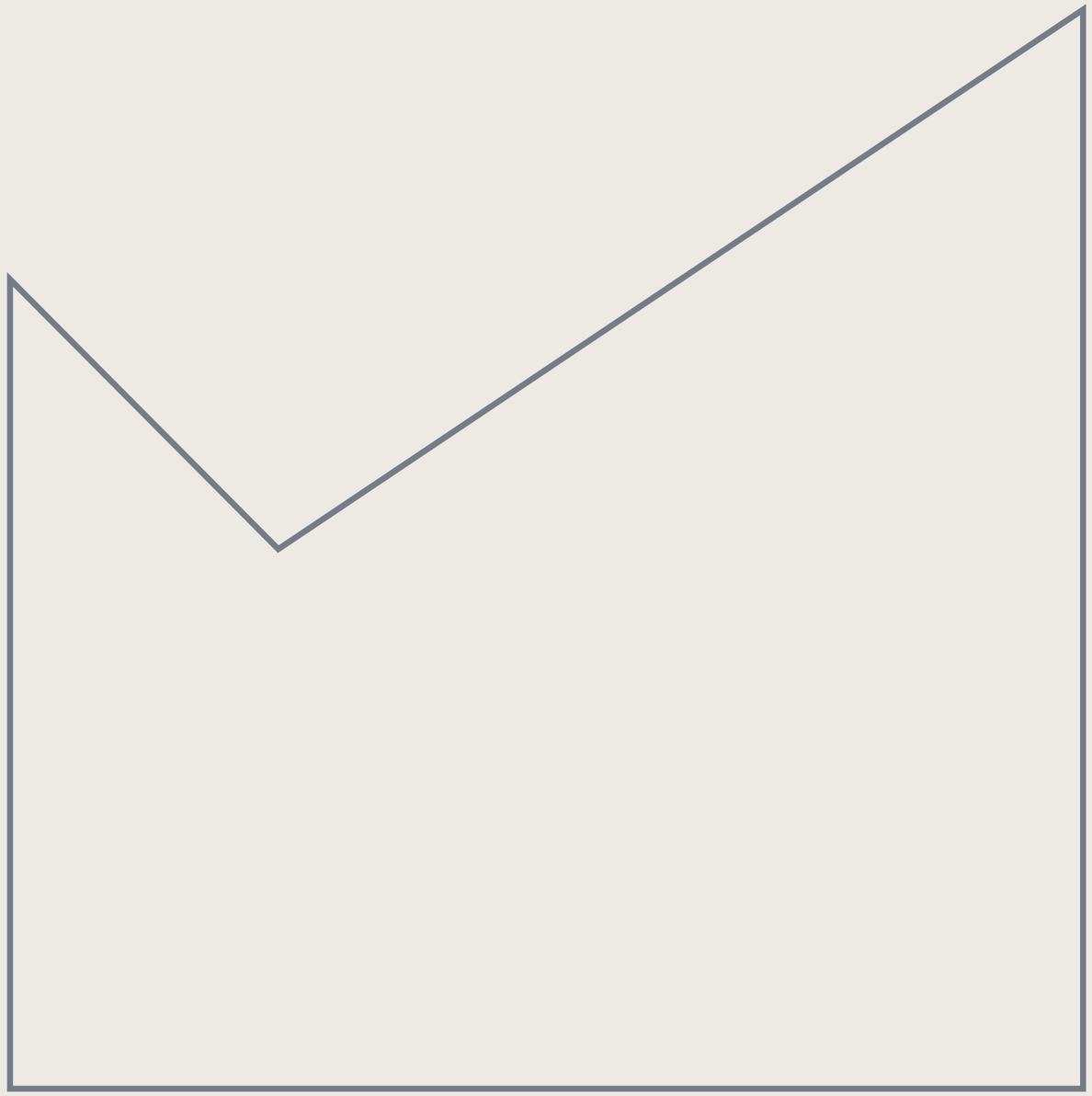

12.0

Transport Terminal Buildings

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12.1 The London Resort Passenger Terminal (T1)

12.1.1 Overview

Work No.12 (part)

Land area: 78 758 m² (inc. Plaza)

12.1.1.1 The London Resort Passenger Terminal is the main entrance and arrival to The London Resort. It serves as a drop off and collection point for visitors arriving on foot or by bicycle, car, taxi, bus, ferry, coach and people mover from the River Terminal or Ebssfleet Terminal. A coach driver facility should also be considered.

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

12.1.1.3 All building elements must be designed within the maximum parameters for Work No.12 (Fig. 12.1).

12.1.1.4 The proposed setting out for Work No.12 is based upon a ground floor level of +3.00m AOD.

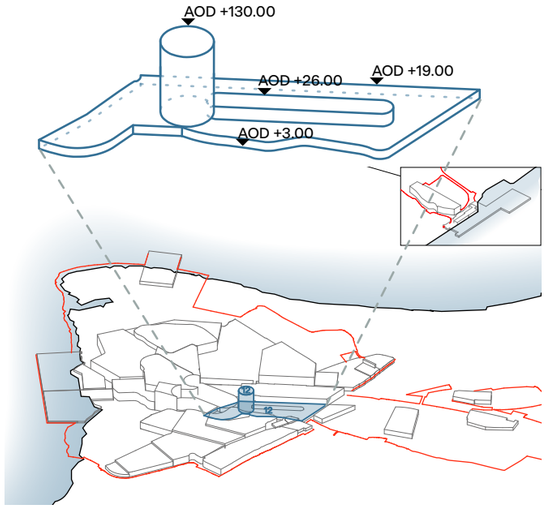
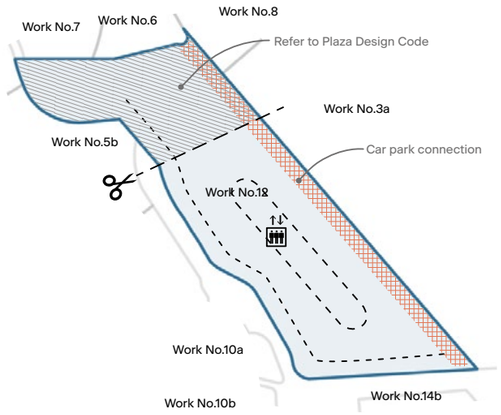


Figure 12.1 - Maximum parameters diagram

Figure 12.2 - Work parameters key plan

12.1.2 Internal Organization



12.1.2.1 The London Resort Passenger Terminal **will** be located on the south of Work No.12.

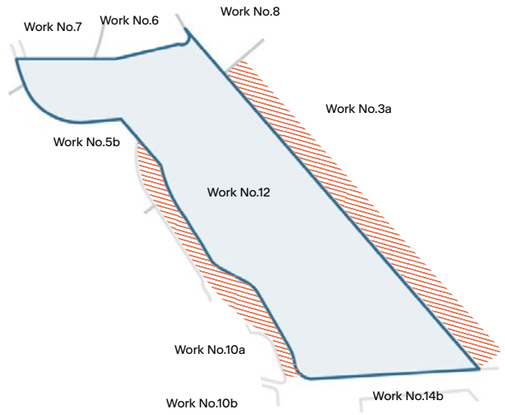
12.1.2.2 Proposals **should** consider within this land circulation roads for vehicles on different levels, pedestrian and cyclist routes, coach parking and drop off, land train and local bus stops and a Terminal building where all visitors arrive. Priority **should** be given to pedestrians and cyclists where practical.

12.1.2.3 The design **should** locate the main Terminal building within the middle of the plot with the main pedestrian concourse at the nominal level of +9.5m AOD to provide level access to the main arrival plaza.

12.1.2.4 Proposals **should** accommodate coach parking and bus stop at lower level. Design for the Terminal building should prioritise the safety and security of pedestrians and ensure they have a legible arrival experience.

12.1.2.5 The proposal **should** consider boundary offsets for the Terminal building, setting it away from the chalk spines.

12.1.3 Key Adjacencies

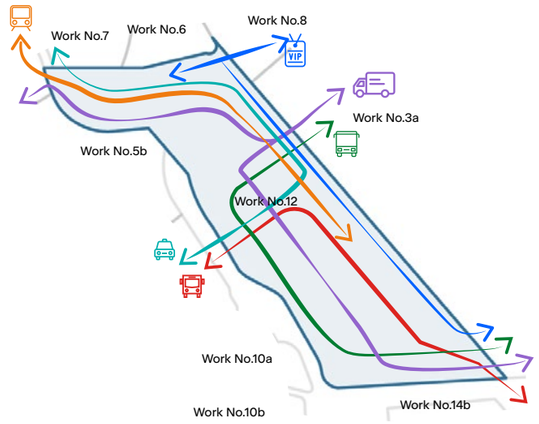


12.1.3.1 The land for the London Resort Passenger Terminal between Pilgrims Way on the west side and The London Resort Car Parks on the east side.

12.1.3.2 The proposals **should** consider pedestrian connectivity from and to Pilgrims Way.

12.1.3.3 The design **must** consider pedestrian step free connections from The London Resort Car Parks (Work No. 3a) where pedestrians have priority over vehicles.

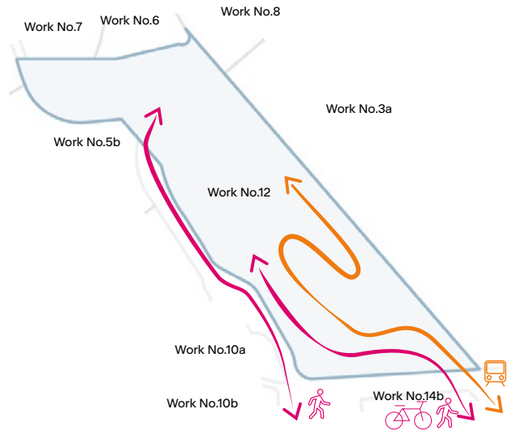
12.1.4 Routes and Infrastructure: Lower Level



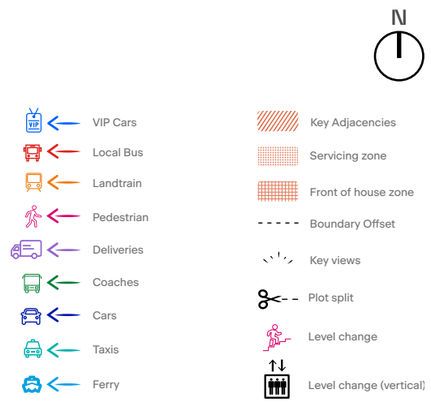
12.1.4.1 The London Resort Passenger Terminal sits tucked within Pilgrims Way and London Road. This **will** be the main arrival and departure point to the Resort by any mode of transport.

12.1.4.2 Any proposal **will** look to separate pedestrians from any type of vehicles by segregating levels.

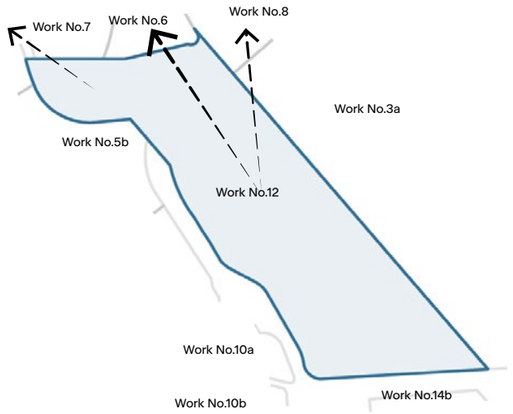
12.1.5 Routes and Infrastructure: Higher Level



12.1.5.1 The proposals **should** allow for local buses, coaches, services vehicles, and private vehicle circulation at lower level whilst pedestrians, cycles and land train at higher level. Drop offs and pick-ups of visitors **should** be incorporated accordingly on each level.



12.1.6 Visual Presence and Key Views



12.1.6.1 The London Resort Passenger Terminal **must** have clear views to Gate 1, the Arrivals Plaza, The London Resort Hotel and the Boulevard to help with the orientation of arriving visitors.

12.1.6.2 Consideration **should** be given to the relationship with key landmarks within the Arrivals Plaza.

12.1.7 Environmental Brief

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

12.1.7.2 The proposal **should** include an assessment against future weather data to manage the risks of overheating and flooding

12.1.8 Inclusivity Brief

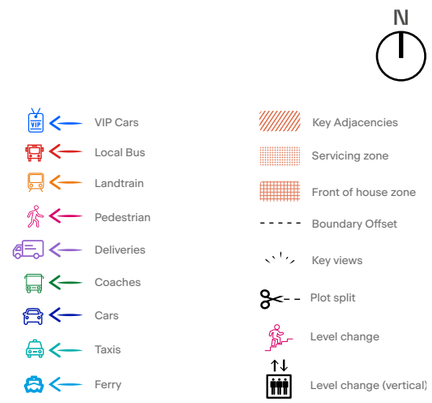
12.1.8.1 Principal circulation routes to and within the terminal **will** be step-free routes; secondary access routes may be stepped.

12.1.8.2 All principal routes to approach, enter and use of closed areas and their facilities **will** be accessible. The shallowest possible gradients are to be used on all routes

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

12.1.9 Other Elements

12.1.9.1 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 avoided.



12.1.10 Illustrative design

12.1.10.1 The Terminal building is arranged over two levels, with coach and bus parking and visitor access at lower level, main concourse, connection to car parks and coach drivers lounge at upper level.

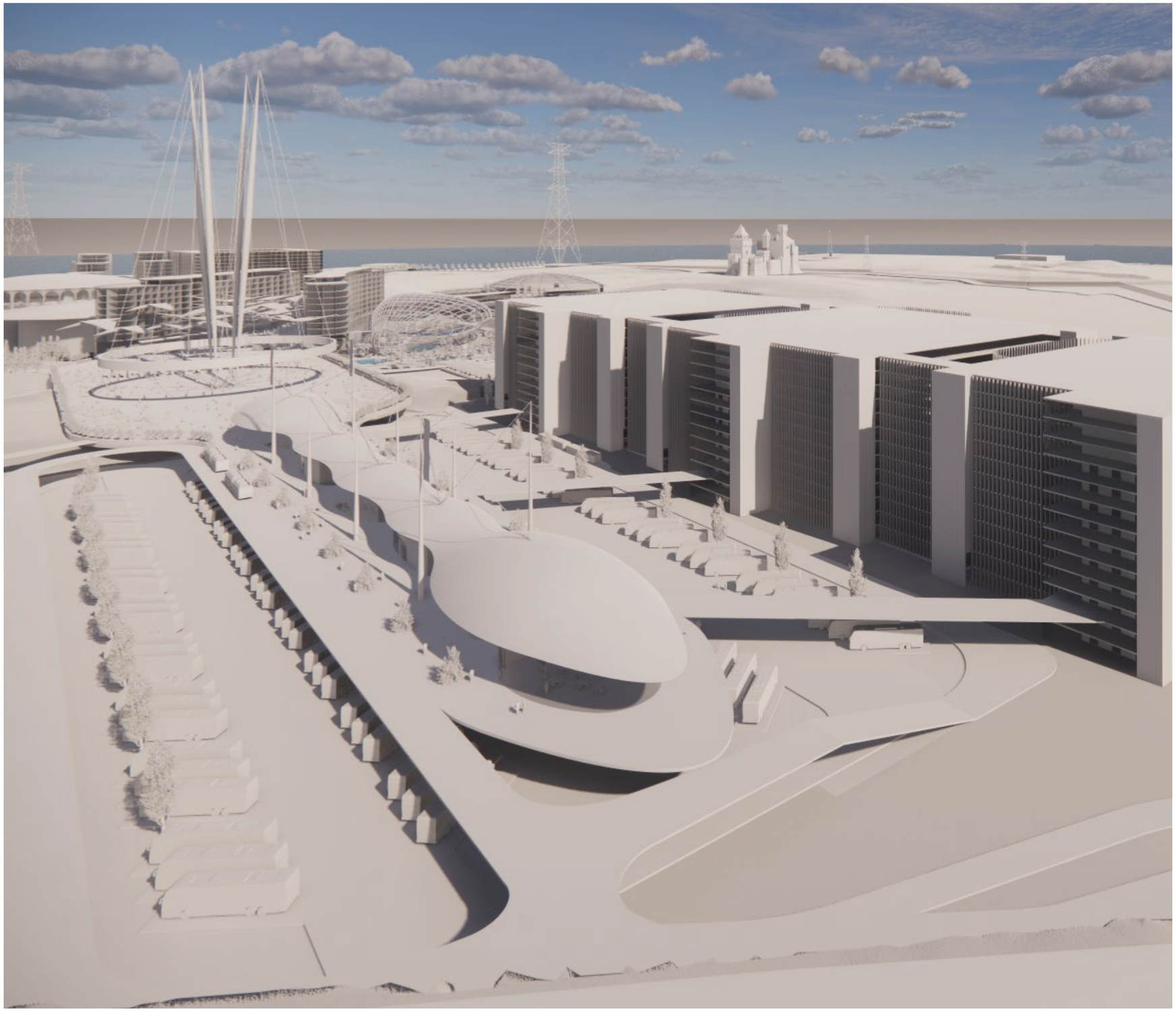
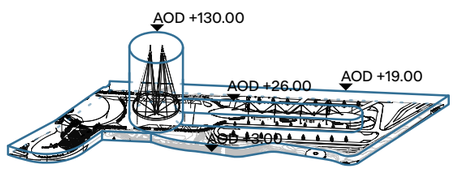


Figure 12.3 - View from the London Road to the Resort



12.2 Ebbsfleet International Terminal (T2)

12.2.1 Overview

Work No.17

Land area: 27 256 m²

12.2.1.1 Ebbsfleet International Terminal is the Gateway to The London Resort for visitors arriving on High Speed 1 from Central London and Europe. It is also an important transport hub for the wider local community including existing villages and emerging development as part of the Ebbsfleet Garden City.

12.2.1.2 The use of Work No.17 is specified Sui generis (No class specified)

12.2.1.3 All building elements must be designed within the maximum work parameters (Fig. 12.4).

12.2.1.4 The proposed setting out for Work No.17 is based upon a ground floor level of +7.00m AOD.

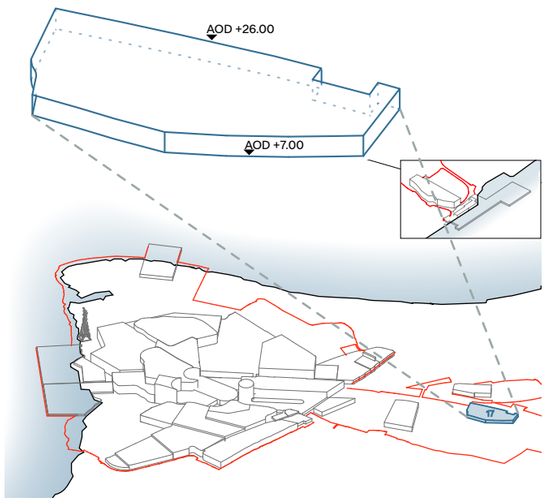
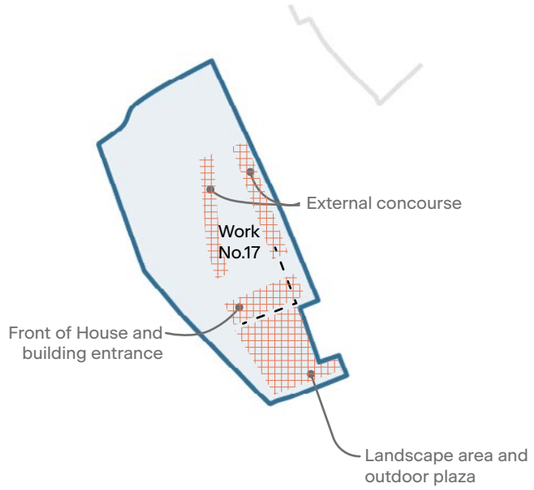


Figure 12.4 - Maximum parameters diagram

Figure 12.5 - Work parameters key plan

12.2.2 Internal Organization



12.2.2.1 An outdoor landscaped plaza **should** be considered creating a sense of arrival to the existing Station and the new Terminal building.

12.2.2.2 The main entrance and exit **should** be easily identifiable from the existing station entrance/exit to ensure simple visitor orientation and a good pedestrian experience.

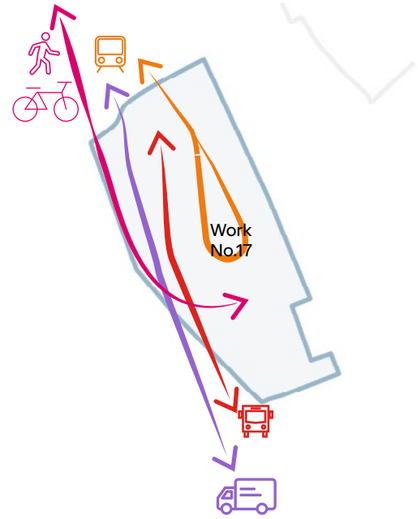
12.2.2.3 The proposal **should** consider separate platforms for land trains arriving and departing to help manage pedestrian flow. This **should** be to the north of the works.

12.2.3 Key Adjacencies

12.2.3.1 The proposals **will** consider the existing constraints related to High Speed 1 tracks.

12.2.3.2 Consideration **will** be given to the height bulk and massing of the existing International Station building, and any future expansion plans.

12.2.4 Routes and Infrastructure

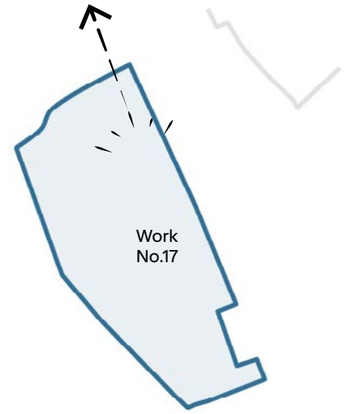


12.2.4.1 The Ebbsfleet International Resort Terminal **will** be located on the north west of the existing International Station.

12.2.4.2 Proposals **will** consider local bus routes to the west of the Work. The design **will** include a dedicated pedestrian and cycle routes running parallel to vehicle routes with consideration given to secure cycle parking facilities and cycle hire schemes where appropriate.

12.2.4.3 Dedicated land train pick ups and drops offs **should** be included to the north of the work.

12.2.5 Visual Presence and Key Views



12.2.5.1 The proposals **should** be identifiable as a gateway to the Resort.

12.2.6 Environmental Brief

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

12.2.6.2 The proposals **will** consider an assessment against future weather data to manage the risks of overheating and flooding

12.2.7 Inclusivity Brief

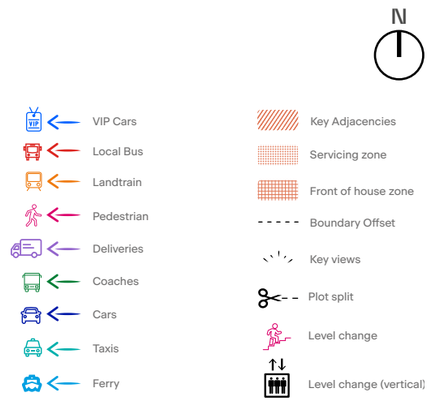
12.2.7.1 Principal circulation routes to and within the terminal **will** be step-free routes; secondary access routes may be stepped.

12.2.7.2 All principal routes to approach, enter and use of closed areas and their facilities **will** be accessible. The shallowest possible gradients are to be used on all routes

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

12.2.8 Other Elements

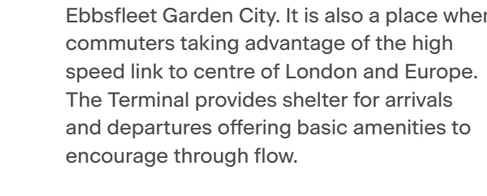
12.2.8.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface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



12.2.9 Illustrative design

12.2.9.1 Ebbsfleet International Station is the Gateway to The London Resort for visitors arriving on High Speed 1 from Central London and Europe.

12.2.9.2 It is also an important transport hub for the wider community including existing villages and emerging communities, an integral part of Ebbsfleet Garden City. It is also a place where commuters taking advantage of the high speed link to centre of London and Europe. The Terminal provides shelter for arrivals and departures offering basic amenities to encourage through flow.



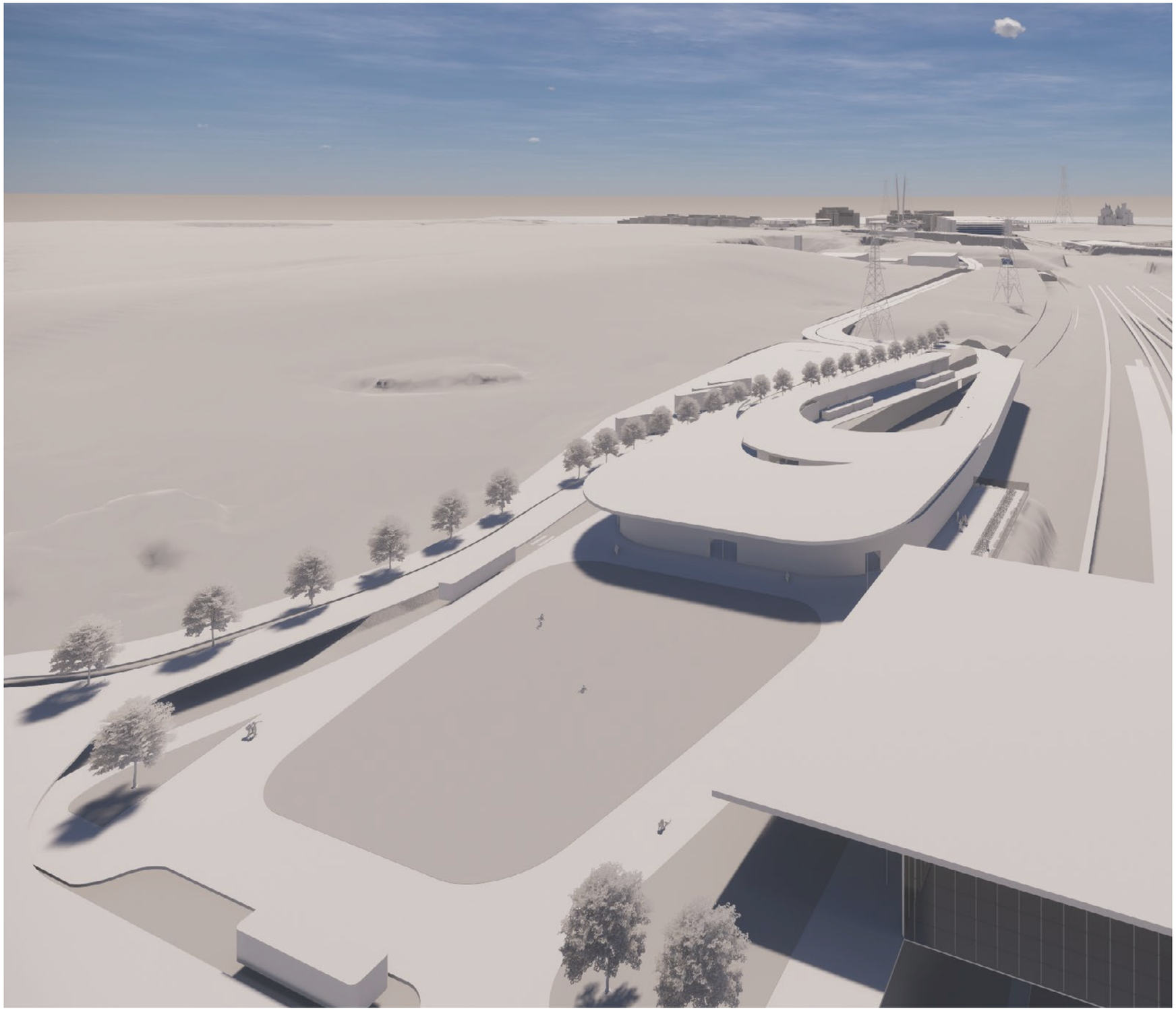


Figure 12.6 - Bird eye view from Ebbsfleet International Station

12.3 The London Resort Ferry Terminal (T3)

12.3.1 Overview

Work No.15

Land area: 84 037 m²

12.3.1.1 The London Resort Ferry Terminal serves the London Resort and the wider community, providing connections to central London and the London Resort Tilbury Transport Terminal using a fleet of high-speed Thames Clipper vessels. The Terminal comprises a Passenger Terminal connecting the River to the Resort, with a floating pontoon and a sheltered concourse area for passengers waiting for the Thames Clipper or for the land train.

12.3.1.2 The use of Work No.15 is specified Sui generis (No class specified)

12.3.1.3 All building elements must be designed within the maximum work parameters (Fig. 12.7).

12.3.1.4 The proposed setting out for Work No.15 is based upon a ground floor level of +8.00m AOD.

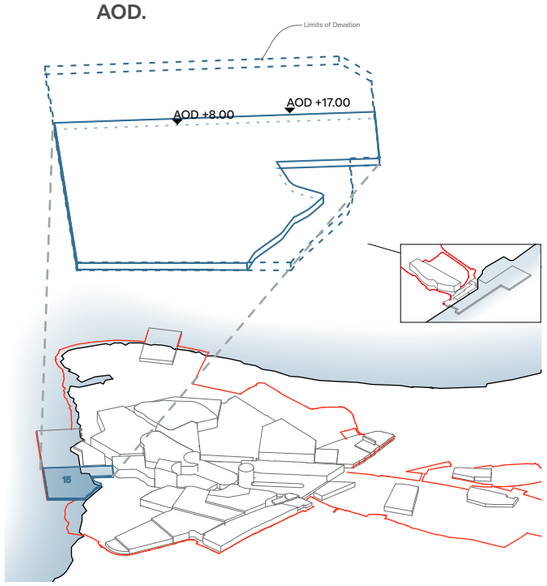
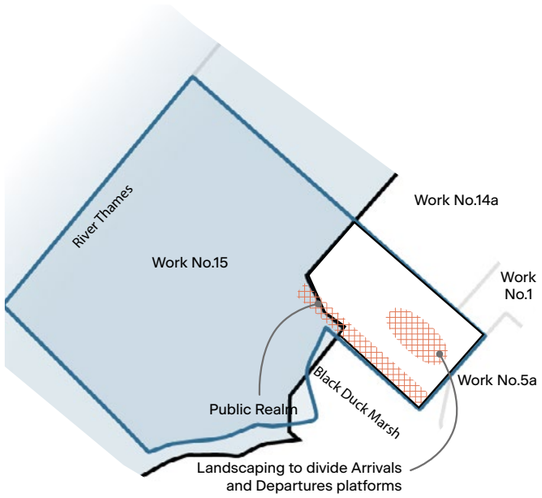


Figure 12.7 - Maximum parameters diagram

Figure 12.8 - Work parameters key plan

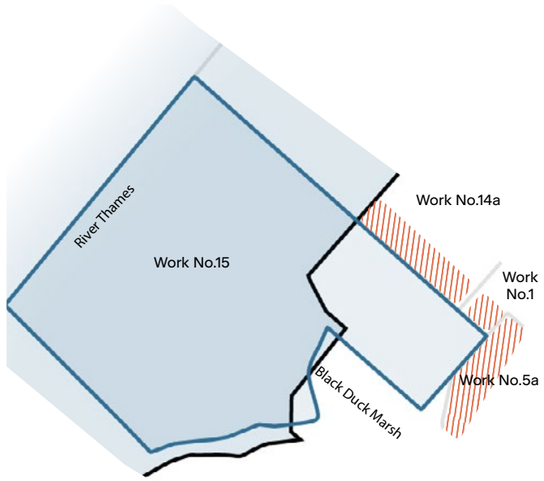
12.3.2 Internal Organization



12.3.2.1 The publicly accessible viewing platform to the River **should** be on the west to ensure the best views to the Marshes and river are accessible to the general public.

12.3.2.2 The main land-train circulation **should** give priority to pedestrian crossings, for example by incorporating a landscaped island in the centre.

