



Statement of Common Ground
Between
London Borough of Newham
And
London Borough of Barking and Dagenham

Stage: Newham Submission Draft Local Plan (Reg. 19)

Date: 28 January 2024

1. Executive Summary

- 1.1. A statement of common ground is a written record of the progress made by plan-making authorities during the process of planning for strategic cross-boundary matters. It documents the strategic matters where effective cooperation has led to cross-boundary challenges and opportunities being identified, whether there is agreement between bodies in how these should be addressed, and how the strategic matters have evolved throughout the plan-making process. It is also a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries.
- 1.2. This Statement of Common ground addresses key strategic matters between the two signatories, the London Borough of Newham and London Borough of Barking and Dagenham, as relevant to the preparation of the Newham Draft Submission Local Plan and its progression to public Examination.
- 1.3. Strategic matters overseen by other organisations will be addressed in other SoCGs, in order to streamline the process of reaching agreements with each party. Where key strategic issues overlap between different organisations that Newham have signed statements of common ground with (e.g. the delivery of housing targets), these interrelations are summarised in the [Duty to Cooperate Statement](#) (2024) and the Duty to Cooperate Addendum (2025).
- 1.4. The document is intended to be 'live', updated as circumstances change. As such, this statement builds on/supersedes the previous Statement of Common Ground signed between the two parties in 2021 – see Appendix 1 to this statement. Please see the Governance Arrangements section of the statement for more details.

2. Parties Involved

- 2.1. Newham Council, who is the Local Planning Authority for the London Borough of Newham, which is an inner London Borough in East London situated between three rivers: the Lea to the west, Thames to the south and Roding to the east. London Borough of Newham is bordered by several other London Boroughs, including Tower Hamlets, Hackney, Waltham Forest, Redbridge, and Barking and Dagenham. Across the River Thames lies the Royal Borough of Greenwich. Newham's administrative boundaries also contain 65% of the London Legacy Development Corporation (LLDC) area, which acted as the planning authority for the Queen Elizabeth Olympic Park and surrounding area until the return of planning powers to the boroughs on the 1st December 2024.

AND

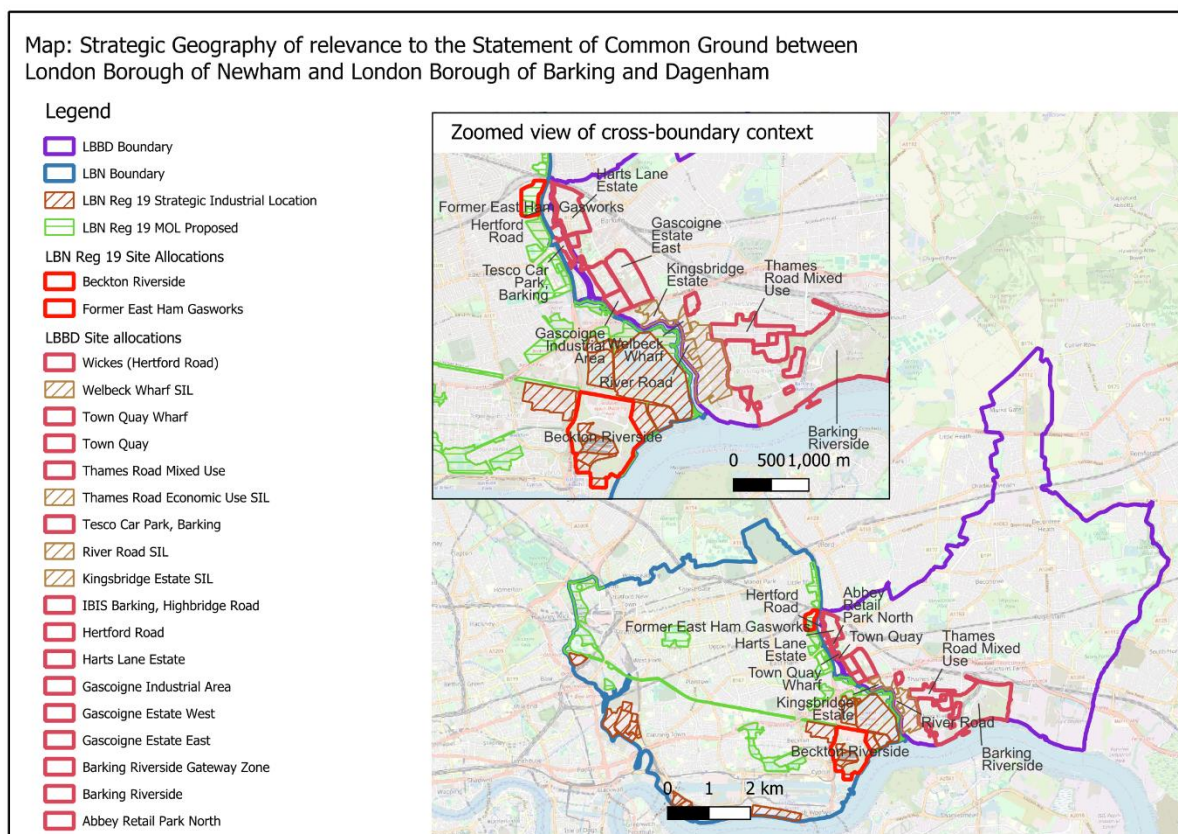
- 2.2. Barking and Dagenham Council who is the Local Planning Authority for London Borough of Barking and Dagenham, which is an outer London Borough in East London. Barking and Dagenham is bordered by the London Boroughs of Newham, Redbridge and Havering, and sits across the River Thames from the Royal Borough of Greenwich and the London Borough of Bexley.
- 2.3. Newham is strategically located at the intersection of the London-Stansted-Cambridge-Peterborough Corridor, which is centred on enterprise and innovation within emerging sectors

such as digital, media, life sciences, telecommunications and advanced manufacturing, and the Thames Estuary Creative and Cultural Industries Corridor, which adds to the borough's significance. It contains three Opportunity Areas: the Olympic Legacy (which also includes parts of the other Host Boroughs) Poplar Riverside (which crosses the boundary with Tower Hamlets) and Royal Docks and Beckton, which is also the home of London's only Enterprise Zone and Europe's largest regeneration area.

