

Newham Draft Submission Local Plan Duty to Cooperate Statement Addendum

April 2025

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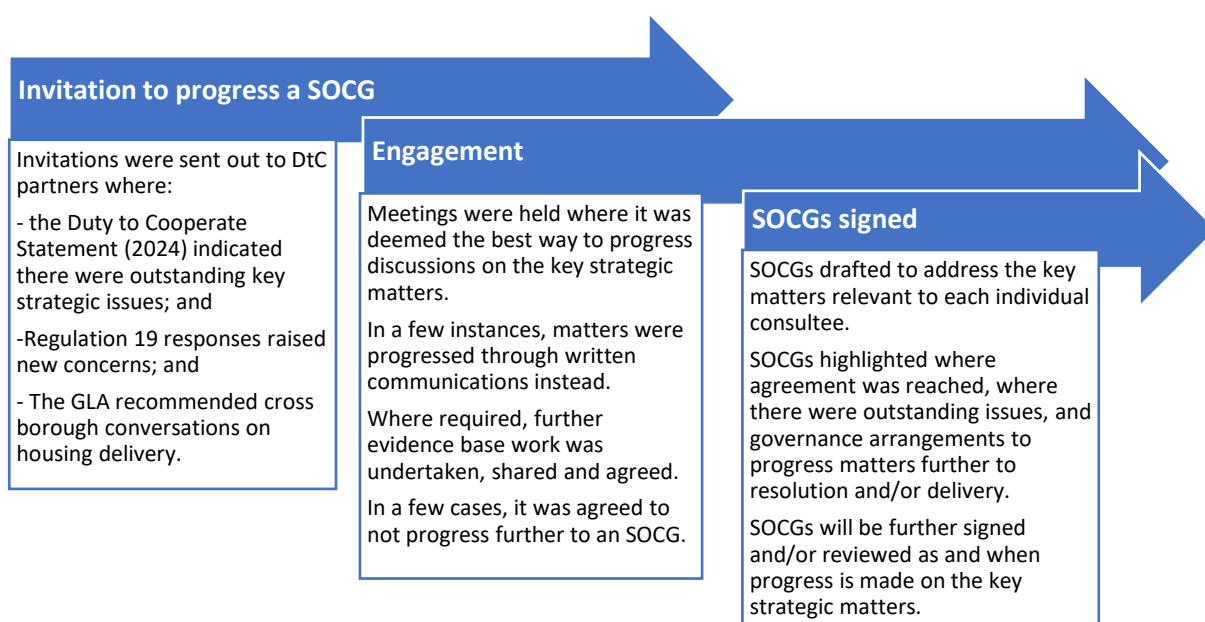
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Chapter 1: Introduction

- 1.1. A [Duty to Cooperate Statement](#) (DtC Statement 2024) was published as part of Newham's Reg. 19 consultation, between 19th July and 20th September 2024, which provides a summary of London Borough of Newham's engagement with duty to cooperate partners as part of the preparation of the new Newham Local Plan up to that point.
- 1.2. This duty to cooperate addendum (the addendum) summarises the further positive work undertaken by the London Borough of Newham (Newham) with Duty to Cooperate partners following the Regulation 19 engagement, and demonstrates how strategic matters related to the preparation of the Newham Draft Submission Local Plan have been progressed up to the Full Council agreement to submit in April 2025. The addendum builds on and does not repeat the information in the DtC Statement 2024
- 1.3. The main scope of this report is to bring together and provide background to the statements of common ground that have been progressed with Duty to Cooperate partners. The London Borough of Newham has pursued individual statements of common ground with its neighbouring authorities, prescribed national bodies and other relevant duty to cooperate partners. The majority of these have been agreed and signed prior to the publication of this addendum, while others are still in negotiation and will be published ahead of, or as part of, the Local Plan examination process.
- 1.4. A statement of common ground (a SOCG) 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, in accordance with the legislative and national planning policy requirements.
- 1.5. Where key strategic issues overlap between different signed statements of common ground (e.g. the delivery of housing targets), the addendum highlights how the position of each stakeholder has influenced outcomes on the common key strategic matter.
- 1.6. The London Legacy Development Corporation (LLDC) Mayoral Development Corporation returned planning powers back to the London Boroughs of Newham, Tower Hamlets, 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 the statements of common ground.

Chapter 2: Duty to cooperate actions, August 2024 – April 2025

- 2.1 London Borough of Newham has proactively engaged with duty to cooperate partners, during the Regulation 19 consultation timeframe, to understand where there are key strategic issues that need addressing in the lead-up to the submission of the Local Plan for examination. In the majority of cases, this process led to the signing of a statement of common ground. The diagram below provides a summary of the process undertaken.



- 2.2 The table below summarises the outcomes of the process in relation to each consultee, as progressed up to the publication of the Full Council report in April 2025, seeking permission to submit the Plan for examination. Several SOCGs remain in the process of finalising, and further SOCGs may be signed in the lead up to examination hearings. Where SOCG meetings took place, the notes of these meetings have been appended to the respective SOCG. All signed SOCGs are available on the [Council's website](#). Further details as relevant to individual key strategic matters progressed up to April 2025 are provided in Chapter 3 below.

DtC Partner	Type of DtC Partner	Engagement undertaken	SOCG outcome
Greater London Authority	Plan-making authority	SOCG meeting in January 2025	SOCG scope agreed, in the process of being signed.
Transport for London	DtC other body	SOCG meeting in January 2025 Via email to March 2025	SOCG signed in April 2025

DtC Partner	Type of DtC Partner	Engagement undertaken	SOCG outcome
Environment Agency	DtC prescribed body	SOCG meeting in October 2024 Via email to March 2025 Technical meetings to evolve evidence base	SOCG signed in April 2025
Historic England	DtC prescribed body	Via email between August 2024 and March 2025	SOCG signed March 2025
Natural England	DtC prescribed body	Via email between September 2024 and March 2025 Technical meetings to evolve evidence base	SOCG signed in April 2025
Sports England	DtC prescribed body	Via email in September 2024	Not needed – all matters resolved
National Highways	DtC prescribed body	Via email between February 2025 and April 2025	SOCG scope agreed, in the process of being signed.
London Legacy Development Corporation	Plan-making authority (pre 1 st December 2024)	SOCG meeting in October 2024	SOCG signed November 2024 (will not be updated)
London Borough of Tower Hamlets	Plan-making authority	SOCG meeting in October 2024	SOCG signed in January 2025
London Borough of Hackney	Plan-making authority	SOCG meeting in October 2024	Not progressed – no strategic matters raised by Hackney and they did not consider a SOCG necessary
London Borough of Waltham Forest	Plan-making authority	SOCG meeting in October 2024	SOCG signed in December 2024

