



**8.0**  
Sustainability

[This page is intentionally left blank]

## 8.1 Introduction

8.1.1 A key commitment by LRCH is to be net zero carbon in terms of operational energy use, truly setting the Resort apart from other entertainment resorts around the world and providing high profile leadership in the UK's response to a Climate Emergency.

8.1.2 Whilst large scale development unlocks vast opportunities, it is fully acknowledged that this needs to be delivered in synergy with the existing environmental context and local communities. Eight sustainability themes are proposed as the drivers for the responsible and sustainable development of the site, both north and south of the river:

- Net Zero operational carbon
- Resource efficiency
- Sustainable water cycle
- Climate resilience
- Sustainability Connectivity
- Sustainable land use and biodiversity
- Good health and wellbeing

8.1.3 The London Resort has a vision to be one of the most sustainable major destinations in the world. This is underpinned by the commitments and aspirations set out in the Outline Sustainability Strategy (document reference 7.7) which will be developed further at detailed design to set appropriate challenging performance targets across the different building and attraction typologies. Delivery mechanisms are also outlined to ensure design intent is carried through into construction and out-turn performance levels. Where appropriate, an accredited third party certification scheme such as BREEAM will be adopted.







































London Resort Sustainability Theme	Contributing to the UN SDGs
<b>NET ZERO OPERATIONAL CARBON</b> 	  
<b>RESOURCE EFFICIENCY</b> 	  
<b>SUSTAINABLE WATER CYCLE</b> 	  
<b>CLIMATE RESILIENCE</b> 	  
<b>SUSTAINABLE CONNECTIVITY</b> 	   
<b>SUSTAINABLE LAND USE AND BIODIVERSITY</b> 	    
<b>GOOD HEALTH AND WELLBEING</b> 	  
<b>SOCIAL VALUE</b> 	     

Figure 8.1 The London Resort Sustainability Themes Source: Buro Happold

## 8.2 The London Resort Sustainability Commitments & Delivery

### 8.2.1 Net carbon neutral in operation

- Committed to pursuing an operational net zero emissions goal in line with eth UKGBC framework
- Commitment to only using renewable energy
- As much energy as possible will be generated onsite with low-carbon and renewable technologies, such as solar panels
- Solutions will include EV charging points and battery storage

### 8.2.2 Resource efficiency

- Circular Economy strategy will be developed to drive whole life resource efficiency, including construction
- Whole life carbon assessments will be undertaken to identify the potential to reduce the embodied carbon impact of construction
- Efficient waste infrastructure will be implemented to maximise recycling in operation
- Flexible and adaptable to stay innovative, relevant and responsive to visitor expectations and needs

### 8.2.3 Sustainable water cycle

- 25% reduction in potable water consumption within non-residential buildings
- 105 litres per person per day maximum achieved through design for residential buildings
- Grey water harvesting for toilet flushing in key buildings
- On-site wastewater treatment plant
- Nature-based solutions incorporated into the landscape proposals to manage water quality and provide additional biodiversity and amenity benefit

### 8.2.4 Climate resilience

- Buildings and infrastructure will be designed to be ready for future climates to ensure they remain safe and comfortable
- Commitment to working with the Environment Agency to ensure flood resilience
- Site flood risk mitigation measures to offer protection from a 1 in 1000-year tidal event to 2070
- Less Vulnerable and More Vulnerable development on the Kent Project Site designed for a standard of protection of 1 in 200 years using the appropriate climate change projection

### 8.2.5 Sustainable Connectivity

- Unique site location maximises the opportunity for river, rail and public transport
- Excellent existing connectivity to public transport links at Ebbsfleet International and local rail stations
- New transport interchanges for rail, ferry, coaches, taxis and cars
- Park and Glide at Tilbury (Essex Project Site)
- Accessibility by all modes will take into consideration the latest inclusive best practice guidance beyond regulatory compliance

### 8.2.6 Sustainable land use and biodiversity

- Extensive land remediation
- Improved and enhanced structure of the landscape
- Net gain in biodiversity
- Harnessing natural landscape and riverside location for recreational benefits alongside delivering positive biodiversity impacts
- Improved access to the natural assets of the Peninsula (Kent Project Site)

### 8.2.7 Good health and wellbeing

- People at the heart of the design
- Inclusion will be inherent in the design process
- Unique, immersive world-class destination for leisure and relaxation
- Harnessing natural landscape and riverside location
- Committed to creating a development that is inclusive and accessible for all

### 8.2.8 Social Value

- More than just a theme park: Transforming Lives
- Catalyst for regeneration in the local area
- Creating careers and learning journeys, not just jobs
- 17,310 direct employed and a least 13,000 indirect jobs at maturity
- Construction phase expected to support 23,300 job years
- Committed to equality of opportunity for all



Figure 8.2 The London Resort - Illustrative view

[This page is intentionally left blank]



# 9.0

Access and Inclusive  
Design

[This page is intentionally left blank]



## 9.1 Overview

9.1.1 Intrinsic to The London Resort's aspirations to be a world-class, next generation entertainment resort, is the desire to ensure as much of the Resort is accessible to the greatest number of people as possible. The London Resort has been conceived to appeal to a broad range of visitors; its huge variety of leisure venues and attractions sit alongside the plethora of pedestrian and cycle routes, open spaces, landscaping, and unique points of interest, meaning there is something for everyone. As such we have designed the masterplan to ensure no-one is excluded.

9.1.2 We are committed to ensuring the primary routes and landscaping to, through and around The London Resort are not only engaging and interesting, but also accessible and inclusive. We will also ensure that all venues, buildings and attractions are designed to ensure the suitable level of inclusivity and accessibility, incorporating best practice guides and British Standards above Building Regulation requirements where appropriate.

9.1.3 It is to be acknowledged that with its dramatic chalk cliffs, winding pathways, and rugged undulating terrain through the marshes, the existing site does not offer a fully accessible or inclusive environment. Whilst we are proposing some significant interventions within the peninsula as part of the masterplan, where we are committing to creating an inclusive environment, we are also retaining a lot of the existing topography and historic routes in order to preserve the unique character of the peninsula. As such not all routes can be designed to be fully accessible, but where appropriate we will seek to improve the existing condition.

9.1.4 Our hope is that everyone can find something to enjoy at The London Resort.



Figure 9.1 Illustrative view of proposed masterplan from Pilgrims Way

## 9.2 Inclusion and Access

9.2.1 The London Resort is committed to creating a development that is accessible and inclusive, and an environment that everyone can enjoy confidently and independently, with choice and dignity, regardless of disability, age, gender, sexual orientation, race and faith. We will put people at the heart of our design, starting with the simple premise that inclusion is embedded in the design process by:

- Acknowledging diversity and difference
- Offering choice where a single design solution cannot accommodate all users
- Providing flexibility of use
- Providing environments that are convenient and enjoyable for everyone to use

9.2.2 Our aim is to ensure that people can make effective, independent choices about how they use The London Resort without experiencing undue effort or separation. Design and operational solutions will not only consider those barriers that form physical constraints but also barriers experienced by people who are deaf, deafened or hard-of-hearing, people who are blind or partially sighted and people who are neurodivergent.

9.2.3 No matter how physically accessible a venue is, without clear operational policy mechanisms, the accessibility of The London Resort might be compromised and over time, diminish. Therefore, sufficiently robust provision, criteria and practices will be established by The London Resort.



Figure 9.2 Public Realm Source: EDP



Figure 9.6 Public Realm Source: EDP



Figure 9.4 Public Realm Source: EDP



Figure 9.7 Ramp Source: EDP



Figure 9.3 Public Realm Source: EDP



Figure 9.5 Ramp, Ed Roberts Campus, Leddy Maytum Stacy Architects



Figure 9.8 Chalk Cliff Animation Source: EDP

## 9.3 Consultation and ongoing engagement

- 9.3.1 Even the most carefully designed inclusive environment may not meet every need. Disabled people are not homogenous and as such, different choices and solutions are required; considering disabled people's needs within the design process will secure benefits for everyone. Consultation and engagement are an essential means of informing the design and ultimately the management and operation of The London Resort.
- 9.3.2 The London Resort team has engaged with and consulted local disabled people and stakeholder groups as part of the public consultation process. The proposals were presented to an access forum, open to stakeholder groups and local residents. Participants indicated that access and inclusion should be in-built to the design development process and that the provision of step-free access was important. These elements are part and parcel of the design team's approach. Additional comments focused on the development of accessible rides and attractions as well as the development of operational policies to support disabled people's access to those features.
- 9.3.3 The London Resort is also committed to establishing a project specific accessibility forum to help guide our design development and operational policies, and recruitment for membership began with the consultation process and will be an on-going process.



Figure 9.9 Illustrative view of proposed masterplan

## 9.4 Planning policy and legislation

9.4.1 The following sets out the planning context and statutory provisions of the Equality Act 2010 that need to be considered in regard to delivering an accessible and inclusive environment.

### 9.4.2 Equality Act 2010

9.4.2.1 The Equality Act 2010 provides the legal framework that protects people from discrimination. The Act is anti-discrimination legislation across nine 'protected characteristics'. These contain:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

9.4.2.2 The Act applies to all providers of services, and public authorities carrying out their functions, associations in Great Britain and employers. It applies to all services, whether or not a charge is made for them.

9.4.2.3 The reasonable adjustments duty within the Act imposes a duty on employers, service providers and public functions to make reasonable adjustments to any physical feature which may put a disabled person at a substantial disadvantage compared to non-disabled people. This is not a minimalist policy of simply ensuring that some access is available to disabled people; it is, so far as is reasonably practicable, to approximate the access enjoyed by disabled people to that enjoyed by the rest of the public. The Act does not place a duty to make reasonable adjustments for other protected characteristics but reasonable adjustments will be required to any relevant provisions, criteria or practices.

### 9.4.3 The National Planning Policy Framework (2019)

9.4.3.1 The NPPF highlights that planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

### 9.4.4 Responding to Regional and Local Plan

9.4.4.1 The proposals respond to County Council (Kent County Council and Thurrock Council) planning policy as well as the planning policies spanning local authorities of Dartford, Gravesham, and Thurrock. See Chapter 2 of this DAS submission for a detailed commentary on planning policy.

9.4.4.2 Kent County Council planning policy indicates that 'efforts should be made to maximise sport and physical activity opportunities for all people and groups as defined with protected characteristics within the Equality Act 2010'. The currency of social inclusion and social sustainability are people, and regional and local planning policy promote active design, promoting sport and physical activity by creating settings conducive to healthy lifestyles. As the proposals demonstrate, transport corridors have been established to encourage cycling and walking as safer, more active alternatives to the car for local journeys.

9.4.4.3 Although each local and regional authority details their approach in response to their local constituents, the masterplan proposals recognise and respond to the overarching national objectives common to all of them, in that open spaces and recreational opportunities promote social inclusion and community cohesion, mental and physical health, wellbeing and regeneration as well as contributing to biodiversity, nature conservation and other multi-functional uses.

9.4.4.4 The open spaces adjacent to the Resort, and the elements of the built environment within it will promote health and wellbeing as well as active design by:

- providing interesting and stimulating open spaces and natural environments to encourage people to be physically active;
- creating a safe and accessible built environment with well-designed public spaces that encourage community participation;
- ensuring that all work, educational or public spaces are sufficiently well designed to promote active and healthy lifestyles.

## 9.5 Standards, Guidance and Policy

9.5.1 The following sets out the relevant statutory provisions, Building Regulation and British Standards and other inclusive design guidance to which the design team will refer to / achieve as part of design development. Inclusive design issues are to be addressed in accordance with the objectives of the following:

- Building Regulations 2000 (England and Wales) and associated Approved Documents
- Equality Act 2010
- National Planning Policy Framework (2019)
- Regulatory Reform (Fire Safety) Order 2005
- Reference is to be made to the following (or their successor documents).

9.5.2 The list is representative but not exhaustive:

- BS 8300-1:2018 Design of an accessible and inclusive built environment – External Environments
- BS 8300-2:2018 Design of an accessible and inclusive built environment – Buildings
- BS 9999:2017 Fire safety in the design, management and use of buildings – Code of practice
- Building Regulations Approved Document K, Protection from falling, collision and impact, 2013
- Building Regulation Approved Document M – Access to and Use of Buildings Volume 1: Dwellings, 2016
- Building Regulation Approved Document M – Access to and Use of Buildings Volume 2: Buildings other than dwellings, 2015
- Design for accessibility for floating structures, ICE, 2018
- Easy Access to Historic Landscapes, Historic England 2015
- Inclusive Mobility, DfT 2005
- London Cycling Design Standards, TfL, 2014
- SLL Code for Lighting, CIBSE, 2012

## 9.6 London Resort Inclusive Design Parameters

- 9.6.1 Our aspiration and commitment in providing an inclusive and accessible external and built environment is based on the following:
- 9.6.2 We will put people at the heart of our design, starting with the simple premise that inclusion is embedded in the design process;
- 9.6.3 That all people can safely use and enjoy the amenity of the open spaces and easily access the built environment;
- 9.6.4 We will maximise access to all parts of the development, its facilities and services for everyone whether they are local residents, visitors or staff members;
- 9.6.5 We will design inclusively, which means designing beyond the minimum requirements of the Building Regulations (such as the Approved Document M 'Access to and use of buildings') and adopting British Standards and other good practice guidance as outlined above;
- 9.6.6 We recognise that there are people protected by the Equality Act where current guidance does not necessarily address their needs (such as older people, transgender people or people who are neurodivergent) and that their requirements are as important to the development of a successful scheme as ensuring that provision for physical accessibility is met and
- 9.6.7 We will continue to engage and consult with stakeholder groups and remain committed to forming our own project specific access group to inform our design.
- 9.6.8 Our design approach to accessibility is to allow for as many guests as possible to experience every attraction, show, live entertainment and ride. Due to some limitations based on safety, manufacturers or regulatory agencies, not all experiences can be made available to all guests. In these situations, the design team will strive to provide alternative or complementary experience that will allow access to the stories and shows to as many people possible.

### 9.6.9 Open Space, the Natural Environment and Public Realm

- 9.6.9.1 Accessibility has been at the forefront of all design considerations, providing access to the natural environment, open space and the public realm.
- 9.6.9.2 The following high-level parameters outline our approach to delivering an inclusive environment and going beyond the minimum standards of the building regulations. These will be considered in design development and detailed design for the scheme.
- 9.6.9.3 A description of the landscape and development of the natural environment, open space and the public realm is to be found in Chapter 6 of this document. In developing the landscape and public realm, we have adopted the following principles:
- Principal circulation routes are to be step-free routes; secondary access routes may be stepped;
  - All primary circulation routes are to be clear and logical;
  - Landscaping will provide a choice of quiet areas of different sizes and visual vibrancy with consideration for people who are neuro-divergent or have a sensory impairment;
  - Materiality of routes will be used to aid wayfinding and define the different character areas of the Resort and main circulation routes;
  - Opportunities will be sought to mitigate level changes across the development site by considering the placement of all the built elements to improve gradients;
  - All principal routes to approach, enter and use of the buildings and their facilities are to be accessible. The shallowest possible gradients are to be used on all routes;

- Gradients on newly formed circulation routes are preferably to be less steep than 1:21 (e.g. slopes). Where this cannot be achieved, ramps (e.g. gradients steeper than 1:20) should ideally be as shallow as possible but will not exceed 1:12. Note that existing site constraints such as the gradients that form the Chalk Spines cannot be ameliorated to meet this criterion: however, where this is the case, alternative step-free and stepped routes will be investigated to give the widest possible opportunity of access to users;
- The seating strategy for the public realm will take regard of desire lines and travel distances between areas of the Resort and site access points;
- Resting places with suitable seating will be incorporated to limit travel distances to approximately 50m; where existing site constraints or the nature of the landform prevent the application of this criterion, the design team will explore a level of reasonable provision to encourage access;
- Where seating is provided within the external landscape, there will be a mixture of accessible seating and based on guidance set out in BS 8300-1. Seating will feature some backrests and armrests and be developed to include areas and space for pushchairs/prams, wheelchair and scooter users;
- Seating areas will include space for pushchairs/prams and wheelchair and scooter users;
- Access routes are to have a firm, slip-resistant and reasonably smooth surfaces;
- Materials used within the external environment should be installed to provide a level, firm and even surface;
- The design of external stairs, indicative nosing's and associated handrails will be designed to meet the objectives of BS 8300-1 and AD M;

- External stairs are to have a 'corduroy' hazard warning surface at the top and bottom landings of a series of flights to give advance warning of a change in level in accordance with AD M Diagram 4;
- Obstacles, such as objects or signs mounted on walls, bollards, columns or free-standing supports along pedestrian routes should be avoided;
- Unavoidable free-standing posts or columns within access routes shall be clearly identifiable and contrast visually with their surrounds;

9.6.9.4 All footways, footpaths and floor surfaces are to:

- Be installed with any necessary joints closed and flush to prevent small wheels, walking sticks and canes becoming trapped;
- Have consistent use of tone and surface when paths are used as a wayfinding tool;
- Use visually contrasting surfaces to indicate level differences;
- Not have highly patterned surfaces including stripes;
- Not incorporate highly reflective materials.
- Planting will not encroach onto main circulation routes and cause a hazard at both foot and head level.

## 9.6.10 Lighting

9.6.10.1 External lighting is an important facet of accessibility. Lighting solutions will enhance the feel and atmosphere of the development as well as being accessible. Lux levels will accord with BS 8300-1 Table 5 based on SLL Code for Lighting and CIBSE publication LG/016.

9.6.10.2 The general principles of lighting will accord with BS 8300-1 which recognises that good external environment lighting is crucial in ensuring social amenity, enabling people who are partially sighted and people who have sensory/neurological processing difficulties, to be able to use the external environment conveniently, safely and securely. It can also be used as a means to guide people and help them to understand where they are.

## 9.6.11 Signage and Wayfinding

9.6.11.1 Signage and wayfinding will be provided on all main approach routes to The London Resort. All signage from the approaches to and within the development will be designed to an inclusive signage strategy to be developed at detail design stage.

9.6.11.2 Wayfinding and signage will be designed to avoid creating obstacles for people with visual impairments and contrast visually for easy reading.



Figure 9.10 Signage and Wayfinding

Source: EDP



Figure 9.11 Public Realm

Source: EDP



Figure 9.12 Signage and Wayfinding

Source: EDP

## 9.7 Access to and within The London Resort

### 9.7.1 Public Transportation

- 9.7.1.1 Access to the site by public transport is set out in detail within Chapter 9 of the ES and Chapter 11 of the Transport Assessment. This highlights the importance of public transport in supporting sustainable travel to the London Resort. Rail access to the site will generally be primarily served via High Speed Rail into Ebbsfleet International Station, and by local rail services initially from Greenhithe, Northfleet and latterly Swanscombe station on the North Kent line. From Ebbsfleet International Station, visitors and staff will be able to utilise the new 'people mover' that will transfer people to the Resort Gates. The people mover vehicles will be new electric vehicles providing access and facilities for all users. Those wishing to walk or cycle can utilise the new footway / cycleway provision between the station and the resort.
- 9.7.1.2 Those rail visitors arriving on the North Kent Line will initially use either Greenhithe or Northfleet Station. Greenhithe Station contains suitable facilities including lifts for all users and will be the main station used for those accessing along the North Kent Line. From the station, visitors and staff will be able to use either Fastrack or a dedicated people mover service which will transfer people to the Resort. Options for improving pedestrian access between the Resort and Swanscombe station are currently being investigated.
- 9.7.1.3 Finally, visitors arriving by rail from the Essex site will travel to Tilbury Town rail station. From here, a bus service will connect people to the new Tilbury terminal for both visitors and staff to cross the river to the Resort via ferry. Those arriving by river will use the new pier located on Swanscombe peninsula. All ferries will be wheelchair, mobility scooter and pram accessible with the use of ramps for boarding. From the Ferry pier, visitors and staff will again be able to utilise the People Mover to access the Resort, or walk / cycle along a new pedestrian/cycle connection to the Resort entrance.
- 9.7.1.4 A new dedicated coach and bus drop off area is to be provided within the Resort at the Arrival Terminal and Plaza.

