THE LONDON RESORT

The London Resort Development Consent Order

BC080001

Design Code

Document reference: 7.2
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)

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Apt

The London Resort

Design Code

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Contents

1.2 Document Structure

1.2.1 The chapters of this document cover the following:

Chapter 2.0 – Introduction

Introduces the masterplan vision, the key principles of the design approach and identifies some of the main factors which have influenced the Design Codes

Chapter 3.0 – Overarching Design Codes

Identifies key character areas and provides a design framework to capture the design expectations of the built form and public realm.

Chapter 4.0 to Chapter 16.0– Individual Design Codes

Identifies and explains the key constraints, opportunities and relationships each building or area of public realm has in relation to the wider masterplan, and sets the design quality, inclusivity and sustainability expectations.

Chapter 17.0 – The Routes & Roads

Sets the key design expectations for the main pedestrian, cycle, vehicular and service routes across the masterplan.

1.3 Executive Summary

1.3.1 These Design Codes have been developed to create a flexible framework to allow design freedom, whilst setting expectations for minimum design standards and identifying opportunities for unifying themes without being overly prescriptive.

1.3.2 These design codes acknowledge that the London Resort masterplan will be an evolving entity over many years, enabled by the 'Rochdale Envelope' approach, to allow it to respond changing customer tastes, technology and expectations, allowing the Resort to stay world-class and relevant.

1.3.3 They have therefore been conceived as a loose fit, with intentional overlaps between specific guides. They are to act as a benchmark when assessing the appropriateness of individual building or landscape proposals. They also serve to demonstrate The London Resort's commitment to high quality, sustainable, inclusive design which seeks to be a 'good neighbour' and benefit the wider area.

1.3.4 The Design Codes have been written to be read alongside the Design and Access Statement (document reference 7.1), the Works Plans (document reference), the Landscape Strategy (document reference 6.1.11) and the Outline Sustainability Strategy (document reference 7.7) and should not be read in isolation.

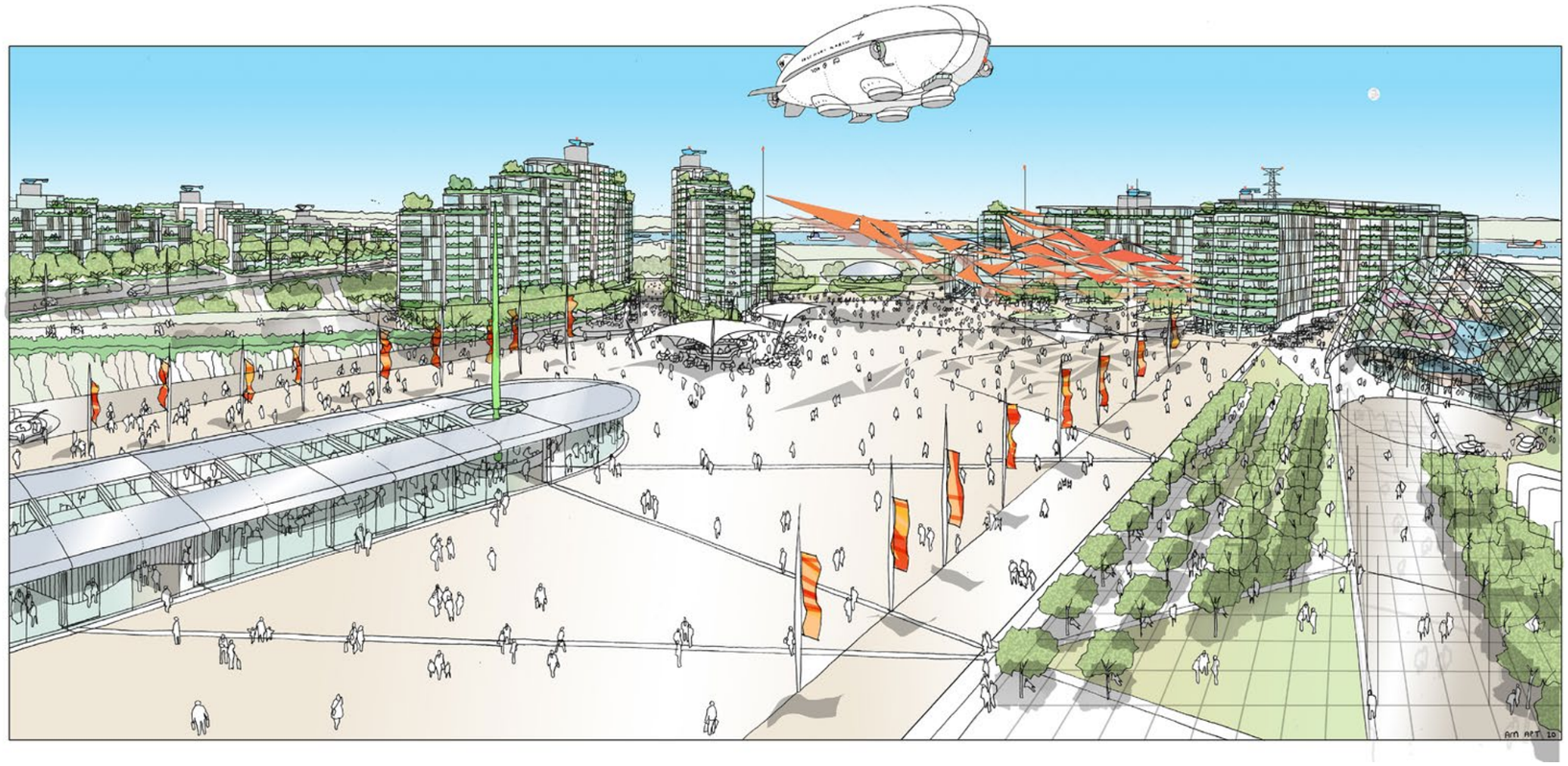

Figure 3.1 Masterplan Sketch

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2.0
Introduction

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2.1 Purpose of the Document

2.1.1 The Design Codes are supplementary of the Design & Access Statement and intended to inform the future design principles of individual Works on the site, and to demonstrate the commitment to high quality design. They are design rules which focus on two and three dimensional elements of the design that build upon the principles of the masterplan, to ensure individual works not only respond to the immediate masterplan context, but provide clarity over what is considered to be an acceptable design quality.

2.1.2 Together with the Parameter Plans, the Indicative Masterplan, Landscape Strategy, and the Design & Access Statement, the Design Codes provide the primary design guidance to inform the subsequent design development for individual Works.

2.1.3 On a large site such as the London Resort it will be important to allow for the 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.

2.1.4 This Design Code has therefore been written in such a way that they allow a high degree of flexibility, whilst defining key overarching principles. The intent is to allow individual buildings and areas of public realm to develop their own unique identity, whilst remaining part of an overall cohesive vision for this world class destination.

Key

— Order Limits

Figure 2.1 Proposed illustrative masterplan

2.2 Masterplan Vision

2.2.1 The London Resort will be a unique and immersive world-class destination, actively encouraging and embracing new ideas, technology and innovation, ensuring that the London Resort remains relevant and flexible in the years to come.

2.2.2 The London Resort will be founded on a sustainable and environmentally responsible design, a next generation entertainment resort that enjoys a net zero operational carbon footprint, a showcase for exciting architecture and urban design that delights the senses, set within an engaging and accessible landscaped public realm which can be enjoyed by all.

2.2.3 Reference should be made to Design & Access Statement where the Masterplan Vision is covered in more detail in Section 7 of this application (document reference 7.1).

Figure 2.2 Proposed illustrative view from South-West

2.3 Key Principles

2.3.1 One of the overriding principles of the masterplan was to connect the proposals to the existing and emerging communities surrounding the site, improving their access and permeability to, through and around the peninsula, its wildlife habitats, extensive river frontage and the facilities the new resort will offer. This will help knit together the surrounding communities of Greenhithe, Swanscombe, Northfleet and the new and emerging communities currently under development and on the drawing board.

2.3.2 A generous central corridor broadly running North-South connects both Ebbsfleet International Station and Swanscombe High Street to the south, with a new ferry terminal and enhanced marsh landscapes along the riverfront to the north. Along this route are a series of wildlife habitats, public squares, attractions, and venues with each requiring their own identity and character.

2.3.3 The built form and landscape design of the masterplan will be the 'public face' of the London Resort, it will be a visitor's first contact with the masterplan and will leave a lasting impression, setting their expectations in terms of experience and quality. As such the design must reflect the world class aspirations of the London Resort.

2.3.4 The choice of materials used should be well considered, detailed and robust to ensure they weather well, age gracefully, and compliment the wider surroundings. The masterplan aims to create a unique destination, with its own strong identify, whilst remaining a polite neighbour to surrounding communities, drawing on the rich and diverse local context.

Figure 2.3 Proposed illustrative view from Pilgrims Way

2.4 Works

2.4.1 For the purpose of the Development Consent Order (DCO) the Order limits are divided up into a series of distinct ‘Works’ and are defined by a 3 dimensional parameter plan, referred to as the ‘Rochdale Envelope’. This envelope sets the maximum developable parameters, to provide sufficient information about the project to inform the Environmental Impact Assessment (EIA) whilst allowing enough flexibility for the masterplan to evolve and develop.

2.4.2 Built Form

2.4.2.1 These design codes set a number of opportunities and guidelines for buildings within each ‘Work’ to allow them to be designed in such a way that they remain within the Rochdale Envelope parameters, but also that they knit into the wider masterplan from an operational, logistical and aesthetic point of view. The design codes set expectations for the architectural language, quality, and materiality. In some cases, a Work will incorporate more than one building; in these instances, separate design codes have been produced for each building which capture the interdependent relationships of neighbouring buildings within the Work.

2.4.3 Wildlife Habitat & Public Realm

2.4.3.1 Within these Works there are number of significant open spaces; alongside the marshes and saltmarshes are more formal areas of public realm and landscaping. Creating some unifying characteristics throughout these areas, allows us to form a strong narrative to the extensive masterplan, aiding visitor navigation by providing moments of punctuation allowing them to orientate themselves. We want to create a pleasant, diverse and engaging environment through the use of seasonal planting, soft and hard landscaping, interactive features and public art. The exact shape and extent of these areas will to some degree be defined by the built form and routes which border them, but it is important they have a cohesive and complimentary design language. This Design Code defines these key areas and provides a character framework in which they should be developed.

2.4.4 Routes

2.4.4.1 The routes which weave through and across these Works are as important as the built form and need to have a unified character, to help distinguish the publicly accessible from the private, the back of house from the front of house, and the pedestrian from the vehicular. Correctly done it should aid the legibility of the masterplan, helping visitors to navigate the peninsula, whilst creating the opportunity for moments of interest and delight.

2.4.4.2 A hierarchy of pedestrian and cycle routes is proposed, reflecting their intended uses and context. For example, the marsh landscapes will have a network of recreational nature trails and boardwalks that are pared-back with a simple material treatment, reflecting the lower footfall and meandering routes of recreational users. Conversely, the primary walking routes along Pilgrim’s Way and into the resort plazas will have a much higher volume of footfall and need a more robust specification to contend with the expected flow of pedestrians. The design for the routes will need to be carefully considered to create an exciting and legible visitor arrival experience into the resort.

2.4.4.3 Reference should be made to DCO Works Plans, document reference LR-PL-APT-DCP-2.5 and Works Description, Schedule 1 within the Draft DCO within Part 3 of the submission.

2.5 Works

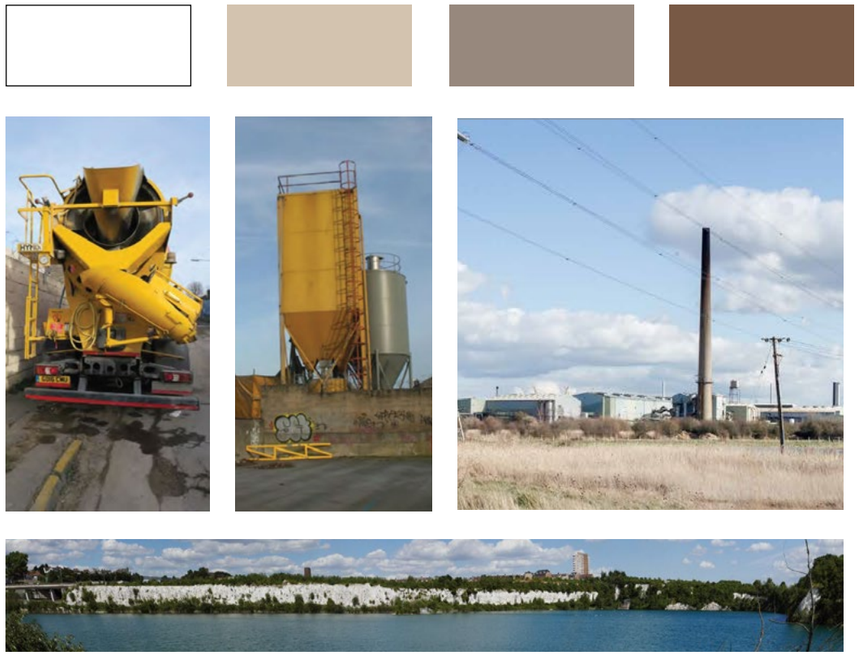
1 Gate 01
2 Gate 02
3a The London Resort Car Parks (CP1, CP2, CP3)
3b The London Resort Tilbury Car Park (C4)
5a Hotel (H2) & Hotel 4 (H4)
5b Hotel 3 (H3)
6 The London Resort Hotel (H1), Boulevard & Market
7 The Coliseum & The Conferention Centre
8 The Waterpark
9a Gate 01 Back of House
9b Gate 02 Back of House
10a Visitors Centre and Staff Training Facility
10b The London Resort Academy
12 The London Resort Passenger Terminal (T1) & The London Resort Plaza
14a The London Resort Port
14b The Sports Ground Back of House
14c Water Treatment Facility
14d Bamber Pit Back of House
16 The London Resort Tilbury Terminal (T4)
15 The London Resort Ferry Terminal (T3)
17 Ebbsfleet International Terminal (T2)
20 Staff Accommodation
23 Ebbsfleet Station Parking

Figure 2.4 Proposed Works plan

2.6 Inspired by Local Context

2.6.1 There is a rich tapestry of built and natural context surrounding the site which can be used to help inform and influence the Design Code to ensure emerging proposals work in harmony with the surroundings. The principle is to take cues from the context rather than to become a pastiche of it.

2.6.2 The unique nature of the Resort means no immediately comparable contemporary or historical precedents exist nearby, and as such this analysis has considered the broad, rather than the specific; it has not focused on particular building typologies, historic street patterns or vernacular architecture, but instead has concentrated on general themes, trends or materials of the area to help provide guidance. It has sought to capture ways the area's broader history and context could influence the emerging design.



2.6.3 Industrial Legacy

2.6.3.1 Throughout the 19th and 20th centuries many of the marshes were drained, built on and reclaimed from the river. Industrial activity has transformed the topography of the Swanscombe Peninsula, with quarrying, landfill, and construction of flood defenses re-modelling the terrain into an artificially mounded landscape with an altered character. The site's industrial history is covered in great detail within the Design and Access Statement. Little of the historic industrial built infrastructure remains on the site; in many ways the most striking legacy of industry are the chalk cliffs which surround the site and provide an elegant framework and discipline for the placement and configuration of built form, routes, places and spaces.

2.6.3.2 Some cues can be taken from the industrial buildings:

- Simple built form reflecting a simple efficient industrial architecture
- Use of bright colour accents. originally to draw attention to hazards but could be used to highlight particular built elements.
- Overriding 'Vertical' rhythm to buildings
- Deep shadows and reveals from oversailing gables and canopies
- Robust industrial materials with carefully considered and detailed interfaces
- Moments of architectural vertical punctuation, such as those seen in chimneys and silos.

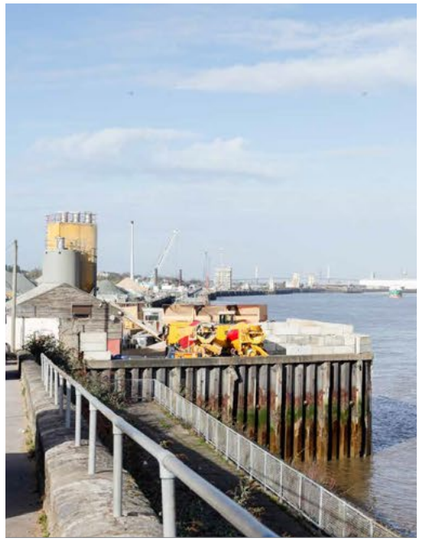
2.6.4 Kent Vernacular

2.6.4.1 Aside from the industrial legacy, the surrounding settlements have a wide range of domestic and civic buildings which exhibit a rich and varied architectural language. This has created a tapestry of materials, textures, colours and details which we can draw upon for inspiration. Much of the historic architectural language is defined by the material which is locally available; clay, chalk, wood and flint. This gives the settlements a distinctive colour palette of earthy tones from the red bricks and grey/ brown flint contrasting with the predominantly white (and sometimes black) timber clapboard.

2.6.4.2 However, the aesthetic of the historic buildings is also defined by the method of construction – the scale of the individual components are limited by the manual labour; bricks, flint stone, timber clapboard, shingles and tiles are all of a scale that one or two builders can install without the need for complex machinery. This gives the building materials a 'grain' which is of a human rather than industrial scale. Often these simple materials were embellished with texture or pattern to help distinguish them from their neighbours.

2.6.4.3 Some cues can be taken from the Kent vernacular;

- Earthy tones to buildings derived from the materials they are made of.
- Bright white or black exteriors, often with a strong linear texture.
- Finer 'human' scale to the grain of building materials
- Use of texture, rhythm, or pattern to add visual interest.



2.6.5 Wild Marshland

2.6.5.1 The Swanscombe Peninsula has a generally open, low-lying and windswept character, although there is raised terrain as a result of Cement Kiln Dust CKD tipping and the deposition of river dredgings. A number of other landscape features that are remnants of the site's industrial past are also present including tramlines, as well as more obvious landmarks such as derelict industrial buildings and the disused Bell Wharf and White's Jetty.

2.6.5.2 Since the dereliction of much of the early industrial uses on site, many parts of the brownfield post-industrial landscape have been re-colonised by nature, albeit a different ecosystem from the original. Whilst Black Duck Marsh appears to be an original remnant of the marsh landscape, it is in fact a case of nature reclaiming what was previously a sports field for workers of the former cement works. Similarly, the open scrub mosaic habitats that have populated the landfill at Broadness Marsh support a range of flora and fauna that would previously not have been present in an inundated marsh.

2.6.5.3 This reclaiming of the industrial past by nature offers some great cues for design inspiration, demonstrating natural habitats coexisting successfully with the built environment.

- Embrace the 'greening' of the built form, including ecologically biodiverse roofs
- Planting to be based on native species and local habitats, designed to have seasonal impact
- Bring the marsh landscape into the resort with rain gardens, swales and natural planting to manage surface water drainage.

2.6.6 Riverside Presence

2.6.6.1 Historically, the river Thames has been a key settlement route since the end of the last ice age. Evidence of early settlements have been found along the meandering Thames, but in more recent history, built up settlements have typically concentrated themselves along the outer edges of bends in the river, where the ground is more stable and the river flows deeper, providing natural quaysides 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. This has meant that since the industrial revolution, peninsulas along the Thames have provided large swathes of land which have been used for industrial uses often against the backdrop of wild landscapes which has created a distinct and unique character along the tidal portion of the Thames.

2.6.6.2 These industrial uses with their large vertical chimneys and huge monolithic industrial buildings sat in stark contrast to the low lying, relatively featureless horizontal landscapes. This had created a distinctive language along the Thames, with the industrial buildings creating distinct landmarks when viewed from the Thames, a series of unique waypoints.

2.6.6.3 Since the decline of industry in the UK, 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.

- Opportunity to be a bold landmark amongst low level horizontal landscapes
- The regeneration of a post-industrial landscape requires a bold vision and ambitious masterplan.

2.7 Ebbsfleet Implementation Framework

2.7.1 In developing this Design Code, particular reference has been made to the EDC *Ebbsfleet Implementation Framework* and the guidance contained within. This document has also considered guidance within the EDC *Draft Ebbsfleet Sustainable Travel Strategy* and the EDC *Design for Ebbsfleet* document.

2.7.2 It is recognized that there is a symbiotic relationship between the Ebbsfleet Garden City and the London Resort and there are clear advantages to overlapping some of the design guidance to avoid a jarring or confusing built environment. This is especially relevant when we are defining public routes through the Resort and around the marshes, especially those which connect into wider communities.

2.7.3 However, it must also be recognized that the London Resort will be a global leisure destination, a significant portion of which is physically separated from surrounding developments by dramatic chalk cliffs and marsh habitats and the roads and railways which cross the site; the scale and relationships of buildings and public realm are not directly comparable with lower density residential-led developments. As such, this document seeks to create guidelines which are complimentary to those within the EDC guidelines, rather than a duplication, picking up on a common language and approach where appropriate.

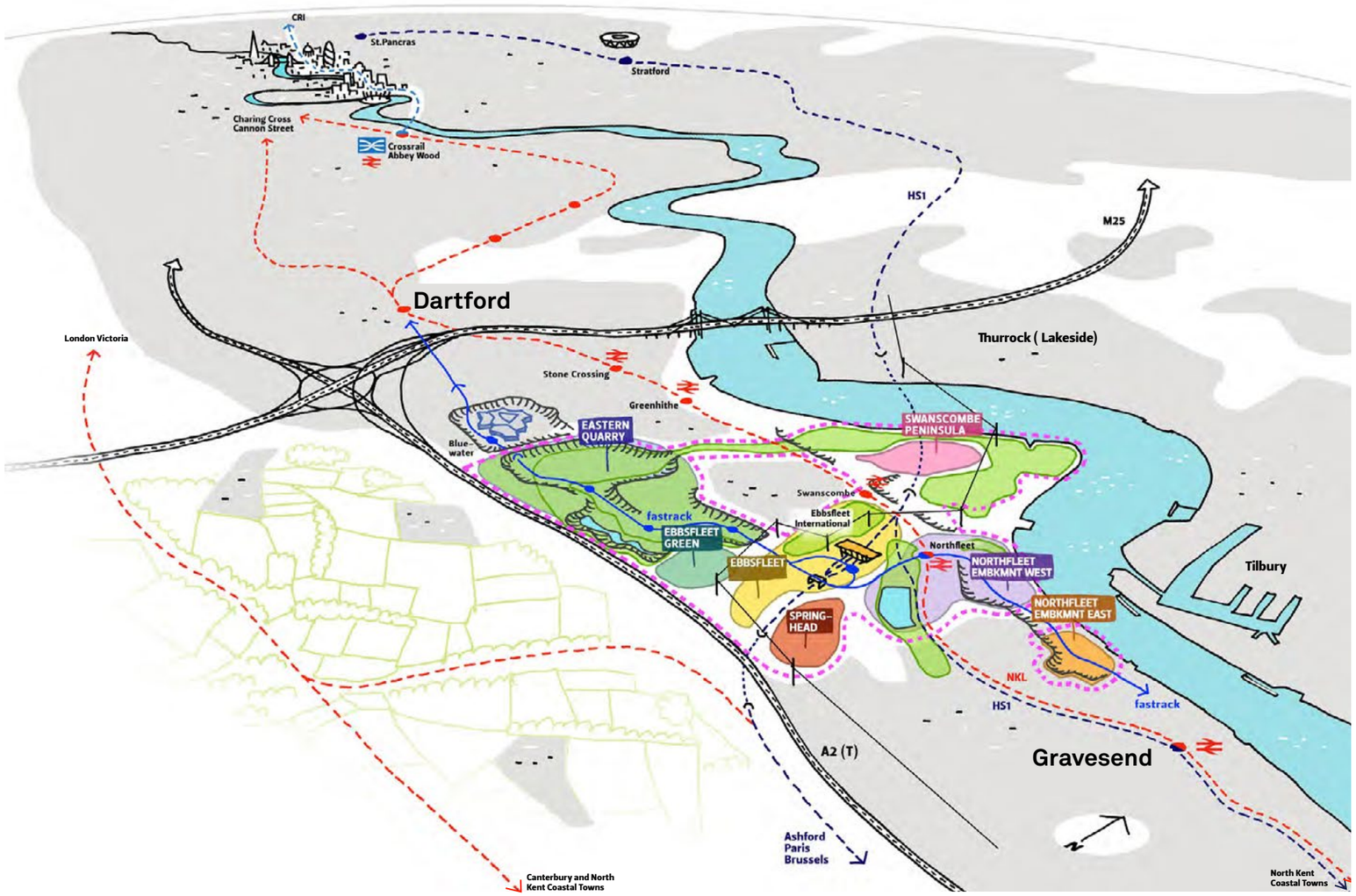


Figure 2.5 Sketch view of the Swanscombe Peninsula Source: Ebbsfleet Implementation Framework

3.0

Overarching Design Codes

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3.1 Built Form

3.1.1 The principle is to create a tool by which to assess each proposal as it is developed. We have created a framework which leaves creative freedom but ensures overall design cohesiveness. Because of the almost unique nature of each building, the Built Form design guidance has been developed as a ‘sliding’ scale; Certain buildings will straddle more than one definition and so the intention is that each definition can overlap with those adjacent to buildings to ‘blend’ guidelines and maintain a holistic approach to design.

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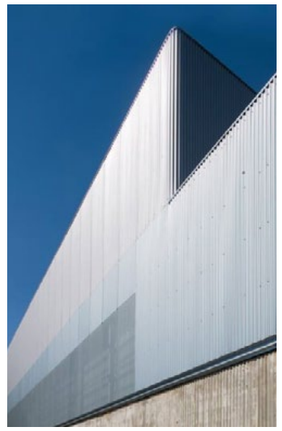
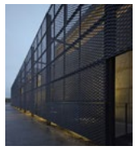
Industrial ⟶








3.1.2 Operations, Logistics + Infrastructure

3.1.2.1 Architectural Language

- Simple, clean, honest forms which reflect the practical nature of their use.
- Use of profiled roof or oversailing canopies to break up significant mass
- Use of filigree or translucent elements to add interest and delight to elevations where appropriate.

3.1.2.2 Materiality

- Robust industrial materials, suitable for high traffic areas which will weather well with limited maintenance.
- Neutral colour palette; Dark greys and whites
- Materials which have an inherent rhythm or grain to them to help to break up the scale of the buildings

3.1.2.3 Design Features

- Discreet use of unifying feature colour in detailing and reveals
- Vertical rhythm to elevations
- Design should give seek to maximize offsite manufacture and fabrication, Design for Manufacture & Assembly (DfMA) and Modern Methods of Construction (MMC) principles should be applied where appropriate.

3.1.3 Transport Interchanges

3.1.3.1 Architectural Language

- Sinuous, oversailing roof structure to provide shelter and sense of enclosure for large spaces.
- Form of roof structure to create lofty, civic spaces, and allow for the penetration of natural daylight, and to minimise structural support where pedestrian flow is greatest
- Ancillary uses (waiting rooms / WCs / Information points etc) to be a series of independent self-contained kiosks which share a common language. They are to have soft edges, to avoid sharp corners where there is a high flow of pedestrians.

3.1.3.2 Materiality

- Robust lightweight materials for roof structure.
- Kiosks to be clad in natural or earthy material such as timber, slate or terracotta. Grain of cladding material to be of a human/ residential scale, such as shingle, tile or brick.

3.1.3.3 Design Features

- Discreet use of unifying feature colour in detailing and reveals and supergraphics.
- Where practical, integrated gutters, drainage and other ancillary items to retain a clean simple form.
- Vertical rhythm to kiosk elevations
- Design should give seek to maximize offsite manufacture and fabrication, Design for Manufacture & Assembly (DfMA) and Modern Methods of Construction (MMC) principles should be applied where appropriate.

3.1.4 Offices + Administrative buildings

3.1.4.1 Architectural Language

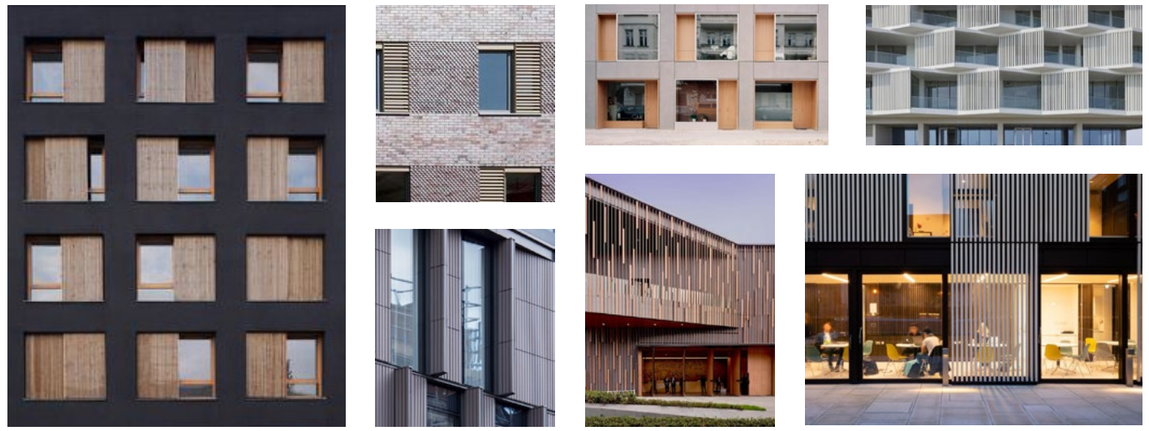
- Clean, simple massing which create efficient, flexible floorplates and a high-quality working environment.
- A deep 'framed' articulation to the facade to help create a regular, elegant rhythm. Shadows cast by the depth of the framing will help avoid featureless 'glassy boxes.'
- Large areas of glazing to maximise natural daylight into the floorplate.
- Entrances should be easily identifiable, and should be integral to the design of the built form.

