

## DARTFORD LOCAL PLAN

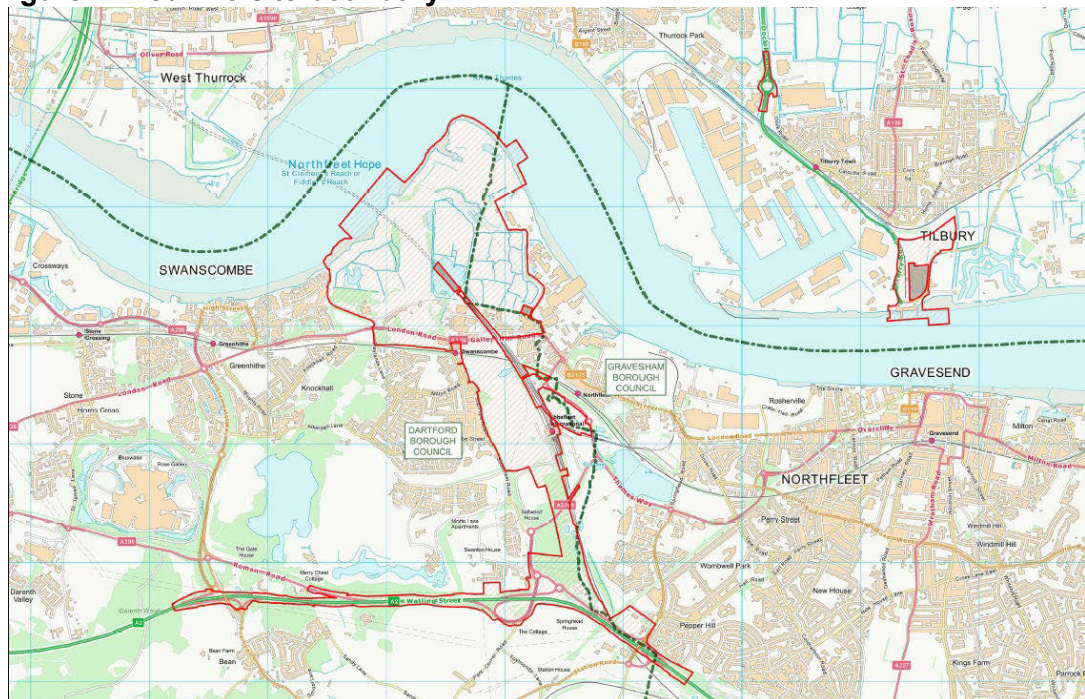
### **Inspector's Initial Questions 24- 25, London Resort: DBC Response (Paper E)**

March 2022

**24. The plan highlights the potential of the London Resort NSIP proposal as a scheme with the potential to have a significant impact on the Borough and its development strategy. The plan indicates in Table 11 that the Council's position would be to review the Local Plan within 6 months of commencement of the access road if the London Resort proposal were to be allowed. What does the Council consider the significant impacts of the London Resort NSIP on the plan to be?**

- 1.1 It is hopefully useful to outline here current information on the proposal. A formal description was submitted by the applicant, named *Project Description* as part of the Development Consent Order to the Secretary of State, and is attached as Appendix E1. The application red line boundary is shown in Figure 1, which also shows the Borough boundaries in green broken lines.

**Figure 1: Red line site boundary**



- 1.2 To summarise, the *Principal Development* includes: land remediation works; a Leisure Core, comprising a range of events spaces, themed rides and attractions, entertainment venues; land remodelling, hard and soft landscape works, and pedestrian and cycle access routes and infrastructure.
- 1.3 As an NSIP application the proposed works also include *Associated Development* which in this case is extensive:
- public areas outside the leisure core offering a range of retail, commercial, dining and entertainment facilities;
  - the A2(T) Highways Works comprising modified roundabouts with traffic signals at the A2(T) / A2260 Ebbsfleet junction;
  - a Resort access road of up to four lanes (i.e. up to two lanes in each direction);
  - car parks with an overall volume of 10,750 spaces, split between the Kent and Essex Project Sites;
  - four hotels providing family, upmarket, luxury and themed accommodation totalling up to 3,550 suites or 'keys';
  - a 'Conferention' Centre (i.e. a combined conference and convention centre) capable of hosting a wide range of entertainment, sporting, exhibition and business events;