### 9.7.2 Cycle Access & Circulation

- 9.7.2.1 There will be a significant provision of secure cycle parking at The London Resort which will be formalised at detailed design stage. The detailed design approval applications that will be submitted to deal with matters of detail will specify the cycle parking provision, which will be continually monitored within the Travel Demand Management Plan (Chapter 14 of the Transport Assessment) and additional cycle parking can be provided in line with demand. Space has been reserved for such provision.
- 9.7.2.2 Primarily, a new footway / cycleway link is to be provided from Ebbsfleet International Station to the London Resort, providing traffic free access to the Resort. The Transport Assessment considers the key routes that would be required for both staff and visitors to be able to cycle to the resort. It also identifies route options that could be delivered and where improvements may be necessary, primarily from the east and west along London Road. The cycling network that will be delivered by the Resort will link into the network provided by the Garden City development being delivered by the EDC.
- 9.7.2.3 Our approach to sustainability and inclusion encourages cycling for all. To promote this, provision and facilities for cyclists that use non-standard or adapted cycles such as trikes or cargo bikes will be incorporated into the scheme.
- 9.7.2.4 Cyclists will be encouraged to use the road and cycle network provided. Cyclists are encouraged to dismount when using pedestrian carriageways.
- 9.7.2.5 Where possible, consideration will be given to wider routes to accommodate adapted cycles. Areas for the installation of cycle docking stations (shared cycle scheme) will be provided to encourage sustainable transportation to and from the Resort. The suggested locations are illustrative only and subject to detailed design development.
- 9.7.2.6 Cycle parking is to be located off primary circulation routes through the public realm. Parking for non-standard cycles is to be provided with 5% of the overall provision be for larger cycles, such as cargo bikes or trikes.
- 9.7.2.7 There will also be provision for cycle hire facilities at key transport hubs.

### 9.7.3 Vehicular Access and Circulation

- 9.7.3.1 The primary access to the Resort for vehicles will be via a new 4 lane access road from the Ebbsfleet Junction with the A2. This new 4 lane road will be segregated from the local road network and will provide direct access for all car, coach and service deliveries into the resort. Given the level of traffic and the different vehicle movements that are expected within the Resort, a transport interchange area has been designed to enable free flow of traffic which minimises conflict with cyclists and pedestrians. Visitors arriving by car, taxi or drop offs will be directed into the new parking structures located north of the London Road chalk spine. Those arriving by coach will be directed to the new coach parking area located to the west of the car parking. There will be direct pedestrian access from the car and coach parking areas to the Resort main gates.
- 9.7.3.2 Those visitors parking at Tilbury will access the new parking provision via the A13 and then the A1089. From the new Tilbury parking area, visitors and staff will have a vehicle free pedestrian route across to the new Park and Glide ferry service from Tilbury to the Swanscombe Peninsula.



## 9.7.4 Parking Strategy

- 9.7.4.1 The London Resort will provide a total of 10,000 visitor car parking spaces split between the Kent and Essex as part of the DCO. On opening of Gate 1, approximately 5,000 visitor spaces will be provided. This will increase in line with uptake in visitor numbers up to a maximum of 10,000 spaces.
- 9.7.4.2 LRCH are committed to developing world leading mobility strategies at The London Resort, and whilst some car parking will be provided, it is the intention that reliance on private vehicle is kept to a minimum wherever possible and feasible.
- 9.7.4.3 Car parking and coach parking numbers form part of the DCO application and are fixed at a maximum of 10,000 and 200 respectively.
- 9.7.4.4 Visitors to will be expected to purchase tickets in advance and travel choice to The London Resort will form part of the purchased ticket. This way, The London Resort will have control over how people travel, promoting other modes of travel when the car parks are operating at capacity.
- 9.7.4.5 The proposals will see 75% of the parking provision being located on the Kent project site (up to 7,500), with the remainder provided within Tilbury. Both car parks will be provided with a minimum of 5% of accessible spaces, 2% for drop off/pick up and 1% for taxi spaces.

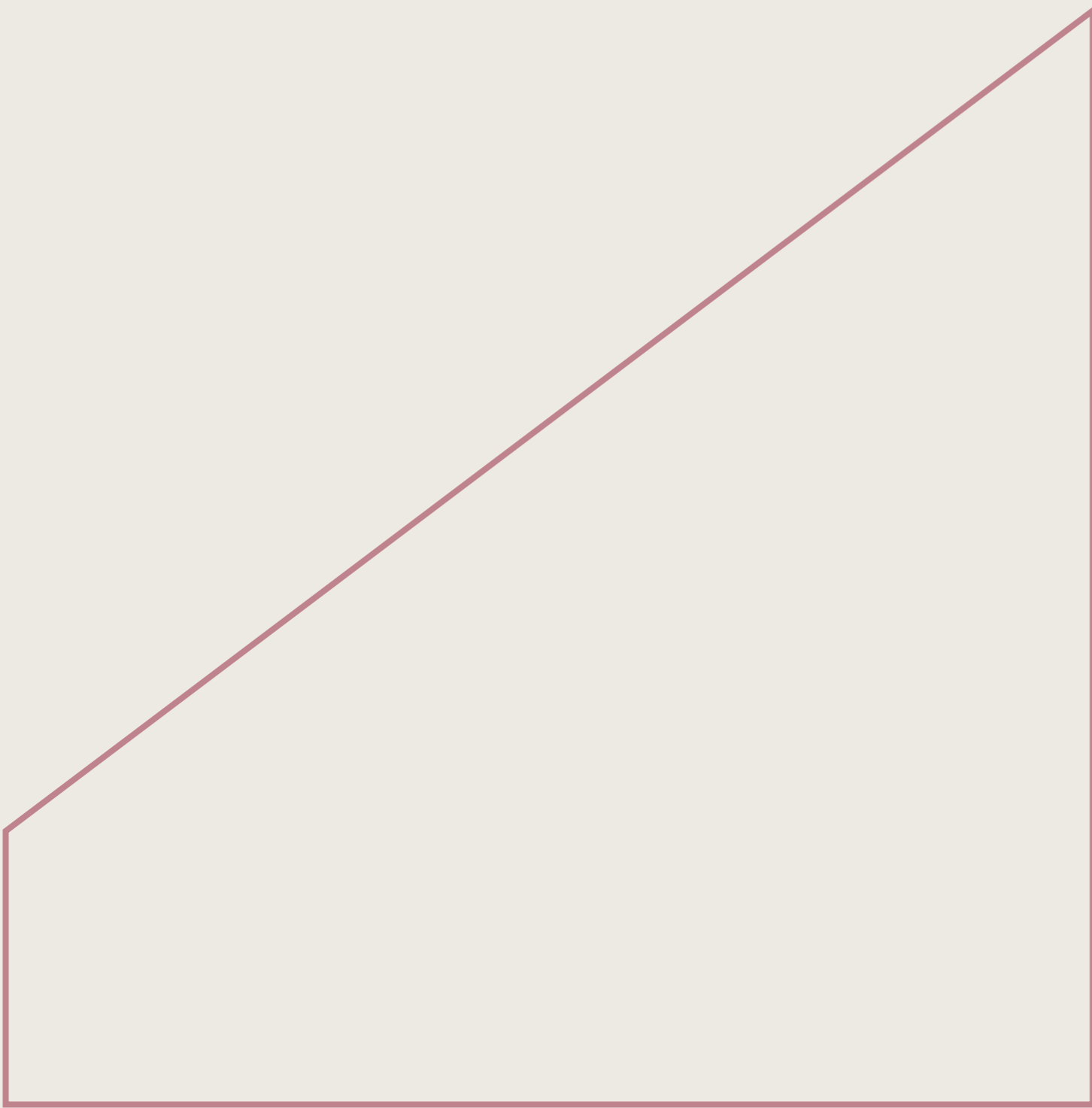
## 9.7.5 Setting down and picking up points

- 9.7.5.1 The London Resort masterplan will have a number of setting down and picking up points that will be set out to conform to BS 8300-1.
- 9.7.5.2 The main picking up and dropping of point will be located within the mains transport interchanges and terminal buildings. Dedicated drop-offs for hotel guests will be provided also.

## 9.7.6 Pedestrian Access: Routes

- 9.7.6.1 Within the masterplan, dedicated and segregated pedestrian routes are designed to improve permeability across the site. Pedestrian crossings are provided at key junctions with the primary vehicular and segregated cycle routes.
- 9.7.6.2 The London Resort is arranged to provide a interconnected series of welcoming and open places and spaces that are legible and intuitive to use. The public areas of the masterplan (excluding Gate 1 and Gate 2 which are accessed via a payline) are not gated and will function as open, public realm.
- 9.7.6.3 Design Code (document reference 7.2) have been proposed to ensure step-free access and safe circulation around and through the masterplan.

[This page is intentionally left blank]



**10.0**

Transport and  
Access

[This page is intentionally left blank]

## 10.1 Overview

- 10.1.1 As previously noted within Chapter 2, the site is very well connected with a wide network of transport opportunities to London, the surrounding communities and to Europe from Ebbsfleet International Station.
- 10.1.2 On the south side of the River Thames, The London Resort visitor vehicle traffic will be kept away from all of the local road network, with the proposed construction of a new dedicated access road from the A2(T) at the Ebbsfleet junction running north adjacent to the High Speed 1 rail line into the Resort. This new access road will be the only access to The London Resort visitor car parking, thus reducing demands on the local road network.
- 10.1.3 We do anticipate a small number of local delivery vehicles serving the day to day needs of The London Resort, but these vehicle movements will be controlled through automatic number plate recognition (ANPR) and timed slots that avoid peak demand on the local road network.
- 10.1.4 All visitor car parking provisions on the south side of the river for The London Resort is located within The London Resort site, north of London Road. However, a small number of Resort staff will be able to access a staff car park from a controlled access point on London Road into the Back of House areas if their usual sustainable mode of transport is unavailable or personal circumstances create a particular need. Regular use will be actively discouraged by London Resort management.
- 10.1.5 There will also be a new London Resort car park located adjacent to the Port of Tilbury Terminal for visitors arriving from the north, to avoid the need to travel over the Dartford Crossing. The DCO application will include a total of 10,000 parking spaces, split 7,500 within The London Resort on the south side of the river, and 2,500 within the Port of Tilbury. There will be a detailed Travel Demand Management Plan for The London Resort that will monitor how visitors travel to The London Resort and will set out measures to reduce and discourage car travel. Our proposals include the following sustainable transport infrastructure:
- A new London Resort Ferry Terminal on the Swanscombe Peninsula with new ferry services from Central London and a ferry link to the Port of Tilbury. Our calculations show that up to 15% of visitors could arrive by ferry from Central London and up to 25% of those that drive could park in the new car park in the Port of Tilbury and use the new ferry link to The London Resort
  - A new dedicated and segregated public transport, pedestrian and cycle route from Ebbsfleet International Station to The London Resort and The new London Resort Ferry Terminal. The London Resort will have its own fleet of electric vehicles to transport visitors between Ebbsfleet International Station and The London Resort. In addition, we are working closely with Kent County Council to ensure that the Fastrack bus service is integrated into the London Resort with Fastrack buses using the dedicated public transport route to provide a link between The London Resort, the existing and emerging communities including Ebbsfleet Garden City, Ebbsfleet Central and the Bluewater shopping centre
  - A new transport interchange, will be built at Ebbsfleet International Station to link rail services with The London Resort people mover, Fastrack and local bus services.
  - A new transport interchange will be built within the Resort which will link the River Thames ferry service, The London Resort people mover, the Fastrack bus services, local bus and coach services to provide a truly sustainable transport interchange.

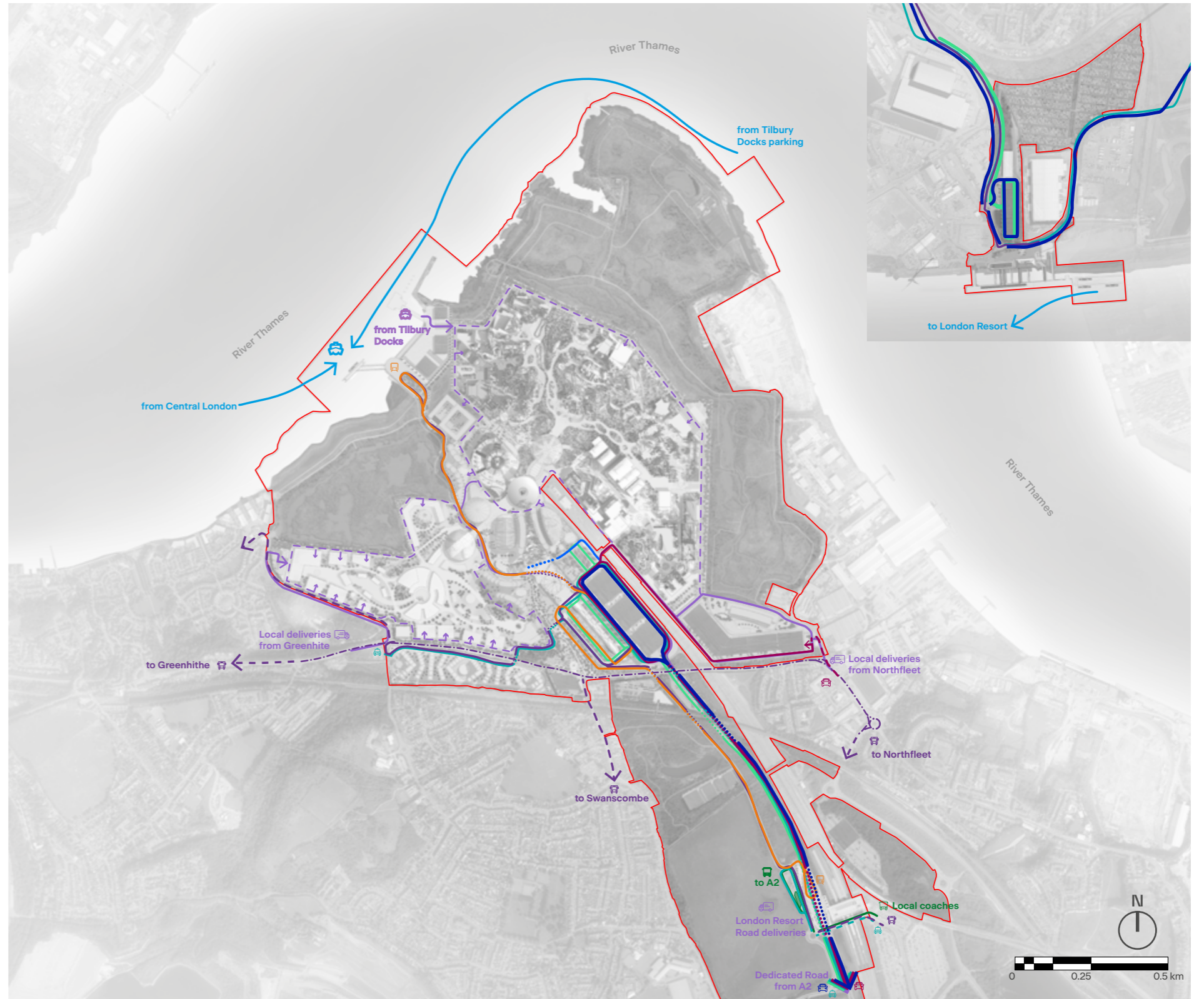


Figure 10.1 Transport Overview Map

Key

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

## 10.2 Pedestrian Access Routes

10.2.1 There are several existing public routes, Public Rights of Way, cycleways and footpaths that pass around and through the Project Site. The proposal enhances these existing routes and connects them to new proposed pedestrian routes that reinforce important links with the local communities.



Figure 10.2 Pedestrian Access Routes Map

### Key

- Order Limits
- ⋯ Proposed Permissible Path
- - - Public Rights of Way to be Retained
- Public Rights of Way Diversion
- Boardwalk Access

## 10.3 Cycle Access Routes

10.3.1 As part of the sustainable agenda for The London Resort, there will be a dedicated and segregated cycle route from Ebbsfleet International Station to the Resort. This route can be used by visitors, staff and the local population who would like to access the marshes, the new ferry terminal or The London Resort and will look, where possible, to knit into existing statutory cycle routes and any future routes planned as part of Ebbsfleet Garden City.



Figure 10.3 Cycle Access Routes Map

- Key
- Order Limits
  - ⋯ Proposed Permissible Path
  - - - Public Rights of Way to be Retained
  - Public Rights of Way Diversion
  - Boardwalk Access



## 10.4 Fastrack and Local Buses Access Routes & Drop Off

- 10.4.1 The Fastrack and local bus routes are an important way of connecting to local centres, so that the resort can successfully serve these areas as both a destination and a source of employment.
- 10.4.2 The design of the masterplan ensures that local buses can access the new transport interchange in the heart of The London Resort, fully integrating Fastrack, local bus and coach services into The London Resort masterplan.



### Key

- Order Limits
  - Existing bus stop and route
  - - - Improved existing route
  - Proposed bus stop and route
- A The London Resort Passenger Terminal (T1)  
 B The London Resort ferry terminal (T3)  
 C Visitor Centre  
 D Ebbsfleet International Terminal (T2)  
 E Staff Accommodation 1  
 F Staff Accommodation 2  
 G Gate 01 Back of House  
 H Gate 02 Back of House  
 I Bamber Pit Back of House  
 J The Sports Ground Back of House

Figure 10.4 Fastrack and Local Buses Access Routes & Drop Off Map

## 10.5 River Passenger Access & Ferry Services

- 10.5.1 A new passenger ferry terminal on the Swanscombe Peninsula will receive visitors from both Central London, and Tilbury via a dedicated ferry service. The Grade II listed River Terminal building at Tilbury will be repurposed to create a unique setting for The London Resort Tilbury Terminal.
- 10.5.2 There is an opportunity to open this connection up to the wider Thames Estuary for both local visitors and staff, with potential connections to Grays, further enhancing north south connectivity for both sides of the River Thames.



Figure 10.5 River Passenger Access & Ferry Services Map

Key

— Order Limits

## 10.6 People Mover Route & Drop Off

10.6.1 A dedicated people mover route using electric vehicles will connect visitors from Ebbsfleet International Station to The London Resort Terminal and then to the new London Resort Ferry Terminal. There is also an opportunity for a 'stopping' service at the various London Resort hotels arranged along this route together with the Coliseum and Conferention Centre.



### Key

- Order Limits
- A Ebbsfleet International Terminal (T2)
- B The London Resort Passenger Terminal (T1)
- C Hotel 4 (H4)
- D Hotel 2 (H2)
- E The Coliseum and the Conferention Centre
- F The London Resort ferry terminal (T3)

Figure 10.6 People mover Route & Drop Off Map

## 10.7 Coaches Access Routes & Drop Off

- 10.7.1 Coaches will be arriving through the dedicated London Resort Road from the A2(T). Coach passengers will arrive at the main London Resort transport interchange in the Resort, being dropped off at the same place which people who come via train, boat or private car arrive.
- 10.7.2 The majority of coaches (circa 75% of the overall provision) will park next to the terminal, including some overflow parking provided near the Water Park a short distance to the north east. A coach drivers lounge and facilities will be provided within the Terminal building looking after the welfare of coach drivers whilst they wait for their passengers to return.
- 10.7.3 The balance of circa 25% of coach traffic will be accommodated at Tilbury on the north side of the River Thames adjacent to the new London Resort Tilbury Ferry Terminal.

### Key

- Order Limits
- A Long Stay Coaches (54 spaces)
- B Short Stay Coaches (54 spaces)
- C Overflow Coach Parking (48 spaces)
- D Ebbsfleet International Terminal (T2) Parking (7 spaces)
- E Tilbury Coach Parking (52 spaces)



Figure 10.7 Coaches Access Routes & Drop Off

## 10.8 Private Vehicle Access Routes & Parking Strategy

10.8.1 Private vehicles will be arriving at the Resort through the dedicated Access Road from the A2(T) and through the A13 and A1089 to Tilbury. The proposal allows for three multi storey car parks within the Kent Project Site that would accommodate up to 7,500 spaces with a further 2,500 spaces located at the Port of Tilbury.

- Key
- Order Limits
  - A The London Resort Car Park (CP1) (up to 2,500 spaces)
  - B The London Resort Car Park (CP2) (up to 2,500 spaces)
  - C The London Resort Car Park (CP3) (up to 2,500 spaces)
  - D The London Resort Tilbury Car Park (CP4) (up to 2,500 spaces)
  - E Private Vehicle Parking (up to 250 spaces as part of overall 7,500 space)



Figure 10.8 Private Vehicle Access Routes & Parking Strategy Map

## 10.9 Taxi Access Routes & Drop Off

10.9.1 Taxis would mainly be arriving through The London Resort access road from the A2(T), with dedicated drop off areas planned within the new transport interchange.



Key

- Order Limits
- A Ebbsfleet International Terminal (T2)
- B The London Resort Passenger Terminal (T1)
- C The London Resort Tilbury Terminal (T4)

Figure 10.9 Taxi Access Routes & Drop Off

## 10.10 Staff Access Routes & Parking Strategy

10.10.1 A maximum of 500 staff parking spaces will be provided within the Back of House 1 area. It is envisaged this will be accommodated within a multi-storey car park, accessed via the dedicated Resort Access Road from the A2(T).



