

FREEPOST
LONDON RESORT CONSULTATION

please reply to:
70 Dynevor Road
Stoke Newington
London
N16 0DX

info@londonresortcompany.co.uk

roger.blake@railfuture.org.uk

2020-09-21

Dear Sir/Madam,

London Resort – pre-Development Consent Order application

Railfuture is Britain's leading and longest-established national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement, and the socio-economic benefits of better-connected communities. We seek to influence decision-makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

We follow below the format of the online survey's questions.

Transport – getting to and from the London Resort

The Guide describes our transport proposals for the London Resort. This includes our proposals for access by road, and proposals designed to make it easier for people to travel by river, rail and bus, or by walking or cycling. The overall strategy is intended to reduce traffic on local roads and the wider road network and support sustainable modes of transport.

Q: Our refined transport strategy includes ferry terminals, transport interchanges, improved links to Ebbsfleet International Station, and agreements with Thames Clipper and Port of Tilbury London, to maximise use of the river, rail, local public transport, walking and cycling. With the information available do you support our approach to sustainable transport and minimising impacts on the road network?

A: Not yet. “*Network Rail’s May 2018 South East Route: Kent Area Route Study - Advice for funders*” document specifically identified Ebbsfleet Southern Link at paragraphs 6.13.24-27: “*Provide a new connection between Swanley and Ebbsfleet International to support predicted passenger uplift demands due to the proposed Ebbsfleet Garden City and London Resort Theme Park developments*” albeit that the Prioritisation Assessment 2.5 years ago was “*Should be considered as a longer term aspiration linked to future housing growth and London Resort Theme Park*” (our underlines). Options are detailed in the Accompanying Technical Appendix, paragraphs 10.1-10.5. Now that Network Rail have embarked on a North and East Kent Connectivity CMSP Study it is our view, given the inevitably long lead times for rail projects of this nature to come to fruition, that London Resort should commit to close collaboration with Network Rail and others and to use of ‘best endeavours’ to ensure that such a new connection is brought into use as soon as is reasonably practicable. We are also aware of a proposal for a cross-river light rail link; such a link is to us essential to the “*approach to sustainable transport and minimising impacts on the road network.*”

www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

Please provide reasons and give any other comments on this issue.

20 years into the 21st Century it cannot possibly be judged right in any policy context that a major development is still proposing thousands of new car park spaces. The IOC's original judgement of London's bid for 2012 was that its public transport provision was weak. London addressed that concern, and London went on to win. The same challenge presents itself here. If London 2012 could present itself as the public transport Games, then this development must set itself the same target, to present itself as the public transport Resort.

Q: Our transport proposals include a new dedicated access road between the A2 and the London Resort, with a revised junction layout at the A2 Ebbsfleet junction. With the information available, do you support our approach to keeping London Resort traffic separate from local traffic?

A: No.

Please provide reasons and give any other comments on this issue.

A public transport Resort would not need to accommodate so much additional traffic onto an already crowded road network.

Environment

The Guide describes the layout of the revised emerging Masterplan, which includes changes which are designed to make better use of opportunities to improve and enhance the structure of the landscape across the area. A large proportion of the Peninsula landscape will remain undeveloped and will be enhanced. LRCH is committed to achieving a net gain in biodiversity.

Q: Our proposals plans to showcase and enhance the natural features of the site and riverside location, and to restore and create new habitats within and surrounding the London Resort. With the information available, do you support our approach to the environment and biodiversity?

A: No comments.

Please provide reasons and give any other comments on this issue.

Not our specialist field.

Sustainability

The Guide describes LRCH's approach to sustainability and its commitment to an operational net zero carbon emissions target.

Q: Our proposals set out our approach to integrating sustainable and low-carbon principles across the design, construction and operation of the London Resort, with an operational net zero carbon emissions target. With the information available, do you support our approach to sustainability?

A: No.

Please provide reasons and give any other comments on this issue.

Unless and until your transport plans are primarily public transport-led, you can justify no claim to be sustainable in any meaningful sense.

Walkways, cycle routes, public rights of way?

As described in the Guide, public access to the Peninsula is currently limited to a small number of public footpaths. We are proposing to create 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. Our proposals also include improved routes for pedestrians and cyclists around the Tilbury site.

