

London Resort Have Your Say

Guide to Consultation

Statutory Consultation
27 July to 21 September 2020



Welcome to the London Resort

London Resort Company Holdings (LRCH) is proposing to develop a world-class, sustainable, next generation entertainment resort known as the 'London Resort', on the banks of the River Thames.

The London Resort represents a unique opportunity to bring a global entertainment destination to the UK. It will generate multi-billion pound investment and thousands of jobs, and will transform an area of brownfield land into one of the most exciting entertainment destinations in the world.

As well as maximising new, immersive and interactive technologies, the London Resort aims to be one of the most sustainable major theme parks in the world, pursuing a net zero emissions goal.

During the earlier stages of our consultation we talked to thousands of people in the local community to gain feedback on our emerging proposals, ensuring local insights and knowledge have helped to shape proposals from the outset. We would like to thank everybody that has engaged with us so far for their interest and participation.

We have worked hard to refine and improve our proposals, taking into account all the feedback we have received, the technical and operational constraints and opportunities, and changes to the area.

We have revised our business case, with revised visitor numbers (downwards). Our transport strategy has evolved considerably, and our proposals now include land at the Port of Tilbury to allow visitors to arrive by boat, reducing impacts on local roads. The plans also now include staff accommodation, which will reduce the amount of staff travel. Our plans also include ambitious proposals for sustainable development and operation of the London Resort.

At this, our fifth stage of consultation, your contributions are vital to help us progress the project and finalise our vision for the London Resort. In this booklet, you'll find descriptions of our updated proposals, how to provide feedback and where you can find further information.

Please respond by 11.59pm on 21 September 2020, so we can ensure your feedback is taken into account.

If we are successful in securing development consent, we plan to be on site for construction in early 2022, with a view to opening in 2024.



More than 8,000 involved in consultation to date



83% supported our emerging Masterplan



Multi-billion pound investment and benefits to local economies



Around 10,000 direct jobs created in the first year of opening

The Story So Far

In late 2013, the range of schemes that could be classified as a Nationally Significant Infrastructure Project (NSIP) was expanded to include major leisure, sports stadia and business schemes that are of sufficient scale to be considered nationally significant.

The London Resort was the first such 'Business or Commercial Project' to be accepted as an NSIP by the UK Government under the Planning Act 2008. As such, we are making an application for a Development Consent Order (DCO) to obtain permission to construct and operate the Project.

Listening to the community

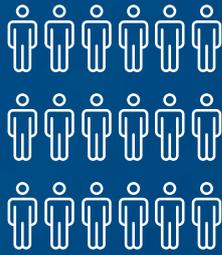
Consultation is an essential part of a DCO application for a project of this scale and significance.

We have always been committed to ensuring that the London Resort works for the local community as well as visitors, so we ensured that we gathered widespread feedback from an early stage.

We carried out extensive community consultation over 2014 and 2015, as project proposals were emerging. Discussions and workshops covered a range of topics including transport, environment, employment and skills, and regeneration. We met with more than 8,000 people at more than 150 hours of public events and received thousands of responses. Further targeted engagement activity continued after 2015. This enabled us to understand the views of stakeholders, influencing proposals from the outset.



Early stage consultation 2014 - 2015



8,372

Attendees at
Public events

311,957

Invitation letters and emails issued



2,649

Feedback
forms
received



156

Hours of
public
events

The story so far:

What you told us

Overall, feedback was positive:

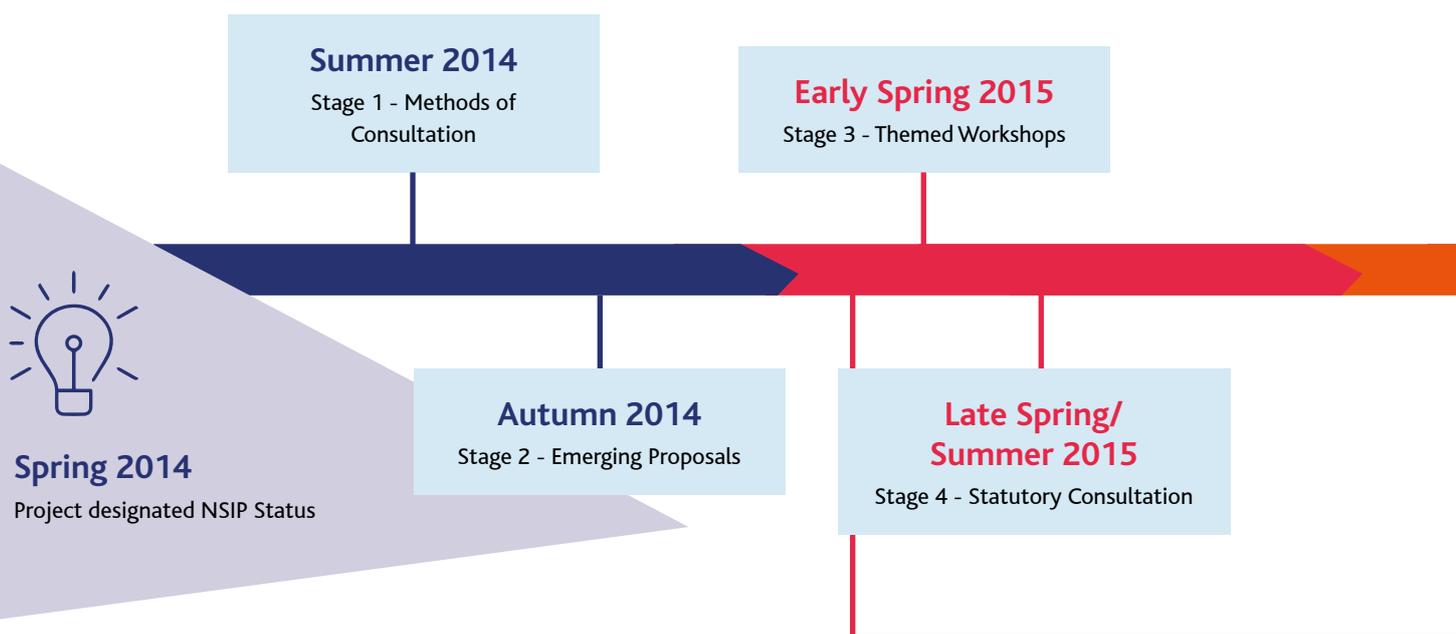
- 83% supported our Masterplan, supporting the proposed balance between the attractions and retaining publicly accessible green space and enhanced marshland.
- 84% supported our proposals for sustainable transport, and suggested more could be done to reduce traffic on the road network and to encourage better use of the river.
- 77% agreed that, on balance, the London Resort would provide long-term benefits to the area, welcoming in particular the employment and regeneration opportunities.

The most commented on topic was transport, with the biggest issue relating to traffic impacts on the A2, local roads and the wider road network, and about impacts on the public transport network. Comments were also raised about environmental and community impacts, including effects on noise and air quality, impacts on local ecology and wildlife, and regarding development in the Green Belt south of the A2.

We have carefully analysed and considered all of this feedback. In this booklet, you will see our updated proposals, and how your feedback to date has helped to shape our vision for the London Resort.

Details of previous consultation activity and feedback reports are available on our website.

An estimated project timeline for the London Resort



Infrastructure and development in the wider area

Respondents also asked us to ensure that we factored in possible scenarios, including consented and proposed development in the local area.

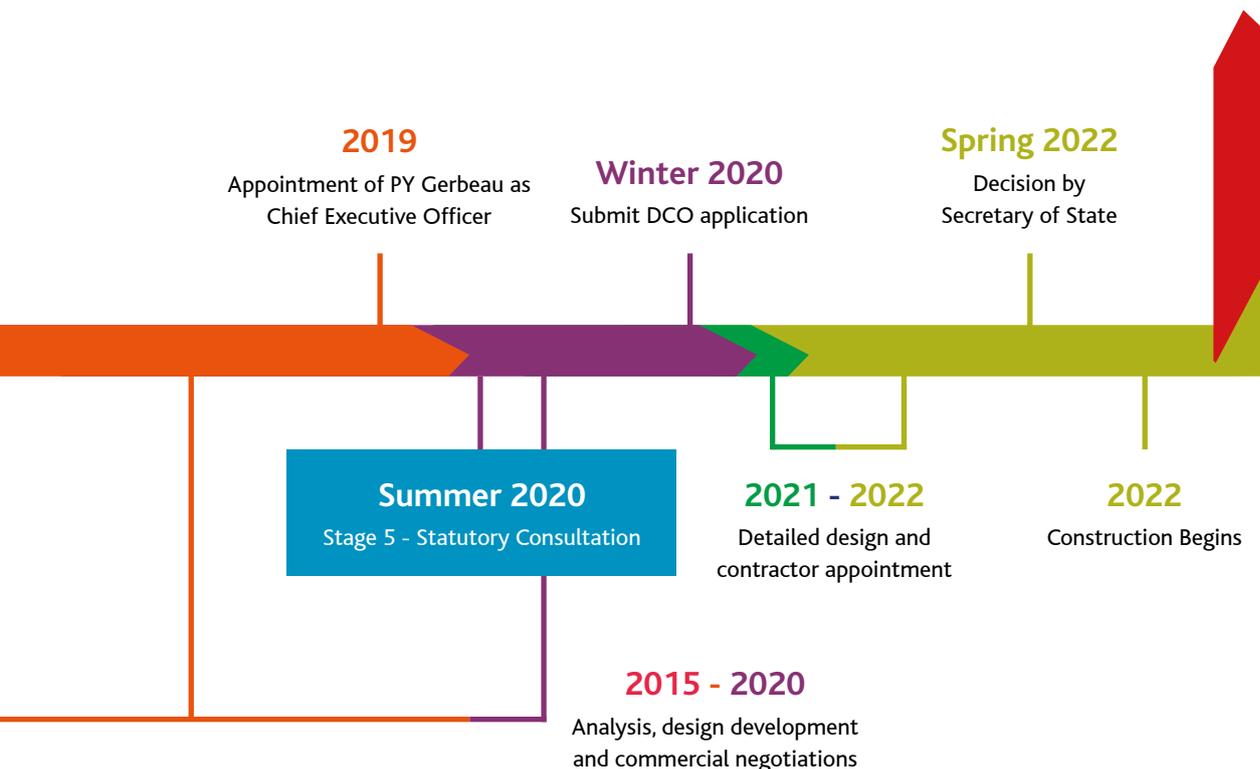
The area has evolved considerably since 2015. We have been working with Highways England, local authorities, Ebbsfleet Development Corporation, and the Port of Tilbury to understand how their proposals and developments have progressed. Further details are provided in this booklet.

