

# 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.

## We've been listening

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. Over 2014/15, we carried out extensive community consultations. We met with over 8,000 people at over 150 hours of public events. This enabled us to understand the views of stakeholders, influencing proposals from the outset. We have carefully analysed and considered all of this feedback.

## What you said:

**83%** SUPPORTED OUR EMERGING MASTERPLAN

**84%** SUPPORTED OUR SUSTAINABLE TRANSPORT PROPOSALS

**77%** AGREED THAT THE LONDON RESORT WOULD PROVIDE LONG-TERM LOCAL BENEFITS

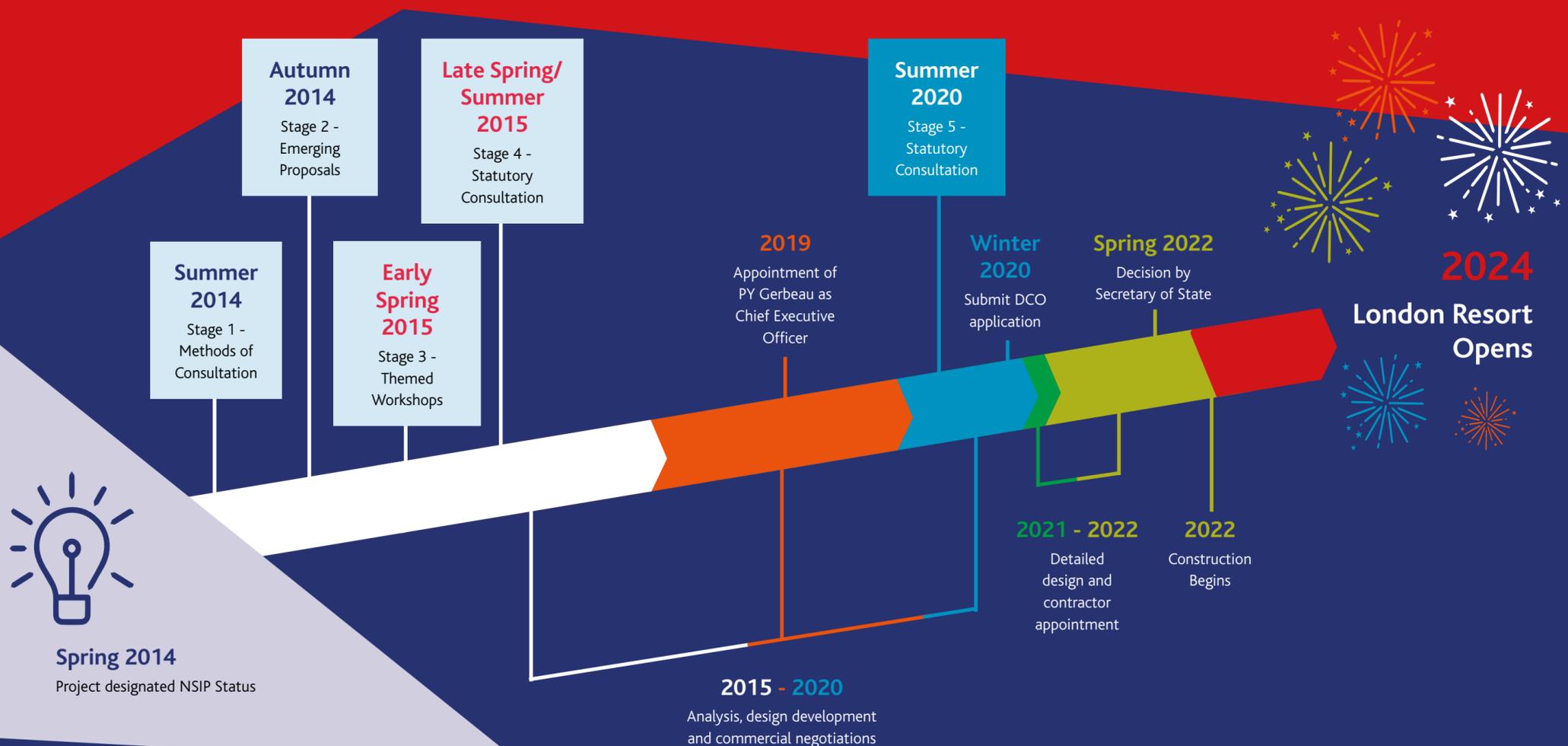
The most commented on topic was transport, with the biggest issue relating to traffic impacts, and impacts on the public transport network. Comments were also raised about environmental and community impacts, including noise, air quality, local ecology and wildlife.

We have carefully analysed and considered all of this feedback, which has helped to shape our vision for the London Resort. We have also taken into account changes to the area since 2015 and 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.

## Taking the next step:

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.

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## 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.

## Fit for the future

Our three core principles for development of attractions are to be innovative, relevant and flexible. What we design today needs to satisfy our first 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, to ensure that it always has a fresh appeal to visitors.

