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Submitted via email to bankssolutionsuk@gmail.com

27 November 2025

Dear Sir / Madam

Examination of the Newham Local Plan (November 2025) – Matter 6
Hearing Statement submitted on behalf of The Ballymore Group

This Hearing Statement has been prepared by Rolfe Judd Planning on behalf of the Ballymore Group in reference to the hearing sessions for the examination of the Newham Local Plan (“NLP”) which are due to commence on the 2nd of December 2025.

The Statement principally responds to **Matter 6** as set out within the Inspector's Matters, Issues and Questions (“MIQs”) for Examination.

We understand that LB Newham will be providing a response to all of the questions raised. Our response is intended to provide additional clarity/information to the particular questions raised within Matters 5 and 6.

Background

As you will be aware, our client has a number of major land interests within the Borough having recently completed the delivery of the Royal Wharf development on the North Woolwich Road, and the Deanston Wharf development (now known as Riverscape). We are working with London Legacy Development Corporation (LLDC) with regards to the recently resolved to grant Stratford Waterfront development as well as the Bridgewater Triangle Site also part of the Joint Venture.

Furthermore, we are working on the hybrid planning application at Thames Road Industrial Estate (also known as UNEX) which is has been re-submitted (ref: 24/02339/OUT) following the original application ref. 21/02450/OUT was submitted in 2021, and the hybrid planning application at Knights Road, which has been submitted to LB Newham in November 2024 (ref: 24/02083/OUT). As a result, the Ballymore Group are keen to work with the Council to assist in the formulation of new policy that supports the continued regeneration of the Borough, with a particular focus on the Royal Docks area.

The Ballymore Group previously submitted representations in February 2024 during the Regulation 18 Consultation period and in September 2024 during the Regulation 19 consultation, with comment responses provided by LB Newham. These responses have been noted below where relevant.

Overall, we support the Council's ambitions to deliver a fairer Newham and the ethos behind many of the draft policies, however, we also have concerns regarding some of the new requirements being sought through the draft Local Plan, including the cumulative impact of these requirements on the viability and deliverability of developments. The development industry is seeing a significant increase in build costs, a stagnation of

residential values, and the introduction of new standards and legislation, all of which are resulting in increasingly challenging development viability across London.

In particular, Molior's recent report on Residential Development in London (Oct 2025) identified that construction started on only 3,248 private residential homes during Q1-Q3 of 2025. This represents only 5% of the new Government Housing Target for London during the same period i.e. 66,000 new homes). The report further highlights that over **half** of development in London is unviable due to rising development costs, leading to a large number of stalled sites. This emphasises the importance of ensuring that site allocations are sufficiently flexible and support the viable delivery of housing at the site.

Finally, LB Newham's housing target within the draft Local Plan (51,425) is below the Council's historic contributions towards London's housing completions. According to the London Data Hub, Newham contributed 9,960 completions of the 178,992 total completions across London between 2020-2025. This equates to 5.6% of London's completions in the last 5 years.

The London Plan's new housing target is expected to be 88,000 new homes per annum. When considering how Newham have historically performed against London-wide delivery (5.6% as identified above) it can be assumed that Newham will be required to deliver 4,928 new homes per annum to maintain the same proportion of housing delivery across London. This requirement is higher than the draft Local Plan's target of 3,248 new homes per annum (when averaged across the Plan period). Starkly, there is a 30% difference. Taking this into consideration, we believe there is a risk that the draft Local Plan will render the London Plan undeliverable in the future.

Such challenges facing developments should be addressed within the Local Plan, rather than worsened by overly restrictive and onerous requirements. As drafted, we do not feel that the above has been given sufficient weight across the draft Local Plan.

With this in mind, we offer the following comments on **Matter 6**, with a particular focus on the deliverability of the Council's Strategic Sites.

Matter 6: Housing Development Management Policies

Draft Policy H3: Affordable Housing

Q6.2 Is policy H3 justified, consistent with the London Plan and will it be effective in helping to meet the identified need for affordable homes? In particular:

- a) The requirement for proposals for ten or more homes to provide 50% of the total as social rent housing and 10% affordable ownership housing (unless a financial viability assessment demonstrates that the maximum viable mix will be delivered).
- b) The definitions of affordable housing, affordable home ownership, and affordable rent housing.

Ballymore strongly supports the use of the threshold approach as set out in the London Plan in determining the required level of affordable housing on a site. Policy H3 as drafted, requires residential developments on individual sites with the capacity to deliver 10 dwellinghouses (C3) or more to provide 50% of the total residential units as social rent housing and 10% of the total residential units as affordable home ownership housing. This totals a requirement of 60% affordable housing.

Whilst a threshold approach is supported, we strongly oppose to this suggested percentage of affordable housing as well as the suggested split given a stark **lack of conformity with the London Plan** which sets the overall strategic target as 50%, as well as ignoring the advice at paragraph 4 of Chapter 6 of the NPPF (delivery constraints).

This Statement is supported by a letter (Appendix 1) prepared by Newmark, on behalf of Ballymore, which sets out in detail why Policy H3 as drafted is **not Justified, Effective or Consistent with the London Plan**.

One key point we have issue with is that the increase from 50% to 60% implies that there has been an improvement in viability to justify such a change. In our experience, which is based on 40+ years as a developer with track record of having delivered some of London's most successful residential-led regeneration schemes, there has been no such improvement.

It is widely known that the viability of residential developments has proved very challenging in recent years; residential development costs have increased, whereas revenues have not increased to the same degree. As evidenced in the supporting note by Newmark, residential values in Newham have increased by a total of 16.8% and build costs have increased by c. 23% since the date that the current Local Plan was adopted. This evidence strongly implies that there has been a worsening in viability across the Plan period, rather than an improvement.

Recent announcements from the Government further acknowledge and strengthen this position. The recently published GLA/HM Government 'Homes for London – A package of support for housebuilding in the capital' (October 2025) introduces a series of 'emergency measures' designed to *"improve the viability of housing developments in the near term, boosting the number of new homes including affordable homes delivered in the next few years."*

One of the emergency measures included is a 'time-limited planning route', which allows developers to secure planning permission without the need for a viability assessment on private land where they commit to **20%** affordable housing. This is significantly lower than the 60% threshold outlined within the draft Policy H3 and emphasises the necessary requirements to boost housing delivery, including affordable housing in London. It is inappropriate for LB Newham to introduce of a higher threshold target than the GLA within the London Plan,

when emergency measures to encourage housebuilding are being introduced. There is a clear contradiction and lack of consistency between the draft policy and the London Plan.

In particular, Molior's recent report on Residential Development in London (Oct 2025) identified that construction started on only 3,248 private residential homes during Q1-Q3 of 2025. This represents only 5% of the new Government Housing Target for London during the same period i.e. 66,000 new homes). The report further highlights that over **half** of development in London is unviable due to rising development costs, leading to a large number of stalled sites. This emphasises the importance of ensuring that site allocations are sufficiently flexible and support the viable delivery of housing at the site.