- 2.4. London Borough of Barking and Dagenham, whilst an Outer London Borough, has excellent transport links to Central London by tube, train and riverboat. The Borough is also well-placed for national and international economic connectivity via the opportunities provided by its freight terminal at Castle Green, and the Thames Freeport. LBBD also has a significant amount of industrial land and has already started utilising this to bring new sectoral opportunities to the Borough such as film and media through the Eastbrook Film Studios.
- 2.5. The LLDC returned planning powers back to the London Boroughs of Newham, Tower Hamlets and Waltham Forest and Hackney on the 1st of December 2024. As such, key strategic matters for the parts of the LLDC that fall within Newham's administrative boundaries are also addressed in the new Newham Draft Submission Local Plan, and are subject to the matters addressed in this statement of common ground.

3. Strategic geography

- 3.1. The map below identifies the spatial representation of the key strategic matters addressed, alongside the administrative areas of the two plan-making authorities.



- 3.2. As noted above, the LLDC returned planning powers back to the London Borough of Newham on the 1st of December 2024. Where relevant, the Newham draft Local Plan has retained and evolved site allocations and designations from the LLDC Local Plan (2020).

4. Background

- 4.1. Newham Council prepared the Draft Submission Local Plan and published it for consultation between 19th July and 20th September. This is the version of the plan that the Council considers to be 'legally compliant' and 'sound' and will be submitted to the Planning Inspectorate for examination in 2025. The council undertook two rounds of consultation prior to this, to inform the Newham Draft Submission Local Plan. These included:
- Issues and Options Consultation, which took place between 18 October and 17 December 2021; and
 - Draft Local Plan Consultation (Regulation 18), which took place between the 9 January and 20 February 2023.
- 4.2. A [Duty to Cooperate Statement](#) (DtC Statement) was published as part of Newham's Reg. 19 consultation, which provides a summary of our engagement with London Borough of Barking and Dagenham, as a duty to cooperate partner, as part of the preparation of the new Newham Local Plan. The table below provides an extract of the relevant key strategic matters identified as part of this process and the corresponding paragraphs in the DtC Statement.

Key Strategic Matter	DtC Statement relevant paragraphs
Housing target	4.26, 4.30, 4.36-4-38
Gypsy and Traveller need	4.42, 4.44, 4.45, 4.47-4.50
Employment land demand	4.59, 4.61 4.74
Connections along and over the River Roding	4.124, 4.125, 4.127
Waste management and the Joint Waste Plan	4.189-4.192, 4.195, 4.196, 4.199-4.202
Newham's Metropolitan Open Land review	4.286, 4.288, 4.288-4.290, 4.294-4.295

- 4.3. The national and regional policy context forming the background to this statement of common ground is also detailed in the Duty to Cooperate Statement (2024), under 'Chapter 2: Legislative and national policy context' and 'Chapter 3: Demonstrating compliance with the duty to cooperate'.
- 4.4. During the Reg. 19 consultation process, Newham approached Barking and Dagenham to agree the process leading to the preparation and signing of this statement of common ground. As part of this, Barking and Dagenham:
- recognised there are outstanding strategic matters as set out in the table above; and
 - raised additional key strategic issues relating to the need for: ongoing cooperation on developments adjoining the boundary of the two boroughs; supporting development of regional transport links which will be under pressure from the combined area growth; a future bridge crossing over the River Roding south of the A13; the potential for the Beckton Sewage Works to provide a local heat network; and collaboration for adequate raising and reinforcing of flood defences on the River Roding.

- 4.5. The above matters, as related to the Newham Local Plan, are also reflected in Barking and Dagenham's response to Newham's Reg. 19 consultation.
- 4.6. A meeting was held on 25th October 2024 to discuss the key strategic matters, and the agenda and notes of this meeting are attached as Appendix 2 and provide further background information.

5. Key Strategic Matters

5.1. Housing Target

- 5.2. Newham's and Barking and Dagenham's housing targets are set out in the London Plan (2021). These targets were informed by the findings of the Greater London Authority's Strategic Housing Market Assessment and Strategic Housing Land Availability Assessment, both of which were published in 2017. Correspondence with the GLA has confirmed Newham's proportion of the LLDC's London Plan housing target, which is an additional 14,800 homes on top of Newham's target to deliver 32,800 homes by 2028/29.
- 5.3. Newham's housing target in the Draft Submission Local Plan proposes a stepped housing target, which seeks to deliver a net increase of between 51,425 and 53,784 quality homes between 2023 and 2038. This is stepped across the plan period rather than expressed as a consistent number year on year. While Newham have identified sufficient housing capacity to meet our London Plan housing target, the projected phasing of delivery means that Newham will not be able to meet our London Plan housing target within the period of the London Plan. This is primarily as a result of delays to the delivery of large sites, particularly site allocations, against the assumed phasing in the 2017 Strategic Housing Land Availability Assessment.
- 5.4. In light of the above, Newham have been advised by the GLA to approach several boroughs, including Barking and Dagenham to understand whether there is any available housing capacity above the London Plan (2021) individual targets, which could assist Newham in meeting its London Plan housing target within the London Plan period (2019/20 – 2028/29).
- 5.5. Barking and Dagenham's Local Plan (2024) establishes a housing requirement of 38,864 over the Plan period (2020/21-2036/37). This is intended to be met (and exceeded) through the sites allocated within the Plan which indicate a supply of over 40,000 new homes. While Barking and Dagenham aim to deliver a higher housing target than that of the London Plan (2021), the delivery challenges mean that there is no additional capacity that can be shared with Newham during the target period established in the London Plan. LBBD is now expected to meet its London Plan target by 2029 due to delays to delivery, and therefore at this time is not in a position to share housing capacity with Newham during this period.
- 5.6. Record of agreements and/or disagreements:
- London Borough of Newham and London Borough of Barking and Dagenham agreed to continue to engage via local plan making processes, should circumstances change.