## 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 to the river for visitors and local communities.

## A catalyst for job creation and regeneration

The London Resort will attract visitors from across the globe, generating local community and economic benefits that will reach far into Kent, Thurrock, Essex, London and the UK, supporting job creation, tourism and business growth.

## Partnering for success

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.



# Our proposals

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. The site is just 17 minutes to central London by train and offers excellent links to the rest of the country, and mainland Europe.

Transport facilities will be provided on the north side of the river, set over approximately 29.5 hectares of land, on land immediately to the east of the port of Tilbury, with a transport access corridor around the A1089.

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 proposals have been refined and adapted to better accommodate the environmental and technical constraints and opportunities, and to maximise benefits and minimise impacts for the local community and environment.



## Your views matter

Our revised emerging Masterplan has taken into account feedback that we received during previous stages of consultation and ongoing stakeholder engagement.

### Key changes include:

- Revised business plan: reduced anticipated visitor numbers and revised scheme content
- Increased emphasis on sustainability and net zero carbon emissions
- Developed an enhanced comprehensive sustainable transport strategy
- We have been able to revise our Order Limits, reducing impacts on local communities and residential properties
- Revised scheme content includes changes to the proposed entertainment and amenities on offer both inside and outside the 'payline' of the theme park gates
- Changes to the layout to improve and enhance the landscape and retain green space
- We remain committed to creating local employment opportunities and career opportunities for young people in the area
- Added provision of 500 dwellings for staff working at the London Resort (to be included in the DCO application).

# Transport

## 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.

## New road

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. 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. The road will predominantly be in cutting, shielding vehicles from view, will be landscaped and where necessary, noise barriers will be installed.

## Revised junction

The road will branch traffic off the A2 towards the London Resort access road via an improved Ebbsfleet junction. An initial proposal, as shown in the image here, 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.

## Wider road network

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.

We will be working closely with Highways England to ensure that construction of the London Resort access road does not impact on the A2. We are in discussions with them about providing forecast model data from their traffic models for the A2 Bean and Ebbsfleet improvements project and the Lower Thames Crossing, to be used for the London Resort assessment.

## 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, coach parking spaces, motor cycle and secure cycle spaces for visitors. Additionally, a rest and welfare facility will be provided for coach drivers.

[New London Resort access road](#)



# 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, with some suggesting that more could be done to utilise the river.

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

These proposals include:

- 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
- Incorporation of the Fastrack bus service to provide access to the London Resort
- Improved local walkways and cycle paths
- Provisions for access for people with disabilities

## Public transport

Ebbsfleet International Station will provide the gateway to the London Resort for the majority of visitors arriving by rail. The station will also provide an interchange for bus routes serving the wider local community. 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.

Existing public transport services are being reviewed to understand how they could serve the London Resort and encourage non-car based modes of travel.

## 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. 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.

## Walking and cycling

Public access to the Peninsula is currently limited to a small number of public footpaths.

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, including walkways within the marsh habitats and a riverside route aimed at reconnecting local residents with the river.

Our proposals include connections to local pedestrian routes to encourage local visits, including the comprehensive enhancement of Pilgrims' Way from Swanscombe.

## Visitor arrival by river from London



# Cultural heritage

Swanscombe, Ebbsfleet and Tilbury lie in areas of rich, diverse and significant archaeological heritage dating back to prehistoric times.

## Your heritage

Our ongoing investigations are continuing to increase our understanding of the archaeological remains, which range in date from the Palaeolithic period to the Industrial period.

We have also 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. These include Scheduled Monuments, and Grade II Listed Buildings on the Swanscombe Peninsula. Within the Tilbury site, one Grade II Listed Building located in the southern part of the site has been identified.

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

## Learning

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 the area.



# Environment

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

A central part of our landscape strategy is to showcase and enhance the natural features of the Swanscombe Peninsula and riverside location, integrating them seamlessly into our designs.

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.

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.

## Land ecology

We 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 taking onsite habitat remediation into account and retain existing ecologically important features and habitats where possible.

Surveys to date have shown that parts of the Peninsula include important habitats and flora. 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 undertake a range of mitigation measures, which includes tree and hedgerow planting and active scrub management to preserve habitats within the site that support such a wide variety of species. We will also create protected 'zones' to allow some areas to remain completely undisturbed by public access to enhance biodiversity and ecology.

## 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, and 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.

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

## 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 offsite to create marshland and grassland habitats.

## Public walkways and cycle paths

Our proposals include an improved network of pedestrian and cycle routes including walkways within the marsh habitats and a riverside route. Some areas will remain completely undisturbed by public access in order to protect and enhance biodiversity and ecology.

## 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.

## Ground conditions

Much of the land presents a legacy of contamination. The development will incorporate measures to mitigate these risks and improve the natural environment.



# Environment

## 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. Site-wide measures will be implemented to limit the generation of dust during construction, while our transport strategy encourages the use of sustainable travel to reduce emissions.

