



Havering

L O N D O N B O R O U G H

CABINET MEETING
19th JULY 2017

HAVERING LOCAL PLAN
DUTY TO CO-OPERATE STATEMENT
2017

Duty to Co-operate Reg 19 position statement

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1 Introduction

1.1 The importance of planning across boundaries

- 1.1.1** The Council recognises that planning across boundaries is an important aspect of the plan-making process. This relates to the management of development and infrastructure impacts that are likely to affect more than one local authority area. The Council is committed to the Duty to Co-operate and working effectively with neighbouring authorities and other bodies to make sure that it has dealt with issues that do not stop at administrative boundaries.
- 1.1.2** The Duty to Co-operate (hereafter: the Duty) is embedded in the Localism Act 2011 and relates to sustainable development or use of land that would have a significant impact on at least two local planning areas, otherwise described as strategic matters and requires:
- Councils and public bodies to 'engage constructively, actively and on an ongoing basis' to develop strategic policies;
 - Councils to set out planning policies to address such issues; and
 - Councils to consider joint approaches to plan making.
- 1.1.3** All local planning authorities are expected to demonstrate evidence of having successfully co-operated to plan for issues with cross-boundary impacts when their local plans are submitted for examination. However, The Duty is not a 'duty to agree'. The key requirement is therefore to demonstrate clear 'outcomes' emerging from the 'process' of cooperation that has taken place.
- 1.1.4** The Council is required to demonstrate evidence of having effectively co-operated with Duty-bodies to plan for issues with cross-boundary impacts throughout the preparation of the Local Plan. As co-operation is a continuous process of engagement, this statement provides an update towards this evidence base at the time of the publication of the proposed-submission version of the Havering Local Plan. The Council will update and finalise this statement to reflect the results of the engagement during the consultation on the proposed submission version of the Local Plan and prior to submission.
- 1.1.5** This statement accords with the Duty to Co-operate Statement Template published by the Planning Advisory Service (PAS) in August 2015.

1.2 Legal context

- 1.2.1** The Localism Act 2011 makes strategic planning the responsibility of local authorities, which are expected to address strategic issues in Local Plans and demonstrate how this has been managed through the 'Duty to Co-operate'. The 'Duty' is set out in Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by Section 110 of the Localism Act).
- 1.2.2** As well as applying to all local planning authorities and county councils in England, the Duty also applies to a number of other 'prescribed' bodies, that Local Authorities should co-operate with in preparing Local Plans. Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out who those 'prescribed' bodies are. These are set out below:
- The Environment Agency;
 - The Historic Buildings and Monuments Commission for England (known as English Heritage);
 - Natural England;
 - The Mayor of London;
 - The Civil Aviation Authority;
 - The Homes and Communities Agency;
 - Clinical Commissioning Groups;
 - National Health Service Commissioning Board
 - The Office of Rail Regulation;
 - Transport for London;
 - Each Integrated Transport Authority;

- Each highway authority; and
- the Marine Management Organisation.

1.2.3 The Local Enterprise Partnership (LEP) and Local Nature Partnership (LNP) are also included as a prescribed body as part of a separate clause 33a (9).

1.3 Policy context

1.3.1 The requirements for the Duty are set out in paragraphs 178-181 of the National Planning Policy Framework, and in the Planning Practice Guidance (PPG). The Duty particularly relates to the strategic priorities identified in paragraph 156 of the NPPF.

1.3.2 Two tests of soundness identified in the NPPF (paragraph 182) relate directly to the Duty, as follows:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is practical to do so consistently with the presumption in favour of sustainable development; and
- **Effective** – the plan should be deliverable over its period and based on effective joint-working on cross-boundary strategic priorities.