3.1.4.2 Materiality

- The façade framing should be a robust, hardwearing, low maintenance material such as metal or masonry.
- Secondary elements which people may come in close contact with such as reveals, soffits or entrance portals could be lined in natural materials such as timber which create a softer more humane aesthetic.
- The framing elements should be earthy in tone, such as beiges, greys and terracotta colours.
- Consider the integration of Biophilia in the design, such as green walls and pocket gardens.
- Secondary elements of the façade could reference the marshland in colour– greens, olives and browns

3.1.4.3 Design Features

- Discreet use of unifying feature colour or supergraphics in entrances
- Where possible, rooftops should be used as accessible terraces as an amenity for occupants. This needs to be balanced with requirements for ecological enhancements and renewable energy generation.
- Design should give seek to maximize offsite manufacture and fabrication, Design for Manufacture & Assembly (DfMA) and Modern Methods of Construction (MMC) principles should be applied where appropriate.



3.1.5 Residential + Hotel

3.1.5.1 Architectural Language

- The built form should avoid the impression of large relentless blocks. They will have a defined base, middle and an aspirational top, and consideration should be given to tiering the upper levels to break up the silhouette and providing external amenity space.
- The overarching aesthetic should be that of a solid façade with 'punched' fenestration. However a monotonous, regular elevation should be avoided. Variation should be provided in the size, scale position or depth of the windows.
- The façade should provide depth and texture. This could be through the use of layered elements, such as fins or filigree panels in front of windows, or the use of brick patterns or cast reliefs.

3.1.5.2 Materiality

- The grain of cladding material to be of a human/ residential scale, such as shingle, tile or brick.
- Larger scale elements can be used for a secondary layer of façade articulation such as fins or filigree panels.
- The palette should be a combination of neutral colours -dark greys and whites, combined with earthier tones such as beige, brown or terracotta. The overall composition should seek to provide visual interest and avoid monotony.

3.1.5.3 Design Features

- Where possible, rooftops should be used as accessible terraces as an amenity for occupants. This needs to be balanced with requirements for ecological enhancements and renewable energy generation.
- Design should give seek to maximize offsite manufacture and fabrication, Design for Manufacture & Assembly (DfMA) and Modern Methods of Construction (MMC) principles should be applied where appropriate.





3.1.6 Civic + Community Buildings

3.1.6.1 Architectural Language

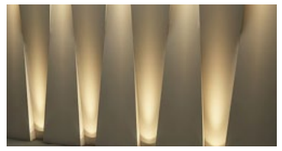
- They are to be easily identifiable, unique without necessarily being iconic.
- Form and scale of the building will be determined by the individual use, but any publicly accessible areas should be generous, open and welcoming.
- Entrances should be easily identifiable, intuitive to use and integral to the design of the built form.

3.1.6.2 Materiality

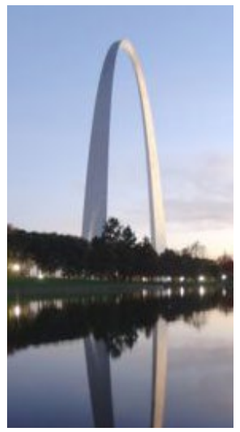
- High quality, tactile materials at ground floor.
- Material selection should consider the use of pioneering sustainable and low carbon options if appropriate.

3.1.6.3 Design Features

- Subtle use of texture, rhythm, layering or colour should be used to create a striking and engaging building.





3.1.7 Iconic Buildings

3.1.7.1 Architectural Language

- These buildings have an opportunity to become iconic elements within the masterplan, each distinct building has the potential to become an urban marker, a point for orientation and navigation, and a landmark for the London Resort.
- Form and scale of the building will be determined by the individual use, but they should sit within, and address substantial areas of public realm.
- Publicly accessible areas should be generous, open and welcoming.
- The language of these buildings should seek to blur the boundary between inside and outside. The façade at ground level should be permeable and accessible. Features such as colonnades, loggias or oversailing roofs can provide moments of shelter and protection to the surrounding public realm.

3.1.7.2 Materiality

- The buildings should have a timeless quality without prejudicing the ability to embrace new or pioneering materials.
- Materials selected should be of very high quality which weather well and age gracefully.

3.1.7.3 Design Features

- The colour palette is open to interpretation but should complement the white chalk cliffs which are a key dominant feature of the surrounding context.

3.2 Built Form Character Areas

3.2.1 Due to the unique nature of the Resort, the masterplan does not readily break itself down into an identifiable urban grain or easily defined character areas. There is limited repetition in building typology, and the relationship between adjacent buildings are as unique as the buildings themselves.

3.2.2 The masterplan relies on the relationship between buildings, key vistas and the public realm to ensure that we create a masterplan which is legible to a large number of visitors who are unlikely to know the site, our language, culture or climate.

3.2.3 However, the masterplan does naturally arrange itself into distinctive zones, usually related to complementary land uses which share some common characteristics. This is loosely a series of concentric rings with the main arrival plaza at the centre;

3.2.4 The iconic and Civic buildings predominantly sit in the centre of the masterplan, around the main public spaces and routes, where the greatest number of visitors will be, although some of these buildings spread up towards Swanscombe high street, engaging with the wider community.

3.2.5 These buildings are then typically surrounded by the ancillary buildings such as Hotels, Residential use and Workplaces, some of which are publicly accessible, and some of which are operational. They create a transition in both use and architecture from the centre of the Resort.

3.2.6 Transport interchanges naturally sit at points along the perimeter of the masterplan, acting as visitor gateways to the resort, whilst the logistic and infrastructure buildings occupy the remainder of the perimeter where they work from an operational point of view.

3.2.7 This loose diagram of concentric circles lends itself to the proposed ‘sliding scale’ approach to design codes, allowing typologies to blend and overlap, helping maintain a cohesive language.

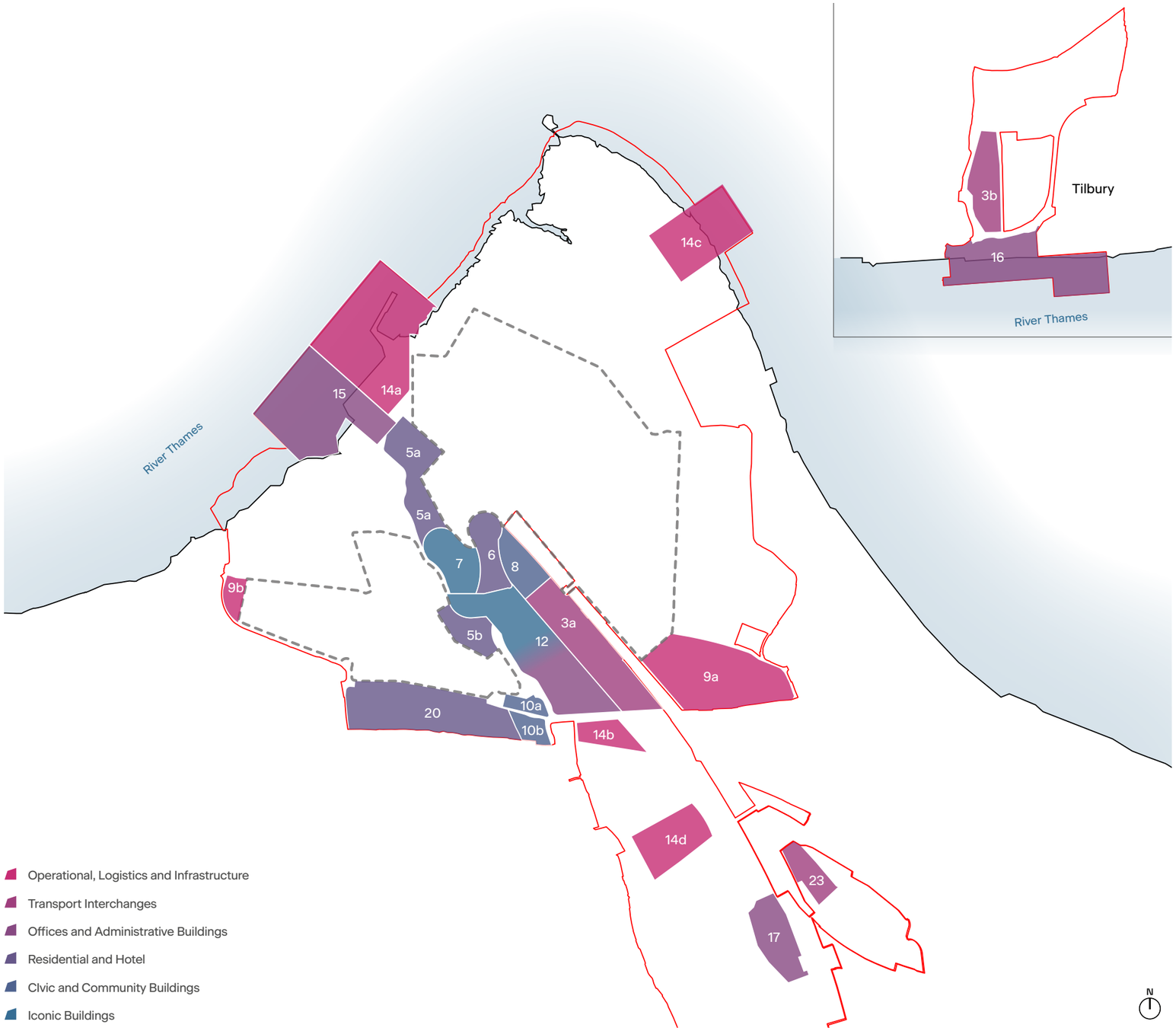


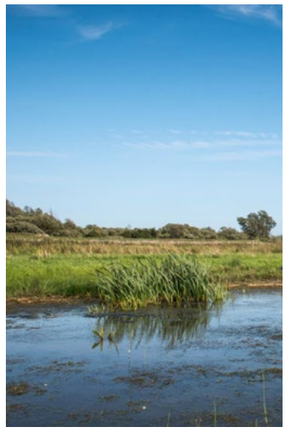
Figure 3.6 Proposed built form location plan

3.3 Public Realm

3.3.1 The principle is similar to that adopted for the built form; to create a tool which leaves space for creative freedom in the future but ensures overall design cohesiveness. By defining the 'character' of each area we are providing a tool by which to assess the emerging proposals without being overly prescriptive. This preserves the ability to develop specific responses to emerging proposals of the built form as the two should be developed in parallel, and not in isolation.

01 02 03

Natural Habitats



3.3.2 Marshes and Salt Marshes

3.3.2.1 Character

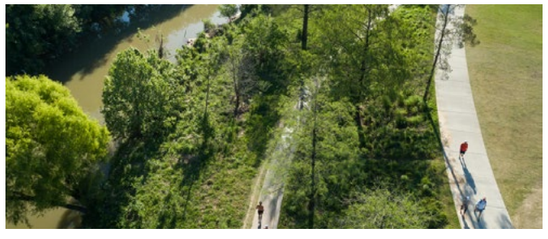
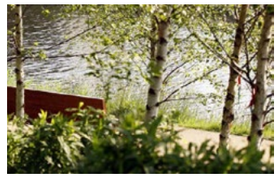
- Any design should seek to embrace and enhance the existing habitat in accordance with the approved Ecological management and maintenance framework (EMMF).
- Any interventions will be sensitive and light touch.
- Built interventions to be playful, experimental, educational or inspirational
- Material selection should consider the use of pioneering sustainable and low carbon options.
- Routes should respond to the natural topography and features of the landscape.
- No artificial lighting as a first principle, except for where it is essential for safety purposes in which case design should be minimal and sensitive to wildlife habitats.

3.3.3 Ecological Enhancement Areas

3.3.3.1 Character

- Any design should seek to embrace and enhance the existing habitat.
- Any interventions will be sensitive and light touch.
- Built interventions to be playful, experimental, educational or inspirational
- Material selection should consider the use of pioneering sustainable and low carbon options or local materials such as Kentish ragstone gabions or knapped flint walls.
- Routes should respond to the natural topography and features of the landscape.
- Lighting should be minimal and sensitive to wildlife habitats and surrounding communities.
- Consider providing publicly accessible informal play opportunities or activity areas where appropriate.



3.3.4 Informal Building Landscaping

3.3.4.1 Character

- The principle role is to act as a buffer between two uses. As such it should be informed by its immediate context, environment or built form.
- Priority should be planting and areas of hard landscaping, where required, should be less formal.
- Landscaping concepts for these areas should not seek to dominate the surroundings, but should still seek to embrace a ‘big idea’
- Schemes should be simple and bold, use native and/or locally distinctive species wherever possible and have an overall biodiversity emphasis.
- These areas should have a comparatively lower maintenance regime than formal areas, and should have a lower water demand to reduce irrigation requirements beyond establishment.
- Consideration should be given to seasonal planting to ensure variation and interest throughout the year.

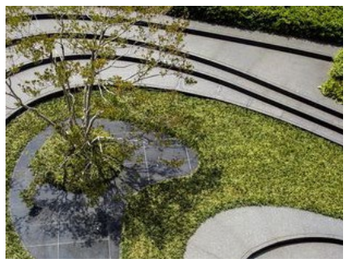


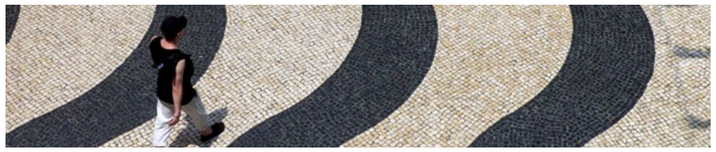


3.3.5 Formal Building Landscaping

3.3.5.1 Character

- The principle role is to act as a setting for the built form and as such should be designed in conjunction with and complementary to the emerging architectural designs.
- It should seek to reinforce the visibility of main entrances or pedestrian routes through and around the building and to aid the intuitive wayfinding throughout the resort.
- High quality, robust materials which weather well should be used. Consideration should be given to using materials which echo the sites’ industrial heritage such as cast iron, cor-ten or concrete/cement finishes
- Landscaping to be appropriate for buildings’ use and can be a mixture of formal and informal planting. Consideration should be given to seasonal planting to ensure variation and interest throughout the year and should be viewed as an integral part of part of the visitor experience.
- Soft landscaping should have a sustainable and low-irrigation approach including use of perennial and herbaceous planting, pictorial meadow planting and selection of diverse native and occasional ornamental tree species to give vertical structure and enclose spaces.
- Trees must be selected for their suitability for a specific location, and a mixture of stock sizes selected to ensure a balance between the long-term success of establishment (smaller stock) along with providing day one impact (mature stock).
- Planting could be used as a way of separating or screening service areas from public areas.
- Security measures should be an integral part of the landscape and public realm design. Overt bollards should be avoided wherever possible.
- Designs should explore a unifying motif which runs through the formal public realm elements of the masterplan, helping to unify individual areas. This may be common detailing, use of a consistent material palette, ‘family’ of lighting furniture or pattern language.

3.3.6 Pocket Plazas & Dwell Spaces

3.3.6.1 Character

- This guidance covers a broad range of smaller formal open spaces around the masterplan; for example, they may be landscaped areas between clusters of buildings, such as staff accommodation. These areas become pocket parks which are amenity for users of the surrounding buildings and may host a small pavilion or other amenity. They may also be 'eddies' off main visitor thoroughfares, places for visitors to pause, regroup and orientate themselves, and may host small pavilions.
- These spaces should be well defined; approaches to this may include changes in level, variation in materials, location of soft landscaping or the space's relationship to the built form and routes.
- High quality, robust materials which weather well should be used. Consideration should be given to using materials which echo the sites' industrial past such as cast iron or cor-ten.
- There can be a mixture of formal and informal planting. Consideration should be given to seasonal planting to ensure variation and interest throughout the year and should be viewed as an integral part of part of the visitor experience. Soft landscaping should have a sustainable and low-irrigation approach including use of perennial and herbaceous planting, pictorial meadow planting and selection of diverse native and occasional ornamental tree species to give vertical structure and enclose spaces.
- Trees must be selected for their suitability for a specific location, and a mixture of stock sizes selected to ensure a balance between the long-term success of establishment (smaller stock) along with providing day one impact (mature stock).
- Each area should have its own distinct identity and should consider a feature which is playful, experimental, educational or inspirational.
- Some form of seating and shade or shelter should be provided
- Security measures should be an integral part of the landscape and public realm design. Overt bollards should be avoided wherever possible.
- Lighting will ensure the area feels safe, inviting, and inclusive at all times, whilst also providing an exciting and atmospheric environment and giving consideration to surrounding communities and wildlife habitats.
- Designs should explore a unifying motif which runs through the formal public realm elements of the masterplan, helping to unify individual areas. This may be common detailing, use of materials, lighting or a pattern language.
- Consider the inclusion of a water feature, either as a playful focus to the space, as a temporal feature in the hard landscape, or as a naturally planted sustainability feature that reflects the marsh landscape context in a contemporary interpretation.





3.3.7 Public Squares & Main Thoroughfares

3.3.7.1 Character

- The primary function of these spaces is the collection, congregation, and distribution of visitors to the resort. These spaces often act as nodes for visitors arriving from different parts of the masterplan and as such, it needs to be intuitive to navigate, and clear where the main pedestrian routes run.
- Any public realm design should be designed to create well defined, legible space or sequence of spaces.
- Whilst generous open space will be necessary to accommodate large numbers of people, designs should avoid the space feeling unoccupied or barren during off-peak periods when visitor numbers are less. Designs should therefore consider ways of making these large spaces feel intimate.
- High quality, robust materials which weather well should be used. Consideration should be given to using materials which echo the sites' industrial past such as cast iron, cor-ten or cement/concrete finishes.
- The planting should be formal and appropriate to the scale of the space. Consideration should be given to seasonal planting to ensure variation and interest throughout the year and should be viewed as an integral part of part of the visitor experience.
- Each area should have its own distinct identity and should consider a feature which is playful, experimental, educational or inspirational.
- Some form of seating and shade or shelter should be provided at reasonable intervals.
- Soft landscaping should have a sustainable and low-irrigation approach including use of perennial and herbaceous planting, pictorial meadow planting and selection of diverse native and occasional ornamental tree species to give vertical structure and enclose spaces.
- Trees must be selected for their suitability for a specific location, and a mixture of stock sizes selected to ensure a balance between the long-term success of establishment (smaller stock) along with providing day one impact (mature stock).
- Security measures should be an integral part of the landscape and public realm design. Overt bollards should be avoided wherever possible.
- Lighting will ensure the area feels safe, inviting, and inclusive at all times, whilst also providing an exciting and atmospheric environment and giving due consideration to surrounding communities and wildlife habitats.
- Designs should explore a unifying motif which runs through the formal public realm elements of the masterplan, helping to unify individual areas. This may be common detailing, use of materials, lighting or patterns.

3.4 Public Realm and Landscape Character Areas

3.4.1 The close relationship between the masterplan buildings and the external spaces, means character areas for the public realm inevitably arrange themselves in a similar loose diagram of concentric rings, with the main arrival plaza at the centre;

3.4.2 The formal public squares and throughfares predominantly sit in the centre of the masterplan, around the arrival plaza, where the greatest number of visitors' will be, whilst formal building landscaping bleeds into these spaces.

3.4.3 The informal building landscaping, pocket plazas and dwell spaces punctuate the public routes main routes radiating out from the centre, whilst the wilder landscapes and ecological enhancement areas provide a perimeter around the core.

3.4.4 This loose diagram of concentric circles lends itself to the proposed 'sliding scale' approach to design codes, allowing typologies to blend and overlap, helping maintain a cohesive language.

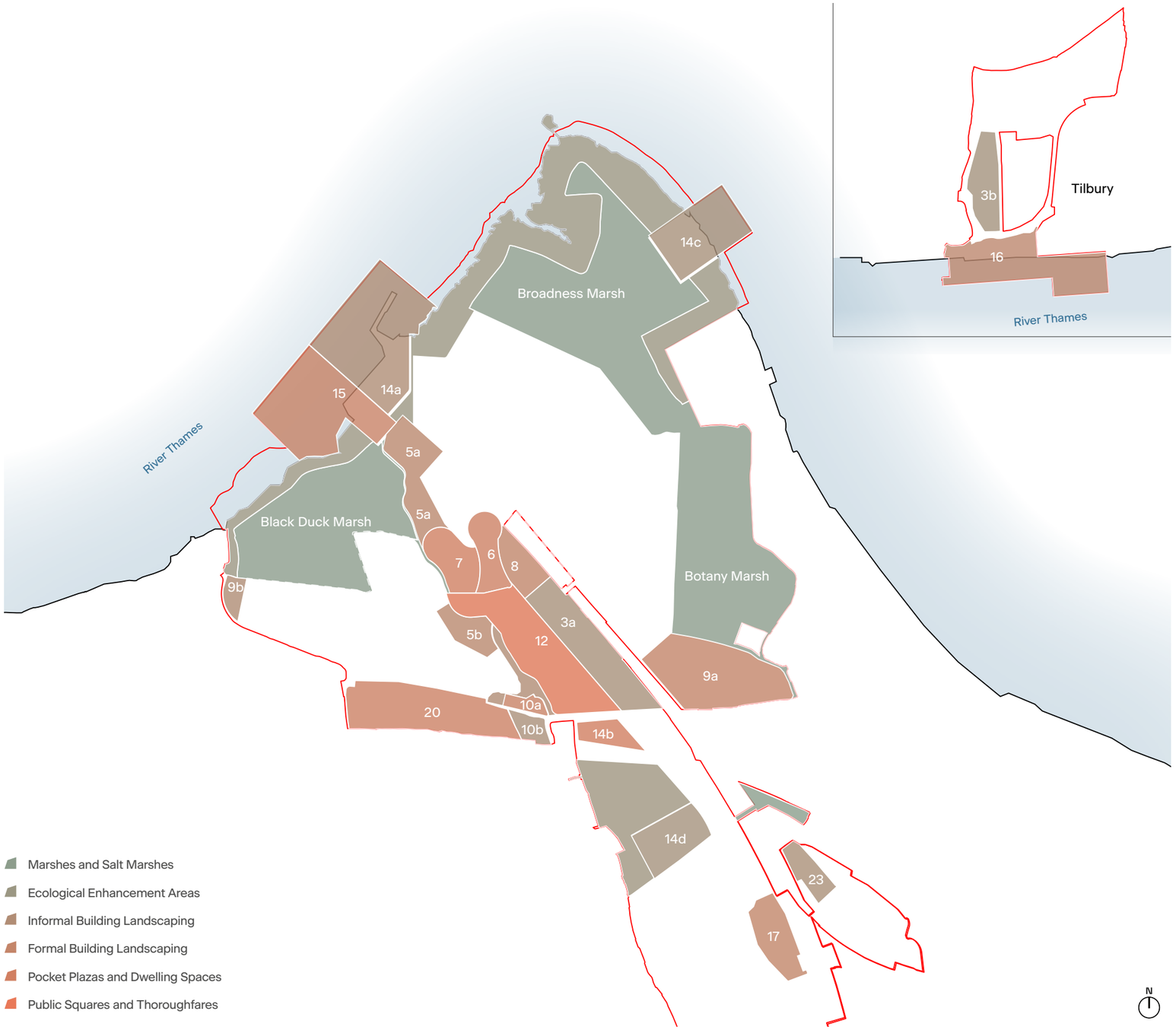
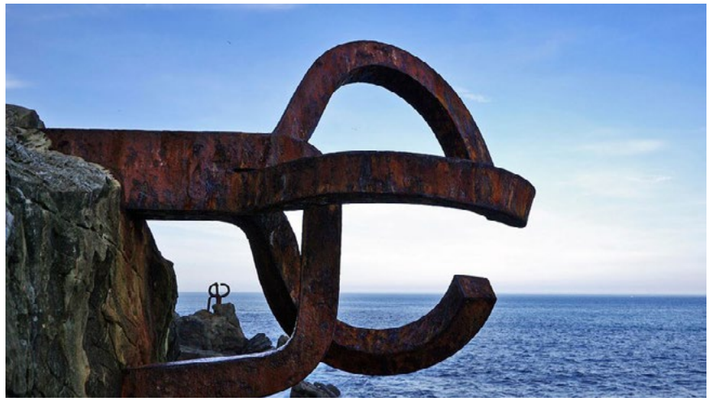


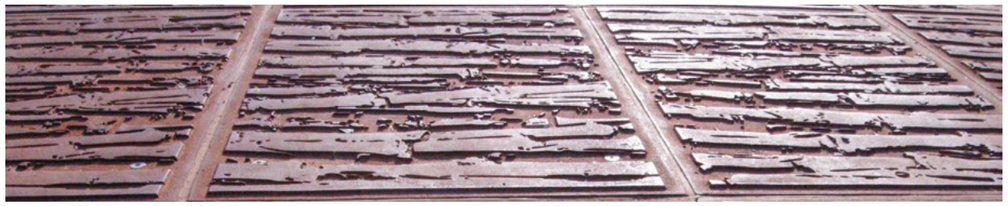
Figure 3.7 Proposed public realm location plan

3.5 Art, Education and Exploration

3.5.1 The masterplan presents a unique opportunity to celebrate the area's rich site history, diverse cultural heritage and unique wildlife habitats. The network of pedestrian routes, open spaces and landscaping should be populated with 'points of interest' to create a tapestry of art, education and exploration which have a broad reach and wide appeal for visitors to the wider peninsula.

3.5.2 Without being prescriptive, this section of the design code captures the aspiration for three distinct topics which should be considered as part of the wider public realm and masterplan design. Any emerging design should demonstrate how these concepts have been interpreted and adopted within the proposal.





3.5.3 Site History

3.5.3.1 There is an excellent opportunity to educate a broad range of visitors about the site's rich history, from the underlying chalk deposits formed during the last ice age to its role in the Industrial revolution as the site of paper mills and cement works.

3.5.3.2 The site's adjacency to the river Thames has seen it host a variety of settlers, from Paleolithic remains found in quarries to the south, to Anglo-Saxon, Viking and Roman remains found during the excavation of the High Speed 1 tunnel. From medieval times, a route crossed the Swanscombe Peninsula as a pilgrim's route from the Thames ferry crossing to Swanscombe Church and the shrine of St Hildefirth. The ferry ceased operation in the mid-19th century.

3.5.4 Sustainability and Wildlife Habitats

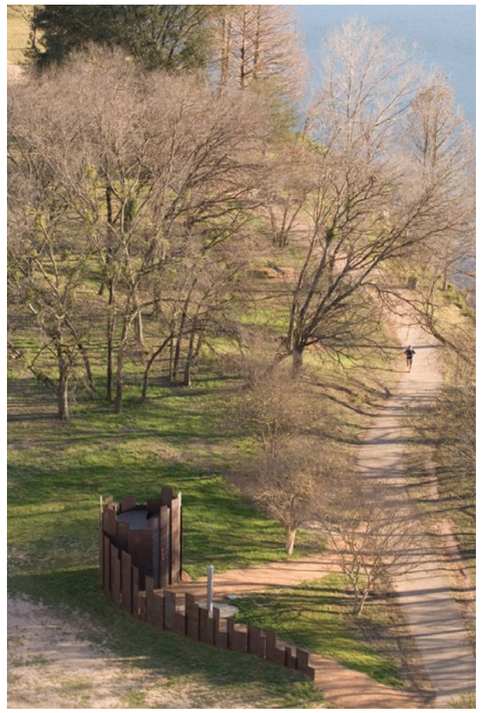
3.5.4.1 Since the dereliction of much of the early industrial uses on site, many parts of the brownfield post-industrial landscape have been re-colonised by nature, albeit a different ecosystem from the original. Whilst Black Duck Marsh appears to be an original remnant of the marsh landscape, it is in fact a case of nature reclaiming what was previously a sports field for workers of the former cement works. Similarly, the new scrub habitats that have populated the landfill at Broadness Marsh support a range of flora and fauna that would previously not have been present in an inundated marsh.

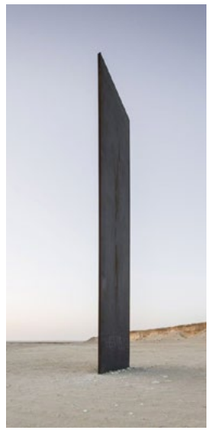
3.5.4.2 A number of nationally scarce plants are found within grassland, marshland and ditches across the peninsula, including yellow and hairy vetchling, man orchid, divided sedge and round-leaved wintergreen, amongst others.

3.5.4.3 Also present is a nationally significant invertebrate population, part of an internationally significant winter bird population associated with European Sites in the Thames Estuary, a diverse breeding bird population, breeding dormice, otter and water vole, and a large population of reptiles. Bats also use the site to forage and roost. There is a fantastic opportunity to teach people about this abundance of flora and fauna.










3.5.5 Public Art

3.5.5.1 There is an opportunity to celebrate local, national and international artists with a series of public art installations throughout the masterplan. An ‘art trail’ through the masterplan could help create distinctive waypoints for people to navigate the masterplan by, helping bring an individual identity to each open space.

3.5.5.2 These interventions do not necessarily need to be public sculpture in the conventional sense. They could be playful, interactive pieces, experimenting with light, sound or kinetic structures. They could be pavilions, fountains or landscaping features.

3.5.6 Illustrative Application

3.5.6.1 The previous aspirations should be considered within the design of the below components of the masterplan but should not be restricted to these components:

- Wildlife trail around marshes and Bamber pit
- Walking timeline from Ebbsfleet to Plaza, starting with Paleolithic times up to the Industrial Revolution
- Art trail from Sportsground to Ferry Terminal
- Exhibition space in Visitor Centre

4.0

The Theme Park
Gate 1 & 2

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4.1 Gate 1

4.1.1 Overview

Work No.1

Land area: 536 322 m²

4.1.1.1 The London Resort Gate 1 will comprise a number of entertainment venues, rides and attractions designed to embrace the latest technology. It is expected that these elements constantly evolve, allowing them to remain relevant and up to date, adjusting to suit new Intellectual Property (IP) opportunities throughout the lifetime of the Resort.

4.1.1.2 The use of Work No. 1 is specified as Sui generis **(No class specified).**

4.1.1.3 All building elements must be designed within the maximum parameters for Work No. 1 (Fig 4.1).

4.1.1.4 The proposed setting out for Work No. 1 is based upon a ground floor level of +2.00m, +6.00m and +11.00m AOD.

4.1.1.5 Attention should be given to attractions placed near the marshes and any impact they may have on local flora and fauna.