5.7. Gypsy and Traveller need

- 5.8. In December 2023, the Government updated the Planning Policy for Traveller Sites (PPTS). The new guidance has been published in response to the October 2022 Court of Appeal ruling, which found the previous 2015 PPTS to be unlawful in its discrimination against those forced to give up their nomadic lifestyles due to disability or old age.
- 5.9. As part of our Local Plan evidence base Newham has prepared a Gypsy and Traveller Accommodation Assessment (2022), which found that there was no need for new pitches for households that meet the Planning Policy for Traveller Sites definition of Gypsies and Travellers. However, the study found a need for 23 pitches for households that did not meet the Planning Policy for Traveller Sites definition, but whose needs would need to be considered under the Housing Act 1985 and the Housing and Planning Act 2016.
- 5.10. Currently the Newham Draft Submission Local Plan allocates one site as a safeguarded Gypsy and Traveller accommodation site, which is an existing site containing 15 pitches. The safeguarding of this site does not count towards meeting identified future need, albeit there is scope to extend the site by a few pitches to the south of the allocation.
- 5.11. The London Borough of Barking and Dagenham Gypsy and Traveller Accommodation Assessment (GTAA) 2020 identified a need of 24 pitches up to 2034. When considering current household formation rates, and including households who previously fell outside the 2015 Planning Policy for Traveller Sites (PPTS) definition for planning purposes, this would mean meeting a need for 33 pitches by the end of the Plan period in 2037, with the need for 22 of these pitches to be delivered in the first five years (2023/24-2028/29) following adoption of the Plan. Becontree Heath is home to the borough's only existing Gypsy and Traveller site. A small amount of Green Belt land is being released to allow for future delivery of a proposed extension to the current site to help meet the needs of our Gypsy and Traveller community. The Council is also looking at the Castle Green area as a broader location for a future Gypsy and Traveller site to meet the borough's remaining unmet Gypsy and Traveller pitch need for the Plan period. This is expected to come forward in the later part of the Plan period and will be identified in more detail in a subsequent review of the Plan and as part of future Masterplan work. Due to current land ownership, the Council is unable to bring forward a site here immediately, but is committed to doing so in the longer-term.
- 5.12. As the London Borough of Barking and Dagenham is currently unable to meet its own 5 year need for Gypsy and Traveller pitches, it is unable to share pitch capacity with the London Borough of Newham at this time.
- 5.13. Record of agreements and/or disagreements:
- London Borough of Newham and London Borough of Barking and Dagenham agreed to continue to engage via local plan making processes, should circumstances change.
- 5.14. **Employment land demand**
- 5.15. To meet Government's objective to build a strong, responsive and competitive economy, paragraphs 20 and 82 of the National Planning Policy Framework (NPPF) expects strategic policies to set out an overall strategy to make sufficient provision for employment and other

commercial development, and requires boroughs to set out clear economic vision, set criteria or identify strategic sites to meet the anticipated needs over the plan period. The London Plan (2021) also sets out in policy GG5 that planning and development are expected to plan for sufficient employment and industrial space in the right locations to support economic development and regeneration.

- 5.16. Newham is situated within the East sub-region and the industrial property market area of the Thames Gateway and Lea Valley. Newham is one of the few remaining London boroughs that have a good supply of industrial land, much of it meeting modern occupier requirements and playing an important strategic role servicing the central London market.
- 5.17. In July 2022, Newham's Employment Land Review (ELR) was updated to assess the employment land supply and demand in the borough. The ELR demonstrated that Newham needs to take a positive approach to the provision of industrial land for economic growth considering its strategic role.
- 5.18. In October 2019, the London Borough of Barking and Dagenham (LBBD) started the Regulation 18 consultation for their Draft Local Plan. LBBD produced the Industrial Land Strategy which set out the scope to reduce employment land through a managed release strategy. The approach to managing this was agreed through the Statement of Common Grounds submitted in LBBD's Regulation 19 Local Plan in September and December 2021, and included:
- LBBD agreed to develop localised planning frameworks such as masterplan SPDs which provide more detailed guidance on the approach to industrial intensification and co-location as well as set out a baseline position in relation to industrial land release prior to the development of masterplan SPDs.
 - LBBD also agreed to share findings with neighbouring authorities and the GLA from their new industrial land evidence once it is available.
- 5.19. During the meeting held on 25th October 2024, Newham acknowledged that the Barking and Dagenham Local Plan (2024) has been adopted, and reiterated concerns raised as part of the 2021 statement of common ground between the two boroughs that displacement of existing business in London Borough of Barking and Dagenham may intensify industrial demand in London Borough of Newham.
- 5.20. Record of agreements and/or disagreements:
- London Borough of Barking and Dagenham agreed to engage with London Borough of Newham on the development of any methodology, masterplanning or supplementary guidance setting out the council's approach to industrial intensification and co-location.
- 5.21. **Waste management and the Joint Waste Plan**
- 5.22. Policy SI 8 of the London Plan sets the strategic target for the equivalent of 100 per cent of London's waste to be managed within London's border by 2026, otherwise known as 'net self-sufficiency'.
- 5.23. In order to help achieve net self-sufficiency, the London Plan policy requires boroughs to demonstrate how their Local Plans will meet assigned waste apportionment targets. Newham's waste apportionment target is as follows: 383,000 tonnes of household,

commercial and industrial waste management capacity by 2021 and 407,000 tonnes by 2041. Barking and Dagenham's waste apportionment target is as follows: 505,000 tonnes of household, commercial and industrial waste management capacity by 2021 and 537,000 tonnes by 2041.

- 5.24. The East London Waste Authority (ELWA) was formed in 1986 as a Statutory Waste Disposal Authority (WDA), responsible for the disposal of waste collected by London Boroughs of Barking & Dagenham, Havering, Newham and Redbridge. In 2023, ELWA published an updated Joint Strategy for East London's Resources and Waste (2027-57). The Joint Strategy sets out the aims, objectives, priorities and actions for the Partner Authorities on preventing and reducing waste, increasing reuse and recycling, supporting improvements with infrastructure, and monitoring performance. Newham, the east London boroughs of Havering, Barking and Dagenham and Redbridge and ELWA work collaboratively to address Duty to Cooperate matters. This includes the east London boroughs keeping ELWA informed of the progress on the update of the East London Joint Waste Plan.
- 5.25. The existing East London Joint Waste Plan, which was adopted in early 2012, covers the period ended in 2021. The plan was drafted within a notably different planning framework context: before the National Planning Policy Framework was introduced, before the current National Planning Policy for Waste, and under earlier iterations of the London Plan.
- 5.26. In 2022, Newham also met with Officers from the GLA to discuss next steps with regards to the preparation of the Joint Waste Plan. The GLA indicated that they were not supportive of the east London boroughs allocating waste sites through updates to our respective Local Plans. Instead, they advised east London to work collaboratively to produce an up-to-date Joint Waste Plan.
- 5.27. Since 2020, Newham have held regular meetings with the London Boroughs of Barking and Dagenham, Havering and Redbridge on updating the adopted 2012 East London Joint Waste Plan. In 2021 Newham and the east London boroughs collectively commissioned Anthesis to provide an updated evidence base to support the preparation of the East London Joint Waste Plan. This was followed up in 2022 with a supplementary piece of work which sought to correct errors in calculating capacity for the sub-region.
- 5.28. In 2022 the East London boroughs published the evidence base, which had been prepared to support the refresh of the East London Joint Waste Plan. This evidence base showed that there was sufficient waste management capacity in East London to meet the London Plan apportionment targets for Local Authority Collected Waste and Commercial and Industrial waste streams and to manage the equivalent of 100 per cent of Construction & Demolition waste arising over the next fifteen years. The findings of this evidence base informed the draft policies in Newham's Submission Draft Local Plan.
- 5.29. The Regulation 18 Joint East London Waste Plan outlines the waste sites within Newham and Barking and Dagenham that will be safeguarded to meet our apportionment target, as well as how the boroughs will seek to manage other waste streams. The latest evidence, which has been refreshed as part of the preparation of the Regulation 18 draft Joint Waste Plan, sets out that East London has more than enough management capacity to meet our apportionment target.