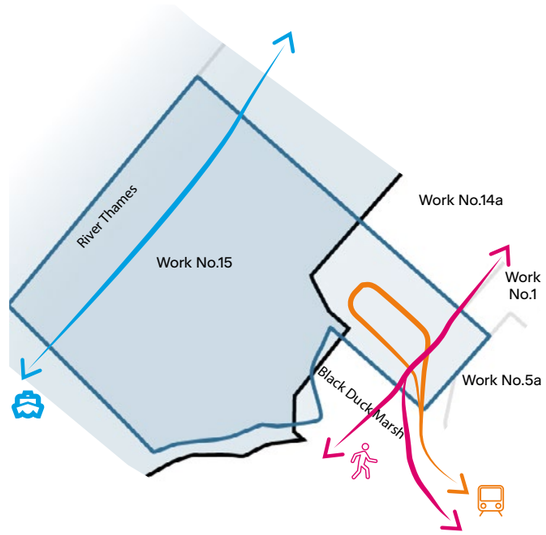
12.3.3 Key Adjacencies



12.3.3.1 The proposals **should** be provide visual screening to the east (Work No.14a) as this is an infrastructure and logistics compound.

12.3.3.2 Consideration **should** be given to the proximity Black Duck Marsh and the River and the design must celebrate the natural landscape.

12.3.4 Routes and Infrastructure

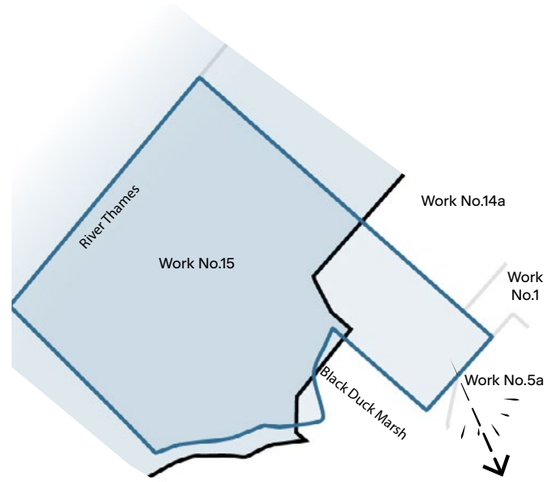


12.3.4.1 The proposal **should** consider a floating pontoon or any other system to ensure visitors can access safely Thames Clippers in high and low tide.

12.3.4.2 Any proposal **will** look to connect to the Resort through a land train route on the south of the work.

12.3.4.3 Consideration **must** be given to prioritise pedestrian routes from west to east connecting the Swanscombe Marshes.

12.3.5 Visual Presence and Key Views



12.3.5.1 Situated on the River frontage, the River Terminal **should** be clearly visible from the River, easily identifiable as a gateway to the resort whilst being designed to Port of London Authority (PLA) requirements and any other relevant marine guidance.

12.3.5.2 The proposal **should** consider visitor views to the river and to Black Duck Marsh.

12.3.6 Environmental Brief

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

12.3.7 Inclusivity Brief

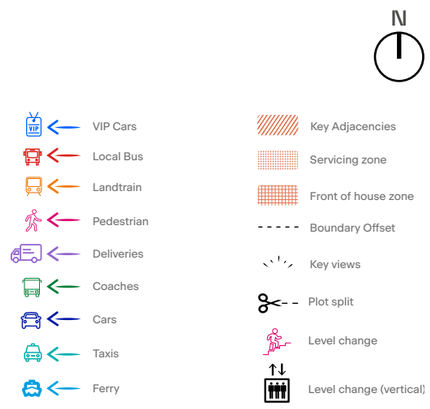
12.3.7.1 Principal circulation routes to and within the terminal **will** be step-free routes; secondary access routes may be stepped.

12.3.7.2 All principal routes to approach, enter and use of closed areas and their facilities **will** be accessible. The shallowest possible gradients are to be used on all routes

12.3.7.3 The floating ponton gradients **will** be as shallow as practically possible.

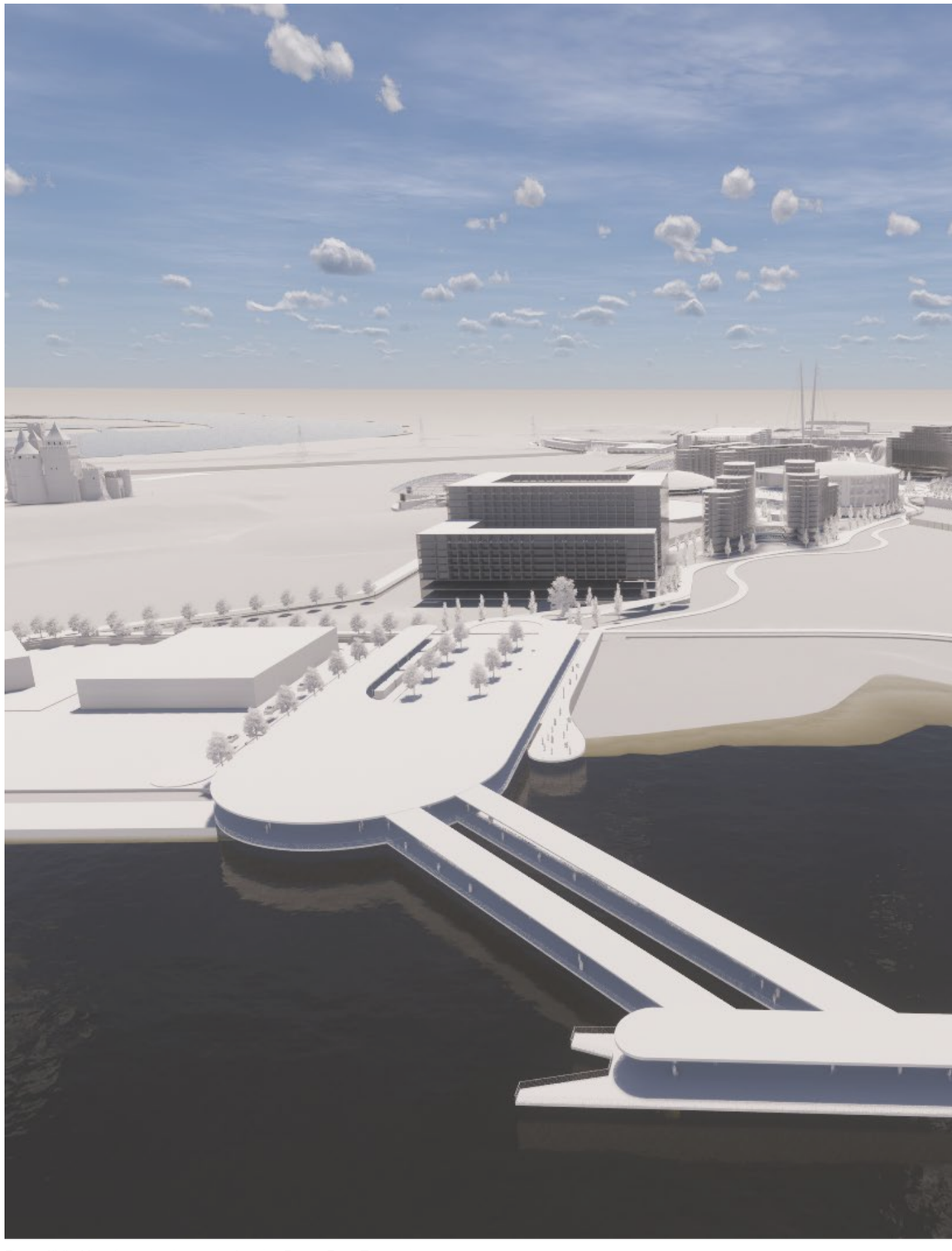
12.3.8 Other Elements

12.3.8.1 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.



12.3.9 Illustrative design

12.3.9.1 The River Terminal building is arranged on one level with the main Terminal building on the Peninsula with an extended floating pontoon structure connected by two bridges. The two bridges will help to segregate pedestrian flows when arriving and departing. The same principle of segregation is adopted on the southern side of the Terminal where the land train arrivals and departures will take place. Waiting areas, information and ticketing pavilions will be located within the Terminal building.



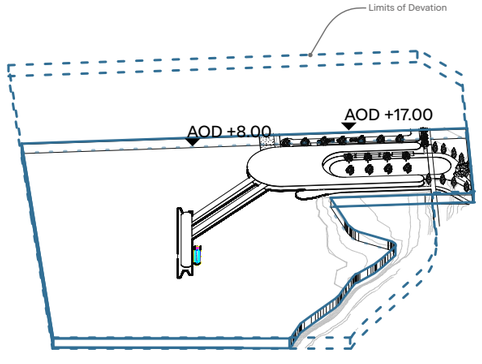


Figure 12.9 - View from the river to the London Resort Ferry Terminal

12.4 The London Resort Tilbury Ferry Terminal (T4)

12.4.1 Overview

Work No.16

Land area: 65 224 m²

12.4.1.1 The Terminal comprises the Grade II listed* Tilbury Riverside Station building on the east side of the Grade II* listed London International Cruise Terminal. Visitors will use the listed floating Jetty to join the Thames Clipper Service. The Terminal will handle 25% of visitors arriving by car and coach together with staff and general public as an integral part of the wider public transport network for the Resort.

12.4.1.2 The use of Work No.16 is specified Sui generis (No class specified)

12.4.1.3 All built elements must be designed within the maximum parameters for Work No.16 (Fig. 12.10).

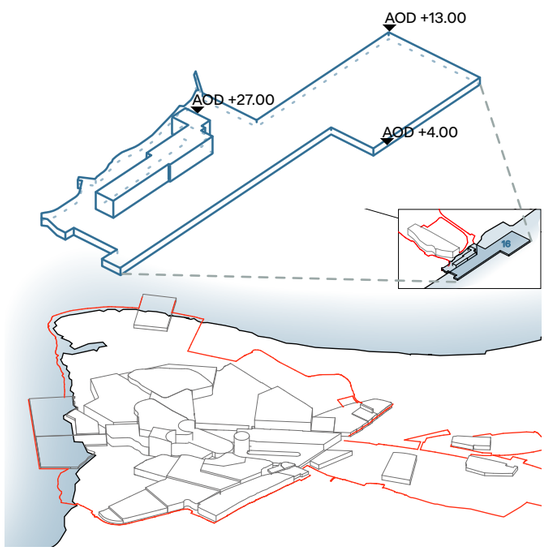
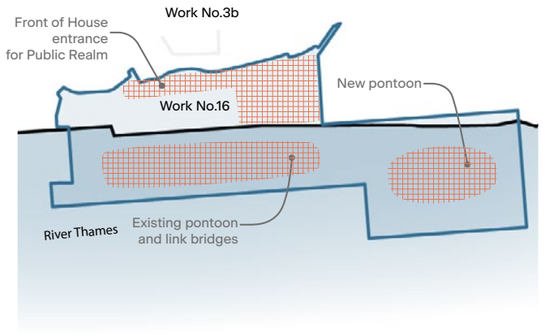


Figure 12.10 - Maximum parameters diagram

Figure 12.11 - Work parameters key plan

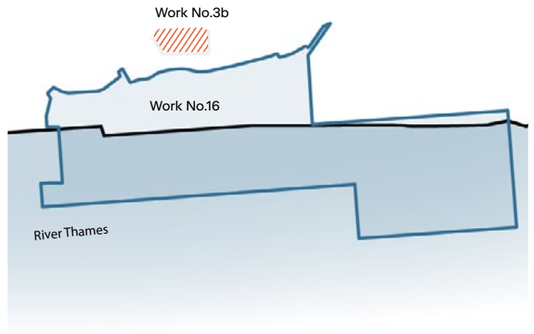
12.4.2 Internal Organization



12.4.2.1 The Terminal comprises the Grade II* listed Tilbury Riverside Station building on the east side.

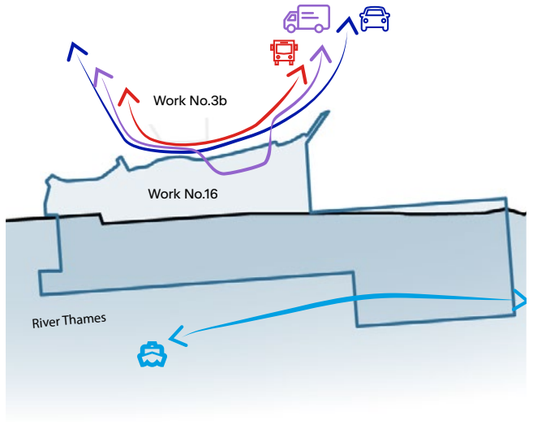
12.4.2.2 A new pontoon **should** be allowed for on the east side of the existing landing pontoon.

12.4.3 Key Adjacencies



12.4.3.1 Proposals for the link bridge to the car park and arrival to the Terminal **should** consider relationship to the existing grade II* listed buildings, to ensure there's a dialogue between all three.

12.4.4 Routes and Infrastructure

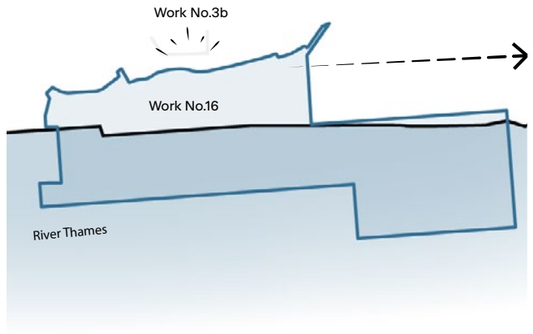


12.4.4.1 Existing roads and routes **will** be maintained.

12.4.4.2 The existing bus route **will** be maintained and frequency to Tilbury town station may be enhanced.

12.4.4.3 The design **will** account for improved flood defences required.

12.4.5 Visual Presence and Key Views



12.4.5.1 The proposals **should** be identifiable as a gateway to the resort

12.4.5.2 Any proposal to the link bridge and arrival/departure platform **will** consider the opportunity for views to the Fort of Tilbury on the east.

12.4.6 Environmental Brief

12.4.6.1 Proposals **will** apply energy efficiency design standards to achieve reductions in carbon emission beyond Part L 2013 baseline.

12.4.7 Inclusivity Brief

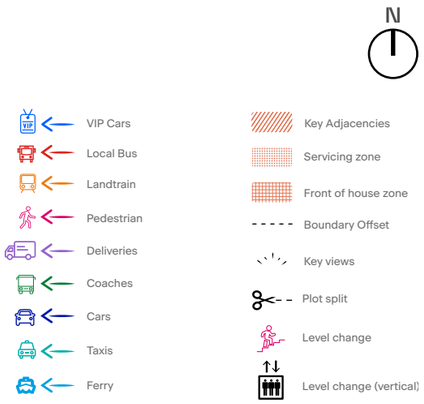
12.4.7.1 Principal circulation routes to and within the terminal **will** be step-free routes; secondary access routes may be stepped.

12.4.7.2 All principal routes to approach, enter and use of closed areas and their facilities **will** be accessible. The shallowest possible gradients are to be used on all routes

12.4.7.3 The floating ponton gradients **will** be as shallow as practically possible.

12.4.8 Other Elements

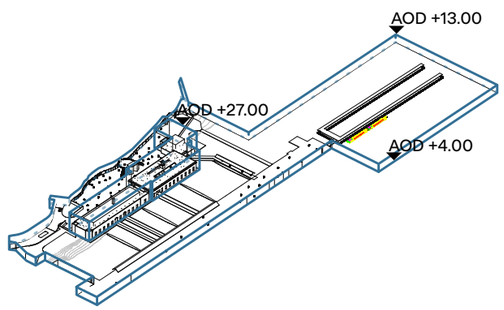
12.4.8.1 Particular attention **should** d be given to the existing character of the Grade II* listed building. Steps **should** be taken in any design to preserve and enhance the buildings character.



12.4.9 Illustrative design

12.4.9.1 The London Resort Tilbury River Terminal (T4) serves The London Resort and the wider community, connecting visitors arriving from the north to the Resort using a fleet of high speed Thames Clipper vessels.

12.4.9.2 The Terminal comprises the repurposed Grade II* listed Tilbury Riverside Station building on the east side of the Grade II* listed London International Cruise Terminal. Visitors will use the listed floating Jetty to join the Thames Clipper Service via a new Thames Clipper pier located at the east end of the existing listed pier facility. The brief aims to make the best use of existing historic buildings where possible. The Tilbury Terminal will handle 25% of visitors arriving by car and coach together with staff and general public as an integral part of the wider public transport network.



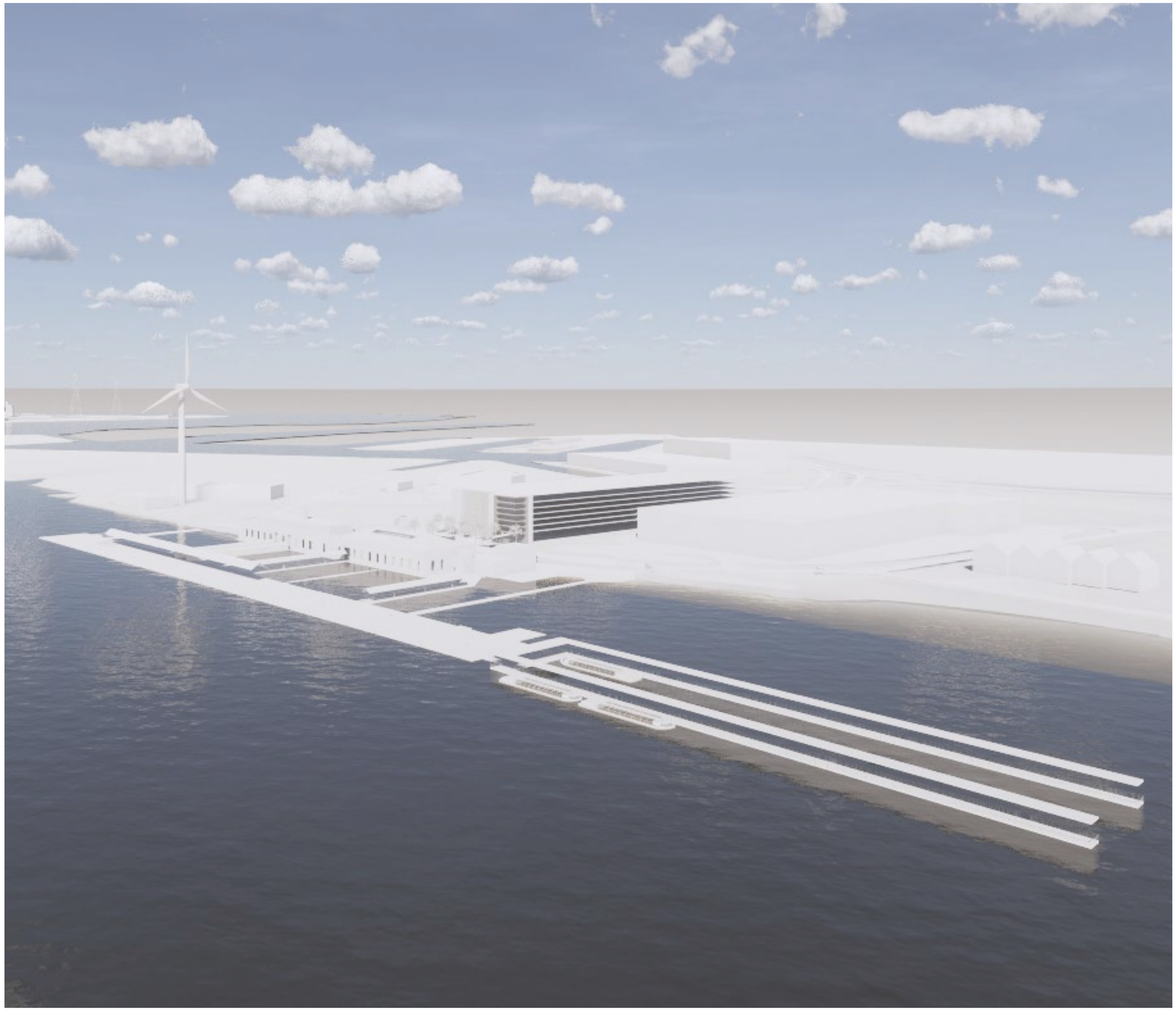


Figure 12.12 View from the east to the Tilbury Terminal and pontoon

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13.0

The Car Parks

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13.1 The London Resort Car Parks (CP1, CP2, CP3)

13.1.1 Overview

Work No.3a

Land area: 56 565 m²

13.1.1.1 The London Resort Main Car Parks accommodate 7,500 vehicles in total and an overflow surface coach parking with 50 spaces. The multi-storey Car Parks are arranged as a linear row of three structures with at grade car parking on adjacent land. The core accommodation of the west flank of the Car Parks will be designed as Front of House, using staircases, lifts and future escalator provision as a means of screening a more basic construction for the Car Parks behind.

13.1.1.2 The use of Work No. 3a is specified Sui generis **(No class specified).**

13.1.1.3 All building elements must be designed within the maximum parameters for Work No. 3a (Fig. 13.1).

13.1.1.4 The proposed setting out for Work No. 3a is based upon a ground floor level of +3.00m AOD.

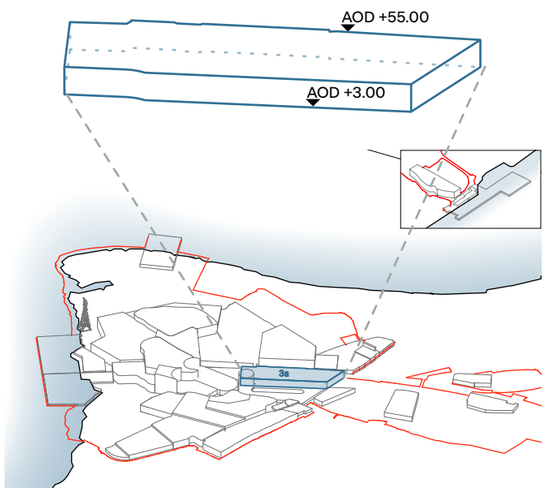
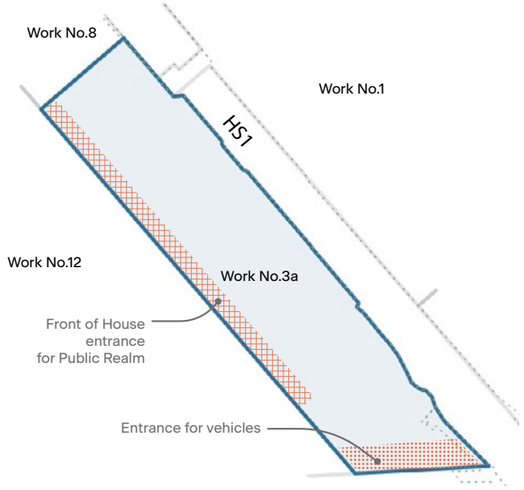


Figure 13.8 - Maximum parameters diagram

Figure 13.9 - Work parameters key plan

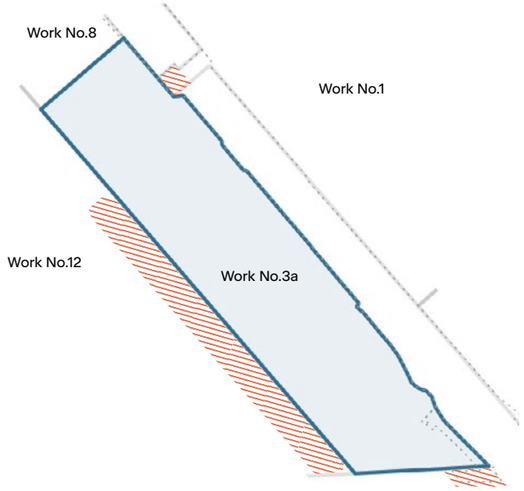
13.1.2 Internal Relationships



13.1.2.1 Vehicle entrance **should** be accommodated from the south in line with the latest transport consultant designs.

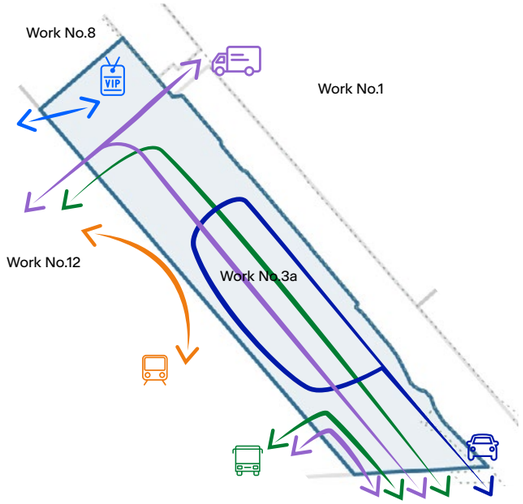
13.1.2.2 The main visitor circulation cores incorporating stairs and lifts should be on the western elevation of the car parks and **will** be designed as Front of House areas.

13.1.3 Key Adjacencies



13.1.3.1 The car parks **should** consider their adjacency to The London Resort Passenger Terminal platform on the west ensuring good pedestrian connectivity.

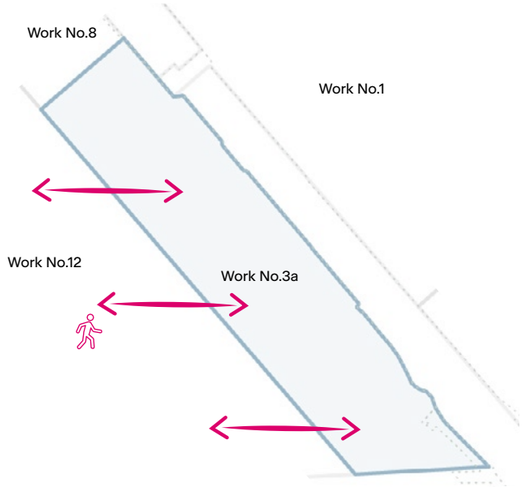
13.1.4 Routes and Infrastructure: Lower Level



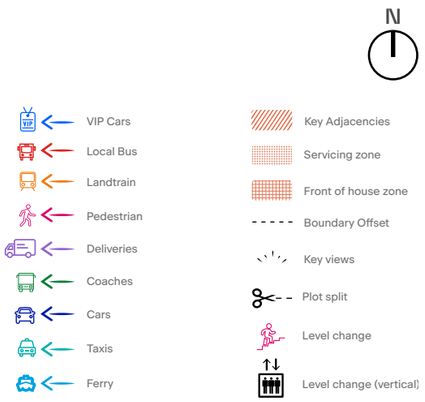
13.1.4.1 The proposals **must** consider vehicle entry level with the Resort Road to the latest transport engineer's design.

13.1.4.2 Exits from the car parks **should** be to the east to avoid congestion with the coach drop off.

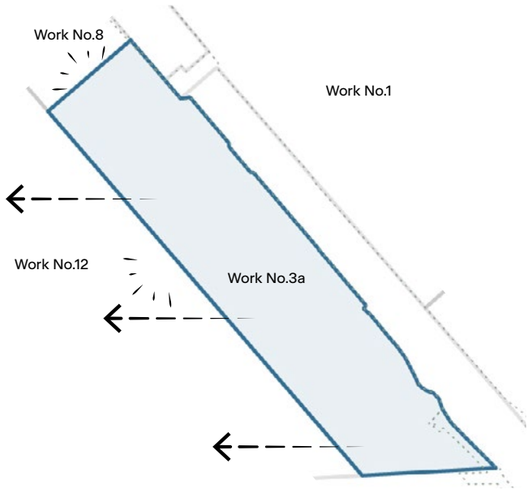
13.1.5 Routes and Infrastructure: Higher Level



13.1.5.1 Pedestrian connection to the terminal building **should** be designed at a nominal level of +9.50m AOD to allow step free access to the main Arrivals Plaza.



13.1.6 Visual Presence and Key Views



13.1.6.1 The Car Parks circulation core **should** be designed to enable clear views to The London Resort Passenger Terminal, Arrivals Plaza, Hotel 1 and Node 2 The Market to help visitor orientation and navigation.

13.1.6.2 Signage identifying individual Car Parks **should** be integral to the façade design.

13.1.6.3 Designs **should** consider the treatment of the southernmost elevation of the Car Parks as this will be one of the first things visitors arriving along the Resort Road will encounter.

13.1.6.4 Designs **should** consider the treatment of the eastern elevations of the Car Parks as these will be visible from passing High Speed 1 trains, Gate 1 theme park.

13.1.6.5 Designs **should** consider the treatment of the western elevations of the Car Parks as these will be visible from the main pedestrian plaza, Pilgrims way and the Visitor Centre.

13.1.7 Environmental Brief

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

13.1.7.2 Proposals **should** consider photovoltaic panels within the roof structure.

13.1.7.3 Consideration **should** be given to planting / biophilic design to the western facades.

13.1.7.4 Provision for secure cycle parking bays **should** be made.

13.1.7.5 Provision **should** be made for electric car charging points.

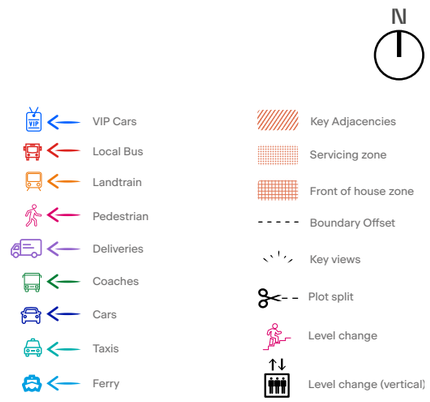
13.1.8 Inclusivity Brief

13.1.8.1 5% of car parking spaces **will** be wheel-chair accessible.

13.1.8.2 Accessible parking spaces **will** be located at a step free access level to the Terminal building

13.1.9 Other Elements

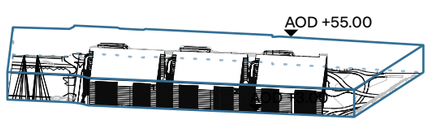
13.1.9.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a ‘fifth elevation’. Photovoltaic arrays could be used to create a uniform roof treatment to the Car Parks.



13.1.10 Illustrative design

13.1.10.1 The multi storey Car Parks are designed with 12 levels to accommodate 7,500 vehicles in total. Circulation between the Car Parks will be from south to north and external 'D' ramps have been considered on the northern flank of each multi storey for vertical circulation.

13.1.10.2 The western elevation will hide the pre-fabricated structured and designed as a Front of House element, with cores being designed as glass boxes with the remaining of the elevation being a green wall.



