THE LONDON RESORT

The London Resort Development Consent Order

BC080001

Outline Sustainability Strategy

Document reference: 7.7
Revision: 00

December 2020

Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(q)

REVISIONS

Revision	Description	Issued By	Date	Approved by
P00	Issue for DCO Submission	GC	18/12/2020	BUR / LRCH

Buro Happold Ltd
Camden Mill,
Lower Bristol Road,
Bath,
BA2 3DQ

CONTENTS

GLOSSARY

Term	Definition
BREEAM	Building Research Establishment Environmental Assessment Methodology
DBC	Dartford Borough Council
DCO	Development Consent Order
EDC	Ebbsfleet Development Corporation
EIA	Environmental Impact Assessment
EV	Electric Vehicles
GBC	Gravesham Borough Council
GLA	Greater London Authority
KCC	Kent County Council
LETI	London Energy Transformation Initiative
LRCH	London Resort Company Holdings
PINS	Planning Inspectorate
PV	Photovoltaic
RIBA	Royal Institute of British Architects
NSIP	Nationally Significant Infrastructure Project
TC	Thurrock Council
UKGBC	UK Green Building Council
UN SDGs	United Nations Sustainable Development Goals

1

EXECUTIVE SUMMARY

The London Resort will be one of the most sustainable major destinations in the world

This Sustainability Statement has been prepared on behalf of the London Resort Company Holdings (LRCH or the Applicant) in support of the Development Consent Order (DCO) application and sets out the London Resort's commitments and aspirations within the sustainability policy context.

In May 2019, the UK Government declared a 'Climate Emergency' followed by an increased ambition within the Climate Change Act 2008 for the UK to be net zero carbon by 2050. Alongside this, the Government's 25 Year Plan to Improve the Environment broadened the urgency to protect our planet from just climate mitigation to the wider need to safeguard our natural environment. As a Nationally Significant Infrastructure Project (NSIP), the Resort is in a unique position to be an exemplar for sustainable development.

LRCH's vision is to create a next generation world-class entertainment destination. The Resort will be ground-breaking environmentally, socially and truly a global first underpinned by firm commitments to positively impact people and the environment. Through contributing to the United Nations Sustainable Development Goals (UN SDGs), the London Resort aims to be a sustainability driver in the tourism industry.

Fundamental to the London Resort is its unique opportunity to be a catalyst for regeneration of the Swanscombe Peninsula and surrounding area, working in close collaboration with the Ebbsfleet Development Corporation (EDC) and other significant nearby stakeholders. The Resort will help to deliver a more sustainable environmental, social and economic set of drivers by contributing a mix of leisure, business and community uses to sit alongside the agenda for housing growth being driven by the EDC.

Extensive land remediation will unlock this largely previously developed, mainly brownfield, site, isolated by its previous industrial uses and poor infrastructure connections into a vibrant focus for the region accessible by all.

Whilst large scale development unlocks vast opportunities, it is fully acknowledged that this needs to be delivered in synergy with the existing environmental context and local communities.

Eight sustainability themes aligned with the UN SDGs are proposed as the drivers for the responsible, inclusive and sustainable development of the Project Site.

A key commitment by LRCH is to be net zero carbon in terms of operational energy use, truly setting the Resort apart from other entertainment resorts around the world and providing high profile leadership in the UK's response to the Climate Emergency. A summary of other headline commitments is shown in Figure 1-1, with further aspirations set out in this Strategy. References are also made throughout to relevant technical documents which provide further details and the evidence base for the Proposed Development.

It can be shown that sustainability principles are fully integrated within the proposed masterplan and aspirations are in place to be pioneers in pushing the boundaries of delivering sustainable development.

MORE THAN JUST A THEME PARK:

TRANSFORMING LIVES

UN Sustainable Development Goals (UN SDGs)

Fig 1.1 UN Sustainable Development Goals

London Resort Sustainability Theme	Contributing to the UN SDGs	Our Commitments & Delivery
NET ZERO OPERATIONAL CARBON	7 AFFORDABLE AND CLEAN ENERGY; 13 CLIMATE ACTION; 11 SUSTAINABLE CITIES AND COMMUNITIES	• Committed to pursuing an operational net zero emissions goal in line with the UK Green Building Council (UKGBC) framework • Commitment to only using renewable energy • As much energy as possible will be generated onsite with low-carbon and renewable technologies, such as solar panels • Solutions will include Electric Vehicle charging points and battery storage
RESOURCE EFFICIENCY	12 RESPONSIBLE CONSUMPTION AND PRODUCTION; 13 CLIMATE ACTION; 11 SUSTAINABLE CITIES AND COMMUNITIES	• Circular Economy strategy will be developed to drive whole life resource efficiency, including construction • Whole life carbon assessments will be undertaken to identify the potential to reduce the embodied carbon impact of construction • Efficient waste infrastructure will be implemented to maximise recycling in operation • Flexible and adaptable to stay innovative, relevant and responsive to visitor expectations and needs
SUSTAINABLE WATER CYCLE	6 CLEAN WATER AND SANITATION; 13 CLIMATE ACTION; 11 SUSTAINABLE CITIES AND COMMUNITIES	• 25% reduction in potable water consumption within non-residential buildings • 105 litres per person per day maximum achieved through design for residential buildings • Grey water harvesting for toilet flushing in key buildings • On-site wastewater treatment plant • Nature-based solutions incorporated into the landscape proposals to manage water quality and provide additional biodiversity and amenity benefit
CLIMATE RESILIENCE	13 CLIMATE ACTION; 3 GOOD HEALTH AND WELL-BEING; 11 SUSTAINABLE CITIES AND COMMUNITIES	• Buildings and infrastructure will be designed to be ready for future climates to ensure they remain safe and comfortable • Commitment to working with the Environment Agency to ensure flood resilience • Site flood risk mitigation measures to offer protection from a 1 in 1000-year tidal event to 2070 • Less Vulnerable and More Vulnerable development on the Kent Project Site designed for a standard of protection of 1 in 200 years using the appropriate climate change projection
SUSTAINABLE CONNECTIVITY	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE; 3 GOOD HEALTH AND WELL-BEING; 13 CLIMATE ACTION; 11 SUSTAINABLE CITIES AND COMMUNITIES	• Minimum of 50% of visitors will use public transport • Unique site location maximises the opportunity for river, rail and public transport • Excellent existing connectivity to public transport links at Ebbsfleet International and local rail stations • New transport interchanges for rail, river boats, coaches, taxis and cars • Park and Glide at Tilbury (Essex Project Site) • Accessibility by all modes will take into consideration the latest inclusive best practice guidance beyond regulatory compliance
SUSTAINABLE LAND USE AND BIODIVERSITY	14 LIFE BELOW WATER; 15 LIFE ON LAND; 3 GOOD HEALTH AND WELL-BEING; 13 CLIMATE ACTION; 11 SUSTAINABLE CITIES AND COMMUNITIES	• Extensive land remediation of historically contaminated land • Improved and enhanced structure of the landscape • Biodiversity net gain • Harnessing natural landscape and riverside location for recreational benefits alongside delivering positive biodiversity impacts • Improved access to the natural assets of the Swanscombe Peninsula (Kent Project Site)
GOOD HEALTH AND WELBEING	3 GOOD HEALTH AND WELL-BEING; 11 SUSTAINABLE CITIES AND COMMUNITIES; 10 REDUCED INEQUALITIES	• People at the heart of the design • Inclusion will be inherent in the design process • Unique, immersive world-class destination for leisure and relaxation • Harnessing natural landscape and riverside location • Committed to creating a development that is inclusive and accessible for all
SOCIAL VALUE	11 SUSTAINABLE CITIES AND COMMUNITIES; 8 DECENT WORK AND ECONOMIC GROWTH; 5 GENDER EQUALITY; 4 QUALITY EDUCATION; 2 ZERO HUNGER; 1 NO POVERTY	• More than just a theme park: Transforming Lives • Catalyst for regeneration in the local area • Creating careers and learning journeys, not just jobs • 17,310 direct employed and a least 13,000 indirect jobs at maturity • Construction phase expected to support 23,300 job years • Committed to equality of opportunity for all

Fig 1.2 Summary of Sustainability Commitments

2
INTRO

2.1 SCOPE

This Sustainability Statement has been prepared in support of the Development Consent Order (DCO) application for the London Resort.

Achieving sustainable development is at the heart of the National Planning Policy Framework (NPPF) (February 2019) and is reflected in the Proposed Development's vision to create one of the most sustainable entertainment resorts in the world.

This Sustainability Statement summarises the Proposed Development's commitments and is underpinned by the following technical documents to provide the detail and evidence base for realising the Proposed Development's sustainability ambitions.

Table 2.1 Summary of Relevant DCO Documents Relating to Sustainability

Relevant DCO Document	Environmental Statement
• Design and Access Statement (document reference 7.1) • Design Code (document reference 7.2) • Outline Employment & Skills Strategy (ES Appendix 7.7) • Energy Strategy (ES Appendix 20.3) • Outline Operational Waste Management Strategy (ES Appendix 19.1) • Landscape Strategy (ES Appendix 11.7) • Ecological Management and Monitoring Framework (ES Appendix 12.3) • Outline Construction and Environmental Management Plan (ES Appendix 3.2) • Landscape and Ecology Management Plan (ES Appendix 11.8) • Contaminated Land Management Strategy (ES Appendix 18.9) • Outline Construction Waste Management Plan (ES Appendix 19.2) • Transport Assessment (ES Appendix 19.1)	• Chapter 5: Relevant Law And Policy • Chapter 7: Land Use And Socio-Economic Effects • Chapter 8: Human Health • Chapter 9: Land Transport • Chapter 10: River Transport • Chapter 12: Terrestrial And Freshwater Ecology And Biodiversity • Chapter 13: Marine Ecology And Biodiversity • Chapter 15: Noise And Vibration • Chapter 16: Air Quality • Chapter 17: Water Resources And Flood Risk • Chapter 18: Soils, Hydrogeology And Ground Conditions • Chapter 19: Materials And Waste • Chapter 20: Greenhouse Gases And Climate Change

2.2 PROJECT DESCRIPTION

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.