5.30. Record of agreements and/or disagreements:

- London Borough of Newham and London Borough of Barking and Dagenham agreed to continue to cooperate via the Joint Waste Plan making processes.

5.31. **Newham's Metropolitan Open Land Review**

5.32. London Plan (2021) Policy G3, Metropolitan Open Land, of the London Plan sets out that Metropolitan Open Land (MOL) is afforded the same status and level of protection as Green Belt. Policy G3 requires boroughs to work with partners to enhance the quality and range of uses of MOL. The policy sets out that any alterations to the boundary of MOL should be undertaken through the Local Plan process, in consultation with the Mayor and adjoining boroughs.

5.33. London Green Belt can be thought of as a permanent area of open land that surrounds the city whereas MOL relates to strategically significant open spaces within the built environment of London.

5.34. In 2022/23 Jon Sheaff and Associates and London Wildlife Trust, undertook an initial review of Newham's Metropolitan Open Land to regularise the existing designations, understand if there were any omissions and to ensure that the existing designations met the criteria of the NPPF and London Plan. This work was revised and updated in 2024 and Newham's Metropolitan Open Land Review (2024) was published as evidence during Newham's Regulation 19 Consultation.

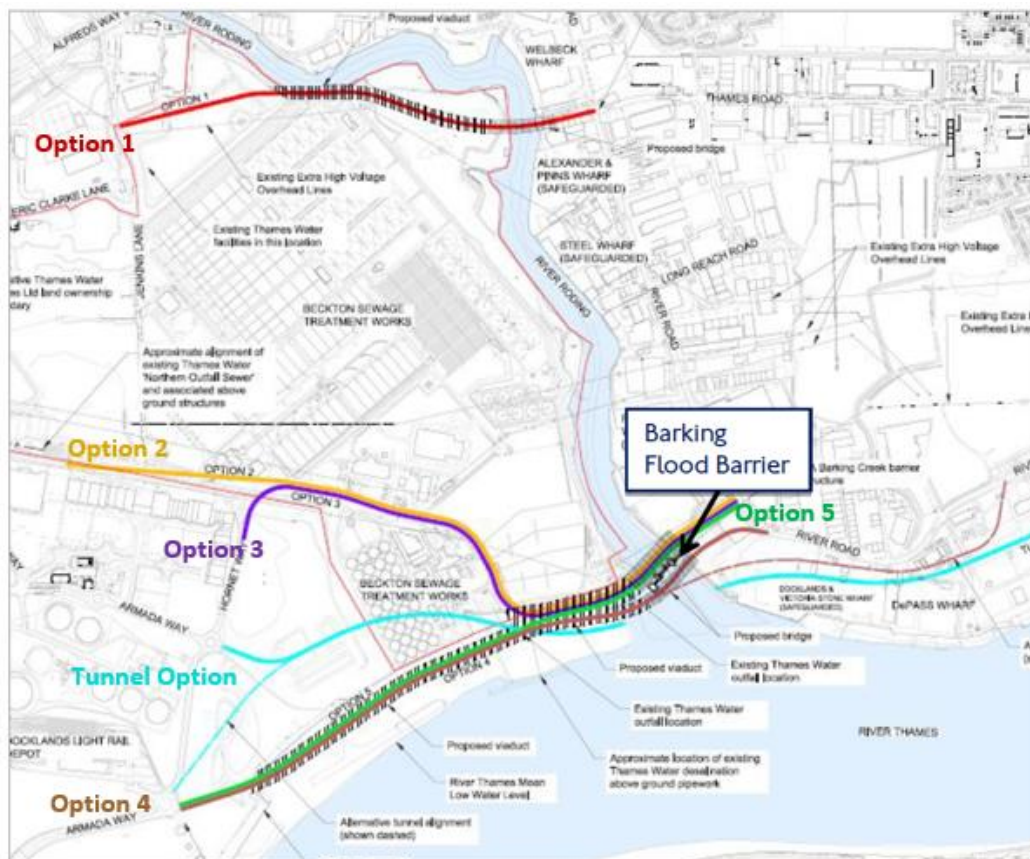
5.35. Record of agreements and/or disagreements:

- London Borough of Barking and Dagenham has no objections to the methodology and outcomes of Newham's Metropolitan Open Land Review.

5.36. **Connections along and over the River Roding**

5.37. There are only three road crossings of the River Roding in the west of the borough. Local residents and political stakeholders have proposed improving a north-south walking/route along the River Roding, as well as building pedestrian crossings of the River Roding.

5.38. Barking and Dagenham, with Transport for London, are currently examining options for a new bus and active travel bridge to cross the River Roding in the south of the borough to connect the communities of Beckton and Barking Riverside as an alternative to the A13. Barking and Dagenham have prepared an initial business case and are committed to working with all relevant local authorities should the Council get funding to take forward the full business case. The map below outlines the route options currently being considered.