- an e-Sports Coliseum designed to host, video and computer gaming events and exhibitions;
- 'Back of House' areas accommodating many of the necessary supporting technical and logistical operations to enable the Entertainment Resort to function, including administrative offices, a security command and crisis centre, maintenance facilities, costuming facilities, employee administration and welfare, medical facilities, offices and storage facilities, internal roads, landscaping and employee car parking;
- a visitor centre and staff training facility;
- an operations resource centre;
- a people mover and transport interchanges;
- local transport links, river transport infrastructure on both sides of the Thames, including the extension of the existing floating jetty at the Tilbury ferry terminal and a new floating jetty and a reconditioning of Bell Wharf at the Swanscombe Peninsula;
- utility compounds, plant and service infrastructure including an energy centre;
- a wastewater treatment works with associated sewerage and an outfall into the River Thames;
- flood defence and drainage works; habitat creation and enhancement and public access;
- security and safety provisions;
- data centres to support the Resort's requirements.
- Plus up to 500 dwellings for Resort workers. Each dwelling would typically include 4-6 bedrooms.

- 1.4 The Council does not consider sufficient assessment and detail has been submitted with the application for London Resort for the impact of the Resort to be fully assessed. This can be seen in the Council's Relevant Representation, attached as Appendix E2.
- 1.5 As a host authority the Council has the ability to submit a Local Impact Report (LIR) to the Secretary of State for consideration. The LIR has not yet been completed and therefore the Council has not yet adopted a formal view on the specific impacts of the proposed Resort. However, the joint Relevant Representation by the Borough Council, the Ebbsfleet Development Corporation and Kent County Council should provide a clear indication of the nature of the significant impacts and the scale of detail and mitigation required.

**25. Given the potential overlap of timescales between the DLP examination and the DCO timetable, is the current approach of including a trigger in Table 11 (within the Monitoring and Implementation Framework section) of the plan sufficiently clear and robust? Would the review trigger result in the need to review the whole plan or particular policies?**

- 2.1 The dual carriageway access road running from Swanscombe Peninsula, past Ebbsfleet International Station to the A2, is shown in Figure 2:

**Figure 2: Proposed Access Road**



- 2.2 DBC is satisfied that the trigger in Table 11 is suitably clear and robust being “within 6 months of start of on-site construction of the access road”. As can be seen in Figure 2 above, the Resort Access Road is long (estimated by DBC at approximately 2km), and a significant piece of infrastructure providing vehicular access from the A2 trunk road to the Resort back of house and car parks.
- 2.3 The Resort Access road is a specific item listed under the Associated Development with the description of development and is identified as separate Work Plans in the submission which are referred to separately within the Development Consent Order.
- 2.4 In order to ensure that the Access Road is constructed before the resort is open the Development Consent Order (if granted) will have very specific triggers relating to the construction of the Access Road.
- 2.5 No detail of the Access Road construction has been provided as part of the application submission and, as this 4-lane road will run through and adjacent to Ancient Monuments as well as the Site of Specific Scientific Interest as well as a number of other constraints relating to construction detail, there will need to be a generous lead in time prior to the start of construction of the Access Road in order to ensure all details are prepared, submitted and approved under the Development Consent Order requirements.

- 2.6 This will require significant funding and commitment by the developer and the Council will have adequate warning of the likely construction start time for the Access Road to enable preparation of a work programme for the review of the Local Plan. In addition, since access to the area of the leisure core is limited without the new road, the Access Road is likely to need to be constructed and available for use before the leisure core can be fully constructed. This will enable time for the review of the Local Plan to be underway and possibly complete before the London Resort is open to the public.