



# **The London Resort Development Consent Order**

BC080001

## **Schedule of Accommodation**

Document reference: 7.3

Revision: 00

December 2020

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009  
Regulation 5(2)(q)

[This page is intentionally left blank]

## Revisions

Revision	Description	Issued by	Date	Approved by
00	Issue for DCO submission	RG	24/12/2020	SAV/LRCH

**Savills (UK) Limited**  
33 Margaret Street  
London  
W1G 0JD

[This page is intentionally left blank]

## Executive Summary

This document provides a simple breakdown of the proposed floorspace and areas by building, area and use. It is intended as a reference document to assist the reader to gain an understanding of the areas and floorspaces associated with various aspects of the Proposed Development. It should be read alongside a number of other application documents, including the *Design and Access Statement* (document reference 7.1), *Design Code* (document reference 7.2), *Works Plans* (document reference 2.5), *Parameter Plans* (document reference 2.19) and *Illustrative Masterplan* (document reference 2.21).

[This page is intentionally left blank]

# Contents

Revisions	i
Executive Summary	iii
Contents	v
List of Tables	vii
Glossary	ix
1 Chapter One ◆ Introduction	1
2 Chapter Two ◆ Schedules	5
Appendices	7
Appendix 1.0 – Use Class schedule	9
Appendix 2.0 – Works and site area schedule	9
Appendix 3.0 – Order Limits schedule	11

[This page is intentionally left blank]



## List of Tables

Table A1-1: Use Class schedule	A1-1
Table A2-1: Works and site area schedule	A2-1
Table A3-1: Order Limits schedule	A3-1

[This page is intentionally left blank]

## Glossary

1987 Order	The Town and Country Planning (Use Classes) Order 1987
DBC	Dartford Borough Council
DCO	Development Consent Order
EDC	Ebbsfleet Development Corporation
GBC	Gravesham Borough Council
HS1	High Speed 1
IP	Intellectual Property
LRCH	London Resort Company Holdings Limited
NSIP	Nationally Significant Infrastructure Project

[This page is intentionally left blank]

## Chapter One ◆ Introduction

### PROJECT INTRODUCTION AND VISION

- 1.1. The London Resort will be a world-class, sustainable, next generation entertainment resort on the banks of the River Thames. The London Resort is anticipated to create substantial regeneration benefits, including an investment of over £2bn, the creation of over 17,000 employment opportunities and the redevelopment of significant areas of previously developed (contaminated brownfield) land. The London Resort proposal is recognised to be of ‘national significance’ and was the first ‘business or commercial project’ to be designated as a Nationally Significant Infrastructure Project (NSIP) under section 35 of the Planning Act 2008.
- 1.2. The vision is to create a world-class entertainment resort founded on sustainable and low carbon principles. The London Resort will have a global profile, attracting visitors from all over the world, generating economic benefits for the local area that will reach far into Kent, Thurrock, Essex, London and the UK, supporting job creation and the upskilling the local workforce, tourism and business growth.
- 1.3. The London Resort will integrate local public rights of way and a green network, with improved access to the River Thames for visitors and local communities, showcasing the natural features by integrating them into the designs. A large proportion of the Swanscombe Peninsula landscape will remain undeveloped or subject to enhancement, providing considerable biodiversity, landscape and access improvements.

### THE APPLICANT

- 1.4. London Resort Company Holdings Limited (LRCH) is the promoter of the London Resort. LRCH is a UK-registered company established specifically to promote the current project. It is led by a London-based management team with considerable experience of delivering and operating some of the world’s largest leisure, sports and entertainment developments, and is supported by international investors. LRCH has entered into licence agreements with UK and international film and television studios and is working closely with these Intellectual Property (IP) to develop high quality and innovative themed attractions in the London Resort.
- 1.5. LRCH is committed to delivering the London Resort and benefits from a strong leadership team. It has invested heavily in the Project to date, including the acquisition of land, negotiating land deals and option agreements, liaising with IP partners, design and masterplanning tasks and professional fees.
- 1.6. Renowned international entrepreneur and leisure industry executive PY Gerbeau joined the London Resort as Chief Executive in June 2019. PY Gerbeau has a vast wealth of experience from across the real estate, tourism, retail, sport and entertainment industries,

including roles as Chief Executive Officer of London real estate business X-Leisure Limited, Chief Executive of the group which successfully turned around the fortunes of the Millennium Dome, and Vice President of Operations at Euro Disney (now Disneyland Paris).