A detailed description of the Proposed Development is provided in ES Chapter 3: Project Description. 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.

The Resort will also include four hotels, a water park connected to one of the hotels, a conference and convention centre known as a 'conferention centre', the 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.

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 the Port of Tilbury. A coach station is also proposed within the main Resort transport terminal. On the northern side of the Thames to the east of the Port of Tilbury, additional coach and car parking and the London Resort jetty, a ferry terminal are proposed to serve the Resort.

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.

3

PLANNING POLICY CONTEXT

3.1 Overview

As a designated 'business or commercial' NSIP (following the section 35 direction made on 9 May 2014), a DCO application will be made to the Secretary of State for the Proposed Development.

Consequently, a very wide range of planning policy is applicable in guiding the determination of the DCO application. Reference should be made to ES Chapter 5: Relevant law and policy for full details of the policy context and individual technical reports for in-depth topic specific policy reviews.

This chapter seeks to summarise the key sustainability policy drivers that have shaped the Proposed Development' sustainability commitments and aspirations (Table 3.1). An overview of the relevant sustainability policy review is included in Appendix A for reference.

3.2 Global

Climate Change is recognised as one of the biggest threats facing our planet. In 2015, the Paris Agreement was adopted by countries around the world, forming a global consensus on the need to limit the global temperature rise to well below 2 degrees Celsius (2°C) compared to pre-industrial levels, through greenhouse gas mitigation measures. Annual United Nations (UN) Climate Change Conferences have taken place to develop the detailed action plan. Complementary to this in 2015, countries around the world adopted 17 Sustainable Development Goals (SDGs) as a means to end poverty, protect the planet and ensure prosperity for all by 2030 through collective action.

3.3 National

The presumption in favour of sustainable development is at the heart of the NPPF (February 2019). Whilst this Framework does not contain specific policies for NSIPs, in the absence of a National Policy Statement (NPS) for business and commercial developments, regard has been given to relevant parts of the Framework. On 27th June 2019, the UK Government increased the ambition of the Climate Change Act 2008 to becoming net zero carbon by 2050. In addition, a 25 Year Plan to Improve the Environment was published to set the level of ambition. The Environment Bill 2020 is currently progressing through Parliament and will bring into UK law new environmental protections and recovery to deliver the ambitions set out in the 25 Year Environment Plan.

Translating net zero ambition into action is already visible in the Government's announcement to end sale of new petrol and diesel cars by 2030 as part of the Ten Point Plan for a Green Industrial Revolution (November 2020).

3.4 Regional & Local

The Kent Project Site falls within the jurisdiction of Kent County Council (KCC) as the county planning authority and Dartford Borough Council (DBC) and Gravesham Borough Council (GBC) as the district authorities. In addition, the Ebbsfleet Development Corporation (EDC) was set up by the Government to deliver new homes and Ebbsfleet Garden City over an administrative area that includes the Swanscombe Peninsula. For the Essex Project Site, Thurrock Council (TC) is a unitary authority.

Whilst not under the jurisdiction of the GLA, the 'Intend to Publish London Plan 2019', which is yet to be adopted but has material weight in the GLA, is considered a good benchmark for sustainability-related planning policy. As such, it has been referenced where appropriate.

Table 3.1 Dominant Sustainability Policy Drivers

Key sustainability theme	Dominant policy driver
NET ZERO OPERATIONAL CARBON	• All regional and local policy encourages the adoption of low or zero carbon technologies, with DBC and TC going further to set building level efficiencies by requiring BREEAM Excellent and Outstanding (where viable) respectively. • Whilst not under the jurisdiction of the Intend to Publish London Plan, the plan does set clear targets for carbon emissions reductions linked to energy efficiency (15% non-residential, 10% residential) within the context of an overall 35% on-site reduction, beyond the Part L 2013 baseline. Net zero carbon is encouraged for major developments.
RESOURCE EFFICIENCY	• Regional and local policy focuses on waste reduction and waste infrastructure. Precedence has therefore been drawn from the Intend to Publish London Plan which sets a new tone in planning policy through requiring a Circular Economy Statement and Whole Life Carbon Assessment. This puts a spotlight on construction materials and better aligns with emerging industry best practice guidance on net zero carbon from the UK Green Building Council (UKGBC), London Energy Transformation Initiative and RIBA 2030 Climate Change Challenge.
SUSTAINABLE WATER CYCLE	• Flood risk policy across the local policies align with national guidance and the Thames Estuary 2100 Flood Risk Management Plan. • Sustainable drainage is encouraged, with DBC particularly highlighting the role of green infrastructure as a nature-based solution to surface water management. • Water efficiency standards are consistent across all policy, capping residential at 105 litres per person per day and setting a minimum of 25% improvement for non-residential in line with BREEAM Excellent minimum water efficiency standards.
SUSTAINABLE CONNECTIVITY	• Transport Assessments and Travel Plans to encourage sustainable travel. Develop a sustainable transport strategy to maximise the opportunity for travel by river, rail and public transport. Monitor travel behaviour and update the travel plans to ensure mode share targets are achieved.
SUSTAINABLE LAND USE & BIODIVERSITY	• GBC encourages multifunctional green infrastructure and no net loss in biodiversity. • The upcoming Environment Bill 2020 will increase the standard to net biodiversity gain, which is reflected in the Intend to Publish London Plan.
CLIMATE RESILIENCE	• Climate change resilience is not explicitly mentioned in local policy, with the exception of TC which prompts consideration of vulnerability to water conservation and drainage, need for summer cooling, risk of subsidence and flood risk. • Further precedence can be drawn from the Intend to Publish London Plan which sets out requirements of managing heat risk through the cooling hierarchy to design out reliance on increasing air conditioning in future.
HEALTH & WELLBEING	• Designing for community wellbeing and inclusive design is generally covered under the design principles within the local plans but no explicit standards are set, similar to local plans elsewhere. • Precedent can be drawn from the Intend to Publish London Plan which further defines inclusive design and creating a healthy city. • In lieu of explicit policy targets, industry best practice can be drawn from recognised standards such as WELL and Healthy Streets, where applicable to the bespoke nature of the Proposed Development.

4

SUSTAINABILITY STRATEGY

The London Resort will be one of the most sustainable major destinations in the world

4.1 Overview

The local and regionally applicable sustainability policies relevant to the Proposed Development have been reviewed but given the uniqueness of the project proposition and LRCH's aspiration to become one of the most sustainable entertainment resorts in the World, a bespoke framework using eight key themes which align with the principles of the UN SDGs.

In adopting this approach, LRCH is aiming to exceed the expectations of relevant local and regional policies be a sustainability driver in the tourism industry.

This chapter sets out the London Resort commitments, aspirations and headlines or each of these key themes, with cross references to supporting technical documents as appropriate.

Fig 4.1 London Resort Sustainability theme

London Resort Sustainability Theme	Our Commitments & Delivery
NET ZERO OPERATIONAL CARBON	*Responding to the climate emergency with a commitment to net zero carbon for all operational energy use*
RESOURCE EFFICIENCY	*Design for resource efficiency over the whole life of the development through responsible consumption and facilitating ease of re-use and recycling*
SUSTAINABLE WATER CYCLE	*Using water efficiently, protecting local water resources and reducing the vulnerability to flooding and drought*
CLIMATE RESILIENCE	*Building in capacity to adapt to a changing climate and future weather extremes, protecting the long-term health of users and functionality of the resort*
SUSTAINABLE CONNECTIVITY	*A strategy that works for both the local community and visitors, underpinned by sustainable travel choices*
SUSTAINABLE LAND USE AND BIODIVERSITY	*Protecting and restoring the land for the benefit of people and wildlife*
GOOD HEALTH AND WELLBEING	*A place for visitors and staff of all abilities and background to thrive, supported by amenities and great design that enhances personal comfort and wellbeing*
SOCIAL VALUE	*A catalyst for job creation and regeneration, generating economic and community benefits for the local area*

4.3 NET ZERO OPERATIONAL CARBON

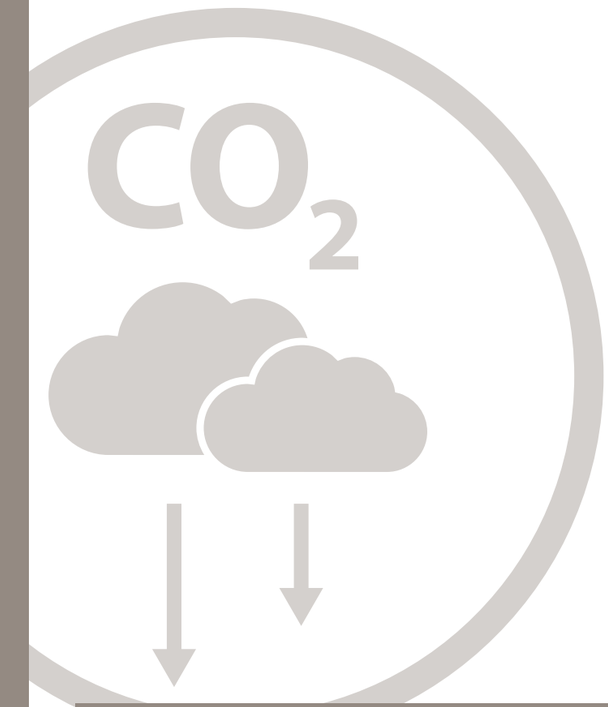
Responding to the climate emergency with a commitment to net zero carbon for all operational energy use

Headlines

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

Related documents

- Energy Strategy (ES Appendix 20.3)
- Design Code (document reference 7.2)
- ES Chapter 19: – Materials, and waste
- ES Chapter 20: – Greenhouse gases and climate change



Sustainability and low carbon principles are at the heart of the London Resort's vision and is the basis for the overarching Energy Strategy (ES Appendix 20.3) objective of targeting net zero carbon in the operation of the Resort.

