the Ebbsfleet Development Corporation (EDC), which holds development management powers across its administrative area, has prepared documents which, although not development plan documents, are capable of being material planning considerations in the determination of planning applications.

1.2.8.4 The above policy framework is extensive and far reaching but the SoS may have regard to them where they are important and relevant to their decision. The Planning Statement (document reference 7.4) provides further details and assessment in this regard.

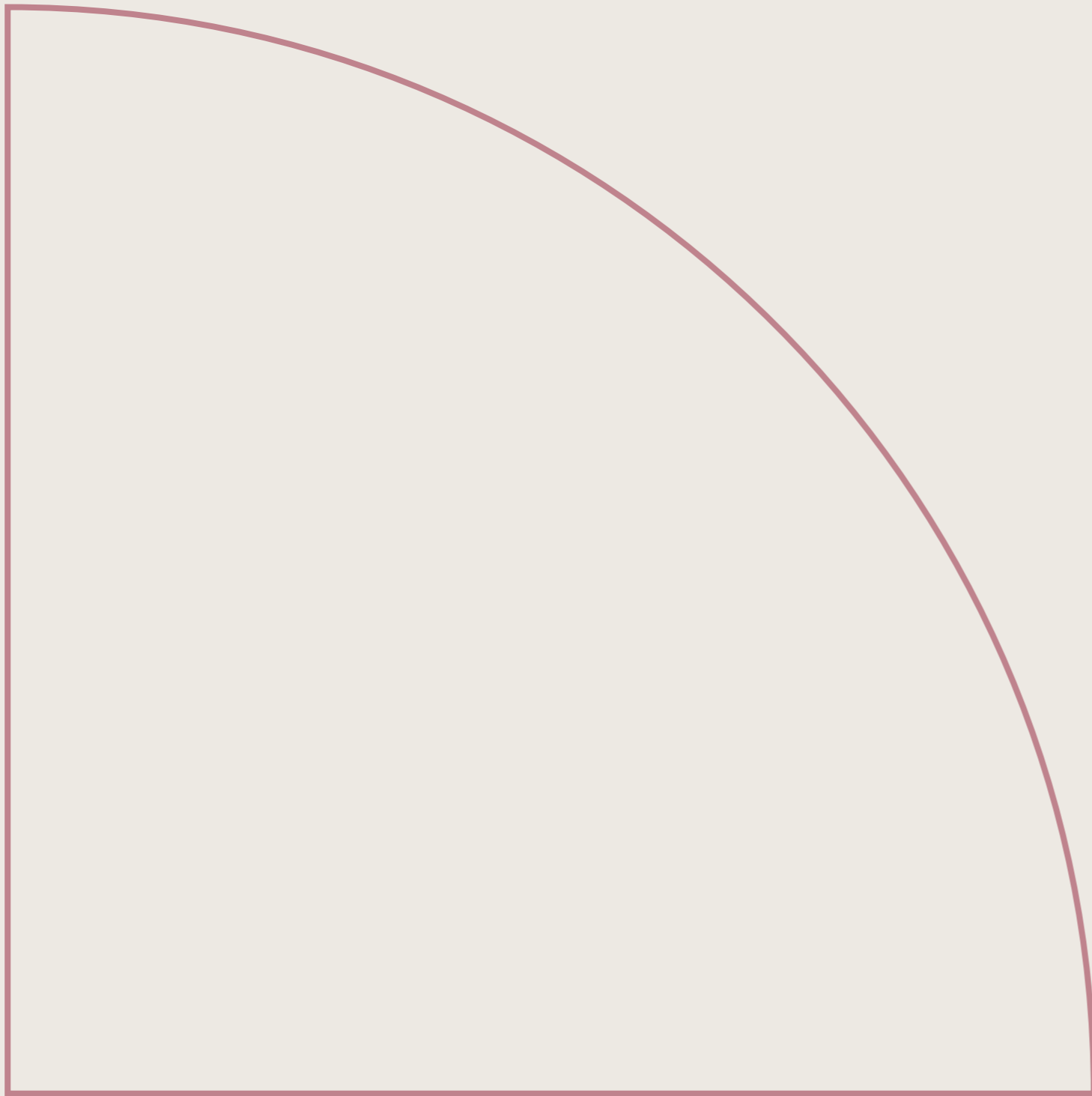
1.2.9 The Illustrative Masterplan

- 1.2.9.1 The Illustrative Masterplan (document reference 2.21) for The London Resort provides the development framework within which The London Resort can operate. It is the unifying glue that ties the whole together including a series of interconnected places and spaces that are in turn defined by built form and the wider landscape. Its purpose is not to prescribe the architecture of individual buildings but to create the opportunity, setting and guidance for built form to be developed, a robust yet flexible framework that defines servicing, access strategies and the infrastructure required to ensure the smooth operation and integration of the whole.
- 1.2.9.2 The Illustrative Masterplan reaches out into the surrounding communities to ensure that it is a good neighbour, reinforcing links, accessibility and interconnectivity, with flexibility to embrace future development including Ebbsfleet Garden City and Ebbsfleet Central.
- 1.2.9.3 Well-designed places are achieved by taking a proactive and collaborative approach at all stages of the planning and design process, from policy and plan formulation through to permission for development. The National Design Guide is helpful in setting out the characteristics of well-designed places and demonstrates what good design means in practice including opportunities to improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents, and these principals have been embraced during the development of the masterplan for The London Resort.
- 1.2.9.4 The Illustrative Masterplan shows how the client's brief can be comfortably accommodated on site whilst maintaining essential functionality and long term flexibility, how it can be a good neighbour and make a significant positive contribution to the surrounding community and beyond.
- 1.2.9.5 The Illustrative Masterplan has benefitted immeasurably from the detailed operational knowledge and technical input of PY Gerbeau (CEO of LRCH) who has extensive experience in the successful running of similar complex facilities within the UK and around the world.

1.2.10 The Illustrative Scheme

- 1.2.10.1 The Illustrative Scheme has been developed to test the robustness of the masterplan, to inform the Parameter Plans and the EIA. It is an indication of how a development might be brought forward within these guidelines, and highlights some of the exciting opportunities that this development offers for the long term future of the peninsula, it's wildlife habitat flora and fauna.
- 1.2.10.2 Founded on being a good neighbour, it also illustrates how the proposals can act as a catalyst for the improved connection and integration of existing and proposed communities that surround the peninsula on both sides of the River Thames, with benefits at a regional, national and international level.

[This page is intentionally left blank]



2.0

Introduction

[This page is intentionally left blank]

2.1 London Client and Professional Team

2.1.1 London Resort Company Holdings Limited



2.1.1.1 London Resort Company Holdings Limited (LRCH) is a UK-registered company established specifically to promote The London Resort. It is led by a management team with considerable experience of delivering and operating some of the world's largest leisure, sports and entertainment developments, and is supported by international investors. LRCH has entered into licence agreements with UK and international film and television studios and is working closely with these partners to develop high quality and innovative themed attractions in the Resort.

2.1.2 PY Gerbeau CEO



2.1.2.1 PY Gerbeau is the Chief Executive of LRCH. Previously, PY Gerbeau has successfully turned around the fortunes of both Disneyland Paris and the Millennium Dome in London. Appointed in the summer of 2019, he brings a vast wealth of experience from tourism, retail, sport and entertainment to real estate, including roles as co-founder and CEO of the largest and best performing leisure investment vehicle, X-Leisure.

2.1.2.2 The team, led by PY Gerbeau, has an advisory board, an executive management team and a team of senior professional consultants combining experience in leisure, entertainment, construction, real estate and Masterplanning.

2.1.3 Professional Team



DCO, EIA Coordination & Compulsory Acquisition:
Savills



Ecology & Landscape Design:
The Environmental Dimension Partnership (EDP)



Archaeology & Heritage:
Wessex Archaeology



DCO Lawyers:
BDB Pitmans



Transport:
WSP



Consultation & Engagement:
Copper Consultancy



Masterplanners:
Apt



Engineering, Utilities & Infrastructure:
Buro Happold



Socio-economics & Health:
Volterra

2.2 The Vision

- 2.2.1 The London Resort will be a world-class, next generation entertainment resort, founded on sustainability and low carbon principles. A unique and immersive destination actively encouraging and embracing new ideas, technology and innovation, ensuring that The London Resort remains vibrant, relevant and flexible in the years to come.
- 2.2.2 The London Resort will be internationally competitive, marking a step-change in leisure and entertainment provision in the United Kingdom, with a global presence. Gate 1 will open in 2024 and Gate 2 within five years (by 2029).
- 2.2.3 The London Resort will be founded on a sustainable and environmentally responsible design. Sustainability is at the core of our vision embracing new and innovative ways of integrating sustainable and low-carbon principles into all areas of the design and operation of the London Resort. Our aim is to create one of the most sustainable theme park destinations in the world that is net carbon neutral in operation.
- 2.2.4 It will be a showcase for exciting architecture and urban design that delights the senses, set within an accessible landscape and public realm to be enjoyed by all.
- 2.2.5 The London Resort will harness the natural landscape and unique riverside location, creating a comfortable fit in this unique topography, set amongst spectacular chalk cliffs and pits, features formed from a tapestry of historic routes, embracing pockets of space, creating the setting for a diverse leisure offer that informs and unifies the development as a whole, so that it becomes 'of its place' and 'of the community' that surrounds it. In this way we can embrace its historic context, industrial heritage and proximity to the river, integrating a green network and public rights of way, improving access to the River Thames, the marshes and the peninsula as a whole.
- 2.2.6 A large proportion of the Swanscombe Peninsula will remain undeveloped. We are enhancing, protecting and managing the existing wildlife habitat, with carefully controlled access for its enjoyment by the public, resulting in an overall net gain in bio diversity, flora and fauna for the wider area.

- 2.2.7 The London Resort will enjoy a global presence, attracting visitors from all over the world, generating economic and community benefits for the local area that will reach far into Kent, Thurrock, Essex, London and the United Kingdom as a whole, a catalyst for job creation and regeneration, supporting tourism and business growth.
- 2.2.8 Our three core principles for the development of attractions are to be innovative, relevant and flexible. What we design today needs to satisfy our visitors in 2024 and beyond, creating a resort that can evolve and adapt easily to ensure that it always has fresh appeal to visitors, something new, remaining at the leading edge of technological development, embracing the very latest advances in software and hardware and remaining relevant for future generations.
- 2.2.9 The transport strategy will focus on sustainable travel modes, actively discouraging the use of private cars, using the site's unique location to maximise the use of the wide range of excellent public transport links available including river, rail and fastrack bus services, providing connectivity within the local community, from the regions, the UK as a whole, and for those coming from Europe and beyond.
- 2.2.10 Above all, The London Resort must be a good neighbour, sensitive to the needs of the surrounding community, as its very success will depend on those who choose to live and work there.

Unique,
immersive
world-class
destination



Figure 2.1 Sustainability
Source: <https://www.zinco.de/solar>



Figure 2.2 Miroir d'eau
Source: <https://gurushots.com/philippe.coulont/photos>



Figure 2.3 Living Garden, MAD Architects



Figure 2.4 The London Resort - Illustrative View

Exemplar,
sustainable,
next generation
entertainment resort



Figure 2.5 Thames Clipper Source: <https://www.ukinbound.org/member-news/mbna-thames-clippers-launches-new-passenger-ferry/>



Figure 2.6 Quinli Stormwater Wetland Park, Turenscape

A catalyst
for job
creation and
regeneration



Figure 2.7 Entertainer
Source: <http://www.themeparkhd.com/its-floridas-biggest-party-mardi-gras-at-universal-studios-orlando-florida/>

2.3 Location

- 2.3.1 The London Resort will be located approximately 30 km east of central London with a presence on both sides of the River Thames in the counties of Kent and Essex.
- 2.3.2 The main focus of The London Resort and its attractions will occupy part of the Swanscombe Peninsula on the south bank of the River Thames, with a new Passenger Terminal at Tilbury Docks on the north bank to the east taking advantage of the River Thames to connect to the London Resort with a fast ferry service.

Key

- The Site
- Capital Cities

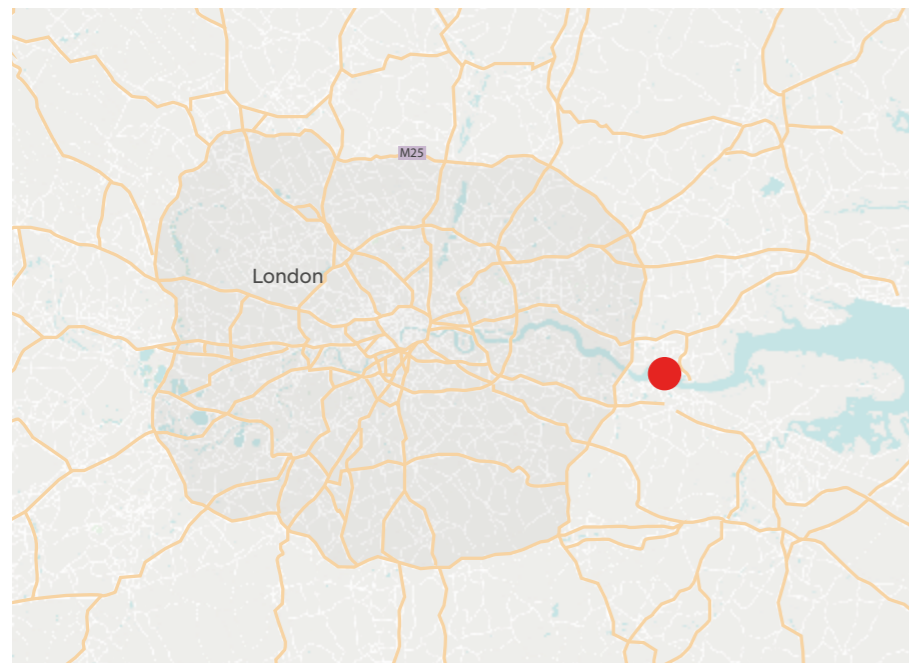


Figure 2.8 Conceptual South East UK Map



Figure 2.9 Conceptual UK Map

2.4 Why Here?

- 2.4.1 It is a very well connected site, with excellent links to a wide range of transport hubs connecting the Swanscombe Peninsula to the rest of the United Kingdom and the world beyond, offering the opportunity to travel to the Resort by a wide range of sustainable modes of transport.
- 2.4.2 At just 17 minutes to central London by high speed train, the location benefits from all that London has to offer as a longstanding destination for business, culture, the arts, architecture, employment, education, historic fabric and famous tourist attractions, good food and leisure. It sits in the sweet spot of time zones and is already one of the top global tourist destinations.
- 2.4.3 In 2020 it was decided to extend the Project Site through the inclusion of land at Tilbury in Thurrock in order to provide an element of the London Resort's car and coach parking on the northern side of the Thames with a high speed passenger ferry connection to the Resort itself. The location of this additional land was not the subject of a free-standing site search and evaluation exercise along the lines of that described above. Instead, its selection was determined by its proximity to the Kent Project Site, the availability of established lightly-used passenger ferry terminal facilities surrounded by a substantial area of land already laid out for car parking, and by positive dialogue with Port of Tilbury London Limited.

Key

- The Site
- ✈ Air
- ✈ Rail
- ✈ River
- ✈ Road

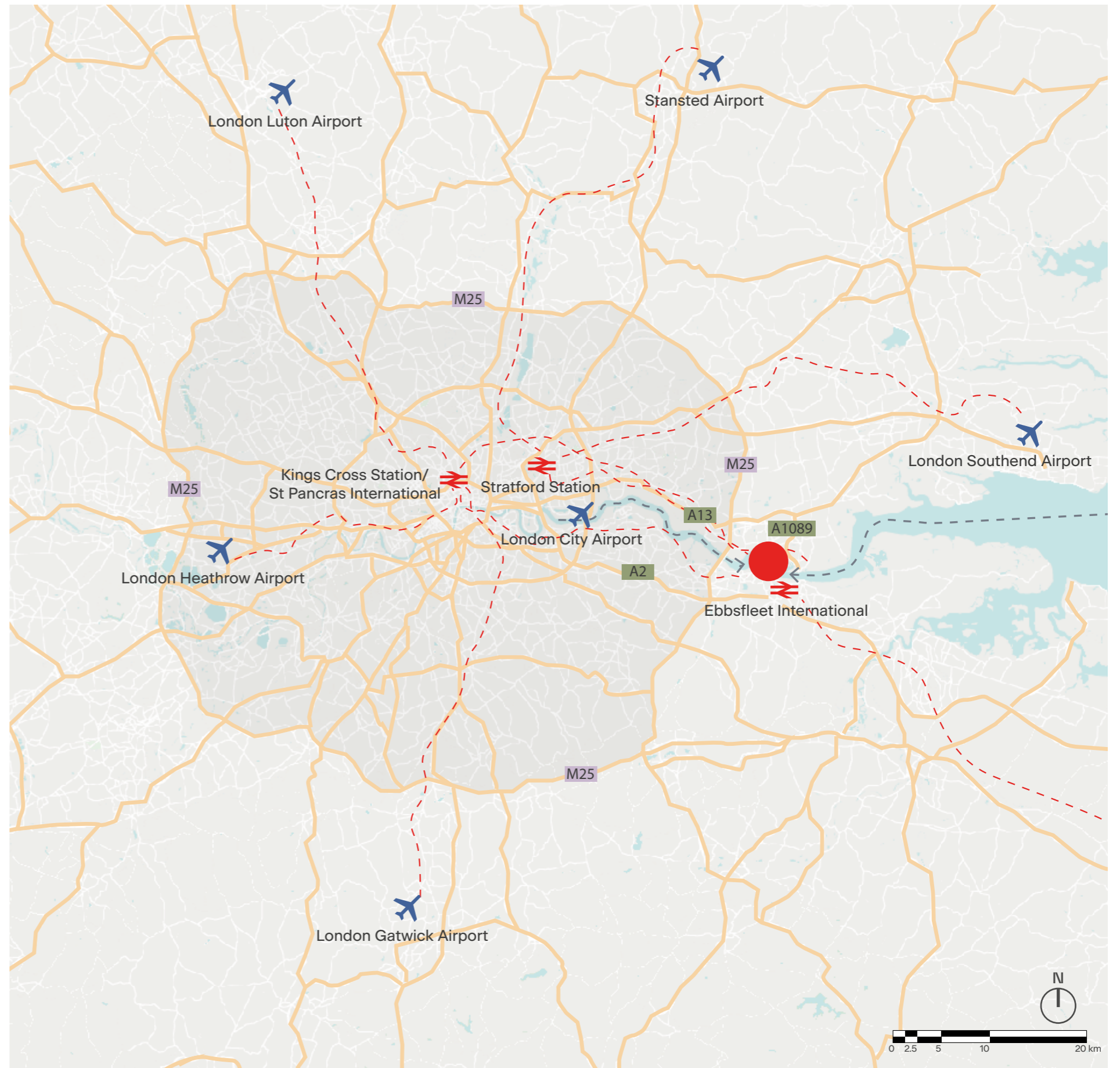


Figure 2.10 Conceptual South East UK Map

2.5 The Site

- 2.5.1 The London Resort will be principally based on the Swanscombe Peninsula in North Kent, set over approximately 387.5 hectares of previously developed (brownfield) site on the south bank of the River Thames. Additional transport facilities will be provided on the north side of the river, set over approximately 25.5 hectares of land, addressing the river to the east of the port of Tilbury, with a transport access corridor around the A1089.
- 2.5.2 The main Project Site lies in the county of Kent, in the boroughs of Dartford and Gravesham, and within the Ebbsfleet Garden City. The site on the north side of the River lies within Thurrock, a unitary authority.
- 2.5.3 The Project Sites lie approximately 30 km east-south-east of central London on the south and north banks of the River Thames, in the counties of Kent and Essex. For clarity, the section of the Project Site to the south of the River Thames is referred to as the 'Kent Project Site' and that to the north of the river is identified as the 'Essex Project Site'. The term 'Project Site' refers to both the Kent and Essex Project Sites collectively. The 'Order Limits' within which the proposed DCO would apply are shown on the Location Plan (document reference 2.1).

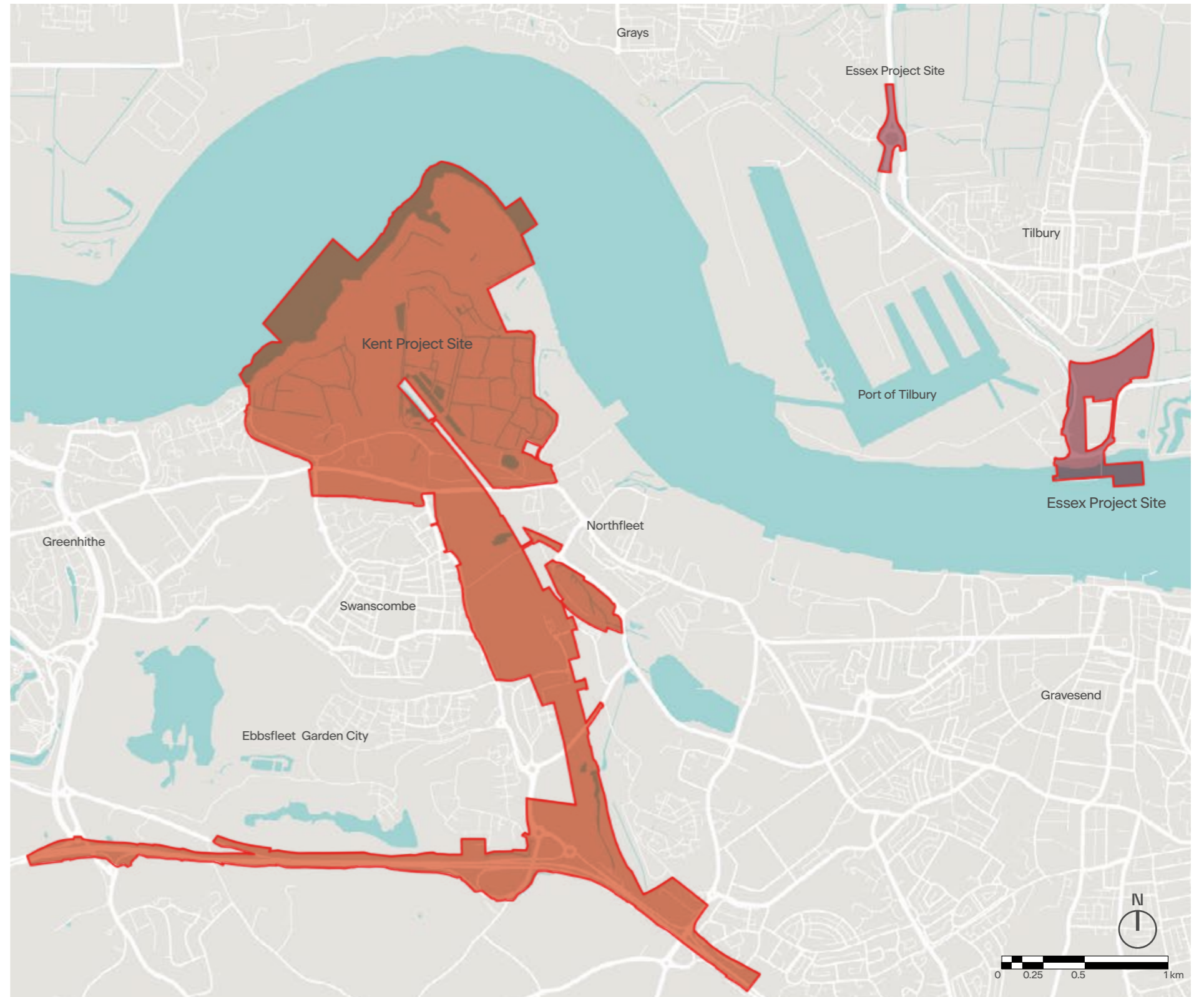


Figure 2.11 Conceptual Site Map

Key

- Order Limits
- Kent Project Site
- Essex Project Site

2.6 The London Resort Timeline

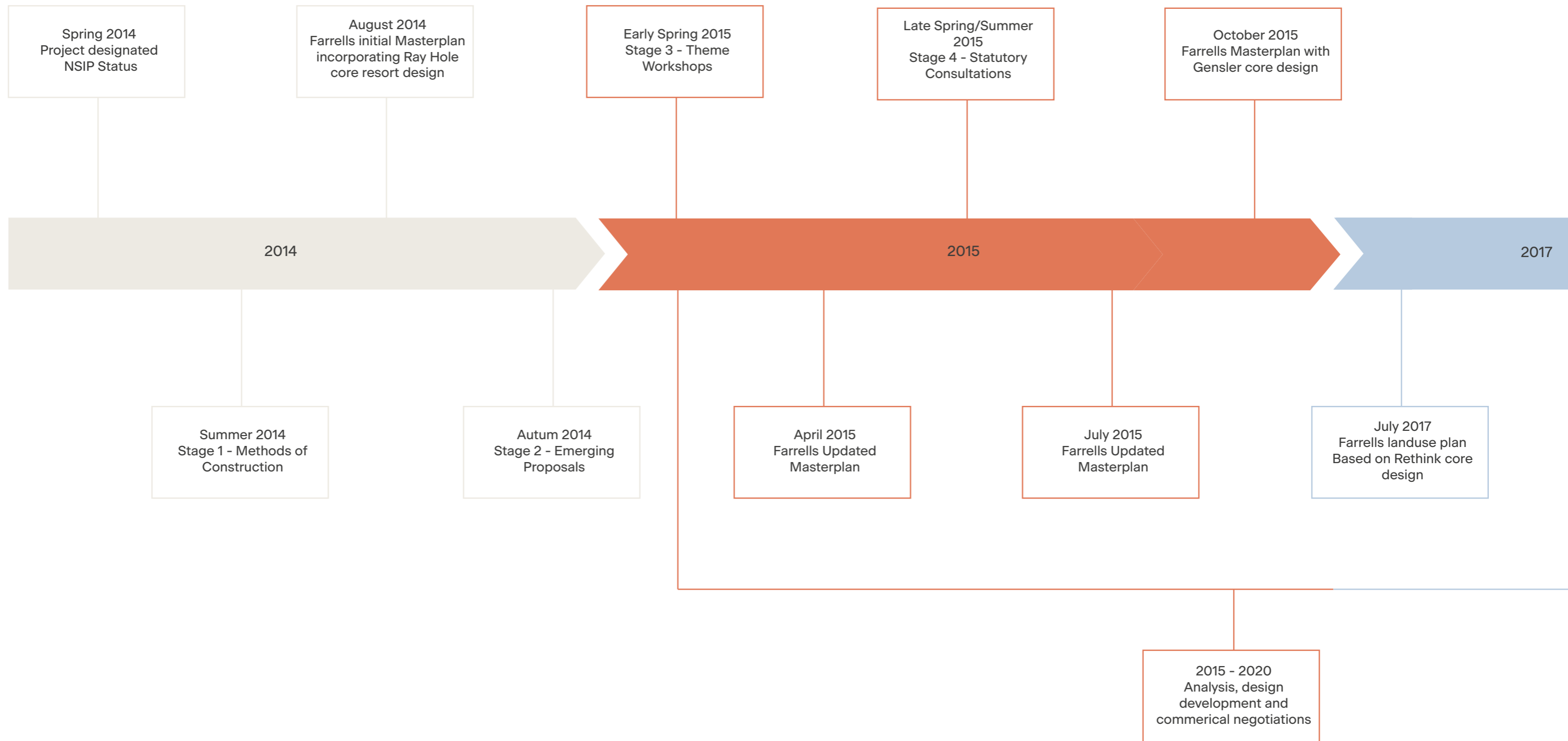
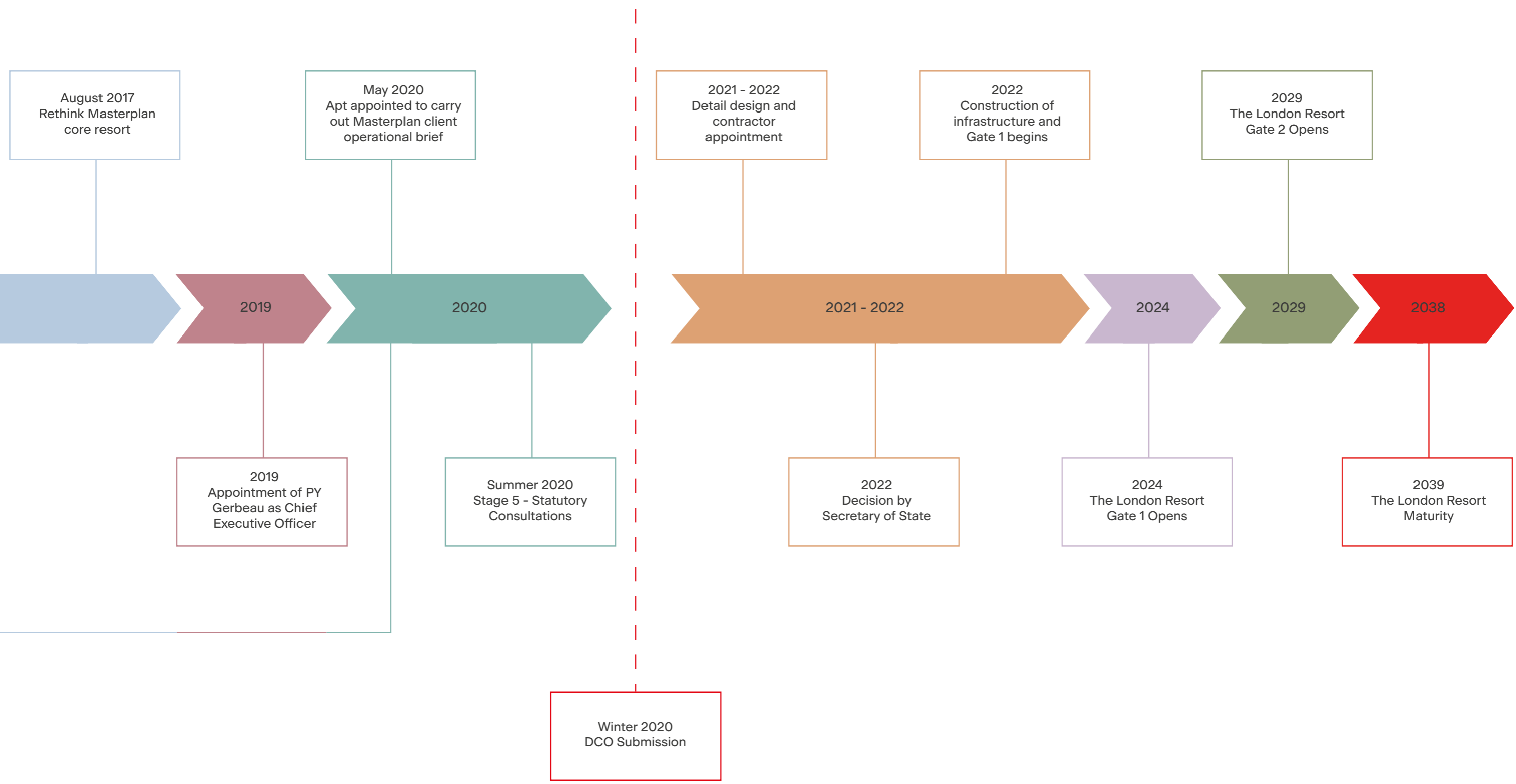


Figure 2.12 The London Resort Timeline



[This page is intentionally left blank]



3.0
Context

[This page is intentionally left blank]

3.1 Site History

3.1.1 The last 500,000 Years

- 3.1.1.1 The historic landscape of the southeast of England has been influenced by many factors. Before significant human habitation, retreating ice sheets left behind glacial deposits on the underlying chalk.
- 3.1.1.2 At Barnfield Pit, a quarry in Swanscombe, three parts of the same skull (The Swanscombe Skull) were found separately in 1935, 1936 and 1955. This is the oldest skull found in Britain. In addition 6,000 hand axes, 250 cores, 500 flake-tools and nearly 15,000 pieces of debitage have been found together with a wide range of vertebrate fossils such as lion, rhinoceros, bear and the extinct straight-tusked elephant.
- 3.1.1.3 Early hunter gatherers and farming practices then began to inform the character of the landscape. The earliest mining activity known in the area was for flint used in the manufacture of tools, a rock associated with chalk.
- 3.1.1.4 Findings discovered during works for the Channel Tunnel Rail Link also confirmed that Anglo-Saxons, Vikings and Romans settled along this portion of the River Thames estuary. Archaeological digs and centuries of tilling the ground have revealed a Danish Castle and settlement called Suinescamp, Sweinscamp and Swanscamp depicted and described in various historic records and documents.

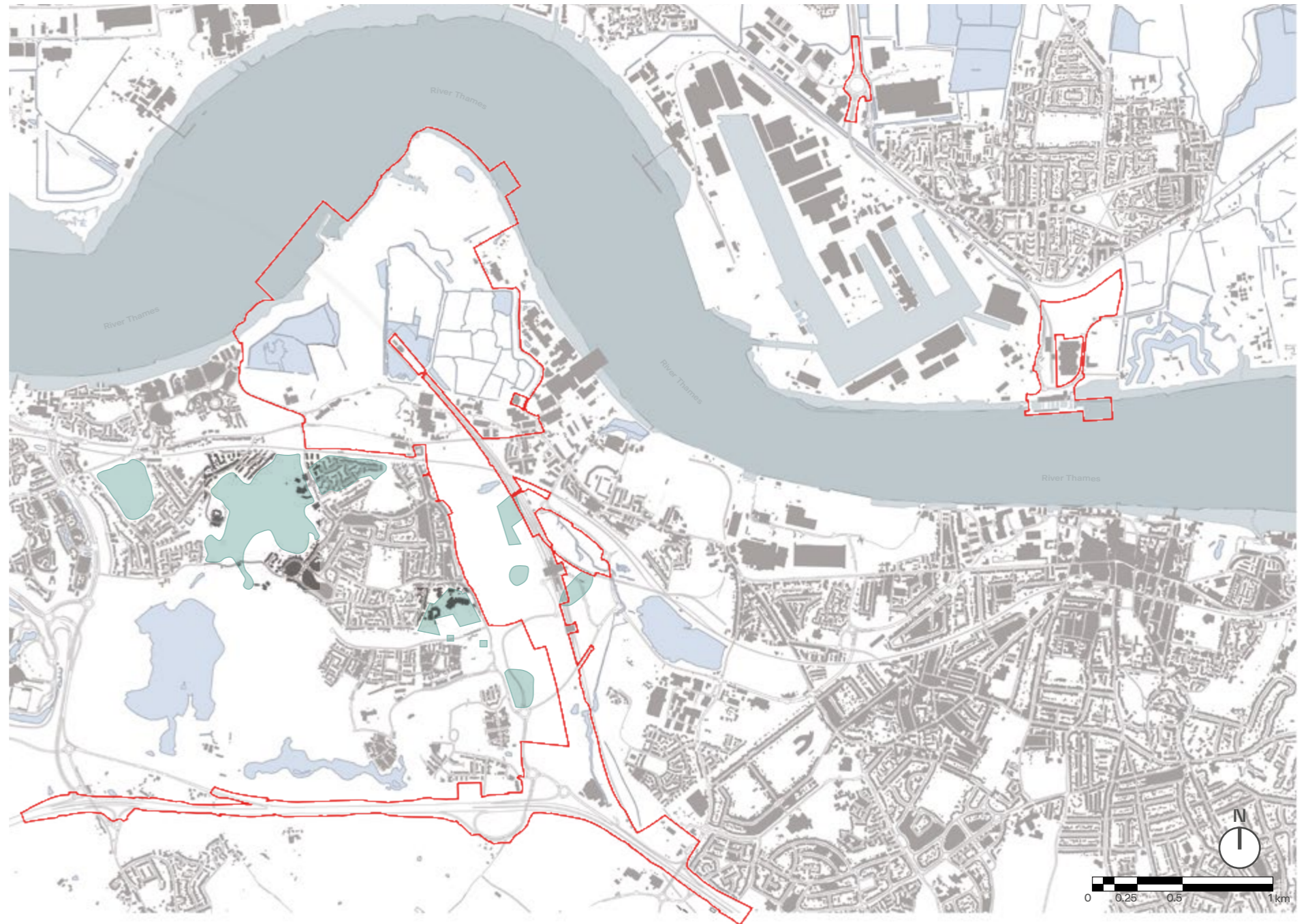


Figure 3.1 Archaeological Dig Sites Map

- Key
- Order Limits
 - Archaeological Dig Sites



Figure 3.2 'Swanscombe Man' skull
Source: <https://www.gravesendreporter.co.uk/news/the-400-000-year-old-swanscombe-skull-1-1499279>



Figure 3.3 Illustration of a Palaeoloxodon
Source: <https://vajiramias.com/current-affairs/giant-straight-tusked-elephant/5e2fc8dd1d5def05592b3a63/>



Figure 3.4 Excavation of Palaeoloxodon remains
Source: <https://historicengland.org.uk/images-books/publications/building-the-future-transforming-our-past/building-future-transforming-past/>

3.1.2 The last 300 Years

3.1.2.1 Human activity has resulted in dramatic changes to the landscape, which have in turn become a defining characteristic of the wider area, most recently as a centre for mineral extraction and the manufacture of cement. The first cement manufacturing works near Swanscombe were opened at Northfleet by James Parker, around 1792, making “Roman cement” from cement stone brought from the Isle of Sheppey. By 1970 the North Kent cement industry had evolved to become the largest in Europe, supporting a long tradition of research and development to perfect the processes used in the manufacture of chalk-based products. Since then the industry has declined considerably due to the potential for more economic manufacture elsewhere, and by 2007 only two operational cement kilns remained, both at Northfleet.

3.1.2.2 Tilbury has always been an important communications link on the River Thames. The Tilbury-Gravesend Ferry has operated since 1570's as suggested within a 1571 map. Construction of the Port of Tilbury as we now know it was approved by an Act of Parliament in 1882. During the 20th century numerous expansions and improvements have been made, including the recent commencement of construction of Tilbury2 to the east. The Port of Tilbury is the principal port of London, as well as being one of the main ports in the United Kingdom.

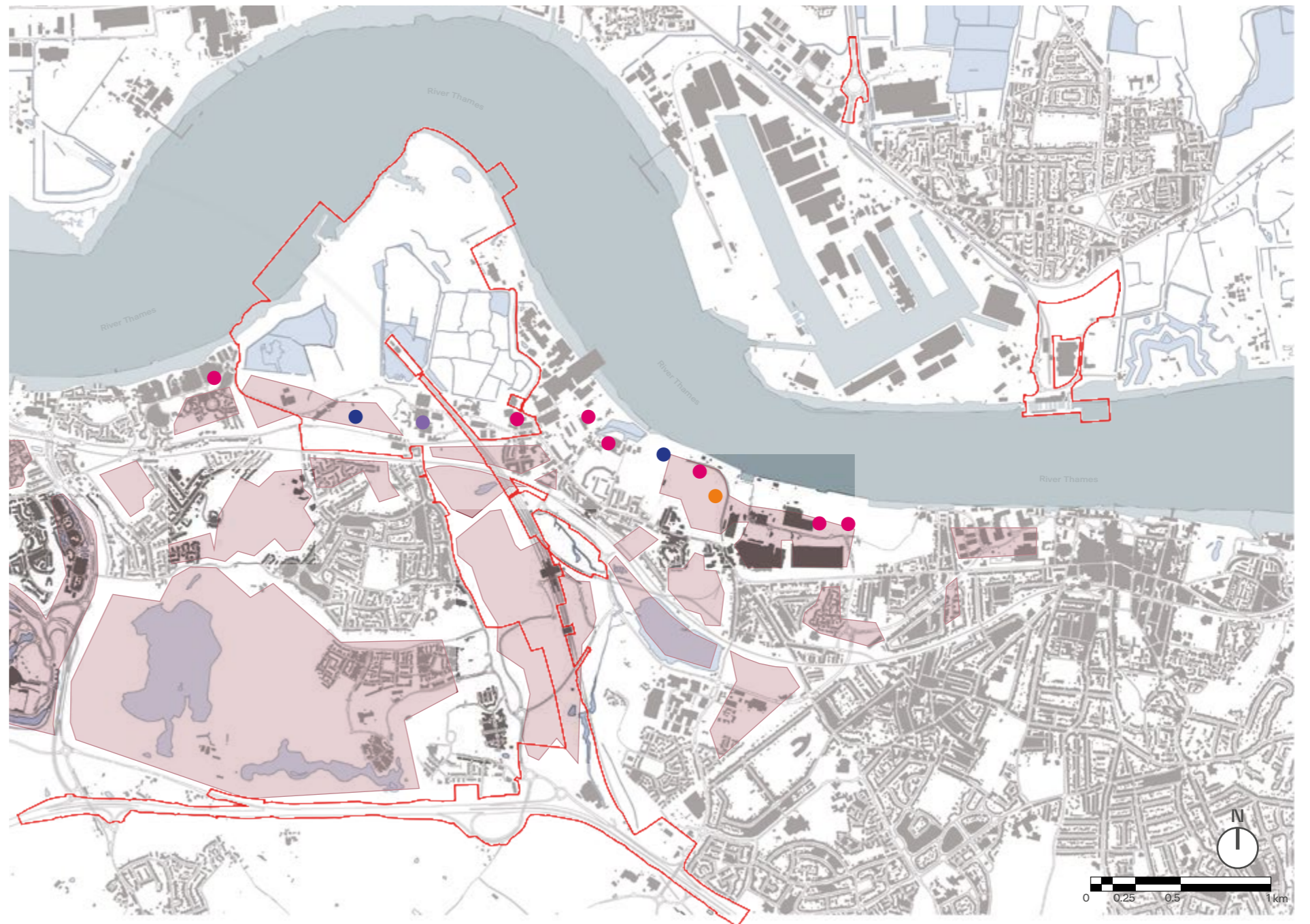


Figure 3.5 Quarries and Cement Plants for the last 300 years Map

Key

- Order Limits
- Quarried Area
- Cement plants open until 1900
- Cement plants open until 1950*
- Cement plants open until 2000
- Paper Works



Figure 3.6 Aerial photograph of APCM cement factory 1939
Source: https://www.cementkilns.co.uk/cement_kiln_swanscombe.html



Figure 3.7 Aerial photograph of APCM cement factory 1927
Source: https://www.cementkilns.co.uk/cement_kiln_swanscombe.html



Figure 3.8 Craylands Lane taken from Bamber pit 1905
Source: <http://www.dover-kent.com/2014-project-a/Coopers-Arms-Swanscombe.html>

3.2 The site today

- 3.2.1 The Project Site lies approximately 30 km east of central London on the south and north banks of the River Thames, in the counties of Kent and Essex. On the south side of the Thames the Site occupies previous industrial land on the Swanscombe Peninsula, formed by a meander in the river, and includes a corridor for transport connections extending generally southwards to the A2(T) trunk road. On the northern side of the river the Site includes areas of land east of the A1089 Ferry Road and the Tilbury Ferry Terminal, which currently provides passenger services across the river to Gravesend and incorporates the London International Cruise Terminal.
- 3.2.2 For clarity, this section of the Project Site to the south of the Thames is referred to in this statement as the 'Kent Project Site' and that to the north of the river is identified as the 'Essex Project Site'.
- 3.2.3 The Kent Project Site lies within the Ebbsfleet Garden City Masterplan with Ebbsfleet Central at its south east corner, where the Ebbsfleet International Station will be a major public transport hub shared by The London Resort, Ebbsfleet Central and a focus for the wider community. The Peninsula is bisected by the municipal boundary between the boroughs of Dartford to the west and Gravesham to the east. The Essex Project Site lies immediately to the east of the port of Tilbury in the borough of Thurrock.

3.2.4 Kent Project Site

- 3.2.4.1 The Kent Project Site comprises approximately 387.5 hectares of land in a complex shape. It includes land on and to the south of the Swanscombe Peninsula on which the Resort and its main public transport interchange would be focused, and a corridor of land required for road connections running in a broadly north-south direction between the Peninsula and the A2(T). The Kent Project Site also includes a section of the A2(T) corridor approximately 3.5 km in length between the established junctions at Bean in the west (A2(T) / B255) and Pepper Hill (A2(T) / B262) in the east.
- 3.2.4.2 The A2(T) / A2260 junction (referred to here as Ebbsfleet Junction) allows eastbound and westbound traffic to leave and join the A2(T) at the southern end of the Kent Project Site. Springhead Nurseries and the High Speed 1 railway are located to the immediate east of the A2(T) / A2260. A large electricity compound is located immediately to the west although part of this is no longer in use and the site is currently being developed for housing, a school and a hotel.
- 3.2.4.3 The Pepper Hill (A2(T) / B262) junction provides access to Northfleet to the north and Northfleet Green, Southfleet and Betsam to the south. The (A2(T) / B255) junction at Bean provides connections to Stone and Greenhithe via the B255 and the A296. Blocks of woodland border the A2(T) at the A2(T) / B255 junction. Bluewater Shopping Centre is located less than 1km from this junction and is reached directly from the B255. At Greenhithe the B255 connects to the A226, which provides access to the Swanscombe Peninsula from the west.

3.2.5 Essex Project Site

- 3.2.5.1 The Essex Project Site comprises approximately 25.5 hectares, including a trapezoidal area of level hard-surfaced land approximately 11.75 hectares in area, used currently for vehicle storage. The Essex Project Site is bounded by railways on its northern side, a drainage channel to the east, the River Thames to the south and the A1089 Ferry Road to the west. Road access is gained from Fort Road at the south-eastern corner of the Essex Project Site.
- 3.2.5.2 To the south lies Tilbury Railport, a large logistics shed operated by Maritime Transport Limited. In addition there is an irregular strip of land along the corridor of the A1089 Ferry Road, including areas of vegetation and hardstanding's, and along the corridor of Fort Road to the east and far as the entrance into the main car storage site. Together with the London International Cruise Terminal, the Riverside Terminal and the floating landing stage that serves both are together listed Grade II*.

Key

— Order Limits



Figure 3.9 Historic Map 1805 - 1874



Figure 3.10 Historic Map 1897 - 1904



Figure 3.11 Historic Map 1919 - 1926

Key

- Order Limits
- - - Local Authority Boundary
- 01 Salt Marshes
- 02 Broadness Creek Cruising Club
- 03 MET Office Weather Station
- 04 Water Treatment Facility and Leachate Treatment Plant
- 05 400KW Thames Crossing, Kent Tower (Pylon)
- 06 White's Jetty and Bell Wharf
- 07 Broadness Marsh
- 08 Black Duck Marsh
- 09 High Speed 1 Tunnel Lid
- 10 Botany Marsh
- 11 Ingress Park
- 12 Lover's Lane
- 13 Pilgrims' Way
- 14 High Speed 1
- 15 London Road
- 16 Craylands Lane Pit
- 17 Chalk Cliffs
- 18 Sports Ground Pit
- 19 Bamber Pit
- 20 Ebbsfleet International Station Car Park
- 21 Ebbsfleet International Station
- 22 Sewage Works
- 23 Sawyer's Lake
- 24 Ebbsfleet River
- 25 Ebbsfleet A2 Junction
- 26 Bean Junction
- 27 Fort of Tilbury
- 28 Tilbury Floating Landing Stage
- 29 Riverside Station
- 30 London Cruise Terminal
- 31 ASDA Roundabout



Figure 3.12 Map of the Site

- 3.2.6 The Swanscombe Peninsula has an important role to play in the Ebbsfleet Garden City Masterplan, and comprises predominantly low lying marshland, areas occupied by landfill, industries and business parks.
- 3.2.7 The natural geology has been partially overlain by variable “fill” or “made ground” a legacy of the areas industrial past and more recent history, mainly associated with cement manufacture, but also including paper mills, chemical works, tar distilleries, tanks, reservoirs, the construction of the High Speed 1 railway and current light industrial activities.
- 3.2.8 The nature of the made ground varies across the Peninsula. Towards the north it mainly comprises river dredging’s and cement kiln dust (CKD), a contaminant and waste product from the cement industry, and to the south chalk, clay, sand and gravels which have been used to backfill old pits, including material arising from the excavation of the High Speed 1 rail tunnel, a mixture of domestic and commercial wastes within landfill sites and also more generally.
- 3.2.9 The contaminated nature of the made ground and associated watercourses is variable depending on location, but generally presents potential risks to people and the natural environment. These potential risks will be mitigated through a remediation strategy as a part of the planned development that can be found within the Environmental Impact Assessment Chapter 18 – Soils hydrogeology and ground conditions (document reference 6.1.18).

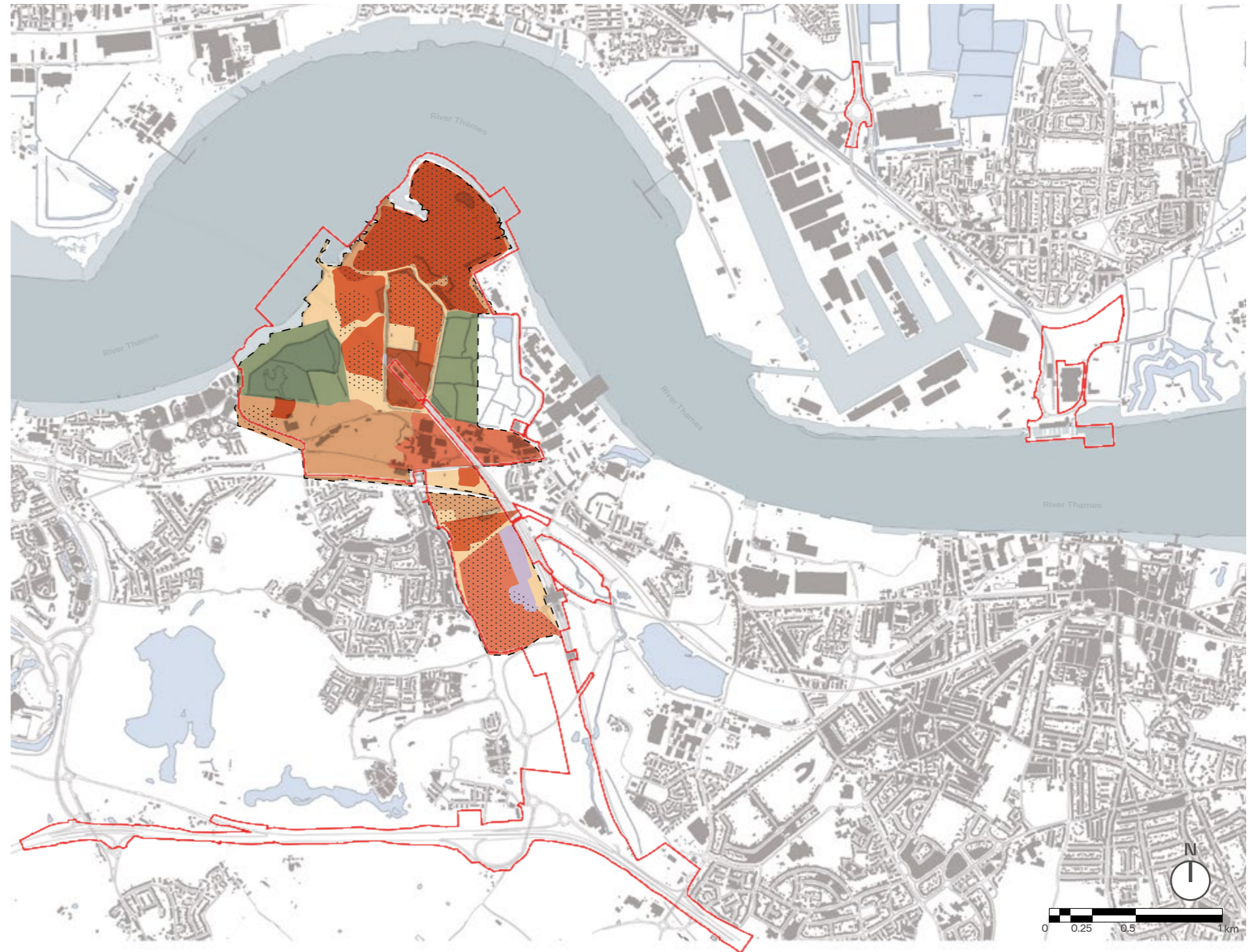


Figure 3.13 Ground Contamination Map

- Key
- Order Limits
 - Low Contamination
 - Moderate/Low Contamination
 - Moderate Contamination
 - High Contamination
 - Special Consideration
 - Infilled Land

3.3 Part of an existing community

- 3.3.1 The Kent Project Site's immediate neighbours are the towns of Greenhithe to the south west, Swanscombe to the south and Northfleet to the south east, the established cores of what is fast becoming a dynamic and rapidly expanding community.
- 3.3.2 Significant new development is planned and construction is underway beyond Swanscombe to the south, south east and south west.
- 3.3.3 The Essex Project Site fronts onto the River Thames to the south, and is surrounded by the Port of Tilbury to the west, with the town of Grays beyond, the town of Tilbury to the north. Tilbury Fort and Tilbury Fort Marshes lie to the east. The new extension to the existing port facilities, Tilbury2 is currently under construction beyond Tilbury Fort to the east.
- 3.3.4 These towns offer a diverse context for the Peninsula site, each with its own unique history and linked over the centuries by their close association with the River Thames, a unifying feature in the landscape and wider community.
- 3.3.5 A key contributor to the success of The London Resort will be the integration and improvement of the close links with these towns, with the London Resort acting as a catalyst, providing significant benefits for their respective economies and employment opportunities. It is therefore important to understand the particular character of each of these locations, their relationship to the River Thames and the Swanscombe Peninsula.

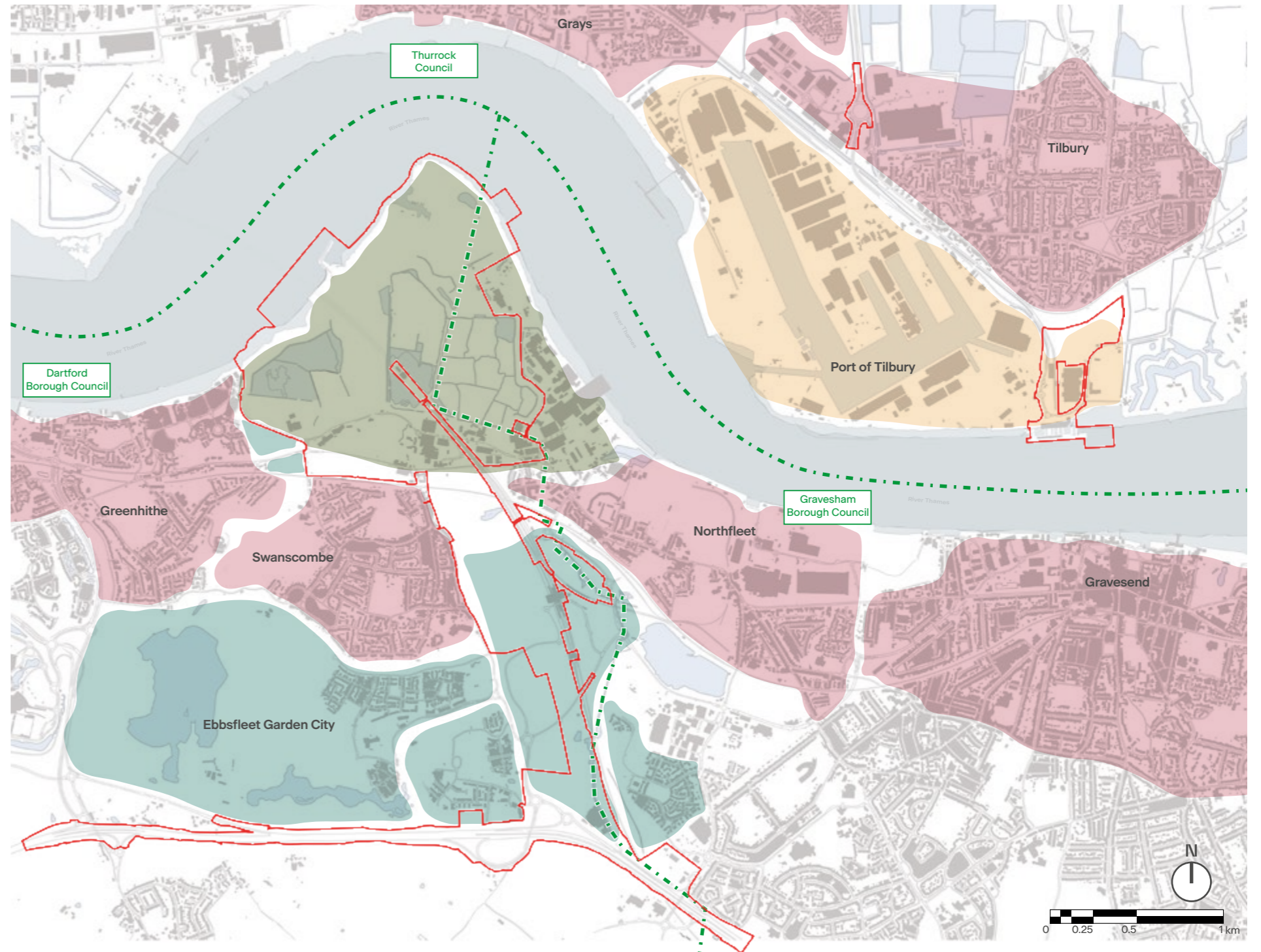


Figure 3.14 Map of Existing Communities

- Key
- Order Limits
 - - - Local Authority Boundary
 - Swanscombe Peninsula
 - Consolidated Towns
 - Current area under development
 - Port of Tilbury

3.4 Greenhithe

- 3.4.1 Greenhithe is a town to the south-west of the Swanscombe Peninsula in the Borough of Dartford in Kent and the civil parish of Swanscombe and Greenhithe.
- 3.4.2 It is located 3.6 miles east of Dartford and 4.5 miles west of Gravesend. The town has historically been linked with naval training and ship maintenance due to its proximity to the River Thames.
- 3.4.3 In the past, Greenhithe's waterfront on the estuary of the River Thames was used to build wharves for transshipping corn, wood and other commodities; its largest cargoes were of chalk and lime. This led in turn to the development of the cement industry at nearby Swanscombe.
- 3.4.4 Greenhithe itself enjoyed a brief period of popularity during Victorian times as a tourist resort, with the building of Greenhithe Pier (now lost) in 1842.

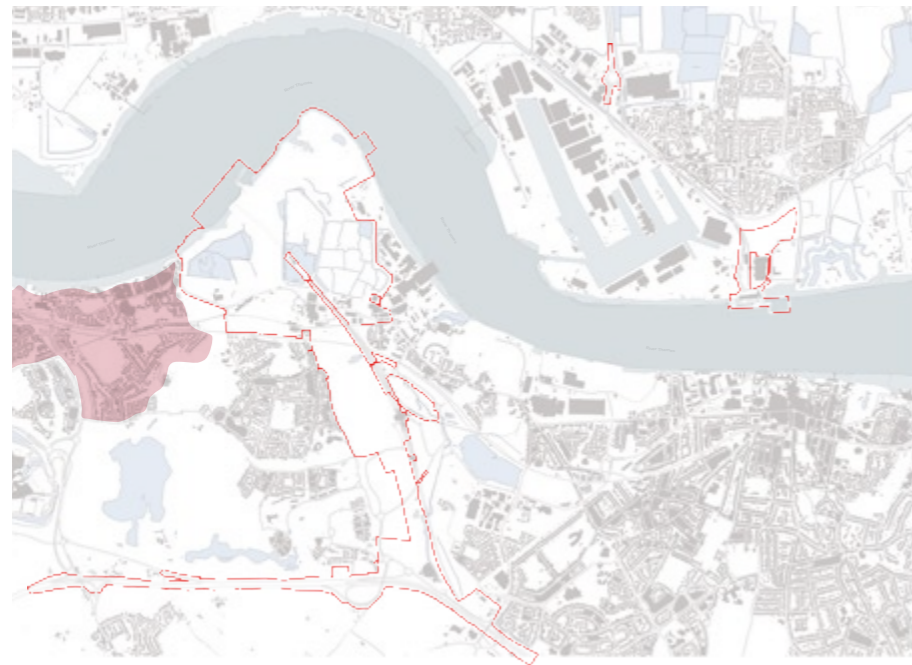


Figure 3.15 Key Map

- 3.4.5 Its manor house has been fully restored and the village is accessible from the M25 motorway, High Speed 1's Ebbsfleet International station and, particularly relevant to its local economy, the Bluewater shopping centre, located within one of the large disused chalk quarries, a legacy of the cement industry.
- 3.4.6 Greenhithe's economy no longer depends on river trade. Since the late 90's this has been replaced by the M25 motorway and good connections to London, the new High Speed 1 Ebbsfleet International station and the Bluewater complex.
- 3.4.7 The wider area is being redeveloped as part of the Thames Gateway regeneration. Its proponent council and government sponsors aim to attract more affluence and income generation, particularly through the interaction with Bluewater, the fifth largest shopping centre in the UK.
- 3.4.8 The Thames Gateway project has seen the expansion of residential neighbourhoods of the village such as Ingress Park and Waterstone Park, as well as industrial and business estates that almost completely surround the former large hamlet.



Figure 3.16 Ariel View of Greenhithe from South looking North

Source: Google Earth

- 3.4.9 Buildings of particular note include Ingress Abbey within the Ingress Estate, a house built in 1833 in Tudor Gothic Style and a Grade II listed building.
- 3.4.10 Greenhithe has its own railway station on the North Kent Line, which also provides public transport connections to Bluewater to the south west and London.



Figure 3.17 Ingress Abbey

Source: https://en.wikipedia.org/wiki/Ingress_Abbey

3.5 Swanscombe

- 3.5.1 Swanscombe is a town to the south of the Swanscombe Peninsula. It is located 7km west of Gravesend and 7.7km east of Dartford in the Borough of Dartford in Kent and the civil parish of Swanscombe and Greenhithe.
- 3.5.2 Swanscombe railway station on the North Kent Line can be found at the north end of Swanscombe High Street.
- 3.5.3 Swanscombe has a rich and diverse history with archaeological finds dating back over 400,000 years, including significant finds from the Viking era and the Norman Conquest. Buildings of particular note include All Saints Church, designed by Richard Norman Shaw (1894) and built out of knapped flint for workers in the cement industry and the Church of All Saints (1893) on Galley Hill Road, a Grade II* listed building now converted to residential use.
- 3.5.4 The flint-built parish church of St Peter and St Paul, a Grade 1 listed building is mostly of the 13th century and early Norman era.

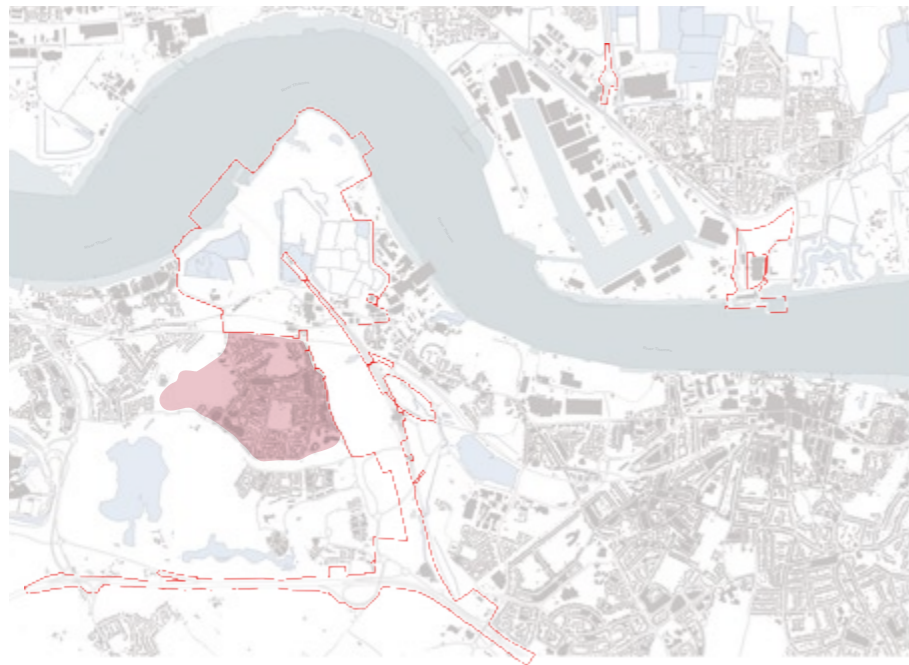


Figure 3.18 Key Map

- 3.5.5 Swanscombe was important in the early history of cement. The first cement manufacturing works near Swanscombe were opened at Northfleet by James Parker, around 1792, making “Roman cement” from cement stone brought from the Isle of Sheppey. James Frost opened a works at Swanscombe in 1825, using chalk from Galley Hill, having patented a new cement called British Cement.
- 3.5.6 The Swanscombe plant was subsequently acquired by John Bazley White & Co, which became the largest component of Blue Circle Industries when it formed in 1900. It finally shut down in 1990. Between 1840 and 1930 it was the largest cement plant in Britain.
- 3.5.7 By 1882 several cement manufacturers were operating across the north Kent region, but the resulting dust pollution drove the people of Swanscombe to take legal action against the local cement works.
- 3.5.8 The masterplan for Ebbsfleet Garden City surrounds Swanscombe on all sides providing a wide range of opportunities for the existing and emerging communities to enjoy. Eastern Quarry to the south is under construction, a new community of 6,000 homes with primary schools, secondary school, a health and social care centre and more than 20 acres (8 ha) of new parkland, lakes and woodland.