The suggestion that any site can support the provision of 60% Affordable without grant is an unrealistic expectation. BNPP's viability evidence base itself is not clearly supportive of the proposed threshold. It concludes that:

*"The results do not point to any particular level of affordable housing that a majority of schemes can viably deliver but the results do indicate that there are **some** development circumstances in which the emerging policy target of 60% could be viable."*

It is clear that the approach taken by the Council is **not Justified** with regards to viability and point to a clear recognition that the policy approach will cause significant challenges to new development coming forward.

The question above asks whether the Policy will be effective in helping to meet the identified need for affordable homes. Whilst we understand the importance in delivering genuinely affordable housing, our view is that by increasing the target to 60%, this will disincentivise housing development in the Borough (for both smaller and larger schemes) and in turn, the delivery of much needed affordable homes. The policy target should instead be set at a more realistic level, in order to make residential an attractive opportunity for housing developers in the Borough, protecting the quick delivery of housing and affordable housing delivery as a result.

As raised within the supporting Letter by Newmark, there is further concern over the soundness of the Policy due to its reliance on viability improving over time to justify the higher % requirement for affordable housing on new schemes. Present-day costs and values should be adopted for viability testing purposes, including for Local Plan Viability Assessments. Growth modelling can be undertaken to understand deliverability (as recommended in the GLA's Affordable Housing and Viability SPG 2017), but conclusions as to present-day viability should be based on present-day costs and values. It is therefore not appropriate to use growth assumptions to justify a Policy threshold of 60% affordable housing. This Policy therefore is **not Consistent** with the London Plan or NPPG.

It is acknowledged that the Policy allows for schemes to follow the viability tested route, if the requirements are not met, in line with the London Plan. However, due to the high threshold set within the Policy, it is highly likely the Borough will receive a large portion of development requiring viability testing, impacting Council's own resourcing and importantly the pipeline for housing delivery; removing the fast-track approach, a key incentive to new development.

With a large proportion of development likely requiring viability testing as result of this onerous Policy, this also means that most schemes will be subject to late-stage reviews. Late stage viability reviews increase the risk associated with developments, deterring investment and subsequently impacting delivery of homes.

The consequence of this Policy approach as drafted is that it will increase risk, disincentivise housing development and impact the delivery of much needed affordable homes. In turn, it will not assist in meeting the Borough's overall housing target and will in reality become a key obstacle in reaching this target. As noted above, the policy target should instead be set at a more realistic level, to incentivise housing development in

the Borough, protecting the quick delivery of housing and affordable housing delivery as a result.

The proposed tenure split is also not consistent with the London Plan. Policy H6 of the London Plan requires 60% of the total affordable housing quantum to be Social Rent housing products and 40% as intermediate/low-cost rent products. LB Newham's proposed approach however effectively applies an 83/17 tenure split in favour of social rent (changing from 65/35 split within the Regulation 18 version), which would be contrary to the London Plan. Its own viability evidence concludes that this change could impact viability, noting that *"where viability is marginal, changes to tenure could have a more significant impact and varying tenure mixes could be applied as an alternative to reducing the overall affordable housing percentage."* It is clear that the policy approach will cause significant challenges to new development coming forward and we suggest it is revised to reflect the 60/40 split outlined within the London Plan.

In addition to the above points, and in response to part (b) of the question, it should be made clear within the Policy that the affordable housing percentage is calculated on a habitable room basis, rather than units, in accordance with the London Plan. As drafted it is **not Consistent** with the London Plan.

Overall, we do not believe that Policy H3 is **Justified** or **Consistent** with the London Plan, as evidenced above and within Appendix 1. As a result, it is unlikely to be **Effective** in helping to meet the identified need for affordable homes and overall pressing need for quicker housing delivery, as made clear in recent announcements by the Government and GLA. This Policy is considered **Not Sound**.

Draft Policy H4: Housing Mix

Q6.3 Is policy H4 justified, consistent with the London Plan and will it be effective in helping to meet the identified needs for different types of housing? In particular the requirements for proposals for ten or more homes to deliver:

- a) 40% of the total as family housing with three or more bedrooms (unless a financial viability assessment demonstrates that the maximum viable mix will be delivered).*
- b) No more than 15% of the total to be one bedroom, two person homes and no more than 5% of the total to be studio or one person homes.*
- c) the requirement for proposals on site allocations to provide at least 5% of homes as four or more bedroom family housing*

Ballymore supports the Council's desire to ensure residential developments deliver a range of housing types and sizes to secure quality, mixed and balanced communities, however, we raise concerns regarding the increasing requirements in terms of unit mix set out within draft Policy H4. It is considered that the Council should prioritise the delivery of affordable family housing (where there is the most acute need) and allow greater flexibility across the market homes to support the delivery of these affordable family homes.

Draft policy H4 seeks to secure 40% of all new homes as family housing (an increase from the current policy position of 39%), with at least 5% of homes as four or more bedroom family housing. This is **not Consistent** with Policy H10 of the London Plan which allows flexibility for a range of unit sizes, dependent on the individual site's characteristics.

As set out above, we have concerns that having restrictive Policies, over and above that required within the London Plan, will place increased financial, and time pressures on the delivery of schemes. We believe that when balanced with the increased affordable housing thresholds (set out in Policy H3 above), this could have significant negative impacts on the viability and deliverability of schemes (particularly large strategic sites). As noted above, the GLA and Government jointly have made clear that there is an urgent need for housing delivery to improve and, as drafted, Policy H4 contradicts this, and will become a barrier to housing delivery.

We support the inclusion of viability testing within the draft policy to demonstrate when this isn't achievable, however we raise concerns that increased targets, and a lack of flexibility, will result in increased viability testing as opposed to Fast Track applications, thus slowing the overall delivery of housing. Flexibility should enable the Council to take a more objective view on a case-by-case basis, accounting for other affordable housing and scheme benefits proposed.

In addition, the draft policy seeks to limit the delivery of studios to 5% and 1b2p homes to 15% of the total provision. These smaller units often help to improve the viability and deliverability of a scheme, thereby allowing the scheme to support a higher proportion of family housing across the affordable tenure. We would support the Council in resisting these smaller units within the affordable element of a scheme, however, contend that studios should be allowed as a larger element of the overall private housing offer of a scheme to support the viable delivery of sites. Further, we do not consider the 15% limit on 1b2p units to be supported by appropriate evidence and we query whether this has been robustly viability tested as part of the Local Plan process, if not it should be.

As currently drafted, we have significant concerns that draft Policy H4 would jeopardise the delivery of the

Council's other housing ambitions and policy requirements (such as affordable housing), and therefore do not believe that they are **Justified**, **Consistent** with the London Plan or will be **Effective** in helping to meet the identified needs for different types of housing. We suggest instead that the Policy is revised to allow greater flexibility across the market tenure.