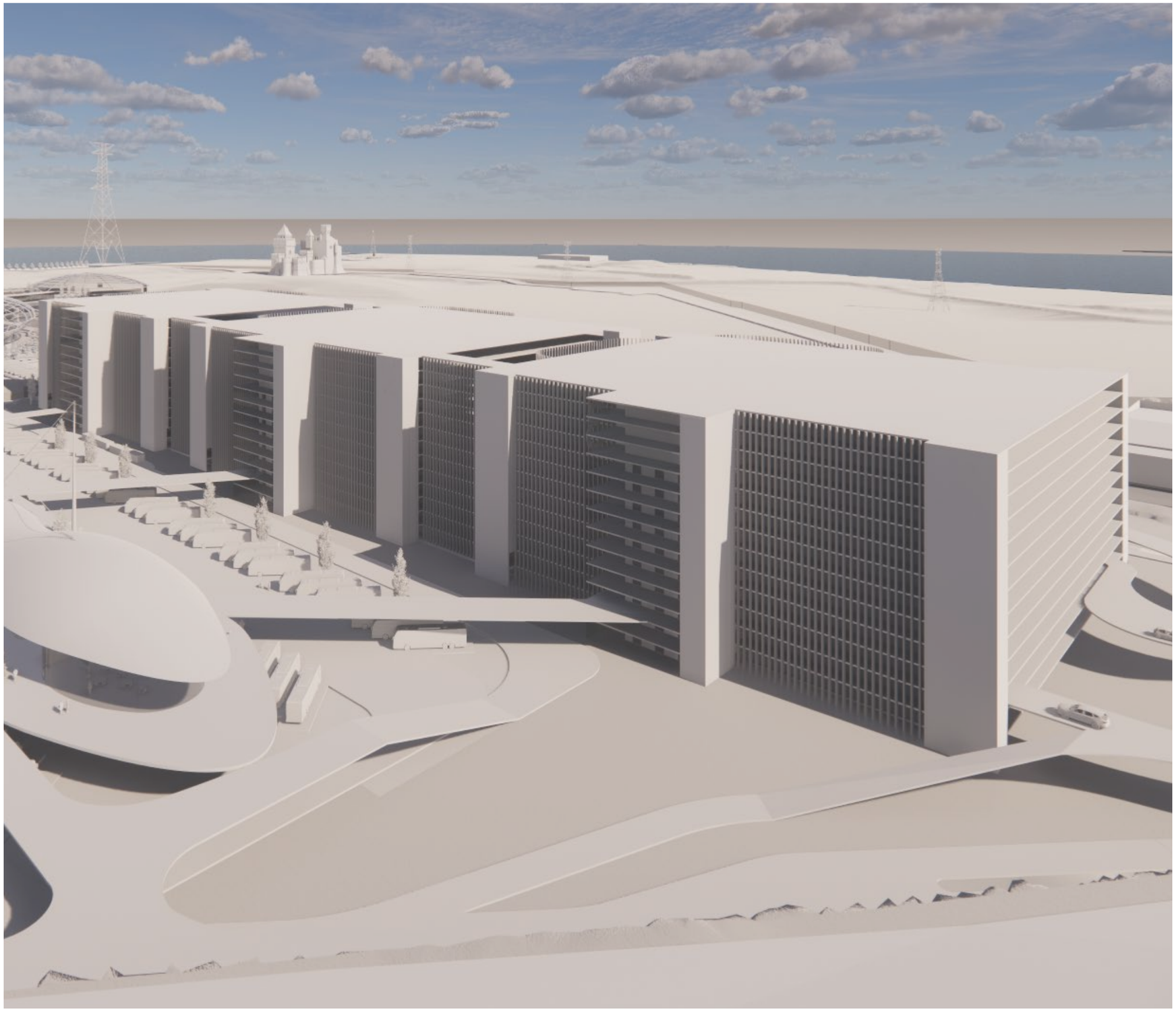


Figure 13.10 - Illustrative view of The London Resort Carparks 1, 2 & 3 from the south-west

13.2 Multi-storey Car Park Ebbsfleet

13.2.1 Overview

Work No.23

Land Area: 15 460 m²

13.2.1.1 The Ebbsfleet Multi Storey Car Park will accommodate 5,500 car parking spaces for Ebbsfleet International Train Station. Of this, 1,051 car parking spaces will be a lift and shift replacement for existing car parking spaces lost due to the construction of the London Resort Road.

13.2.1.2 The use of Work No. 23 is specified Sui generis **(No class specified).**

13.2.1.3 All building elements must be designed within the maximum parameters for Work No. 23 and its limit of deviation (Fig. 13.4).

13.2.1.4 The proposed setting out for Work No. 23 is based upon a ground floor level of +4.00m AOD.

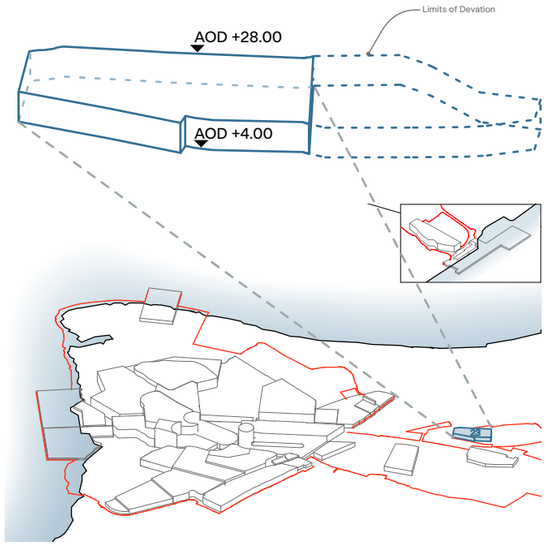
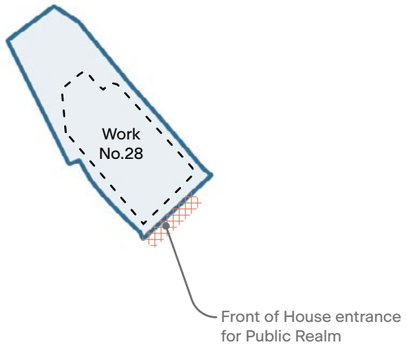


Figure 13.11 - Maximum parameters diagram

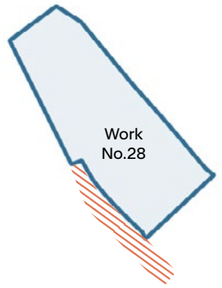
Figure 13.12 - Work parameters key plan

13.2.2 Internal Organization



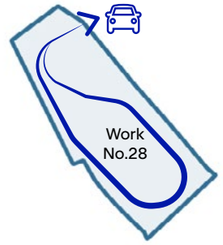
13.2.2.1 The main visitor circulation cores incorporating stairs and lifts **should** be on the southeast elevation of the Car Park and will be designed as Front of House areas.

13.2.3 Key Adjacencies



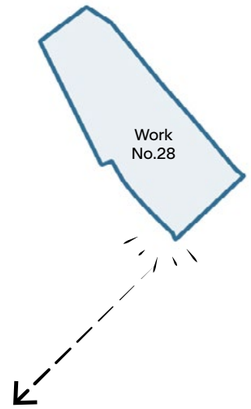
13.2.3.1 The car park **should** consider its adjacency to Ebbsfleet International Train Station to the south and ensure good pedestrian connectivity.

13.2.4 Routes and Infrastructure



13.2.4.1 The design **should** allow for vehicle entrance from the north or in line with the latest transport consultant design.

13.2.5 Visual Presence and Key Views



13.2.5.1 The car parks core **should** be designed to have key views towards Ebbsfleet International Station with a sense of Front of House being created on the southern elevation.

13.2.6 Environmental Brief

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

13.2.6.2 Proposals **should** consider photovoltaic panels within the roofs.

13.2.6.3 Consideration **should** be given to provide green walls to the western facades

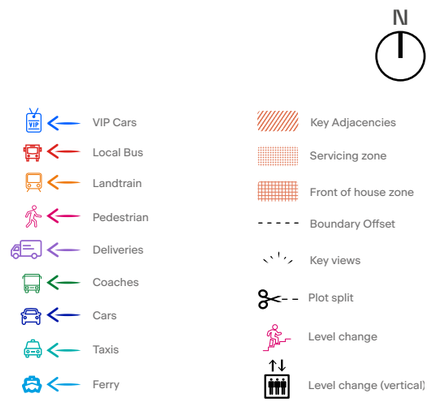
13.2.6.4 Provision for secure cycle parking bays **should** be made

13.2.6.5 Provision **should** be made for electric car charging points

13.2.7 Inclusivity Brief

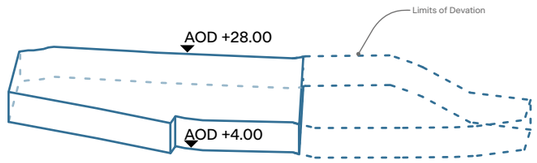
13.2.7.1 5% of car parking spaces **will** be wheel-chair accessible.

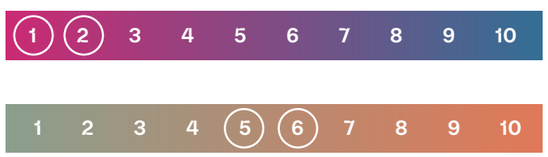
13.2.7.2 Accessible spaces **should** be located at a step free access level



13.2.8 Illustrative design

13.2.8.1 The multi storey Car Park is designed with 7 decks to provide 5,500 car parking spaces. Out if this, the car park will provide 1,051 lift and shift spaces across 3 levels to replace the car parking spaces removed from Car Park F and Car Park D.





13.3 The London Resort Tilbury Car Park (CP4)

13.3.1 Overview

Work No.3b

Land area: 25 383 m²

13.3.1.1 The London Resort Tilbury Transport Terminal will accommodate space for 50 coaches at ground floor level with car parking for the London Cruise Terminal at Level 1 and 2,500 parking spaces for The London Resort visitors above. Access to both Passenger Terminals will be via a short link bridge at Level 1 across Fort Road.

13.3.1.2 The use of Work No. 3b is specified Sui generis **(No class specified).**

13.3.1.3 All building elements must be designed within the maximum parameters for Work No. 3b (Fig. 13.6).

13.3.1.4 The proposed setting out for Work No. 3b is based upon a ground floor level of +3.00m AOD.

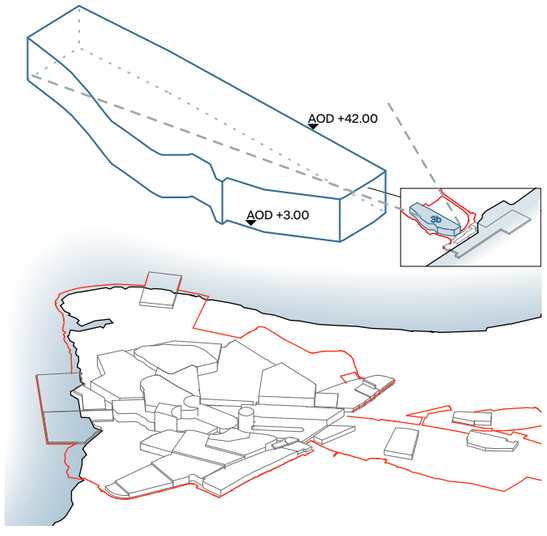


Figure 13.13 - Maximum parameters diagram

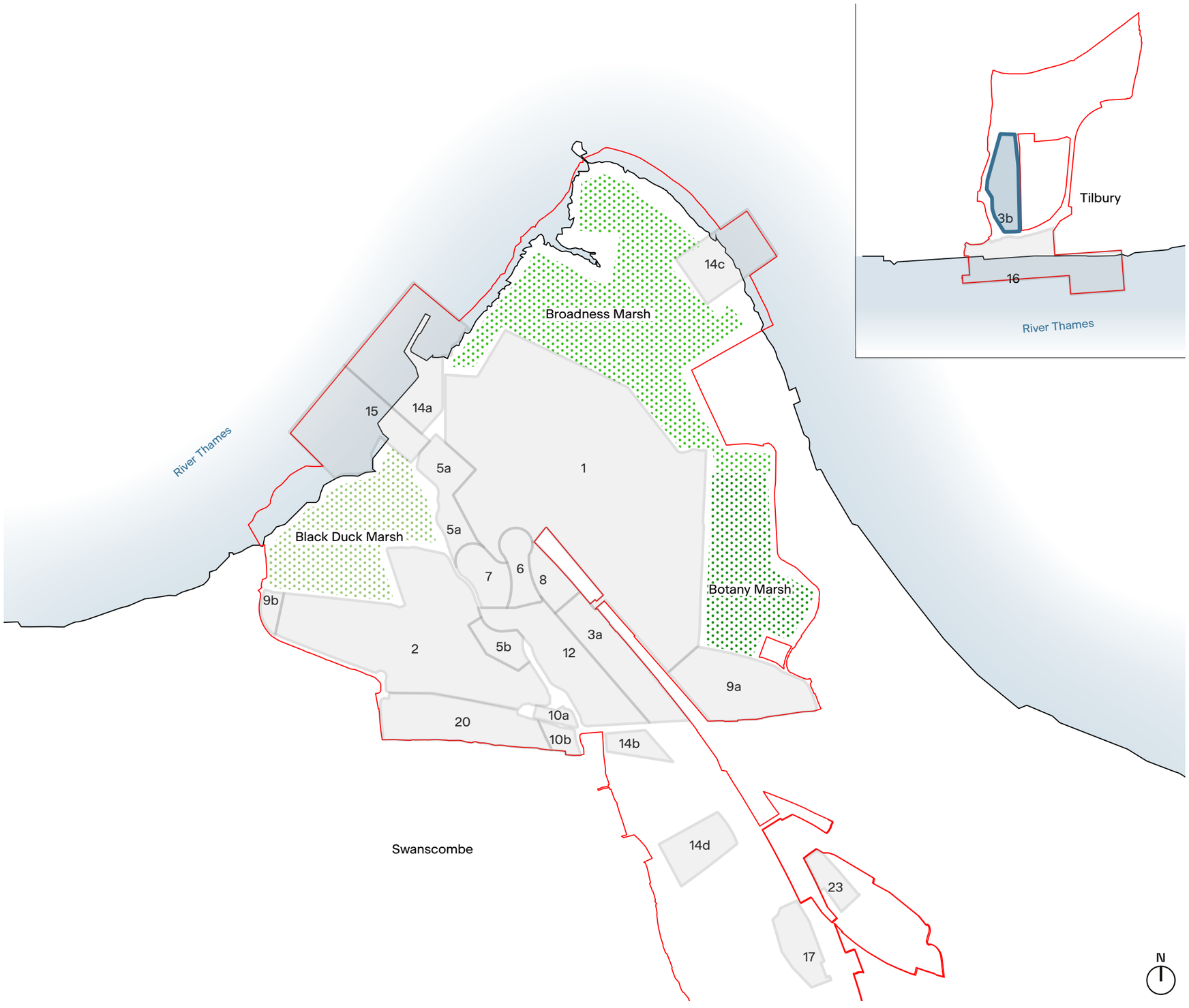
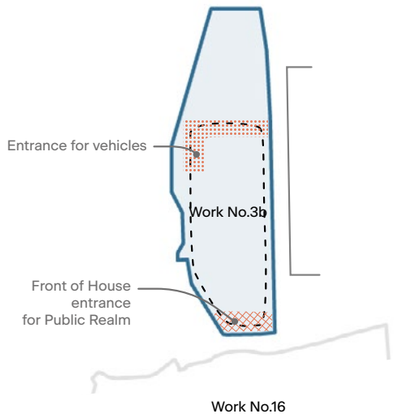


Figure 13.14 - Work parameters key plan

13.3.2 Internal Organization

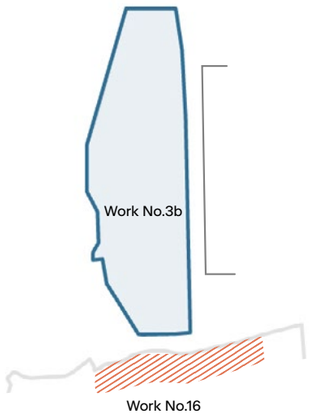


13.3.2.1 The proposal **should** allow for vehicle entrance from the west or in line with the latest transport consultant design.

13.3.2.2 The main visitor circulation cores incorporating stairs and lifts **should** be on the western elevation of the Car Park and will be designed as Front of House areas.

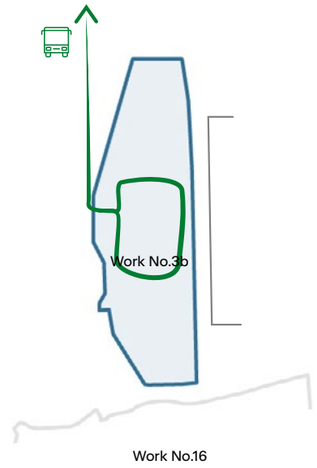
13.3.2.3 Proposed design **should** be considerate to the bulk and mass of the existing logistics terminal on the east.

13.3.3 Key Adjacencies



13.3.3.1 The design of the Car Park and link bridge to the terminal **should** consider relationship to the existing Grade II* listed buildings.

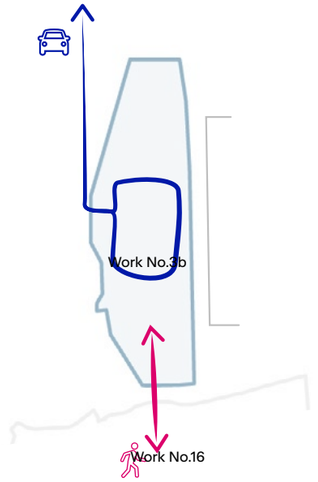
13.3.4 Routes and Infrastructure: Lower Level



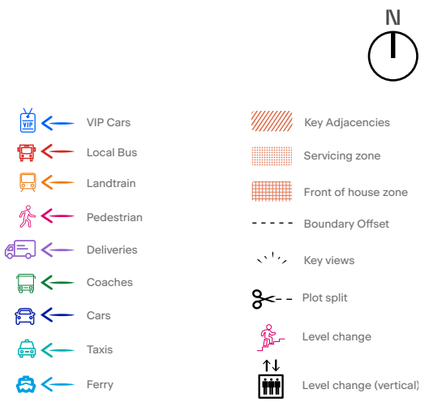
13.3.4.1 Access to the coach and car parking **will** be through the existing roundabout on Ferry Road.

13.3.4.2 Consideration **should** be given for external ramp and segregation of access for cars and coaches.

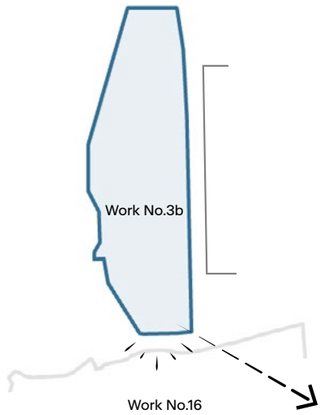
13.3.5 Routes and Infrastructure: Higher Level



13.3.5.1 Proposals **should** consider one-way vehicle circulation within the car parks.



13.3.6 Visual Presence and Key Views



13.3.6.1 **The car parks core must be designed considering the views to Tilbury Fort on the east and the Terminal buildings on the south.**

13.3.7 Environmental Brief

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

13.3.7.2 **Proposals should consider photovoltaic panels within the roofs.**

13.3.7.3 **Provision for secure cycle parking bays should be made.**

13.3.7.4 **Provision should be made for electric car charging points.**

13.3.8 Inclusivity Brief

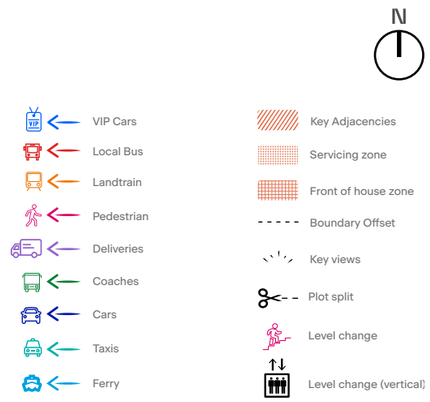
13.3.8.1 **5% of car parking spaces will be wheel-chair accessible.**

13.3.8.2 **Accessible spaces will be located at a step free access level to the Terminal building.**

13.3.9 Other Elements

13.3.9.1 **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.**

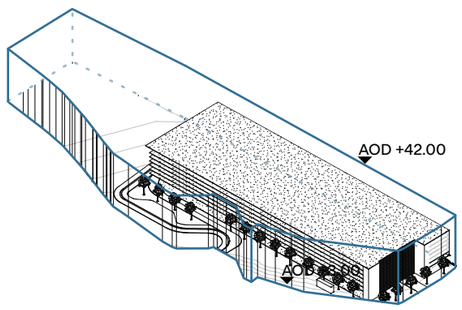
13.3.9.2 **The building design should be developed in accordance with flood modelling requirements, which may require the ground floor to have a high permeability to flood waters, in order to allow the building to flood in the event of a breach of the River Thames flood defences.**



13.3.10 Illustrative design

13.3.10.1 The multi storey Car Park is designed with 7 levels to accommodate 2,500 vehicles for The London Resort and one level for the London Cruise Terminal guests.

13.3.10.2 The south elevation will hide the pre-fabricated structured and designed as a Front of House element, with core being designed as a glass box enjoying the views to Tilbury Fort, the Grade II* terminal buildings and the river on the south.



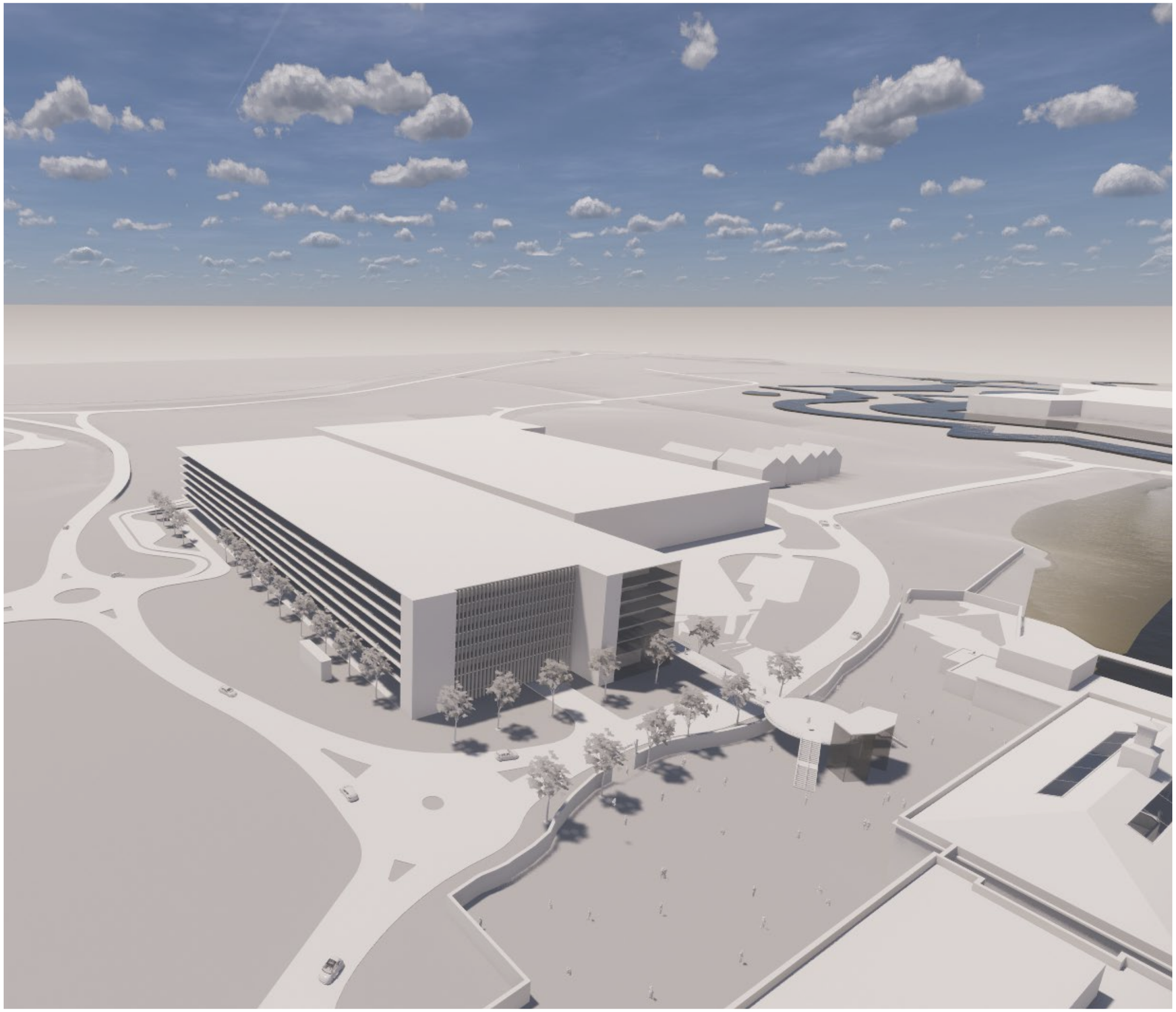


Figure 13.15 - Illustrative view of The London Resort Tilbury Car Park from the south-west

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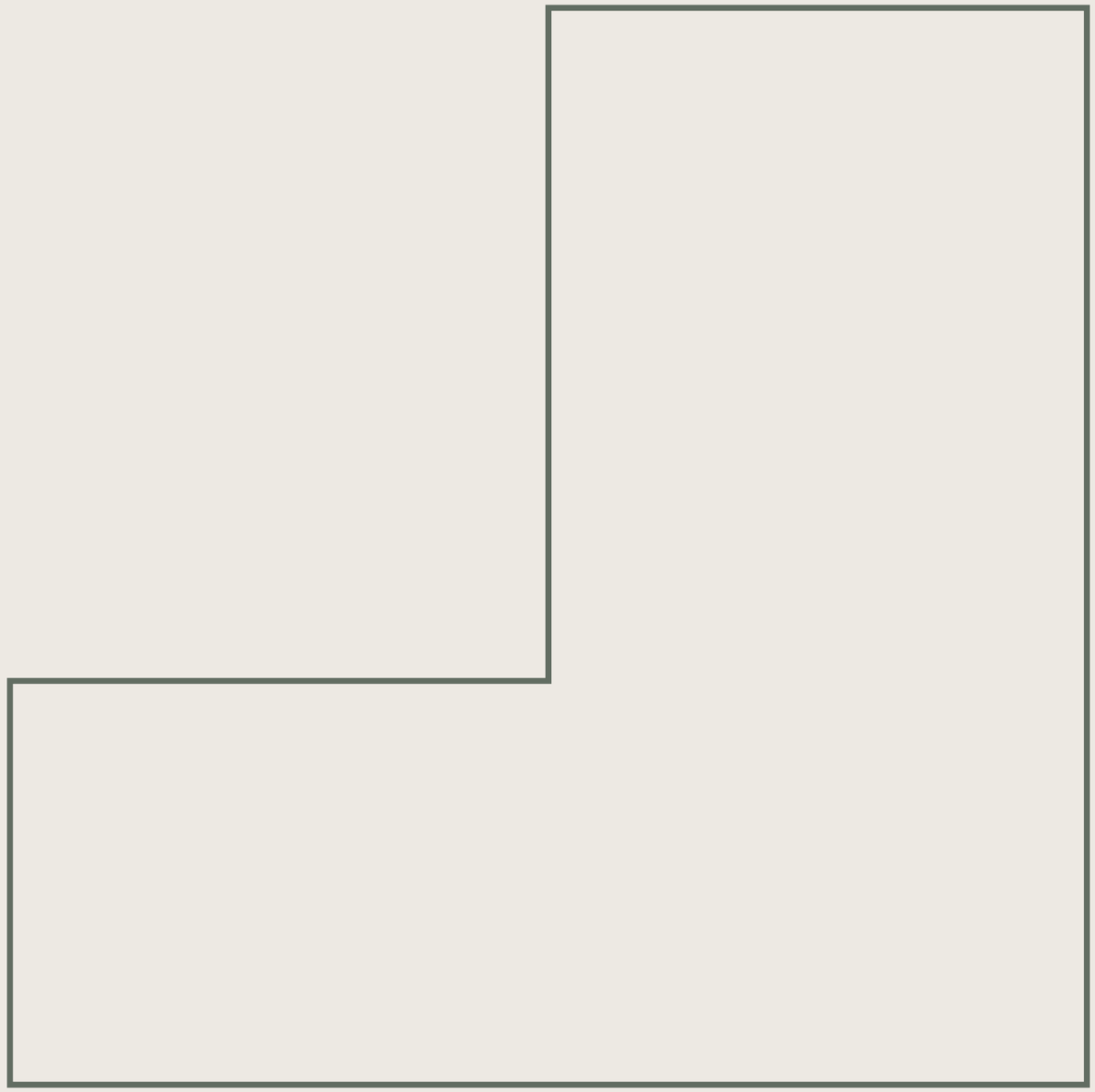

14.0

Back of House areas and Infrastructure

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14.1 Gate 1 Back of House

14.1.1 Overview

Work No.9a

Land area: 77 897 m² (inc. Staff Offices)

14.1.1.1 Gate 1 Back of House will contain several warehouse facilities to support the Resort, including central kitchen, staff parking and other staff facilities such as nurseries, prayer rooms, gyms. A landscaped area should be proposed in the middle for all employees to enjoy.

14.1.1.2 Work No.9a's use class is E (Commercial business and service) and Sui generis **(No class specified).**

14.1.1.3 The proposals should comprise up to 500 staff car parking space.

14.1.1.4 All building elements must be designed within the maximum parameters for Work No.9a (Fig 14.1).

14.1.1.5 The proposed setting out for Work No. 9a is based upon a ground floor level of +3.00m AOD.

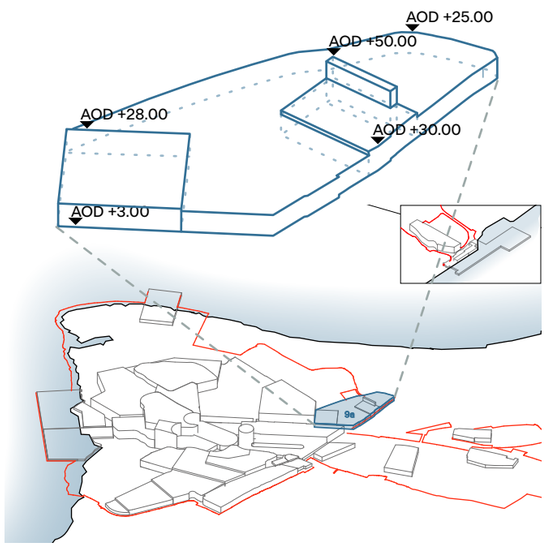
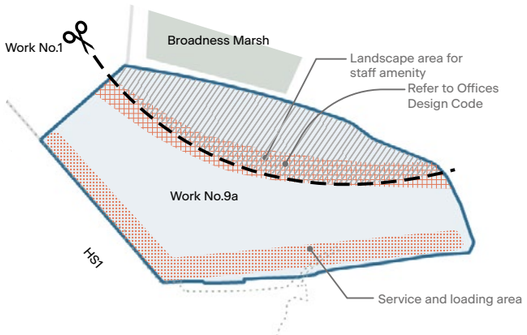


Figure 14.1 Maximum parameters diagram

Figure 14.2 Work parameters key plan

14.1.2 Internal Organization



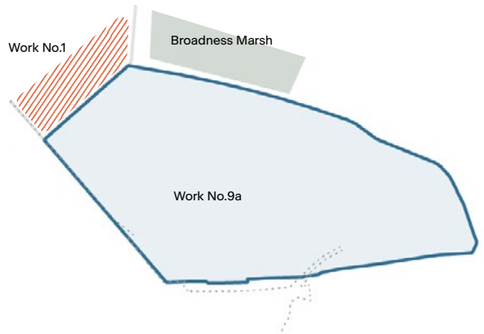
14.1.2.1 Any proposal **should** incorporate a servicing and loading area for a variety of service vehicles from HGV's to small electric vans on the west and south area of the Work.

14.1.2.2 A landscaped staff amenity space **should** be included in the centre of the work. The design **should** consider soft landscaped areas with breakout spaces with café and restaurant facilities.

14.1.2.3 The west edge of the Back of House area **will** have a direct relationship with the HS1 rail track and tunnel. It is likely that the current existing access to the tunnel will be required to be maintained.

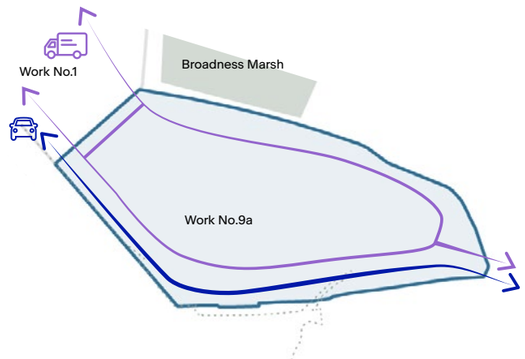
14.1.2.4 The proposals **should** keep the main warehouse and maintenance buildings on the south of the Work close to the cliff face and High Speed 1 line, leaving the office and administrative buildings to address Broadness Marsh.

