

# Meeting note

<b>File reference</b>	BC080001 - London Paramount Resort
<b>Status</b>	<b>FINAL</b>
<b>Author</b>	Robert Ranger
<b>Date</b>	10 November 2015
<b>Meeting with</b>	London Resort Company Holdings
<b>Venue</b>	Site visit start: 11am, Ebbsfleet International Railway Station, 10 November 2015  Meeting: 2pm, Civic Centre, Windmill St, Gravesend, Kent DA12 1AU
<b>Attendees</b>	<i>London Resort Company Holdings (LRCH)</i> Fenlon Dunphy - LRCH Kevin Doyle - LRCH John Letherland - Farrells Richard Hutchings - WSP Alex Lepez - Faithful & Gould Chris Potts - Savills  <i>The Planning Inspectorate (PINS)</i> Susannah Guest Will Spencer Rob Ranger  <i>Local Authorities</i> Peter Price - GBC Sonia Bunn - DBC Liz Shier - KCC Stephen Dukes - KCC Tracey Coleman - EDC
<b>Meeting objectives</b>	Site visit and pre-application project update meeting
<b>Circulation</b>	All attendees

## Summary of key points discussed and advice given:

The Planning Inspectorate advised on its openness policy, explaining that any advice given under section 51 of the Planning Act 2008 (as amended) (the PA2008) would be recorded and placed on the National Infrastructure website. Any advice would not constitute legal advice upon which applicants (or others) could rely.

Everyone present was introduced, and individual roles were explained.

### **The Site Visit**

The site visit began at approximately 11:30, and followed the route and order shown at Annex A, except that points 8 and 7 were viewed in that order, and the loading pier at point 8 was viewed from the route between points 8 and 7.

EDC noted the importance of ensuring that any works to the west of the railway station were compatible with any future expansion of services, and that connecting infrastructure to the south of the Resort did not sterilise land that had potential to contribute to the Ebbsfleet Garden City project.

They particularly noted that the proposed connecting road between the site and the A2, which was not to be connected to the local road network, had the potential to form an impermeable obstruction across the Garden City and that this would have to be carefully managed in the detail of the proposal. Though Farrells noted the alignment of the Access Road was running alongside the existing High Speed Rail line.

The Inspectorate advised that LRCH should make every reasonable effort to clarify the land rights position in connection with the Broadness Sailing Club, since any proposed compulsory acquisition powers would be likely to have an effect on that land and emerging or disputed land rights (even those that might seem relatively minor) had the potential to disrupt the examination of the application.

The Inspectorate also advised that LRCH investigate the engineering implications of tunnelling through the existing chalk spines level with and alongside the HS1 railway line, in consultation with Network Rail. The applicant will need an understanding of these engineering tasks in order to ensure that the application describes a scheme that is capable of being implemented and does not fail to provide for necessary access to works or similar. LRCH confirmed there is dialogue with the statutory authorities, including Network Rail.

The Inspectorate noted that any application will be accompanied by an environmental statement, which will consider the impacts on London Road and Galley Hill Road from elevated elements of the scheme. LRCH noted this was identified in the PEIR.

GBC noted that the proposed junction between the resort road and the A2 was actually a junction with (or shared with) the A2260.

### **Project update meeting**

The parties thanked GBC for hosting the project update meeting.

LRCH provided an update on their proposed timetable for submission, noting that the anticipated submission date of the Development Consent Order (DCO) application was now mid-2016. The delay was explained as being due to the volume of consultation responses requiring review, ongoing ecological survey work (allowing another full season) and transport modelling (liaising with the authorities).

LRCH explained that they had received valuable responses to pre-application consultation to date, and proposed to undertake further pre-application consultation in the spring of 2016 in order to refine their scheme (ahead of submission).

The Local Authorities present asked that the further consultation be supported by more detailed consultation material than had been provided with the previous rounds, particularly on access routes and other transport issues. EDC raised various issues regarding the potential environmental impacts of the scheme and noted the importance of understanding the proposed phasing to have confidence in what the impacts could be.

LRCH anticipated that there would be an acceleration and intensification of engagement with technical and specialist consultees into 2016. They were particularly keen to achieve coordinated engagement where multiple consultees contribute to the design of specific elements or issues, such as transport or ecology. They briefly introduced the modelling work that was being undertaken.

LRCH identified transport issues as a key area for focused work, given the responses to the consultation undertaken to date. They described some of the measures being considered to minimise the potential transport impacts, such as 90% of construction materials being transported by river.

GDC explained that they are undertaking a Strategic and Economic Needs Assessment at present and this is taking the potential socio-economic impacts of London Paramount into account. GDC is hoping to maintain dialogue with the project consultants to ensure the Assessment is based on the most up to date scheme design and its potential impacts.

LRCH proposed to hold meetings with Highways England and the Highways Authorities with greater frequency into 2016, and also considered a series of tripartite meetings to maintain progress. The Inspectorate advised that, in order to provide advice on the process only, they were prepared to attend tripartite meetings; and noted that other applicants have found having The Inspectorate present as an external party can help to focus the discussions.

LRCH explained the latest iteration of the Business Plan analysis is revising elements of the Resort, for example the relationship between the Theme Park and the supporting restaurants, events and retail elements, to follow a more conventional model (ie without an external "payline"). Savills will prepare a note to explain the current thinking in respect of the proposed payline.

The Inspectorate noted that a new Advice Note on the requirements of the Water Framework Directive is currently being prepared. The expected publication date is not yet known but the Inspectorate would advise as and when it was available. [Post-meeting note: the publication date is not yet certain therefore LRCH is advised to monitor the NSIP pages of the Planning Portal for updates].

### **Specific decisions / follow up required?**

- LRCH will produce and circulate in early 2016 an outline programme of the high-level meetings they expect will be held with consultees towards submission of the application.
- The Inspectorate agreed in principle to attend pre-application meetings between consultees as a third party, when invited by the other delegates to do so.



## Annex A – Site Visit Map and Itinerary

