



## **Statement of Common Ground**

**Between**

**London Borough of Newham**

**And**

**Royal Borough of Greenwich**

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

**Date 13 January 2025**

## **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 Royal Borough of Greenwich (Royal Greenwich), as relevant to the preparation of the Newham Draft Submission Local Plan and its progression to public Examination; and
- 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. Please see the Governance Arrangements section of the statement for more details.

## **2. Parties Involved**

- 2.1. Newham Council 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 1<sup>st</sup> December 2024.

AND

- 2.2. Greenwich Council is the Local Planning Authority for the Royal Borough of Greenwich, which is an inner London Borough in South East London situated south of the River Thames. The Royal Borough of Greenwich is bordered by numerous other London Boroughs, including Lewisham, Bexley and Bromley. Across the River Thames sits the London Boroughs of Newham, Tower Hamlets and Barking and Dagenham.
- 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

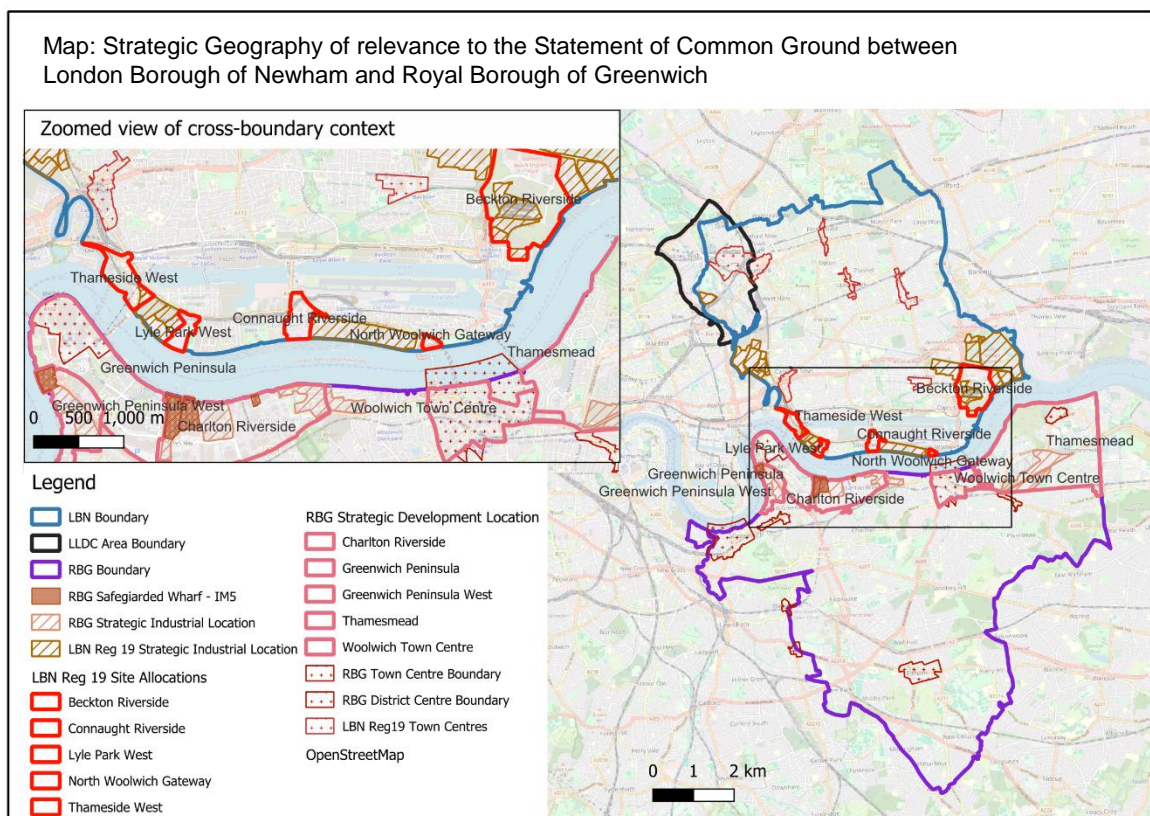
parts of the other Host Boroughs) Poplar Riverside (which crosses the boundary with Tower Hamlets) and Royal Docks and Beckton, which is also the home of London’s only Enterprise Zone and Europe’s largest regeneration area.