Figure 3.19 Ariel View of Swanscombe from North looking South

Source: Google Earth

- 3.5.9 The Ebbsfleet Central Masterplan and focus of Ebbsfleet garden City to the east will further enhance this opportunity in the years to come.



Figure 3.20 All Saints Church

Source: <https://sv.wikipedia.org/wiki/Swanscombe>

3.6 Northfleet

- 3.6.1 Northfleet is a town to the south east of the Swanscombe Peninsula in the borough of Gravesend in Kent. It is located immediately to the west of Gravesend, and on the border with the Borough of Dartford. Northfleet has its own railway station on the North Kent Line, just east of Ebbsfleet International railway station on the High Speed 1 line.
- 3.6.2 Northfleet's name is derived from being situated on the northern reach of what was once called the River Fleet (today known as the Ebbsfleet River).
- 3.6.3 It has been the site of a settlement on the shore of the River Thames since Roman times. Northfleet became a town in 1874 and was merged with the adjacent Borough of Gravesend in 1974. The first Gravesend council offices were off the Hill, but the council then moved to Northfleet House, once the home of Thomas Sturge who owned a local cement works, now a nursing home for the elderly.

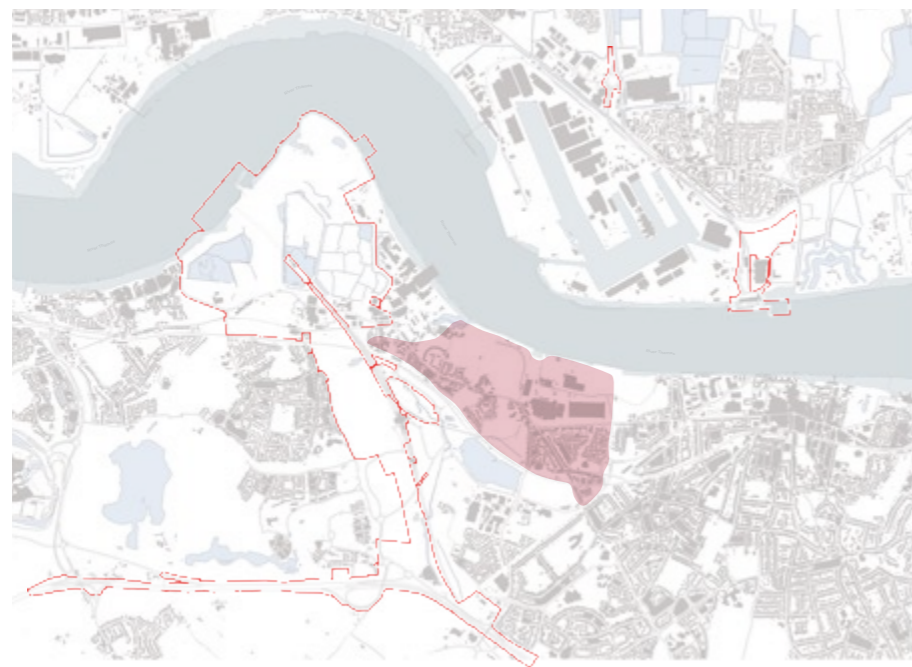


Figure 3.21 Key Map

- 3.6.4 In 1815 the first steamboat started plying between Gravesend, Kent, and London, bringing prosperity to the area. Rival steam packets also started in response to increasing visitor numbers. These regular services led entrepreneurs to establish amenities for the entertainment of visitors, one of which was Rosherville Gardens.
- 3.6.5 Northfleet Harbour is formed from a natural river inlet of the Ebbsfleet River into the Thames over solid chalk, creating a marine facility that was originally used by the Romans with evidence of Saxon occupation also found. By the 18th century, a flour mill was placed within the Harbour, and later it was home to the cement industry. Most recently it was used during the construction of the High Speed 1 railway.
- 3.6.6 The Romans first began to dig chalk from the area, the making of cement came later. The industry requires plentiful water supplies and chalk as its main ingredient, both of which were to hand. When in 1796, James Parker set up kilns on Northfleet creek to make his Roman cement, it was the beginning of a large complex of cement works that developed along this stretch of the river.



Figure 3.22 Ariel View of Northfleet from North looking South

Source: Google Earth

- 3.6.7 The manufacture of Portland cement began in April 1846 when William Aspdin, son of Joseph Aspdin, its inventor, acquired Parker's works and built new kilns, Aspdin's works became Robins & Co in 1853, sold on to the Associated Portland Cement Manufacturers (APCM) in 1900, which was taken over by the Lafarge Group in 2001.
- 3.6.8 By 1900, there were nine cement works operating on the Thames between Swanscombe and Gravesend. The last cement plant in Northfleet ceased operation in 2008.
- 3.6.9 Now under water, one of the largest chalk pits, the Sawyer's Lake known locally as The Blue Lake can be found between the A226 and the North Kent Railway line, circa 200m south of the access tunnel to the old (now demolished) Lafarge cement plant, that runs under the North Kent / Channel Tunnel rail-link railway lines.



Figure 3.23 Sawyer's Lake

Source: <https://twaps.co.uk/kent-fishing-waters/blue-lake-northfleet/>

3.7 Gravesend

- 3.7.1 Gravesend is an ancient town in northwest Kent, recorded as Gravesham in the Domesday Book of 1086, situated 35 km east of central London on the south bank of the Thames Estuary within the diocese of Rochester, it is the administrative centre of the Borough of Gravesham.
- 3.7.2 Gravesend railway station lies on the North Kent Line, and was opened in 1849. Until the building of Tilbury Docks, on the opposite side of the river, Gravesend was the Thames's first port of entry.
- 3.7.3 Although the town's economy continues to be connected with maritime trade, since the 19th century other major employers have been the cement and paper industries.
- 3.7.4 Gravesend today is a commercial and commuter town, with its own retail centre. From its origins as a landing place and shipping port, Gravesend gradually extended southwards and eastwards. Better-off people from London visited the town during the summer months; at first by boat, and then by railway. More extensive building began after World War I; this increased after World War II, when many of the housing estates in the locality were built.



Figure 3.24 Key Map

- 3.7.5 Gravesend's built-up areas comprise Painters Ash, adjacent to the A2; King's Farm (most of King's Farm estate was built in the 1920s); and Christianfields. The latter housing estate has been completely rebuilt over a 6-year project from 2007 to 2013.
- 3.7.6 The Riverview Park estate was built on the old RAF airfield in the south-east, in the 1960s, and Singlewell, adjacent to the A2 to the South. Local landmarks include Gravesend Town Pier, Royal Terrace Pier, Gravesend Clock Tower, Milton Chantry a Grade II* listed building and Gravesend's oldest surviving building from the early 14th century and Gravesend markets whose charter dates from 1268.
- 3.7.7 The Port of London Authority Control Centre is also headquartered in Gravesend.
- 3.7.8 The RNLI lifeboat station on Royal Terrace Pier, has become one of the busiest in the country.



Figure 3.25 Ariel View of Gravesend from North looking South

Source: Google Earth



Figure 3.26 Gravesend Town Pier

Source: <https://www.pinterest.co.uk/pin/26951297740743653/>

3.8 Tilbury

- 3.8.1 Tilbury is a town to the east of the Swanscombe Peninsula on the north side of the River Thames within the unitary authority of Thurrock in the county of Essex. The present town was established as a separate settlement in the late 19th century, on land that was part of Chadwell St Mary. Its counterpart on the south bank of the River Thames, Gravesend, has long been an important communications link, with a cross-river ferry at this narrow point in the river.
- 3.8.2 In addition, Gravesend and Northfleet both became vitally important to shipping on the Thames, the former as first port of call for foreign shipping bound for London, and the latter as a naval dockyard.
- 3.8.3 There is archaeological evidence of Roman occupation where sea-levels had dropped, making the marshes habitable. There may also have been a Roman settlement on the site of what is now Tilbury Docks. In the 12th century the river, which had hitherto consisted of difficult channels with uncharted shoals, was changed by the process of embanking the river and enclosing areas of marsh. This improved the river's flow and land resources on the marsh. It was nevertheless an unhealthy place in which to live.



Figure 3.27 Key Map

- 3.8.4 In 1852 an Act of Parliament had authorised the building of the London Tilbury and Southend Railway (LTSR), with a short spur to take advantage of the ferry over the Thames; a pier nearby was constructed for the steamboat traffic. The station was originally named Tilbury Fort and opened in 1854. The station was renamed Tilbury Riverside railway station in 1936. A few houses were built for railway workers, but it was not until the construction of Tilbury Docks that there was any settlement worthy of a name.
- 3.8.5 Whilst the docks were being built, thousands of workers were either provided with temporary accommodation or commuted from surrounding villages and towns. As a result of overcrowding, more permanent housing was built once the docks were completed, including tenement blocks; but these were poorly constructed, and until the formation of Tilbury District Council the town was in a poor state, as it largely remained until 1918, when government funds were made available for improvements.



Figure 3.28 Ariel View of Tilbury from South looking North

Source: Google Earth

- 3.8.6 The Port of Tilbury handles a variety of bulk cargo, timber, cars and container traffic, and remains, along with Southampton and Felixstowe, one of Britain's three major container ports. It is the main UK port for importing paper and newsprint. The one-time passenger landing stage was reopened by the Port of Tilbury group as the London Cruise Terminal, though it is no longer served by the railway.
- 3.8.7 Thurrock Council and Kent County Council subsidise the ferry between Tilbury and Gravesend, which was operated by Lower Thames & Medway Passenger Boat Company and now by Jetstream Tours. Tilbury Town railway station is on the c2c (London, Tilbury and Southend) rail route. Tilbury Riverside railway station was closed on 29 November 1992, although the railway still serves the nearby container depot.



Figure 3.29 Tilbury Riverside Station - Site Image

3.9 Grays

- 3.9.1 Grays is the largest town within the unitary authority of Thurrock in Essex, and one of Thurrock's traditional (Church of England) parishes.
- 3.9.2 The town, on the north bank of the River Thames, is approximately 32 km to the east of central London, and 3.2 km east of the M25 motorway.
- 3.9.3 Its economy is linked to Port of London industries, its own offices, retail and the Lakeside Shopping Centre at West Thurrock.
- 3.9.4 Grays railway station runs through the centre of the built-up core and is served by c2c services to London Fenchurch Street to the west and Shoeburyness to the east.
- 3.9.5 Parts of Grays and Chafford Hundred are set within three Victorian chalk pits; the largest two being the Lion Gorge, and the Warren Gorge. Another area of the Chafford Hundred residential development is built on a Victorian landfill site.

- 3.9.6 Local sites of interest include the Thameside Theatre, the Thurrock History Museum, Grays Beach and the now-disused State Cinema.



Figure 3.30 Key Map



Figure 3.31 Aerial View of Grays from South looking North

Source: Google Earth



Figure 3.32 Grays Yacht Club

Source: <https://www.homesandproperty.co.uk/area-guides/uk-areas/top-20-commuter-homes-hotspots-for-priced-out-londoners-41606.html>

3.10 Community Assets

3.10.1 Within the Order Limits there are various Scheduled Monuments, Listed Buildings and Sites of Special Scientific Interest (SSSI).

3.10.2 Four Scheduled Monuments lie within the Order Limits :

- Palaeolithic sites near Baker's Hole, National Heritage List for England and SSSI;
- Neolithic sites near Ebbsfleet;
- Springhead Roman Site - partially within the southern edge of the Site and
- Medieval Woodland Boundary in Darenth Wood - partially within the western edge of the Site.

3.10.3 The following listed buildings are within the Order Limits :

- Grade II* listed Riverside Station, including floating landing stage, Tilbury;
- Grade II* listed The London Cruise Terminal building, Tilbury;
- Grade II listed Swanscombe Cutting Footbridge Crossing A2(T) east of A296 Junction and
- Grade II listed Boundary Stone, Ingress Park.

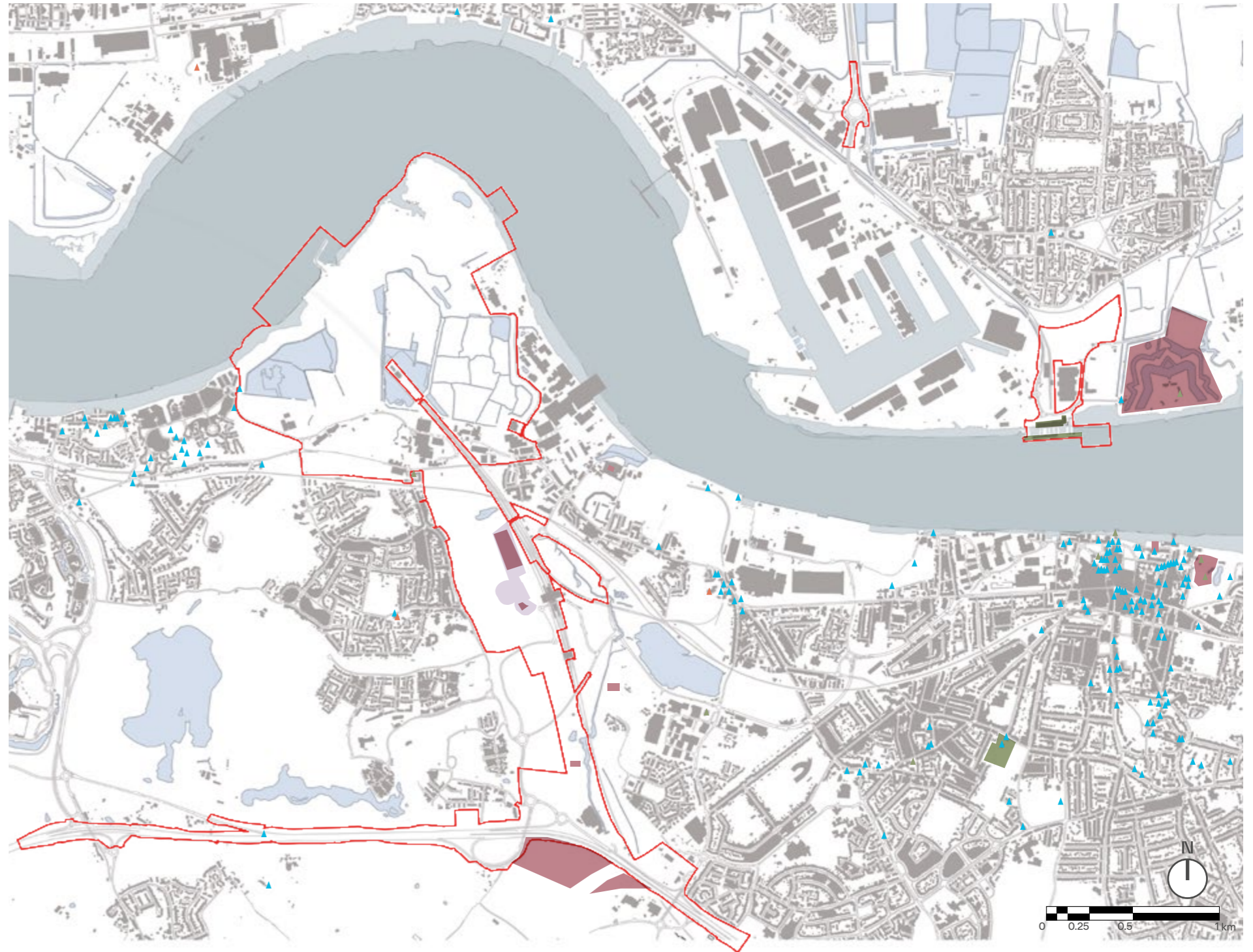


Figure 3.33 Heritage and Listed Buildings Map

- Key
- Order Limits
 - Scheduled Monuments
 - Listed Buildings I
 - ▲ Listed Buildings II
 - ▲ Listed Buildings II*
 - Site of Special Scientific Interest (SSSI)

3.11 Heritage and Listed Buildings

3.11.1 Kent Project Site

- 3.11.1.1 The Kent project site has its built form focussed on the centre of the Swanscombe Peninsula, and is largely buffered from surrounding communities to the south east and west.
- 3.11.1.2 Conservation areas, listed buildings and locally important buildings will be divorced from the built form of The London Resort by substantial distance and the very effective barriers formed by the chalk cliffs, chalk spines, chalk pits, the London Road and the local railway line.
- 3.11.1.3 The salt marshes, flood defences, mud flats and the River Thames create significant separation to the north. However, given the prominent nature of the peninsula, wrapped on two sides by the open character of the River Thames, it will enjoy a presence in distant views, principally from the east, north and west, and particularly in river prospects.
- 3.11.1.4 The character of the River Thames is therefore an important consideration. Many of the local towns on both banks of the estuary, have evolved to serve large commercial uses fronting the river, with large scale built form embraced by their respective communities a defining characteristic of these communities and the River Thames.
- 3.11.1.5 In this respect the character and appearance of The London Resort will be in keeping with the character of the River Thames estuary, an appropriate scale and use and an ideal opportunity to re-create a focus for the surrounding communities.

Key

- Order Limits
- Scheduled Monuments
- Listed Buildings II
- Listed Buildings II*
- Site of Special Scientific Interest (SSSI)
- Land features
- 01 Garden Bridge, Ingress park
- 02 Marshes
- 03 Salt Marshes
- 04 Chalk Cliffs
- 05 Church of All Saints
- 06 Palaeolithic Sites near Bakers Hole
- 07 Palaeolithic Sites near Bakers Hole
- 08 Neolithic Sites near Ebbsfleet
- 09 Neolithic Sites near Ebbsfleet
- 10 Springhead Roman Sites
- 11 London Cruise Terminal, Tilbury
- 12 River Station, including the floating landing stage
- 13 Tilbury Fort

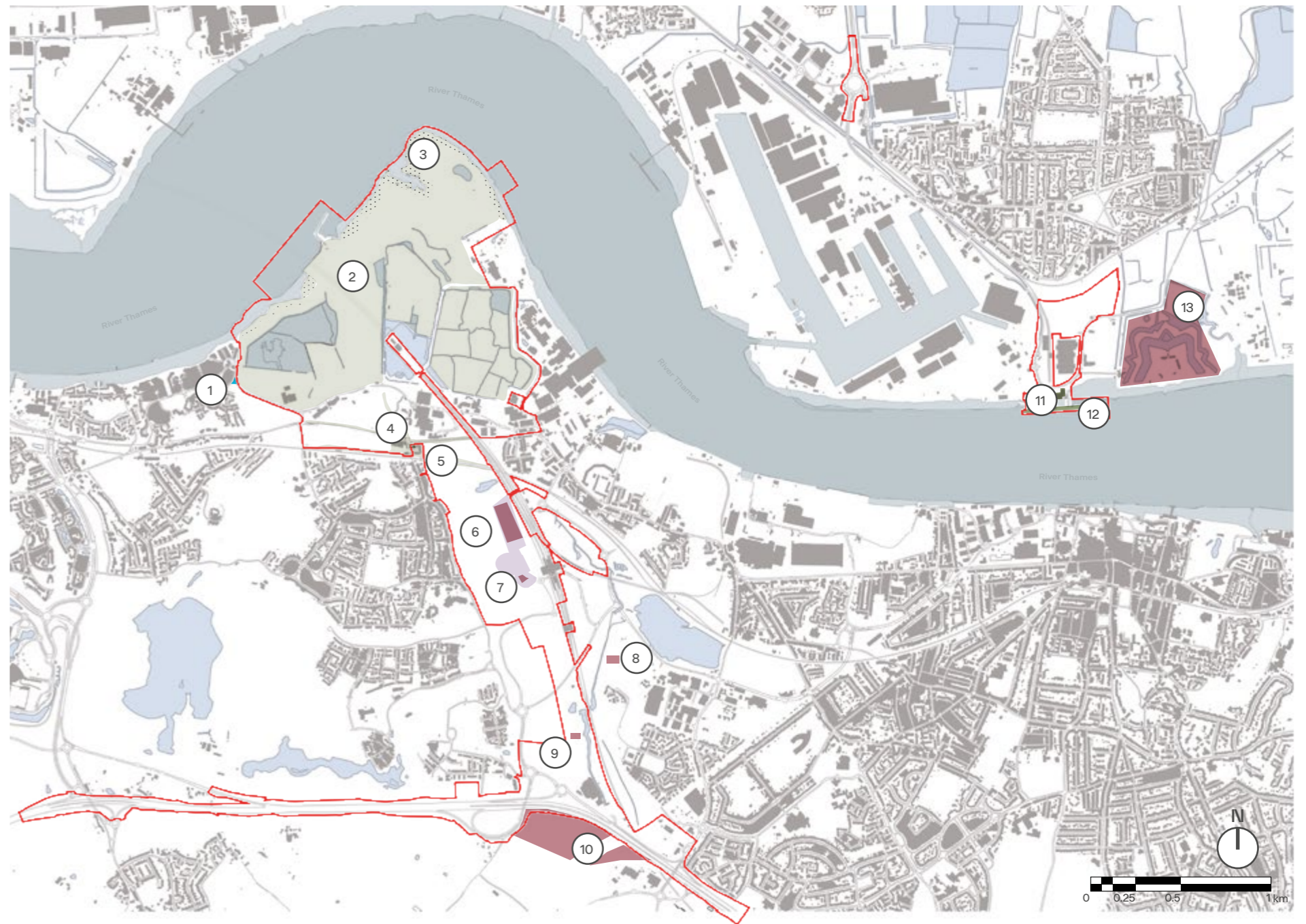


Figure 3.34 Community Assets map

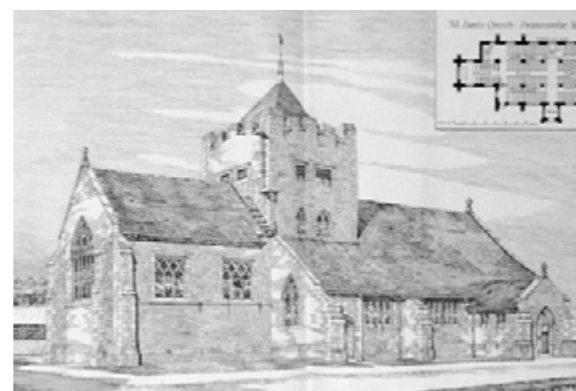


Figure 3.35 All Saints Church
Source: EDP



Figure 3.36 Palaeolithic Sites near Bakers Hole
Source: https://www.researchgate.net/figure/Levallois-lakes-from-Bakers-Hole-A-British-Museum-1915-1-1-15-B-miss-struck_fig4_248606523



Figure 3.37 Springhead Roman Sites
Source: <http://www.northfleetharbour.org.uk/past/>

3.11.2 Essex Project Site

- 3.11.2.1 The Essex Project Site to the east of the Swanscombe Peninsula and on the east side of the Port of Tilbury is very different. The proposed London Resort Tilbury Ferry Terminal will be located within the former Grade II * listed Tilbury Riverside Station and associated floating landing stage.
- 3.11.2.2 Originally completed in 1924 to designs by Sir Edwin Cooper for the Port of London Authority in a neo-Georgian style, it comprises Railway station and baggage hall, ticket office, and floating landing stage.
- 3.11.2.3 The complex closed in 1990, but re-opened in 1995 for leisure cruise use and is currently in part time use as a baggage handling facility for the London Cruise Terminal to the west.
- 3.11.2.4 The former Railway Station is also of historic interest, being the docking location in 1948 of the SS Empire Windrush, generally accepted to have been the first ship to bring a large group of 500 migrants from the Caribbean, invited to the United Kingdom in response to labour shortages in the post-war years.
- 3.11.2.5 The first riverside station at Tilbury was built as part of the London Tilbury and Southend Railway in 1854 with a landing stage facility to enable passengers to join ferries or passenger liners. After the First World War, it was decided to make Tilbury the centre of passenger operations in London.

- 3.11.2.6 The landing stage incorporated a floating platform which projected 370ft into the river, rising and falling with the tide. Prior to this, passengers were conveyed between ship and shore by a small private vessel.
- 3.11.2.7 At the western end of the landing stage, a two-storey building was constructed to house customs and immigration functions as well as a waiting room and passenger facilities.
- 3.11.2.8 The landing stage was officially opened in 1930 by the then Prime Minister, J Ramsey MacDonald.
- 3.11.2.9 A large baggage hall and new riverside station were also constructed to the designs of Sir Edwin Cooper and for many travellers these handsome neo-Georgian buildings with their red-brick facades and grand proportions would have been their first and last sightings of England.
- 3.11.2.10 By the late 1950s preference for air travel meant that travel by sea soon went into rapid decline. By the early 1980s British Rail ended through rail services, and in the 1990s the station was formally closed. The landing stage was re-opened in 1995 and refurbished for leisure uses and is now in part use to the west as the London Cruise Terminal, together with a landing for the Gravesend Tilbury ferry service at the east end of the pier.

- 3.11.2.11 The Riverside Station was first listed in December 1989. In May 2010, the complex was upgraded to Grade II*.



Figure 3.38 Tilbury Riverside Station

Source: <http://tott.org.uk/history/>



Figure 3.39 Tilbury Riverside Station

Source: EDP



Figure 3.40 Tilbury Riverside Station

Source: EDP

3.12 The River Thames

- 3.12.1 The River Thames at 215 miles (346 km), is the longest river entirely in England. The lower reaches of the river are called the Tideway, derived from its long tidal reach up to Teddington Lock. It rises at Thames Head in Gloucestershire, and flows into the North Sea via the Thames Estuary. Its tidal section has a rise and fall of 23 feet.
- 3.12.2 The River Thames has been an important artery and communication link since the end of the last ice age. Evidence of early settlements have been found all along its banks, typically focussing along the outer edges of bends in the river, where the ground is more stable and the river flows deeper, providing safe access for boats. The Peninsula's were therefore left less built up, the soft marshy ground formed by alluvial deposits providing less stable ground and the ever changing muddy banks unsuitable landing for larger craft.
- 3.12.3 With the industrial revolution, these largely empty peninsulas became attractive providing large swathes of land for industrial uses with their tall chimneys and large monolithic buildings sat in contrast to the lower scale towns and villages that grew up around them, providing important employment for the local community.
- 3.12.4 This created a distinctive language, with the industrial buildings forming distinctive landmarks and recognised waypoints for those navigating the river and surrounding communities.
- 3.12.5 By the 18th century, the Thames was one of the world's busiest waterways, with London the centre of the vast, mercantile British Empire. Over the next century the docks expanded in the Isle of Dogs and beyond.
- 3.12.6 Since World War II there has been a gradual decline of heavy industry along the banks of the River Thames, many of these peninsula's have had to reinvent themselves, embracing their location and visibility form the river, such as Canary Wharf or North Greenwich to the west, and the Swanscombe Peninsula faces the same challenges.
- 3.12.7 There is no defining architectural style, scale or datum established for buildings along this stretch of the river.

- 3.12.8 The London Resort will optimise the use of the River Thames transporting visitors and employees from central London and the Port of Tilbury to a new Ferry Terminal on the Swanscombe Peninsula. The renovation of Bell Wharf adjacent to the new ferry terminal will allow the majority of construction materials to be delivered by River together with the consolidated supply of bulk goods for the day to day needs of the Resort, significantly increasing river traffic and the use of this valuable and sustainable means of transport.

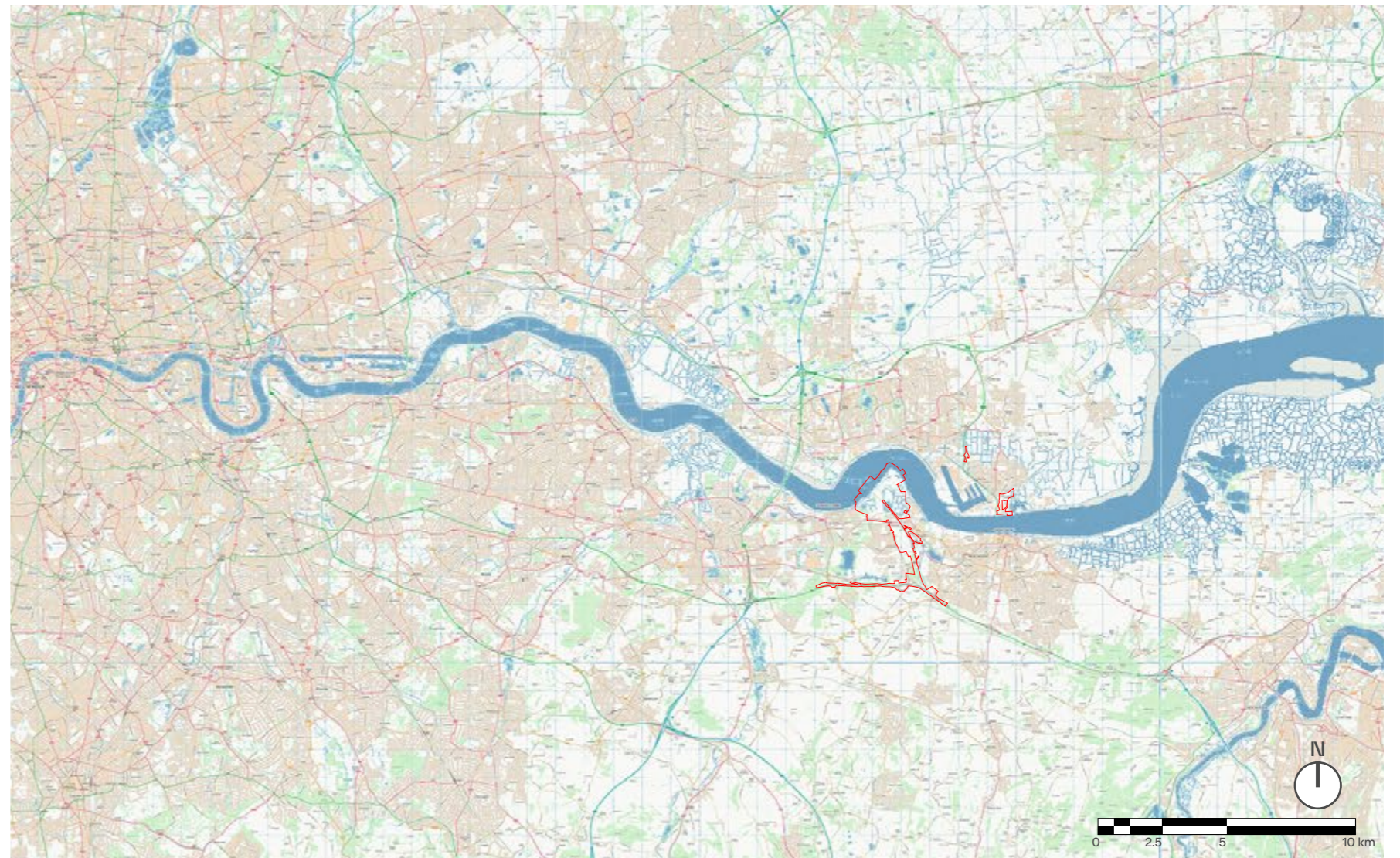


Figure 3.41 OS Map

3.13 Transport and Access

- 3.13.1 The Project Site enjoys excellent connections to a wide range of public transport options with links to the surrounding communities, London, its international airports, and Europe.
- 3.13.2 The Kent Project Site is highly accessible from the strategic road network, including the A2(T), M2, M25 and the Dartford Crossing and local road network provides access with an excellent local bus service called Fastrack. The site is well served by the local rail network with stations at Greenhithe, Swanscombe and Northfleet, with links between London and east Kent. Connections to London can also be undertaken within 17 minutes from Ebbsfleet International Station utilising High Speed 1, with the option to continue Journeys onwards to mainland Europe.
- 3.13.3 The Essex Project Site at Tilbury to the north of the River Thames is also well connected to the strategic road network, accessible from the M25, A13 and A1089. This site also enjoys an excellent connection to the local c2c rail network with stations at the Grays and Tilbury Town. The Essex Project Site also benefits from its proximity to several ports, including Tilbury, which provides commercial cargo services as well as vehicle and passenger services from the London Cruise Terminal.
- 3.13.4 The Lower Thames Crossing has been developed but there's not a time frame for the application. The Lower Thames Crossing which will be a dual bore tunnel under the River Thames to the east of Tilbury and Gravesend. This project would be the largest road infrastructure project in the UK since the M25.
- 3.13.5 In 2009 the North Kent Line was safeguarded as a potential extension of London Underground's Elizabeth Line (Crossrail) from Abbey Wood to Ebbsfleet.

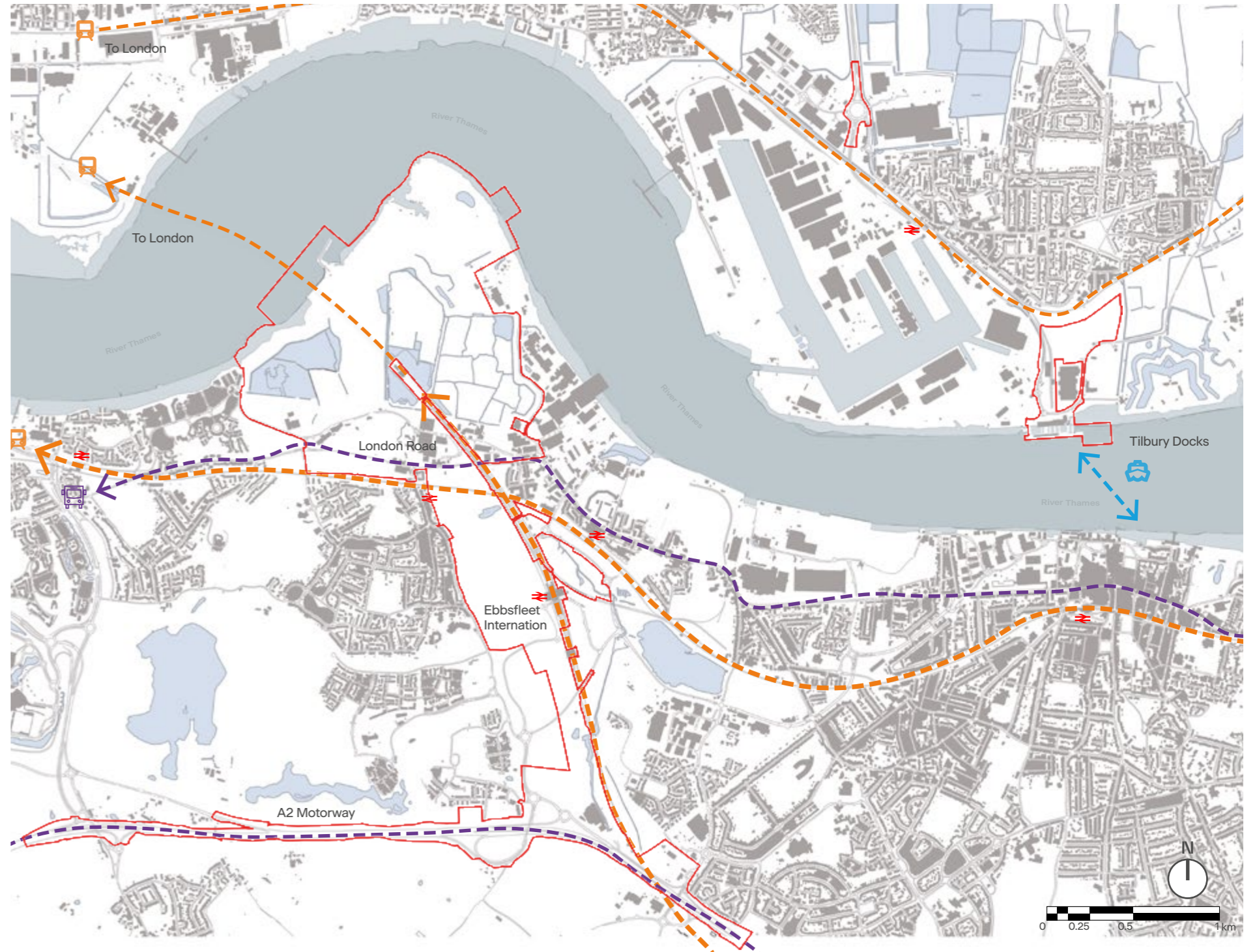


Figure 3.42 Transport and Access Map

Key	
	Order Limits
	Boat
	Train
	Bus

3.14 Existing Footpaths, Public Right of Way (PRoW) and Cycle Ways

- 3.14.1 The Kent Project Site enjoys access to an excellent network of public footpaths and cycle ways providing links between the communities of Greenhithe, Swanscombe and Northfleet and the Swanscombe Peninsula.
- 3.14.2 Public footpaths across the peninsula range from the more formal Public Rights of Way (PRoW) to less formal beaten paths, with scope to improve accessibility in general.
- 3.14.3 Swanscombe Peninsula is an expansive wetland park that consolidates Black Duck Marsh, Broadness Marsh and Botany Marsh into a coherent and valuable local and regional ecological resource with a variety of habitats including managed grasslands, marshes, reed beds and open water, supporting a variety of birds, invertebrates and plant species, including a number of endangered species.
- 3.14.4 The River Thames embankment also provides access to tidal mud flats, gravel beds and limited sandy beaches. All of these are important assets for the local community to enjoy a bracing walk, views of the River Thames and a diverse range of wildlife including seasonal migratory birds.
- 3.14.5 Emerging development including plans for Ebbsfleet Garden City also offers new opportunities for links, connections and permeability to create a more cohesive whole, linking communities.
- 3.14.6 The Swanscombe Peninsula is also part of an expanding network of parks, landscapes, and range of facilities in which to exercise, play, relax, create, engage, celebrate and come together as a community.

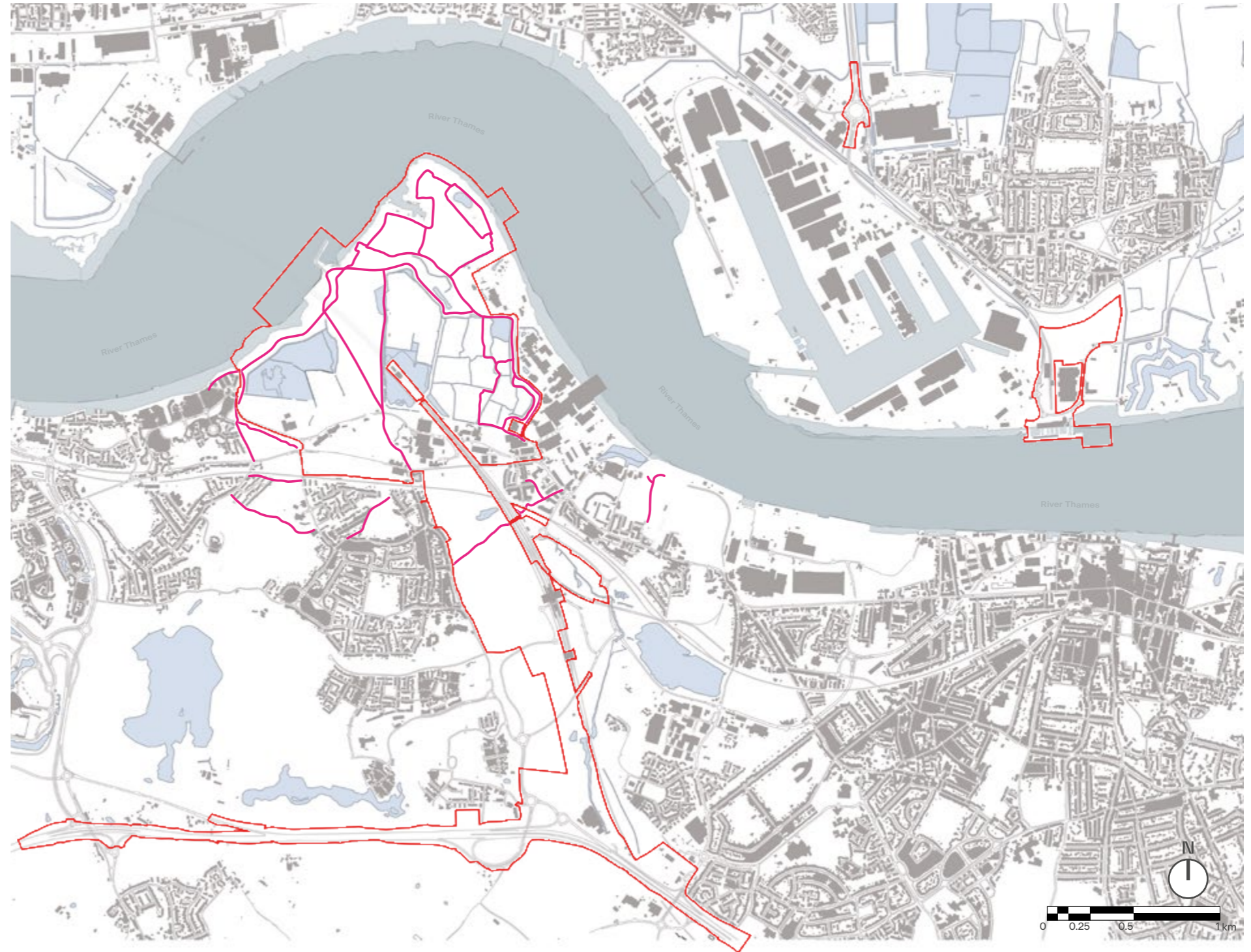


Figure 3.43 Existing Footpaths, Public Right of Way & Cycle Ways Map

Key

- Order Limits
- Pedestrian and cycle routes

3.15 Land Use

- 3.15.1 There are a diverse mix of land uses contained within the Order Limits.
- 3.15.2 This includes marshes and wildlife habitats which have taken over from the former Cement industry on the peninsula, industrial land including Manor Way, Kent Kraft, Rod End and Northfleet Industrial Estates, historic chalk pits that are no longer in beneficial use, together with a network of major and minor public roads, private service and access roads, flood defences, public footpaths and cycle ways.
- 3.15.3 The adjacent map highlights the location of the various functions within the Order Limits.

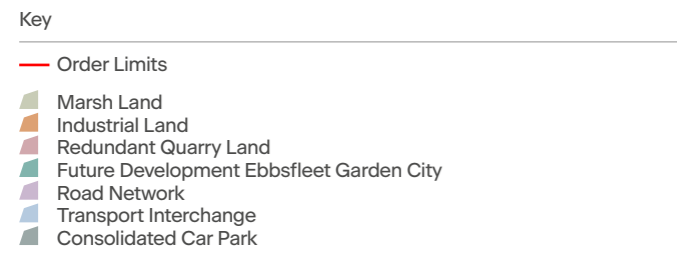
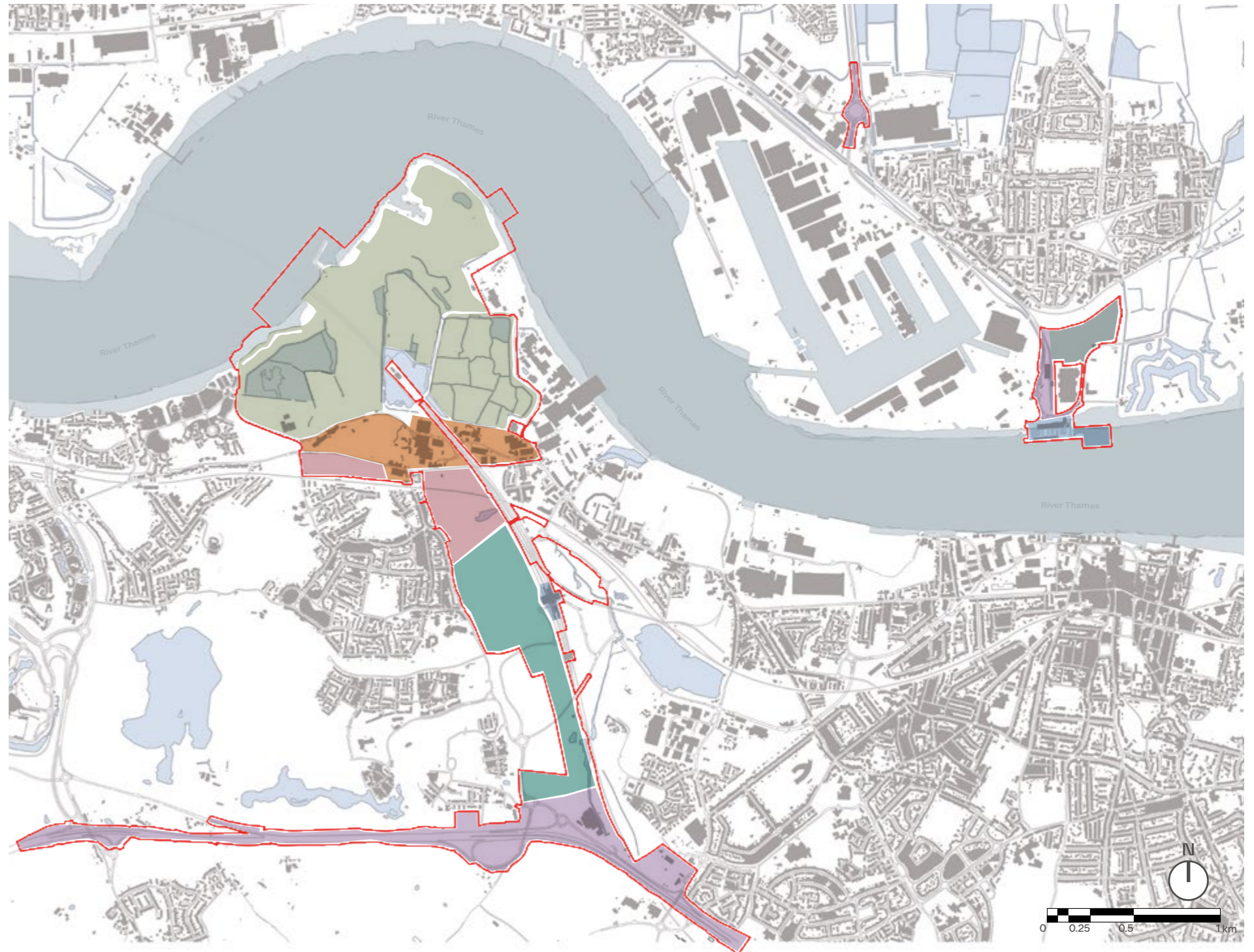


Figure 3.44 Land Use Map

3.16 Existing Infrastructure

- 3.16.1 The Swanscombe Peninsula accommodates a wide range of existing infrastructure.
- 3.16.2 The routes to many of these facilities on the peninsula in particular are informal including footpaths and unmade roads or tracks which will need to be maintained or diverted as part of the development.



Figure 3.45 Existing Infrastructure Map

- Key
- Order Limits
 - 01 White's Jetty and Bell Wharf
 - 02 400KW Thames Crossing, Kent Tower (Pylon)
 - 03 MET Office Weather Station and Broadness Creek Cruising Club
 - 04 Water Treatment Facility and Leachate Treatment Plant
 - 05 HS1 Tunnel
 - 06 Manor Way Business Park
 - 07 Ebbsfleet Car Park
 - 08 Ebbsfleet International Station
 - 09 Sewage Works
 - 10 A2
 - 11 Tilbury Floating Landing Stage
 - 12 Riverside Station
 - 13 London Cruise Terminal
 - 14 ASDA Roundabout

3.16.3 Gravesend-Broadness Met Office Weather Station

3.16.3.1 Operations at the station, originally located adjacent to the north east corner of Broadness Creek, ceased at the end of August 2018. Data had been recorded from the site since September 15 1995.

3.16.3.2 The unmanned facility gained a degree of notoriety when it recorded the highest UK temperature for October at 29.9°C on the 1st October, 2011.

3.16.4 Broadness Point Navigation Radar

3.16.4.1 Broadness is recognised as one of the most dangerous bends on the River Thames with interference from shore structures rendering the radar plotting of targets unreliable. The Radar Station forms part of a network of similar facilities that cover the navigation channels on the River Thames.

3.16.4.2 The facility is located within a fenced enclosure at the north east end of Broadness Creek on the north west tip of the Swanscombe Peninsula.

3.16.5 Broadness Water Treatment Works

3.16.5.1 The Water Treatment works comprise three lined ponds located on the north east tip of the peninsula for the treatment of leachate that arises from the former cement works on the Swanscombe Peninsula, before being safely discharging into the River Thames.



Figure 3.46 MET Office Weather Station and Broadness Creek Cruising Club

3.16.6 Broadness Point Light (Navigation Beacon)

3.16.6.1 Between Greenhithe and Northfleet the River Thames makes a loop around Swanscombe Marshes and the Broadness Lighthouse guides vessels from St. Clement's Reach into Northfleet Hope. It was established in 1885 but a new light tower was erected in 1975 which was converted to electricity in 1981. Although today at 43 feet high it shows a light visible for 12 miles the future of Broadness Point Light and others looks uncertain as they become unstable through continued river erosion.

3.16.7 National Grid Power Lines

3.16.7.1 The 400 kVA Thames Crossing is an overhead power line crossing of the River Thames, between Botany Marshes in Swanscombe, Kent, and West Thurrock, Essex. The present crossing was built in 1965, and comprises two 190-metre (623 feet) tall lattice towers each side of the Thames, the tallest electricity pylons in the UK, spanning 1,372 metres (4,501 feet). The minimum height of the conductors over the river is 76 metres (249 feet). Each tower has three crossarms and carries two circuits of 400 kVA three-phase AC.



Figure 3.47 Broadness Water Treatment Facility and Leachate Treatment Plant

3.16.8 Bell Wharf and White's Jetty

3.16.8.1 These facilities were used for the shipping of cement and have lain dormant since the closure of the cement works.

3.16.8.2 Bell Wharf dates back to the Victorian era and facilitated the first major exports of cement from the area. White's Jetty was a later addition served by a railway network that connected with the lime quarry and Cement Kilns.

3.16.9 Industrial Land

3.16.9.1 A mixture of light and heavy industrial land bounds the eastern and southern boundary of the peninsula accommodating a wide variety of facilities including Gill Aggregates, Cemex, Britannia Refined Metals and Seacon Terminals Limited to the east and Northfleet Industrial Estate and Manor Way Industrial Estate to the south with recycling facilities, car breakers yards and a variety of smaller businesses.

3.16.10 Cement Works

3.16.10.1 The former cement works has left a legacy on the site including spoil heaps of Cement Kiln Dust (CKD), and waste material from the paper industry, with contaminated bodies of open water.

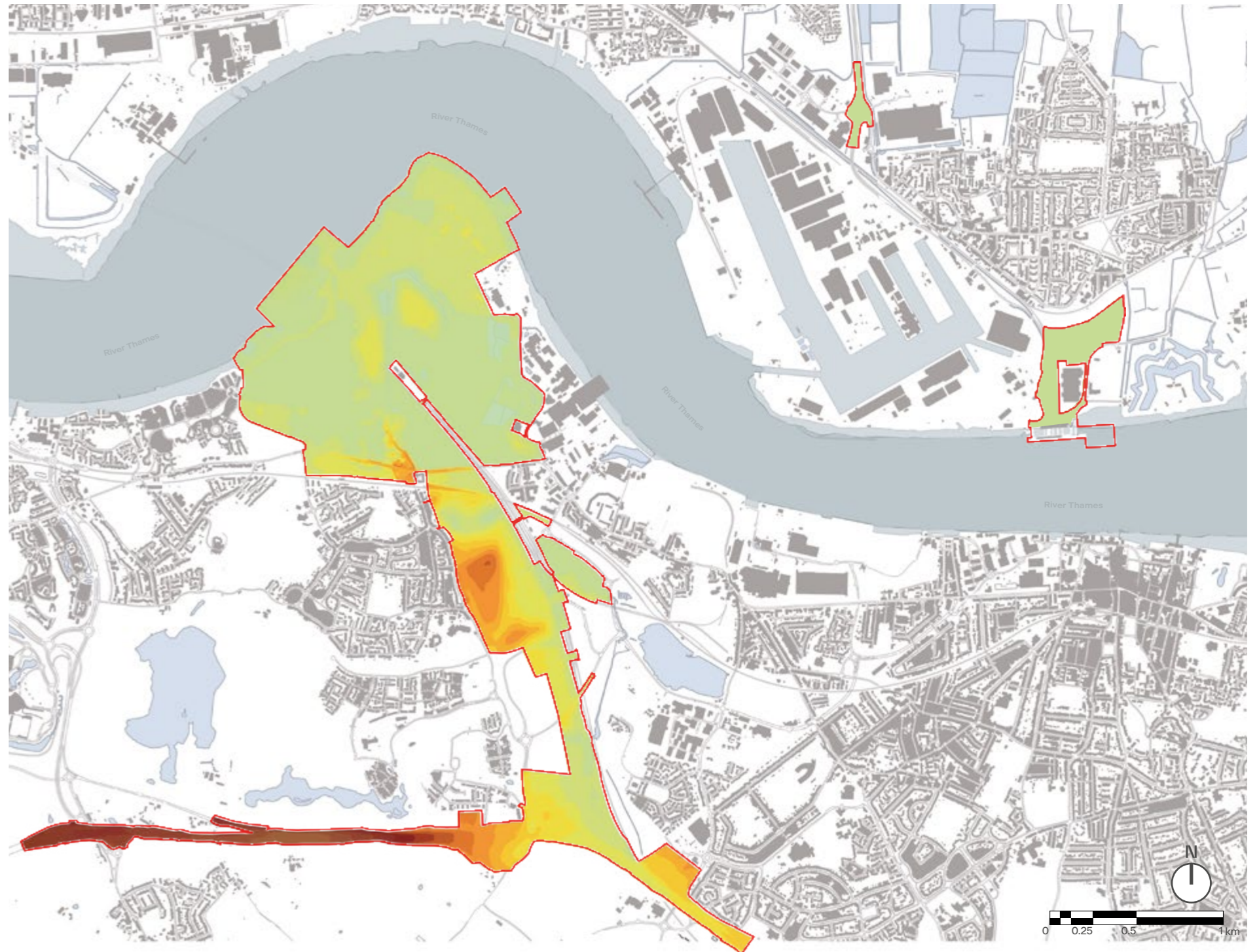
3.16.10.2 In addition recent industrial enterprises including car breakers yards have added to the problem with petrochemicals seeping into the ground.



Figure 3.48 Manor Way Business Park

3.17 Topography and Geology

3.17.1 This map illustrates the changes in levels that occur across sites within the Orders Limit. This information is based on the Environmental Impact Assessment Chapter 18 – Soils, hydrogeology and ground conditions (document reference 6.1.18).



Key

— Order Limits	■ 35-40m AOD
■ <=0m AOD	■ 40-45m AOD
■ 0-5m AOD	■ 45-50m AOD
■ 5-10m AOD	■ 50-55m AOD
■ 10-15m AOD	■ 55-60m AOD
■ 15-20m AOD	■ 60-65m AOD
■ 20-25m AOD	■ 65-70m AOD
■ 25-30m AOD	■ >70m AOD
■ 30-35m AOD	

Figure 3.49 Topography & Geology Map

- 3.17.2 Swanscombe Peninsula has an irregular topography that is the result of a long history of mineral extraction and the more recent cement works and the High Speed 1 tunnelling.
- 3.17.3 These activities modified the natural landscape creating interesting features including chalk cliffs, chalk pits set within an undulating landscape.
- 3.17.4 The peninsula was also used as a repository for dredged material from the River Thames, Cement Kiln Dust (CKD), waste material from the printing industry and the backfilling of former chalk pits with material arising from the excavation of the High Speed 1 tunnel underneath the River Thames.
- 3.17.5 Two raised areas of tipped material rise to circa 13m above ordnance datum (AOD). A large part of the north of the Peninsula has been raised from an assumed original height of circa 3 m AOD to circa 8.75 m AOD.
- 3.17.6 Where it meets the River Thames, the peninsula is surrounded by flood defence embankments and terraces that rise to approximately 6.0 m AOD. Existing areas of salt marsh are also found at the base and landward side of the flood defences.

- 3.17.7 The London Road junction with Pilgrims Way is one of the highest points on the site at circa +29m AOD. Topography within the Craylands Pit and the Sports Ground Pit is relatively flat at +10m AOD and +7m AOD, respectively.
- 3.17.8 Towards the south within the area between Bamber Pit and the A2 (T) junction levels vary between +3m AOD to +40m AOD.
- 3.17.9 In terms of its underlying geology, the Kent Project Site lies in the eastern part of the London Basin, which is underlain by chalk. This chalk is designated by the Environment Agency as a principal aquifer and is the main source of potable water in the area. The majority of the Kent Project Site thus lies within a groundwater Source Protection Zone (SPZ). The peninsula itself is overlain by alluvium, comprising silts, sand, gravel and clays.



Figure 3.50 Craylands Pit



Figure 3.51 Pilgrims' Way



Figure 3.52 Bamber Pit

3.18 Flood Risk and Climate Change

- 3.18.1 The Kent Project Site is located across all three of the Environment Agency Flood Zones and benefits from existing flood defences.
- 3.18.2 The northern part of the Swanscombe Peninsula is located within Flood Zone 2 with a large band across the centre of the Peninsula located within Flood Zone 3. The Access Corridor is located almost entirely within Flood Zone 1.
- 3.18.3 The Swanscombe Peninsula has existing flood defences which range in crest level from circa 6.2m AOD along the western shore of the Peninsula to circa 8.8m AOD along the northern shore.
- 3.18.4 These flood defences generally comprise earth berms constructed largely around the perimeter of the Peninsula, with Cement Kiln Dust (CKD) cores.
- 3.18.5 Adjacent to Bell Wharf and White's Jetty on the north west shore of the peninsula, the flood defences comprise concrete flood walls with flood gates provided for access.
- 3.18.6 The Essex Project Site is located entirely within Flood Zone 3, and also benefits from flood defences which range in crest level from circa 6.48m AOD to circa 6.71m AOD. The defences in this location are predominantly flood walls with flood gates for access. The existing flood defences are tied into the terminal buildings at the Jetty.
- 3.18.7 With the effects of climate change becoming more apparent, enhancements will be required to enhance flood defences in locations on both sides of the River Thames.
- 3.18.8 Please refer to the Environmental Impact Assessment Chapter 17 – Water resources and flood risk (document reference 6.1.17) for more information.

- Key
- Order Limits
 - - - Flood Defence
 - Flood Zone 2 - Medium risk
 - Flood Zone 3 - High Risk
 - Flood Storage Area
 - ∖ Areas benefiting from flood defences

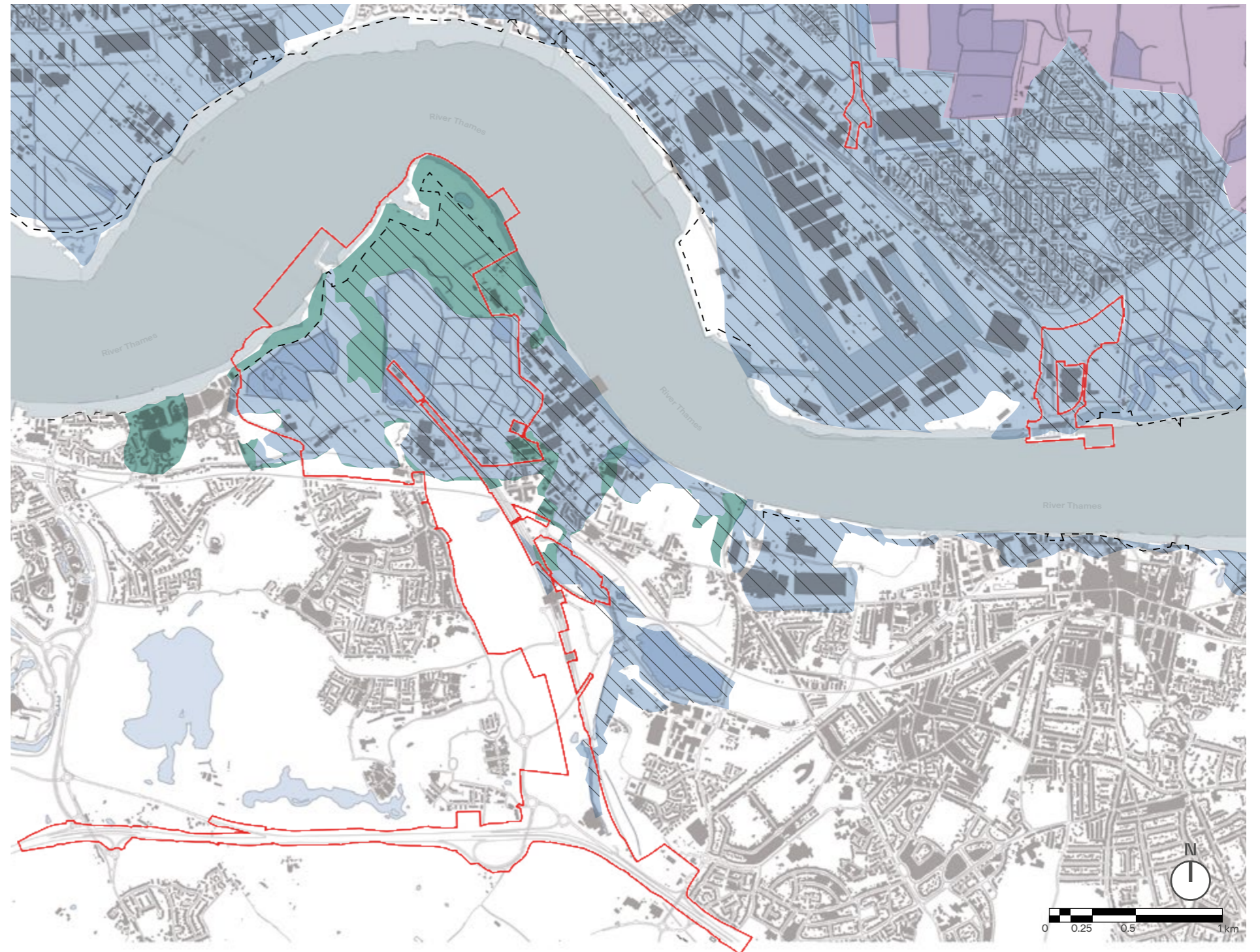


Figure 3.53 Flood Risk & Climate Change Map

3.19 Watercourse and Drainage

- 3.19.1 Following the closure of the former cement works and the removal of associated structures, the Kent Project Site has remained largely undeveloped, with areas of concrete hard standing surrounded by marsh habitat.
- 3.19.2 Botany Marsh is located to the east, and Black Duck Marsh on the West. Broadness Salt Marsh on the northern top of the peninsula is no longer a salt marsh as its levels were raised when material from dredging the River Thames and Cement Kiln Dust (CKD) were deposited there, although it does have areas of saltmarsh on the banks of the River Thames.
- 3.19.3 There is an existing river, referred to as the Swanscombe Channel, which bisects the site running broadly south to north. Water flow into this 'river' is largely from the drainage of the impervious concrete hard standing from previous industrial land on the peninsula.
- 3.19.4 Surface water from the Kent Project Site is drained via a series of manmade ditches into the marsh areas, and culverts allow this flow into the River Thames. A pumped outfall at the northern end of Swanscombe channel discharges water into the Thames during a tidelock scenario, to ensure that the High Speed 1 tunnel does not flood.
- 3.19.5 The Essex site is predominantly hard landscape with an existing Sustainable Drainage System (SuDS). Surface water is drained via sub-surface drainage network to the River Thames.
- 3.19.6 Botney Channel, also known as East Tilbury Dock Sewer, runs adjacent to the Essex site and outfalls into the River Thames.
- 3.19.7 Please refer to the Environmental Impact Assessment Chapter 17 – Water resources and flood risk (document reference 6.1.17) for more information.

