

Statement on behalf of the London Legacy Development Corporation (9th February 2015)

Examination – London Legacy Development Corporation Local Plan 2015-2031

Inspectors Matters

Matter 5: Infrastructure

Issue: Whether the Local Plan will secure the infrastructure needed to support sustainable development and convergence, consistently with paragraphs 156 & 162 of the NPPF.

Questions

- 1. Page 223 of the Local Plan summarises the infrastructure delivery policies. Are there any substantive omissions from this list?**

It is not considered that there are any substantive omissions from this list.

- 2. Should Policy SP4 or its supporting text include a reference to scheme viability, given the requirement for Local Plans to be deliverable (paragraphs 173 & 174 of the NPPF)?**

SP.4 is a strategic policy, which sets out that the Legacy Corporation will promote and deliver the infrastructure necessary to support the growth identified in the Local Plan and Infrastructure Delivery Plan (IDP) [LEB/20]. The plan as a whole and the policies within it have been viability tested [LEB/14]. The executive summary of the viability study states “This study demonstrates that, subject to allowing for further flexibility in its sustainability policies, the Legacy Corporation's flexible approach to applying its affordable housing and other policy requirements, will ensure an appropriate balance delivering affordable housing, sustainability objectives, necessary infrastructure and the need for landowners and developers to achieve competitive returns as required by the NPPF”.

Necessary changes to the sustainability policies in the Local Plan that were recommended following testing have been made. Appropriate allowances were made within the viability testing appraisal for CIL and s106 contributions from schemes. It is therefore considered that viability has already been taken into account in the Local Plan a whole and reference within the supporting text of policies, or the policies themselves, where viability has arisen as a specific issue. As a result, reference to schemes' viability is not considered necessary in policy SP.4 or its supporting text.

- 3. Although the LLDC has a mandate to deliver infrastructure, representors point out that powers to operate and manage public services long term will not lie with the Corporation. Should the Local Plan clarify how responsibilities for infrastructure delivery, operation and maintenance will be discharged, in s7 or Appendix1?**

The supporting text for policy SP.4 already provides some information on how responsibility for infrastructure delivery, operation and maintenance will be discharged.

It is difficult to confirm at this stage what the long term arrangements for infrastructure operation will be. Also, the arrangements will vary depending on the type of infrastructure. For example, the planned schools will be a mixture of free schools and

academies, TfL will manage and own transport infrastructure and management of community facilities has yet to be determined.

It is assumed that when the Legacy Corporation is wound up (anticipated life is currently at least until 2022) there will be a residuary body set up to manage assets, or assets will pass to the GLA or the boroughs. However, at present it is too early to say what form this will take. Therefore it is considered that the Local Plan currently provides an appropriate level of detail.

4. Are the Local Plan's proposals and expectations for new and improved infrastructure justified, having regard for latest evidence notably the Infrastructure Delivery Plan (IDP), LEB/20?

Yes, table 9 on page 223 of the Local Plan shows how the infrastructure delivery policies have been drawn from the IDP. The IDP itself has drawn on a significant body of evidence from boroughs, GLA/TfL and the boroughs, much of which has been specifically focused on the Lower Lea Valley within which the Legacy Corporation area is located.

Community Infrastructure including Schools

5. Is there any substantive evidence to demonstrate that the Local Plan with Policies C1.1 & C1.2, and planning permissions already granted for large scale developments, will not deliver the necessary new school places, healthcare and other community facilities required for the expected growth in homes and jobs?

The Legacy Corporation is not aware of any evidence which would show that the policies and planning permissions will not deliver the necessary infrastructure. However, as a development corporation and landowner we have significant powers in addition to our planning powers to ensure that the infrastructure is brought forward in accordance with the planning permissions and policies. For example, the Legacy Corporation has secured funding for schools in the area from the DfE (working with the boroughs in some cases). Please also refer to Appendix 1 of this statement, the Schools Explanatory Note.

6. LB Tower Hamlets raises concern that the Local Plan conflicts with the Fish Island Area Action Plan [BPP/06] Policy FI4.6 which requires residential development there to contribute to primary and secondary school provision. Is this correct?