DtC Partner	Type of DtC Partner	Engagement undertaken	SOCG outcome
London Borough of Redbridge	Plan-making authority	SOCG meeting in October 2024	SOCG signed in December 2024
London Borough of Barking and Dagenham	Plan-making authority	SOCG meeting in October t 2024	SOCG signed in Jan 2025
Royal Borough of Greenwich	Plan-making authority	SOCG meeting in October 2024	SOCG signed in January 2025
London Borough of Havering	Plan-making authority	Via email between August 2024 and March 2025	SOCG scope agreed, in the process of being signed.
London Borough of Croydon	Plan-making authority	Via email in October 2024	Not progressed – no strategic matters raised by Croydon and they did not consider a SOCG necessary
Lee Valley Regional Park Authority	DtC other body	SOCG meeting in November 2024 Via email to March 2025	SOCG signed in April 2025
Thames Water	DtC other body	Via email in February 2025	LBN will seek to sign a SOCG once progress is made on Beckton Riverside technical odour report
National Grid	DtC other body	Via email in March 2025	SOCG signed in April 2025

DtC Partner	Type of DtC Partner	Engagement undertaken	SOCG outcome
Port of London Authority	DtC other body	Via email in August 2024	Not needed – no strategic matters raised by PLA and LBN did not consider a SOCG necessary
NHS North East London Integrated Care Board	DtC other body	SOCG meeting in October 2024 Via email to March 2025	SOCG scope agreed, in the process of being signed.
NHS HUDU	DtC other body	Via email in February 2025	Not progressed – LBN have not received a response to the email requests for progressing to a SOCG.

Chapter 3: Progress and next steps on strategic matters

- 3.1 The table on the following pages provides a summary of the key strategic matters remaining following Regulation 19 consultation, and how they relate to the SOCGs that have been progressed.
- 3.2 Arranged under each strategic matter, any relevant statements of common ground are listed, together with a summary of the Post Regulation 19 consultation discussions and outcome. The below sections should be read in conjunction with the relevant sections of Chapter 4 in the DtC Statement 2024, which provide further context and background that is not repeated here. Further, a number of strategic matters have been resolved since the publication of the DtC Statement 2024 (i.e. Regulation 19 comments received did not raise any further concerns on the matters, or were positive about the Local Plan), and are therefore no longer addressed in this section.
- 3.3 On a number of key strategic matters, it has not possible to progress to a signed statement of common ground with all relevant parties prior to the publication of this report in April 2025 – the table provided in Chapter 2 above outlines where this is the case. In these circumstances, the table below provides written update on the latest discussions had and any next steps.
- 3.4 The process of cooperation is iterative and ongoing. As such, the statements of common ground are intended to be 'live', and will be updated as circumstances change through the plan-making processes of either party or following progress made via other governance arrangements. Where known, existing collaboration forums that are relevant to strategic matters (and have been recognised in the signed statements of common ground) have also been listed in the table below.

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
Newham's housing target	<ul style="list-style-type: none"> London Borough of Tower Hamlets London Borough of Waltham Forest London Borough of Redbridge London Borough of Barking and Dagenham Royal Borough of Greenwich London Legacy Development Corporation Greater London Authority 	<ul style="list-style-type: none"> Following the Regulation 19 consultation, London Borough of Newham approached the London Boroughs of Tower Hamlets, Waltham Forest, Redbridge, Barking and Dagenham, Hackney, and Croydon, and the Royal Borough of Greenwich, to discuss housing delivery capacity. None of the London Boroughs that Newham approached have additional housing delivery capacity to support Newham's housing delivery over the plan period to 2028/29. Delivery in Newham has been further impacted by the LLDC transition, as noted in the LLDC SOCG in Nov 2024. As part of SOCG discussions, it was noted that Tower Hamlet's housing target in the Tower Hamlets Draft Submission Local Plan (2024) provides a small buffer for the first 5 years in the London Plan (2021) period, which then reduces in the last 5 years. London Borough of Newham note this development trajectory is the inverse of Newham's anticipated growth, with the majority of our growth projected in the later Local Plan period. Given the geographical proximity and similar housing markets, there may be a beneficial relationship between the two boroughs' trajectories in terms of cumulatively meeting the London Plan (2021) housing delivery target. During the Regulation 19 consultation process, the Mayor of London/GLA submitted comments to Newham that raised 	<ul style="list-style-type: none"> GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers meetings. GLA's 2024/25 Strategic Housing Land Availability Assessment programme

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>Newham's proposed housing target as an issue of general conformity with the London Plan.</p> <ul style="list-style-type: none"> London Borough of Newham will finalise and publish a SOCG with the Mayor of London/GLA ahead of submission of the Local Plan to examination to reflect the position of both the parties and provide further context on this issue. Newham will continue to engage via local plan making processes with the Mayor of London and all its neighbouring authorities to understand changes in the regional patterns of housing delivery, which may lead to improved housing delivery that can compensate Newham's expected delayed delivery of its London Plan (2021) housing target. Newham continues to work positively and proactively with stakeholders to help bring forward a number of complex sites, and to support small sites and windfall/un-allocated sites coming forward. 	
LLDC Local Plan site allocations (see 'Emerging site allocations' in Chapter 4 of the DtC Statement 2024)	<ul style="list-style-type: none"> London Legacy Development Corporation 	<ul style="list-style-type: none"> The SOCG with the LLDC clarified where any issues of alignment between the adopted LLDC Local Plan (2020) approach and the proposed Newham Submission Local Plan approach in relation to site allocations continue to exist: Three Mills, Bow Goods Yard, Stratford Station, Bridgewater Road, Pudding Mill and Rick Roberts Way. 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<ul style="list-style-type: none"> Following transition of planning powers, the duty to cooperate legal responsibilities between the two parties have ceased. LLDC and Newham will continue to work together through development management processes. 	
Affordable housing approach (new key strategic matter)	<ul style="list-style-type: none"> Greater London Authority 	<ul style="list-style-type: none"> In their response to Newham's Regulation 19 consultation, the Mayor of London/GLA expressed concern that setting the affordable housing threshold at 60 per cent would actually reduce the delivery of affordable homes in practice and would result in larger numbers of residential planning applications not being able to meet the threshold. The Greater London Authority consider that Newham's divergence from the affordable housing approach set out in London Plan 2021 Policy H5 and Policy H6 is significant and for that reason it is not in general conformity with the London Plan. Newham consider the proposed target set out in Policy H3 to be positively prepared and justified. The target seeks to meet identified need for social rent homes, the evidence for which is demonstrated by both our strategic housing market assessment and the fact that Newham has the highest number of residents in temporary accommodation in the country. 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<ul style="list-style-type: none"> London Borough of Newham will finalise and publish a SOCG with the Mayor of London/GLA ahead of submission of the Local Plan to examination to reflect the position of both the parties. 	
Gypsy and Traveller need and site allocations	<ul style="list-style-type: none"> London Borough of Tower Hamlets London Borough of Waltham Forest London Borough of Redbridge London Borough of Barking and Dagenham Royal Borough of Greenwich London Legacy Development Corporation London Borough of Havering Greater London Authority 	<ul style="list-style-type: none"> Following the Regulation 19 consultation, London Borough of Newham approached the London Boroughs of Tower Hamlets, Waltham Forest, Redbridge, Barking and Dagenham, Hackney, and Havering, and the Royal Borough of Greenwich, to discuss Gypsy and Traveller accommodation capacity. None of the boroughs are in a position to support Newham's identified additional Gypsy and Traveller accommodation need of 23 pitches. The GLA have progressed evidence base at the regional level on Gypsy and Traveller accommodation needs across London. However, no decision has yet been reached as to whether the GLA would also seek to direct delivery of identified need as part of the review of the London Plan, or continue the existing approach of boroughs being required to meet their own need in line with the NPPF. There are differences in the methodologies used in Newham's Gypsy and Traveller Accommodation Assessment and the GLA's emerging needs assessment; however, having been engaged on the methodology Newham are broadly supportive of the approach taken by the GLA, and will seek 	<ul style="list-style-type: none"> GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers meetings.