With the operation of buildings accounting for over 30% of UK's total greenhouse gas emissions, LRCH recognises the unique opportunity the Proposed Development offers in driving down carbon emissions and setting the standard for sustainable, next generation entertainment resorts.

The site-wide Energy Strategy sets out the options to achieving net zero, with key proposals summarised here.

Commitments

Buildings

- Application of the 'lean, clean, green, seen' energy hierarchy to prioritise carbon reductions through passive design principles.
- Energy efficiency design standards to achieve reductions in carbon emissions of 15% for non-residential buildings and 10% for residential buildings beyond the Part L 2013 baseline, in line with the Intend to Publish London Plan.
- Alignment with the UK Net Zero Carbon Buildings definition and reporting framework.

Infrastructure

- Site-wide 'clean and green' energy infrastructure to support the net zero operational carbon target.

To include:

- Centralised or decentralised Air Source Heat Pumps for heating and cooling.
- On-site PV coverage on available roof space.
- Procurement of power from green sources.
- 100% reliance on electricity for heating and cooling, with gas for top-up and back-up only.
- Electric vehicle charging infrastructure across the Project Site.

Public realm

- Energy efficient external lighting with smart controls.
- Energy efficient Audio Visual infrastructure for outdoor events.

Rides and Attractions

- Deployment of technologies to support.
- Innovation in energy efficiency for the design of rides and attractions.

Aspirations

The transition to net zero carbon operationally will continue to evolve with the design and new technology innovations to optimise the balance of energy efficiency, low and zero carbon energy supply and residual carbon offsetting. Beyond the design commitments integrated into the DCO application so far, there is strong aspiration to explore operational energy efficiencies through smart technologies, ongoing monitoring and end user engagement

Buildings

- Prior to design development, set operational energy performance benchmarks for each building typology based on best industry guidance available.
- Implement a programme of ongoing post occupancy evaluation to identify opportunities to improve and learn with each phased delivery.
- Explore the possibility of joining the World Green Building Council Net Zero Carbon Buildings Commitment to complement the net carbon project commitment with robust verification, disclosure and advocacy.

Infrastructure

- Explore the role of smart grid and infrastructure in the site-wide Energy Strategy.

Public realm

- Explore interactive landscapes and displays that make renewable energy generation visible and engaging to visitor

Rides and attractions

- Explore opportunities for increased public carbon literacy through displays and events programming.

4.4 RESOURCE EFFICIENCY

Design for resource efficiency over the whole life of the development through responsible consumption and facilitating ease of re-use and recycling.

Headlines

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

Related documents

- Design and Access Statement (document reference 7.1)
- Design Code (document reference 7.2)
- Outline Operational Waste Management Strategy (ES Appendix 19.1)
- Outline Construction Waste Management Plan (ES Appendix 19.2)
- Construction Method Statement (ES Appendix 3.1)
- ES Chapter 19 – Materials, Energy and Waste
- ES Chapter 20 – Greenhouse Gas and Climate Change

In light of the climate and biodiversity emergency, there is increasing awareness of the global impacts arising from material consumption and waste. With construction accounting for 40% of global resource flows and 60% of the UK's total waste, LRCH fully acknowledge the opportunity for leadership in responsible consumption through embedding circular economy principles in the design, construction and operational stages of the Resort.

Flexibility and adaptability will be inherent in the design philosophy to ensure the Resort stays relevant with a lasting legacy as a world-class entertainment resort.

However, LRCH also appreciate all physical assets will eventually reach the end of their technical life so we will be forward thinking and plan for end-of-life scenarios to ensure decisions now do not become a waste burden for future generations.

Commitments

In addition to the specific commitments highlighted here, the Proposed Development will undertake a pre-demolition audit to identify what materials can be recovered for re-use across the Project Site or diverted from landfill off-site.

In preparing the masterplan, the site topography will also be respected where feasible, after taking into consideration any flooding, drainage and ecological matters, to minimise excavation taken off-site or fill imported. A sustainable procurement plan will be put in place across the Project Site to minimise excavation taken off-site or fill imported. A sustainable procurement plan will be put in place across the Project Site to embed commitments to local and responsible sourcing of construction materials as well as promote low carbon materials.

Buildings and Infrastructure

- A whole life carbon assessment will be undertaken for each building to identify opportunities to reduce embodied carbon through design, material specification and construction processes.
- Appropriate Key Performance Indicators (KPIs) will be developed to measure and report on material efficiency and circularity, including construction waste.

Public Realm

- Materials used for hard landscaping and street furniture will explore opportunities for high recycled content and bio-based materials.

Rides and Attractions

- Innovations in materials will form part of the designer's brief for any rides and attractions

Operational Waste

- Appropriate waste infrastructure will be provided to make waste segregation efficient and visible.
- A sustainable procurement policy will be developed to actively encourage progressive reduction of waste at source, for example packaging and food waste.

Aspirations

Whilst not under the jurisdiction of the GLA, the emerging requirement for Circular Economy Statements under the Intend to Publish London Plan is

welcomed by the industry as a positive step for reducing whole life carbon. As such, the Proposed Development will explore the benefits of producing a Circular Economy Statement or developing a project specific circular economy strategy as part of the development of a bespoke sustainability framework prior to detailed design commencing.

It is also recognised that reducing impacts from material consumption & waste in operation is important and will continue to be developed as the Proposed Development evolves. Some initial opportunities for development are indicated below.

Buildings and Infrastructure

- A Circular Economy Strategy, in line with the GLA Pioneering Standard, will be developed for key building typologies to identify opportunities to minimise new virgin material demand during construction, minimise resource demand during the operational life arising from repair, refurbishment and replacement, and maximise material recovery at the end of life.

Public Realm

- Explore interactive landscapes and displays that make recycling visible and engaging to visitors, e.g. through public art.

Rides and Attractions

- Explore opportunities to increase public literacy in the environmental and social impact of materials through displays and public art.

Operational Waste

- Facilities to support a circular economy in operation will be explored, for example back of house storage and repair facilities to help unwanted or broken items have a second life.
- Local partnerships with social enterprises and Small and Medium - sized Enterpsises (SMEs) will be explored to seek outlets for consistent high-grade waste streams that could be a valuable resource.
  For example, food waste to foodbanks or unwanted items or local charities and schools.

4.5

SUSTAINABLE WATER CYCLE

Using water efficiently, protecting local water resources and reducing the vulnerability to flooding and drought.

Headlines

Water Efficiency

- 25% reduction in potable water consumption within non-residential buildings against a BREEAM notional building where appropriate.
- 105 litres per person per day maximum achieved through design for residential buildings.
- Grey water harvesting for toilet flushing in key buildings.
- On-site wastewater treatment plant and re-use of treated sewage effluent.

Drainage & water quality

- Nature-based solutions will be incorporated into the landscape proposals where practical to manage water quality and provide additional biodiversity and amenity benefit.

Related documents

- Flood Risk Assessment (document reference ES Appendix 17.1)
- Surface Water Drainage Strategy (document reference ES Appendix 17.2)
- ES Chapter 17: – Water resources and flood risk
- ES Chapter 20: – Greenhouse gases and climate change

With frontage onto the River Thames and proximity to Botany Marsh, Black Duck Marsh and Broadness Marsh, the Project Site is naturally conscious of its duty to respect the local water cycle and resources within its influence.

Measures will be put in place to manage water resources responsibly and maximise the opportunities to celebrate it as a valuable asset for amenity and biodiversity.

Key commitments and aspirations are summarised here.

Commitments

Buildings

- All residential buildings will be designed for a maximum water consumption of 105 litres per person per day or less.
- All non-residential buildings will aspire to be designed for at least the BREEAM Excellent standard for water efficiency (25% improvement over a notional building).
- The above will be achieved through best practice water efficient fittings and fixtures.
- Grey water harvesting for toilet flushing in key buildings where viable.

Infrastructure

- Wastewater - on-site treatment plant.
- Drainage & water quality - Nature-based drainage solutions, such as swales and rain gardens, designed with multiple benefits of amenity, biodiversity and climate resilience.
- Water quality – pro-active leachate management through tanks and natural reed beds.

Public realm

- Preference will be given to drought tolerant soft landscaping which requires minimal irrigation after establishment.
- Habitat restoration for enhanced flood resilience and water quality management.

Rides and attractions

- Water conservation best practice and closed loop systems will be promoted for rides and attractions involving water.