1.4 Structure of this statement

1.4.1 The Duty to Co-operate statement is structured in the following way:

- Section 2 provides an overview of the engagement stages throughout the preparation of the Local Plan
- Section 3 sets out the strategic planning context for Havering within London and the sub-region
- Section 4 provides an overview of the strategic planning issues for Havering and how strategic working has influenced the Local Plan

1.4.2 The statement is supported by Annex A: 'Key relationships and bodies' which details the engagement with individual statutory organisations and local authorities and Annex B: 'Audit trail' which provides an audit trail of key milestones for each strategic issue covered in Section 4.

2 Summary of Local Plan engagement stages

2.0.1 The Local Plan has been prepared in accordance with the stages identified in The Town and Country Planning (Local Planning) (England) Regulations 2012. Engagement with relevant stakeholders has taken place throughout the preparation of the Local Plan. The table below summarises the key interactions that the Council has initiated to fulfil the Duty to Co-operate for the Local Plan.

Table 2.1 Key engagement stages for the Havering Local Plan

Date	Event/occurrence	Target	Purpose
9 February until 23 March 2015	Havering Local Plan Issues and Priorities consultation (Reg 18). This included a Duty event with Local Authorities.	All stakeholders including local authorities, statutory bodies and the public	To provide an opportunity for bodies and members of the public to be engaged in the early stages of the Local Plan process and provide comments on the Issues and Priorities document. Engagement included a workshop for local authorities to identify and discuss cross boundary issues that affect the preparation of the Local Plan.
10 February 2016	Local Plan Duty to Co-operate update letter circulated	Local authorities, statutory bodies	To update bodies on the Local Plan progress and invite to discuss strategic issues.
28 November 2016	Direction of Travel published and circulated. This included a Duty event with Local Authorities.	All stakeholders including local authorities, statutory bodies and the public	To update bodies and the public on the progress and content of the Local Plan and invite stakeholders to raise any issues. Engagement included a workshop for local authorities to present progress on the Local Plan and ongoing evidence base work, and discuss ongoing cross boundary issues.
28 February 2017 and 28 June 2017	Draft Local Plan shared with neighbouring local authorities on a confidential basis	Local authorities, GLA	To provide neighbouring authorities the opportunity to informally review and comment on the Local Plan prior to the Regulation 19 consultation.
Summer 2017	Havering Local Plan Proposed Submission consultation (Reg 19)	All local authorities, statutory bodies and the public	To provide stakeholders the opportunity to address any soundness issues with the Proposed Submission version of the Local Plan.

2.0.2 Engagement with individual bodies has taken place on an ongoing and regular basis, and the Council will continue to do so as the Havering Local Plan progresses towards adoption. Other local authorities in the sub-region are also progressing Local Plans. Engagement has therefore also occurred through initiatives arranged by other local authorities. Annex A: 'Key relationships and bodies' sets out how the Council has engaged with individual bodies, and also provides more detail on the workshops and partnerships relevant for the Local Plan.

3 Strategic context for Havering

London Plan context

- 3.0.1** The Mayor's London Plan sets the strategic policy context for Havering. It is the overall strategic plan for London, covering a range of issues of strategic importance for the Greater London area. The Local Plan is required to be in general conformity with the London Plan, which is also part of the development plan for Havering.
- 3.0.2** The first London Plan was published in 2004. The latest alterations took place in 2015/16 and are known as Minor Alterations to the London Plan 2015. The Mayor is currently preparing a new London Plan, which is envisaged to be completed and adopted after the Local Plan.
- 3.0.3** The London Plan sets out the strategic context for growth and development as well as the key areas for growth and also covers a range of more detailed issues. Strategic issues covered in the London Plan that the Local Plan cannot change are included in Annex C: 'London Plan context'.

Sub-regional context

- 3.0.4** Havering is an Outer London Borough located on the London Essex border. It is adjoined by the London Boroughs of Redbridge and Barking & Dagenham to the west, and Bexley to the south beyond the River Thames. Havering also adjoins the Essex County Council and the local authorities of Brentwood Borough Council to the east, Epping Forest District Council to the north. The unitary authority of Thurrock Council is located to the southeast of Havering. All neighbouring authorities are currently in the process of preparing new Local Plans for their areas and are at various stages of plan preparation.