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>to reflect this figure in monitoring of the Draft Submission Local Plan's policy on Gypsy and Traveller Accommodation. Newham have expressed the view that the GLA should take a more strategic role on addressing the identified Gypsy and Traveller Accommodation need across the London boroughs.</p> <ul style="list-style-type: none"> London Borough of Newham will finalise and publish SOCGs with the Mayor of London/GLA and with London Borough of Havering ahead of submission of the Local Plan to examination to reflect the position of the parties. Newham will continue to engage via local plan making processes with all its neighbouring authorities to understand changes in the regional patterns of Gypsy and Traveller Accommodation delivery and opportunities for shared capacity. 	
Employment land availability and demand (including Bow's Goods Yard, and Land swap along Bidder Street SIL)	<ul style="list-style-type: none"> London Borough of Tower Hamlets London Borough of Barking and Dagenham Royal Borough of Greenwich Greater London Authority 	<ul style="list-style-type: none"> The GLA commented as part of their Reg. 19 response that the draft Plan should be amended to provide more clarity on the use classes supported on employment land, with priority given to the protection and promotion of Class B uses. The GLA clarified during the SOCG meeting in Jan 2025 that a primary concern with the promotion of use Class E within employment designations is that they benefit from a wide flexibility, including permitted development rights to change use to residential. 	<ul style="list-style-type: none"> GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers meetings.

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<ul style="list-style-type: none"> • The GLA also noted as part of the meeting in January 2025 that the land swap at Bidder Street would be acceptable, but should focus on accommodating Class B uses. • In response to the GLA's concerns, Newham worked with the consultants who produced the Employment Land Review (2022) to better understand the composition of uses on Newham's industrial land and the deliverability of removing Class E uses from these designations and prepared a topic paper which was shared with the GLA in Feb 2025. This study concluded that the share of light industrial activity in Newham is around 15% of the overall industrial demand, which is considered would not impact on the overall industrial supply in the borough. While it is noted that the "Use Class E" was introduced in the late phases of the London Plan examination process and has therefore not been reflected in its' policies, Class E(g)(ii) and Class E(g)(iii) are not a new type of land use which should not override the spatial approach in the London Plan. The London Plan actively encourages research and development and light industrial floorspace (which are now defined as Class E(g)(ii) and Class E(g)(iii)) within protected employment land in the same way as it does for Class B floorspace. As set out in Local Plan Policy J1, Class E(g) industrial floorspace is directed to both non-designated and designated employment sites including SILs and LILs, and all proposals within SILs or LILs for office E(g)(i) floorspace is required to 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>be ancillary to the industrial function. As such, Newham consider their approach is in line with the approach in the London Plan to promote industrial supply.</p> <ul style="list-style-type: none"> • The Council will continue to monitor the floorspace composition in its employment designations, including any impacts of permitted development rights. In appropriate circumstances, the Council will use planning conditions in the development management process to secure industrial floorspace permitted within Use Class E to restrict its use to those specifically consented. • In the Mayor of London's representations at Regulation 19, he welcomed the requirement in Policy J2 to deliver net increases in industrial floorspace on Newham's SILs and LILs, and recommended that it would be beneficial for the Plan to reflect the findings of the Employment Land Review (2022) that some sites have greater potential for industrial intensification over others. • Newham Council's objective is to optimise the industrial capacity in Newham to meet the borough's high industrial needs as informed by the Employment Land Review 2022 through promoting no net loss of industrial capacity and delivering industrial intensification in all designated employment locations. As there is still a high degree of uncertainty and risk in respect of the intensification sites, it 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>is considered necessary that the Council should promote intensification of all designated employment locations to proactively meet the identified industrial needs in the borough. However, the Council have made a minor modification to reference the evidence in the Employment Land Review (2022) identifying the particular potential of 10 sites.</p> <ul style="list-style-type: none"> • London Borough of Newham will finalise and publish a SOCG with the Mayor of London/GLA ahead of submission of the Local Plan to examination to reflect the position of both the parties. • The Tower Hamlets Draft Submission Local Plan continues to designate Bow Goods Yard as Strategic Industrial Land, which aligns with Newham's approach to similarly protect its section of it and prioritise the delivery of the use of the safeguarded rail heads, large scale industrial, freight distribution and small-scale light industrial uses. London Borough of Newham and London Borough of Tower Hamlets will continue to work together regarding the development of this site to ensure our mutual policy aspirations are realised, alongside connectivity, public realm and local amenity benefits. • London Borough of Newham and Royal Borough of Greenwich agreed to work together, through the 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>development management process, when residential schemes come forward on either side of the river that may affect the operation of safeguarded wharves or Strategic Industrial Land more generally.</p> <ul style="list-style-type: none"> 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. 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. 	
Prioritisation of developer contributions (new key strategic matter)	<ul style="list-style-type: none"> Greater London Authority Transport for London NHS North East London Integrated Care Board 	<ul style="list-style-type: none"> In their response to Newham's Reg. 19 consultation, the GLA and TfL noted that Newham's planning obligations priorities set out in policy BFN4.3 – affordable and family housing, local access to employment and training, and the delivery of required infrastructure – does not align with London Plan Policy DF1.D. This was discussed during the SOCG meetings with the parties in January 2025, where Newham explained the Local Plan approach to developer contributions across the plan's policies and site allocations, and indicated that the flexibility for site-specific context to lead to changes in 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>the prioritisation of contributions is reiterated in policy BFN4 could be used where a piece of transport infrastructure is required for a site to come forward. The GLA's and TfL's positions remain that London Plan policy DF1.D requires applicants and decision-makers to firstly apply priority to affordable housing and necessary public transport improvements, and recommend that more specific changes as suggested in Regulation 19 response are made to policy BFN4 to prioritise funding of transport infrastructure to align with London Plan policy DF1.D.</p> <ul style="list-style-type: none"> • NHS North East London Integrated Care Board stated in their Reg. 19 response that Policy BFN4 should be amended to help prioritise investment in healthcare and social infrastructure. • London Borough of Newham considers that policy BFN4.3, in the context of the wider site allocation requirements and specific Policy T1 transport infrastructure requirements, is positively prepared and justified and will continue to enable delivery of all necessary transport infrastructure needed to support development, as demonstrated by the operation of the same approach under the current Local Plan (2018). • London Borough of Newham will finalise and publish SOCGs with the Mayor of London/GLA and with the NHS North East London Integrated Care Board ahead of submission of the 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>Local Plan to examination to reflect the position of each of the parties.</p> <ul style="list-style-type: none"> London Borough of Newham and Transport for London agree to continue to work together as part of development management processes to identify and secure funding and delivery of key transport infrastructure improvements, including through developer contributions. 	
Beckton Riverside capacity and DLR extension	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Royal Borough of Greenwich Transport for London Greater London Authority 	<ul style="list-style-type: none"> Beckton Riverside is the borough's largest site allocation and a key deliverable of the Royal Docks and Beckton Opportunity Area. The Council, the GLA, TfL and Homes England have continued to work collaboratively with the landowners and other stakeholders to address the complex infrastructure requirements (DLR extension, interaction with Beckton Sewage Treatment Works, utilities infrastructure and safeguarding for a road bridge) and ensure the coordination required to optimise and deliver the site as quickly as possible. The GLA recognise the importance of Beckton Riverside site allocation to the delivery of Newham's housing capacity, and the constraints and complexities of its delivery. They have sought to understand the work the Council has undertaken to unlock the site. London Borough of Newham will finalise and publish a SOCG with the Mayor of London/GLA ahead of submission of the 	<ul style="list-style-type: none"> The Strategic Outline Case for the Thamesmead and Beckton Riverside Public Transport Programme / the Public Transport to Thamesmead and Beckton Riverside Delivery Board / Beckton Riverside Steering Group.