14.1.3 Key Adjacencies



14.1.3.1 The Back of House **will** be adjacent to Gate 1. Proposals should consider screening to ensure the BoH is not visible for the visitors.

14.1.4 Routes and Infrastructure

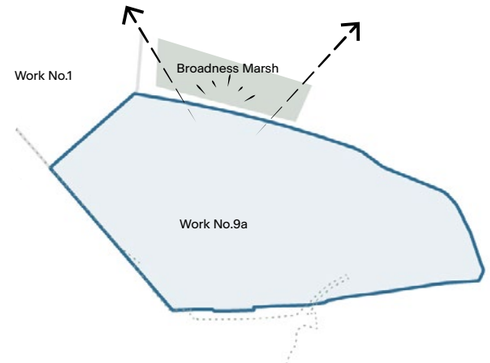


14.1.4.1 The main vehicle access to the Back of House **will** be from the north through the service road running parallel of the High Speed 1 track. Local suppliers **will** have controlled access through the local road network from the east (Manor Way).

14.1.4.2 Any vehicle access to the BoH **will** be controlled and security screened.

14.1.4.3 Proposals **will** look to design a perimeter road all types of service and logistics vehicles and access to the staff parking to keep the centre of the Work as traffic free as practical.

14.1.5 Visual Presence and Key Views



14.1.5.1 The Back of House **should** be the less visible part of the Resort, any proposed design **should** consider views to and from the Marshes.

14.1.6 Environmental Brief

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

14.1.6.2 Proposals **should** consider photovoltaic panels within the roofs.

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

14.1.6.4 Provision for secure cycle parking bays **should** be made.

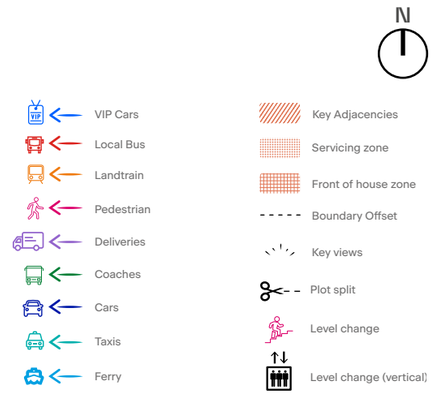
14.1.6.5 Provision **should** be made for electric car charging points.

14.1.6.6 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.9a's design, where appropriate.

14.1.7 Inclusivity Brief

14.1.7.1 5% of car parking spaces **will** be wheel-chair accessible.

14.1.7.2 The proposed design **will** provide step free access to office, cafes and other staff support facilities.

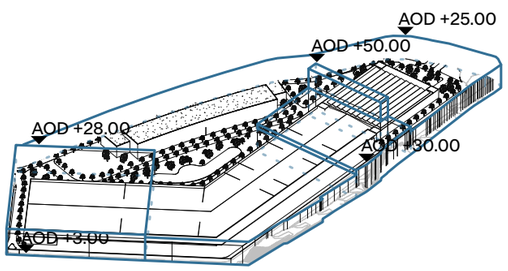


14.1.8 Illustrative design

14.1.8.1 The main back of house areas for Gate 1 are accommodated within an enclosed area to the south of Gate 1 and in the south east corner of the site. A perimeter road provides access to the facilities within.

14.1.8.2 Facilities will include warehouses and workshops, a vehicle maintenance and charging facility, a central kitchen and stores, wardrobe and costume area, all arranged along the south and south west sides of the site, that will look after the day to day needs of the London Resort, together with an office building arranged adjacent to the north side of this site which will provide high quality office space to cater for the administration needs of the London Resort. Employees will enjoy carefully controlled views out over Botany Marsh to the north, always being sensitive to the conservation of the wildlife habitat that it contains.

14.1.8.3 Towards the centre of this site there are landscaped grounds for employees to enjoy with a pavilion containing break out space, restaurant and café facilities, and the opportunity for all staff to interact regardless of their place of work, helping to encourage the sense of community and encouraging long term employee retention.



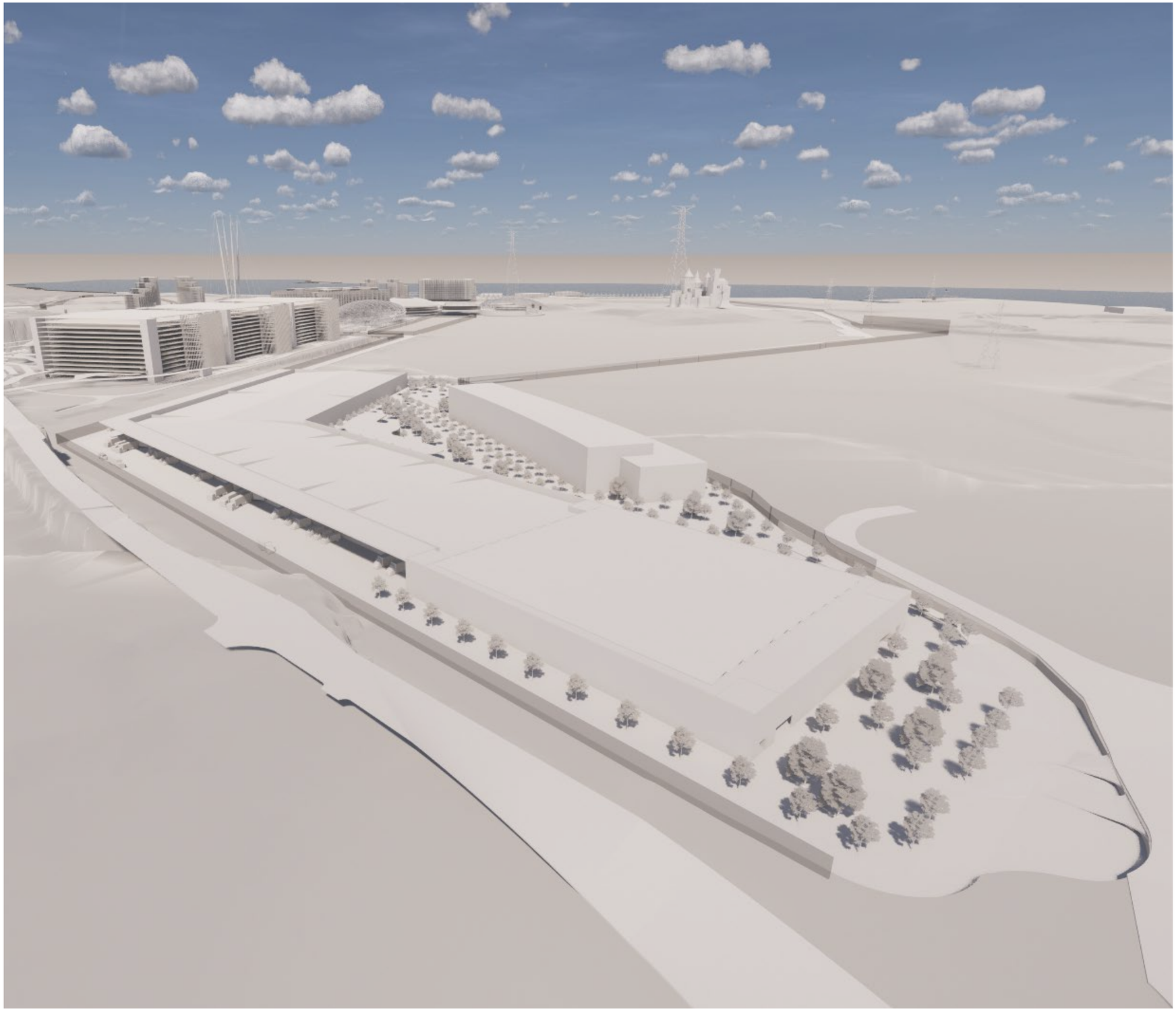


Figure 14.3 Bird eye view from London Road to Back of House

14.2 Gate 2 Back of House

14.2.1 Overview

Work No.9b

Land area: 7 062 m²

14.2.1.1 Gate 2 Back of House will be a very modest area on the west of Gate 2. This area will be an immediate support area rather than a major back of house similar to the one next to Gate 1. Maintenance, wardrobe and costume facilities accompanied by staff amenity spaces should be considered.

14.2.1.2 Work No.9b's use class is Sui generis **(No class specified).**

14.2.1.3 All building elements must be designed within the maximum parameters for Work No.9b (Fig 14.4).

14.2.1.4 The proposed setting out for Work No. 9b is based upon a ground floor level of +9.00m AOD.

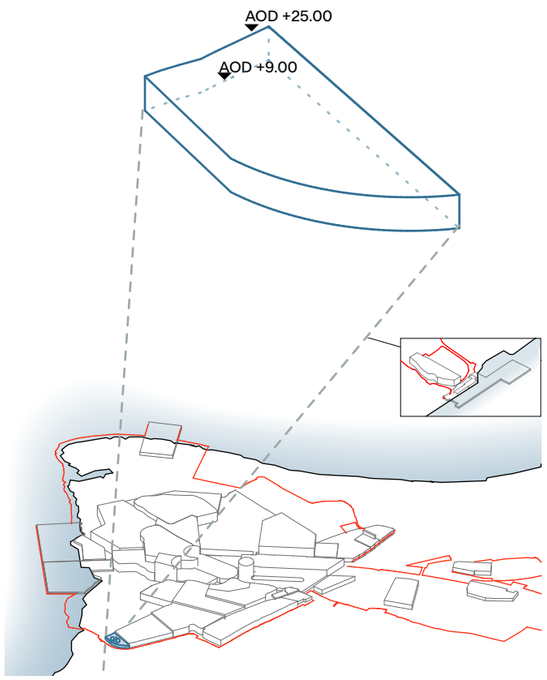
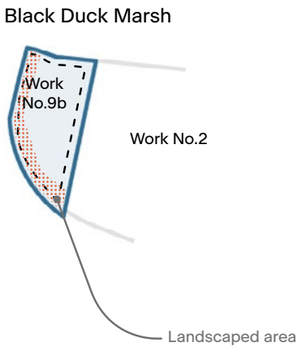


Figure 14.4 Maximum parameters diagram

Figure 14.5 Work parameters key plan

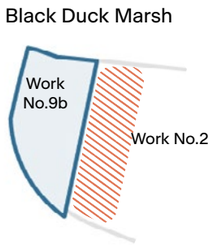
14.2.2 Internal Organization



14.2.2.1 Proposals **will** look to landscape the west and south perimeter of the plot to ensure a appropriate buffer between the Resort and the adjacent residential neighbourhood.

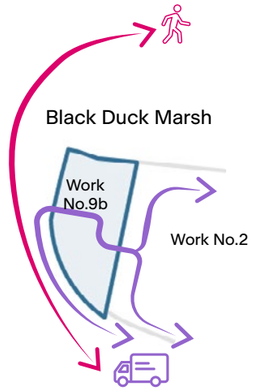
14.2.2.2 Any built form **will** be designed to be offset by minimum of 3m from the perimeter of the Work boundary.

14.2.3 Key Adjacencies



14.2.3.1 The Back of House **will** be adjacent to Gate 2 on the east and forthcoming residential developments on the south west. Proposals **should** consider visual screening to reduce the visibility of the Back of House for visitors and neighbouring residents.

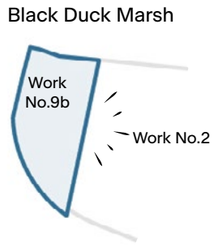
14.2.4 Routes and Infrastructure



14.2.4.1 The main access to the Back of House **will** be through Tiltman Avenue from the south west. It is not envisaged that Heavy Goods Vehicles will access this Back of House.

14.2.4.2 Any vehicle access to the Back of House **will** be controlled and security screened.

14.2.5 Visual Presence and Key Views



14.2.5.1 The BoH **should** be the least visible part of the Resort, although any proposed design **should** consider any beneficial views to the Marshes for employees.

14.2.6 Environmental Brief

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

14.2.6.2 Proposals **should** consider photovoltaic panels within the roofs.

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

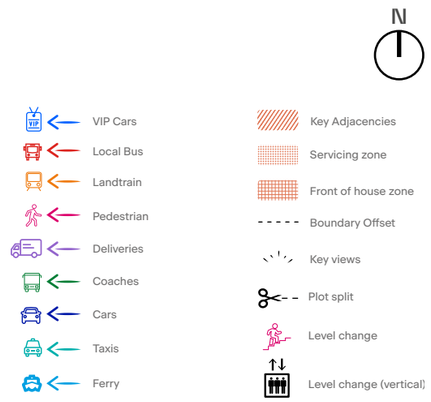
14.2.6.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.9b's design, where appropriate.

14.2.7 Inclusivity Brief

14.2.7.1 The proposed design **will** consider step free access to office, cafes and other staff support facilities.

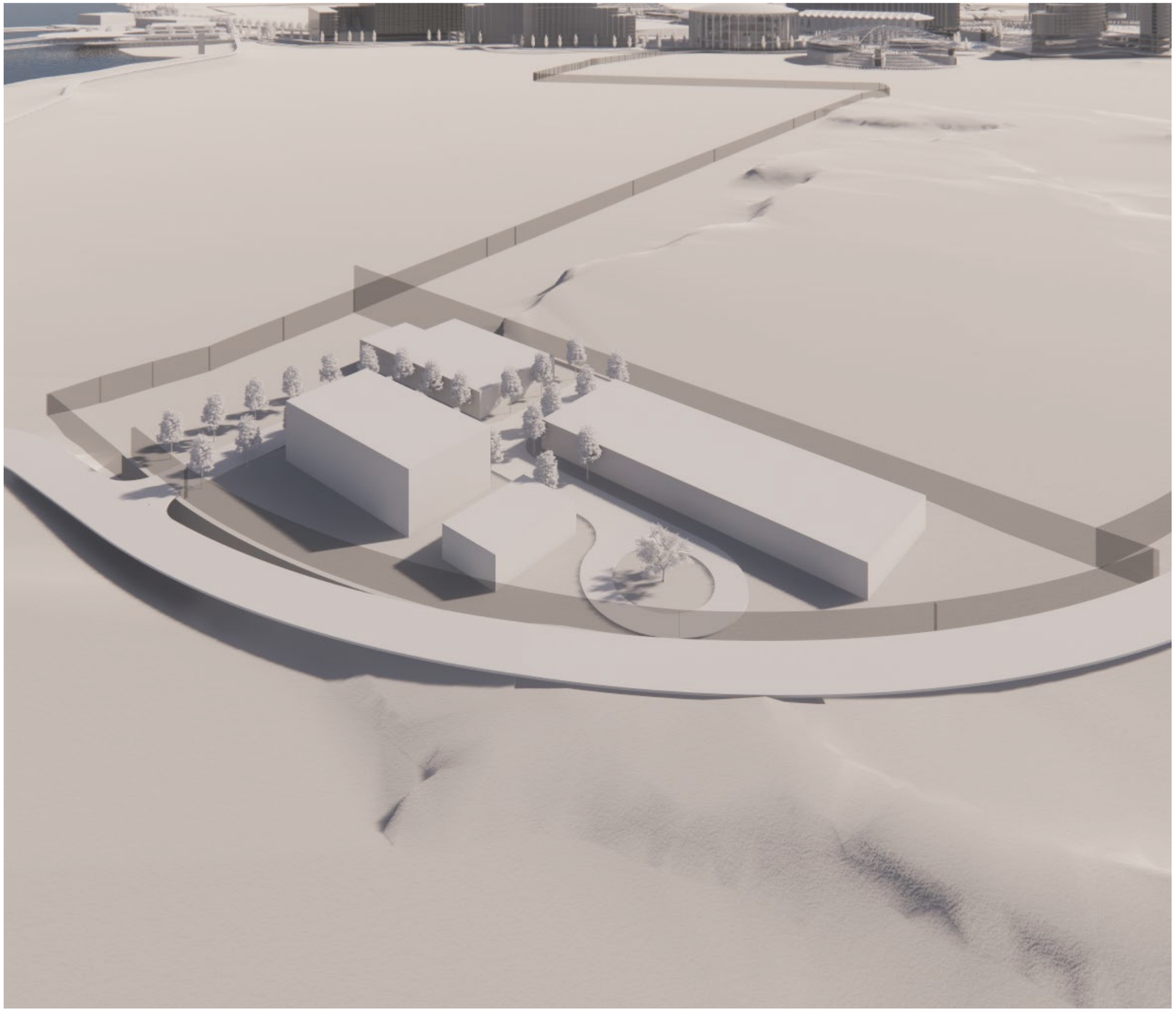
14.2.8 Other Elements

14.2.8.1 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.



14.2.9 Illustrative design

14.2.9.1 There is a modest area to accommodate back of house areas for Gate 2 located at the western end of the Gate 2 plot. A perimeter road around Gate 2 provides access to the facilities within connecting with the Resort as a whole.



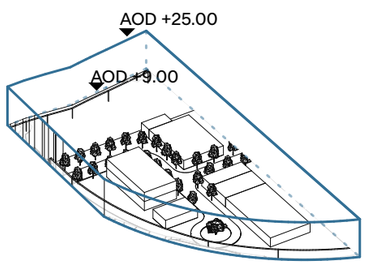


Figure 14.6 View from the south west to Back of House 2

14.3 The London Resort Port

14.3.1 Overview

Work No.14a

Land area: 99 509 m²

14.3.1.1 The Port will be located on the north west shore south to the existing Bell's Warf and White's Jetty. The Port will contain logistics facilities together with warehouses, a RoRo (roll on roll off) facility and the waste treatment facility. Provision will also be made to accommodate a new RNLI Lifeboat station if necessary.

14.3.1.2 Work No.14a's use class is Sui generis **(No class specified).**

14.3.1.3 All building elements must be designed within the maximum parameters for Work No.14a (Fig 14.7).

14.3.1.4 The proposed setting out for Work No. 14a is based upon a ground floor level of +4.00m AOD.

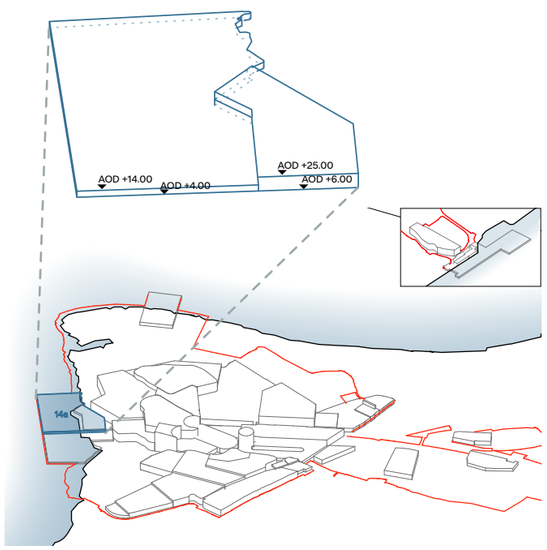
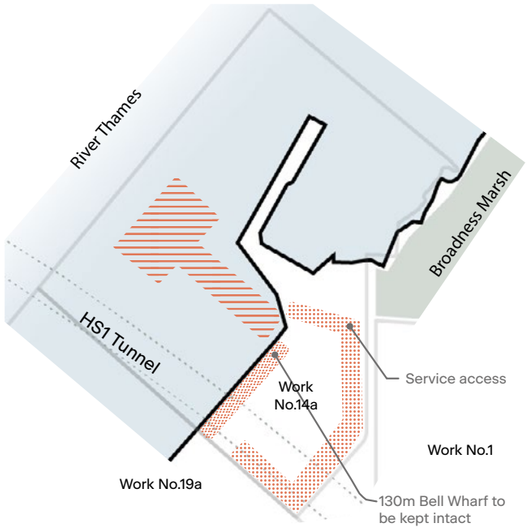


Figure 14.7 Maximum parameters diagram

Figure 14.8 Work parameters key plan

14.3.2 Internal Organization



14.3.2.1 Any proposals **should** consider service access zone on the south branching to the river on both ends of the plot.

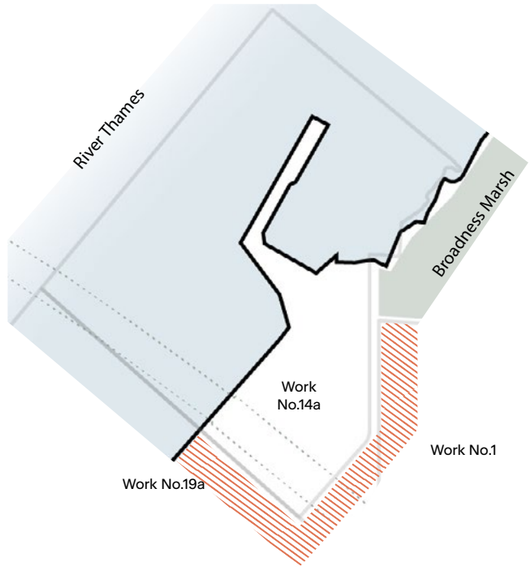
14.3.2.2 A hardstanding area **will** be considered for loading and off-loading goods adjacent to the Wharf.

14.3.2.3 Proposals **should** consider keeping 130m of the Bell's Wharf as a clear zone.

14.3.2.4 The proposals for the Ro-ro **will** consider the facility off the shore with a floating arm.

14.3.2.5 The design of the Port **will** consider the exclusion zone above High Speed 1 tunnel and avoid built form and foundations where possible.

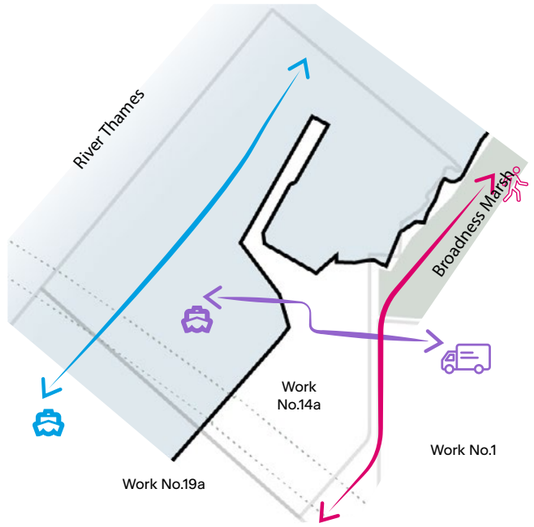
14.3.3 Key Adjacencies



14.3.3.1 Proposals **will** consider the pedestrian walkway on the south as a major adjacency. The fences and edges of the compound **should** be treated with climbing plants and green walls to enhance dogwalkers experience.

14.3.3.2 The Port **should** also consider it's adjacency to the west to the River Terminal building (Work No. 19a), ensuring the industrial look and feel is sheltered from the Resort guests.

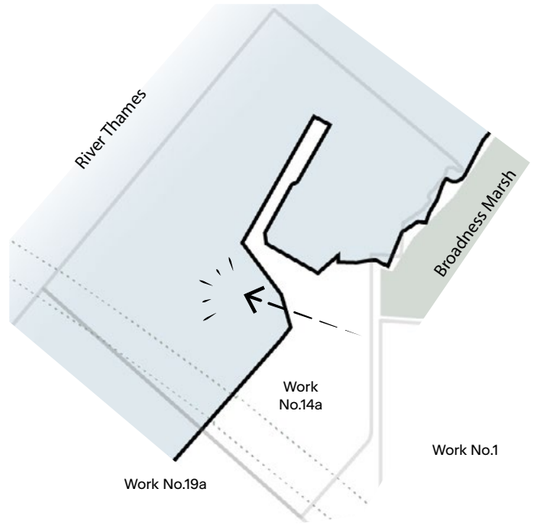
14.3.4 Routes and Infrastructure



14.3.4.1 Access to the Port **will** be from the south east. Vehicles **will** access the port through the Resort service road and crossing the pedestrian walkway.

14.3.4.2 Goods **will** arrive by river to the terminal and **will** use the docking facility of the Wharf or the new Ro-ro terminal.

14.3.5 Visual Presence and Key Views



14.3.5.1 Similar to the Back of Houses the Port **should** be the less visible part of the Resort, although any proposed design should consider views to the River.

14.3.6 Environmental Brief

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

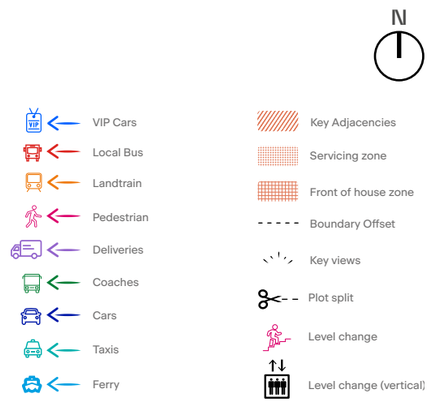
14.3.6.2 Proposals **will** consider photovoltaic panels within the roofs.

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

14.3.6.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.14a's design, where appropriate.

14.3.7 Inclusivity Brief

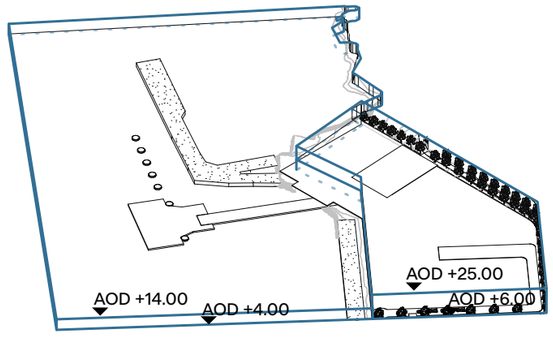
14.3.7.1 Proposals **will** consider step free access to buildings.



14.3.8 Illustrative design

14.3.8.1 The London Resort Port serves the London Resort, providing connections to the Port of Tilbury and other ports on the River Thames Estuary. A Goods Terminal and a Construction Logistics facility together with warehouses and a RoRo (roll on and roll off) jetty adapts its use over time progressing from the initial construction stages of the London Resort where a significant proportion of construction materials will be delivered by river, to the on-going servicing of its needs during operation.

14.3.8.2 Accommodation has been configured to make use of the existing historic infrastructure where possible focussed on Bell Wharf. There is also the potential to accommodate a new RNLI Lifeboat station, and Thames River Police facilities together with support accommodation at the north end of the facility.



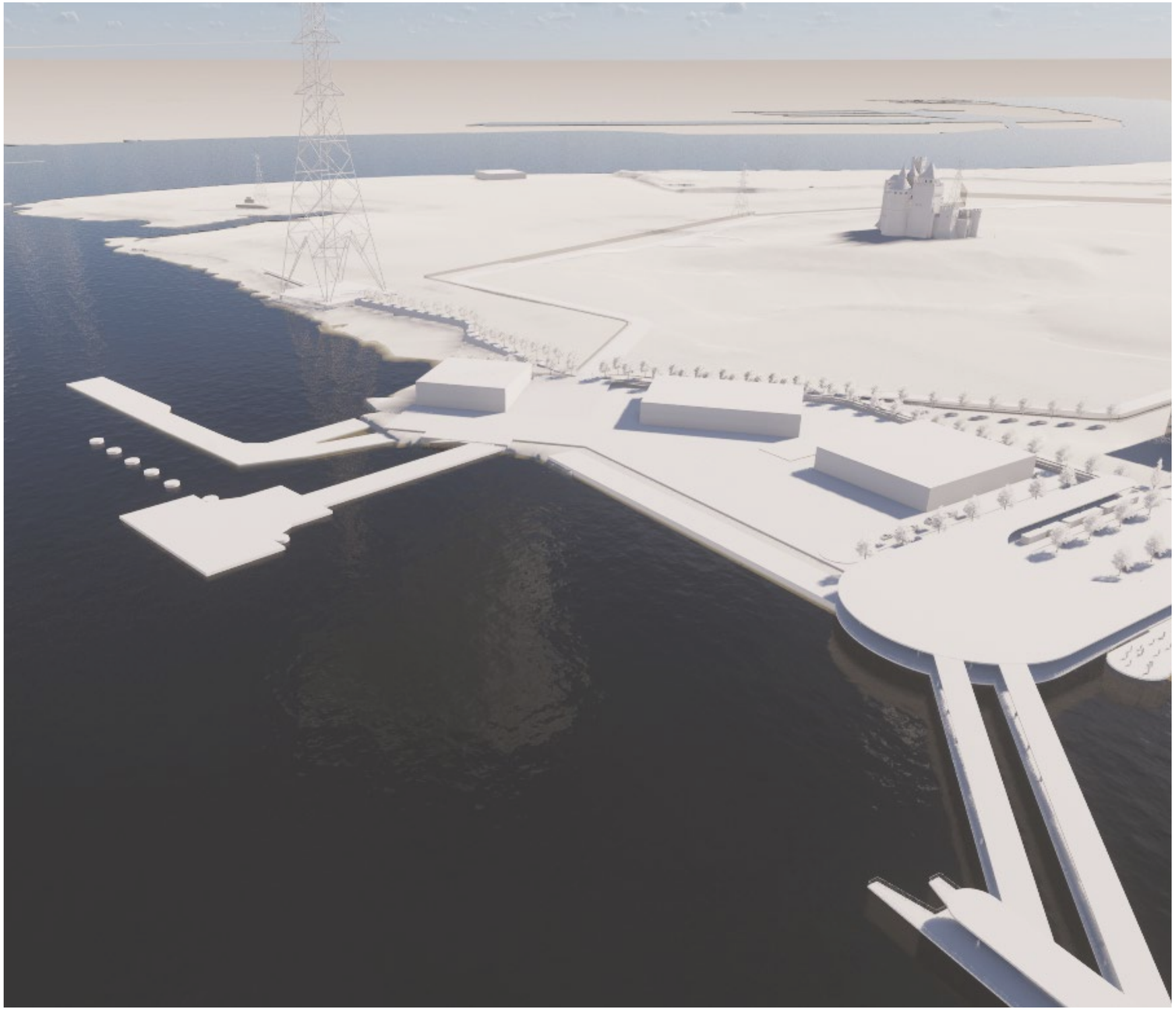


Figure 14.9 Bird eye view from river to the London Resort Port

14.4 The Sports Ground Back of House

Work No.14b

Land area: 13 310 m²

14.4.8.1 The Sports Ground will accommodate the Energy Centre which serves a number of purposes. Its function is to provide energy for the Resort including power, hot and cold water for heating and cooling via a district heating and cooling system, as an integral part of the drive for the whole of the London Resort to be Net Carbon Neutral in operation.

14.4.8.2 Work No.14b's use class is Sui generis **(No class specified).**

14.4.8.3 All building elements must be designed within the maximum parameters for Work No.14b (Fig 14.10).

14.4.8.4 The proposed setting out for Work No. 14b is based upon a ground floor level of +7.00m AOD.

14.4.8.5 The Energy Centre will be designed as a front of house building, celebrating one of the core sustainable values of The London Resort.

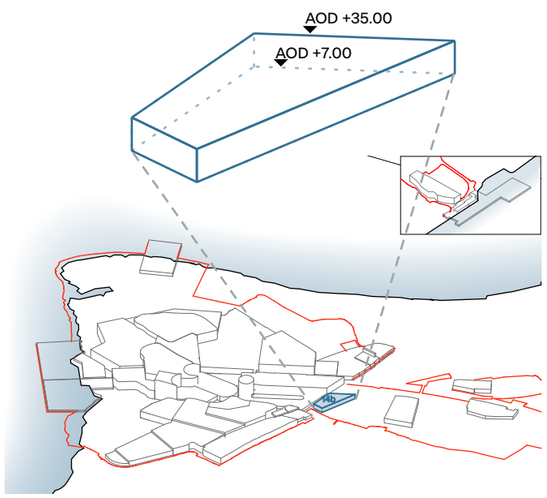
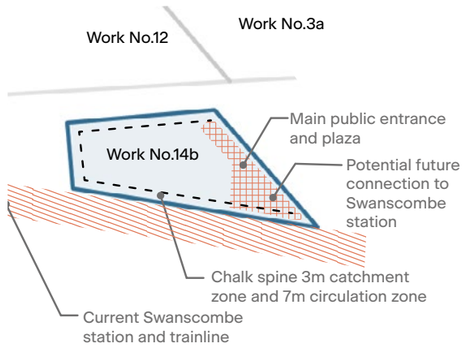


Figure 14.10 Maximum parameters diagram

Figure 14.11 Work parameters key plan

14.4.1 Internal Relationships

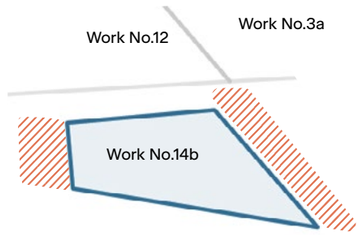


14.4.1.1 An entrance plaza **should** be considered on the west adjacent to the access route.

14.4.1.2 Consideration **should** be given to the existing train line on the south and provision should be made for a potential future connection to Swanscombe Station, allowing guests to arrive at the plaza in the Sports ground.

