Appendix A – LGF Project Background Information

Name of Project	**London Gateway/Stanford Le Hope** Thurrock Council
Local Growth Fund allocation	£7.5m (awarded February 2017)
Description of what Project delivers	On the north banks of the Thames Estuary in Stanford-le-Hope, Essex, London Gateway is the U.K's newest and most technologically advanced deep sea container port catering for global shipping. Once fully developed, London Gateway shall comprise six deep sea shipping berths alongside the logistics park. The London Gateway Logistics Park offers convenient, modern warehousing space on a campus the size of 400 football pitches, the largest of its kind in Europe, with 9.25 million sq ft of available warehousing space. Adjoining the London Gateway port, the Thames Enterprise Park project aims to refurbish part of the closed Coryton oil refinery. This will provide over 3.7 million sq. ft of development space for manufacturing, energy and logistics operations creating new jobs for the local area. In total, London Gateway and the Thames Enterprise Park are anticipated to generate approximately 18,982 direct jobs (on-site) with a further 14,183 indirect jobs created within supply chains. (Source – Thurrock Council). Currently, three port berths are operational at London Gateway, however DP World announced in September 2021 that works were to begin on a new fourth berth to increase supply chain resilience and create more capacity for the world's largest vessels. DP World London Gateway is remote from the Thurrock Urban Area and accessibility will be an issue for prospective employees without access to a car. Ensuring a sufficient labour supply and good job/skills matching will be critical for not only realising the growth but sustaining the jobs in the long term by maximising productivity. It is therefore necessary to ensure that high quality accessibility is provided by non-car means through better bus facilities in Stanford-le-Hope and high-quality rail/bus integration to attract employees. In addition, good quality passenger transport facilities and bus/rail integration will be necessary to achieve the modal split targets for the development. Since the original business case submission in 2017, the Thames Freeport has been created in December 2021, this is an economic zone connecting Ford's Dagenham engine plant to the global ports at London Gateway and Tilbury. The Freeport can secure more

	than £1 billion in new port infrastructure and more than 21,000 new direct and indirect jobs on its estate. The original business case scope included a new multi-modal Interchange on the station forecourt though this did not proceed due to feasibility and cost constraints. An alternative multi-modal interchange is being considered on the opposite side of London Road in the existing station car park and land adjacent to it. This included car passenger drop off positions, taxi rank positions, 84 secure cycle parking spaces, 2 drop off positions and 1 pickup position for a bus with waiting facilities. Due to the complexities of delivery the project as set out in the Business Case has been split into 2 phases: **Phase 1 - Station buildings** – The development of new station buildings providing the following key facilities to support passenger growth. • Modular canopy structures covering prefabricated station buildings • Passenger toilets • Commercial retail facility • Widened Platform 1 • Passenger footbridge with lifts • Level access from London Road to both station buildings and to the platforms • Real-time Customer Information System **Phase 2 - Mobility Hub and Shuttle Bus** A new mobility hub is to be constructed on the opposite side of London Road to the station, integrated into the existing station car park and adjacent vacant Council owned site. The new hub is to include the following key facilities to support transport interchange: • 84 secure cycle parking spaces • Provision for electric pedal bike hire scheme and charging points • Car passenger drop off positions • Bus interchange capacity • Taxi rank positions Initial feasibility studies have identified a number of space and traffic issues that will need to be addressed in the design process to accommodate the integration of the dedicated DP World shuttle bus stop into the mobility hub design. It is anticipated that the future

	integration of the adjacent development sites will provide a long-term design solution.
Project benefits	The scope of the project is to provide new station buildings including a footbridge with lifts, mobility hub on London Road opposite the station including and a dedicated DP World shuttle bus stop, that will: • Provide a mobility hub and dedicated shuttle bus interchange to support the existing London Gateway Travel Plan and future Thames Enterprise Park Travel Plan. • Provide additional passenger capacity at the station to accommodate local growth in jobs and housing • Provide a new station building that improves the perceptions of Stanford-le-Hope station
Project constraints	• Contract negotiations for Phase 1 have failed to secure a contractor. • Planning Permission is not in place for all elements of the project (Phase 2). • Work is ongoing to confirm that a full funding package is in place. • An updated Business Case is required to confirm that the Project continues to offer High Value for Money and that delivery of benefits as set out in the original Business Case remains realistic, following a substantial increase in project costs. An updated Business Case was provided but, based on the information provided, the ITE was unable to assure that the project continues to offer High value for money. • At this meeting the Board will consider a proposed timeline for submission of the required revised Business Case.
Link to Project page on the website with full Business Case	https://www.southeastlep.com/project/london-gateway-stanford-le-hope/