The Legacy Corporation considers that the Local Plan accords with the provisions of the Fish Island Area Action Plan in respect of school provision at Fish Island East. Further information is set out in Appendix 1 to this statement, the Schools Explanatory Note, setting out the overall position of school provision within the Legacy Corporation area.

7. Policy C1.1 expects new community facilities to be available for alternative uses when not needed by the main user. Should the policy be strengthened, possibly with reference to s106 obligations, to secure the desired outcome?

The second paragraph of Policy CI.1 currently makes reference to use of S106 being used to secure wider community access to community facilities when not in use by the main user. The policy includes a reference to the interim Planning Obligations SPD which it is intended will provide additional guidance. It is therefore not considered that the policy requires strengthening in this respect.

8. Does Policy C1.1 provide satisfactory and reasonable protection for existing community facilities?

The policy has been drafted to protect existing community facilities, but provide some level of flexibility to allow for sites to change if infrastructure providers wish to upgrade or replace facilities or rationalise existing facilities. It is considered that the level of protection provided is satisfactory and reasonable, as the policy clearly states that existing facilities will be protected and sets out limited criteria under which loss of existing facilities would be permitted. Further guidance on how section 106 agreements will be used as a mechanism to ensure change takes place as set out under the criteria will be included in the Planning Obligations SPD when it is revised and adopted following adoption of the Local Plan.

Telecommunications and Waste

9. Given the importance of high quality telecommunications for business development, should Policy IN1 be more pro-active and encouraging to the provision of new infrastructure?

Strategic policy SP.4 confirms that the Legacy Corporation will support provision of telecommunications infrastructure with sub-clause 1 stating that the Legacy Corporation will support the provision of “the expansion of electronic communications networks, including telecommunications and high-speed broadband”. This combined with the development management approach taken within Policy IN.1, including the proposed minor amendments identified within LD/26 Schedule of minor amendments and corrections, is considered to represent a positive approach that accords with the requirements of the NPPF.

10. With the proposed amendments in LD/26, nos. 51-53, do Policies IN2 and S6 reflect a positive approach to planning for waste reduction and management within the LLDC area?

Policy IN.2, with the proposed amendments in LD/26, is considered to provide a positive and coherent approach to waste management within the context of Legacy Corporation's spatial situation and the wider waste management context. This is dealt with in more detail within the responses to Matter 1, Question 3 and Matter 5, Question 11.

Policy S.6 is considered to set out a positive approach to waste reduction, with the policy designed to work with Policy 5.16 of the London Plan, Waste Net Self-sufficiency, and Policy 5.18 of the London Plan, Construction, Excavation and Demolition Waste. In particular the policy addresses both construction related waste, reflecting the expected levels of construction-related activity during the Local Plan, plan period, and the need to address the needs of future operational (domestic and commercial) waste within the context of waste responsibilities that remain with each of the Host Boroughs. The policy also cross-references to the Mayor’s Sustainable Design and Construction SPG (April 2014) [RP/12] which provides further guidance on best approaches to use of materials and minimising waste.

11. In view of the concerns of LB Waltham Forest, do the Local Plan’s policies for waste provide a sufficient basis to support the planned development and regeneration in the Corporation area? “Better waste contingency plans” are suggested, but what form would these take?

The approach to waste planning has been set out in Policy IN.2 of the Local Plan with explanation of the multiple waste authority context within the Legacy Corporation area. The statement made in response to Matter 1, Question 3 sets out some additional explanation to the way in which the Local Plan plans for waste within this context. More detailed explanation is also provided within the Duty to Cooperate Background Paper [TBP/03]. Reference is made specifically in these to the cooperation arrangements with the North London Waste Plan boroughs (including Waltham Forest) that are being put in place to ensure on-going cooperation in respect of waste planning.

Transport

12. Should the sub-section on Transport and Connectivity give greater emphasis to walkable and lifetime local neighbourhoods, and less to enhancing national and international transport services? If so, what should be changed e.g. strengthen Policy T6? The IDP refers to the Transport for London Study identifying good strategic transport connections but poor local connectivity.