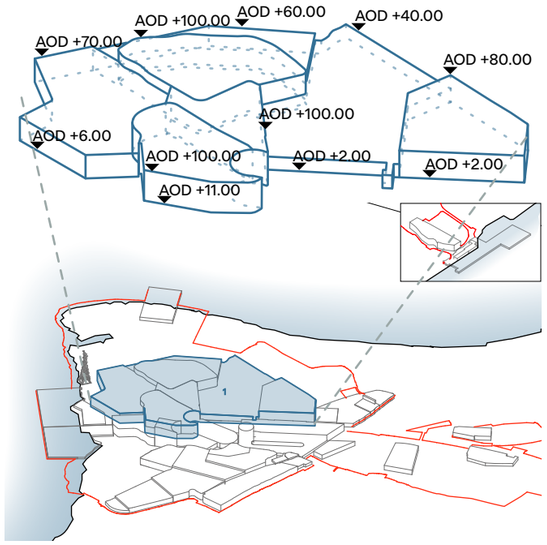
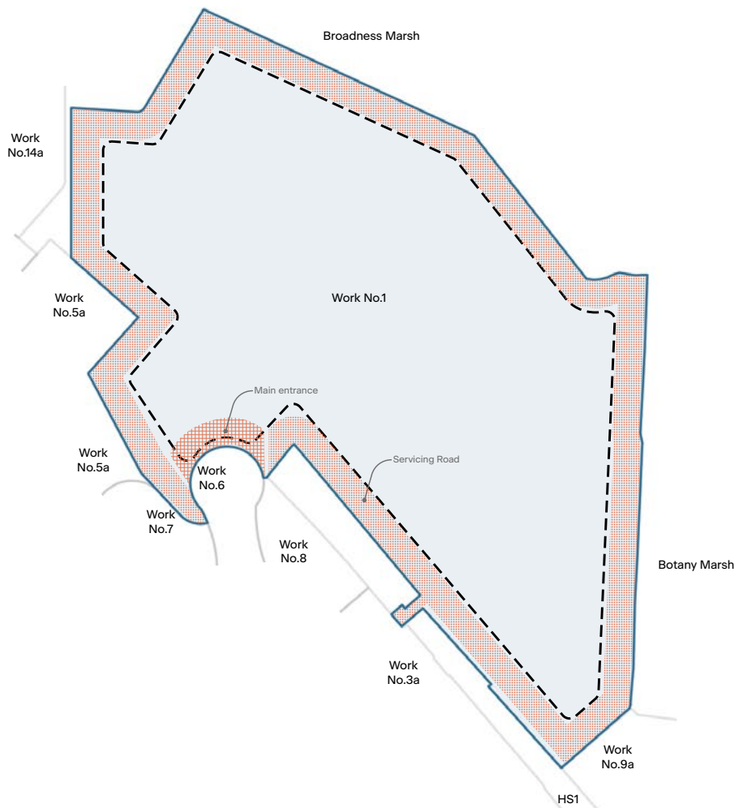


Figure 4.1 - Maximum parameters diagram

Figure 4.2 - Work parameters key plan

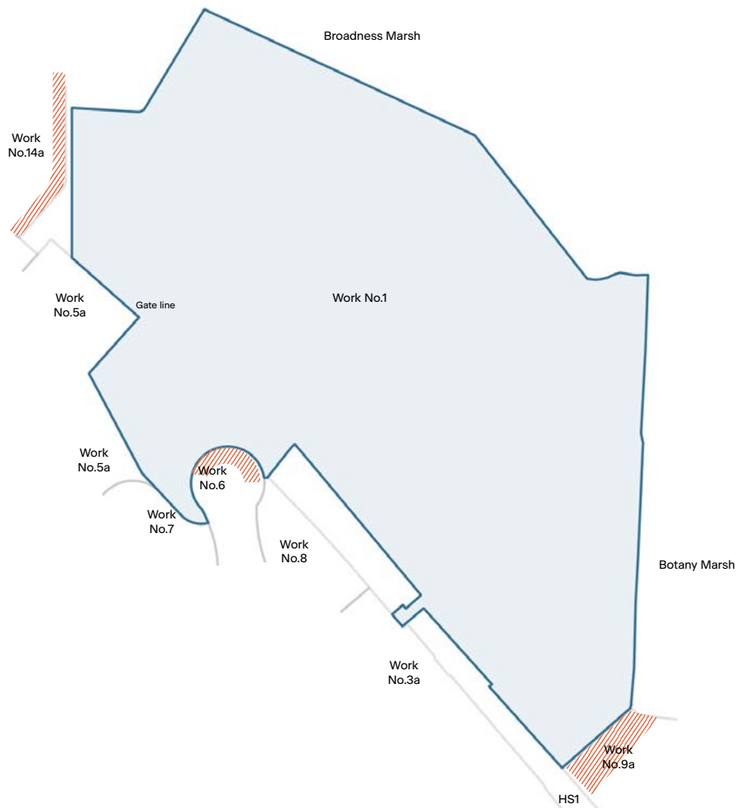
4.1.2 Internal Organization



4.1.2.1 Proposals **will** include a perimeter zone for servicing

4.1.2.2 The design **will** include a pedestrian visitor entrance linked to The Market (Work No.6).

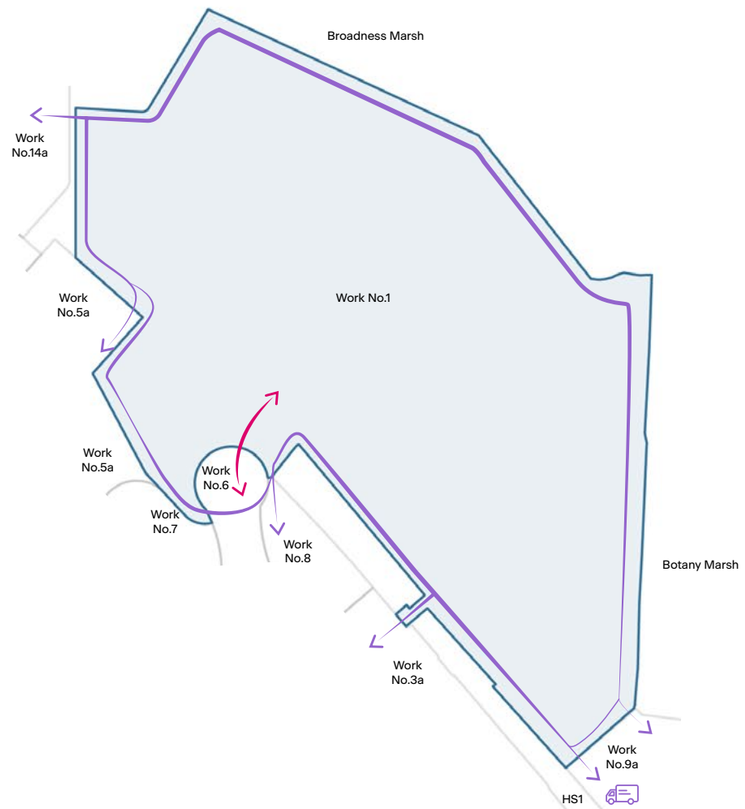
4.1.3 Key Adjacencies



4.1.3.1 The design **should** allow step free pedestrian connection from Work No.6.

4.1.3.2 The proposals **should** allow for service vehicle-controlled access from Work No. 3a, 9a and 14a.

4.1.4 Routes and Infrastructure



4.1.4.1 A continuous perimeter service road **should** be included, connected to Work No.3a, 9a and 14a.

4.1.4.2 Visitor pedestrian access to the theme park **must** be connected at the upper level from Work No.6

4.1.5 Environmental Brief

4.1.5.1 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

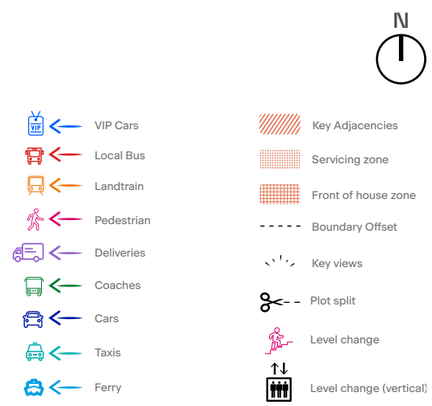
4.1.5.2 The proposal **should** consider grey water harvesting for toilet flushing.

4.1.5.3 Proposals **should** consider photovoltaic panels or other sources of renewable energy on the roofs of enclosed ‘black box’ attractions where appropriate.

4.1.5.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.1’s design, where appropriate.

4.1.6 Inclusivity Brief

4.1.6.1 The 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.



4.1.7 Illustrative design

4.1.7.1 Gate 1 will comprise 57 hectares of area and will incorporate theme park rides and attractions, events spaces and entertainment venues, providing visitors with a wide range of entertainment experiences.

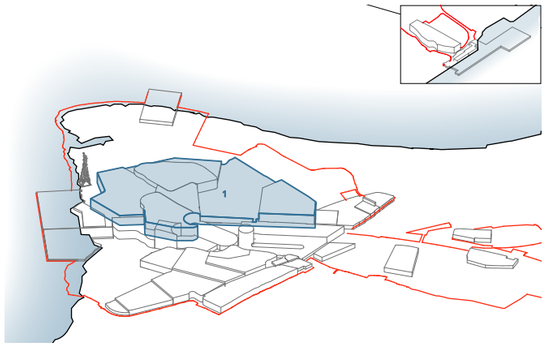


Figure 4.3 Illustrative scheme for Gate 1

4.2 Gate 2

4.2.1 Overview

Work No.2

Land Area: 225 060 m²

4.2.1.1 The London Resort Gate 2 will comprise a number of entertainment venues, rides and attractions designed to embrace the latest technology. It is expected that these elements constantly evolve, allowing them to remain relevant and up to date, adjusting to suit new Intellectual Property (IP) opportunities throughout the lifetime of the Resort.

4.2.1.2 The use of Work No. 2 is specified as Sui generis **(No class specified).**

4.2.1.3 All building elements must be designed within the maximum parameters for Work No. 2 (Fig 4.4).

4.2.1.4 The proposed setting out for Work No. 2 is based upon a ground floor level of +3.00m, +4.00m and +6.00m AOD.

4.2.1.5 Attention should be given to attractions placed near the marshes and the residential neighbourhood on the south.

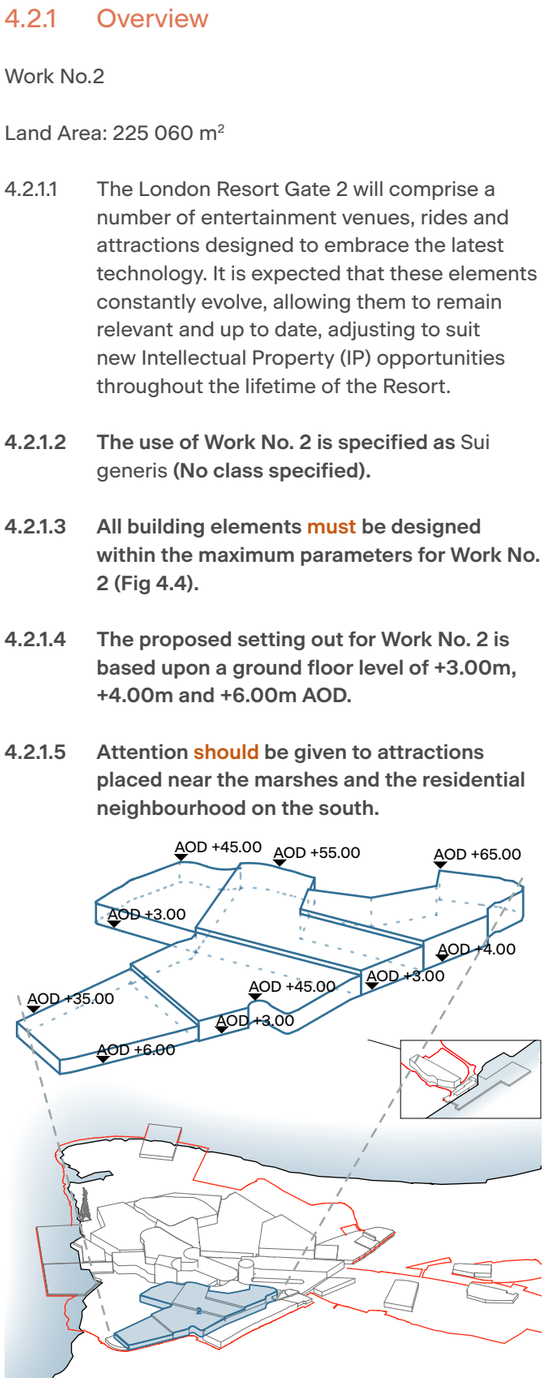
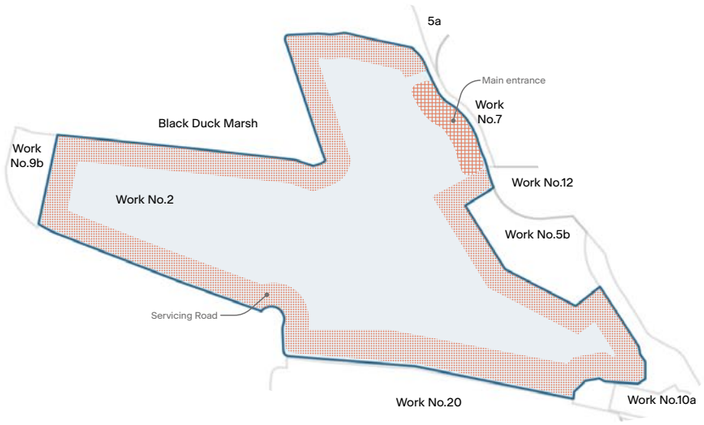


Figure 4.4 - Maximum parameters diagram

Figure 4.5 - Work parameters key plan

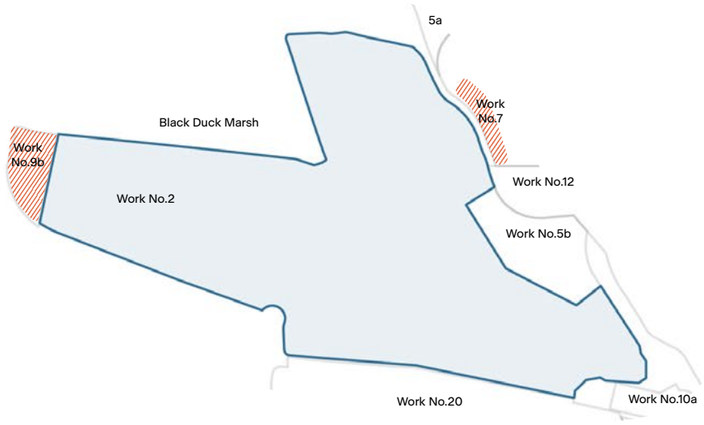
4.2.2 Internal Organization



4.2.2.1 Proposals **will** include a perimeter zone for servicing.

4.2.2.2 The design **will** include a pedestrian visitor entrance linked to the Conferention Centre and the Coliseum (Work No. 7).

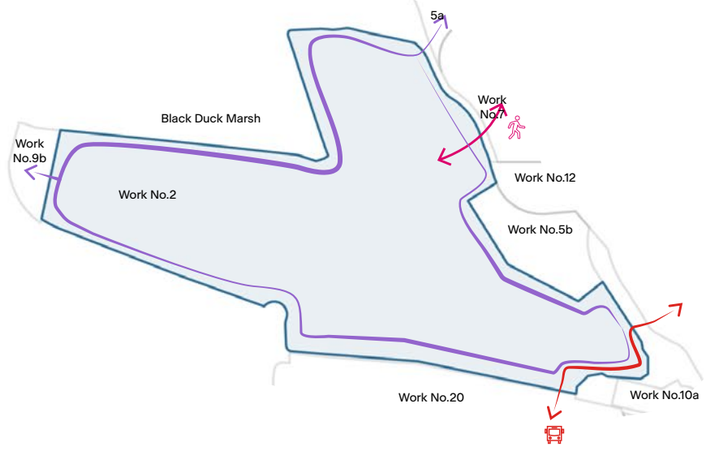
4.2.3 Key Adjacencies



4.2.3.1 The design **should** allow step free pedestrian connection from Work No. 7.

4.2.3.2 The proposals **should** allow for service vehicle-controlled access from Work No.9b and 5a.

4.2.4 Routes and Infrastructure



4.2.4.1 A continuous perimeter service road **should** be included, connected to Work No.9b and 5a

4.2.4.2 Visitors pedestrian access to the theme park **must** be connected at the upper level from Work No.7.

4.2.5 Environmental Brief

4.2.5.1 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

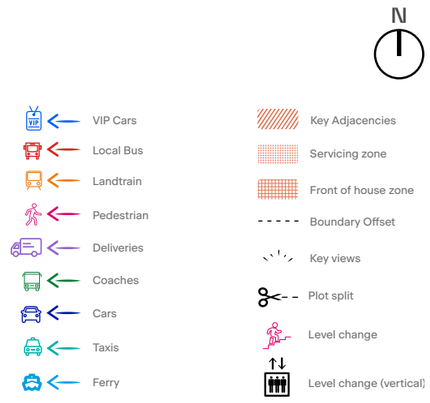
4.2.5.2 The proposal **will** consider grey water harvesting for toilet flushing.

4.2.5.3 Proposals **will** consider photovoltaic panels or other sources of renewable energy on the roofs of enclosed ‘black box’ attractions where appropriate

4.2.5.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.2’s design, where appropriate.

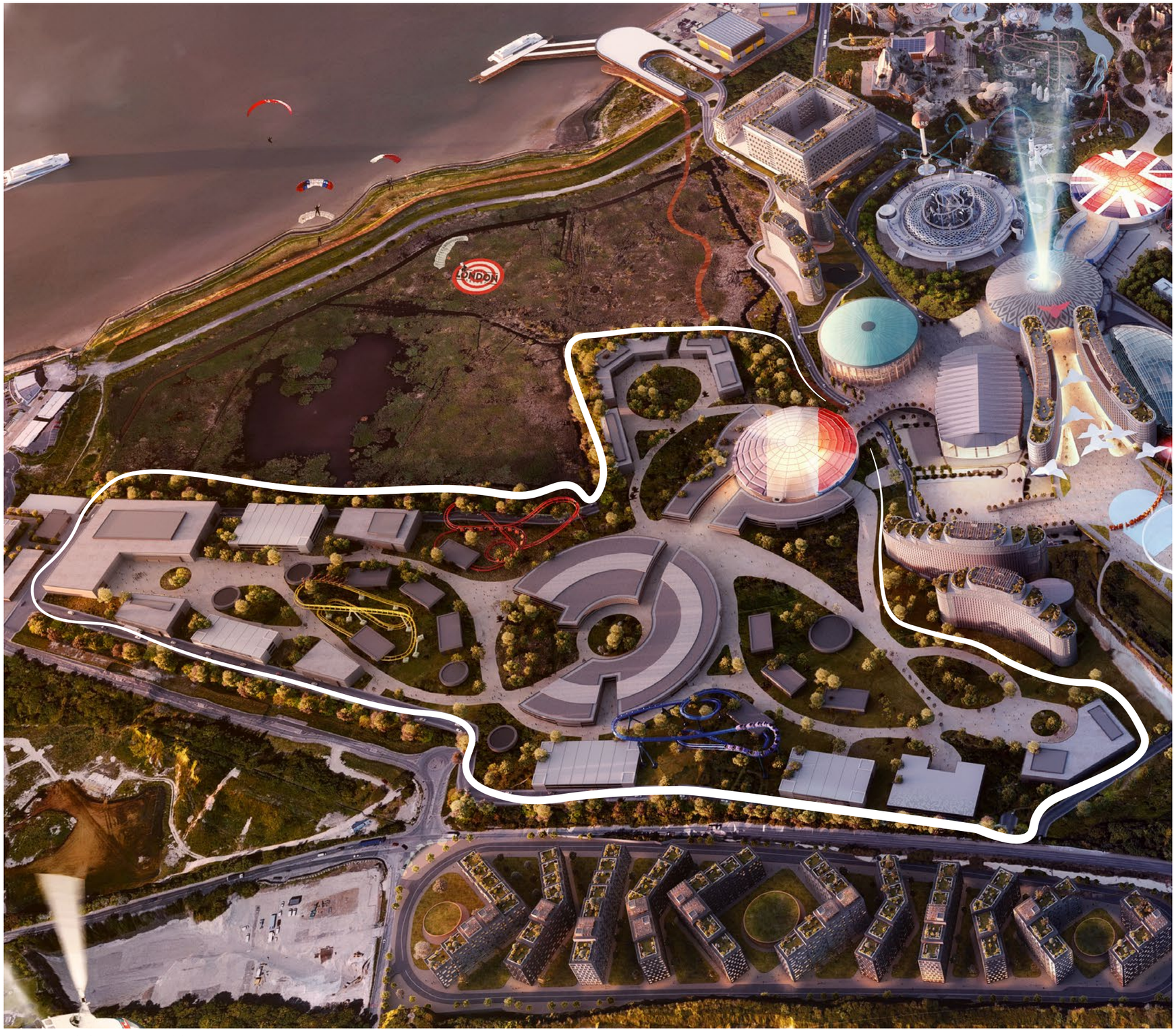
4.2.6 Inclusivity Brief

4.2.6.1 The 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.



4.2.7 Illustrative design

4.2.7.1 Gate 2 will comprise 22.5 hectares of area and will incorporate theme park rides and attractions, events spaces and entertainment venues, providing visitors with a wide range of entertainment experiences.



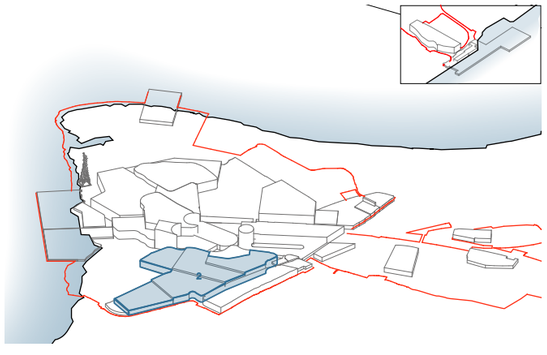
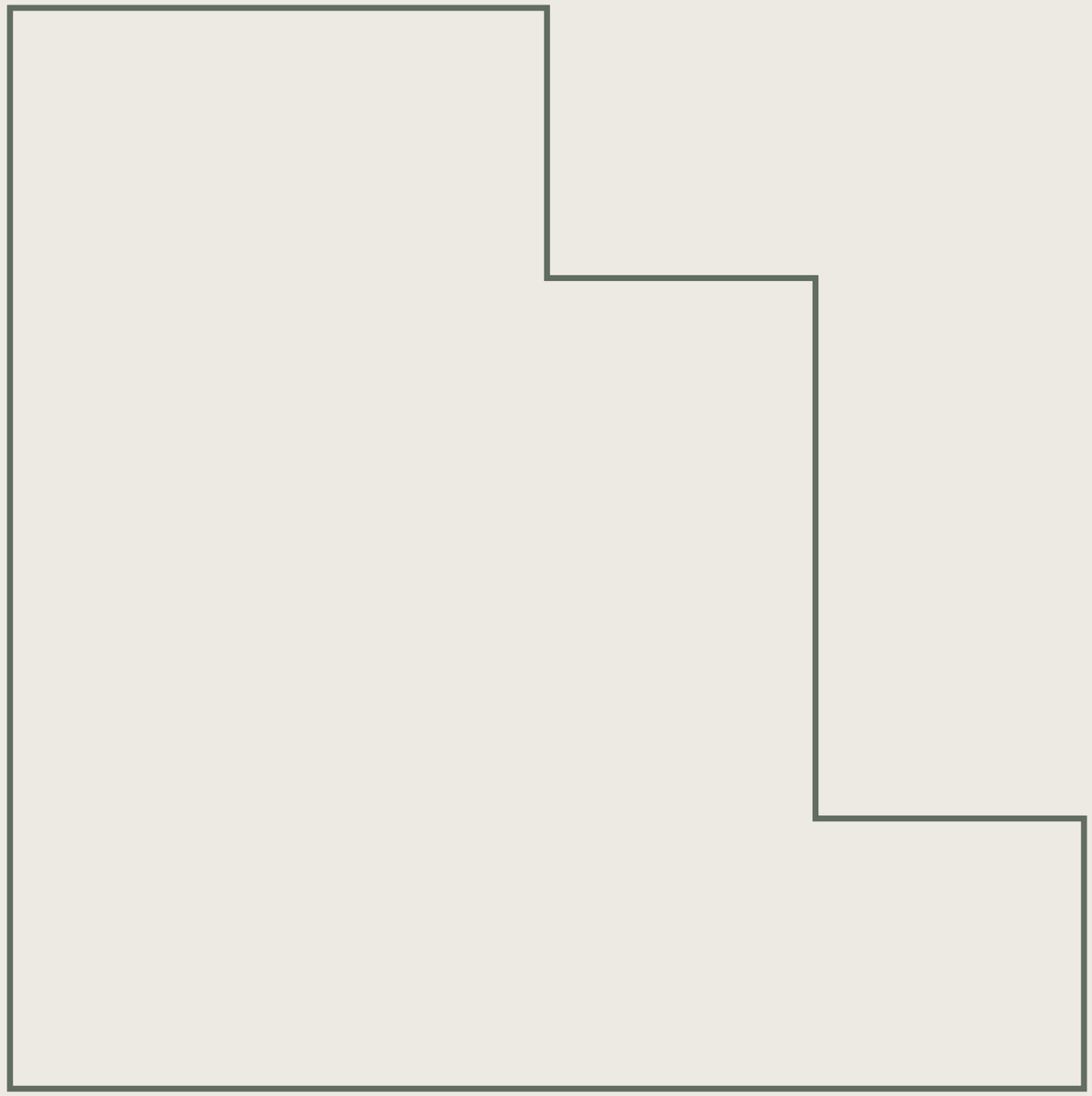


Figure 4.6 Illustrative scheme for Gate 2



5.0

Visitor Centre and Training Facility

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5.1 Visitor Centre

5.1.1 Overview

Work No.10a

Land Area: 6 044 m²

5.1.1.1 The Visitor Centre is a flexible building with an early delivery promoting the London Resort during construction hosting VIPs and a variety of functions. It will also serve as a focus for the local community and together with the Staff Training Facility (Work No. 10b) will be serving as a bridge between the London Resort and the wider local community. Located at the apex of London Road it will enjoy commanding views over the Resort during construction and when complete.

5.1.1.2 The use of Work No. 10a is specified as Class F.1-F.2 (Learning and non-residential institutions and Local community) and Sui generis **(No class specified)**

5.1.1.3 All building elements must be designed within the maximum parameters for Work (Fig.5.1).

5.1.1.4 The proposed setting out for Work No. 10a is based upon a ground floor level of +29.00m AOD.

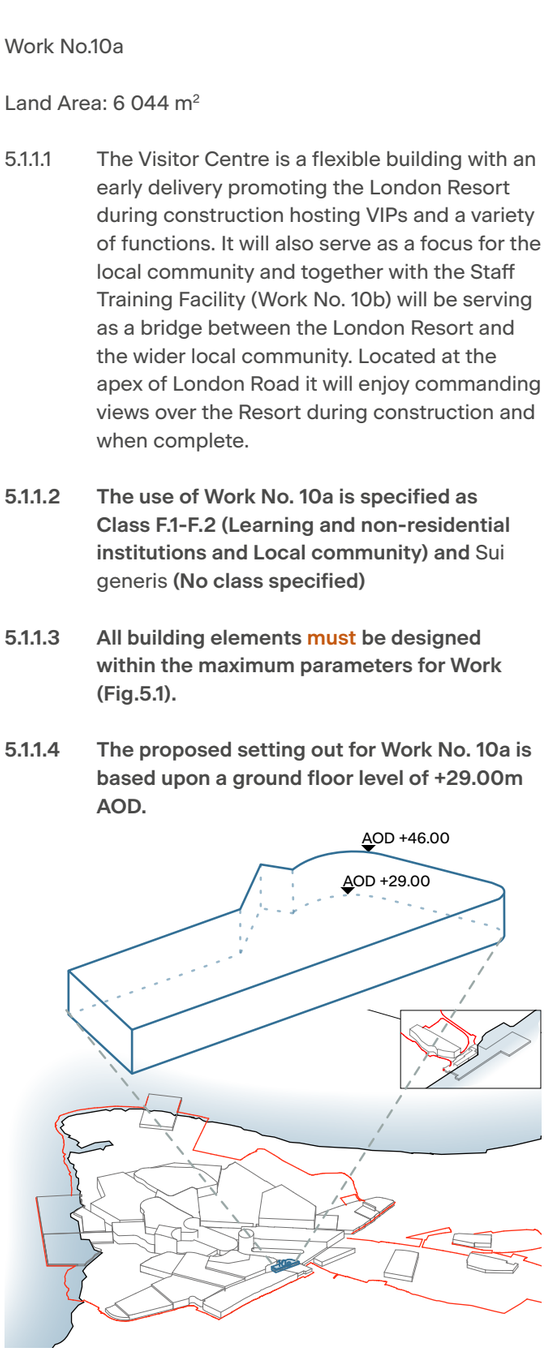
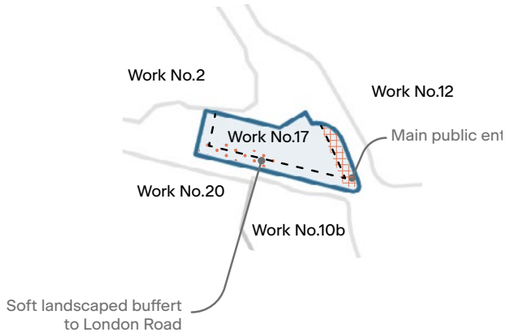


Figure 5.1- Maximum parameters diagram

Figure 5.2 - Work parameters key plan

5.1.2 Internal Organization



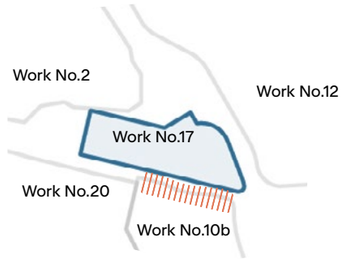
5.1.2.1 The publicly accessible viewing area **should** be at the uppermost level to ensure the best views are accessible to the general public.