Figure 10.10 Staff Access Routes & Parking Strategy Map

Key

— Order Limits

A Staff Parking (c.500 spaces)

## 10.11 Servicing and Logistics Strategy

- 10.11.1 The servicing of The London Resort will be mainly served and delivered through the River Thames, both during operation and construction. A new Ro-Ro facility and dock side is proposed at Bell Wharf, bringing this largely derelict historic facility on the River Thames back into beneficial use.
- 10.11.2 Distribution will then be via the Gate 1 & 2 segregated service roads to the back of house areas and to the service yards of the various Resort buildings.
- 10.11.3 Some deliveries will also be brought in via the dedicated London Resort road from its junction with the A2, which will again connect into the Gate 1&2 Back of House segregated service roads.
- 10.11.4 For local businesses supplying the Resort, there is the opportunity to connect into the Back of House areas via the local road network, with managed delivery slots and Automatic Number Plate Recognition (ANPR) access through controlled entrances avoiding peak traffic flows on the local road network.
- 10.11.5 The key principle is that however goods arrive and leave, they are kept away from the main visitor routes such as the people mover and segregated pedestrian and cycle routes.

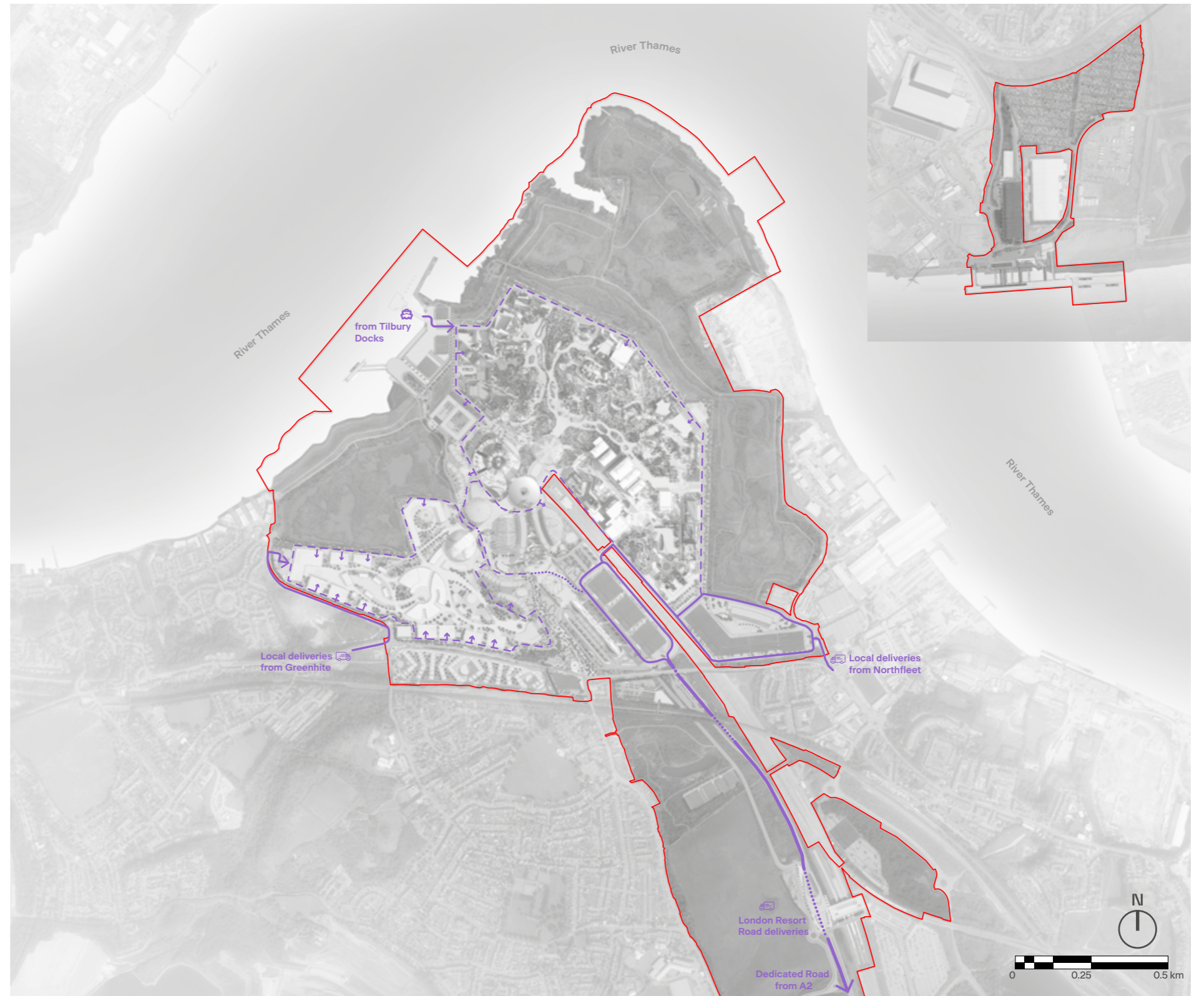


Figure 10.11 Servicing and Logistics Strategy Map

Key

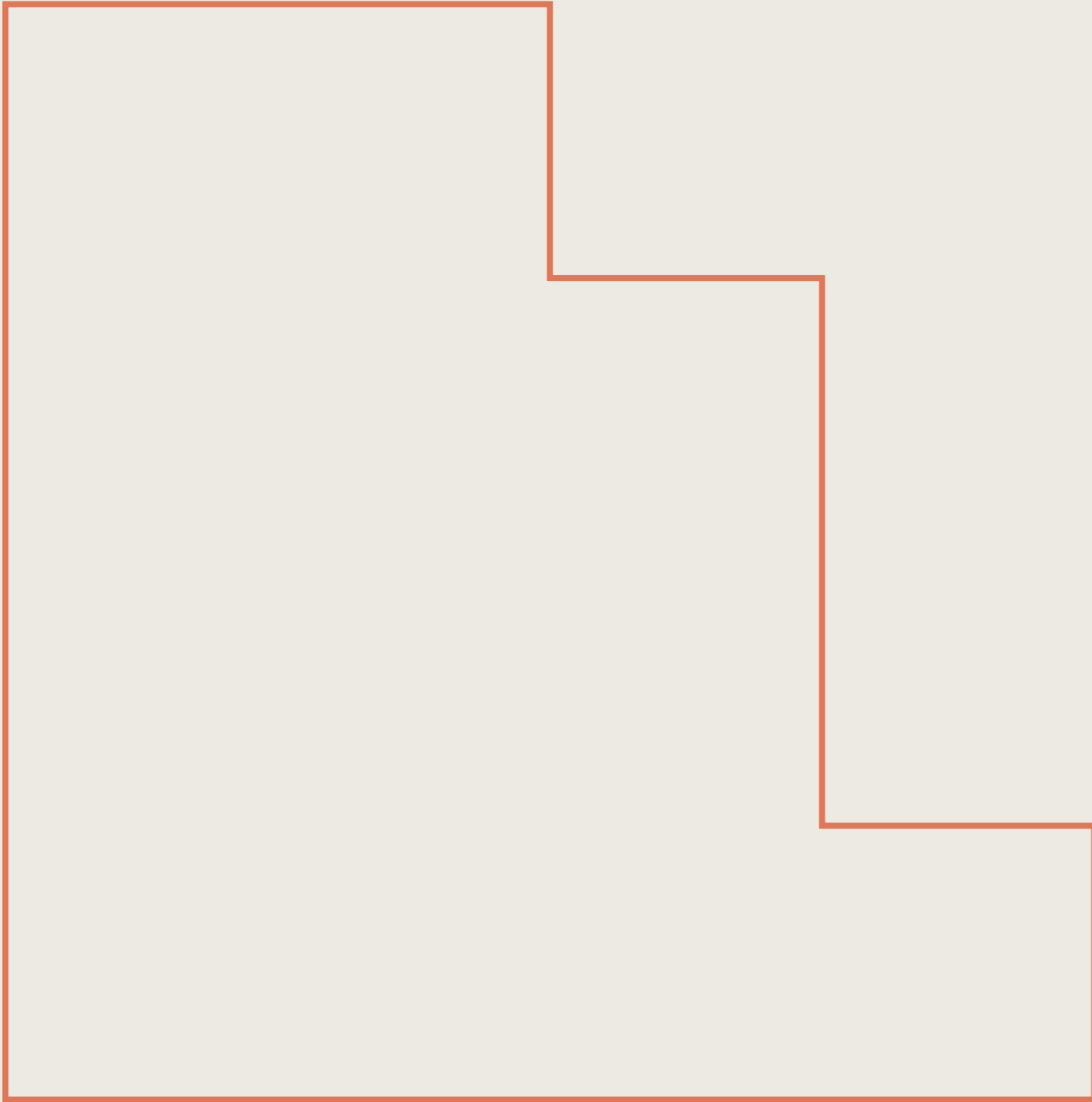
- Order Limits
- External Deliveries
- - - Internal Core Servicing



## 10.12 Planning Policies

- 10.12.1 Although not a transport NSIP, a substantial component of the Resort comprises transport infrastructure, including a dedicated road link from the A2 trunk road (A2(T)), an interchange at Ebbsfleet International Station, a people mover route running between Ebbsfleet International Station, the Resort's leisure core and a new passenger pier on the Thames, further facilities for ferry passengers at Tilbury and coach and car parking at both Tilbury and on the Swanscombe Peninsula. With these transport facilities in mind, the ES has regard to the NPS for National Networks, which sets out policies for road and rail networks, and to the NPS for Ports, which includes policies relating to tourism. The transport context is specifically addressed in the Environmental Impact Assessment Chapter 9 – Land Transport (document reference 6.1.9) and Chapter 10 – River Transport (document reference 6.1.10).

[This page is intentionally left blank]



**11.0**

**Infrastructure  
Strategy**

[This page is intentionally left blank]

## 11.1 Overview

11.1.1 In order to deliver The London Resort, significant supporting infrastructure is required. This includes improvements to flood defences, water supplies, electricity and gas supplies, drainage, wastewater treatment, and management of solid waste. In line with the LRCH's approach to sustainability, we aim to reduce its environmental impact, whilst designing infrastructure that is safe and maintainable that reduces the impact of the development on local and regional infrastructure networks.

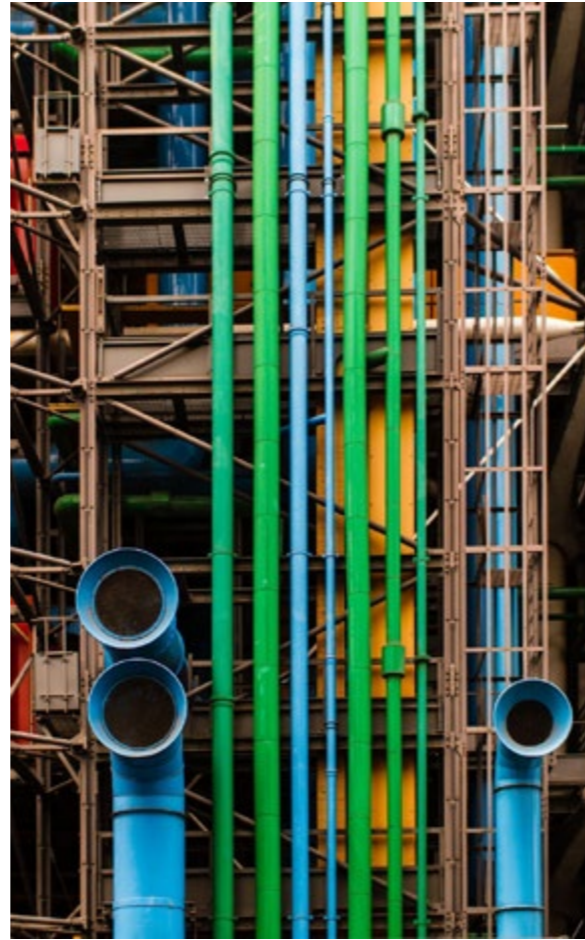


Figure 11.1 Pompidou Centre, Renzo Piano & Richard Rogers



Figure 11.5 Gateshead District Energy Scheme



Figure 11.2 Bunhill 2 Energy Centre, Cullinan Studio

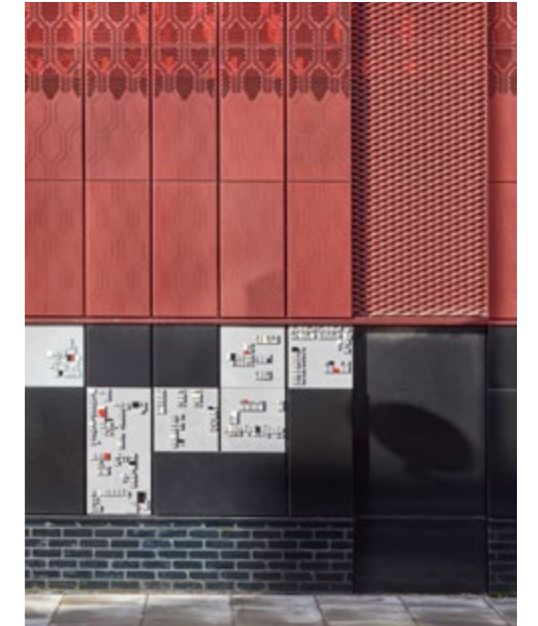


Figure 11.3 Bunhill 2 Energy Centre, Cullinan Studio



Figure 11.4 BBC Energy Centre White City



Figure 11.6 University of Liverpool Heating Infrastructure, Levitt Bernstein

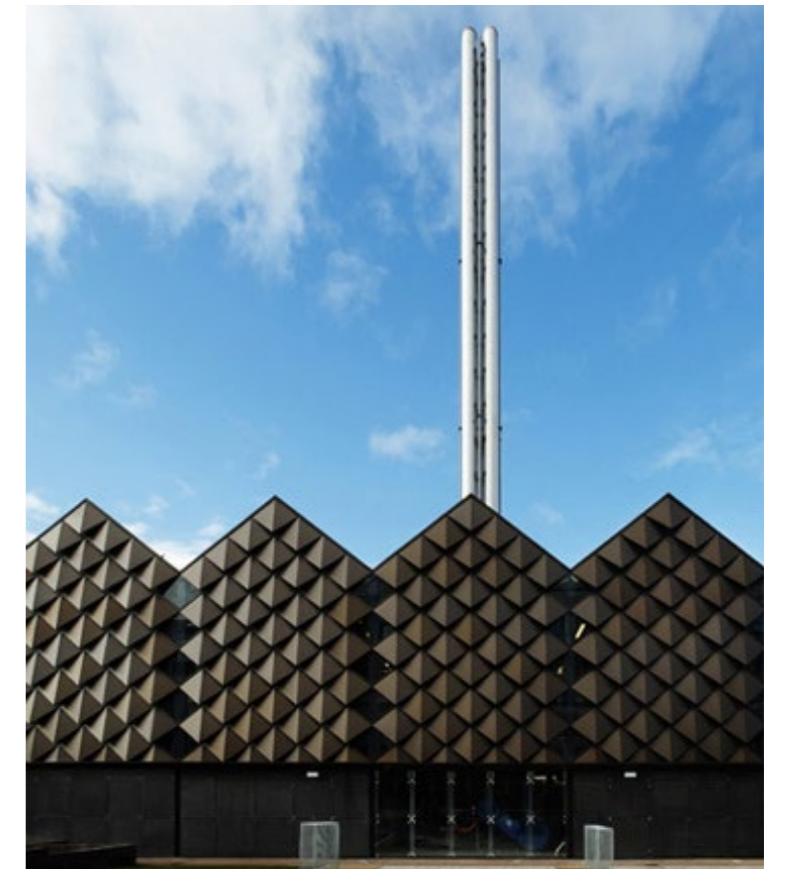


Figure 11.7 University of Liverpool Heating Infrastructure, Levitt Bernstein

## 11.2 Flood Risk Mitigation Strategy

- 11.2.1 Both the Kent and Essex Project Sites are at risk of flooding from the tidal River Thames. The project team has liaised extensively with the Environment Agency and carried out flood risk modelling that includes predicted global warming in order to develop appropriate solutions to manage flood risk for the project and surrounding area now and in the foreseeable future.
- 11.2.2 For the Kent Project Site, formal flood defences will be raised to a crest level of 7m, which is as required in the Thames Estuary 2100 plan. Additionally, existing flood walls and gates will be removed and replaced with a raised embankment. These improvements will not only protect The London Resort but will also benefit the surrounding area. A further review of flood defences will be undertaken after 2050, when the Environment Agency confirm the proposed Thames Barrier improvement works. Floor levels within the development are set at an appropriate level such that if a breach of the flood defences did occur, all sleeping accommodation, critical infrastructure and safe refuge points are above the water level.
- 11.2.3 For the Essex Project Site, the realignment of the flood defences are already planned by the Environment Agency. The project therefore retains the current flood defences and is designed to incorporate the proposed realigned flood defence when this work is undertaken.
- 11.2.4 Please refer to the Environmental Statement Chapter 17 - Water resources and flood risk (document reference 6.1.17) for more information.

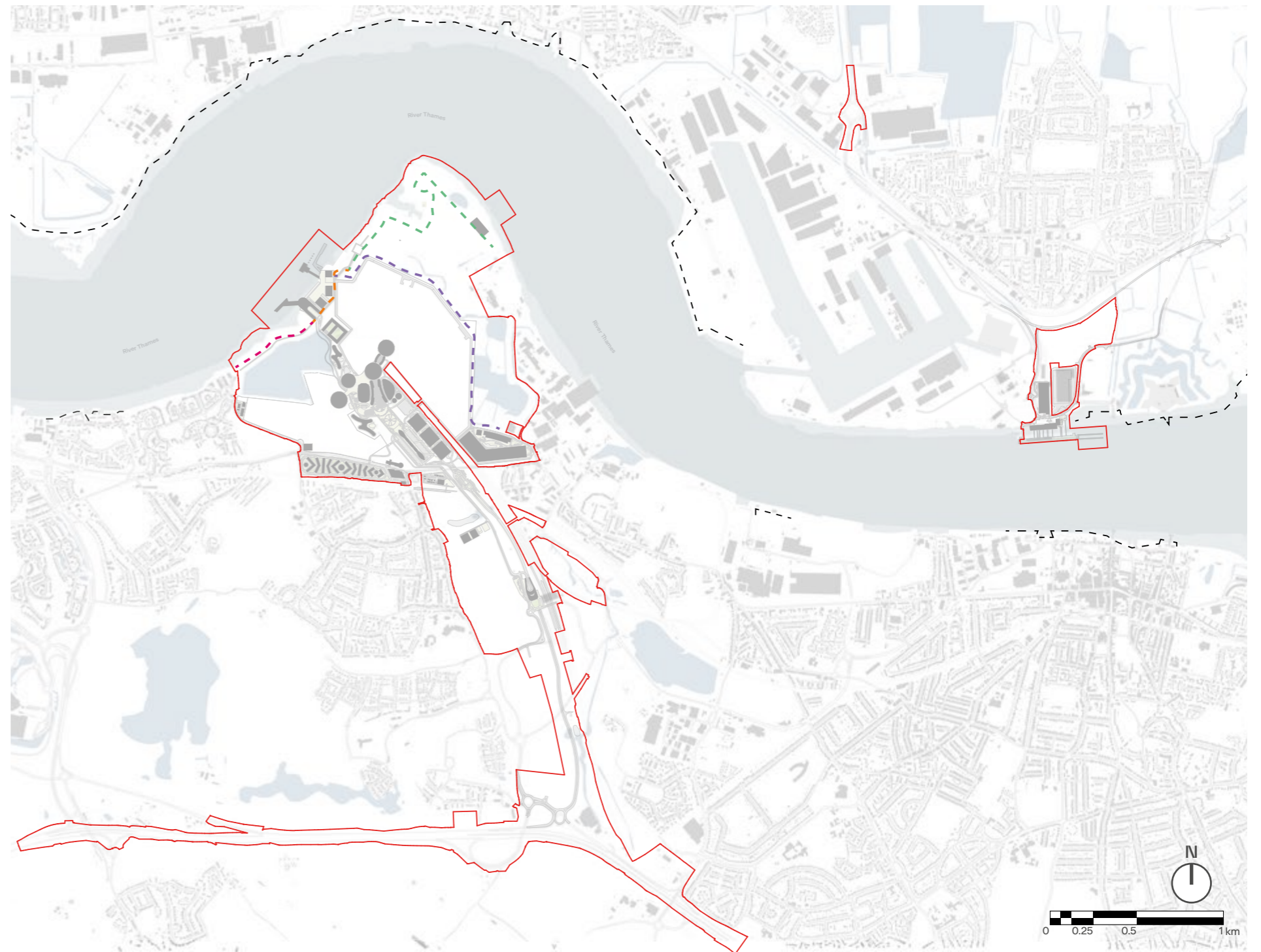


Figure 11.8 Flood Risk Mitigation Strategy Map

### Key

- Order Limits
- - - Raising of Formal defences
- - - Raising and Realignment of Formal Flood defences
- - - New Secondary Flood Defence
- - - No Raising of Formal Flood defences Required
- - - Formal Flood Defences Retained

## 11.3 Site Drainage and Watercourse Strategy

- 11.3.1 The surface water drainage for The London Resort will collect and convey surface water away from developed areas in a safe and controlled manner, protecting these areas from surface water flooding. Sustainable Drainage Systems (SuDs) will be incorporated to enhance water quality and provide an enhanced habitat for wildlife, using natural reed beds to help filter the water. Infiltration of surface water into the ground is not proposed for the majority of the Project Site, due to existing ground contamination and the proximity of the site to the River Thames.
- 11.3.2 For the Kent Project Site, the surface water drainage strategy has been developed in close collaboration with the ecological strategy for management of the existing marsh areas, Botany and Black Duck Marshes. Surface water from the Resort will be fed into the marsh areas to enhance these habitats, with a control mechanism in place to allow the water to overflow into the River Thames as required. Unrestricted discharge into the River Thames has been agreed with the Environment Agency and Kent County Council as Lead Local Flood Authority.
- 11.3.3 A new wetland will be created to the north of the Leisure Core, which will collect surface water and provide water quality and ecological benefits. Water from this wetland will discharge unrestricted into the River Thames.
- 11.3.4 The Essex Project Site will incorporate SuDs and will discharge surface water direct to the River Thames, at unrestricted flow rates as agreed with the Environment Agency and Lead Local Flood Authority.
- 11.3.5 Please refer to the Environmental Statement Chapter 17 – Water resources and flood risk (document reference 6.1.17) for more information.