The sub-section on Transport and Connectivity does not seek to prioritise enhancing national and international transport services above local connectivity. Policies T1 to T3 come first in the chapter as it is considered logical to set out first the strategic / high level improvements that are required and which the Legacy Corporation is promoting, and then to set out how developments and their transport impacts will be managed to promote sustainable transport choices, improve connectivity and prioritise pedestrians and cyclists (policy T.4). Policies T.5 to T.10 set out in further detail the policy approach to achieving the points listed in paragraphs 1 to 4 of Policy T4. The Legacy Corporation is of the view that this structure to the section is the most logical.

However, the title of policy T.4 could be amended to include ‘facilitate local connectivity’ after ‘choices’ to increase the intended emphasis given to connectivity. This minor change has been added to the post submission minor changes list [LD/29].

13. Objective 4, Policy SP4 and transport policies recognise the importance of improving public transport connectivity from existing and planned developments. Does the Local Plan give sufficient weight to the fact that the PTAL levels of specific sites could change over the plan period [eg. as per BPP/10 Pages 54-55]? Has the draw of Stratford International Station operating as a multi-modal transport hub been recognised sufficiently in the plan?

The approach taken within the Local Plan is one that takes account of the increased transport capacity that has resulted from investment for the 2012 Games and other regeneration plans and major development schemes such as Stratford City, including the Westfield shopping centre. Strategic transport improvements such as the Jubilee Line Extension (opened 1999), Stratford International Station domestic services on HS1 (from 2009), Overground improvements (on-going but major improvements completed 2010) and DLR to Stratford International (open 2011) have changed PTAL levels in the Stratford area over the past 2 decades. This accessibility will be further boosted by the arrival of Crossrail services at Stratford in 2019. These factors have been taken into

account in concluding that the level of public transport provision is likely to be sufficient for the level of planned growth. Policy T.8 (1) provides a direct link between parking provision and transport accessibility levels. In this context and given that proposals will be assessed against the TfL PTALs levels current at the time, in addition to other factors relevant to the scheme and its location, it considered that the Local Plan does give sufficient weight to the relevant levels of public transport accessibility.

It is considered that the draw of Stratford International Station operating as a multimodal transport hub has been recognised sufficiently. For example on page 106 under strengths and opportunities, and policy T.1 which seeks to secure stopping international trains at the station.

It is recognised in the Local Plan that, on a more local level, accessibility to public transport (including Stratford International Station as a multimodal transport hub) will have an influence on the form and type of development on sites e.g. policy application for policies T.8, T.7 and policy T.5(2). However, it is not considered necessary to explicitly set out in the Local Plan itself how PTAL levels will change over the plan period. This is because it would be difficult to do this accurately in advance given the wide range of different transport modes. Also, although PTAL levels are one thing that will influence the form of development, there are other policies in the plan that will also influence the form of development and it is considered that the balance of policies that are in the Local Plan at present provide an appropriate basis to plan for development.

14. In Policy T3, should development proposals meet all 6 criteria or could compliance with no 1 suffice? Does this need clarifying?

Public transport and highways schemes should meet all of points 1 to 6. It is proposed that 'and' is added after point 5 to clarify. This minor change has been added to the post submission minor changes list [LD/29].

15. Should Policy T4 promote improvements in public transport services to serve new developments, in particular to meet the needs of elderly, disabled and very young people who may be unable to walk far or cycle?

The policies in the chapter as a whole will work together to improve public transport services and connectivity for all groups. It is not considered necessary to specifically refer to meeting these needs in the policy. Public transport services in London already have to adhere to high standards for disabled access which also benefit elderly and very young people.

16. Should Policy T4 refer to Transport Assessments, and are the thresholds for providing them in Policy T7 clear and consistent with the NPPF, paragraph 32?

It is considered that this is an implementation measure and a detailed process issue that is already covered by policy T.7. The thresholds in T.7 are considered to be clear and consistent with policy in the NPPF paragraph 32.

17. Is Policy T8 with its reliance on the London Plan's parking standards sufficiently aspirational or should it be changed perhaps to align with Hackney's new Sustainable Transport SPD?