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>Local Plan to examination to reflect the position of both the parties.</p> <ul style="list-style-type: none"> Following representations from landowners, London Borough of Newham and Transport for London have had further discussions regarding policy triggers for this site. Their shared view is that the policy position is clear in the Submission Draft Local Plan with regards to the trigger points for development on this site, and that the positive joint working towards the delivery of the DLR to unlock the full capacity of both Gallions Reach and Thamesmead mean that there is no need to re-introduce a no-DLR scenario for the site. Further, that due to the positive progress that has been made since the Regulation 19 Local Plan was published, there is also no need for the policy to continue to include the option for alternative methods of improving public transport access for the site. A modification was agreed between Newham and TfL in this regard, which will be proposed to the Inspector for their consideration. London Borough of Newham and Royal Borough of Greenwich agreed to continue to support the DLR extension and associated removal of the safeguarding for the Thames Gateway Bridge, and work together through the existing working groups to continue to progress the business case. 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
Stratford Station	<ul style="list-style-type: none"> London Borough of Waltham Forest London Legacy Development Corporation Transport for London 	<ul style="list-style-type: none"> Newham are in discussions with TfL regarding the need for station expansion and improvements at Stratford Station. As part of engagement following Regulation 19 consultation, Newham raised the need for station upgrades with neighbouring boroughs, noting the regional importance of this station as an interchange. London Borough of Newham and Transport for London agree to continue to work together, alongside London Borough of Waltham Forest, the LLDC Mayoral Development Corporation and other strategic partners, to bring forward capacity enhancements for Stratford station. 	<ul style="list-style-type: none"> Regeneration processes/business case development/transport and highways work programmes with TfL
West Ham Station	<ul style="list-style-type: none"> London Borough of Barking and Dagenham Transport for London 	<ul style="list-style-type: none"> Newham are in discussions with TfL regarding the need for station expansion and improvements at West Ham. As part of engagement following Regulation 19 consultation, Newham raised the need for station upgrades with neighbouring boroughs along the District line, noting the regional importance of this station as an interchange. TfL have highlighted that a section of land adjacent the station may be required to facilitate the station upgrades. Newham have proposed a modification to N7.SA1 Abbey Mills to help facilitate this, which will be presented to the Inspector for their consideration. While TfL would have preferred a different wording, highlighting a preference for land north of the station, London Borough of Newham have considered that the options testing was not sufficiently 	<ul style="list-style-type: none"> Regeneration processes/business case development/transport and highways work programmes with TfL

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>progressed to more clearly identify land for the station upgrades.</p> <ul style="list-style-type: none"> London Borough of Newham and Transport for London agree to continue to work together, alongside London Boroughs of Tower Hamlets, London Boroughs of Barking and Dagenham and other strategic partners, to bring forward capacity enhancements for West Ham station. 	
Canning Town station	<ul style="list-style-type: none"> London Borough of Tower Hamlets Transport for London 	<ul style="list-style-type: none"> Newham are in discussions with TfL regarding the need for station expansion and improvements at Canning Town. As part of engagement following Regulation 19 consultation, Newham raised the need for station upgrades with neighbouring borough Tower Hamlets, noting the regional importance of this station as an interchange. London Borough of Newham and Transport for London agree to continue to work together, alongside London Borough of Tower Hamlets and other strategic partners, to bring forward capacity enhancements for Canning Town station. 	<ul style="list-style-type: none"> Regeneration processes/business case development/transport and highways work programmes with TfL
Connections along and over the Lea/Lee River	<ul style="list-style-type: none"> London Borough of Tower Hamlets 	<ul style="list-style-type: none"> London Borough of Newham and London Borough of Tower Hamlets continue to work together and with others to deliver bridge crossings over the River Lea. London Borough of Tower Hamlets support the wording in the site allocations that supports connections between 	<ul style="list-style-type: none"> Regeneration processes/business case development/transport and highways work programmes with TfL

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		Tower Hamlets and Newham, including to Canning Town town centre and station.	
Connections along and over the River Roding	<ul style="list-style-type: none"> London Borough of Barking and Dagenham 	<ul style="list-style-type: none"> 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. Newham supports improving the connectivity over the River Roding, and crossings have been considered in the Sustainable Transport Strategy. However, they have not been included on the maps in the Local Plan, as they do not have specific committed routes yet. TfL had no further concerns or required any further action with regards to how the Newham Local Plan references the planned future cross-borough transport schemes which do not yet have a fixed route (i.e. the DLR extension from Gallions Reach to Barking, and the Lower Roding Crossing) and the scope of Newham's Sustainable Transport Strategy. 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 	<ul style="list-style-type: none"> Regeneration processes/business case development/transport and highways work programmes with TfL