Figure 11.9 Site Drainage and Watercourse Strategy Map

Key

<span style="color: red;">—</span>	Order Limits
<span style="color: lightblue;">■</span>	Reedbed/Marsh
<span style="color: lightblue;">■</span>	Permanent, Semi-Permanent and Ephemeral Water Bodies
<span style="color: darkblue;">■</span>	Watercourse/Wet Ditch/ Rain Gardens
<span style="color: purple;">■</span>	Proposed Leachate Ponds

## 11.4 Utilities Strategy – Water and Energy

### 11.4.1 Energy

11.4.1.1 The London Resort is committed to being net carbon neutral in operation. The energy strategy has been developed in order to achieve this aim. Heating, cooling and power demands have been estimated for the Proposed Development, and a number of alternative energy options considered. Centralised air source heat pumps are proposed to be located in the energy centre and will generate heat and hot water for the Resort. Gas connection is also provided to the site for cooking and back up heating needs. Electricity demand will be met through a grid connection. Photovoltaic arrays will be provided throughout the Resort and will generate up to 10% of on-site power and electric vehicle charging requirements. The remaining carbon emissions will be offset in order to achieve the net carbon neutral in operation goal. Buildings will be designed to minimise energy demands and will be undertaken during the next phase of the project.

### 11.4.2 Water

- 11.4.2.1 The aims of the Environmental Statement Chapter 17 - Water resources and flood risk (document reference 6.1.17) are to reliably service the development, reducing demand for potable water whilst maximising the opportunity for reuse and the recycling of water, and to reduce the overall impact of the development on external networks and surrounding communities. Water demands have been estimated for the development; at full build-out the peak water demand will be a maximum of 13.3 Million Litres/day, this figure includes all potable and non-potable demands within The London Resort, including landscape irrigation.
- 11.4.2.2 In order to reduce water demand, all buildings will incorporate efficient water fittings, greywater will be recycled within hotels and staff accommodation and water used for rides and the Water Parks will be treated and recycled. A target reduction of 25% from business as usual water demands has been adopted. Water storage provided on-site at the Kent Project Site will help to reduce stress on the external network by buffering peak demands within the day. An on-site wastewater treatment plant at the Kent Project Site has been allowed for in order to ensure wastewater can be treated and reused, if off-site wastewater capacity is not available.
- 11.4.2.3 Please refer to the Environmental Statement Chapter 17 - Water resources and flood risk (document reference 6.1.17) for more information.



## 11.5 Waste Management Strategy

- 11.5.1 The London Resort is founded on sustainable and low-carbon principles and is aiming to be one of the most sustainable entertainment resorts in the world. In line with this aspiration, an Outline Operational Waste Management Strategy (document reference 8.12) has been developed that supports this aim. The London Resort will minimise, collect, transport, store, recycle and treat the estimated 22,500 tonnes of waste generated through its operations every year. The Resort will incorporate a Circular Economy approach and facilitate a closed loop to operational waste management, through measures such as reusable packaging, green procurement systems, and design for durability and repair.
- 11.5.2 All waste collected will be moved to a central waste transfer station in the back of house area of Gate 1 where it will be compacted and stored before being transported further to appropriate treatment facilities. London Resort seeks to minimise waste movement by road and the potential impacts from it. The prioritised option for waste movement incorporates water vessels on the River Thames to transport waste to relevant waste facilities.
- 11.5.3 Please refer to the Outline Operational Waste Management Strategy (document reference 8.12) for more information.

### Key

- Order Limits
- - - Internal Core Servicing

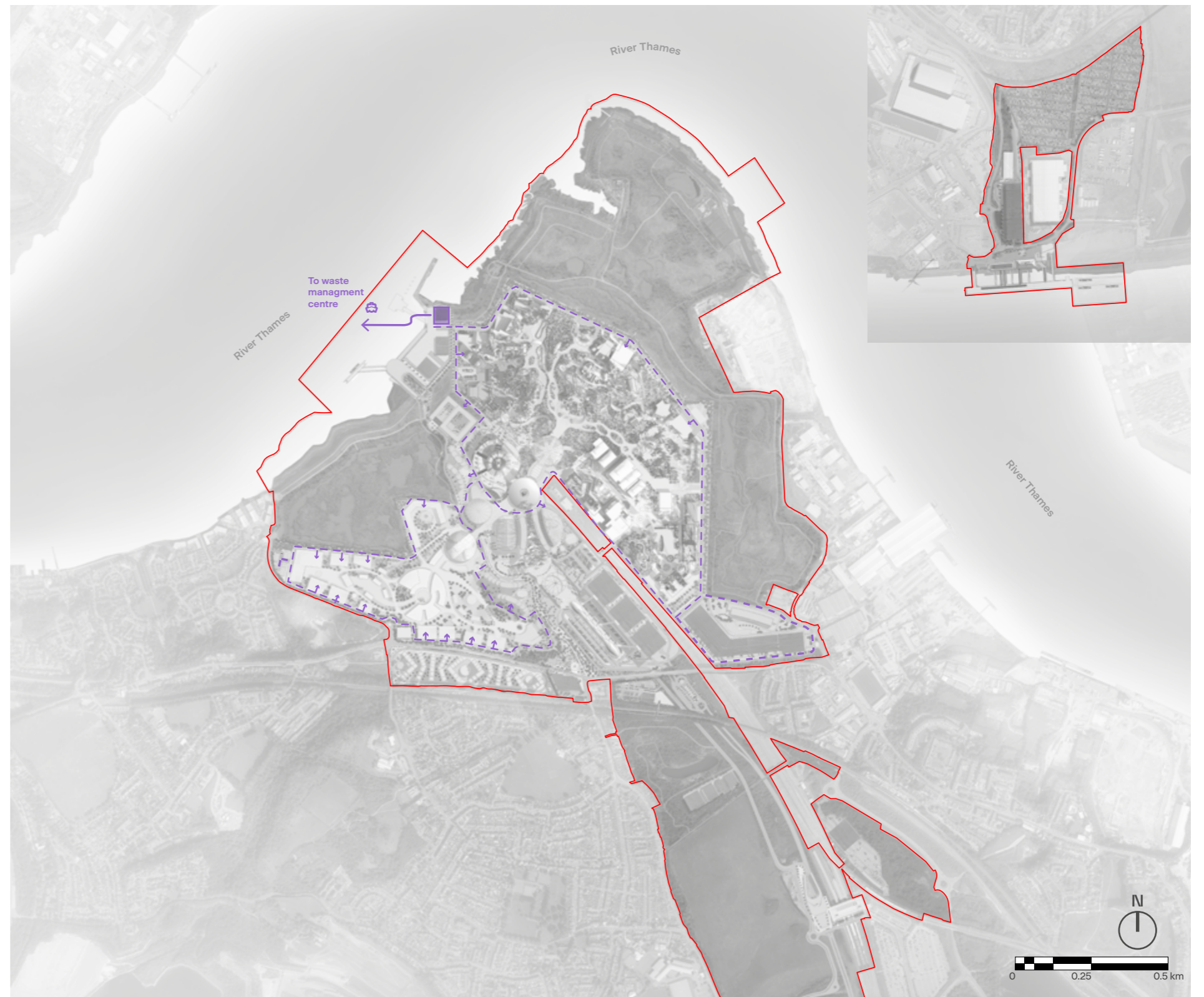
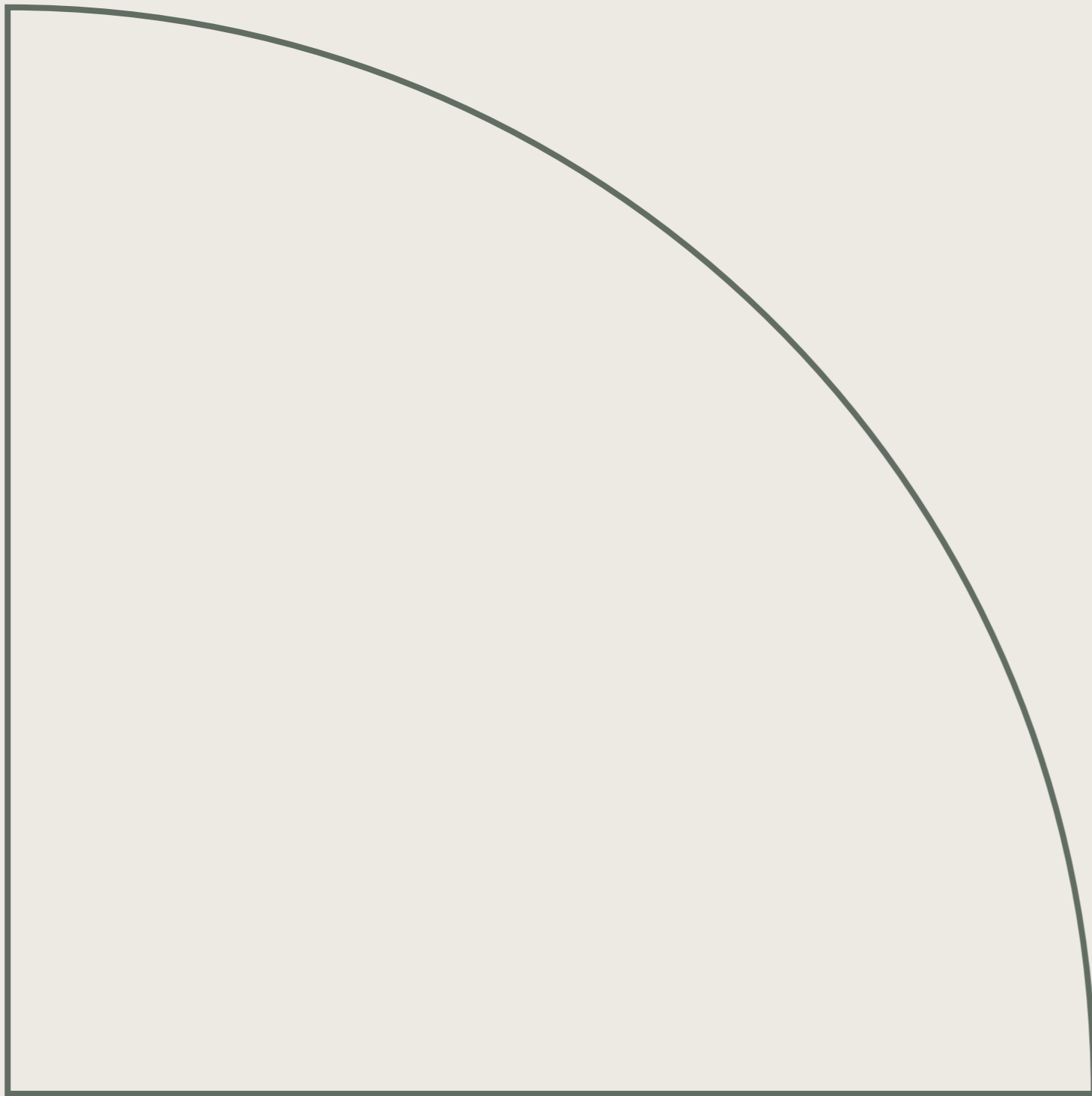


Figure 11.10 Waste Management Strategy Map

[This page is intentionally left blank]



# 12.0

Technical  
Considerations

[This page is intentionally left blank]

## 12.1 Overview

12.1.1 With any large masterplan, there is a high degree of complexity to contend with; consideration needs to be given to construction logistics, site phasing, the ongoing maintenance of nearby infrastructure and the safety and security of occupiers and visitors. These technical considerations need to be incorporated from the inception of the masterplan to ensure they are integral to the scheme's design. However, it must also be noted that in the context of the Rochdale Envelope approach used for The London Resort, they need to be viewed as a flexible guideline which can be adapted to suit the emerging detailed design, and kept under constant review, to be amended or updated to suit evolving conditions.

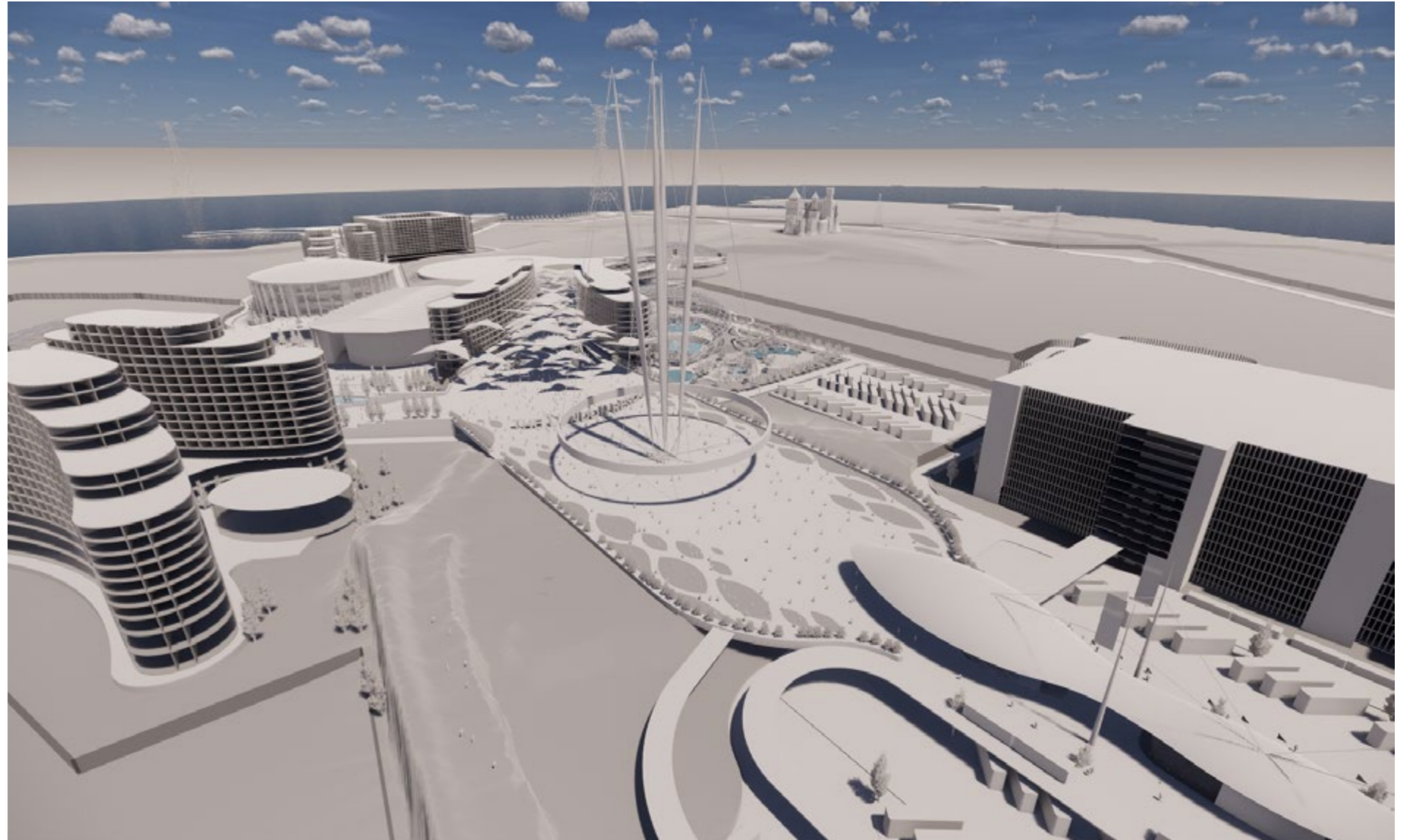


Figure 12.1 Masterplan Aerial View

## 12.2 Phasing and Developments

12.2.1 It is envisaged that the proposed masterplan will be built and executed in 3 phases as described in the following pages.

### 12.2.2 Phase 1

12.2.2.1 Phase 1 is the biggest phase of the masterplan. This phase will contain all demolition and enabling works to the construction of Gate 1. Within this phase transport terminal buildings, the resort road, the Back of Houses and two hotels will be built. The pontoon and landing platform at Tilbury will also be built to enable visitors from the north to use the Park and Glide offer.

#### Key

- Order Limits
- Phase 1
- 01 Gate 1
- 02 Visitor Centre
- 03 The London Resort Academy
- 04 Ebbsfleet International Terminal (T2)
- 05 The London Resort Passenger Terminal (T1)
- 06 The London Resort Car Parks (CP1, CP2, CP3)
- 07 The London Resort Plaza
- 08 The Boulevard & The London Resort Hotel (H1)
- 09 Node 2 : The Market
- 10 The Link
- 11 Node 3 : Gate 1 Payline
- 12 The Coliseum
- 13 Spanish Steps
- 14 Hotel 4 (H4)
- 15 Hotel 2 (H2)
- 16 The London Resort ferry terminal (T3)
- 17 The London Resort port
- 18 Gate 1 Back of House
- 19 Staff Accommodation
- 20 The Sports Ground Back of House
- 21 People Mover Route
- 22 The Road
- 23 The London Resort Tilbury Terminal (T4)
- 24 The London Resort Tilbury Pontoon (T4)
- 25 The London Resort Tilbury Car Park (CP4)

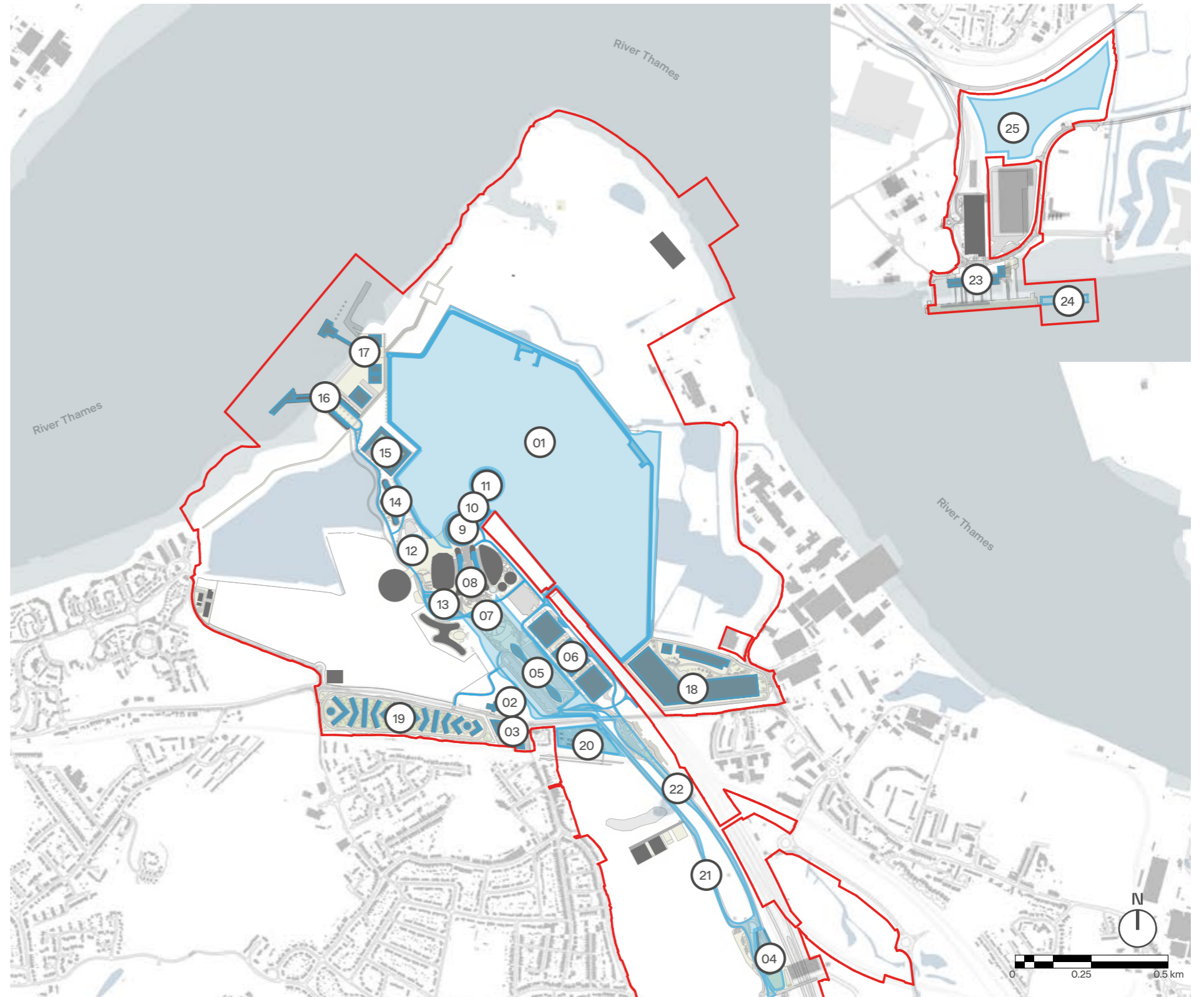


Figure 12.2 Phase 1 Map

### 12.2.3 Phase 2

12.2.3.1 Phase 2 will be a continuity of Phase 1. Within Phase 2 it is envisaged that the Conferention Centre will be constructed.