We have also worked with a range of stakeholders, including local authorities across the region, environmental and conservation bodies, port operators, local transport operators, businesses, community groups, schools, and landowners to further understand opportunities and how we can minimise and mitigate impacts.

What we are doing now

This, our fifth stage of consultation, is your opportunity to view and provide further comments on our proposals, before we finalise and submit our Development Consent Order (DCO) planning application in late 2020.

We want to hear from the neighbours of the project, local communities, and other key stakeholders on our evolved Masterplan, our transport strategy, our approach to sustainability and on minimising adverse impacts of the scheme.





Our Vision

The London Resort will be the first entertainment destination of this scale and profile in the UK. Our vision is to create a world-class entertainment resort founded on sustainable and low-carbon principles. We have always been committed to ensuring that the London Resort works for local communities as well as our visitors.

Unique, immersive, world-class destination

The London Resort will be globally competitive and mark a step change in leisure and entertainment provision in the UK. Themed rides and attractions across two theme parks, with entertainment, eSports, a Water Park and conference venues, hotels, retail and dining, will all be brought together across one landscaped setting to create one of the largest, immersive experience centres in the world. The first theme park 'gate' will open in 2024 and the second within five years (by 2029).

Sustainable and environmentally responsible

Sustainability is at the core of our vision. We are exploring new and innovative ways of integrating sustainable and low-carbon principles into every area of design and operation of the London Resort. Our aim is to create one of the most sustainable theme park destinations in the world.

Our Partners

Central to our strategy is to partner with the best brands from across film and TV, to tell stories and create timeless experiences and memories, all in one place. Themed rides, shows and attractions will be inspired by globally recognised brands, creating unique experiences for all ages.

Harnessing natural landscape and riverside location

The London Resort will showcase the natural features of the site, seamlessly integrating them into our designs. A large proportion of the Peninsula landscape will remain undeveloped and will be enhanced, principally for wildlife and biodiversity benefits, with quiet zones for visitors and the public to relax in natural surroundings. Our designs will integrate local public rights of way and a green network, with improved access for visitors and local communities.

Innovative, relevant, flexible

Our three core principles for development of attractions are to be innovative, relevant and flexible. What we design today needs to satisfy our visitors in 2024 and beyond, creating a park that can evolve and adapt easily. Our DCO application will allow for flexibility around the detailed design and content of the London Resort, to enable attractions to be updated or replaced over time, in line with changing customer tastes and expectations, to ensure that it always has a fresh appeal to visitors.

A catalyst for job creation and regeneration

The London Resort represents a unique opportunity to bring a major attraction and entertainment-led regeneration scheme to the UK. It will have a global profile, attracting visitors from all over the world, generating economic and community benefits for the local area that will reach far into Kent, Essex, London and the UK, supporting job creation, tourism and business growth.



Our Proposals

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Our Proposals:

Introduction

The London Resort will be principally based on the Swanscombe Peninsula in North Kent, set over approximately 465 hectares, including a new dedicated access road to the A2 and easy access from Ebbsfleet International station. Transport facilities will be provided on the north side of the river, set over approximately 29.5 hectares of land immediately to the east of the port of Tilbury, with a transport access corridor around the A1089.*

*Whilst we are not proposing to develop the whole site within those borders, we are bringing forward a DCO application partly situated within that area.

The main Project site lies in the county of Kent, in the boroughs of Dartford and Gravesham, and within Ebbsfleet Garden City. North of the river, the site lies within Thurrock, in the historic county of Essex. The site is just 17 minutes to central London by train, and offers excellent links to the rest of the country, and mainland Europe.

The London Resort will regenerate the local area and offer benefits for the local community and the wider area including job creation, inward investment and increased spend, new and improved infrastructure, creation of green networks and improved access to the river.

There are inevitably effects associated with any major infrastructure project. Our revised emerging Masterplan has taken feedback into account that we received during previous stages of consultation, highlights ongoing stakeholder engagement and presents our vision for the London Resort. This has been adapted to better accommodate the environmental and technical constraints and opportunities, to maximise benefits and minimise impacts for the local community and environment.





The key changes to the proposals we presented in 2015 are outlined below:

- Revised business plan: Resulting in a revised scheme content and reduced anticipated visitor numbers. Our latest analysis estimates up to 6.5 million visitors per year are expected with Gate 1 in operation, and up to 12.5 million visitors per year in 2038 when the whole Resort has been operational for several years.
- Increased emphasis on applying sustainable principles and operationally net zero carbon across our design, development and operation of the London Resort.
- Developed an enhanced comprehensive sustainable transport strategy, which includes:
 - Maximising opportunities for the use of river, rail and bus, and access routes for pedestrians and cyclists, to keep London Resort traffic off local roads and minimise impacts on the Strategic Road Network
 - A Park and Glide facility within the Port of Tilbury to provide access to the London Resort from north of the river
 - Further developed our plans for a new access road and improvement works to the A2, with a revised junction layout, to keep local and London Resort traffic separate.
- Revised scheme content, with changes to the proposed entertainment and amenities on offer both inside and outside the park gates. The Market, the eSports Centre, the Conferention Centre (Conference and Convention Centre), with a variety of hotels, retail and dining, will ensure that a more diverse range of amenities is accessible to local communities and businesses outside the 'payline' of the theme parks.
- Changes to the layout have been designed to improve and enhance the structure of the landscape and ensure that important habitats and green space are retained and enhanced, with protected areas for species to enhance biodiversity and ecology.
- We have been able to revise our Order Limits, reducing impacts on local communities and residential properties. This is as a result of the Highways England A2 Bean and Ebbsfleet Junction Improvement proposals, which means we will not need to make significant improvements to Bean Junction. We have therefore:
 - Revised the requirements for our access corridor from the A2 to the London Resort
 - Removed the need for land south of the Ebbsfleet Junction.
- Accommodation provision for staff working at the London Resort, including seasonal employees. This was introduced following changes to the NSIP Regulations introduced in April 2017, that allow up to 500 dwellings to be included in a DCO application.
- We remain committed to creating local employment opportunities and providing career opportunities for young people in the area, and are working with local education institutions, local charities and work programmes.

Our Proposals:

The Project

The main elements of the proposals for the London Resort, the infrastructure improvements and other development required to support the Project's construction or operation are outlined below:

- Leisure Core, comprising two theme park gates, to be opened in phases – 2024 and 2029, with themed rides and attractions, entertainment, dining and retail
- Terrain remodelling, landscape works and planting, and land remediation
- A2 Ebbsfleet Junction Works
- Four hotels, totalling up to 3,550 suites or 'keys'
- Retail, dining and entertainment, a Conferention Centre, a Water Park and eSports centre
- Transport interchanges and supporting infrastructure for arrival via rail, river, coach, taxis, and buses and for pedestrians and cyclists
- Habitat creation and enhancement, and public access
- River transport infrastructure on both sides of the Thames, including floating jetty and ferry terminals
- New access road from the A2, with provision for transport corridor on the A2
- Car parking at the London Resort and at Tilbury
- Local transport links
- Back of House facilities, utility compounds, plant and service infrastructure, flood defence and drainage works, security and safety provisions
- Our application includes housing provision of up to 500 dwellings for staff working at the London Resort

Our draft DCO application is available as part of our suite of consultation materials.





Our Proposals:

The Masterplan

Themed rides, shows and attractions will be inspired by globally recognised brands to create a unique, world-class entertainment destination.

Theatres, indoor and outdoor venues both inside and outside the theme park 'payline' will provide West End quality productions, comedy acts and concerts, along with retail and dining. The range of amenities and facilities on offer outside the payline means that the London Resort will offer an appealing destination to afternoon or evening visitors from the local area and beyond, without them having to pay for theme park entrance.

Key features of our Masterplan are outlined below and described in more detail in later sections of this booklet.