- 5.39. In December 2019, a DLR extension to Thamesmead was formally proposed by Transport for London as part of the draft Thamesmead and Abbey Wood OAPF. Development sites on both sides of the river Thames currently have very low levels of public transport accessibility, and an extension of the DLR was considered the best way to improve this. The extension would also deliver an additional crossing of the River Thames in east London. In June 2023, the Strategic Outline Business Case for the extension was submitted to HM Government.
- 5.40. Newham and Barking and Dagenham discussed during the meeting on 25th October 2024 the need for Barking and Dagenham to also be linked into the Beckton to Thamesmead DLR work, to ensure that both the DLR extension and the Lower Roding Crossing projects do not negatively impact each other. Subsequent to the meeting, Newham has successfully engaged TfL to discuss this matter with Barking and Dagenham.
- 5.41. During the meeting held on 25th October 2024, Newham also noted TfL's long-term proposal to extend the DLR towards Barking in the future. The amended route would run from Beckton Riverside north towards Barking and up to Redbridge along the corridor of the River Roding and North Circular.
- 5.42. Newham supports improving the connectivity over the River Roding, and crossings have been considered in the Sustainable Transport Strategy. The strategy indicates that improvements to the A13 will not be needed as a result of proposed development. The various separate pedestrian and cycle crossings, which were identified as necessary, have been referenced in transport policy T2, and neighbourhood policies N12, N13, N16 and N17. During the meeting

on 25th October 2024, the boroughs also discussed LBBD's request for closer working relations between the respective council's Highways functions, with regards to planning for micro-mobility interventions, such as Lime Bike contracts.

5.43. Newham's Sustainable Transport Strategy (2024) also indicated that West Ham station is reaching capacity due to growth in Newham, east London, including London Borough of Barking and Dagenham and London Borough of Tower Hamlets, and Essex along this branch of the rail network. Newham are in discussions with TfL and the Department for Transport regarding the need for station expansion and improvements at West Ham station to increase capacity to ensure it can support the growth occurring around it: in east London and Essex.

5.44. Record of agreements and/or disagreements:

- London Borough of Newham and London Borough of Barking and Dagenham agreed to continue to engage on the development of projects for enhanced connectivity over the River Roding, including the Lower Roding Crossing and the long-term business case for extending the DLR from Beckton Riverside.
- London Borough of Newham and London Borough of Barking and Dagenham agreed to help facilitate coordination between the two borough's Highways functions on development of micro-mobility strategies.
- London Borough of Barking and Dagenham agreed to inform London Borough of Newham of revised approaches to securing transport capacity to support housing growth in the event there are delays or cessation of the transport infrastructure projects set out in Figure 22 of the LBBD Local Plan.
- London Borough of Barking and Dagenham agreed to support London Borough of Newham in seeking to secure further funding for improvements to West Ham station to ensure it can support the growth occurring in both our boroughs, which relies on the station as an interchange.

5.45. **Flood defences on the River Roding**

5.46. London Borough of Newham's approach to updating flood defences through the Local Plan is to incorporate the requirements into site allocations so that land owners take responsibility for them.

5.47. As part of the London Borough of Barking and Dagenham's Regulation 19 response to the emerging Newham Local Plan, LBBD have requested ongoing collaboration on ensuring raised and reinforced flood defences where relevant. We will continue to engage on this matter as required. The approach in Newham's emerging Plan on flood defences is, however, noted.

5.48. Record of agreements and/or disagreements:

- London Borough of Newham and London Borough of Barking and Dagenham agreed to continue to engage via the local plan making processes. A further meeting may be held between the two councils to discuss the approach taken to the River Roding.

5.49. Beckton Sewage Works potential heat network

5.50. London Borough of Barking and Dagenham has undertaken a study identifying capacity for heat networks and this had identified Beckton Sewage Works as a potential heat source. LBBD stated the concept is at an early stage as Thames Water are undertaking a feasibility study.

5.51. Newham's Climate Action Team have also undertaken a heat study to address the new Energy Act 2023 heat network zone requirements, which has also identified the possibility of using Beckton Sewage Works as a potential heat source. This report is not published.

5.52. During the meeting on 25th October 2024, the boroughs discussed exploring further the potential for a cross-boundary heat network focused on the Beckton Sewage Works.

5.53. In December 2024, Barking & Dagenham Energy, which is the provider of District Energy in the Barking and Dagenham area and is wholly owned by Barking and Dagenham Council, signed a Memorandum of Understanding with London Borough of Newham's Climate Action Team to collaborate on future work to bring forward the Energy from Beckton Heat Waste Network together. The next steps are to devise a feasibility study and develop the business case.

5.54. Record of agreements and/or disagreements:

- London Borough of Newham and London Borough of Barking and Dagenham agreed to continue to engage via infrastructure planning processes, and with Thames Water, on the potential for development of a strategic heat network sourced around the Beckton Sewage Works.

5.55. Delivery of sites in vicinity of boundary

5.56. London Borough of Barking and Dagenham noted in their response to Newham's Regulation 19 consultation that they would like to be kept informed and engaged on the progress of major sites near/bordering the borough boundary. This is to ensure that any issues (e.g., related to infrastructure and transport/road capacity) are addressed collaboratively.

5.57. Record of agreements and/or disagreements:

- London Borough of Newham and London Borough of Barking and Dagenham agreed to work together to coordinate the delivery of site allocations on the boroughs' shared boundary, through ongoing duty to cooperate discussions as part of plan-making and through formal consultation processes linked to any applications. The sites are set out in the mapping above.

6. Governance agreements

6.1. This statement of common ground will be reviewed:


- 6.1..1. Whenever agreement is reached on any outstanding matters. Or
- 6.1..2. At key milestones in progress towards addressing strategic matters. Or
- 6.1..3. At each subsequent key stage of the plan making process, as it progresses towards adoption.

6.2. The table below outlines existing cooperation forums that will be used to continue to engage each other and progress the key strategic matters.

Key Strategic Matter	Forum	Details/frequency of the forum
Housing target	GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers meetings.	ALBPO meets monthly to discuss a range of issues of importance to the London boroughs and the GLA. The GLA will provide the timeframe and format for engagement on the new London Plan in due course.
Gypsy and Traveller need	GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers meetings.	ALBPO meets monthly to discuss a range of issues of importance to the London boroughs and the GLA. The GLA will provide the timeframe and format for engagement on the new London Plan in due course.
Employment land demand	GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers meetings.	ALBPO meets monthly to discuss a range of issues of importance to the London boroughs and the GLA. The GLA will provide the timeframe and format for engagement on the new London Plan in due course.
Waste management and the Joint Waste Plan	East London Joint Waste Plan making processes London Waste Planning Forum	The working group meet regularly, and will set up further duty to cooperate discussions with boroughs seeking to use east London's Identified Capacity Surplus. Held quarterly to discuss strategic waste matters affecting London.
Connections along and over the River Roding	Stakeholder governance arrangements bringing forward the Business case for each proposal.	Tbc, aligned with each project.
Beckton Sewage Works potential heat network	GLA-led Local Area Energy Plans process	TBC
Flood defences on the River Roding	TBC	TBC

7. Signatories

- 7.1. We confirm that the information in this statement and referred to documents reflects the joint working to date undertaken between London Borough of Newham and London Borough of Barking and Dagenham towards addressing the identified strategic matters.