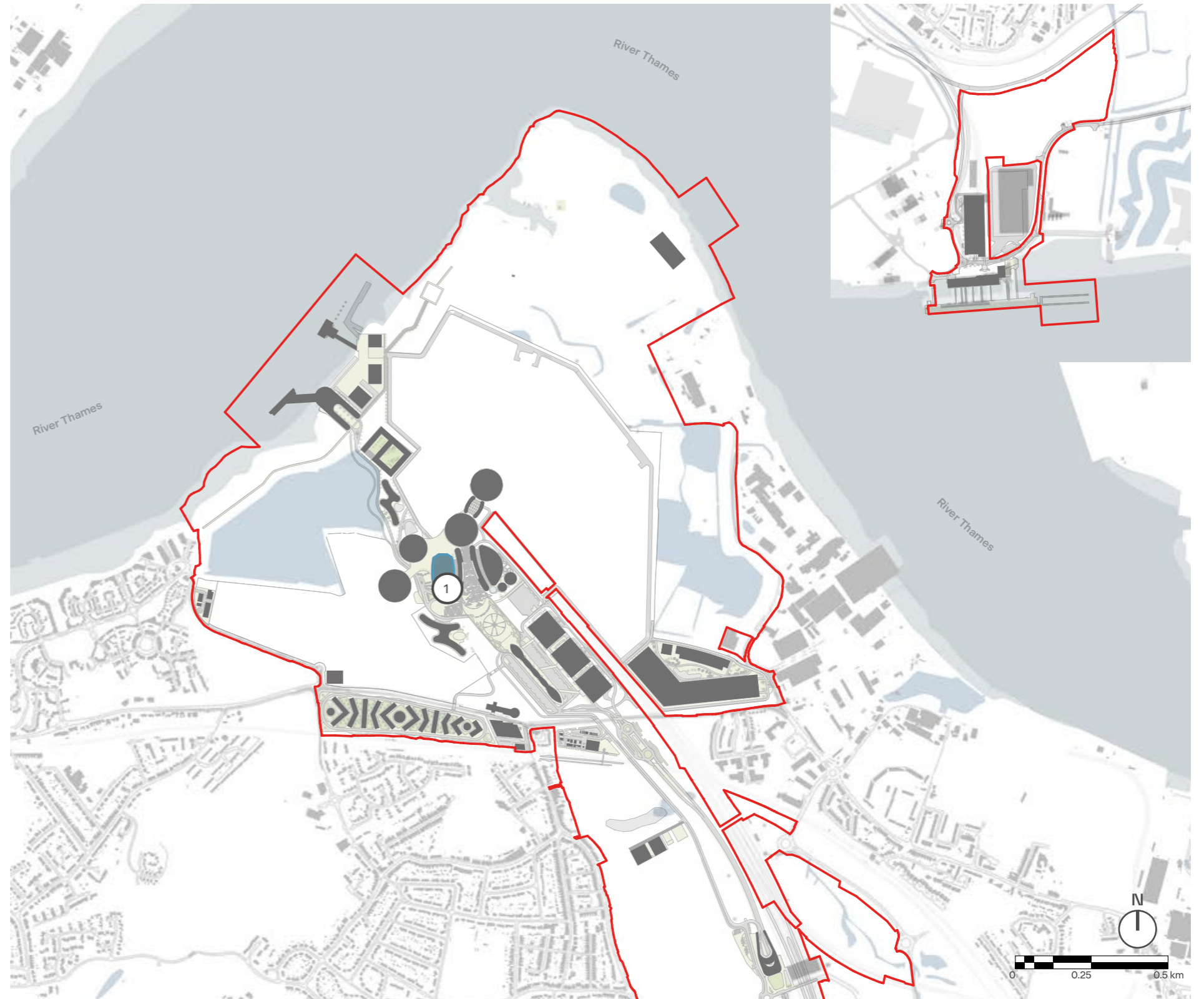
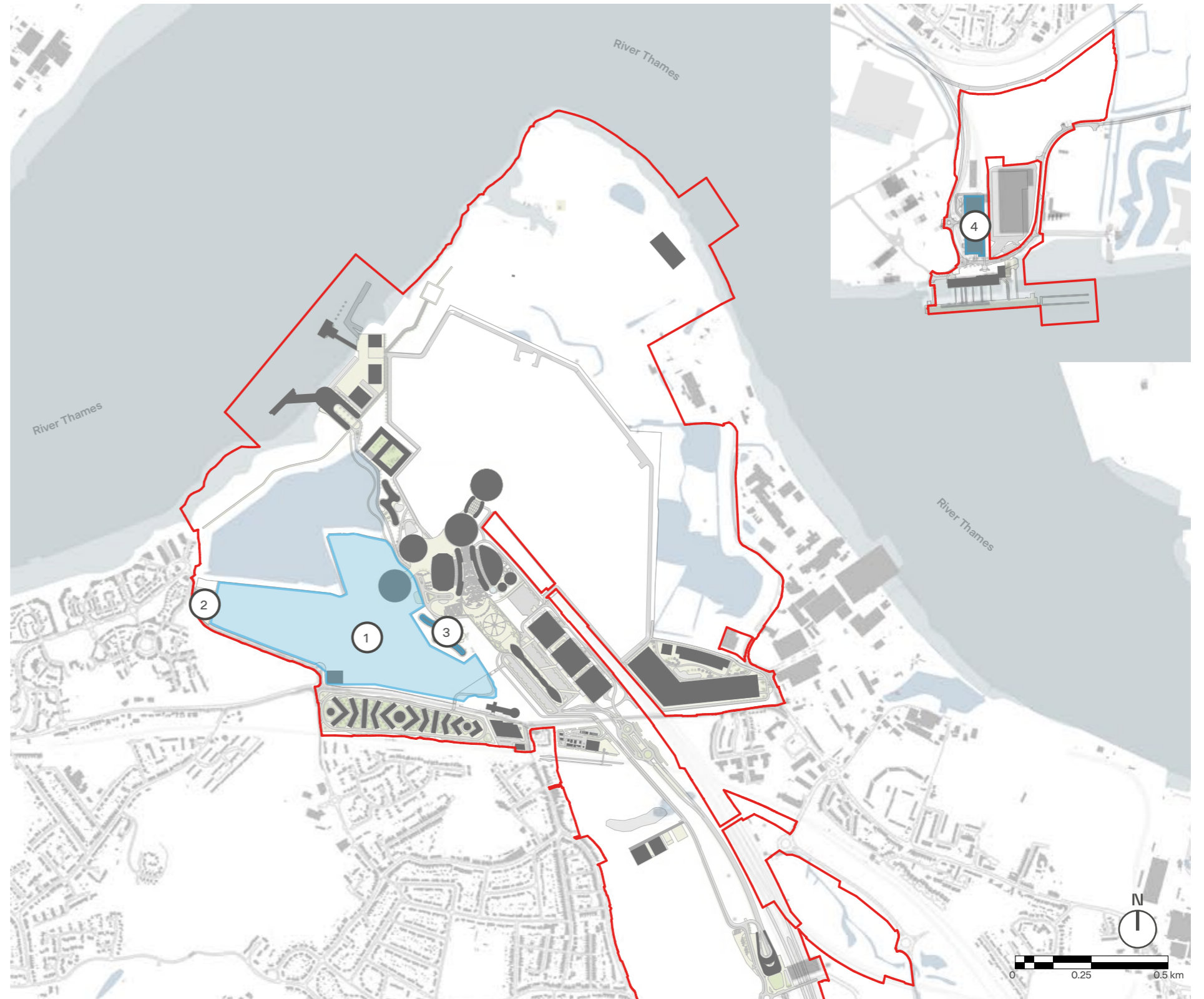


Figure 12.3 Phase 2 Map

- Key
- Order Limits
  - Phase 2
  - 1 The Conferention Centre

### 12.2.4 Phase 3

12.2.4.1 Phase 3 will consist of the building of Gate 2 and the remaining of the hotels. Within this phase all multi-story car parks for the resort will be complete to accommodate 7500 car parking spaces and 2500 car parking spaces at Tilbury.



- Key
- Order Limits
  - Phase 3
  - 1 Gate 2
  - 2 Gate 2 Back of House
  - 3 Hotel 3 (H3)
  - 4 The London Resort Tilbury Car Park (CP4)

Figure 12.4 Phase 3 Map



## 12.3 Blue Lights Strategy

12.3.1 The London Resort has a specially designed Security Control and Crisis Management Centre from which all security operations will be coordinated and controlled; as well as providing collaborative facilities for use by emergency services in the event of a major incident. A dedicated Fire Station, Medical Centre with First Aid centres next to the Gates will be provided, supporting immediate blue light emergencies on site. A helipad is also proposed that can be used for air lifting in any major incident.



Figure 12.5 Blue Lights Strategy Map

- Key
- Order Limits
  - Blue Lights Routes
  - A First Aid Points
  - B Medical Centre
  - C Fire Services
  - D Helipad

## 12.4 Safety, Security and Crime Prevention

- 12.4.1 All aspects of security have been given the highest consideration. Experienced and qualified security consultants have informed the design from the earliest stages which will result in appropriate, agreed and effective strategies and mitigation measures. An assessment has been completed which has identified the range of threats to which the Resort may be vulnerable together with the level of risk associated with each threat. This will form the basis upon which the security strategy will be further developed with appropriate stakeholders/
- 12.4.2 A number of security features and spatial requirements have been incorporated into the security strategy, however for security reasons these are not provided for public consumption. The Security Planning Report (document 7.8) submitted with the application does however identify measures including:
- Pedestrian and vehicle access control / screening, search and validation
  - Hostile vehicle mitigation measures
  - Surveillance
  - Intruder Detection
  - Lighting
  - Security Control facilities
  - Identification of the key threats and vulnerabilities captured within the Security Threat and Risk Assessment.
- 12.4.3 The response to threats does however continue to evolve and the Proposed Development will be continually assessed from an operational perspective in conjunction with LRCH's own operational experience and management policies.
- 12.4.4 The Security Strategy is being holistically designed to ensure the creation of a safe and secure environment that will enhance the visitor experience and reflect The London Resort's unique identity. Good planning and design of the built environment are central to community safety (to employees, visitors, the local residential and business community) and protective security. Freedom from crime and the fear of crime lead to social, economic and environmental success and make a significant contribution to the fulfilment of The London Resort's wider vision. Both safety and protective security is embedded in the early development proposals using an integrated design process.
- 12.4.5 The causes of crime and disorder are many and complex. For crime to occur, the following are required:
- An offender who is motivated and resourceful;
  - A target or victim;
  - A favourable place where the crime is likely to go unnoticed, unchallenged, or even be promoted.
- 12.4.6 Through careful planning and design it is possible to reduce the number of occasions when all three components are in place.
- 12.4.7 Community Safety comprises strategies and measures that seek to reduce the risk of crimes occurring and their potential harmful effects on individuals and society, including fear of crime, by intervening to influence their multiple causes.
- 12.4.8 Protective Security is an organised system of protective measures implemented to achieve and maintain security. It combines the four disciplines or personnel, information, technological systems, and physical security elements in a manner to create 'defence in depth', where multiple layers work together to deter, delay, detect and deny incidents of crime or terrorism.
- 12.4.9 Coordination with both Category 1 and Category 2 emergency services, and the Kent Resilience Forum, is ongoing to ensure that all stakeholder security requirements are met, and that all access routes into and out of the Proposed Development are planned with the emergency services in mind.
- 12.4.10 Terrorism is a crime and, with the agreement of the emergency services, the security strategy will embed counter-terrorism protective security in to the built environment, reducing vulnerabilities and increasing the resilience of the community.

## 12.5 Existing Infrastructure and Associated Access

### 12.5.1 High Speed 1

12.5.1.1 High Speed 1 (HS1) currently enjoys access and land rights on the Swanscombe Peninsula to ensure unfettered access to their tunnels and plant above. This access will be maintained and re-routed as required in consultation and agreement with High Speed 1.

### 12.5.2 Port of London Radar and Navigation Beacon

12.5.2.1 The Port of London has a navigation beacon on the tip of the Peninsula. Access will be ensured through Botany Marsh and Broadness Salt Marsh.

### 12.5.3 National Grid Pylon (400kVa)

12.5.3.1 Within our Order Limits sits one of the biggest Pylons in Europe, the Kent Pylon. This belongs to National Grid with unfettered service and maintenance access required from time to time. Vehicle access is guaranteed through Botany Marsh and Broadness Salt Marsh.

### 12.5.4 Marina (Broadness Cruise Club)

12.5.4.1 The Swanscombe Peninsula is also home for the Broadness Cruise Club, the Marina. Although this is within our Order Limits we do not propose any changes or re-development of the existing facilities or environment, but we do need to maintain access which is proposed to be through Botany and Broadness Marsh.

#### Key

- Order Limits
- High Speed 1
- Port of London Radar and Navigation Beacon
- National Grid Pylon (400kVa)
- Marina (Broadness Cruise Club)

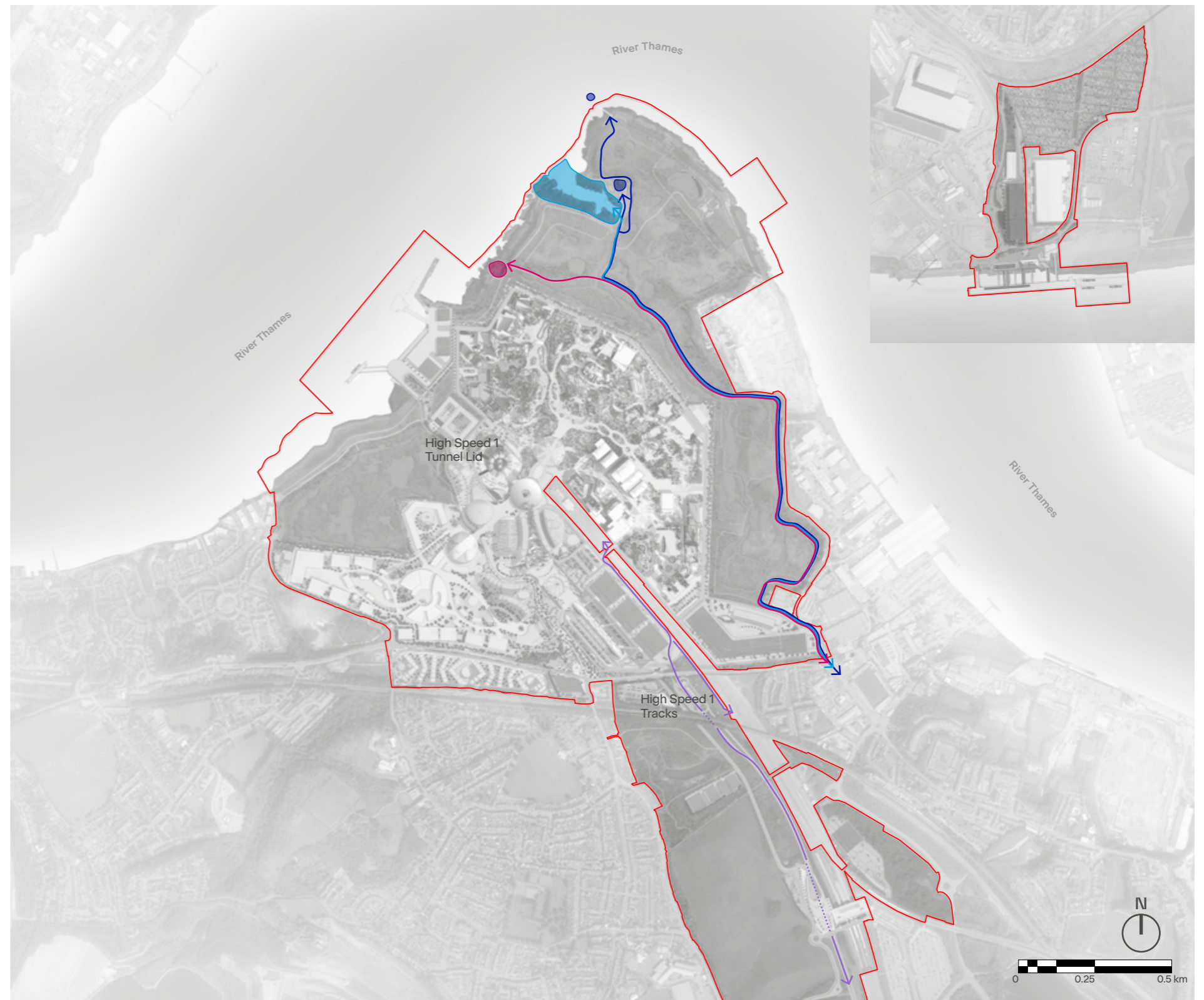
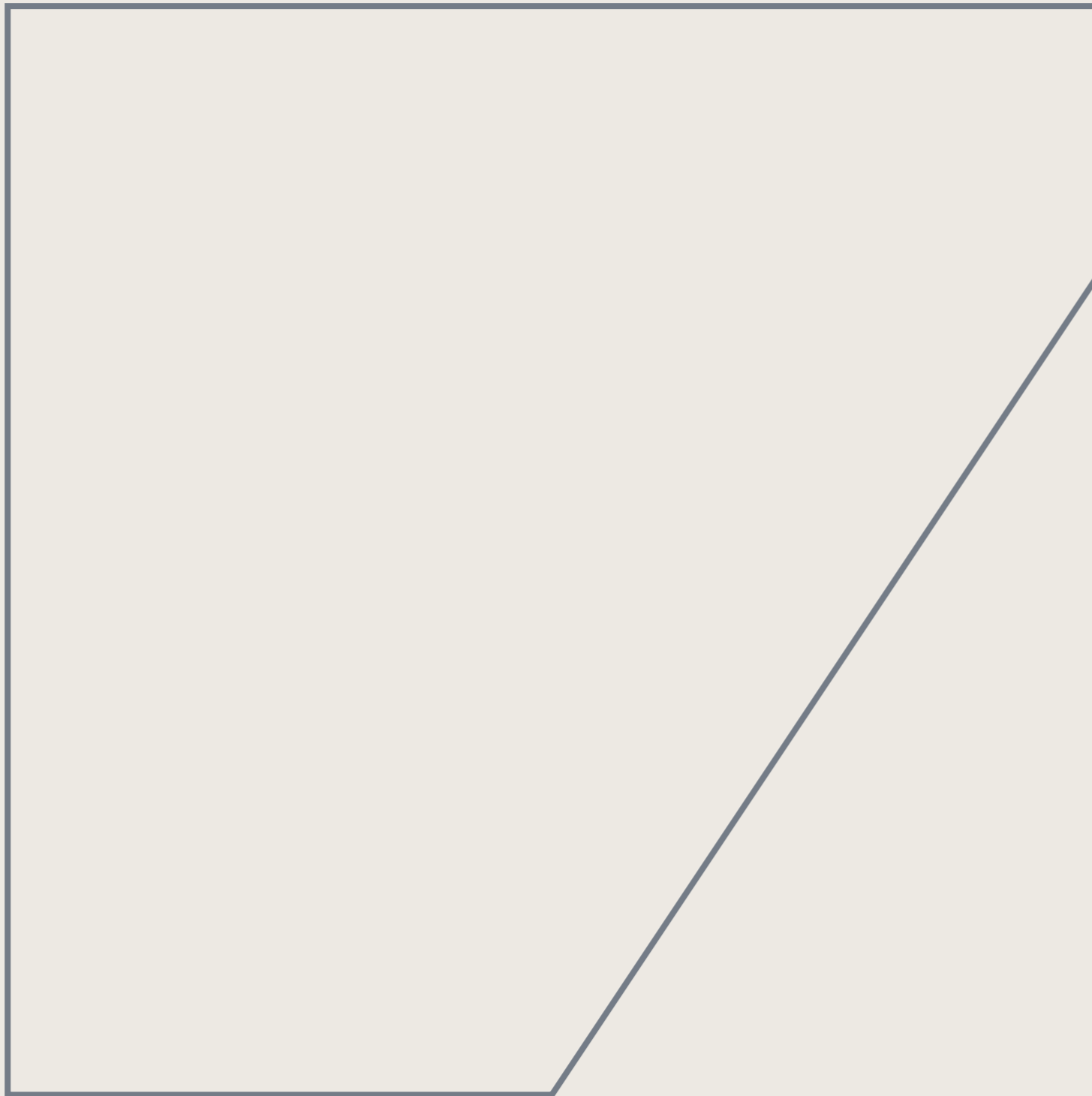