Locations

- 1 Leisure Core
- 2 Market and Hotel
- 3 The Plaza
- 4 Hotels
- 5 Water Park
- 6 Conferention Centre & eSports Centre
- 7 Visitor Centre and Staff Training Facility
- 8 Habitat Enhancement
- 9 Parking
- 10 Back of House/ Infrastructure
- 11 Staff Accommodation
- 12 Bamber Pit
- 13 Transport Interchange

-  DCO Boundary/
Order Limit
-  Local Road
-  Pedestrian Routes
-  Diverted
Pedestrian Routes
-  Pedestrian Tracks
-  Visitor Access Routes
-  People Mover/
Pedestrian/ Cycle Routes

1 Leisure Core

The Leisure Core is at the heart of the London Resort. Inside the theme park gates there will be a range of rides, shows and attractions based around brands with a global profile. These will include those related to film and television, as well as bespoke attractions unique to the London Resort.

These will be developed in landscaped settings in two phases known as Gate 1 (53.5 hectares) and Gate 2 (22 hectares).

4 Hotels

By 2029, four hotels with a total capacity of up to 3,550 'keys' (rooms or suites) will provide accommodation for London Resort visitors. Some of the hotels will be themed to link up with other London Resort attractions; and some with links to the Water Park and Conferention Centre. Guests will be offered a range of potential hotel accommodation to suit different tastes and budgets.

5 Water Park

A large-scale indoor Water park will be situated adjacent to the Market (to the east) and linked with one of the hotels.



11

Staff Accommodation

There will be accommodation on site for staff working at the London Resort, including seasonal employees, helping to reduce pressure on a requirement for staff to travel to site and to reduce impacts on the local housing markets. This would be located in Craylands Lane Pit, between the A226 London Road to the north and the railway to the south, immediately to the south of the Leisure Core. The site would be connected to the London Resort by our dedicated shuttle service.

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For more information see Page 22

Parking

A new access road will provide the sole means of visitor access by private car. There will be up to 7,500 car parking spaces for visitors and hotel guests on the Peninsula, and 2,500 parking spaces will be at the Tilbury site. These will be in multi-storey car parks, with additional parking for staff, coaches, motor cycles, and bikes.

Project Proposal: The Masterplan

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For more information see Page 31

Habitat Enhancement

The London Resort will showcase the natural features of the site, seamlessly integrating them into our designs. Landscape and habitat enhancements will include managed public access to retained habitats, including Broadness, Botany and Black Duck Marshes and improvement works to protect wildlife including birds, reptiles, invertebrates and plants.

Aside from the inherent visual and biodiversity benefits, the areas of retained habitat will serve as quiet zones for the local community visitors, affording opportunities to relax in natural surroundings and to appreciate the local ecology and views over the river. These zones will form part of a network of green spaces that will link across the Peninsula and wider area. Areas of the marshes will be protected to provide undisturbed spaces for wildlife.

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For more information see Page 44

Visitor Centre and Staff Training Facility

The Visitor Centre will be located at the apex of the A226 London Road, offering views over the London Resort site. This will provide an information venue for the local community, schools and other stakeholders, enabling them to engage with the project and view progress during the construction phase of the Project. The Centre will also provide the staff recruitment and training centre, with training rooms, a café, exhibition areas, function rooms and a boardroom.

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For more information see Page 23

Transport Interchanges

New transport interchanges will be created, to facilitate travel to the London Resort without reliance on cars. Guests will be able to arrive by coach, Fastrack, and our dedicated shuttle services connecting Ebbsfleet International Station and the Ferry Terminals.

3

The Plaza

The Plaza is the arrival hub for visitors arriving via all modes of transport. The Plaza will establish a strong sense of arrival, setting the tone for visitors with navigation tools and clear signage to help visitors easily find their way around, helping to manage the flow of guests.

The Plaza is designed to be spacious enough for groups to spread out, with a central boulevard with landscaped flanks providing additional capacity and waiting areas. The Market will sit at the northern end of the Plaza, linking with Pilgrims' Way and connecting to the marshes.

Artist's impression of Arrival Plaza, Hotels and Market





View from Pilgrims' Way

2

Market and Hotel

The Market area sits outside of the theme park gates and will accommodate the main flow of visitors. Set over 22,000m², a range of retail, dining and entertainment will be on offer. From here, visitors can proceed to the Conferention Centre and eSports Centre, or pass through the covered street towards the Theme Park.

6

Conferention Centre and eSports Centre

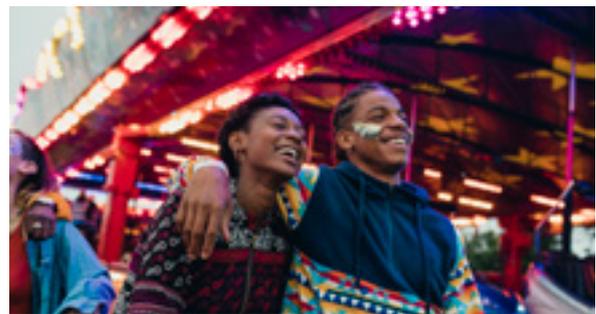
The Conferention Centre (Conference and Convention Centre) will be adjacent to the Market, creating a visual landmark along Pilgrims' Way. Large enough for up to 3,000 attendees, the Centre will be designed to be a flexible use space for concerts, live television productions, exhibitions, conventions, and business events.

The eSports Centre will be located next to the Conferention Centre. This will offer TV studios and exhibition space, and a 2,500 seat, 360 degree arena, designed for large-scale gaming events.

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Back of House/ Infrastructure

A 'Back of House' area will accommodate many of the necessary supporting technical and logistical operations to enable the London Resort to function, including a security command and crisis centre, maintenance facilities, costuming, employee administration, employee welfare, medical facilities, offices and storage.



Utilities and Service Infrastructure

The London Resort site will incorporate comprehensive provisions for utilities and service infrastructure, flood defence and drainage works, security and safety provisions, and data centres, with an emphasis on resilience and sustainability, as part of our commitment to operational net zero carbon emissions.

Accessibility

We are committed to creating an accessible and inclusive environment. Inclusion has and will continue to be considered and integrated throughout the design and development process.

Pedestrian and Cycle Access

A pedestrian route from the A226 London Road through to the Ferry Point will enable the local community to access walks along the edge of the river and appreciate the London Resort's natural surroundings.

An enhanced network of pedestrian and cycle routes on and around the Peninsula will connect the existing community and the network of green spaces. The design will be integrated with local public rights of way and green corridors to create a sustainable development. [See Page 23 for more information.](#)

Our Proposals: Transport

Travel to and from the London Resort

It has always been important for us to create a transport strategy that works for the local community and our guests, and that is underpinned by sustainable travel choices. The Project's unique location presents the opportunity to maximise the use of river and rail, and the site is already connected to excellent public transport links.

Throughout our consultation process, transport was the most commented-on topic. As a result, we have developed a more comprehensive travel strategy, taking into account previous feedback and suggestions as well as changes to the area. We have added facilities at Tilbury where visitors can access the London Resort via the river, thus relieving the road network south of the Thames and the Dartford Crossing.

We have placed a greater focus on sustainable, low-carbon modes of transport. We are continuing to review how travel to the London Resort by non-car modes of transport can be incentivised through our ticketing strategies, and flexibility has been built into the approach to encompass future technological advances, such as autonomous electric vehicles.

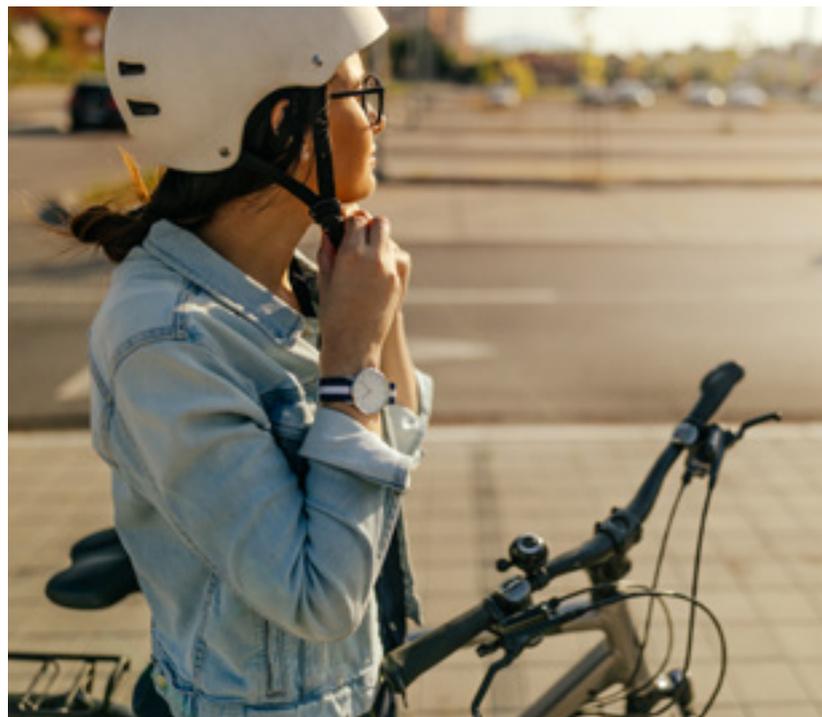
Our transport proposals are presented in three main sections on the following pages:

Road access

Public transport, pedestrians and cyclists

Our assessment approach

Further detail is available in the PEIR.



Road access

Comments received in the previous consultation about road access predominantly revolved around ensuring resort traffic remained separate from local traffic as early as possible on the A2 and entirely from local roads such as London Road (A226), as well as comments about traffic impacts on the local and wider road network.