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		River Roding, including the Lower Roding Crossing and the long-term business case for extending the DLR from Beckton Riverside.	
Silvertown Tunnel (new key strategic matter)	<ul style="list-style-type: none"> Royal Borough of Greenwich 	<ul style="list-style-type: none"> During the SOCG meeting in October 2024 with Newham, Royal Borough of Greenwich raised concerns about the possible traffic demand generated by the Silvertown Tunnel. They also noted that the additional connection may have secondary impacts on the function of the town centres network between the two boroughs. London Borough of Newham and Royal Borough of Greenwich agreed to continue to work together to monitor the potential impacts arising from the operation of Silvertown Tunnel, and to raise any concerns with TfL. 	<ul style="list-style-type: none"> Silvertown Tunnel Implementation Group
London City Airport (new key strategic matter)	<ul style="list-style-type: none"> Royal Borough of Greenwich Transport for London 	<ul style="list-style-type: none"> Greenwich Council raised their opposition to the recent application by London City Airport, stating that the plans were at odds with their climate strategy and the desire to reach carbon zero by 2030. London Borough of Newham and Royal Borough of Greenwich agreed to continue to raise any concerns regarding the impact to existing and future residents in any further proposals submitted by the London City Airport. London City Airport, in their representations to the Local Plan, sought the Council's support for a privately funded 	<ul style="list-style-type: none"> London City Airport Consultative Committee meetings

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>Elizabeth Line station to improve access to the airport for staff and passengers. This was discussed with TfL.</p> <ul style="list-style-type: none"> LBN and TfL agree that growth in the Royal Docks is not dependent on an LCY Elizabeth line station, and support for this to come forward as a private investment has been removed from the Plan as part of a minor modification to policy T5.4 Implementation. 	
Traffic modelling impacting junctions on M25, M11 or A13 (new key strategic matter)	<ul style="list-style-type: none"> National Highways Transport for London 	<ul style="list-style-type: none"> National Highways raised a query at Reg. 19 consultation on the impact of planned development in Newham on the Strategic Road network, specifically the junctions on the M25, where the A13 and the M11 meet the M25. This was discussed with TfL. During the meeting in January 2025, TfL noted that other London boroughs have also been asked to demonstrate their impact on the national roads network. TfL's position is that the modelling that was conducted for the London Plan (2021) is fit for purpose and demonstrates limited impact on National Highway's network from growth in London, due to car free or car light development. In February 2025, Newham shared via email to National Highways the further Technical Note: Growth Assessment (2023), which had informed and was summarised as part of the Newham's published Sustainable Transport Strategy (2024). Further data recently published from the 2021 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>Census was also shared. In light of the growth assessment undertaken and the 2021 census data, Newham considered that the very small number of additional inbound and outbound trips to areas outside London resulting from the growth proposed in the Local Plan will not impact the Strategic Road Network, as a result of the small number of additional trips.</p> <ul style="list-style-type: none"> • National Highways are satisfied that the shared data and analysis of trip generation modelling provides sufficient evidence to demonstrate that car-based trip generation resulting from the development proposed by the Newham Local Plan would have a minimal effect on the Strategic Road Network. National Highways have no further concerns and have agreed to progress to signing of a statement of common ground to confirm this. • London Borough of Newham will finalise and publish a SOCG with National Highways ahead of submission of the Local Plan to examination to reflect the position of both the parties. 	
Beckton Sewage works odour	<ul style="list-style-type: none"> • Transport for London • Thames Water • Greater London Authority 	<ul style="list-style-type: none"> • In order to help unlock the capacity of Beckton Riverside site allocation, Homes England have procured an independent assessment to compare the methodologies and outcomes of the three odour impact reports prepared by Thames Water, developers St William and ABRDN. The findings of this 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>report have been shared with Thames Water in March 2025. Once the report outcomes have been reviewed, London Borough of Newham will invite Thames Water to participate in a statement of common ground.</p> <ul style="list-style-type: none"> • The Greater London Authority are aware of the work being undertaken to resolve this matter, and have noted they understand the potential impacts on the delivery of Beckton Riverside site allocation. • London Borough of Newham and Transport for London agreed that the results of the latest Beckton Sewage Treatment Works Odour Study should be considered by the Thamesmead and Beckton Riverside Steering Group to ensure any required mitigation can be planned for. • London Borough of Newham will finalise and publish a SOCG with the Mayor of London/Greater London Authority ahead of submission of the Local Plan to examination to reflect the position of the parties. 	
Flood Risk management (new key strategic matter)	<ul style="list-style-type: none"> • Environment Agency • London Borough of Barking and Dagenham 	<ul style="list-style-type: none"> • During the Reg. 19 consultation process, The Environment Agency submitted comments to Newham that raised soundness matters about the accuracy of the Strategic Flood Risk Assessment's (SFRA) methodology, as relating to modelling for the River Roding and the River Lea, and their use in future development management processes. It further queried how policies for the management of flood 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>risk align with the NPPF, and how policies across the plan support climate resilience, including biodiversity and help prevent flood risk.</p> <ul style="list-style-type: none"> • A meeting was held in October 2024 to discuss the key strategic matters. • The Environment Agency noted they are satisfied with LBN's further analysis of the flood risk modelling for the River Roding, and agree that the new Roding modelling has not changed the flood extents significantly from the old Roding Model and there are no significant impacts to the site allocations on the Local Plan and to the SFRA. • The Environment Agency agreed that they are now satisfied that SFRA Level 1 and Level 2 do provide a suitable evidence base to inform the Local Plan. • The Environment Agency agreed that the amendments to the SFRA Level 1 and Level 2, the Site Allocations Sequential test and the minor modification to N13.SA3 Former East Ham Gasworks site allocation put forward by Newham provide the clarity required to inform the development management process in the future. • As part of the London Borough of Barking and Dagenham's Reg.19 response to the emerging Newham Local Plan, LBBD 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>have requested ongoing collaboration on ensuring raised and reinforced flood defences where relevant.</p> <ul style="list-style-type: none"> 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. 	
Riverside Strategy	<ul style="list-style-type: none"> London Borough of Redbridge Environment Agency 	<ul style="list-style-type: none"> Newham will continue to support initiatives to develop a Riverside Strategy and will consider, depending on the timing of the work, how any recommendations could be incorporated into implementation guidance for the new Local Plan or subsequent delivery guidance. Recent engagement was undertaken with the Thames Estuary Partnership via the Joint Thames Strategy Refresh Team, with further details of the programme yet to emerge. London Borough of Newham will continue to engage with the Environment Agency as part of these processes. The London Borough of Redbridge is in the early scoping stage for developing a Riverside Strategy to be completed by 2030. The strategy will concentrate on the Roding Valley, which will require coordinated masterplanning with a number of agencies and land owners. London Borough of Newham and London Borough of Redbridge agree to continue to engage and update each 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		other on the approach to riverside strategies, as this develops in each borough, via the local plan making process or through other collaborative processes such as the emerging work of the Joint Thames Strategy Refresh Team.	
Updating the East London Joint Waste Plan	<ul style="list-style-type: none"> London Borough of Tower Hamlets London Borough of Redbridge London Borough of Barking and Dagenham London Borough of Havering Greater London Authority 	<ul style="list-style-type: none"> The Regulation 18 Joint East London Waste Plan was consulted on between 29th July and 16th September 2024, and outlines the waste sites within Newham and Havering that will be safeguarded to meet our apportionment target, as well as how Newham and Havering will seek to manage other waste streams. The latest evidence, which has been refreshed as part of the new East London Joint Waste Plan, sets out that East London has more than enough management capacity to meet our apportionment target. Some changes have been made to the draft East London Waste Plan as a result of the Regulation 18 consultation, including suggested changes to the list of safeguarded sites. Although discussions with London boroughs and the GLA continue regarding capacity sharing, a programme of work on the Regulation 19 East London Waste Plan has been drafted with likely publication period dates for Spring 2025. Given the level of surplus capacity identified in the emerging East London Joint Waste Plan, Tower Hamlets is seeking for a transfer of capacity of 26,363tpa of HIC waste and 56,935tpa of Construction, Demolition and Excavation 	<ul style="list-style-type: none"> East London Joint Waste Plan making processes London Waste Planning Forum