5.1.2.2 The main public entrance **should** address the crossroads and the top of Pilgrims way, so that it is not only visible and easily identifiable from whichever way it is approached, but also that it acts as a gateway to Pilgrims Way route down to the London Resort and Marshes.

5.1.2.3 The eastern edge of the site **will** include an element of public realm to create a generous departure point for the pedestrian route down the chalk spine, but also to act as a holding area for visitors congregating, away for the busy London Road.

5.1.2.4 The southern edge of the site **will** have some soft landscaping to act as a screen between any vehicle parking and London Road.

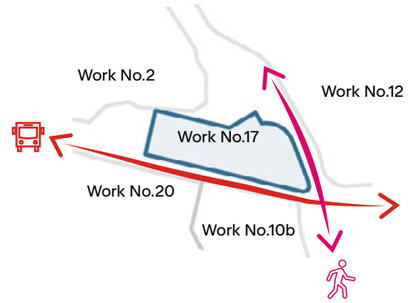
5.1.3 Key Adjacencies



5.1.3.1 The plot sits directly opposite the Staff Training Centre (Work No. 10b) and there will be a symbiotic relationship between the two uses.

5.1.3.2 Any proposal must consider a shared architectural language between the two buildings, such that the two plots read as a family.

5.1.4 Routes and Infrastructure



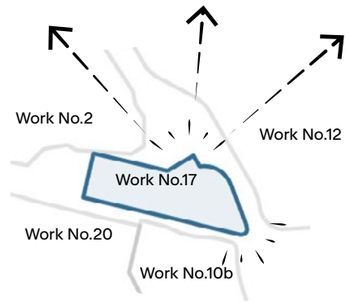
5.1.4.1 4The Visitor's Centre **will** respond to the prominent crossroads of the London Road, the main East- West vehicular route and Pilgrims Way, an historic North–South pedestrian route running from Swanscombe High Street to the river Thames.

5.1.4.2 Any proposal **will** look to separate off-street parking and service vehicles to the west of the site, in a location which is discreet from the main visitor entrance.

5.1.4.3 Consideration **will** also be given to bus stops, coach drop off / parking and secure visitor cycle parking to encourage visitors to use sustainable means of transport.

5.1.4.4 Similarly, the entrance and sense of arrival **should** consider people arriving from Swanscombe Station.

5.1.5 Visual Presence and Key Views



5.1.5.1 Situated on top of Galley Hill, the site not only has fantastic views over the whole peninsula, it also has excellent visibility from around the site. Any proposal **will** consider this in its design.

5.1.5.2 Any proposal **should** consider panoramic views not only of the Peninsula, but also views of the nearby communities, helping local visitors orientate themselves with the Visitor Centre and Resort. Due to its elevated position, even a modest building enjoys visual presence and any proposal **will** consider this buildings' function as a visual beacon.

5.1.5.3 Consideration **will** be given to the relationship to All Saints Church and the presence it enjoys on top of Galley Hill to ensure the two can coexist.

5.1.6 Environmental Brief

5.1.6.1 Sustainability and low carbon principle are at the heart of the London Resort, the Visitor Centre **will** Educate the public about the environmental credentials of the resort

5.1.6.2 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

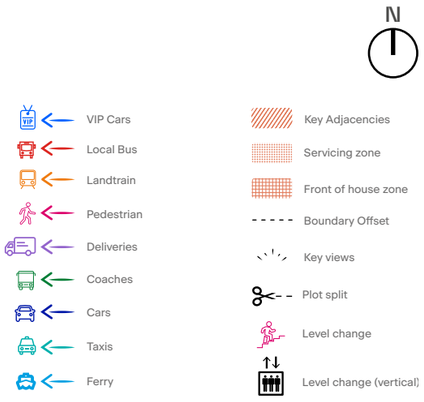
5.1.6.3 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.10a's design, where appropriate.

5.1.7 Inclusivity Brief

5.1.7.1 This will be a community building and accessible by all. The proposed design **will** consider step free access from the entrance and provide accessibility mechanism, if required, between floors.

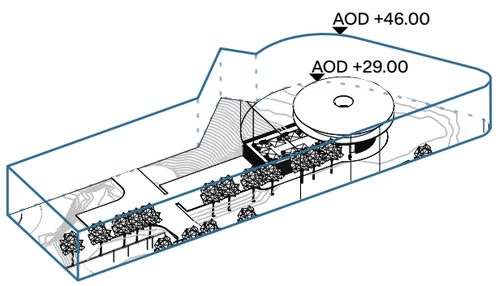
5.1.8 Other Elements

5.1.8.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface **should** remain free from pipework and ductwork.



5.1.9 Illustrative design

5.1.9.1 The building is arranged over three levels, with its main entrance, reception area, flexible training rooms and a cafe at ground level, exhibition areas and function room at first floor with board room and VIP areas at second floor level, hosting simultaneous functions.



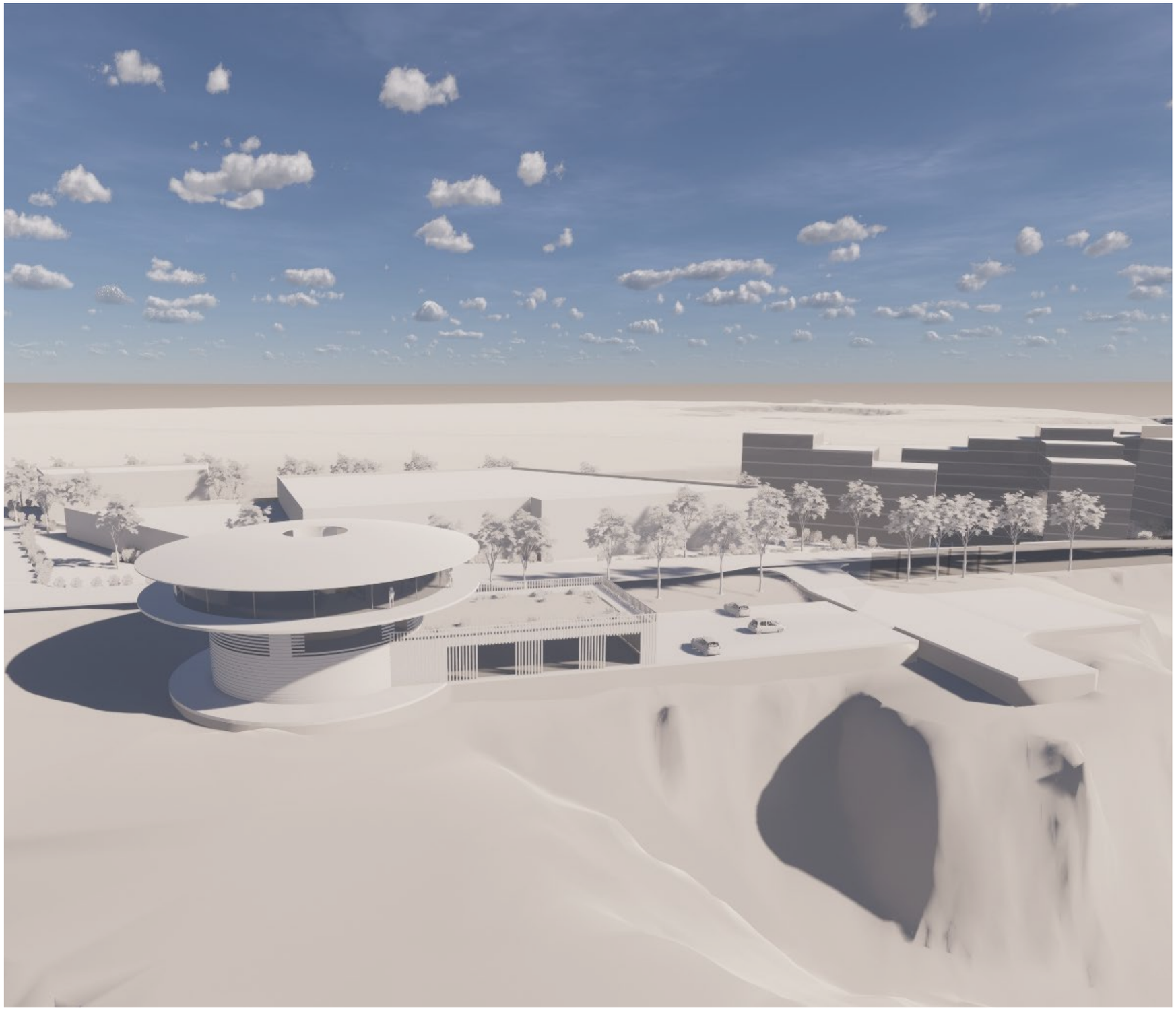


Figure 5.3 - Illustrative view of the Visitor Centre from the north

5.2 The London Resort Academy

5.2.1 Overview

Work No.10b

Land Area: 8 527 m²

5.2.1.1 The Galley Hill site will become the home of the London Resort Academy, providing training for a wide range of staff to fulfil the diverse employment opportunities that the Resort offers. The Academy will also allow those who are already employed within the London Resort to further their careers with additional training where appropriate.

5.2.1.2 The use of Work No. 10b is specified as Class F.1-F.2 (Learning and non-residential institutions and Local community) and Sui generis **(No class specified)**

5.2.1.3 All building elements must be designed within the maximum parameters for Work No. 10b (Fig.5.4).

5.2.1.4 The proposed setting out for Work No. 10b is based upon a ground floor level of +30.00m AOD.

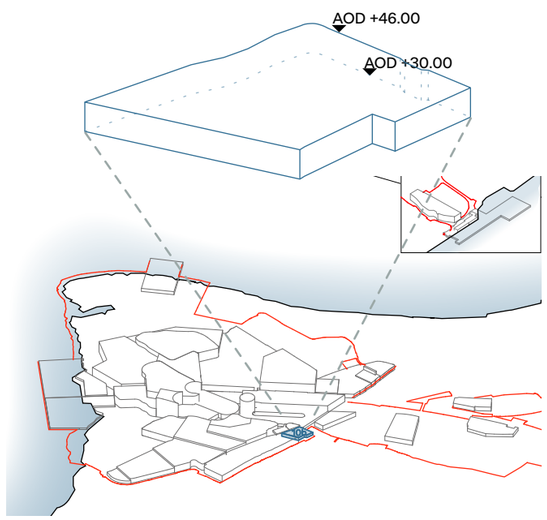
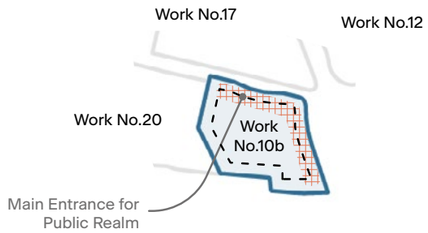


Figure 5.4 - Maximum parameters diagram

Figure 5.5 - Work parameters key plan

5.2.2 Internal Organization

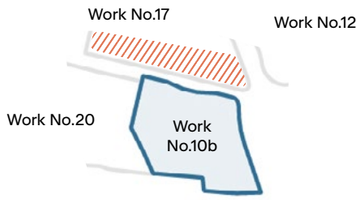


5.2.2.1 Any proposal **should** ensure public facing uses should be grouped together within proximity of the main public entrance.

5.2.2.2 The eastern edge of the site **will** include an element of soft landscaping to act as a buffer between the building and Swanscombe High Street. Proposals **should** consider an area of hard landscaping / public realm to the eastern edge of the site to create some breathing space outside of the building's main entrance.

5.2.2.3 The main public entrance **will** be located on the eastern or southern edge on the site and **should** be easily identifiable to visitors arriving at the site.

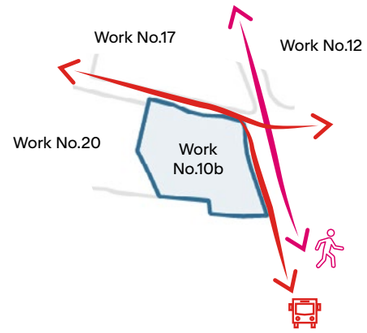
5.2.3 Key Adjacencies



5.2.3.1 The plot sits directly opposite the Visitor Centre (Work No. 10a) and there is a symbiotic relationship between the two uses. Any proposal **should** consider a shared architectural language between the two buildings, such that the two plots read as a family.

5.2.3.2 The plot sits above Craylands Lane pit, the proposed location of the Staff Accommodation buildings (Work No. 20). Whilst there is not necessarily a physical connection between the two, any design **should** consider a dialogue between the two and explore the possibility of a pedestrian connection.

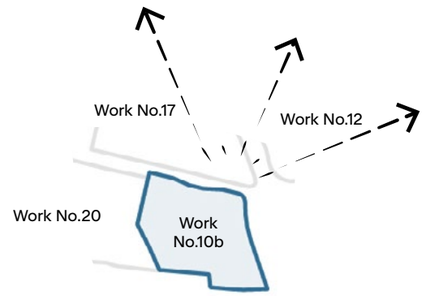
5.2.4 Routes and Infrastructure



5.2.4.1 The London Resort Academy is well connected, located on the crossroads of London Road, Galley Hill Road and Swanscombe High Street. This means it is ideally located to serve the surrounding local communities. It is also adjacent to the Staff Accommodation, again making it a conveniently located resource. Any proposal **will** consider this in its design.

5.2.4.2 Consideration **will** be given to bus stops, coach drop off / parking and secure visitor cycle parking to encourage visitors to use sustainable means of transport. Similarly, the entrance and sense of arrival **should** consider people arriving from Swanscombe Station. There may be some shared facilities / overlap with the requirements of the Visitors Centre (Work No. 10a)

5.2.5 Visual Presence and Key Views



5.2.5.1 Any design **should** consider views north from Swanscombe High Street to the Visitors Centre. Any proposed massing **will** be designed to ensure it doesn't dominate these views, to help reinforce the Visitor Centre's role as a beacon on top of Galley Hill.

5.2.6 Environmental Brief

5.2.6.1 The design **will** apply energy efficiency standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

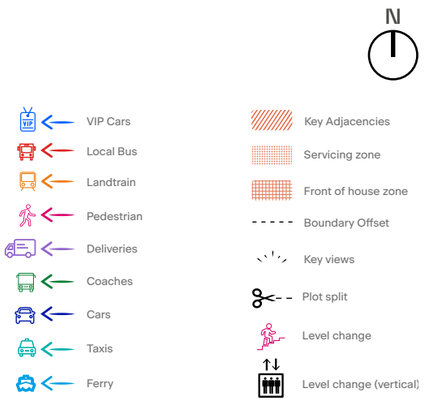
5.2.6.2 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.10b's design, where appropriate.

5.2.7 Inclusivity Brief

5.2.7.1 This **will** be a community building and accessible by all. The proposed design **will** consider step-free access from the entrance and provide accessibility mechanism, if required, between floors.

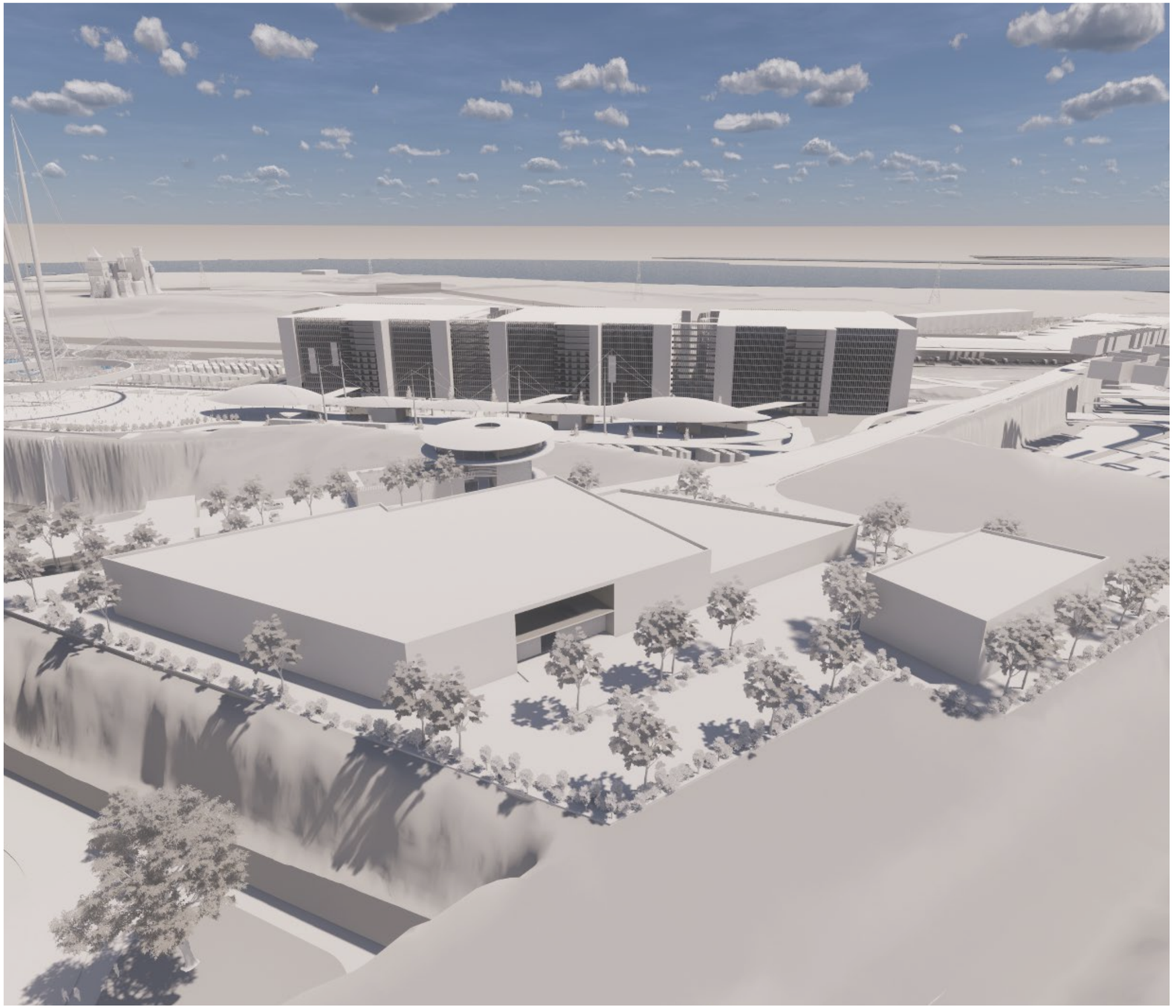
5.2.8 Other Elements

5.2.8.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface **should** remain free from pipework and ductwork.



5.2.9 Illustrative design

5.2.9.1 The Academy includes a cluster of operational buildings, storage, workshops and parking areas located on the junction of Swanscombe High Street and London Road / Galley Hill Road opposite to the Visitor Centre. The Academy includes a reception for staff recruitment and management offices for the staff accommodation in Craylands Lane Pit to the west, together with classrooms, seminar rooms, specialist training areas and workshops. There will also be amenities for staff including a kitchen, dining and flexible relaxation area.



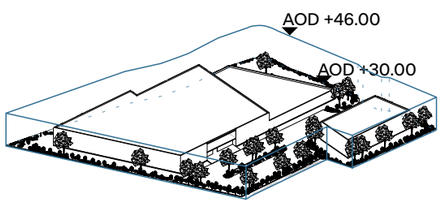
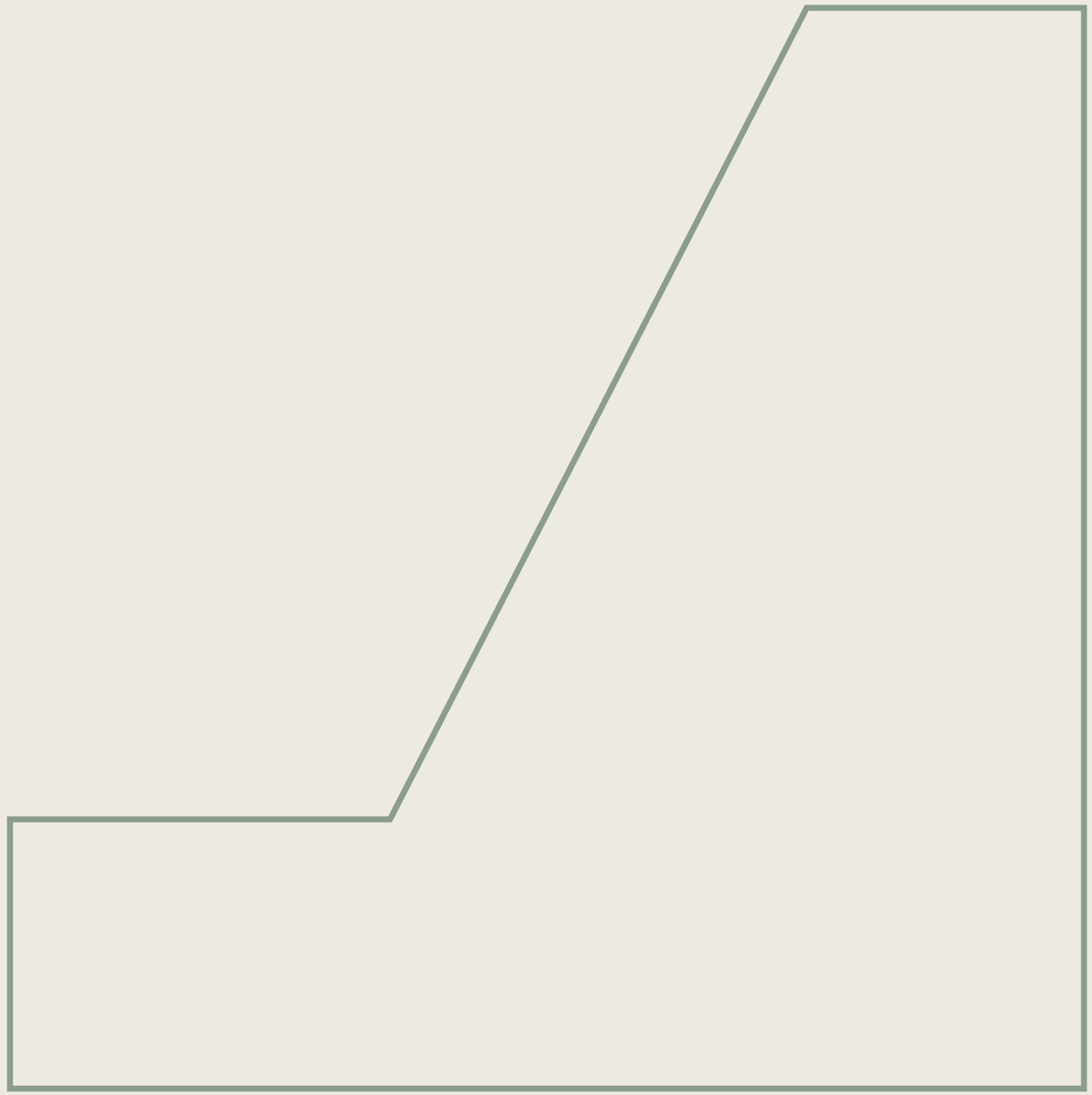


Figure 5.6 - Illustrative view of The London Resort Academy from the south-west



6.0

The Plaza

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6.1 The London Resort Plaza

6.1.1 Overview

Work No.12

Land area: 78 758 m² (inc. The London Resort PassengerTerminal)

6.1.1.1 The Plaza is the main focus and collection point for visitors arriving at the Resort directing them towards The Boulevard at its northern end. The length of the Plaza encourages groups to spread out. A central boulevard accommodates peak flow with landscaped flanks providing additional capacity and waiting areas that avoid obstructing the main flow.

6.1.1.2 **The use of Work No.12 is specified** Sui generis **(No class specified)**

6.1.1.3 **All building elements must be designed within the maximum parameters for Work No.12 (Fig. 6.1).**

6.1.1.4 **The proposed setting out for Work No.12 is based upon a lowest ground floor level of +3.00m AOD. Main pedestrian plaza level is nominally +9.00m AOD.**

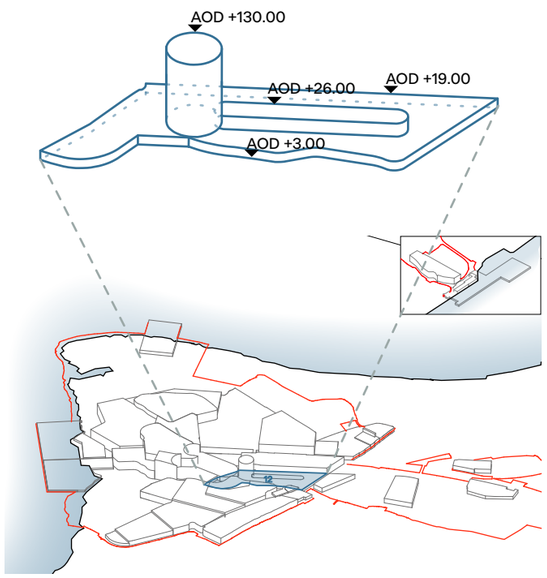
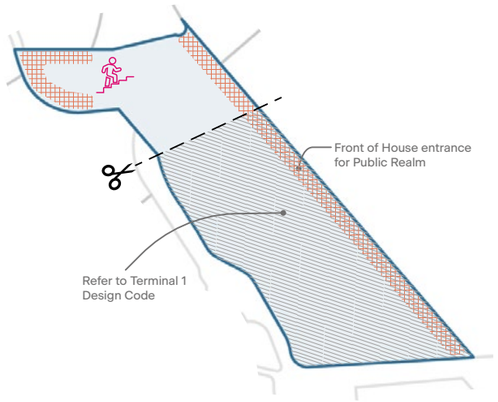


Figure 6.1- Maximum parameters diagram

Figure 6.2 - Work parameters key plan

6.1.2 Internal Organization

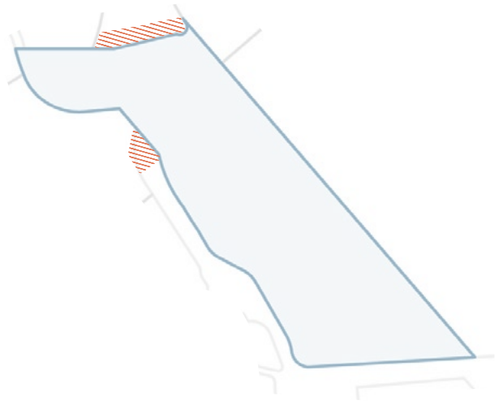


6.1.2.1 Any proposals **should** allow access and connection to the lower level of the Resort from the north west edge of the current Work.

6.1.2.2 The change of levels **should** be designed to be interesting and engaging public realm, such as an outdoor amphitheatre. Mechanical vertical transport or other means of inclusive circulation **will** be considered.

6.1.2.3 At the centre of the Plaza there is an opportunity for a significant architectural, engineering, or sculptural intervention. This element is primarily to act to act as an urban marker for the London Resort, helping people orientate themselves and the location of the main arrivals plaza.

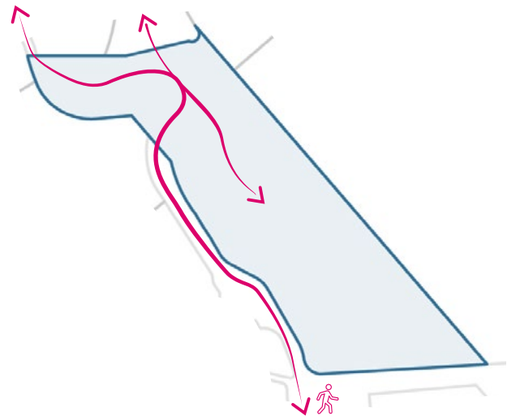
6.1.3 Key Adjacencies



6.1.3.1 The land for the Plaza is between Pilgrims Way on the west side and the London Resort car parks on the east side.

6.1.3.2 The proposals **will** allow for pedestrian connectivity from and to the existing Pilgrims Way pedestrian route along the chalk spine.

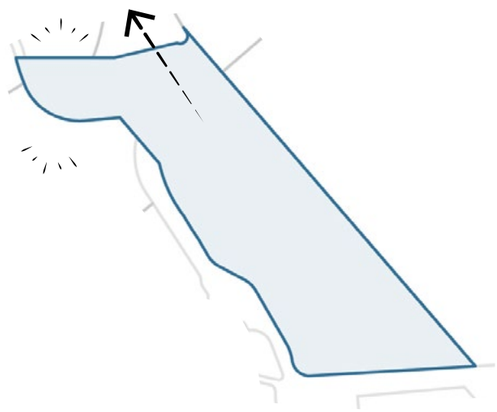
6.1.4 Routes and Infrastructure



6.1.4.1 The Plaza is the main arrival point for the London Resort. Connected to the arrival terminal on the south and adjacent to Pilgrims Way. The very high footfall of pedestrians **will** be a key consideration for the design of this area.

6.1.4.2 The Plaza **must** feel safe to use regardless of footfall, ranging from peak capacity to the first person to arrive and the last to leave. The Plaza should feel special, with space that relates to the individual and the journey they are making.

6.1.5 Visual Presence and Key Views



6.1.5.1 Any proposals **will** consider clear views to the Boulevard and Node 2 The Market.

6.1.6 Environmental Brief

6.1.6.1 Proposals **will** consider energy efficient external lighting with smart controls.

6.1.6.2 The design **will** consider high recycled content and bio-based materials for the hard landscaping and street furniture.

6.1.6.3 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.12's design, where appropriate.

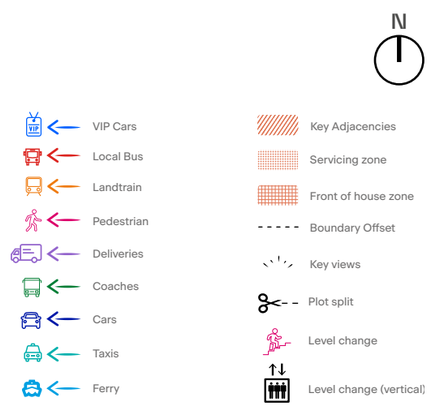
6.1.7 Inclusivity Brief

6.1.7.1 Principal circulation routes to and within plaza **will** be step-free routes; secondary access routes **may** be stepped.