2.4. Royal Greenwich is strategically located along the River Thames and well connected via national rail, DLR, Underground and the Elizabeth Line. The business sector, including IT and communications, is currently the fastest growing sector in Royal Greenwich. Other strong growth sectors in the borough include the creative industry and tourism, with retail, construction and manufacturing also being significant sectors for the borough. Royal Greenwich has seen one of the highest population increases, by percentage, of any London borough since 2011. It contains five Opportunity Areas: Greenwich Peninsula, Charlton Riverside, Woolwich, Deptford Creek/ Greenwich Riverside (which is partly in Lewisham) and Thamesmead and Abbey Wood (which is partly in Bexley).

2.5. The LLDC 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 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 Boroughs of Newham, Tower Hamlets, Waltham Forest and Hackney on the 1st of December 2024. Discussions are ongoing to facilitate the knowledge, governance and data transfer as part of transition arrangement. 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 19<sup>th</sup> July and 20<sup>th</sup> 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 Royal Borough of Greenwich, 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 Duty to Cooperate Statement.

<b>Key Strategic Matter</b>	<b>DtC Statement relevant paragraphs</b>
Housing target	4.26, 4.30, 4.35, 4.36-4-38
Gypsy and Traveller need	4.42, 4.47-4.50
Employment land demand	4.60, 4.61 4.74
Beckton Riverside capacity and DLR extension	4.102 - 4.109

- 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 Royal Greenwich to agree the process leading to the preparation and signing of this statement of common ground. As part of this, Royal Greenwich:
- recognised the outstanding strategic matters set out above; and
  - raised an additional key strategic issue relating to: managing the impacts of London City Airport, managing the impacts of the Silvertown Tunnel, and supporting the business case for the DLR extension so that it is beneficial for delivery of Thamesmead sites.
- 4.5. The above matters, as related to the Newham Local Plan, are also reflected in Greenwich’s response to Newham’s Reg. 19 consultation.

- 4.6. Royal Greenwich are also progressing a new Local Plan, with consultation on Issues and Options undertaken 11 July to 5 September 2023 and a Call for Sites undertaken 17 April to 31 July 2024. Greenwich expect to consult on a draft Regulation 18 Local Plan in Summer 2025.
- 4.7. A meeting was held on 25<sup>th</sup> October 2024 to discuss the key strategic matters, and the agenda and notes of this meeting are attached as Appendix 1 and provide further background information.

## **5. Key Strategic Matters**

### **5.1. Housing Target**

- 5.2. Newham's and Royal Greenwich'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 Royal Greenwich 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. The London Plan sets a housing target for Royal Greenwich of 2,824 homes per year over the period 2019-29. Royal Greenwich note that the borough has sufficient land available to deliver on the need for homes in the borough, but that delivery rate of planning permissions means that there is not any additional capacity to take on Newham's additional need to 2029. Royal Greenwich have recently undertaken a Call for Sites as part of the review of the Local Plan and are reviewing the submissions to identify suitable deliverable site allocations to support its own housing need. At the present stage, Royal Greenwich do not expect capacity will be found above the London Plan target.
- 5.6. Record of agreements and/or disagreements:
  - London Borough of Newham and Royal Borough of Greenwich 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, 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.
- 5.10. Currently the Draft Submission Newham 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. Within Royal Greenwich there are currently two safeguarded gypsy and traveller sites (one public and one private). They are both fully occupied, with limited capacity coming forward. As part of the Local Plan review, Royal Greenwich will be commissioning a new needs assessment, and will be looking to identify potential sites to meet its own identified need. There is therefore currently no capacity to take on Newham's additional need for gypsy and traveller accommodation.
- 5.12. Record of agreements and/or disagreements:
- London Borough of Newham and Royal Borough of Greenwich agreed to continue to engage via local plan making processes, should circumstances change.
- 5.13. **Beckton Riverside and Thamesmead sites capacity and DLR extension**
- 5.14. In December 2019, a DLR extension to Thamesmead was formally proposed by Transport for London as part of the draft Thamesmead and Abbey Wood Opportunity Area Planning Framework (OAPF). The Royal Docks and Beckton Riverside OAPF (2023) continued to highlight the important role of this DLR extension, with one of the key objectives of the OAPF to outline the opportunities associated with a future DLR extension to Beckton Riverside and how these could be supported.
- 5.15. Development sites on both sides of the river 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. There is currently also a safeguarding for a Thames Gateway Bridge over the section of the River Thames between Beckton Riverside in Newham and Thamesmead in Greenwich.
- 5.16. In May 2023, Newham's Cabinet approved the submission of the Strategic Outline Case for the Thamesmead and Beckton Riverside Public Transport Programme to Government by Transport for London on behalf of the Programme partners and approved £500k contributions to the programme over the next 4 years, as part of an overall funding package of £10-12m by the