14.4.1.3 A 3m chalk catchment zone **should** be considered around the plot. Additional 7m should be provided for vehicle circulation area.

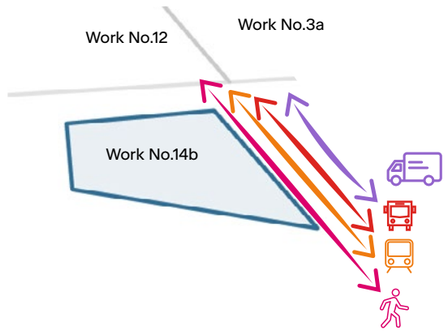
14.4.2 Key Adjacencies



14.4.2.1 Any proposals **will** consider the relationship to All Saints Church and the presence it enjoys on top of Galley Hill.

14.4.2.2 Consideration **will** also be given to the people mover route as a prime access to the Resort, ensuring built forms are set back allowing enough 'breathing' space.

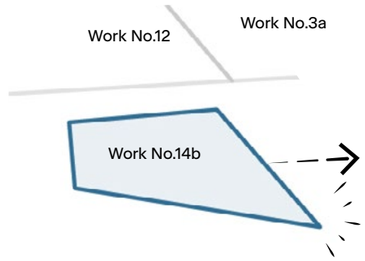
14.4.3 Routes and Infrastructure



14.4.3.1 Access to the Sports Ground **will** be through the people mover route coming from Ebbsfleet Station.

14.4.3.2 A fast track and/or land train stop **should** be considered within the design proposals.

14.4.4 Visual Presence and Key Views



14.4.4.1 The design of the Energy Centre **will** clearly demark the presence on the plot.

14.4.5 Environmental Brief

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

14.4.5.2 Proposals **will** consider photovoltaic panels within the roofs.

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

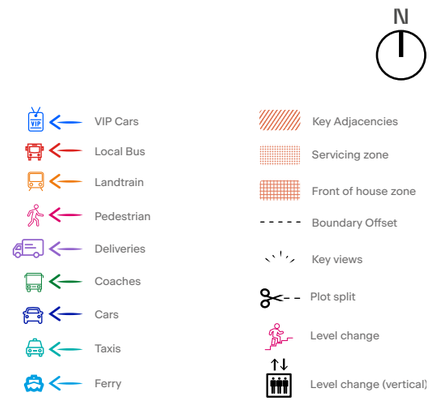
14.4.5.4 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.14b's design, where appropriate.

14.4.6 Inclusivity Brief

14.4.6.1 Proposals **will** be designed with step free access to buildings to front of house areas.

14.4.7 Other Elements

14.4.7.1 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.

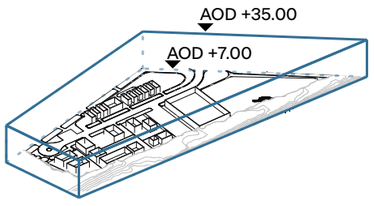


14.4.8 Illustrative design

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

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

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



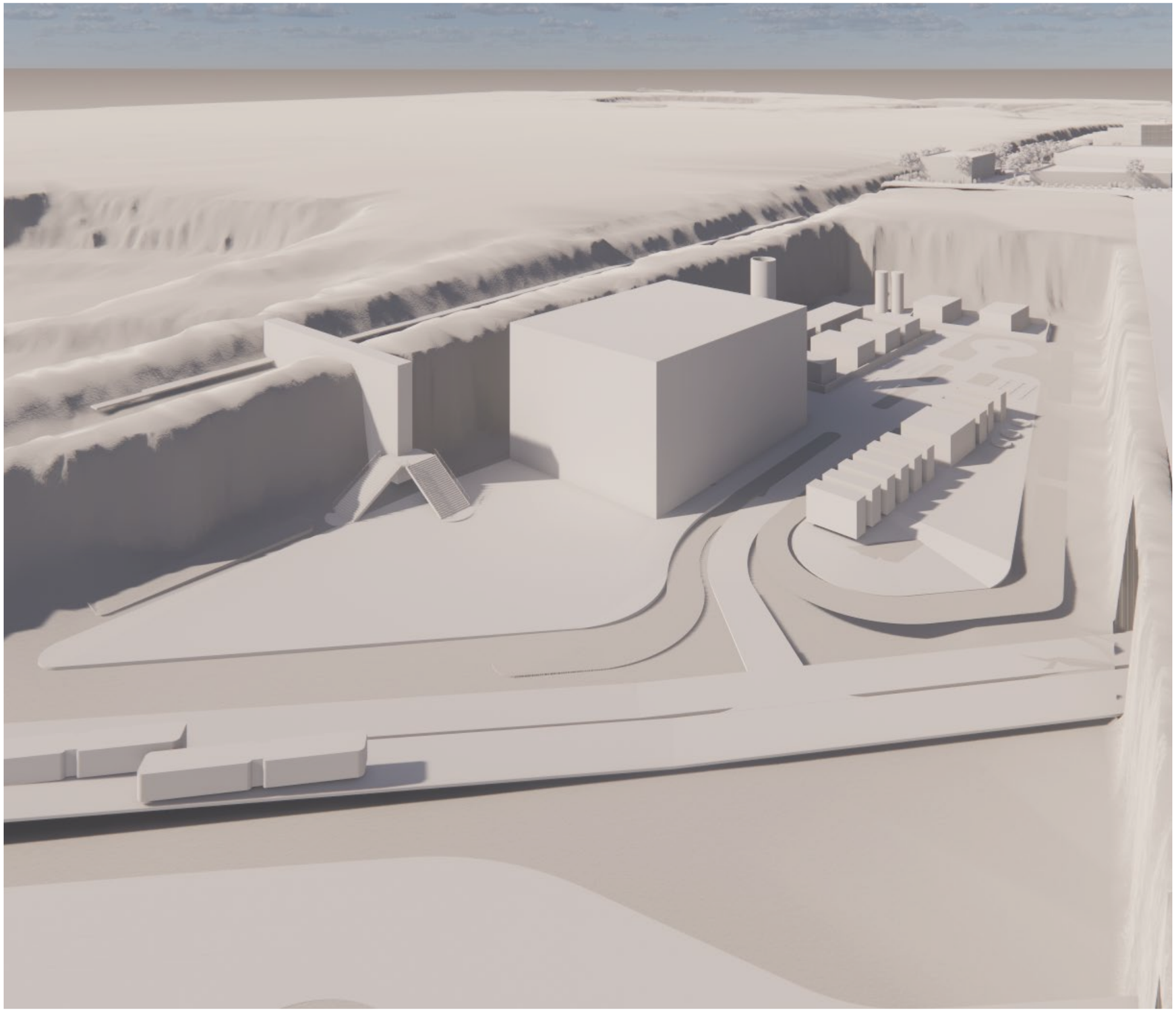


Figure 14.12 Bird eye view from London Road to Sport Ground

14.5 Bamber Pit Back of House

Work No.14d

Land area: 31 380 m²

14.5.8.1 The Back of House in Bamber Pit will contain the electrical substation and the water storage and respective pumps supporting the Resort.

14.5.8.2 Work No.14d's use class is Sui generis **(No class specified).**

14.5.8.3 All building elements must be designed within the maximum parameters for Work No. 14d (Fig 14.13).

14.5.8.4 The proposed setting out for Work No. 14d is based upon a ground floor level of +6.00m AOD.

14.5.8.5 Proposals will consider administration and general office to be designed to Grade 'A' BCO standard including Cat A and B fitout of space.

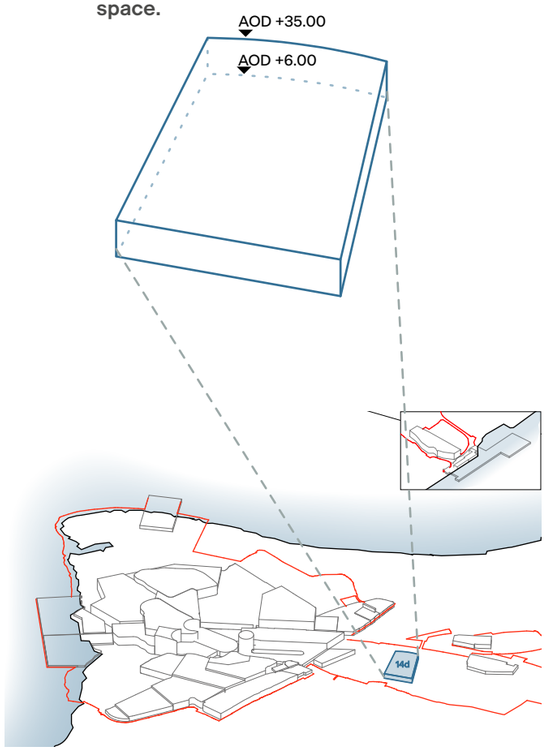
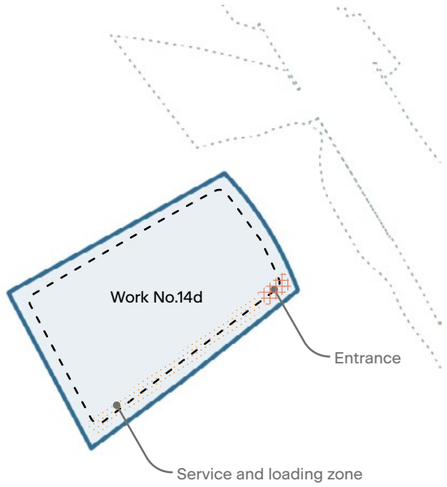


Figure 14.13 Maximum parameters diagram

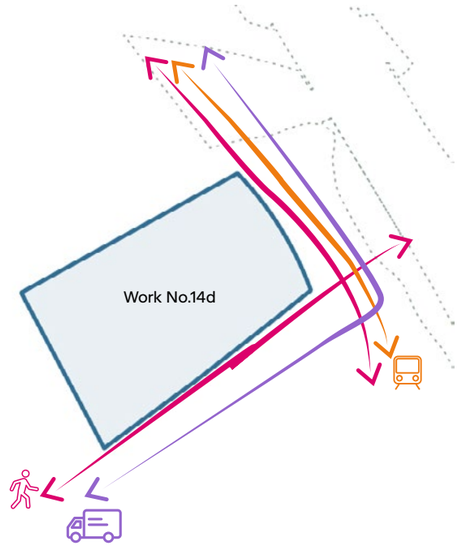
Figure 14.14 Work parameters key plan

14.5.1 Internal Organization



14.5.1.1 Proposals **should** consider access to the site from the east. The southern edge of the plot will be the access zone into each building/compound. The proposal **will** contain the various compounds aligned and perpendicular to the people mover route.

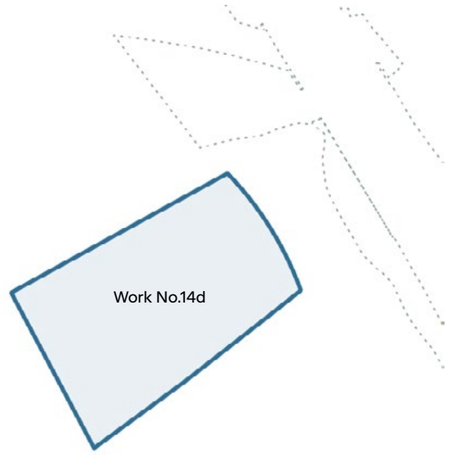
14.5.2 Routes and Infrastructure



14.5.2.1 Access to the Bamber Pit **will** be through the people mover route coming from Ebbsfleet Station.

14.5.2.2 The current pedestrian access to the south of the Pit **will** be maintained. This route **should** be enhanced, creating a better experience for pedestrians and cyclists, and connecting to the Resort pedestrian and cyclist route.

14.5.3 Visual Presence and Key Views



14.5.3.1 Similar to the Back of Houses the infrastructure compound in Bamber Pit **should** be the less visible part of the Resort.

14.5.4 Environmental Brief

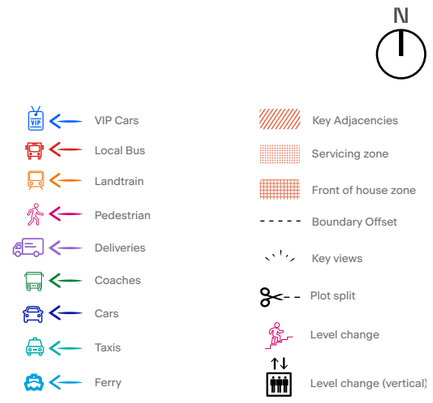
14.5.4.1 The design **will** apply energy efficiency standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

14.5.4.2 Proposals **will** consider photovoltaic panels within the roofs.

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

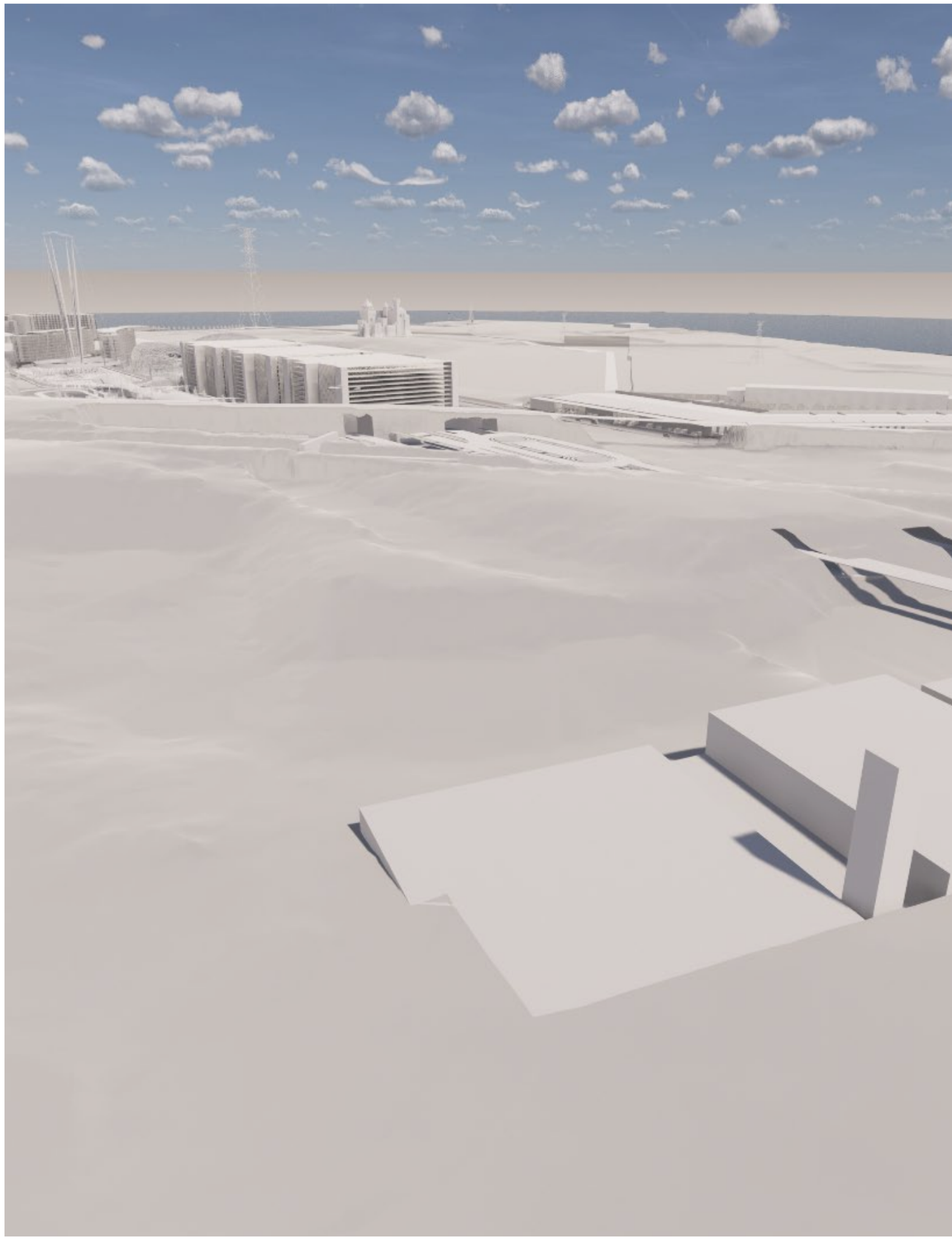
14.5.5 Inclusivity Brief

14.5.5.1 Proposals **will** be designed with step free access to buildings to front of house areas.



14.5.6 Illustrative design

14.5.6.1 The Back of House in Bamber Pit will contain 3 buildings containing support facilities to enable the operation of the London Resort. These buildings will be hidden from people's eye and will contain substations, water storage facilities and pumps.



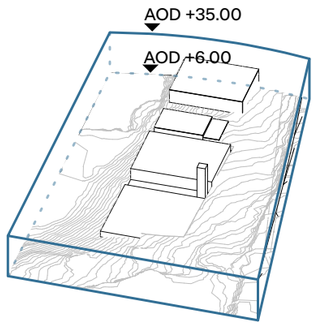


Figure 14.15 Bird eye view from south west to Bamber Pitt

14.6 Water Treatment Facility

Work No.14c

Land Area: 50 044 m²

14.6.6.1 The existing water treatment facility on the north east of the peninsula will be enhanced and further compounds will be required.

14.6.6.2 Work No.14c's use class is Sui generis **(No class specified).**

14.6.6.3 All building elements must be designed within the maximum parameters for Work No.14c (Fig 14.16).

14.6.6.4 The proposed setting out for Work No. 14c is based upon a ground floor level of +7.00m AOD.

14.6.6.5 Proposals will consider administration and general office to be designed to Grade 'A' BCO standard including Cat A and B fitout of space.

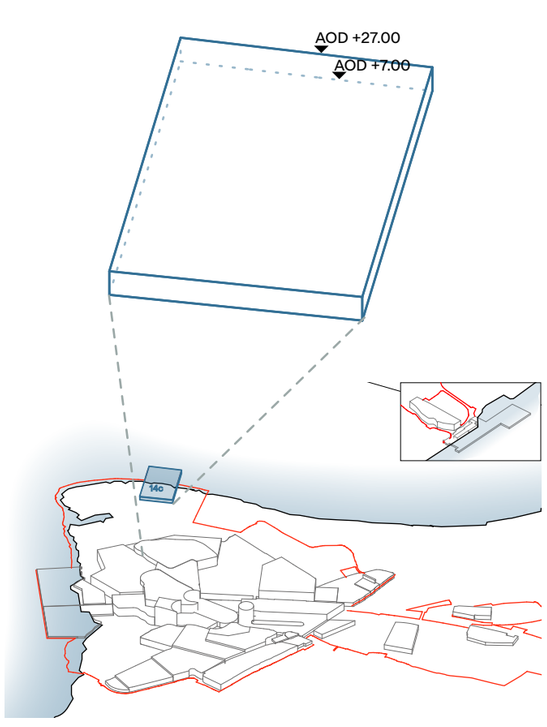
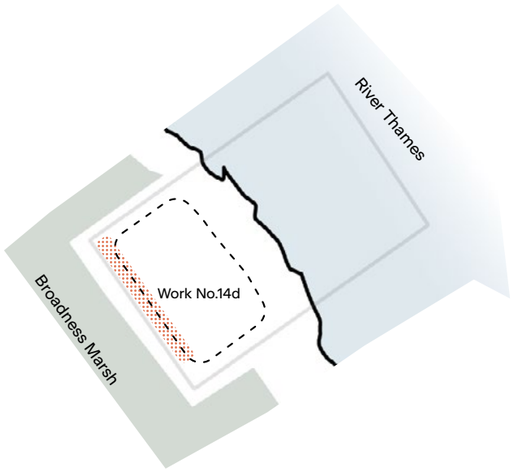


Figure 14.16 Maximum parameters diagram

Figure 14.17 Work parameters key plan

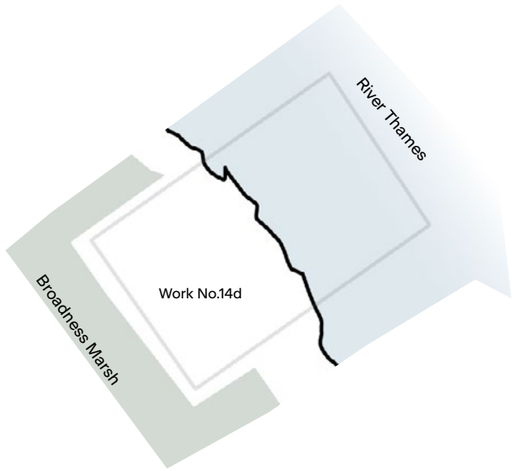
14.6.1 Internal Organization



14.6.1.1 A hardstanding for vehicle **should** be considered on the west side of the compound offsetting any built form away from the marshland.

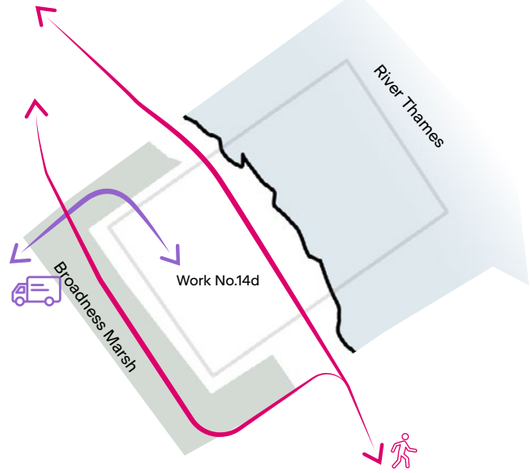
14.6.1.2 Any building **should** be offset from the Marsh boundaries. It **should** also consider and maintain the pedestrian coastal route ensuring views to the River.

14.6.2 Key Adjacencies



14.6.2.1 The treatment centre **will** be within the marshes. Proposals will look to consider a green edge to the compound.

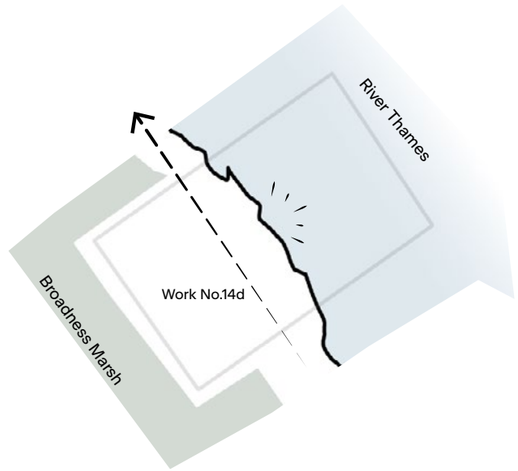
14.6.3 Routes and Infrastructure



14.6.3.1 Vehicle access to the water treatment facility **will** be from the marshes. Maintenance vehicles **will** use the local road network and access through Manor Way.

14.6.3.2 The proposals **will** consider the pedestrian coastal route through the plot.

14.6.4 Visual Presence and Key Views



14.6.4.1 Views through the pedestrian route **should** be kept clear to the tip of the Peninsula.

14.6.5 Environmental Brief

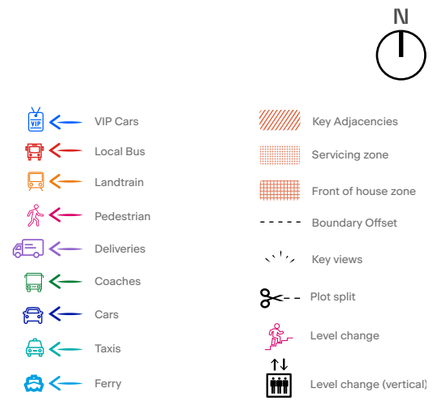
14.6.5.1 The design **will** apply energy efficiency standards to achieve reductions in carbon emissions of 15% beyond Part L 2013 baseline.

14.6.5.2 Proposals **will** consider photovoltaic panels within the roofs.

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

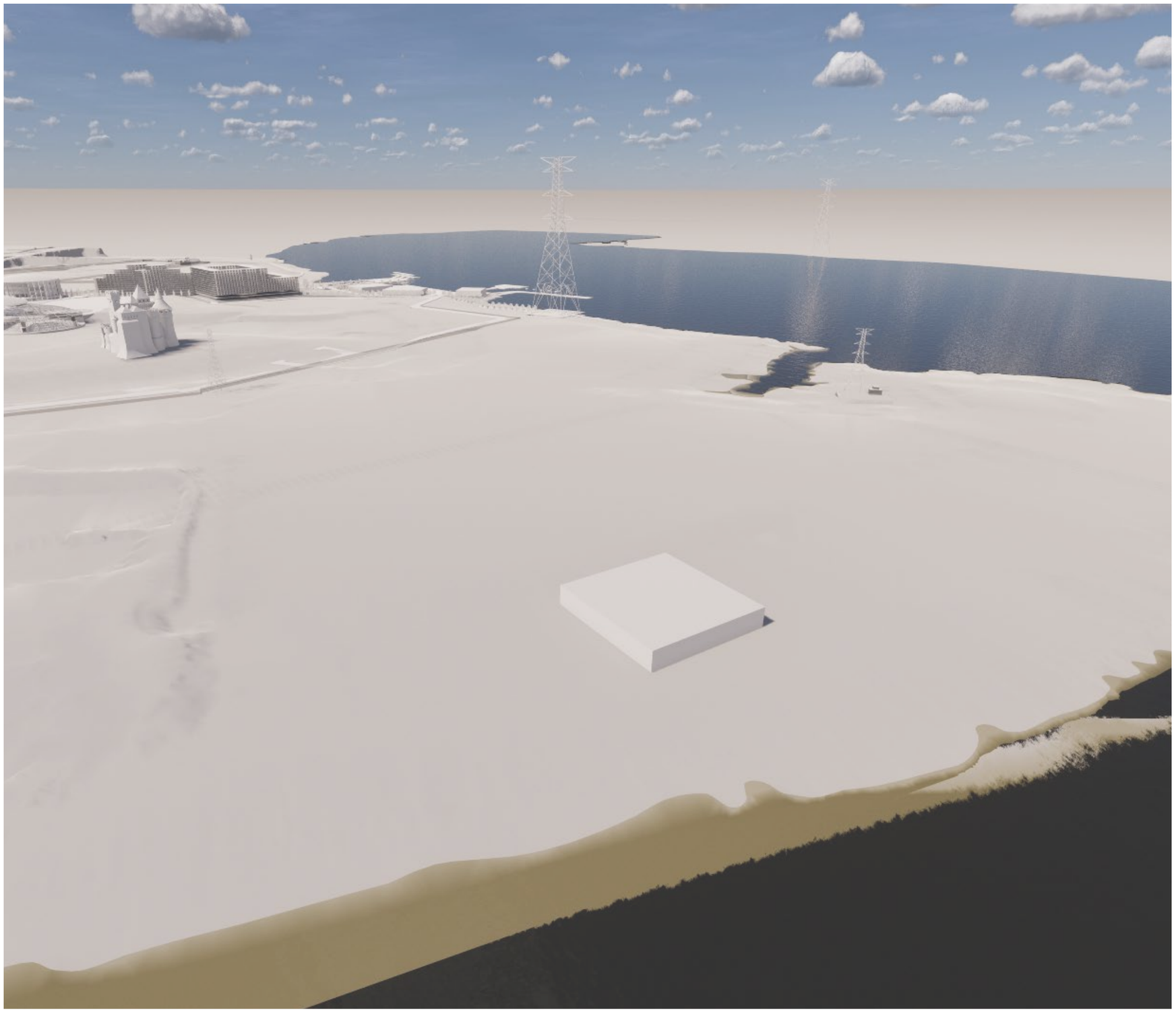
14.6.6 Inclusivity Brief

14.6.6.1 Proposals **will** be designed with step free access to buildings to front of house areas.



14.6.7 Illustrative design

14.6.7.1 The water treatment facility on the Peninsula will be an enhancement of the exiting treatment facility and will contain a building designed to good quality standards ensuring a the pedestrian experience on the marshes is maintained.



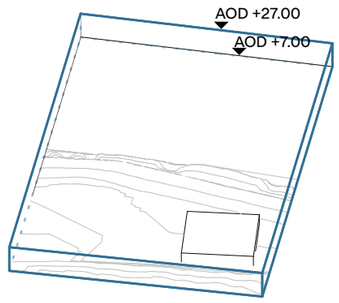
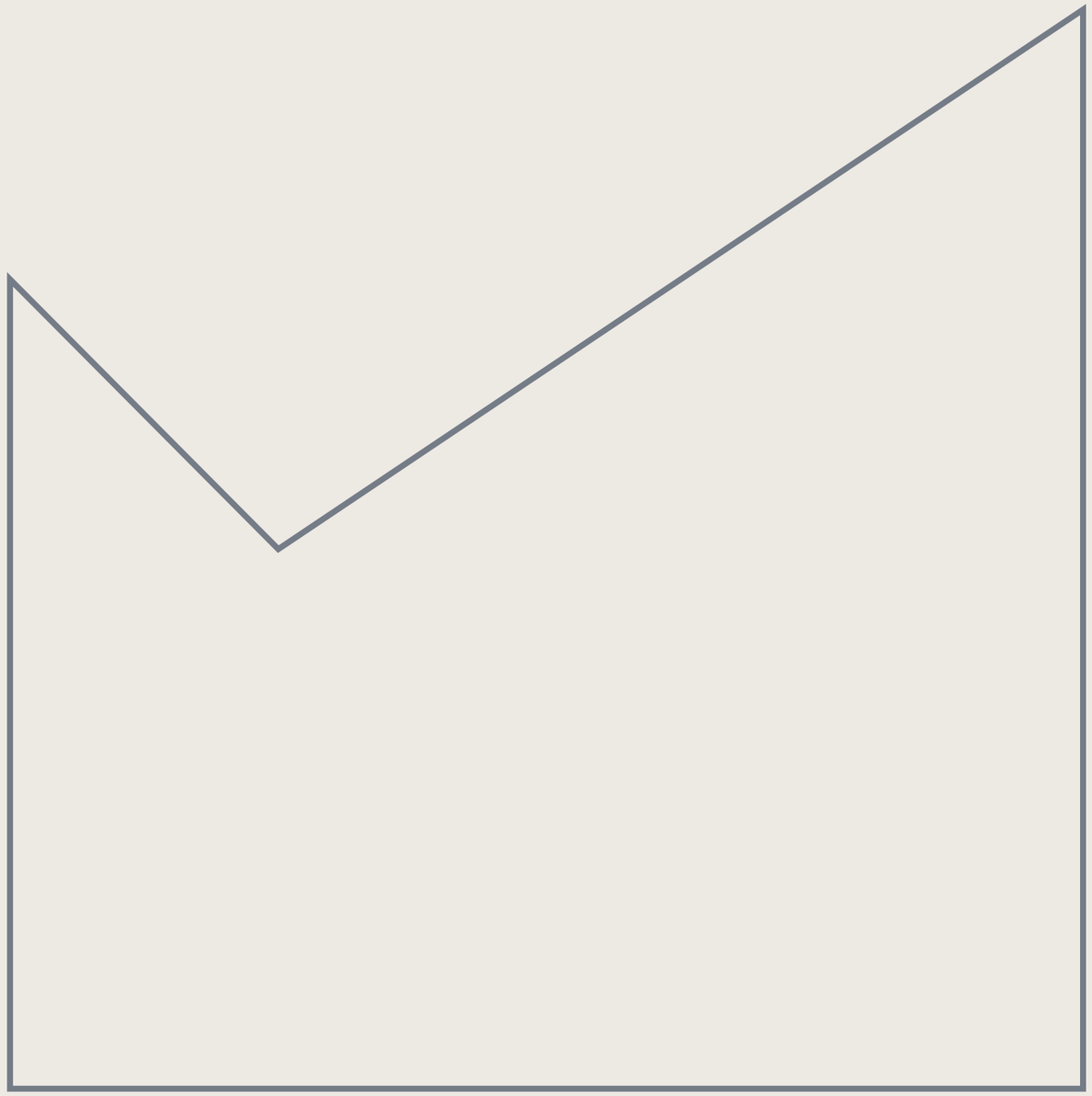


Figure 14.18 Bird eye view from east to the Peninsula



15.0

Offices

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15.1 Back of House – Offices

15.1.1 Overview

Work No.9a (part)

Land area: 77 897 m² (inc. BoH Gate 1)

15.1.1.1 The London Resort will have various small administration offices around the Resort, although there will be a main office building within the Gate 1 Back of House.