6.1.7.2 Resting places with suitable seating **will** be incorporated to limit travel distances at approximately 50m.

6.1.7.3 Landscaping within the Plaza **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.

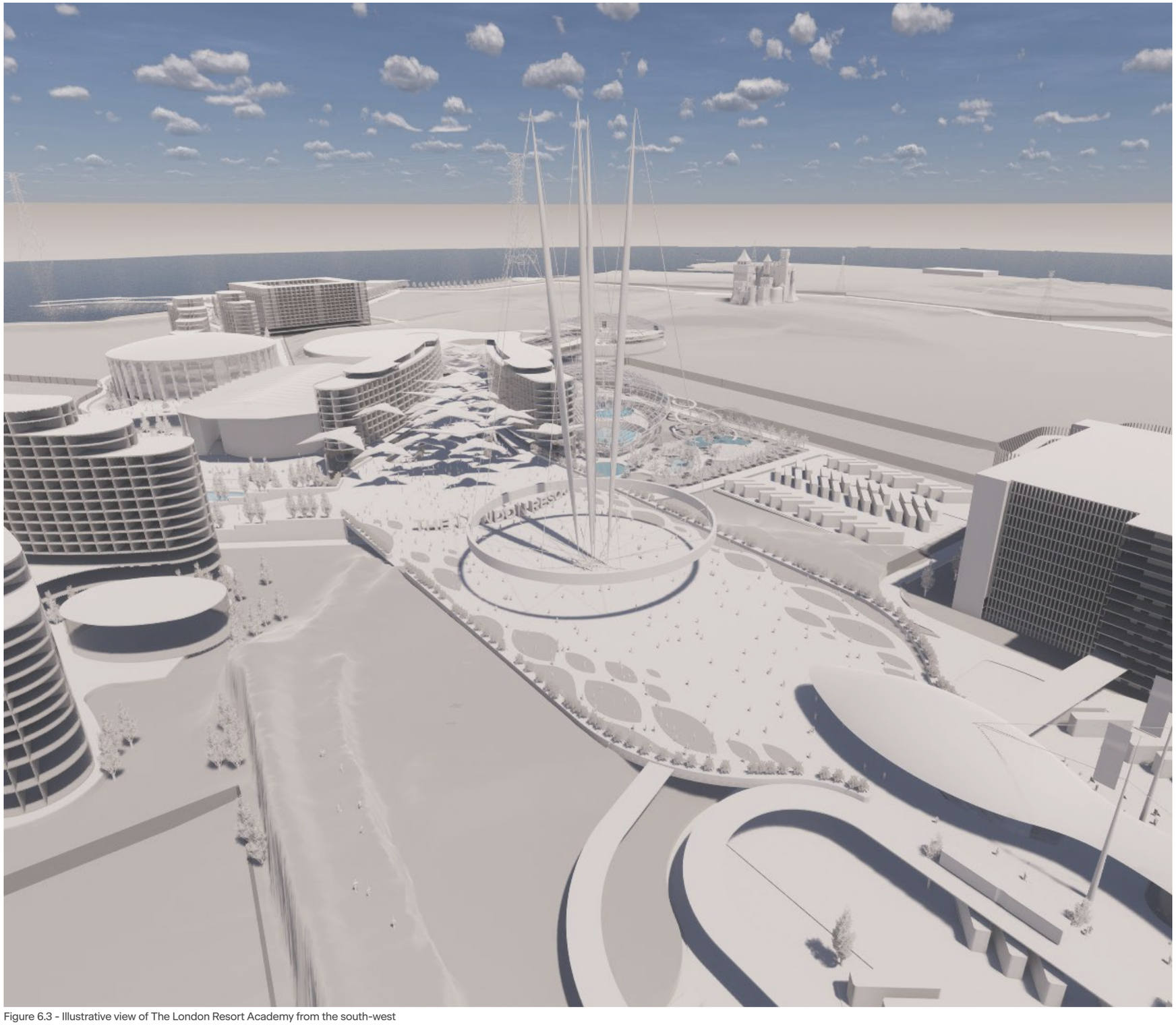
6.1.7.4 Materiality of routes **will** be used to aid wayfinding and define the different character areas of the Plaza and main circulation routes.



6.1.8 Illustrative design

6.1.8.1 The Plaza creates a strong sense of arrival and a useful navigation tool. Intelligent signage will facilitate sequential decision making helping to manage peak flow and bottlenecks. ‘Spanish Steps’ at the north west corner will link the Plaza with Pilgrims Way below.

6.1.8.2 The grand ‘Foadarche’ holds centre stage in the Plaza, celebrating the sense of arrival and an address, a waypoint within the resort and beyond.



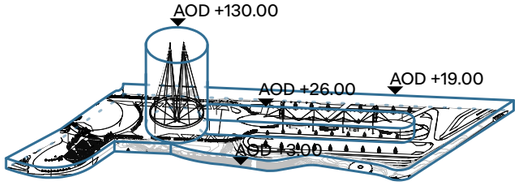


Figure 6.3 - Illustrative view of The London Resort Academy from the south-west

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7.0

The Boulevard and The Market

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7.1 The Boulevard

7.1.1 Overview

Work No.6 (part)

Land area: 21 169 m² (inc. The London Resort Hotel and the Market)

7.1.1.1 The Boulevard is an open air street which accommodates the main flow of visitors to The London Resort gates. It provides ancillary retail, dining (food & beverage) and entertainment whilst encouraging dwell time.

7.1.1.2 The use of Work No.6 is specified Sui generis **(No class specified)**

7.1.1.3 All built elements must be designed within the maximum parameters for Work No.6 (Fig. 7.1).

7.1.1.4 The proposed setting out for Work No.6 is based upon a lowest ground floor level of +3.00m AOD. Main pedestrian level is nominally +9.50m AOD.

7.1.1.5 A minimum of 25m wide pedestrian route will be accommodated through the Boulevard. This will be largely unimpeded to allow for the flow of large numbers of pedestrians.

7.1.1.6 At least 75% of the Boulevard **will be covered providing a degree of shelter and shade.**

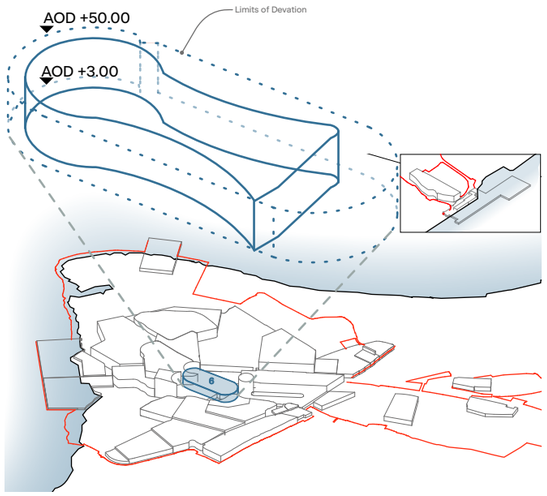
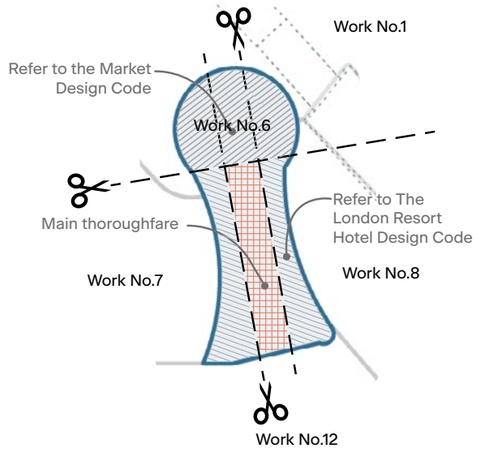


Figure 7.1 - Maximum parameters diagram

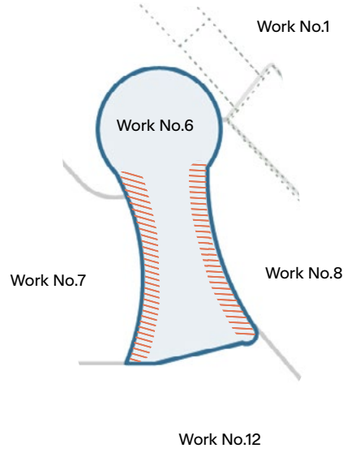
Figure 7.2 - Work parameters key plan

7.1.2 Internal Organization



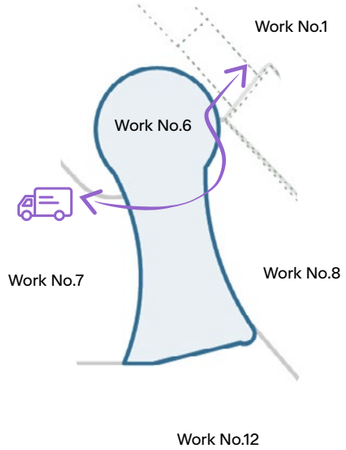
7.1.2.1 **The design will incorporate the** Boulevard **through the middle of The London Resort Hotel.**

7.1.3 Key Adjacencies



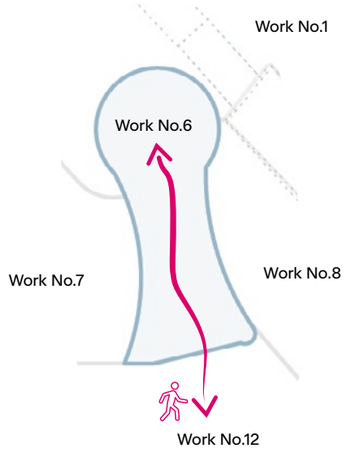
7.1.3.1 **Any proposal should consider the relationship to the London Resort Hotel which flanks the Boulevard and associated retail, dining and entertainment offer.**

7.1.4 Routes and Infrastructure: Lower Level

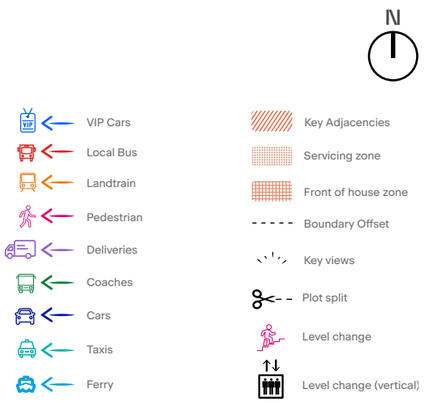


7.1.4.1 **The design should consider servicing, logistics and maintenance access from the service road on the lower level under the Boulevard and shared with Hotel 1.**

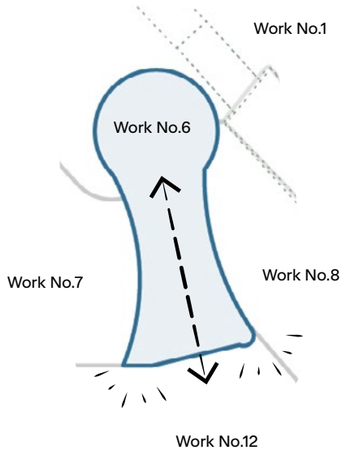
7.1.5 Routes and Infrastructure: Higher Level



7.1.5.1 **The design will consider the upper level of the Boulevard to be the main pedestrian thoroughfare from the Arrival Plaza to Node 2 The Market. Lower level courtyards and pocket spaces off the main throughfare (if provided) should be clearly defined from the main route and have step free access.**



7.1.6 Visual Presence and Key Views



7.1.6.1 **A clear view from the arrival plaza to Node 2 The Market should be incorporated.**

7.1.6.2 **The design should consider clear sightlines from Node 2 to with Gates.**

7.1.7 Environmental Brief

7.1.7.1 **Proposals will consider energy efficient external lighting with smart controls.**

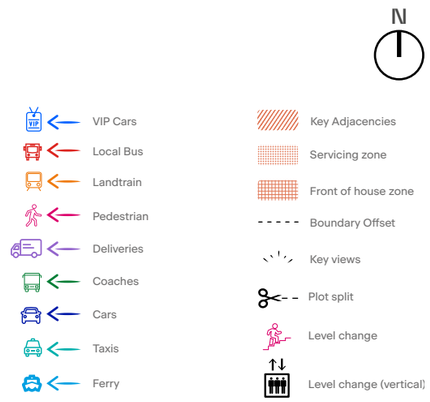
7.1.7.2 **The design will consider high recycled content and bio-based materials for the hard landscaping and street furniture.**

7.1.8 Inclusivity Brief

7.1.8.1 **Principal circulation routes to and within the Boulevard will be step-free routes; secondary access routes may be stepped.**

7.1.8.2 **Resting places with suitable seating will be incorporated to limit travel distances at approximately 50m**

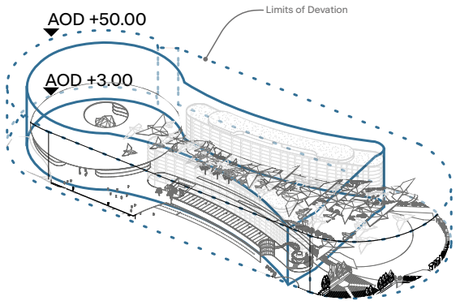
7.1.8.3 **Materiality of routes will be used to aid wayfinding and define the different character areas of the Plaza and main circulation routes**



7.1.9 Illustrative design

7.1.9.1 The Boulevard offers your first respite, a chance to pause and collect your thoughts. On each side of this axial route, sunken courtyards add to the three dimensionality of the space, creating quiet oases with shared frontage to The London Resort Hotel providing a premium silver service offer, a quiet breakfast, a delicious cup of coffee, lunch, afternoon tea or a glass of bubbles and a bite in the evening before heading home. 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.

7.1.9.2 In the evening, a combination of theatres and indoor and outdoor venues will provide West End quality productions and shorter format shows. These venues will showcase content from the intellectual property providers, as well as provide a stage for live comedy acts and concerts.



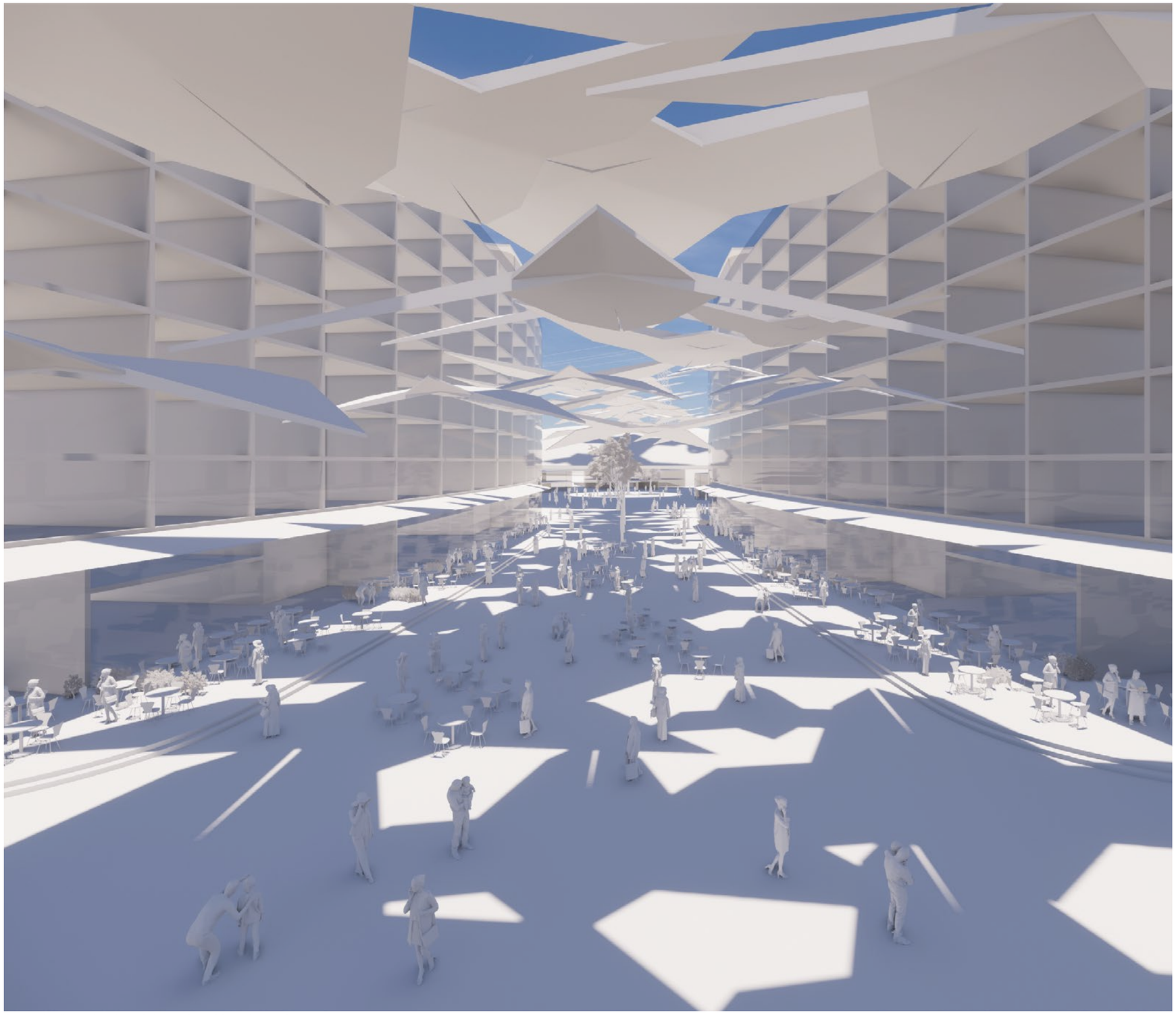


Figure 7.3 - Illustrative view of The Boulevard from the south

7.2 Node 2: The Market

7.2.1 Overview

Work No.6 (part)

Land area: 21 169 m² (inc. The London Resort Hotel and the Boulevard)

7.2.1.1 The Market 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.

7.2.1.2 The use of Work No.6 is specified Sui generis **(No class specified)**

7.2.1.3 All built elements must be designed within the maximum parameters for Work No.6 (Fig. 7.4).

7.2.1.4 The proposed setting out for Work No.6 is based upon a lowest ground floor level of +3.00m AOD. Main pedestrian level is nominally +9.50m AOD.

7.2.1.5 At least 75% of the Market **will be covered providing a degree of shelter and shade form the elements.**

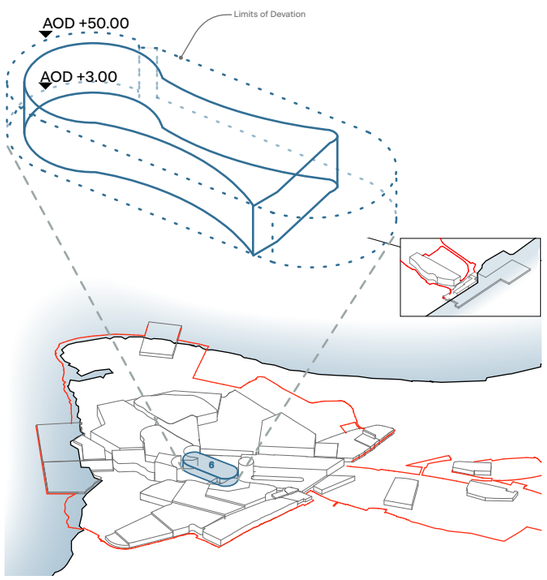
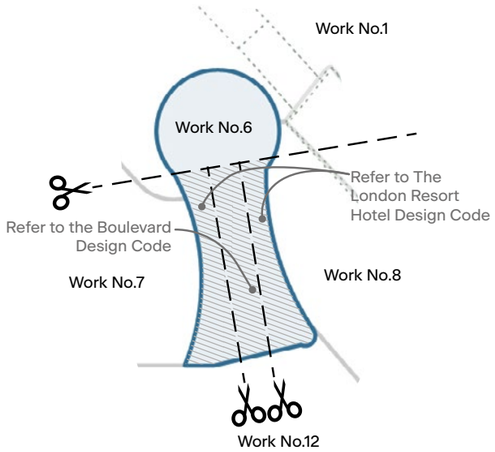


Figure 7.4 - Maximum parameters diagram

Figure 7.5 - Work parameters key plan

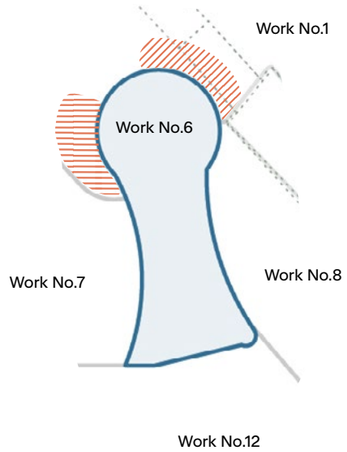
7.2.2 Internal Organization



7.2.2.1 **The design for the Market is located in the north of Work No.6.**

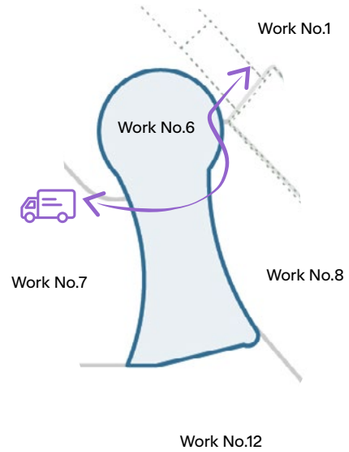
7.2.2.2 **The centre of this space should be designed as open public realm with sightlines to Gate 1 on the east and Gate 2 to the west.**

7.2.3 Key Adjacencies



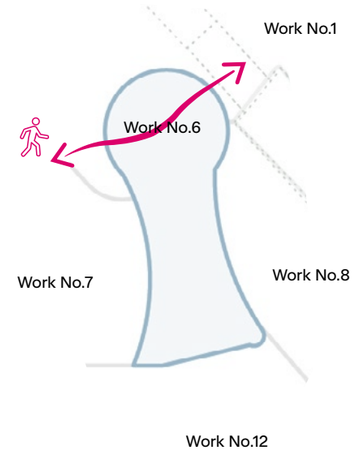
7.2.3.1 **Any proposal should incorporate step free pedestrian connection to Gate 1 (Work No.1) and the Conferention Centre and the Coliseum (Work No.7).**

7.2.4 Routes and Infrastructure: Lower Level

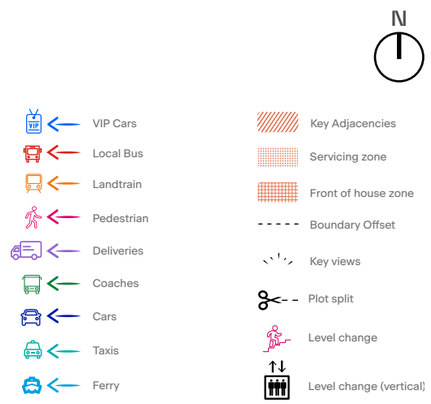


7.2.4.1 **The design should incorporate servicing, logistics and maintenance access from the service road on the lower level under the Boulevard and shared with Hotel 1.**

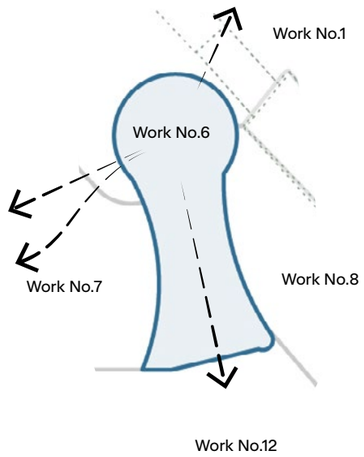
7.2.5 Routes and Infrastructure: Higher Level



7.2.5.1 **The design of the Market should be considered a continuation of the Boulevard.**



7.2.6 Visual Presence and Key Views



7.2.6.1 **Views from the Market to Work Nos. 1, 2 and 7 should be considered. Visitors should also have clear views to the Arrivals Plaza (Work No. 12) on their departure to aid visitor orientation.**

7.2.7 Environmental Brief

7.2.7.1 **Proposals will consider energy efficient external lighting with smart controls.**

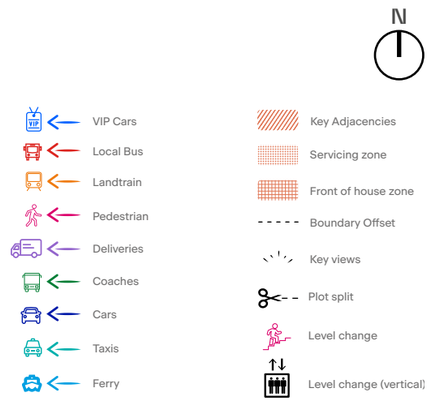
7.2.7.2 **The design will consider high recycled content and bio-based materials for the hard landscaping and street furniture.**

7.2.8 Inclusivity Brief

7.2.8.1 **Principal circulation routes to and within the Market will be step-free routes; secondary access routes may be stepped.**

7.2.8.2 **Resting places with suitable seating will be incorporated to limit travel distances at approximately 50m**

7.2.8.3 **Materiality of routes will be used to aid wayfinding and define the different character areas of the Plaza and main circulation routes**



7.2.9 Illustrative design

7.2.9.1 To celebrate this important waypoint, 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.

7.2.9.2 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, arranged over two levels with galleried seating to facilitate people watching whilst enjoying a bite to eat.

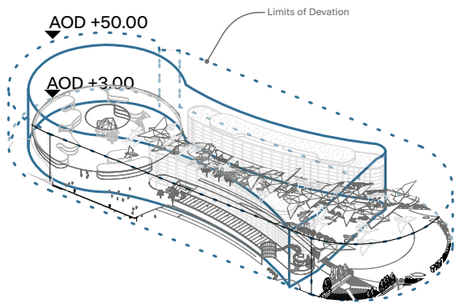


Figure 7.6 - Illustrative view of The Market from the east

8.0

The Hotels

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8.1 The London Resort Hotel

8.1.1 Overview

Work No.6 (part)

Land area: 21 169 m² (inc. Boulevard and Market)

8.1.1.1 The London Resort Hotel comprises 800 keys with two wings of accommodation arranged on either side of the covered Boulevard and linked beneath.

8.1.1.2 The use of Work No. 6 is specified as Class C1 (Hotels), Class E and Sui generis **(No class specified).**

8.1.1.3 The proposals should comprise 800 keys with a mixture of room typologies.

8.1.1.4 All building elements must be designed within the maximum parameters set for each Work No. (Fig 8.1).

8.1.1.5 The proposed setting out for Work No. 6 is based upon a ground floor level of +3.00m AOD.

8.1.1.6 Any sleeping accommodation should be designed above + 6.10m AOD.

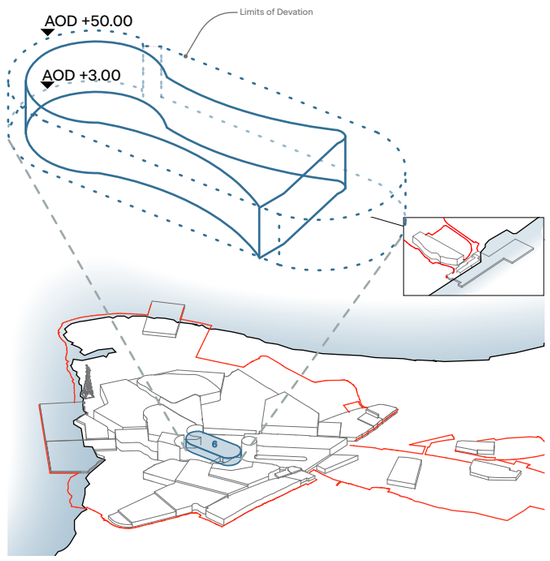
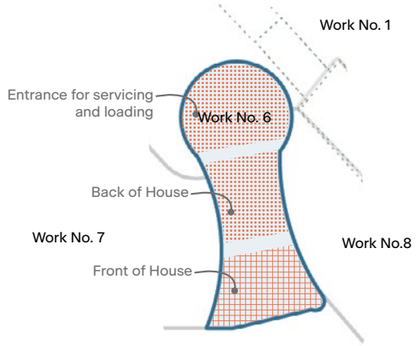


Figure 8.1 - Maximum parameters diagram

Figure 8.2 - Work parameters key plan

8.1.2 Internal Organization: Lower Level

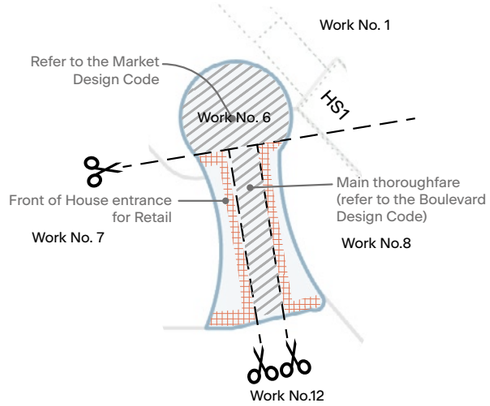


8.1.2.1 Proposals **should** be based on two distinct wings either side of a central pedestrian route, broadly orientated north-south.

8.1.2.2 The design **should** incorporate main guest entrances to the south.

8.1.2.3 Servicing, logistics and maintenance **will** be away from public views from a lower level on the northern edge.

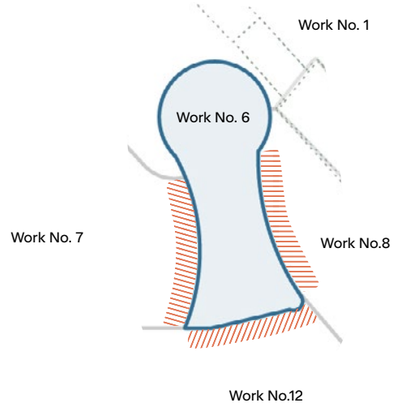
8.1.3 Internal Organization: Higher Level



8.1.3.1 The London Resort Hotel **will** have a strong relationship with the Boulevard and **will** help define its streetscape.