In deciding to follow London Plan parking standards the Legacy Corporation has had regard to the existing policy approaches of the boroughs and the characteristics of its area, as well as the levels of parking provision in recently permitted schemes in its area. The Waltham Forest and Newham Local Plans also follow London Plan standards. Hackney and Tower Hamlets, as inner London Boroughs, have their own standards which are lower maximum standards than those in the London Plan.

The London Plan standards in the submitted version of the FALP remain maximum standards, which are up to 1 space per unit with the caveat that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit. Allowances are also made for up to 4 bedrooms to have up to 2 per unit and 1-2 bedrooms less than one space per unit.

As policy T.8 sets out, the standard in the London Plan will be followed, but appropriate parking spaces will be agreed on a case by case basis using the criteria set out in the policy. In practice this has been the approach that has been followed as schemes have come forward in the Legacy Corporation area. Some figures from recent permissions are provided below:

Scheme		
Chobham Farm Outline allows for a maximum of 0.4 spaces per unit.	First phase: Zone 1 (full consent) approved 0.44 spaces per unit (34.1% are 3+ beds)	Later phases: For the next phase being currently prepared (Zone 4) they are working on 0.35 spaces per unit.
Stratford City Stratford City has maximum standards of 0.7 spaces per unit approved under the outline, which is high and reflective of the age of the permission. Lower levels than this are generally approved at reserved matters stage:	The International Quarter which had low levels of family housing and high PTAL levels had a parking level of just 0.05 (16 spaces for 334 units, 32 of which are 3 bedroom units);	In the East Village some reserved matters applications are coming forward as 'car free' (i.e. disabled parking only).
Chobham Manor (first phase of Legacy Communities Scheme)	1 space per unit for family homes and 0.5 spaces per unit for 1 and 2 bed units.	
Neptune Wharf	Phase 1 and 2: 0.32 spaces per unit	Phase 3 and 4: 0.53 spaces per unit

Given that the Legacy Corporation area straddles a number of local authority areas, that PTAL levels vary across the area and the form and type of development will vary, the approach set out in policy T.8 is considered to be sufficient and sound.

18. Should the criteria in Policy T8 be clarified to aid effectiveness. For example, should "car parking at a low level" (criterion 1) be explained more fully, and

should standards for the provision of electric charging points be set out? Is clarification needed as to whether off-street and/or on-street car parking is intended?

For the reasons set out above in response to Question 17, the Legacy Corporation has chosen to follow the London Plan Standards as the most appropriate for its circumstances. These state that in areas of good PTAL provision should be significantly less than 1 space per unit. Standards for electric charging points are also already set out in the London Plan.

It is proposed to clarify this by adding “off street” between “include” and “car parking” in the first sentence of policy T.8. This minor change has been added to the post submission minor changes list (LD/29).

19. On paragraph 7.34, the GLA advises that the Capital Ring could be diverted or alternative routes provided through the Queen Elizabeth Olympic Park. Should this be acknowledged?

While discussions have taken place with the Legacy Corporation regarding diversion of the Capital Ring through the Queen Elizabeth Olympic Park and the suggestion is supported, no formal decision has as yet been made. It is therefore considered to be premature to add to the text in 7.34.

20. Is Policy T10 in general conformity with Policies 7.25 & 7.26 of the London Plan which aim to increase use of the Blue Ribbon Network (waterways) for passengers and freight?

Yes. Broad locations for moorings are identified in Figure 14. A Waterways Strategy is being prepared and will be consulted on separately shortly. The GLA did not provide any comment on policy T.10 in their statement of conformity letter [LD/25].

21. Is the Local Plan sufficiently clear as to proposals for new bridges, in its text and in diagrams? Would proposed bridges across Old Ford Locks and the Bottom Lock on the Hertford Union Canal be unnecessary and out of keeping with the form and character of the Fish Island and Whitepost Lane Conservation Area, as suggested?