Government and other stakeholders, in order to enable further feasibility work for public transport interventions and develop a comprehensive business case and consents programme.

- 5.17. On 26 April 2023, Royal Greenwich's Cabinet also approved the submission of the Strategic Outline Case for Thamesmead & Beckton Riverside Public Transport Programme to Government by Transport for London on behalf of the Programme partners. The Cabinet supported the principles of the business case being developed, the submission of the business case to Central Government seeking support for the next stages of work and supported the Partnership's commitment to exploring the full spectrum of funding sources available to Partners (including the Royal Borough), for both further feasibility work and the delivery of any resulting scheme. Following on from the Cabinet report and approval of April 26 2023, Royal Greenwich confirmed in writing to Transport for London that it had approved a £500,000 contribution to the Programme over the next four years. This contribution was towards the £1,500,000 Partnership ask to fund the work completed to date, as set out in the Royal Greenwich Cabinet report and appendix. Prior to this in September 2020 Royal Greenwich had approved an initial £150,000 contribution for the work undertaken by the Partnership.
- 5.18. In June 2023, the Strategic Outline Business Case for the extension was submitted to HM Government.
- 5.19. In February-March 2024, TFL consulted on the DLR extension. Part of this consultation also referenced exploring removal of the safeguarding for the Thames Gateway Bridge with the Department for Transport and affected London boroughs.
- 5.20. For Newham, the delivery of the DLR extension is considered vital to unlock the largest site allocation in the Local Plan, Beckton Riverside, as well as enable the creation of a new town centre to replace the Gallions Reach out of centre retail park.
- 5.21. During the meeting between Newham and Royal Greenwich held on 25<sup>th</sup> October 2024, Royal Greenwich clarified that the DLR extension is fundamentally needed in Thamesmead in order to deliver the housing proposed in the OAPF, to transform the existing low density and car-dominated area. A Bus Rapid Transit is also going ahead, but this was always envisaged to be in addition to the DLR extension and not a replacement, as there are limited potential sites to link solely to the bus rapid transit routes.
- 5.22. The boroughs agreed that there needs to be a careful balance between ensuring positive planning activity to support the business case for the rapid bus transit scheme, while not undermining the case for the DLR extension.
- 5.23. Record of agreements and/or disagreements:
  - 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.

#### 5.24. **Employment land demand**

5.25. 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.

5.26. 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.

5.27. 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.

5.28. Royal Borough of Greenwich started the initial phase of consultation on their new Local Plan in 2023. Newham submitted consultation response through email to suggest consideration of the 'agent of change' principle on Greenwich's Strategic Development Locations abutting the river Thames to Newham's Strategic Industrial Locations (SIL) across the river, to ensure existing industries can continue to operate on the SIL.