15.1.1.2 Work No.9a's use class is E (Commercial business and service) and Sui generis **(No class specified).**

15.1.1.3 All building elements must be designed within the maximum parameters for Work No.9a (Fig 15.1).

15.1.1.4 The proposed setting out for Work No. 9a is based upon a ground floor level of +3.00m AOD.

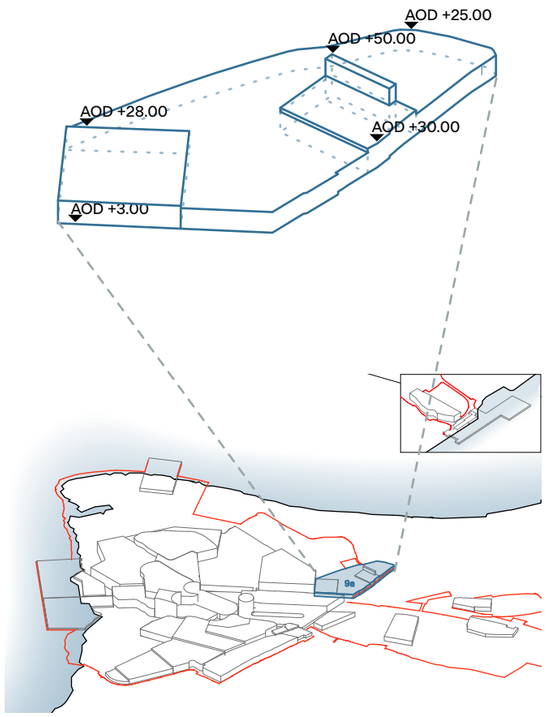
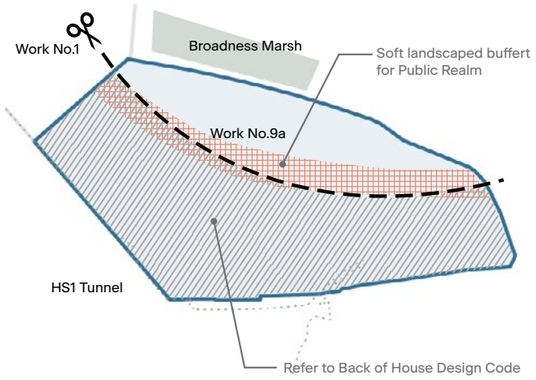


Figure 15.1 - Maximum parameters diagram

Figure 15.2 - Work parameters key plan

15.1.2 Internal Organization

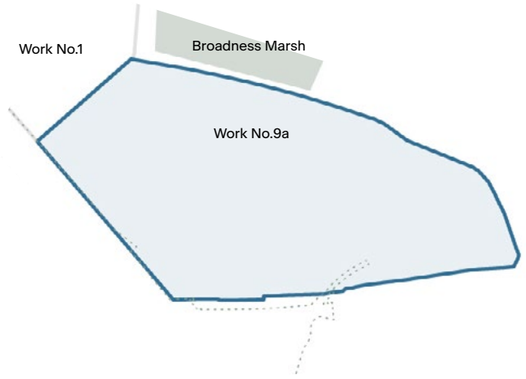


15.1.2.1 The offices **will** sit on the north east of the Work No.9a.

15.1.2.2 Proposals **should** consider office entrance from the south elevation facing the outdoor plaza.

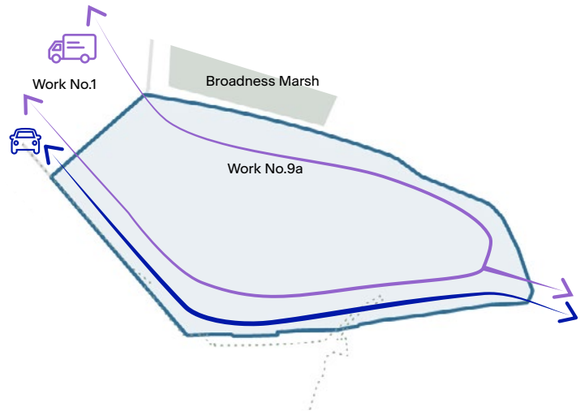
15.1.2.3 A staff amenity space **should** be considered in the middle of the plot. The design **should** consider soft landscaped areas with breakout spaces with café and restaurant facilities.

15.1.3 Key Adjacencies



15.1.3.1 The office enjoys the Broadness Marsh adjacency to the north.

15.1.4 Routes and Infrastructure

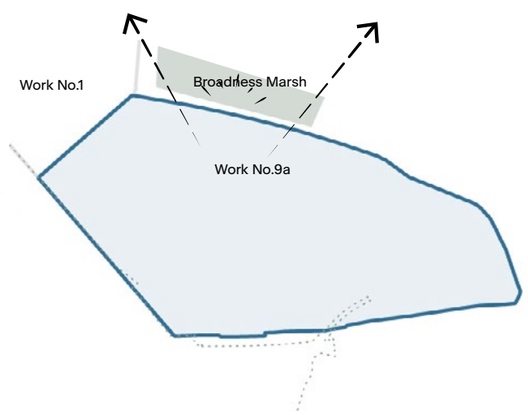


15.1.4.1 The main vehicle access to the BoH offices **will** be from the north through the service road running parallel of the High Speed 1 track. Local suppliers **will** have access through the local road network from the west (Manor Way).

15.1.4.2 Any vehicle access to the offices and back of house **will** be controlled and secured.

15.1.4.3 Proposals **will** look to design a ring road on the perimeter of the work for all types of service and logistics vehicles and access to the staff parking.

15.1.5 Visual Presence and Key Views



15.1.5.1 The design **must** consider terraces facing the Marshes and enjoy views to the River.

15.1.6 Environmental Brief

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

15.1.6.2 Proposals **should** consider photovoltaic panels within the roofs and green and brown roofs within terrace spaces.

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

15.1.6.4 Provision for cycle parking bays **should** be made.

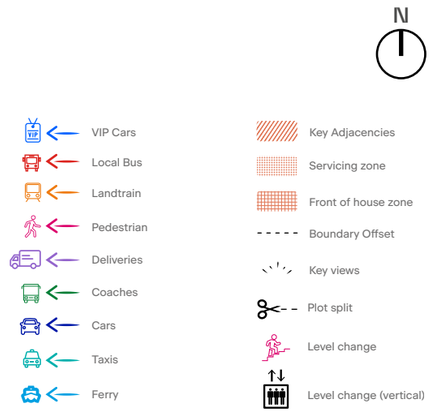
15.1.6.5 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.9a's design, where appropriate.

15.1.7 Inclusivity Brief

15.1.7.1 The proposals **will** be designed with step free access.

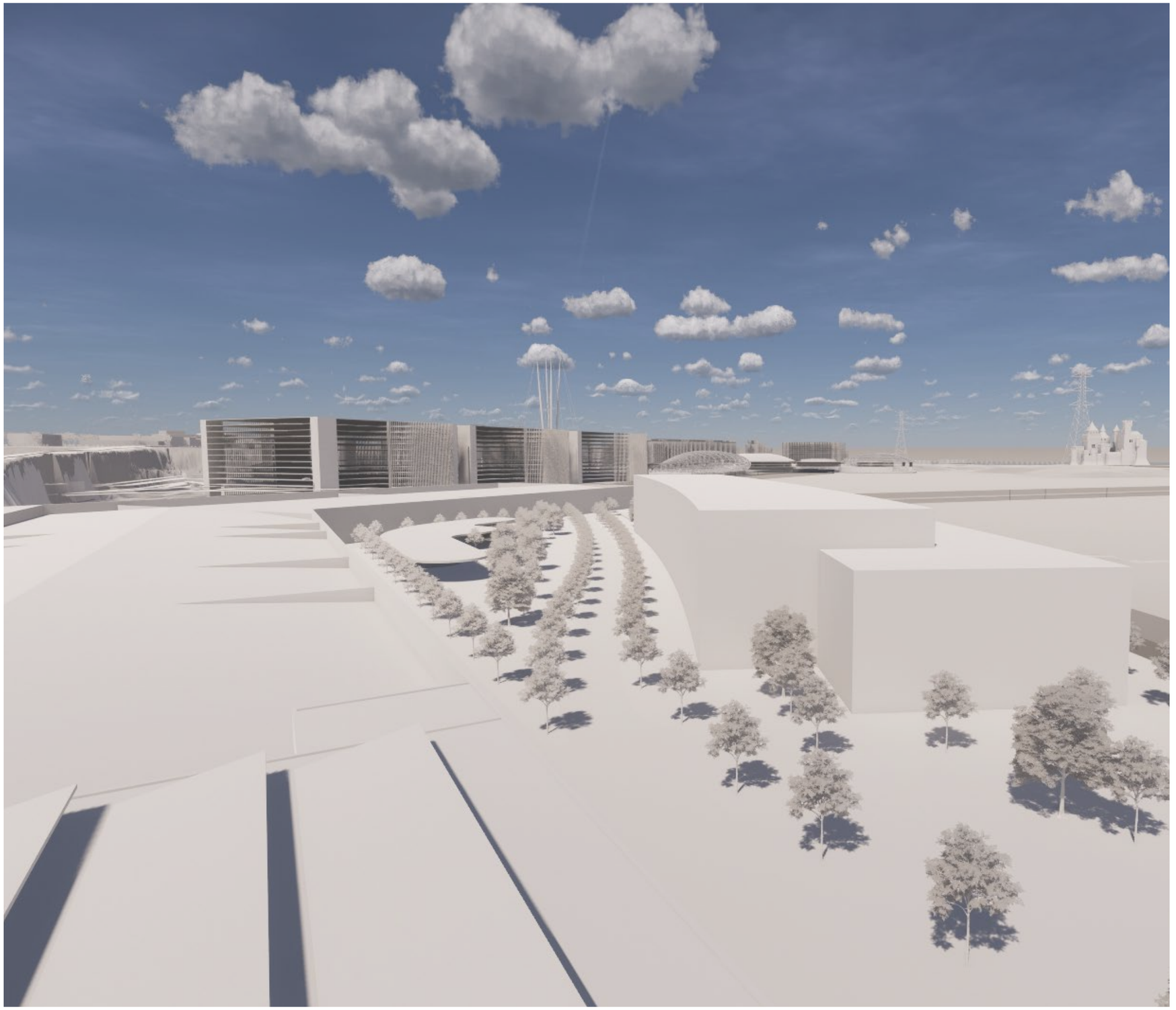
15.1.8 Other Elements

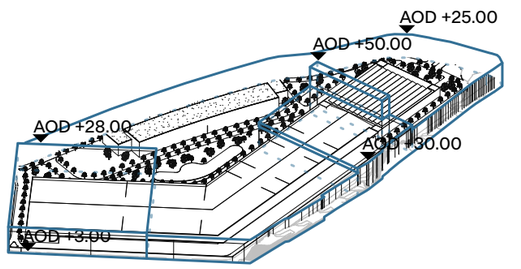
15.1.8.1 Given the elevated nature of surrounding topography and buildings, the design **should** treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc **should** be within enclosures which help screen them from view, and where practical, the remainder of the roof surface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



15.1.9 Illustrative design

15.1.9.1 The office building will be arranged adjacent to the north side of the Back of House Gate 1 which will provide high quality office space to cater for the administration needs of the London Resort. Employees will enjoy carefully controlled views out over Botany Marsh to the north, always being sensitive to the conservation of the wildlife habitat that it contains.





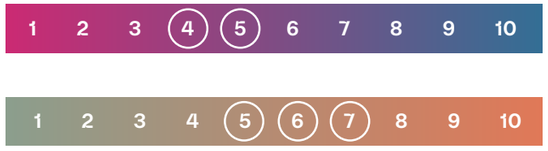


Figure 15.3 - Illustrative view of the offices from the east

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16.0

Staff Accommodation

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16.1 Staff Accommodation

16.1.1 Overview

Work No. 20

Land Area: 67 215 m²

16.1.1.1 The former Craylands Lane Pit will be the location for residential accommodation for London Resort staff including young and seasonal employees. This is intended to allow for smooth operation of the Resort, assist recruitment, reduce the need to commute and reduce pressure on local housing rental markets. In addition it will also provide a range of facilities to address the needs of this Resort community.

16.1.1.2 The use of Work No.20 is specified Sui Generis (No Class specified).

16.1.1.3 The proposals will comprise a maximum of 500 dwellings.

16.1.1.4 All building elements must be designed within the maximum parameters for Work No.20 (Fig.16.1)

16.1.1.5 The proposed setting out for Work No.20 is based upon a ground floor level of +10.00m AOD.

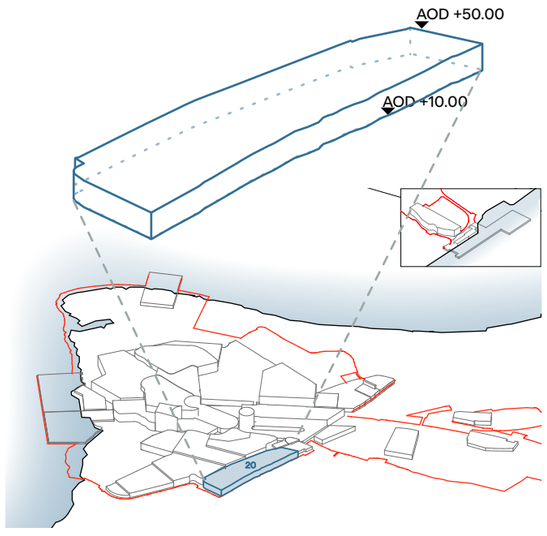
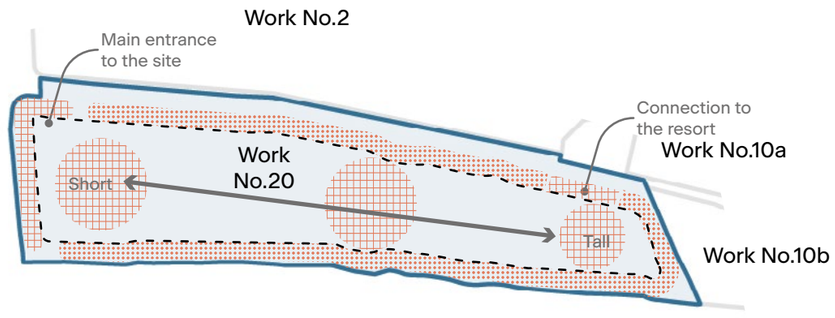


Figure 16.1 Maximum parameters diagram

Figure 16.2 - Work parameters key plan

16.1.2 Internal Organization



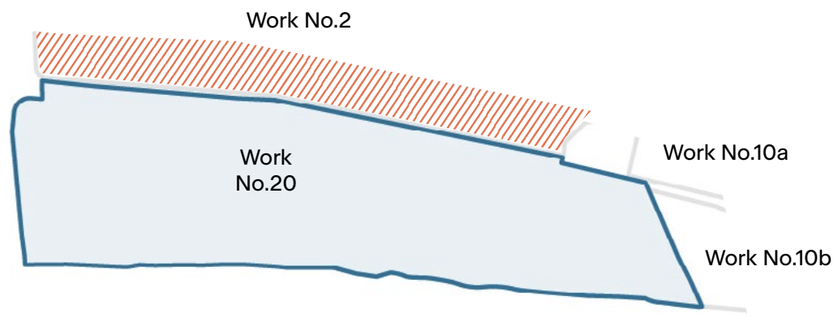
16.1.2.1 Proposals **should** consider a perimeter easement zone around the cliffs

16.1.2.2 Main vehicle entrance to the site **should** be considered from the west although consideration must be given to the access to the Resort from the north under London Road.

16.1.2.3 Landscaped areas and amenities spaces **should** be considered for residents within three core areas to provide some open space between buildings.

16.1.2.4 Built form and mass **should** tier in height from low to high, from west to east.

16.1.3 Key Adjacencies



16.1.3.1 The design **should** consider a connection to Gate 2 (Work No.2).

16.1.4 Environmental Brief

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

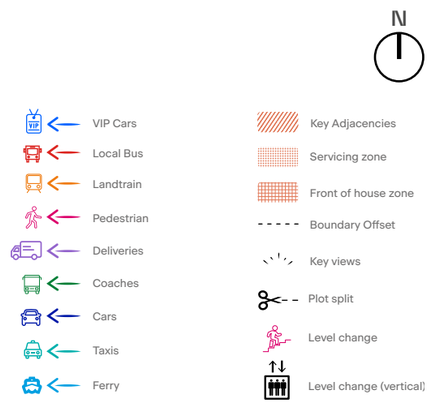
16.1.4.2 External roof and terrace design **will** consider green and blue roofs.

16.1.4.3 A third-party accreditation scheme such as BREEAM **will** be adopted within Work No.20's design, where appropriate.

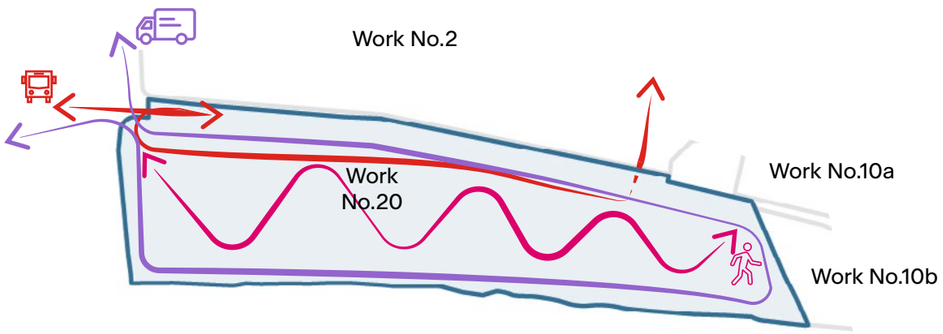
16.1.5 Inclusivity Brief

16.1.5.1 The proposals **will** consider 10% wheelchair-accessible apartments.

16.1.5.2 The proposed design **will** be designed with step free access to main building entrances.



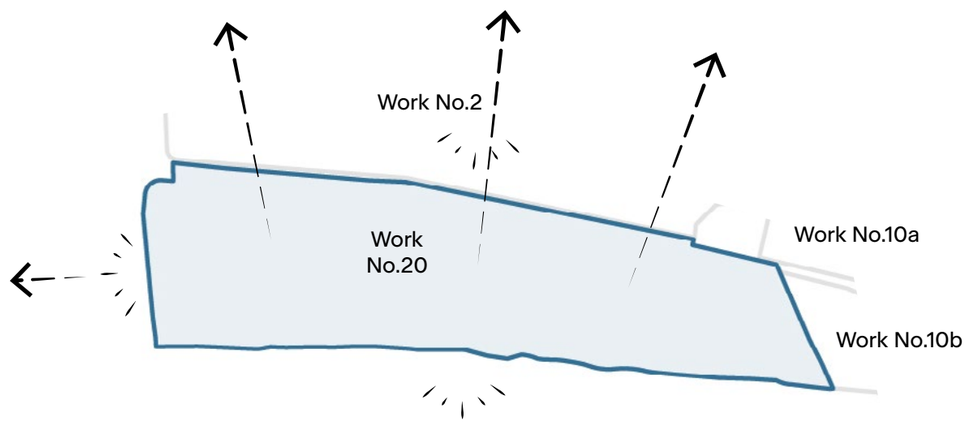
16.1.6 Routes and Infrastructure



16.1.6.1 A perimeter access road should be considered within the proposals connecting to Gate 2 (Work No.2) on the north.

16.1.6.2 Pedestrian access within the site should be prioritised.

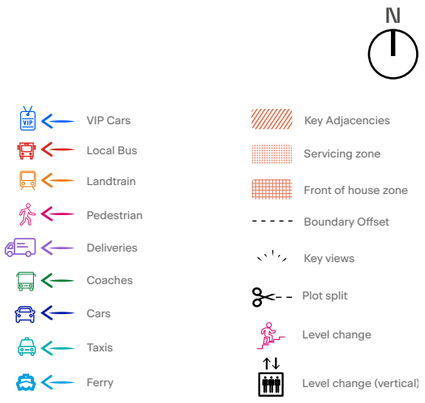
16.1.7 Visual Presence and Key Views



16.1.7.1 Views from the Resort, peninsula and surrounding residential areas should be considered on the higher levels.

16.1.8 Other Elements

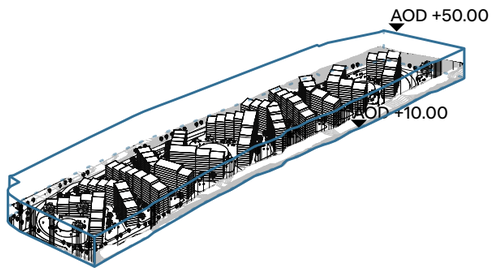
16.1.8.1 Given the elevated nature of surrounding topography and buildings, the design should treat rooftops as a 'fifth elevation'. Rooftop Mechanical and Electrical Plant, BMUs etc should be within enclosures which help screen them from view, and where practical, the remainder of the roof surface should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



16.1.9 Illustrative design

16.1.9.1 The former Craylands Lane Pit will be the location for residential accommodation for London Resort staff including young and seasonal employees. Each residential unit will comprise a cluster of en-suite rooms with shared kitchen and living room space. Larger scale shared community spaces will be located within a podium structure at the base of, and shared between, groups of buildings. A small scale local retail offer will be located towards the western end of the site adjacent to Craylands Lane to serve the immediate needs of the community. Additional facilities will include shared workspace and quieter activities, recreational facilities, multifunctional spaces, gym, residents 'living room' and table game space.

16.1.9.2 The London Resort Staff Accommodation will also help to facilitate the smooth operation of the Resort, reducing the need for employees to commute to their place of work, recognising the challenges that shift work can have, whilst also keeping vehicles off the local road network. These bespoke facilities will be built to a high specification and standard of finish. A high standard of build quality will also help to mitigate maintenance requirements as these facilities will be in continuous occupation by employees.



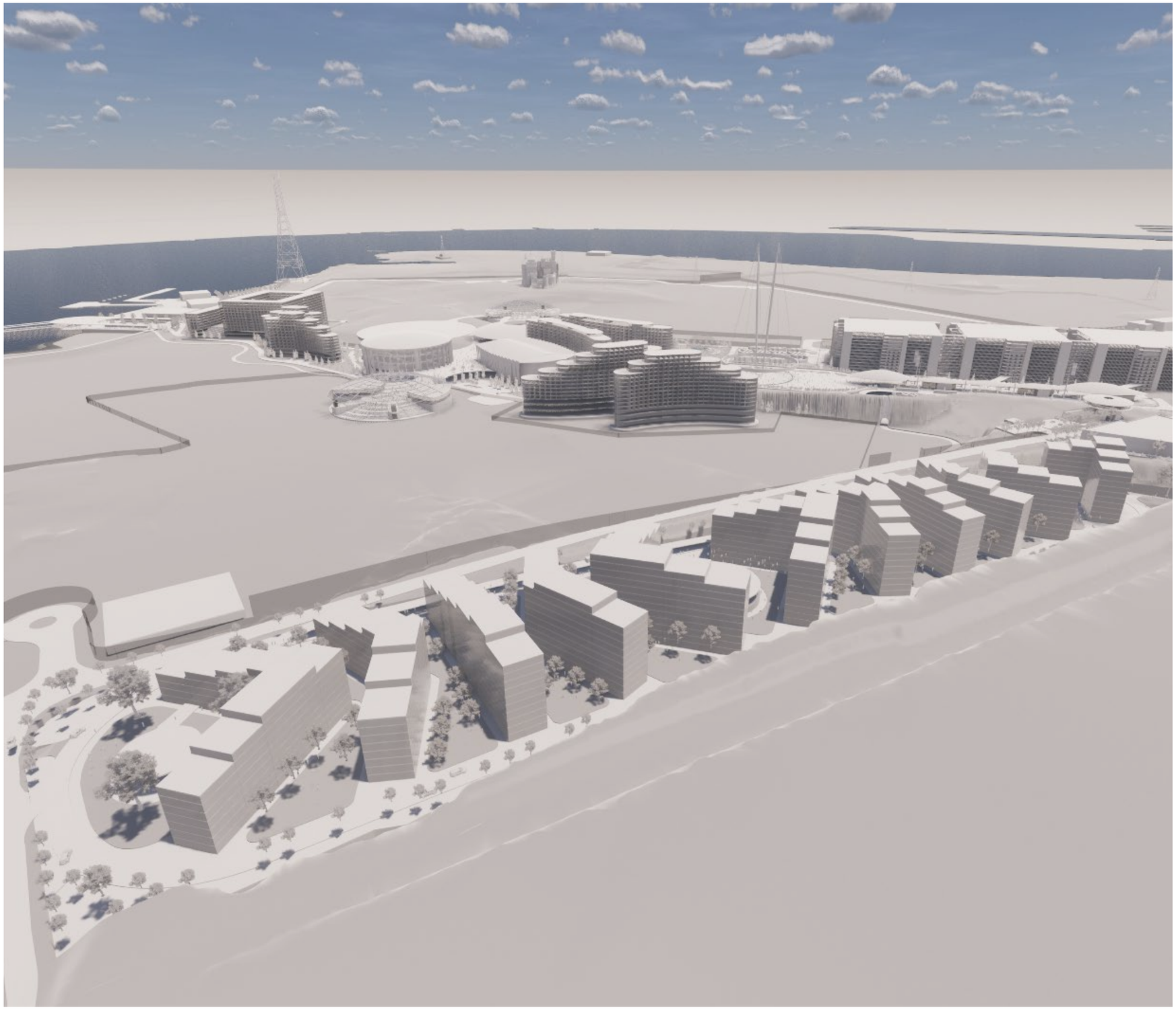
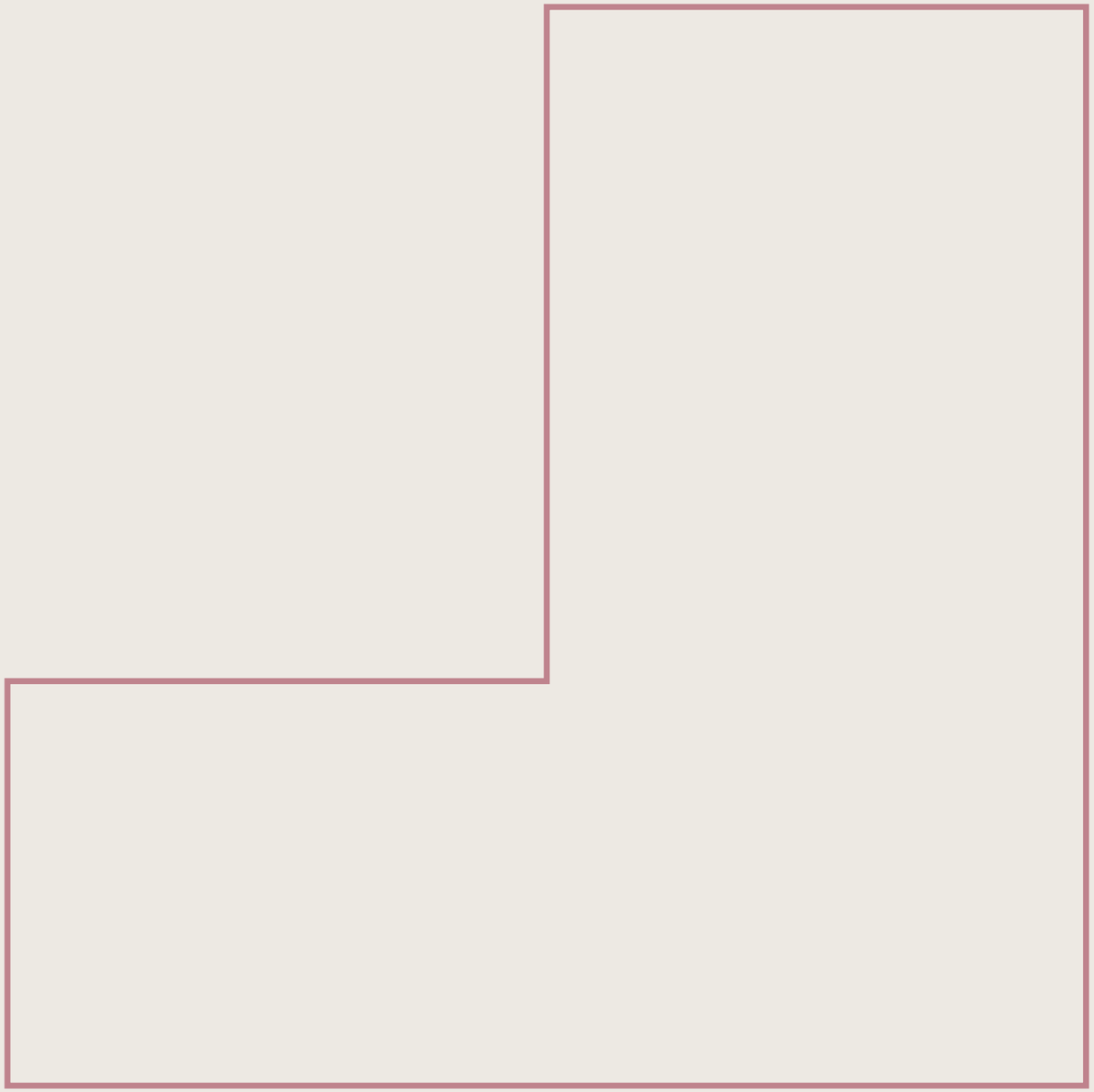


Figure 16.3 - Illustrative view of the staff accommodation from the south-west

17.0

The Routes & Roads



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17.1 Routes & Roads

17.1.1 Overview

17.1.1.1 The design and treatment of Routes and Roads are an integral part of the legibility and cohesiveness of the masterplan. With a large number of visitors unfamiliar with the resort expected every day, it is paramount that their navigation through and around the masterplan is as intuitive and inclusive as possible.

17.1.1.2 It is one of the core unifying features of the masterplan, one which reaches to the very edges of the order limit and helps set the tone for the design quality of the Resort.

17.1.1.3 Consistency in materials will help legibility and assist with way-finding.

17.1.1.4 Street furniture in matching livery and organised so it doesn't obstruct the flow of people.

17.1.1.5 Surfaces to be free draining.

17.1.1.6 Where practical, physical segregation of uses.

17.1.2 Environmental Brief

17.1.2.1 Network of routes which prioritise sustainable modes of transport.

17.1.2.2 Sustainable modes of travel to be promoted and encouraged.

17.1.2.3 Priority to pedestrians at crossroads.

17.1.3 Inclusivity Brief

17.1.3.1 Pedestrian Priority: Ideally pedestrian routes are kept physically separate from any vehicular routes. However, where this is not possible, pedestrians should have clear priority.