## SITE DESCRIPTION

- 1.7. The Project Site lies approximately 30 km east-south-east of central London on the south and north banks of the River Thames, in the ceremonial counties of Kent and Essex. For clarity, the section of the Project Site to the south of the River Thames is referred to as the 'Kent Project Site' and that to the north of the river is identified as the 'Essex Project Site'. The term 'Project Site' refers to both the Kent and Essex Project Sites collectively. The 'Order Limits' within which the proposed Development Consent Order (DCO) would apply are shown on the *Location Plan* (document reference 2.1).
- 1.8. The Kent Project Site occupies much of the Swanscombe Peninsula, formed by a meander in the River Thames, and includes a corridor for transport connections extending generally southwards to the A2(T). It also includes a section of the A2(T) corridor approximately 3.5 km in length between the existing Bean junction to the west (A2(T) / B255) and Pepper Hill (A2(T) / B262) to the east. The Kent Project Site occupies 387.53ha of land in a complex shape.
- 1.9. The Kent Project Site includes land falling within the jurisdiction of Dartford Borough Council (DBC) to the west and Gravesham Borough Council (GBC) to the east. The majority of the Kent Project Site also falls within the Ebbsfleet Garden City, established in April 2015, for which Ebbsfleet Development Corporation (EDC) is the Local Planning Authority.
- 1.10. The High Speed 1 (HS1) line crosses the Kent Project Site along an approximate north-west to south-east axis. The urban areas of Stone, Greenhithe, Ingress Park and Swanscombe lie to the west and south. These are largely residential in character, with commercial uses concentrated on Stone's river frontage. Beyond Greenhithe to the south-west of the Kent Project Site lies Bluewater shopping centre, a significant regional retail destination. To the east of the Kent Project Site lies Northfleet, a neighbourhood of mixed residential and commercial uses.
- 1.11. Across the southern and south-eastern parts of the Swanscombe Peninsula is an extensive industrial area concentrated around Manor Way, Galley Hill and London Road. To the south of the A2(T) the land is more open and rural in character, with small settlements amid farmland and woodland blocks. Most of this area lies in the Metropolitan Green Belt.
- 1.12. The Essex Project Site includes areas of land east of the A1089 Ferry Road and the Tilbury Ferry Terminal, incorporating the London International Cruise Terminal and non-contiguous the Asda roundabout at the junction of the A1089 St Andrews Road / Dock Road, Windrush Road and Thurrock Park Way. The Essex Project Site is 25.54 hectares in area.

- 1.13. The Essex Project Site falls within the jurisdiction of Thurrock Council, a unitary authority. The Essex Project Site lies immediately to the east of the existing port of Tilbury and to the west of Tilbury2, a new port currently under construction. At the south-east corner of the Port lies the Tilbury Ferry Terminal incorporating the London International Cruise Terminal (a grade II\* listed building featuring a floating landing stage and series of bridge structures). The Asda roundabout is located to the north of the port of Tilbury and incorporates highway land.

## PROJECT DESCRIPTION

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

## PURPOSE AND STRUCTURE OF THIS DOCUMENT

- 1.19. The Schedule of Accommodation, this document, provides a simple breakdown of the proposed floorspace and areas by building, area and Use Class of the Town and Country

Planning (Use Classes) Order 1987 (the 1987 Order). It should be read alongside a number of other application documents, including the *Design and Access Statement* (document reference 7.1), *Design Code* (document reference 7.2), *Works Plans* (document reference 2.5), *Parameter Plans* (document reference 2.19) and *Illustrative Masterplan* (document reference 2.21).

## STATEMENT STRUCTURE

1.20. The remaining chapters of this document are structured as follows:

- **Chapter 2** introduces the schedules.



## Chapter Two ◆ Schedules

### OVERVIEW

- 2.1 This chapter introduces the various schedules to the document which describe the floorspace and areas associated with the Proposed Development.