5.29. During the meeting held on 25<sup>th</sup> October 2024 (see Appendix 1), Royal Greenwich indicated they have commissioned a new Employment Land Review and Employment Needs Assessment to support the emerging Local Plan, initial findings have noted that there is still a need for Strategic Industrial Land, and Royal Greenwich expected there would be no changes to these designations given the high demand for industrial space. Both boroughs noted they have safeguarded wharves along the river Thames, with 'agent of change' implications for delivery of site allocations for housing and other mixed use development on either side.

#### 5.30. Record of agreements and/or disagreements:

- London Borough of Newham and Royal Borough of Greenwich agreed to work together, through the 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.
- Royal Borough of Greenwich agreed to keep London Borough of Newham updated regarding their future Employment Land Review.

#### 5.31. **London City Airport**

5.32. London City Airport is one of London's major airports, and is located in the Royal Docks in Newham. Since opening in 1987, the airport has been expanded several times. The current planning permission for the airport was granted in 2024 by the Secretaries of State for



Housing, Communities and Government, and Transport. In addition, the area around London City Airport is transforming rapidly from a predominantly industrial area to an increasingly residential and mixed use part of the borough, providing new homes and jobs at a scale of significance to the whole of London. The location of a major airport in a rapidly densifying part of central London is unique and careful land use management has ensured that current scale and nature of the airport – as secured in the City Airport Development Programme (CADP) Permission (13/01228/FUL) and associated conditions – is able to operate within this emerging context. The airport’s safe operation requirements also have an impact on nearby development in both Newham and Royal Greenwich, in terms of height restrictions for buildings and residential amenity impacts.

- 5.33. As the planning authority, Newham Council has limited powers regarding the airport and the use of the site. Our approach in exercising these powers is to balance these different objectives by working with the airport to enable its current aviation role to continue on a consolidated and more efficient site.
- 5.34. Newham’s new Local Plan includes a policy which seeks to protect existing and future residents from harm caused by changes in the operation of the airport, acknowledging the context of the airport with residential growth nearby. The policy states that changes submitted by the London City Airport are only acceptable if the impacts to residents are mitigated, with clarity that some harms cannot be mitigated – as substantiated by the recent appeal judgement regarding the expansion proposals for London City Airport (Planning application reference 22/03045/VAR, Inspectorate ref: 3326646 - 19 August 2024).
- 5.35. Greenwich Council opposed 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. They also raised concerns about the environmental and noise impacts on residents, in particular the loss of respite periods.
- 5.36. Record of agreements and/or disagreements:
  - 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.

## **6. Silvertown Tunnel**

- 6.1. The Silvertown Tunnel was designed to improve vehicle crossings over the Thames in the East of London, complementing the Victorian-era Blackwall Tunnel, which was never designed for the levels of traffic that now need to cross the river. Height restrictions at the Blackwall Tunnel mean that heavy goods vehicles and double decker buses are not able to use the crossing.
- 6.2. London Borough of Newham and Royal Borough of Greenwich have opposed the scheme due to its expected detrimental impact on traffic congestion as well as air quality, which goes against the boroughs’ commitment to focus on sustainable transport interventions.
- 6.3. The Development Consent Order for the Silvertown Tunnel was approved by the Secretary of State in 2018. This allowed for the construction of a road tunnel providing a new connection

between the A102 Blackwall Tunnel Approach on the Greenwich Peninsula in the Royal Borough of Greenwich and the Tidal Basin roundabout junction on the A1020 Lower Lea Crossing/ Silvertown Way in the London Borough of Newham. The tunnel is approximately 1.4 kilometres long and will be able to accommodate large vehicles, including double decker buses. It includes a dedicated bus, coach and goods vehicle lane.