Joint Waste Development Plan for East London

- 3.0.5** Together with other East-London Boroughs, the Council adopted a Joint Waste Development Plan in 2012. This sets out a strategy for sustainable waste management until 2021 and provides policy steer as to additional facilities required and, as appropriate, preferred locations for such development. The Joint Waste Development Plan forms part of the each Borough's development plan and the policies within are used to determine waste related applications and help deliver sustainable waste management in accordance with relevant national guidance and targets set within the London Plan.

4 Strategic planning issues for Havering

4.1 Introduction

4.1.1 In this section is set out how the Council has engaged with other bodies to address the strategic planning issues for Havering. These have been identified early on in the Local Plan process, and updated to reflect ongoing discussions with stakeholders. The strategic planning issues for Havering relate to:

1. Housing need and delivery
2. Employment and retail
3. Green Belt
4. Transport
5. Infrastructure
6. Flood risk and rivers
7. Natural environment
8. Minerals

4.1.2 Within Annex B: 'Audit trail' an overview is provided of the key meetings and decisions that impact on the above strategic issues. This provides more detail on how engagement has taken place and when decisions were taken.

4.2 Housing need and delivery

Table 4.1 Housing need and delivery

<p>1. Strategic Planning issue</p>	<p>The NPPF sets out that local authorities meet "the full, objectively assessed needs for market and affordable housing in the housing market area". Havering shares the housing market area with the London Boroughs of Barking and Dagenham and Redbridge. The Council therefore has to co-operate with these authorities to identify the housing need in the housing market area. In line with the NPPF the Council also has to work together with other local authorities in the sub-region for this exercise.</p> <p>The Planning Policy for Traveller sites sets out that local authorities should plan positively for Gypsy and Traveller sites. The London Plan does not contain a policy direction on provision for Gypsy and Traveller accommodation. The Council should therefore seek to meet the needs for the Gypsy and Traveller population in the Local Plan, and work with neighbouring authorities on this issue.</p>
<p>2. London Plan context</p>	<p>The GLA's Strategic Housing Market Assessment 2013 identifies a need for a minimum of 490,000 new homes in London between 2015-2026 (or 49,000 new homes per annum). In comparison, the GLA Strategic Housing Land Availability Assessment 2013 found that London has capacity for at least 420,000 additional homes or 42,000 per annum. The London Plan identifies that Havering should seek to achieve and exceed the relevant minimum 10 year housing target of 11,700, which translates into 1,170 per annum. This has been informed by the London Strategic Housing Market Assessment (SHLAA) 2013.</p> <p>The London Plan identifies Romford as a metropolitan centre, which together with the six district centres in the borough should be the focus for intensification and housing growth. In addition, in the south of the borough the London Riverside Opportunity Area is identified in the London Plan, which extends into the London Borough of Barking and Dagenham. The Council therefore has to take a strategic approach to housing delivery, working closely together with the GLA, Barking and Dagenham and other neighbouring local authorities.</p>
<p>3. Evidence base</p>	<ul style="list-style-type: none"> • GLA Strategic Housing Land Availability Assessment (2013) • London Strategic Housing Market Assessment (SHMA) (2013) • Outer North East London Strategic Housing Market Assessment (update November 2016) • Gypsy and Traveller Accommodation Assessment (2017) • Housing Position Statement • Draft Statement of Common Ground - LB Redbridge and LB Havering
<p>4. Strategic Partners</p>	<ul style="list-style-type: none"> • Greater London Authority (GLA) / Mayor of London • London Borough of Barking and Dagenham • London Borough of Redbridge • London Borough of Newham • Local authorities in the sub-region of Brentwood, Basildon, Epping Forest, Thurrock and Chelmsford • Essex County Council • London Gypsy and Traveller Unit (LGTU) • Showmen's Guild (London Section)
<p>5. Actions taken</p>	<ul style="list-style-type: none"> • Jointly prepared the Outer North East London SHMA with the London Boroughs of Redbridge, Barking and Dagenham and Newham. Other neighbouring local authorities have participated in the preparation of the SHMA • Engagement with the GLA on development in Rainham and Beam Park Strategic Development Area