### SCHEDULES

#### Use Class schedule

- 2.2 Table A1-1 in Appendix 1.0 identifies the floorspace associated with each of the proposed buildings by Use Class within the Town and Country Planning (Use Classes) Order 1987 (the 1987 Order). As a result of amendments to the 1987 Order during 2020, many of the uses now fall within sui generis. Identification by Use Class is sought to allow further understanding as to the nature of the use and operations associated with each building. However, it is considered that the areas within Gate One and Gate Two can be assumed to comprise single ‘planning units’ in a sui generis use – distinction of uses within the Gates is therefore not considered necessary. Those buildings falling outside of Gate One and Gate Two are likely to comprise their own individual planning unit, adding to the need to identify a Use Class from the 1987 Order.

#### Works and site area schedule

- 2.3 Table A2-1 in Appendix 2.0 identifies the maximum gross area associated with each of the proposed Works, as described within the *Draft DCO* (document reference 3.1) and *Works Plans* (document reference 2.5).

#### Order Limits schedule

- 2.4 Table A3-1 in Appendix 3.0 identifies the maximum gross area associated with the Order Limits by Project Site, including a breakdown of the areas associated with the Kent Project Site and the Essex Project Site.

[This page is intentionally left blank]

# Appendices

[This page is intentionally left blank]

## Appendix 1.0 – Use Class schedule

[This page is intentionally left blank]

## Use Class schedule

Table A1-1: Use Class schedule

Building	Plot ID	Town and Country Planning (Use Classes) Order 1987		
		Class C1 Hotels (m <sup>2</sup> )	Class E Commercial, business and service (m <sup>2</sup> )	Sui generis (m <sup>2</sup> )
Visitor Centre and Staff Training Facility	VCSTF			1,670.53
The London Resort Academy	LRA			7,373.50
The London Resort Staff Accommodation	SA			126,534.00
The London Resort Plaza	Plaza			16,058.00
The London Resort Boulevard	Boulevard			17,023.00
The London Resort Boulevard (RDE External Seating)	Boulevard			1,179.00
The London Resort Boulevard (Circulation & Landscape)	Boulevard			4,358.00
The Coliseum	Coliseum			18,756.50
The Conferention Centre	CC			10,050.00
The London Resort Passenger Terminal	T1			9,938.00
The London Resort Ebbsfleet International Terminal	T2			4,131.50
The London Resort Ferry Terminal	T3			8,875.00
The London Resort Port	LRP			24,410.00
The London Resort Tilbury Terminal	T4			11,000.00
Car Park 1: London Resort Visitors	CP1			97,395.00
Car Park 2: London Resort Visitors	CP2			97,370.00
Car Park 3: London Resort Visitors	CP3			97,370.00
Car Park 4: Tilbury	CP4			81,800.00
Car Park 5: Staff	CP5			15,843.00
Car Park 6: London Resort VIP Car Park	CP6			4,113.00

THE LONDON RESORT ♦ SCHEDULE OF ACCOMODATION

Car Park 7: Ebbsfleet International Station	CP7			29,292.00
The London Resort Hotel	H1	89,406.35		
Water Park	WP			12,335.00
Hotel 2	H2	73,841.54		
Hotel 3	H3	49,710.77		
Hotel 4: Boutique Hotel	H4	28,176.92		
Administration Offices: BoH1	BoH1.1		4,361.00	
Administration Offices: Adjacent Gate 1	BoH1.4			1,032.00
Node 2 The Market (RDE)	Node 2			6,000.00
Node 2 The Market (Circulation & Landscape)	Node 2			5,620.00
Gate 1 Payline, City Hall, Operations, VIP Pavilion	Node 3			9,179.00
Gate 2 Payline, Admin Offices, Medical Centre	Node 4			8,175.00
Node 2 3 The Link	Node 2 3 Link			5,950.00
Back of House: Gate 1	BoH1.2			22,600.00
Services	Services			316.00
Fire Station	FS			400.00
Helipad	HP			404.00
Waste Recycling Centre	WRC			4,000.00
Water Treatment Facility	WTF			5,000.00
Energy Centre	EC			1,200.00
The Sports Ground Back of House	BoH SG			13,400.00
Bamber Pit Back of House	BoH BP			4,000.00
Retail Pavilions	RP			3,400
Back of House: Gate 2	BoH2			1,671.00
<b>Total</b>		<b>241,135.58</b>	<b>4,361.00</b>	<b>789,222.03</b>



## Appendix 2.0 – Works and site area schedule

[This page is intentionally left blank]