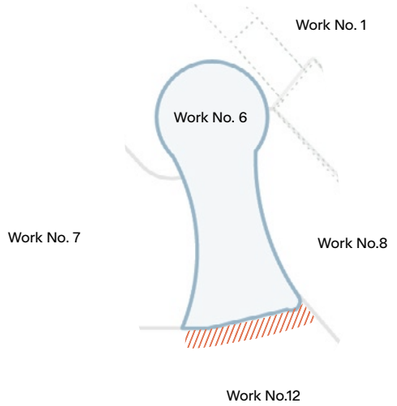
8.1.3.2 Proposals **should** seek to create terraces and external spaces for guests. Which may include stepping back the built mass at upper levels.

8.1.4 Key Adjacencies: Lower Level



8.1.4.1 The design **will** connect the two wings at lower level (under the Boulevard) to create shared ancillary spaces. It **should** connect to the Conferention Centre and the Water Park.

8.1.5 Key Adjacencies: Higher Level



8.1.5.1 At plaza level, the design **will** have entrances on the southern edges directly accessible by pedestrians.

8.1.5.2 The proposals **will** allow for up to two levels of retail facing the Boulevard (please see separate code for The Boulevard within chapter 6.0).

8.1.6 Environmental Brief

8.1.6.1 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

8.1.6.2 The proposal **should** consider grey water harvesting for toilet flushing.

8.1.6.3 Roofs and terraces **will** consider incorporating biodiversity into the design, for example in the form of green or brown roof systems.

8.1.6.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.6's design, where appropriate.

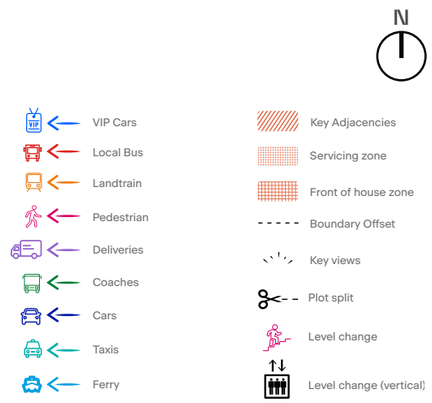
8.1.7 Inclusivity Brief

8.1.7.1 The proposals **will** have a minimum 10% wheelchair-accessible hotel rooms.

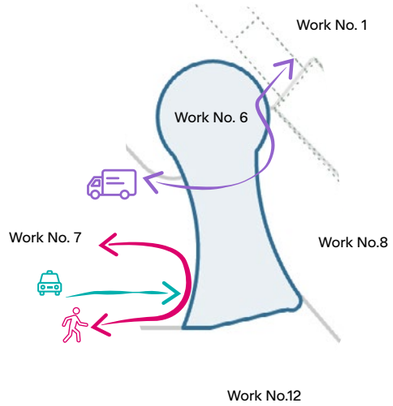
8.1.7.2 The proposed design **will** have step free access to hotel rooms.

8.1.11 Other Elements

8.1.11.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface **should** remain free from pipework and ductwork.



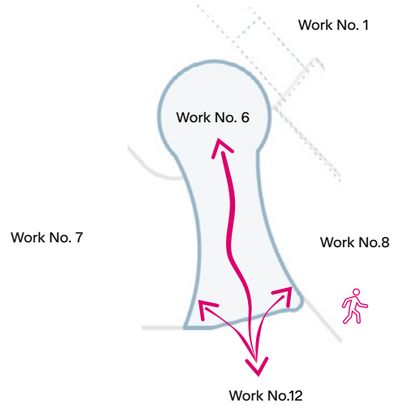
8.1.8 Routes and Infrastructure: Lower Level



8.1.8.1 A guest drop-off area for hotel guests **should** be designed at lower level at the west of the site.

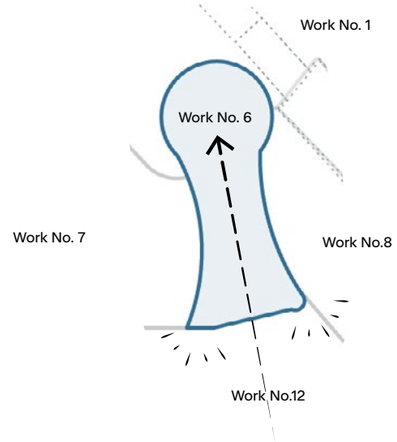
8.1.8.2 The design **should** consider servicing, logistics and maintenance access from the service road on the lower level under the Boulevard.

8.1.9 Routes and Infrastructure: Higher Level



8.1.9.1 Step free pedestrian access to the main lobbies **should** be possible from the Plaza level and the guest drop off.

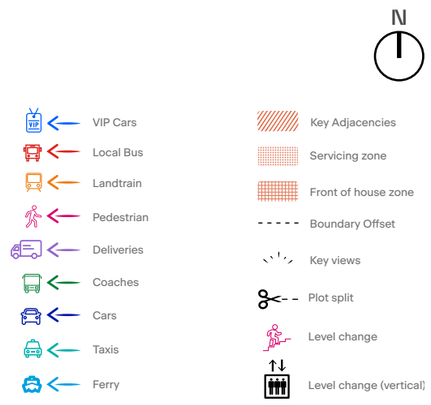
8.1.10 Visual Presence and Key Views



8.1.10.1 The prominent location of The London Resort Hotel **will** require key views to be maintained with the proposals coming forward.

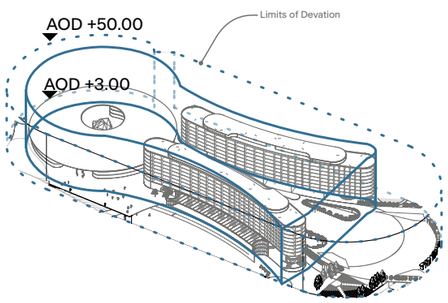
8.1.10.2 The proposal **will** be designed such that the south edges of both wings act as a gateway to the Boulevard and wider resort.

8.1.10.3 A clear view from the Arrivals Plaza to Node 2 The Market **should** be incorporated.



8.1.12 Illustrative design

8.1.12.1 The main entrance to The London Resort Hotel is located at the prominent south west tip of the west wing, with 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 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. The hotel's main back of house and front of house facilities are located within the two levels below the Plaza.



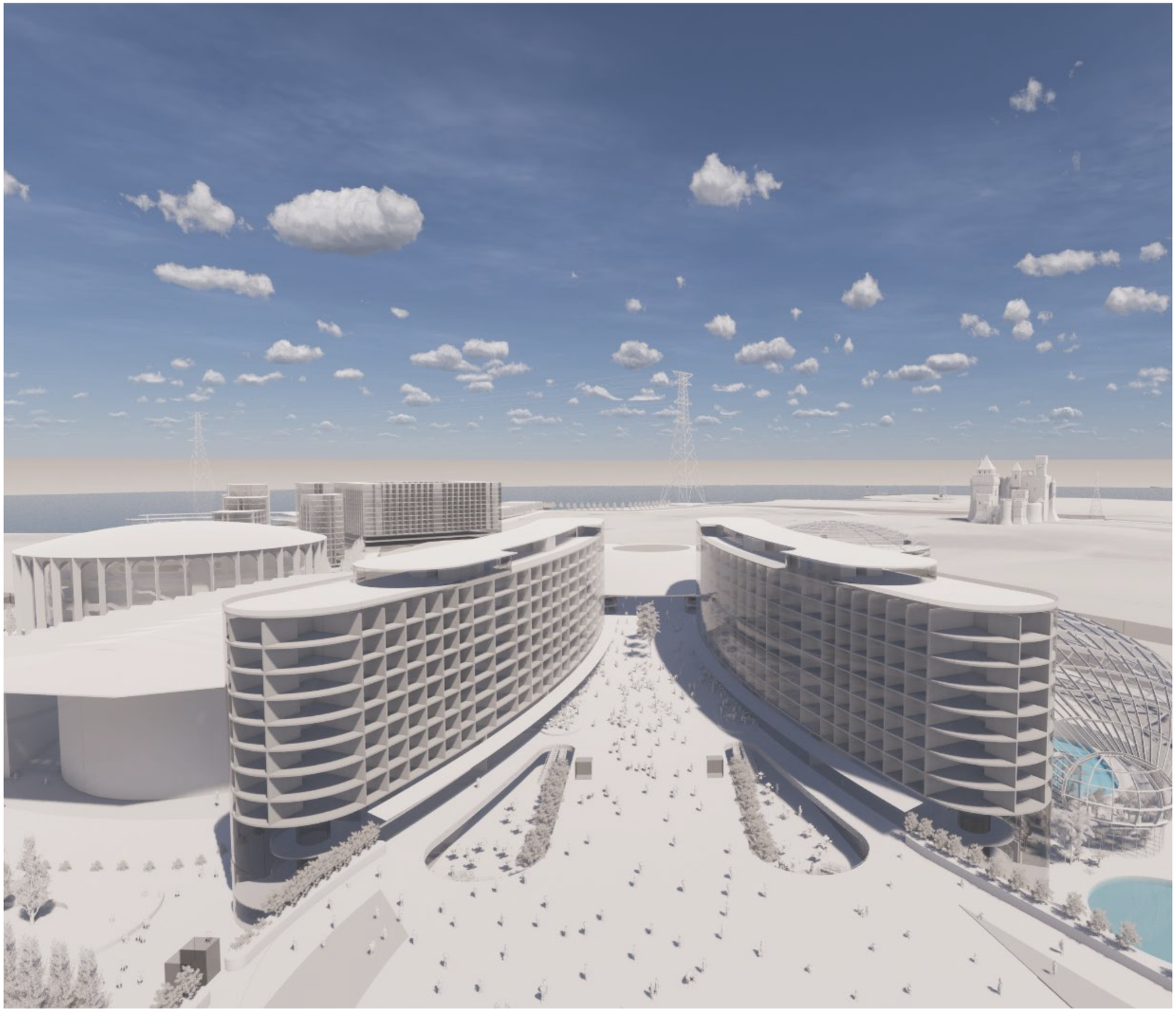


Figure 8.3 - Illustrative view of The London Resort Hotel from the south

8.2 Hotel 2

8.2.1 Overview

Work No.5a (part)

Land area: 36 267 m² (inc. Hotel 4)

8.2.1.1 Hotel 2 provides 1,500 keys together with front of house and back of house facilities.

8.2.1.2 The use of Work No. 5a is specified as Class C1 (Hotels), Class E and Sui generis **(No class specified).**

8.2.1.3 The proposals should comprise 1,500 keys with a mixture of room typology.

8.2.1.4 All building elements must be designed within the maximum parameters for Work No. 5a (Fig 8.4).

8.2.1.5 The proposed setting out for Work No. 5a is based upon a ground floor level of +5.00m AOD.

8.2.1.6 Any sleeping accommodation should be designed above + 7.20m AOD.

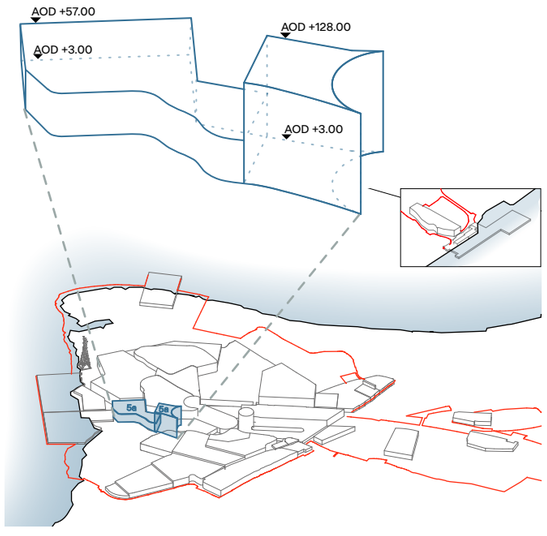
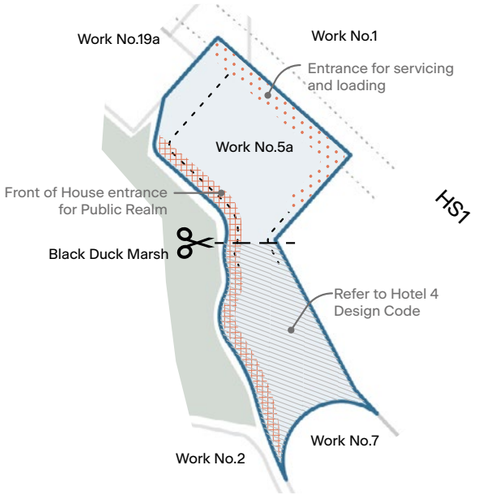


Figure 8.4 - Maximum parameters diagram

Figure 8.5 - Work parameters key plan

8.2.2 Internal Organization



8.2.2.1 Proposals **will** assume ground floor and first floor will largely be for Back of House, Reception and Front of House ancillary uses for guests.

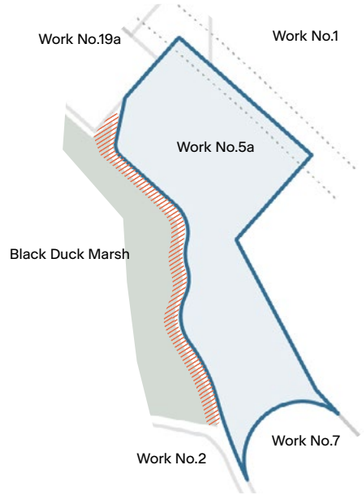
8.2.2.2 The design **should** consider any hardstanding for servicing and logistics to the east and south. Soft surfaces with planting **should** be considered on the west creating a sense of arrival for guests.

8.2.2.3 50% of the total land area **will** be dedicated to landscape and public realm.

8.2.2.4 Hotel 2 **will** be on the north of Work No.5a.

8.2.2.5 Proposals **will** pay attention to the exclusion zone around the High Speed 1 tunnel landscaped and seek to minimise built form and avoid foundation works in these areas.

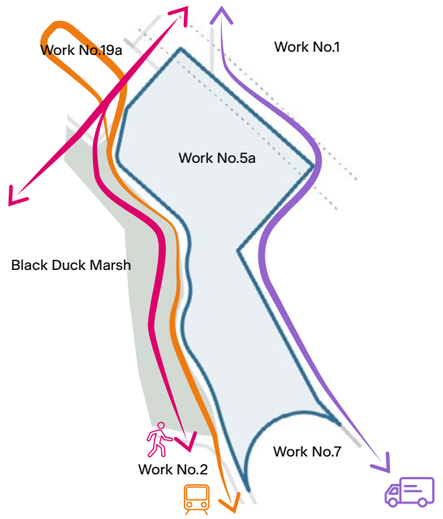
8.2.3 Key Adjacencies



8.2.3.1 The proposals **will** consider Hotel 2's adjacency to Black Duck Marsh to the west. The architectural language **must** be sensitive to the Marsh setting.

8.2.3.2 The built mass and form **will** respond to the location of the ferry terminal building and pedestrian route to the north.

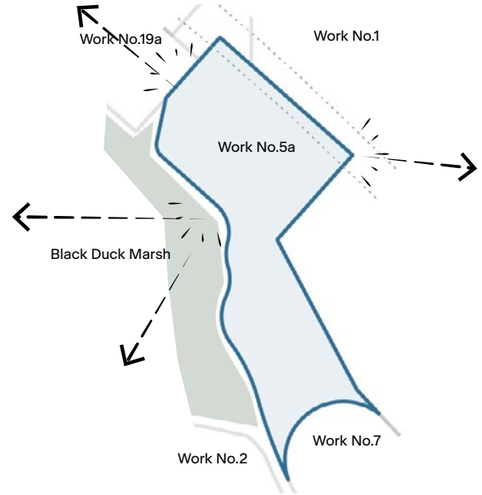
8.2.4 Routes and Infrastructure



8.2.4.1 The design seeks to create a sense of arrival for guests who **will** arrive on the west of the site.

8.2.4.2 Servicing, logistics and maintenances vehicles **will** access from the east, through the service road between Work No. 5a and Gate 1 boundary.

8.2.5 Visual Presence and Key Views



8.2.5.1 Guests **should** enjoy panoramic views of the marshes and river from Hotel 2 depending on which side of the hotel they are accommodated, and the orientation and design of the rooms **should** seek to embrace this.

8.2.5.2 The hotel is prominent from many parts of the surrounding marshes and river, and its form and articulation **should** be sensitive to these views.

8.2.6 Environmental Brief

8.2.6.1 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

8.2.6.2 The proposal **should** consider grey water harvesting for toilet flushing.

8.2.6.3 Roofs and terraces **will** consider incorporating biodiversity into the design, for example in the form of green or brown roof systems.

8.2.6.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.5a's design, where appropriate.

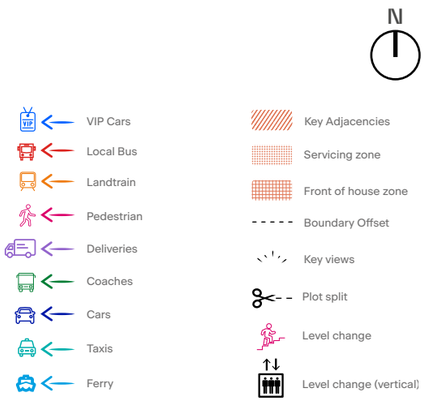
8.2.7 Inclusivity Brief

8.2.7.1 The proposals **must** have minimum 10% wheelchair-accessible hotel rooms.

8.2.7.2 The proposed design **will** have step free access to hotel rooms

8.2.8 Other Elements

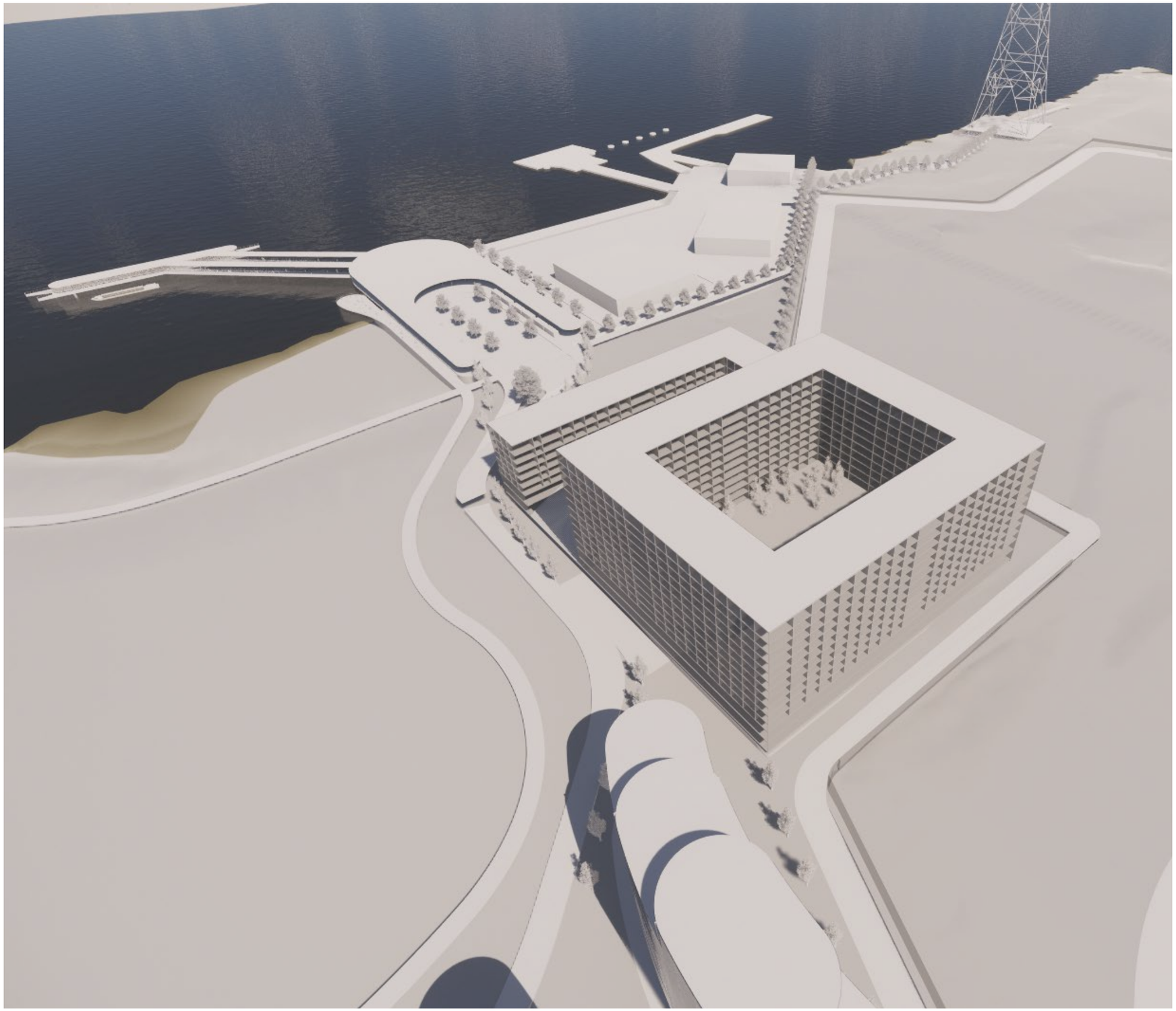
8.2.8.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface **should** remain free from pipework and ductwork.



8.2.9 Illustrative design

8.2.9.1 Hotel 2 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.

8.2.9.2 Hotel 2 enjoys a strong presence and sense of arrival on the west side and is serviced from the perimeter service road to the east and south of the buildings, 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 important contributor to the pulse of Pilgrims Way, helping with the passive policing of the wider public realm.



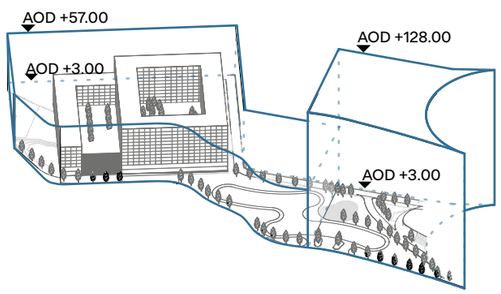


Figure 8.6 - Illustrative view of Hotel 2 from the south-west

8.3 Hotel 3

8.3.1 Overview

Work No.5b

Land area: 16 602 m²

8.3.1.1 Hotel 3 provides 850 keys including front of house and back of house facilities, to be delivered as part of Gate 2 in 2029.

8.3.1.2 The use of Work No. 5b is specified as Class C1 (Hotels), Class E and Sui generis **(No class specified).**

8.3.1.3 The proposals should comprise 850 keys with a mixture of room typology.

8.3.1.4 All building elements must be designed within the maximum parameters relevant to Work No. 5b (Fig 8.7).

8.3.1.5 The proposed setting out for Work No. 5b is based upon a ground floor level of +5.00m AOD.

8.3.1.6 Any sleeping accommodation should be designed above + 7.30m AOD.

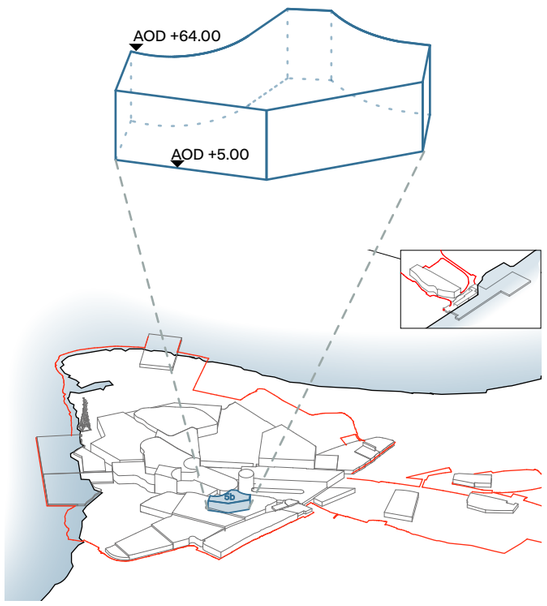
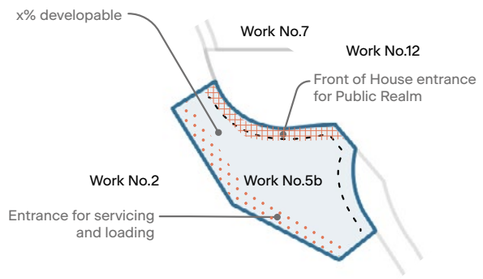


Figure 8.7 - Maximum parameters diagram

Figure 8.8 - Work parameters key plan

8.3.2 Internal Organization



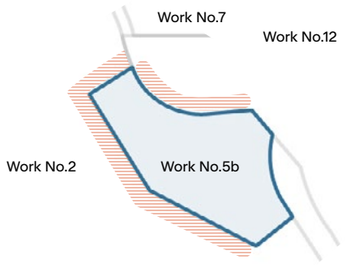
8.3.2.1 Proposals **will** assume ground floor and first floor will largely be for Back of House, Reception and Front of House ancillary uses for guests.

8.3.2.2 The design **should** consider hardstanding for servicing and logistics to the west and south. Hard landscaping and formal planting should be considered on the east creating a sense of arrival for guests.

8.3.2.3 30% of the total land area **will** be dedicated to landscape and public realm.

8.3.2.4 Proposals **should** seek to create terraces and external spaces for guests. Which may include must stepping back the built mass at upper levels.

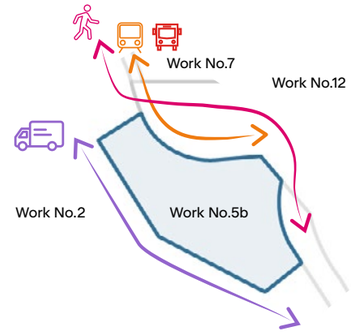
8.3.3 Key Adjacencies



8.3.3.1 The proposals **will** consider the close proximity the hotel has with the Pilgrims Way historic route to the east.

8.3.3.2 The design **should** consider the adjacency with Gate 2 to the west on how guests may access this.

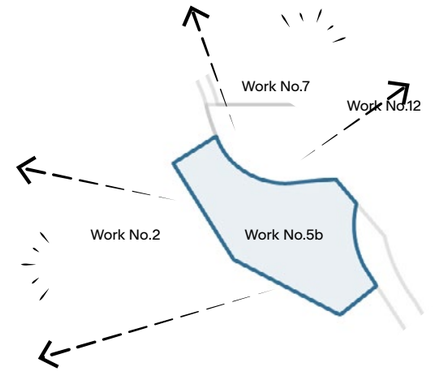
8.3.4 Routes and Infrastructure



8.3.4.1 The design **will** assume guests arrival from the north or east.

8.3.4.2 Servicing, logistics and maintenances vehicles access **will** be from the west, via the service road between the Work 5b and Gate 2 boundary.

8.3.5 Visual Presence and Key Views



8.3.5.1 Guests **should** enjoy views to Gate 2 and the Plaza depending on which side of the hotel they are accommodated. The orientation and design of the rooms should seek to embrace this.

8.3.6 Environmental Brief

8.3.6.1 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

8.3.6.2 The proposal **should** consider grey water harvesting for toilet flushing.

8.3.6.3 Roofs and terraces **will** consider incorporating biodiversity into the design, for example in the form of green or brown roofs systems.

8.3.6.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.5b's design, where appropriate.

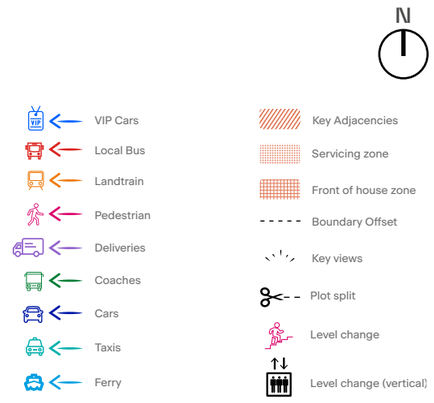
8.3.7 Inclusivity Brief

8.3.7.1 The proposals **must** have a minimum 10% wheelchair-accessible hotel rooms.

8.3.7.2 The proposed design **will** have step free access to hotel rooms

8.3.8 Other Elements

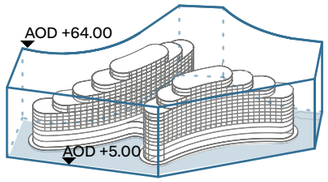
8.3.8.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface **should** remain free from pipework and ductwork.



8.3.9 Illustrative design

8.3.9.1 This hotel 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.

8.3.9.2 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 Conferention 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 Conferention Centre. The western wing of the hotel will also enjoy a strong relationship with Gate 2 to the west.