- Key
- Order Limits
 - - - Main River (EA) - Culverted
 - Main River (EA) - Open Channel
 - - - Ordinary Watercourse - Culverted
 - Ordinary Watercourse - Open Channel
 - Approx. Culvert Outfall Locations

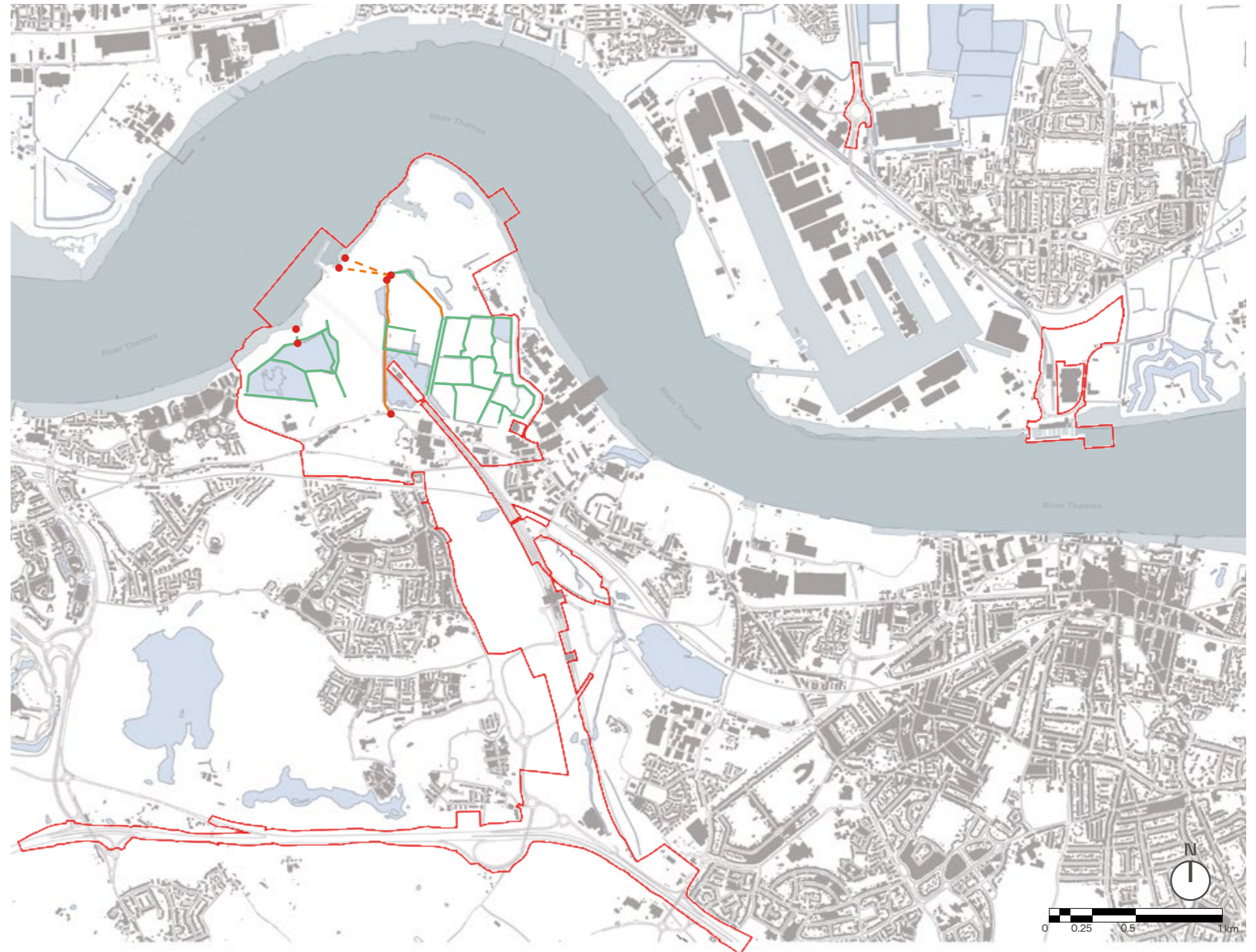


Figure 3.54 Watercourse and Drainage Map

3.20 Landscape Features and Ecology

- 3.20.1 The Swanscombe Peninsula supports extensive areas of marshland including Black Duck Marsh, Botany Marsh. Broadness Marsh at the northern tip of the peninsula was historically a saltmarsh, but now has a raised terrain as a result of the cement industry tipping and the deposition of river dredgings. Broadness and Botany Marshes are bordered in part by industrial uses.
- 3.20.2 Natural habitats on the Kent Project Site include patches of woodland, scattered areas of scrub and improved and semi-improved grassland. Wetland habitats include wet grasslands at Black Duck Marsh and grazing marsh and reed beds in Black Duck and Botany Marshes, with ponds of standing open water and drainage ditches. There are also fragments of saltmarsh and mudflats within the flood defence embankments.
- 3.20.3 The Essex Project Site does not contain any international or national wildlife designations. Part of the Ebbsfleet Marshes Local Wildlife Site (LWS TQ 619738), which includes wet woodland and reed beds, is located in the Ebbsfleet Valley section of the Kent Project Site. For further detail refer to the Environmental Impact Assessment Chapter 11 – Landscape and visual effects (document reference 6.1.11).

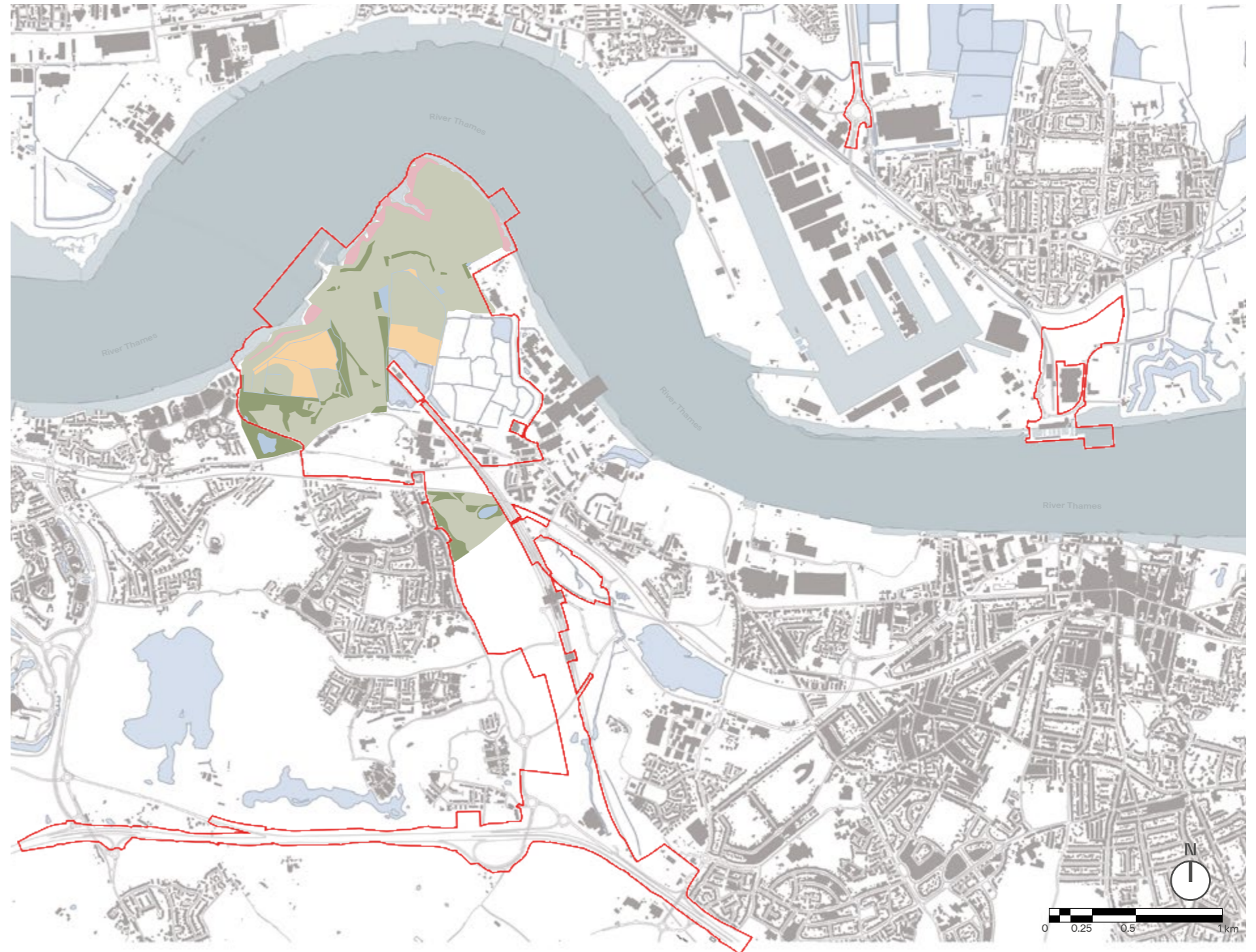


Figure 3.55 Landscape Features and Ecology Map

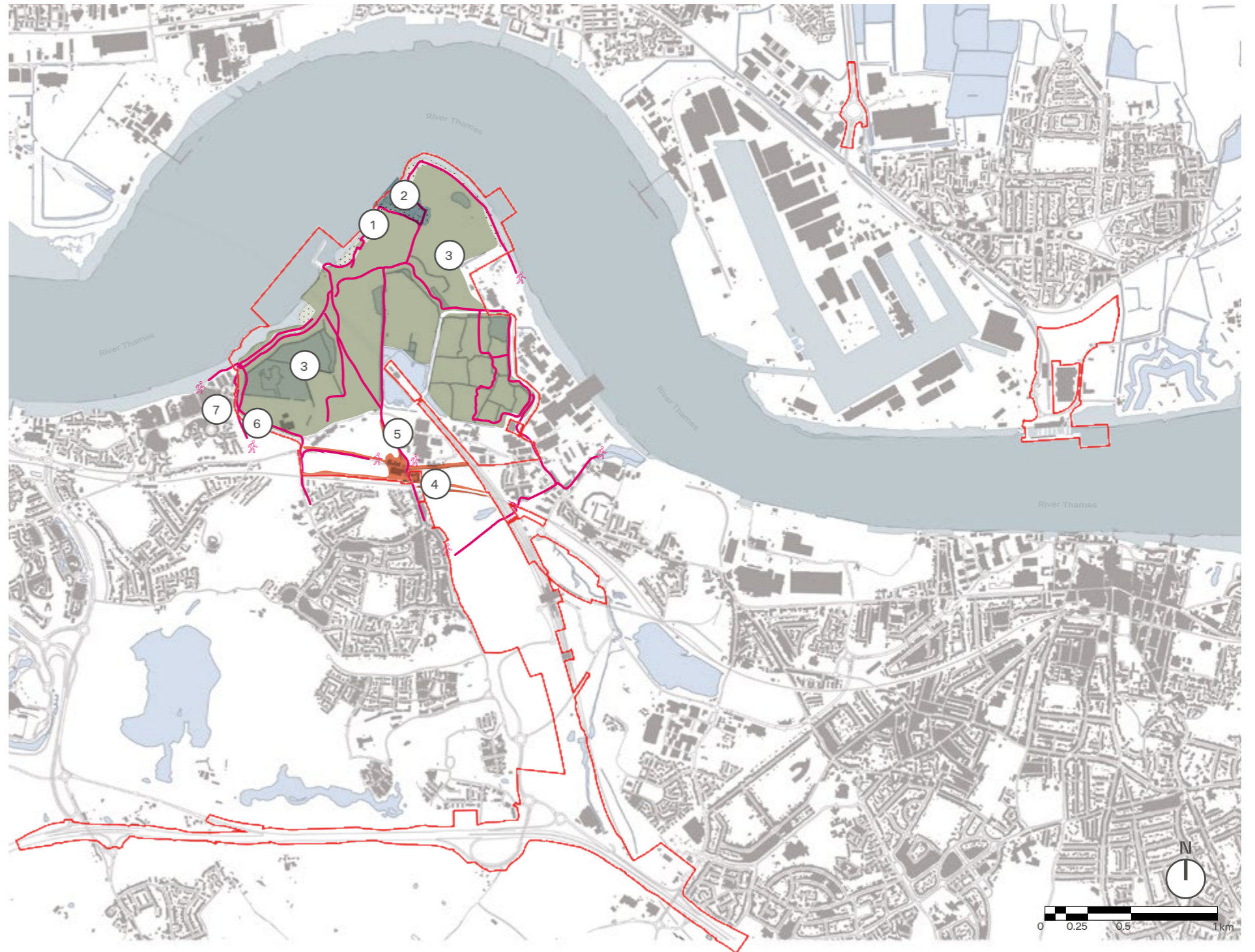
Key

- Order Limits
- Woodland and Dense Scrubs
- Grassland and Early Successional/Ruderal
- Reedbed
- Saltmarsh
- Standing Water and Ditches

3.21 Interfaces

3.21.1 The Swanscombe Peninsula currently accommodates a wide variety of uses and interests.

3.21.2 The developing masterplan has been mindful of existing amenities and their relationship with the local community, and works that may be carried out to enhance or complement them.



Key

- Order Limits
- Broadness Cruising Club
- Salt Marshes
- Chalk Cliffs
- Pedestrian Routes
- 01 Broadness Cruising Club
- 02 Salt Marshes
- 03 The Marshes
- 04 Chalk Cliffs
- 05 Pilgrims Way
- 06 Lover's Lane
- 07 Ingress Park

Figure 3.56 Interfaces Map

3.21.3 The Marshes

- 3.21.3.1 There are three interconnected marshes that wrap around the perimeter of the Swanscombe Peninsula, Black Duck Marsh to the west and Broadness Salt Marsh to the north enjoying significant river frontage, with Botany Marsh to the east sandwiched between industrial uses fronting the River Thames to the east and the former cement works towards the centre of the peninsula.
- 3.21.3.2 These are popular destinations for the local community to go for walks and for those who are interested in the rich and diverse wildlife habitat, flora and fauna that can be found there.
- 3.21.3.3 They are largely unmanaged and in decline as the character of the area changes over time. The marshes would benefit from management to enhance this important wildlife habitat with improved but controlled permeability and access for the public, balancing their enjoyment of this unique landscape with the need to protect the habitat, flora and fauna.

3.21.4 Pilgrims Way

- 3.21.4.1 An historic route runs across the peninsula, used from medieval times as a pilgrim's route to Swanscombe Church and the shrine of St Hildefirth. It was served by a ferry from the tip of the peninsula across the Thames from Grays, Although the ferry finally ceased operation in the mid 19th century, remnants of the route remain. Most notably as a public footpath which runs from the top of Swanscombe High Street, down a dramatic chalk spine between two former quarry sites and out across Swanscombe Marshes.



Figure 3.57 The Marshes

3.21.5 Broadness Cruising Club

- 3.21.5.1 Broadness Creek is home to the Broadness Cruising Club, the boat club has been here for decades and the boating community even longer. In places it is in need of care and attention, but nevertheless it makes a valuable contribution to the boating community on the River Thames. The creek also has a usable slipway capable of launching boats by trailer. The history of boating at Broadness goes back centuries, with Roman finds in the creek entrance, and ancient roads that spread across the peninsula. Pilgrims Way and Manor Way originally linked to branches of the creek and there is evidence of drawdocks in places, with a stone causeway that also runs to the lowest Spring tide.
- 3.21.5.2 The surviving part of the creek owes its existence to Broadness Cruising Club, the neighbouring cement works filled in significant parts of the creek and it was only the presence of the boating club that helped keep this last modest section open. The tidal nature of the creek helps to create and sustain valuable saltmarsh, mud flats and wildlife zones adjacent to the boat club.

3.21.6 Lovers Lane

- 3.21.6.1 Lovers Lane connects Black Duck Marsh to London Road and the route includes substantial remains of an unlisted 18th Century Ha-Ha running from the former estate to the mansion house that preceded the current Ingress Abbey. This feature was at times thought to be a sea wall despite the loose mortar and rough flints used in its construction.

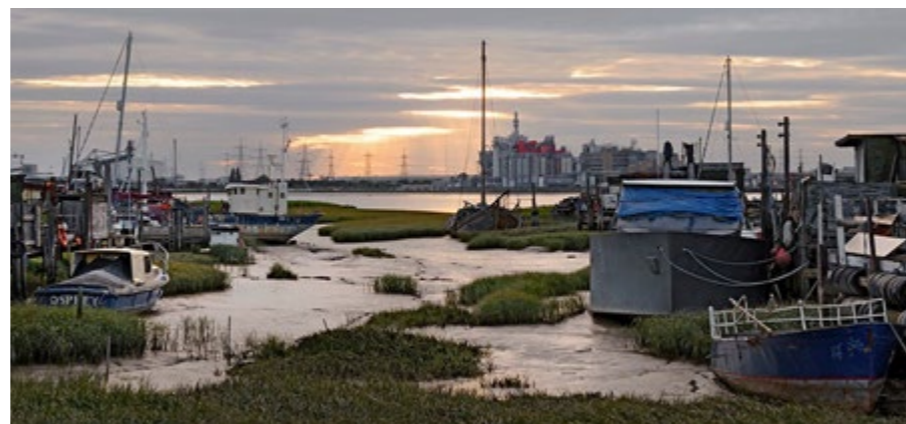


Figure 3.58 Broadness Cruising Club

Source: <http://www.mikeseabome.co.uk/>

3.21.7 Ingress Park

- 3.21.7.1 Ingress Abbey was a Neo-gothic Jacobean-style country house in the hamlet of Greenhithe, Kent, England. It was built on the Ingress Estate, owned by the Viscount Duncannon in the 18th century and after having been passed on among many owners the buildings were demolished in 1820. In 1831, a wealthy lawyer named James Harmer purchased the land, and in 1833 built his Elizabethan-style mansion, which he called Ingress Abbey, on the banks of the Thames. He constructed a range of follies, grottoes, and hermit's caves. Some of the stone from the Old London Bridge was used in building Ingress Abbey.
- 3.21.7.2 The estate has since been redeveloped with modern housing, with the first phase completed in 2001. The developers restored the abbey, follies, and grounds as part of the redevelopment scheme. Ingress Abbey was bought in 2001 by Pandora International Limited. In 2012, Ingress Abbey was purchased by Irène Major and was converted back into its original use as a family home. In May 2016 the Abbey became an official honorary consulate of the Republic of Lithuania. The Developer is also considering the introduction of a new slipway into the River Thames for use by the local Sea Cadets and amenity groups.

3.21.8 Flood Defences

- 3.21.8.1 Existing flood defences comprise a mixture of earth embankments and reinforced concrete flood walls with gates for access. They form a strong feature in the landscape and setting of the peninsula and will need to be enhanced to take into effect the impact of global warming and rising sea levels.



Figure 3.59 Pilgrim's Way

3.22 Planning Policies

3.22.1 Planning Act 2008

3.22.1.1 The Planning Act 2008 created a new development consent regime for Nationally Significant Infrastructure Projects (NSIPs) in the fields of energy, transport, water, wastewater and waste. Section 26 of the Growth and Infrastructure Act 2013 subsequently amended the Planning Act 2008 to enable certain types of 'business or commercial projects' to be authorised under the planning regime that applies to NSIPs. The Infrastructure Planning (Business or Commercial Projects) Regulations 2013 specifically widened the type of project that can be consented under the 2008 Act to include a specified range of business, commercial and leisure projects.

3.22.2 National Policy Statements

3.22.2.1 National Policy Statements (NPS) are produced by government and set out the government's objectives for the development of NSIPs in a particular sector and state. There are no NPSs for business or commercial projects however the contents of a number of other NPS establish the principle of overarching issues that can also be associated with a commercial and leisure related development, such as The London Resort. These include National Networks NPS (December 2014) which sets out the need for, and government's policies to deliver, the development of nationally significant road and rail network infrastructure in England and the NPS for Ports (January 2012) provides the framework for decisions on proposals for new port development.

3.22.3 National Planning Policy Framework

- 3.22.3.1 The National Planning Policy Framework (NPPF) (February 2019) sets out the government's planning policies for England and how these are expected to be applied. The document covers a wide variety of planning matters, providing advice to Local Planning Authorities on plan making and decision making (development management).
- 3.22.3.2 While the NPPF does not contain specific policies for nationally significant infrastructure projects, in the absence of a NPS for business and commercial developments, the SoS may have regard to matters which are important and relevant to their decision. This is likely to include overarching matters of national policy, including those set out within the NPPF.
- 3.22.3.3 The overarching theme within the NPPF is one of a 'presumption in favour of sustainable development. The NPPF is set out thematically across 17 chapters, including:
- Chapter 2 : Achieving sustainable development
 - Chapter 6 : Building a strong, competitive economy
 - Chapter 7 : Ensuring the vitality of town centres
 - Chapter 8 : Promoting healthy and safe communities
 - Chapter 9 : Promoting sustainable transport
 - Chapter 12 : Achieving well-designed places
 - Chapter 14 : Meeting the challenge of climate change, flooding and coastal change
 - Chapter 15 : Conserving and enhancing the natural environment
 - Chapter 16 : Conserving and enhancing the historic environment

3.23 Local Planning Policy

3.23.1 Development plan overview

3.23.1.1 In the absence of an NPS, an up to date development plan can provide valuable information on local planning, land use and environmental considerations that may assist in the assessment and determination of the DCO.

3.23.1.2 Development plan documents have been produced by:

- Dartford Borough Council (DBC);
- Gravesham Borough Council (GBC);
- Kent County Council (KCC); and
- Thurrock Council (TC).

In addition to these local authorities, the Ebbsfleet Development Corporation (EDC) holds development management powers across its administrative area. EDC has prepared documents which, although not statutory development plan documents, are capable of being material planning considerations in the determination of planning applications.

The most pertinent development plan and other documents for each of these authorities is provided below. Across these documents there is an extensive policy position relevant to The London Resort. Further information and review of these documents and the policies they contain is provided within the Planning Statement (document reference 7.4).

3.23.2 Dartford Borough Council

3.23.2.1 Dartford Core Strategy (September 2011)

This document sets out Dartford Borough Council's long-term spatial strategy for the Borough to 2026 and acts as an implementation tool. It sets out the strategic policy approach and direction for future needs around topics such as housing, transport, leisure, growth and jobs.

3.23.2.2 Dartford Development Policies Plan (July 2017)

This document sets out the detailed planning policies that Dartford Borough Council use to assess planning applications within its Borough. It covers a number of thematic policy areas and looks to promote sustainable growth, infrastructure development and regeneration within the Borough, while seeking to enhance a sense of place, and maintain and enhance Dartford's heritage, open space and existing or emerging residential neighbourhoods.

3.23.2.3 Dartford Local Plan Policies Map (July 2017)

This document illustrates geographically the relevant policies and sites as set out in the above documents.

3.23.3 Ebbsfleet Development Corporation

3.23.3.1 Ebbsfleet Garden City Implementation Framework (2017)

The Framework seeks to bring together and provides a structure for integrating various pre-existing masterplans across the area into a coherent vision. The Framework identifies a large central area of Swanscombe Peninsula as 'Land subject to London Entertainment Resort NSIP process' and proposes that the marshes and other open land around it should be 'an open estuarine ecological park'.

3.23.4 Gravesham Borough Council

3.23.4.1 Gravesham Local Plan Core Strategy (September 2014)

This document, the main development plan document, sets out a long-term vision for the future of Gravesham to guide the amount, type, location and detailed design of future development and provide a consistent basis against which planning applications will be assessed.

3.23.4.2 Gravesham Local Plan First Review (Saved Policies) (November 1994)

This document, now considerably dated, includes saved policies that still form part of the development plan on detailed development management matters.

3.23.4.3 Gravesham Local Plan Core Strategy Policies Map (September 2014)

This document illustrates geographically the relevant policies and sites as set out in the above documents.

3.23.5 Kent County Council

3.23.5.1 Kent Minerals and Waste Local Plan (as amended by Early Partial Review) (September 2020)

This document represents the main development management document for waste and minerals planning across Kent. It describes the overarching strategy and planning policies for mineral extraction, importation and recycling, and the waste management of all waste streams that are generated or managed in Kent. It also identifies the spatial implications of economic, social and environmental change in relation to strategic minerals and waste planning.

3.23.5.2 Kent Minerals Sites Plan (September 2020)

The document provides the spatial detail for meeting requirements for minerals within Kent over the plan period. The document identifies potential locations for extraction of minerals.

3.23.6 Thurrock Council

3.23.6.1 Core Strategy and Policies for Management of Development (January 2015)

This is a strategic document providing broad guidance on the scale and distribution of development and the provision of supporting infrastructure across Thurrock. It sets out the spatial vision, spatial objectives, the spatial development strategy and policies for Thurrock to 2026 and beyond. Strategic Policies relate to housing, employment, communities, transport, the natural and built environment, climate change, water, waste and minerals. The document also contains detailed development management policies which set out the criteria against which planning applications will be assessed.

3.23.6.2 Thurrock Borough Local Plan (Saved Policies) (September 1997)

This document, now considerably dated, includes saved policies that still form part of the development plan on detailed development management matters.

3.23.6.3 Policies Map

This document illustrates geographically the relevant policies and sites as set out in the above documents.

3.24 Regeneration Context

- 3.24.1 There are a number of emerging developments to the south east, south and south west of the Swanscombe Peninsula that have been granted planning permission in recent years and are currently under development.
- 3.24.2 Ebbsfleet Garden City to the south, east and west of the Swanscombe Peninsula will provide significant new residential accommodation within the masterplan, with Ebbsfleet Central as a focus for the new community with a commercial, business and local leisure offer centred on Ebbsfleet International Station as an important transport hub.
- 3.24.3 The London Resort is also proposing to accommodate a small proportion of its staff in purpose built accommodation, within the Craylands Lane Pit and adjacent to the neighbouring communities of Ebbsfleet Cross located between Tiltman Avenue and the London Road, also in a former chalk pit, and Little Swanscombe a site on the west side of the Craylands lane pit.

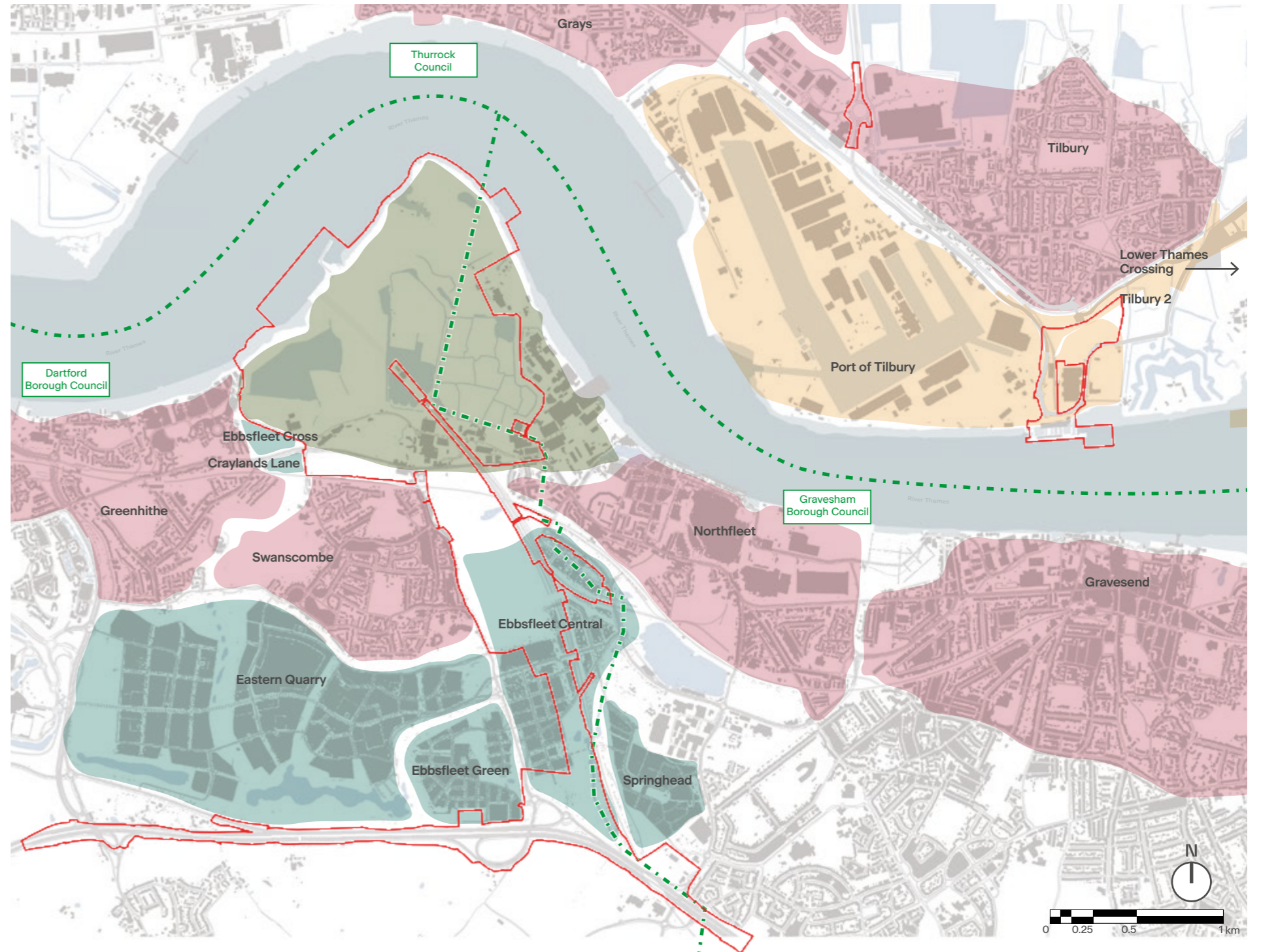


Figure 3.60 Emerging Masterplan and Surrounding Developments Map

- Key
- Order Limits
 - - - Local Authority Boundary
 - Swanscombe Peninsula
 - Consolidated Towns
 - Tilbury and Tilbury 2
 - Emerging Communities

3.25 Regeneration Context : Emerging Communities

3.25.1 Ebbsfleet Garden City

- 3.25.1.1 In March 2014, the British government announced its intention to construct a garden city at Ebbsfleet for up to 15,000 homes where up to 30,000 people will work in a green, modern environment around the International Station, which is becoming a magnet for economic growth and a destination of choice for investment and innovation.
- 3.25.1.2 Ebbsfleet Garden City will embrace its neighbouring communities and towns to create a new civic community connected by modern public transport systems, offering a diverse range of opportunities to live, work and play for people of all ages, backgrounds and incomes.
- 3.25.1.3 The delivery of well-designed and well-served neighbourhoods, workplaces, schools and town centres ensures that residents enjoy a high quality of life, with easy access to everything they need for healthy and successful lives.
- 3.25.1.4 Ebbsfleet Development Corporation (EDC) was established in April 2015 by government to assist in the delivery. The Ebbsfleet Garden City is formed around seven key strategic sites. These sites are located within Dartford and Gravesham boroughs and are already identified within existing and emerging development plan documents.
- 3.25.1.5 Alongside the strategic sites, a number of smaller adjacent sites have also been included. Considering whether to include adjacent land, EDC and the local authorities considered a range of factors including: whether this land might be needed to enable redevelopment of one of the strategic sites; or whether the land might be part of an important gateway to one of the strategic sites.

3.25.2 Eastern Quarry and Ebbsfleet Green

- 3.25.2.1 Currently under construction the masterplan will be divided into four Villages or Towns: Western Village, Central Village, Castle Hill and Ebbsfleet Green.
- 3.25.2.2 The approved development will comprise a mixture of affordable and private homes; an education campus including nurseries and schools; a Community Centre Hall and Meeting Room; Commercial Centre, comprising Co-op convenience store and other retail units; North East Local Park; Village Green with Tennis Courts; Community Sports Pitches & Pavilion; Community Halls; Public House & Restaurant; Hotel; Neighbourhood Greens and allotments; Green Zone linear spaces; Linear Park and Lake Edge within Castle Hill South and an extension to the Fastrack rapid bus route.

3.25.3 Ebbsfleet Central

- 3.25.3.1 Ebbsfleet Central will deliver a new commercial and residential centre within the Garden City, providing jobs, homes, community and cultural facilities, with a dynamic urban centre and commercial core supported by homes, community and cultural facilities, serving the whole Ebbsfleet Garden City area and beyond.
- 3.25.3.2 The EDC acquired the land surrounding Ebbsfleet International in 2019 and are working on plans to submit a revised planning application in 2021 to replace the original planning consent promoted by Landsec.



Figure 3.61 The Vision for Ebbsfleet Central

Source: EDC Implementation Framework

3.25.4 Springhead Park

- 3.25.4.1 Springhead Park is an approved residential-led development, comprising a mix of private and affordable homes together, community facilities that includes Eastgate Church and Community Centre, Springhead Primary School and Nursery. Public Open Space includes a Central Park, and combination of local parks, a linear park and allotments.

3.25.5 Springhead Bridge

- 3.25.5.1 The bridge funded by EDC, runs from Springhead Park to Station Access Road, above the River Ebbsfleet. It is an 87 metre-long structure that minimises its impact on the local environment, providing access for all vehicles across two lanes as well as pedestrian footpaths and a cycle path, reducing the reliance on private cars for residents at Springhead Park with the local station within a convenient seven minute walk.

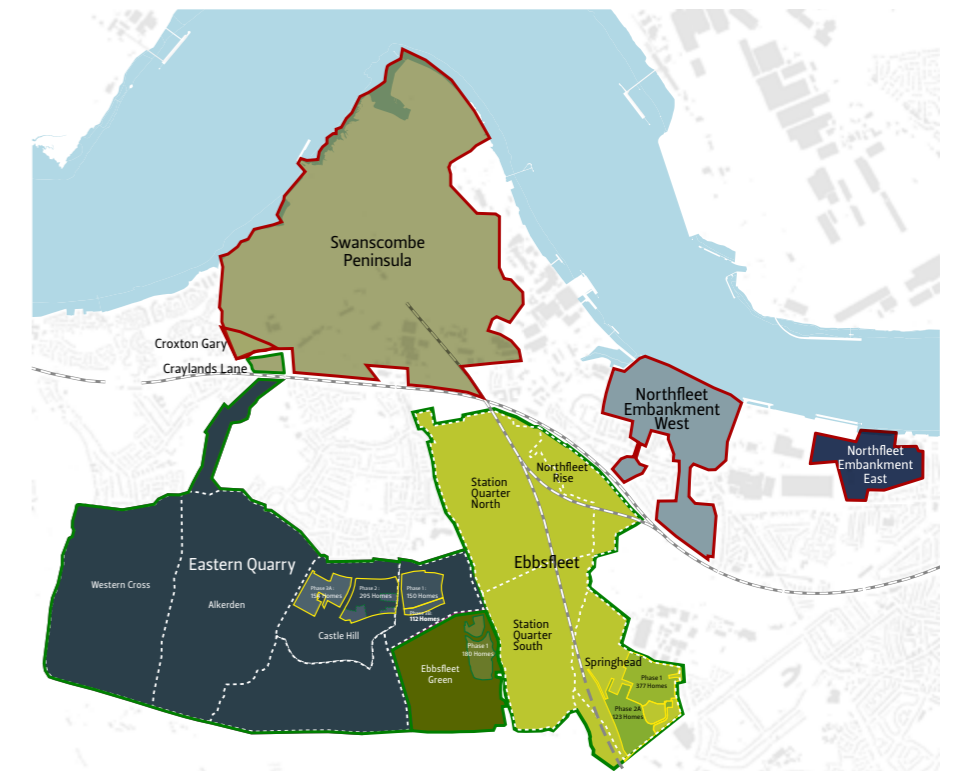


Figure 3.62 Application Boundary Map

Source: EDC Implementation Framework

3.25.6 Ebbsfleet Cross, Craylands Lane

3.25.6.1 A development of new homes as part of the wider Ebbsfleet Garden City masterplan and development, conveniently located and benefitting from local amenities with access to excellent public transport links, transforming the former Croxton and Garry chalk quarry into an attractive setting, a place to live.

3.25.6.2 The Site lies adjacent to Ingress Park to the west with the Craylands Lane Pit to the east. These properties will appeal to a range of purchasers, such as first-time buyers, families and professionals, and will include a mixture of and affordable flats and houses, woodland areas will embrace public open space and equipped natural play areas.



Figure 3.63 The Vision for Ebbsfleet Central

Source: EDC Implementation Framework

3.25.7 Lower Thames Crossing

3.25.7.1 The Lower Thames Crossing, is a proposed new road crossing of the River Thames estuary linking the north to the south by a twin-bore tunnel crossing under the River Thames east of Gravesend and Tilbury, linking the county of Kent with the county of Essex through Thurrock.

3.25.7.2 The Lower Thames Crossing has been designed to relieve the pressure on the existing A282 Dartford Crossing. consideration, changes have been made to the plan to make it less obtrusive: the junction with the A226 has been eliminated, and the upgrade extended to the M2, junction 1.



Figure 3.64 Lower Thames Crossing

Source: Highways England

3.25.8 Tilbury2

3.25.8.1 Tilbury is a thriving port, close to London, with excellent river, rail and road connections to the UK as a whole.

3.25.8.2 The next stage in its development is Tilbury2, offering enhanced facilities built on part of the former Tilbury Power Station to the east of the historic Tilbury Fort. Development consent was secured in February 2019 and construction has commenced.

3.25.8.3 Tilbury2 will assist in delivering additional capacity for the Port of Tilbury to service pent up demand from local businesses with a close association to the River Thames.

3.25.8.4 Building on the economic strength of the Port is part of a long term regeneration programme that seeks to increase employment and skills levels and will comprise a Roll-On/Roll-Off (RoRo) terminal for importing and exporting containers and trailers together with warehouse facilities, located at the southern part of the site; a "Construction Materials and Aggregates Terminal" (CMAT) for handling and processing bulk construction materials, which will be located at the northern part of the site and of potential benefit for the construction of the London Resort and storage areas for bulk goods and imported, exported vehicles, similar to the facilities that can be seen within the existing Port.



Figure 3.65 Tilbury2

Source: Tilbury2

3.26 Summary

- 3.26.1 Many of towns along both banks of the River Thames to the east of London have evolved around an industrial focus that often made use of the River Thames for the transport of raw materials and goods. These towns have experienced periods of growth and recession in line with the industries that they served, some adapting to suit new and emerging opportunities, including for example, Greenhithe and the Bluewater Shopping Centre, the arrival of High Speed 1 and the impact that it has had on Swanscombe, Northfleet and Kent as a whole, with Tilbury currently enjoying significant expansion and investment.
- 3.26.2 This organic growth and adaptation has left each town with its own character and chemistry rather than an all embracing look and feel, with built form adapting to make use of local materials, the character of the period and context.
- 3.26.3 Former industrial uses on the Swanscombe Peninsula provided an important source of employment and income for the surrounding community, but was effectively separated from it by the chalk spines of the London Road and Thameslink South Eastern Railway line together with the Craylands Lane and Sports Ground chalk pits, with little in common in terms of built form, scale or materiality.
- 3.26.4 The unique setting for The London Resort on the Swanscombe Peninsula presents an opportunity to improve interconnectivity between communities, replacing the loss of focus following the decline of the cement industry.



Figure 3.66 Marshland

Source: EDP

- 3.26.5 Although the landscape and topography of the peninsula has largely been the result of human intervention, it has left behind spectacular features, with chalk cliffs as a dominant feature in the landscape.
- 3.26.6 It is these features that can give structure to the proposed masterplan, with the pockets of space created by the chalk spines, and the chalk pits that lie in between, creating appropriate settings for the different component parts of the Resort, effectively mediating between the built form of the resort and that of the surrounding communities.
- 3.26.7 The masterplan also has an opportunity to create an asset out of the spoil heaps, making use of the changes in levels to segregate service routes from public routes, front of house from back of house with significant operational benefits and efficiencies, a concept that embraces the features of the existing landscape making the most of this dramatic setting and its wider context, a comfortable fit.
- 3.26.8 Building on the excellent transport links, cycle ways and the extensive network of pedestrian routes will enable The London Resort to better integrate with surrounding communities, a delightful place to visit, to enjoy a walk through the marshes and the wildlife.
- 3.26.9 This approach delivers a net gain in biodiversity and accessibility, linking into the existing and planned communities through a



Figure 3.67 Olympic Park

Source: EDP

network of public footpaths and cycle ways, with improved permeability to, through and across the peninsula.

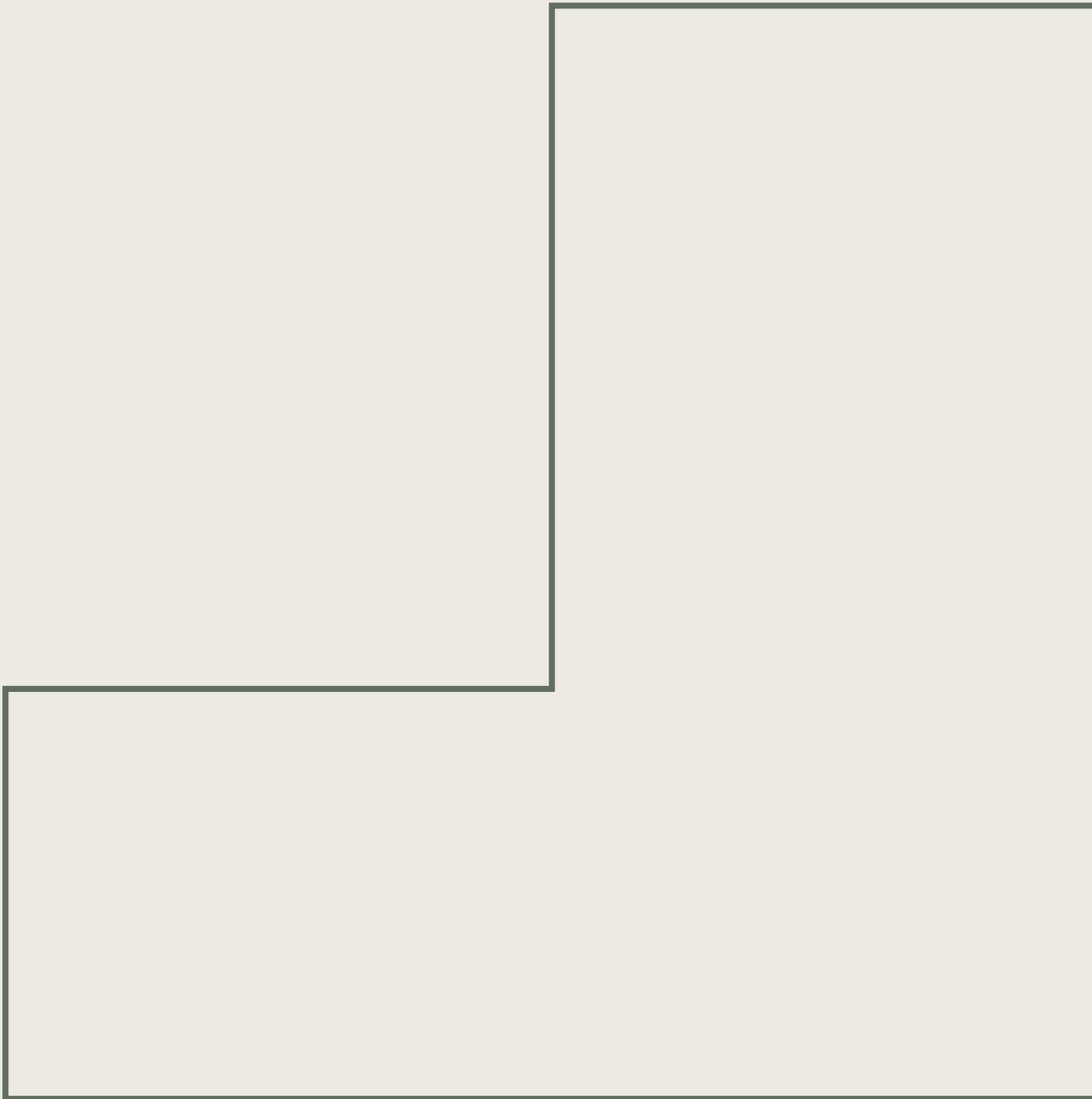
- 3.26.10 The new ferry terminals on both sides of the river would further enhance sustainable transport options for residents to enjoy, a little something for everybody.
- 3.26.11 The London Resort is founded on being a good neighbour. It will rely on residents within the surrounding community to be a part of this important business, not only in terms of employment opportunities but also in the provision of a diverse range of goods and services.
- 3.26.12 This will be an actively managed relationship, a source of employment in the community, and a place to progress your career, with continued training for its staff in The London Resort Academy, not within the Resort itself but conveniently located close to the heart of the existing community it supports.
- 3.26.13 This important employment and training hub will combine with the Visitor Centre as a source of information and education for the community, working closely with local schools and colleges, a venue to host exhibitions and events, a new 'community hall'.
- 3.26.14 The London Resort will become an integral part of Ebbsfleet Garden City, the local community and the wider landscape, something for everybody to take pride in and be a part of, a celebration of successful regeneration.



Figure 3.68 The Vision for Ebbsfleet Central

Source: EDC Implementation Framework

[This page is intentionally left blank]



4.0

Masterplan Vision

[This page is intentionally left blank]

4.1 The Brief

- 4.1.1 The focus of the Resort will be the Leisure Core, comprising a range of event spaces, themed rides, attractions and entertainment venues, all of which will sit within a themed landscaped setting.
- 4.1.2 The Leisure Cores will be delivered in two phases known as Gate 1, to be opened in 2024 and Gate 2 to follow five years later in 2029.
- 4.1.3 In addition to the Leisure Cores within the gates, there will be a range of attractions located outside the respective pay lines and accessible by the general public and visitors alike, broadly arranged along a central corridor that runs between the two Gates, connecting The London Resort Ebbsfleet International Station Terminal in the south east to the new London Resort River Terminal on the north west shore of the Swanscombe Peninsula.
- 4.1.4 These facilities will include a Visitor Centre and The London Resort Academy, ancillary retail, dining and entertainment facilities, a range of hotels, a Water Park connected to one of the hotels, a Conferention Centre, the Coliseum, transport interchanges, car and coach parking and operational housing.
- 4.1.5 Back of House functions will be accommodated in areas that are not readily accessible to the public, including administration offices, warehousing, workshops, infrastructure and a range of utilities buildings required to successfully manage and operate the Resort. These are outlined in more detail in Section 5.
- 4.1.6 Substantial improvements are proposed to the existing transport infrastructure to ensure that the guests' experience begins prior to their arrival at the Resort.
- 4.1.7 This will include a dedicated transport link between Ebbsfleet International Station, the Resort and a new London Resort Ferry Terminal on the north west shore of the peninsula.
- 4.1.8 A new dedicated road connection from the A2(T) will provide access for private cars and coaches to the Resort avoiding congestion on the local road network. Whilst the use of private cars and associated car parking must be accommodated within the masterplan, it should be noted that this mode of transport will be actively discouraged through a variety of means including mobile apps and ticketing strategies.

- 4.1.9 A London Resort terminal to the east of the Port of Tilbury, with coach and car parking facilities will attract visitors from the north, reinstating the much loved historic Grade II* listed Riverside Station building as a passenger terminal for visitors, staff and the public to connect with the Thames Clipper ferry service to the Resort and central London.

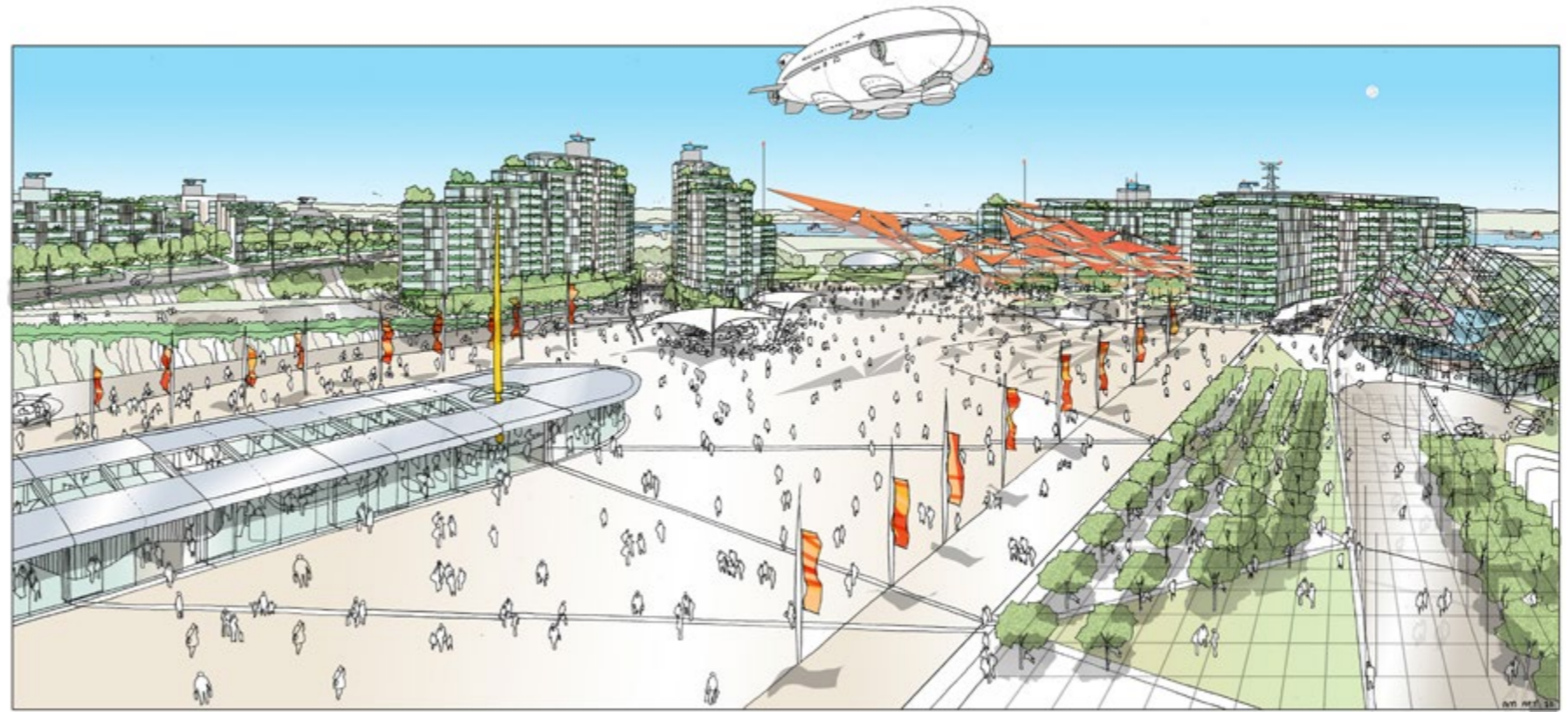


Figure 4.1 Illustrative view of proposed masterplan from Pilgrims Way

4.2 The Site : Challenges and Opportunities

4.2.1 The regeneration of the Swanscombe Peninsula and delivery of the Resort present fascinating challenges and wonderful opportunities, accommodating The London Resort whilst embracing surrounding communities and enhancing the wildlife habitat which has evolved around this former industrial site.

4.2.2 Ancient history

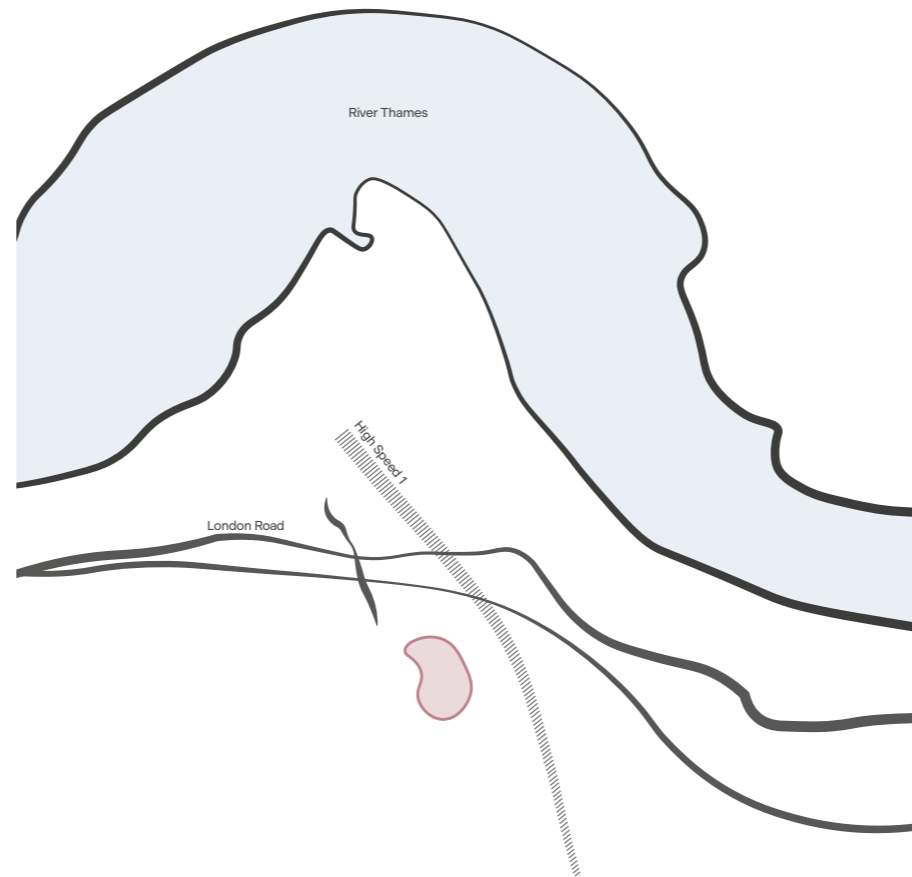


Figure 4.2 Ancient history diagram

- 4.2.2.1 Human history on the Swanscombe Peninsula and surrounding area spans more than 400,000 years, which has left behind a legacy of artefacts, Scheduled Monuments, listed buildings, Sites of Special Scientific Interest (SSSI), rich and diverse landscapes, flora and fauna. During this time there were extreme climatic changes varying from Ice Ages to almost tropical inter-glacial phases, with saw animal species as diverse as cave lion, monkey, rhinoceros, straight-tusked elephant, mammoth and bison frequenting the area together with early hominids. Over 100,000 primitive flint artefacts were recovered in Swanscombe.
- 4.2.2.2 The first proper farming communities were established in the area approximately 5,500 years ago during the New Stone Age (Neolithic). The first metal users arrived from Brittany and the Rhine area about 1,900 B.C. followed by Iron Age settlers from the seventh to the first centuries B.C.
- 4.2.2.3 The arrival of the Romans signalled the beginning of a more rapid pace of change to the landscape, which has accelerated towards the present day. This rich history offers an opportunity to inform, educate and enjoy the influences that have sculpted the peninsula to its current form.

4.2.3 An industrial past and future legacy

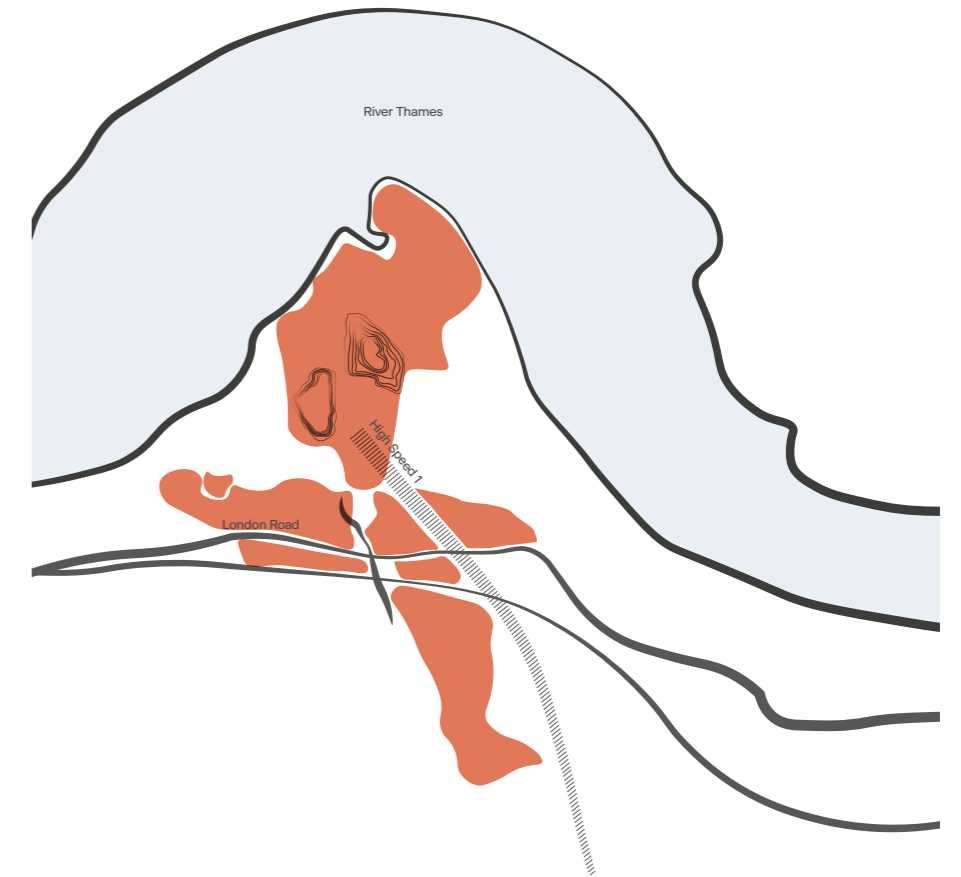


Figure 4.2 Industrial past diagram

- 4.2.3.1 Following the arrival of the Romans, the evolution of industry on the peninsula has helped to create a unique landscape of dramatic chalk spines, chalk cliffs and chalk pits, their almost skeletal structure reflects the historic alignment of roads and footpaths that still provide essential links and lifelines between local communities. However, it has also left a legacy of concrete slabs, contaminated ground, spoil heaps of Cement Kiln Dust (CKD), industrial waste from the paper trade together with sediment and debris from dredging the River Thames. Excavated material from the High Speed 1 (HS1) tunnel beneath the River Thames and the re-use of land for the breaking up of old cars and material recycling centres have continued to add these problems.
- 4.2.3.2 Over time, rainwater washes out leachate that in turn contaminates local water bodies and drainage channels, many of which have been altered and adapted over time to suit the needs of industry, including a significant reduction in the extent of Broadness Creek. This water must be treated and cleaned before it can be returned to the River Thames, and measures taken to address the contaminated land and spoil heaps before the peninsula can be brought back into beneficial use.

4.2.4 Bell Wharf, White's Jetty and Tilbury floating pontoon

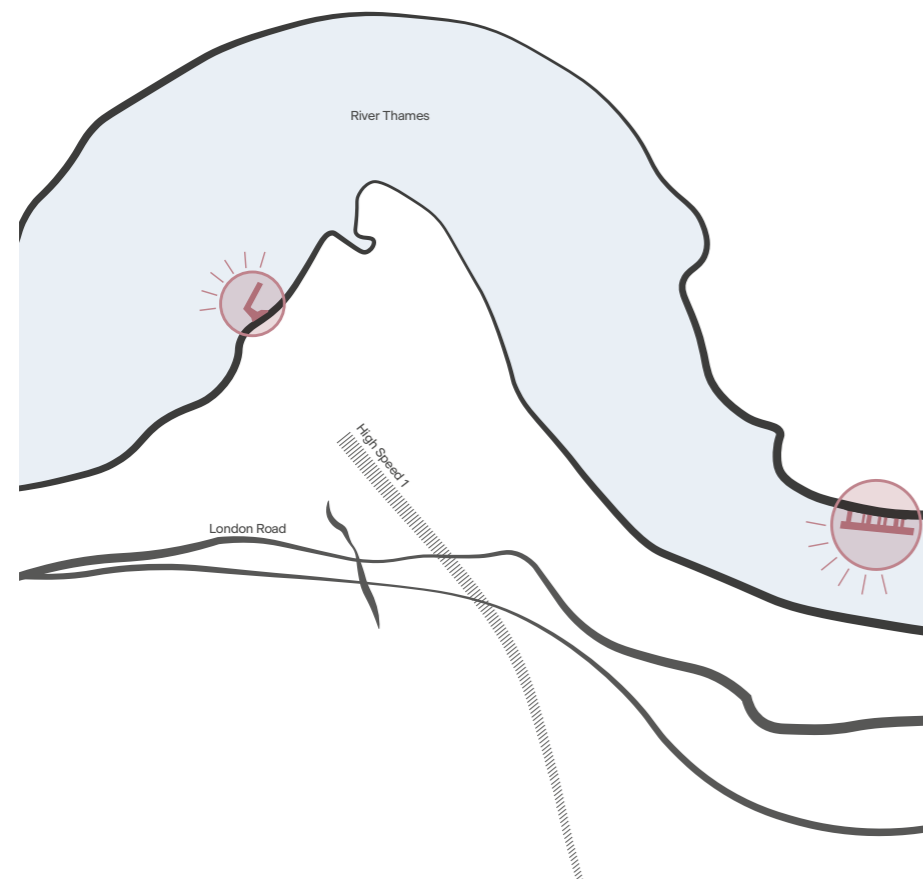


Figure 4.3 Bell Wharf and White's Jetty diagram

- 4.2.4.1 Bell Wharf and White's Jetty are the remnants of what was once a busy port, shipping cement products on the River Thames, with its own railway connecting the cement works and chalk pits to White's Jetty. Sadly this historic infrastructure has not been maintained and is in a very poor state of repair.
- 4.2.4.2 The London Resort's commitment to making the most use of the River Thames includes not only a new ferry terminal for public and visitors to enjoy, but also giving Bell Wharf and the port a new lease of life, as the focus for a much more sustainable means of delivering construction materials for The London Resort, and in the long term for the supply of consolidated goods to satisfy its day to day needs.
- 4.2.4.3 The London Resort is committed to use the existing facilities on the north of the river at Tilbury. The historic Grade 2* Riverside Terminal will be used as the new London Resort terminal and the existing pontoon will be extended to enable Thames Clippers service to connect to the peninsula.

4.2.5 Infrastructure

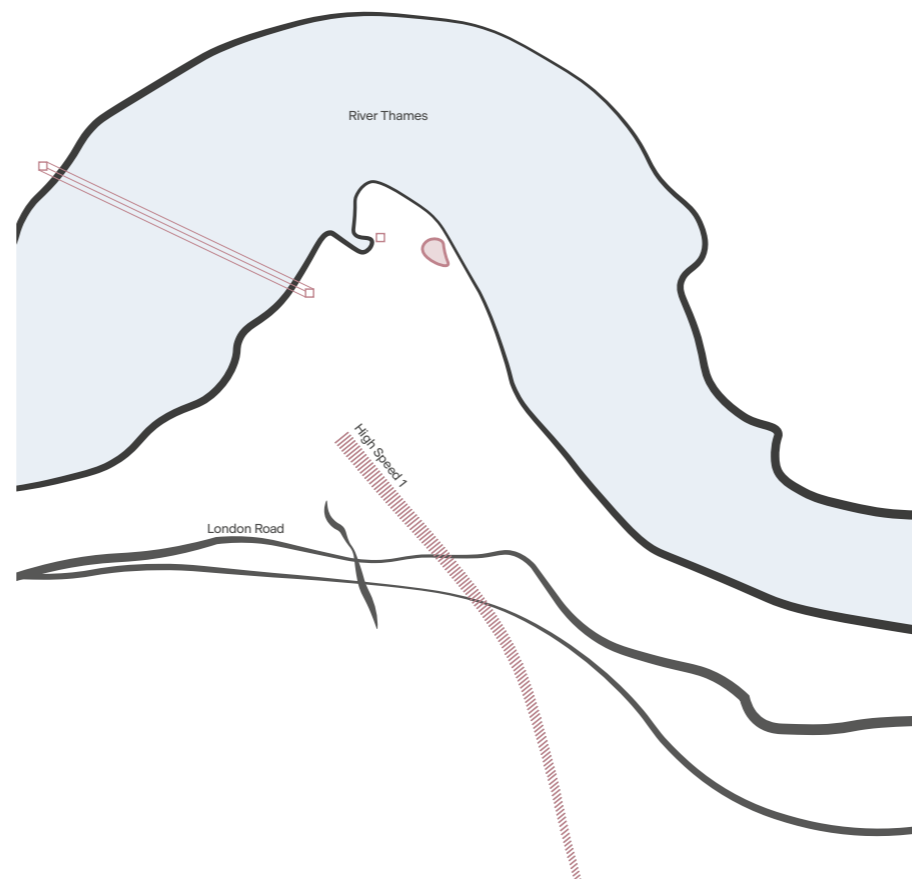


Figure 4.4 Infrastructure diagram

- 4.2.5.1 Existing infrastructure creates a number of physical and operational constraints on the peninsula, including the High Speed 1 railway line that descends through a cutting across the site and then below ground and beneath the River Thames. The railway line, tunnel and associated infrastructure always require unfettered maintenance and emergency service access, benefitting from asset protections which dictate requirements for development both above and adjacent to the railway.
- 4.2.5.2 A cluster of Extra High Voltage (400kVA) power lines run across the peninsula on Pylons. The two pylons that support cables that cross the River Thames are the tallest in the UK and memorable features in the landscape and require 24/7 maintenance access requiring a development free zone underneath them. The Port of London Radar Station is located at the north east corner of Broadness Creek, requiring clear 'sight lines' to help control navigation on the busy River Thames, and Broadness Lighthouse on the northern tip of the peninsula have similar requirements.
- 4.2.5.3 A water treatment facility on the north east shore of the peninsula treats the leachate from the contaminated land, spoil heaps and water bodies before safely returning it to the River Thames.