Signed on behalf of London Borough of Newham: Name: Ellie Kuper Thomas Date: Position: Policy Manager, Planning & Development Directorate	Signed on behalf of London Borough of Barking and Dagenham:  Name: Tim Thomas Date: 28 January 2025 Position: Head of Transport, Infrastructure and Policy Planning
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Appendix 1:

SUPERSEDED STATEMENT OF COMMON GROUND between the
London Borough of Barking and Dagenham and London Borough
of Newham, Date: 19th July 2021



STATEMENT OF COMMON GROUND ON STRATEGIC MATTERS
BETWEEN
LONDON BOROUGH OF BARKING & DAGENHAM
AND
LONDON BOROUGH OF NEWHAM

1. Parties Involved

- London Borough of Barking and Dagenham
- London Borough of Newham

2. Strategic Geography

This section sets out the factual position regarding cross-boundary strategic matters.

London Borough of Barking & Dagenham (LBBD)

The London Borough of Barking and Dagenham is an outer London Borough located in the north-east of London. It covers an area of 3,611 ha and borders the London Boroughs of Havering, Bexley, Greenwich, Newham and Redbridge.

London Borough of Newham (LBN)

The London Borough of Newham is an inner London Borough located in the north-east of London. It covers an area of 3,621 ha and borders the London Boroughs of Hackney, Tower Hamlets, Redbridge, Barking and Dagenham, Waltham Forest and Greenwich.

Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared jointly between the two Parties to demonstrate that LBBD's Draft Local Plan is 'based on effective joint working on cross-boundary strategic matters', in accordance with the requirements of paragraph 35 of the National Planning Policy Framework (NPPF).

This SoCG focuses on strategic cross-boundary matters as outlined in the following sections. Updates to this document will be agreed as matters progress, or an agreement is reached on any outstanding issues. It therefore includes details on review mechanisms.

3. Strategic matters

3.1 Housing requirements

Barking and Dagenham has set out a housing requirement of 44,051¹ over the plan period to 2037. London Borough of Newham has set out a housing requirement of 43,000 over the plan period to 2033. The London Plan sets a ten year housing target for London Borough of Newham of 32,800 to 2028/29, which supersedes the adopted Local Plan target.

Both parties agree that LBBD will meet its Local Plan housing requirements within its administrative boundaries.

- LBBD is in agreement that they will be able to meet their own London Plan housing targets within their administrative boundaries, which is 1,944 per annum. LBBD's Reg.19 Draft Local plan (2021) indicates that at least 44,051 new dwellings will be deliverable through housing allocations over the Local Plan period.

In addressing a concern raised by LBN in the Duty to Cooperate meeting of 16th March 2021, LBBD confirms that at Regulation 19 LBBD did publish a Strategic Land Availability Assessment, which sets out how the Council have assessed their overall housing requirements. LBBD will notify LBN on its Local Plan housing requirements when appropriate.

Transport

Both parties are aware that LBBD has commissioned the A13 Option Study to inform the borough's Transport Strategy and other strategic planning framework.

LBBD are currently working with Homes England to set out the case for the A13 tunnel. LBBD are hoping to receive funding to deliver a full business case which will be used to bid for funding to deliver the tunnel. LBBD will be working with all relevant local authorities should the Council get funding to take forward the full business case. Both parties agree that LBN will be engaged and consulted on the A13 Option Study.

Both parties agree that continuous engagement on the A13 will be required.

In responding to concerns raised in the DtC meeting on 16th March 2021 LBBD:

- Agree to add a new reference to potential new bus service(s).

¹ This figure may be subject to further updates prior to the submission of the Local Plan.

- Agree to review wording of policy SP8 to state that LBBD is committed to work with neighbouring boroughs to address public transport capacity issues.
- Agree to inform Newham of revised approaches to securing transport capacity to support housing growth in the event there are delays or cessation of the transport infrastructure projects set out in Figure 22 of the LBBD Reg. 19 Local Plan.
- Agreed to jointly explore future connections from Newham across the River Roding as set out LBBDs Transport Strategy
- Agree to email LBN the meeting discussions on A13 between the two councils at senior management level.

Waste

LBBD and LBN are two member boroughs of the East London Waste Authority, along with LBs Havering and Redbridge. Management and disposal of waste is a key strategic issue.

Both parties are aware that LBBD has published new waste evidence, the Waste Need Assessment (2021) to support its emerging Local Plan. Both parties agree to share new waste evidence when it is available.

Both parties agree to work jointly with LBs Havering and Redbridge on a new Joint Waste Plan. Regarding the Joint Waste Plan, the four ELWA boroughs have received a joint evidence base to inform the new Joint Plan. It will likely be a few years after that until a draft Joint Waste Plan emerges.

LBBD to consider flexible waste policy wording to take account of the forthcoming joint waste evidence and ensure the safeguarding of existing sites in the adopted Joint Waste Plan (unless alternative compensatory capacity in Borough is secured) until the adoption of any updates. LBBD to share revisions to the policy with LBN through Joint Waste Plan working group.

Industrial Land

Both parties are aware that LBBD is updating its evidence base (Industrial Land Strategy) regarding the intensification and redistribution of LBBD's industrial land. LBBD will continue to engage with GLA and LB Newham to share results.

Responding to concerns raised by LBN about the displacement of existing business in LBBD may shift to Newham:

- There will be localised planning frameworks such as masterplan SPDs -which provide more detailed guidance on the council's approach to industrial intensification and co-location.
- LBBD to set out a baseline position in relation to industrial land release prior to the development of masterplan SPDs.

LBBD Agree to share findings with neighbouring authorities and GLA from the new industrial land evidence once it is available.

4. Governance arrangements

All parties agree to the points raised in Section 3 (above) as being areas requiring strategic co-operation and thus being included in the Statement of Common Ground.