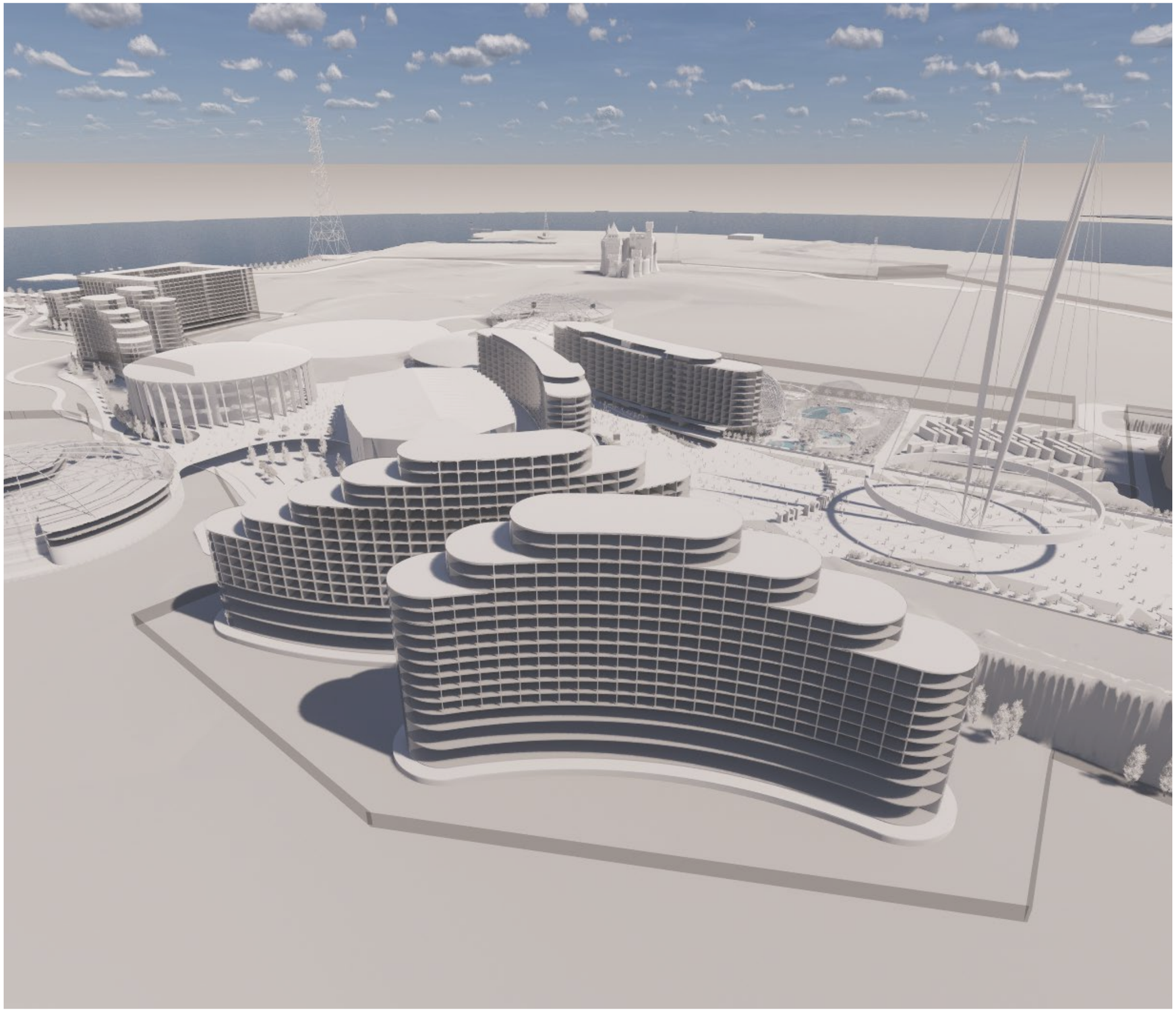


Figure 8.9 - Illustrative view of Hotel 3 from the west

8.4 Hotel 4

8.4.1 Overview

Work No.5a (part)

Land area: 36 267 m² (inc. Hotel 2)

8.4.1.1 Hotel 4 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.

8.4.1.2 The use of Work No. 5a is specified as Class C1 (Hotels), Class E and Sui generis **(No class specified).**

8.4.1.3 The proposals should comprise 400 keys with a mixture of room typology.

8.4.1.4 All building elements must be designed within the maximum parameters for Work No. 5a (Fig 8.10).

8.4.1.5 The proposed setting out for Work No. 5a is based upon a ground floor level of +5.00m AOD.

8.4.1.6 Any sleeping accommodation should be designed above + 7.20m AOD.

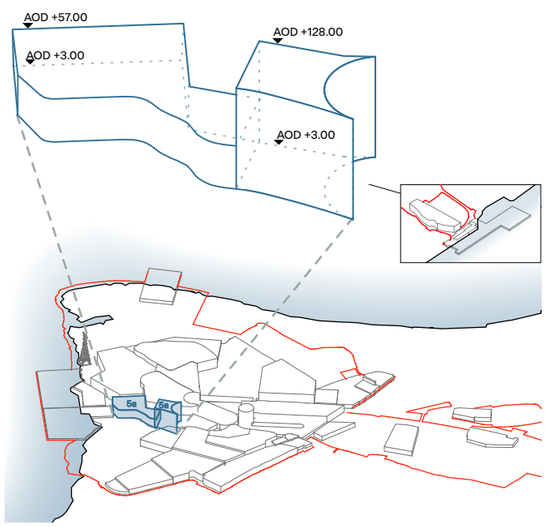
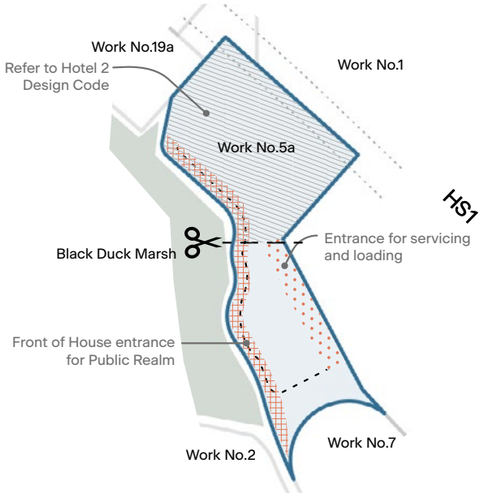


Figure 8.10 - Maximum parameters diagram

Figure 8.11 - Work parameters key plan

8.4.2 Internal Organization



8.4.2.1 Proposals **will** assume ground floor and first floor will largely be for Back of House, Reception and Front of House ancillary uses for guests.

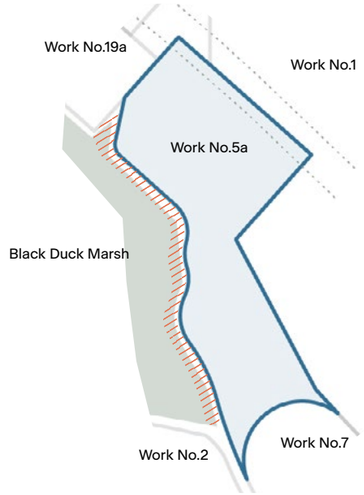
8.4.2.2 The design **should** have hardstanding for servicing and logistics to the east and south. Hard landscaping and formal planting should be considered to the west creating a sense of arrival for guests.

8.4.2.3 50% of the total land area **will** be dedicated to landscape and public realm.

8.4.2.4 Hotel 4 **will** be on the south of Work No.5a.

8.4.2.5 Proposals **should** consider an offset of 10m on the west and east. A offset of 15m should be considered on the south.

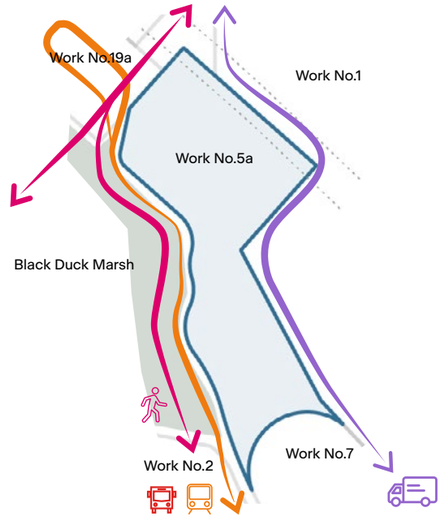
8.4.3 Key Adjacencies



8.4.3.1 The Proposals **will** consider Hotel 4's adjacency to the land train route and Black Duck Marsh to the west. The architectural language must be sensitive to the Marsh setting.

8.4.3.2 The built mass and form **will** consider the bulk, mass and geometry of the Coliseum on the south.

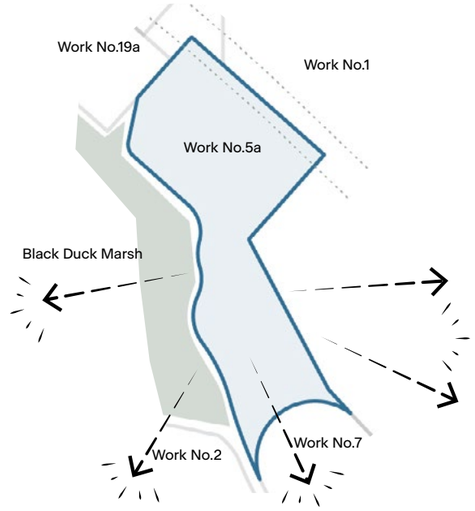
8.4.4 Routes and Infrastructure



8.4.4.1 The design **will** assume hotel guests arrival from the west elevation.

8.4.4.2 Servicing, logistics and maintenances vehicles **will** access from the east, via the service road between the Work 5a and Gate 1 boundary.

8.4.5 Visual Presence and Key Views



8.4.5.1 Guests **should** enjoy panoramic views from their room over Black Duck Marsh to the west, the river on the north, the Theme Park from to the east and the Coliseum to the south.

8.4.6 Environmental Brief

8.4.6.1 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

8.4.6.2 The proposal **should** consider grey water harvesting for toilet flushing.

8.4.6.3 Roofs and terraces **will** consider incorporating biodiversity into the design, for example in the form of green or brown roof systems.

8.4.6.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.5a's design, where appropriate.

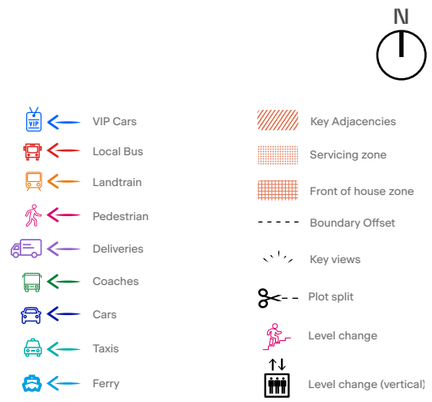
8.4.7 Inclusivity Brief

8.4.7.1 The proposals **must** be a minimum 10% wheelchair-accessible hotel rooms.

8.4.7.2 The proposed design **will** provide step free access to hotel rooms

8.4.8 Other Elements

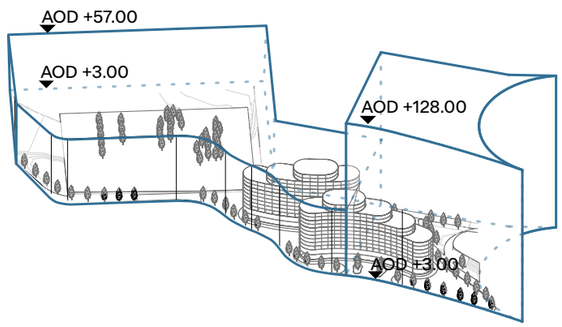
8.4.8.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface **should** remain free from pipework and ductwork.



8.4.9 Illustrative design

8.4.9.1 The Hotel stands within a landscaped setting on the east side of Pilgrims Way to the south of the London Resort Ferry Terminal and to the north of the Coliseum.

8.4.9.2 The hotel 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. The Hotel enjoys views over the River Thames to the north and west and a buffered relationship to Black Duck Marsh to the west to minimise any disturbance to its wildlife habitat. The Hotel will be an important contributor to the pulse of Pilgrims Way, helping with the passive policing of the wider public realm.



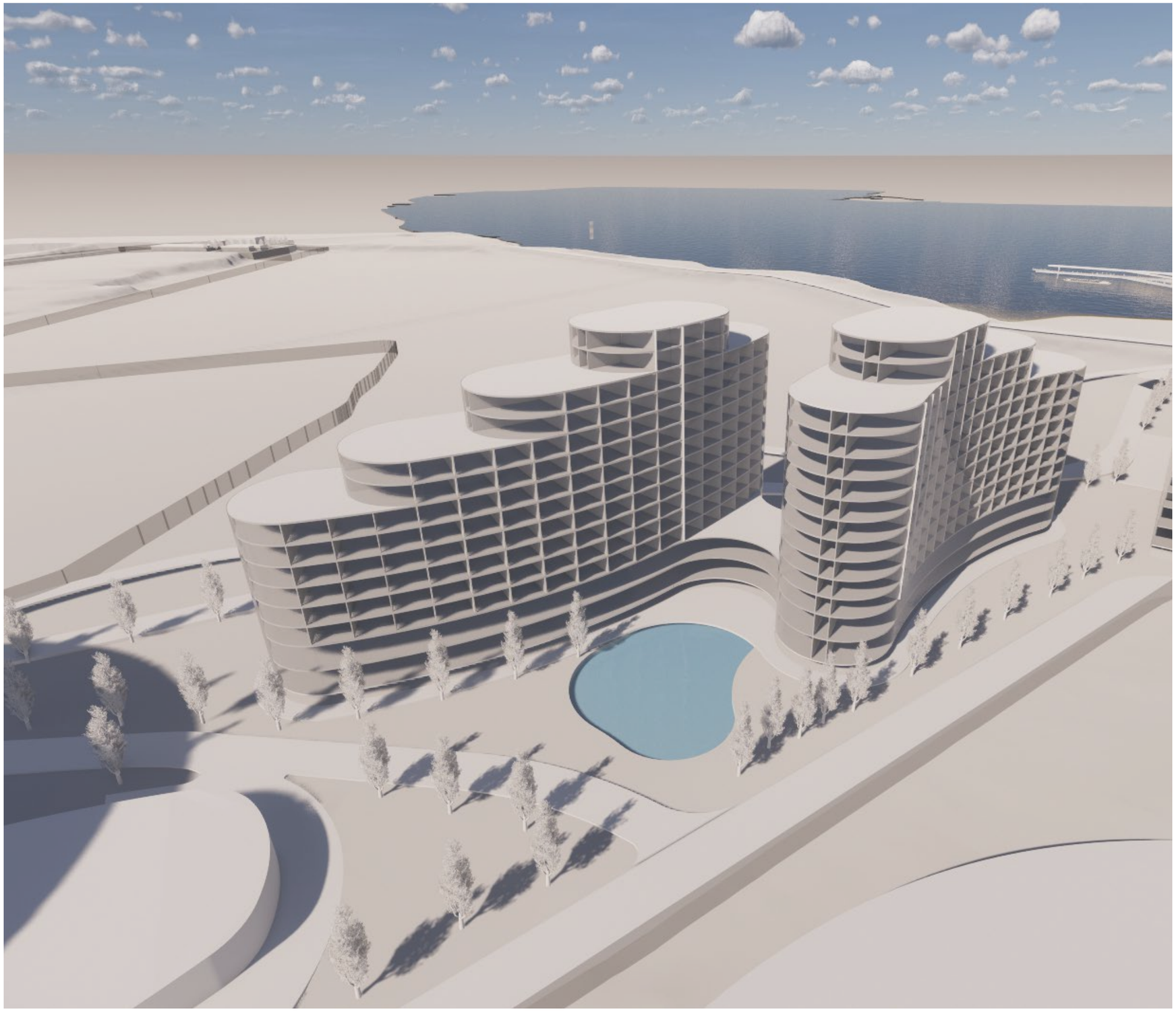


Figure 8.12 - Illustrative view of Hotel 4 from the south-east

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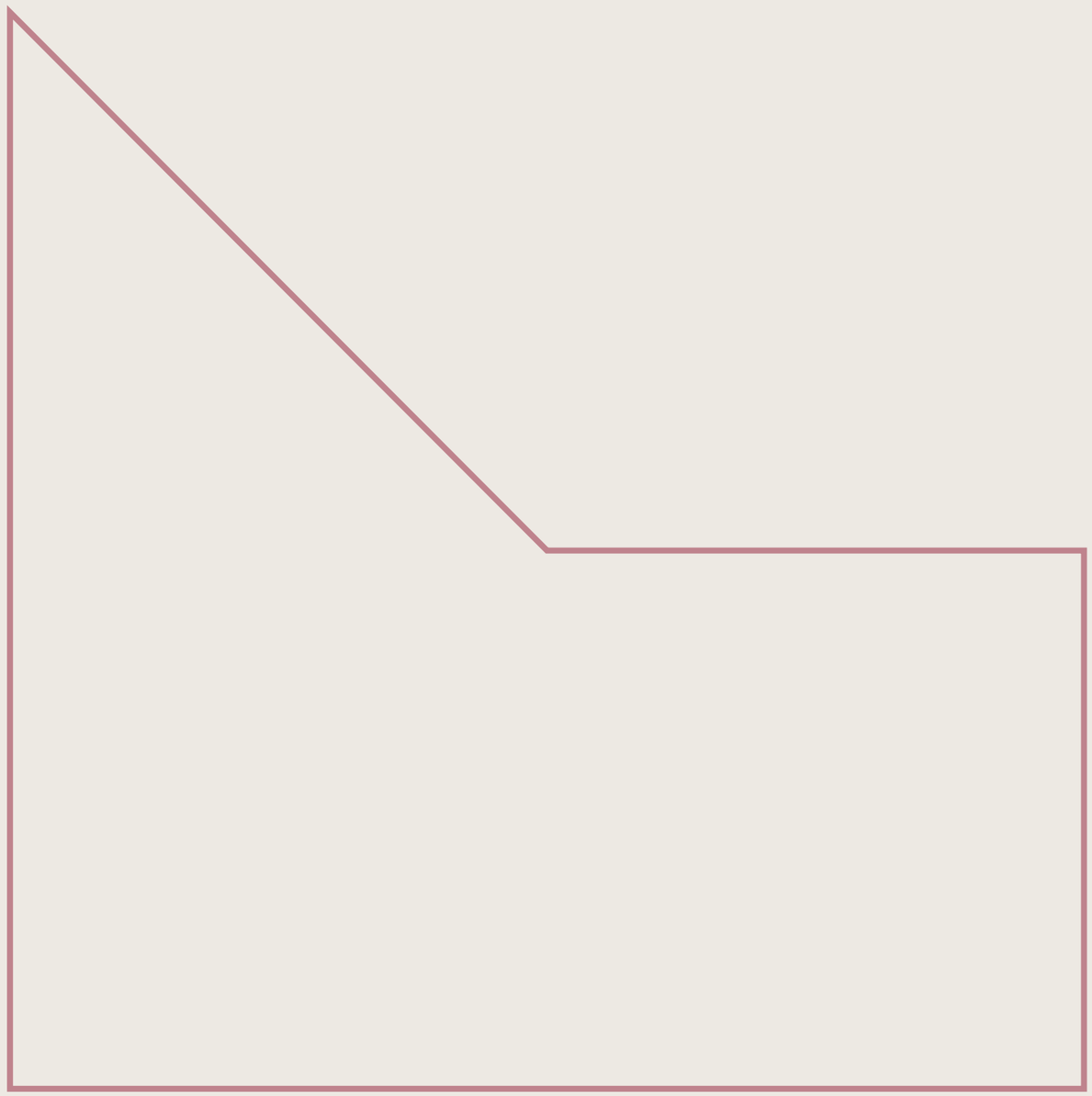
9.0

The Water Park



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9.1 The Water Park

9.1.1 Overview

Work No.8

Land Area: 18 620 m²

9.1.1.1 The Water Park will be part of The London Resort Hotel and primarily for the enjoyments of its guests. Access to the Water Park should be via the Hotel at lower level under the Boulevard, although a separate access should be allowed through the southern east edge of the hotel for non-hotel visitors.

9.1.1.2 **The use of Work No. 8 will fall under the** Sui generis **(No class specified) use class.**

9.1.1.3 **All building elements must be designed within the maximum parameters for Work No. 8 (Fig 9.1).**

9.1.1.4 **The proposed setting out for Work No. 8 is based upon a ground floor level of +3.00m AOD and an upper ground floor level which aligns with the main pedestrian Boulevard.**

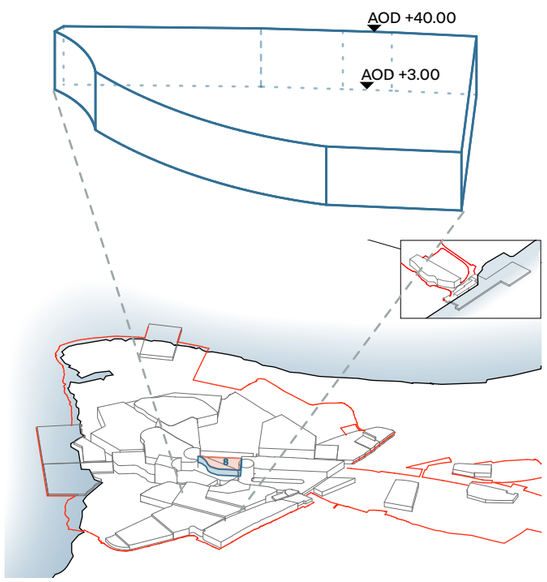
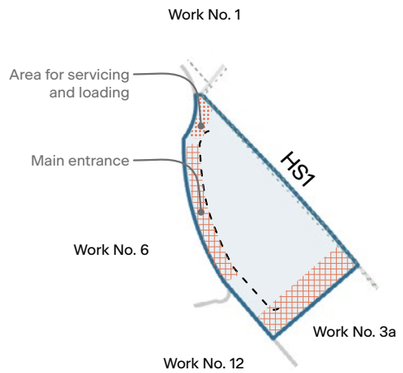


Figure 9.1- Maximum parameters diagram

Figure 9.2 - Work parameters key plan

9.1.2 Internal Organization



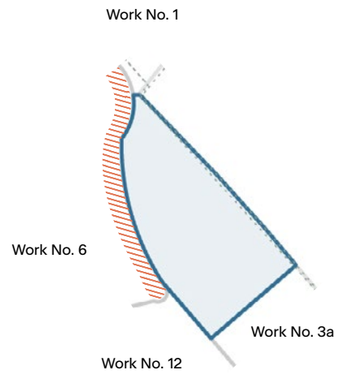
9.1.2.1 Proposals **will** include external hard and soft landscape areas on the south of the Work comprising a minimum of 15% of the land area.

9.1.2.2 The proposals **must** consider boundary offsets for the building setting from Work No.6. Any built form should consider views, privacy, and quality of daylight into the nearby hotel rooms.

9.1.2.3 Guests entrance and front of house **should** be located to the west connecting through The London Resort Hotel.

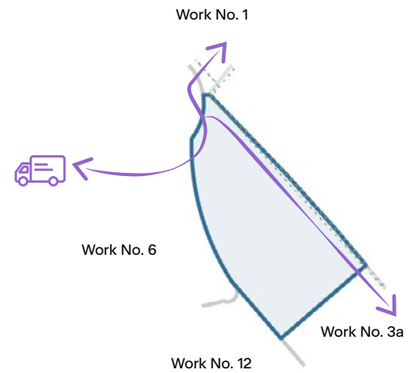
9.1.2.4 Back of House plants and servicing of the Water Park **should** be located to the north to benefit from the service road.

9.1.3 Key Adjacencies



9.1.3.1 Any proposal **will** connect the Water Park to the London Resort Hotel, this may include the sharing ancillary uses such as the restaurant and food & beverage offers.

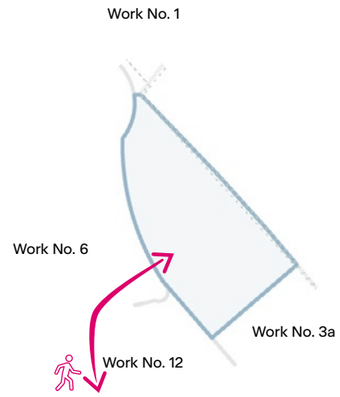
9.1.4 Routes and Infrastructure: Lower Level



Lower level

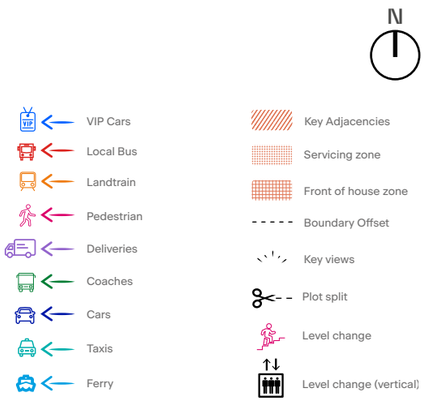
9.1.4.1 Servicing, logistics and maintenance access **should** be located to the north linked to the service road running under the plaza. A service road running parallel to the High Speed 1 tunnel **should** also be considered as a potential connection to the Back of House.

9.1.5 Routes and Infrastructure: Higher Level

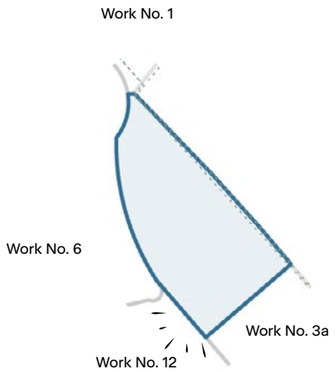


Higher level

9.1.5.1 Step free pedestrian access **should** be considered from the Plaza level through the east wing of The London Resort Hotel.



9.1.6 Visual Presence and Key Views



9.1.6.1 **The Water Park should be designed to be a landmark building, embracing its visibility from the Plaza and the Arrival Terminal.**

9.1.7 Environmental Brief

9.1.7.1 **The design will apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.**

9.1.7.2 **The proposal should consider grey water harvesting for toilet flushing.**

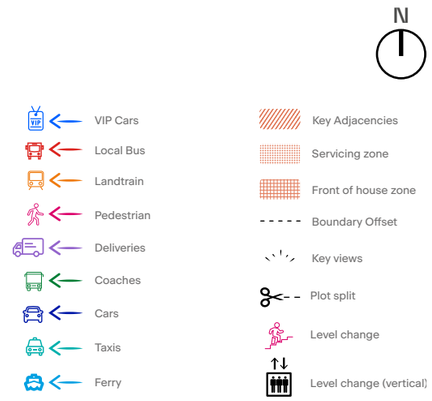
9.1.8 Inclusivity Brief

9.1.8.1 **The proposed design will use step free access to most of the water park areas where practical.**

9.1.8.2 **Recreational pool areas for wheelchair users should be included.**

9.1.9 Other Elements

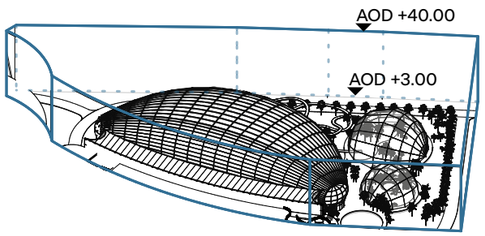
9.1.9.1 **Given the elevated nature of surrounding topography and buildings, the roof is the key architectural element of this building and the design should seek to avoid any permanent rooftop Plant.**



9.1.10 Illustrative design

9.1.10.1 The Water Park is an integral part of The London Resort Hotel and primarily for the enjoyment of its guests. It is accessed from a lower level beneath the 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.

9.1.10.2 The Water Park has the ability to allow controlled access for non-hotel guests through dedicated entrance located at the south east corner of the east wing of the hotel.



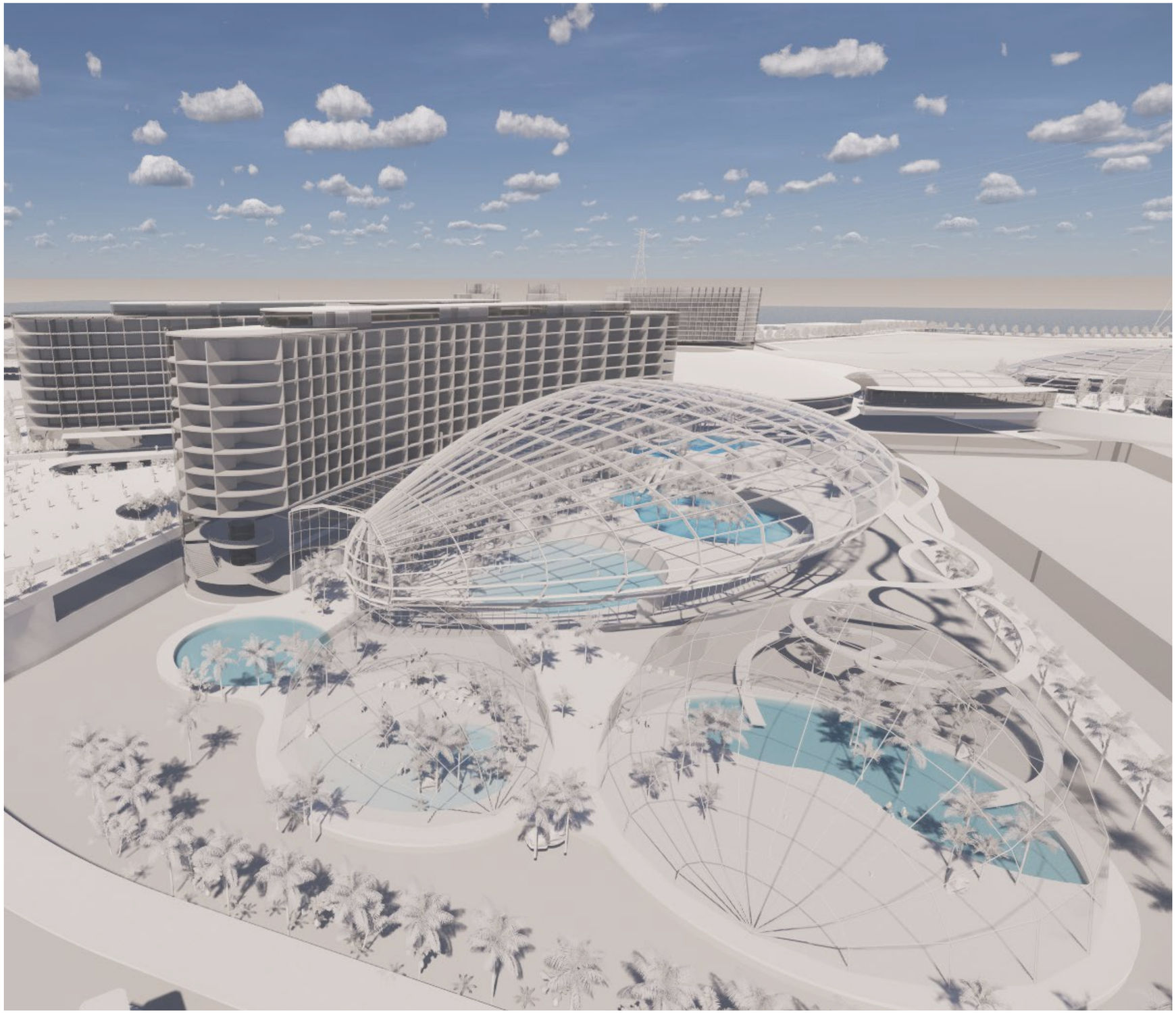
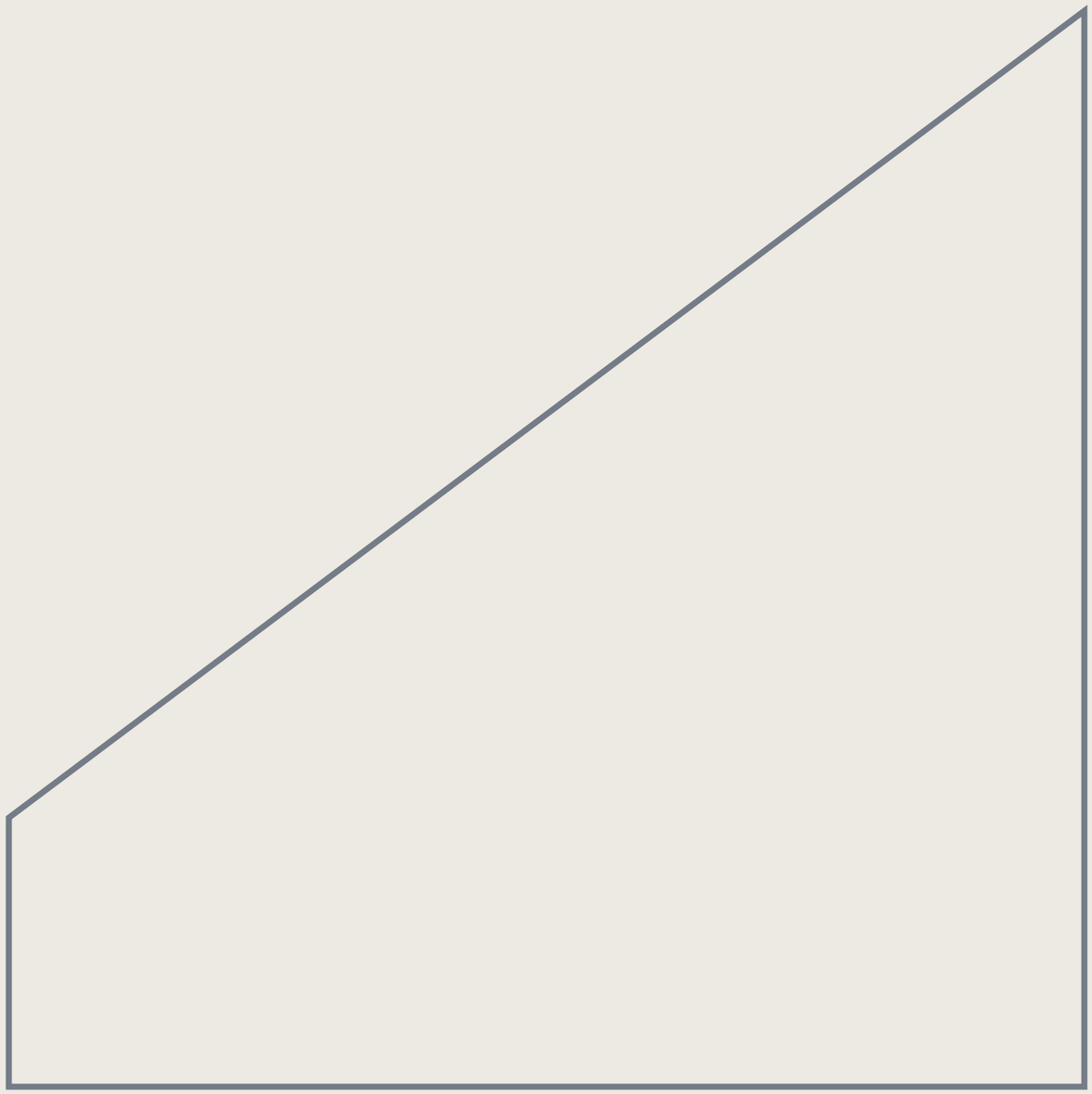


Figure 9.3 - Illustrative view of The Water Park from the south-east

10.0

The Coliseum



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10.1 The Coliseum

10.1.1 Overview

Work No.7 (part)

Land area: 25 241 m² (inc. Conferention Centre)

10.1.1.1 The Coliseum will be a landmark within the London Resort with a civic scale and a landscaped setting along Pilgrim's Way. The Coliseum will comprise three key spaces arranged in a vertical stack to provide essential flexibility between functions. The lower level accommodating an 'Innovation City' will occupy the ground floor (lower level), the middle level and the main entrance level will accommodate a 'Games City' and the top level will have a 360° arena with a tiered seating for 2,500 visitors.