4.2.6 Topography

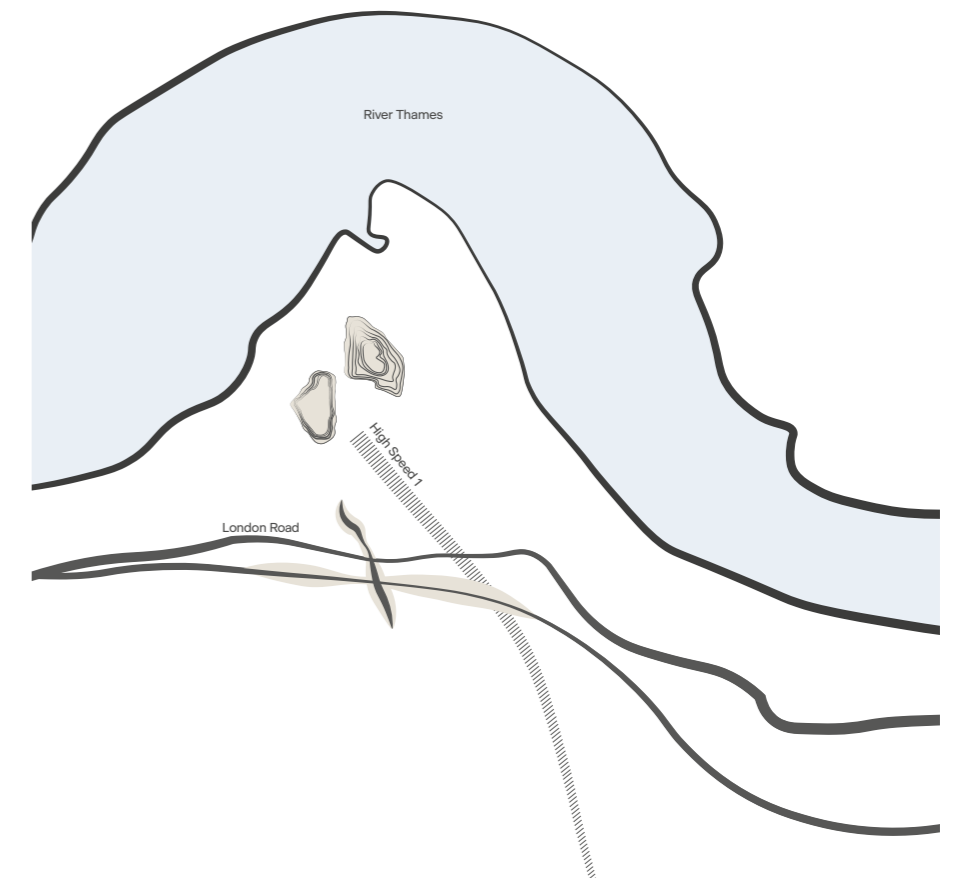


Figure 4.5 Topography diagram

- 4.2.6.1 The Swanscombe Peninsula has enjoyed a rich and diverse history, but it is the cement industry that has had a transformative effect on the landscape. The chalk spines, chalk cliffs and chalk pits present spectacular features in the landscape, a 'bone structure' reflecting the historic alignment of roads and footpaths that divides the peninsula into open ended pockets of space, creating a sequence of intimate settings for the various components of The London Resort, each with its own sense of place. The seemingly random placement of contaminated spoil heaps can also be embraced to help address the challenge of interlaced desire lines and service routes that will inevitably cross the site, enabling us to segregate and solve by convenient level change.
- 4.2.6.2 It is this 'bone structure' and the spoil heaps that have had a profound influence on the development of the masterplan for The London Resort and the creation of a home for its constituent parts, turning what otherwise might be seen as significant problems into an opportunity.

4.2.7 Flood defences

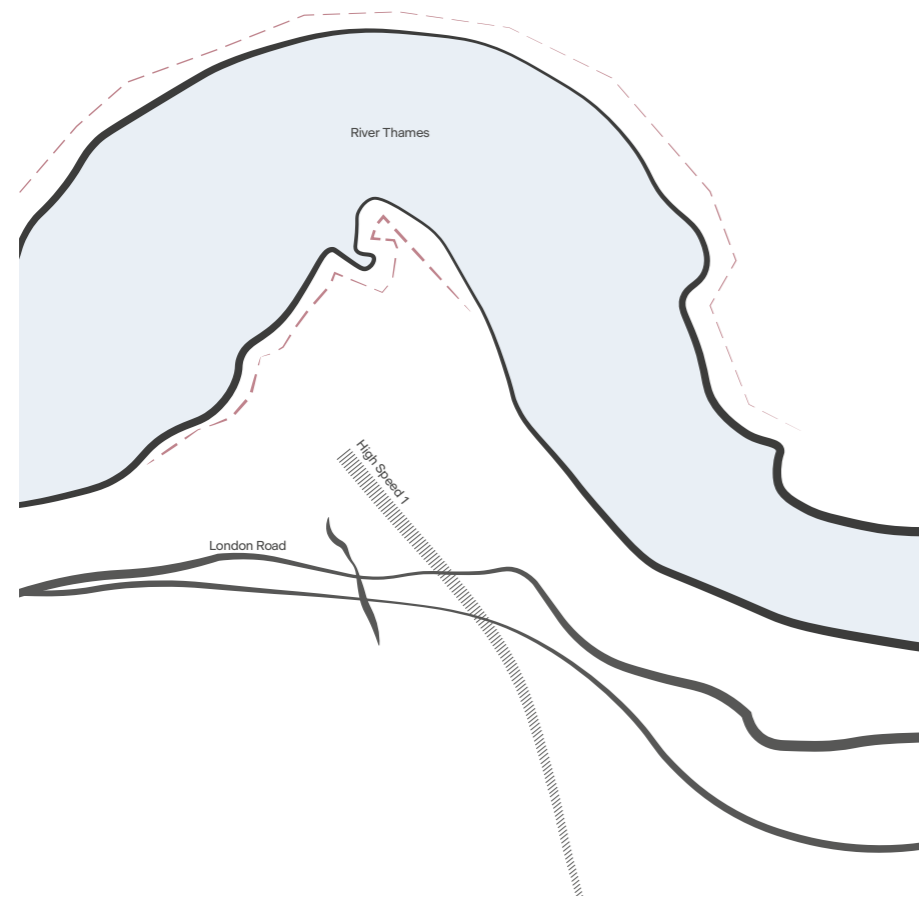


Figure 4.6 Flood defences diagram

- 4.2.7.1 In the light of climate change, associated changes in water levels and flood risk, significant enhancements are required to the flood defences that protect the peninsula to secure its long term future. These enhancements go hand in hand with opportunities to improve accessibility, the wildlife habitat and biodiversity.
- 4.2.7.2 Management of the habitat surrounding The London Resort will allow controlled flooding, recreating the historic salt marsh that were once such an important feature along the River Thames and an important respite for migrating birds.

4.2.8 Wildlife habitats, salt marshes, mud flats, reed beds and swales

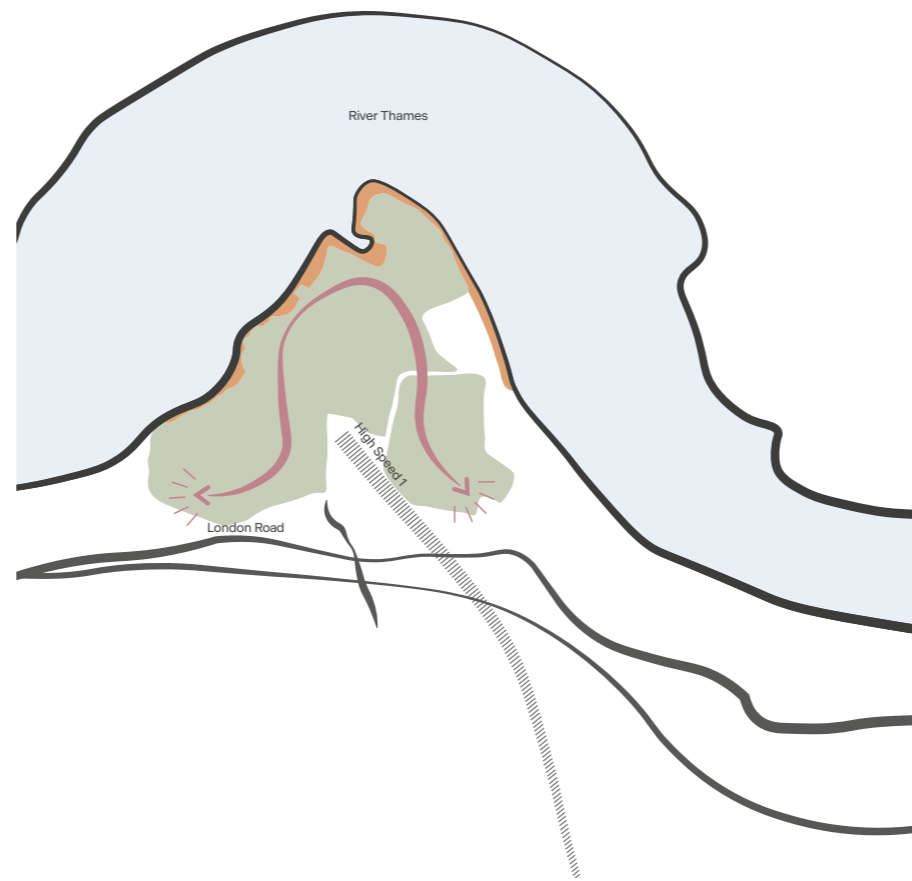


Figure 4.7 Wildlife and landscape diagram

- 4.2.8.1 Since the closure of the cement works, nature has reclaimed significant areas of the peninsula, colonising the industrial landscape. The area now enjoy a series of interconnected marshes, currently unmanaged, that wrap around the perimeter of the peninsula embracing a rich and diverse wildlife habitat, an asset enjoyed by the local community and a haven for a wide range of flora and fauna, but one that is sadly now in a state of decline.
- 4.2.8.2 With sensitive management we can provide improved access and permeability, reinforcing links with the historic river frontage. Strategically placed hides and viewing points will allow the public to enjoy the wildlife in a controlled manner without creating undue disturbance, a challenging but achievable balance that protects the wildlife habitat, helping to ensure their long term future and an all too rare opportunity to return a significant part of the landscape to its former importance on the banks of the River Thames contributing towards a net gain in biodiversity.

4.2.9 Connecting Communities

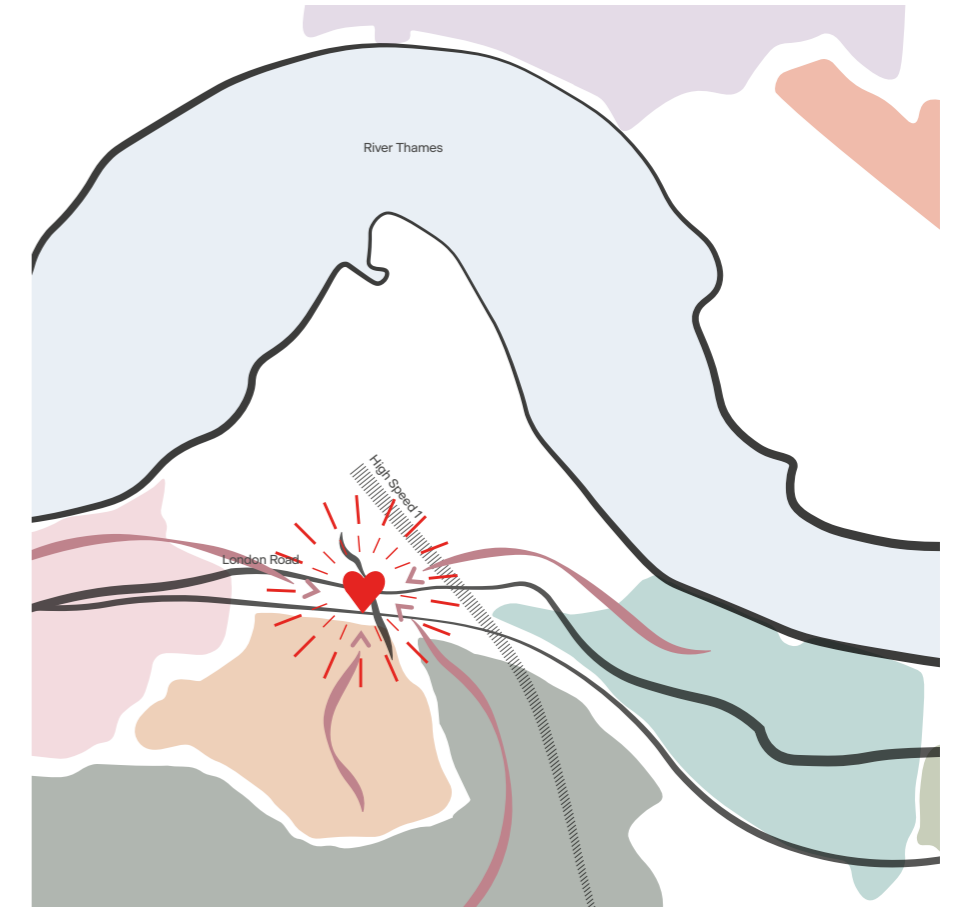


Figure 4.8 Connecting communities diagram

- 4.2.9.1 The crossroads at the top of Galley Hill have been a focal point for the wider community for hundreds if not thousands of years, reinforced over time by the church, a village pub, Swanscombe Station on the route to London and bus stops on London Road. This high ground enjoys commanding views over the surrounding landscape to the north, east and west, at the heart of the surrounding communities and embraced by the swept form of the River Thames to the north. It presents an ideal location for a Visitor Centre, Staff Training Facility and The London Resort Academy. A place to find out what is going on and what opportunities there might be to become a part of this exciting venture including employment and career development.

4.2.10 Visitor Centre, Staff Training Facility and The London Resort Academy

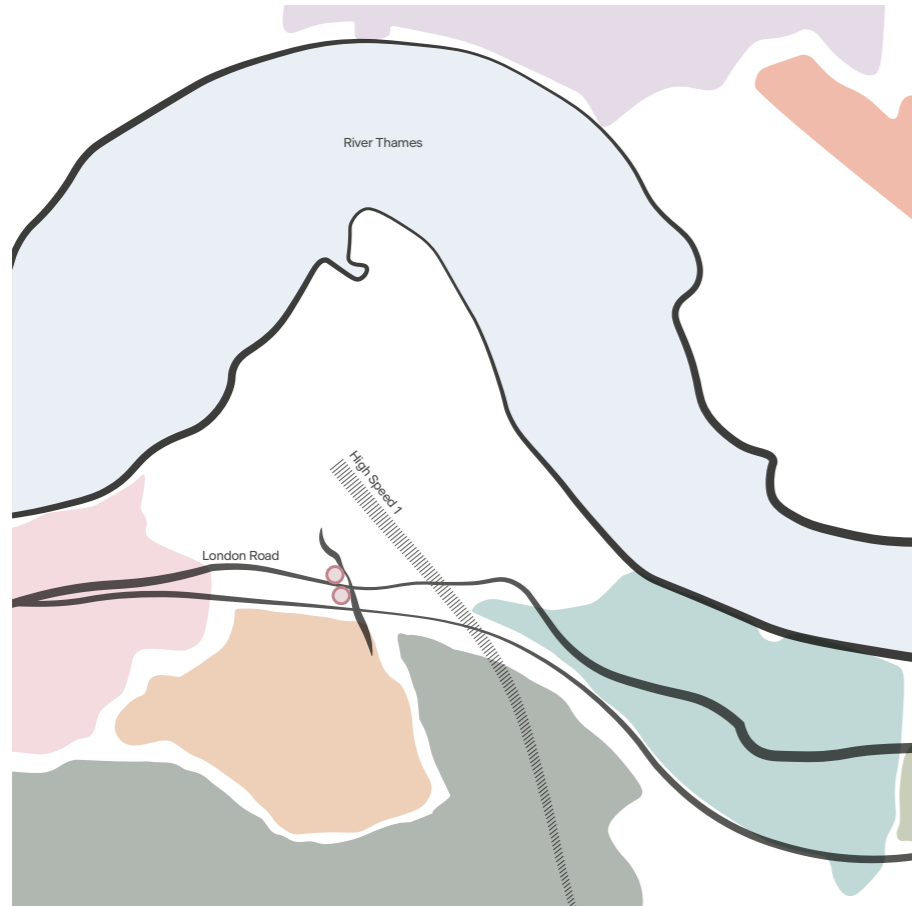


Figure 4.7 Visitor Centre, Staff Training Facility and the London Resort Academy diagram

4.2.10.1 A Visitor Centre will hold a commanding presence above The London Resort, with panoramic views across the peninsula and beyond, a place to go to see exhibitions, to enjoy looking at progress during construction and to find out what is happening when The London Resort is operational. It will be a source of information for the community, explaining the rich history of the area, the wildlife habitats, the marshes and the Thames Estuary, a place that excites the senses and stimulates the curious to explore and discover what the peninsula has to offer as a whole, an opportunity to learn more about where you live.

4.2.10.2 The Staff Training Facility will be used to induct and train staff, and The London Resort Academy will help those who work in the Resort to learn skills and abilities and build long term careers. A Recruitment Centre will explain what opportunities are available and a small café will help to facilitate communication with staff should any problems arise within the community. There could be no better location for this focal point than at the heart of the surrounding communities at this important and historic crossroads, helping to engage with and connect communities.

4.2.11 Pilgrims' Way and the River Thames

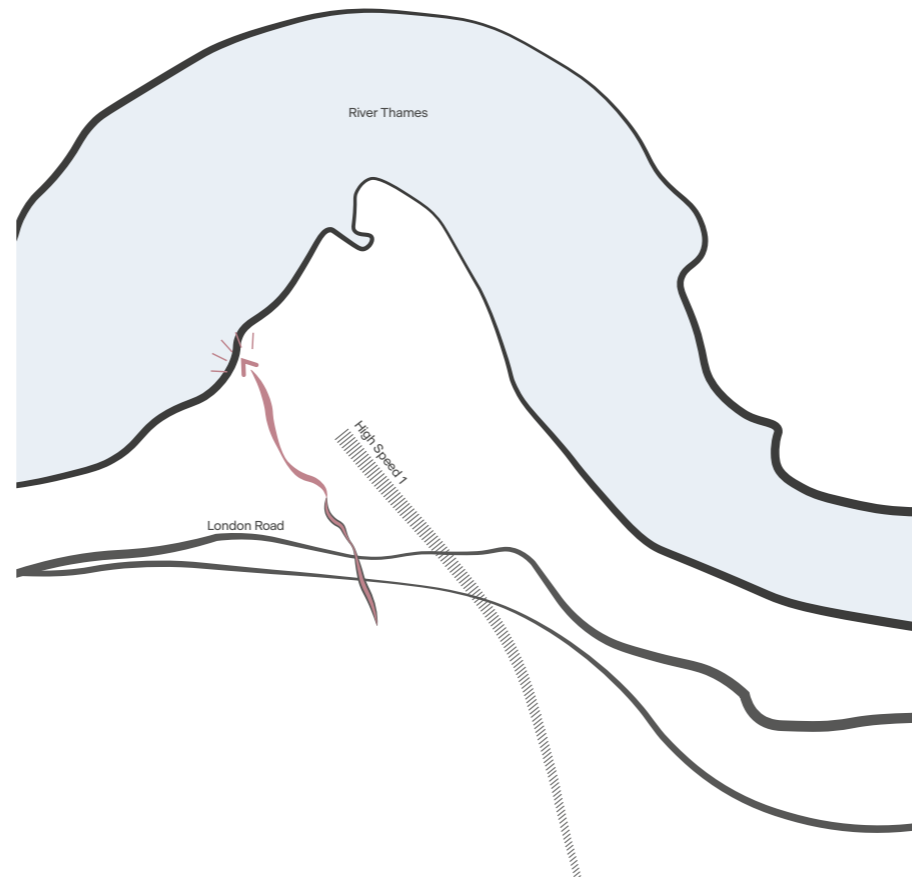


Figure 4.8 Pilgrims' Way diagram

4.2.11.1 Pilgrims' Way connects the village of Swanscombe to the Swanscombe Peninsula, the marshes and the River Thames beyond. It runs northwards along a chalk spine from the top of Galley Hill at the important cross roads of London Road, Swanscombe High Street and Galley Hill Road down towards Manor Way to the north and from there to the peninsula beyond.

4.2.11.2 This sadly neglected historic pedestrian route has tremendous potential and is one of the few points where you are able to cross the chalk spines and connect with the Swanscombe Peninsula to the north.

4.2.12 Connecting communities to the River frontage



Figure 4.9 Communities and the River Thames diagram

4.2.12.1 The creation of a route connecting Ebbsfleet International Station, an important transport hub at the heart of a rapidly expanding community, with a new ferry terminal on the north west shore of the peninsula, will provide existing residents with a convenient means of accessing central London and the north side of the River Thames via a regular Thames Clippers ferry service. The route will connect the north of the river to the south from a direct connection from Tilbury to the Peninsula.

4.2.12.2 This route will be direct and run broadly parallel to the alignment of High Speed 1, with new tunnels formed through the chalk spines helping to avoid significant level changes along the way. It will include segregated routes for pedestrians, cyclists and combined dedicated people mover and fast track route, helping to ensure public safety and sustainable transport options within the community.

4.2.13 The River Thames

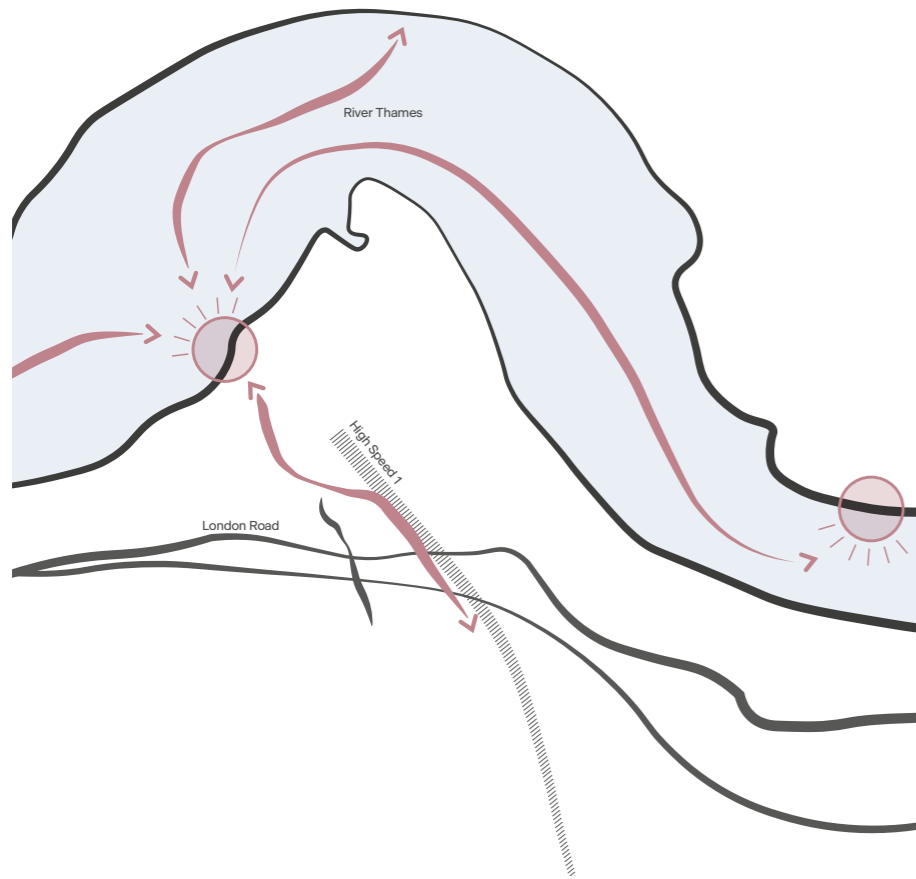


Figure 4.10 The River Thames diagram

4.2.13.1 A new London Resort ferry terminal located on the southern of Bell Wharf will provide fast and frequent access to Central London, Grays and Tilbury on the north side of the River Thames. A new fleet of large capacity vessels will maintain a regular service throughout the day for local residents to enjoy, whilst also serving to deliver visitors from central London, and from the north via a new terminal at the port of Tilbury, as part of a park and glide service. This service will also be available for those who would like to work in the resort, providing a much needed and reliable commute to work.

4.2.13.2 There will also be a new port adjacent to The London Resort Ferry Terminal on the peninsula, making use of the original Bell Wharf, to receive materials for the phased construction of The London Resort and the longer term introduction of new rides and facilities. It will also handle consolidated goods for the day to day running of the Resort, making the best possible use of this historic arterial route, whilst serving to minimise traffic on the local and regional road network.

4.2.14 Two theme parks and much much more

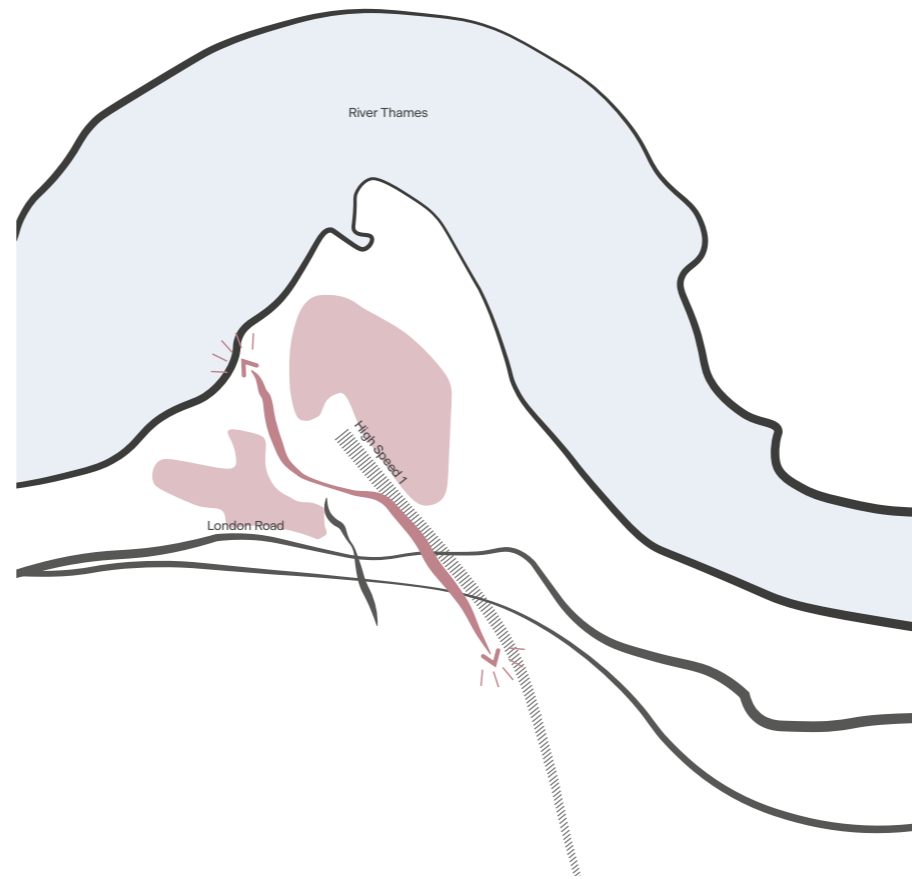


Figure 4.11 Theme parks diagram

4.2.14.1 Apart from two theme parks with their own pay line for admission, The London Resort will have so much more of interest to excite visitors in the wider public realm, including four hotels, one with a Water Park, a music venue, restaurants and themed retail, event space, the Coliseum, Conferention Centre, a huge public Plaza, new train and ferry terminals, a Visitor Centre and The London Resort Academy, all nestling within a generous landscaped setting, together with a stunning wildlife habitat and marshes that wrap around the perimeter of the peninsula.

4.2.14.2 The larger open space to the north east of the peninsula creates an appropriate setting for Gate 1, the first theme park to be delivered in 2024, and separated from Gate 2 to the south west, by a generous landscaped belt that connects Ebbsfleet International Station with The London Resort ferry terminal, linking with Pilgrims' Way at its mid-point. This access corridor will contain a wide variety of buildings, landscape features and attractions that lie outside the pay line and are accessible to the public.

4.2.15 Transport Hubs

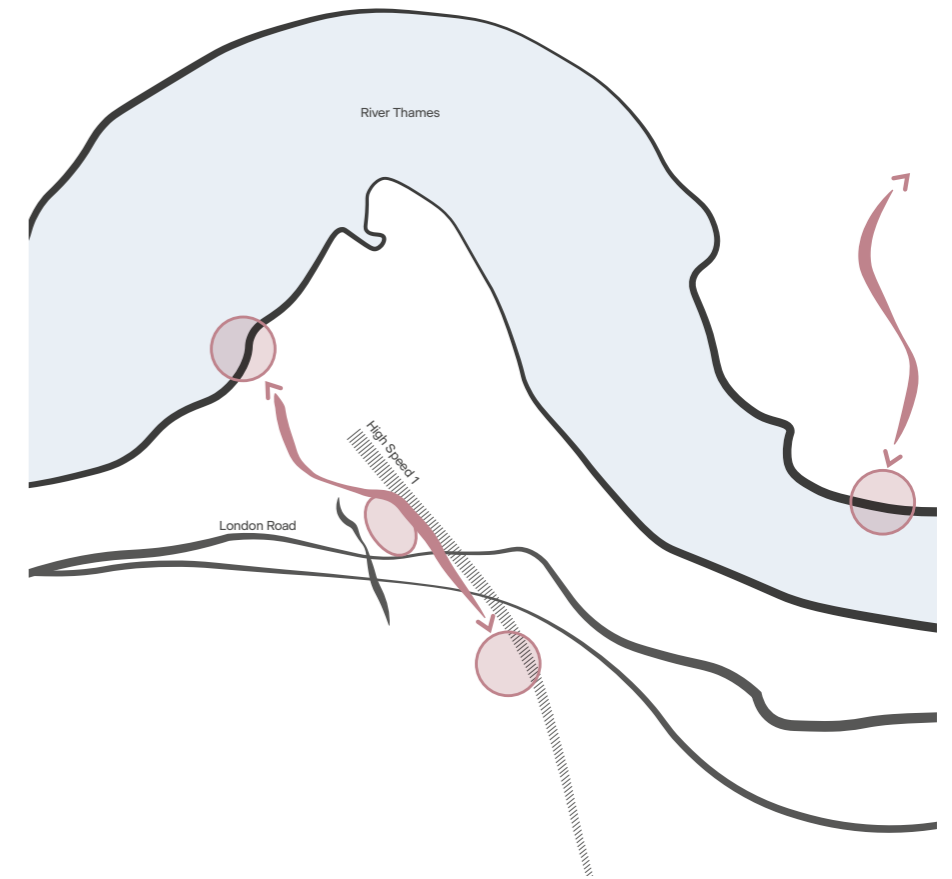


Figure 4.12 Transport hubs diagram

4.2.15.1 The new route connects Ebbsfleet International Station to the south with The London Resort ferry terminal to the north. This route delivers visitors to London Resort Passenger Terminal located at the heart of the development. These transport hubs collect visitors using a diverse range of transport options, including High Speed 1, Thames Clipper on the River Thames, the Fast Track local bus service and coaches, pedestrians and cyclists, taxis and lastly private cars via a dedicated route off the A2(T). The use of sustainable transport options will be actively encouraged over private cars, with flexibility to accommodate modal shifts over time as private cars become a progressively less attractive option.

4.2.15.2 These transport hubs will share a similar look and feel, reinforcing a sense of arrival, orientation and identity for The London Resort.

4.2.15.3 A new transport hub will also be located on the Essex Site by re-purposing the existing Riverside Station building and creating a new pontoon for the Thames Clippers. This will be a passenger terminal connecting visitors from the north of the river to the south by encouraging them to use the park and glide offer.

4.2.16 Interconnected spaces and places

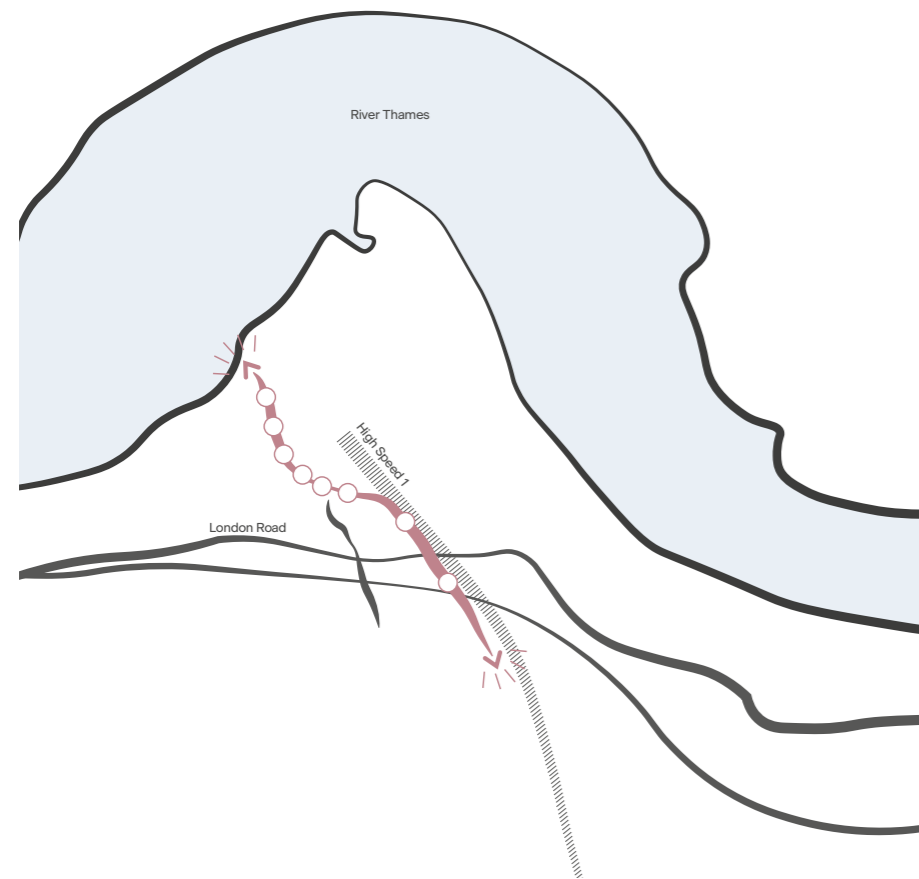


Figure 4.13 Interconnected spaces and places diagram

4.2.16.1 The new public realm connects Ebbsfleet international Station on the south with The London Resort Passenger Terminal on the River Thames to the north, taking the form of a sequence of interconnected places and spaces, the thread that links whole and the glue that ties it together. The spaces that lie between built form are often forgotten or left-over space, but here they are even more important than the buildings themselves, they create the setting and opportunity for built form to happen, encouraging a dialogue between buildings and the landscape, defining routes that help to make the whole site legible and intuitive for people to enjoy.

4.2.16.2 This thread will have its own character and will evolve and mature over time, changing in character along the route in response to built form and the wider landscape, marshes and vistas. It will include unifying features such as bespoke London Resort street furniture, kerbs, bollards, bus stops, signage and lighting that reinforce the overall sense of place and The London Resort brand. In many cases they are small features, but as a whole they have the power to be a fundamental part of The London Resorts identity, sense of quality and integrity, creating a carefully considered and crafted environment that extends beyond The London Resort and into the wider landscape, creating a comfortable fit.

4.2.17 Back of House

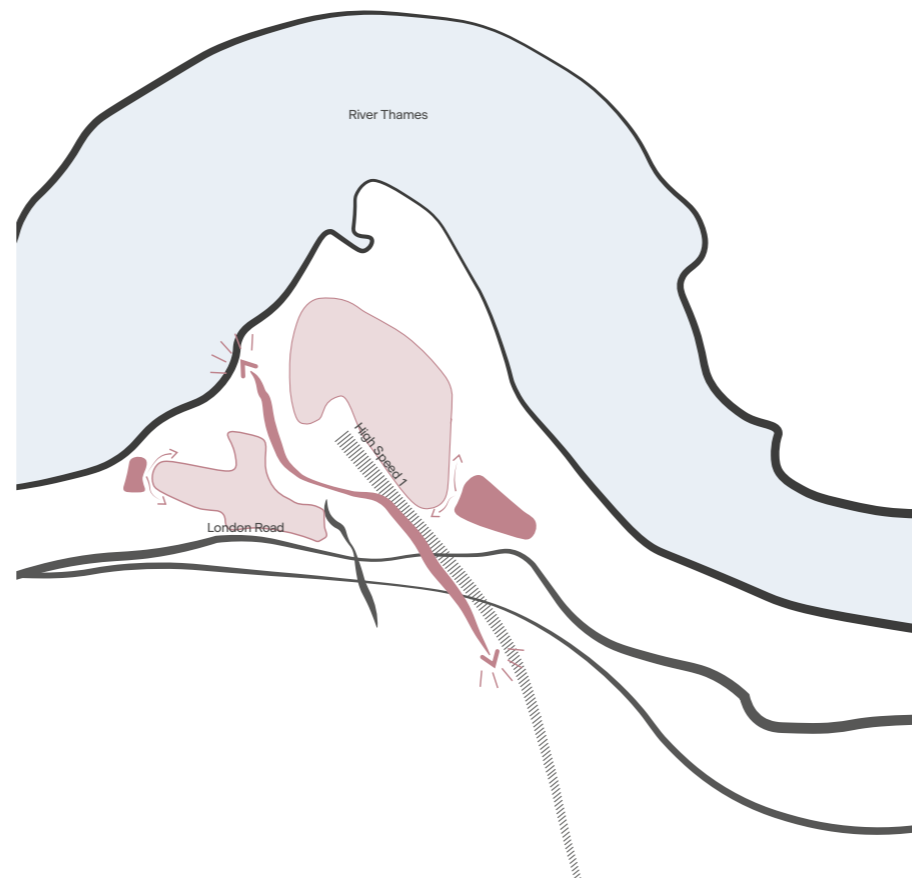


Figure 4.14 Back of House diagram

4.2.17.1 Back of House areas are a vital part of the running of the Resort and include warehouses, maintenance and servicing workshops, costume, and kitchens together with the offices that accommodate the significant administrative functions necessary for the successful day to day running of the London Resort. Whilst these areas are described as back of house, they are very much front of house for those who will work in these facilities on a day to day basis, and they therefore sit within their own landscaped grounds, creating an exciting and engaging work environment for the London Resort's employees.

4.2.17.2 The buildings in the Back of House areas combined with careful attention to landscaping also provide an effective buffer between the surrounding communities and the core of the London Resort, helping to address issues of privacy and overlooking, noise and light leakage. To be sustainable in the community, the London Resort needs to be a good neighbour and look after its staff, many of whom will live in and be an important part of that community.

4.2.18 Natural pockets

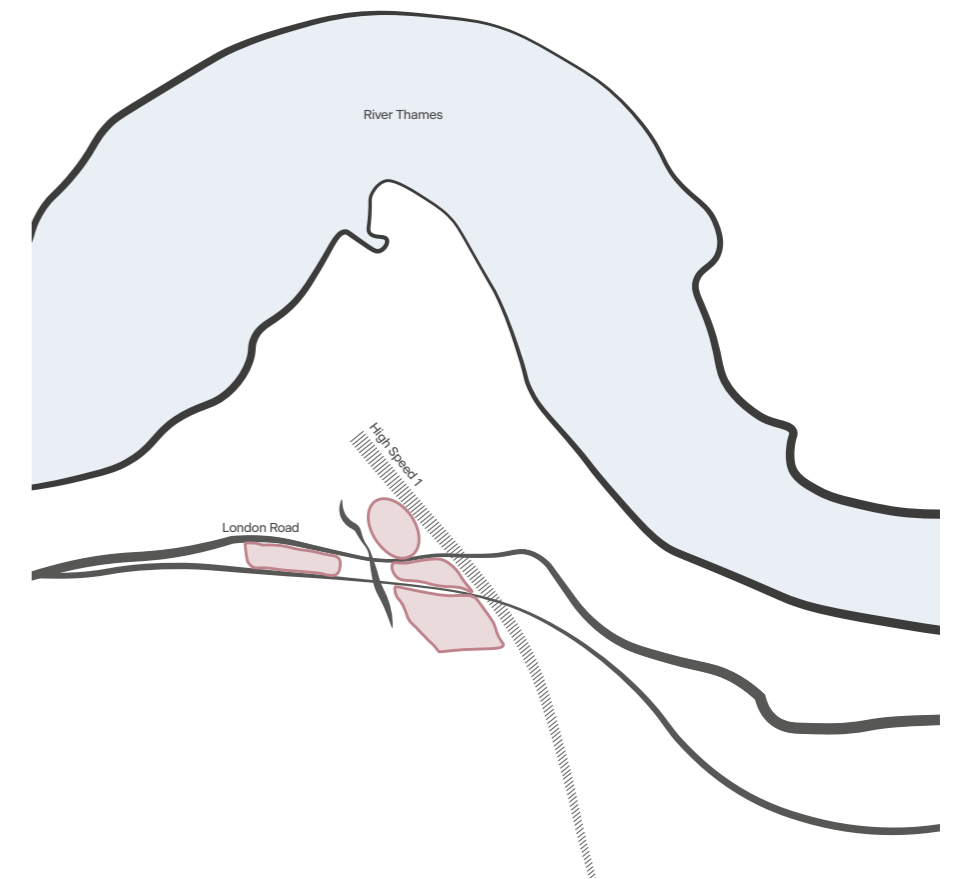


Figure 4.15 Natural pockets diagram

4.2.18.1 The Craylands Lane Pit is an ideal location for The London Resort Staff Accommodation, being once removed and buffered from The London Resort by the chalk cliffs that form London Road to the north, and from Swanscombe Village to the south by the railway set within its own chalk spine and generous cutting. It presents an opportunity to escape from work, and a delightful environment in which to live within landscaped grounds, enjoying modern facilities that will support this community. Connections to The London Resort via the existing tunnel through the chalk spine creates the opportunity for a direct link for staff to the Resort, and the open end to the Craylands Lane Pit to the west creates an engaging address and welcomed links to the wider community beyond.

4.2.18.2 The Sports Ground Pit to the east forms an ideal location for infrastructure that will help to drive the needs of the resort, including an Energy Centre, associated plant enclosures, water storage tanks and pumps. A public plaza will also enable Swanscombe Station to extend a new and accessible link from both platforms to connect with the people mover and Fast Track bus service for onward travel to Ebbsfleet International Station, The London Resort, the Ferry Terminal to the north and beyond.

4.3 Consultation Process

- 4.3.1 Communities can effectively shape both design policies and development through a collaborative process of meaningful participation. Early engagement and the linking of engagement activities to key stages of design decision-making and plan-making have been an important and beneficial part of the design development process, which have had a significant influence on the emerging masterplan and its relationship to the surrounding communities, the landscape, wildlife habitats and the River Thames.
- 4.3.2 The engagement activities offer the opportunity for The London Resort to work collaboratively with communities to shape better places for local people within the overall masterplan. The scope of public consultation that has been undertaken is detailed in the Consultation Report (document reference 5.1) and demonstrates how all views have been listened to and considered. The process that we adopted included proactively engaging with an inclusive, diverse and representative sample of the community, so that their views could be taken into account in relation to design. This included established local organisations and groups within the community.
- 4.3.3 This process has been one of genuine dialogue, that has been open and receptive to ideas and the concerns of those involved. Many of the suggestions that have been made have improved the masterplan as a result, and in particular cases they have had a fundamental effect on the development of the project as a whole, to the benefit of all concerned.

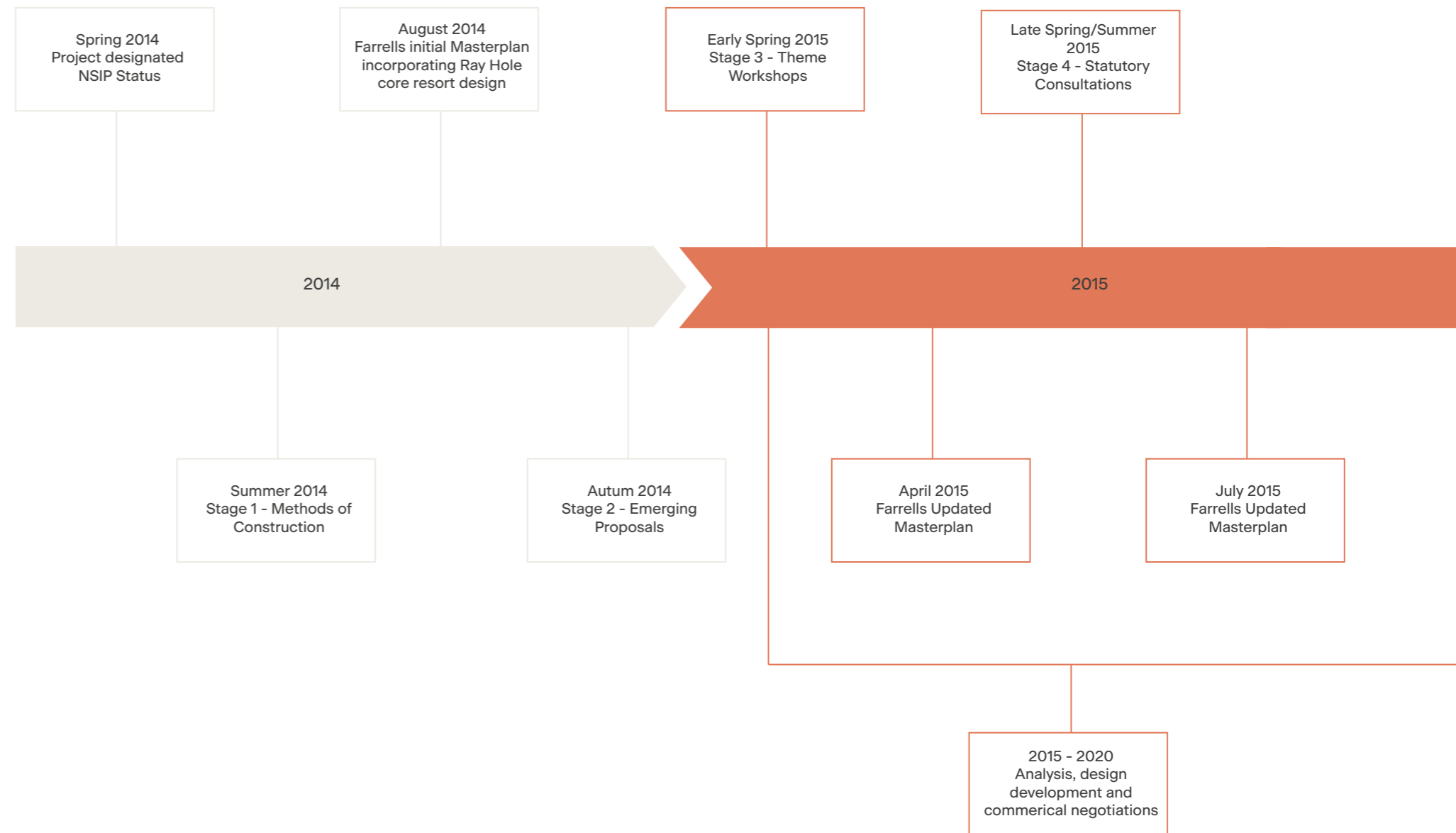
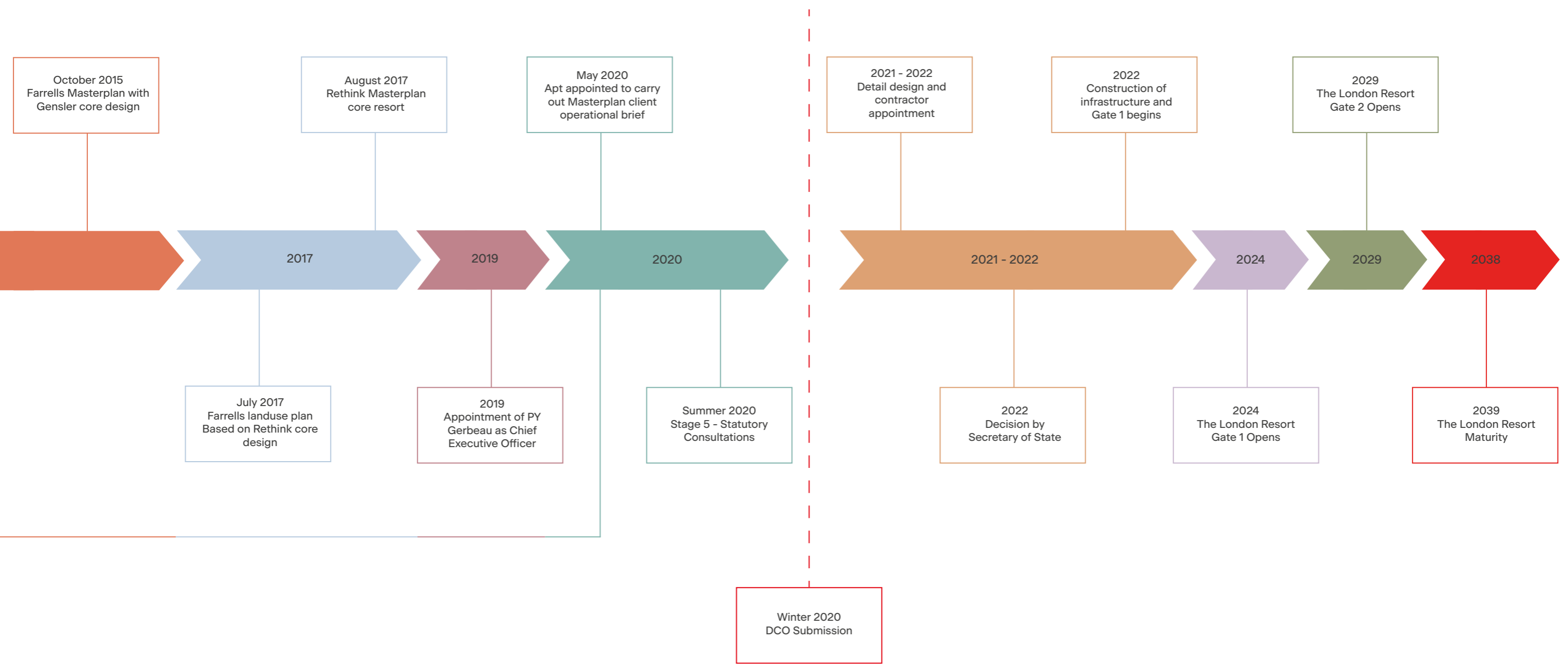


Figure 4.15 The London Resort Timeline



4.4 Approach to Consultation

- 4.4.1 Consultation is an essential part of any DCO application and a project of this scale and significance. We have always been committed to ensuring that the London Resort works for the local community as well as visitors, so sought to ensure we gathered widespread feedback from an early stage.
- 4.4.2 We undertook a multi-staged approach to consultation. This involved three stages of non-statutory consultation, followed by statutory consultation, over 2014 and 2015, as project proposals were emerging. Discussions and workshops covered a range of topics including transport, environment, employment and skills, and regeneration. This enabled us to understand the views of stakeholders, influencing proposals from the outset.
- 4.4.3 Throughout the year long consultation programme, the most commented on topic was transport, with the biggest issue relating to traffic impacts on the A2, local roads and the wider road network, and interest in increased use of public transport. Comments were also raised about environmental and community impacts, including effects on noise and air quality, impacts on local ecology and wildlife, and regarding development in the Green Belt south of the A2. Respondents also expressed high levels of interest in employment, skills and training.



Figure 4.16 London Resort Public Webinar Statutory Consultation Cover Page

4.4.4 Further targeted engagement activity continued after 2015, with statutory consultees and other stakeholders, including community groups and schools, to further understand opportunities and how LRCH could minimise and mitigate impacts. The project's Community Liaison Group was established in 2016.

4.4.5 We carried out a further round of statutory consultation in 2020. This enabled LRCH to update and seek feedback on proposals, which had been revised to take account of feedback received from previous stages of consultation, revisions to the business case, and changes to wider infrastructure and development in the area, including Highways England proposals for A2 Bean and Ebbsfleet Junction improvements, Lower Thames Crossing, Port of Tilbury expansion (Tilbury2) and Ebbsfleet Garden City. The 2020 consultation received more than 1,200 responses from across the UK, with tens of thousands of visitors to the website and virtual exhibition room and widespread press coverage, demonstrating that interest in the London Resort is higher than ever.

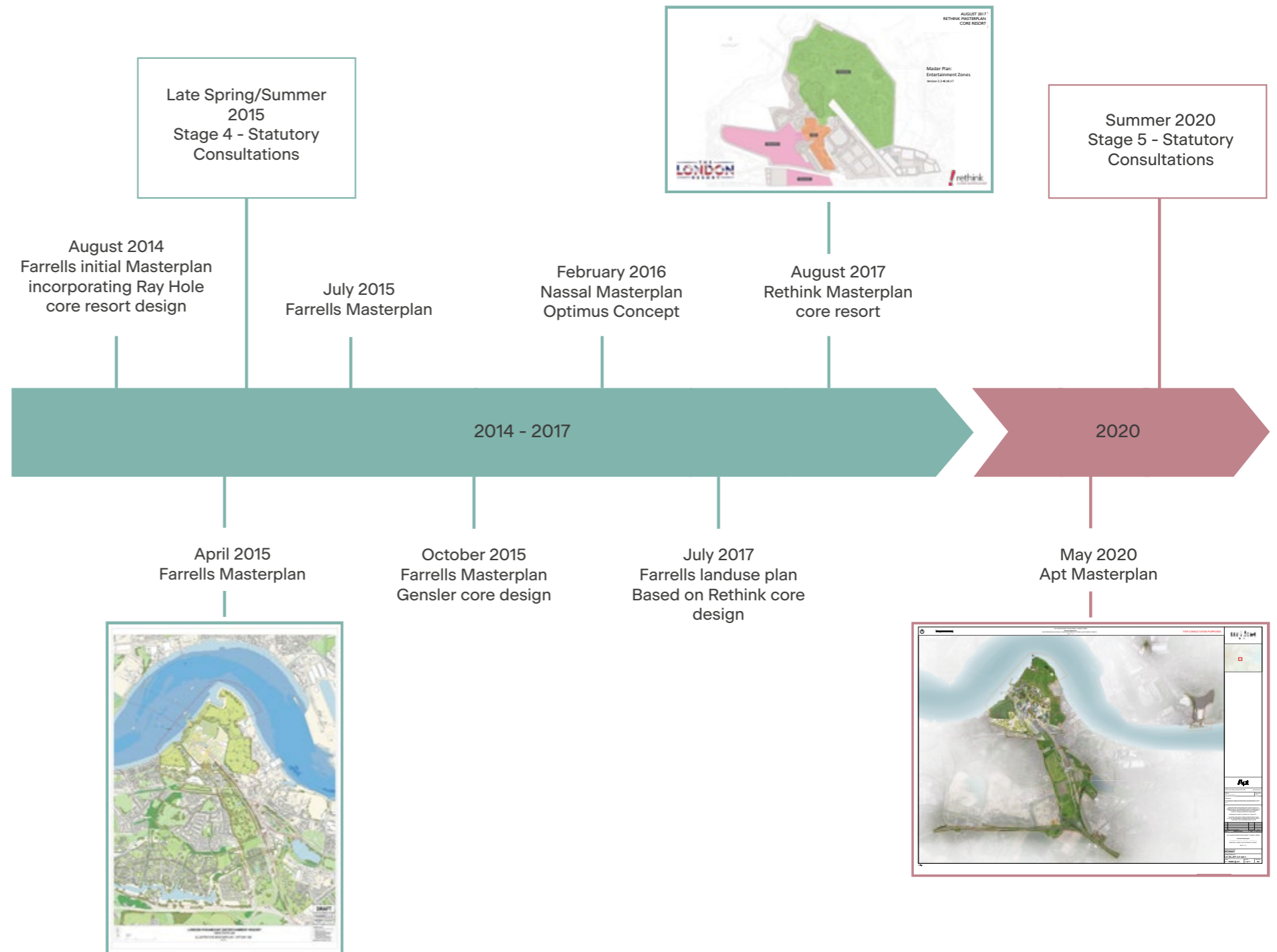


Figure 4.17 Design Evolution Timeline

4.5 Influence on Proposed Development

- 4.5.1 Overall, consultation has helped to inform and shape the development and masterplanning of the London Resort. Key influences and changes to the Proposed Development are outlined below:
- 4.5.1.1 A comprehensive, multi-modal sustainable transport strategy, designed to keep London Resort traffic off local roads and minimise impacts on the Strategic Road Network. The transport strategy includes:
- 4.5.1.2 Maximising opportunities for the use of river, rail and bus, and access routes for pedestrians and cyclists;
- A 'Park and Glide' facility within the Port of Tilbury to provide access to the London Resort from north of the River Thames; and
 - Developed our plans for a new access road and improvement works to the A2, with a revised junction layout, to keep local and London Resort traffic separate.
- 4.5.1.3 Enhancement of Pilgrims Way;
- 4.5.1.4 An enhanced network of pedestrian and cycle routes to improve connectivity within existing neighbourhoods, and creation of linkages with the network of green spaces and improved access to the riverside;
- 4.5.1.5 Changes to the Illustrative Masterplan layout have been designed to improve and enhance the structure of the landscape and ensure that important habitats and green space are retained and enhanced, with protected areas for species to enhance biodiversity and ecology, as well as quiet zones for visitors and local communities to relax in natural surroundings;
- 4.5.1.6 Increased emphasis on applying sustainability principles and operationally net zero carbon across our design, development and operation of the London Resort;

- 4.5.1.7 Revised scheme content, with changes to the proposed entertainment and amenities on offer both inside and outside the park gates to ensure that a more diverse range of amenities is accessible to local communities and businesses outside the 'payline' of the theme parks;
- 4.5.1.8 Developing links between The London Resort and the local community outside of the Resort to help the community to better understand potential employment, training and career development opportunities, potential relationships for local businesses as well as general information on what is happening during construction, and beyond. And lastly somebody to talk to and address any concerns or neighbourly issues. The result has taken the form of a Visitor Centre, Recruitment Centre, Staff Training Facility and The London Resort Academy located at the top of Galley Hill and the heart of the local community.
- 4.5.1.9 Improved permeability and connectivity to existing and emerging communities including Ebbsfleet Garden City.
- 4.5.1.10 Revision of the Order Limits, reducing impacts on local communities and residential properties. This is as a result of the Highways England A2 Bean and Ebbsfleet Junction improvement works, which means we will not need to make significant improvements to Bean Junction. We have therefore:
- Revised the requirements for our access corridor from the A2 to the London Resort; and
 - Removed the need for land south of the Ebbsfleet Junction;
- 4.5.1.11 Accommodation provision for staff working at the London Resort, including seasonal employees, was introduced following changes to the NSIP Regulations in April 2017 and an identified functional need. This was included as part of the proposals to further reduce pressure on a requirement for staff to travel to the Project Site and to reduce impacts on the local housing markets;

- 4.5.1.12 Consultation feedback has also informed the detail of a number of supporting technical documents and strategies, including the Off-Site Parking Strategy and the Outline Employment and Skills Strategy, in addition to strategies for mitigating air, noise, and light pollution impacts.
- 4.5.2 Engagement and communication will continue, with statutory stakeholders, local communities, education institutions, charities and businesses among others. Feedback will continue to influence detailed design and the development of operational policies and procedures
- 4.5.3 Overall, consultation has demonstrated clear and continued overwhelming support, interest and excitement for the London Resort proposals, and the opportunities it offers for economic regeneration, business growth, job and career opportunities, and bringing a a step-change in leisure and entertainment provision to the UK.

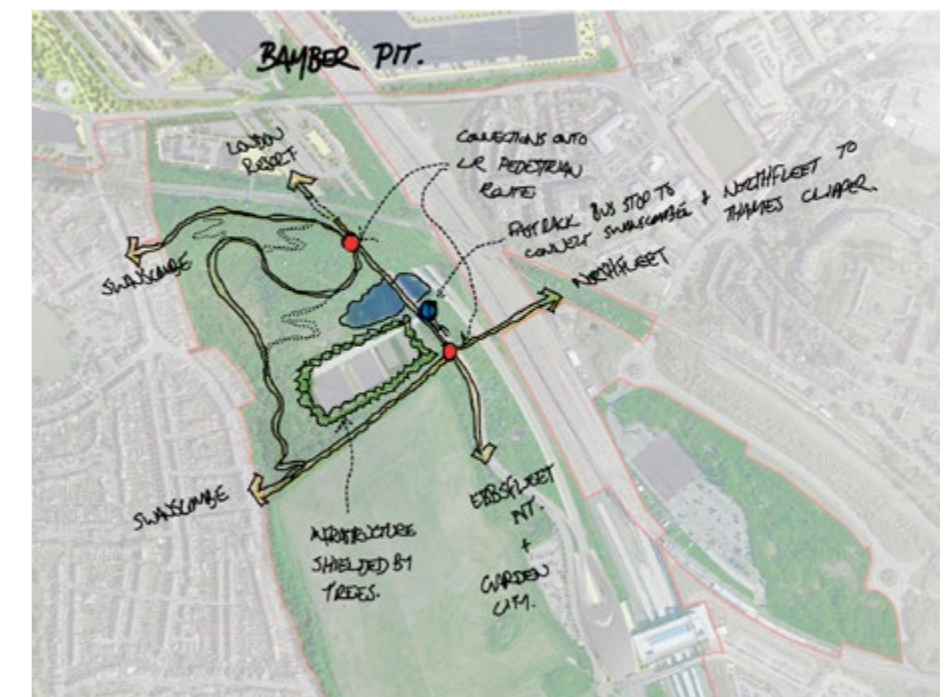


Figure 4.18 Masterplan Sketch - Bamber Pit Back of House

4.6 Design Development

4.6.1 The development of the masterplan has been a non-linear process, with many activities happening in parallel and then informing one another. For this to be both productive and successful, the team as a whole has to be receptive to ideas, comments and criticism, embracing good ideas and feedback has provided the opportunity to re-work and improve the emerging concept to test and check, whilst ensuring that we maintain flexibility to accommodate changing circumstance, events and emerging technology.