- Engagement with the GLA on development in Romford Strategic Development Area
- Engagement with neighbouring authorities, LGTU and the Showmen's Guild during the preparation of the Gypsy and Traveller Accommodation Assessment

6. Outcomes from strategic working

The London Boroughs of Barking and Dagenham, Havering, Newham and Redbridge jointly commissioned a Strategic Housing Market Assessment (SHMA) to establish the Objectively Assessed Need (OAN) for housing across the area. This included Waltham Forest, which was not a commissioning borough but shared a housing market area with Newham. Neighbouring local authorities have been consulted throughout the preparation of the SHMA. The SHMA concluded that Havering falls within the Outer North East London housing market area, consisting of Barking and Dagenham, Havering and Redbridge. The SHMA found that the OAN for Havering is above the London Plan housing target at 1,366 homes per annum.

The Council has agreed a Statement of Common Ground with Redbridge. While both boroughs are unable to meet in full their locally derived objectively assessed need (OAN) for housing, it has been agreed that both boroughs will be seeking to meet the minimum housing targets set out in the current London Plan while closing the gap on their OAN. A similar approach has been agreed by the GLA and boroughs in the sub-region. The Council recognises that this issue is dealt with at a London-wide regional level through the London Plan. The Housing Position Statement sets out in more detail the Council's approach to housing needs and delivery in the Local Plan.

The Council has engaged extensively with the GLA and other stakeholders to speed up the delivery of homes in the Rainham and Beam Park Strategic Development Area and Romford Strategic Development Area. The Council has placed successful bids with the GLA for Housing Zones in both areas. This helps unlock development in these areas. Planning frameworks for these areas have been developed in consultation with residents and relevant stakeholders.

Gypsy and Traveller needs

Consultants ORS were commissioned to undertake the Gypsy and Traveller Accommodation Assessment (GTAA) for Havering. Through regular meetings with neighbouring authorities it was found that several other authorities are performing or updating their needs assessments, and were mainly looking to meet their own need within their local authority boundary. ORS also engaged with neighbouring authorities, LGTU and the Showmen's Guild to identify cross boundary issues. The GTAA concludes that there are no cross boundary issues affecting the provision for Gypsy and Travellers. The GTAA provides in more detail how engagement on this issue has taken place. The Council is looking to meet its own needs with regards to Gypsy and Traveller accommodation in the Local Plan and has communicated this with neighbouring authorities.

7. Ongoing cooperation

The Council will continue to engage with the GLA, and other stakeholders to ensure the delivery of homes in the Rainham and Beam Park and Romford Strategic Development Areas. The Council is also engaging with the GLA on the Strategic Housing Market Assessment (SHLAA) and Strategic Housing Land Availability Assessment (SHMA) and other housing issues throughout the preparation of the new London Plan.