Figure 12.6 Existing Infrastructure & Associated Access Map

[This page is intentionally left blank]



**13.0**

Conclusion

[This page is intentionally left blank]

## 13.1 Conclusion

### 13.1.1 Wider benefits

- 13.1.1.1 The London Resort will be a world-class, next generation entertainment resort, embracing sustainable and low carbon principles. A unique and immersive destination, internationally competitive, marking a step-change in leisure and entertainment provision in the United Kingdom and beyond. This Design and Access Statement together with the wider body of documentation that forms the DCO submission, illustrates why this site is an ideal opportunity to provide the London Resort with a new home.
- 13.1.1.2 Its global presence will attract 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.
- 13.1.1.3 Our three core principles for the development of attractions are to be innovative, relevant and flexible.
- 13.1.1.4 What we design today needs to satisfy our visitors in 2024 and beyond, creating a park that can evolve and adapt easily to ensure that it always has fresh appeal to visitors, something new, always at the leading edge of technological development, embracing the very latest advances in software and hardware and remaining relevant for future generations.
- 13.1.1.5 The London resort will include attractions and facilities for all ages, providing something for everybody to enjoy.



Figure 13.1 View from The London Resort Plaza towards the Boulevard

## 13.1.2 A catalyst for regeneration

- 13.1.2.1 The River Thames has been an increasingly 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.
- 13.1.2.2 With the industrial revolution, these largely empty peninsulas became attractive providing large swathes of land for industrial uses, providing important employment for the local community, with their tall chimneys and large monolithic buildings in contrast to the lower scale towns and villages that grew up around. This had created a characteristic language along the Thames, with the industrial buildings as distinct landmarks, a series of unique waypoints when viewed from the river.
- 13.1.2.3 Since the 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 from the river, such as Canary Wharf or North Greenwich to the west and Tilbury to the east.
- 13.1.2.4 The Swanscombe peninsula presents a similar opportunity, its unique position on the Thames enjoying enviable and unparalleled transport links to the UK and the wider Continent. It sits within the Ebbsfleet Garden City, an ambitious 21st Century interpretation of the Garden City ideals, which seeks to provide 15,000 high quality new homes and space for 30,000 people to work. The neighbouring schemes present an opportunity to transform the area.
- 13.1.2.5 This regenerative effect will be felt on both sides of the river, with roughly 25% of visitors arriving from the north together with those working within the London Resort from the local community and the general public arriving at a new ferry terminal, the historic Grade II \* listed former Tilbury Riverside Railway Station building, and associated listed piers. This will give these much loved structures a new lease of life. The new ferry service will connect the local community to both sides of the River Thames and Central London beyond whilst also providing visitors with a new way of accessing the Grade I listed Tilbury Fort and the London Cruise Terminal which will also benefit from greater river connectivity to the Peninsula.



Figure 13.2 View from Pilgrim's Way of The London Resort Plaza



### 13.1.3 An appropriate response

- 13.1.3.1 One of the overriding principles of the masterplan has been to celebrate and embrace the existing assets and opportunities that the site offers. The masterplan presents a unique chance to celebrate the area's rich history, diverse cultural heritage and unique wildlife habitats. The network of pedestrian routes, open spaces and landscaping can be populated with 'points of interest' to create a tapestry of art, education and exploration with a broad reach and wide appeal for visitors to the peninsula. A large proportion of the Swanscombe Peninsula landscape will remain as an undeveloped wildlife habitat that is enhanced and managed to protect its flora and fauna in the long term with an overall net gain in bio diversity.
- 13.1.3.2 Sustainability is at the core of our vision. Our design proposes new and innovative ways of integrating sustainable and low-carbon principles into every area 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, enhancing the use of sustainable transport connections including optimising on the benefits that the River Thames has to offer. This is something to be celebrated in its own right with the key facilities within the London Resort including the energy centre, waste and water recycling facilities as exemplars and open for educational school trips to help show how we can celebrate local history and better manage our environment and wildlife habitats.
- 13.1.3.3 The London Resort will bring former industrial land back into beneficial use, and in doing so address the longer-term challenges presented by the contaminated land found on the peninsula, creating a fitting home for the London Resort, an attractive and beneficial focus for the local community. 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 forming a striking and characteristic presence in the landscape. Rather than ignoring these natural features, the proposal has embraced them, they have given structure to the masterplan, with the pockets of space created by the chalk spines, and 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.

- 13.1.3.4 The masterplan also creates 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.

### 13.1.4 A good neighbour

- 13.1.4.1 The transport strategy focusses on working for the local community and our guests, by 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. Significant improvements to accessibility and permeability, to through and around the peninsula, will help to knit together the surrounding towns of Greenhithe, Swanscombe, Northfleet and the new and emerging communities to the south, south west and south east currently under development and on the drawing board, re-engaging with the historic river frontage. Sustainable travel choices will help to actively discourage the use of private cars, maximising the use of excellent public transport links including river and rail, providing connectivity within the local community, from the regions, the UK as a whole, and for those coming from Europe and beyond.
- 13.1.4.2 The London Resort is founded on being a good neighbour and being sensitive to the needs of the surrounding community. Its very success will depend on local residents within the surrounding community to be a part of this important business, not only in terms of employment and career opportunities but also in the provision of a diverse range of goods and services by local businesses. 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 13.3 The London Resort - Illustrative View



Figure 13.4 View towards Spanish Steps and The London Resort Plaza

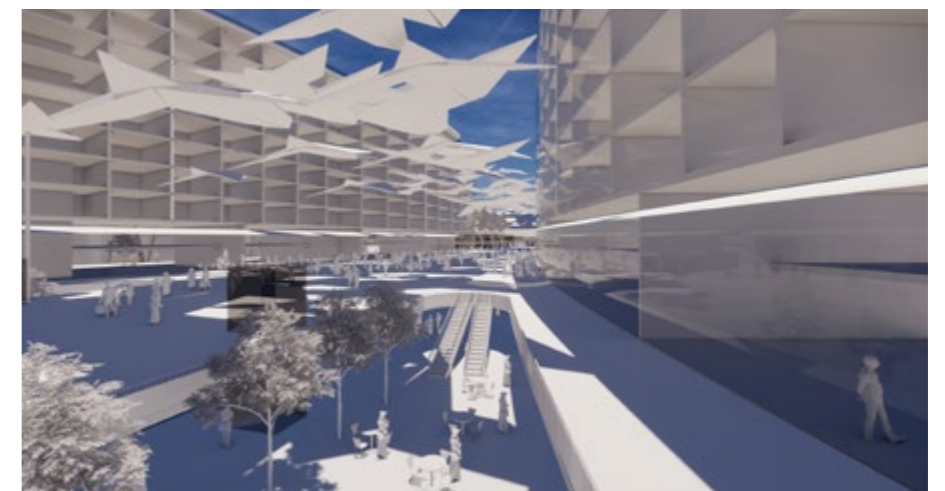
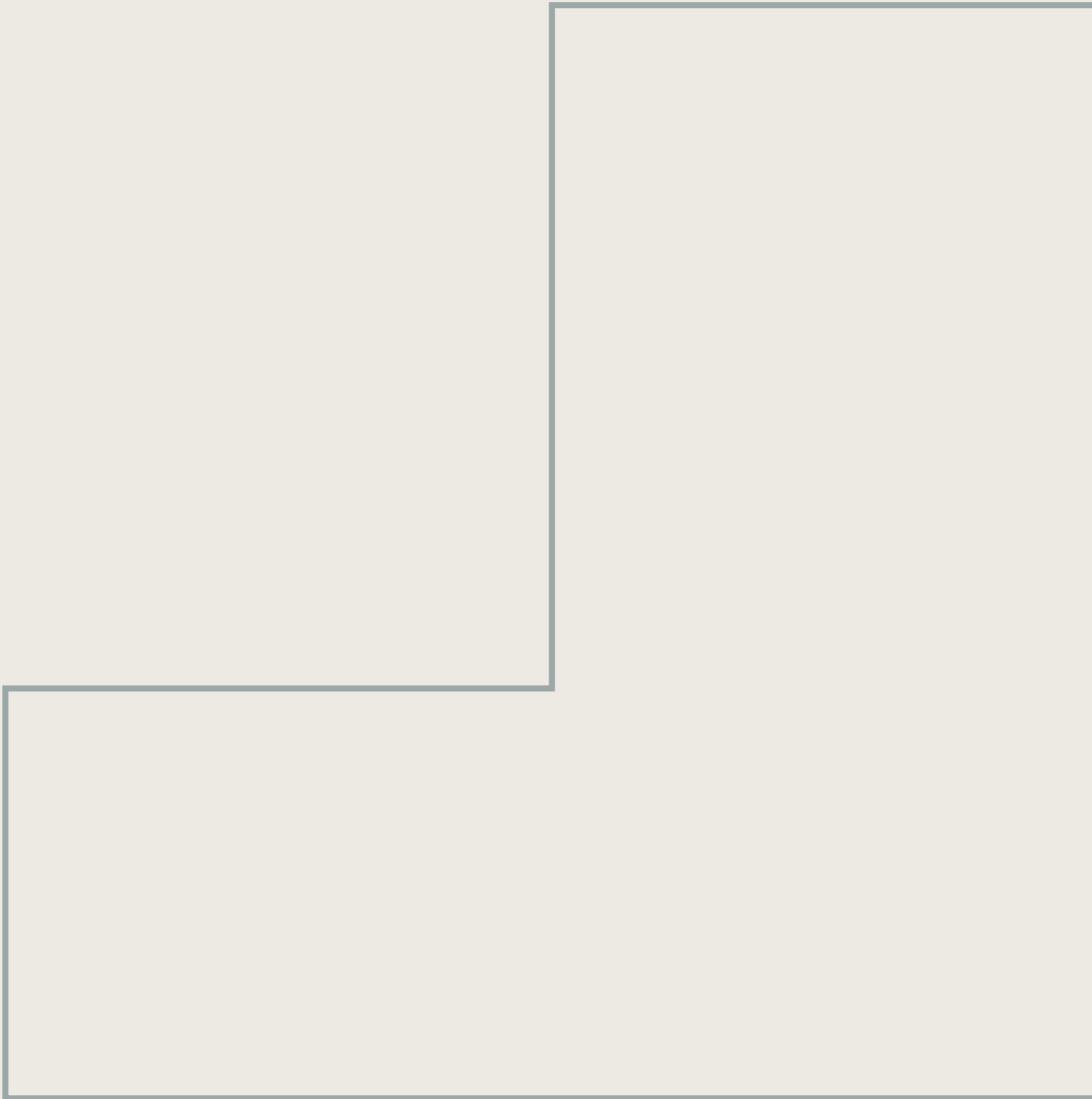


Figure 13.5 View of the Boulevard

[This page is intentionally left blank]



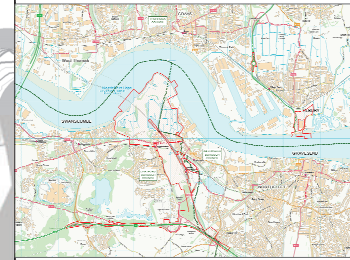
# 14.0

Appendices

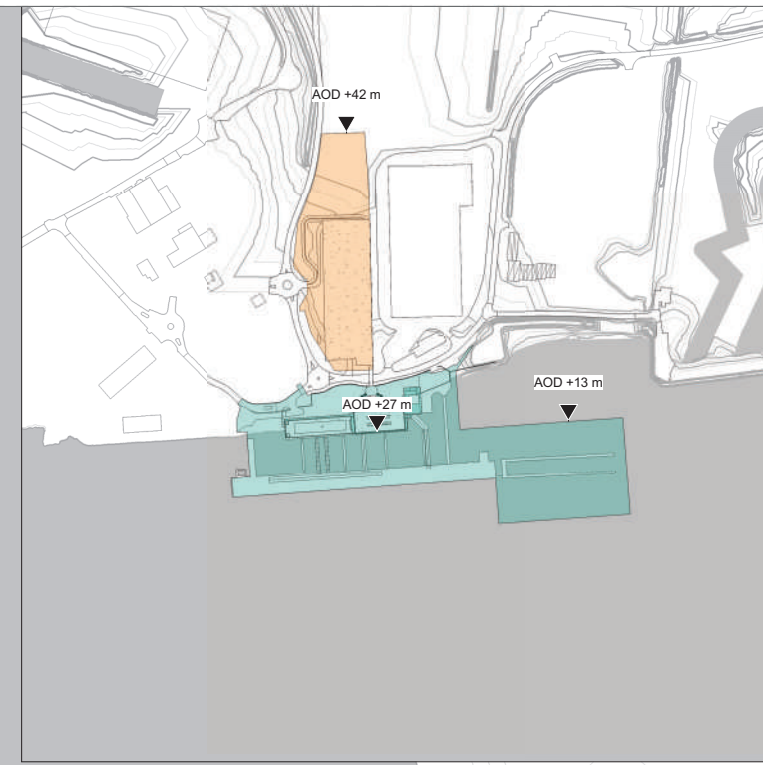
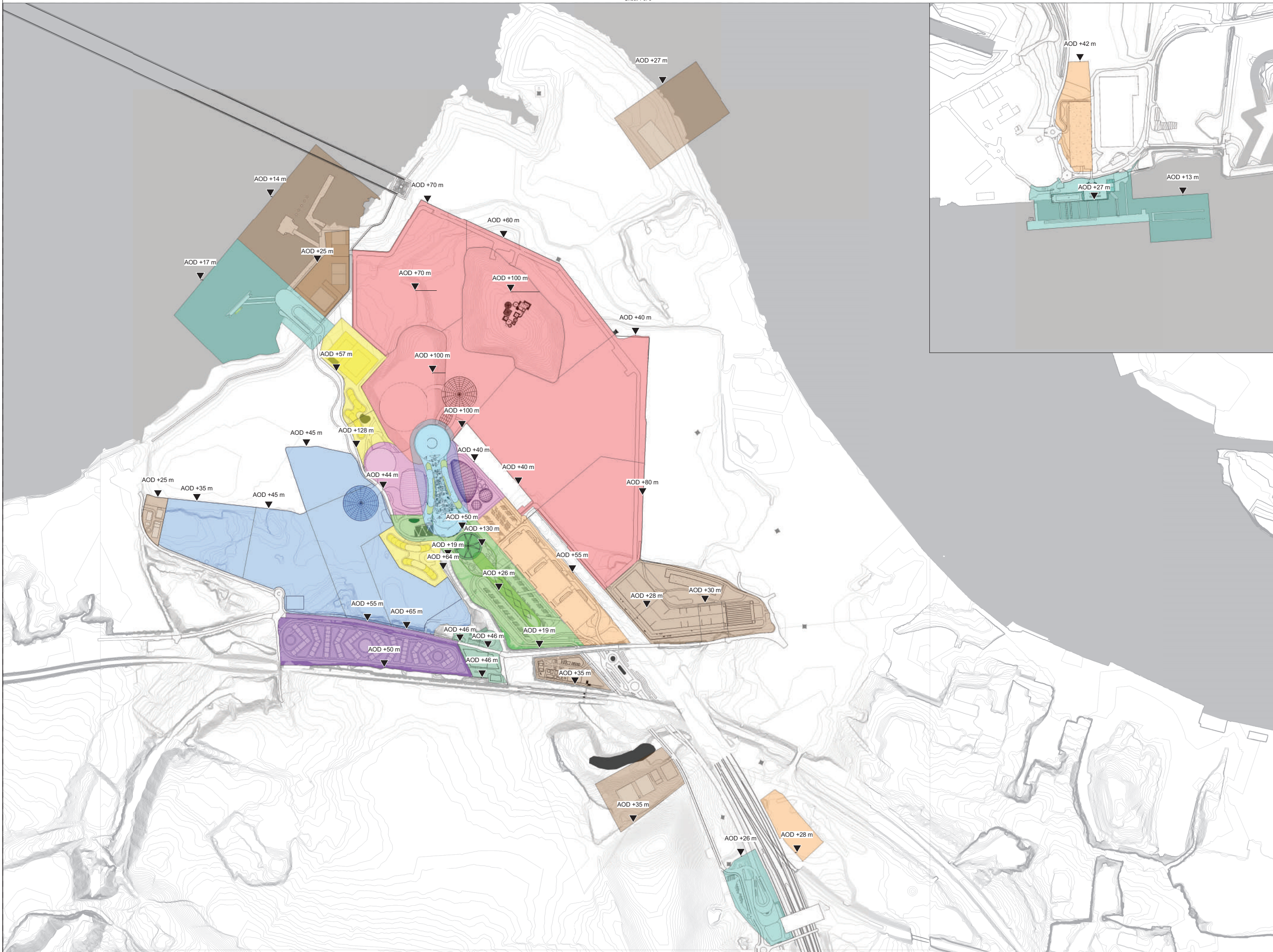
[This page is intentionally left blank]

## 14.1 Appendix 01

### 14.1.1 Illustrative Parameter Plans



- Key**
- █ Gate 1
  - █ Gate 2
  - █ Plaza
  - █ Hotel
  - █ Transport Terminals
  - █ Car Park
  - █ Back of House and Infrastructure
  - █ Staff Accommodation
  - █ Visitors Centre and Training Facilities
  - █ E-Sports and Conference Centre
  - █ Hotel and Market
  - ▼ AOD Top
  - ▲ AOD Bottom



**Apt**

235 St John Street London EC1V 4NG www.aplondon

Project	The London Resort	Project No.	19072
---------	-------------------	-------------	-------

**Disclaimer**  
 Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

ORDNANCE SURVEY LICENCE NO. 0100031673

© CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

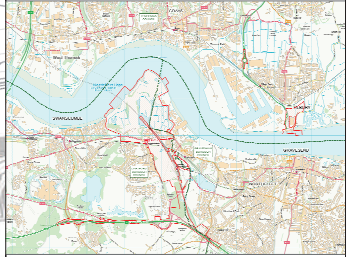
Rev	Reason for Issue	Date	Drw   Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - Site Plan  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 1 of 9