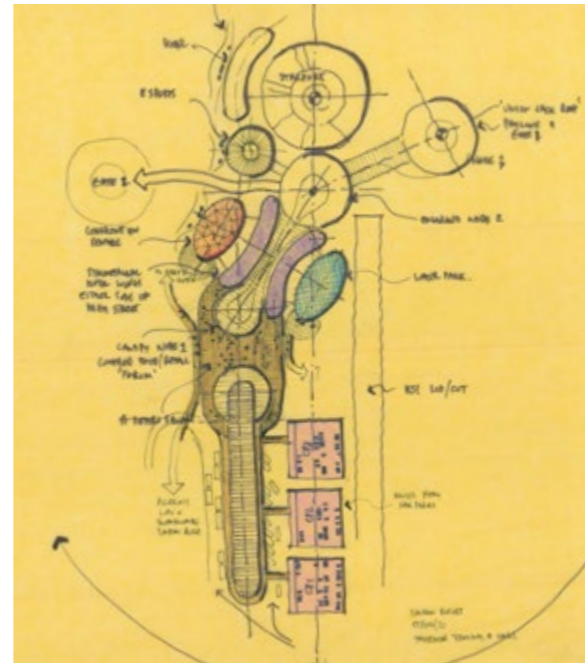


Figure 4.19 Masterplan Sketch

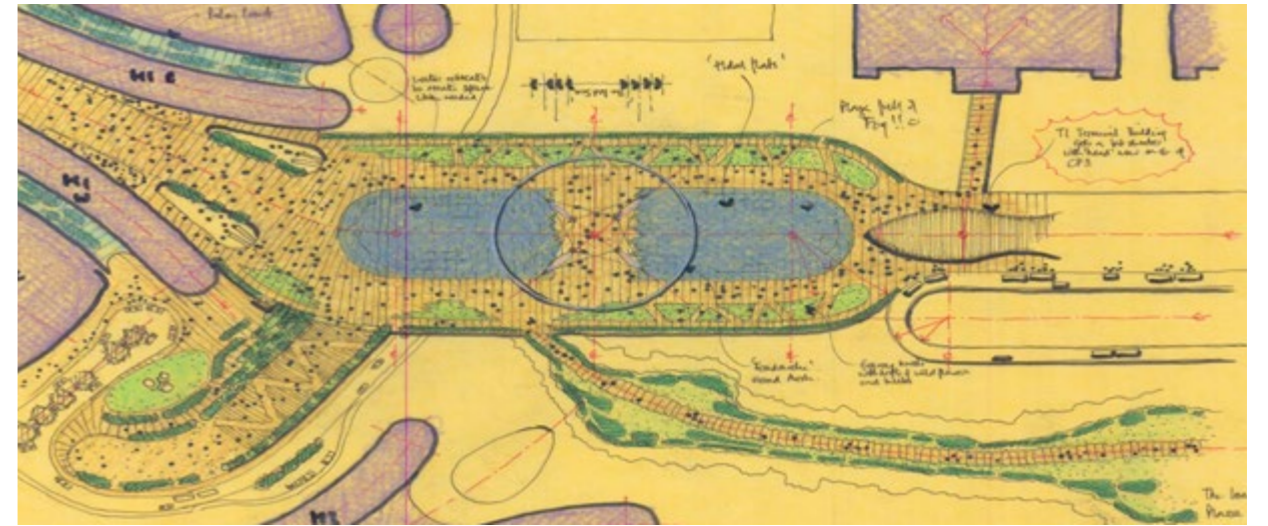


Figure 4.20 Masterplan Sketch

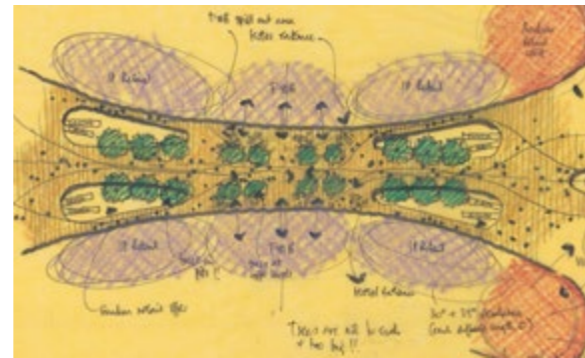


Figure 4.21 Masterplan Sketch - The Boulevard

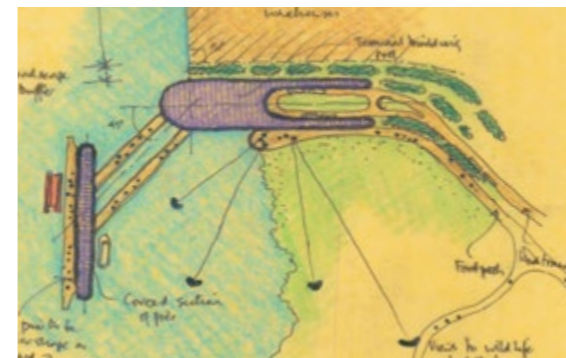


Figure 4.22 Masterplan Sketch - Ferry Terminal

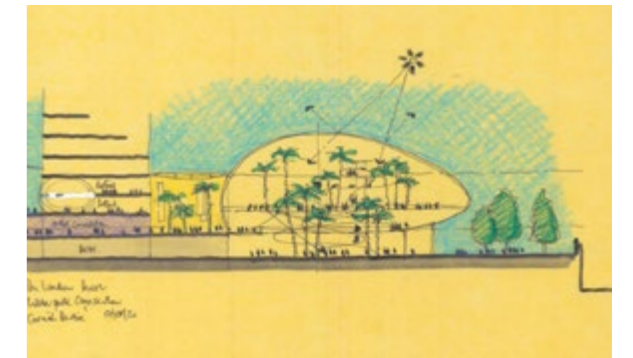


Figure 4.23 Masterplan Sketch - The Water Park

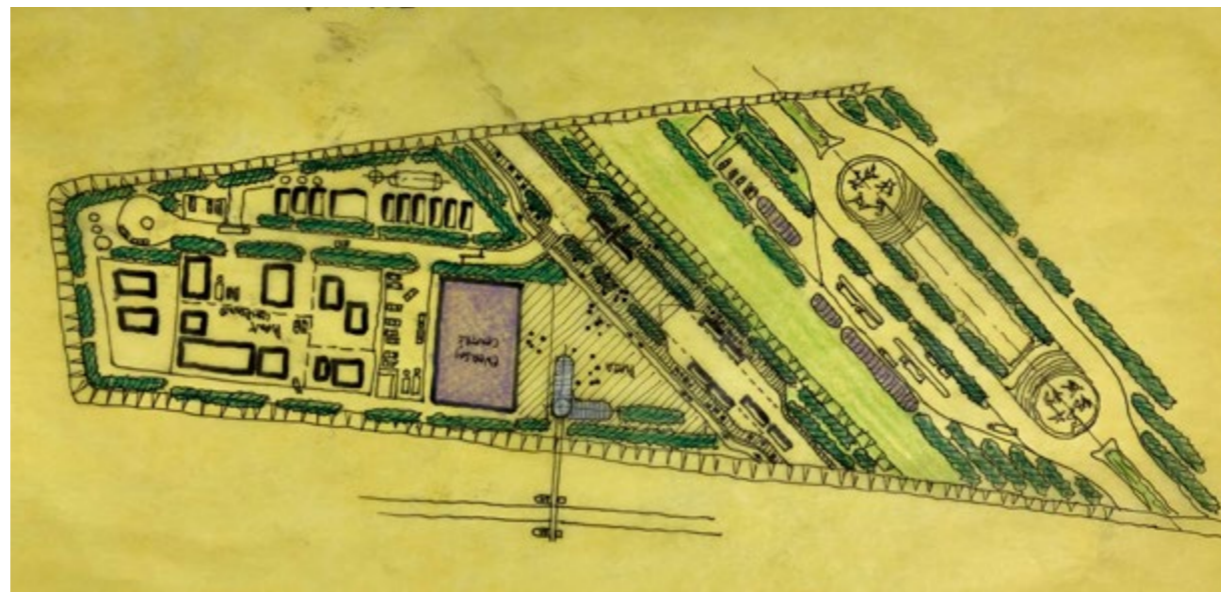


Figure 4.24 Masterplan Sketch - Sports Ground Back of House

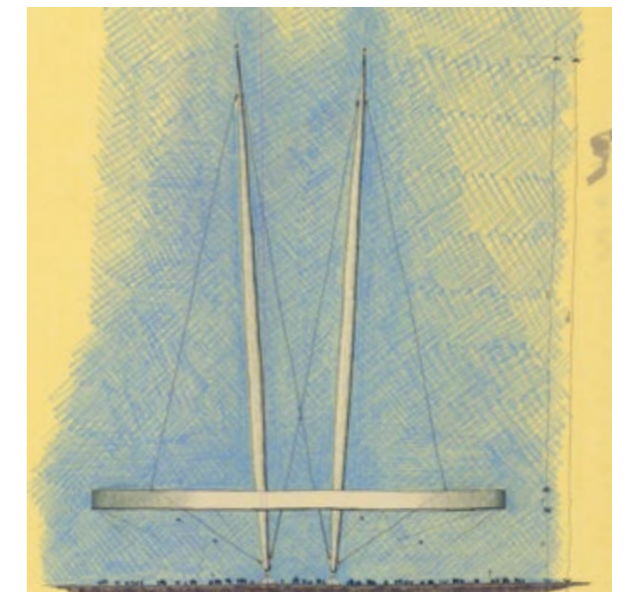


Figure 4.25 Masterplan Sketch - Fordarche

4.6.2 The onset of the global COVID-19 pandemic provided yet another opportunity to explore the assumptions that we had made within the brief, how we look after people, how much space they need, how to avoid congestion and queues, and what other similar facilities around the world are doing to address the problems presented.

4.6.3 Apt's ability to listen, and their desire to be receptive to good ideas has enabled us to make rapid progress developing the masterplan with the client, consultant team and consultees, using a variety of engaging media to illustrate the thought process and design development.



Figure 4.26 Masterplan Sketch - Visitor Centre

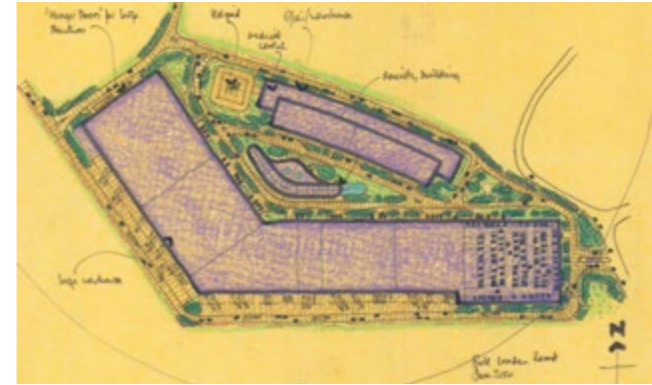


Figure 4.26 Masterplan Sketch - Gate 1 Back of House

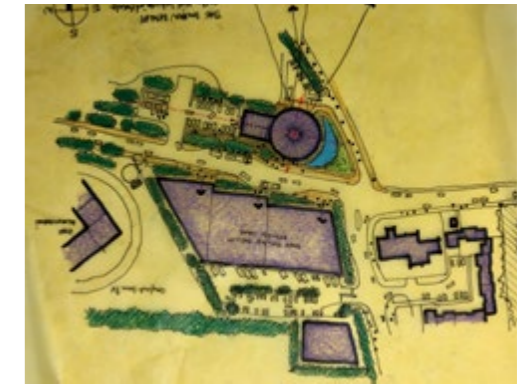


Figure 4.27 Masterplan Sketch



Figure 4.28 Masterplan Sketch

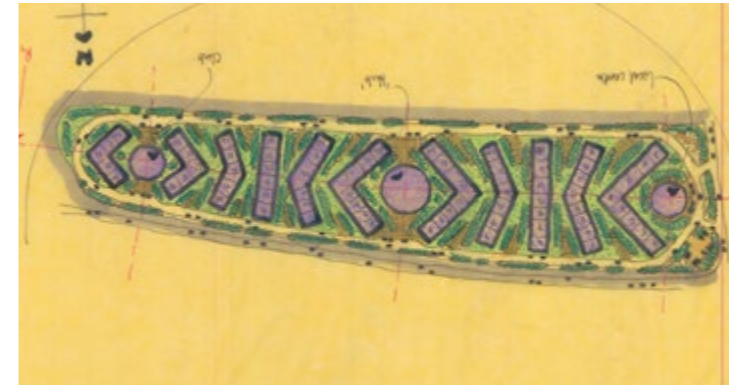


Figure 4.29 Masterplan Sketch - Staff Accommodation

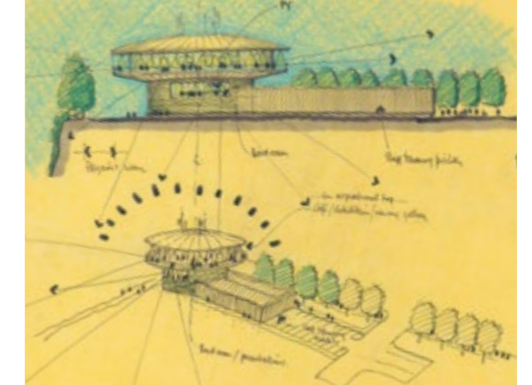


Figure 4.30 Masterplan Sketch - Visitor Centre

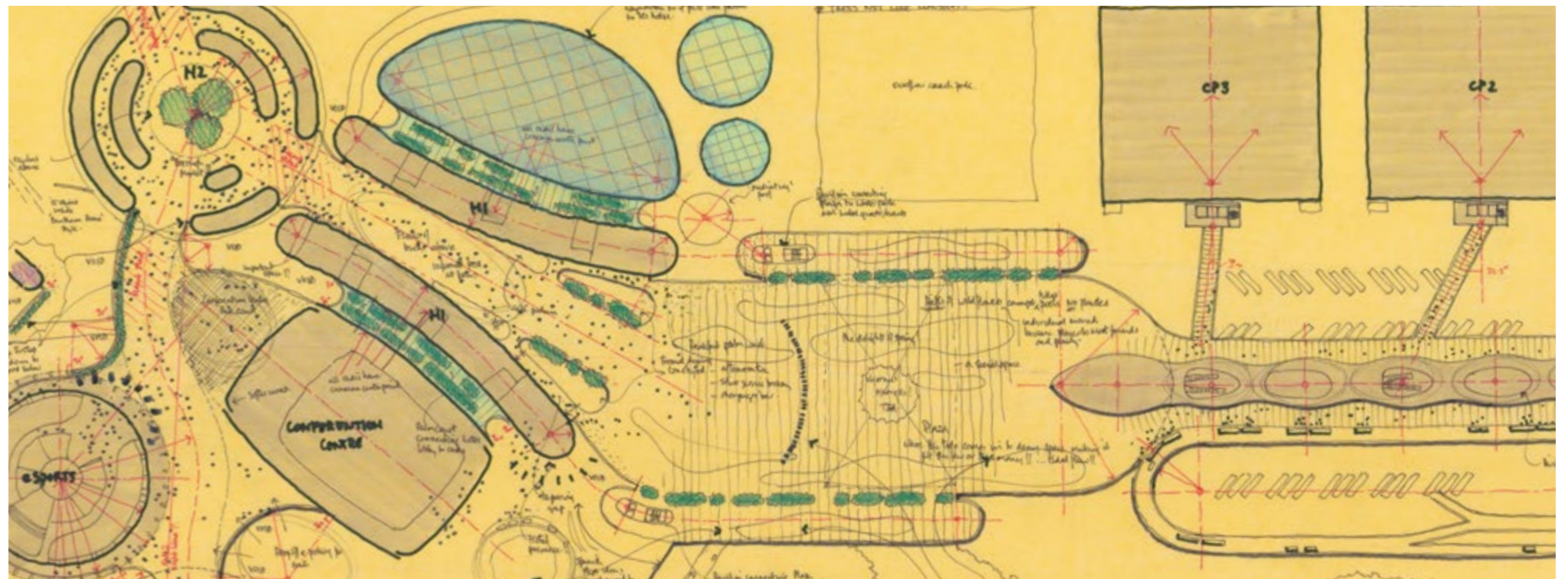


Figure 4.31 Masterplan Sketch

4.7 The Proposal

- 4.7.1 The proposed masterplan is the result the continuous engagement and consultation process with the public, local authorities and stakeholders.
- 4.7.2 The Resort will be a nationally significant visitor attraction and leisure resort, built largely on brownfield land at Swanscombe Peninsula in Kent on the south bank of the River Thames and with supporting transport and visitor reception facilities on the northern side of the river in Essex.
- 4.7.3 The focus of the Resort will be a 'Leisure Core' containing a range of events spaces, themed rides and attractions, entertainment venues, theatres and cinemas, developed in landscaped settings in two phases known as Gate One and Gate Two. Outside the Gates will be a range of ancillary retail, dining and entertainment facilities in an area known as the Boulevard and the Market.
- 4.7.4 The Resort will also include hotels, a water park connected to one of the hotels, a conference and convention centre known as a 'conferention centre', a Coliseum (capable of hosting e-Sports events), creative spaces, a transport interchange including car parking, 'back of house' service buildings, an energy centre, a wastewater treatment works and utilities required to operate the Resort. Related housing is also proposed to accommodate some of the Resort's employees.
- 4.7.5 Substantial improvements are proposed to transport infrastructure. This will include a new direct road connection from the A2(T) and a dedicated transport link between Ebbsfleet International Station, the Resort and a passenger ferry terminal beyond. The ferry terminal would serve visitors arriving by ferry on the River Thames from central London and Tilbury. A coach station is also proposed. On the northern side of the Thames to the east of the Port of Tilbury, additional coach and car parking and a passenger ferry terminal are proposed to serve the Resort.
- 4.7.6 The Proposed Development will involve an extensive restoration of land used in the past for mineral extraction, waste disposal and industrial activities including cement and paper production, with a comprehensive landscape strategy proposed incorporating the retention and enhancement of wildlife habitats.



Figure 4.32 Illustrative Masterplan

[This page is intentionally left blank]



5.0

Masterplan Strategy

[This page is intentionally left blank]

5.1 The Rochdale Envelope

5.1.1 The 'Rochdale Envelope' approach is employed where the nature of the Proposed Development means that some details of the whole project have not been confirmed (for instance the precise dimensions of structures), although they have been stress tested and described accordingly within Schedule 1 of the DCO, when the application is submitted, and flexibility is sought to address uncertainty:

- The DCO application documents explain the need for and the timescales associated with the flexibility sought and this should be established within clearly defined parameters;
- The clearly defined parameters established for the Proposed Development have been sufficiently detailed to enable a proper assessment of the likely significant environmental effects with necessary mitigation clearly identified;
- The assessments in the Environmental Statement are consistent with the clearly defined parameters and ensure a robust assessment of the likely significant effects;
- The draft DCO does not permit the Proposed Development to extend beyond the 'clearly defined parameters' which have been requested and assessed;
- The level of detail in the DCO application is intended to assist in the overall assessment.

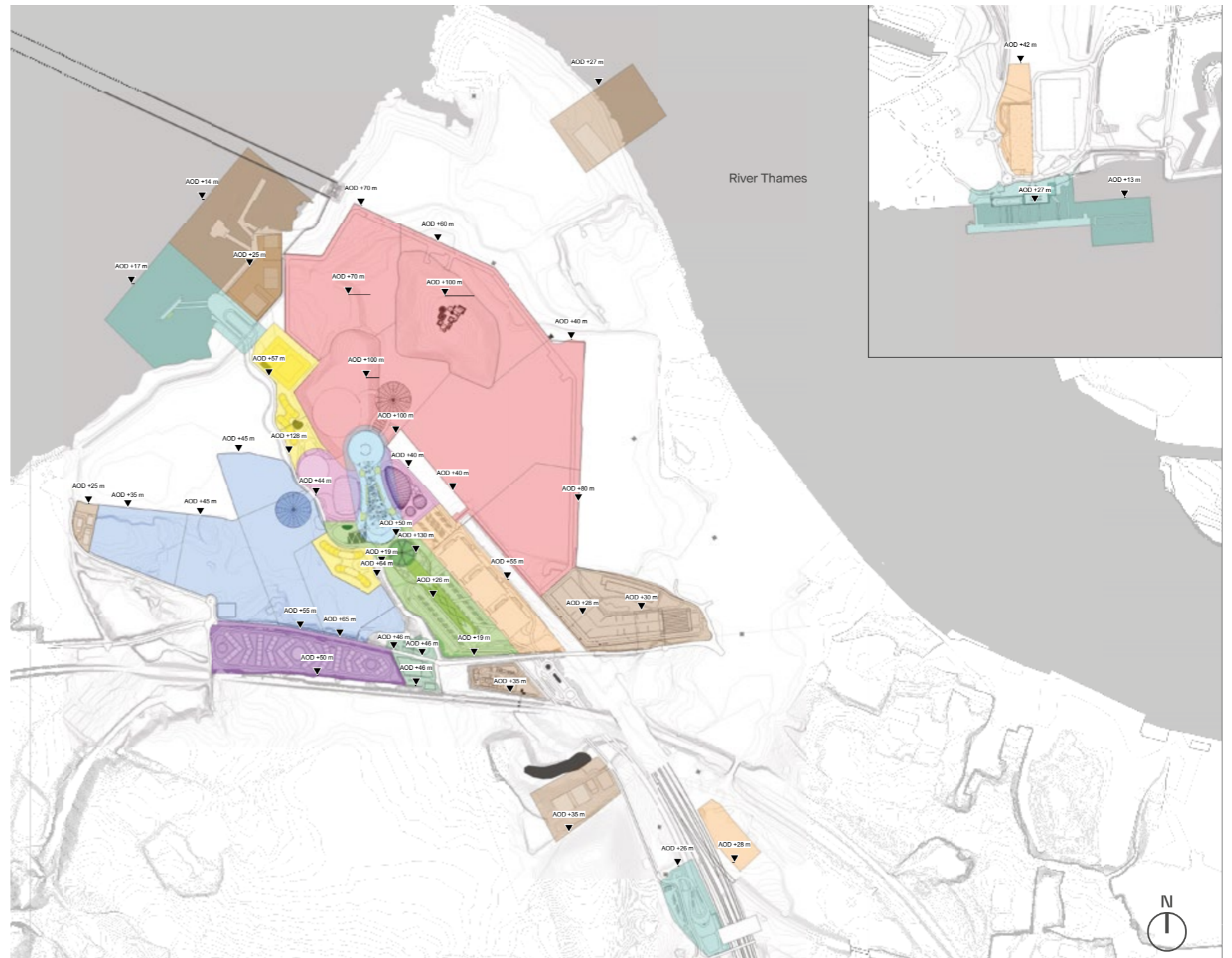


Figure 5.1 Illustrative parameters Plans - Site Plan

- 5.1.2 For practical reasons LRCH wishes to maintain flexibility about the detailed design of elements of the project, including the content of Gates 1 and 2. At the same time, LRCH acknowledges the essential need to provide sufficient information about the project to inform the Environmental Impact Assessment (EIA).
- 5.1.3 To these ends, the EIA has been undertaken in accordance with what are known as 'Rochdale Envelope' principles.
- 5.1.4 The established parameters are a result of a combination of detail design lead by parameters, environmental effects and feedback during the consultation process. Mitigation has been embedded into the design where possible, and the proposed envelope is a result of that process.

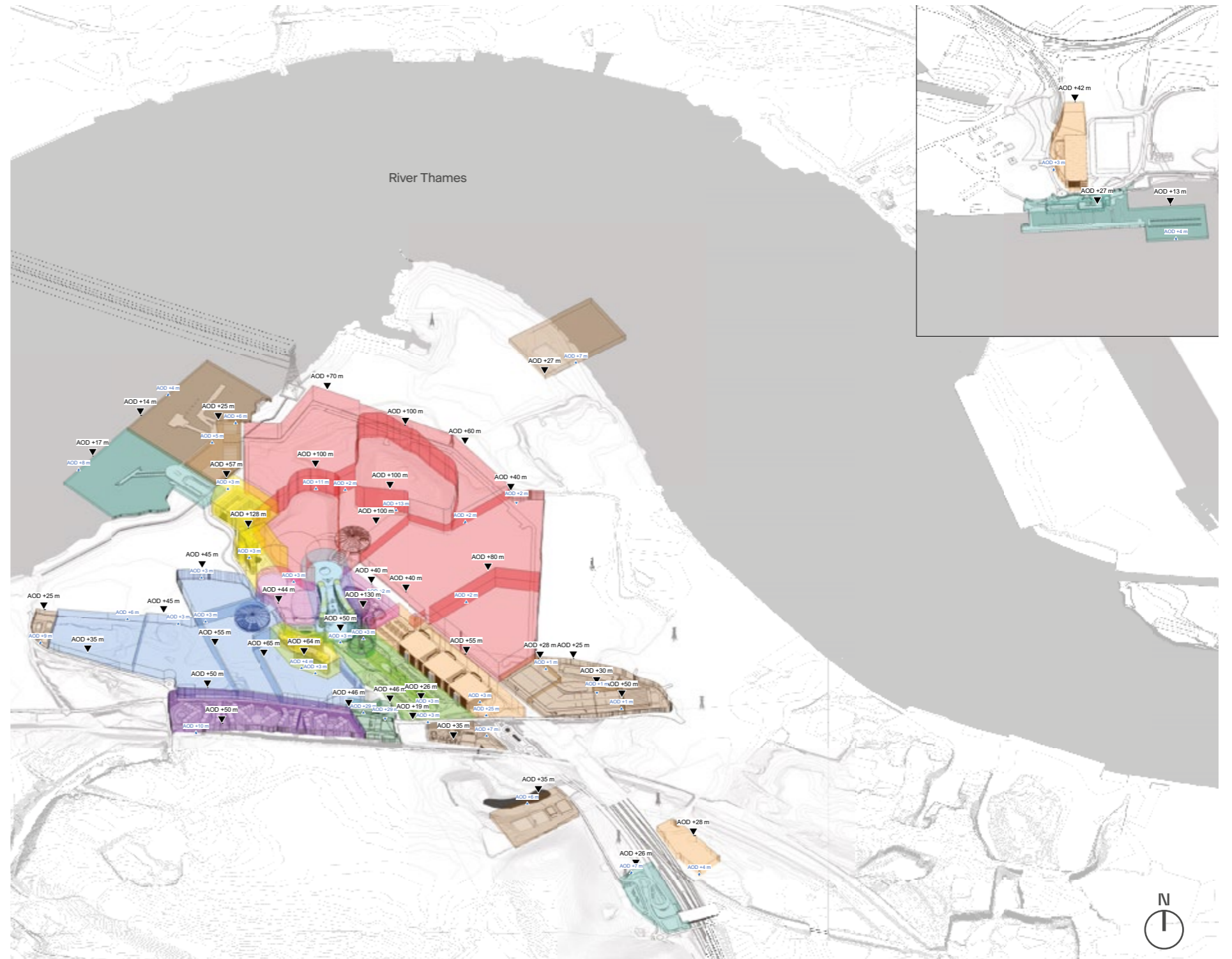


Figure 5.2 Illustrative parameters Plans - View From South

5.2 Testing the envelope

- 5.2.1 The Design and Access Statement (DAS) includes an illustration of a developing concept for The London Resort that sit within the Works Plans (document reference 2.5) and associated Parameter Plans (document reference 2.19) that form the basis of the Rochdale Envelope. The adjacent diagrams illustrate the works and associated parameter plan envelopes for the different areas of the masterplan.
- 5.2.2 The development of the masterplan has included resilience testing of the illustrative scheme to make sure that we have planned for a worst case scenario, and that this case can be contained within the parameters illustrated.
- 5.2.3 The extent of built form to its respective parameter plan envelope will vary depending on the level of flexibility required. For example, within Gate 1 and Gate 2 theme parks, long term flexibility is required to allow for individual rides to be designed and delivered as close as possible to the respective opening dates of Gate 1 (2024) and Gate 2 (2029) and for those rides to be updated in years to come to embrace emerging themes, Intellectual Property (IP) and ride technology.
- 5.2.4 In other cases the envelope is a closer fit where for example, a hotel has a fixed number of keys and the brief for the area required to accommodate those keys together with front of house and back of house support areas can be better assessed by looking at the requirements of different operators and examples of hotels in operation. Whilst the hotel has not yet been designed in detail, the level of flexibility required to accommodate the differing needs of individual operators is modest by comparison and we are able to base its envelope on a tighter fit.
- 5.2.5 The proposed bulk and massing therefore demonstrates that the brief can be accommodated within the Rochdale Envelope with a degree of flexibility that allows the resultant design to be tuned to suit changing market circumstances, emerging technology and future needs. This parameters-led assessment establishes a worst-case scenario and ensures that the EIA is robust.



Figure 5.3 Illustrative parameters Plans - View From North

5.3 Bulk and Massing

- 5.3.1 It is important to recognise that built form (bulk and massing) will not fill the available parameter plan envelope to its full extent, and will occupy the available volume to varying degree depending on the proposed use of the available space.
- 5.3.2 For example the volumes for Gate 1 and Gate 2 are sized to allow delicate and filigree structures such as roller coasters to be located with flexibility, now and in the long term future. As technology changes and new IP arrives they will be replaced. Occupational density of the proposed envelope will vary with height, with less at high level and more closer to the ground.
- 5.3.3 Conversely a hotel can enjoy a much more closely defined envelope as the number of keys informs the space required for back of house and front of house areas accordingly, with flexibility only required in terms of operator specific layout requirements and buildability options.

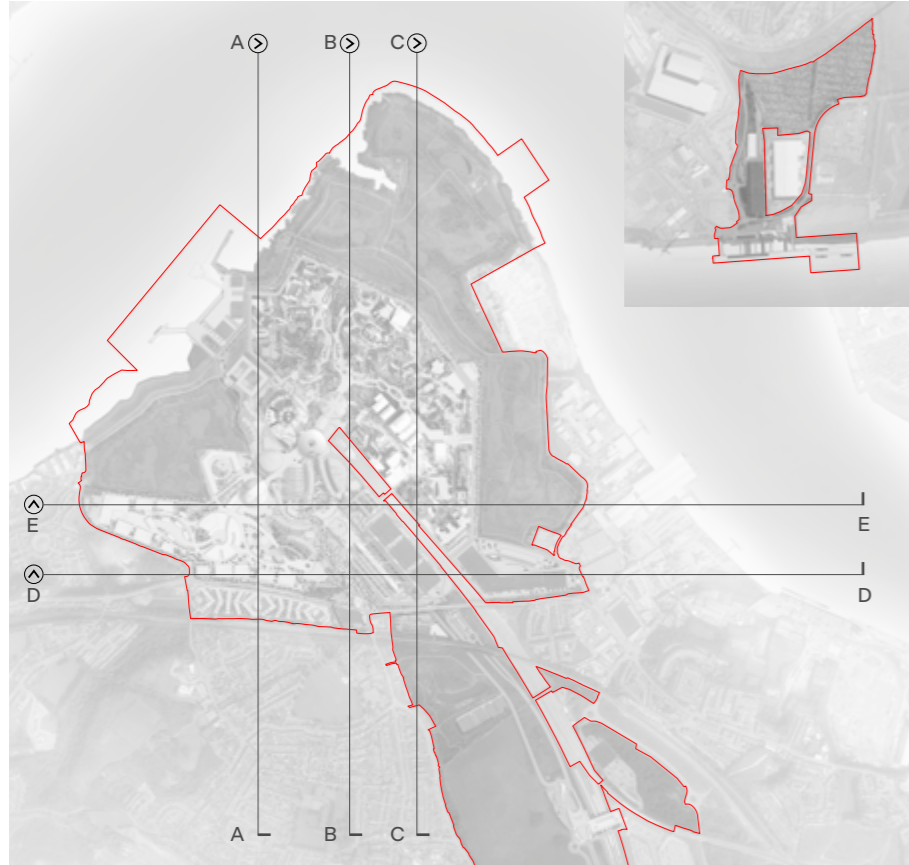


Figure 5.4 Key Plan with Sectional Cut Planes

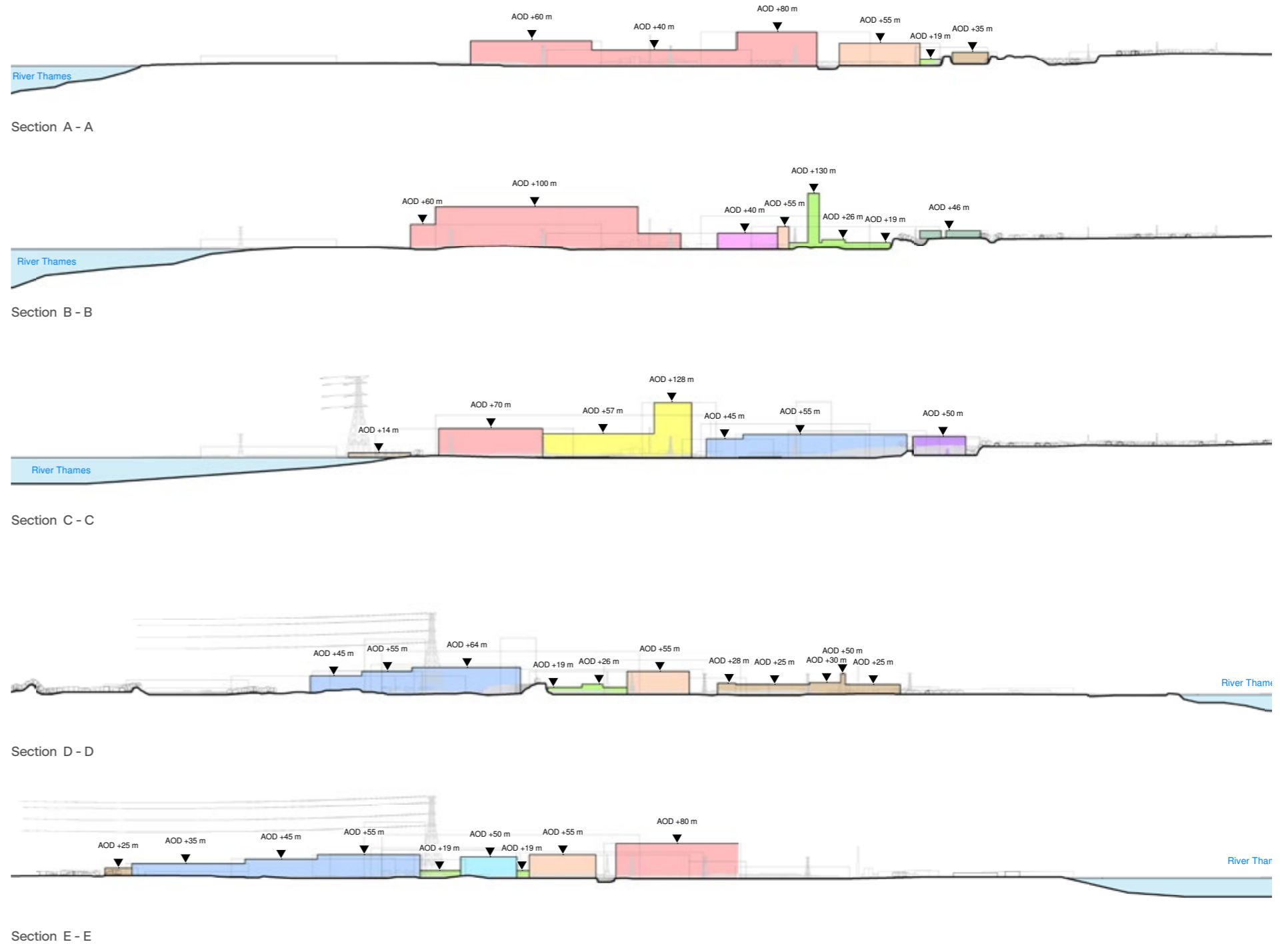


Figure 5.5 Parameter Envelope Sections

5.4 The Order Limits

5.4.1 The Order Limits as shown on the Land Plans illustrate the extent of the area within which the authorised development may be carried out.

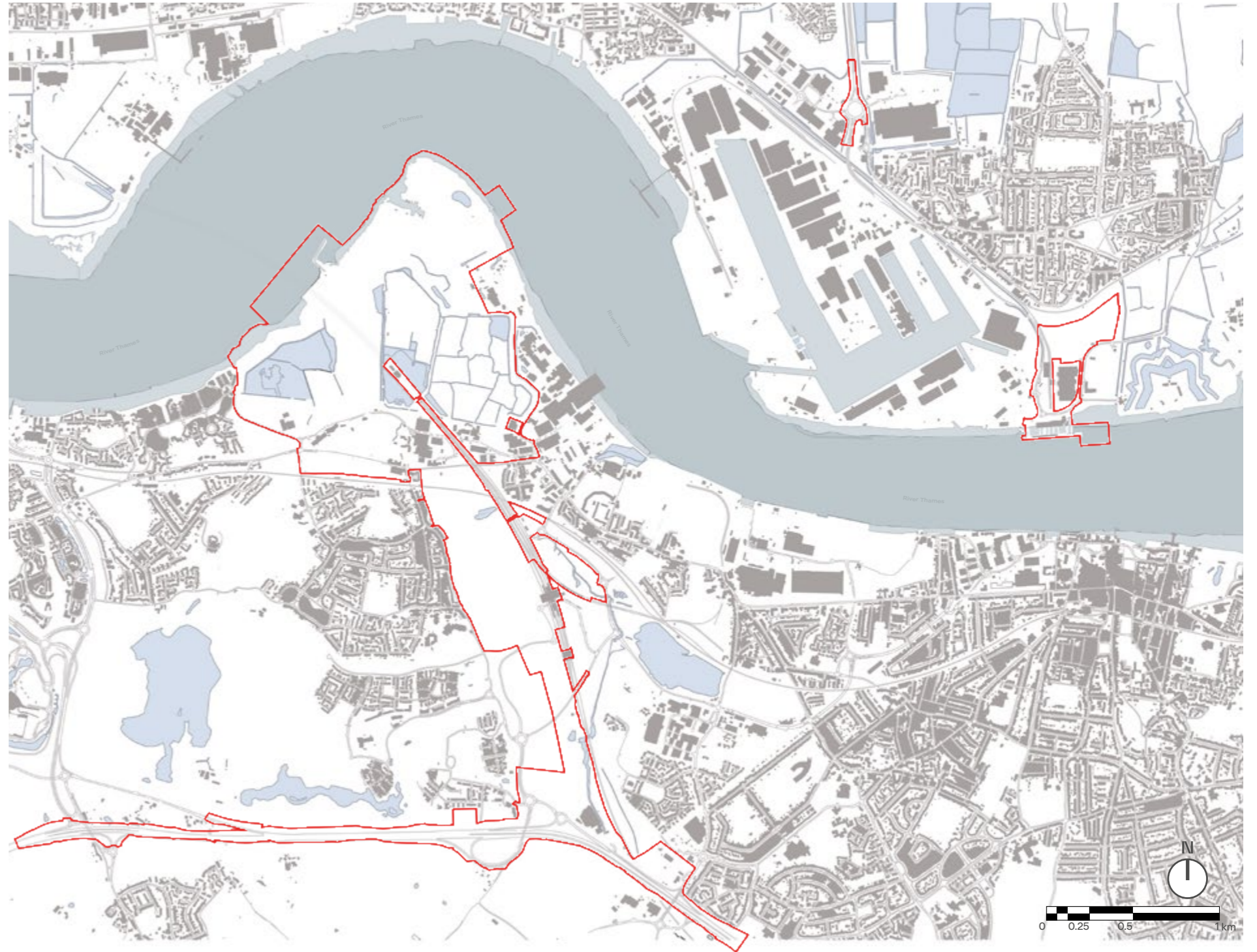


Figure 5.6 Order Limit Map

Key

— Order Limits

5.5 The Uses

- 5.5.1 This map locates the proposed uses within the illustrative masterplan.
- 5.5.2 The map highlights the Order Limits which in turn has been broken down into individual Works areas (coloured areas within the Order Limits). The numbered circles identify significant components from the brief.

Key

- Order Limits
- 01 Gate 1
- 02 Gate 2
- 03 Visitor Centre
- 04 The London Resort Academy
- 05 Ebbsfleet International Terminal (T2)
- 06 The London Resort Passenger Terminal (T1)
- 07 The London Resort Car Parks (CP1, CP2, CP3)
- 08 The London Resort Plaza
- 09 The Boulevard & The London Resort Hotel (H1)
- 10 The Waterpark
- 11 Node 2 : The Market
- 12 The Link
- 13 Node 3 : Gate 1 Payline
- 14 The Coliseum
- 15 The Conferention Centre
- 16 Node 4 : Gate 2 Payline
- 17 Pilgrims' Way
- 18 Spanish Steps
- 19 Hotel 3 (H3)
- 20 Hotel 4 (H4)
- 21 Hotel 2 (H2)
- 22 The London Resort ferry terminal (T3)
- 23 The London Resort port
- 24 Gate 1 Back of House
- 25 Gate 2 Back of House
- 26 Staff Accommodation
- 27 The Sports Ground Back of House
- 28 Bamber Pit Back of House
- 29 People Mover Route
- 30 The Road
- 31 Ebbsfleet International Car Park
- 32 Water Treatment Facility
- 33 The London Resort Tilbury Car Park (CP4)
- 34 The London Resort Tilbury Terminal (T4)



Figure 5.7 The London Resort Proposed Land Uses

5.6 Transport and Access

- 5.6.1 The Swanscombe Peninsula already enjoys proximity and excellent links to a wide variety of public transport options together with a network of public footpaths and cycle routes, and these will be enhanced and a variety of new options made available for visitors and the public to enjoy.
- 5.6.2 The Proposed Development/Resort will introduce new and sustainable options integrated into the overall masterplan where the immediate day to day transport needs of the Resort will be serviced by a fleet of electric vehicles ranging from a new large capacity people mover that links The London Resort Terminal at Ebbsfleet International Station to the new London Resort Ferry Terminal on the north west shore of the peninsula, to electric service and maintenance vehicles and shuttle busses for staff.
- 5.6.3 There is a need to accommodate those who choose to arrive by private vehicle, but this mode of transport will be actively discouraged in favour of more sustainable means through ticketing initiatives and mobile app technology.

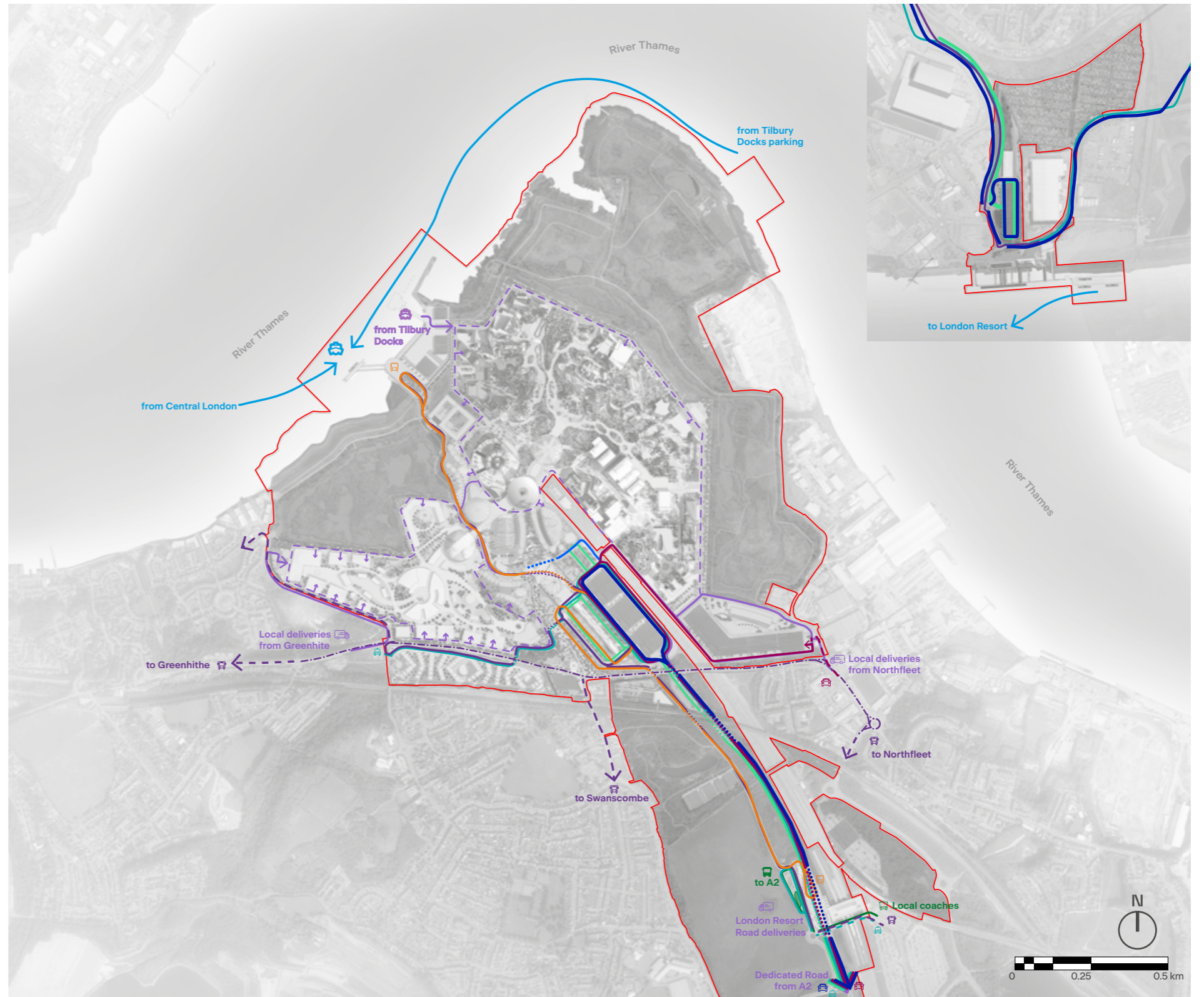


Figure 5.8 Transport and Access Map

- Key
- Order Limits
 - Local Buses
 - River Access
 - Land Train
 - Coaches
 - Private Vehicle
 - Taxi
 - Staff
 - Deliveries

5.7 Public Realm and the hierarchy of interconnected spaces and places



Figure 5.9 Public realm diagram

- 5.7.1 There is a subtle hierarchy to the arrangement of routes within and around The London Resort, creating space where it is needed, punctuation and intimacy.
- 5.7.2 A central corridor divides the Resort into two parts, with the Gate 1 theme park to the north east and Gate 2 to the south west.
- 5.7.3 Along this corridor are opportunities to create moments of surprise and delight, with buildings and landscape features acting as waypoints and memorable moments to help navigate your way around the Resort, helping to build a sense of familiarity where wayfinding is intuitive, minimising on the need for signage.
- 5.7.4 The Plaza with the 'Foadarche' at its centre provides a pivotal landmark with a civic scale for those approaching The London Resort and within.



Figure 5.10 Public realm diagram

- 5.7.5 The outreaching arms of The London Resort Hotel provide a warm welcome, a clear and memorable sense of arrival sweeping visitors through the London Boulevard with its diverse retail, dining and entertainment offer towards the Market. The scale of this route at the tightest point of the two arms of the hotel is comparable to the width of London's Regent Street or Oxford Street, the flight of sculptural birds along its length providing shelter, shade and a strong sense of direction. At the end of this route, we find the Market, the point of departure towards the Gate 1 theme park to the north east or Gate 2, the Coliseum and Conferention Centre to the south west.
- 5.7.6 The street hierarchy, places and creates points of compression and release, the centre of the Market being a point of release with space to allow people to slow down, work out what to do next and where to go without being jostled by overly dense crowds. These are urban routes, with civic scale buildings providing punctuation, but never interrupting the flow. Increases in the widths of route create natural eddies and space to create a setting for entrances into attractions or for cafes and restaurants to spill out and provide animation to the public realm.



Figure 5.11 Public realm diagram

- 5.7.7 The London Resort also enjoys an intimate relationship with the surrounding landscape and wildlife habitat, helping to reinforce the ambition that it should feel of its place creating a dialogue with its unique setting. A number of routes hold this delightful boundary between two worlds, with the wildlife habitat gently rubbing shoulders with the built form of The London Resort, soft and natural on one side, more formal on the other.
- 5.7.8 Rather than acting as a divisive line, the routes are generous and have a character of their own, acting as effective landscaped buffers between the two sides, creating a transition and handover of one landscape to another.
- 5.7.9 In some cases the boundary is less clearly defined where a board walk meanders out into the marshes before returning further along the route, an opportunity for pedestrians to enjoy a little of what the marshes have to offer.

5.8 Public Space



Figure 5.12 Public space diagram

- 5.8.1 The public realm and setting for The London Resort comprises a series of interconnected places and spaces in a coherent, fluid and adaptable form, with the capacity to manage expected visitor numbers. An important consideration within the operational brief is to make people feel comfortable, to avoid queues and congestion. Technology and mobile phone apps will be an integral part of this, helping to manage people's aspirations throughout the day.
- 5.8.2 The spaces and places range in scale from the main Plaza, which helps to attenuate the flow of visitors between the main arrivals terminal and the entrance to The London Resort, to quiet and intimate corners, providing a refuge from the hustle and bustle on a busy day.
- 5.8.3 Smaller flexible spaces outside the entrances to buildings help to attenuate visitors arriving for particular events within, but also offering the opportunity to host events in their own right, for example external art displays by local schools engaging with the community, helping to convey a sense of identity and purpose to the quietest corner.

5.9 Active Facades



Figure 5.13 Active facades diagram

- 5.9.1 Where appropriate, active facades can make a significant contribution to the animation of the public realm, helping buildings to feel more humane and engage with their surroundings, contributing towards a sense of place and address.
- 5.9.2 This essential legibility can often make spaces, places and the buildings they contain intuitive to use, avoiding the need for excessive signage.
- 5.9.3 Not all facades need to be active, with the contrast between active and passive often helping to reinforce a sense of orientation whilst adding a sense of theatre to the space, the front door should be obvious.
- 5.9.4 Active facades can also provide a level of passive policing to the public realm, helping people to feel welcome, safe and secure, discouraging anti-social behaviour.

5.10 Shelter and Shade



Figure 5.14 Shelter and Shade diagram

- 5.10.1 There will be moments of respite along the interconnected spaces and places, public footpaths and cycle ways that run across the peninsula, provide varying degrees of shelter from inclement weather or somewhere to sit and relax.
- 5.10.2 These range from simple benches to sit, to more enclosed shelters including bus stops, to fully enclosed hides within the salt marshes for those who wish to enjoy the wildlife without causing a disturbance.
- 5.10.3 These unifying features offer the opportunity to reinforce the quality of the development, a sense of place and The London Resort brand.

5.11 Public Art Strategy

- 5.11.1 During the development of the masterplan, a number of opportunities have been identified to integrate public art within The London Resort's public realm and the surrounding landscape.
- 5.11.2 This exciting opportunity ranges from permanent installations such as sculpture that can be enjoyed in a carefully considered setting to temporary features such as a son et lumière display on the chalk cliffs together with art that perhaps serves a wider purpose, for example in other cases sculpture can be used to reinforce a sense of place, address wayfinding, as with the 'Foadarche' located at the centre of the Plaza and London Resort, with its spectacular circular display serving as a source of information for visitors, the village notice board.
- 5.11.3 In other cases public art can take on a more playful, but never the less memorable, as with the story high letters that cross the Plaza, something to clamber over and an opportunity for selfies.
- 5.11.4 Another example is the murmuration of birds frozen in a moment of time, erupting from the Boulevard and embraced by the two arms of the hotel, at one level providing essential shelter and shade to visitors in the Boulevard below whilst also acting as a foil for spectacular lighting at night.



Figure 5.16 Foadarche



Figure 5.17 The London Resort Plaza



Figure 5.15 Public art strategy diagram

- 5.11.5 The interconnected places and spaces, the public realm, offers so many opportunities for carefully considered interventions and moments of delight, as do the buildings themselves.
- 5.11.6 Further out and in the landscape, wayfinding could include repetitive interventions that reinforce the sense of identity for the peninsula as a destination, interlinked public parks including the marshes and the public footpaths and cycle ways that wend their way through, a mixture of formal and informal settings, some with a civic scale, others close and intimate, perhaps something that you walk on or simply touch, not just objects but linear features within the landscape.
- 5.11.7 All of these opportunities will be embraced as an integral part of a wider public art strategy, a wonderful opportunity to be explored, with the potential to involve local artists and groups, reinforcing The London Resorts place in Kent, artists with a regional presence and artists of international repute.
- 5.11.8 The London Resort will take its place on a global stage, but should also seize the opportunity to celebrate and delight in its local roots.

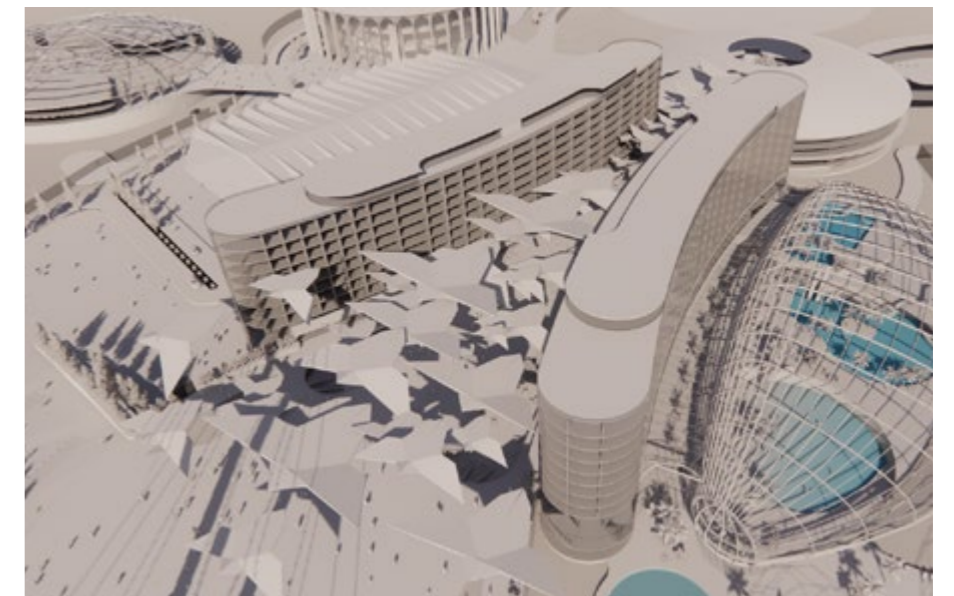


Figure 5.18 The London Resort Hotel & Boulevard

5.12 Heritage and Listed Buildings

5.12.1 The London Resort Passenger Terminal at Tilbury will give the former Grade II* Listed Tilbury Riverside Station a much loved but sadly neglected building a new lease of life, with sensitive intervention to integrate the simple needs of London Resort visitors, staff and the general public in a contemporary extension of its original use.

5.12.2 Proposals for the terminal will look to celebrate the existing building history and keep the neo-Georgian architecture style.



Figure 5.19 Tilbury Riverside Station Source: http://www.disused-stations.org.uk/tilbury_riverside/



Figure 5.20 The London Cruise Terminal - Site Image



Figure 5.22 The Tilbury Riverside Station Building - Site Image



Figure 5.23 Tilbury Riverside Station Source: <https://britainfromabove.org.uk/image/epw044225>



Figure 5.24 Tilbury Riverside Station Sources: <https://nationalrailwaymuseum.wordpress.com/2012/05/29/celebrating-the-jubilee-royal-photos-from-our-archives/tilbury-riverside-station-1950-2/>



Figure 5.25 The London Cruise Terminal Source: EDP

[This page is intentionally left blank]



6.0

Indicative
Masterplan

[This page is intentionally left blank]

6.1 wOverview

6.1.1 The London Resort Masterplan includes the Principal Development, Associated Development and Related Housing as follows:

6.1.2 Principal Development

- Land remediation works
- The Leisure Core, comprising a range of events spaces, themed rides and attractions, entertainment venues. The main theme parks would be developed in landscaped settings in two phases known as Gate One and Gate Two
- Terrain remodelling, hard and soft landscape works, amenity water features and planting
- Car parks with an overall volume of 10,750 spaces, split between the Kent and Essex Project Sites
- Pedestrian and cycle access routes and infrastructure
- The A2(T) Highways Works comprising a signalised at-grade gyratory junction to replace two existing roundabouts at the A2(T) / B259 junction

6.1.3 Associated Development

- Public areas outside the two Gates offering a range of retail, commercial, dining and entertainment facilities in a sequence of connected public spaces including an area identified as the London Market
- Four hotels providing family, upmarket, luxury and themed accommodation totalling up to 3,550 suites or 'keys'. One hotel will incorporate access to an enclosed water park
- A 'Conferention' Centre (a combined conference and convention centre) capable of hosting a wide range of entertainment, sporting, exhibition and business events
- A Coliseum designed to host video and computer gaming events and exhibitions
- A 'Back of House' supporting technical and logistical operations, including administrative offices, a security command and crisis centre, maintenance facilities, costuming facilities, employee administration and welfare, medical facilities, offices and storage facilities, internal roads, landscaping and employee car parking
- A Visitor Centre, Staff Training Facility and The London Resort Academy to promote career development
- An operations resource centre
- A people mover and transport interchanges
- A Resort access road
- Local transport links
- River transport infrastructure on both sides of the River Thames, including the extension of the existing floating jetty at the Tilbury ferry terminal and a new floating jetty and a reconditioning of Bell Wharf at the Swanscombe Peninsula

- Utility compounds, plant and service infrastructure and an energy centre
- A wastewater treatment works
- Flood defence and drainage works
- Wildlife habitat creation and enhancement with improved public access
- Security and safety provisions
- Data centres to support the Resort's requirements

6.1.4 Related Housing

- Up to 500 dwellings for Resort workers. Each dwelling would typically include 4-6 en-suite bedrooms with shared facilities including kitchen and living room.

6.1.4.1 Key buildings and features are described on the following pages.



Figure 6.1 The London Resort - Illustrative view



Figure 6.2 The London Resort - Illustrative view

6.2 Proposed Masterplan



Figure 6.3 The London Resort Proposed Land Uses

6.3 Gate 1 and Gate 2

- 6.3.1 Gates One and Two will each incorporate theme park rides and attractions, events spaces and entertainment venues, providing visitors with a wide range of entertainment experiences. The Gates will be developed in two phases, comprising a 57 ha area known as Gate 1 and a 22.5 ha area known as Gate 2, with each phase subdivided into themed zones.
- 6.3.2 These zones will reflect agreements with intellectual property (IP) providers and will include rides and attractions suitable for families, children and the more adventurous thrill-seeking visitor. The content of the zones will be changed or updated from time to time in line with evolving market demand and the draft DCO and the ES incorporates the flexibility to enable this.
- 6.3.3 At least 70% of the attractions in the Gates will be located inside buildings with the aim of providing a compelling entertainment experience regardless of the weather. In Gate 2 it is proposed that the indoor and outside attractions would be arranged to maintain privacy in adjacent neighbours including Ingress Park.
- 6.3.4 Retail and amenity facilities, including a range of restaurants, cafes and outlets linked to the Resort experience, will be integrated into Gates 1 and 2 for the enjoyment and convenience of visitors. A combination of theatres and indoor and outdoor venues in Gates 1 and 2 will provide West End quality productions and shorter-format shows. These venues will showcase content from the IP providers, as well as provide a stage for live comedy acts and concerts.
- 6.3.5 The design of Gate 1 and 2 should be developed according to Design Code (document reference 7.2) within section 4.



Figure 6.4 The London Resort - Illustrative view

6.4 Visitor Centre

- 6.4.1 The head of Pilgrims Way will be anchored by the spectacular Visitor Centre together with the Staff Training Facility and The London Resort Academy. This building needs an inherent flexibility to accommodate a wide variety of uses over time. It will be promoting The London Resort during construction, hosting VIPs and a variety of support functions.
- 6.4.2 It will also serve as a focus for the local community keeping local residents and visitors informed on progress and community matters during construction, and as we approach the completion of Gate 1 a focus for those who are interested to find out about employment and training opportunities. The Visitor Centre will be complementing the role of The London Resort Academy on the Galley Hill Industrial Estate site, serving as an important bridge between The London Resort and the wider community.

- 6.4.3 Located at the apex of London Road it will enjoy commanding views over the Resort during construction and when complete. The building will be arranged over three levels, with a main entrance, reception area and café at ground level, together with induction and training facilities, support accommodation and storage rooms. Administrative offices and a large board room will be located at first floor level with a panoramic exhibition and function room with external balcony at second floor level, hosting simultaneous events.
- 6.4.4 In addition to supporting London Resort based activity, there is an opportunity to host a variety of exhibitions covering a wider range of subjects of local interest, with a wealth of collateral available on the history of the site over the millennia, local communities and the rich wildlife habitat found in the marshes on the peninsula, all worthy subjects to be celebrated and an opportunity to engage with local schools and education establishments.

- 6.4.5 The design of the Visitor Centre should be developed according to Design Code (document reference 7.2) within section 5.



Figure 6.5 Key Map

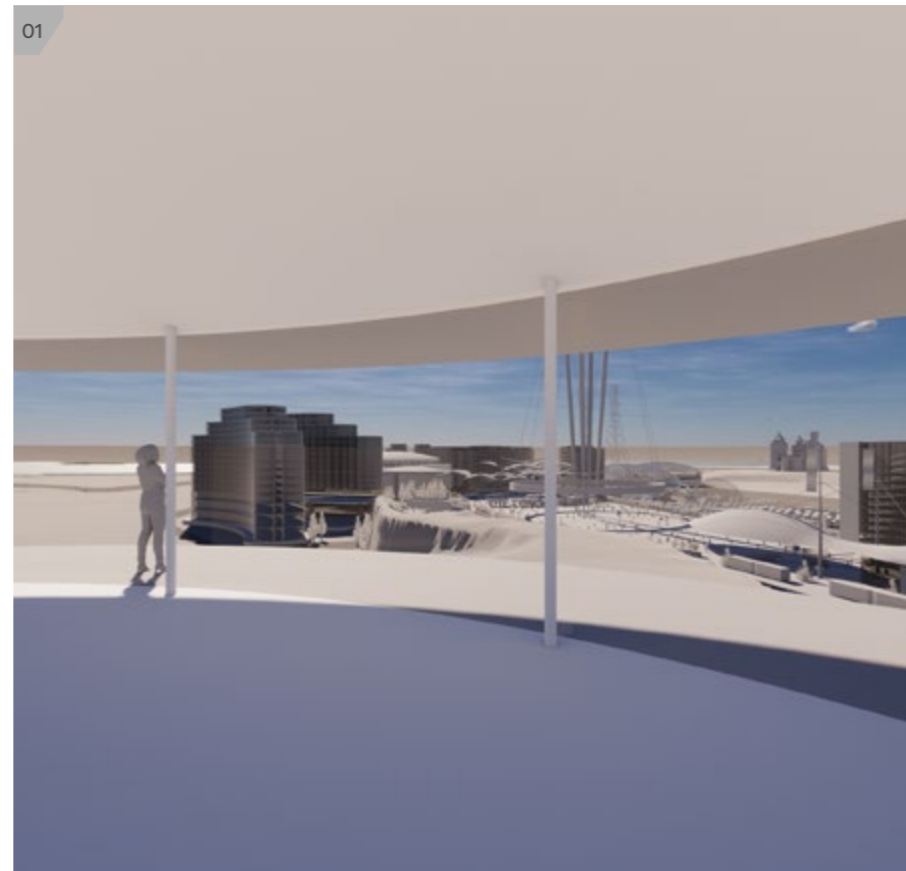


Figure 6.6 View from the Visitor Centre

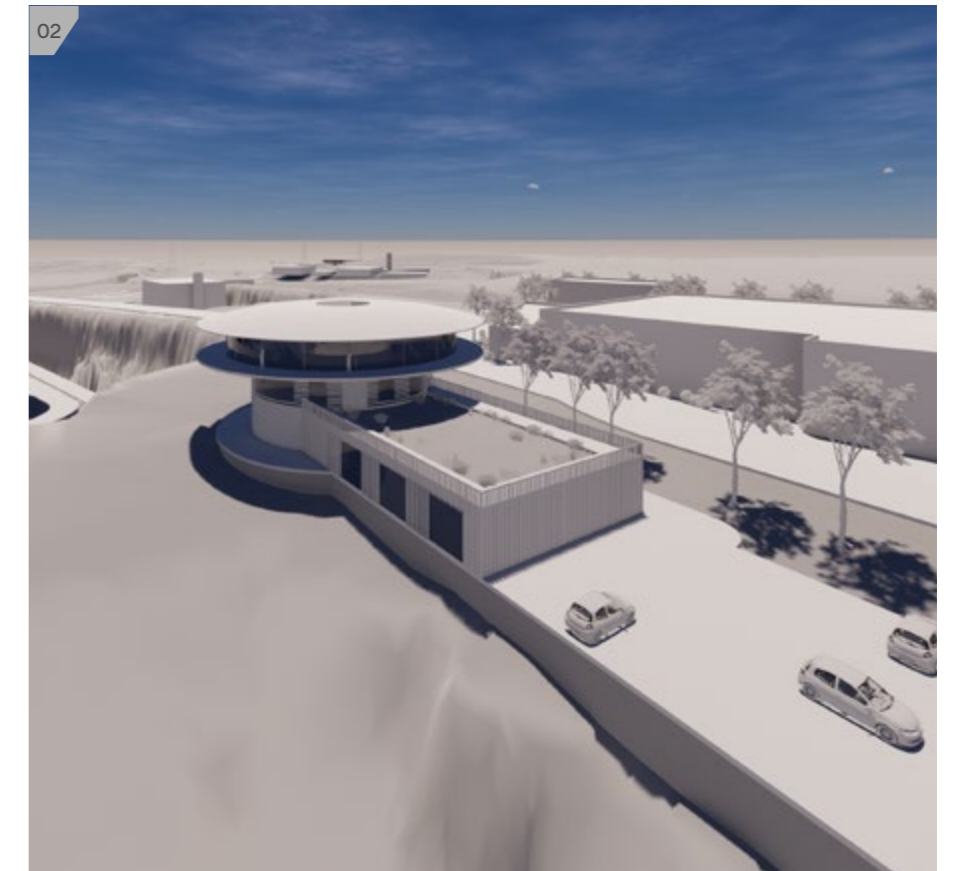


Figure 6.7 Aerial view

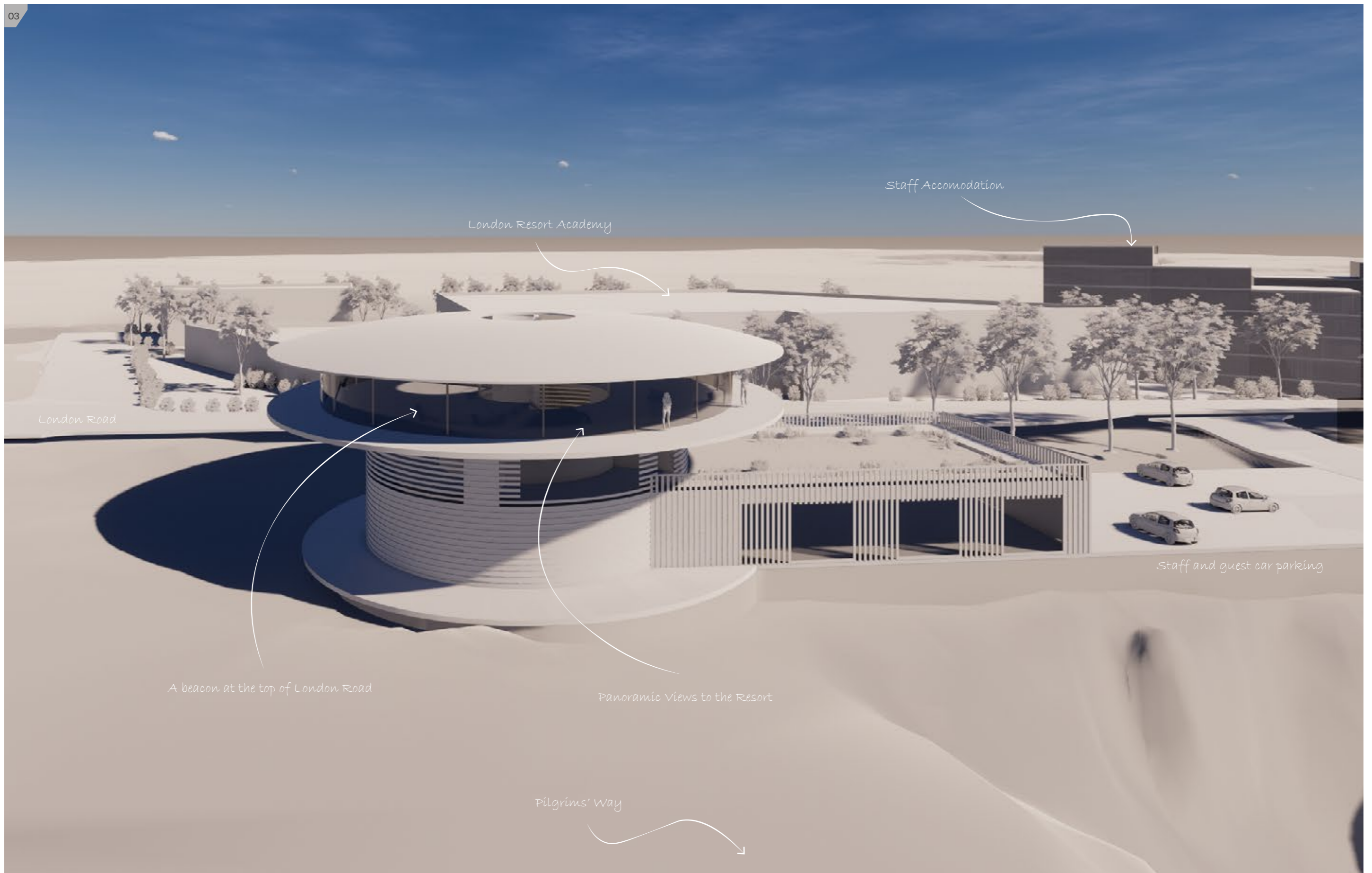


Figure 6.8 Aerial view from Pilgrims' Way

6.5 The London Resort Academy

- 6.5.1 The London Resort Academy is located on the Galley Hill Industrial Estate site on the junction of Swanscombe High Street and London Road / Galley Hill Road, adjacent to the Visitor Centre which is on the north side of the London Road.
- 6.5.2 The London Resort Academy includes a cluster of operational buildings, training facilities including classrooms, seminar rooms, specialist training areas and workshops, storage, kitchen, dining, a flexible relaxation area and parking. The London Resort Academy will providing training for a wide range of staff to fulfil the diverse employment opportunities that The London Resort offers.