This statement has been informed by on-going engagement between the parties – as evidenced by the main body of the statement explaining joint working and the schedule of engagement between the parties as below:

Meeting/ Communication	Date	Attendees	Matters Discussed
Meeting LBBD / Be First And ELWA authorities	10 April 2019	Be First, London Borough of Newham, London Borough of Havering, London Borough of Redbridge, East London Waste Authority (ELWA)	Joint Waste Plan Transport Infrastructure Strategic Green Infrastructure Green Belt Viability and CIL review Update on Local Plan Progress (all boroughs)
Meeting LBBD / Be First And ELWA authorities	24 September 2019	Be First, London Borough of Newham, London Borough of Havering, London Borough of Redbridge, East London Waste Authority (ELWA), BPP Consulting	Update on Local Plan Progress (all boroughs) Progressing the Joint Waste Plan (all boroughs and ELWA) Review capacity requirement for waste development in the East London Waste Plan (Presentation by BPP Consulting) Strategic Housing Market Assessments (SHMAs) (all boroughs)
Meeting with Havering, Redbridge, and Newham Planning Policy teams	21 October 2019	Be First, London Borough of Havering, London Borough of Redbridge, London Borough of Newham	SHMA
Meeting with LBBD / Be First And ELWA authorities	3 rd March 2020	Be First, London Borough of Havering, London Borough of Newham ,	Local Plan progress update (All boroughs) Progressing the Joint Waste Plan (All boroughs and the

		East London Waste Authority (ELWA)	East London Waste Authority) SHMA
Meeting with LBBD/Be First and LB Newham	30 th April 2020	Be First & London Borough of Newham	Update on Local Plan Progress and SHMA progress
Meeting with LBBD/Be First and LBs Havering, Redbridge and Newham, and ELWA	21 st October 2020	Be First & London Borough of Newham, Redbridge and Havering Planning Policy officers, Jon Hastings from ELWA	A13 Study SHMA updates Waste
Meeting with LBBD/Be First and LB Newham	16 th March 2021	Be First & London Borough of Newham Planning Policy Officers	LB Barking and Dagenham Local Plan progress update Overarching growth distribution policy Industrial Land Waste Transport

5. Timetable for agreement, review and update

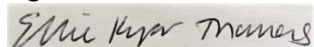
This statement of common ground is a live document and will be reviewed on a regular basis, informed by continued communication between the parties through meetings, statutory consultation at key plan making stages and electronic communication.

Further Duty to Co-operate discussions to take place following the submission of the LBBD Local Plan in December 2021, at dates and times to be agreed

6. Signatories

All parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.

Signed:

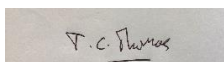


Ellie Kuper Thomas

Planning Policy Manager, London Borough of Newham

15th December 2021

Signed:

A rectangular box containing a handwritten signature in dark ink. The signature appears to be "T.C. Thomas" with a horizontal line underneath the name.

Tim Thomas

Head of Transport Infrastructure and Policy Planning, Be First

17th December 2021

Appendix 2:

AGENDA AND MEETING NOTES FROM THE STATEMENT OF COMMON
GROUND MEETING HELD ON 25th OCTOBER 2024

Statement of Common Ground between:
London Borough of Newham and London Borough of Barking and Dagenham

Meeting Date: 25.10.2024

Time: 14:00-15:30

Venue: Microsoft Teams

Present:

Ellie Kuper Thomas, Policy Team Manager, LBN

Claire Laurence, Principal Policy Planner, LBN

James Scantlebury, Senior Planner, LBN

Rory Douds, Planner, LBN

Jen Belford, Principal Planning Manager, LBBD

Tim Thomas, Head of Infrastructure Planning and Policy, LBBD

Bronte Smith, Principal Planning Officer, LBBD

Agenda and Notes

Agenda Item	Notes [context, position statements, areas of agreement and/or disagreement]	Actions emerging [what, who, and any deadline]
1. Introductions (5min)	<ul style="list-style-type: none">• Self-introduction by the LBN and LBBD teams.• LBN introduced the objective of the meeting.• LBN shared the agenda of the meeting.	
2. Housing delivery (10min)	<ul style="list-style-type: none">• LBN clarified their latest housing delivery and trajectory position:<ul style="list-style-type: none">◦ The housing trajectory in the emerging Local Plan highlights that we will not be able to deliver the London Plan target capacity within the London Plan timetable.◦ The challenge is due to delivery phasing and not capacity. LBN have the capacity within a number of site allocations to meet the London Plan target figure, however, due to a slowdown in start dates and build out rates from the assumptions made in the 2017 SHLAA, LBN will not deliver that amount of capacity until 4-5 years after the London Plan period ends.• LBN asked whether LBBD has additional capacity to meet LBN's need within the London Plan period.• LBBD clarified on their position:<ul style="list-style-type: none">◦ LBBD Local Plan aims to deliver a higher housing target than the London Plan trajectory, but has no additional capacity due to under delivery.• LBBD confirmed it has no additional capacity within the London Plan targets period to take on Newham's housing delivery.	<p>LBN and LBBD agreed to continue to engage via the local plan making processes, should circumstances change.</p> <p>LBBD to add a statement about housing delivery in the Statement of Common Ground.</p>

<p>3. Gypsy and Traveller pitches capacity (10min)</p>	<ul style="list-style-type: none"> • LBN gave an update on its evidenced needs: <ul style="list-style-type: none"> ◦ Conducted a Strategic Housing Market Assessment (SHMA) and Gypsy and Traveller Accommodation Needs Assessment (GTANA) which identified the need for 23 pitches. The emerging GLA Gypsy and Traveller needs assessment initial findings indicate this need figure will rise. ◦ LBN has one site safeguarded and an option to extend by a couple of pitches. ◦ As the majority of site allocations in the emerging plan are in high flood risk zones, they are not suitable for a new site. ◦ LBN has also worked with colleagues in its assets team to see if any smaller sites in the borough could help meet this need, but found limited opportunities for sites large enough outside of the flood zone. ◦ LBN cannot meet its need in borough. • LBN asked whether LBBD has the additional capacity to take on LBN's need. • LBBD clarified on its position: <ul style="list-style-type: none"> ◦ LBBD has no additional capacity to help in 5-year period as they can't meet its own need in 5 years. ◦ Inspector requested evidence of why sites weren't available for new pitches alongside an additional call for sites process. ◦ Inspectors agreed approach for LBBD was to identify an area for a Gypsy and Traveller site to come forward in the future on Castle Green. Castle Green is also partly in flood zone 3 and SIL; a small part of the allocation outside of LBBD's ownership is considered suitable for pitches. Future review of the Local Plan needed to release this site from SIL to allow for the delivery of Gypsy and Traveller pitches. • LBBD agreed to share an evidence paper on Gypsy & Traveller sites with LBN. • LBBD confirmed it has no additional capacity to help meet LBN's need. 	<p>LBN and LBBD agreed to continue to engage via the local plan making processes, should circumstances change.</p> <p>LBBD agree to set out context of extension to existing site and castle green site in the Statement of Common Ground.</p>
<p>4. Connectivity along and over the River Roding (15min)</p>	<ul style="list-style-type: none"> • LBN clarified their position on connectivity along and over the River Roding: <ul style="list-style-type: none"> ◦ LBN noted that the Sustainable Transport Strategy indicates that improvements to the A13 will not be needed as a result of proposed development. 	<p>LBN to put LBBD in contact with LBN transport team to discuss micro-mobility and discuss with</p>