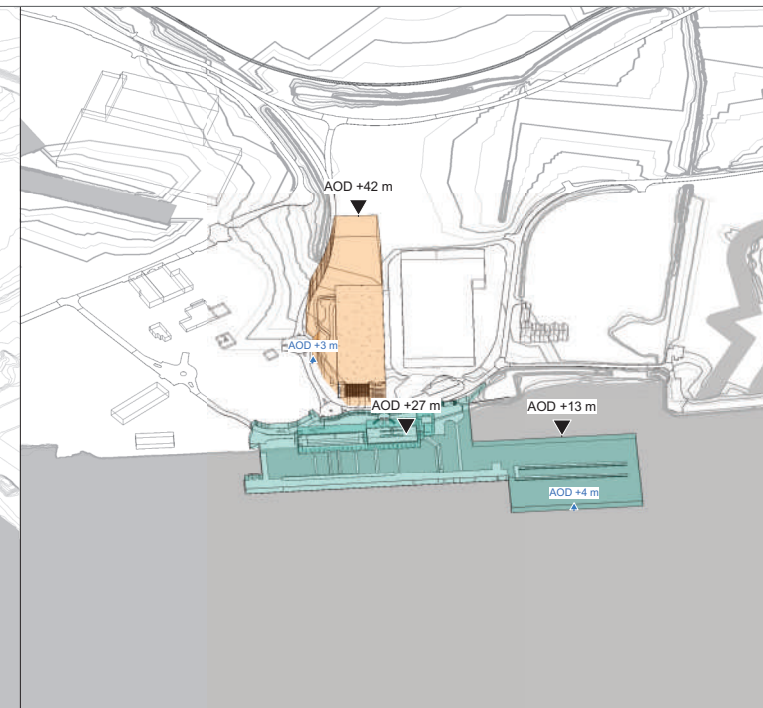
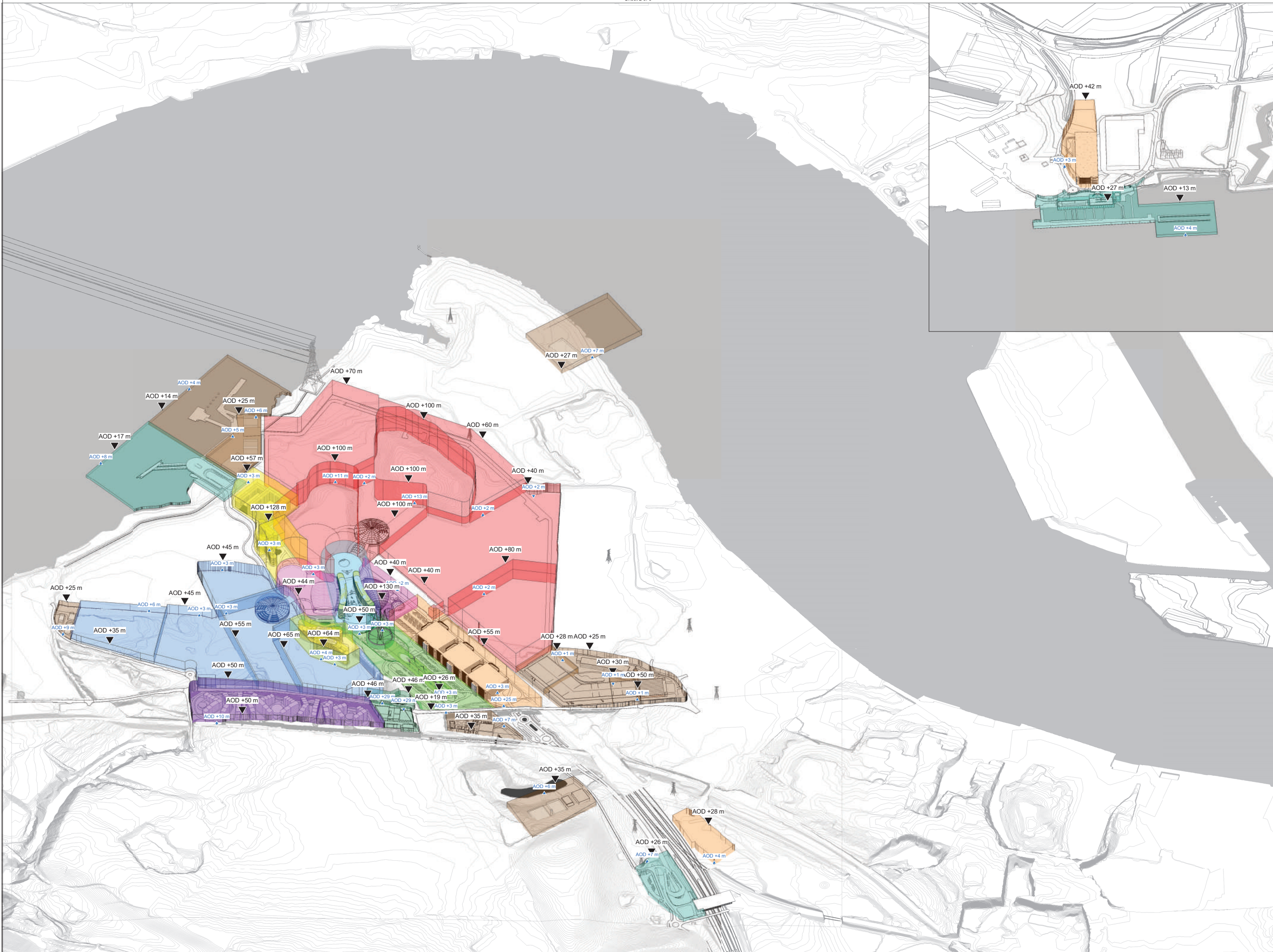
Application Number  
**BC080001**

Drawing Reference  
**LR-DG-APT-ILP-024.1**

Scale	1 : 5000 @ A1	Sheet	1 of 9	Revision	0
-------	---------------	-------	--------	----------	---



- Key**
- █ Gate 1
  - █ Gate 2
  - █ Plaza
  - █ Hotel
  - █ Transport Terminals
  - █ Car Park
  - █ Back of House and Infrastructure
  - █ Staff Accommodation
  - █ Visitors Centre and Training Facilities
  - █ E-Sports and Conference Centre
  - █ Hotel and Market
  - ▼ AOD Top
  - ▲ AOD Bottom



**Apt**

235 St John Street London EC1V 4NG [www.aplondon.com](http://www.aplondon.com)

Project: The London Resort Project No.: 19072

**Disclaimer**  
Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY LICENCE NO. 0100031673

© CROWN COPYRIGHT AND DATABASE RIGHT 2020  
© LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
COPYRIGHT AND DATABASE RIGHTS 2020

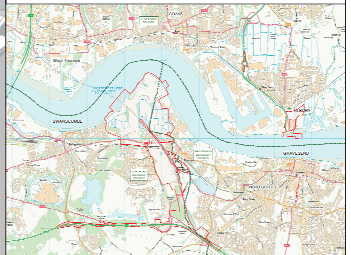
Rev	Reason for Issue	Date	Drw   Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
Illustrative Parameters Plans - View From South  
DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
Sheet 2 of 9

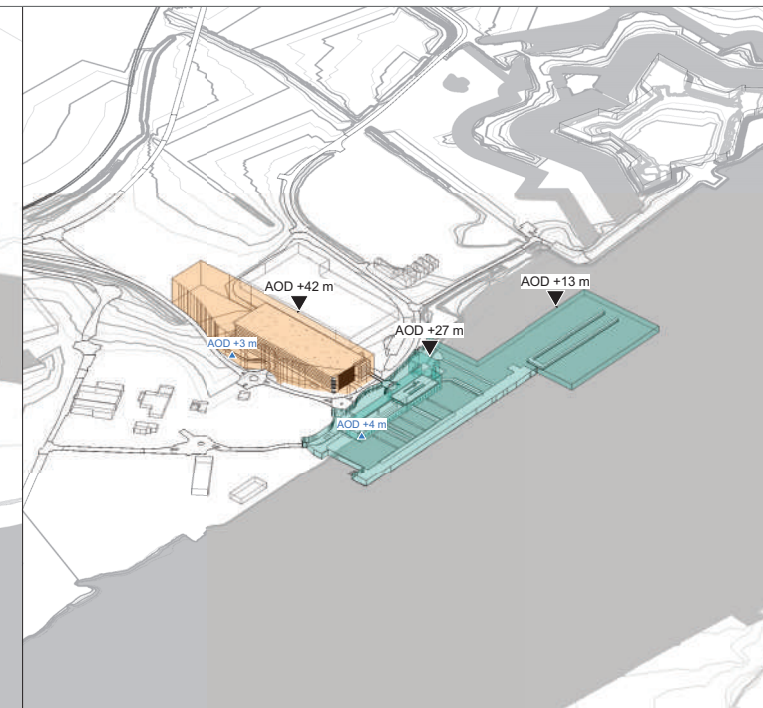
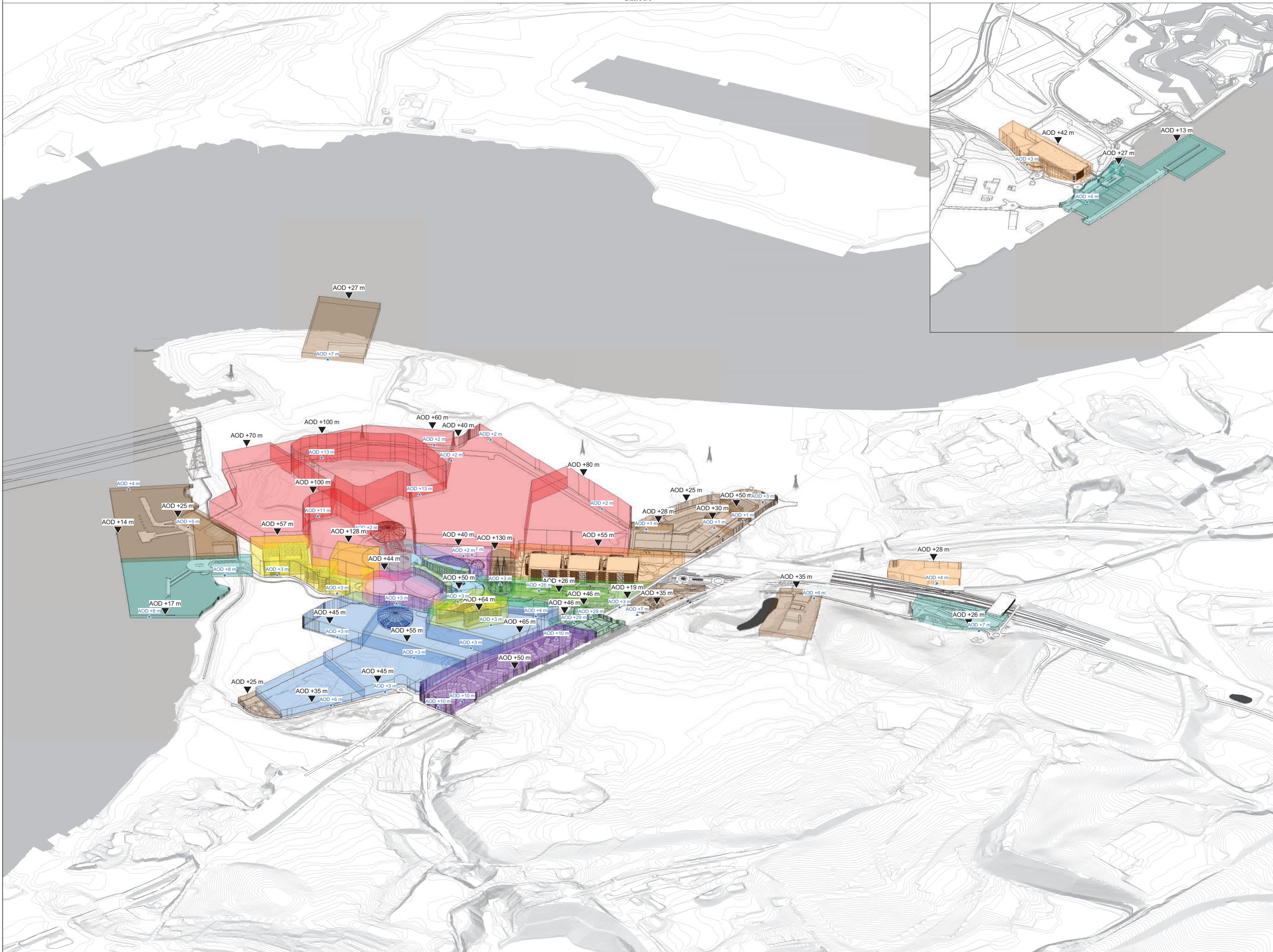
Application Number  
**BC080001**

Drawing Reference  
**LR-DG-APT-ILP-024.2**

Scale: 1 : 5000 @ A1 Sheet: 2 of 9 Revision: 0



- Key**
- █ Gate 1
  - █ Gate 2
  - █ Plaza
  - █ Hotel
  - █ Transport Terminals
  - █ Car Park
  - █ Back of House and Infrastructure
  - █ Staff Accommodation
  - █ Visitors Centre and Training Facilities
  - █ E-Sports and Conference Centre
  - █ Hotel and Market
  - ▼ AOD Top
  - ▲ AOD Bottom



**Apt**

235 St John Street London EC1V 4NG www.aplondon

Project	The London Resort	Project No.	19072
---------	-------------------	-------------	-------

**Disclaimer**  
 Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

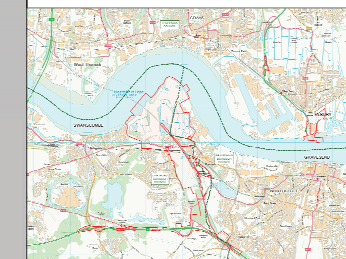
ORDNANCE SURVEY LICENCE NO. 0100031673  
 © CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

Rev	Reason for Issue	Date	Drw	Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S	

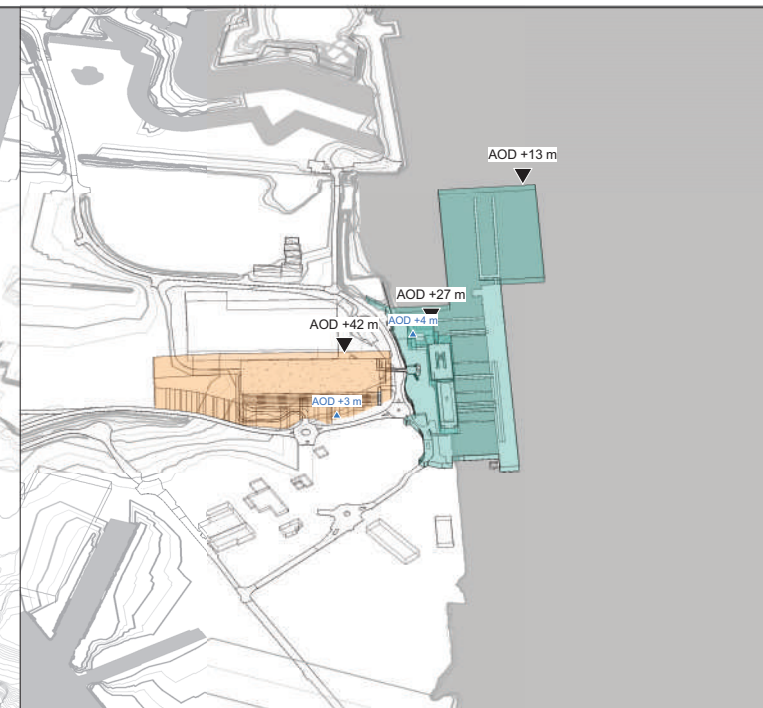
THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - View From South West  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 3 of 9

Application Number	<b>BC080001</b>
Drawing Reference	<b>LR-DG-APT-ILP-024.3</b>
Scale	<b>1 : 5000 @ A1</b>
Sheet	<b>3 of 9</b>
Revision	<b>0</b>





- Key
- Gate 1
  - Gate 2
  - Plaza
  - Hotel
  - Transport Terminals
  - Car Park
  - Back of House and Infrastructure
  - Staff Accommodation
  - Visitors Centre and Training Facilities
  - E-Sports and Conference Centre
  - Hotel and Market
  - AOD Top
  - AOD Bottom



**Apt**

235 St John Street London EC1V 4NG www.aplondon

Project: The London Resort Project No: 19072

Disclaimer: Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

ORDNANCE SURVEY LICENCE NO. 0100031673

© CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

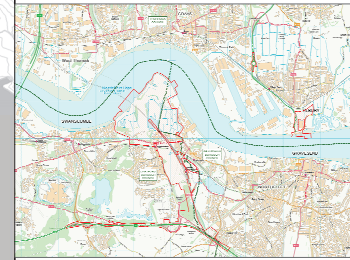
Rev	Reason for Issue	Date	Drw	Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S	

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - View From West  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 4 of 9

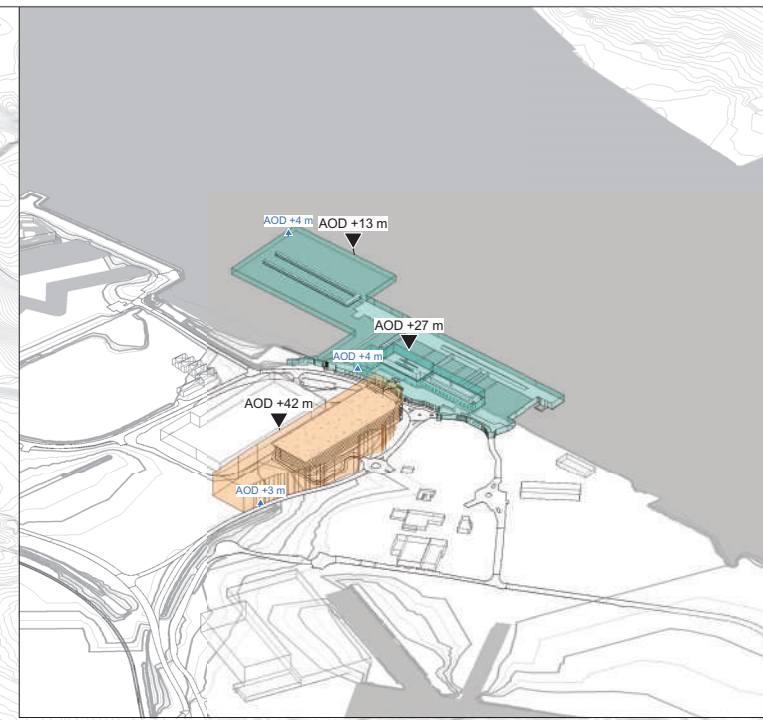
Application Number  
**BC080001**

Drawing Reference  
**LR-DG-APT-ILP-024.4**

Scale: **1 : 5000 @ A1** Sheet: **4 of 9** Revision: **0**



- Key
- █ Gate 1
  - █ Gate 2
  - █ Plaza
  - █ Hotel
  - █ Transport Terminals
  - █ Car Park
  - █ Back of House and Infrastructure
  - █ Staff Accommodation
  - █ Visitors Centre and Training Facilities
  - █ E-Sports and Conference Centre
  - █ Hotel and Market
  - ▼ AOD Top
  - ▲ AOD Bottom



**Apt**

235 St John Street London EC1V 4NG [www.aplondon.com](http://www.aplondon.com)

Project	The London Resort	Project No.	19072
---------	-------------------	-------------	-------

**Disclaimer**  
 Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

ORDNANCE SURVEY LICENCE NO. 0100031673  
 © CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