- 6.5.3 The Academy will also encourage career development for those who are already employed within The London Resort with additional training and skills development available. This facility is not about recruiting for jobs, but building long term careers for London Resort staff, a commitment to personal growth, encouraging long term employee retention to the benefit of all.
- 6.5.4 The London Resort Academy will also contain a reception and administration offices for The London Resort Staff Accommodation which is located within the adjacent Craylands Lane Pit. There is a strong synergy between employee recruitment, training and the availability of staff accommodation and it sensible to co-locate these functions on this site, which is ideally located at the heart of the wider community and once removed from the hustle and bustle of The London Resort to the north.

- 6.5.5 The design of The London Resort Academy should be developed according to Design Code (document reference 7.2) within section 5.



Figure 6.9 Key Map

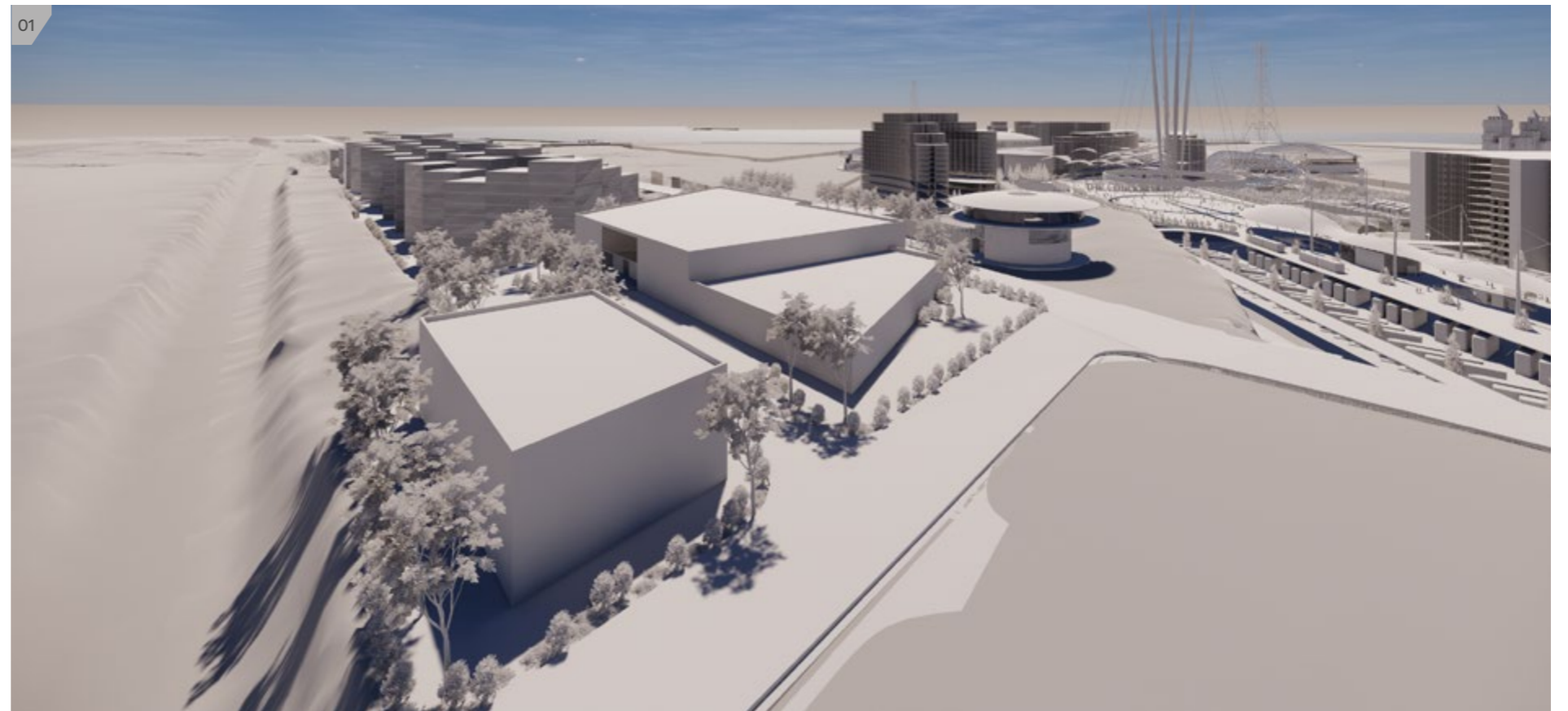


Figure 6.10 Aerial view



Figure 6.11 Aerial view

6.6 Ebbsfleet International Terminal

- 6.6.1 Ebbsfleet International Station (T2) is the Gateway to The London Resort for visitors arriving on High Speed 1 from Central London and Europe. It is an important transport hub for the wider community, and an integral part of Ebbsfleet Garden City, a place where commuters take advantage of the high speed link to centre of London and Europe.
- 6.6.2 The London Resort Terminal will be a transport interchange that compliments Ebbsfleet International Station and will include a 'pick up and drop off' area for the 3.1km people mover route and bus stops for Fastrack, the Kent County Council rapid transit bus service. The transport interchange will provide facilities for passengers including shelters, waiting rooms, toilets and staff offices. Additionally there will be a cycle hire facility to allow visitors to cycle to the Resort from the interchange. The Terminal provides basic amenities to encourage through flow.



Figure 6.12 Key Map

- 6.6.3 The design of Ebbsfleet International Terminal should be developed according to Design Code (document reference 7.2) within section 12.

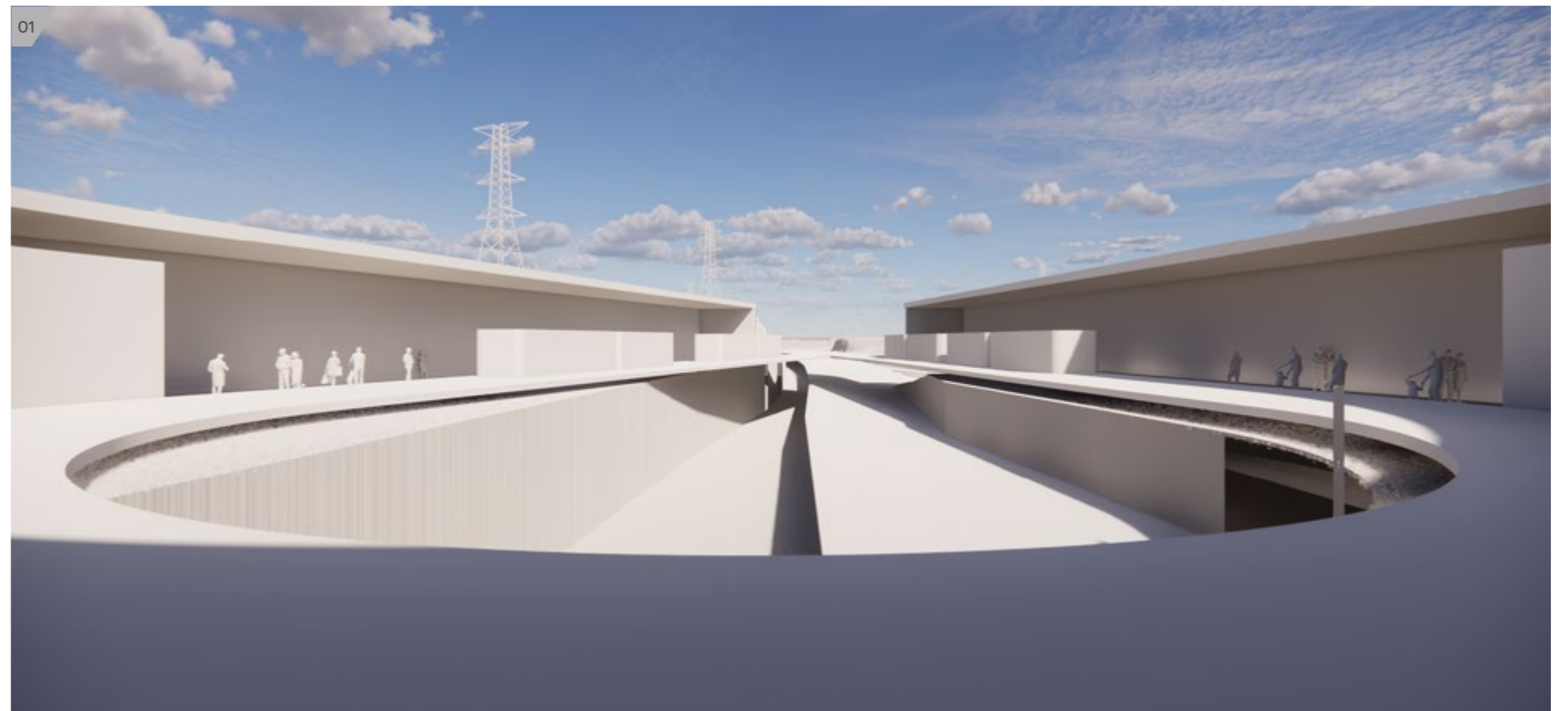


Figure 6.13 View from inside T2

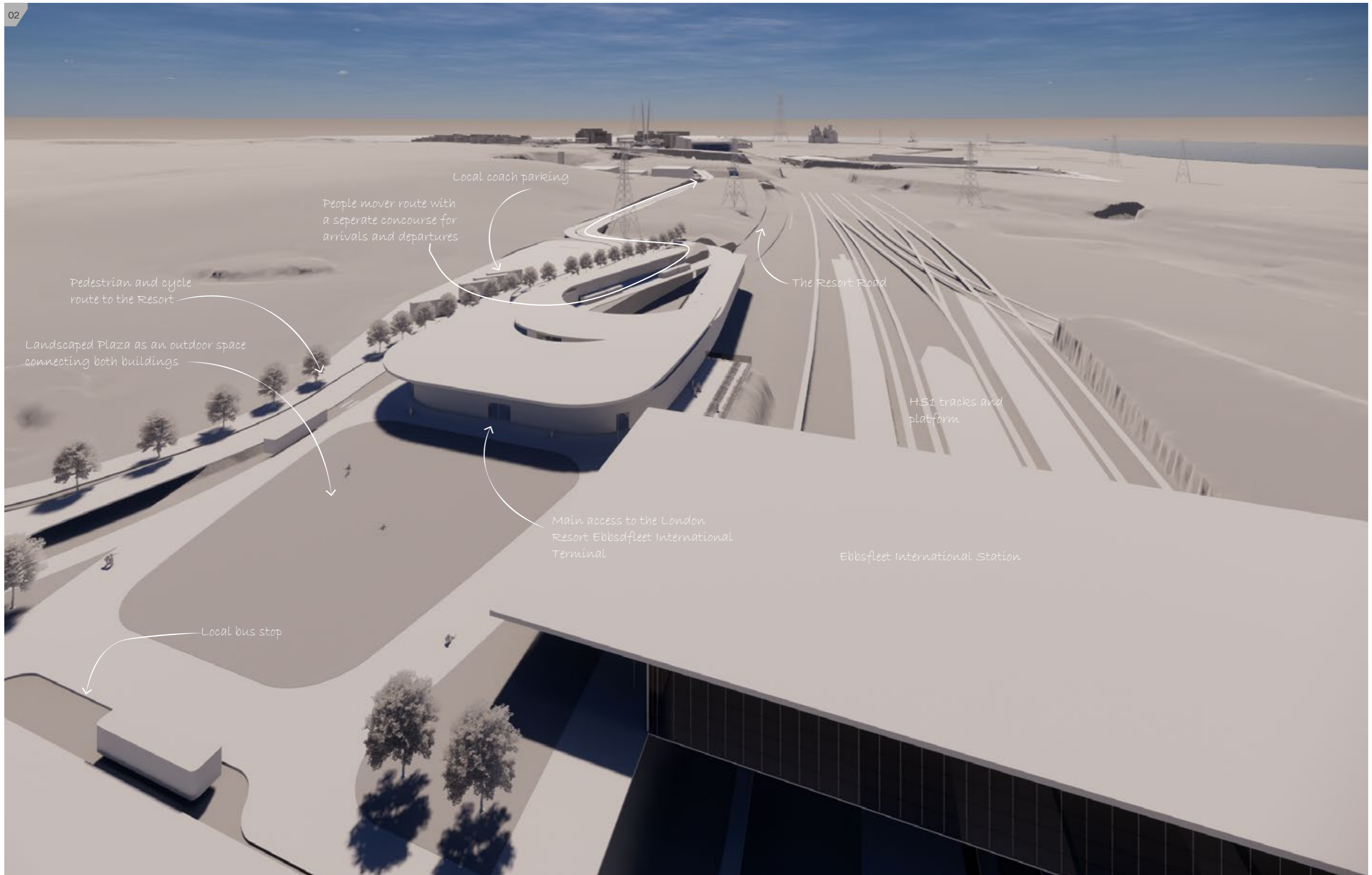


Figure 6.14 Aerial view

6.7 The London Resort Passenger Terminal

- 6.7.1 The London Resort Transport Terminal (T1) is the main entrance to The London Resort. It serves as a drop off and collection point for visitors arriving on foot or by bicycle, car, taxi, bus, ferry, coach and train. Arranged over two levels it connects the coach and Fastrack bus station at ground floor level with the plaza level above, with bridge links to the adjacent multi storey car park structures to the east.
- 6.7.2 T1 holds a commanding position anchoring the southern end of the Plaza, with a sinuous undulating roof form that responds to the arrival points for the bridges from the car parks and the pulse of the escalator voids, lifts and stairs to the coach and bus station below. The Terminal provides shelter for arrivals and departures offering basic amenities to encourage through flow.

- 6.7.3 The Terminal building creates a strong sense of directionality and orientation, helping to minimise on the need for signage, making wayfinding more intuitive whilst conveying a sense of familiarity and comfort with visitors to minimise travel related stress. You know what it is, where you are and what to look for on your return.
- 6.7.4 A coach and bus drivers lounge is located at the southern end of the terminal providing them with a place to shower, freshen up, relax and recuperate whilst they await their returning passengers for their onward journey. There will be a café and restaurant within this facility with a variety of spaces to eat and relax.
- 6.7.5 The design of The London Resort Passenger Terminal should be developed according to Design Code (document reference 7.2) within section 12.



Figure 6.15 Key Map

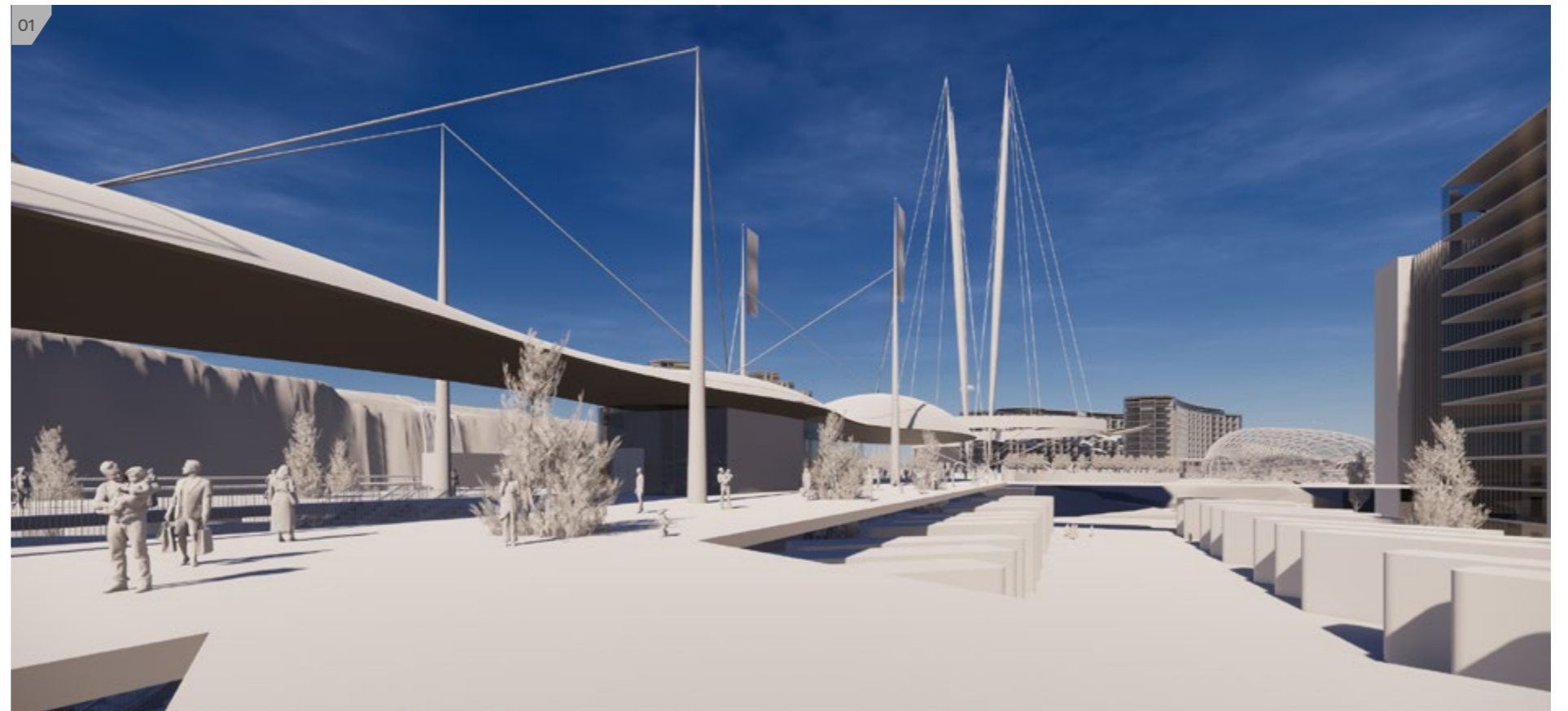
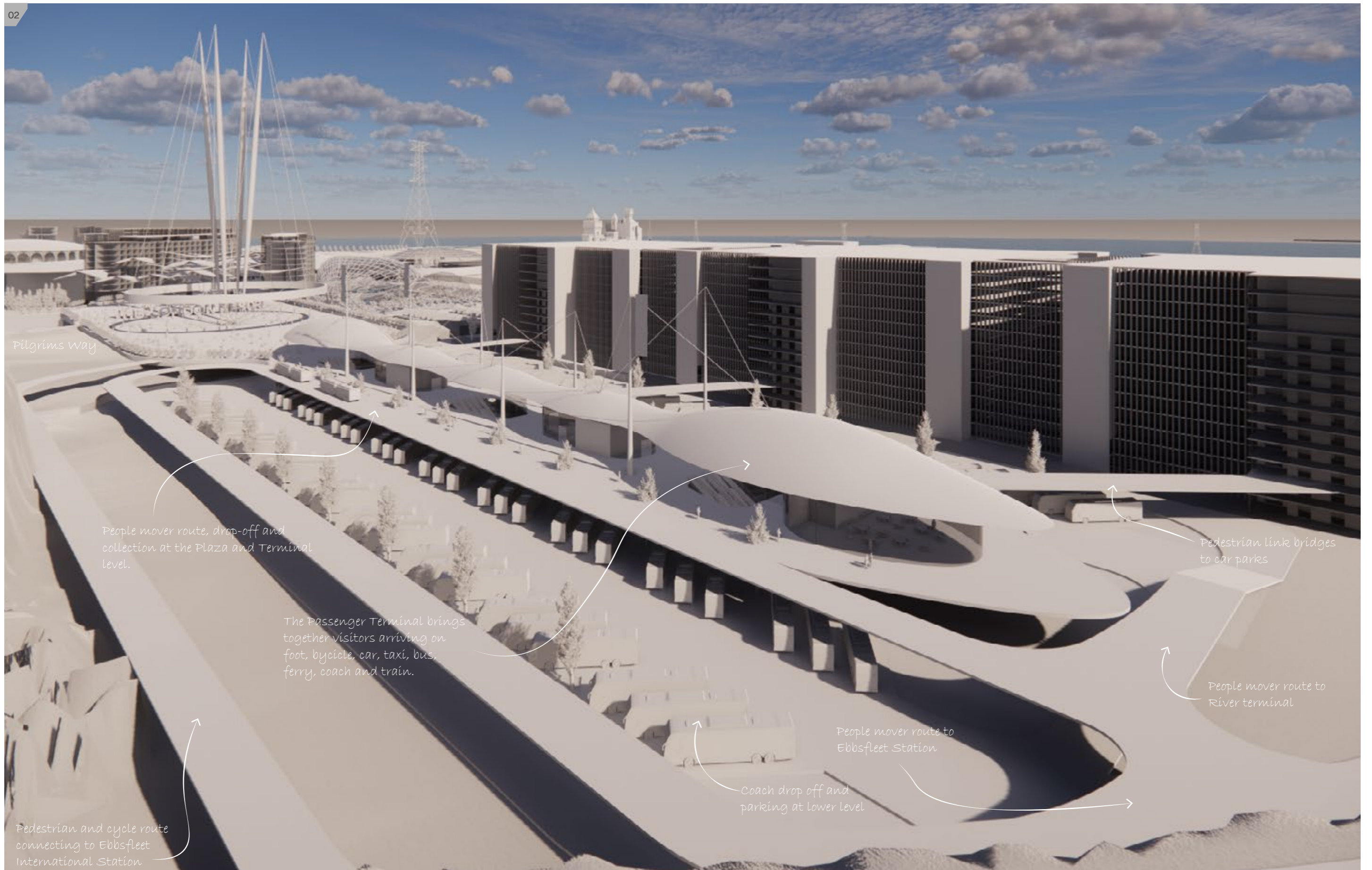


Figure 6.16 View from pedestrian link bridge



Pilgrims Way

People mover route, drop-off and collection at the Plaza and Terminal level.

The Passenger Terminal brings together visitors arriving on foot, bicycle, car, taxi, bus, ferry, coach and train.

Pedestrian link bridges to car parks

People mover route to River terminal

People mover route to Ebbsfleet Station

Coach drop off and parking at lower level

Pedestrian and cycle route connecting to Ebbsfleet International Station

Figure 6.17 View from London Road

6.8 The London Resort Car Parks

- 6.8.1 The London Resort Main Car Parks (CP1, CP2 and CP3) accommodate up to 7,500 vehicles in total and 350 motorcycle parking spaces together with 250 secure cycle parking spaces. They are arranged as a linear row of three structures.
- 6.8.2 The delivery of the car parks will be phased and based on a pre-fabricated system to help minimise disruption. Vertical circulation will be focussed on the west elevation delivering visitors to The London Resort Transport Terminal at an elevated level via link bridges that span between the car parks and The London Resort Passenger Terminal.

- 6.8.3 The access cores with lifts and stairs, on the west flank of the car parks will be designed to present a carefully considered elevation in public views using staircases, lifts and future escalator provision as a means of screening a more basic construction for the car parks behind.
- 6.8.4 Public access to the car parks will be from the dedicated dual carriageway from the A2(T), effectively precluding access off the local road network and thus avoiding associated congestion. The car parks will also contain a VIP drop off facility and valet parking options for visitors.
- 6.8.5 The design of The London Resort Car Parks should be developed according to Design Code (document reference 7.2) within section 13.



Figure 6.18 Key Map



Figure 6.19 View from Plaza



Figure 6.20 View from London Road

6.9 The London Resort Plaza

- 6.9.1 The primary role of the Plaza is to create a strong sense of arrival and orientation, whilst attenuating the flow of people, helping to avoid queues and congestion on arrival and departure.
- 6.9.2 The Plaza is the grand approach and front door to the Resort measuring up to 22,500sq.m in area. It is a place to be enjoyed, reinforcing The London Resort brand leaving visitors with a sense of awe and expectation.
- 6.9.3 The grand 'Foadarche' holds centre stage in the Plaza, creating a strong sense of arrival, a waypoint within the Resort and beyond. From a distance it marks a place, a focal point and destination without being intrusive, and for those who are already in the Resort it is a meeting point and a source of information, the start and finishing post.

- 6.9.4 The large halo floats above the Plaza, suspended from a graceful cluster of sculptural masts, a delightful glowing white ring that draws you towards its centre. The inner circle of electronic displays create the first of many immersive experiences, an intelligent signage system that facilitates sequential decision making, helping to manage peak flow.
- 6.9.5 The Plaza also enjoys its own sense of identity. It must feel comfortable for the few first arrivals and generous for the many, creating space when it is needed and intimacy when not. To achieve this challenging balance, we have designed a landscape that advances and retreats in response to the tidal flow of visitors. Fixed hedges hold the outer edges of the Plaza with a fluid and permeable sequence of grassy berms that run along both sides planted with wild flowers and seasonal bulbs creating spectacular drifts of colour at different times of the year, a place for the younger generations to romp and play, encouraging visitors to spread out across the Plaza.

- 6.9.6 The Plaza is laid to falls to allow for the drainage of rainwater, but this essential infrastructure also serve a spectacular purpose when drainage is controlled. Recycled and filtered rainwater (grey water) can be re-introduced, allowing the tide to come in, creating animated reflecting pools with ever decreasing pedestrian routes where needed in response to visitor numbers. The thin film of water creates dramatic reflecting pools and moments of pure magic, a tuneable and serviceable feature than can recede to accommodate peak capacity whilst also providing the very first visitor to arrive with and last to depart with a memorable moment to treasure.
- 6.9.7 The London Resort Plaza also creates wonderful opportunities to explore the integration of Public Art within the space and elsewhere throughout the wider public realm.
- 6.9.8 The design of The London Resort Plaza should be developed according to Design Code (document reference 7.2) within section 6.



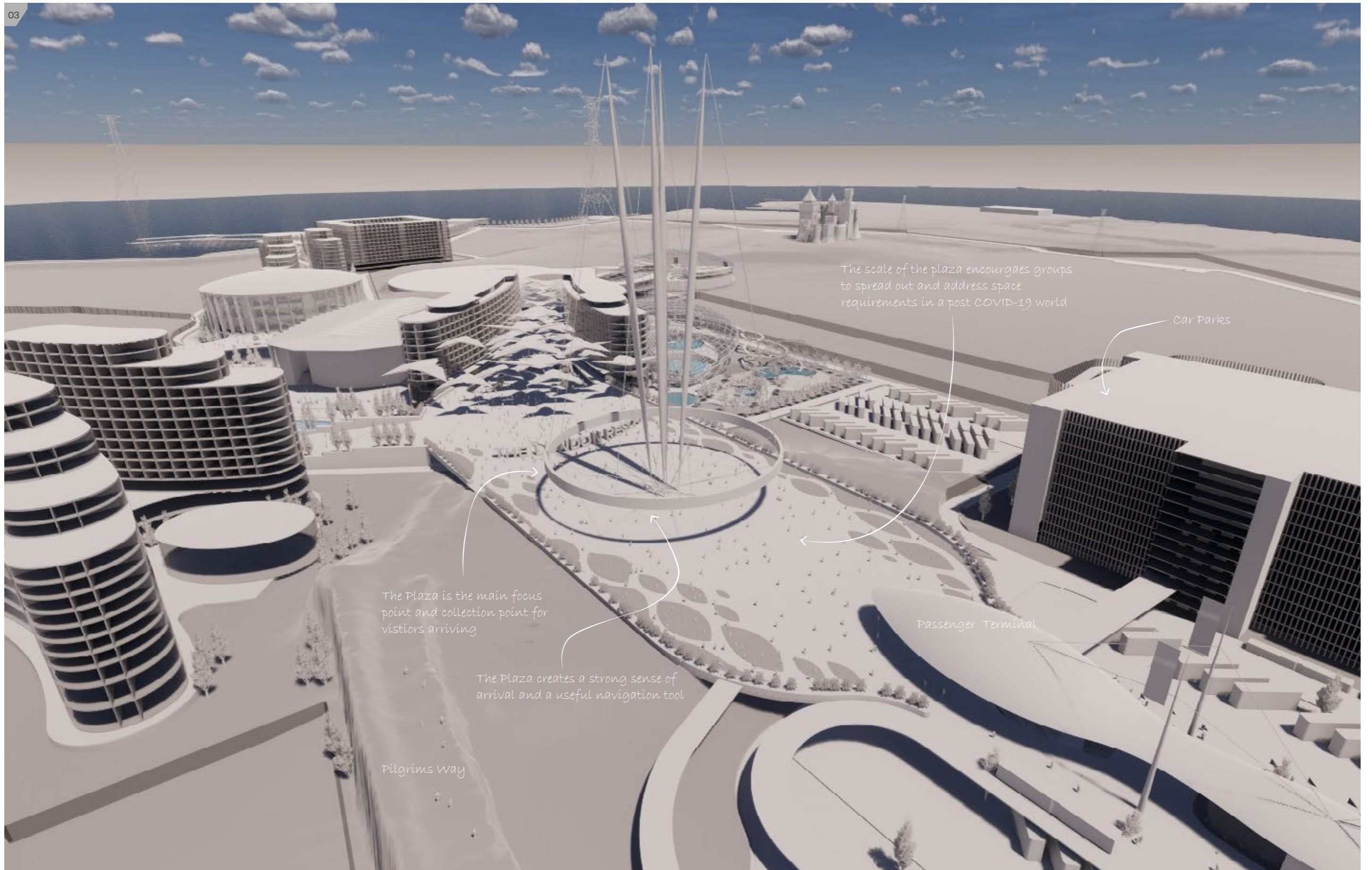
Figure 6.21 Key Map



Figure 6.22 View from Pilgrims' Way



Figure 6.23 View from Plaza



The scale of the plaza encourages groups to spread out and address space requirements in a post COVID-19 world

Car Parks

The Plaza is the main focus point and collection point for visitors arriving

The Plaza creates a strong sense of arrival and a useful navigation tool

Passenger Terminal

Pilgrims Way

Figure 6.24 Aerial view

6.10 The Boulevard

- 6.10.1 The northern end of the Plaza is the main entrance to The London Resort and the arrival gateway for most visitors. This important pedestrian thoroughfare connects The London Resort Terminal via the Plaza to the Boulevard, the Market beyond, and from there to the wider London Resort offer. The London Boulevard provides themed retail, dining and entertainment floorspace including a sports bar and music venue.
- 6.10.2 As you cross the Plaza you are drawn towards the embrace of The London Resort Hotel, its outreaching arms framing the London Boulevard and main entrance to The London Resort. Your attention is drawn to the spectacular murmuration of sculptural birds, frozen in flight, providing shelter and shade to the Boulevard below. The graceful forms create a spectacular foil for addressable lighting that brings them to life as daylight draws to a close.

- 6.10.3 The entrance to the London Boulevard also offers your first respite, a chance to pause and collect your thoughts. On each side of this axial route, sunken courtyards create quiet oases with shared frontage to The London Resort Hotel providing a premium dining offer. Beyond that, raised platforms on either side of the main thoroughfare create natural eddies in the flow of people, allowing adjacent cafes and restaurants to spill out and colonise external sheltered space, an elevated vantage point to watch the world go by over a cup of coffee or lunch, providing important animation to this arterial route without interrupting the flow.
- 6.10.4 Beyond, you are drawn by the increasing tension between the two arms of the hotel, as the gap narrows the offer changes with a rich variety of food, beverage and themed retail opportunities on either side providing welcome punctuation, with street cafes on podia contributing towards the animation, hustle and bustle of the London Boulevard and quieter mezzanines within the restaurants on either side for those seeking a quieter internal environment.

At its narrowest point the London Boulevard is 25m wide and comparable in scale to the width of London's Regent Street or Oxford Street, ensuring an appropriate scale, sense of space and theatre, whilst avoiding congestion even on the busiest day.

- 6.10.5 As your journey continues along the Boulevard it widens towards the Market. This increase in space creates an eddy in the flow of people at the base of the north-west wing of the hotel which contain double height entrances. To the west the way into a music venue located beneath the London Boulevard, somewhere to take in a show by your favourite artist and a great way to finish the day. Opposite, and to the east side at the base of the east wing is a spectacular entrance to a Sports Bar located beneath the tiered levels of the Water Park beyond, both venues benefitting from a strong entrance leading to a hidden world within.
- 6.10.6 The design of the Boulevard should be developed according to Design Code (document reference 7.2) within section 7.



Figure 6.25 Key Map

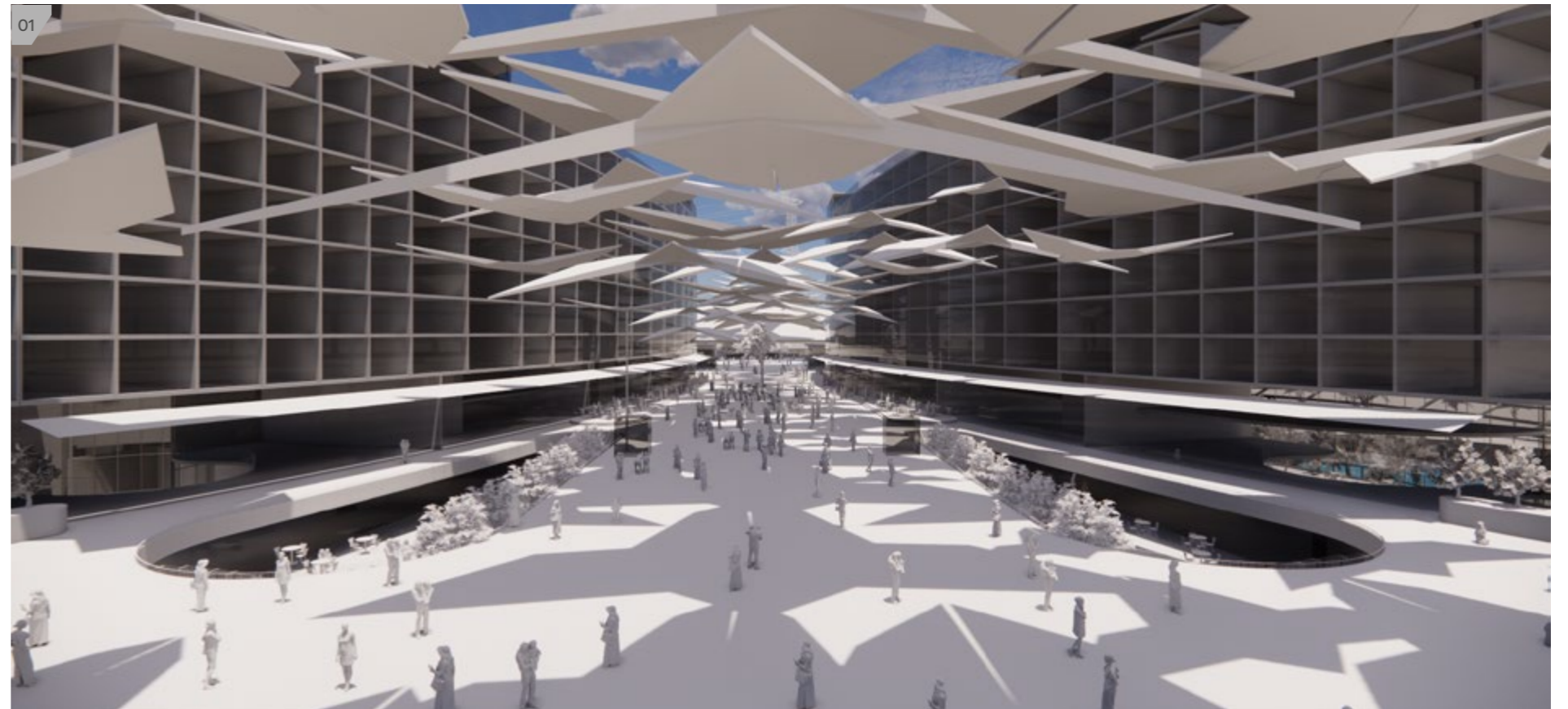


Figure 6.26 Aerial view from Plaza

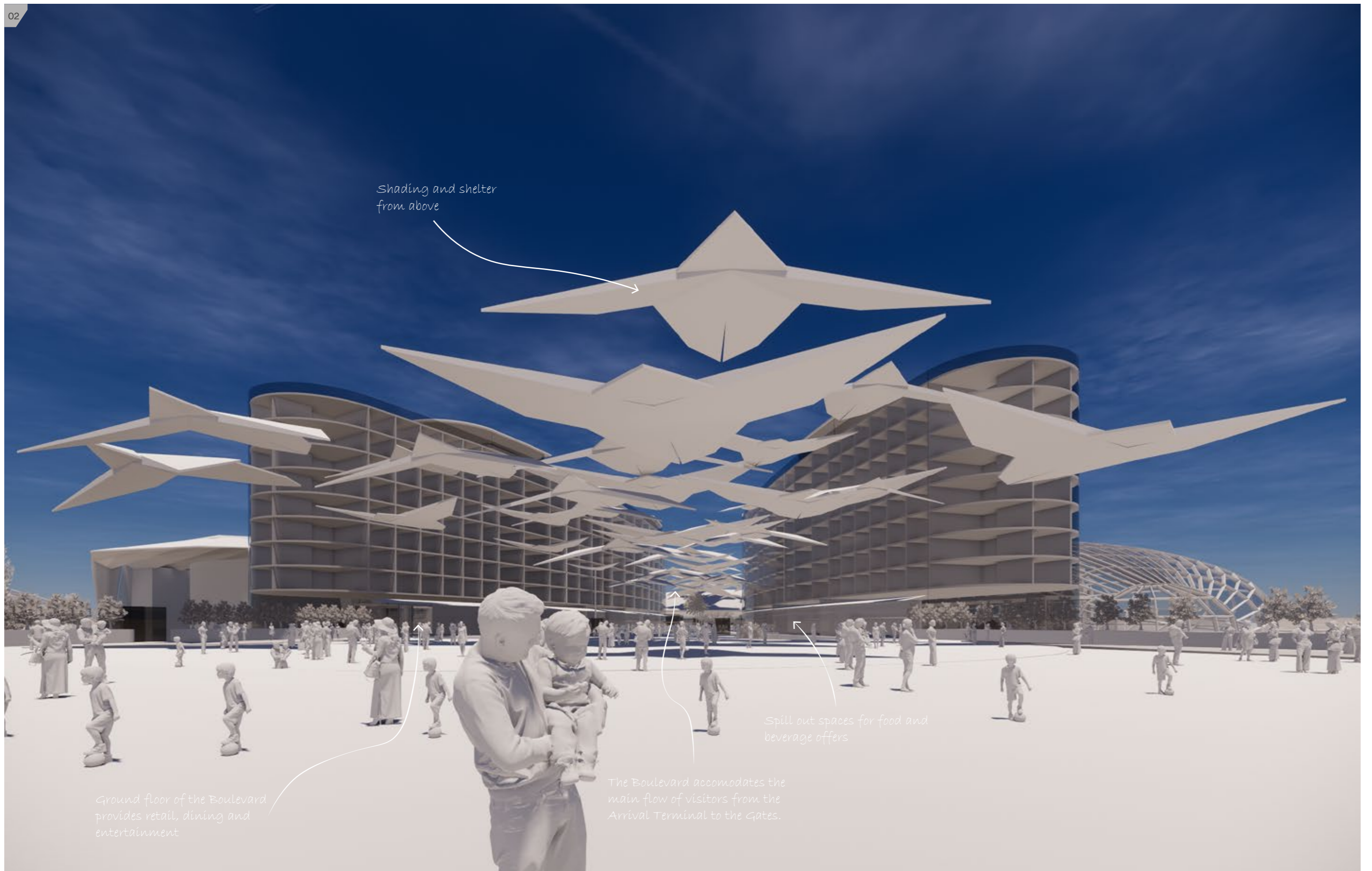


Figure 6.27 Aerial view from Plaza

6.11 The London Resort Hotel

- 6.11.1 The London Resort Hotel (H1) comprises 800 keys providing overnight accommodation for visitors arranged within two wings of accommodation on either side of the London Boulevard and linked at basement levels. H1 will operate the Water Park to the east side for the benefit of hotel guests, with an ability to allow controlled access for non-hotel guests when appropriate.
- 6.11.2 The main entrance to The London Resort Hotel is located at the prominent south west tip of the west wing, a spectacular glazed atrium connecting the double height upper Plaza level to the dramatic ground level drop off below, through a four storey atrium. The two wings of the hotel are linked below Plaza level, sweeping guests from the main reception lobby past the sunken courtyards in the London Boulevard to the hotels main food offer within a palm court, nestling between the eastern arm of the hotel and the water park beyond, catering for both throughout the day from an elevated

vantage point with delightful views over this unique tropical landscape. There is a separate entrance to the Water Park at the south east tip of the east hotel wing to cater for special events.

- 6.11.3 The hotels main back of house and front of house facilities are located within the two levels below the Plaza. The London Resorts main restaurant and themed retail offer are located at Plaza level within the two arms of the hotel in double height space that contains also contains an upper level mezzanine for dining in a quieter space at an upper level with views out over the London Boulevard, a great place to people watch.

- 6.11.4 The hotels 800 keys are then located at level 4 and above, accessed through a number of themed cores to assist in orientation for its guests. The roof of the building will have layered terraces and external amenity space for adjacent rooms and functions to enjoy.
- 6.11.5 Further along the London Boulevard, the north west tip of the hotel celebrates an entrance into a unique music venue located in an acoustic box below the London Boulevard, and opposite on the north east tip of the hotel is the entrance to a stunning Sports Bar, again acoustically isolated beneath the tiered Water Park above.
- 6.11.6 The design of The London Resort Hotel should be developed according to Design Code (document reference 7.2) within section 8.



Figure 6.28 Key Map



Figure 6.29 View from H1 entrance

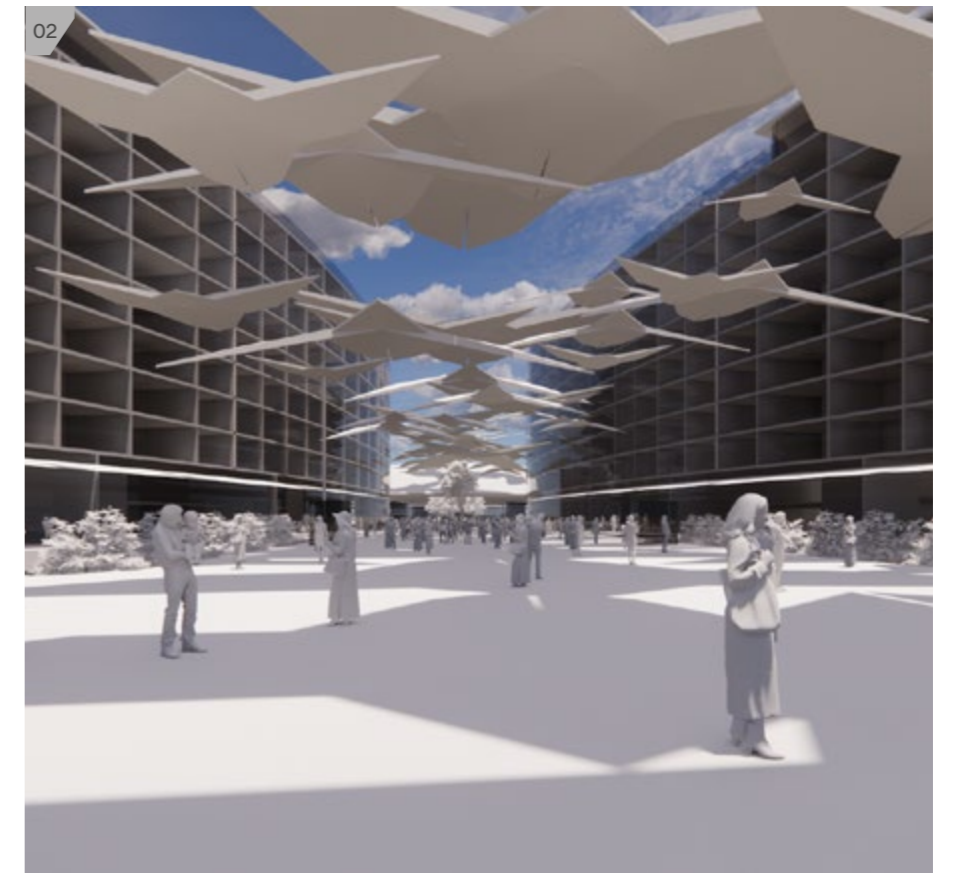


Figure 6.30 View from Plaza

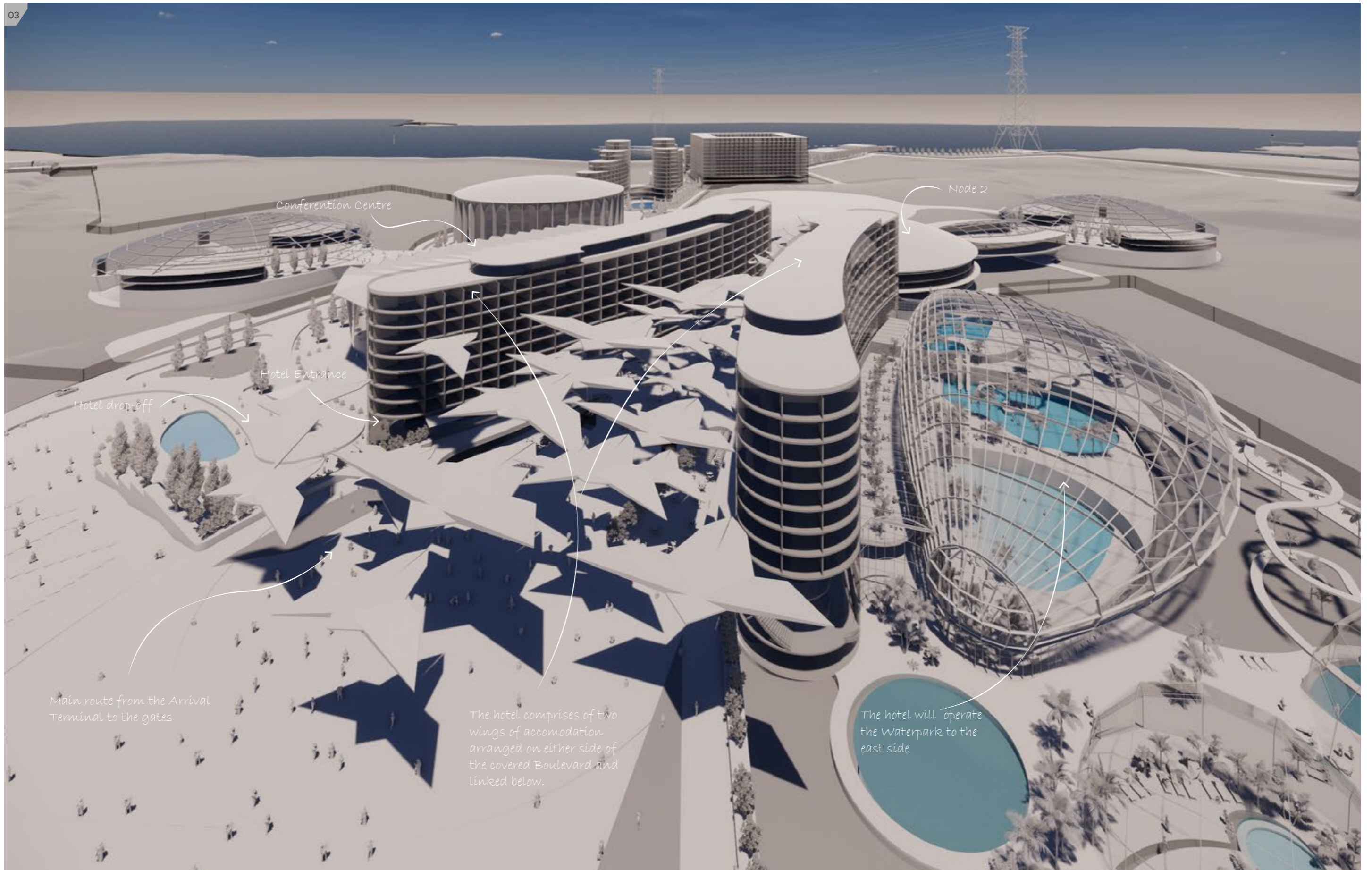


Figure 6.31 Aerial view from Plaza towards H1

6.12 The Water Park

- 6.12.1 The Water Park is an integral part of The London Resort Hotel and primarily for the enjoyment of its guests.
- 6.12.2 It is accessed from a lower level beneath the London Boulevard and separated from the east wing of the hotel by a Palm Court creating an acoustic and environmental buffer where breakfast and all day dining is served to hotel guests. A place to visit in your bathrobes, and watch your children enjoying themselves in the supervised pools and water features beyond whilst enjoying a quiet cup of coffee and the chance to catch up and read a newspaper.
- 6.12.3 This would include a range of interlinked swimming pools designed for swimmers of all ages, with water slides and a wave machine. The Water Park would be enclosed under domed structures to ensure year-round comfort for visitors.

- 6.12.4 The Water Park has the ability to allow controlled access for non-hotel guests when appropriate through dedicated entrance located at the south east corner of the east wing of the hotel.
- 6.12.5 The design of the Water Park should be developed according to Design Code (document reference 7.2) within section 9.



Figure 6.32 Key Map



Figure 6.33 View from inside the Water Park

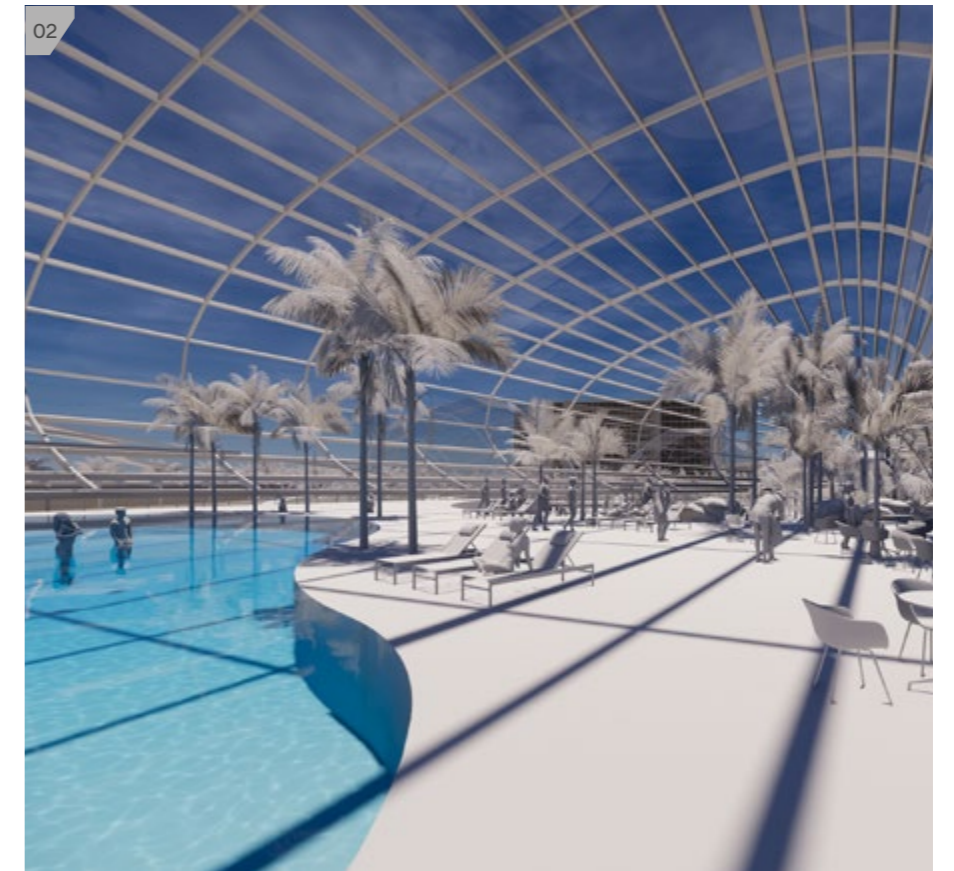
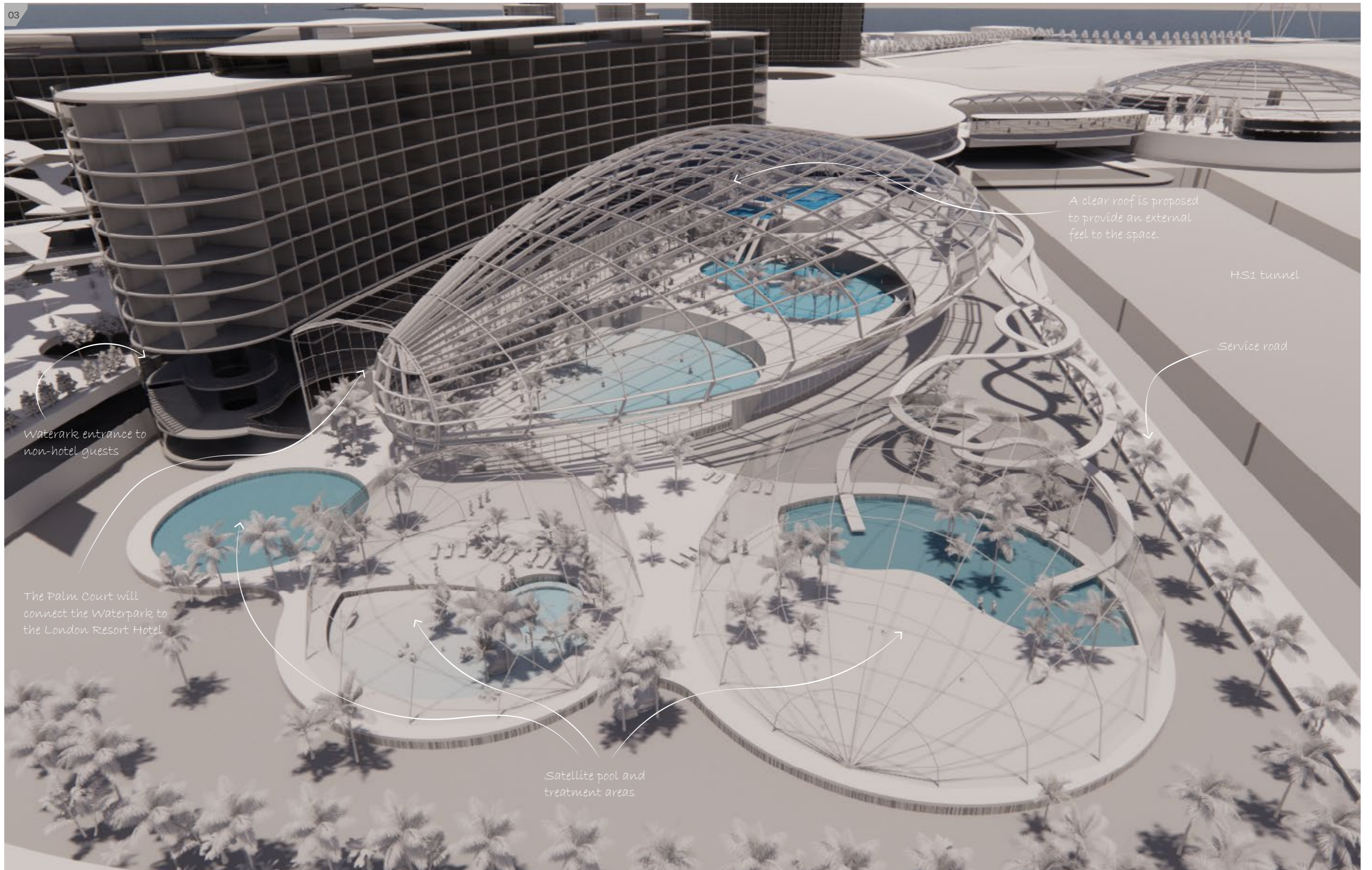


Figure 6.34 View from inside the Water Park



Waterpark entrance to non-hotel guests

The Palm Court will connect the Waterpark to the London Resort Hotel

Satellite pool and treatment areas

A clear roof is proposed to provide an external feel to the space.

HS1 tunnel

Service road

Figure 6.35 Aerial view

6.13 Node 2 The Market

- 6.13.1 To the north of the H1 lies The London Resort Market (Node 2). This is the main distribution and collection point for visitors to head off towards and return from the wide range of attractions, including Gate 1 to the north east and the Coliseum, Conferention Centre and Gate 2 to the south west.
- 6.13.2 To celebrate this important waypoint point, a landscaped court lies at its centre with a very large 'tree' acting as a sculptural form at the intersection of the axes and open to sky via a large oculus set within the domed roof. When it rains, it rains and when the sun comes out a shaft of sunlight penetrates to the very core of this building rather like the Pantheon in Rome.

- 6.13.3 This feature draws visitors through and into this important space, and whilst deciding on their destination the market that wraps around the perimeter provides a different form of food and beverage offer, rather like London's famous Borough Market arranged over two levels with galleried seating to facilitate people watching whilst enjoying a bite to eat. A large domed roof will enclose the space providing shelter from inclement weather.
- 6.13.4 The flow of the perimeter market is interrupted by three large portals, clearly signalling the options beyond for visitors arriving and leaving the resort. To the north east, axial views of Gate 1, the magnificent castle in one of the themed lands, with entertainment arranged on either side of the link bridge. To the west is the portal to the Coliseum, Conferention Centre and Gate 2 beyond. To the south the London Boulevard, the main thoroughfare for people arriving and leaving the Resort.

- 6.13.5 The design of Node 2 the Market should be developed according to Design Code (document reference 7.2) within section 7.



Figure 6.36 Key Map



Figure 6.37 View from entrance to Node 2 (Market)

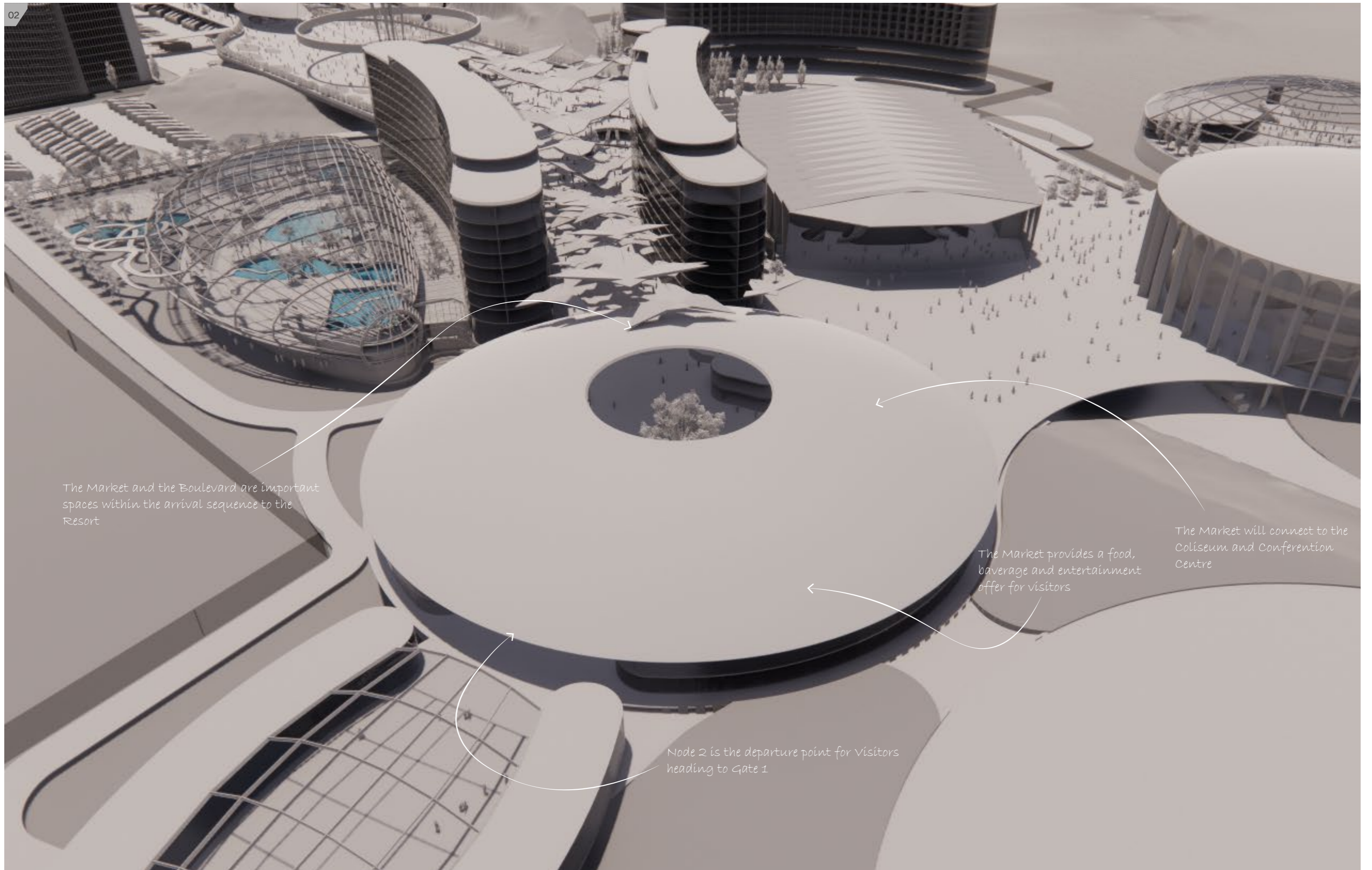


Figure 6.38 Aerial view from Gate 1 towards Node 2 (Market)

6.14 The Link

- 6.14.1 The link connects the London Market to the Gate 1 payline. The link bridges over the High Speed 1 tunnel below providing an opportunity to accommodate large span venue beneath.
- 6.14.2 This will be the home of the Themed Cinema outside the payline, a venue where visitors dress for the event.
- 6.14.3 The upper level link bridge provides two wings of exhibition space for sponsors to display their latest technology, where visitors can try out the latest simulator. This will be a free venue for visitors to enjoy as they travel to and from the Gate 1 payline.
- 6.14.4 The design of the Link should be developed according to Design Code (document reference 7.2) within section 4.