17.1.3.2 Where possible there should be level access. Where it is not, gradients should be limited, and long ramps should be avoided.

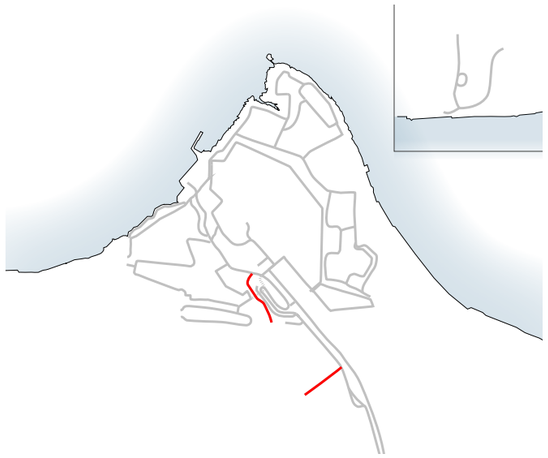
17.1.3.3 Signage should be legible and consistent across the masterplan.

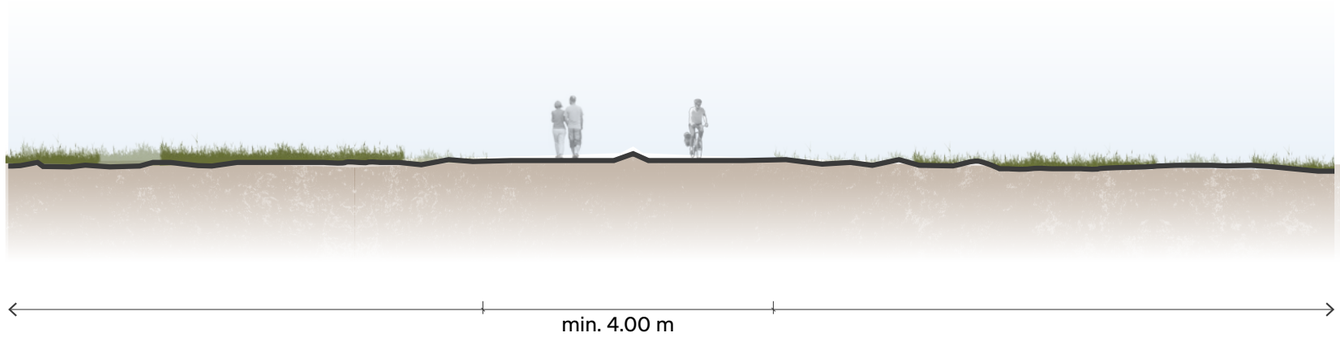
17.1.3.4 Lighting should ensure routes are clear and legible and should aid orientation and navigation.

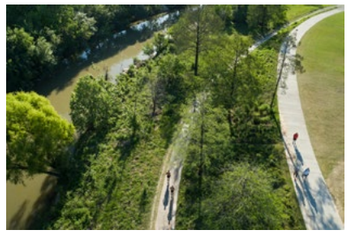
Figure 17.1 - Routes and Roads key plan

17.1.4 Type A

17.1.4.1 Pedestrian and cycle routes must be segregated by change in level and/or landscape feature, to ensure safety of people. Planting may be used as a way of delineating different uses.

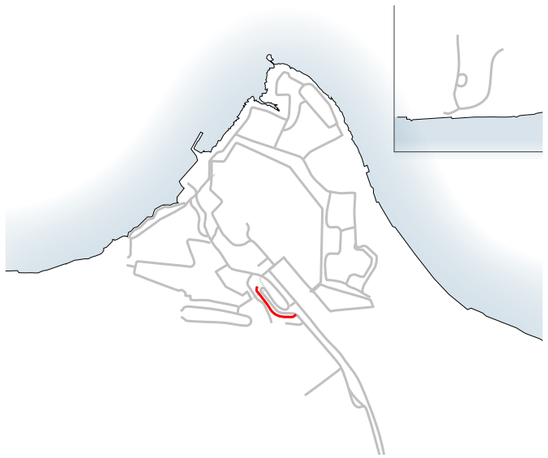






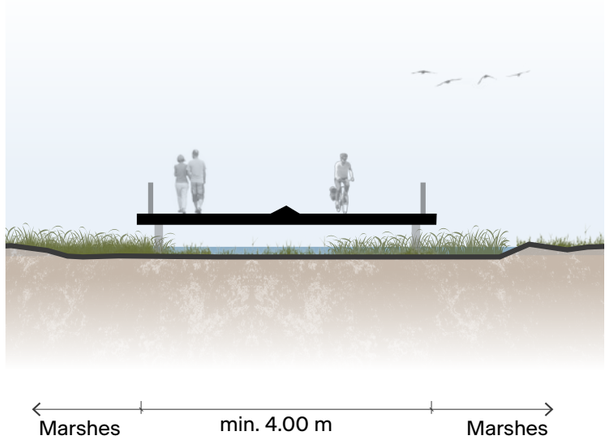
17.1.5 Type B

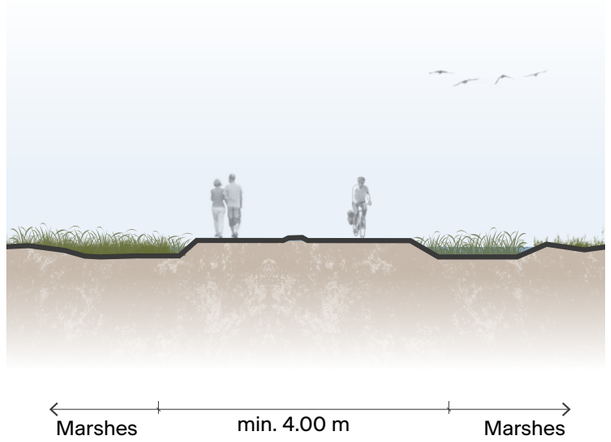
17.1.5.1 Pedestrian and cycle routes must be segregated where they are raised, or there is a change in level and/or landscape feature, to ensure safety. Balustrades should be designed to ensure safety and routes should be well lit.

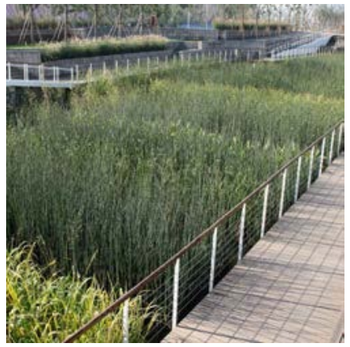


17.1.6 Type C

17.1.6.1 Raised boardwalks and paths on the marshes will be used by pedestrians and cyclists and must be segregated by a change in level or curb. Balustrades should be considered to safeguard visitors from any significant change in level. Planting may be used as a way of delineating different uses.

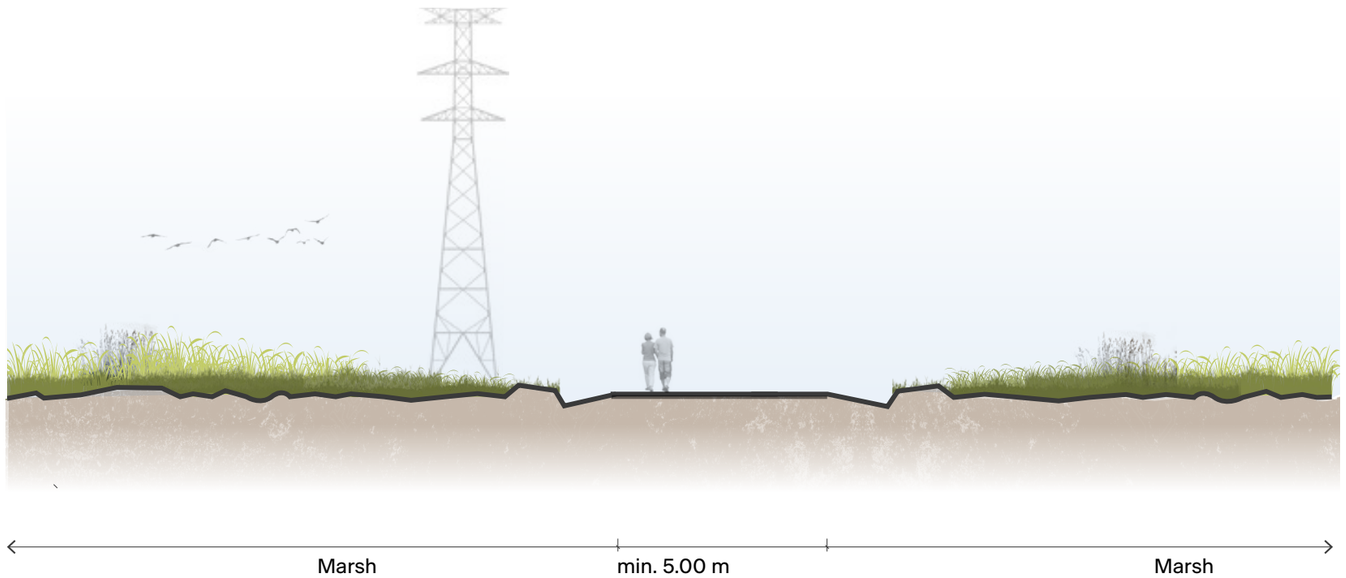


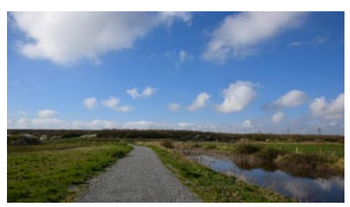




17.1.7 Type D

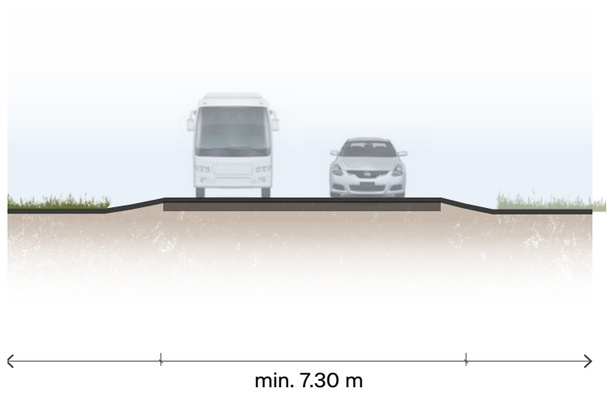
17.1.7.1 Some access paths within the marshes will be used by maintenance vehicles, cyclists and pedestrians. These should be designed wide enough and paved to ensure safety of pedestrians, cyclists and vehicles.

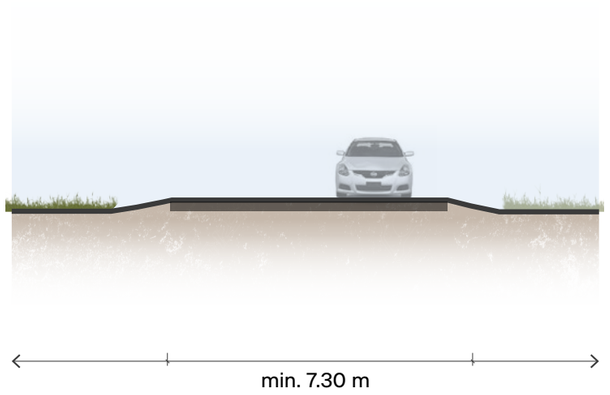




17.1.8 Type E

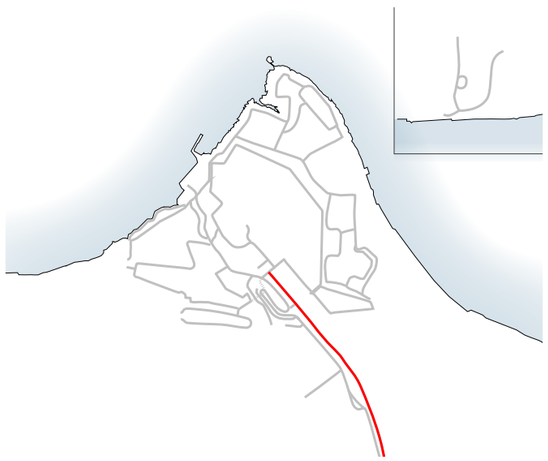
17.1.8.1 Vehicle roads should be designed as per Design Manual for Roads and Bridges (DMRB). Minimum widths have been considered as per national standards within the DMRB. Surface paving, markings, lighting and edge protections should be designed to standards set in the DMRB.

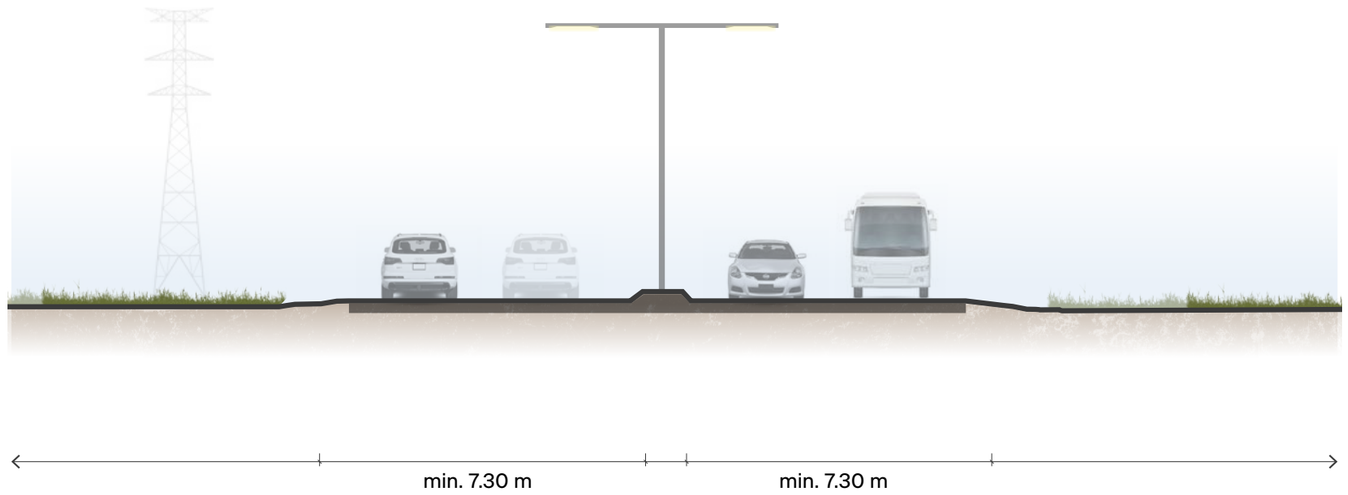




17.1.9 Type F

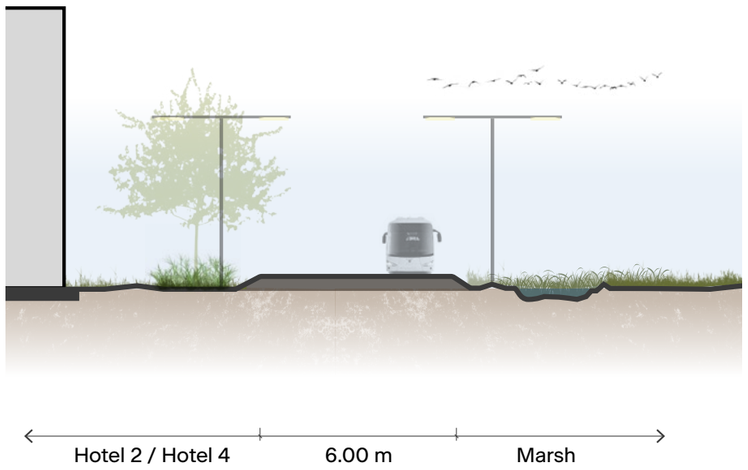
17.1.9.1 Vehicle roads should be designed as per Design Manual for Roads and Bridges (DMRB). Minimum widths have been considered as per national standards within the DMRB. Surface paving, markings, lighting and edge protections should be designed to standards set in the DMRB.

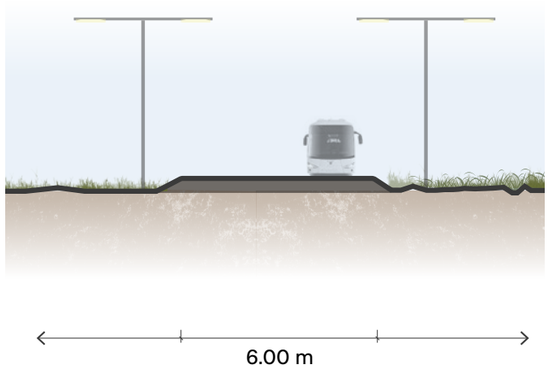




17.1.10 Type G

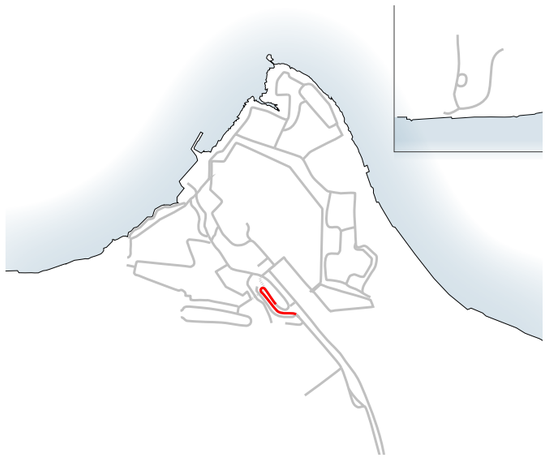
17.1.10.1 The people mover routes will be designed as per a road for normal bendi-buses and designed as per Design Manual Roads and Bridges.

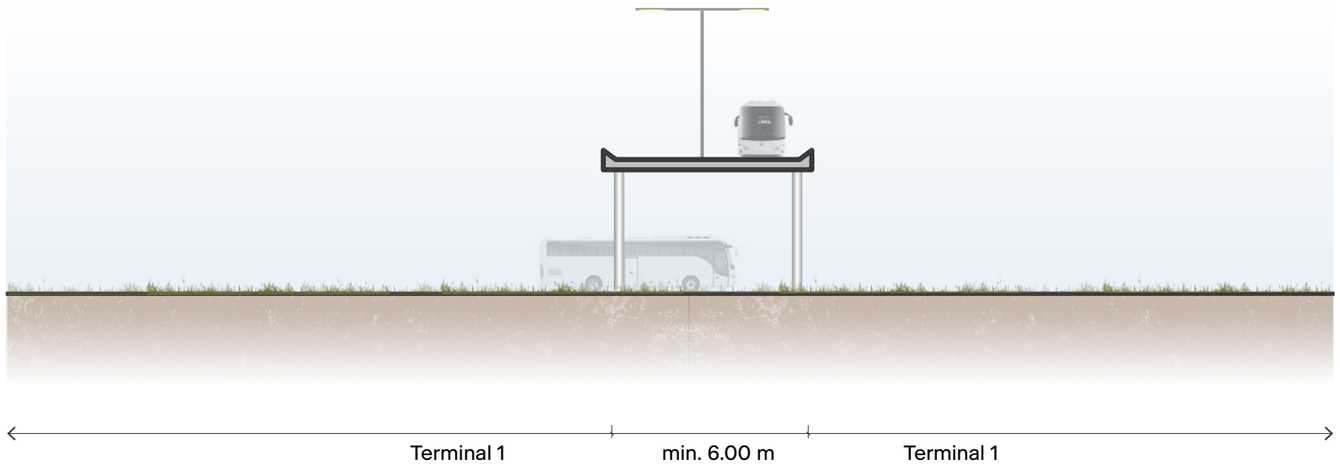




17.1.11 Type H

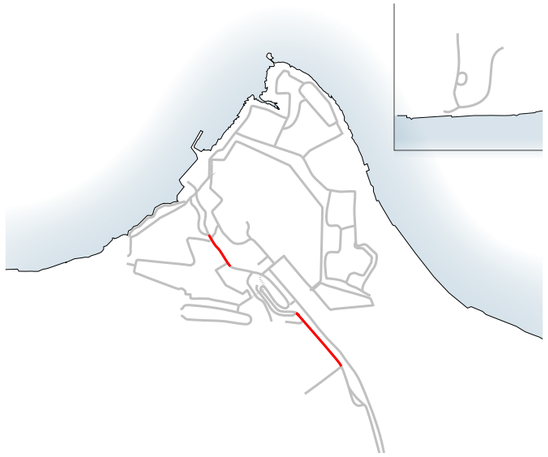
17.1.11.1 The raised people mover routes will be designed as per a road for normal bendi-buses and designed as per Design Manual Roads and Bridges. Safety curbs on either side will be used.

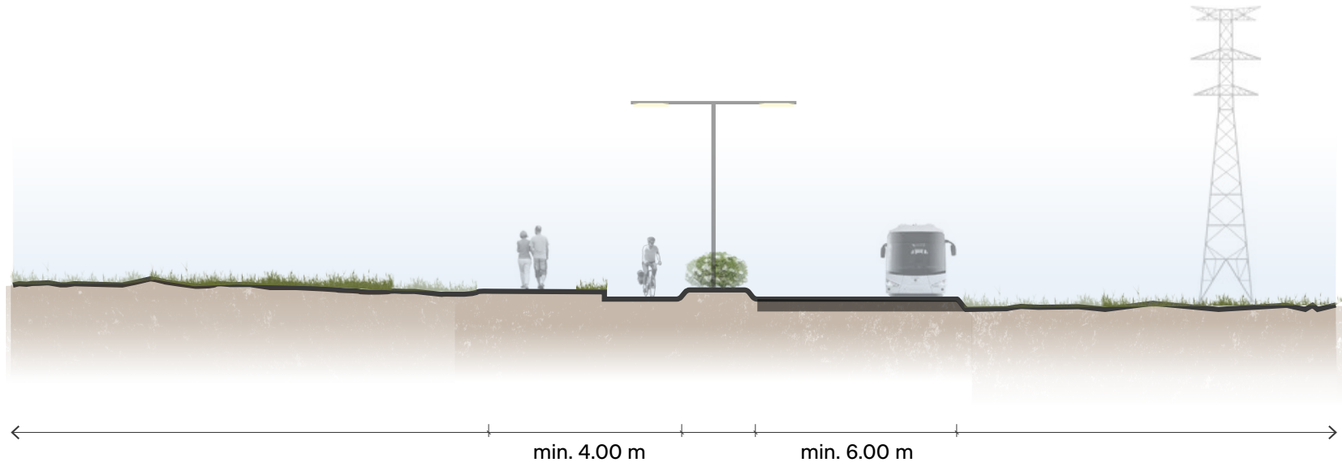


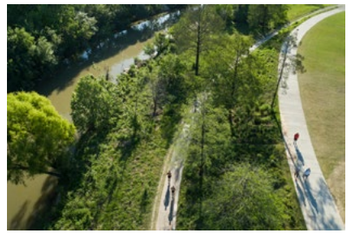


17.1.12 Type I

17.1.12.1 Pedestrian, cycle and land train routes will be designed to be segregated by change in level and/or landscape feature to ensure safety of pedestrians. Planting may be used as a way of delineating different uses.

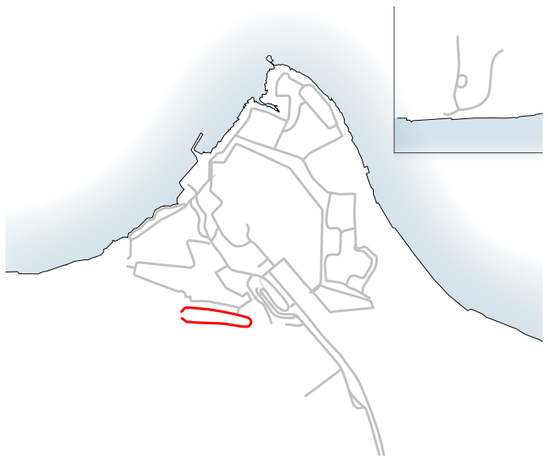


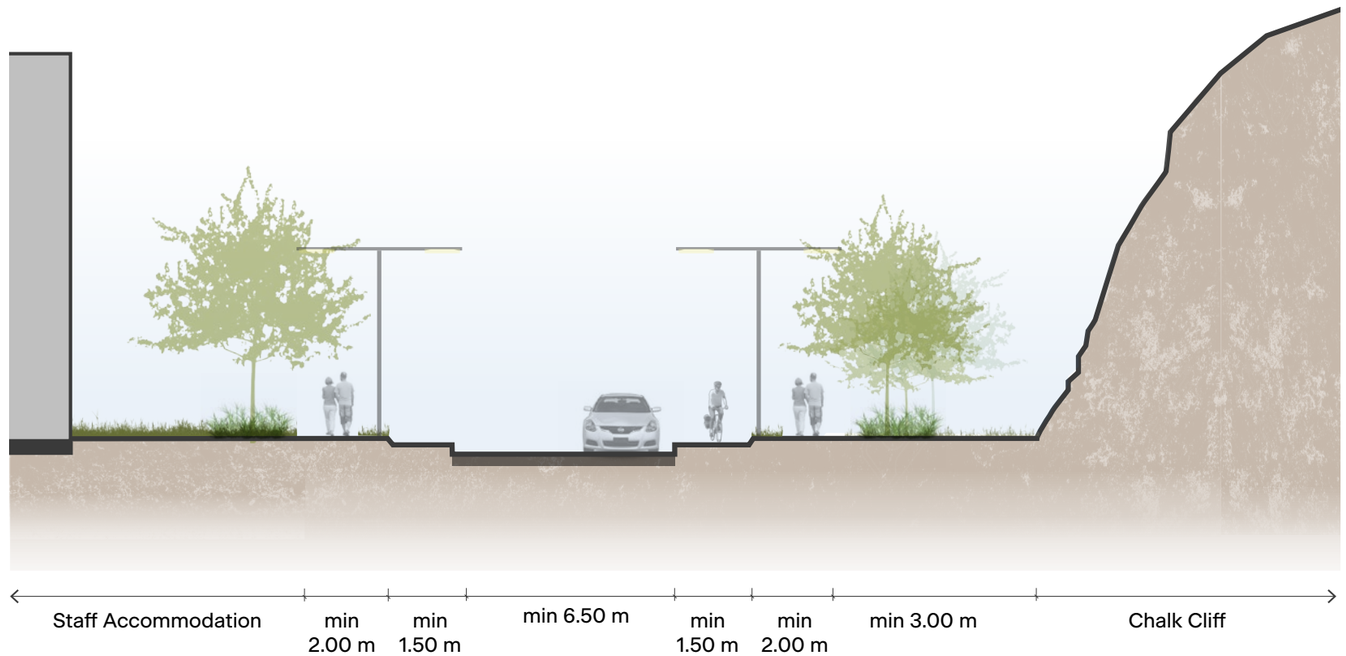




17.1.13 Type J

17.1.13.1 Routes around the staff accommodation should be designed to accommodate vehicles, pedestrians and cyclists. On crossings, pedestrians should always take priority. Planting may be used as a way of delineating different uses.





17.2 Fences & Edges

17.2.1 Overview

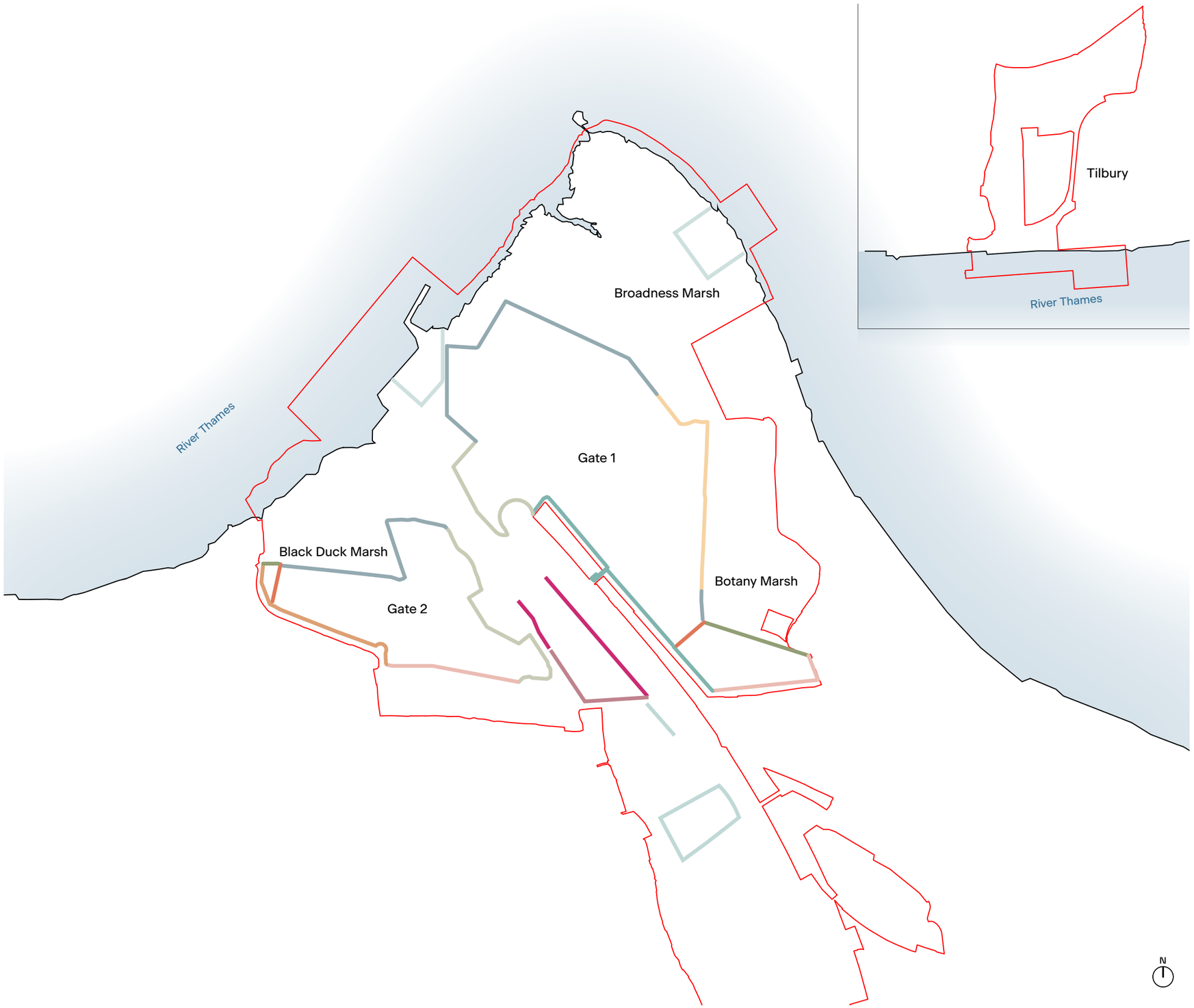
17.2.1.1 The design of the fences and edges within the masterplan are integral part to ensure safety and security of the resort visitors and staff and also walkers around the marshes.

17.2.2 Environmental Brief

17.2.2.1 Where possible fences and edges should be a piece of landscape. Within the main resort boundary hedges should be considered combined with trees in some instances to mitigate visual impact from the marshes.