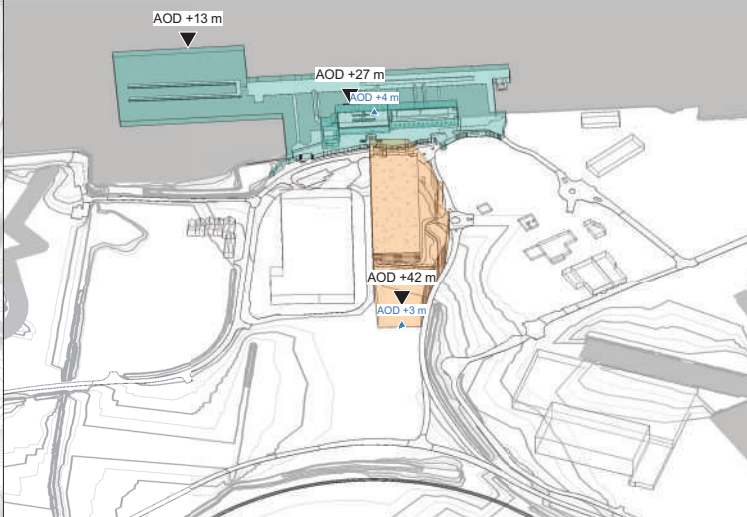
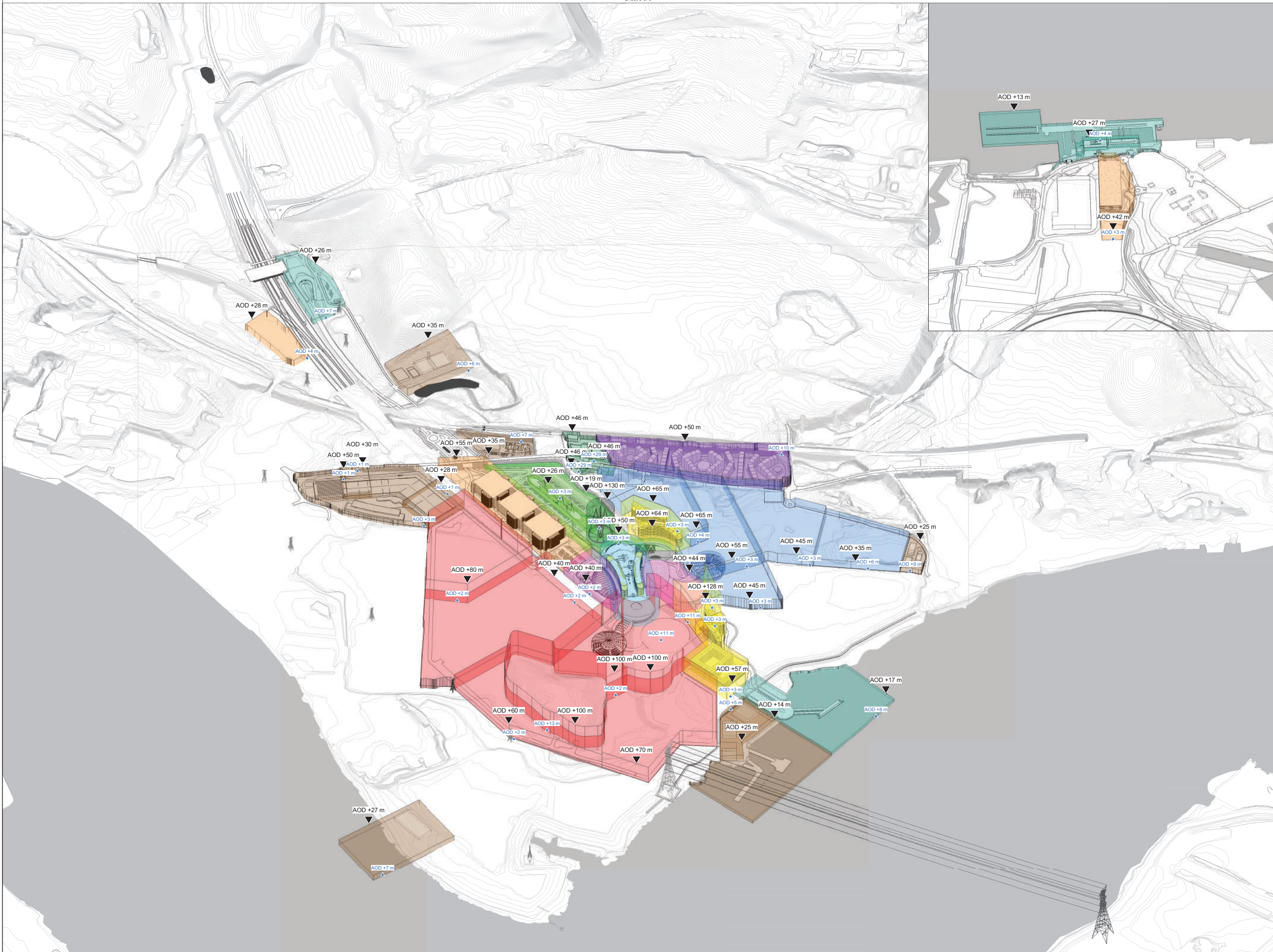
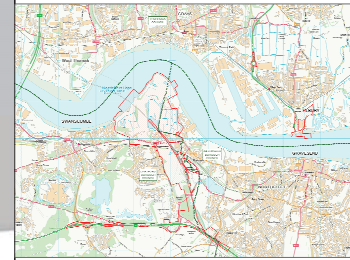
Rev	Reason for Issue	Date	Drw   Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - View From North West  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 5 of 9

Application Number  
**BC080001**

Drawing Reference  
**LR-DG-APT-ILP-024.5**

Scale	1 : 5000 @ A1	Sheet	5 of 9	Revision	0
-------	---------------	-------	--------	----------	---



- Key**
- Gate 1
  - Gate 2
  - Plaza
  - Hotel
  - Transport Terminals
  - Car Park
  - Back of House and Infrastructure
  - Staff Accommodation
  - Visitors Centre and Training Facilities
  - E-Sports and Conference Centre
  - Hotel and Market
  - AOD Top
  - AOD Bottom

**Apt**

235 St John Street London EC1V 4NG www.aplondon

Project: The London Resort Project No: 19072

**Disclaimer**  
 Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

ORDNANCE SURVEY LICENCE NO. 0100031673  
 © CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

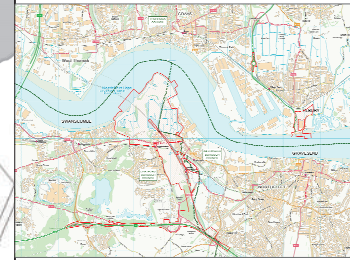
Rev	Reason for Issue	Date	Drw   Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - View From North  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 6 of 9

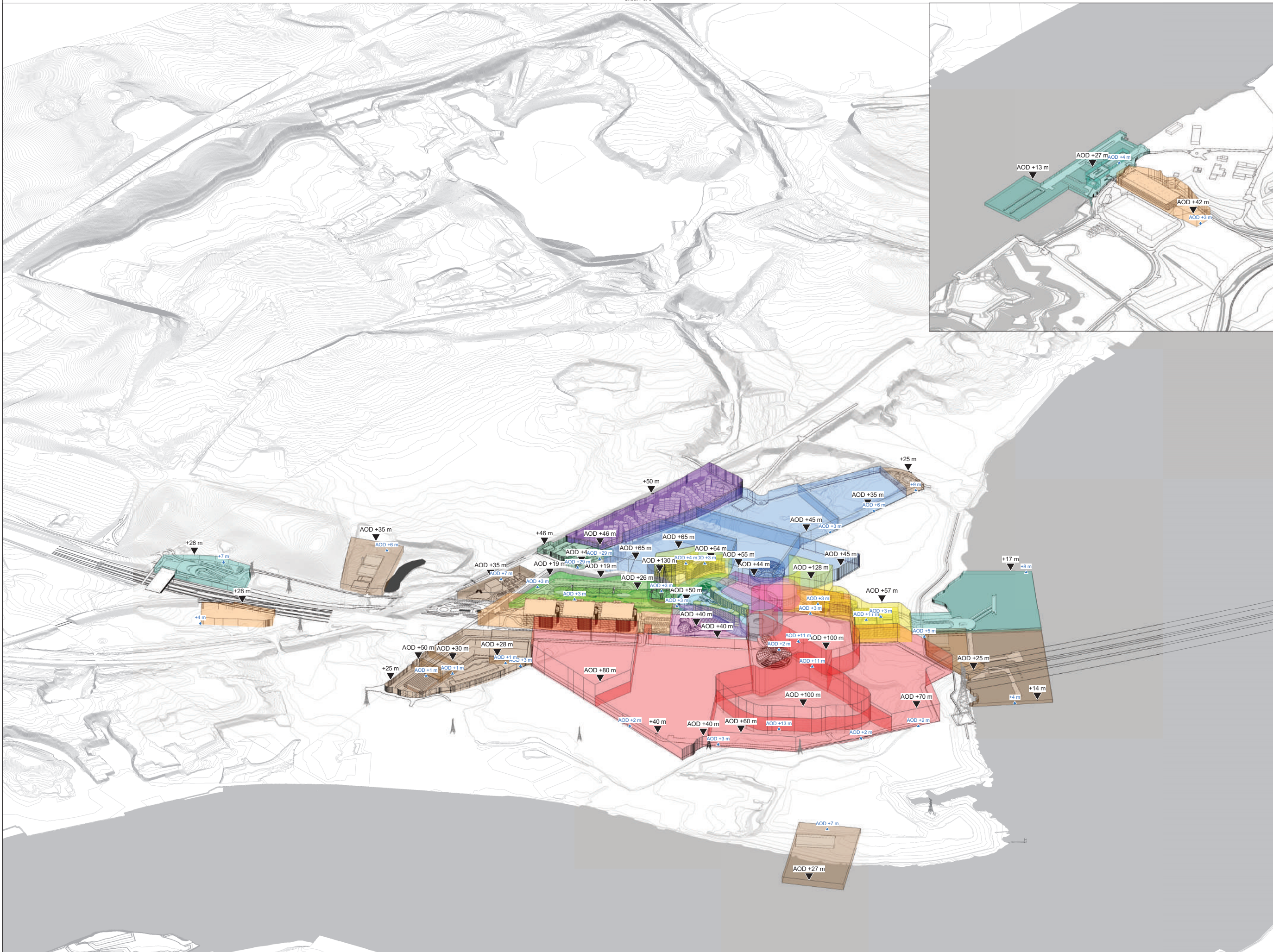
Application Number  
**BC080001**

Drawing Reference  
**LR-DG-APT-ILP-024.6**

Scale: **1 : 5000 @ A1** Sheet: **6 of 9** Revision: **0**



- Key**
- Gate 1
  - Gate 2
  - Plaza
  - Hotel
  - Transport Terminals
  - Car Park
  - Back of House and Infrastructure
  - Staff Accommodation
  - Visitors Centre and Training Facilities
  - E-Sports and Conferention Centre
  - Hotel and Market
  - AOD Top
  - AOD Bottom



**Apt**

235 St John Street London EC1V 4NG www.aplondon

Project: The London Resort Project No: 19072

**Disclaimer**  
 Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

ORDNANCE SURVEY LICENCE NO. 0100031673  
 © CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

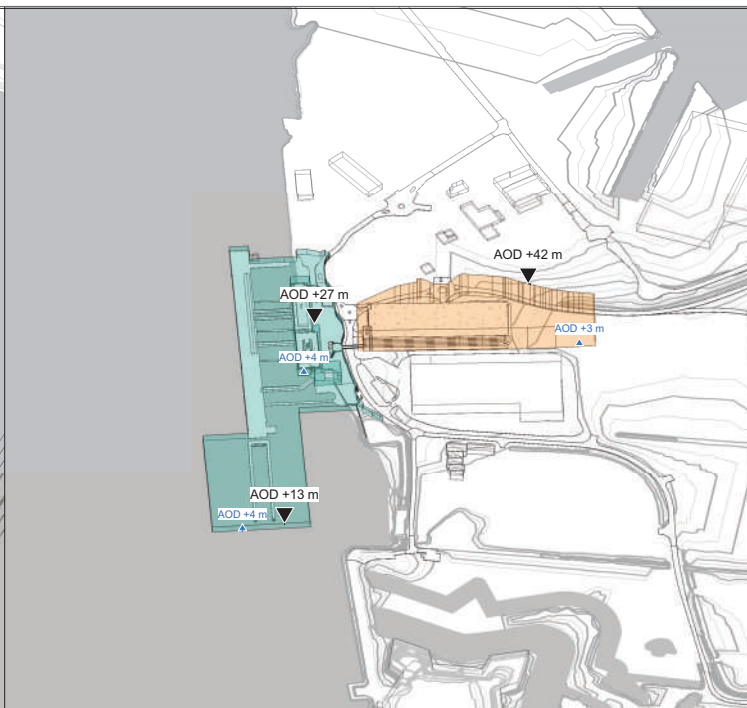
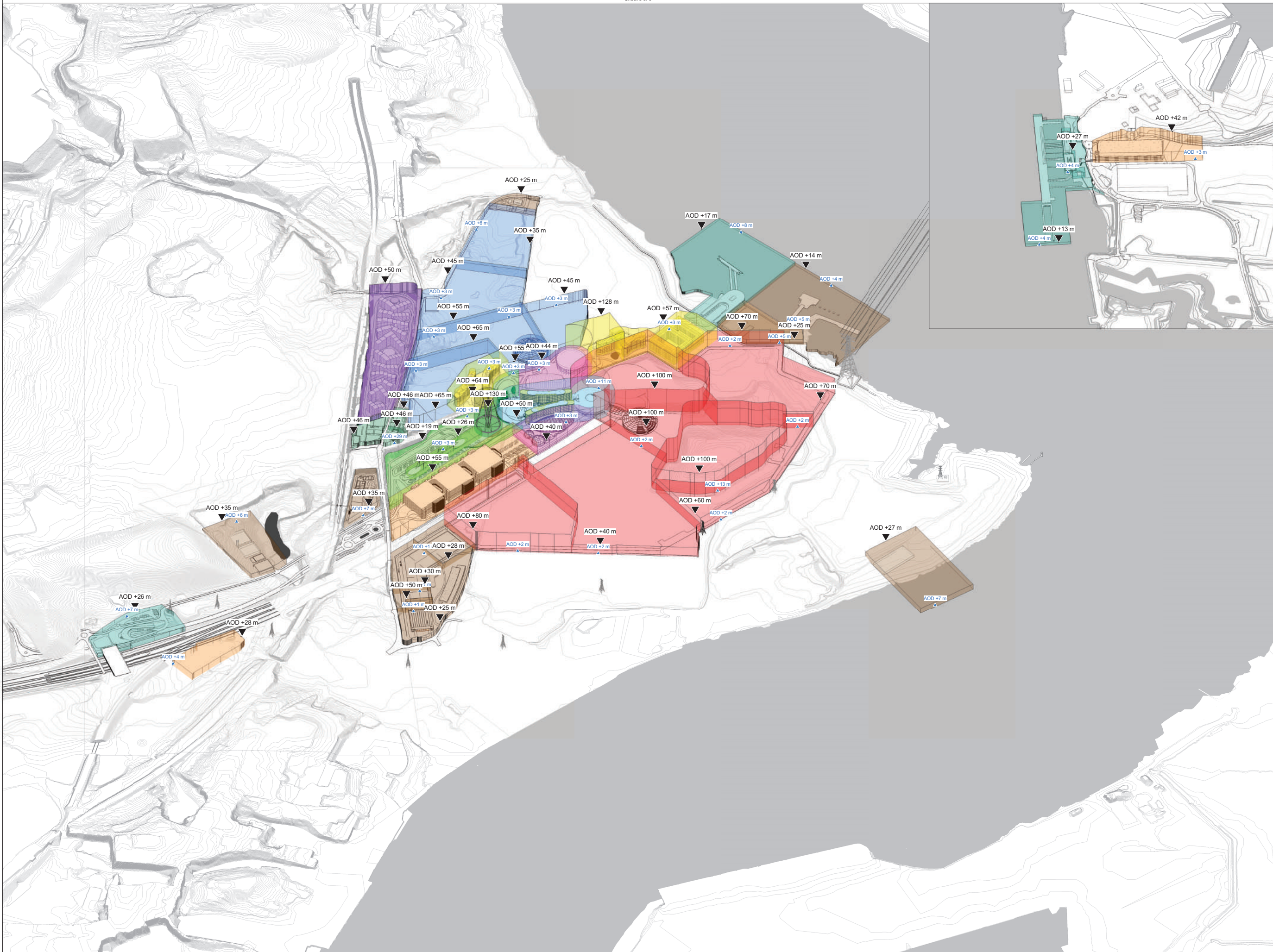
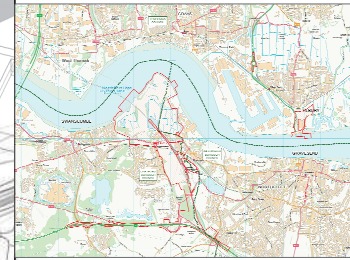
Rev	Reason for Issue	Date	Drw   Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - View From North East  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 7 of 9

Application Number  
**BC080001**

Drawing Reference  
**LR-DG-APT-ILP-024.7**

Scale	Sheet	Revision
1 : 5000 @ A1	7 of 9	0



- Key**
- █ Gate 1
  - █ Gate 2
  - █ Plaza
  - █ Hotel
  - █ Transport Terminals
  - █ Car Park
  - █ Back of House and Infrastructure
  - █ Staff Accommodation
  - █ Visitors Centre and Training Facilities
  - █ E-Sports and Conference Centre
  - █ Hotel and Market
  - ▼ AOD Top
  - ▲ AOD Bottom

**Apt**

235 St John Street London EC1V 4NG www.aplondon

Project: The London Resort Project No: 19072

**Disclaimer**  
 Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

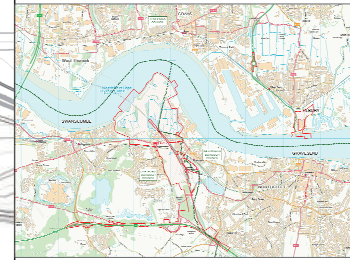
REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

ORDNANCE SURVEY LICENCE NO. 0100031673  
 © CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

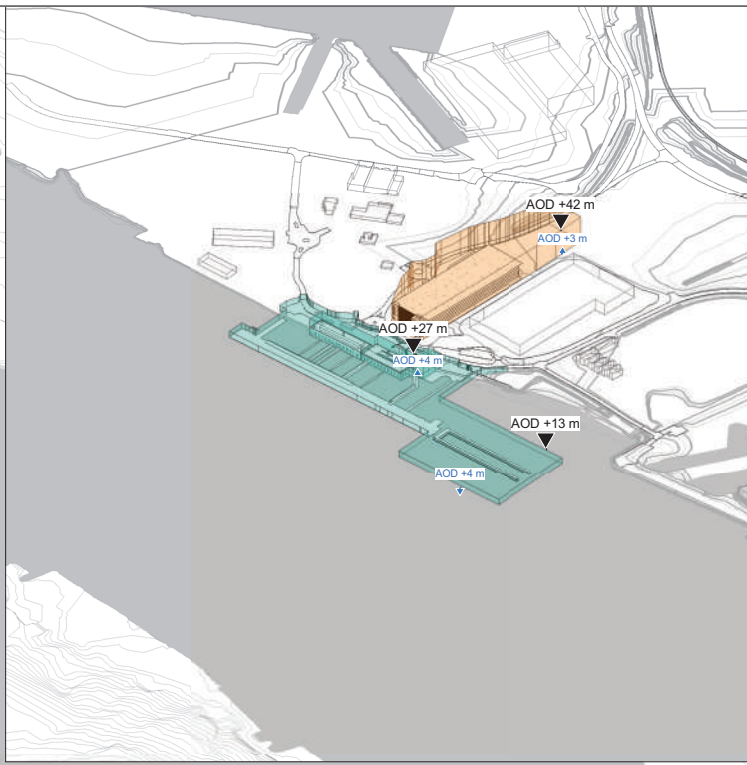
Rev	Reason for Issue	Date	Drw	Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S	

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - View From East  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 8 of 9

Application Number  
**BC080001**  
 Drawing Reference  
**LR-DG-APT-ILP-024.8**  
 Scale: **1 : 5000 @ A1** Sheet: **8 of 9** Revision: **0**



- Key**
- Gate 1
  - Gate 2
  - Hotel
  - Transport Terminals
  - Car Park
  - Back of House and Infrastructure
  - Staff Accommodation
  - Visitors Centre and Training Facilities
  - E-Sports and Conference Centre
  - Hotel and Market
  - AOD Top
  - AOD Bottom



**Apt**

235 St John Street London EC1V 4NG www.aplondon

Project: The London Resort Project No: 19072

**Disclaimer**  
 Do not scale from this drawing. Check all dimensions on site before fabrication or setting out. This document is copyright and may not be reproduced without permission of the owner.

REPRODUCED FROM ORDNANCE SURVEY MAPS, BY PERMISSION OF THE ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE

ORDNANCE SURVEY LICENCE NO. 0100031673  
 © CROWN COPYRIGHT AND DATABASE RIGHT 2020  
 © LOCAL GOVERNMENT INFORMATION HOUSE LIMITED  
 COPYRIGHT AND DATABASE RIGHTS 2020

Rev	Reason for Issue	Date	Drw   Chk
0	Issue for DCO Submission	24/12/20	Apt/TS-S

THE LONDON RESORT DEVELOPMENT CONSENT ORDER  
 Illustrative Parameters Plans - View From South East  
 DARTFORD BOROUGH COUNCIL, GRAVESHAM BOROUGH COUNCIL AND THURROCK COUNCIL  
 Sheet 9 of 9

Application Number  
**BC080001**

Drawing Reference  
**LR-DG-APT-ILP-024.9**

Scale: **1 : 5000 @ A1** Sheet: **9 of 9** Revision: **0**