Operational waste

- Appropriate waste infrastructure will be provided to make waste segregation efficient and visible.
- A sustainable procurement policy will be developed to actively encourage progressive reduction of waste at source, for example packaging and food waste

Aspirations

Buildings

- Identify an appropriate exemplar building to go beyond 25% improvement in water efficiency.
- Explore opportunities for signage and education measures to encourage water efficient behaviour amongst visitors and staff.

Infrastructure

- Explore use of recycled water from the wastewater treatment plant for irrigation, recharge of marshes and creation of new wetlands.
- Explore community engagement opportunities, such as educational trips to the wastewater treatment plant.

Public realm

- Strive towards any irrigation required during prolonged dry periods to be provided by recycled sources.
- Explore opportunities to use non-potable water sources for public realm maintenance.

Rides and attractions

- Explore opportunities for increase public water efficiency literacy through displays and events programming.

4.6 CLIMATE RESILIENCE

Building in capacity to adapt to a changing climate and future weather extremes, protecting the long-term health of users and functionality of the resort.

Headlines

Climate change resilience measures will be considered at the outset of design development, in particular:

Overheating

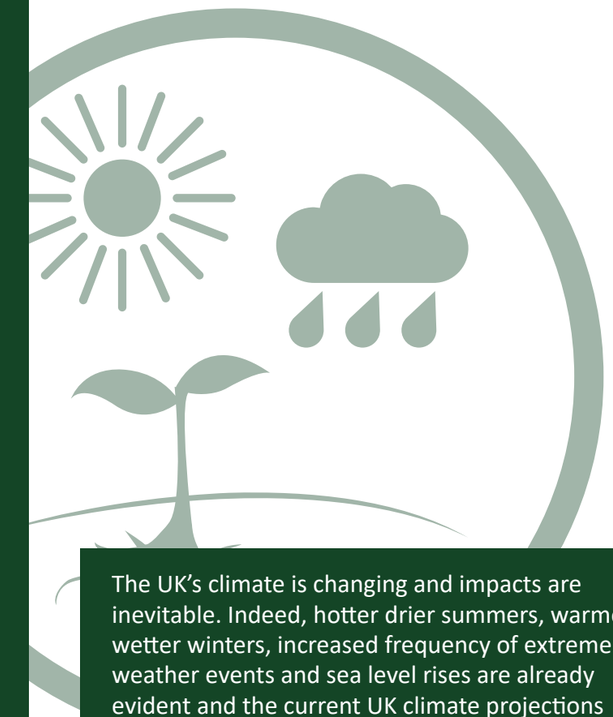
- Buildings and infrastructure will be designed to be ready for future climates to ensure they remain safe and comfortable.

Flood Resilience

- Commitment to working with the Environmental Agency to ensure flood resilience
- Site flood risk mitigation measures to offer protection from a 1 in 1000 year tidal event to 2070 at the Kent Project Site.
- Less Vulnerable and More Vulnerable development across the Project Sites designed for a standard of protection of 1 in 200 years using the appropriate climate change projection.

Related Documents

- Design and Access Statement (document reference 7.1)
- Design Code (document reference 7.2)
- Flood Risk Assessment (ES Appendix 17.1)
- ESIA Chapter 17: Water resources and flood risk
- ESIA Chapter 20: Greenhouse Gases and climate change



The UK's climate is changing and impacts are inevitable. Indeed, hotter drier summers, warmer wetter winters, increased frequency of extreme weather events and sea level rises are already evident and the current UK climate projections (UKCP2018) show these will intensify over the design life of the London Resort.

It is therefore imperative that the Resort understands the impacts of a changing climate in order to build in adaptive capacity for managing the associated physical and financial risks of climate change.

The impacts of climate change have been addressed in each ES technical chapter, with a summary included in the ES Chapter 20: Greenhouse Gases and Climate Change.

Commitments

A climate change resilience workshop will form part of every building and infrastructure design briefing to ensure climate resilience is co-delivered by the design team through an integrated approach.

Buildings

- All building designs will include an assessment against future weather data to manage the risks of overheating and flooding.
- Building design will promote the principles of the cooling hierarchy defined within the Intend to Publish London Plan to reduce the reliance on air conditioning in future.

Infrastructure

- Safe refuge points and critical infrastructure will be located to minimise their vulnerability to climate change impacts, including flooding.
- Flood risk mitigation measures designed for an appropriate allowance for climate change in agreement with the Environment Agency.

Public realm

- Strategic provision of shelter against extreme weather events such as heat waves and heavy rainfall.
- Drought tolerant plant species
- Topography to make space for water, ensuring surface water flow paths during extreme rainfall are directed to safe temporary storage areas in the landscape.

Aspirations

Climate resilience will be a fundamental driver for future proofing the Proposed Development. Beyond core commitments for climate resilience integrated into the DCO application, the Proposed Development will continue to explore effective sustainable options to increase adaptive capacity through low carbon solutions and stakeholder engagement. Initial ideas are summarised here.

Buildings

- Explore passive design principles to managing overheating, for example building orientation and shading.
- Review opportunities to engage the end users in building personal climate resilience, for example closing blinds in bedrooms during the day to manage solar heat gain.

Infrastructure

- Promote nature-based solutions for building adaptive capacity to climate risks.

Public realm

- Explore opportunities for increase public climate change literacy through signage, public art and features in the landscaping.

4.7

SUSTAINABLE CONNECTIVITY

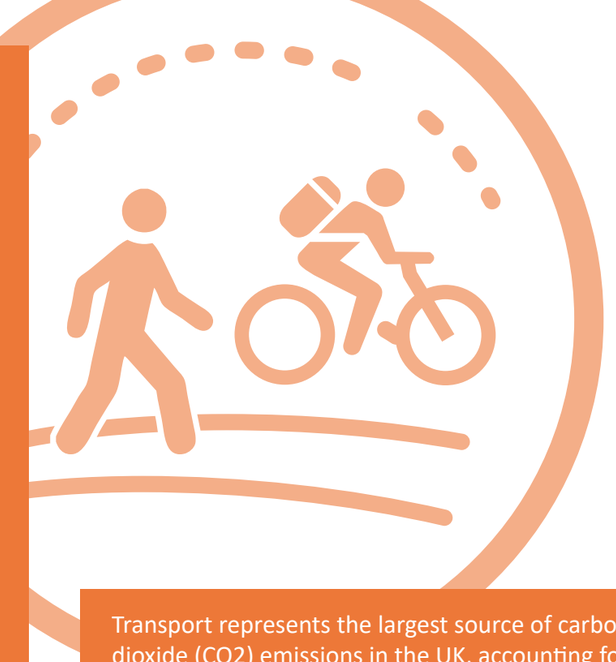
A strategy that works for both the local community and visitors, underpinned by sustainable travel choices.

Headlines

- A minimum of 50% of our visitors will use public transport
- Unique Project Site location maximises the opportunity for river, rail and public transport to reduce impacts on strategic and local road networks and vehicular emissions.
- Excellent existing connectivity to public transport links at Ebbsfleet International and local rail stations
- New transport interchanges for rail, ferry, coaches, taxis and cars
- Park and Glide at Tilbury (Essex Project Site)
- New ferry service from central London
- Accessibility by all modes will take into consideration the latest inclusive best practice guidance beyond minimum compliance

Related documents

- Design and Access Statement (document reference 7.1)
- Transport Assessment (ES Appendix 9.1)
- ES Chapter 9: – Land transport
- ES Chapter 10: – River transport
- ES Chapter 20: – Greenhouse gases and climate change



Transport represents the largest source of carbon dioxide (CO_2) emissions in the UK, accounting for 34% (BEIS, 2020) in 2019.

In recognition, LRCH are committed to creating a sustainable transport network.

The Project Site naturally benefits from excellent existing public transport connectivity opportunities via rail, river and road. These will be enhanced and actively promoted to minimise transport emissions and impacts on local roads arising from the Resort.

Reference should be made to the suite of transport studies and reports accompanying the DCO applications, as indicated in the related documents box, for details. Key commitments are summarised below.

Commitments

All fleet vehicles used around the Resort will be powered by electricity. To deliver the commitment of at least 50% of visitors using public transport, the following proposals will be implemented:

Promoting Sustainable Travel

- New transport interchanges for rail, ferry, coaches, taxis and cars.
- A new ferry terminal on the Swanscombe Peninsula (Kent Project Site) with new ferry services from central London and ferry link to the Port of Tilbury
- New Park and Glide located at the Essex Project Site for visitors arriving from the north.
- A new dedicated public transport, pedestrian and cycle route from Ebbsfleet International to the Resort.
- Improved cycling and walking routes across the Swanscombe Peninsula (Kent Project Site).
- Collaboration with Kent County Council to ensure the Fastrack bus service is integrated into the Resort, providing links to Ebbsfleet Garden City and Bluewater shopping centre.
- Collaboration with Network Rail, South Eastern Railways and High Speed 1 (HS1) to ensure rail services have the capacity to serve the Resort.
- Development and implementation of travel plans for visitors and staff of all ages and abilities to encourage public transport use.
- Electric vehicle charging infrastructure.

Minimising Impact On Local Communities

- Resort traffic kept away from the local road network south of the River Thames by constructing a new dedicated access road to the Resort for visitors travelling by car from the A2 (T).
- The access road will be the only access to the visitors car park within the Resort at the Kent Project Site.
- The new Park and Glide at the Essex Project Site will remove the need for those travelling from the north to travel across the Dartford Crossing to the Resort.
- Signing strategy located on the Strategic Road Network to direct visitors to access the Resort using the M25, A2, A13 and A1089. No signage is proposed from the local road network.
- Collaboration with Dartford, Gravesham and Thurrock Councils to monitor off-site parking and introduce measures such as Controlled Parking Zones if required.