Draft Policy H5: Build to Rent Housing

Q6.4 Is policy H5 justified, consistent with the London Plan and will it be effective in helping to meet the identified needs for rented housing? In particular:

- a) Are the criteria for defining Build to Rent set out in part 1 consistent with national guidance and London Plan policy H11?
- b) The requirements in parts 2, 3 and 4 relating to the provision of affordable housing in Build to Rent schemes.

Ballymore supports the inclusion of a Build to Rent policy within the draft Local Plan, the delivery of Build to Rent (BtR) housing can often improve the viability of a scheme (particularly as part of a wider strategic site) and therefore will assist the Council in meeting their housing targets over the Plan period.

The Build to Rent requirements set out within draft Policy H5 largely reflect Policy H11 in the London Plan and are therefore supported, with the exception of the affordable housing requirement. London Plan Policy H11 notes that the affordable housing offer is solely Discounted Market Rent (DMR) at a genuinely affordable rent, however at present, draft Policy H5 (part 3) requires affordable housing within BtR schemes to be provided in line with draft Policy H3 – i.e. delivering both social rent and affordable ownership housing (as a 50/10 tenure split).

We strongly oppose to this departure from London Plan Policy H11. It is not appropriate or practical to provide social rent housing within a Build to Rent block as this would require the provision of a separate core and for the social rented accommodation to be under separate management (i.e. a Registered Social Landlord). DMR (Discounted Market Rent) housing is therefore the only appropriate affordable tenure within Build to Rent housing, and the draft Policy should be amended as per the below to reflect London Plan policy H11 in this regard. As drafted, the Policy is **not Consistent** with the London Plan and will not be effective in helping to meet the identified needs for rented housing.

“Developments of Build to Rent housing as the sole residential tenure should provide at least 50 per cent of the total units as solely Discounted Market Rent (DMR) at a genuinely affordable rent, preferably London Living Rent level. ~~Affordable Rented Homes at equivalent rents to London Affordable Rent and 10 per cent of the total units being Affordable Rented Homes at equivalent rents to London Living Rent.~~ These affordable homes will be secured as affordable housing in perpetuity irrespective of the covenant period secured through H5.1.c.”

Draft Policy H8: Purpose built student accommodation

Q6.7 Is policy H8 justified, consistent with the London Plan and will it be effective in helping to meet the identified need for purpose built student accommodation in appropriate locations? In particular:

The requirements in part 1 relating to proposals in the Stratford and Maryland neighbourhood.

The requirements in part 2 relating to proposals elsewhere in the borough.

The requirement in part 3 for at least 60% affordable housing.

The requirements in part 4 relating to nomination agreements.

The requirement in part 5 for the provision of ancillary communal space and sporting facilities.

The London Plan identifies a requirement for 3,500 new PBSA bed spaces annually in London. Draft Policy P8 seeks to limit the development of student housing within the Borough in an overly restrictive manner which is **not justified**, nor in **compliance with the London Plan**.

The draft policy fails to recognise the benefits which student accommodation can bring, including freeing up existing homes (usually larger family homes) which are rented out to multiple students as small HMOs. The policy also fails to recognise the benefits which can be secured by delivering truly mixed and balanced communities, particularly in areas undergoing more extensive regeneration.

1. Stratford and Maryland

For replacement student accommodation within the Stratford and Maryland neighbourhood, the draft Policy seeks to restrict replacement student housing to no net increase in bed spaces.

The Local Plan should support optimisation of all sites, including student housing, in line with the London Plan. The proposed restriction will not only mean that housing delivery is not optimised but will also unduly restrict the redevelopment of existing student housing sites which are out of date or provide poor quality accommodation.

If a development comes forward with larger student bedrooms and improved facilities, then this should reasonably be supported by an increase in the number of student beds to help facilitate the delivery of these improvements (subject to appropriate design, building height and environmental impacts etc).

The policy as currently drafted provides no incentive to redevelop existing student housing sites to provide higher standards of accommodation.

We therefore suggest part 1.b. is deleted.

2. For all other parts of the Borough

For new student developments elsewhere in the Borough, the draft Policy seeks to impose other locational restrictions. These are addressed in turn below:

a. the requirement for student housing development to be 'adjacent to' existing campus developments is far too restrictive. Student housing does not need to be immediately adjacent to a campus to be in an appropriate location. Instead, we suggest the policy allows for student accommodations which are adjacent or within walking distance to an existing campus development.

The policy should also recognise that Higher Education campuses may be within walking distance of a Site, but across the Borough boundary. The requirement to be adjacent to an existing campus development “within the Borough” is therefore overly restrictive and should be removed.

Further, the policy should recognise proposed campus developments and should not only apply to existing campuses.

b. where not located within or adjacent to an existing campus, draft Policy H8 seeks to restrict student developments to town or local centres, or within areas with a minimum PTAL of 4.

Ballymore supports the recognition that town and local centres are appropriate locations for student developments, providing a variety of shops and facilities which will service the needs of students.

We would, however, contend that while PTAL is an important factor in measuring the accessibility of an area to public transport, it does not consider the walkable amenity facilities within an area and should therefore not be relied upon as a sole measure of accessibility. Further, the current wording fails to recognise future accessibility of a site which may be improved with forthcoming developers.

The current drafting also suggests that only town and local centres which have a PTAL of at least 4 will be considered appropriate locations for student accommodation. We contend that student accommodation should be acceptable in principle when located within a town or local centre, regardless of the wider public transport accessibility, as the town or local centre will, by definition, provide essential day to day services for residents.

The London Plan does not restrict the location of student developments to town centres alone, therefore the wider accessibility of a site must also be considered when determining the appropriateness of a site. As such, we contend that town and local centres, AND any site which is well connected by public transport should be considered appropriate for student accommodation.

c. the Council is also seeking to prevent ‘over saturation’ of student developments. ‘Over saturation’ is defined on page 233 as:

- *over 25 per cent of net residential approvals and completions over the plan period being delivered as purpose-built student accommodation in a neighbourhood; and/or*
- *a proposal would lead to over 800 beds of student housing being located within a radius of 300 metres from an existing purpose built student accommodation site or approved development.*

This definition fails to account for sites within existing residential neighbourhoods where there may be no new residential developments coming forward, but a significant existing stock of conventional residential homes. In such instances, new student development would not lead to an over saturation of student housing but would not comply with the definition above.

Further, a maximum of 800 beds within 300m seems to be an arbitrary limit without appropriate justification or evidence.

d. as above, where replacement student accommodation is proposed, the policy should allow for optimisation of student beds and should not restrict development to provide no net increase in bed spaces where an increase would be appropriate in design, quality and environmental terms. As set out above, this restriction will lead to older or out of date student accommodation not coming forward for redevelopment. Developers will therefore have no incentive to redevelop existing student sites to provide a higher standard of accommodation.

