

## Appendix 2

**Written Answers to Questions Not Answered at the Plenary Meeting on 2 March 2016****LLDC Value for Money****Question No: 2016/0678**[Stephen Knight](#)

How can the public be assured that the LLDC has achieved value for money given the level of public investment in its operations and investments to date?

**Oral response****Outstanding and future challenges****Question No: 2016/0679**[Navin Shah](#)

As the Mayor departs City Hall, what challenges remain for the LLDC and is the organisation fit for purpose in the short, medium, and long term?

**Oral response****Lessons to be learnt****Question No: 2016/0680**[Gareth Bacon](#)

What lessons can the Old Oak Development Corporation learn from the LLDC?

**Oral response****Transforming east London****Question No: 2016/0681**[Jenny Jones](#)

Are you satisfied that you are seizing this once-in-a-lifetime opportunity to provide community-led housing and cycling infrastructure on the Olympic Park?

**Oral response**

## **Extending cycle superhighway 2**

**Question No: 2016/0682**

[Darren Johnson](#)

Cycle Superhighway 2 stops well over a mile short of the Queen Elizabeth Olympic Park. Has the LLDC made an assessment of the extent to which visitor numbers to the park could be boosted if a proper segregated cycle lane between central London and the park were built?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

We have not undertaken a specific feasibility of a Cycle Superhighway 2 (CS2) through the Park however it is fairly easy to access the Park from CS2:

- Cyclists can connect to the Park from the CS2 (Stratford High Street) via Warton Road which is a distance of approximately 0.2 miles / one minute journey time. Warton Road does not have a segregated cycle lane as it is not a high traffic area.
- Cyclists can also connect to the Park from CS2 (Stratford High Street) via Marshgate Lane which is just under a mile, with an approximate journey time of three minutes and again, this is not a high traffic area.
- Alternatively, cyclists can avoid the roads and connect straight to the Park from CS2 (Stratford High Street) via the Greenway which is also under a mile in distance (temporarily closed, and will reopen April 20126, due to works carried out by Thames Water).

We have also provided strategic cycle routes through the Park and are working with TfL to introduce a Quietway (Hainault to Aldgate) through the Park, including proposals to upgrade Wallis Road Bridge. Other initiatives such as the introduction of the Santander Cycle Hire stations in the Park have further enhanced cycle connectivity to the Park.

## **Travel plans for West Ham stadium events**

**Question No: 2016/0683**

[Darren Johnson](#)

Will travel plans for events at the West Ham stadium include a target of at least 5% of people arriving by bike?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

A transport assessment which includes transport mode share targets was approved by the LLDC Planning Authority as part of the stadium transformation planning application in August 2013. For arrivals by bike the target is 0.8% which is benchmarked against the Emirates stadium and the LCS application sensitivity test.

## **Rolling out high quality segregated cycle lanes across the Olympic Park**

**Question No: 2016/0684**

[Darren Johnson](#)

In his response to 2015/0854 the Mayor called for high quality, segregated cycle lanes akin to the one running on Waterden Road to be replicated across the Queen Elizabeth Olympic Park. Where and when can Londoners expect to see new cycle lanes of this type being rolled out in the near future?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

The LLDC has, over the course of the Legacy Transformation works and the current implementation of the Legacy Communities Scheme, developed a site-wide cycling network which provides a range of cycling facilities which have been assessed as appropriate for the hierarchy of roads and routes throughout the Queen Elizabeth Olympic Park. This includes segregated cycle lanes along busier routes. In addition to existing segregated routes, outline planning permission exists for an extension of these routes as part of an upgraded primary road network connecting the future East Wick and Sweetwater communities. Detailed design for these works will commence shortly, with implementation expected in 2017/18.

## **Stable tenancies update**

**Question No: 2016/0685**

[Darren Johnson](#)

In 2014, the Mayor (as Chair of LLDC) told me that stable tenancy agreements for private renters was part of negotiations with development partners for neighbourhoods including East Wick and Sweetwater. Can you update me on whether any development partners have committed to providing more stable tenancies for private renters?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

In February 2015 East Wick and Sweetwater Projects Ltd (a joint venture between Balfour Beatty and Places for People) was appointed as the developers for the East Wick and Sweetwater neighbourhoods by LLDC. The first phase of the project is due to start on site in Autumn 2016 and will include Private Rented Sector homes. The developer is proposing to provide a range of tenancy lengths for private renters to choose from, to suit their own individual requirements. LLDC have not entered into any further development agreements since 2014.

## **East Wick & Sweetwater process**

**Question No: 2016/0686**

[Darren Johnson](#)

Can you outline the timetable for the East Wick and Sweetwater developments, including the selection of a Community Land Trust partner, developing and submitting the planning application, and getting on site?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

The Zonal Masterplan for the East Wick neighbourhood was granted planning consent in December 2015. The Reserved Matters Application for the first phase has already gone out for public consultation and is due to be submitted shortly. The first phase of approximately 280 houses and flats is due to start on site in Autumn 2016, with the first completions in 2018, by which time the second and third phases of some 300 homes are also due to be on site. The options study regarding a Community Land Trust at East Wick and Sweetwater is currently underway by the developer and is nearly complete. Assuming a CLT is shown to be viable option, then the selection process can begin in late Spring 2016, with a view to having a suitable partner selected by the end of 2016.

## **London Living Wage update**

**Question No: 2016/0687**

[Jenny Jones](#)

Can you provide an update on any successes in persuading contractors and Queen Elizabeth Olympic Park contractors to pay the London Living Wage, further to your answer to question 2015/0005?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

The Legacy Corporation implements the London Living Wage (LLW) on Queen Elizabeth Olympic Park in line with the Mayor of London's aspiration for the GLA Group to include the LLW as a requirement in its contracts, and to make QEOP contribute to the key Convergence objective of raising east Londoners' median earnings.