Figure 6.39 Key Map

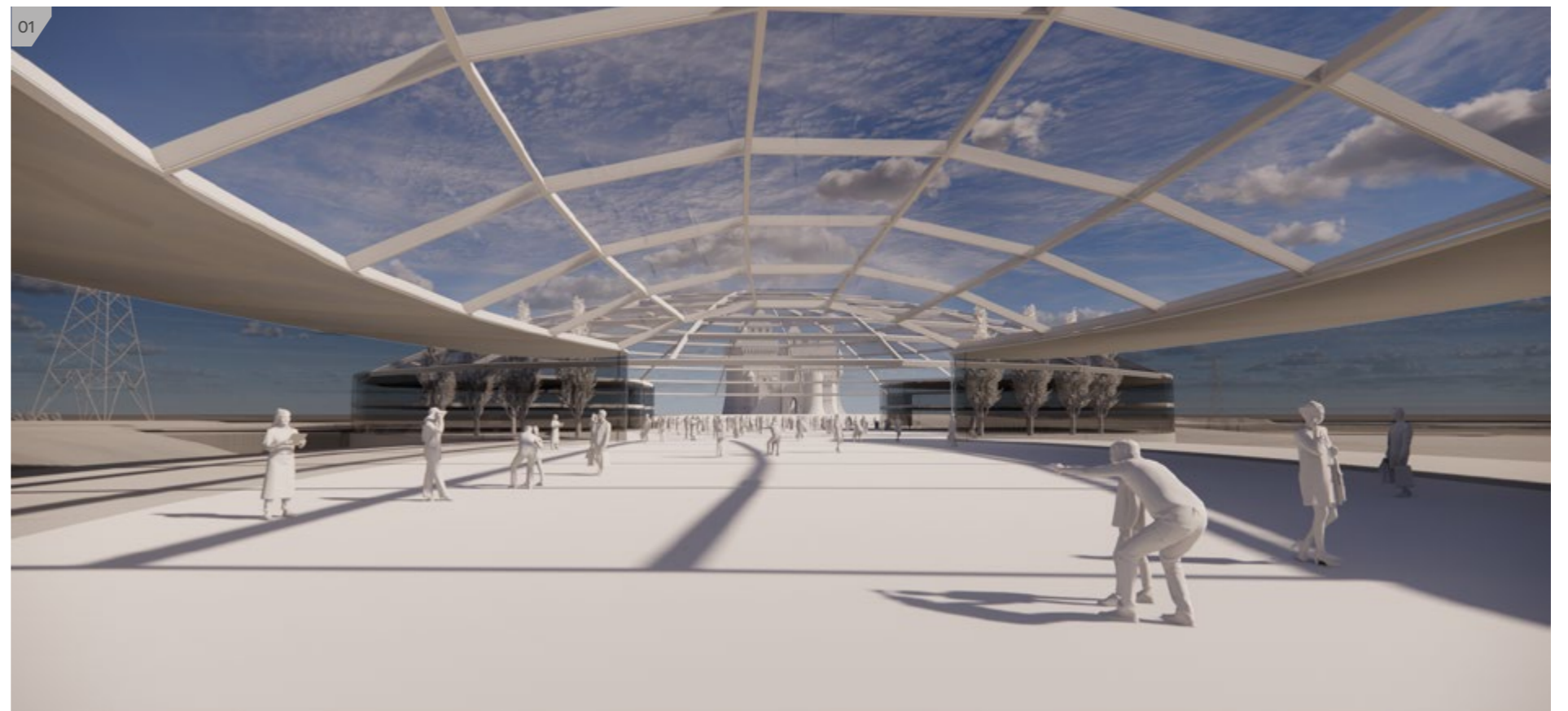
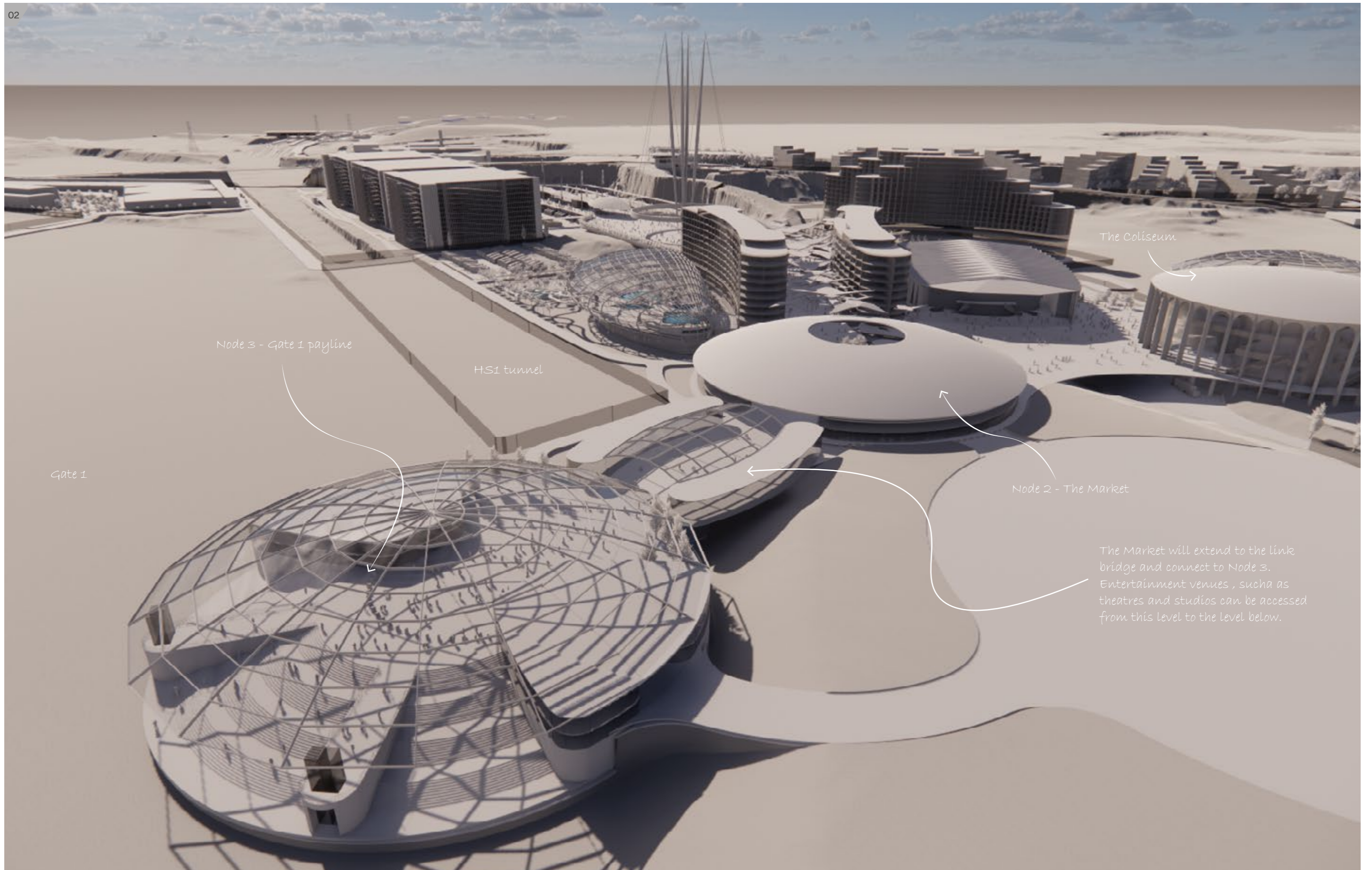


Figure 6.40 View from entrance of the Link



Gate 1

Node 3 - Gate 1 payline

HS1 tunnel

The Coliseum

Node 2 - The Market

The Market will extend to the link bridge and connect to Node 3. Entertainment venues, such as theatres and studios can be accessed from this level to the level below.

Figure 6.41 Aerial view from Gate 1 towards the Link

6.15 Node 3 Gate 1 Payline

- 6.15.1 Identified by its domed ethylene tetrafluoroethylene (ETFE) 'Union Jack' roof, Node 3 contains the visitor payline, City Hall and Operation with a VIP Pavilion. Node 3 controls access to Gate 1. Generous electronic entrance systems control visitor flows whilst avoiding queues.
- 6.15.2 Node 3 is an important building in its own right, it marks the boundary between different worlds, and point of departure and return. As such, it needs to serve as a reference point for visitors in a number of ways, for navigation so that you enjoy the delights of discovery, but are never too far from the familiar, as well as where to go that is easily recognised and accessible when you need help. The circular domed form of this building is a direct response to those challenges, complementing rather than competing with its diverse context. The building contains a mix of functions to accommodate those needs.



Figure 6.42 Key Map

- 6.15.3 As you approach from Node 2 and enter the building the route expands under the embrace of the dome above with an expansive pay line helping to avoid queues and congestion, to the right (south) is City Hall and the Operations Building. City Hall is an important interface with visitors on both sides of the pay line, dealing with queries and questions at its customer service desks, but also quietly dealing with areas of concern such as lost and found items like a wallet or credit card, missing tickets or a lost child. Behind this public front is the balance of City Hall and the Operations facility, administration offices and support. This building provides support for circa 150 staff who are moving between Gate 1 attractions and dropping back into the building to use hot desks to catch up on administration throughout the day.



Figure 6.43 View from entrance of Node 3

- 6.15.4 The VIP Pavilion is located on the north west side of Node 3 and provides VIP guests discrete access to Gate 1 and adjacent facilities. VIP Guests are delivered to a ground floor reception at the lower level by a fleet of London Resort eShuttles using the service road.
- 6.15.5 The design of Node 3 Gate 1 Payline should be developed according to Design Code (document reference 7.2) within section 4.

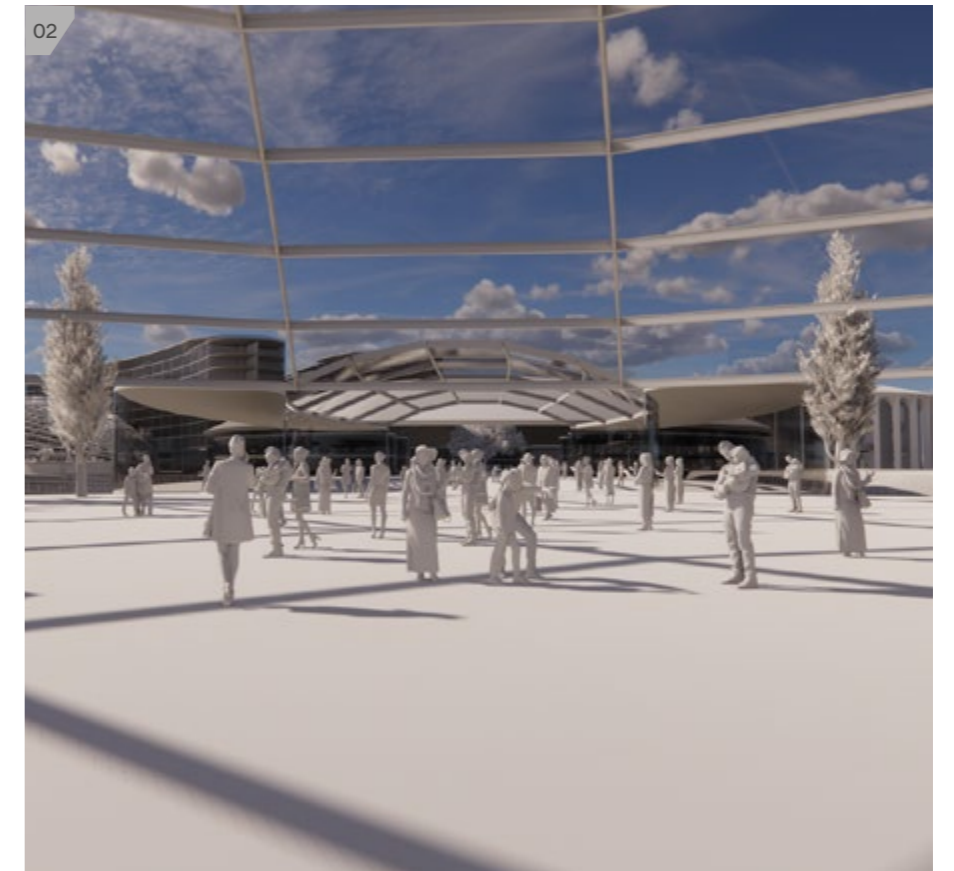
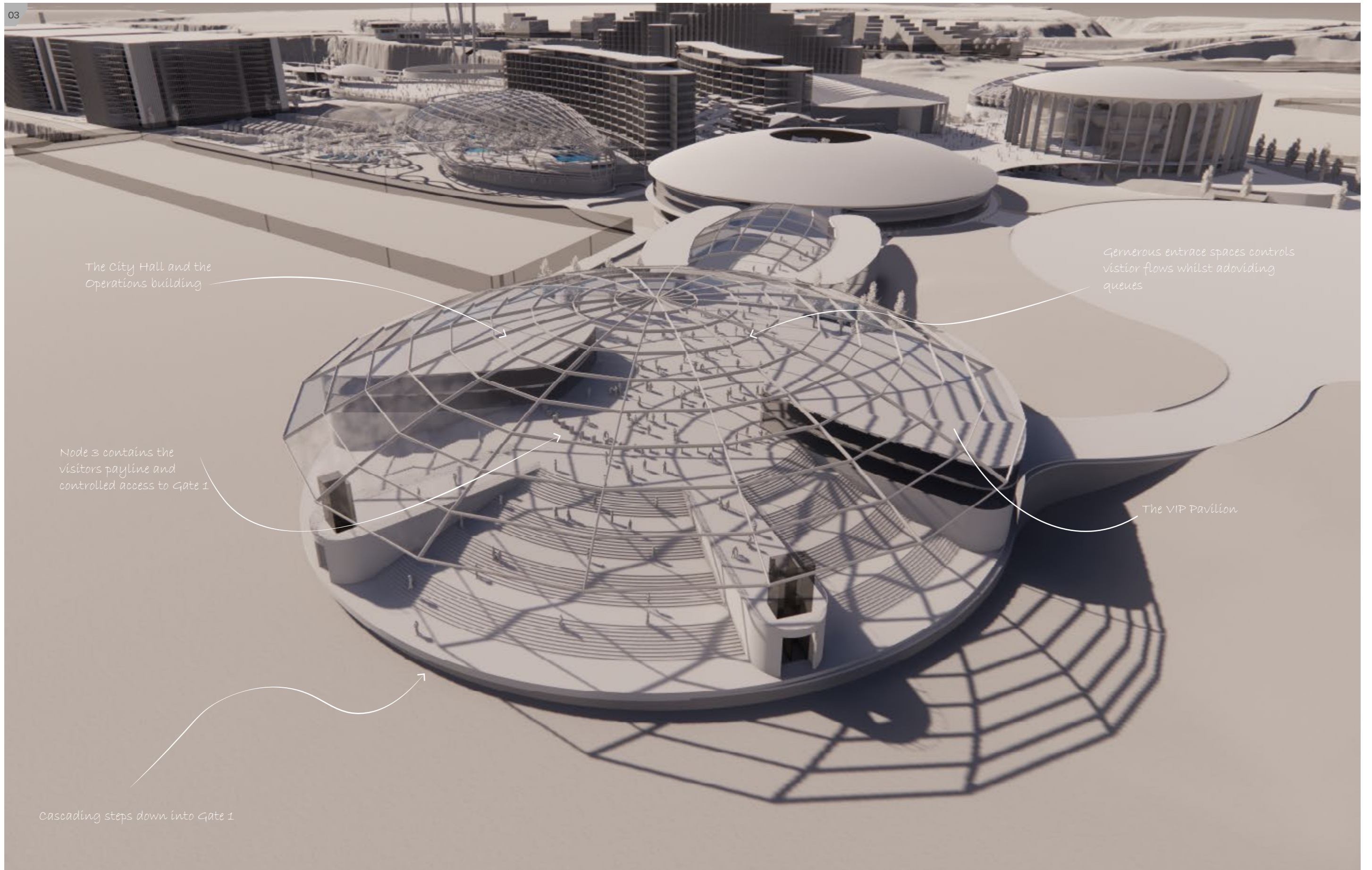


Figure 6.44 View when exiting Node 3



The City Hall and the Operations building

Generous entrance spaces controls visitor flows whilst avoiding queues

Node 3 contains the visitors payline and controlled access to Gate 1

The VIP Pavilion

Cascading steps down into Gate 1

Figure 6.45 Aerial view from Gate 1 towards Node 3 (Payline)

6.16 The Coliseum

- 6.16.1 The Coliseum will be a landmark within The London Resort with a civic scale and a landscaped setting along the Pilgrims Way. The Coliseum comprises three key spaces arranged in a vertical stack to provide essential flexibility between functions.
- 6.16.2 Innovation City occupies the ground floor (lower level), a flexible hall demonstrating the best of technology, where innovators come to demonstrate consumer electronics and the latest gaming software within a pop up concept (smart, modular and simple), enjoying its own sense of arrival and front door off the Pilgrims Way, and configured to allow connection to the adjacent Conference Centre with shared facilities and the ability to host large events. This venue can also accommodate trade and press only events whilst public events are hosted on the levels above.

- 6.16.3 The middle 'Gamers Level' is the principal level of entry for visitors to the Coliseum with a formal axial relationship to Node 2 and The London Resort Market. This level is focussed on gaming with demonstrations of new technology and software, presentations and live streaming, with a core of TV studios for interviews, smaller scale live demonstrations by professional gamers and gaming shows. These facilities are supported by green rooms and control rooms surrounded by open and flexible gallery exhibition space for sponsor displays / interface areas. There is exhibition space for the very best in technology. A mezzanine surrounds the outer edge of the core allowing views down into the space and further flexible exhibition space, all offering opportunities for visitors to try and play.

- 6.16.4 The upper level is the Coliseum's spectacular Arena, hosting major events with 3,000 tiered seats arranged over two levels in a 360 degree theatre in the round. Display screen surround the Arena with a large central video display above the main stage creating a totally immersive experience for visitors. Flexible breakout spaces surround the arena at both levels.
- 6.16.5 The design of the Coliseum should be developed according to Design Code (document reference 7.2) within section 10.



Figure 6.46 Key Map

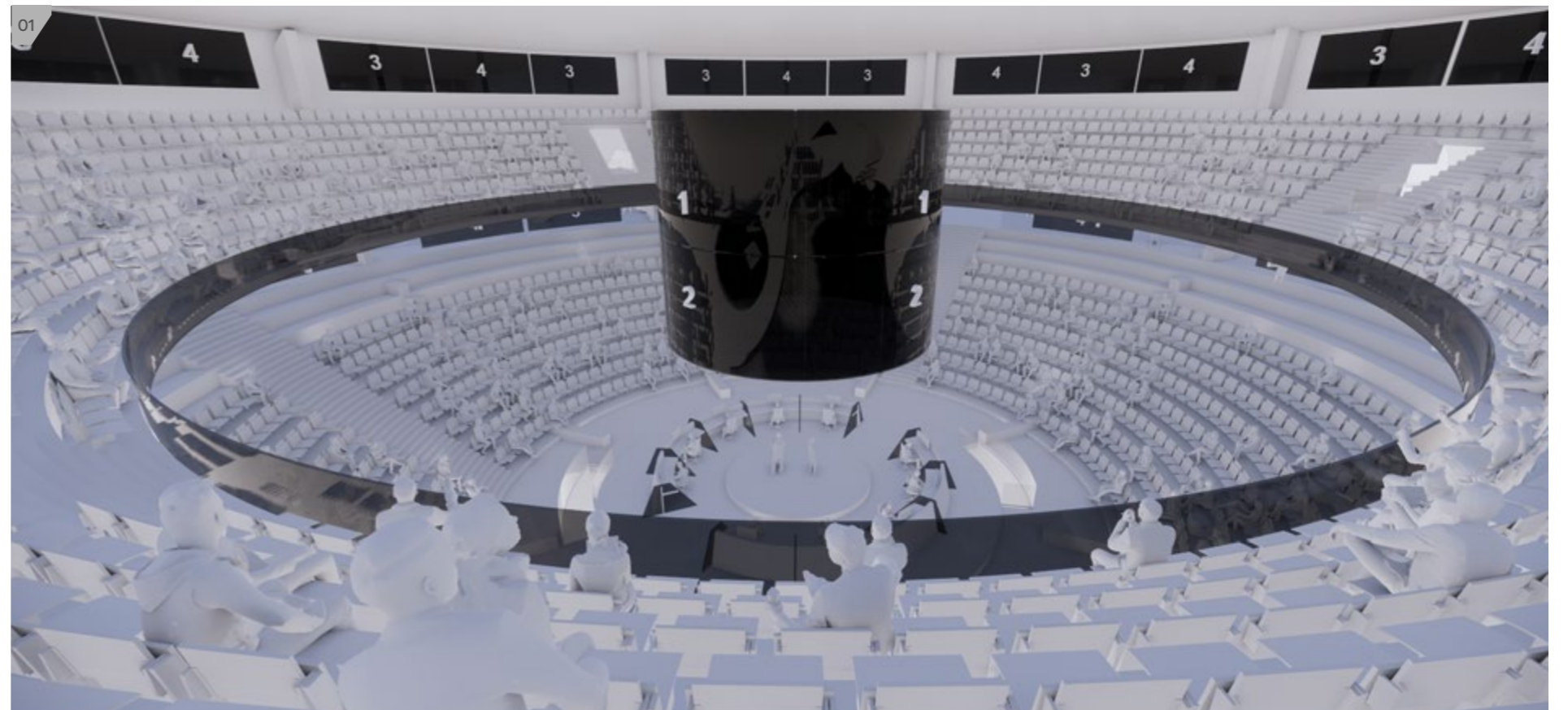


Figure 6.47 View from inside the Coliseum arena



Figure 6.48 Aerial view from Node 2 (Market)

6.17 The Conferention Centre

- 6.17.1 The Conferention Centre will enjoy its own strong sense of identity, a building of civic scale, a memorable form with presence, robust yet engaging with a materiality driven by functionality and the brief, all set within its own formal landscaped setting, independent to but nestling in the embrace of The London Resort Hotel's west wing.
- 6.17.2 It will have its own front door and sense of arrival on its west flank accessed from Pilgrims Way. It will be linked at the ground level to The London Resort Hotel with the opportunity to share facilities including kitchen services between the two, creating a flexible arrangement that benefits the functionality of both. It will appear as a separate building for guests of the hotel with a generous glazed Palm Court between the two providing access to the cores in the west wing of the H1 and rooms above.

- 6.17.3 The Conferention Centre is part Conference Centre and part Exhibition facility, a flexible venue that can host a range of simultaneous events, ensuring that there is something to see at all times, whilst allowing time and space for particular events to be set up and taken down without interrupting the whole.
- 6.17.4 Its striking architectural form will be a landmark along Pilgrims Way, with an elevated presence off the Market via Node 2. It will provide a flexible robust configuration of conference and exhibition facilities, industrial theatre, serving up to 4,000 guests. Its largest room is able to accommodate 3,000 people seated in a tiered configuration with split level balcony and sub-divisible. The Conferention Centre will share facilities and back of house areas with the Water Park Hotel to the east including service areas, catering and kitchens.

- 6.17.5 The design of the Conferention Centre should be developed according to Design Code (document reference 7.2) within section 10.



Figure 6.49 Key Map

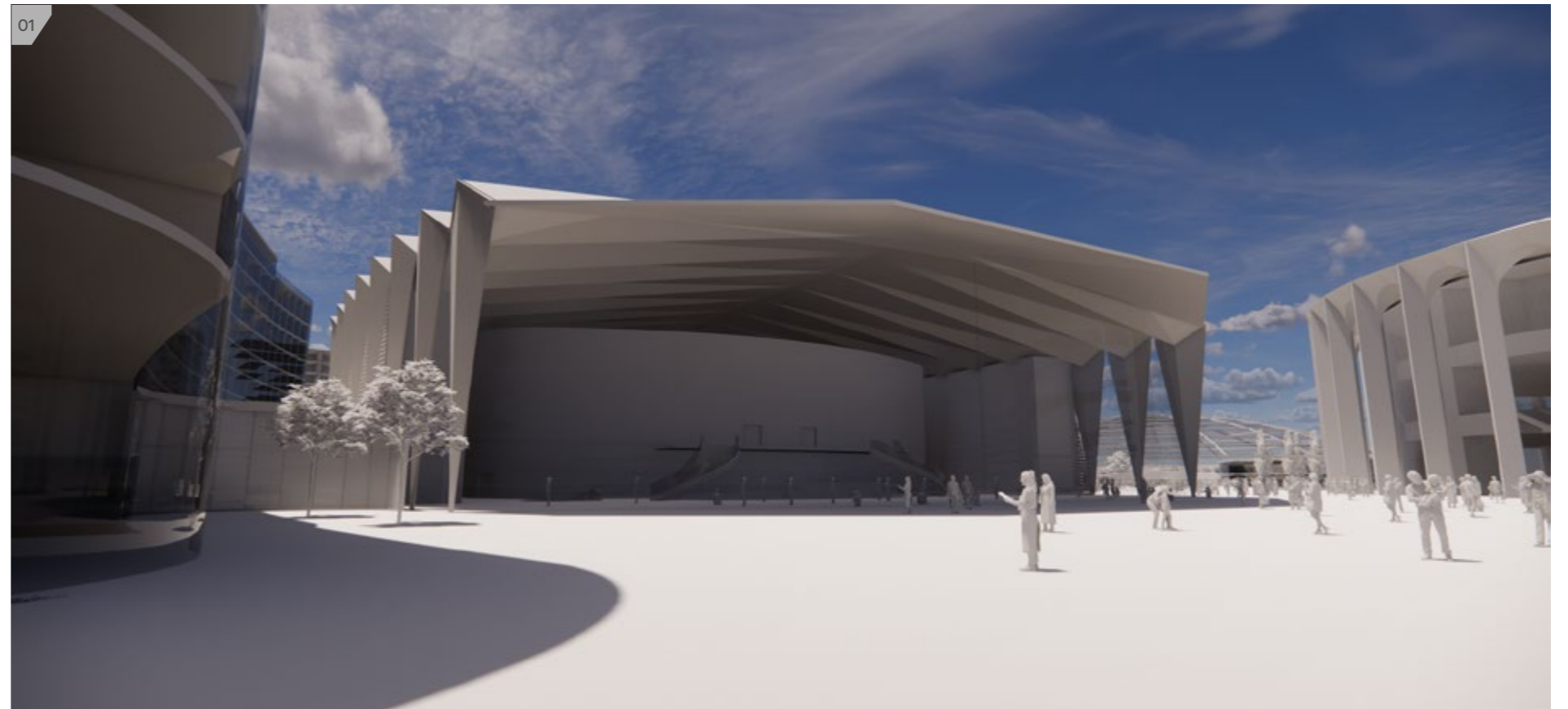


Figure 6.50 View from exiting Node 2 (Market)

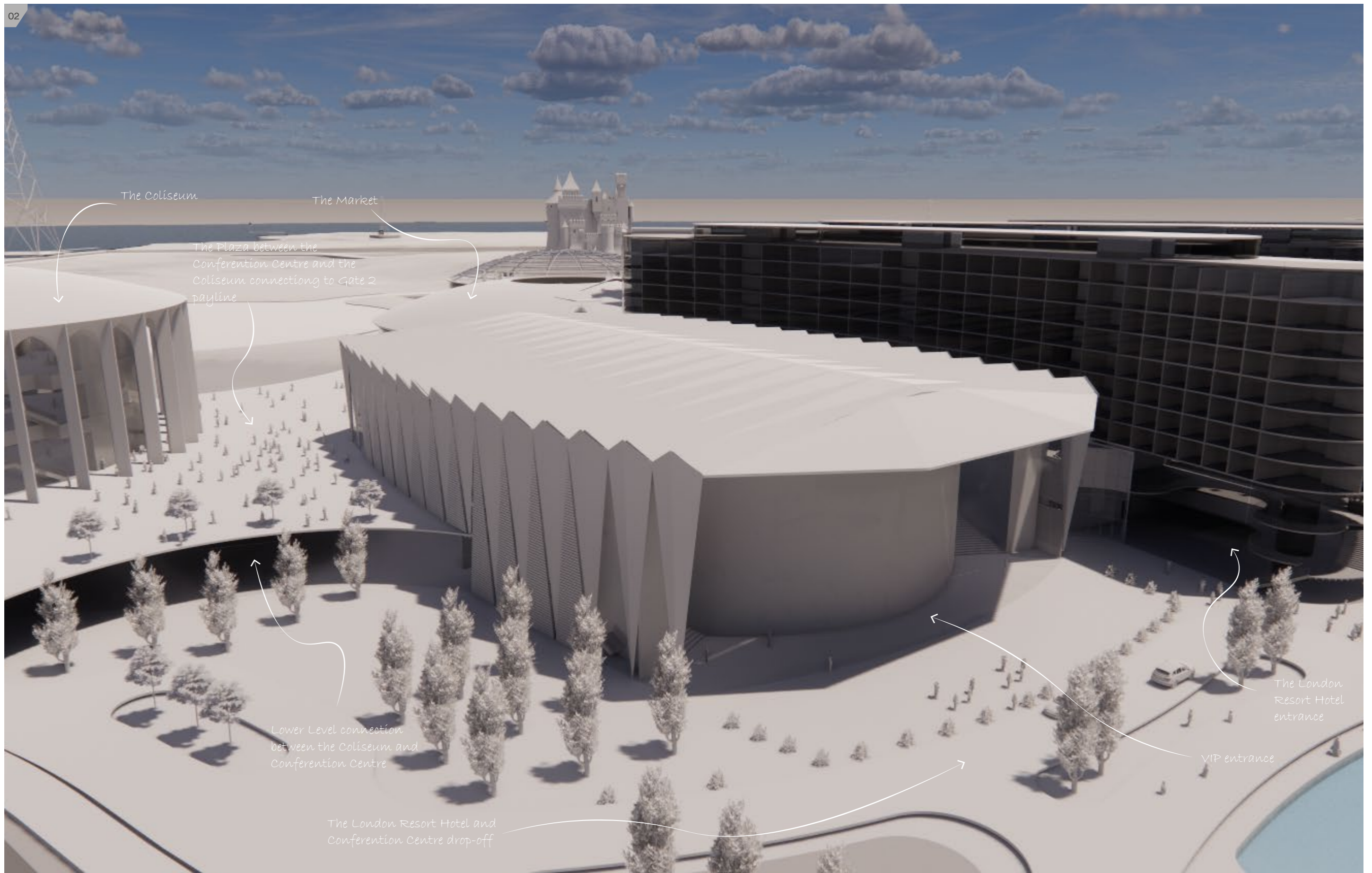


Figure 6.51 Aerial view from gate 2 towards the Conferention Centre

6.18 Node 4 Gate 2 Payline

- 6.18.1 Identified by its domed ethylene tetrafluoroethylene (ETFE) roof, Node 4 contains the visitor payline for Gate 2, a modest City Hall and Operations building together with a VIP Pavilion. Node 4 controls access to Gate 2. Generous electronic entrance systems control visitor flows whilst avoiding queues.
- 6.18.2 Node 4 is an important building in its own right at the eastern end of Gate 2, it marks the boundary between different worlds, and point of departure and return. As such, it needs to serve as a reference point for visitors in a number of ways, for navigation so that you enjoy the delights of discovery, but are never too far from the familiar, as well as somewhere to go that is easily recognised and accessible when you need help. The circular domed form of this building is a direct response to those challenges, complementing rather than competing with its diverse context. The building contains a mix of functions to accommodate those

needs.

- 6.18.3 As you approach from Node 4 and enter the building the route expands under the embrace of the dome above with an expansive pay line helping to avoid queues and congestion, to the left (south) is City Hall and the Operations Building. City Hall is an important interface with visitors on both sides of the payline, dealing with queries and questions at its customer service desks, but also quietly dealing with areas of concern such as lost and found items like a wallet or credit card, missing tickets or a lost child. Behind this public front is the balance of City Hall and the Operations facility, administration offices and support. This building provides support for circa 100 staff who are moving between Gate 2 attractions and dropping back into the building to use hot desks to

catch up on administration throughout the day.

- 6.18.4 The VIP Pavilion is located on the north east side of Node 4 and provides VIP guests discrete access to Gate 2 and adjacent facilities. VIP Guests are delivered to a ground floor reception at the lower level on Pilgrim's Way by a fleet of London Resort eShuttles using the service road.
- 6.18.5 Behind the VIP entrance at ground level there is a Medical Centre that serves the whole London Resort. It is adjacent to The London Resort Helipad, a short distance to the south and in close proximity to the fire station to the east with ready access to service roads and the Ferry Terminal.
- 6.18.6 The design of Node 4 Gate 2 Payline should be developed according to Design Code (document reference 7.2) within section 4.



Figure 6.52 Key Map



Figure 6.53 View from entrance of Node 4

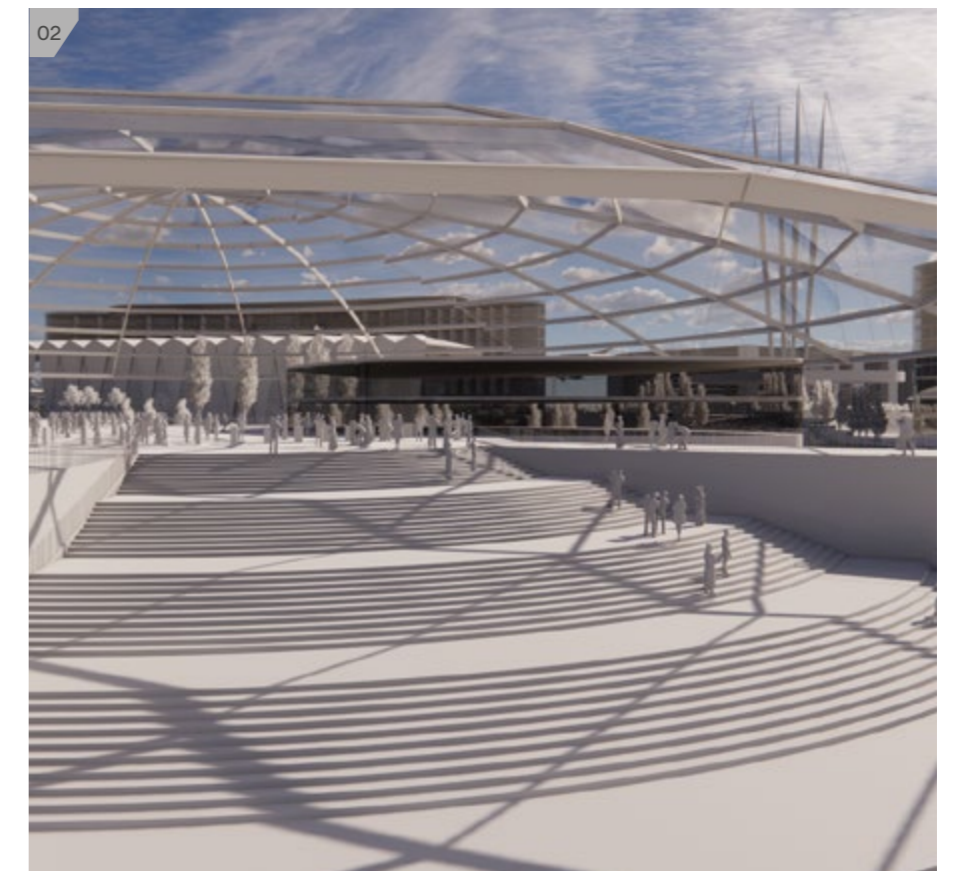
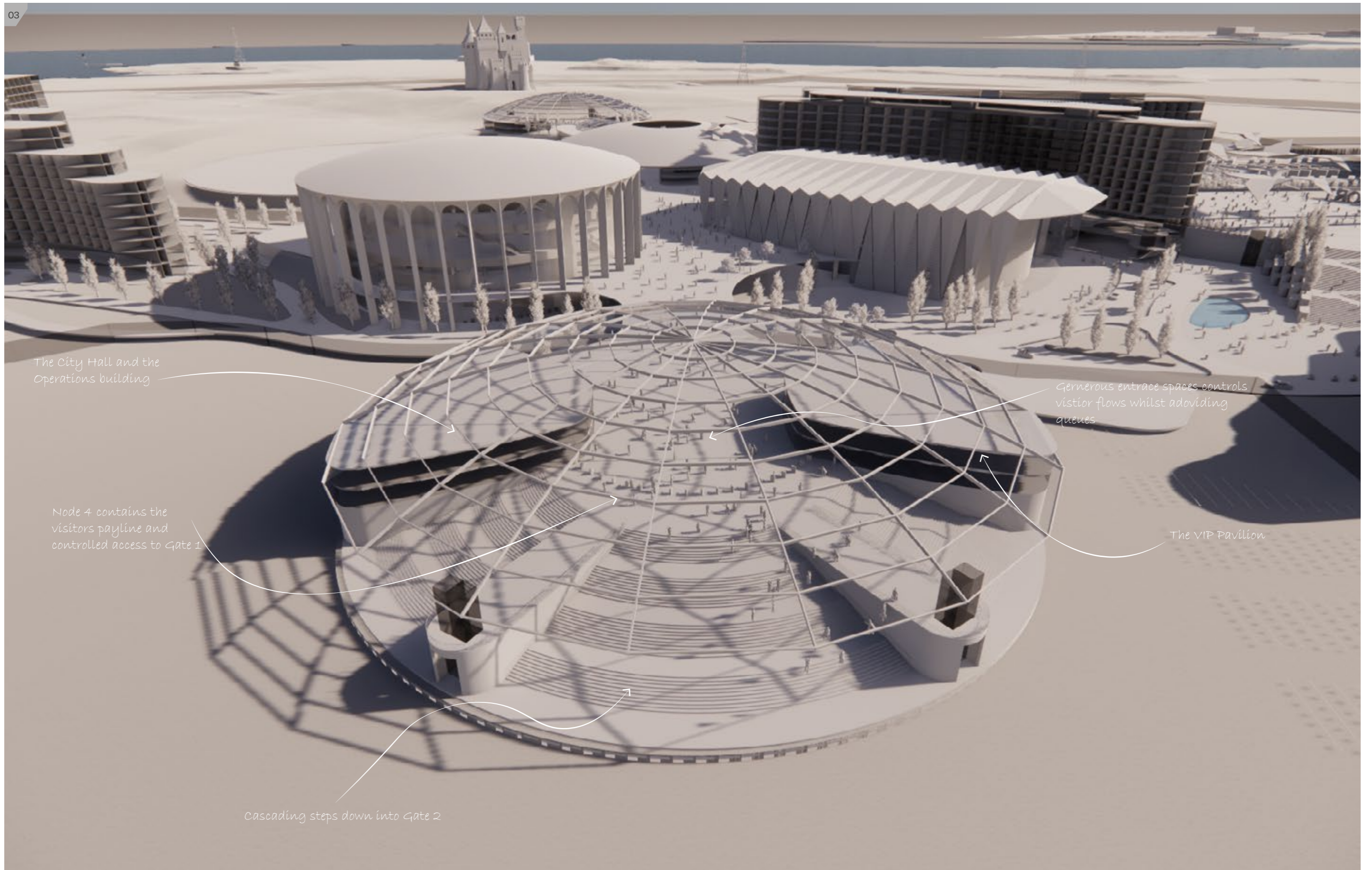


Figure 6.54 View from Gate 2



The City Hall and the Operations building

Generous entrance spaces controls visitor flows whilst avoiding queues

Node 4 contains the visitors payline and controlled access to Gate 1

The VIP Pavilion

Cascading steps down into Gate 2

Figure 6.55 Aerial view from Gate 2 towards Node 4 (Payline)

6.19 Pilgrims' Way, the Spanish Steps and beyond

6.19.1 Pilgrims' Way runs broadly north south along a historic chalk spine which will be landscaped to provide improved pedestrian and cycle access to the Swanscombe Peninsula, connecting the prominent Visitor Centre at Galley Hill with the main entrance Plaza before its onward journey to The London Resort Ferry Terminal to the north. This important route changes in character along the way starting with the panoramic views over the peninsula from Galley Hill, the dramatic chalk cliffs as you head towards the Plaza.

6.19.2 Here the route diverges, with Pilgrims' way continuing down to the west towards the entrance of Hotel 3 and beyond to The London Resort Ferry Terminal. An alternative route is a short walk along the western edge of the Plaza which delivers you to the head of the spectacular cascade of steps, ramps and tiered landscape that descend towards the main entrance of The London Resort Hotel and Conferention Centre. Both routes then merge and run along the landscaped buffer between Black Duck Marsh to the west and The London Resort to the east, providing the opportunity to connect with a board walk to better enjoy the wildlife habitat and delights of Black Duck Marsh before arriving at The London Resort Ferry Terminal.

6.19.3 The design of the Spanish Steps should be developed according to Design Code (document reference 7.2) within section 6.



Figure 6.56 Key Map



Figure 6.57 View from Pilgrim's Way

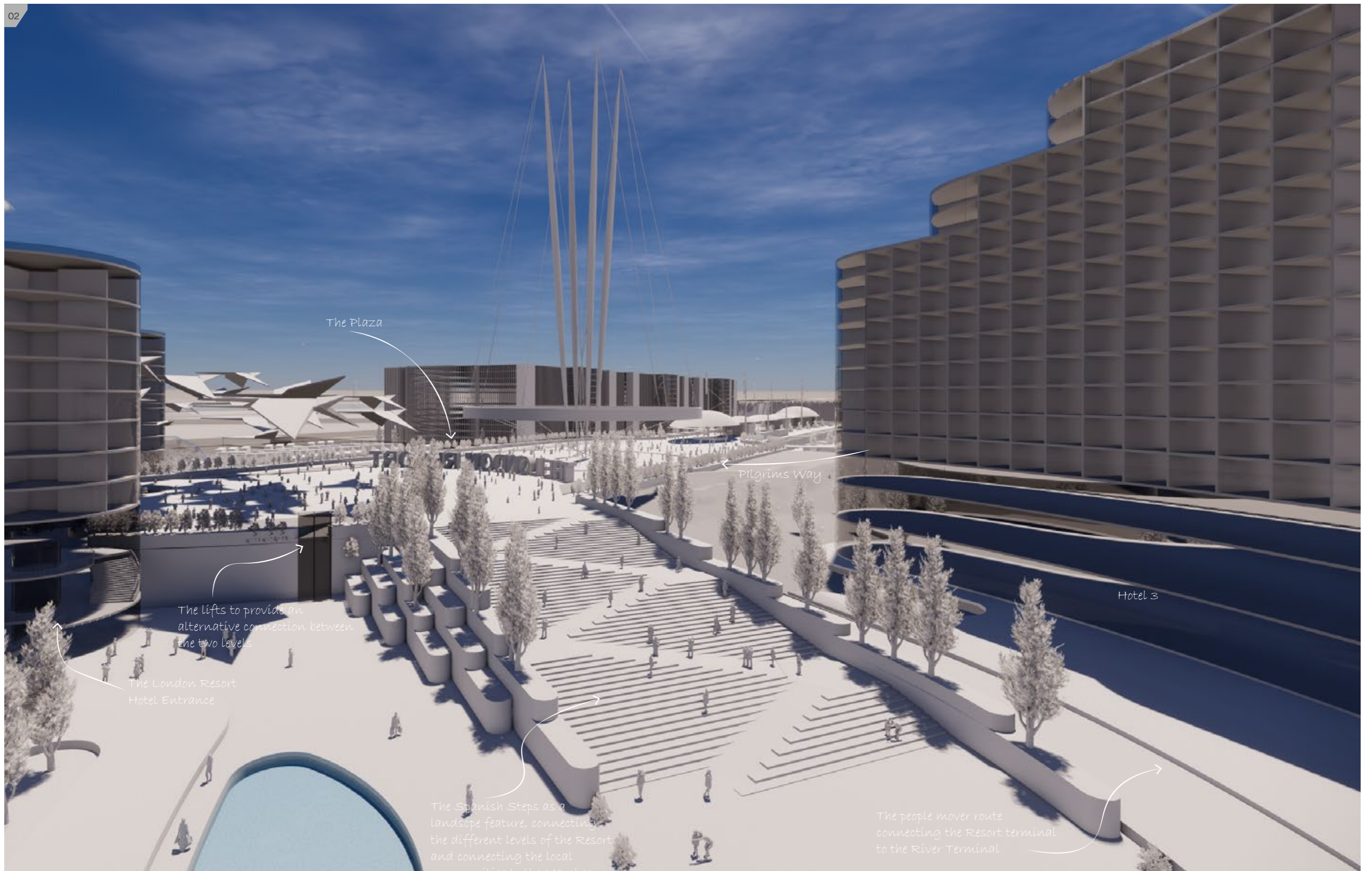


Figure 6.58 Aerial view

6.20 Hotel 3

6.20.1 This hotel (H3) enjoys a pivotal location within the masterplan, at the foot of Pilgrims Way as it descends from Galley Hill to the north, along the east side of the hotel. The chalk cliffs create a stunning backdrop and an intimate relationship between the two. At the midpoint, Pilgrims Way merges with the Plaza before continuing its journey towards the main entrance of the hotel below and to the west.

6.20.2 The hotel enjoys a strong presence when seen from the Plaza, but is also once removed from the hustle and bustle of this busy thoroughfare, set within its own generously landscaped grounds to the west side of the chalk spine. The form of the hotel creates a strong dialogue with the chalk spine to the east and the Conference Centre to the north, helping to contain and define a significant area of public realm that includes a cascade of steps from the elevated Plaza level and the important drop off to The London Resort Hotel and Conference Centre. The western wing of the hotel will also enjoy a strong relationship with Gate 2 to the west.

6.20.3 The hotel provides 850 keys including front of house and back of house facilities, to be delivered as part of Gate 2 in 2029.

6.20.4 The design of Hotel 3 should be developed according to Design Code (document reference 7.2) within section 8.



Figure 6.59 Key Map



Figure 6.60 Aerial view from Gate 2 looking East

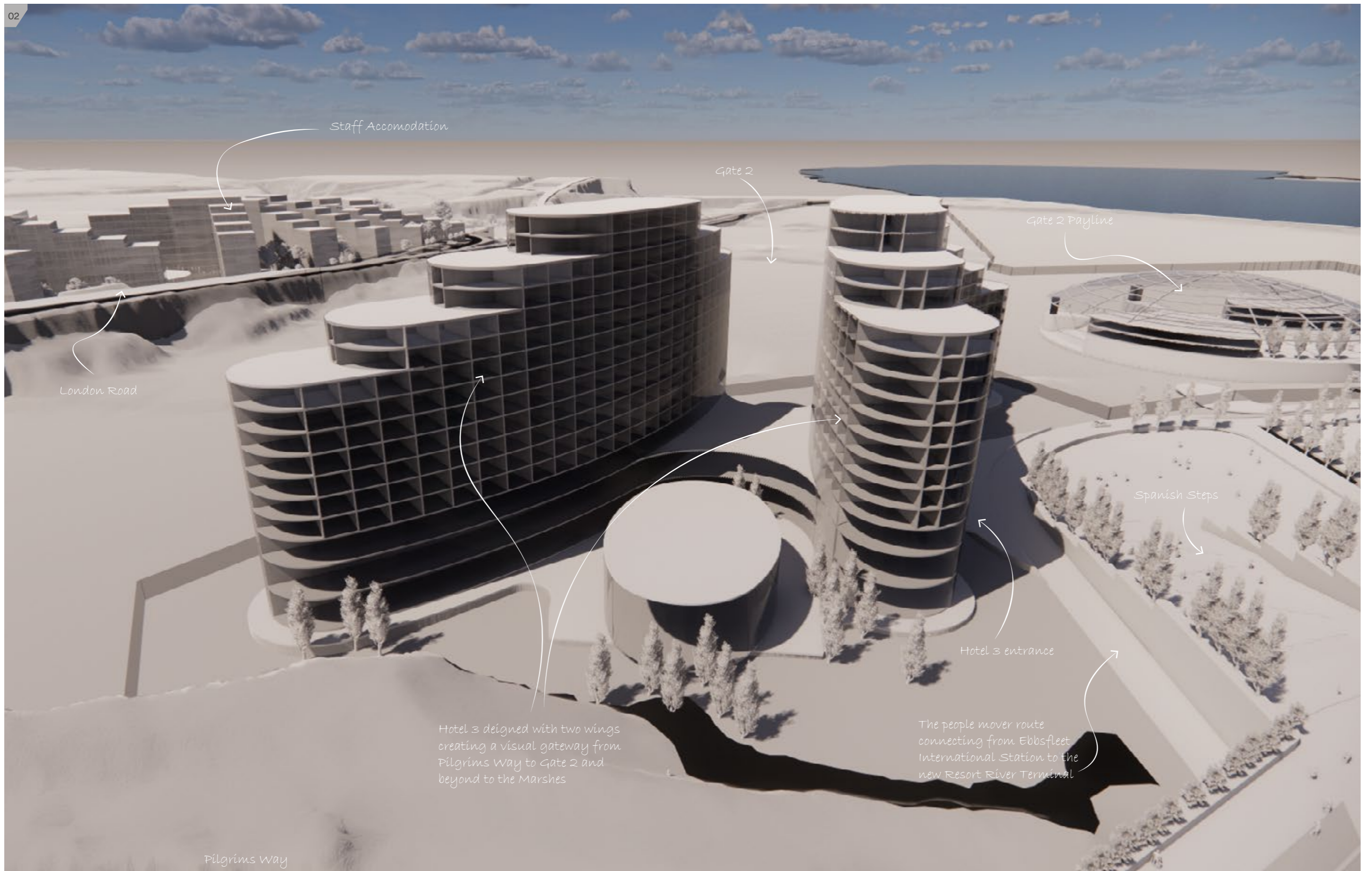


Figure 6.61 Aerial view from Pilgrims Way

6.21 Hotel 2

- 6.21.1 Hotel 2 (H2) stands within a landscaped setting on the east side of the Pilgrims Way, a short distance to the south of The London Resort ferry terminal. The hotel provides 1,500 keys together with front of house and back of house facilities.
- 6.21.2 The hotel enjoys a strong presence and sense of arrival with a landscaped drop off on the west side, and it is serviced from the perimeter service road to the east and south, avoiding any conflict between front of house and back of house areas. The hotel enjoys views over the River Thames and a buffered relationship to Black Duck Marsh to the west to minimise any disturbance to its wildlife habitat. The hotel will be an key contributor to the pulse of Pilgrims Way, animating this important corridor and helping with the passive policing of the wider public realm.

- 6.21.3 The design of Hotel 2 should be developed according to Design Code (document reference 7.2) within section 8.



Figure 6.62 Key Map



Figure 6.63 View from the River Thames



Figure 6.64 View from Black Duck Marsh

6.22 Hotel 4

- 6.22.1 This hotel (H4) will be delivered as part of Gate 2, complementing and enhancing the existing hotels by providing a modest boutique offer comprising 400 keys together with front of house and back of house accommodation. H4 stands within a landscaped setting on the east side of the Pilgrims Way to the south of The London Resort Ferry Terminal and to the north of the Coliseum.
- 6.22.2 Hotel 4 enjoys a strong presence and sense of arrival on the west side and is serviced from the perimeter service road to the east, avoiding any conflict between front of house and back of house areas. Hotel 4 enjoys views to Black Duck Marsh on the west and has a strong relationship with the Coliseum on the south.
- 6.22.3 The design of Hotel 4 should be developed according to Design Code (document reference 7.2) within section 8.



Figure 6.65 Key Map

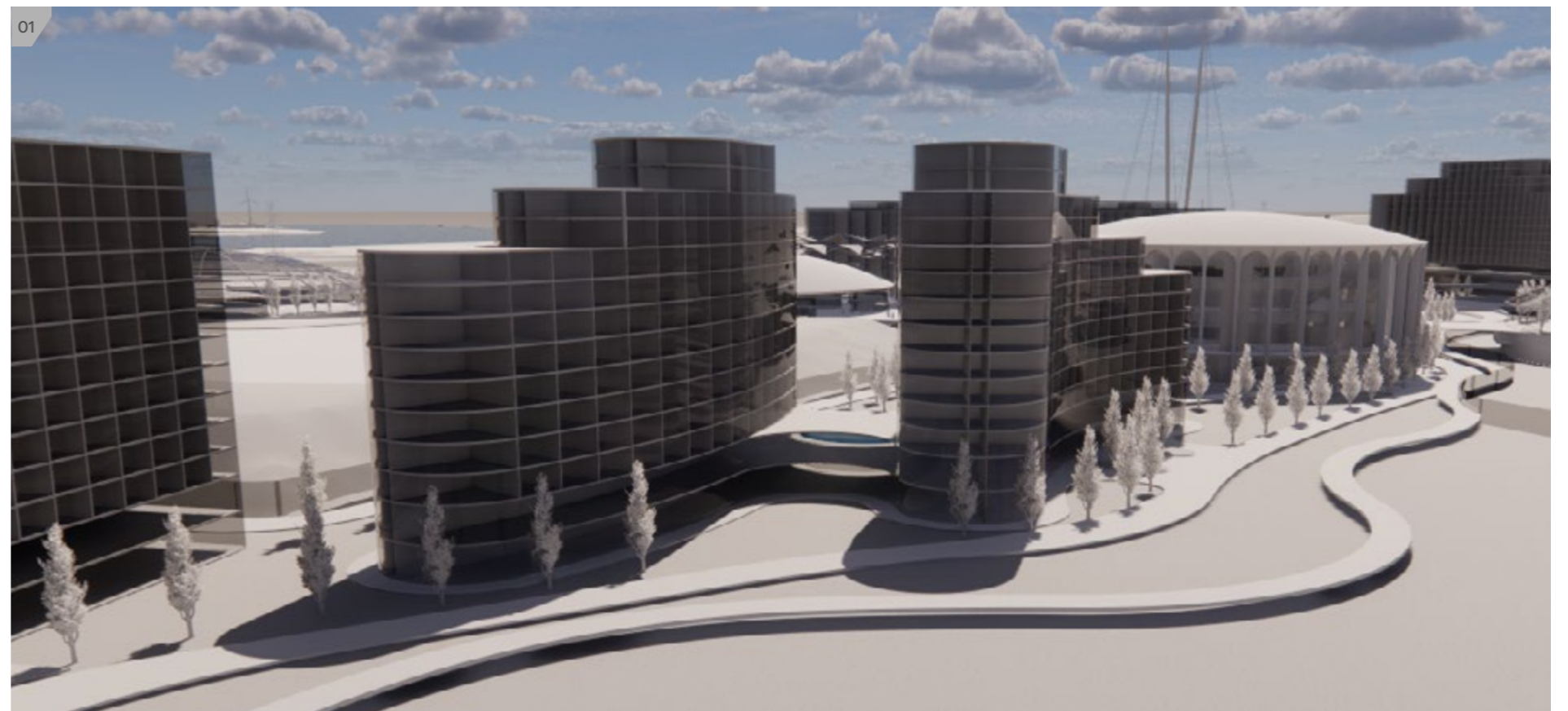


Figure 6.66 View from Gate 2

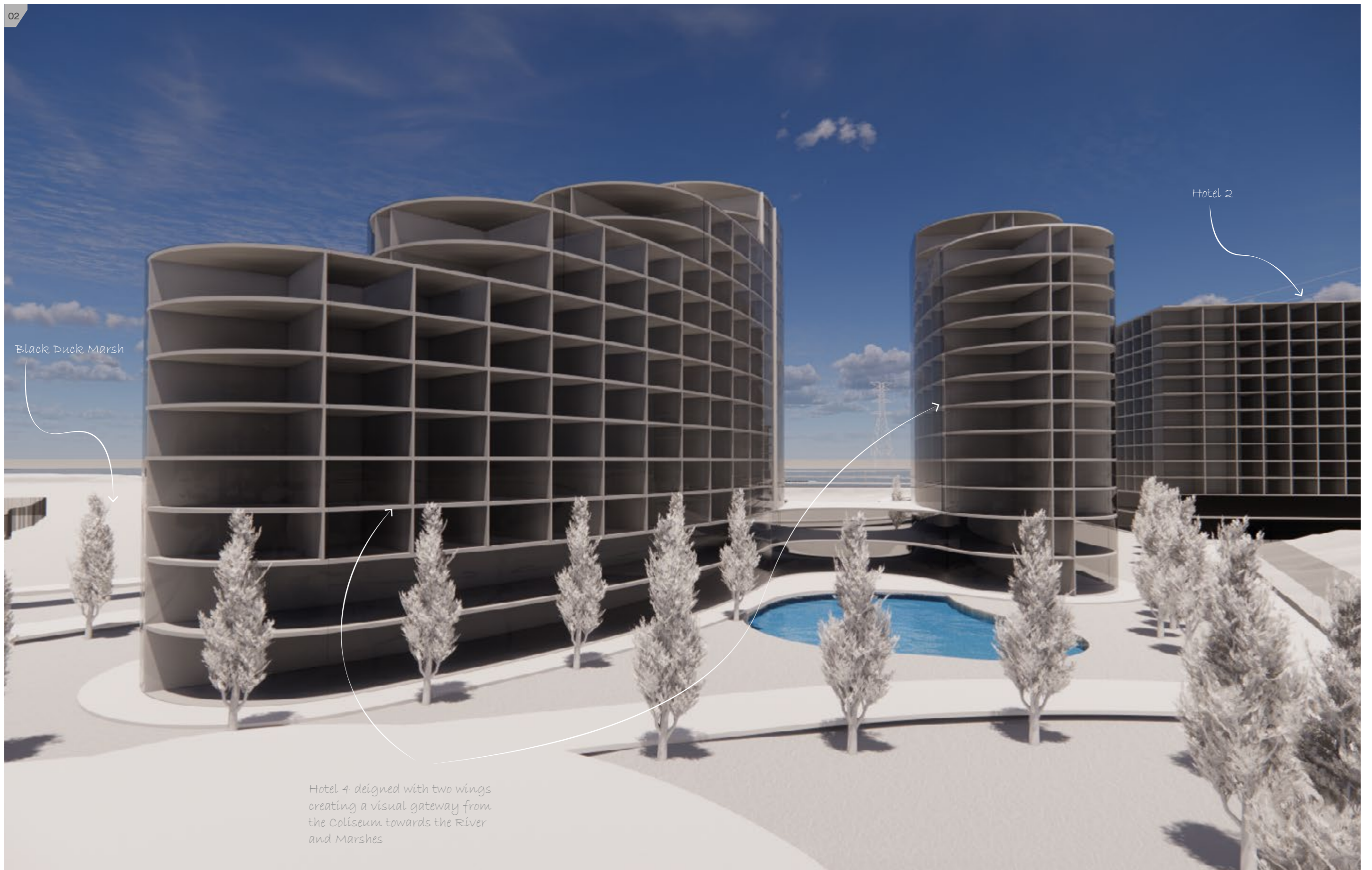


Figure 6.67 Aerial view from the Coliseum

6.23 The London Resort ferry terminal

6.23.1 The London Resort ferry Terminal (T3) on the north west shore of the Swanscombe Peninsula serves The London Resort and surrounding community, providing connections to central London and The London Resort Terminal at Tilbury, using a fleet of high speed Thames Clipper vessels.

6.23.2 The Terminal comprises a Passenger Terminal and terminus for the people mover and Fast Track bus service. The Terminal provides shelter for arrivals and departures offering basic amenities to encourage through flow. A dedicated pier will be constructed within the River Thames to accommodate a new fleet of Thames Clippers and other services. The terminal building shields visitors from the neighbouring London Resort Port to the north east, whilst enjoying open vistas to Black Duck Marsh to the south west. The public footpath and boardwalk that runs through the marsh terminates in a viewing platform adjacent to the terminal where visitors can enjoy the wildlife whilst waiting for their onward connection.

6.23.3 It is expected that up to 15% of visitors to the Resort will arrive by River. The Terminal will also accommodate staff who work within The London Resort and use the river to commute, together with the public who will use this service as an integral part of the wider public transport network.

6.23.4 The design of The London Resort ferry terminal should be developed according to Design Code (document reference 7.2) within section 12.



Figure 6.68 Key Map

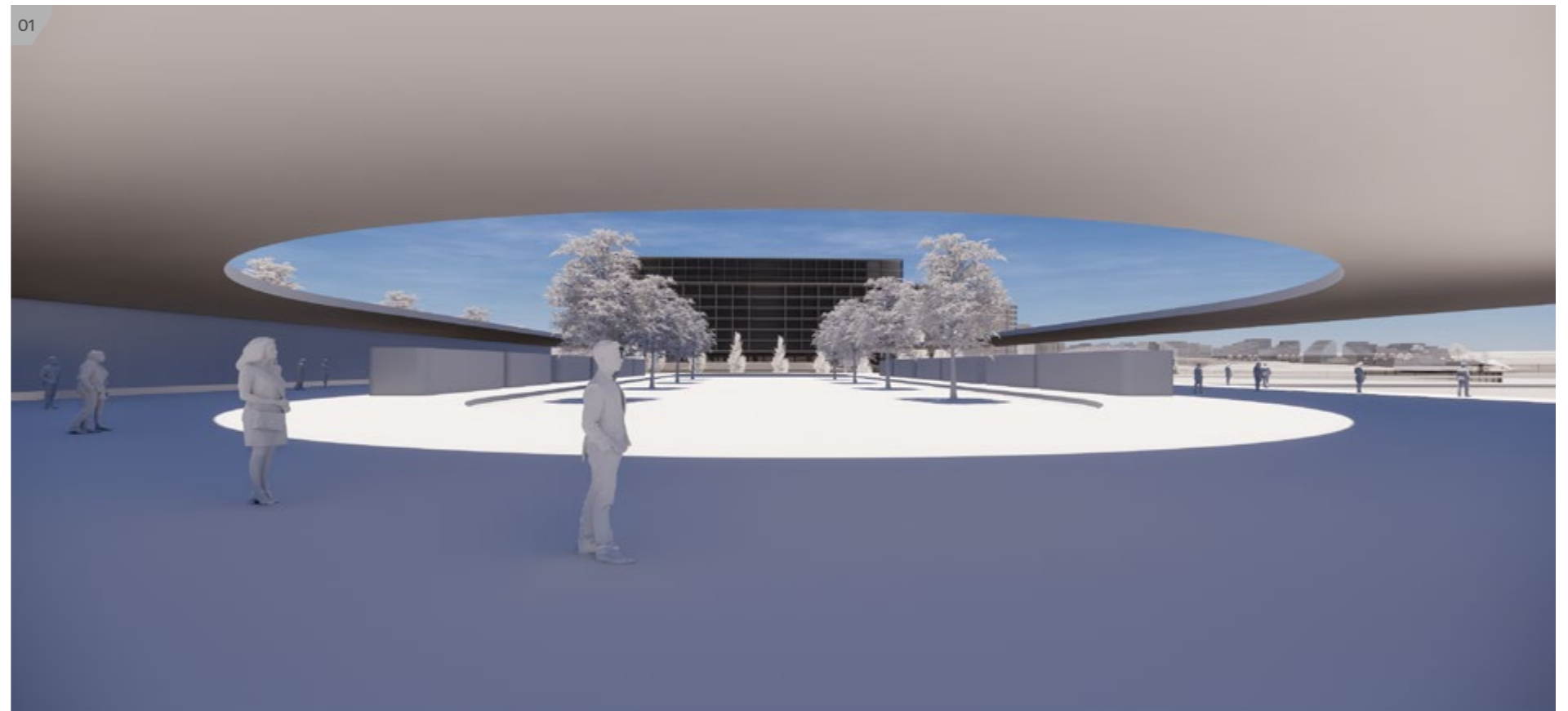


Figure 6.69 View from inside T3

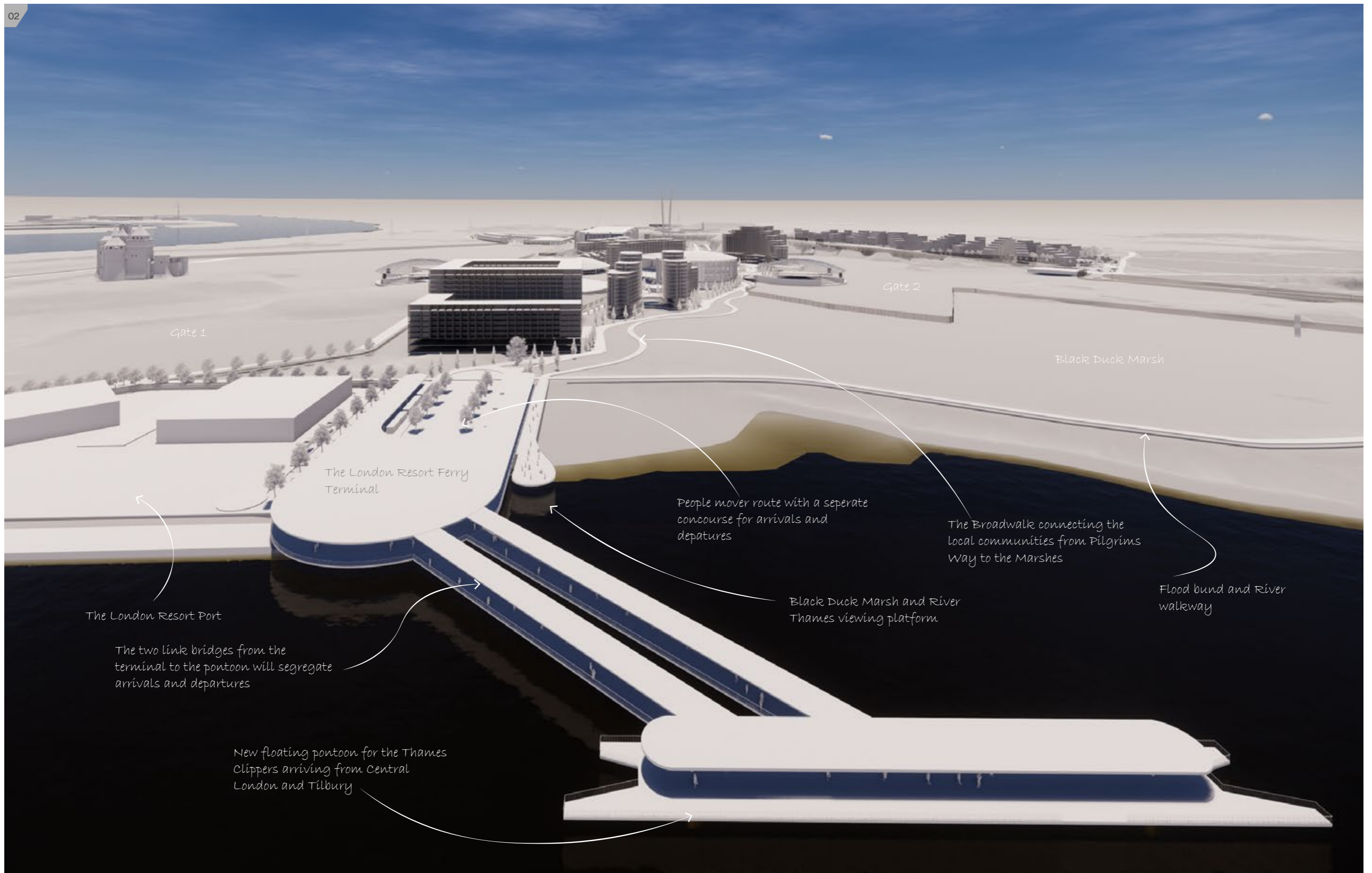


Figure 6.70 View from the River Thames looking South East

6.24 The London Resort Port

- 6.24.1 The London Resort Port serves The London Resort, providing connections to the Port of Tilbury and other ports on the River Thames Estuary. A Goods Terminal and a Construction Logistics facility together with warehouses and a RoRo (roll on and roll off) jetty adapts its use over time progressing from the initial construction stages of The London Resort where a significant proportion of construction materials will be delivered by river, to the on-going servicing of its needs during operation.
- 6.24.2 Accommodation has been configured to make use of the existing historic infrastructure where possible focussed on Bell Wharf. Thames River Police facility will support accommodation at the north end of the facility.

