

## London Resort – Statutory Consultation 2020

### Public consultation webinars - top 10 FAQ

Thank you to everyone who attended our public webinars. We've taken over 1,000 questions over the course of the webinar programme. Below are the 'top 10' most frequently asked questions. Further detail about our proposals is available in our [Guide to Consultation](#) booklet and PEIR, available on our website.

**1. How much will tickets cost? Will there be discounts for local residents? Will there be annual passes?**

It's still a few years until we open so ticket prices and our ticketing strategy have not been finalised. This includes considerations for annual passes and for local residents. We will have further details nearer the time of opening.

**2. Will there be charges for parking? I live locally and am concerned about visitors parking in local roads.**

There will be charges to use the London Resort car parks north and south of the river, although prices have not been decided and will be considered as part of our wider ticketing strategy.

We understand there are concerns that resort visitors may use local residential streets for parking, rather than the dedicated car parking. We are speaking with the local authorities about this specific issue and have committed to monitoring the impact of any off-site parking generated by the London Resort.

If there is an impact, this can be addressed through several measures. It could include the introduction of controlled parking zones, though this would require the support of residents. We also understand this also raises concerns about whether there would be a cost for residents – this is something that would be covered by the London Resort. This is an area that we will continue to monitor closely.

**3. The local roads are very busy already. How can the road network cope with extra traffic?**

It has always been important for us to create a transport strategy that works for the local community and our guests, and that is underpinned by sustainable travel choices. The Project's unique location presents the opportunity to maximise the use of river and rail, and the site is already connected to excellent public transport links.

We have added facilities at Tilbury where visitors can access the London Resort via the river, thus relieving the road network south of the Thames and the Dartford Crossing.

In terms of road traffic, the new access road will provide the sole means of visitor access by car in order to reduce impacts on local roads and local communities so local roads will be excluded. Furthermore should the industrial estates close as a result of the Resort being granted permission, this will remove a sizeable number of vehicles from the local road network .

We are working closely with Highways England and local highway authorities as various road improvements progress, including the A2 Bean and Ebbsfleet junction improvement works, and proposals for the Lower Thames Crossing. We are also working closely with public transport providers in the area. The construction of the port Tilbury2 will significantly facilitate the construction of the London Resort, enabling construction materials to be delivered by river, and reducing construction road traffic.

We are continuing to review how travel to the London Resort by non-car modes of transport can be incentivised through our ticketing strategies, and flexibility has been built into the approach to encompass future technological advances, such as autonomous electric vehicles.

**To find out more** – our [Guide to Consultation](#) booklet provides an overview of our transport assessment, including seasonal variance of visitor numbers across the year, opening hours, and arrival and departure profiles. Further detail is available in the PEIR on our consultation website.

**4. I'm worried about noise during the day and in the evening. Will there be fireworks late at night, nightclubs, parades etc?**

We are assessing the potential noise and vibration effects created by the construction and operation of the Resort in terms of impacts on local communities, wildlife and ecology.

A combination of measures is being considered in order to reduce impacts. This includes 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, using natural materials where possible, such as trees and hedgerow.

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.

Fireworks are not very environmentally friendly and we are looking at alternatives once the Resort is in operation. We are not planning on parades (as had been suggested in our 2015 consultation) and there will not be nightclubs. The Resort will close at 11pm.

Should our DCO application be successful, comprehensive and legally enforceable requirements will then be in place, which includes noise, air quality and visuals impacts, which LRCH must adhere to. Our draft DCO and our PEIR, setting out our environmental assessments, are available as part of the suite of consultation materials on our consultation website.

**5. I'm concerned about impacts on local wildlife. What assurances can you provide? How do we know the marshland will stay protected and that you won't build over it at a later stage?**

We are committed to achieving a net gain in biodiversity. 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 area supports a variety of wildlife habitats and species associated with the land, the river and its banksides. We are going above and beyond the requirements of the NSIP process and are committed to ensuring the biodiversity value of the area is not disadvantaged by the London Resort.

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**To find out more** – read our [Guide to Consultation](#) for a summary of our environmental proposals. More details of how each environmental topic area is being assessed, the potential environmental effects of our proposals and the measures we'll take to reduce any impact is available in our Preliminary Environmental Information Report (PEIR) on the consultation website.

**6. Have you factored in the impacts of Covid-19 and Brexit?**

Neither Covid-19 nor Brexit have had any impact on our delivery programme. We are of course monitoring the situation and giving consideration for our designs and our Masterplan, for example to allow for social distancing if needed.

**7. When can you tell us more about the partners, the rides and attractions? Can we input into this?**

Our focus during consultation is on scheme content, impacts and technical assessments. The detailed design phase of the project will explore rides and attractions in more detail, working with our IP Partners and industry experts to create to tell stories and create timeless experiences and memories, all in one place.

The three core principles for development of attractions are to be innovative, relevant and flexible. What is designed today needs to satisfy visitors in 2024 and beyond, creating a park that can evolve and adapt easily to ensure that it always has fresh appeal to visitors.

We will share more as our designs progress, and engage with the local community and others interested in our proposals throughout the development process.

#### **8. I want to work for / become a supplier for the London Resort. Who do I contact?**

We understand there is a lot of interest in jobs and becoming a supplier. The majority of recruitment for operations at the Resort will take place the year prior to opening. The supply chain will be a key component to the success of the Resort. We will release more information about supply chain and job opportunities as the project progresses.

At this stage, the best thing to do is sign-up to the project mailing list and we will notify you when opportunities become available – you can sign-up here on our website. <https://londonresort.info/stay-in-touch/>

#### **9. Will this definitely go ahead?**

The London Resort has been designated as a Nationally Significant Infrastructure Project (NSIP). This means we must make an application under the Planning Act 2008 for a Development Consent Order (DCO) to construct and operate The London Resort.

The decision is for the Secretary of State for Housing, Communities and Local Government.

For a DCO to be successful, applicants are required to undergo a very thorough process of assessments, and consultation with communities and stakeholders, including local authorities and statutory organisations such as the Environment Agency and Historic England.

The Planning Inspectorate (PINS), acting on behalf of the Secretary of State, will assess the application, and carry out a thorough examination process, before making a recommendation to the Secretary of State, who will decide on whether or not the Project will go ahead.

LRCH has assembled a team of experts across a range of disciplines to carry out assessments, technical analysis and consultation as we develop our proposals for the DCO application.

For more information about the DCO process, please visit the Planning Inspectorate's website - <https://infrastructure.planninginspectorate.gov.uk/application-process/the-process/>

#### **10. How is this being financed? Can I invest in the London Resort?**

Kuwaiti European Holdings (KEH) has a majority stake in LRCH and has been working closely with LRCH to progress the project to the planning stage. KEH is a holding investment company specialising in the property, health and leisure industries and currently maintains a selective portfolio of high-calibre strategic investments across the globe

LRCH has a robust, conservative business plan in place to fund this project and the financial model is fundamentally underpinned by first hand industry experience. The plan has been stress-tested by investment partners, potential debt and equity bodies and found 'extremely sound'.

There is no route in the UK for investment in the project at this stage.