	<ul style="list-style-type: none"> ○ The Sustainable Transport Strategy also indicates that West Ham station is reaching capacity, due to growth in LBN and elsewhere in east London, including LBBD and LBTH. TfL/Network Rail are referenced as key stakeholders at West Ham. LBN noted that the Local Plan requires contributions to stations at capacity. ○ LBN noted they are working with TfL to support future provision of Lime bike and other micro-mobility. Micro-mobility going to LBN Cabinet in November. ○ LBN noted concerns regarding Lower Roding Crossing and connection to the Beckton to Thamesmead DLR. LBN agreed that LBBD should be linked into the Beckton to Thamesmead DLR work, to ensure that both projects do not negatively impact each other. ○ LBN noted long-term proposal to extend the DLR towards Barking in future, from Beckton Riverside north towards Barking and up to Redbridge. <p>LBBD clarified their position:</p> <ul style="list-style-type: none"> ○ LBBD noted that their assessment identified growth in Barking will impact capacity of A13 in Newham. ○ LBBD suggested that LBN have not worked well together historically on procurement of micro-mobility contracts (Lime bike). ○ LBBD noted the Lower Roding Crossing, and the work currently underway to identify a chosen route. ○ LBBD requested LBN to change the Local Plan to identify cross-borough transport issues and include an agreement to work with LBBD to monitor them. LBN suggested, and LBBD agreed that this was best addressed in a Statement of Common Ground. <p>LBN noted that the Planning and Highways functions at Newham are separate, and that LBN Planning would speak with LBN Highways and Transport team to include LBBD in transport meetings on relevant issues.</p> <p>LBBD flagged Highways England raised concerns regarding the M25 during their Plan making, and that TfL were helpful in resolving these issues. LBN stated that they may be in</p>	<p>them the best forums to ensure that LBBD are involved in strategic transport discussions.</p> <p>Agree to add a statement to the Statement of Common Ground on cross borough collaboration with LBBD on projects crossing the River Roding.</p> <p>LBN agreed that LBBD should be linked into the Beckton to Thamesmead DLR work, to ensure that both projects do not negatively impact each other.</p> <p>LBN noted that they may be in contact with LBBD in future to discuss the M25 capacity raised by Highways England.</p>
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	contact with LBBD in future, following analysis of Highway England's response.	
5. Managing flood risk - Flood defences on the River Roding (10min)	<ul style="list-style-type: none"> • LBN set out their position on managing flood risk: <ul style="list-style-type: none"> ◦ LBN are incorporating requirements into site allocations to get land owners to upgrade flood defences. • LBN requested further clarity as to whether LBBD's request on this issue applies generally or to a specific area. • LBBD to coordinate with their Flood Risk lead to clarify and set up a short meeting at a later date. 	LBN and LBBD agreed to continue to engage via the local plan making processes, including holding a further meeting to discuss Flood Risk with the LBBD Flood Risk Lead.
6. Collaborating on delivery of site allocations close to the border (10min)	<ul style="list-style-type: none"> • LBN agreed to add a point in the Statement of Common Ground to collaborate on site delivery for allocations close to LBBD border (Gallions Reach and East Ham Gasworks). • LBN can update Barking and Dagenham on any information requests they have regarding sites coming forward along the border, with Claire as the contact. 	LBN and LBBD agreed to continue to engage via local plan making and Development management processes.
7. Employment land demand (5min)	<ul style="list-style-type: none"> • LBN would like to add a point in the Statement of Common Ground for LBBD to keep Newham updated on redevelopment of industrial areas in Barking and Dagenham (e.g. through consultation on emerging masterplans). 	Agreement to add a line to the Statement of Common Ground about LBBD keeping LBN informed on SIL masterplan developments.
8. Waste management and the Joint Waste Plan (5min)	<ul style="list-style-type: none"> • LBN is committed to working together with the other ELWA boroughs on the Joint Waste Plan. • LBN proposed that more detailed Duty to Cooperate discussions will be held through the development of the Joint Waste Plan, and there are no strategic issues related to the Newham Local Plan Regulation 19. 	LBN and LBBD agreed to add a statement to the Statement of Common ground to continue to engage via the plan making processes of the Joint Waste Plan.
9. Newham's Metropolitan Open Land (MOL) review (5min)	<ul style="list-style-type: none"> • LBN outlined our review of our MOL boundaries. This was discussed in advance of the Regulation 18 consultation with all affected boroughs and the GLA. 	LBBD agreed to review the MOL Review and confirm if they have any

	<ul style="list-style-type: none"> • Following feedback from the Regulation 18 consultation, LBN published a full MOL assessment at Regulation 19. The full MOL assessment, including reviews of the sites we decided to retain un-amended. • To ensure full compliance with the London Plan, LBN is seeking LBBD's confirmation that it is satisfied with that assessment. 	comments or is satisfied with the assessment.
10. Beckton Sewage Works potential heat network	<ul style="list-style-type: none"> • LBBD outlined it had undertaken a study identifying capacity for heat networks and this had identified Beckton Sewage Works as a potential heat source. LBBD stated the concept is at an early stage as Thames Water are undertaking a feasibility study. • LBN indicated that we had undertaken our own heat study which has also identified this possibility but had not highlighted to potential for cross boundary working. • LBBD and LBN agreed there is potential for collaboration on the implementation of a heat network from Beckton Sewage Works. • LBBD lead not available at this meeting, LBN agreed catch up on this at a future meeting. 	LBBD continue to work together on the potential for a Beckton Sewage Works heat network, and to meet the LBBD sustainability lead at a later date, if needed.
11. AOB, conclusions and actions		<p>LBN and LBBD to hold a further meeting to discuss Flood Risk and Beckton Sewage Works heat network if needed. LBBD to advise if this is necessary</p> <p>LBN to circulate meeting minutes and the Statement of Common Ground with LBBD. LBBD to review and amend both documents, and the Statement of Common Ground can then be signed off by LBBD.</p>