Q: Our proposals include improved and enhanced pedestrian routes and cycle routes linking the local community with the River Thames.

With the information available, do you support our approach to walkways, cycle routes, and public rights of way?

A: No comments.

Please provide reasons and give any other comments on this issue.
Not our specialist field.

Cultural heritage

The Guide describes the rich, diverse and significant archaeological heritage of the area, as well as designated heritage assets within the Project sites that might be affected by the London Resort.

Q: Our proposals outline a range of ways in which LRCH plans to mitigate impacts, and ways in which it could protect and showcase important local history and archaeological and cultural heritage features.

Based on the information available, do you support our approach to cultural heritage?

A: No comments.

Please provide reasons and give any other comments on this issue.
Not our specialist field.

Communities, regeneration and benefits

The London Resort represents a unique opportunity to bring a global attraction and entertainment led regeneration scheme to the UK which will generate benefits including job creation, inward investment, new and improved infrastructure, creation of green networks and improved local walkways and connectivity.

There are inevitably effects associated with any major infrastructure project. Our revised proposals have been adapted to better accommodate the environmental and technical constraints and opportunities, to maximise benefits and minimise adverse impacts for the local community and environment.

Q: Our revised proposals have been adapted to maximise benefits and minimise adverse impacts for the local community and environment.

Based on the information available, on balance do you think the London Resort will benefit the local area in the longer term or create more problems?

A: Create more problems.

Please provide reasons and give any other comments on this issue.
The approach to transport for visitors requires a major re-think and an alternative approach.

Accessibility and inclusivity

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

Q: We are committed to creating a development that is accessible and inclusive. Our proposals set out our approach to ensuring that inclusion is embedded in the design process, and that this will be shaped and informed by ongoing engagement. Based on the information available, do you agree with our approach to accessibility and inclusivity?

A: No comments.

Please provide reasons and give any other comments on this issue. Please use this space to tell us what else you think we should be considering in terms of making the London Resort accessible and inclusive.
Not our specialist field.

Masterplan

The Guide describes our proposed changes to the emerging masterplan, which has taken into account feedback that we received during previous stages of consultation, and sets out how we propose to accommodate environmental and technical constraints and opportunities. The Guide also describes the proposed mix of facilities and amenities, which includes theme parks, eSports, retail and dining, habitat enhancements and walkways, both inside and outside the 'payline' of the theme parks

Q: The revised emerging Masterplan describes our proposed mix of facilities and amenities, along with our environmental and transport strategy. With the information available, what are your thoughts on the emerging masterplan and the mix we are proposing?

A: As will be apparent, we have fundamental misgivings about the current transport strategy.

Please provide reasons and give any other comments on this issue.
Whatever the mix of facilities and amenities, the means of access to them is the litmus test.

General

Q: We would like to know what is important to you. Please let us know if you have any further comments on the information presented at this stage.

A: For us the over-riding principle is that London Resort should emulate the best of, and apply lessons learned from, London 2012.

About this consultation

Q: How did you find out about the consultation?

A: Social media.

Q: Which materials (if any) did you find useful?

A: Materials – including the Guidebook.



Please provide reasons and give any other comments on this issue.
No further comments.

About you

We would be grateful if you could answer the following questions. This information is optional, but it will enable us to update you on the outcome of the consultation and the next stages for this project. It will also help us to categorise responses. Details and views of individuals will not be made public. If you do not want to provide these additional details, please provide us with your postcode, which can help us to better understand the views of different communities in relation to the proposals.

Are you an affected landholder?

No.

Are you responding on behalf of an organisation?

Yes.

If yes, which organisation?

Railfuture Ltd.

Submit answers anonymously? No

More about you...

To ensure that we treat everyone equally. It helps us to know more about the people responding to our surveys. The information you provide will not identify you as an individual.

Name: Roger Blake. Email: roger.blake@railfuture.org.uk

Age, ethnic group, gender of our London & South East regional branch membership:
generally retired, overwhelmingly white, predominantly male.

Communication Subscription Preferences

If you would like to receive further communications from us, please set your preferences below.

E-Newsletter, Events

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS
Director for Infrastructure & Networks, national Board
Vice-Chair, London & South East regional branch

SUB-RWB-20200921-A