We have refined our plans for a new access road and improvement works to the A2, with a revised junction layout to keep local and London Resort traffic separate.

The new access road will provide the sole means of visitor access by car. Private vehicle access will not be available from the local road network.

The road will be up to four lanes in width and approximately 2.3 km in length. It will provide direct access to the proposed London Resort parking facilities to remove the possibility of queuing back to the A2.

The road will run parallel to the existing HS1 railway to minimise air quality and noise effects, and to minimise impacts on archaeology and ecology. It will predominantly be in cutting, shielding vehicles from view. The road will be landscaped and where necessary, noise barriers installed.

The road will branch traffic off the A2 towards the London Resort access road via an improved Ebbsfleet junction. An initial proposal would see the two existing roundabouts at the junction enlarged and controlled by traffic signals. There would be two link roads between them, significantly increasing capacity over the existing layout.

Our revised layout takes into account the recent approval for the Highways England A2 Bean and Ebbsfleet junction improvement works. Our modelling work will consider whether further improvements at this junction are required and if appropriate, we will look to utilise and upgrade where necessary.

This new access road and revised junction layout will reduce impacts on local communities and accommodate future traffic flows associated with Ebbsfleet Garden City. It will also ensure existing roads would continue to provide access to Swanscombe and Northfleet, unimpeded by visitor traffic to the London Resort.



Our Proposals: Transport

New dedicated access road from A2



Revised junction layout – Ebbsfleet junction

Wider road network and developments

Consultation respondents asked us to ensure that our traffic modelling included planned and proposed developments in the area. Some also raised concerns about pressure on the wider road network including the M25, A2 and the M20.

Since 2015, there has been progress on a number of planned/committed improvement works on the wider road network in the area, with some now completed. These include various junction improvements on the M25 and M2, the A2 Bean and Ebbsfleet junction improvement works, which are due for completion in 2023, and progress on proposals for the Lower Thames Crossing, which is subject to planning approval. We will be working closely with Highways England to ensure that construction of the London Resort access road does not impact on the A2.

These projects are being considered as part of our assessment and we are in regular discussions with Highways England and the relevant highway authorities, Ebbsfleet Development Corporation, and travel operators. Highways England has agreed to provide forecast model data from their traffic models for the A2 Bean and Ebbsfleet improvements project and the Lower Thames Crossing, which is to be used for the London Resort assessment. These will include the highway networks north and south of the river, including the M25, A2, A226, A13 and A1089.

The construction of the port Tilbury2 will significantly facilitate the construction of the London Resort, enabling construction materials to be delivered by river, and reducing construction road traffic.

Parking

There will be provision for 10,000 car parking spaces for visitors and hotel guests, across four multi-storey car parks of up to ten decks. There will be additional space for staff parking, giving a total of 10,500 car parking spaces. Blue-badge parking will be provided to the appropriate standards and located close to the pedestrian exits from the car parks. We are also proposing capacity for 250 coach parking spaces, motor cycle and secure cycle spaces for visitors. Additionally a rest and welfare facility will be provided for coach drivers.

Parking for visitors and hotel guests will be split between north and south of the river, in a ratio of approximately 3:1, with around 7,500 spaces at the Peninsula site and 2,500 spaces at Tilbury.

In our earlier stages of consultation, some respondents commented about resort visitors using local residential streets for parking, rather than the dedicated car parking.

We have spoken with the local authorities about this specific issue and have committed to monitoring the impact of any off-site parking generated by the London Resort. If there is a negative impact, this can be addressed through several measures. This could include the introduction of controlled parking zones. Whilst some previous respondents indicated that they would support the introduction of controlled parking zones, some were concerned about whether there would be a cost for residents.



Our Proposals: Transport

Public transport, pedestrians and cyclists

The majority of previous respondents supported our intention to encourage sustainable travel choices, such as by river, foot, bicycle and public transport. Some suggested that we could do more to utilise the river. Some raised concerns about whether the public transport network would be able to cope with increased demand.

We have significantly developed this area of our transport strategy, maximising opportunities for the use of river, rail and bus, and for pedestrians and cyclists, in order to reduce traffic on local roads and the wider road network.

This includes:

- New transport interchanges and supporting infrastructure within the London Resort and at Ebbsfleet International station to support travel by river, rail, bus, coach and taxis
- New Park and Glide facility within the Port of Tilbury, with parking facilities, to provide access to the London Resort from north of the river - reducing traffic impacts on the Dartford Crossing and the A2
- Floating jetty and ferry terminal on the Peninsula, enabling use of the river both for construction, and for visitors and staff during operation - reducing traffic impacts on local roads and the wider road network
- A new Thames Clipper service from central London, providing a ferry service to the London Resort
- A dedicated people mover route running between Ebbsfleet International station to the London Resort and the new ferry terminal on the Peninsula
- Working closely with the Fastrack team to develop proposals for a bus service to provide access to the London Resort
- Improved local walkways and cycle paths
- Access provision for disabled people

Arriving at the London Resort

The London Resort Transport Terminal will be the main entrance to the London Resort, serving as a drop-off and collection point for visitors arriving by all modes of transport. Visitors will be directed towards the Entrance Plaza from their respective points of arrival.

London Resort People Mover

A new 3.1km people mover route is proposed, running between the new transport interchanges at Ebbsfleet International Station and the ferry terminal on the Ebbsfleet Peninsula. The route would be used by a dedicated fleet of articulated shuttle buses, each with a capacity of 100-150 passengers, as well as the Fastrack service.

Rail and bus

Ebbsfleet International Station will provide the gateway to the London Resort for the majority of visitors arriving by rail, whether on HS1 from Central London or the Eurostar from Europe. The station will also provide an interchange for bus routes serving the wider local community, including existing villages and emerging development as part of the Ebbsfleet Garden City.

HS1

From London St Pancras International Station 17 minutes with 2-3 trains per hour

Eurostar

Paris (2 hrs 5 mins) and Brussels (1 hr 30 mins)

Transport Routes and Walkways



A new transport interchange will be developed to the west of Ebbsfleet International Station which will include a 'pick up and drop off' area for the London Resort people mover, bus stops for Fastrack, and a cycle hire facility.

Facilities will include shelters, waiting rooms, retail and refreshment facilities, toilets and staff offices. Similar facilities will be provided on a smaller scale at the ferry terminals.

Crossrail is considering proposals to extend the Elizabeth Line from London to Ebbsfleet, which would provide additional options for rail access for visitors from London. We are liaising with the KenEx tram service promoters to understand how their proposals could link to the London Resort. Our transport proposals are not reliant on either of these proposed projects.

-  Transport Interchange
-  DCO Boundary/ Order Limit
-  Local Road
-  Pedestrian Routes
-  Diverted Pedestrian Routes
-  Pedestrian Tracks
-  Visitor Access Routes
-  People Mover/ Pedestrian/ Cycle Routes

Our Proposals: Transport

-  DCO Boundary/
Order Limit
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-  Pedestrian Tracks
-  Visitor Access Routes
-  People Mover/
Pedestrian/
Cycle Routes

Pedestrian Routes





Visitor arrival by river from London and Tilbury

Enhanced local transport links

Local buses and trains

Existing public transport services are being reviewed to understand how they could serve the London Resort and encourage non-car based modes of travel. This will include further discussions with operators regarding improvements to bus routes and services and additional rail capacity where required to meet visitor demand.

The existing Fastrack bus service connects many of the key residential, commercial and retail areas in Ebbsfleet, including Bluewater, Ebbsfleet International station and the Garden City. This is a high frequency bus service that, in places, has its own dedicated highway. We are working closely with the Fastrack team at Kent County Council to develop proposals for a Fastrack service to the London Resort.

The North Kent Line provides local train services between London and North Kent and onwards to the Kent coastal towns by way of the Kent Coast Line, with nearby stations at Greenhithe, Swanscombe and Northfleet, all located close to the London Resort. North of the river, Tilbury Town Station, close to the new Tilbury Resort ferry terminal, provides a rail service connection between Southend-on-Sea and London Fenchurch Street.

Walking and cycling

We are planning to provide a network of pedestrian and cycle routes on the Swanscombe Peninsula and will connect to the adjacent residential areas of Greenhithe, Swanscombe and Northfleet. This will improve connectivity within existing neighbourhoods and create linkages with the network of green spaces. Our proposals include connections to local pedestrian routes to encourage local visits, including the comprehensive enhancement of Pilgrims' Way from Swanscombe.

Staff travel plan

A staff travel plan will be implemented to promote car sharing and non-car based transport modes for staff. An event management plan will set out how the car parking spaces will be used throughout the year and in response to specific events at the London Resort.

Our DCO application will include provision for improvement of local roads, maintaining rights of way where necessary and associated signage.

River

Throughout previous stages of consultation, the Project's proposed use of the River Thames was welcomed, with specific comments encouraging more to be done to maximise its use.

The river now forms a more significant element of our transport strategy. The river will be used to transport construction materials and transport visitors and staff during operation, facilitated by new infrastructure and a new Park and Glide facility at Tilbury. It is forecast that up to 15% of visitors could arrive using the river. This will reduce impacts on the road network around the Peninsula and the Dartford Crossing.