17.2.3 Inclusivity Brief

17.2.3.1 Edges to pedestrian routes should be designed to ensure they would not be a trip hazard for any user.



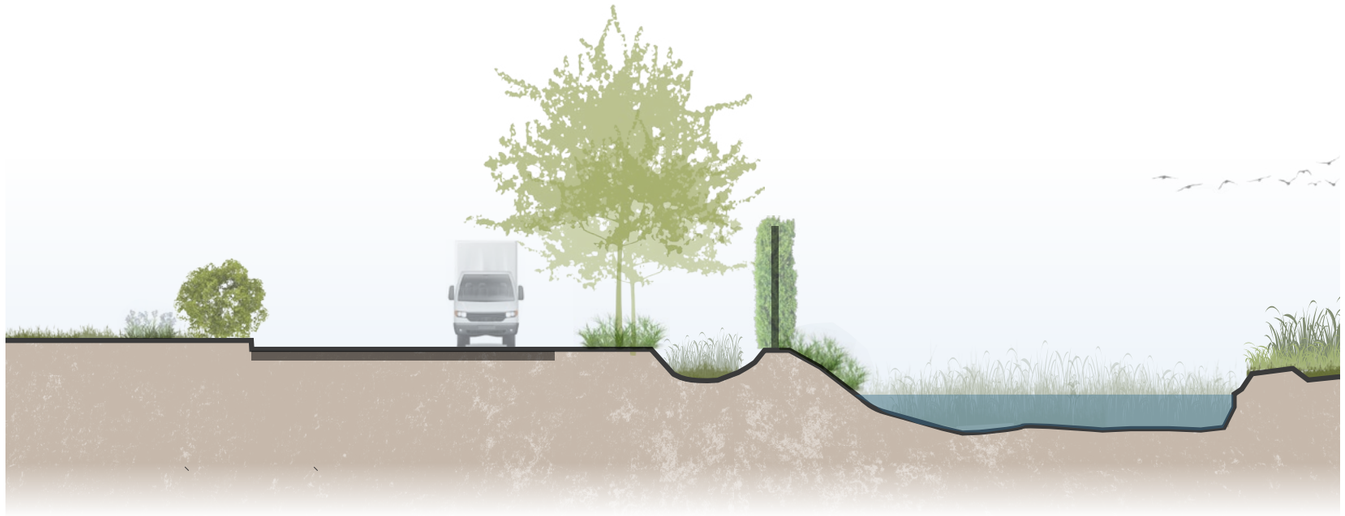
Key

- Type A - Gate / Marsh
- Type B - Gate / Marsh (with Bund)
- Type C - Plaza
- Type D - Land train Drop off
- Type E - Back of House
- Type F - Service Road outside of Gate
- Type G - Marsh / Back of House
- Type H - Gate / Back of House
- Type I - Tiltman Avenue
- Type J - HS1 / Gate or Back of House
- Type K - London Road

Figure 17.2 - Fences and Edges key plan

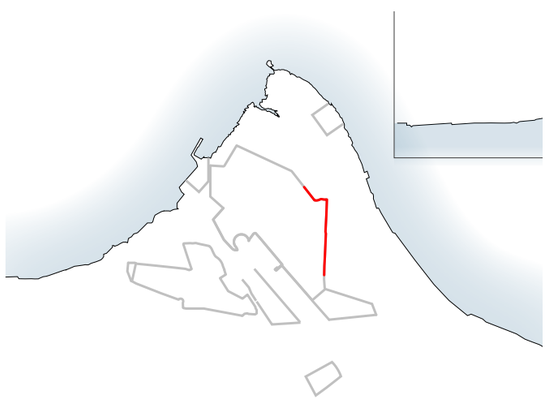
17.2.4 Type A

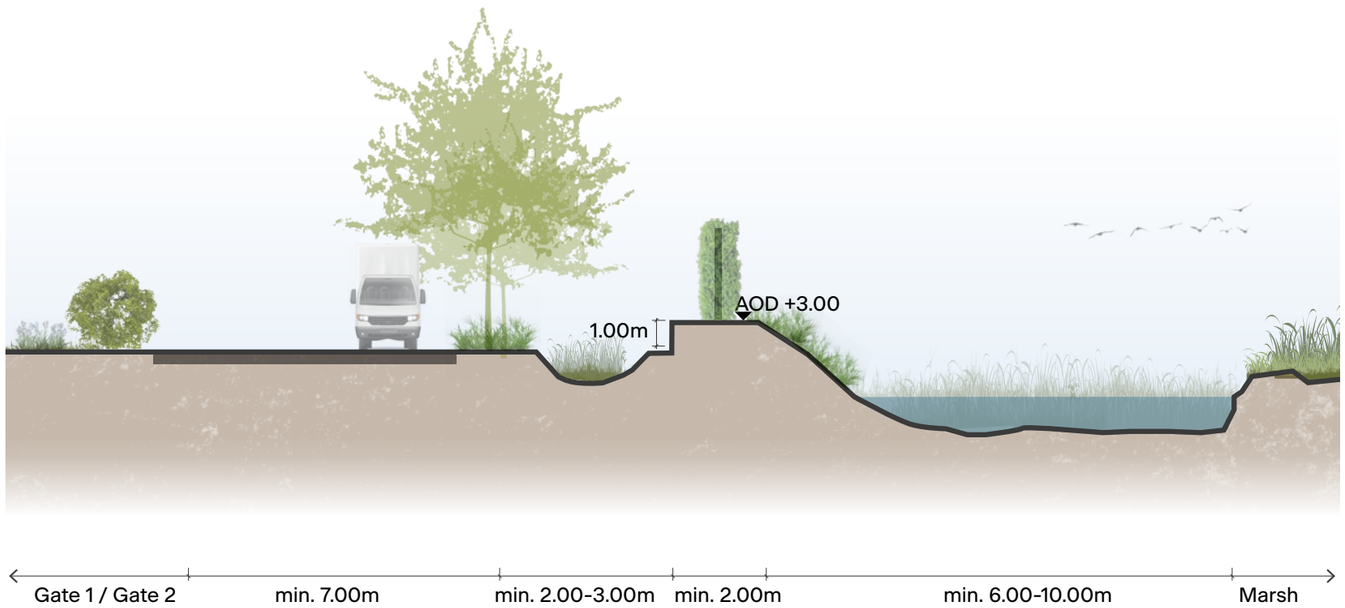
17.2.4.1 The Theme Park Gate in most instances will be near the marshes and as such should have a very strong relationship with it. The fences will be a sequence of elements after the perimeter road, with a drainage swale and a fence that should contain planting followed by the marsh swale.



17.2.5 Type B

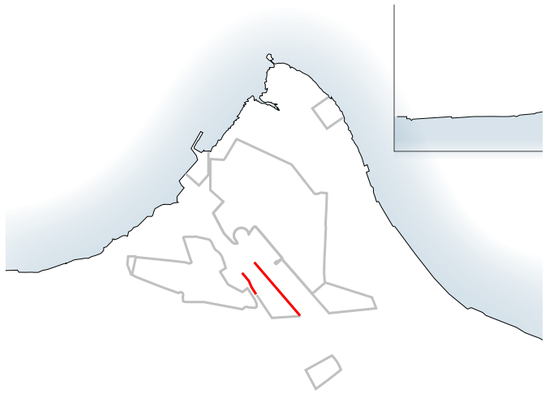
17.2.5.1 In some instances the Type A fence will require a flood bund. The flood bund should be introduced at the base of the fence and should be at least 1.00m in height.

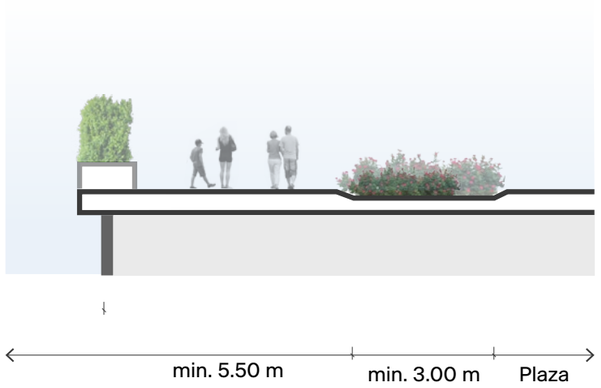


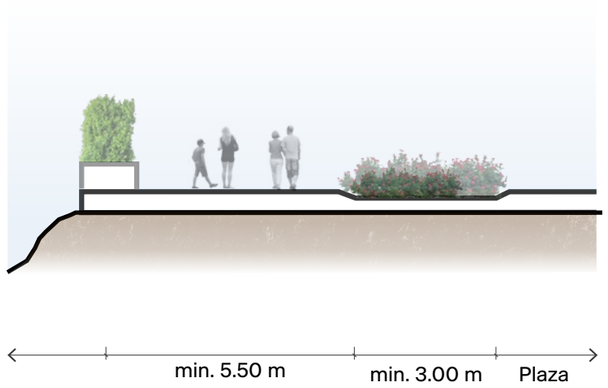


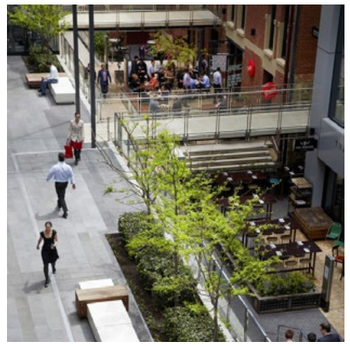
17.2.6 Type C

17.2.6.1 The edges on the Plaza should be protected to ensure safety of pedestrians and to keep them a significant distance from the edge. For example, edges could be treated as raised planters.



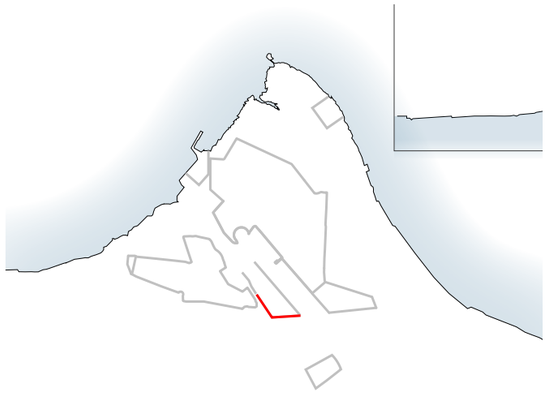


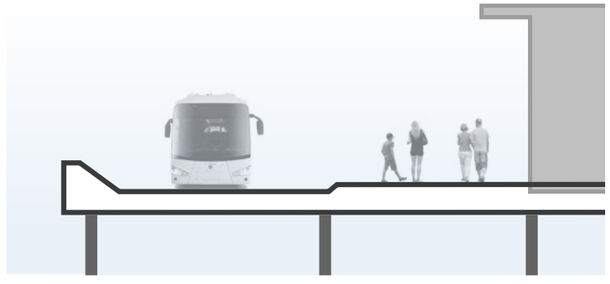




17.2.7 Type D

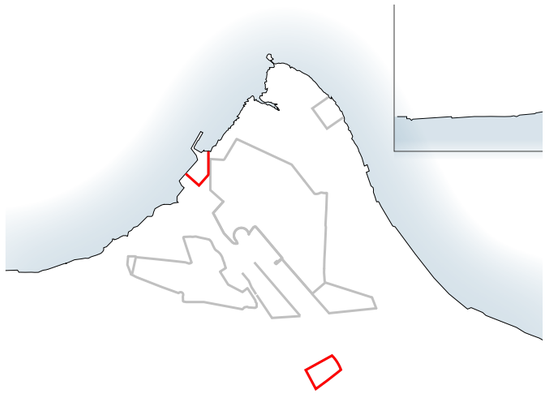
17.2.7.1 The edges around the Arrival Terminal building should be protected with a raised planter to prevent any risk of falling. The raised people mover routes should contain curbs on the opposite side of pedestrian access.

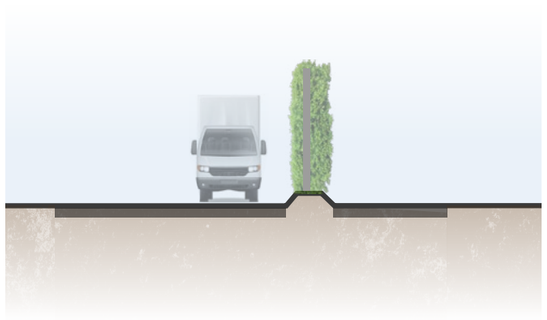


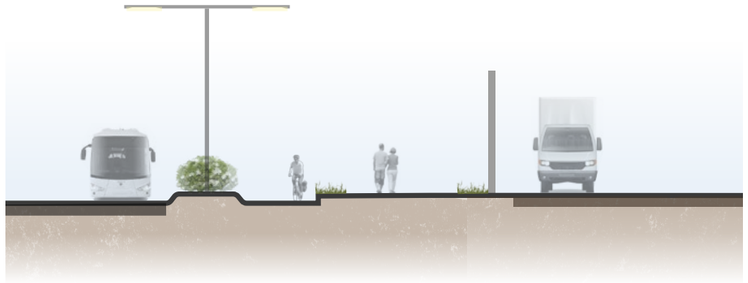


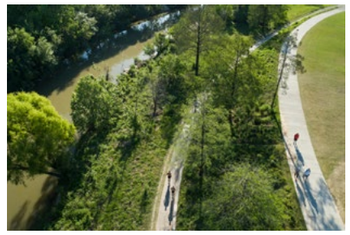
17.2.8 Type E

17.2.8.1 Fences around the infrastructure and Back of House compounds should be designed to protect these spaces. Fences will be designed to allow them to be screened by planting.



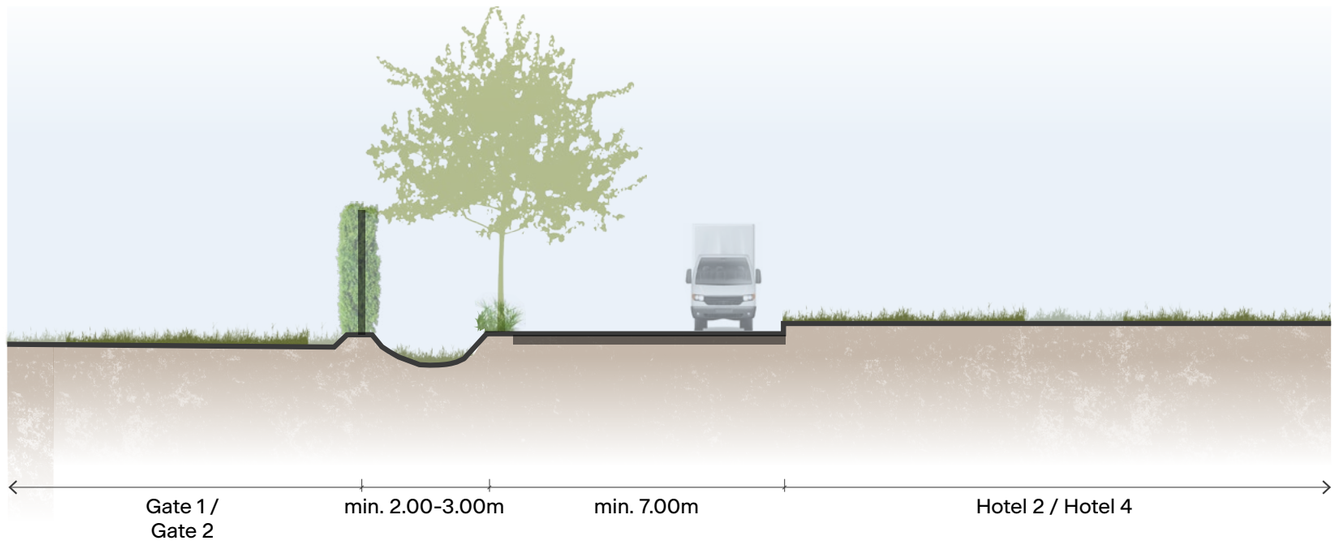






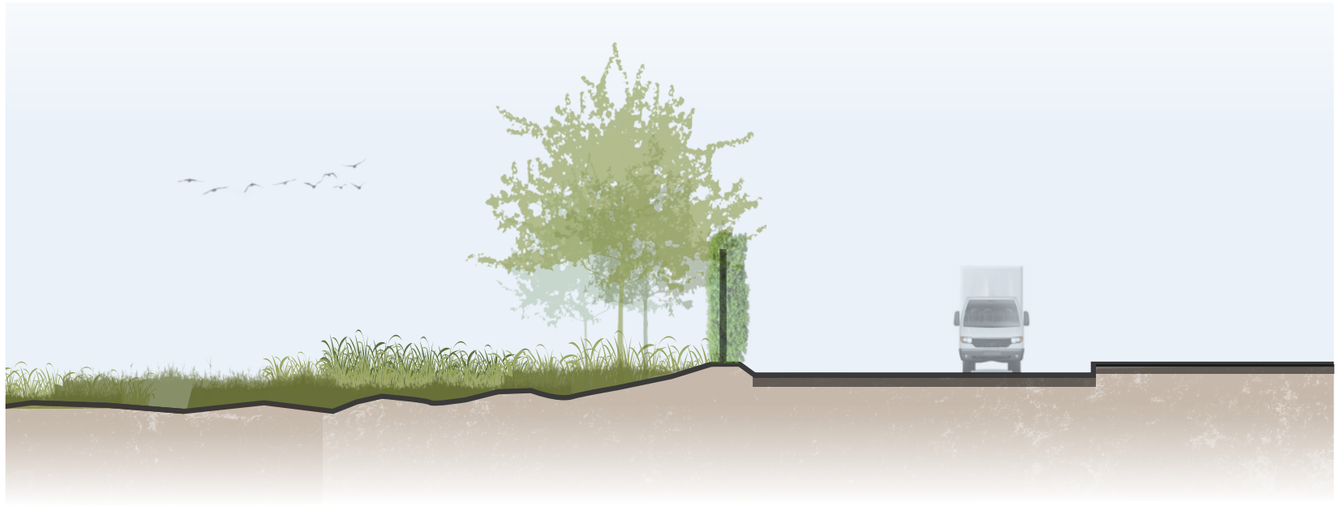
17.2.9 Type F

17.2.9.1 Fences in between the resort payline and the hotels should be designed to allow them to be screened by planting, which would hide the service road from the hotel guests.



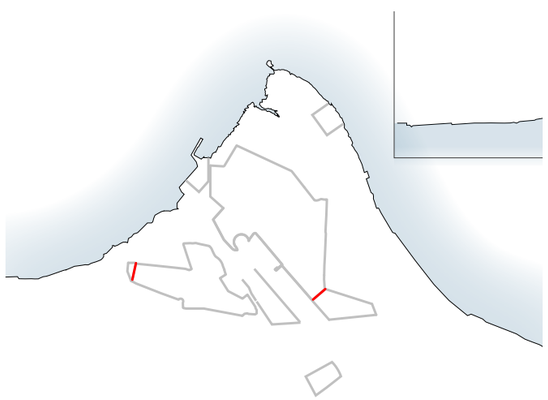
17.2.10 Type G

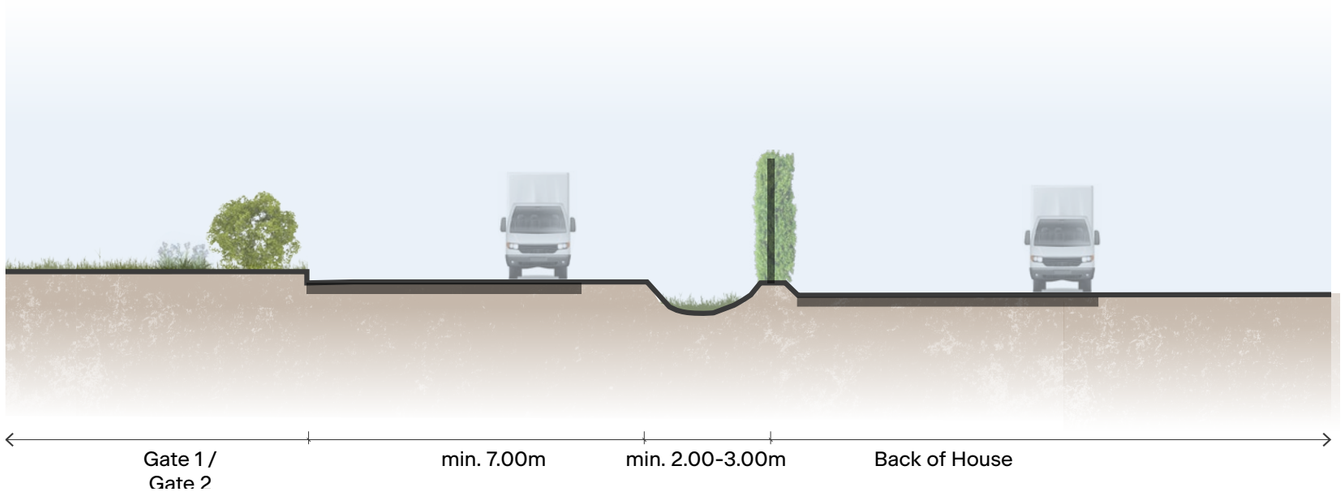
17.2.10.1 The fence between the Back of House and the Marshes will be designed to allow them to be screened by planting, to enhance the marshland and conceal the back of house areas.



17.2.11 Type H

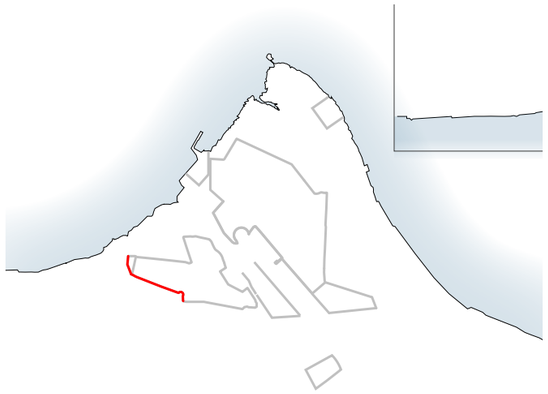
17.2.11.1 Fences around the infrastructure and Back of House compounds should be designed to protect these spaces. Fences will be designed to allow them to be screened by planting.

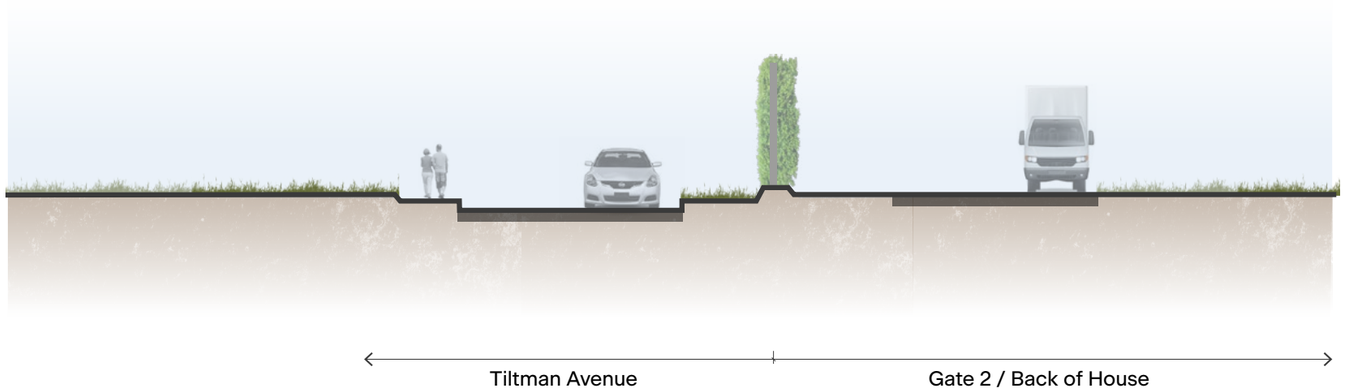


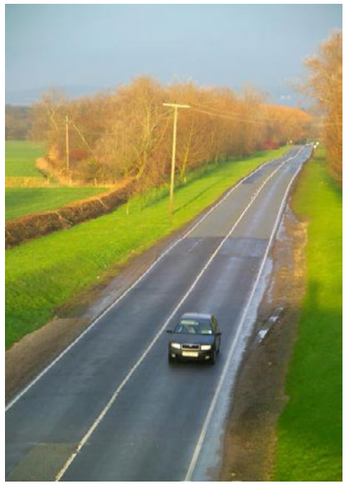


17.2.12 Type I

17.2.12.1 The fence between Tiltman Avenue and Gate 2 will be designed to allow them to be screened by planting, which will work as buffers to the surrounding residential communities.

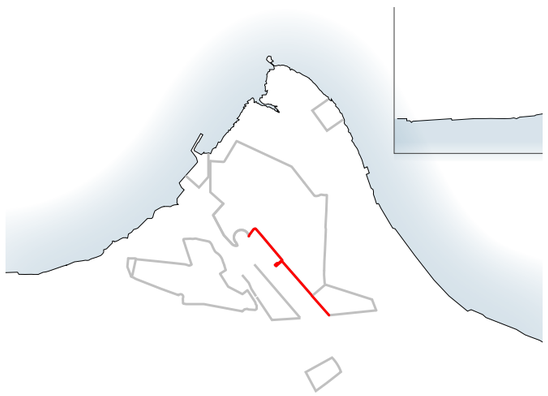


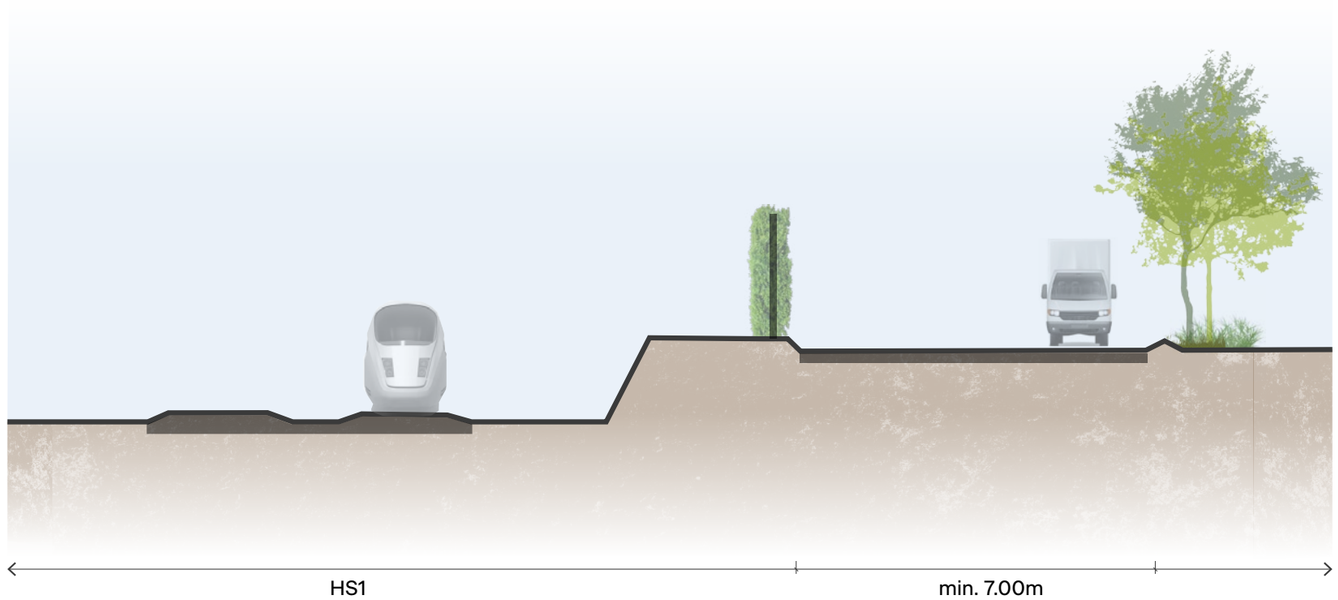




17.2.13 Type J

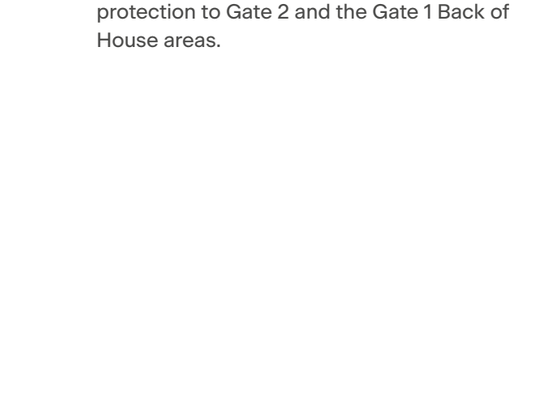
17.2.13.1 The fence located near to High Speed 1 should be designed to allow them to be screened by planting.

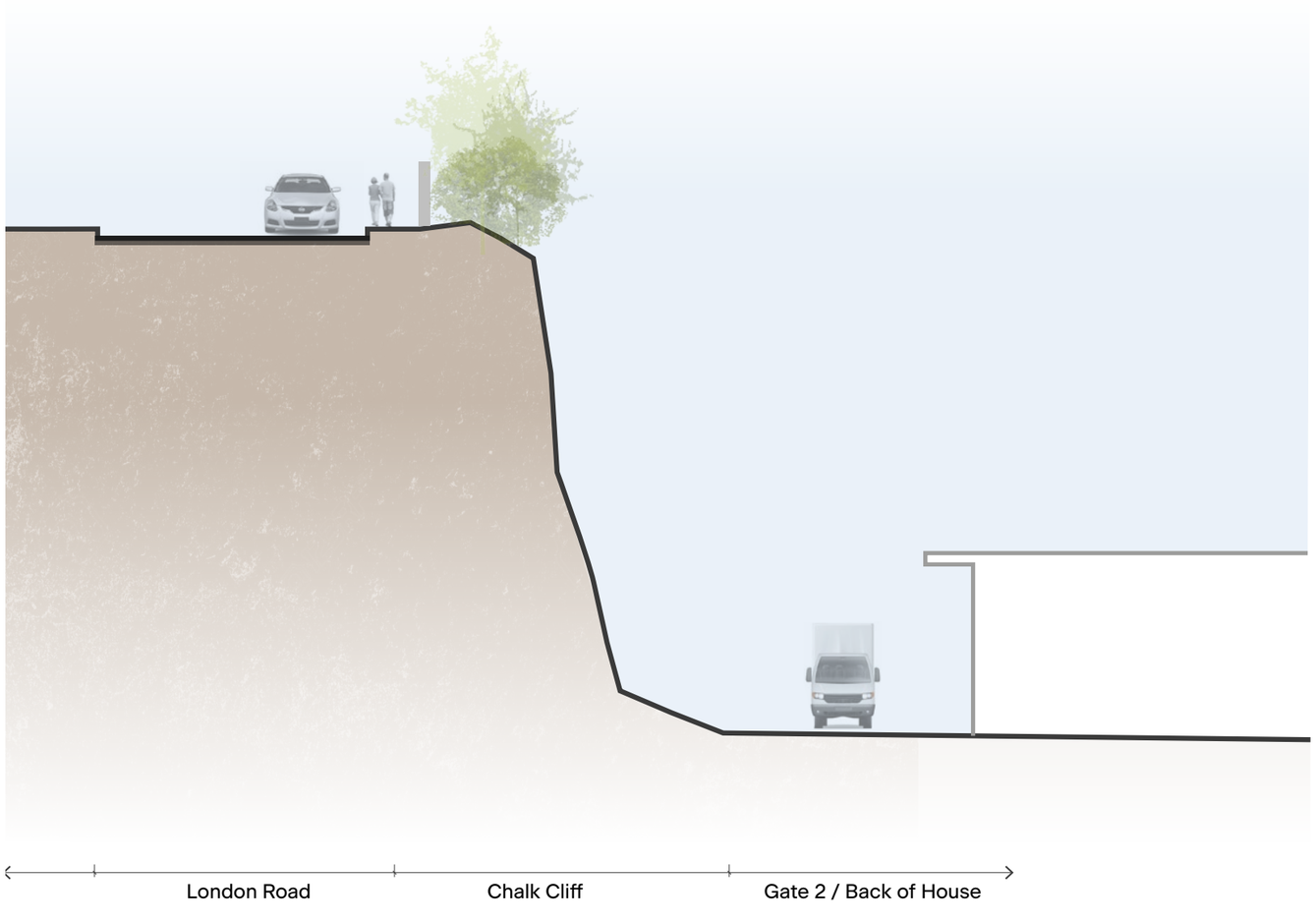




17.2.14 Type K

17.2.14.1 The existing wall/fence on London Road should be enhanced where required to ensure safety for pedestrians walking along London Road. This high level edge will ensure protection to Gate 2 and the Gate 1 Back of House areas.





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