- 6.24.3 The design of The London Resort port should be developed according to Design Code (document reference 7.2) within section 14.



Figure 6.71 Key Map



Figure 6.72 View from the River Thames looking South

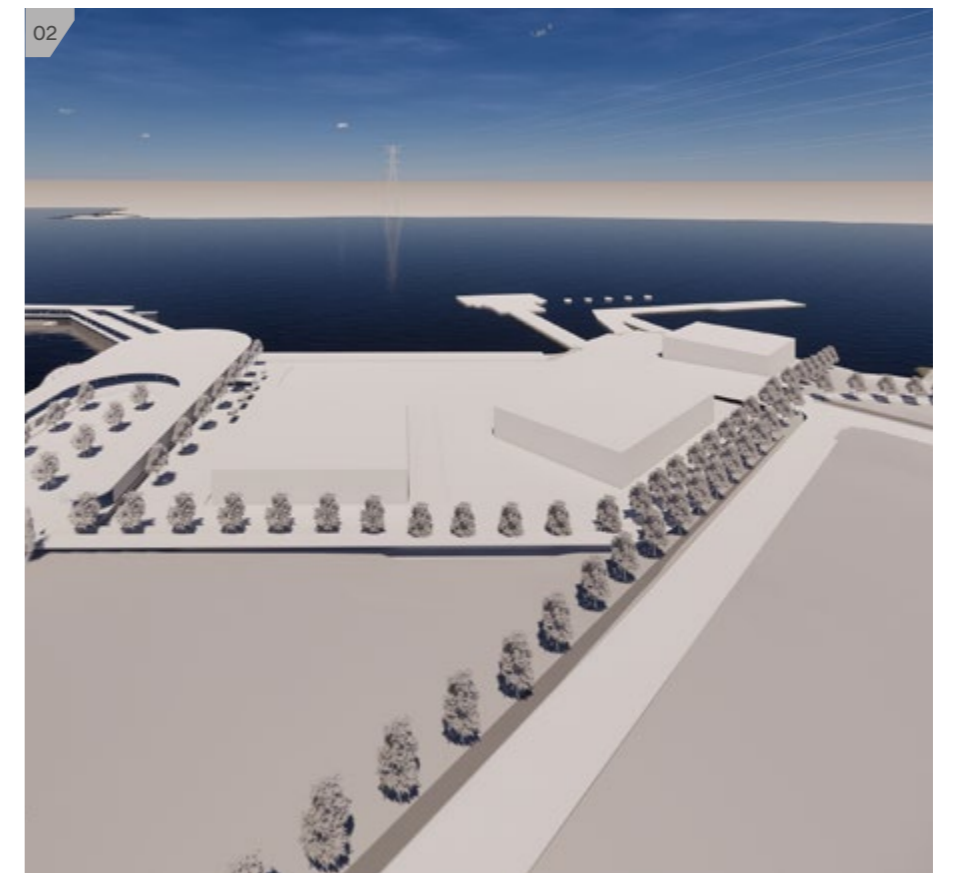


Figure 6.73 View from Hotel 2 looking North West

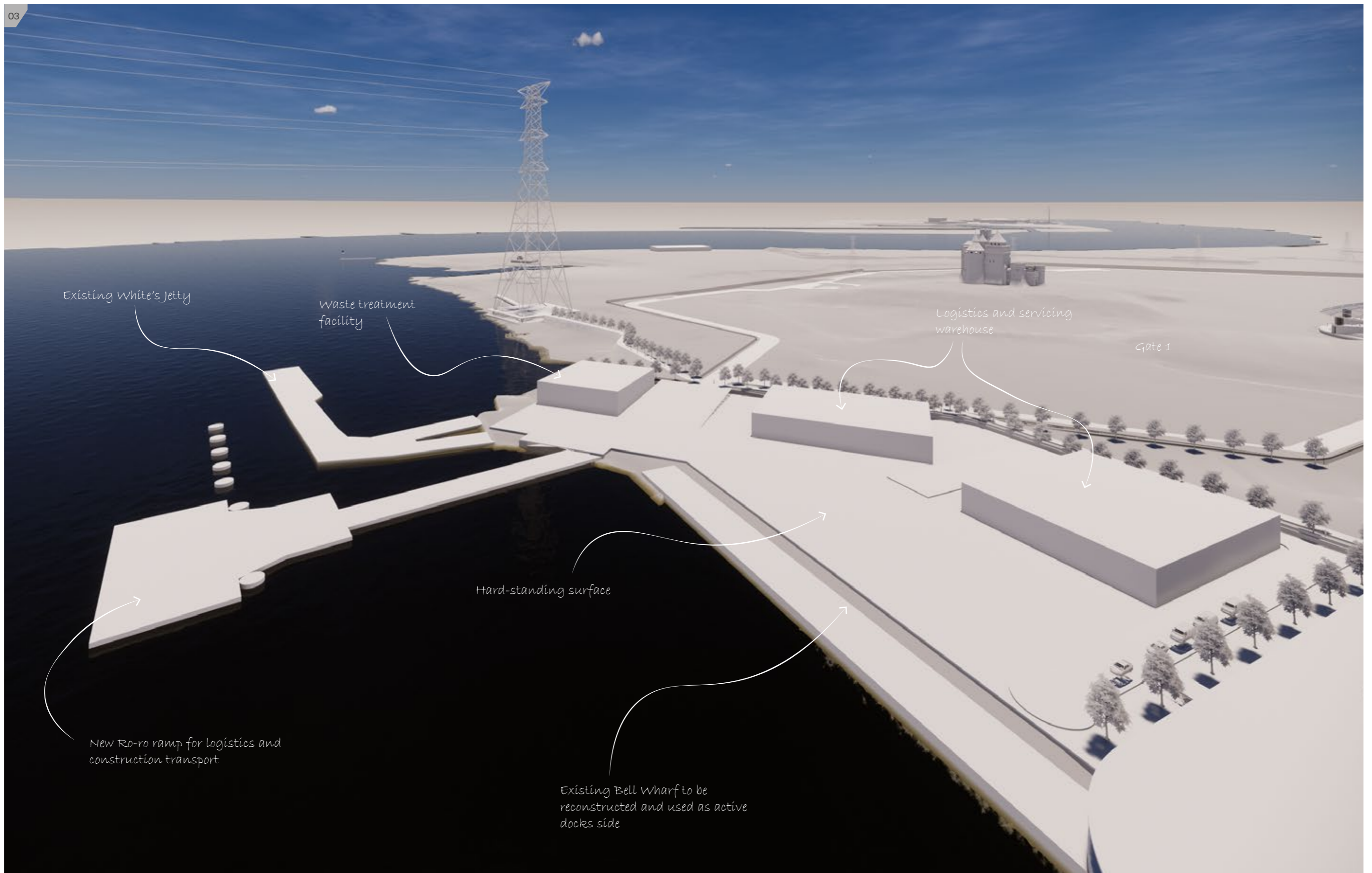


Figure 6.74 View from the River Thames

6.25 Gate 1 Back of House

- 6.25.1 The main back of house areas for Gate 1 are accommodated within an enclosed area to the south of Gate 1 and in the south east corner of the site. A perimeter road provides access to the facilities within. Helping to create a beautifully landscaped heart for all employees to enjoy.
- 6.25.2 Facilities will include warehouses and workshops, a vehicle maintenance and charging facility, a central kitchen and stores, wardrobe and costume area, all arranged along the south and south west sides of the site, that will look after the day to day needs of The London Resort, together with an office building arranged adjacent to the north side of this site which will provide high quality office space to cater for the administration needs of The London Resort. Employees will enjoy carefully controlled views out over Botany Marsh to the north, always being sensitive to the conservation of the wildlife habitat that it contains.

- 6.25.3 Towards the centre of this site there are landscaped grounds for employees to enjoy with a pavilion containing break out space, restaurant and café facilities, and the opportunity for all staff to interact regardless of their place of work, helping to encourage the sense of community and encouraging long term employee retention.
- 6.25.4 The design of Gate 1 Back of House should be developed according to Design Code (document reference 7.2) within section 14.



Figure 6.75 Key Map



Figure 6.76 Aerial view

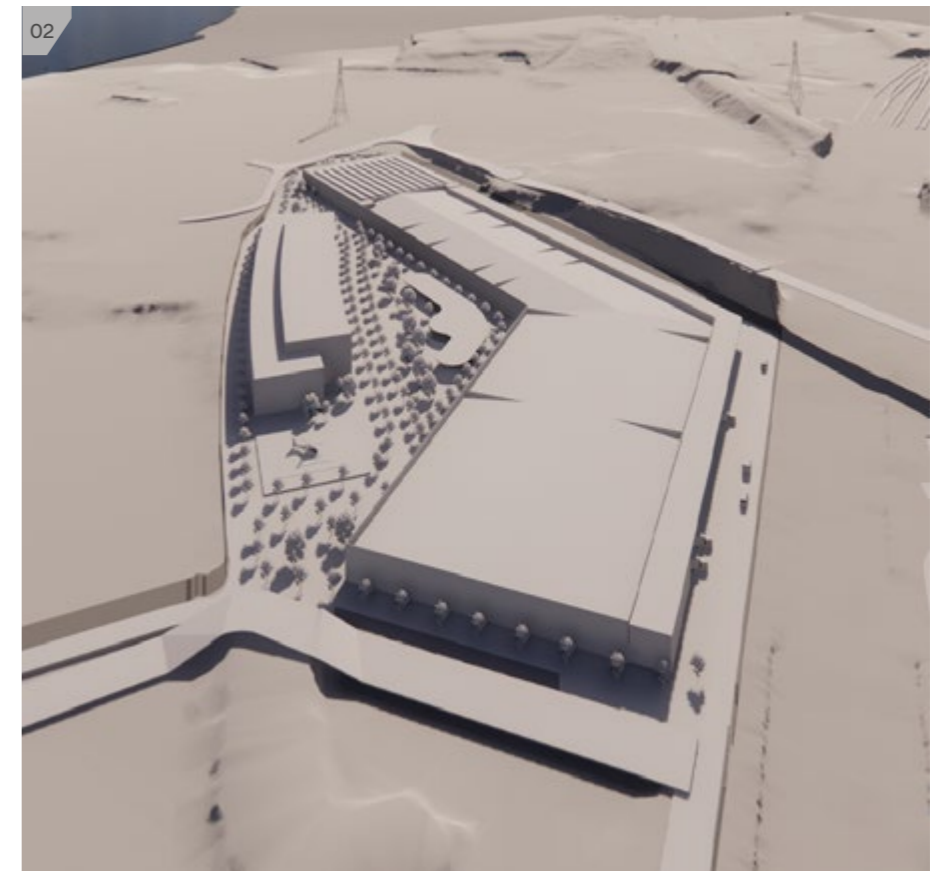


Figure 6.77 Aerial view from Gate 1

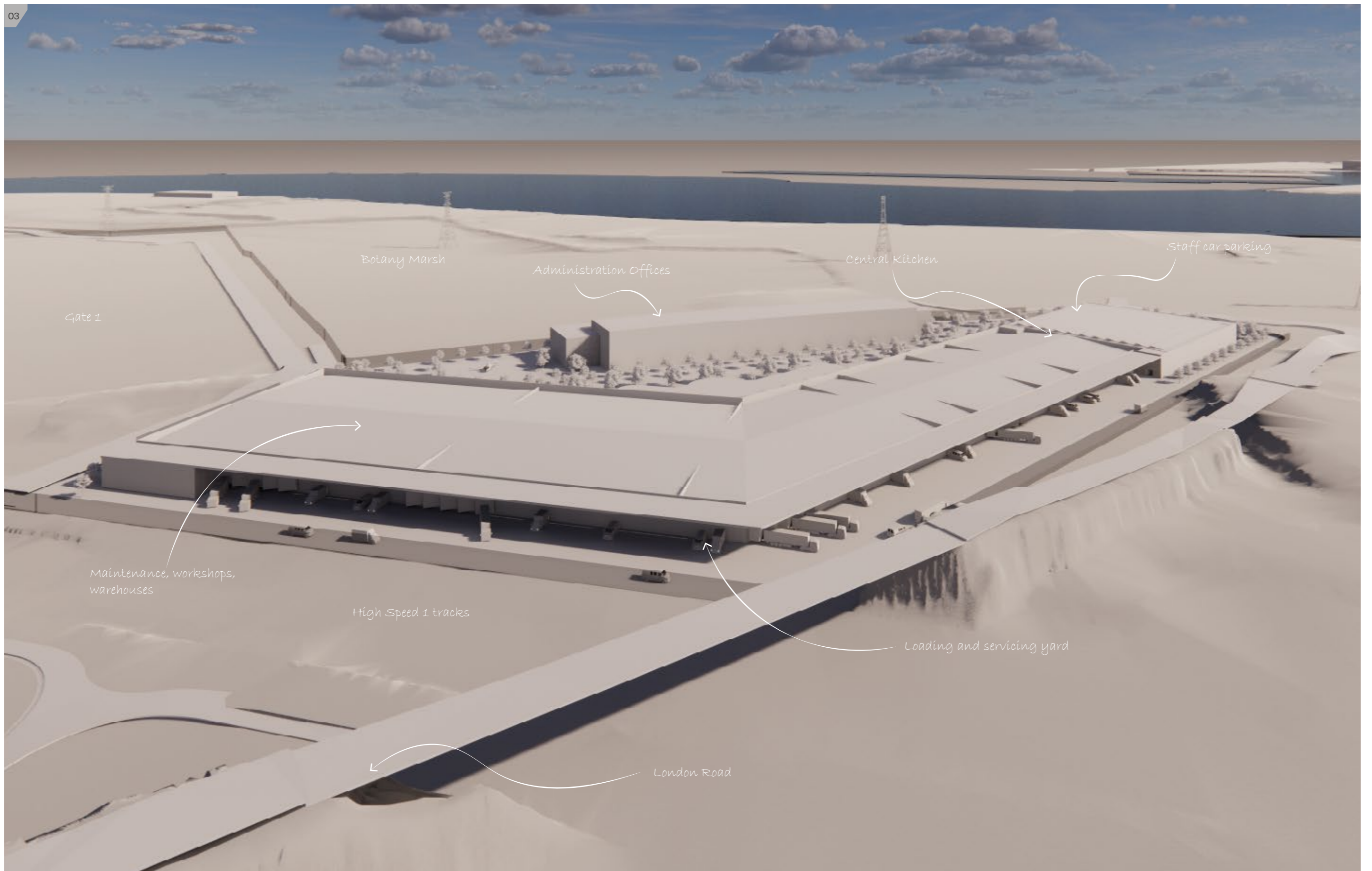


Figure 6.78 Aerial view

6.26 Gate 2 Back of House

- 6.26.1 There is a modest area to accommodate back of house areas for Gate 2 located at the western end of the Gate 2 plot. A perimeter road around Gate 2 provides access to the facilities within connecting with the Resort as a whole.
- 6.26.2 Facilities will include warehouses and workshops, a vehicle maintenance and charging facility, a kitchen and canteen for employees, wardrobe and costume area, that will look after the day to day needs of Gate 2. The facilities together with generous landscape buffers around the perimeter will be arranged to provide a buffer between Gate 2 and the residential communities to the west and south, helping in address any potential concerns associated with light pollution and noise. Employees will enjoy carefully controlled views out over Black Duck Marsh to the north, always being sensitive to the conservation of the wildlife habitat that it contains.

- 6.26.3 The design of Gate 2 Back of House should be developed according to Design Code (document reference 7.2) within section 14.



Figure 6.79 Key Map

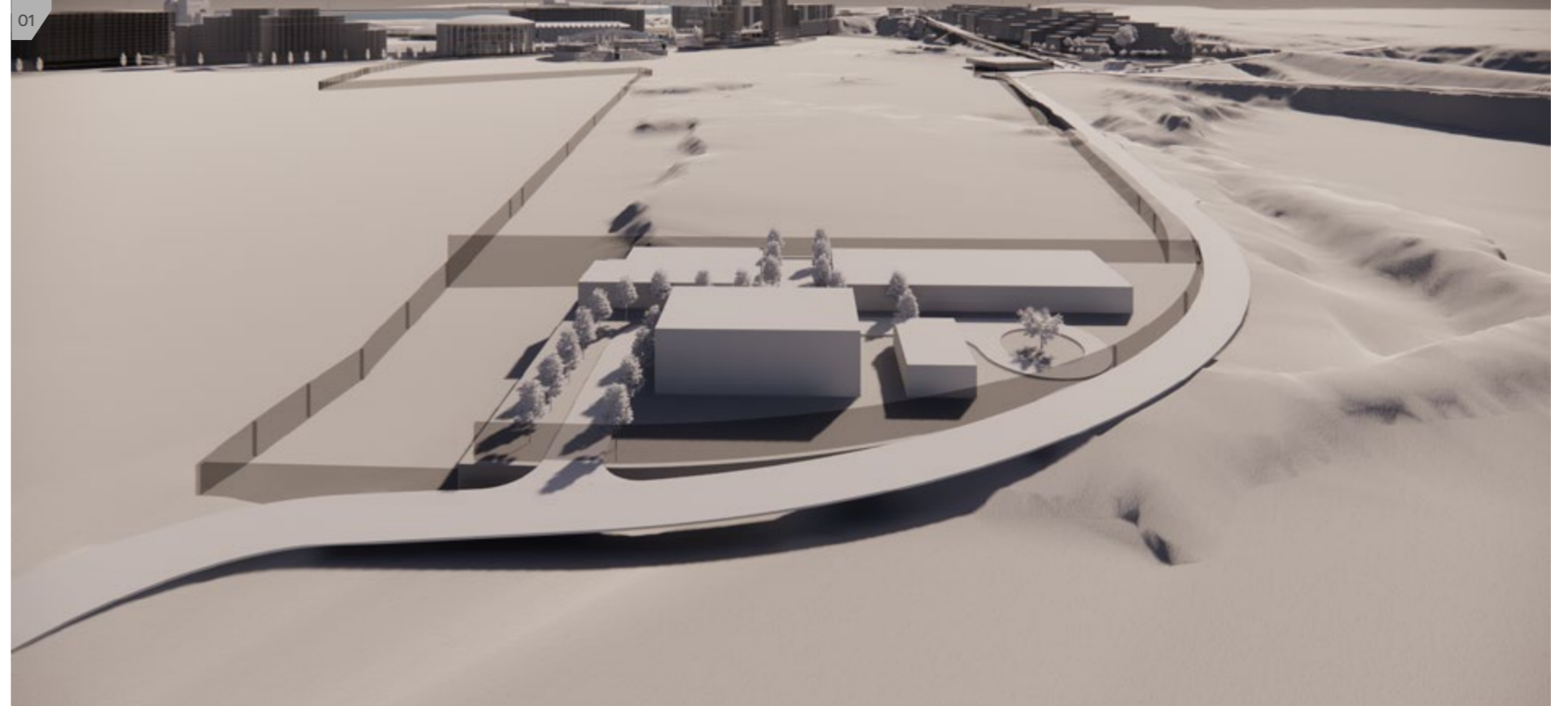
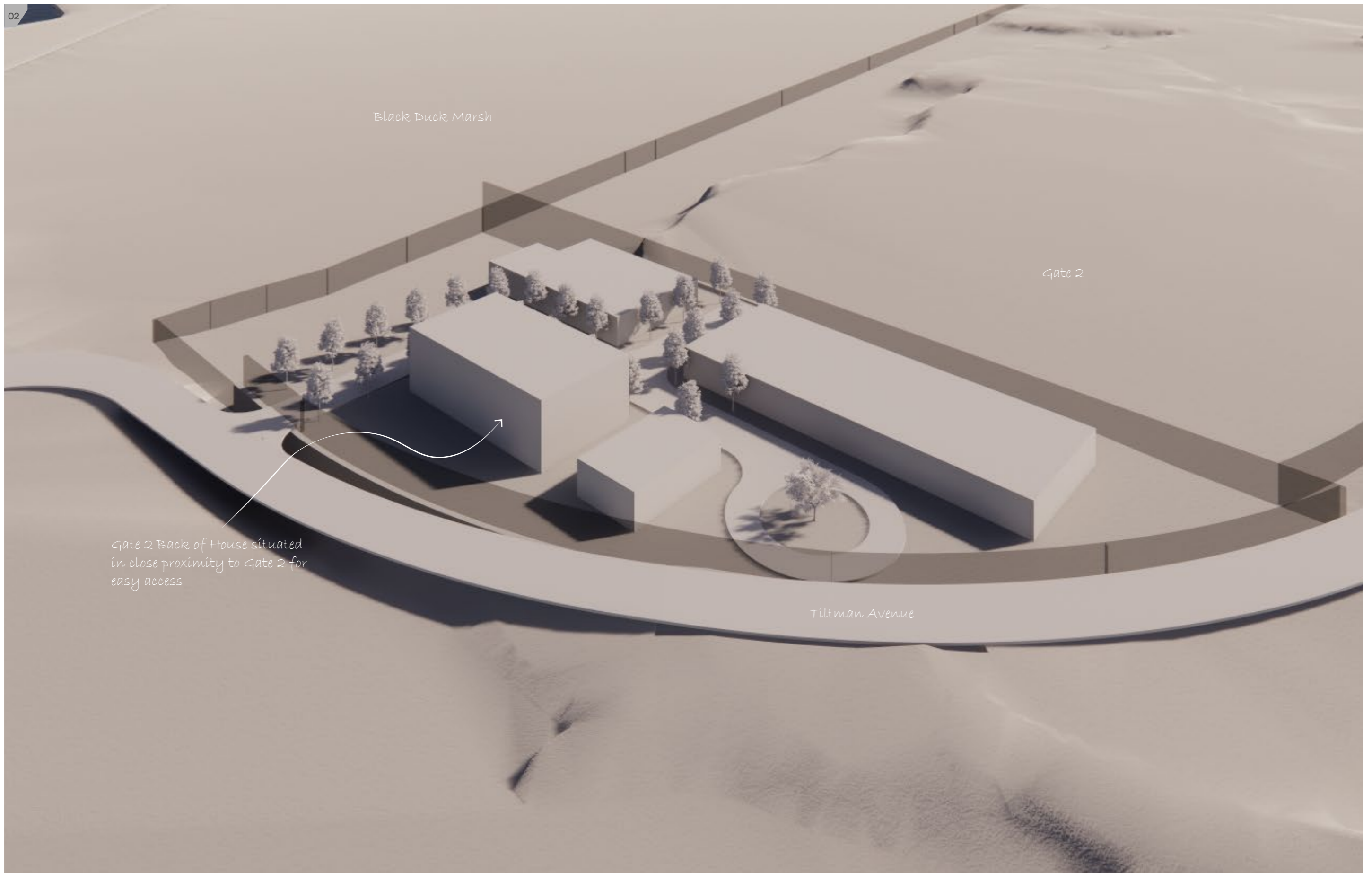


Figure 6.80 Aerial view



Gate 2 Back of House situated in close proximity to Gate 2 for easy access

Figure 6.81 Aerial view

6.27 Staff Accommodation

6.27.1 The former Craylands Lane Pit will be the location for dedicated London Resort Staff Accommodation. These facilities are focussed on accommodating the needs of employees who may find it difficult to live in the wider area at the beginning of their careers, providing a much needed stepping stone into the wider community. Up to 500 dwellings will be provided in a phased development running in parallel with the opening of Gates 1 in 2024 and Gate 2 five years later in 2029.

6.27.2 Each dwelling will comprise a cluster of en-suite rooms with shared kitchen and living room space. Larger scale shared community spaces will be located within a podium structure at the base of, and shared between, groups of buildings. A small scale local retail offer will be located towards the western end of the site adjacent to Craylands Lane to serve the immediate needs of the community. Additional facilities will include community facilities to enjoy including manned reception areas, goods delivery facilities, shared workspace and quieter activities, laundry, sports facilities, landscaped grounds, gym, cinema, recreational areas and a local centre for their immediate needs.

6.27.3 The London Resort Staff Accommodation will also help to facilitate the smooth operation of the Resort, reducing the need for employees to commute to their place of work, recognising the

challenges that shift work can have, whilst also keeping vehicles off the local road network. These bespoke facilities will be built to a high specification and standard of finish. A high standard of build quality will also help to mitigate maintenance requirements as these facilities will be in continuous occupation by employees.

6.27.4 The quality of accommodation and support facilities provided will also assist in the recruitment and retention of staff with a wide range of recreational facilities to address the needs of The London Resort community outside their place of work.

6.27.5 The design of Staff Accommodation should be developed according to Design Code (document reference 7.2) within section 16.



Figure 6.82 Key Map

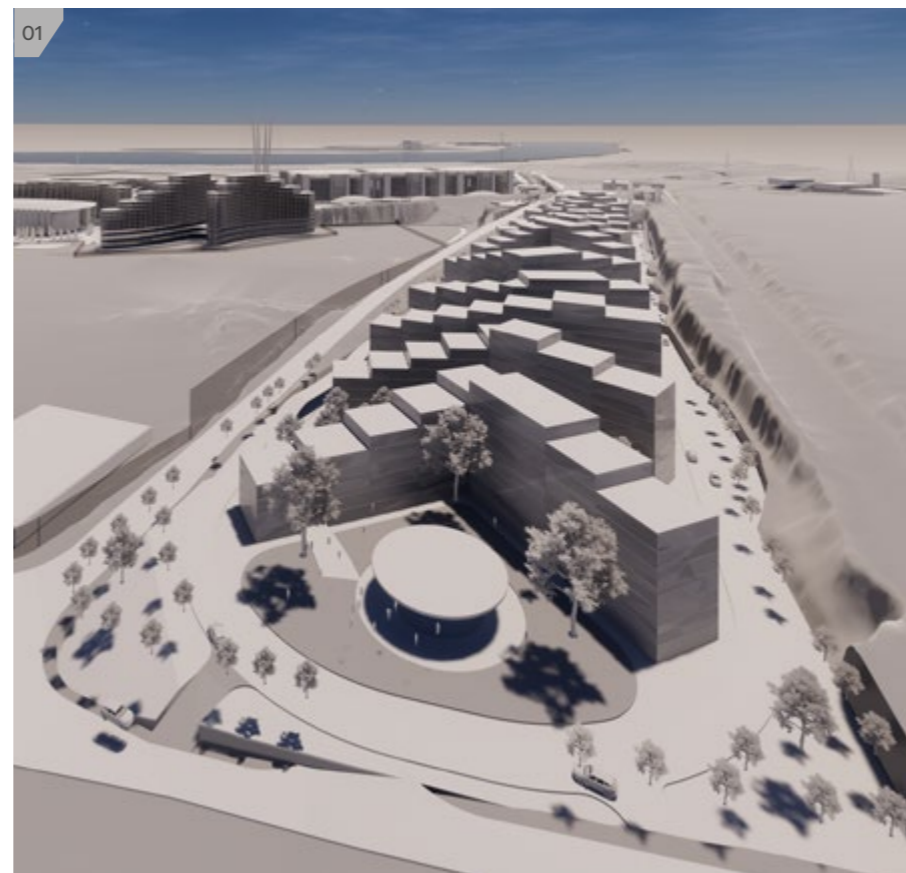


Figure 6.83 Aerial view

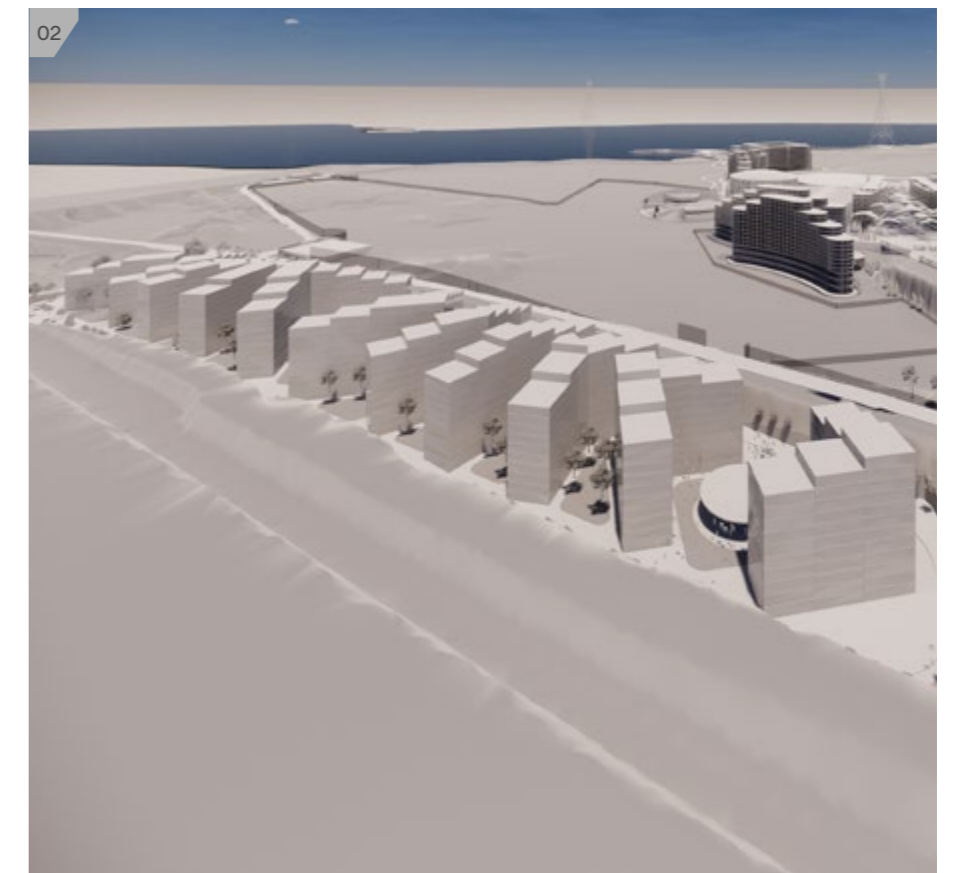


Figure 6.84 Aerial view



Figure 6.85 Aerial view

6.28 Sports Ground Back of House

6.28.1 The Sports Ground is ideally suited to accommodate some of the support facilities to The London Resort. At its focus will be the Energy Centre which serves a number of purposes. Its function is to provide energy for The London Resort including power, hot and cold water for heating and cooling via a district heating and cooling system, as an integral part of the drive for the whole of The London Resort to be net carbon neutral in operation.

6.28.2 However, it is also a show case for the technology involved and a wonderful opportunity to engage with local schools and host visits and functions to explain and celebrate what is actually involved in the delivery of a sustainable carbon zero in operation agenda. The Energy Centre will be a showcase for environmental technology, a glass fronted display case that celebrates the brightly coloured equipment, pumps and for the world to see, a visual feast as they pass its east facing elevation that addresses the people mover route.

6.28.3 There will also be a public plaza and drop off for the Fastrack buses and people mover on their dedicated route. This offers the future opportunity for Network Rail to enhance accessibility to Swanscombe Station that bounds the southern side of the site, connecting both platforms to a new station pavilion and pay line

within the Sports Ground Pit. Visitors using the train service would be able to connect with the Fast Track bus service, the people mover, walk or cycle to their final destination.

6.28.4 The rear of the Sports Ground to the west will contain further plant areas that will include water storage tanks and associated pumps and support facilities for the Energy Centre together with access and parking for service vehicles.

6.28.5 The design of Sports Ground Back of House should be developed according to Design Code (document reference 7.2) within section 14.



Figure 6.86 Key Map



Figure 6.87 View from above Galley Hill looking South East

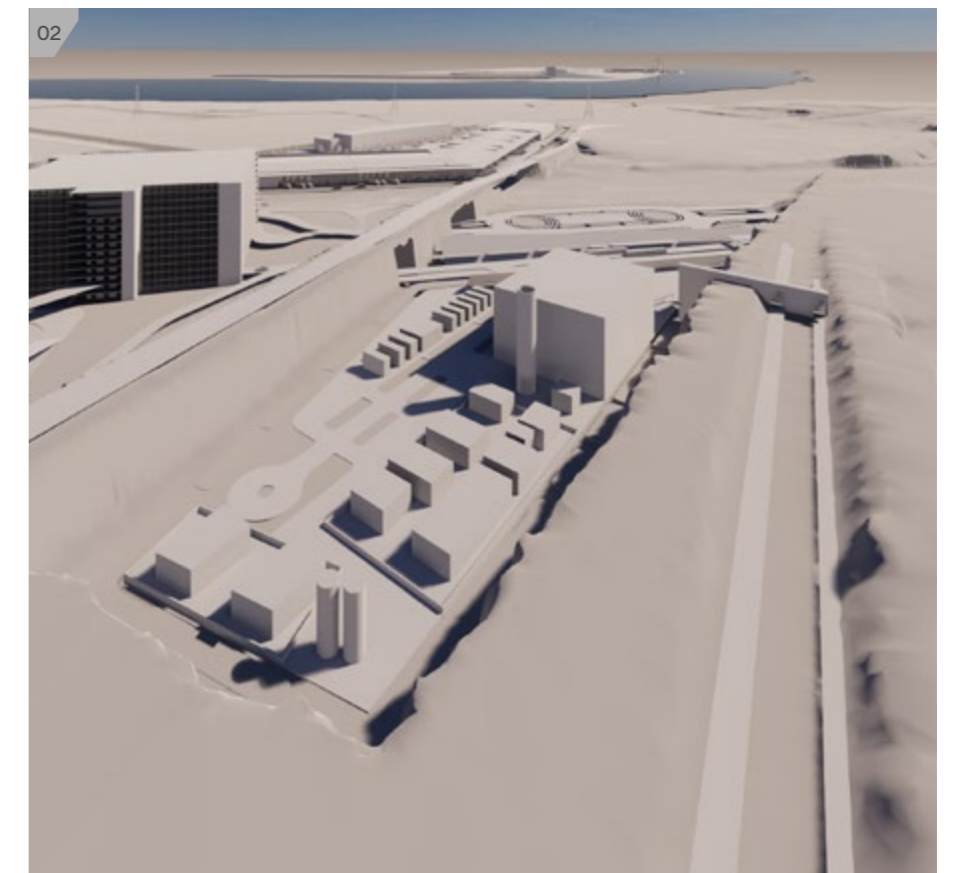


Figure 6.88 Aerial view from above Swanscombe Station looking East

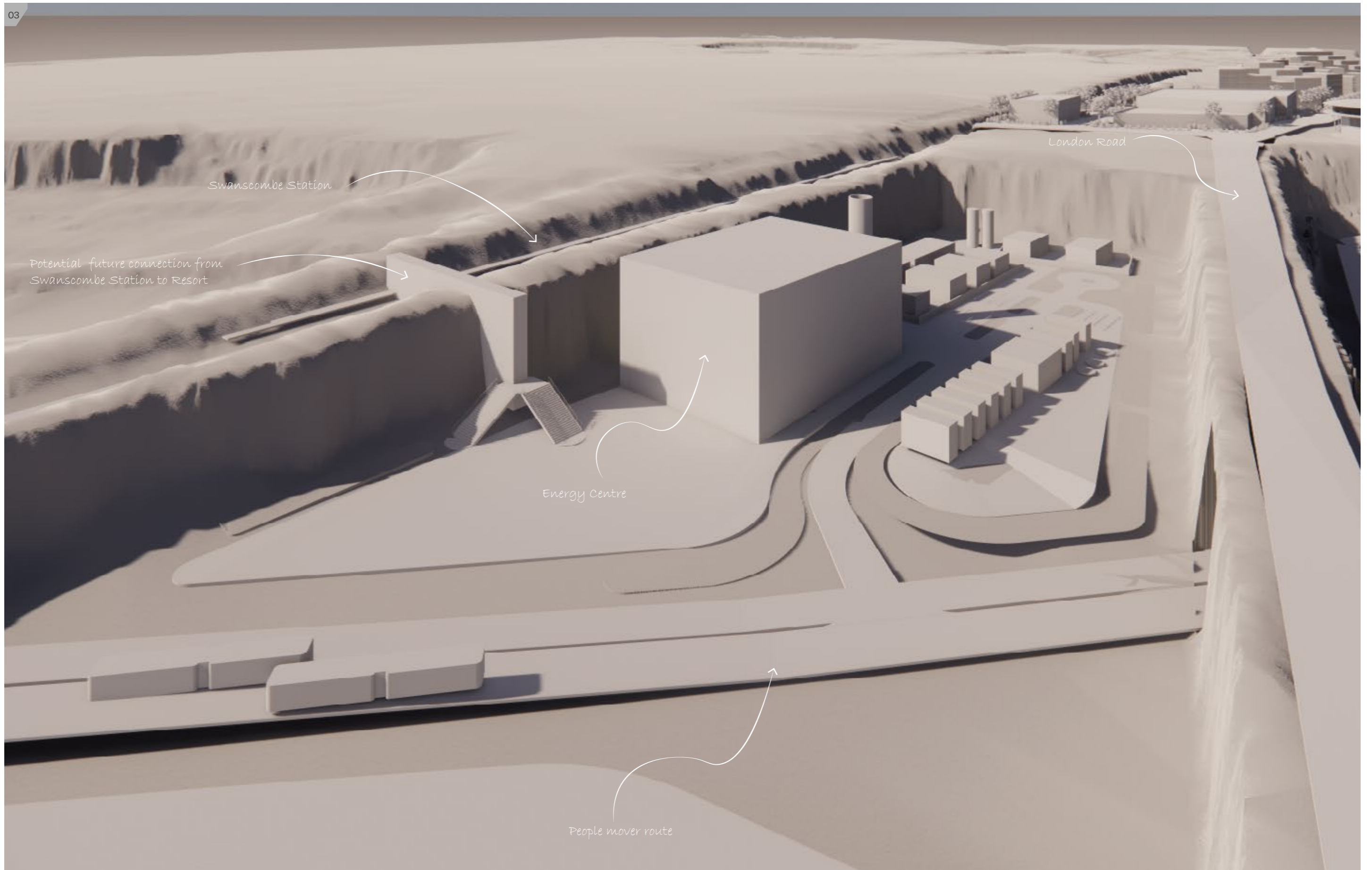


Figure 6.89 Aerial view from East looking West

6.29 Bamber Pit Back of House

- 6.29.1 Bamber Pit will contain a suite of electricity transformer sub-stations serving The London Resort and wider community.
- 6.29.2 The design of Bamber Pit Back of House should be developed according to Design Code (document reference 7.2) within section 14.



Figure 6.90 Key Map

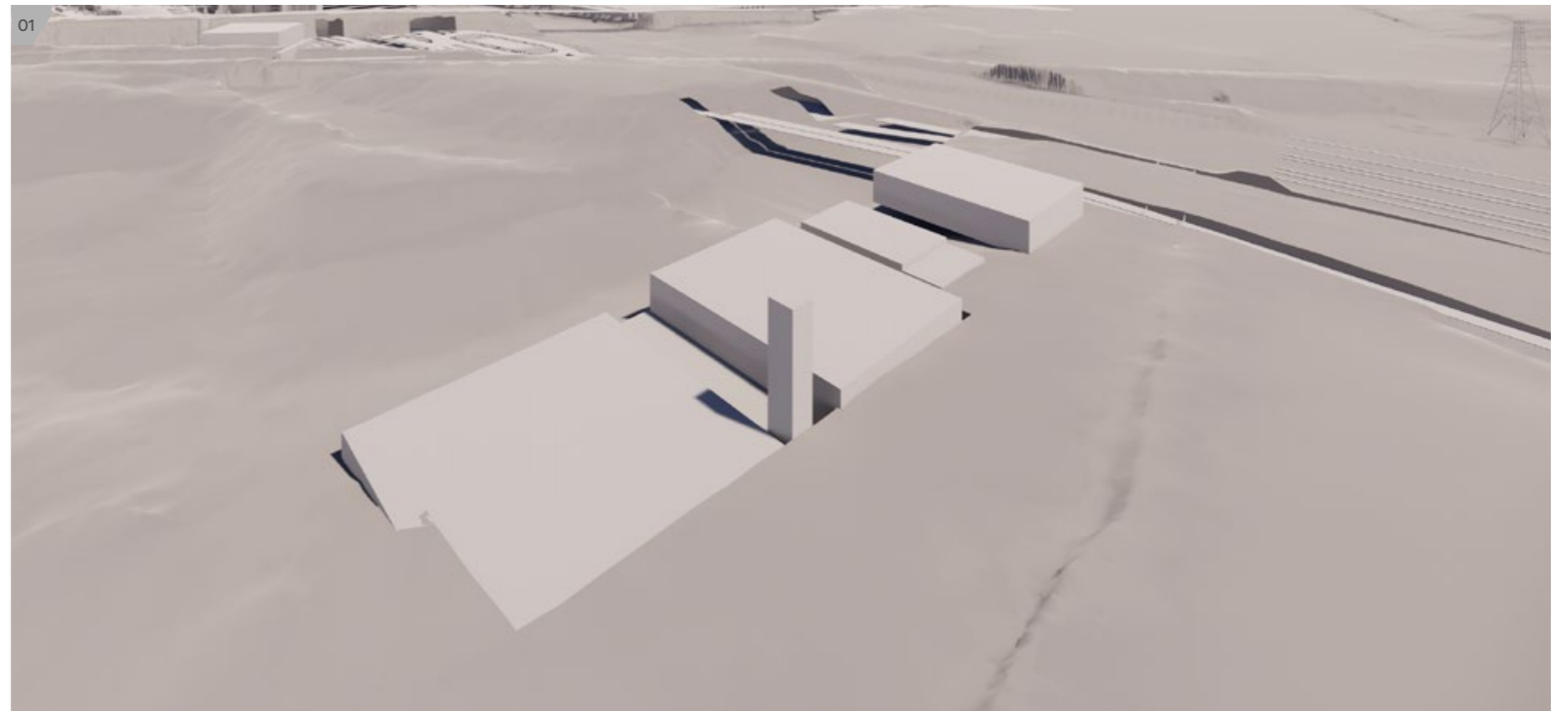


Figure 6.91 Aerial view

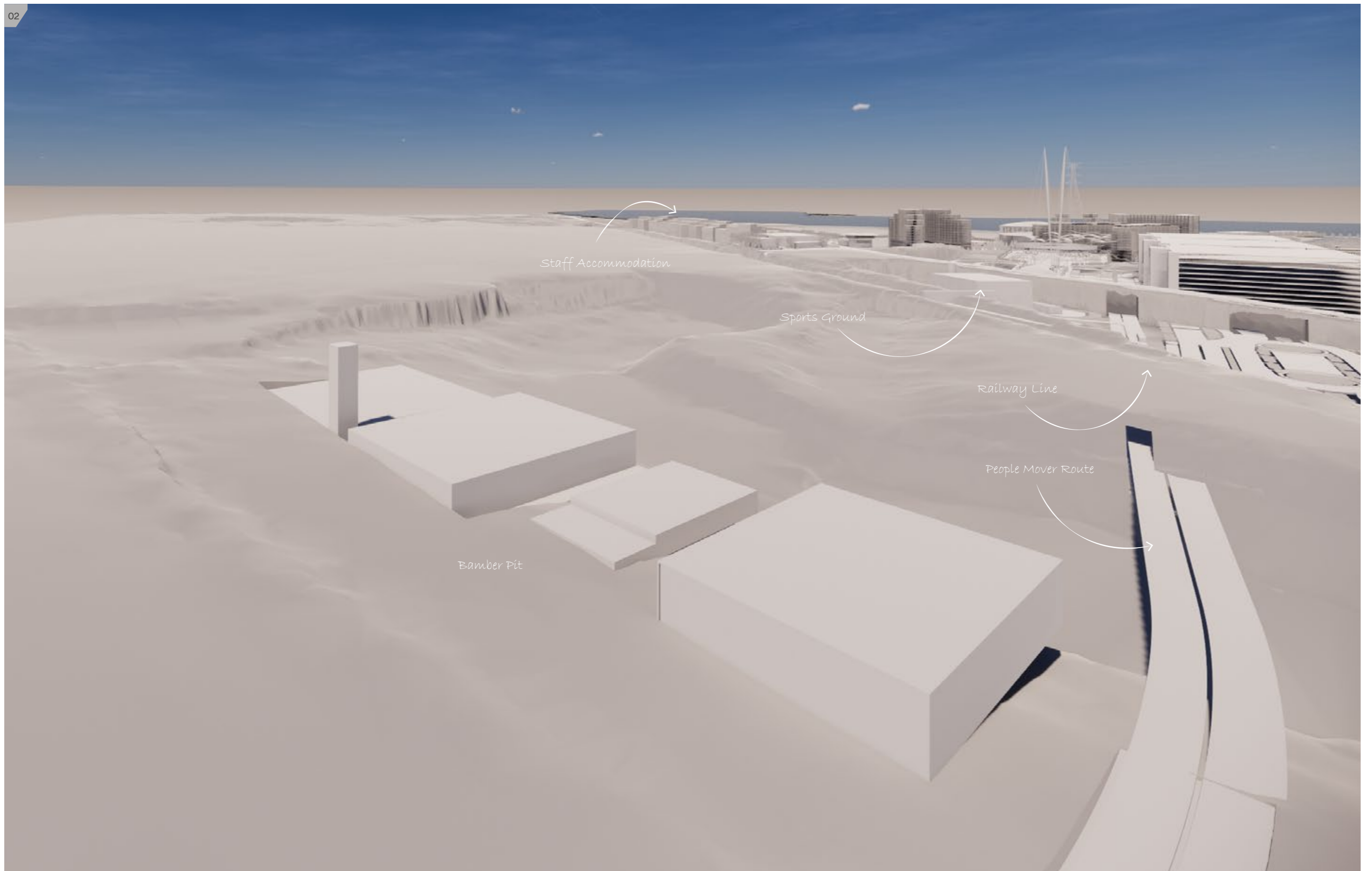


Figure 6.92 Aerial view

6.30 The London Resort Tilbury Terminal and Car Park

- 6.30.1 The London Resort Tilbury River Terminal (T4) serves The London Resort and the wider community, connecting visitors arriving from the north to the Resort using a fleet of high speed Thames Clipper vessels.
- 6.30.2 The Terminal comprises the repurposed Grade II* listed Tilbury Riverside Station building on the east side of the Grade II* listed London International Cruise Terminal. Visitors will use the listed floating Jetty to join the Thames Clipper Service via a new Thames Clipper pier located at the east end of the existing listed pier facility. The brief aims to make the best use of existing historic buildings where possible. The Tilbury Terminal will handle 25% of visitors arriving by car and coach together with staff and general public as an integral part of the wider public transport network. An existing shuttle bus service provides links to Tilbury Town Train Station.

- 6.30.3 As visitor numbers increase, the existing at-grade car parks to the north of the Terminal offer the opportunity to build a multi storey facility that would accommodate a bus station, coach park and taxi drop off at ground floor level, a first level of car parking for the guests of the London Cruise Terminal, replacing their existing facility, together with upper levels of car parking for London Resort Visitors of up to 2,500 vehicles. The existing parking needs of the Gravesend to Tilbury ferry would also be accommodated on site.
- 6.30.4 Access between the terminal and car park structure will be via a bridge at first floor level over Fort Road and the proposed flood defence wall at the back of pavement line on its south side. The bridge will land on a small core pavilion located within the car park with a choice of routes for visitors to the London Cruise Terminal to the west or The London Resort and local ferry service to the east.

- 6.30.5 The design of The London Resort Tilbury Terminal and Car Park should be developed according to Design Code (document reference 7.2) within sections 12 and 13.

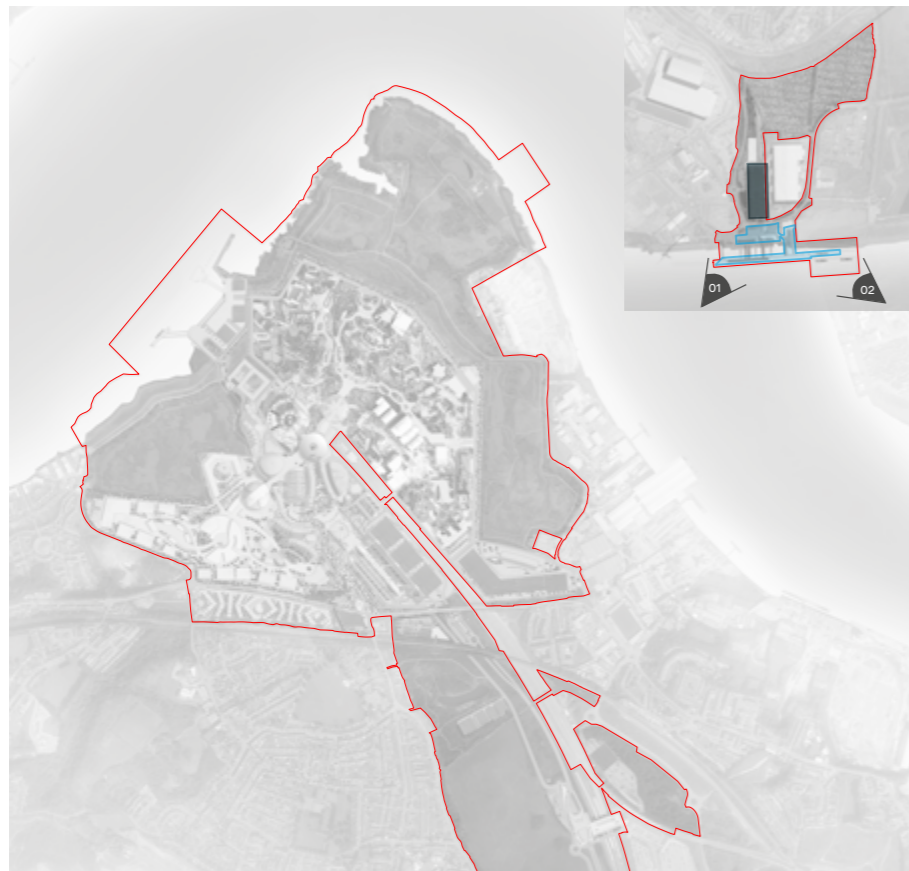


Figure 6.93 Key Map



Figure 6.94 View from the River Thames

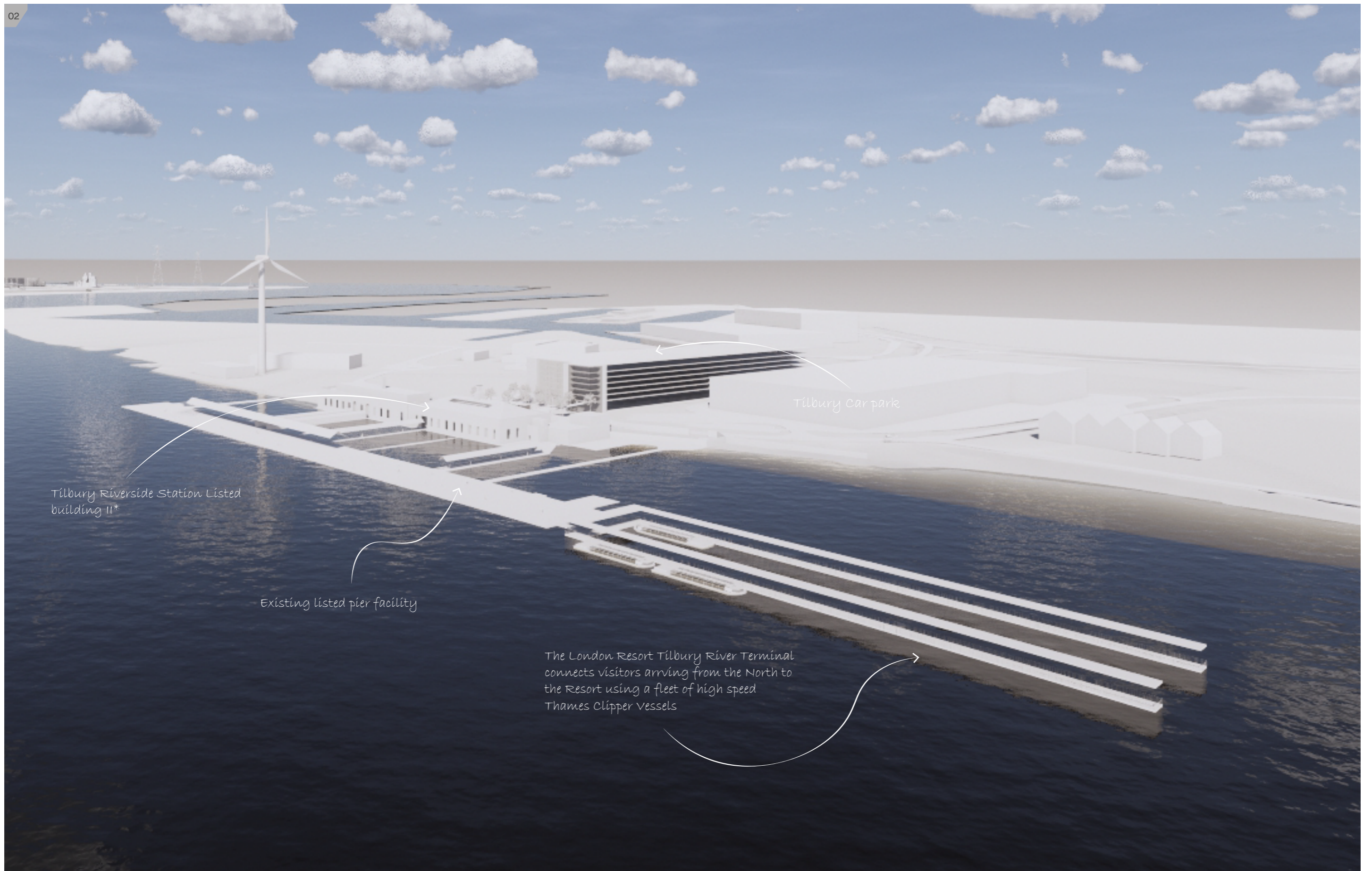
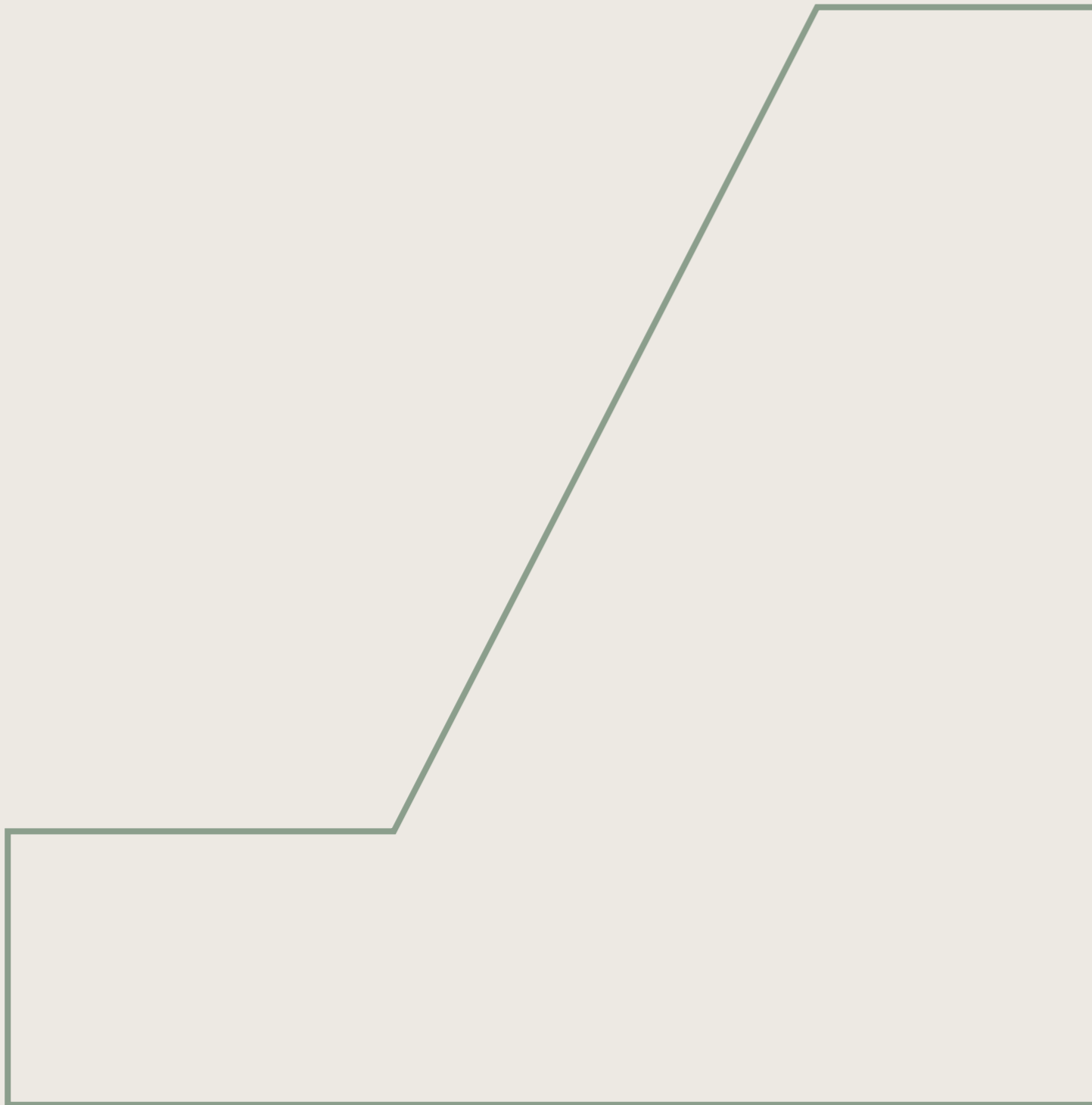


Figure 6.95 View from the River Thames

[This page is intentionally left blank]



7.0

Landscape Strategy

[This page is intentionally left blank]

7.1 Overview

- 7.1.1 In order to achieve the sustainability objectives of The London Resort, a strong focus is placed on biodiversity, conservation, habitat creation and resilience to climate change.
- 7.1.2 The Resort landscape will be sensitively integrated into the existing marshland landscape. Inspired by the unique marshland and estuarine qualities of the site it will embody the unique sense of place.
- 7.1.3 The Resort will compliment and harmonise with its environment, mimicking the natural processes, wetland habitats and planting typologies to create a truly 21st Century sustainable destination.
- 7.1.4 A outline Landscape Strategy (document reference ES Chapter 11) has been prepared by EDP and forms part of the application.

- Order Limits
- Ditches and Swale
- Hoggin Path
- Mown Path
- Open Grassland and Sparse Vegetation
- Ornamental Shrub Planting
- Lawn
- Green Roof
- Brown Roof
- Hardstanding
- Leacheate Ponds
- Bare Disturbed Substrate
- Rain Garden Planting
- Woodland and Dense Scrub
- Reedbeds
- Permanent Water Bodies
- Plaza and Paved Public Open Space
- Salt Marsh
- Scattered Scrubs and Rank Grassland
- Wildflower Meadow Verge with Trees
- Highways Land



Figure 7.1 Proposed landscape strategy

Source: EDP

7.2 Landscape Vision

7.2.1 Destination Landscape

- Create a world-class, exciting resort landscape with a bold and innovative concept based around riverine and estuarine principles;
- Bring the principle of the marsh landscape into the Resort with rain gardens, swales and natural planting to manage surface water drainage, create a strong structure to the landscape and respond to the local site conditions;
- Planting to be based on native species and local habitats, designed to have seasonal impact and create beautiful vistas whilst creating positive micro-climates; and
- Hard and soft landscape design detailing to be climate and micro-climate resilient.

7.2.2 Biodiverse Landscape

- Existing and retained habitats to be managed to check the natural ecological succession which is currently taking place and maintain open ground and grassland habitats as well as woodland and scrub.
- Where existing habitats will be lost, translocation of some areas to new locations on site to preserve and enhance biodiversity;
- Enhancements within existing habitats to improve biodiversity including variation in water levels in Black Duck Marsh and increasing wet habitat in Botany Marsh; and
- Ecological and water quality monitoring to be included as part of a management plan for the Project Site to ensure the rich diversity of plant and animal life is maintained.

7.2.3 Resilient Landscape

- Integrate marsh landscape into the resort with rain gardens, swales and naturalistic planting to manage surface water drainage and create a strong landscape structure;
- Planting to be based on native species and local habitats, designed to have seasonal impact as well as providing shade, natural cooling and wind protection;
- Habitat creation to be multi-functional, improving biodiversity, creating natural security, managing water resource and providing natural beauty;
- Raised and new flood banks to manage increased risk of flooding as a result of climate change; and
- Landscape to be climate and micro-climate resilient with reduced reliance on irrigation and chemical controls and use of sustainable materials wherever feasible.

7.2.4 Historic Landscape

- Use Pilgrims' Way historic route as principal pedestrian access from London Road to the Resort, Marshes and Thames Jetty with a grand sense of arrival;
- Retain and integrate industrial heritage features on the peninsula (such as tram lines or remnant structures) where possible within the public realm design;
- Celebrate local heritage through engagement with key landscape features such as the chalk cliffs and Kent pylon, public art installations; and
- Enhanced marshlands, recreated creek connection to Broadness Harbour and salt marsh areas will more closely echo the historic marshland character.

7.2.5 Accessible Landscape

- Footpath and cycle routes to improve connectivity from Ingress Park, London Road and Botany Marsh Road.
- Development of a way-finding strategy to provide clear directional guidance and orientation information for all users.
- Creation of active landscape spaces within the Resort where visitors can interact with water, plants, geology, history and natural sounds;
- Creation of tranquil amenity spaces for picnics, resting points and appreciation of nature both within the resort and the surrounding marsh landscape; and
- Access to the marshes and River Thames frontage to be improved and enhanced through use of board-walks, bird hides and clear signage information to limit disturbances to wildlife.

7.3 Landscape Strategy

7.3.1 The Illustrative Landscape Drawings (document reference 2.22) maps out the range of landscape typologies proposed across the Project Site. These range from habitat enhancements and ecologically focused proposals around the marsh areas to the landscape intent around the Resort areas where a different character is necessary. The overarching vision remains the same for all areas - to create a landscape that responds to the site context and sense of place. These areas have been split into three main zones, which are summarised below:

7.3.2 Marsh Landscapes

7.3.3 The marsh landscapes comprise the natural landscapes at Black Duck Marsh, Broadness Marsh and Botany Marsh. The landscape of the Swanscombe Peninsula will be enhanced through water quality and habitat enhancements as well as improved public access, connectivity and facilities. A detailed habitat enhancement and management plan aims to interrupt the current ecological succession to maintain open mosaic habitat on the peninsula as well as grassland and scrub. Water quality and wet habitat will also be improved with an upgraded leachate treatment system, a new system of reedbeds and ditches, ponds and scrapes as well as an extension to the salt marsh habitat around the edge of the peninsula. Public footpath and cycle connections will be enhanced and improved including the routing of the England Coast Path, as well as public access facilities comprising board walks, bird hides and seating areas.

Key

- Order Limits
- Double Native hedgerow with Internal Security Fence to Resort Boundary
- Existing Watercourse/Wet Ditch
- Proposed Wet Ditch
- Grave Access Track
- Hoggin Shared Path/Cycleway
- Mown Grass Path
- Proposed Building
- Proposed Building with Green Roof
- Proposed Building with Brown Roof
- Woodland/Dense Scrub
- Scattered Scrub and Rank Grassland
- Open Grassland and Sparse Vegetation
- Bare/Disturbed Substrate
- Salt Marsh
- Reedbed/Marsh
- Permanent, Semi-permanent and Ephemeral Water Bodies
- Tarmacadam Road
- Boardwalk (Width Varies)
- Bird Hide/Tower

7.3.4 Resort Landscapes

7.3.5 The Resort landscapes are made up of the sequence of arrival spaces to the resort, outside the payline. These include the terminals at Tilbury and the London Resort Ferry Terminal at the Thames, Ebbsfleet International Station and the interchange terminal and parking areas. It includes the Resort Road within the peninsula and the hotels and attractions along it, conceived as a 'string of pearls'. A number of public plazas and landscaped spaces provide the exciting visitor experience upon entering the resort, with new tree and shrub planting, water features, canopy structures and paved areas.

7.3.6 Infrastructure and Back of House

7.3.7 The landscape masterplan includes designs for the highways leading up to the Resort from the A2 junction. Back-of-house areas to the west and east to support the Gates 1 and 2, staff accommodation in the Claylands Pit and other utilities and services in the Sports Ground Pit and Bamber Pit.



Figure 7.2 Proposed landscape strategy

Source: EDP

[This page is intentionally left blank]