Aspirations

Decarbonisation of transport related emissions will continue to be a key part of the transport strategy, with close monitoring of policy and technology evolution throughout the delivery and operation of the Resort. Opportunities for additional operational measures will be explored, which could include:

- Collaboration with the local authorities councils to explore opportunities for electric buses serving the Resort.
- Explore smart ticketing options that promote arrival by public transport.
- Explore use of apps and under social media channels to actively incentivise public transport and advanced journey planning via public transport.

4.8

SUSTAINABLE LAND USE AND BIODIVERSITY

Protecting and restoring the land for the benefit of people and wildlife.

Headlines

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

Related Documents

- Design and Access Statement (document reference 7.1)
- Landscape Strategy (ES Appendix 11.7)
- Ecological Management and Monitoring Framework (ES Appendix 12.3)
- Landscape and Ecological Management Plan (ES Appendix 11.8)
- Contaminated Land Management Strategy (document reference ES Appendix 18.9)
- ES Chapter 18: Soils, hydrogeology and ground conditions
- ES Chapter 12: Terrestrial and freshwater ecology and biodiversity
- ES Chapter 13: Marine ecology and biodiversity
- ES Chapter 20: Greenhouse gases and climate change

The UK's biodiversity is declining, with the loss of resultant ecosystem services likely to be increasingly visible in our daily lives. In response, the upcoming UK Environment Bill 2020 seeks to tackle biodiversity loss, climate change and the associated environmental risk to public health. A key policy within this Bill will require new developments to deliver biodiversity net gain, promoting the mitigation hierarchy to protect and enhance existing habitats in the first instance before compensating biodiversity loss on or off-site.

Alongside extensive land remediation to unlock the Swanscombe Peninsula for regeneration, LRCH also recognises the need for respectful development alongside existing habitats and biodiversity assets, such as Botany and Black Duck Marshes. Extensive ecological surveys have informed the landscape strategy to deliver enhanced biodiversity in habitats to be retained across both the Kent and Essex Project Sites as well as a biodiverse and sustainable landscape within the resort itself, as detailed in ES Appendix 11.7. Key proposals are summarised here.

Commitments

- Resort arrival and public realm landscape will be based on sustainable principles incorporating nature-based drainage and irrigation including rain gardens and permanent water features
- Meadow, woodland and naturalistic planting will form a strong green infrastructure to the Resort and materials will be sourced sustainably and from recycled materials wherever possible
- New habitat creation, to include new salt marsh, wetland, grassland and woodland
- Habitat enhancements to the existing marshes, including extensive new ditch network, scrapes and scrub management
- New constructed wetland as part of the Kent Project Site drainage and water quality management strategy
- Increased access to the Swanscombe Peninsula (Kent Project Site) through new footpaths, boardwalks, bird hides/towers and picnic areas

Aspirations

In addition to the current commitments to deliver biodiversity net gain, opportunities for educational engagement will be explored. These could include:

- Collaboration with local community wildlife groups to monitor and maintain new habitats created
- Alongside storyboards in the visitor centre, educational biodiversity trails complemented with signage and apps could be woven throughout the Swanscombe Peninsula (Kent Project Site) to encourage visitors to engage with ant to respect the landscape.

4.9 GOOD HEALTH AND WELLBEING

A place for visitors and staff of all abilities and background to thrive, supported by amenities and great design that enhances personal comfort and wellbeing.

Headlines

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

Related Documents

- Design and Access Statement (document reference 7.1
- EIA Chapter 8 – Human health
- EIA Chapter 15 – Noise and vibration
- EIA Chapter 16 – Air quality
- EIA Chapter 20 – Greenhouse gas and climate change

The recent COVID-19 pandemic has put a spotlight on the importance of maintaining good health and wellbeing, particularly the role of the built and natural environment in facilitating this. The masterplanning of the Resort considered people and their interactions with place at the heart of the design process.

Creating a place for joy, relaxation and wellbeing is fundamental to a successful entertainment resort, and this will be delivered through not just the range of attractions on offer but also the design of all the building and infrastructure.

Commitments

Inclusive design will be an integrated theme throughout the Resort, aligning with industry best practice guidance. A unique, immersive and world-class destination will be co-created for people of all ages, abilities and background through extensive stakeholder engagement.

Alongside inclusive design, best practice health and wellbeing design standards will be adopted to create a Resort for visitors and staff to flourish alike.

Visitors

- Public realm will be developed to promote a comfortable microclimate for visitors, including consideration of issues such as wind comfort, daylighting, thermal comfort, acoustics, air quality and protection from the elements where appropriate.
- Buildings will be designed for best practice health and wellbeing standards appropriate to the building function
- Healthy food options will be provided as part of the catering offering

Staff

- Best practice indoor environmental quality will be adopted at detailed design to create buildings which promote the health, wellbeing and productivity of its occupant
- This will include as a minimum thermal comfort against current and future weather scenarios, good indoor air quality, optimal daylighting and artificial lighting, access to views out and acoustic comfort.

Local Community

- Improved access to the Swanscombe Peninsula and River Thames frontage at the Kent Project Site, including pedestrian and cycle routes, boardwalks through the nature marshes and connectivity to transport interchanges.
- Minimal negative impact ensured through the Environmental Impact Assessment process
- Increased climate resilience through enhanced flood defences across the Project Site.

Aspirations

Designing for and delivering good health and wellbeing will be further explored as the proposals develop. Additional opportunities under consideration include;

Visitors

- Development of a healthy materials plan to minimise visitor exposure to chemicals used in the building industry, in line with the International Living Building Institute Red List of building materials
- Provision of water refill drinking points throughout the site to encourage hydration whilst minimising single use plastic
- Explore opportunities for events, programming and signage to promote awareness of health and wellbeing. For example, adopting the five ways to wellbeing as guiding principles for the public realm design, programming and operational management.

Staff

- Development of a wellbeing programme with supporting amenities for staff
- Exploration of what designing for continued safe operation during future pandemics could look like in terms of maintaining social distancing, building services strategies and use of hygienic materials.

Local Community

- Shared facilities for community use explored through consultation, e.g. Visitor Centre, meeting space for community groups out of hours.

4.10 SOCIAL VALUE

A catalyst for job creation and regeneration, generating economic and community benefits for the local area.

Headlines

- More than just a theme park: Transforming Lives
- Catalyst for regeneration in the local area
- Creating careers and learning journeys, not just jobs
- 17,310 direct employed jobs and at least 13,000 indirect jobs at maturity
- 50% of workforce will be drawn from the local area
- The construction phase is expected to support 23,300 job years
- Increase in local spend associated with daily visitors and staff and supply chain opportunities
- New infrastructure and public transport enhancements, including improved access to the marshes

Related Documents

- Consultation Report (document reference 5.1)
- Outline Employment & Skills Strategy (ES Appendix 7.7)
- Economic and Regeneration Statement (document 7.5)
- ES Chapter 7: Land use and socio-economic effects

Regeneration of this scale poses tremendous opportunities to unlock vast social value for the local community, in terms of economic, environmental and social benefits. Commitments and aspirations for maximising social value throughout the construction phase and after the resort opens are summarised here.

Commitments

Construction

- Local sourcing of labour and products encouraged to support the local economy
- Targets for local apprenticeships and jobs
- Commitment to strong community engagement throughout
- Engagement with local schools for educational site visits and work experience placements throughout the construction phase

Operation

- Preference for local supply chains to support the Resorts operations, logistics and merchandising
- Partnerships with local agencies and education establishments to target employment opportunities at local people
- Continued strong partnerships with the local community
- Supporting local charities and community groups

Catering

- Local food partners
- Sustainable and responsible food sourcing charter

Aspirations

Construction

Adopting a recognised social value framework to monitor and report on social value creation against set targets.

Operation

- Corporate volunteering days with local charity and community groups, donating both labour and materials in kind.
- Supporting social mobility through collaborating with agencies and charities that focus on helping hard to reach groups and disadvantaged individuals back into employment.

Catering

- Partnership with local food donation programmes to redistribute edible waste food that would otherwise be thrown away.
- Visible and affordable healthy food options.
- Visible and affordable low carbon food options.
- Explore opportunities for on-site urban agriculture as part of the local catering supply chain and circular economy strategy.

5
DELIVERY MECHANISMS

5.1 Governance

Closing the performance gap between design intent and actual performance through effective leadership is paramount to delivering a truly world-class sustainable resort.