A new floating pontoon jetty and ferry terminal is proposed between Bell's Wharf and Ingress Park on the Peninsula, and a new terminal will be developed at Tilbury, with passenger access via the floating jetty. A fleet of Thames Clipper vessels will provide services between central London and the London Resort, and provide the Park and Glide facility for those travelling from Tilbury.

Dedicated facilities for passengers will be provided at both ferry terminals, which could include basic information, retail and catering amenities to serve passengers during their short waits between ferry services. The new Park and Glide within the Port of Tilbury will be for visitors arriving by car and coach, together with staff and the general public. An existing shuttle bus service provides links to Tilbury Town Train Station.

The southern ferry terminal will comprise of a Passenger Terminal, Goods Terminal and a Construction Logistics facility. There could also be an RNLI Lifeboat station and support accommodation. The northern ferry terminal, the Tilbury Terminal, will sit adjacent to the former Tilbury Riverside Station, on the east side of the London International Cruise Terminal, both of which are Grade II listed buildings. On both sites, design has been configured to make use of existing historic buildings and infrastructure where possible.

Our assessment approach

Our transport strategy has been developed by industry experts, and takes into account a number of factors.

We have carried out an extensive review of existing resorts both in the UK and internationally, alongside other major UK attractions, to provide benchmark data and to understand the range of likely travel choices for visitors and staff. Although there are no directly comparable visitor attractions in the UK, and no single attraction has the range of potential travel options available, they provide a useful indication into travel choices.

Other factors for assessment include where people will be travelling from (in 2029, around 23% of visitors are expected to be from overseas), seasonal variance, opening hours, the attractions people are visiting – for example Gate 1, or the Water Park, or the entertainment facilities – and how this influences arrival and departure times, and the likely number staying in our hotels, and thus not impacting the transport network.

Our forecasts indicate that visitor numbers will vary across the year. We have based our assessments on a peak day, an average day and the '85th percentile day'. In order to provide a robust analysis, the '85th percentile day' is the basis of our core assessments – this represents 50% higher daily visitor attendance than the average day. Only 55 days of the year are anticipated to be above this, and these generally occur during weekends in the holiday season, when general traffic flows tend to be lower. Event Management Plans and Travel Plans will be in place for peak event days.

The figure below shows daily attendance trends over 2029, illustrating the daily peaks (above the 85th percentile) occurring during the Easter school holiday and summer school holiday periods.

Our transport assessments are based on operational days for 2025 (first full year of operation), 2029 (opening of Gate 2) and 2038 (Maturity), covering different times of day, including peak travel (am and pm) and peak arrival times.

Further detail is available in the PEIR.



Mode of Transport	Arrivals	Number of Visitors	Number of Vehicles
Private Vehicle	66%	23,614	7,881**
Coach	10%	3,585	132
Public Transport*	24%	8,501	n/a
Total	100%	35,700	8,013

*Public transport includes rail, river, walking and cycling.

**Forecasts are based on three people per vehicle, which aligns with travel surveys conducted at Thorpe Park in April 2017.

How will people travel to the London Resort?

For 2029, our forecasts estimate a total of just under 36,000 visitors for the 85th percentile day. The table above shows the breakdown of anticipated mode of transport, assuming a worst case for travel by private vehicle.

Another factor in the assessment is the number of visitors making a unique trip to the London Resort and those who stay and visit multiple attractions over multiple days. For example, someone could attend the theme park on day

one, stay overnight and attend another attraction on a second day. This would qualify as two 'visits' but only one 'visitor' on the network. Our forecasts estimate that 14% of visits to the main Gate 1 in 2025 will be from those already staying on-site, increasing to 26% in 2029.

Arrival and departure profile

The figure below shows anticipated arrival and departures for Gate 1 for 2025. Peak arrival is expected around 10-11am, with departure starting from 4pm, with peak departure between 10-11pm (when the park closes).

Main Gate Visitor Arrivals and Departures - Peak Season
9am - 11pm



Our Proposals: Transport

The future of travel

The Department for Transport's the '**Future of Mobility: Urban Strategy**', published in March 2019, outlines the government's approach to maximising the benefits of transport innovation in cities and towns, and the high-level changes fuelling the evolution of transport, including automation, cleaner transport and changing attitudes.

Flexibility has been built into our approach to enable us to incorporate the changing nature of transport, including future technological advances such as autonomous electric vehicles.

Our assessments suggest that travel by car will reduce over time, given the right incentives to alternative modes of transport.

A number of other factors will also influence chosen modes of travel, and these are still being assessed. These include cost of public transport, ticketing strategy and car parking charges. The ticketing strategy will be a key component of managing car parking demand.



Further details about our transport proposals, assessments and future mobility strategy are available in the PEIR.

Our Proposals:

Construction

We are mindful that a facility of this scale requires an approach to construction that minimises impacts on the road network and local residents.

The location of the London Resort has significant advantages to alleviate construction impacts. Firstly, the ability to organise materials at Tilbury and bring them to the site by barge minimises lorries on the road network – in excess of 90% of materials will be transported by river. Secondly, utilising the river access allows construction compounds to be provided away from residential areas.

It is likely that a significant amount of the buildings and structures will be manufactured off-site which reduces the construction timescale.

We will work with key stakeholders to agree a Construction Logistics Plan to manage vehicle movements and a Construction and Environment Management Plan that includes safeguards controlling the effects of the construction period on local residents and wildlife habitats.

The second Gate will open in 2029, meaning there will be a further period of construction which will take place whilst the main elements of the London Resort are operating. Again, this phase of construction will be carefully controlled.

Enabling works

These are the initial works to get the site ready ahead of the main period of construction, and cover the site and its boundaries, specifically focusing on access to and from the Peninsula and including security and health and safety features.

These include:

- The establishment of a haul road from Ebbsfleet International Station north to London Road.
- Works to the existing White's Jetty and Bells Wharf on the north-eastern side of the Swanscombe Peninsula.
- Construction of the new access road from the A2 to the Peninsula.
- The demolition of existing structures, reclamation and ground modelling of the site together with the provision of internal distribution roadways and utility infrastructure.

Construction of the London Resort

The first phase of construction will provide all the facilities which surround the theme park, including the Visitor Centre, passenger terminals, car parks, the Plaza and market, Conferention Centre, eSports Centre and three hotels. This will also comprise the back of house facilities including warehousing, staff accommodation, offices, training facilities and energy centres.

The Theme Park itself will be the final phase and will comprise of themed rides and attractions.



Our Proposals: Environment and Ecology

Landscape, Visual Effects Biodiversity and Ecology

In 2015, the majority of respondents supported our proposals for restoring, managing and creating new habitats. Comments included support for our approach to retain publicly accessible green space and marshland and the benefits of regenerating a brownfield site. Concerns were raised about environmental impacts relating to air, noise and ecology.

We have adjusted the layout of the Masterplan, including changes which are designed to make better use of opportunities to improve and enhance the structure of the landscape across the area. These enhancements will also have recreational benefits and deliver positive impacts – we are committed to achieving a net gain in biodiversity.

Landscape and visual effects

The Swanscombe Peninsula comprises a large area of open land in a low-lying riverside landscape beside the river. A central part of our landscape strategy is to showcase and enhance the natural features of the site and riverside location, integrating them seamlessly into our designs.

With a long industrial history relating to chalk quarrying and cement manufacture, a significant proportion of the proposed development lies on post-industrial brownfield land, some of which is contaminated. The site also includes extensive areas of marshland, scrub grassland and flood defences as well as industrial premises.

A large proportion of the Peninsula landscape will remain undeveloped and will be enhanced, principally for wildlife and biodiversity benefits – this includes extensive areas of marshland and scrub land across Black Duck Marsh, Botany Marshes and Broadness Salt Marsh.

Landscaping throughout the London Resort will include water features such as ponds and watercourses, providing the setting for rides, attractions and amenities. These will also be aligned with the theme and branding of attractions where suitable.



Pedestrian and Cycle Routes



Tertiary Nature Trails (Hoggin Tracks)



Boardwalks



Observation Points



Bird Hides/Towers



Recreational spaces with informal open space, wildflower meadow and picnic spots



Opportunities to extend the inter-tidal zone at low-lying areas along shoreline through managed retreat (moving the flood defence inland)



Opportunities to create enhanced salt marsh through managed retreat to flood defence wall



New constructed reedbed area and northern channel to Broadness harbour to provide filtering and water treatment function



Existing marshland areas to be enhanced through sensitive management to extend/enhance marsh habitats with new watercourses/waterbodies/permanently wet areas



Area identified for creation of enhanced scrub habitats through new planting and improved management regime



Resort arrival landscape - opportunities for tree planting, parkland, wildflower planting and innovative sustainable urban drainage systems such as raingardens



Opportunity for rain garden tree pits and high impact directional avenue tree planting

Comprehensive landscape works and planting are also proposed. A perimeter service road and security fence around the leisure core will be integrated into the landscape treatment, using natural barriers such as watercourses, reed beds, tree planting and hedgerows.



We have identified 50 viewpoint locations, accessible to a wide range of potential viewers within the local area. We are assessing the change in view as a result of the development at these locations. 'Before' and 'after' views are being prepared as part of the Masterplan process to identify where alterations may be required to the Masterplan and to inform the visual mitigation being considered as part of the design development process.



In general, our design seeks to work within the grain of the existing terrain. Where necessary, earth shaping will be used to to recreate lost wetlands and reedbeds and to provide a flood resilient design.