10.1.1.2 Work No. 7's use class is Sui generis **(No class specified).**

10.1.1.3 The proposals should comprise a 360° tiered arena for 2,500 visitors.

10.1.1.4 All building elements must be designed within the maximum parameters for Work No. 7 (Fig 10.1).

10.1.1.5 The proposed setting out for Work No. 7 is based upon a lower ground floor level of +4.00m AOD.

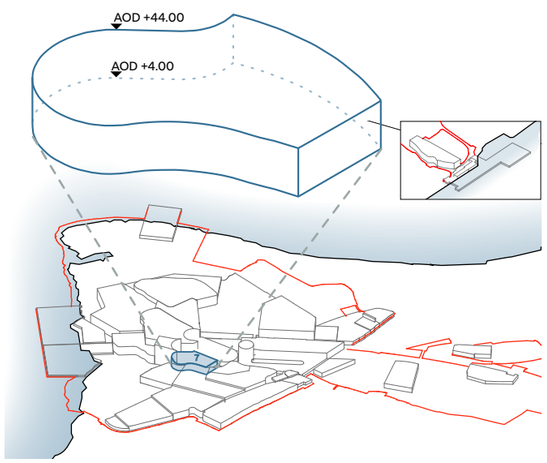
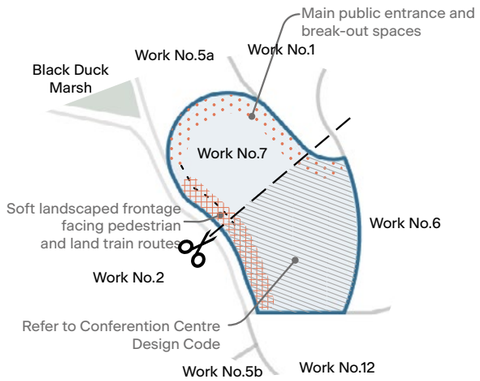


Figure 10.1 - Maximum parameters diagram

Figure 10.2 - Work parameters key plan

10.1.2 Internal Organization

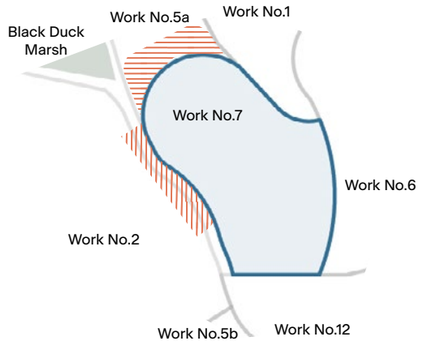


10.1.2.1 **Proposals should include soft landscaped frontage on the lower levels facing the pedestrian and land train routes on the west flank.**

10.1.2.2 **The Coliseum will be on the north portion of Work No.7.**

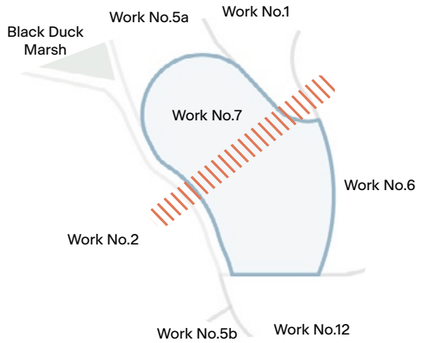
10.1.2.3 **The design should look to incorporate some external shelter around its perimeter which is integral to the built form such as a covered arcade or similar.**

10.1.3 Key Adjacencies: Lower Level



10.1.3.1 **Proposals will have a main entrance at lower level addressing the main pedestrian and vehicle route to the west**

10.1.4 Key Adjacencies: Higher Level



10.1.4.1 **The built form and mass should be considerate to the relationship with Hotel 4 to the north.**

10.1.4.2 **Any proposals should consider the Coliseum's symbiotic relationship with the Conferention Centre. Design proposals should incorporate a generous outdoor plaza which will serve both buildings at the upper pedestrian level, connecting to Node 2 on the east and Gate 2 on the west.**

10.1.5 Environmental Brief

10.1.5.1 **The design will apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.**

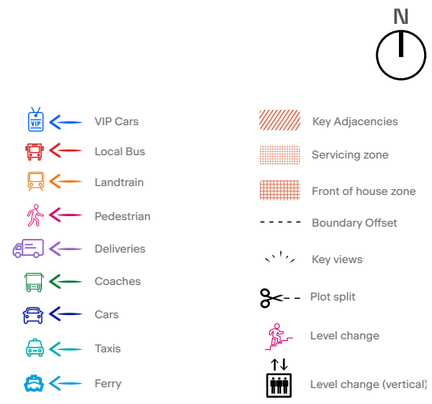
10.1.5.2 **The proposal should consider grey water harvesting for toilet flushing.**

10.1.5.3 **A third-party accreditation scheme such as BREEAM will be adopted within Work No.7's design, where appropriate.**

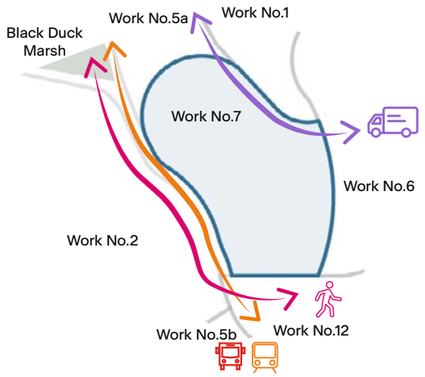
10.1.6 Inclusivity Brief

10.1.6.1 **The proposals must include a minimum of 10% wheelchair-accessible seating within the arena.**

10.1.6.2 **The proposed design will provide step free access on the principal routes.**

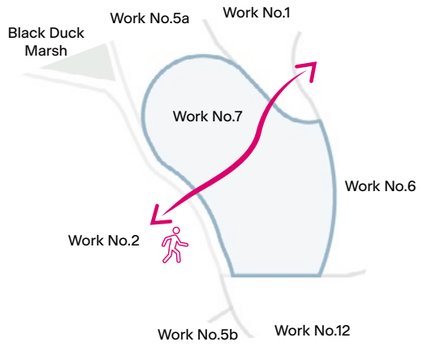


10.1.7 Routes and Infrastructure: Lower Level



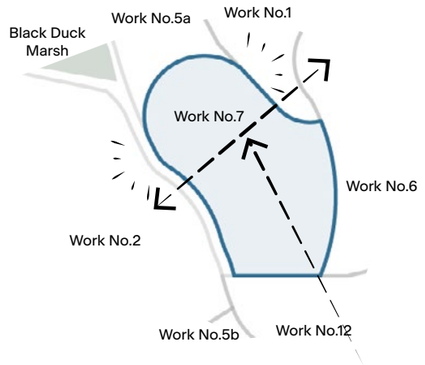
10.1.7.1 Servicing, logistics and maintenances vehicles **will** access from the north east, through the service road. A dedicated loading and servicing bay **should** be included at this level for shared facilities with the Conferention Centre.

10.1.8 Routes and Infrastructure: Higher Level



10.1.8.1 The design **will** provide a visitor entrance from the upper level connecting to Node 2 The Market. Proposals **must** also consider connecting visitors access through Pilgrims Way on the lower level.

10.1.9 Visual Presence and Key Views

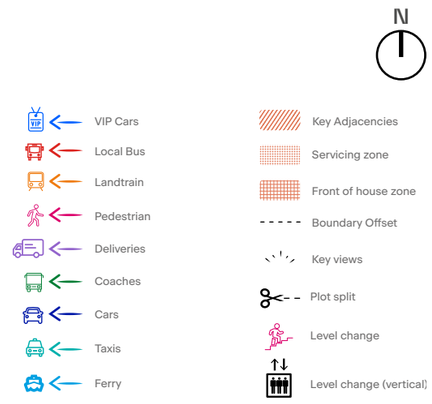


10.1.9.1 The Coliseum **will** be a landmark within the Resort, the design **should** celebrate its visibility from the Plaza and the arrival terminal.

10.1.9.2 Proposals **should** consider clear sightlines from Node 2 The Market to help with visitor orientation (Work 6).

10.1.10 Other Elements

10.1.10.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a ‘fifth elevation’. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface **should** remain free from pipework and ductwork.



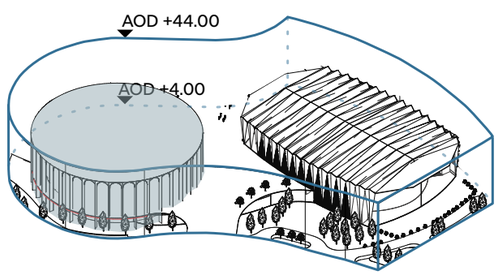
10.1.11 Illustrative design

10.1.11.1 The Coliseum will be a landmark within the London Resort with a civic scale and a landscaped setting along Pilgrim's Way. The Coliseum comprises three key spaces arranged in a vertical stack to provide essential flexibility between functions.

10.1.11.2 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), and configured to allow connection to the adjacent Conferention Centre with shared facilities and the ability to host large events.

10.1.11.3 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. 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.

10.1.11.4 The upper level is the Coliseum's spectacular Arena, hosting major events with 2,500 tiered seats arranged over two levels in a 360° theatre in the round.



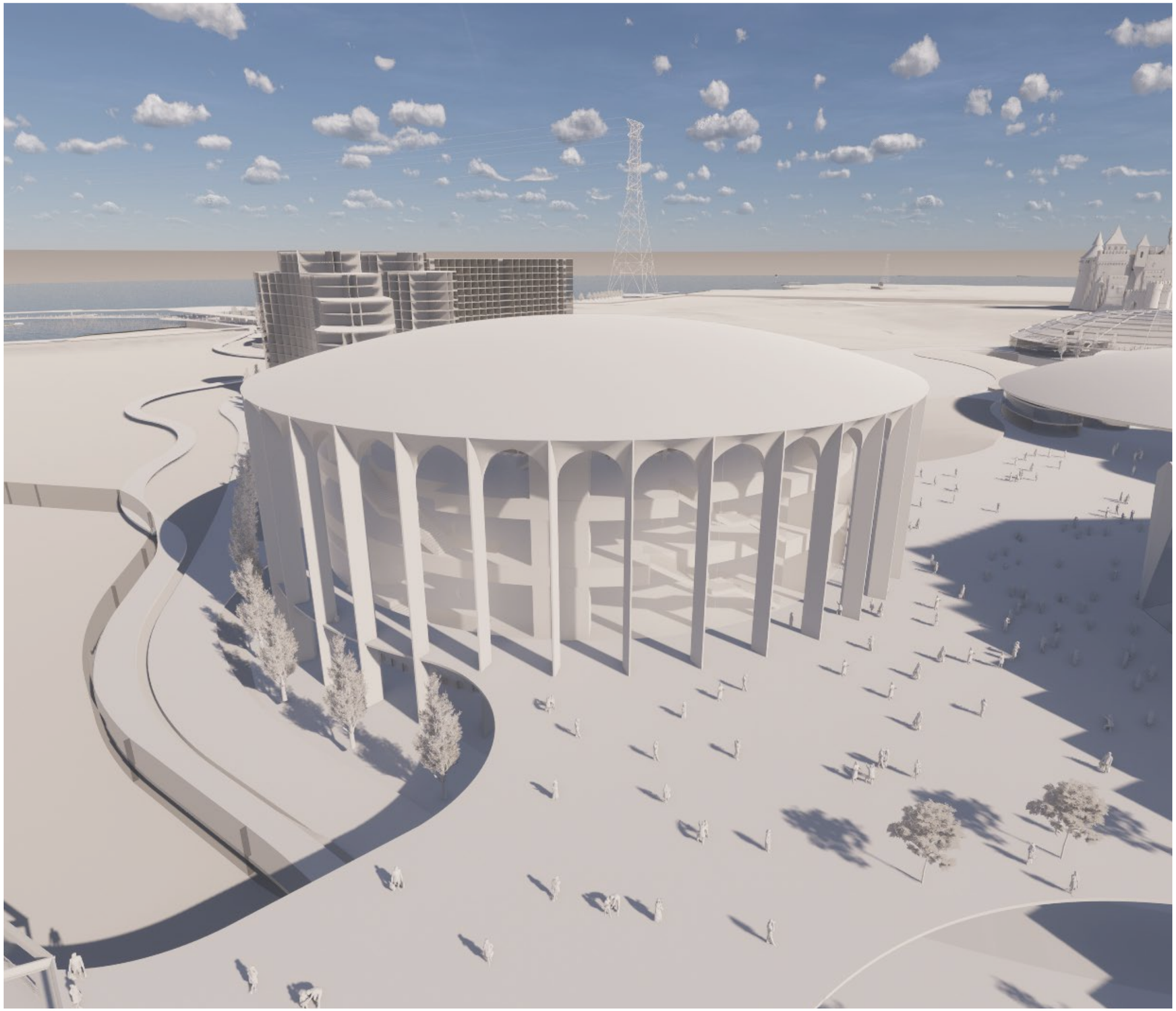


Figure 10.3 - Illustrative view of The Coliseum from the south-west

11.0

Conferention Centre

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11.1 The Conferention Centre

11.1.1 Overview

Work No.7 (part)

Land area: 25 241 m² (inc. The Coliseum)

11.1.1.1 The Conferention Centre will be an iconic building and an attraction in its own right with a strong sense of identity and place. It will provide a flexible configuration of conference and exhibition facilities serving up to 4,000 guests. Its largest room will be able to accommodate up to 3,000 people seated in a tiered configuration with split level balcony and the whole is sub-divisible.

11.1.1.2 Work No. 7's use class is Sui generis **(No class specified).**

11.1.1.3 The proposals should comprise a tiered seated auditorium for up to 3,000 visitors.

11.1.1.4 All building elements must be designed within the maximum parameters for Work No. 7 (Fig 11.1).

11.1.1.5 The proposed setting out for Work No. 7 is based upon a ground floor level of +4.00m AOD.

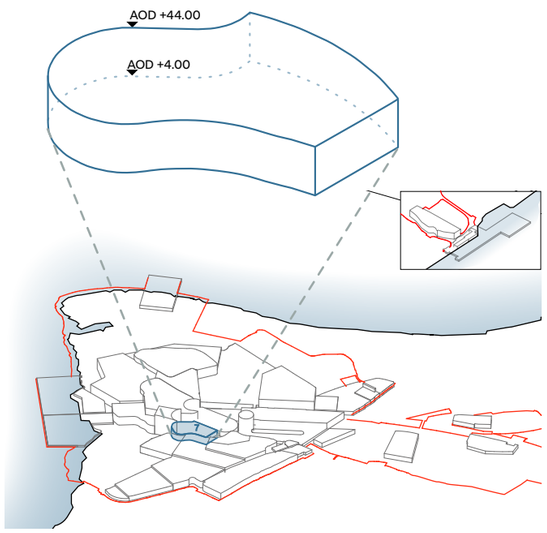
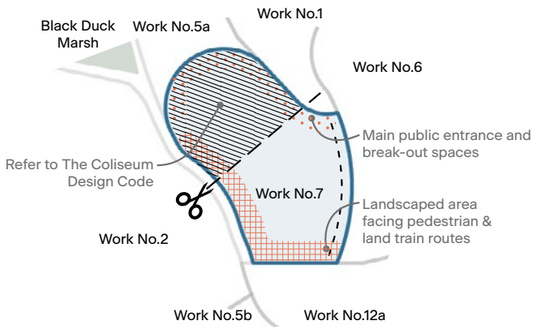


Figure 11.1 - Maximum parameters diagram

Figure 11.2 - Work parameters key plan

11.1.2 Internal Organization



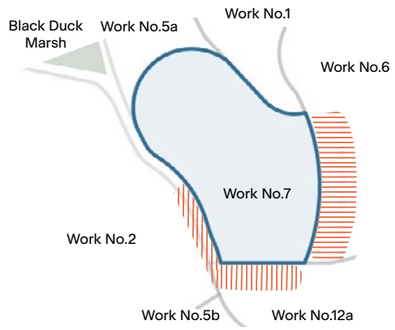
11.1.2.1 The Conferention Centre proposals will be developed within the southern part of Work No.7.

11.1.2.2 Any proposals **will** look to offset the main building from The London Resort Hotel (Work No.6) by a minimum of 7m.

11.1.2.3 Proposals **should** include soft and hard landscaped frontage on the lower level facing the pedestrian and land train routes on the south and west elevation.

11.1.2.4 The main public entrance **should** be from the upper pedestrian level to the north, but designs should also consider including a public entrance to the south addressing the lower level hotel drop off.

11.1.3 Key Adjacencies: Lower Level

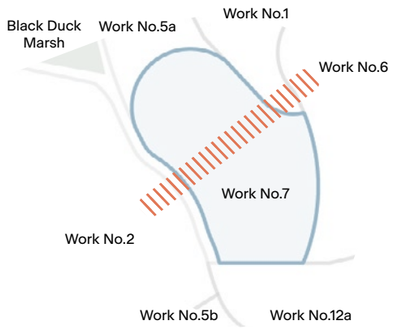


Lower level

11.1.3.1 The Conferention Centre design **will** include a VIP entrance to the south sharing the hotel drop off area with The London Resort Hotel (Work No.12 and 6).

11.1.3.2 Any design **will** look to connect The London Resort Hotel (Work No.6) reception offer with the Conferention Centre so the hotel can effectively function as a conference hotel.

11.1.4 Key Adjacencies: Higher Level



Higher level

11.1.4.1 Any proposals **should** consider the Conferention Centre's relationship with the Coliseum. A generous external plaza will be shared between the two buildings at the higher level connecting to Node 2 The Market on the east and Gate 2 on the west.

11.1.5 Environmental Brief

11.1.5.1 The design **will** apply energy efficiency design standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

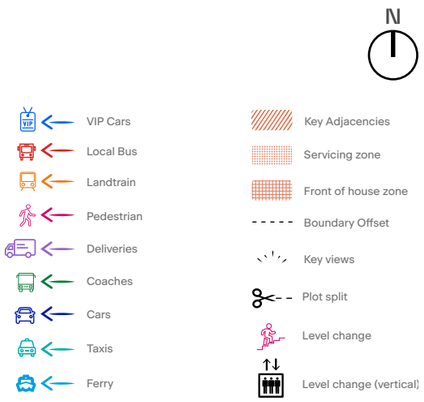
11.1.5.2 The proposal **should** consider grey water harvesting for toilet flushing.

11.1.5.3 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.7's design, where appropriate.

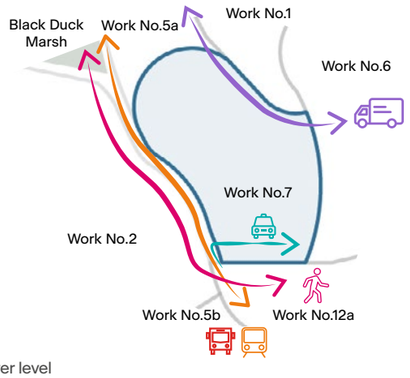
11.1.6 Inclusivity Brief

11.1.6.1 The design **will** have a minimum of 10% wheelchair-accessible seating within the arena.

11.1.6.2 The proposed design **will** include step free access on the principal route.



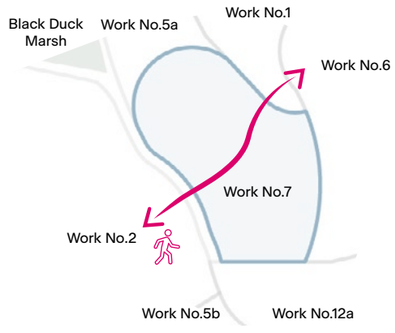
11.1.7 Routes and Infrastructure: Lower Level



Lower level

11.1.7.1 **A dedicated loading bay should be included at the lower level for shared facilities with the Coliseum. Servicing, logistics and maintenances vehicles will access from the north east, through the service road.**

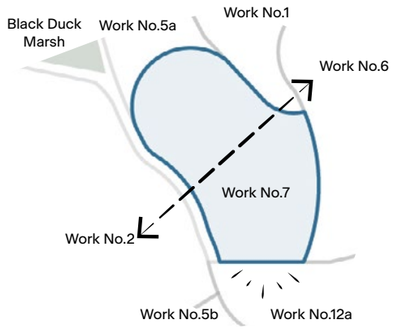
11.1.8 Routes and Infrastructure: Higher Level



Higher level

11.1.8.1 **The design should include two main entrances to serve the different arrival levels. An upper level entrance from the plaza in front of the Coliseum and a lower level entrance next to the London Resort Hotel entrance for example.**

11.1.9 Visual Presence and Key Views

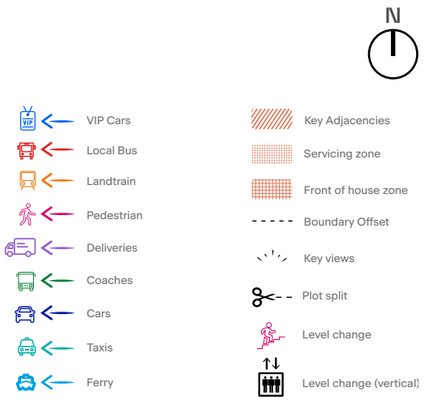


11.1.9.1 **The design should consider views to the plaza, the Spanish steps and the London Resort Hotel from the south elevation.**

11.1.9.2 **Proposals should consider clear sightlines from Node 2 (Work 6).**

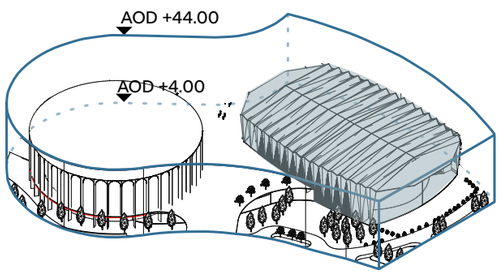
11.1.10 Other Elements

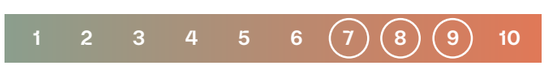
11.1.10.1 **Given the elevated nature of surrounding topography and buildings, the design should treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc will be within enclosures to screen them from view, and the remainder of the roof surface should remain free from pipework and ductwork.**



11.1.11 Illustrative design

11.1.11.1 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. It will have its own front door and sense of arrival on its south flank accessed from Pilgrims Way. It is 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 Hotel and rooms above.





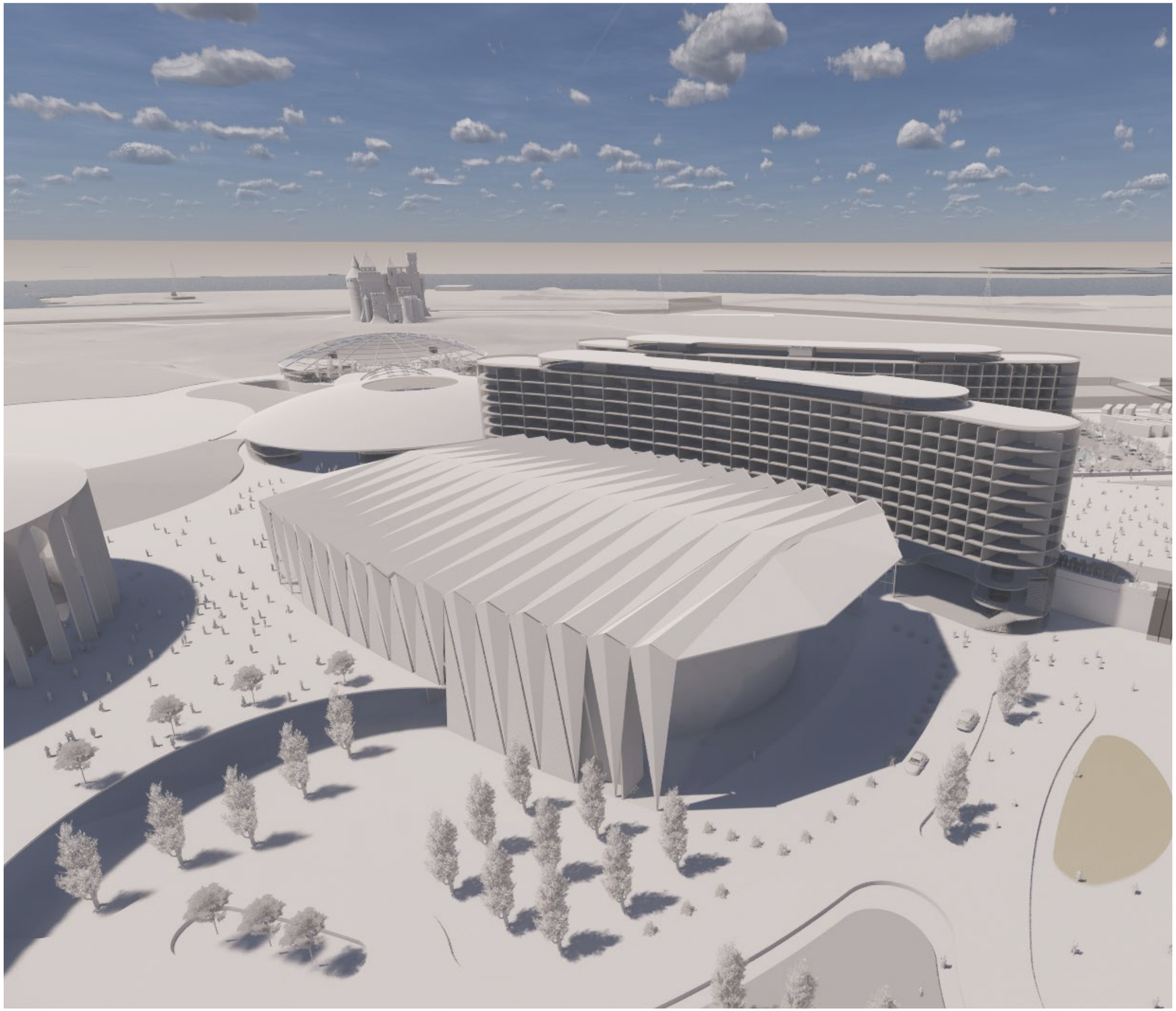


Figure 11.3 - Illustrative view of The Conferention Centre from the south-west