This Sustainability Statement sets out the key sustainability themes and commitments. To ensure these commitments are delivered, this Sustainability Statement will be further underpinned by the following ingredients to ensure strong governance throughout the delivery of the Proposed Development:

Commitment 	**Development of a sustainability policy statement** *Setting the vision for everyone involved in the design, delivery and operation of the Resort to play their part in realising the ambition to be the most sustainable entertainment resort in the world.*
Leadership 	**Appointment of a Sustainability Manager** *A dedicated custodian of the sustainability vision, ensuring it is at the heart of decision making at all levels from strategic through to detailed design, delivery and operations.*
Champions 	**Creating a team of Sustainability Champions** *Sustainability advocates and expertise on the ground, from sustainability consultants driving the sustainable design through to site sustainability managers overseeing the implementation.*
Accountability 	**Sustainability framework** *A Expansion of the eight sustainability themes into KPIs, for monitoring and measuring success throughout the design and delivery of the Resort.*

5.2 Sustainable design and construction guidance

The high-level sustainability commitments outlined in this Sustainability Statement and the Design Code (document reference 7.2) will be developed further at detailed design to set appropriate challenging performance targets across the different building and attraction typologies. This will form the blueprint for sustainable design and construction throughout the delivery phases, driving consistent best practice into the design of each building and infrastructure. This will draw on best practice from recognised industry standards and guidance, including but not limited to:

- Building Research Establishment Environmental Assessment Methodology (BREEAM)
- WELL Building Standard
- Living Building Challenge
- UKGBC guidance on net zero carbon buildings, circular economy and social value
- London Energy Transformative Initiative (LETI) guidance on responding climate emergency
- Royal Institute of British Architects (RIBA) Architecture 2030 Challenge

Across the local planning authorities relevant to the Project Site, only Dartford Borough Council and Thurrock Council have policy in place for non-residential buildings to achieve BREEAM Excellent and Outstanding where viable. However, it is proposed that a bespoke approach for the Resort would be more appropriate due to:

- The bespoke nature of some of the buildings in terms of function and occupancy profile
- BREEAM not applicable to rides and attractions within Gate 1 and Gate 2, which would account for a significant part of the Project Site's energy, water and construction material consumption
- Site-wide infrastructure and ecology approach, which may not be meaningfully translated to the building level required for certification

A bespoke approach allows the most appropriate best practice targets to be set, flexibility to push the boundaries of sustainability that resonate most with the Resort, for example carbon net zero operation, and differentiation between site wide and building or attraction level targets.

6
CONCLUSION

The London Resort will be one of the most sustainable major destinations in the world

LRCH has a vision to create a world-class entertainment resort founded on sustainable and low carbon principles LRCH has a vision to create a world-class entertainment resort founded on sustainable and low carbon principles complemented by a commitment for ensuring the Resort works for local communities as well as visitors.

The Proposed Development provides a unique opportunity to stimulate the regeneration of a large area of north Kent and Essex, working in synergy with the Ebbsfleet Garden City. The Resort will help to deliver a more sustainable environmental, social and economic set of drivers by contributing a mix of leisure, business and community uses to sit alongside the agenda for housing growth being driven by the EDC. Given the scale of development, major gains will be made in environmental terms by re-use of contaminated land,
integration of the Proposed Development with high quality public transport opportunities, creation of improved habitats and encouragement of biodiversity as well as the management of resources.

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

This Sustainability Statement seeks to set out the commitments and aspirations to substantiate the sustainability vision through eight themes which draw from local planning policy and industry best practice.

It can be shown that sustainability principles are integrated within the Proposed Development and aspirations are in place to be pioneers in pushing the boundaries of delivering sustainable development.

NET ZERO OPERATIONAL CARBON

RESOURCE EFFICIENCY

SUSTAINABLE WATER CYCLE

CLIMATE RESILIENCE

SUSTAINABLE CONNECTIVITY

SUSTAINABLE LAND USE AND BIODIVERSITY

HEALTH & WELLBEING

SOCIAL VALUE

APPENDIX A

SUSTAINABILITY PLANNING POLICY CONTEXT

Appendix A ◆ Sustainability Planning Policy Context

OVERVIEW

Sustainability Planning Policy Context

This appendix seeks to summarise key policy relating specifically to the Outline Sustainability Strategy only. It is to be read in conjunction with ES Chapter 5: *Relevant law and policy* and relevant ES Technical Chapters in Table A1 below, which provide an in-depth policy review

Table A1: Relevant documents in the Environmental Statement

London Resort Sustainability Theme	**Environmental Statement Document Reference**
Net Zero Operational Energy	ES Chapter 20: Greenhouse gases and climate change Energy strategy (ES Appendix 20.3)
Resource efficiency	ES Chapter 19: Materials and waste ES Chapter 20: Greenhouse gases and climate change
Sustainable water cycle	ES Chapter 17: Water resources and flood risk
Climate Resilience	ES Chapter 20: Greenhouse gases and climate change
Sustainable Connectivity	ES Chapter 9: Land transport ES Chapter 10: Land transport
Sustainable Land use and biodiversity	ES Chapter 12: Terrestrial and freshwater ecology and biodiversity ES Chapter 13: Marine ecology and biodiversity
Good health and wellbeing	ES Chapter 8: Human health ES Chapter 15: Noise and vibration ES Chapter 16: Air quality
Social value	ES Chapter 7: Land use and socio economic effects

NET ZERO OPERATIONAL ENERGY

Table A2: Local planning policy relating to net zero operational energy

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
Kent and Medway Energy and Low Carbon Strategy 2020 Kent County Council recognised the UK climate emergency at a County Council meeting on 23 May 2019. In response to declaring a climate emergency, Kent County Council have prepared the Kent and Medway Energy and Low Emissions Strategy, working with Medway Council and all 12 district and borough councils. This strategy sets out how the county will achieve net-zero emissions, reduce fuel poverty and eliminate poor air quality, whilst supporting clean, sustainable economic growth. **Kent Environment Strategy (March 2016)** Theme 2 of the Kent Environment Strategy focuses on 'making best use of existing resources, avoiding or minimising impacts'. Within this theme there is a section on 'energy use and emissions', which outlines Kent's current energy consumption and GHG emissions, as well as commitments. Subsequently, reducing the usage of resources and wasting less provides the focus for priority 6 of Theme 2, which is to 'improve our resource efficiency such as energy, water and land'.	**Ebbsfleet Implementation Framework (2017)** Development management functions and a master-planning role for the area but does not prepare statutory development plan documents, deferring to the development plan context formed by DBC, GBC and KCC to determine planning applications submitted to it. However, relevant themes 'Delivery Themes' within the Ebbsfleet Implementation Framework are noted as follows: T1 Quality homes and neighbourhoods T2 Enterprising economy T3 Connected people and place T4 Healthy environments T5 A civic community T6 Resilient & sustainable systems	**Dartford Core Strategy (September 2011)** ***Chapter 5*** *'The Thames Gateway has been designated as an eco-region and is required to act as an international exemplar of sustainability'* ***Core Strategy Policy CS23*** • Passive design principles • Housing: Code Level 4 or equivalent, with the potential for zero carbon through later retrofitting and low carbon technologies (Code Level 6) • Non-residential: BREEAM Excellent, or equivalent • Assessment of low/zero carbon CHP on or off-site **New Local Plan (Preferred Options)** The Council recognises the serious impact of climate change and that we are facing a climate emergency. It welcomes the Government's commitment to meet the Intergovernmental Panel on Climate Change target to cut greenhouse gas emissions to net zero by 2050 but aspires to see the effects of climate change tackled earlier than either the 2050 national target or the 2030 date proposed by some. The policies in the Local Plan	**Gravesham Local Plan Core Strategy (September 2014)** Consider the potential and include proposals for low carbon and renewable generation ***Policy CS18: Climate Change Covers the following topics:*** • Carbon reduction.	**Core Strategy and Policies for Management of Development (January 2015)** ***CSTP25 Addressing Climate Change*** The Council will require new and existing development and associated activities to adhere to local, regional and national targets for reducing carbon emissions. **CSTP26 Renewable or Low-carbon energy generation** As part of the shift to low-carbon future and to tackle climate change, the Council will encourage opportunities to generate energy from non-fossil fuel and low-carbon sources. **PMD12 Sustainable Buildings** Residential buildings to achieve Code Level 4 Non-residential buildings over 1000m2 to achieve BREEAM Outstanding from 2019, unless demonstrated to be economically unviable **PMD13 Decentralised, renewable and low-carbon energy generation** New development of 5 or more residential dwellings, or 1,000 sq metres or more of non-residential floorspace, must secure, as a minimum, 20% of their predicted energy from	***Policy SI 2 Minimising greenhouse gas emissions*** A - Major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the energy hierarchy (lean, clean, green, seen) C - Minimum on-site reduction of at least 35% beyond Building Regulations is required for all major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. F - Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions. **Policy SI 3 Energy Infrastructure** B - Energy masterplans should be developed for large-scale development locations

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
		review will seek to minimise carbon emissions and address climate change by: • requiring the design of development to minimise the need for the regulation of internal temperatures and energy consumption • supporting the provision of decentralised energy and heating facilities and renewable and low carbon energy schemes and technologies		decentralised and renewable or low-carbon sources, unless it can be demonstrated that this is not feasible or viable. **PMD14 Carbon Neutral Development** After all viable energy efficiency measures and renewable or low-carbon technology opportunities have been utilised to minimise emissions, in accordance with PMD12 and PMD 13, any development (whether new build, conversion or renovation) that would lead to a net increase in carbon dioxide emissions, over and above existing emissions for the development site, will be required to make contributions to the Thurrock Carbon Offset Fund.	