Figures 24 and 29 within the Publication Local Plan (August 2014) are incorrect with regard to the connections across Old Ford Lock (at the southern end of the Hackney Cut) and across the bottom lock and Roach Point Bridge on the Hertford Union Canal. These crossings are currently shown as 'key connections (on-road)' which is incorrect. The connections across the bottom lock and Roach Point Bridge should be shown as 'key connections (off-road)', whereas the connection across Old Ford Lock should be shown as a 'principal connection improvement'.

These changes are outlined within the Table of Minor Amendments and Corrections (LD/26 -please refer to No. 73).

TOTAL WORDS IN THIS STATEMENT: 2,526 words

Matter 5, Appendix 1: Schools Explanatory Note

[Relevant to Matter 5 (6) Community Infrastructure including schools and Matter 7 (9) Rick Roberts Way Site Allocation]

1. This statement sets out the background to the approach to schools within the Local Plan and bring together relevant information and conclusions from the evidence base submitted alongside the Local Plan, to provide clarity about the approach taken within the Plan and to identify the specific issues that have been raised by the London Borough of Tower Hamlets within their representation (LP.036). This is set out in two parts, Part 1 addresses the specific issue raised in relation to the proposals for a school at Fish Island East/Sweetwater, while the second part sets out background information to the schools strategy as a whole. The statement does contain some updated information in relation to delivery of specific schools or new forms of entry.

Part 1 Fish island East/Sweetwater School

Policy Context: the Fish Island Area Action Plan

2. The Area Action Plan, adopted in September 2012, identifies a school at Fish Island East as follows:

FISH ISLAND EAST (Vision)

Paragraph 2.19

“Fish Island East will become a new residential community with up to 650 new homes coming forward through the Olympic Legacy. The character will be defined by low density housing for families with easy access to the waterways, parks, sports and leisure facilities inherited from the 2012 games.

A new school, playing fields, community facilities and a local park will provide a focus for new communities in Fish Island East.”

Policy FI4.6 Education

DEVELOPMENT MANAGEMENT

1. Residential development in Fish Island should contribute to the provision of additional school places in accordance with the Tower Hamlets Core Strategy and Planning Obligations SPD.

IMPLEMENTATION

2. Work with OPLC to identify an appropriate site and delivery of a primary or secondary school within Fish Island East as part of the comprehensive legacy development
3. Work with land owners in Fish Island Mid to safeguard a site for the provision of a three form entry primary school (0.5 ha approx) as part of the future comprehensive development of site(s) adjacent to the Hertford Union canal.

AAP Appendix 2: Implementation Plan

Project Name and Description/Summary	Timescales Short – 3 years Medium – 3 to 10 years Long – More than 10 years	Priority (Optional/desirable/essential)	Linked Developments	Approx Cost (if known)	Funding Sources Potential	Funding Sources Committed	Delivery Agencies
Secondary or Primary School The AAP seeks to identify a site and delivery mechanism to provide a 5FE Secondary School in Fish Island East.	Medium / Long	Essential	Olympic Legacy development at Fish Island East	Unknown	LBTH LLDC S106/CIL	Unfunded	LBTH, LLDC
Primary School The AAP seeks to safeguard a site for a 3FE Primary School adjacent	Medium	Essential	Sites north / south of the Hertford Union Canal	Unknown	LBTH S106/CIL	Unfunded	LBTH, LLDC, Developers

The Planning History and Associated Delivery Approach

- The Legacy Communities Scheme planning application was submitted in September 2011 by the Olympic Park Legacy Company. The scheme included a Primary School at Fish Island East/Sweetwater (LB Tower Hamlets), a second Primary School at East Wick/Hackney Wick (LB Hackney) and a secondary school at Rick Roberts Way (LB Newham). The scheme was given a resolution to grant planning permission in June 2012 and the planning permission was issued following conclusion of the S106 Agreement on 28th September 2012. There has therefore been outline planning permission for a primary school in place at Fish Island East since that time.
- Originally, the Legacy Communities Scheme phasing identified delivery of the Schools as follows:

School	S106 Delivery Trigger and Year
East Wick Primary School	Occupation of 1,000 residential units (2018)
Sweetwater Primary School	Occupation of 4,750 residential units (2026)
Secondary School	4,000 units (2026)