- 6.4. The Riverlinx consortium was awarded the contract to build and operate the tunnel in 2019, with construction beginning in 2021. The opening of the Silvertown Tunnel is planned for 2025.
- 6.5. Mitigations approved as part of the development consent order include the provision of a Monitoring and Mitigation Strategy. TfL have been working together with the Silvertown Tunnel Implementation Group to begin monitoring and modelling traffic and air quality from 2021, with physical and operational mitigation interventions planned.
- 6.6. Both the new Silvertown Tunnel and Blackwall Tunnel will be tolled following the opening of the Silvertown Tunnel, with TfL noting that the purpose of the toll is to “manage traffic levels and provide transport, environmental and economic benefits for residents and businesses.” The toll will also pay for the construction costs as well as ongoing maintenance and operation of the tunnel.
- 6.7. TfL have also proposed that 3 zero-emission bus routes will cross the river via the Blackwall and Silvertown Tunnels, providing at least 21 buses in each direction between 7am and 7pm Monday to Friday.
- 6.8. During the meeting on 25<sup>th</sup> October 2024 with Newham, Royal 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.
- 6.9. Record of agreements and/or disagreements:
  - 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.
  - Royal Borough of Greenwich agreed to share the findings of their future town centre retail and leisure study, which may highlight implications of the opening of the tunnel on regional shopping patterns.

## **7. Governance agreements**

- 7.1. This statement of common ground will be reviewed:
  - 7.1..1. Whenever agreement is reached on any outstanding matters. Or
  - 7.1..2. At key milestones in progress towards addressing strategic matters. Or
  - 7.1..3. At each subsequent key stage of the plan making process, as it progresses towards adoption.
- 7.2. The table below outlines existing cooperation forums that will be used to continue to engage each other and progress the key strategic matters.

<b>Key Strategic Matter</b>	<b>Forum</b>	<b>Details/frequency of the forum</b>
Housing target	GLA's London Plan borough engagement programme, including through the All London Boroughs Planning Officers (ALBPO) 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 (ALBPO) 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.
Beckton Riverside capacity and DLR extension	The Strategic Outline Case for the Thamesmead and Beckton Riverside Public Transport Programme / Public Transport to Thamesmead and Beckton Riverside Delivery Board.	Led by TfL, with participation from the boroughs. Meetings held regularly and at key stages of the process.
London City Airport	London City Airport Consultative Committee	An independent forum that discusses the airport's development and operations. Attended by London boroughs, community groups and other relevant bodies, with meetings throughout the year.
Silvertown Tunnel	Silvertown Tunnel Implementation Group	A forum to discuss planning and operational matters regarding the Silvertown Tunnel. Led by TfL, with participation from London boroughs, GLA and National Highways. Held at least twice annually.

## 8. Signatories

8.1. 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 Greenwich towards addressing the identified strategic matters.