RESOURCE EFFICIENCY

Table A3: Local planning policy relating to resource efficiency

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
Kent Minerals and Waste Local Plan (July 2016) **Kent Minerals and Waste Local Plan Early Partial Review (September 2020)** **Kent Minerals Sites Plan (September 2020)** **Kent Environment Strategy (March 2016)** Theme 2 of the Kent Environment Strategy focuses on 'making best use of existing resources, avoiding or minimising impacts'. Within this theme there is a section on 'energy use and emissions', which outlines Kent's current energy consumption and GHG emissions, as well as commitments. Subsequently, reducing the usage of resources and wasting less provides the focus for priority 6 of Theme 2, which is to 'improve our resource efficiency such as energy, water and land'.	**Ebbsfleet Implementation Framework (2017)** Development management functions and a master-planning role for the area but does not prepare statutory development plan documents, deferring to the development plan context formed by DBC, GBC and KCC to determine planning applications submitted to it. However, relevant themes 'Delivery Themes' within the Ebbsfleet Implementation Framework are noted as follows: T6 Resilient & sustainable systems	**Dartford Core Strategy (September 2011)** **New Local Plan (Preferred Options)** The Council recognises the serious impact of climate change and that we are facing a climate emergency. It welcomes the Government's commitment to meet the Intergovernmental Panel on Climate Change target to cut greenhouse gas emissions to net zero by 2050 but aspires to see the effects of climate change tackled earlier than either the 2050 national target or the 2030 date proposed by some. The policies in the Local Plan review will seek to minimise carbon emissions and address climate change by: • requiring the design of development to minimise the need for the regulation of internal temperatures and energy consumption	**Gravesham Local Plan Core Strategy (September 2014)** ***Policy CS19 Development and Design Principles*** New development will be fit for purpose and adaptable to allow changes to be made to meet the needs of users; New development will incorporate appropriate facilities for the storage and recycling of waste	**Core Strategy and Policies for Management of Development (January 2015)** ***CSTP29 Waste strategy*** • Minimise waste at source, maximise use of recycled materials • Reduce biodegradable waste going to landfill by increasing recycling and composting rates • Seek to treat waste as a 'resource' ***CSTP31 Provision of Minerals*** • Subject to the waste policies of this plan the Council will encourage the use of facilities for recycling aggregate or secondary materials, or processing of such materials, as alternatives to land won aggregate ***PMD2 Design and Layout*** • Energy and Resource use – Development should be designed to minimise energy and resource use. This includes integrating sustainable construction techniques, siting and orientation of buildings to maximise energy and water efficiency.	**SI 2 Minimising greenhouse gas emissions** F - Development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions. **Policy SI 7 Reducing waste and supporting the circular economy** • Zero biodegradable or recyclable waste to landfill by 2026 • Construction and demolition: 95% reuse/recycling/recovery • Excavation: 95% beneficial use • Referable applications should submit circular economy outcomes and aim to be net zero waste by submitting a Circular Economy Statement **Policy SI 10 Aggregates** • Encourage re-use and recycling of construction, demolition and excavation waste within London, including on-site • Extracting land-won aggregates within London • Importing aggregates to London by sustainable modes

SUSTAINABLE WATER CYCLE

Table A4: Local planning policy relating to sustainable water cycle

Kent Project Site				**Essex Project Site**	**Benchmark**
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
Kent Environment Strategy (March 2016) Theme 2 of the Kent Environment Strategy focuses on 'making best use of existing resources, avoiding or minimising impacts'. Within this theme there is a section on 'energy use and emissions', which outlines Kent's current energy consumption and GHG emissions, as well as commitments. Subsequently, reducing the usage of resources and wasting less provides the focus for priority 6 of Theme 2, which is to 'improve our resource efficiency such as energy, water and land'.	**Ebbsfleet Implementation Framework (2017)** Development management functions and a master-planning role for the area but does not prepare statutory development plan documents, deferring to the development plan context formed by DBC, GBC and KCC to determine planning applications submitted to it. However, relevant themes 'Delivery Themes' within the Ebbsfleet Implementation Framework are noted as follows: T6 Resilient & sustainable systems	**Dartford Core Strategy (September 2011)** ***Core Strategy Policy CS24 Flood Risk*** • Flood Risk Assessment and appropriate Flood Plan • Engage with EA and Defra on TE 2100 • Application of the SUDS management train • Green and blue infrastructure in new development ***Core Strategy Policy CS25 Water Management*** • New homes: Code Level 4 (105 litres per person per day) • Sites of 500 units or more will be expected to act as exemplars (rain and grey water recycling, reduction of water hungry activity, potential for retrofitting to highest level of Code for water use) ***New Local Plan (Preferred Options)*** The Council recognises the serious impact of climate change and that we are facing a climate emergency. It welcomes the Government's commitment to meet the Intergovernmental Panel on Climate Change target to cut greenhouse gas emissions	**Gravesham Local Plan Core Strategy (September 2014)** ***Policy CS18 Climate Change Flood Risk*** • Proposals in areas at risk of flooding must be accompanied by a Flood Risk Assessment (in accordance with national policy and Environment Agency standing guidance as appropriate) and a Flood Risk Management Plan (if required) to demonstrate that they are adequately defended and safe over their lifetime. Planning permission will be refused for schemes which do not pass the sequential and exception tests. ***Sustainable Drainage*** • Surface water run-off from new development no greater adverse impact than existing use ***Water Demand Management*** • All new homes to be built to at least Code Level 3/4 (105 litres per person per day consumption) • 5% of homes on Key sites to act as exemplars with Code Level 5/6 standard (80 litres per person per day consumption) • Non-residential developments 1,000 sq m	**Core Strategy and Policies for Management of Development (January 2015)** ***CSTP27 Management and Reduction of Flood Risk*** • Flood risk management and supported through effective land use planning • Collaboration with the EA on the TE2100 project • New development contains space for water including naturalisation and environmental enhancement • Incorporate sustainable drainage systems ***CSTP25 Addressing Climate Change*** IV. Developers must consider the potential effects of climate change on their development, including: • Water conservation and drainage • Need for summer cooling • Risk of subsidence • Flood risk from tidal, fluvial and surface water ***PMD15 Flood Risk Assessment*** Applications relating to sites not covered by the Thurrock Sequential Test will be required to be supported by a site-specific Sequential Test to demonstrate	**Policy SI 5 Water Infrastructure** C- Development proposals should: 1. Residential: Achieve mains water consumption of 105 litres per day or less (excluding allowance of up to 5 litres for external water consumption) 2. Commercial: Achieve at least the BREEAM Excellent standard for Wat 01 or equivalent D – In terms of water quality, Development Plans should promote the protection and improvement of the water environment in line with the Thames River Basin Management Plan **Policy SI 12 Flood risk management** E- Development proposals for utility services should be designed to remain operational under flood conditions and building should be designed for quick recovery following a flood G- Natural flood management methods should be employed in development proposals due to their multiple benefits including increasing flood storage and creating recreational areas and habitat

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
		to net zero by 2050 but aspires to see the effects of climate change tackled earlier than either the 2050 national target or the 2030 date proposed by some. The policies in the Local Plan review will seek to minimise carbon emissions and address climate change by: • protecting the borough from risks of flooding including enabling the implementation of the TE2100 plan	and above to meet BREEAM Excellent standards of water efficiency and include provision for the collection of rainwater	compliance with the NPPF, and associated Planning Practice Guidance. Developments will be expected to incorporate Sustainable Drainage Systems (SUDS) to reduce the risk of surface water flooding, both to the site in question and to the surrounding area	**Policy SI 13 Sustainable drainage** B- Development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the drainage hierarchy D- Drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

CLIMATE RESILIENCE

Table A5: Local planning policy relating to climate resilience

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
Kent and Medway Climate Change Risk and Impact Assessment (June 2020) This document sets out the likely risks and impacts of climate change in Kent and Medway. Sector summaries have also been provided for the agricultural, industry, natural environment, people and the built environment, transport and utilities sectors.	**Ebbsfleet Implementation Framework (2017)** Development management functions and a master-planning role for the area but does not prepare statutory development plan documents, deferring to the development plan context formed by DBC, GBC and KCC to determine planning applications submitted to it. However, relevant themes 'Delivery Themes' within the Ebbsfleet Implementation Framework are noted as follows: T6 Resilient & sustainable systems	**Dartford Core Strategy (September 2011)** **New Local Plan (Preferred Options)** The Council recognises the serious impact of climate change and that we are facing a climate emergency. It welcomes the Government's commitment to meet the Intergovernmental Panel on Climate Change target to cut greenhouse gas emissions to net zero by 2050 but aspires to see the effects of climate change tackled earlier than either the 2050 national target or the 2030 date proposed by some. The policies in the Local Plan review will seek to minimise carbon emissions and address climate change by: • requiring the design of development to minimise the need for the regulation of internal temperatures and energy consumption • aiming for resilience from the future impacts of climate change'.	**Gravesham Local Plan Core Strategy (September 2014)** ***Policy CS18: Climate Change*** *See Sustainable Water Cycle* ***Policy CS19 Development and Design Principles*** The design and layout of new development will take advantage of opportunities to build in resilience to the effects of climate change. This will include protection against flood risk, where relevant, delivering carbon reduction, provision for low carbon and renewable energy, and minimising energy consumption and water use	**Core Strategy and Policies for Management of Development (January 2015)** ***CSTP25 Addressing Climate Change*** I The Council will require climate change adaptation measures and technology to be considered from the outset in any development proposal including reduction of emissions, renewable and low carbon technologies, passive design, recycling and waste minimisation, and through the application of green infrastructure techniques. II The Council will work to ensure that vulnerability to climate change impacts is minimised in new development, and that such development does not increase vulnerability to climate change impacts. III. The location and layout of new buildings should minimise vulnerability to climate change. IV. Developers must consider the potential effects of climate change on their development, including: • Water conservation and drainage • Need for summer cooling • Risk of subsidence • Flood risk from tidal, fluvial and surface water	**Policy SI 4 Managing Heat Risk** A- Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure. B- Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy: 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure 2) minimise internal heat generation through energy efficient design 3) manage the heat within the building through exposed internal thermal mass and high ceilings 4) provide passive ventilation 5) provide mechanical ventilation 6) provide active cooling systems.