The Legacy Corporation ensures that its direct employees (including apprentices) and the direct employees of its 'Tier 1' construction and end-use contractors are paid the LLW (i.e. Taylor Wimpey, Balfour Beatty, GLL, and Engie).

## **Fuel for CCHP**

**Question No: 2016/0688**

[Jenny Jones](#)

In 2010, your predecessors told my colleague, in answer to 2010/0056, about work to convert the CCHP from natural gas to renewable fuels. Can you update me on this work?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David](#)

## Edmonds CBE (Chairman, London Legacy Development Corporation)

At the time of the June 2010 question the gasification initiative was being promoted by the ODA, with active participation by the then OPLC. As a result of the cancellation of the Eton Manor Wind Turbine, the ODA needed an alternative means of achieving the carbon savings required to meet commitment made for the Games. New technology had been identified, which could convert bio-mass into gas suitable for use as fuel in a gas CHP engine. The waste-to-gas plant, its associated storage and loading facilities, together with a dedicated gas engine, required the construction of a substantial new building adjacent to the recently constructed King's Yard Energy Centre (KYECC). However, legal advice indicated that the initiative fell within the scope of State Aid Regulations, and that dispensation would have to be sought from the European Commission. The timescale would have been at least six months, with no guarantee of success. This delay, together with the time needed to construct and commission the bio-gas facility exceeded the timescale for Games, and the initiative was abandoned by the ODA.

A second, later initiative was investigated jointly between OPLC and the London Borough of Tower Hamlets (LBTH). New prototype technology which could convert waste to gas was successfully delivering a gas output, capable of fuelling a gas CHP engine. LBTH were in the process of identifying a new location for waste processing plant, with one potential site located on Fish Island, close enough to construct a gas pipeline to supply the KYECC. However, the conversion technology and feasibility of supply raised several major concerns:

The quality and composition of the output gas appeared to vary with the type of waste input. A gas engine needs to have consistency in both.

The prototype plant was small scale - a commercial size version was yet to be developed.

Once produced, a commercial size version would produce more gas than KYECC could use in the short term, although that could balance out over 10 to 15 years. This created questions of alternative uses for the gas, and also for gas storage.

Pipework routes, the need for a pipe crossing of the Lee Navigation and third party commercial implications.

The above factors indicated that the most beneficial use of gas produced in this way would be direct injection to the gas grid, rather than piping to KYECC.

Ultimately, LBTH selected a different site for their waste processing facility and this second initiative was not progressed further.

No other gasification initiatives have been identified since. However new technology for the extraction of heat from low grade sources - ground water, canals, sewers etc. appears to be delivering promising results, and ENGIE (the new brand name for Cofely), with LLDC's support, may consider developing such facilities for the QEOP district heating network. LLDC are holding a site adjacent to KYECC in reserve for such a potential use.

## **Embodied carbon and contractors**

**Question No: 2016/0689**

[Jenny Jones](#)

In answer to question 2014/0006, last year, you set out energy performance targets for developers, following a commitment from the OPLC in 2010. But you didn't mention any targets relating to embodied energy, which was part of the OPLC's commitments, following exemplary work on embodied energy by the ODA. Can you set out how developer partners are being challenged to address embodied energy?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

The London Legacy Development Corporation is working to reduce the embodied energy associated with new construction, and is working with developer partners to reduce embodied energy impacts through the development process by:

- Identifying embodied carbon hotspots within developments at design stage
- Working towards reducing embodied carbon content by 15% against initial embodied carbon estimates.

## **Chobham Manor occupation engagement**

**Question No: 2016/0690**

[Jenny Jones](#)

Has the Chobham Manor occupation engagement programme been finalised, and can you publish details?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

A welcome pack has been produced and is being issued to new residents as they move in. In October 2015 the Carbon Reduction Strategy was approved by the Planning Authority. The Strategy outlines a site-wide approach to encouraging reduced energy demand by the occupiers and owners of the development, in particular setting out the approach to the use of marketing materials, education, information on energy saving methods, tips and advice, promotion and installation of energy efficient appliances.

## **Food growing update**

**Question No: 2016/0691**

[Jenny Jones](#)

Can you provide an update to your answer to question 2014/0008 on food growing provision being planned for residential neighbourhoods?

[David Goldstone CBE \(Chief Executive, London Legacy Development Corporation\)](#) and [David Edmonds CBE \(Chairman, London Legacy Development Corporation\)](#)

The Legacy Communities Scheme (LCS) has a number of opportunities for food growing such as the provision of community growing areas within local and pocket parks in each neighbourhood and raised beds in private/communal spaces. The LCS currently only has outline planning permission and the detail of provision will not be known until the detailed design of each neighbourhood comes forward. Provision within Sweetwater is therefore not known at this stage as a zonal masterplan for this zone has not yet been approved. Chobham Manor, which has an approved Zonal Masterplan, will provide 0.15ha of publicly accessible open space. Eastwick, which also has an approved Zonal Masterplan, will provide 3.0ha of publicly accessible open space. All homes will have access to amenity space that meets the minimum standards set out in the Housing SPG. In addition, one fruit tree or shrub will be provided per dwelling in the permanent development. Since my last response to question 2014/0008, a temporary community garden and growing space has been opened on the Chobham Manor site that offers food growing and other horticultural opportunities to residents. This facility will remain there until December 2016, when it is hoped it will be moved to Eastwick and Sweetwater.

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