- In September 2014 the Legacy Corporation Planning Decisions Committee considered and approved an LCS Secondary School Location Report, a requirement of the LCS S106 Agreement. This identified the Stadium Island Site (see Figure 1) as an alternative site for the secondary school. A change in phasing for delivery of the Sweetwater (Fish Island East) and East Wick zones of the scheme have also been approved, with delivery of these being brought forward in time. As a consequence, the delivery of all schools within the scheme have been brought forward and delivery plans now assume that the schools will be delivered and open on the following dates:

School	School Delivery/opening dates
East Wick Primary School	September 2015
Sweetwater Primary School	September 2016
Secondary School	September 2016

6. The delivery approach being taken to each school varies. In the case of the East Wick Primary School the Legacy Corporation has worked with London Borough of Hackney to secure funding for the school from the Education Funding Authority. In the case of the Sweetwater Primary School and the secondary school, funding has been secured through the Free Schools programme with an education provider in place to run both, as set out below.
7. **Proposed change in location of the Secondary School.** Since the grant of planning permission, a change in the location of the secondary school has been proposed, although this has yet to be confirmed through the planning process or any relevant specific change to the Legacy Communities Scheme. The proposed new Location is now land immediately to the south-east of the former Olympic Stadium. The proposal is that the secondary school and primary school at Sweetwater are delivered through Free School funding as part of a single ‘all through school’ on two sites with a single Academy School provider delivering and running the school. These delivery arrangements are now in place and the two school sites are in the early stages of the detailed planning process. The location proposed for the secondary element of the school, and the location of the primary school element at Fish Island East, are shown on the map at Figure 1 below.
8. The approach within the Local Plan to the Legacy Communities Schools is to include them in site allocations for the relevant locations, with site allocations for Sweetwater (Fish Island East) and for East Wick including allocations for each primary school, site allocations SA1.8 and SA1.7 respectively. The secondary school remains identified within the Rick Roberts Way site allocation (site allocation SA3.6) as the secondary school location as the site that currently has planning permission for a secondary school. The site allocation text does however allow an alternative option for the Rick Roberts Way site should the secondary school receive planning permission for delivery at an alternative acceptable location. This allows the plan for the location to deliver the school at the Stadium Island site provided that any specific proposal for it is acceptable in planning terms. In the event that the relocation proposal is successfully completed, as is planned, the secondary school will be significantly closer to potential pupils within both Tower Hamlets and Hackney. This, along with its early delivery will have the potential to meet an element of the background education needs within the wider LB Tower Hamlets and Hackney populations, in addition to those needs arising from the delivery of the new Legacy Communities Scheme housing. This fits within the overall Local Plan schools delivery strategy which is described below.
9. Two additional new primary schools are identified and allocated within the Local Plan. Neptune Wharf (Site Allocation SA1.5) has planning permission for a mixed use scheme including the school and the S106 associated with the permission secures the school site. The S106 mechanism has been developed in consultation with LB Tower Hamlets allowing the Legacy Corporation and the Council to work together to secure delivery of

the school. The site allocation for Bromley-by-Bow (SA4.1) includes a primary school, reflecting the allocation within the LB Tower Hamlets Core Strategy and the current Bromley-by-Bow Masterplan SPD (2012), with a similar joint working approach between the Legacy Corporation and the Council to be taken as part of cooperation on the wider project to bring forward a new District Centre at Bromley-by-Bow South (the southern part of the site allocation).

Part 2: Schools Provision and Delivery Strategy

Population and Child Yield

10. The evidence base that identifies potential future child yield figures from the projected new development within the Legacy Corporation area as a whole is contained within two separate study reports. The first of these is within the Infrastructure Delivery Plan Study (LEB.20). This identified a potential for a gross demand of 4,096 primary school places and a net demand of 2,138 places during the plan period.
11. The later and more detailed report ‘LLDC Schools Mapping Study (August 2013, QUOD) (Document reference LEB19) questions the level of potential school place need that will be generated by new development within the Legacy Corporation area. This report concludes that: “This comparison found that the URS model yields pupil projections which were at the higher end of the scale compared to the other modelling methodologies tested. This therefore presents a “worst case” or “upper limit” scenario. The GLA model provides an alternative “central” case against which demand can be projected, considering the upper band as a sensitivity test. This approach finds that the initial pupil projections are approximately 20% higher than this central case. “
12. The following table identifies the numerical differences that result from the application of this central forecast:

	Primary School Children	Equivalent Forms of Entry	Secondary School Children	Equivalent Forms of Entry
URS model within IDP (“upper band”)	4,096	19.5	2,225	15
GLA model from Play SPG (“central forecast”)	3,326	16	1,850	12.5

13. Currently the number of places which exist or are planned (planning permissions and site allocations) are as follows:

Primary School – Forms of Entry	Secondary School Places
20 Forms of entry existing or planned (central case projection of need 16 forms of entry/ Upper band 19.5 forms of entry	Chobham Academy 900 places (+ 420 sixth form places) at LCS Secondary School: 900 places (+ 350 sixth form places) East London Science School: 240?

	Total Places (existing and planned) 2,040
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Note: assumed class size of 30 pupils for both primary and secondary

14. The report also concludes that: “Therefore it is recommending that school place planning remains a live process over the plan period. The LLDC and the four boroughs along with the GLA will need to have a flexible approach to the delivery of school places. Provision will need to be able to respond to changes in the level and characteristics of development coming forward with respect to proposals for new free schools and competing demand arising within the wider area of each of the four boroughs. “

Monitoring and Review

15. The approach within the Local Plan can be summarised as follows:
16. Retention of existing and delivery of planned school provision within the Legacy Corporation area (schools with planning permission and those within site allocations but currently without a permission). This is considered by the Legacy Corporation to provide a sufficient number of school places to meet projected need at least until towards the end of the Plan period.
17. The early delivery of the Legacy Community Scheme schools will ensure that school places will be available to help meet the need generated by background population growth outside of the Legacy Corporation area, with the proposed relocation of the secondary school site increasing the ease of physical accessibility to that school for residents within Tower Hamlets and Hackney.
18. Given the uncertainty over the actual population profile of the new development within the Legacy Corporation area and the consequent demand on schools places in the longer term, it is intended that child yield from development and schools delivery is monitored and reassessed when the Local Plan is reviewed (currently programmed for 2018/19).
19. Current evidence suggests that the greatest potential pressure will be for additional primary school places during the latter part of the Plan period. In order to safeguard the need for possible additional school places the Local Plan proposes a strategy of two parts as follows:
- 1.) Initially review the potential to increase the number of places within existing/planned schools that are identified within the Local Plan;
 - 2.) Identifying an all-through school as part of the Rick Roberts Way Site Allocation (SA3.6) with a retention of the primary school element of this in the event that the secondary school is provided elsewhere within the Legacy Corporation Area (current plans being for its relocation to the Stadium Island site).

Tables and Map of Planned and Existing Schools

20. The following tables list the Proposed and existing schools within the Legacy Corporation areas. These are also indicated on the accompanying map:

Planned Schools Primary:

School	Forms of Entry	Projected Opening Date	Map Number
LCS Primary School – East Wick	3 (full planning permission)	September 2015	5
LCS Primary School - Sweetwater	3 (outline planning permission)	September 2016 (2 forms of entry)	6
Neptune Wharf Primary School	3 (outline planning permission, with site secured in S106)	To be confirmed	7
Bromley-by-Bow Primary School	2 (Existing development plan allocation)	To be confirmed	8
Rick Roberts Way	To be confirmed following first Local Plan Review	unknown	2