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
				CSTP19 Biodiversity The Council recognises the need for mitigation for habitat loss due to climate change. It supports the identification, through the Thames Estuary 2100 project, of potential inter-tidal habitat creation sites at Fobbing Marshes and East Tilbury, and fresh water habitat creation sites at North Fobbing Marshes, South Fobbing Marshes, Tilbury and West Tilbury Marshes and the Mardyke.	

SUSTAINABLE CONNECTIVITY

Table A6: Local planning policy relating to Sustainable Connectivity

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
Kent Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031 **Kent and Medway Energy and Low Carbon Strategy 2020** Kent County Council recognised the UK climate emergency at a County Council meeting on 23 May 2019. In response to declaring a climate emergency, Kent County Council have prepared the Kent and Medway Energy and Low Emissions Strategy, working with Medway Council and all 12 district and borough councils. This strategy sets out how the county will achieve net-zero emissions, reduce fuel poverty and eliminate poor air quality, whilst supporting clean, sustainable economic growth.	***Ebbsfleet Implementation Framework (2017)*** Development management functions and a master-planning role for the area but does not prepare statutory development plan documents, deferring to the development plan context formed by DBC, GBC and KCC to determine planning applications submitted to it. However, relevant themes 'Delivery Themes' within the Ebbsfleet Implementation Framework are noted as follows: T3 Connected people and place T4 Healthy environments	**Dartford Core Strategy (September 2011)** **New Local Plan (Preferred Options)** The Council recognises the serious impact of climate change and that we are facing a climate emergency. It welcomes the Government's commitment to meet the Intergovernmental Panel on Climate Change target to cut greenhouse gas emissions to net zero by 2050 but aspires to see the effects of climate change tackled earlier than either the 2050 national target or the 2030 date proposed by some. The policies in the Local Plan review will seek to minimise carbon emissions and address climate change by: • Locating new development in areas well served by facilities and public transport, including Fastrack, to reduce the use of private cars; • seeking improved train and bus services, as well as improved walking and cycling routes • encouraging the use of electric vehicles;	**Gravesham Local Plan Core Strategy (September 2014)** ***Policy CS11 Transport*** 5.5.38 New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. 5.5.41 The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. 5.5.44 The Council will support proposals which facilitate the use of the River Thames for passenger transport and enable cruise liners to visit the Borough.	**Core Strategy and Policies for Management of Development (January 2015)** ***PMD10 Transport Assessments and Travel Plans*** Transport Assessments, Transport Statements, and Travel Plans must accompany planning applications in accordance with the Department for Transport guidance in Guidance on Transport Assessments (March 2007). **Thurrock Transport Strategy 2013-2026**	Policy not applicable outside of London

SUSTAINABLE LAND USE AND BIODIVERSITY

Table A7: Local planning policy relating to sustainable land use and biodiversity

Kent Project Site				**Essex Project Site**	**Benchmark**
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
Kent Environment Strategy (March 2016) Theme 2 of the Kent Environment Strategy focuses on 'making best use of existing resources, avoiding or minimising impacts'. Within this theme there is a section on 'energy use and emissions', which outlines Kent's current energy consumption and GHG emissions, as well as commitments. Subsequently, reducing the usage of resources and wasting less provides the focus for priority 6 of Theme 2, which is to 'improve our resource efficiency such as energy, water and land'.	**Ebbsfleet Implementation Framework (2017)** Development management functions and a master-planning role for the area but does not prepare statutory development plan documents, deferring to the development plan context formed by DBC, GBC and KCC to determine planning applications submitted to it. However, relevant themes 'Delivery Themes' within the Ebbsfleet Implementation Framework are noted as follows: T4 Healthy environments T5 A civic community	**Dartford Core Strategy (September 2011)** **New Local Plan (Preferred Options)** The Council recognises the serious impact of climate change and that we are facing a climate emergency. It welcomes the Government's commitment to meet the Intergovernmental Panel on Climate Change target to cut greenhouse gas emissions to net zero by 2050 but aspires to see the effects of climate change tackled earlier than either the 2050 national target or the 2030 date proposed by some. The policies in the Local Plan review will seek to minimise carbon emissions and address climate change by: • protecting and increasing greenspace in both the urban and rural area; • protecting and enhancing tree planting;	**Gravesham Local Plan Core Strategy (September 2014)** ***Policy CS12 Green Infrastructure*** 5.7.22 A multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors will be created, protected, enhanced and maintained. The network will improve access within the urban area, from the urban area to the rural area and along the River Thames. 5.7.24 There will be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought.	**Core Strategy and Policies for Management of Development (January 2015)** ***CSTP18 Green Infrastructure*** Net gain in green infrastructure ***CSTP19 Biodiversity*** Development will be encouraged to include measures to contribute positively to the overall biodiversity in the Borough. ***PMD7 Biodiversity, Geological Conservation and Development*** • Any significant biodiversity habitat or geological interest of recognised local value is retained and enhanced on-site, where possible • Incorporate biodiversity or geological features into the design as far as possible. These may include green roofs, brown roofs and the creation of green corridors for wildlife.	**Policy G6 Biodiversity and access to nature** D – Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain

GOOD HEALTH AND WELLBEING / SOCIAL VALUE

Table A8: Local planning policy relating to good health and wellbeing

Kent Project Site				Essex Project Site	Benchmark
Regional: **Kent County Council**	**Local:** **Ebbsfleet Development Corporation (EDC)**	**Local:** **Dartford Borough Council (DBC)**	**Local:** **Gravesham Borough Council (GBC)**	**Local:** **Thurrock Council (TC)**	**Intend to Publish London Plan**
Kent Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031	**Ebbsfleet Implementation Framework (2017)** Development management functions and a master-planning role for the area but does not prepare statutory development plan documents, deferring to the development plan context formed by DBC, GBC and KCC to determine planning applications submitted to it. However, relevant themes 'Delivery Themes' within the Ebbsfleet Implementation Framework are noted as follows: T1 Quality homes and neighbourhoods T2 Enterprising economy T3 Connected people and place T4 Healthy environments T5 A civic community T6 Resilient & sustainable systems	**Dartford Core Strategy (September 2011)** **Dartford Development Policies Plan (July 2017)** ***Policy DP1 Presumption in favour of sustainable development*** '..appropriately located development that improves the economic, social and environmental conditions in the Borough.' ***Policy DP2 Good Design in Dartford*** c. Facilitating a sense of place, with social interaction, walking/cycling, health and wellbeing, and inclusive neighbourhoods, through a mix of uses and careful design and layout. Good design should be reinforced and enhanced through integrating new development with the public realm, open space and natural features including rivers and lakes/ponds. Within large developments, public art reflecting local character and heritage should be included. **New Local Plan (Preferred Options)**	**Gravesham Local Plan Core Strategy (September 2014)** ***Policy CS01 Sustainable Development*** 'Presumption in favour of sustainable development' '..secure development that improves economic, social and environmental conditions in the area' ***Policy CS03 Northfleet Embankment and Swanscombe Peninsula East Opportunity Area*** 4.4.28 The Northfleet Embankment and Swanscombe Peninsula East Opportunity Area is a substantial opportunity for major riverside regeneration in Gravesham. Development will bring significant benefits to existing adjoining residential communities and the Borough as a whole through the delivery of new housing and jobs whilst achieving environmental improvement, especially in air quality, and a high standard of design. ***Policy CS10 Physical and Social Infrastructure*** 5.4.11 Support will be given to proposals and activities that protect, retain or enhance existing physical and social infrastructure, or lead to the provision of additional	**Core Strategy and Policies for Management of Development (January 2015)** ***PMD1 Minimising pollution and impacts on amenity, health, safety and the natural environment*** • Development will not be permitted where it could cause or is likely to cause unacceptable effects on amenity, health or safety of the area and natural environment ***PMD2 Design and Layout*** • Accessibility – Development proposals must allow easy and safe access for all members of the community. • Energy and Resource use – Development should be designed to minimise energy and resource use. This includes integrating sustainable construction techniques, siting and orientation of buildings to maximise energy and water efficiency. **Thurrock Transport Strategy 2013-2026**	**GG1 Building Strong and inclusive communities** H - Support and promote the creation of a London where all Londoners, including children and young people, older people, disabled people, and people with young children, as well as people with other protected characteristics, can move around with ease and enjoy the opportunities the city provides, creating a welcoming environment that everyone can use confidently, independently, and with choice and dignity, avoiding separation or segregation I - Support and promote the creation of an inclusive London where all Londoners, regardless of their age, disability, gender, gender identity, marital status, religion, race, sexual orientation, social class, or whether they are pregnant or have children, can share in its prosperity, culture and community, minimising the barriers, challenges and inequalities they face. **GG3 Creating a Healthy City** D - assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise

			infrastructure that improves community well-being. ***Policy CS19 Development and Design Principles*** • New development will encourage sustainable living and choice through a mix of compatible uses which are well connected to places that people want to use, including the public transport network, local services and community facilities; encourage sustainable travel; enhance Green Grid links and encourage healthier lifestyles • New development will be designed in an inclusive way to be accessible to all members of the community		potential positive impacts, and help reduce health inequalities, for example through the use of Health Impact Assessments G - plan for improved access to and quality of green spaces, the provision of new green infrastructure, and spaces for play, recreation and sports I - seek to create a healthy food environment, increasing the availability of healthy food and restricting unhealthy options