4.3 Employment and retail

Table 4.2 Employment and retail

<p>1. Strategic Planning issue</p> <p>The London Plan identifies several Strategic Industrial Locations in the borough. The London Plan also identified strategic outer London development centres in the borough. The Council needs to work with partners to ensure sufficient employment land is allocated to meet local and sub-regional employment needs. Provision also needs to be made of the right type of workspace, and the creation of jobs and improvement of skills to strengthen local employment opportunities. Ensuring the growth of Havering's economy including its town centres whilst recognising the wider regional context and the economic role of central London is therefore a key strategic issue for the Local Plan.</p> <p>Romford is identified in the London Plan as a metropolitan centre, playing an important function for the sub-region. The Council has to work with partners to make sure that Romford continues to provide this sub-regional shopping function. There are also six district centres in the borough. The London Plan notes that the designation of two of these district centres are at risk. It is therefore important to work with partners and in the wider sub-region including the GLA to make sure that the primary shopping functions of these town centres are maintained.</p>
<p>2. Evidence base</p> <ul style="list-style-type: none"> • Havering Employment Land Review (2015) • Retail and Commercial Leisure Study (2015) • London Riverside Opportunity Area Planning Framework (2015)
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • Neighbouring local authorities • Greater London Authority • Strategic Retail Group • North East London Partnership
<p>4. Actions taken</p> <ul style="list-style-type: none"> • Discussions with the GLA and individual boroughs • Attendance of meetings with the Strategic Retail Group at the officer level including Thurrock Council, Dartford Borough Council, Gravesham Borough Council, Kent County Council, Medway Council, GLA, Sevenoaks District Council, London Borough of Bexley, and Swale Borough Council.
<p>5. Outcomes from strategic working</p> <p>Engagement with the GLA has resulted in support for the designation of the Freightmaster Estate as a Strategic Industrial Location, in line with the recommendations of the Havering Employment Land Review and the London Riverside Opportunity Area Planning Framework.</p> <p>Discussions with the Strategic Retail Group and individual engagement with local authorities has lead to up-to-date knowledge of the plans ambitions of neighbouring authorities with regards to retail and employment and a general support for the approach in the Local Plan underpinned by the Havering Employment Land Review and Retail and Commercial Leisure Study.</p>
<p>6. Ongoing cooperation</p> <p>The Council will continue to attend meetings of the Strategic Retail Group and engage with the GLA and neighbouring authorities on the preparation of their Local Plans an the review of the London Plan.</p>

4.4 Green Belt

Table 4.3 Green Belt

<p>1. Strategic Planning issue</p> <p>Over half of Havering is part of the Metropolitan Green Belt. The NPPF states that Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans. Preparation of a new Local Plan provides the opportunity to review the extent of the Green Belt. Once established, Green Belt boundaries can only be altered in exceptional circumstances, through the preparation or review of a Local Plan (NPPF paragraph 83).</p> <p>Throughout the Local Plan process almost 80 sites have been submitted for potential release from the Green Belt. The Council has undertaken a review of the Green Belt to make sure the Green Belt land in the borough fulfils the purposes set out in the NPPF and in case any exceptional circumstances for Green Belt release will be identified throughout the Local Plan preparation.</p> <p>Several neighbouring boroughs are also reviewing the extent of their Green Belts in preparation of their Local Plans. Working across boundaries is an essential part of a Green Belt review as Green Belt parcels might overlap with neighbouring authorities, and for the role that the Green Belt plays in preventing the merging between towns.</p> <p>The Mayor of London has expressed a clear support for the current extent of the Green Belt, as contained in Policy 7.16 in the London Plan. Engagement with the Mayor is therefore an important part of the Green Belt review process.</p>
<p>2. Evidence base</p> <ul style="list-style-type: none"> • Green Belt Study 2016 • Housing Position Statement • Outer North East London Strategic Housing Market Assessment (2016)
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • Greater London Authority • London Borough of Redbridge • London Borough of Barking and Dagenham • Brentwood Borough Council • Epping Forest District Council • Thurrock Council • Basildon Council • Essex County Council
<p>4. Actions taken</p> <ul style="list-style-type: none"> • Engagement with neighbouring local authorities in their Green Belt reviews. • Engagement with neighbouring local authorities during the preparation of the Green Belt Study.
<p>5. Outcomes from strategic working</p> <p>Neighbouring authorities were informed of the intention to undertake a Green Belt Study in regular Duty to Co-operate meetings, where the Council was also kept up-to-date on progress of Green Belt reviews of neighbouring local authorities. Methods for Green Belt reviews of neighbouring authorities have been considered in the formulation of the method for Havering's Green Belt Study. The Council has engaged with neighbouring authorities during the various stages, for instance on the classification of settlements, to make sure there are no discrepancies with other authorities' methods. As many parcels overlap with Thurrock and they were preparing a Green Belt Study at the same time, it was decided to use similar assessment methods and have Green Belt parcels assessed by the same landscape architect. This assured that the boundaries of overlapping parcels matched and that they were generally awarded the same score across authority</p>

boundaries. The approach was presented at the 19 Duty to Co-operate workshop with Local Authorities following the publication of the Havering Local Plan Direction of Travel document. A final draft of the Green Belt Study report was shared with neighbouring local authorities including the GLA and Essex County Council for comments, to inform the final report.