The Tilbury site consists of largely commercial warehouses and dockland buildings, along with a Grade II listed Terminal and a floating jetty. We will apply appropriate design to reduce or avoid physical impacts, as well as create opportunities to enhance the terminal access and public experience.

Our Proposals: Environment and Ecology



Biodiversity and ecology

The area supports a variety of wildlife habitats and species associated with the land, the river and its banksides. We have carried out extensive surveys and assessments to better understand the area, and the current nature and condition of the habitats across the project site and the river.

We are going above and beyond the requirements of the NSIP process and are committed to ensuring the biodiversity value of the area is not disadvantaged by the London Resort. We will ensure that there is a net gain in biodiversity by undertaking habitat remediation and creation and retaining existing ecologically important features and habitats where possible.

Land ecology

Surveys to date have shown that parts of the Peninsula include important habitats and flora including coastal saltmarshes, reedbeds, grazing grassland and marshland and rare and scarce plant species. The area also includes habitats for protected species such as wintering and breeding birds, bats, dormice, harvest mice, reptiles and a wide variety of invertebrates.

We will deliver a tree and hedgerow planting strategy and active scrub management to preserve habitats within the site that support such a wide variety of species, from bare ground through to more mature scrub. We will also create protected 'zones' to allow some areas to remain completely undisturbed by public access to enhance biodiversity and ecology.

Other mitigation measures being considered include:

- Bird hides overlooking the marshes.
- Green roofs and walls that increase the 'permeability' of the venue, providing additional habitat as well as visual integration within the landscape.
- Development of a sensitive lighting strategy designed to limit light disturbance.

River and marine ecology

Our surveys and assessments are continuing to help us further understand the ecology of the river in terms of water quality marine habitats and species that could be affected by the Project. This could include invertebrates, fish and marine mammals, including seals and porpoises. We are ensuring that we can protect and enhance wildlife and natural habitats where possible throughout our plans for the proposed development.

Many habitats will be retained and enhanced within the site, including increasing the area of intertidal marshland and the introduction of new water bodies, water courses and reedbeds to better manage and clean the existing water regime on site.

We will also implement protective measures to reduce the effects of boats using the jetty and river during operation, and to mitigate impacts associated with jetty construction and remedial works on marine ecology.

Public walkways and cycle paths

Public access to the Peninsula is currently limited to a small number of public footpaths. Our proposals include an improved network of pedestrian and cycle routes, including walkways within the marsh habitats and a riverside route aimed at reconnecting local residents with the river. In order to protect and enhance biodiversity and ecology, some areas will remain completely undisturbed by public access. Measures to manage visitor and public access include using information displays and digital platforms.

Minimising construction impacts

Works will be phased in particular areas to avoid seasonal disturbances at critical times, such as during bird nesting and migration seasons; this include impacts of noise and vibration, lighting, and air quality (including dust). Fencing will be robustly maintained to protect retained and newly created habitats during construction.

Habitat compensation

Where the loss of habitats cannot be adequately mitigated within the site, a range of compensatory options are being explored. This may include the change in management of land off-site to create marshland and grassland habitats, which as far as possible are connected to or in close association with similar habitat types already established in the Thames Estuary corridor.

Ground conditions

Much of the land presents a legacy of contamination from a wide range of industrial activities (including waste disposal) over the last 150 years. Contamination is present in soils, waters and gas/vapour and currently presents risks to both the public and the natural environment.

The development will incorporate measures to mitigate these risks and improve the natural environment.

Given the scale of development, there are opportunities for gains to be made in environmental terms through the re-use of contaminated and previously developed land, creation of improved habitats, encouragement of biodiversity and improved public access to the riverside. We will continue to work with national and local agencies, local authorities, environmental bodies and other stakeholders as we progress our environmental assessments and continue to develop our designs.



Our Proposals: Environment and Communities

Air, noise, water and flood resilience

Air quality

The activities associated with the London Resort will have the potential to impact local air quality during both the construction and operational phases of the development, creating potential impacts on local communities and ecology. Our transport strategy aims to encourage sustainable modes of transport to minimise the impact of transport-related emissions. Site-wide measures will be implemented to limit the generation of dust during construction.

We have assessed the existing baseline conditions using local authority air quality monitoring data. We will continue to assess air quality at a number of points across the Project site and surrounding areas on both sides of the river, as well as the roads in the vicinity most likely to be affected by construction and operational traffic. This will help us to ensure that environmental conditions are regularly monitored and appropriate measures put in place to reduce the impact on surrounding communities.

Noise and vibration

We are also assessing the potential noise and vibration effects created by the construction and operation of the London Resort. These assessments will look at the impacts on local communities, wildlife and ecology and ensure that people are able to hear vital public safety information in critical safety areas, such as railway stations.

A combination of measures are being considered to reduce impacts. These include making use of buildings within the London Resort itself to act as noise barriers, phasing and zoning of construction work, careful planning to consider the distance of rides, attractions and event spaces from nearby residential and other sensitive areas, and the creation of noise barriers and screening, making use of natural materials where possible.

Our transport strategy includes measures to encourage sustainable modes of transport including public transport, electric vehicles and cycling, helping to reduce noise levels from traffic.

Water resource management

Surface water flows, arising from rainfall, will flow through sustainable drainage systems across the site to manage and minimise the risk of pollution to the water environment. These systems will include swales and reedbeds to manage water quality and flow, and systems to feed water to surrounding marshes in order to maintain hydrological regimes and sustain marshland wildlife habitats, before surface water is discharged into the river.

Potable water demand will be reduced through demand management measures and greywater recycling will be utilised on-site.

Flood resilience

Where necessary, earth shaping will be used to provide a flood resilient design. This includes raising the existing flood barrier to accommodate climate change resilience and reprofiling some of the river bank areas to increase the intertidal habitat zone. We will also breach the old flood defences to allow a new area of salt marsh to develop along the river frontage. We will ensure compliance with the Environment Agency's Thames Estuary 2100 strategy for managing flood risk in the Thames Estuary.

Find out more

More details of how each environmental topic area is being assessed, the potential environmental effects of our proposals and the measures we'll take to reduce any impact is available in our Preliminary Environmental Information Report (PEIR).

Assessments are ongoing, and we will develop a full Environmental Statement which will be submitted as part of our DCO planning application and made publicly available.

Our Proposals:

Sustainability

Sustainable development and operation

We are promoting a sustainable development. Our vision is focused and ambitious, with a net zero operational carbon target, making it one of the most sustainable theme parks in the world. Sustainable and low-carbon principles are integrated across the emerging Masterplan, in terms of design, construction and operation.

Climate change is a hugely important factor that has shaped our approach. In June 2019, the UK became the first major economy in the world to pass laws to reduce emissions to net zero by 2050 and we are committed to meeting this target ourselves. Net zero means that any emissions would be balanced by recognised schemes to offset an equivalent amount of greenhouse gases from the atmosphere, such as planting trees or using technology to support greater energy efficiencies.

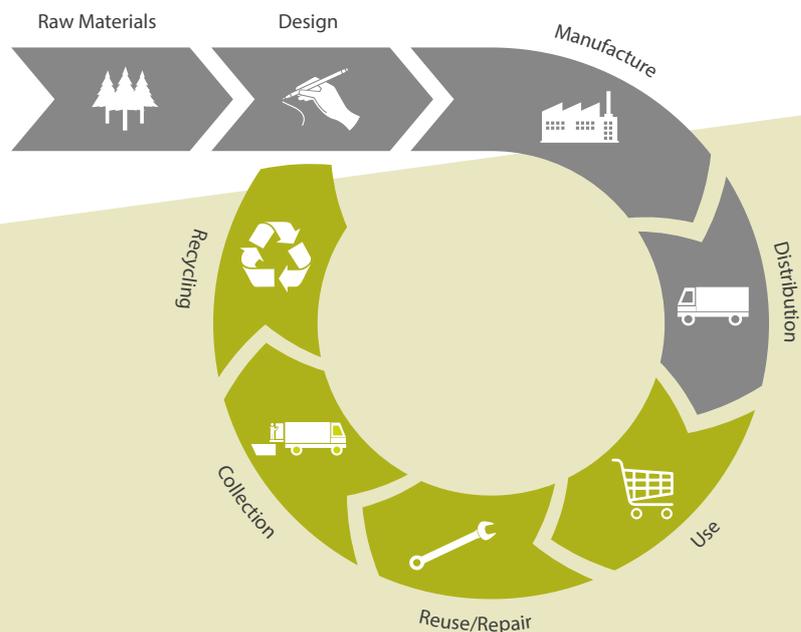
We will also adopt the concept of a 'circular economy', which seeks to keep resources in use for as long as possible, extracting the maximum value from them whilst in use, and recovering and regenerating products and materials at the end of each service life. This is the opposite of the traditional 'make, use, dispose' approach and works

to minimise the creation of waste, pollution and carbon emissions. This approach will be implemented during the construction, as well as the operation, of the London Resort wherever possible.

For remaining waste materials generated, we will develop strategies that challenge existing business-as-usual approaches, to re-think the use, re-use and recycling of all materials used within the London Resort, both in terms of suppliers and consumers. If products cannot be re-used or recycled in an economic way, the procurement will work with the supply chain to replace such products and find better alternatives.