**Signed on behalf of London Borough of Newham:**

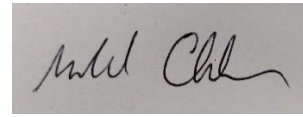


**Name:** Ellie Kuper Thomas

**Date:** 13 January 2025

**Position:** Policy Manager, Planning and Development Directorate

**Signed on behalf of Royal Borough of Greenwich:**



**Name:** Michael Clarkson

**Date:** 24 December 2024

**Position:** Planning Policy Manager, Directorate of Place & Growth

**Appendix 1: Agenda and minutes of Statement of Common Ground meeting held on 25<sup>th</sup> October 2024**

**Statement of Common Ground between:  
London Borough of Newham and Royal Borough of Greenwich**

**Meeting Date:** 25.10.2024

**Time:** 10:00-11:00

**Venue:** Microsoft Teams

**Present:**

Ellie Kuper Thomas, Policy Team Manager, LBN

Sara Chong, Senior Planner, LBN

James Scantlebury, Senior Planner, LBN

Anna Stevens, Senior Planning Officer, RBG

Michael Clarkson, Planning Policy Manager, RBG

**Agenda and Notes**

<b>Agenda Item</b>	<b>Notes</b> [context, position statements, areas of agreement and/or disagreement]	<b>Actions emerging</b> [what, who, and any deadline]
1. Introductions	<ul style="list-style-type: none"> <li>• Self-introduction by the LBN and RBG teams.</li> <li>• LBN introduced the objective of the meeting.</li> <li>• LBN shared the agenda of the meeting.</li> </ul>	
2. Housing delivery (10min)	<ul style="list-style-type: none"> <li>• LBN clarified their latest housing delivery and trajectory position:               <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ The challenge is due to delivery phasing and not capacity. LBN have that capacity within a number of strategic housing sites but, due to a slowdown in start dates and build out rates from the assumptions made in the 2017 SHLAA, will not deliver that amount of capacity until 4-5 years after the London Plan period ends.</li> </ul> </li> <li>• LBN asked whether RBG has the additional capacity to meet LBN's need within the London Plan period.</li> <li>• RBG clarified on their position:               <ul style="list-style-type: none"> <li>○ They have no additional capacity to take on LBN's need as well as Southeast London's need.</li> <li>○ They have land with permission, but delivery has been slow to come to fruition and as such need time for delivery.</li> <li>○ The call for sites exercise has now closed and RBG are currently reviewing the nominated sites for progression towards</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• LBN and RBG agreed to continue to engage via local plan making processes, should circumstances change.</li> </ul>

	<p>a Regulation 18 Draft Plan in mid-2025. New allocations will be focusing on suitable sites that are available and where development is considered achievable over the life of the new Local Plan.</p>	
<p>3. Gypsy and Traveller pitches capacity (5min)</p>	<ul style="list-style-type: none"> <li>• LBN gave an update on their evidenced needs: <ul style="list-style-type: none"> <li>○ Conducted a Strategic Housing Market Assessment and Gypsy and Traveller Accommodation Needs Assessment (GTNAA) which identified the need for 23 pitches. The GLA identified need is currently 30 pitches.</li> <li>○ LBN has one site safeguarded and an option to extend by a couple of pitches.</li> <li>○ As the majority of site allocations in the emerging plan are in high flood risk zones, this means they are not suitable for a new site.</li> <li>○ We have also worked with colleagues in our assets team to see if any smaller sites in the borough could help meet this need but also found limited opportunities for large enough sites outside of the flood zone.</li> <li>○ We are struggling to meet our need in borough.</li> </ul> </li> <li>• LBN asked whether RBG has the additional capacity to take on LBN's need.</li> <li>• RBG clarified their position: <ul style="list-style-type: none"> <li>○ No additional capacity to take on LBN's need for Gypsy and Traveller Accommodation.</li> <li>○ Looking to commission their own study on Gypsy and Traveller Accommodation needs and there is a high possibility this will identify additional need in Greenwich. There are 2 sites (one public and one private) currently at full capacity with limited capacity coming forward. They are both in the flood zone so with limited ability to expand. RBG is at the stage of identifying other small sites through assets and landholdings review.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• LBH and RBG agreed to continue to engage via local plan making processes, should circumstances change.</li> </ul>
<p>4. Industrial land and Agent of Change (10min)</p>	<ul style="list-style-type: none"> <li>• LBN and RBG gave updates regarding industrial land and strategic sites located along the river.</li> <li>• LBN queried if RBG had any specific concerns regarding industrial land and the agent of change.</li> </ul>	<ul style="list-style-type: none"> <li>• RBG and LBN agreed to work together, through the development management process, when residential schemes</li> </ul>