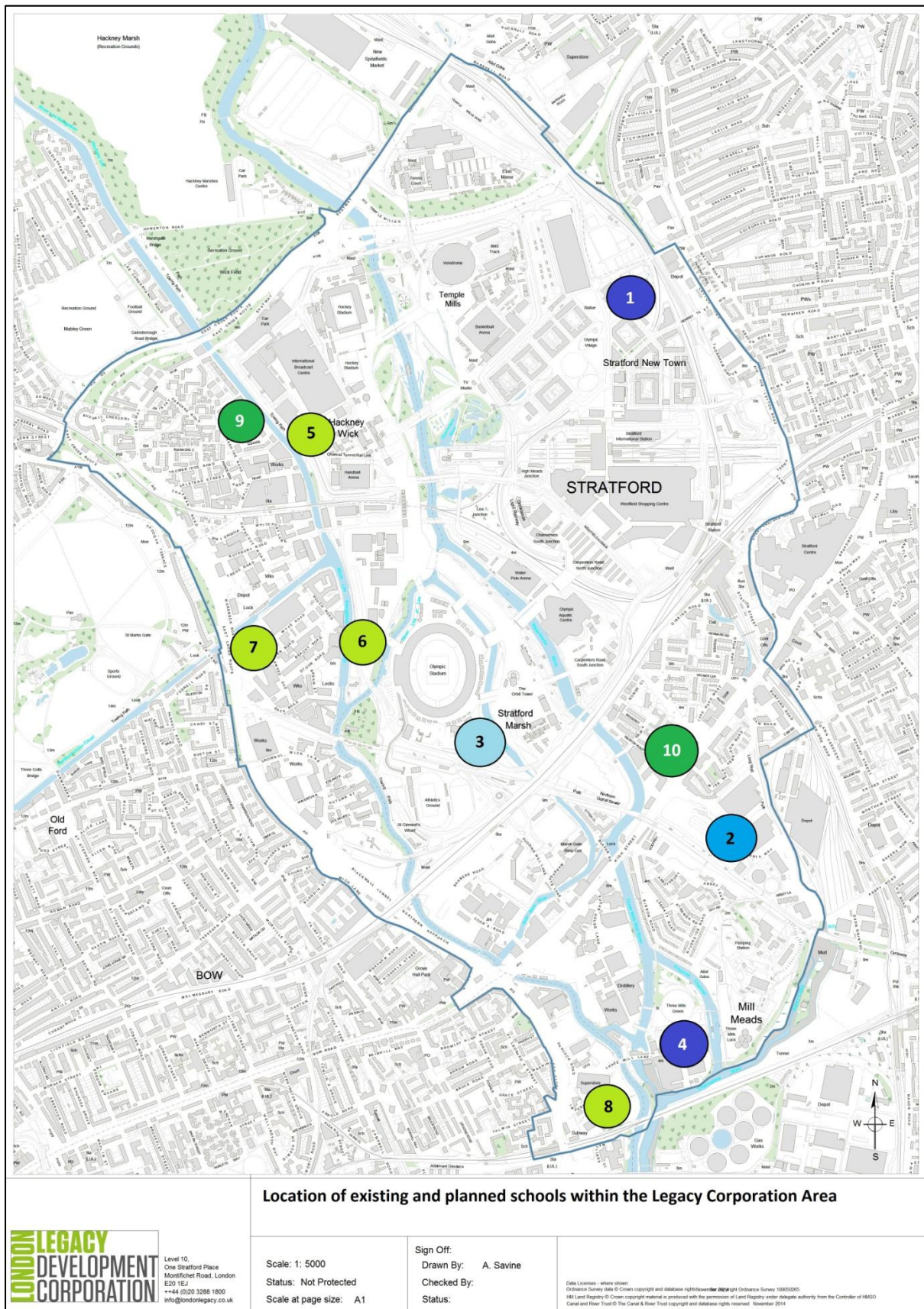
Existing Primary Schools

School	Forms of Entry	Map Number
Carpenters Primary School	2 (1 additional form of entry planned/funded)	10
Gainsborough Primary School	3	9
Chobham Academy (Primary)	3	1

Secondary Schools

School	Number of Places	Map Number
Chobham Academy (existing)	900	1
LCS Secondary School (Rick Roberts Way site)	900	2
LCS Secondary School (Alternative, Stadium Island Site)	900	3
East London Science School	240	4

Figure 1, MAP OF SCHOOLS



Location of existing and planned schools within the Legacy Corporation Area



Level 10,
One Stratford Place
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Scale: 1: 5000
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