We therefore suggest part 2.d. is deleted.

The Policy should also support student accommodation where this is proposed in sustainable locations, as part of a wider mix of housing within larger redevelopment sites to assist with the aim of providing mixed and balanced communities. To support such mixed and balanced communities, Ballymore contend that express support should be identified within the policy.

We therefore suggest Part 2 of Policy H8 is amended as follows:

"New purpose-built student accommodation in all other neighbourhoods outside Stratford and Maryland will ~~only~~ be supported where:

- a. it is located within, ~~or~~ adjacent to, or within walking distance of an existing or proposed campus development ~~in the borough~~; or*
- b. it is in a town centre or local centre location or is well connected by public transport ~~(with a minimum Public Transport Accessibility Level of 4)~~; and*
- c. it will not create an over-saturation of purpose-built student accommodation; or*
- ~~d. it is solely providing a replacement facility with no net increase in bed spaces or it is located within or adjacent to an existing campus development in the borough.~~*
- d. it forms part of a wider housing mix proposed as part redevelopment of a large or strategic site."*

In its current drafting, Policy H8 is overly restrictive and is therefore **not justified**. Further, it would overly constrain student developments within the Borough and is therefore **not effective** in meeting London's student housing needs.

3. Affordable housing

Regarding student housing, the London Plan aligns the affordable housing requirements with conventional residential developments, setting the Fast Track route at 35% (or 50% for public land or where there is a net loss in industrial capacity). Where this threshold is not met, the London Plan supports a viability tested route requiring student developments to demonstrate the maximum viable level of affordable student accommodation is secured.

Ballymore have strongly objected to the proposed 60% affordable housing requirement within the draft Local Plan.

Please refer to our detailed comments on Draft Policy H3 (Affordable Housing) which are applicable to the proposed 60% requirements for affordable student housing.

In summary, whilst a threshold approach is supported, we strongly oppose to this suggested percentage of affordable housing as well as the suggested split given a stark **lack of conformity with the London Plan** which sets the overall strategic target as 50%, as well as ignoring the advice at paragraph 4 of Chapter 6 of the NPPF (delivery constraints).

Further, the 60% threshold is not supported by robust evidence and is therefore **not justified**, and being overly restrictive will constrain development coming forward across the Borough, therefore rendering the Plan **not effective**.

The affordable housing requirement for student housing developments should therefore be reduced to align with the London Plan.

4. Nominations agreements

The London Plan requires the majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider (Policy H15 A.3.)

The current drafting of Policy H8 does **not comply with the London Plan** in this regard and seeks to introduce further restrictions on student developments.

Part 4.a. of the draft policy complies with the London Plan and therefore meets the test of soundness. However, parts (b) and (c) which seek to increase the requirements for nominations agreements are overly restrictive and therefore **not effective** in supporting student housing developments in the Borough.

As such, we suggest parts 4.b. and 4.c. are deleted.

The supporting text of the policy notes that pre-application engagement for schemes proposing student housing should include a letter of comfort from a Higher Education Institution which indicates their likelihood to enter into contractual obligations with the developer in relation to the proposals. Given the current economic climate and viability challenges facing Universities, they are often unable to commit to a Nominations Agreement at planning stage, until more certainty can be provided regarding a development's construction programme. As such, a similar letter of comfort should be considered sufficient at planning stage to indicate support from a HEI.

6. Communal space and sporting facilities

Ballymore agree that successful student accommodation developments should have communal amenity spaces for residents that are of a high quality. These spaces should be flexible to ensure they provide a variety of different uses and are able to adapt to the needs of residents.

It is not currently clear from the policy what constitutes sporting facilities. Provision of exercise facilities such as a gym or studio spaces are often successful in student developments as they are accessible to a variety of residents. However, other sporting facilities, such as formal courts, are much less flexible and have higher space requirements, limiting the availability of other communal spaces. They are also less inclusive and often dominated by larger groups. Such spaces are therefore not as usable or appropriate for student development.

We therefore suggest the requirement for communal amenity removes references to sporting facilities, and Part (5) is amended as follows:

“Developments delivering purpose-built student accommodation should provide ancillary communal space for study and ~~exercise sporting facilities~~ that meet the needs of the student population within a development unless the accommodation is located within 1,200 metres of existing student campus-based facilities for studying and/or sport and recreation that have sufficient capacity to meet any increased need.”

In conclusion, Policy H8 as drafted is overly restrictive and will significantly constrain the delivery of student housing within the Borough, including within sustainable and appropriate locations. The policy will therefore not assist in meeting the identified need for student accommodation.

The policy in its current form is therefore **not effective or justified**, and is **not compliant with the London Plan**.

Ballymore suggest the above amendments are made to the draft policy to ensure it is appropriate for its purpose.

Draft Policy H9: Houses in multiple occupation and large scale purpose built shared living

Q6.8 Is policy H9 justified, consistent with the London Plan and will it be effective in helping to meet the identified need for shared accommodation in appropriate locations? In particular:

- a) The requirements in part 3 making provision for affordable homes.
- b) The locational requirements in part 4.
- c) The requirement relating to the inclusion of main town centre uses and community facilities in part 6.

a) Affordable housing requirements

Ballymore supports the inclusion of two options for affordable housing within LSBPSL schemes – with a London Plan compliant option of a payment in lieu towards off-site delivery, as well as an option to provide on-site C3 affordable housing when LSBPSL is proposed as part of a wider residential-led redevelopment. This approach will ensure the development as a whole includes a greater proportion of traditional and family sized affordable units and will allow the LSBPSL development to be managed as a single entity.

However, as noted above, Ballymore strongly objects to the proposed 60% threshold as identified within Draft Policy H3 (Affordable Housing), which should be reduced to align with the London Plan requirement.

With regard to Part 3 (a), Ballymore objects to the requirement for a contribution over and above the threshold level of affordable housing. The payment in lieu contribution towards affordable housing should match the level of affordable housing provision sought by Policy H3 rather than exceeding this requirement to ensure the viability of LSPBSL.

Standalone LSPBSL developments often cannot offer on-site affordable C3 housing but should not be penalised with a higher requirement for affordable housing. This increased requirement for affordable housing is not appropriately justified by viability evidence, and will unduly restrict LSPBSL developments in the Borough. The affordable housing requirements as currently drafted are therefore **not justified or effective**.

We suggest Policy H9(3) is therefore amended as follows:

“3. Large-scale purpose-built shared living developments should deliver:

- a. affordable housing in accordance with the London Plan Threshold Approach, ~~Local Plan Policy H3~~, where housing is being delivered as part of a wider mix of tenures within the application boundary; or*
- b. a payment in lieu contribution towards general needs affordable housing, in accordance with London Plan Policy H16. ~~The payment in lieu contribution should secure a higher level of affordable housing provision than the 60 per cent target sought by Local Plan Policy H3.1.~~”*

b) Locational requirements

Policy H9 identifies that large houses in multiple occupation (sui generis) or large-scale purpose-built shared living (LSPBSL) developments should be directed to town and local centres or along major roads well connected by public transport. Ballymore supports this approach, however we would suggest a more general flexibility in terms of the required acceptability ‘thresholds’ further outlined below.