	<ul style="list-style-type: none"> <li>• RBG indicated that they are working on an Employment Land Review, and that there is still a need for industrial land, especially B8.</li> <li>• RBG noted that they have several safeguarded wharves along the river, which could be affected by future development proposals in LBN. No fundamental changes to SIL boundaries are expected in the future.</li> <li>• RBG noted a live planning application at Faraday Works in Greenwich, with concerns raised by Tate and Lyle, due to potential impact from their wharf. Application is currently stalled.</li> <li>• RBG and LBN agreed to work together when residential schemes located along the river come forward.</li> </ul>	<p>come forward on either side of the river.</p> <ul style="list-style-type: none"> <li>• RBG agreed to keep LBN updated regarding their future Employment Land Review.</li> </ul>
<p>5. DLR extension (10min)</p>	<ul style="list-style-type: none"> <li>• LBN gave an update on the key challenges of the Beckton Riverside development and DLR extension: <ul style="list-style-type: none"> <li>○ Resolving issues regarding agent of change and odour impact assessment to mitigate the impact brought by the Beckton STW.</li> <li>○ Thames Water objects to the site allocation due to impact to their assets and concerns about possible future complaints from nearby residents.</li> <li>○ Live application from St William Homes include an odour testing that differs from Thames Water’s odour model. LBN has commissioned an external consultant to review the model and suggest mitigations.</li> <li>○ This work has impacts on the wider development, including the DLR extension and will be reported into the project board.</li> </ul> </li> <li>• RBG gave an update on their progress and raised their concerns on the development: <ul style="list-style-type: none"> <li>○ Pending the detailed masterplan for Thamesmead. Peabody awaiting more progress on the DLR.</li> <li>○ Bus Rapid Transit is going ahead but this was always envisaged to be in addition to the extension and not a replacement. There are limited potential sites to link solely to the BRT.</li> <li>○ DLR extension is fundamentally needed in Thamesmead to deliver the housing number as proposed in the OAPF to transform the existing low density and</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• RBG and LBN agreed to continue to support the DLR extension and work together through the existing working groups to continue to progress the business case.</li> </ul>



	<p>car-dominated area. There is a concern however regarding what contributions may be required from the Council.</p> <ul style="list-style-type: none"> <li>• RBG and LBN agreed that there needs to be a careful balance between ensuring positive planning activity to support the business case, but not so much as to undermine the case for the DLR extension.</li> </ul>	
6. London City Airport (10min)	<ul style="list-style-type: none"> <li>• LBN sought to better understand RBG’s comments/concerns on LBN’s airport policy and in particular its impact on future development.</li> <li>• LBN clarified the key objectives of the new local plan policy as: <ul style="list-style-type: none"> <li>○ Protecting existing and future residents from harm and acknowledging the context of the airport with residential growth nearby.</li> <li>○ Any changes submitted by the LCA are only acceptable if the impact to residents are mitigated, with clarity that some harms can’t be mitigated – as substantiated by the recent appeal judgement.</li> </ul> </li> <li>• RBG agreed with LBN’s policy approach to consider the impact of LCA on residents and clarified RBG’s concerns are focused on: <ul style="list-style-type: none"> <li>○ Sensitive treatment of building heights at Thamesmead.</li> <li>○ Noise impact to the riverside developments.</li> <li>○ Any expansion of capacity at the airport, worsening the above.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• LBN and RBG agreed to continue to flag concerns regarding the impact to existing and future residents in any further proposals submitted by the LCA.</li> </ul>
7. AOB, conclusions and actions (5min)	<ul style="list-style-type: none"> <li>• LBN gave an update on the progress of local plan review and timetable.</li> <li>• LBG gave an update on the progress of their local plan review, including proposing a new Local Development Scheme for publication in early 2025 which will outline a regulation 18 draft in Summer 2025, a regulation 19 draft in Spring 2026 and a submission deadline of Summer 2026.</li> <li>• RBG stated they were making good progress with various evidence base documents, including their retail and leisure study, employment land review and housing needs assessment.</li> <li>• RBG gave an update on the retail study work including the out of borough retail which might</li> </ul>	<ul style="list-style-type: none"> <li>• RBG will keep LBN updated on the retail study.</li> <li>• LBN agreed to add in the statement of common ground to continue to work with RBG to monitor the operation of Silvertown Tunnel.</li> <li>• LBN to write up minutes and statement of common ground and circulate.</li> </ul>

	<p>touch on LBN's retail locations including Stratford.</p> <ul style="list-style-type: none"><li>• RBG raised concerns about the possible traffic demand generated by the Silvertown Tunnel and requested LBN to add in the statement of common ground about continued monitoring of the operation of the Silvertown Tunnel.</li></ul>	
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