We are continuing to evolve our thinking on the Project's operations to promote enhanced sustainability. At this stage, this includes developing a food and beverage delivery plan, procurement arrangements, operational waste management and development of the proposals for a carbon neutral set of operations. Working with our designers, Intellectual Property (IP) partners and local organisations, and given the scale of the Project, the London Resort has the potential to become a catalyst for a rapid change in material and waste use/consumption for the wider area. Where possible the river will be utilised as a mode of transport for materials and goods as well as visitors.

Circular Economy



Our Proposals: Sustainability

Utilities and energy supply

The London Resort will incorporate comprehensive provisions for energy infrastructure, with an emphasis on resilience and sustainability. The energy strategy will be designed to support the net zero operational carbon target and embrace efficiency, taking full advantage of on-site opportunities and integrating off-site measures.

Our intention is that the energy needed to operate the London Resort will be generated where possible by optimised on-site low-carbon and renewable generating technologies such as solar panels and heat pumps, integrating storage and intelligently managing demand to deliver a dynamic energy system fit for the future.

Sustainable and low-carbon principles integrated across design, construction and operation

Security and safety provisions

A security strategy will be developed in consultation with the emergency and security services to cover both routine incidents and those emergencies of a larger scale.

The strategy will aim to provide a balance between the provision of security measures proportionate to the threats and level of risk, without having an adverse impact on the visitor experience. It will consist of a complex physical design, including a secure fence set amongst vegetation, security technologies and security staffing.

A primary objective is to facilitate emergency services requirements within the London Resort, both in terms of access and facilities, to support safety and well-being. The site will also include security, medical and fire response facilities in the event of accidents and emergencies. A helipad will be provided for medical evacuation and occasional VIP use.

Activity Theme	Energy	Water	Material/ Waste	Utilities	Ground Works
Climate Emergency	✓	✓	✓		✓
Circular Economy	✓		✓		✓
Environmental Sustainability	✓	✓	✓	✓	✓
Economic Sustainability	✓	✓	✓		✓
Social Sustainability			✓		
Technology & Data Management	✓	✓	✓	✓	✓
Safety & Security	✓				





Find out more

The themes of climate emergency and the circular economy, along with environmental, social and economic sustainability, technology and data management, safety and security, are forming the pillars of our sustainability approach. These, together with other aspects of the building and operation of the London Resort, will be developed in our Sustainability Statement, which includes further guidelines and benchmarks.

Earth Works	Flood Risks	Surface Drain	Safe and Secure	Access for All	Digital Infra	Digital Services
	✓	✓	✓			
✓						✓
✓	✓	✓	✓		✓	✓
	✓	✓	✓	✓	✓	✓
			✓	✓		✓
	✓		✓	✓	✓	✓
	✓		✓		✓	✓

Our Proposals:

Cultural Heritage

During previous consultations, respondents expressed pride in the local heritage of the area and urged us to protect important archaeological findings and listed buildings. Suggestions for making cultural heritage accessible included holding open days during construction, on-site and off-site displays, guided tours and working with local history groups and schools.

Swanscombe, Ebbsfleet and Tilbury lie in areas of rich, diverse and significant archaeological heritage dating back to prehistoric times. Our ongoing investigations are continuing to increase our understanding of the archaeological remains, which range in date from the Palaeolithic period, Neolithic, Romano-British and Industrial periods.

There are no World Heritage Sites, Grade I Listed Buildings, Registered Parks and Gardens or Conservation Areas or Registered Battlefields within either Project Site.

We have identified designated heritage assets within the Project sites that might be affected by the London Resort. Other designated heritage assets from outside the Project site boundary are also being considered in the assessment of potential effects. On the Kent side of the river, in and around the Project site, assets comprise three Scheduled Monuments (Palaeolithic Sites near Bakers Hole, Neolithic Sites near Ebbsfleet, Springhead Roman Site and one Grade II Listed Building (Swanscombe Cutting Footbridge Crossing A2 East of A296 Junction). On the Thurrock side of the river, the Tilbury site comprises one Grade II* Listed Building (Riverside Station), located in the southern part of the site.





Wherever possible, the scheme design seeks to mitigate and remove potential impacts on archaeological and cultural heritage features. Our strategy includes a combination of avoidance and mitigation measures, including:

- The avoidance of direct impacts to archaeological remains through informed site selection and design.
- Structures designed to minimise below-ground impact where possible.
- The use where possible of land that has been previously disturbed or the use of existing infrastructure.
- Appropriate design to reduce or avoid impacts to the setting of designated heritage assets and to the Grade II* listed Riverside Station and Landing Stage in Tilbury, including screening and landscaping around Listed Buildings and other heritage assets where possible.

Where direct impacts cannot be avoided, a programme of archaeological and geo-archaeological investigation prior to development would be designed. This programme would be designed in consultation with Kent County Council's heritage team, Essex County Council's Place Services team and Historic England and Natural England in order to mitigate the loss of any remains through the recording, analysis and publication of the results.

We will develop a management plan prior to the start of construction with a watching brief during construction. A variety of mitigation measures will be implemented, including the excavation of significant archaeological remains and built heritage, and preservation of findings in situ where possible.

We will seek to improve public understanding of the historic environment by supporting the showcasing of cultural heritage findings in an interactive and educational way, making them accessible to a wider audience, allowing more people to explore the rich history of Kent and Essex.

Considerations for historical outreach and education could include contributing to an off-site exhibition and offering mobile exhibitions that can be loaned to schools and community hubs to bring the history of the area into the classroom. This could be accompanied by informative and interactive resource packs for schools, contextualising lessons by providing a strong foundation for active learning.

We will also seek to maximise opportunities offered by digital learning, by considering online exhibitions and other learning tools and using a digital platform to release online footage of the excavation in action. Our location and our community are essential to the development of our proposals, that have been shaped to reflect the distinctive cultural heritage and landscape of the Kent and Essex surrounding areas.

Our Proposals:

What our proposals mean for you

The London Resort represents a unique opportunity to bring a major attraction and entertainment-led regeneration scheme to the UK. It will have a global profile, attracting visitors from all over the world, generating economic benefits that will reach far into Kent, Essex and London, while also delivering benefits to the whole UK. The London Resort will support job creation, tourism and business growth.

Our intention has always been to ensure that the London Resort works for local communities as well as our visitors. This will benefit local communities in the immediate vicinity and beyond.

We have revised our business plan and carried out more detailed assessments. We have taken into account the impacts of infrastructure improvements and development in the area alongside our own socio-economic impacts. Our ongoing assessments will continue, working with representatives from local charities, work programmes and educational institutions, local authorities and the Ebbsfleet Development Corporation.

Benefits:

Thousands of jobs - there will be thousands of direct and indirect jobs created for construction and operation of the London Resort. These include skilled and semi-skilled jobs directly, with a combination of full-time, part-time and seasonal roles.



Regeneration and investment – the London Resort is likely to trigger increased investment and interest in the area.

Economic growth and opportunities - the London Resort will bring multi-billion pound investment and benefits to the economies of Dartford, Gravesham, Thurrock, Kent, Essex and the wider UK.



Increase in local spend – thousands of daily visitors and staff will generate an increase in economic activity in the local area, leading to an associated increase in local spend.

Employment and skills – we are committed to creating local employment opportunities, providing career paths - not just jobs - addressing skills gaps and promoting career choices through working with local education institutions and other organisations.



Transformational provision of entertainment – the London Resort will be the first entertainment scheme of this scale and profile in the UK. It will deliver diversity in the type of leisure offering available in the UK, marking it as a step-change in leisure and entertainment provision.



Realise potential of the River Thames - new routes will be created to make it attractive for people to walk, cycle or bus to and around the site, helping to realise the potential of the river.



New infrastructure - improved connectivity and ferry terminals along with new infrastructure and transport interchanges, to support sustainable modes of transport.



Green network - a green network will include areas of environmental enhancement and wildlife habitat creation beside the river.



Improved access for local communities - an improved network of pedestrian and cycle routes on the Swanscombe Peninsula, improving connectivity within existing neighbourhoods and creating linkages with the network of green spaces and the river.



Regeneration of a brownfield site - the Project will regenerate what is largely a contaminated brownfield site, isolated by its previous industrial uses, back into a vibrant focus for the region. Our design will utilise and respect the unique character of the site and its riverside location.

Our Proposals: What this means for you

Communities

Improved connectivity for local communities

As we have set out earlier in this booklet, public access to the Peninsula is currently limited to a small number of public footpaths. Our proposals include walkways, helping to connect visitors and local residential areas with the river, along with an improved network of pedestrian and cycle routes on the Swanscombe Peninsula, connecting to the adjacent residential areas of Greenhithe, Swanscombe and Northfleet.

This includes the comprehensive enhancement of Pilgrims' Way from Swanscombe. This will improve connectivity within existing neighbourhoods and create linkages with the network of green spaces. Our proposals also include improved routes for pedestrians and cyclists around the Tilbury site.

We will continue engagement with local communities and others interested in the London Resort as we continue to develop our designs. We have established a local Community Liaison Group, and will be engaging with schools, local interest and other community groups as we progress.

Accessibility and inclusivity

The London Resort is committed to creating a development that is accessible and inclusive, and an environment that everyone can enjoy confidently and independently, with choice and dignity, regardless of disability, age, gender, sexual orientation, race and faith.