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>waste. The geographic proximity and the existing cross-boundary flows of waste between Tower Hamlets and the East London Waste Authority boroughs mean that it is important for the parties to work effectively on this strategic matter.</p> <ul style="list-style-type: none"> • London Boroughs of Newham, Redbridge, Barking and Dagenham and Havering agreed to continue to cooperate via the Joint Waste Plan making processes. • London Borough of Newham and London Borough of Tower Hamlets agreed to engage in more formal discussion on waste capacity through the Joint Waste Plan making process. • London Borough of Newham will finalise and publish a SOCG with the Mayor of London/Greater London Authority ahead of submission of the Local Plan to examination to reflect the position of both the parties. The statement will be amended as required to reflect the progress made on the emerging Joint East London Waste Plan. 	
Waste management capacity as part of site allocations	<ul style="list-style-type: none"> • Greater London Authority 	<ul style="list-style-type: none"> • In their response to Newham's Regulation 19 consultation, the GLA noted that the intention of the Local Plan should be to protect and maintain the waste capacity of safeguarded waste facilities on sites at Silvertown Quays and Connaught Riverside site allocations, until at least the current review of the East London Waste Plan is completed. These sites were 	<ul style="list-style-type: none"> • East London Joint Waste Plan making processes • London Waste Planning Forum

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
(new key strategic matter)		<p>discussed further as part of a meeting in January 2025, where Newham provided further background information for these sites</p> <ul style="list-style-type: none"> London Borough of Newham will finalise and publish a SOCG with the Mayor of London/Greater London Authority ahead of submission of the Local Plan to examination to reflect the position of both the parties. 	
Health infrastructure requirements	<ul style="list-style-type: none"> NHS North East London Integrated Care Board 	<ul style="list-style-type: none"> During the meeting held on 23rd October 2024, Newham acknowledged NHS NEL's need to gain a better understanding of anticipated demographics in the Royal Docks area, due to significant anticipated growth and change. Newham noted that the Royal Docks Team have begun working on a Royal Docks Social Infrastructure Implementation Plan that could provide the necessary information. Newham offered to facilitate engagement of NHS NEL with this piece of work. During the meeting held in October 2024, Newham and NHS NEL also discussed the emerging need to redevelop the Newham Hospital site, which may come forward together with the Newham Leisure Centre site allocation, and NHS NEL's concern around the green space designation. Newham highlighted that the borough has very little publicly accessible green space, therefore the Local Plan protects all green spaces, whether designated on the Policies Map or 	<ul style="list-style-type: none"> The emerging Royal Docks Social Infrastructure Implementation Plan

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>not. However, there is potential for green space to be reconfigured across a development site, so long as it does not have a biodiversity designation, and this would be subject to negotiation as part of development management processes. Newham confirmed the need for the site to conform with the policies in the emerging Local Plan and that any loss of green space must be mitigated.</p> <ul style="list-style-type: none"> London Borough of Newham will finalise and publish a SOCG with the NHS North East London Integrated Care Board ahead of submission of the Local Plan to examination to reflect the position of both the parties. 	
Burial Space	<ul style="list-style-type: none"> London Borough of Redbridge 	<ul style="list-style-type: none"> During the meeting in October 2024, Newham and Redbridge discussed Newham's evidence base, the burial needs assessment (2024) which informed the Regulation 19 Local Plan, and the emerging Newham Licensing & Regulation department's additional burial space study, which indicated that Redbridge may have additional capacity. However, Redbridge noted they were concerned about the accuracy of this, and that they are also struggling to meet burial space need. London Borough of Newham and London Borough of Redbridge agreed that both boroughs are experiencing reduced burial space capacity and increasing demand, and that meeting need is reliant on private sector provision. 	<ul style="list-style-type: none"> 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.

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<ul style="list-style-type: none"> London Borough of Newham and London Borough of Redbridge agree to continue to engage on the approach to burial space via the local plan making process and other Council functions, including through the sharing of evidence. London Borough of Newham and London Borough of Redbridge agree to ask the GLA to coordinate burial space provision as a cross-boundary London-wide issue. 	
Tall Buildings and heritage assets	<ul style="list-style-type: none"> Greater London Authority London Borough of Tower Hamlets Historic England 	<ul style="list-style-type: none"> In their response to Newham's Reg. 19 consultation, the Mayor of London/GLA noted that the term 'maximum' building heights' should be substituted for the term 'appropriate building heights', to allow for some practical flexibility, unless there are specific constraints to the maximum height of buildings, such as to prevent the development of tall buildings from obstructing one of London's strategic views, as set out in the London View Management Framework (LVMF), or where maximum building heights have been set by the Civil Aviation Authority. The Mayor of London therefore recommended that Newham reflect the wording of Policy D9.B2, rather than the implementation wording. In their response to Newham's Reg. 19 consultation, the GLA also noted that there are two strategic LVMF views that intersect with the borough, and these should be included in 	<ul style="list-style-type: none"> GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers meetings.