We would suggest the minimum Public Transport Accessibility Level (PTAL) of 4 is removed, and instead a requirement for a Transport Assessment or other suitable report be provided, ensuring any future LSPBSL is appropriately accessible. Although PTAL is an important factor in measuring the accessibility of an area, it does not consider the walkable amenity facilities within an area reducing the requirement for residents to

utilise public transport. Greater flexibility would recognise the merits of different areas and their ability to provide adequate uses for residents.

Furthermore, schemes that include LSPBSL are likely to also include facilities such as convenience stores, leisure facilities, coworking and entertainment spaces as based on the standard co-living model.

We therefore suggest Policy H9(4) is amended as follows:

"4. Large houses in multiple occupation (sui generis) or large-scale purpose-built shared living developments should be directed to town and local centres, within close proximity to public transport stations, or along major roads well connected by public transport. ~~(with a minimum Public Transport Accessibility Level of 4).~~"

This will ensure the policy is **effective** in encouraging LSPBSL in suitably accessible locations.

c) inclusion of main town centre uses and community facilities

Finally, Part 6 of the draft Policy requires main town centre uses or social infrastructure provided within large-scale purpose-built shared living developments to be publicly accessible.

This is not considered appropriate as uses such as gyms or co-working office space, which would usually be considered main town centre uses, are often proposed as communal amenity facilities for the residents. Opening these spaces up to the wider public would reduce the availability of these spaces to the residents, thereby increasing the overall requirement for amenity space within a development.

Further, this would create management issues for the development, as communal amenity spaces are often security controlled with only residents and their guests able to access the building.

As such, we suggest part (6) of the policy is deleted. This is to ensure the policy is **effective** in providing high quality accommodation.

Draft Policy H11: Housing design and quality

Q5.9 Is policy H11 justified, consistent with the London Plan and will it be effective in helping to achieve high quality, sustainable homes? In particular:

- a) The requirements in part 2(c) and (d) relating to dual-aspect general needs housing.*
- b) The requirement in part 2(e) for any ground floor private amenity space to be located away from street-facing facades.*
- c) The design requirements and standards for specialist and other non-general needs housing in part 3.*
- d) The requirements in part 5 for shared amenity spaces, including play provision, in major residential developments.*
- e) The requirement in part 7 relating to the building regulation standards M4(2) accessible and adaptable dwellings and M4(3) wheelchair user dwellings.*

Ballymore has over 40 years of experience delivering large scale developments using qualified and competent designers in all their schemes to ensure a high standard of living for all residents. We always strive to provide high quality housing, both internally and externally, including flexible internal layouts that provide future residents with multiple options for how to decorate their spaces. Newham's aspiration to ensure all new homes are of a high quality is therefore supported.

a) dual aspect requirements

Part 2(c) and (d) of the draft policy seeks to maximise dual aspect homes (including an outright requirement for all 3+ bedroom homes to be dual aspect), as well as avoiding single aspect homes, particularly where these are north facing.

Ballymore agrees that north-facing single aspect units should preferably be avoided but a proportion of single aspect units is often unavoidable within a scheme, particularly with other competing requirements (including recent fire guidance changing requiring the provision of two stair cores in all buildings over 30m) which makes it even more difficult to provide dual aspect units without significantly reducing the number of units per core and therefore reducing the viability and deliverability of schemes.

Further, the Mayor of London has recently announced emergency measures to tackle the housebuilding crisis in London which seek to introduce further relaxation of dual aspect requirements, recognising the challenge this requirement presents to new developments.

The Mayor's announcement recognises that *"while there are benefits to dual aspect dwellings, the rigid application of dual aspect requirements can reduce significantly the number of homes capable of being built within developments, or lead to an undesirable trade-off with habitable space. Developers should be afforded flexibility in how they approach the design and mix of single and dual aspect dwellings in order to optimise sites and layouts"*.

It is therefore considered that the Council's requirements regarding dual aspect should be relaxed to ensure Policy H11 does not unduly restrict residential development within the Borough. The current wording will render the policy **not effective or positively prepared**.

We therefore suggest that part 2(c) and (d) of the draft policy is amended to the following:

“c. ensure the number of dual-aspect dwellings are reasonably maximised, recognising design challenges including site context and fire safety requirements; ~~including all three or more bedroom dwellinghouses (C3) which must be dual-aspect; and~~
d. avoid north-facing single-aspect dwellinghouses (C3); ~~particularly where these are north-facing;~~”

c) accessible and adaptable homes

Parts 7 and 8 of the policy relate to accessible homes, noting that social rented homes that are wheelchair user homes should be designed to meet Building Regulation M4[3](2)(b) standard (wheelchair accessible dwellings). It should be clarified that market and intermediate wheelchair homes are required to meet Building Regulation M4[3](2)(a) standard (wheelchair adaptable) rather than the higher M4[3](2)(b) standard.

Part 7(c) states “*where they are delivering affordable wheelchair user dwellings (Part M4[3]), ...*”. This is different terminology from part (b) which explicitly relates to social rented affordable homes. Part (c) should be amended accordingly to clarify that the requirements relating to affordable wheelchair homes applies to the social rented element of a scheme.

Conclusion

Overall, Ballymore strongly supports the delivery of high-quality homes and have significant experience delivering flexible homes with high quality internal and external spaces.

To ensure Policy H11 is clear and **effective**, clarification on the requirements for wheelchair homes for market and intermediate homes is required.

In light of the Mayor’s emerging measures and recent changes to fire safety regulations, the requirements for dual aspect homes should be relaxed to ensure design requirements don’t unduly restrict developments. This will ensure the policy is **effective and positively prepared**.

Summary

We look forward to the opportunity to discuss these matters further at the forthcoming hearing session on Main Matter 6 in December 2025 and collectively working towards the formulation of a positive planning policy framework.

Should you have any questions, please do not hesitate to contact the undersigned.

Yours faithfully

Jon Roshier

For and on behalf of
Rolfe Judd Planning Limited

APPENDIX 1 – SUPPORTING STATEMENT FROM NEWMARK

Examination of Newham Local Plan – Viability & Affordable Housing

Statement on behalf of the Ballymore Group – November 2025

Introduction

1. This written statement is made on behalf of the Ballymore Group (“Ballymore”).
2. Ballymore have several major land interests in the London Borough of Newham (“the Borough”). Newmark is providing financial viability advice on behalf of Ballymore, in respect of several of these sites, including at Thames Road industrial Estate, Knights Road and at Plot 14B Royal Wharf.
3. Our instructions are to review and respond to the Local Plan Examination document ‘IN3: Inspector’s matters, issues and questions; written statements; and hearing programme’, which includes a series of questions relating to proposed planning policies.
4. Our written statement relates solely to the subject matter of Viability and Affordable Housing (Matter 6 – Policy H3).