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. 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 assessing the potential noise and vibration effects created by the construction and operation of the London Resort. A combination of measures are being considered in order 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 using 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.

## Flood resilience

Where necessary, earth shaping will be used to provide a flood resilient design. 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.

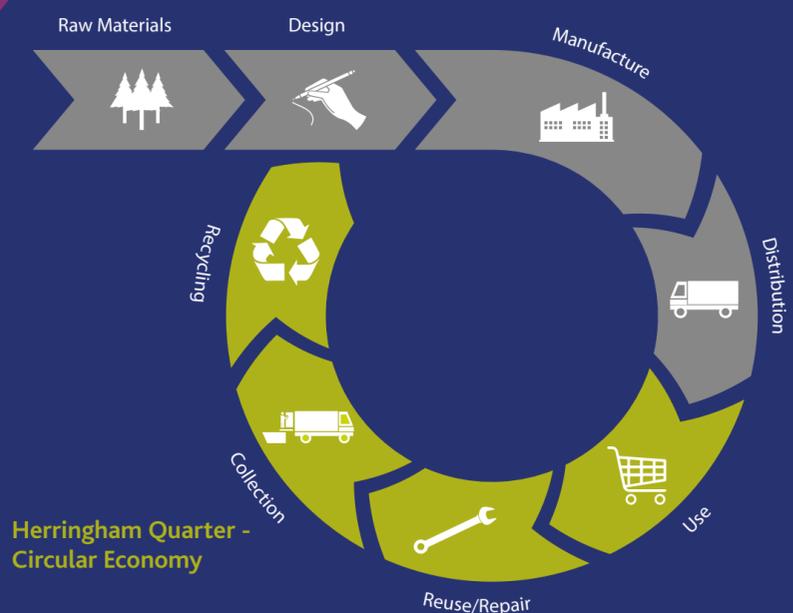


## Sustainable development and operation

We are promoting a sustainable development, 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.

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. 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.



We are continuing to evolve our thinking on the Project's operations in order 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.

## 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 offsite 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.

## 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 includes 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.

# 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.

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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.

## Benefits to you:

- Transformational provision of entertainment
- Economic growth and opportunities
- Regeneration and investment
- Increase in local spend
- Thousands of jobs
- Employment and skills
- New infrastructure
- Regeneration of a brownfield site
- Realise potential of the River Thames
- Green network
- Improved access for local communities.

## Community benefits

We are improving public access to the Peninsula by adding new walkways, along with an improved cycle and pedestrian network on the Swanscombe Peninsula, connecting to the adjacent residential areas of Greenhithe, Swanscombe and Northfleet. Our proposals also include improved routes for pedestrians and cyclists around the Tilbury site.

## 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.

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.

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.

# Jobs, skills, regeneration and growth

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, and includes an estimated **6,500** full time jobs, **3,700** part time roles and **7,100** seasonal jobs. During the construction period, peak on-site construction is predicted to employ up to **4,100** jobs.

## Local people

We want to ensure local residents benefit from the new employment opportunities. We estimate that between 55% and 60% of operational workers will be based in the local surrounding area, including Dartford, Gravesham and Thurrock.

## Young people

We will work with local schools, colleges and universities to implement development programmes and modules, providing local children and young people with skills needed to work at the London Resort. We will also deliver an Employment and Skills Strategy.

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 programme 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 will provide a huge economic stimulus and will increase tourism potential for the area. Up to 6.5 million visitors per year are expected with Gate 1 in operation, and up to 12.5 million visitors per year when the whole Resort has been operational for several years (from 2038).

In 2025 up to 20% of visitors are projected to come from overseas – by 2029 this is forecast to increase to around a quarter, rising to over 30% by 2038. Visitors might come for one day or opt to stay in one of our hotels for a longer visit.

Visitor profiles will vary throughout the year depending on seasonal tourism and travel arrangements and restrictions.

The London Resort will regenerate what is largely a brownfield site, isolated by its previous industrial uses. This 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.

With the London Resort bringing more people to the area, other local 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.

## Local businesses

All local 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.

## Impacts on local businesses

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.

# Have your say

We're seeking your views on our proposals 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 <https://consultation.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](mailto:info@londonresortcompany.co.uk)

## Find out more



**Further information:** In addition to these virtual display banners, we encourage you to read our Guide to Consultation Booklet. Our technical reports, plans, analysis and data are also available for you to review. All materials are available to view via the links on this exhibition space and on our consultation website at <https://consultation.londonresort.info/>



**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 available 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.



**Paper copies:** 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, large format printed versions, or to arrange a telephone surgery, you can contact us:**



**0800 470 0043**



**[info@londonresortcompany.co.uk](mailto:info@londonresortcompany.co.uk)**



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**You can also follow us on Facebook and Twitter to stay up-to-date about consultation and our public webinar events.**



**@londonresort**

## What happens after consultation

By taking part in our consultation, your responses will help us shape the scheme before we submit our DCO application. We will analyse and consider all feedback received during the consultation period.

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.

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.