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>the borough's Policies Map and within the draft Plan in relation to tall buildings to provide clarity.</p> <ul style="list-style-type: none"> • The Council considers Policy D4 of the Newham Local Plan to be in conformity with the London Plan policy D9, which requires boroughs to identify locations where tall buildings may be an appropriate form of development and to define the maximum height that could be acceptable in these locations. Supporting text of Policy D9 part B (2) clearly states "in these locations, determine the maximum height that could be acceptable", and this is the Council's preferred approach. The Council also considers that the methodology used to identify suitable locations and height for tall buildings, included in Newham Characterisation Study (2024) and Tall Building Annex (2024), complies with the Characterisation and Growth Strategy LPG. • Newham have reviewed the spatial strategy and identified that there are no Tall Building Zones or site allocations within the background of the linear view 8A.1 Westminster Pier to St. Paul's Cathedral. Therefore, Newham don't consider it necessary to specifically reference the linear vista 8A.1 in the D4 Tall Building Policy. The Richmond to St Pauls 9A.1 protected vista is already referenced in TBZ19: Stratford Central and TBZ20: Chobham Manor / East Village, and implementation text D4.3 adequately addresses the need to consider any visual impact on any of the LVMF 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>views. However, the Council recognises the importance of ensuring the Plan is accurate and will therefore make a minor amendment to the Policies Map to add the protected vistas of Westminster Pier to St Paul's Cathedral 8A.1 and Richmond to St Pauls 9A.1 to the Policies Map.</p> <ul style="list-style-type: none"> • London Borough of Newham will finalise and publish a SOCG with the Mayor of London/Greater London Authority ahead of submission of the Local Plan to examination to reflect the position of both the parties. • Historic England confirmed in their Regulation 19 consultation and through the signed SOCG that the Tall Building Zones they retain concerns regarding the height parameters expressed in the Policy D4.2 Table 1 are - TBZ18: Stratford High Street, TBZ19: Stratford Central, and TBZ20: Chobham Manor/East Village. • Historic England retain their concern about the potential lack of understanding of the impact of the height parameters expressed in the Policy D4.2 Table 1 for TBZ18: Stratford High Street, TBZ19: Stratford Central, and TBZ20: Chobham Manor/East Village, including as set through individual site allocations' design principles, on the significance of known heritage assets and historic character in the Stratford and Maryland area (which contains possibly the greatest concentration of designated heritage in the 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>borough), and how this should inform design parameters as per the HEAN 3. Historic England would have preferred a review of the Stratford Conservation Areas' Appraisal and Management Plans or a separate Heritage Impact Assessment to be undertaken, with consequent understanding of potential effects (including cumulative) to then inform the tall buildings strategy and site allocation policies for this part of the borough in an iterative process. However, Newham indicated that resources wouldn't allow for this assessment to progress before the Local Plan adoption.</p> <ul style="list-style-type: none"> • London Borough of Newham agree to undertake a review of the St John's Conservation Area Appraisal and Management Plan as soon as resources will be available following adoption of the Local Plan, and to engage Historic England in the development of this document. • London Borough of Newham and Historic England agree to continue to engage via development management process to ensure the protection of the historic environment of the borough. • Newham have reviewed the Tower Hamlets Draft Submission Local Plan during the consultation period and note there have been changes made to the approach to tall buildings between the Regulation 18 and Regulation 19 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>Local Plans. Of relevance to Newham, is the Blackwall Trading Estate site allocation (3.5), which in the Regulation 18 Local Plan had height parameters ranging from 71m at the southern part of the site to 46-69m in the north-western part of the site. The Regulation 19 Local Plan removes height parameters from this site and it has an increased its capacity from 700 to 775 homes. The diagram also show an additional tall building location compared to the Regulation 18 Local Plan. Newham are concerned that, by removing the height parameters and increasing the site capacity, the height of development on this site allocation could reach 90m AOD as per the adjacent Zone E, Leamouth. This site will be facing Newham's Riverside East site allocation where we have identified a suitable maximum height of 50m, reflecting its location and context. In addition, removing the variation in height risks creating a line of developments with consistently significant height along the River Lea (ranging from 70 to 90m AOD), reducing the amenity value of the Leaside walk, which is a key new greenspace for both boroughs, especially in light of open space deficiencies. These matters were discussed in the meeting in October 2024.</p> <ul style="list-style-type: none"> London Borough of Newham and London Borough of Tower Hamlets 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 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		plan-making and through formal consultation processes linked to any applications.	
Metropolitan Open Land review	<ul style="list-style-type: none"> London Borough of Tower Hamlets London Borough of Waltham Forest London Boroughs of Redbridge London Borough of Barking and Dagenham London Legacy Development Corporation Lea Valley Regional Park Authority Greater London Authority 	<ul style="list-style-type: none"> Neighbouring boroughs confirmed that they had no objections to the methodology and outcomes of Newham's Metropolitan Open Land Review. The GLA have not raised any concerns with regards to Newham's process and outcomes in their Regulation 19 response. Newham therefore consider that they have met the requirements of the approach of London Plan (2021) Policy G3. Newham have reviewed Newham's Metropolitan Land Review (2024) and the associated Appendix A and have taken forward and amendment to West Ham Park MOL parcel (A33). The methodology has been retained, this being a re-assessment of the West Ham Nursery site that forms part of the wider West Ham Park, Grade II Park and Garden site national designation. This will be published in an updated Metropolitan Land Review (2025). All neighbouring boroughs, the GLA and the LVRPA have been consulted via email and have not raised any issues from this designation modification. London Borough of Newham will finalise and publish a SOCG with the Mayor of London/Greater London Authority ahead of submission of the Local Plan to examination to reflect the position of both the parties. 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
Role of Lee Valley Regional Park	<ul style="list-style-type: none"> Lee Valley Regional Park Authority 	<ul style="list-style-type: none"> During the meeting held in November 2024, Newham and the LVRPA discussed amendments proposed by the LVRPA to the emerging Newham Local Plan, as related to policies BFN1 Spatial Strategy, GWS3 Biodiversity, urban greening and access to nature, and SI3 Cultural facilities and recreation facilities. Further written engagement followed, leading to Newham agreeing to take forward a number of minor amendments which the Council believes are sufficient to address the points raised. These amendments were deemed necessary in order to clarify and support the role of the Lee Valley Regional Park within Newham, including referencing relevant development guidance produced by the LVRPA and recognising its special statutory role. The amendments are Newham's preferred wording to meet the joint objectives of LVRPA and Newham, and the Council did not agree to all areas of change proposed by the LVRPA. The Lee Valley Regional Park Authority continue to consider that further amendments are required to the implementation text for Policy BFN1.5, which would help set out the role of the Lee Valley Regional Park Authority and its Lee Valley Park Development Framework in the development management process. This is not raised as a soundness issue, but to help clarify implementation processes. London Borough of Newham consider that the 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>existing implementation text is sufficient to address LVRPA's needs.</p> <ul style="list-style-type: none"> London Borough of Newham and the Lee Valley Regional Park Authority agree to continue to engage via the development management processes. 	
Epping Forest SAC protection	<ul style="list-style-type: none"> Natural England 	<ul style="list-style-type: none"> During the Reg. 19 consultation process, Natural England submitted comments to Newham that expressed concern with the air quality impact assessment undertaken as part of the Habitat Regulation Assessment, whereby Natural England were not able to agree with the conclusion that there will be no adverse effect on integrity of Epping Forest SAC as a result of air quality. They also noted the positive, ongoing working relationship on the development of a Suitable Alternative Natural Greenspace (SANG) Strategy. Newham Council reviewed the WSP report Air Quality Impact Assessment for Epping Forest SAC (2023) against other Epping Forest air quality reports recently endorsed by Natural England, to provide quantitative data to support the qualitative data presented in the WSP report to support their conclusions. This assessment was shared with Natural England, who confirmed that they are happy with the revised data and the resulting conclusions of minimal air 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>quality impacts on the Epping Forest SAC. The report will be published as part of an updated IIA/HRA.</p> <ul style="list-style-type: none"> • The Strategic Suitable Alternative Natural Greenspace (SANG) strategy final draft (now called the Epping Forest Special Area of Conservation Recreation Mitigation Strategy) was prepared in February 2025. The strategy sets out a fully costed set of interventions to enhance existing public open spaces and active travel links to be delivered across the London Borough of Newham (LBN), in order to mitigate recreational pressure in Epping Forest SAC. The strategy outlines to developers that all new homes built within the Zone of Influence will be required to make a financial contribution to the delivery of these interventions, which will be implemented by LBN. Newham took forward minor amendments to policy GWS3 to reflect the updated position. Natural England are satisfied with LBN's further analysis of the air quality modelling, and agree that trip generation resulting from the development proposed by the Local Plan is not likely to lead to likely significant effect on the Epping Forest SAC. • Natural England agree that the Epping Forest Special Area of Conservation Recreation Mitigation Strategy (2025) provides a suitable strategy to mitigate recreational pressure in Epping Forest SAC. 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<ul style="list-style-type: none"> Natural England note Newham's response to representations made, and have no further concerns. London Borough of Newham agree to undertake a review of the IIA/HRA, to integrate the latest work undertaken. 	
Heat Networks in Newham	<ul style="list-style-type: none"> London Borough of Barking and Dagenham 	<ul style="list-style-type: none"> 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. 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. 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. London Borough of Newham and London Borough of Barking and Dagenham agreed to continue to engage via infrastructure planning processes, and with Thames Water, 	<ul style="list-style-type: none"> GLA-led Local Area Energy Plans process