Viability

5. In our opinion, the Local Plan Viability Assessment undertaken by BNP Paribas (“BNPP”) in April 2024 includes a number of unreasonable assumptions. We have several reservations as to its robustness, as explained below.

Development Costs

6. As an ‘area-wide’ assessment, BNPP’s Local Plan Viability Assessment adopts generic costs and values, rather than site specific. This means that abnormal costs, that often only the developer/owner of a site can quantify, have not been factored into their analysis, potentially under-estimating the costs of the developments that have been appraised.
7. We have reviewed BNPP’s assumptions in respect of build costs, which we note are sourced from the RICS Building Cost Information Service (“BCIS”). The base build costs have been increased by 10% to account for external works (including car parking where relevant). However, in our experience of undertaking site-specific viability assessments in the Borough, the adjusted build costs that BNPP adopt still appear low.
8. For example, in respect of BNPP’s build costs for ‘Flats – 6+ stories’, build costs of £2,440 per sq m (£227 per sq ft) have been adopted. For comparison purposes, the build costs adopted in our Financial Viability Assessment (“FVA”) of Ballymore’s proposals (provided by QS, G&T) at Thames Road Industrial Estate (UNEX) are significantly higher, and reflect c. £317 per sq ft all-in, including external and abnormal costs. These build costs have been agreed with BNPP and their cost consultants who consider them reasonable.
9. Given this significant divergence in build cost assumptions, we have concerns that overly optimistic assumptions have been made in the BNPP Local Plan Viability Assessment in respect of build costs, which have over-estimated viability.
10. We also note that the Local Plan Viability Assessment does not include any cost allowances for the Building Safety Levy, which will become a development cost to qualifying schemes in October 2026. Given it is envisaged the New Local Plan will be adopted in 2026 and will cover a 10-year period, in our opinion the viability evidence base supporting it should take account of this emerging development cost, where appropriate.
11. In terms of finance, we note BNPP have adopted an all-in cost of finance of 6.5%. In our opinion, this is understated and under-represents the likely cost of development finance in reality.
12. We note that viability appraisals adopt a standardised approach to inputs including finance, meaning that finance rates adopted for viability testing purposes will usually adopt an all-in rate that should in theory be reflective of both the cost of equity and debt. In our experience, however, BNPP’s finance rate of 6.5% appears low and does not reflect this blend, where equity will usually come at a greater cost than debt.

13. We also highlight that there is a clear divergence in finance rate assumptions that BNPP are using for their Local Plan Viability Study (6.5%) and site-specific FVA reviews that they have undertaken in recent months/years. For example, in BNPP's review of Newmark's Thames Road Industrial Estate FVA (February 2025) they have adopted a finance rate of 7.0% (albeit our own assumption has been to adopt a rate of 7.5%).
14. We note that BNPP have adopted an allowance of 2.5% for marketing costs, which includes show homes and agents' fees, plus 0.25% for sales legal fees. Again, in our view this is low, significantly below what the market will assume for such costs. In our experience, viability appraisals will usually adopt sales and marketing costs that amount to c. 3.5% to 4.5% of GDV, including an allowance for marketing, sales agents and legal fees.
15. In terms of sales timings, we note that BNPP have assumed a sales rate of six units per month, with an element of off-plan sales reflected in the timing of receipts. In our experience, an assumption of six sales per month is very optimistic in the current market, where sales velocities and volumes are notably subdued. It is not clear from BNPP's report what their assumptions in respect of off-plan sales are.
16. However, we wish to highlight the downward trend in off-plan sales that has occurred in the London residential market in recent years as a result of the reduced demand from investors, who traditionally have been more likely to purchase off-plan than owner-occupiers, the latter of which are much more likely to purchase once a home has been completed. BNPP's analysis should make realistic assumptions in this regard, reflective of the current market, if it does not do so already.
17. In respect of developer's profit, we agree with BNPP that this *"is closely correlated with the perceived risk of residential development. The greater the risk, the greater the required profit level, which helps to mitigate against the risk, but also to ensure that the potential rewards are sufficiently attractive for a bank and other equity providers to fund a scheme."*
18. We note, however, that in terms of profit targets, BNPP adopt a rate of 17.5% profit on GDV in respect of private residential and 6.0% profit on GDV in respect of affordable housing.
19. In our view, whilst 17.5% profit on GDV may be acceptable for the private residential element of some, relatively standard developments, a higher profit target should be applied in respect of other developments that have a higher risk profile. For long-term, phased, developments, it may alternatively be appropriate to take an Internal Rate of Return ("IRR") approach to profit, as highlighted in the GLA's Affordable Housing and Viability Guidance (2017), which better reflects the time over which the return is earned (i.e. the 'time-value' of money). In this regard we wish to highlight that BNPP and Newmark have agreed an IRR-based approach to developer's profit in respect of Ballymore's proposals at Thames Road Industrial Estate, given the complex, long-term, phased nature of the scheme.

Development Values

20. In terms of residential sales values, in our view, BNPP's assumptions appear optimistic.
21. For example, for postcode sector E16 2, BNPP's 'new build only' values are £8,042 per sq m i.e. c. £747 per sq ft.
22. The average blended sales value per sq ft adopted in our FVA for Ballymore's proposals at Thames Road Industrial Estate (which is in the E16 2 postcode sector) reflected c. £750 per sq ft, so this is broadly in line with this assumption. However, it is important to highlight that a significant amount of investment and marketing costs will be incurred in order to create a residential product that will sell at this price-point. Whilst such allowances have been made in our site-specific FVA for Thames Road Industrial Estate, BNPP's Local Plan appraisals make minimal assumptions in respect of marketing, as highlighted in the 'Development Costs' section below.
23. We note that a 'Growth Scenario' has been run by BNPP in their assessment. Whilst we agree that it is reasonable to undertake growth modelling in certain circumstances, usually for long-term, phased, schemes, it is widely accepted that present-day costs and values should be the primary basis for viability testing, as clarified in recent planning appeal

decisions¹.

24. It is also important to highlight that whilst growth analysis can be used to understand how viability could potentially change over time, there is no guarantee that this will happen in reality, and as such, this analysis and any conclusions drawn from it, should be treated with a degree of caution.
25. In terms of commercial assumptions, whilst in our view BNPP's rent and yield assumptions appear broadly reasonably, only 12 month rent free periods have been assumed across all commercial uses.
26. In our view this is potentially unrealistic given that it takes no account of the likely void period that will commonly apply to such accommodation once it has been completed. In our experience and particularly Ballymore's own experience of developing commercial accommodation at Royal Wharf, commercial units can remain vacant for many years before a tenant is found, deferring income significantly into the future. This has not been accounted for in BNPP's analysis, which in our view, over-estimates viability.