We will put people at the heart of our design, starting with the simple premise that inclusion is embedded in the design process by:

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

Our aim is to ensure that people can make effective, independent choices about how they use the London

Resort without experiencing undue effort or separation. Design and operational solutions will not only consider those barriers that form physical constraints but also barriers experienced by people who are Deaf, deafened or hard-of-hearing, people who are blind or partially sighted and people who are neurodivergent.

No matter how physically accessible a venue is, without clear operational policy mechanisms, the accessibility of the London Resort might be compromised and over time, diminish. Therefore, sufficiently robust provision, criteria and practices will be established by the London Resort and our partners – this will include the development of active management plans.

Ongoing engagement

Even the most carefully designed inclusive environment may not meet every need. Disabled people are not homogenous and as such, different choices and solutions are required; considering disabled people's needs within the design process will secure benefits for everyone. Consultation and engagement are essential means of informing the design and ultimately the management and operation of the London Resort.

The London Resort team wants to consult with and involve local disabled people, in terms of our design and management. This will include local and national stakeholder groups, but we are also looking to establish an accessibility forum to help guide our design development and our operational policies.

If you are interested in informing our approach, please contact us via email at: info@londonresortcompany.co.uk with the subject heading Access Forum.



Jobs, Skills and Economic Benefits

Jobs, skills and training

The London Resort will be a huge driver for job creation. Collectively, we estimate that the Project will generate around 8,700 skilled or semi-skilled jobs directly on-site during peak times in 2025. This figure is expected to increase to over 17,000 jobs on-site by 2038.

These jobs will be allocated across the two theme parks, Water Park, dining, retail, hotels, and facilities including the Conferention centre and eSports centre, and includes full time, part time and seasonal roles. The estimated breakdown in 2038 is below:

- Approximately 6,500 full time jobs
- Approximately 3,700 part time jobs
- Approximately 7,100 seasonal jobs

There are expected to be a peak of up to 4,100 jobs supported on site during the construction period.

Thousands of indirect and induced jobs are also predicted throughout the national economy due to the spending, income and economic activity supported by London Resort. The Resort is expected to support up to 27,000 net additional jobs in 2038 throughout the UK.

The London Resort will generate a range of job opportunities, from those that require several years' experience or professional qualifications, to jobs that require no specific previous experience that may be suitable for some currently unemployed people, or those who are looking for a career change and are ready to upskill.

We appreciate there is a lot of interest in potential employment opportunities. The majority of recruitment for operations for the London Resort will take place in the year prior to opening.

Local people

We want to ensure local residents benefit from the new employment opportunities, as well as people from the wider employment market. The London Resort may also attract people who currently commute out of the area and are looking to work closer to home.

We estimate that between 55% and 60% of operational workers will be based in the local surrounding area, including Dartford, Gravesham and Thurrock.

Assessments are ongoing to identify the characteristics of jobs generated, the range of skills required and to understand the extent to which a skills gap exists in the local catchment area. Working collaboratively with local employment institutions, we will identify appropriate employment and skills interventions and initiatives that could be put in place to maximise the potential take up, matching local people to appropriate and fulfilling new job opportunities.

Our skills programme will also aim to make jobs accessible to the 'hard to reach' members of the community including people with mental health issues, hidden or physical disabilities and people who have been unemployed for longer durations.

The programme will outline how we intend to work with local authorities and stakeholders so that employment opportunities will be accessible to those who need them most and provide maximum benefit for the local community.

The development also includes provision for accommodation for staff across 500 dwellings, most likely to be 4-6 bedroom apartments. This will not only reduce pressure on the local housing market, it will also provide staff with safe and convenient living arrangements throughout the course of their employment at the London Resort.

Our Proposals: What this means for you

Young people

We want to provide local young people with the inspiration, motivation, skills and opportunities they need to help them secure a job at the London Resort.

We will work with local schools, colleges and universities to implement development programmes and modules, providing local children and young people with the necessary skills to work at the London Resort. We will also deliver an Employment and Skills Strategy. This will set out several education-related benefits, including hospitality courses at local colleges and universities, career talks, site visits and school tours, and work experience placements. We will work with the local community to provide a positive learning experience and maximise potential benefits for the next generation.

Our employment and skills programme will include:

Training programmes at our on-site staff training centre

'On the job' training

Rolling programmes of engagement with education providers across primary, secondary schools and colleges to explain what skills are needed

Rolling programmes of engagement with young people to inspire, motivate, and help them to understand the range of potential job and career opportunities

Open days and site visits throughout the construction phase and when the London Resort is operational, using our Visitor Centre

Apprenticeships for school leavers

Business growth, regeneration and tourism

The London Resort is designed to cater for up to 6.5 million visitors per year with Gate One open only, and up to 12.5 million visitors per year with Gates One and Two in operation.

It will be a destination with a global profile, with up to 35% of visitors projected to come from overseas.

Local businesses and supply chain

The London Resort will also generate opportunities for a wide range of local, regional and national businesses through our supply chain, which will be key to the success of the Project. All suppliers, including small and medium sized enterprises, will have the opportunity to get involved in our tendering processes.

We intend to begin a programme of engagement with businesses and potential suppliers following submission of our DCO application. This will include events to give potential suppliers the opportunity to find out more about our services and product requirements. We will release more information about supply chain opportunities as the scheme progresses. Those interested in becoming a supplier can sign up to our Project mailing list.



Impacts on local businesses

While the London Resort will create significant new market opportunities for local businesses supplying goods and services, our assessments are also taking into account how it might compete with existing leisure and entertainment businesses and their markets.

A number of businesses are located within the development area on the Peninsula. This will result in displacement and in some cases, loss of existing jobs. We are in discussions with businesses and other landowners impacted by our proposals to ensure that we can mitigate the impact of this as much as we are able to.

Regeneration

The London Resort will regenerate what is largely a brownfield site, isolated by its previous industrial uses. It will help to deliver a more sustainable environmental, social and economic foundation for the area through contributing a mix of leisure, business and community land uses, providing a catalyst for the regeneration of the wider area. These will align with the agenda for housing growth in the area driven by the Ebbsfleet Development Corporation and the local authorities.

Tourism

With the Resort bringing more people to the area, other destinations across Kent, Essex and London will have an opportunity to capitalise on a larger tourist market and their surrounding economies are expected to grow as a result.

Find out more

Further details about our socio-economic assessment are available in the PEIR.

What happens after consultation

By taking part in our consultation, your responses will help us shape the scheme before we submit our DCO application. As you can see from the information provided in this booklet, our proposals to date have already been shaped by feedback provided over the previous four stages.

We will analyse and consider all feedback received during the consultation period. We will have careful regard towards what people tell us, and take account of this when making further refinements to our proposals.

We will set out a summary of the responses, and describe how our proposals have been informed and influenced by them, in our consultation report. This will form part of our DCO application and will be available to the public following submission of the application.

Once we submit our DCO application, the Planning Inspectorate (PINS), acting on behalf of the Secretary of State for Housing, Communities and Local Government, has 28 days to formally accept the application. There will then be an examination process, during which PINS will seek input via written representation and public hearings during 2021. PINS will then make a recommendation to the Secretary of State, who will decide on whether or not the Project will go ahead.

For more information on this process, please visit: <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

We expect to submit our planning application by the end of 2020 and, provided it is granted, works will start in 2022, with a view to the London Resort opening in 2024.

In addition to this consultation process, we will continue to engage with local communities, organisations and others interested in, or impacted by, the London Resort, as we continue to develop our proposals.

Have Your Say

We're seeking your views on our proposals for the London Resort. It is important that you submit your response by **11.59pm on 21 September 2020**. We cannot guarantee that responses received after this time will be considered. Your feedback is important in shaping our proposals before we submit our DCO application.

How to respond

 **Online:** Please submit your feedback by completing our online feedback form on our website www.londonresort.info

 **Post:** You can download the form and send it to **FREEPOST: LONDON RESORT CONSULTATION**. You do not need a stamp.

 **Email:** You can also email your feedback to us at info@londonresortcompany.co.uk

Find out more

 **Website:** www.londonresort.info - As well as reading this booklet, we'd encourage you to explore our website, where more detailed information is available. We have also created a virtual exhibition space, which includes an overview of proposals with visualisations, video and a webchat facility.

 **Webinar Events:** You can also attend one of our public consultation webinar events, which we are holding on selected lunchtimes and evenings throughout the consultation period. Members of the team will present proposals and will be happy to answer questions. Dates and times, and details of how to register, are on our website and will be kept up to date throughout the consultation period.

 **Telephone Surgeries:** You can also arrange a time to talk to one of our team. These can be booked via our freephone line, email or webchat using the contact details below.

 **Paper copies of materials:** You can order a hard copy of this booklet and the response form. There may be a charge for hard copies of technical materials, due to the volume of materials. If you would like to order hard copies, please contact us via the details below.

If you have any questions about the consultation, would like to order paper copies of materials or the consultation feedback form, or want to arrange a telephone surgery, you can contact us by:

You can also follow us on Facebook and Twitter [@londonresort](https://twitter.com/londonresort) to stay up to date about consultation and our public webinar events.



 **Telephone: 0800 470 0043**

 **Email: info@londonresortcompany.co.uk**

 **Post: FREEPOST: LONDON RESORT CONSULTATION**

If you would like a **large text** or alternative format of this booklet, please contact **0800 470 0043** or email info@londonresortcompany.co.uk