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		on the potential for development of a strategic heat network sourced around the Beckton Sewage Works.	
Impact of development on utilities infrastructure	<ul style="list-style-type: none"> National Grid Thames Water 	<ul style="list-style-type: none"> Newham has considered the comments submitted by National Grid as part of the Reg 19 consultation and will make and propose modifications to accurately identify and protect the existing energy generation and transition infrastructure on site allocations. National Grid agreed that the modifications to site allocations proposed by London Borough of Newham address the points raised. National Grid further recommended that the site allocation mapping for East Beckton should be amended to identify the route of the overhead power lines crossing the southern edge of the site. However London Borough of Newham noted that the site allocation mappings are indicative and considered that this further amendment is not necessary. . Newham has considered the comments submitted by Thames Water as part of the Reg 19 consultation and will make and propose modifications to accurately identify and deliver additional water and waste water infrastructure capacity on site allocations. To ensure accuracy, Thames Water was consulted in writing in February 2025. London Borough of Newham may seek to undertake a SOCG with 	None

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		Thames Water ahead of submission of the Local Plan to examination to reflect the position of the parties.	
Further development sites	<ul style="list-style-type: none"> London Legacy Development Corporation NHS North East London Integrated Care Board 	<ul style="list-style-type: none"> The LLDC, in their Regulation 19 response, raised the potential for further sites to come forward in their area: Stadium Island, and Stratford Waterfront South - the Aquatics Triangle, and requested that these be considered as site allocations in the Newham Local Plan. Newham have confirmed that the site allocations will not be taken forward as they were either previously assessed and do not meet the methodology of the Site Allocation and Housing Trajectory Methodology July 2024 or were provided at too late a stage. Newham's view is that the lack of site allocations in the emerging local plan would not prevent the sites coming forward. LLDC and Newham will continue to engage through development management processes and a separate non-Duty to Cooperate SOCG with the LLDC, as a Mayoral Development Corporation, on how best to deliver the sites in line with the objectives in the Newham Local Plan. Barts Health, East London Foundation Trust, LBN Leisure and Sport and LBN Regeneration have been working together through the One Public Estate Programme (managed by the Local Government Association) to masterplan the area 	

Key strategic matter	Relevant SOCGs	Outcomes and next steps	Governance arrangements (beyond Local Plan process)
		<p>surrounding the hospital and the Newham Leisure Centre, to maximise the opportunities presented by neighbouring public sector land ownership. In their Regulation 19 response, the NHS North East London Integrated Care Board raised concerns that the Local Plan green space designation surrounding the hospital site may impede the delivery of the scheme.</p> <ul style="list-style-type: none"> • During the meeting held in Oct 2024, Newham and NHS NEL discussed the emerging need to redevelop the Newham Hospital site and NHS NEL's concern around the green space designation. Newham highlighted that the borough has very little publicly accessible green space, therefore the Local Plan protects all green spaces, whether designated on the Policies Map or not. However, there is potential for green space to be reconfigured across a development site, so long as it does not have a biodiversity designation, and this would be subject to negotiation as part of development management processes. Newham confirmed the need for the site to conform with the policies in the emerging Local Plan and that any loss of green space must be mitigated. • London Borough of Newham will finalise and publish a SOCG with the NHS North East London Integrated Care Board ahead of submission of the Local Plan to examination to reflect the position of both the parties. 	

Appendix 1: Useful definitions:

Strategic matters are defined in the legislation (introduced through Section 110 of the Localism Act (2011)) as, sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas.

Prescribed bodies are defined through regulation (the Town and Country Planning (Local Planning) (England) Regulations 2012), and in the Newham context include:

- Neighbouring local planning authorities: the London Boroughs of Tower Hamlets, Hackney, Waltham Forest, Redbridge, and Barking and Dagenham, the Royal Borough of Greenwich
- The Mayor of London (i.e. the Greater London Authority/GLA)
- The local Integrated Care Board: the NHS North East London Integrated Care Board
- Local highways authorities: Transport for London and Newham Highways
- National agencies: the Environment Agency, Historic England, Natural England, Homes England, the Civil Aviation Authority, National Highways, the Marine Management Organisation and the Office of Rail and Road.

Non-prescribed bodies are defined through the National Planning Policy Framework and related guidance, and in the Newham context include:

- National agencies: Sports England
- The Lee Valley Regional Park Authority
- Local/regional service providers: the Metropolitan Police Service, the East London NHS Foundation Trust, North East London Foundation Trust, Barts Health NHS Trust, Health and Care Spaces Newham (HCSN) and London Healthy Urban Development Unit (HUDU)
- Local/regional infrastructure providers: Port of London Authority, Thames Water, National Grid, Cadent
- Local Nature Partnerships: London Wildlife Trust
- Local Enterprise Partnerships: the Greater London Authority/GLA