## Works and site area schedule

Table A2-1: Works and site area schedule

Works	Description	Maximum Gross Area (ha)	Maximum Gross Area (sqm)
Work No. 1	Theme Park Gate 1	53.6	536,322
Work No. 2	Theme Park Gate 2	22.5	225,060
Work No.3a	The London Resort Car Parks	5.7	56,565
Work No. 3b	The London Resort Tilbury Car Park	2.5	25,383
Work No. 4	A2 Highway Works	48.8	488,478
Work No. 5a	Hotels 2 & 4	3.6	36,267
Work No. 5b	Hotel 3	1.7	16,602
Work No. 6	The London Resort Hotel, The Boulevard & The Market	2.1	21,169
Work No. 7	Conferention Centre & The Coliseum	2.5	25,241
Work No. 8	Water Park	1.9	18,620
Work No. 9a	Back of House - Gate 1	7.8	77,897
Work No. 9b	Back of House - Gate 2	0.7	7,062
Work No. 10a	Visitor Centre	0.6	6,044
Work No. 10b	The London Resort Academy	0.9	8,527
Work No. 11	The London Resort Road	22.5	224,870
Work No. 12	The London Resort Passenger Terminal & Plaza	7.9	78,758
Work No. 13	People Mover route (Plaza to River Terminal)	0.5	4,646
Work No. 14a	BoH, Utilities & Infrastructure - The London Resort Port	10.0	99,509
Work No. 14b	BoH, Utilities & Infrastructure - Sports Ground	1.3	13,310
Work No. 14c	BoH, Utilities & Infrastructure - Water Treatment Centre	5.0	50,044
Work No. 14d	BoH, Utilities & Infrastructure - Bamber Pit	3.1	31,380
Work No. 15	The London Resort Ferry Terminal	8.4	84,037
Work No. 16	The London Resort Tilbury Terminal	6.5	65,224

THE LONDON RESORT ◆ SCHEDULE OF ACCOMODATION

Work No. 17a	Ebbsfleet International Terminal	2.7	27,256
Work No. 17b	Potential Upgrade to Ebbsfleet International Station	4.0	40,114
Work No. 18a	Environmental Enhancement - Black Duck Marsh	16.4	163,584
Work No. 18b	Environmental Enhancement - Broadness Marsh and Botany Marsh	44.5	445,201
Work No. 19a	Flood Defence - West	3.3	32,887
Work No. 19b	Flood Defence – North	16.2	162,348
Work No. 19c	Flood Defence - East	3.9	38,954
Work No. 20	Staff Accommodation	6.7	67,215
Work No. 21a	Asda Roundabout Upgrade	3.7	37,203
Work No. 21b	Highway Upgrade - Tilbury	2.8	27,704
Work No. 21c	Highway Upgrade - Tiltman Avenue	1.1	11,089
Work No. 22	Works to Tilbury Surface Car Park	10.0	99,869
Work No. 23	Multi-storey Car Park - Ebbsfleet	1.5	15,460
Work No. 24a	Landscape Ecology Enhancement - Pilgrims Way	1.2	12,173
Work No. 24b	Landscape Ecology Enhancement - Bamber Pit	7.1	70,722
Work No. 24c	Landscape Ecology Enhancement - Pedestrian Bridge	1.0	10,078
Work No. 25	Alternative location for Work No.23 and Underground Utility Connections	5.8	57,930
Work No. 26	Highways improvements (bridge above HS1)	1.0	9,684
Work No. 27a	UKPN Ebbsfleet Substation	1.4	13,757
Work No. 27b	UKPN Northfleet East Substation	5.0	50,104
Work No. 28a	Temporary works related to Work No.11 access to Ebbsfleet Carpark D	10.5	105,202
Work No. 28b	Temporary works related to Work No.11 and access to Ebbsfleet Carpark D	11.2	112,103
Work No. 29	Works to the existing gas landfill	22.0	220,129
<b>Works total</b>		<b>359.4</b>	<b>3,594,347</b>

## Appendix 3.0 – Order Limits schedule

[This page is intentionally left blank]

**Order Limits schedule****Table A3-1: Order Limits schedule**

	<b>Maximum Gross Area (ha)</b>	<b>Maximum Gross Area (sqm)</b>
Kent Project Site	387.53	3,875,281
Essex Project Site	25.54	255,390
<b>Project Site (Total)</b>	<b>413.07</b>	<b>4,130,671</b>