Benchmark Land Values

27. In our opinion the £5.3 million per hectare (£2.1 million per acre) Benchmark Land Value adopted in respect of Secondary Industrial is understated and not reflective of the current market. Consequentially, the price at which landowners would be likely/willing to sell their land for has been underestimated.
28. This is evident by virtue of the fact that that the data BNPP have used in adopting a land value of £2.1 million per acre was sourced from a central Government publication² entitled 'Land value estimates for policy appraisal' and dates from April 2019.
29. The 'Guidelines for Use' for this publication state *"these values were made via desk based surveys of typical sites in 2019, therefore they do not account for any impact on land values arising from COVID-19."*
30. It is evident therefore that the source data sitting behind BNPP's Secondary Industrial BLV of £2.1 million per acre **is nearly as old as the current Newham Local Plan**, which was adopted in December 2018 (four months earlier than the date of the land value data). The adopted Local Plan is of course in the process of being reviewed in order to bring it up to date.
31. It follows therefore that the land value data sitting behind BNPP's BLV assumptions is out of date and can now be considered somewhat historic.
32. Savills research 'The London Land Challenge; The Industrial Land Market', published in June 2022³ shows that average industrial land values in East London have increased from c. £2 million per acre in 2017, to c. £5 million per acre in 2022, an increase of 150%, as illustrated in the graph overleaf.

¹ Stag Brewery and Cuba Street appeal decisions issued by the Planning Inspectorate in 2025.

² [Land value estimates for policy appraisal 2019 - GOV.UK](#)

³ [Savills UK | The London Land Challenge; The Industrial Land Market](#)



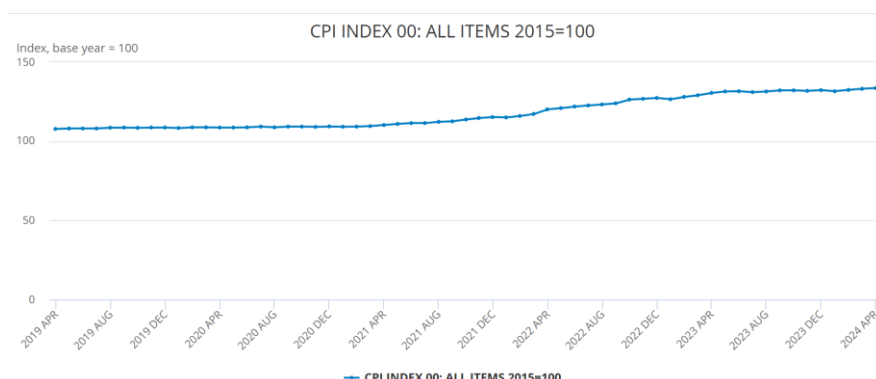
33. Savills' research states that "since 2017, the average land price per acre for industrial land has increased by 175% to £8.3 million per acre. Interestingly, the markets that have experienced the most significant growth in land values are in East London where populations and jobs are set to also increase by the highest margins."
34. It goes on to explain that "this rise in industrial land values is in the most part being driven by strong investor demand and the anticipated increases in rent being paid by occupiers of warehouse space." It is evident that the increase in land values is also due to the diminishing supply of industrial land.
35. More recently, Lambert Smith Hampton's ("LSH") Industrial and Logistics Market Report Q2 2025⁴ identifies average industrial land values in East London as £4.25 million per acre, as shown in the below extract:



36. We therefore estimate having regard to the Savills and LSH research that since c. 2019, average industrial land values in East London (including Newham) have increased by approximately 140%. The data suggests that there has been a significant amount of growth in industrial land values since BNPP's Local Plan Viability Assessment source data was published in 2019. Landowners' expectations will have also changed since this time.
37. Planning Practice Guidance (PPG) states that BLVs adopted in viability assessments should "reflect the minimum return at which it is considered a reasonable landowner would be willing to sell their land." In our opinion, the data referred to above strongly indicates that BNPP's Secondary Industrial BLV £2.1 million per acre is below the minimum price that a reasonable landowner in the market would be willing to accept at the current time.
38. Consequentially, in our view, as BLV has been understated, the BNPP Local Plan Viability Study over-estimates the viability of the developments assessed on Secondary Industrial land. In order to address the out-of-date nature of the BLV source

⁴ [Land Values | LSH](#)

data, a solution could have been to either rebase the data having regard to contemporaneous market evidence as at April 2024. Alternatively, the data could have been indexed from April 2019 to April 2024 using an index such as the Consumer Price Index (“CPI”), as a minimum. We set the CPI Index in the graph below, for illustrative purposes.



39. The CPI Index was 107.6 in April 2019 and 133.5 in April 2024, reflecting an increase of c. 24.1%. This suggests that, applying the CPI data, BNPP's Secondary Industrial Estates BLV of £2.1 million per acre could have increased to approximately £2.6 million per acre, indexed to April 2024.
40. In summary, we have concerns that in some instances, BNPP's Local Plan Viability Assessment understates build costs and BLV and is overly optimistic in respect of revenue assumptions. The net result is that viability has been overestimated in the Local Plan Viability Assessment.
41. As a result of making several unrealistically optimistic assumptions in respect of costs and values as set out above, consequentially, there is a risk that the development that the Plan assumes is deliverable will not be deliverable in reality.
42. Realistic, market-based, assumptions should underpin the Local Plan Viability Assessment in order to ensure that the cumulative cost of planning policies (i.e. the policy burden) is not set at a level that could disincentivise or stifle development and thus investment in the Borough and London more generally.
43. This is particularly important in respect of affordable housing, which we discuss in the section below.

Affordable Housing

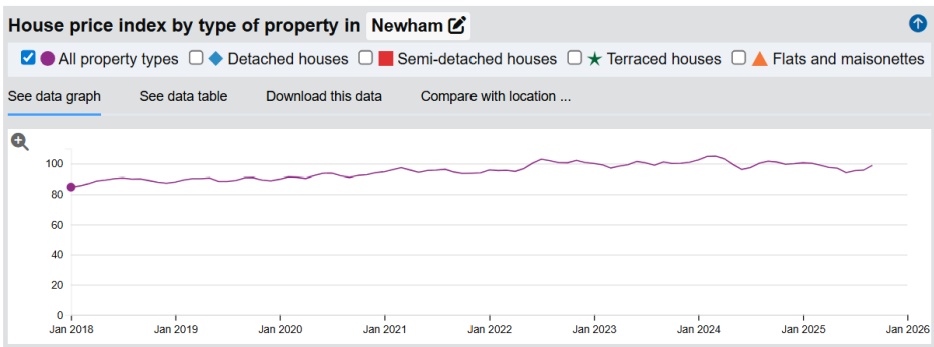
Q6.2 Is policy H3 justified, consistent with the London Plan and will it be effective in helping to meet the identified need for affordable homes? In particular:

- a) **The requirement for proposals for ten or more homes to provide 50% of the total as social rent housing and 10% affordable ownership housing (unless a financial viability assessment demonstrates that the maximum viable mix will be delivered).**
- b) **The definitions of affordable housing, affordable home ownership, and affordable rent housing.**

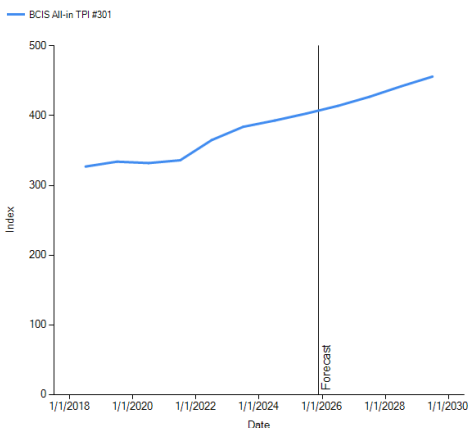
44. We note that draft Policy H3 (affordable housing) proposes that residential developments on individual sites with the capacity to deliver ten dwellinghouses (C3) or more should provide 50% of the total residential units as social rent housing and 10% of the total residential units as affordable home ownership housing (60% affordable housing in total).
45. The proposal to increase the policy target level of affordable housing from 50% to 60% does not conform with the London Plan, which has an overall strategic target of 50% affordable housing.
46. In our opinion, this proposed increase is not justified on viability grounds, for the reasons set out above under the heading 'Viability', and it will not help in meeting the identified need for affordable homes. It is important to highlight that BNPP's

Local Plan Viability Assessment does not conclude that 60% affordable housing is a realistic and deliverable prospect. Instead, it states that *“there are some development circumstances in which the emerging policy target of 60% could be viable.”*

47. The proposal to increase the policy target from 50% to 60% affordable housing implies that there has been an improvement in viability in order to justify such a change. In our experience there has been no such improvement. Viability of residential development has proved very challenging in recent years due to a combination of increased build and finance costs, stagnant values and increased taxation and regulation. In terms of the latter, new fire safety standards, which whilst important, have resulted in a loss of valuable net sales area due to the requirements for second stair cores.
48. In summary, residential development costs have increased, whereas revenues have generally not increased to the same degree. This assertion is evidenced by comparing the Land Registry House Price Index (“HPI”) for the London Borough of Newham, across the previous Plan period (2018 to the present-day) against the BCIS ‘All in TPI’ Index, which is commonly used to track build cost inflation in the residential development market.
49. The Land Registry HPI for the London Borough of Newham is shown in the image below.



50. The HPI data shows an increase from 84.6 in January 2018 to 98.8 in the present day, indicating that residential values in Newham have increased by a total of 16.8% since the date that the current Local Plan was adopted. On average, this reflects a c. 2.1% increase in residential values every year across the eight-year period.
51. The BCIS All in TPI Index is shown in the graph below.



52. The BCIS All in TPI Index reflected 327 in 2018 and has increased to 403 in 2025 (albeit the forecast for 2026 is 414). Basing the analysis on 2025 for the purposes of this exercise, this indicates that build costs have increase by c. 23% across the adopted Plan period (c. 2.9% a year), significantly outstripping residential value growth in the Borough.

53. This evidence strongly implies that there has been a worsening in viability across the Plan period, rather than an improvement.
54. In support of this argument is the recent announcement by the GLA/HM Government ‘Homes for London – A package of support for housebuilding in the capital’⁵ which acknowledges the significant viability challenges outlined above and proposes to introduce a series of ‘emergency measures’ designed to *“improve the viability of housing developments in the near term, boosting the number of new homes including affordable homes delivered in the next few years.”*
55. Key measures proposed include a temporary relief from Community Infrastructure Levy (CIL), including 50% relief from borough CIL on schemes which commit to delivering at least 20% affordable housing; and a ‘time-limited planning route’, which should enable developers to secure planning permission without a viability assessment on private land where they commit to 20% affordable housing.
56. There is therefore a clear contradiction between the recent GLA/HM Government announcement, which seeks to stimulate development by reducing the ‘policy burden’, and emerging Local Plan Policy H3, which seeks to increase the policy burden (by increasing the affordable housing target from 50% to 60%).
57. In our opinion, there is a clear risk that by elevating the affordable housing target to 60%, this could disincentivise housing development in the Borough, potentially incentivising other forms of development instead. In our view, the policy target should be set at a more realistic level, in order to make residential an attractive opportunity for housing developers in the Borough, protecting housing and affordable housing delivery as a result.
58. We note that the Borough has stated that *“Policy H3 is justified by evidence relating to need, that it expects viability to improve over time, and that the policy allows for viability assessments to be submitted in support of planning applications that do not achieve the targets. The response also suggests that London Plan policy H5 part C3 allows for planning applications to follow the fast track route if they meet other relevant policy requirements and obligations to the satisfaction of the borough and the Mayor where relevant.”* We have significant concerns over the soundness of this statement.
59. Firstly, if there is an expectation that viability should improve over time, this implies that the Borough may have based this assumption on BNPP’s growth modelling undertaken in the Local Plan Viability Assessment. We re-state an important point that growth is not a foregone conclusion – there is no guarantee that it will happen.
60. As aforementioned, it is also well-established that present-day costs and values should be adopted for viability testing purposes, including for Local Plan Viability Assessments. Growth modelling can be undertaken in order to understand deliverability (as recommended in the GLA’s Affordable Housing and Viability SPG 2017), but conclusions as to present-day viability should be based on present-day costs and values.
61. It follows therefore, that if the Borough is arguing that 60% affordable housing should be achievable due to growth assumptions, then this would be contrary to National Planning Practice Guidance, fundamentally flawed and should be reconsidered.
62. Moreover, the argument that there remains the option to follow the London Plan Fast Track route is not a sound argument and is similarly flawed. It is important to highlight that unless decided under delegated powers, planning decisions are made by elected politicians. Such politicians’ expectations of realistic levels of affordable housing are framed by reference to the policy targets in their local plans, and they will usually assume that their policy targets are realistic, because they have been viability tested. Where a scheme comes forwards and it has been agreed that it can afford a level of affordable housing lower than the policy target level, members will in some cases choose to ignore the site-specific viability assessment and refuse the application, as their expectations are higher.
63. This undermines the viability and planning processes and can delay housing development coming forwards. By setting the affordable housing target level at 60% in the emerging Local Plan there is a risk that this could happen in the London

⁵ [support-for-house-building-in-london.pdf](#)

Borough of Newham, which could have detrimental housing delivery implications for the Borough. We query the robustness of the Borough's position in this regard accordingly.