Engagement with the GLA and neighbouring local authorities has confirmed that no exceptional circumstances could be identified to release Green Belt through the Local Plan.

6. Ongoing cooperation

The Council is continuing to be involved in the preparation of Green Belt studies of neighbouring authorities currently underway, namely Brentwood and Thurrock, and will continue to engage with neighbouring authorities on Green Belt matters. The Council will also engage with the GLA on the London Plan review and any discussions concerning a strategic Green Belt review.

4.5 Transport

Table 4.4 Transport

<p>1. Strategic Planning issue</p> <p>The level of development in Havering and adjoining boroughs has an impact on the capacity of the transport network. Different bodies have responsibilities for the transport network in Havering, specifically Transport for London, Highways England and the Council as the Local Highways Authority. Co-operation with other bodies, including in the sub-region, is therefore crucial to make sure that any transport impact of new development is appropriately mitigated and that the opportunities that new development provides to enhance transport links are realised. Specific issues for Havering are the connectivity in and to the Strategic Development Areas and the impact of growth on sub-regional routes such as the A127.</p>
<p>2. Evidence base</p> <ul style="list-style-type: none"> • Infrastructure Delivery Plan • Transport Topic Paper • Statement of Common Ground with Essex County Council, neighbouring Essex authorities and Thurrock Council (in preparation)
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • Transport for London • Highways England • Neighbouring authorities • Essex County Council • London City Airport • Network Rail
<p>4. Actions taken</p> <ul style="list-style-type: none"> • Engagement with neighbouring local authorities, TfL and Highways England to discuss the transport implications of the Local Plan on the transport network, the preparation of the Transport Topic Paper and agree a Statement of Common Ground. • Involvement in the A127 Growth Corridor working group led by Essex County Council • Engagement with Highways England on the Lower Thames Crossing project and capacity improvement options for Junction 28 on the M25. • Frequent meetings with TfL, the East Sub Regional Transport Panel and neighbouring authorities to discuss a variety of topics, including, strategic planning issues, School Travel Planning across London, and general road safety education. • Engagement with the GLA, Network Rail and TfL on the new Beam Park Station. • Meetings have taken place with the Leader of the Council and Crossrail in regards to improvements works to Romford Station.
<p>5. Outcomes from strategic working</p> <p>To accommodate growth in Havering a strategic transport modelling work package was commissioned. This has been prepared in co-operation with Transport for London (TfL), and the results have been shared with adjoining authorities. Engagement with the GLA has also taken place to optimise the benefits from Crossrail for the borough and Romford specifically, including improvements to Romford station.</p> <p>To unlock development in the Rainham and Beam Park Strategic Development Area a new station has been proposed at Beam Park. Engagement with Network Rail and TfL has resulted in support for the station to be delivered by 2020.</p> <p>In a meeting with Essex County Council on the Local Plan wider sub-regional transport issues were discussed. This included the transport impact on neighbouring authorities as Havering has raised potential transport issues during the consultations of the Draft Local Plans of Brentwood and Basildon. Havering agreed to work with partners to produce a Transport Topic Paper which sets out Havering's transport context, challenges and strategic aspirations the Council believe are needed to support the growth and development expected</p>

over the next 15 years. A presentation and discussion on the progress of the topic paper took place at the Duty to Co-operate workshop for neighbouring authorities. Part of these discussions has included an agreement that Havering will continue to work with Essex County Council and other local authorities and stakeholders outside the Local Plan process on a number of strategic transport issues including looking at the A127 Growth Corridor. A meeting has already taken place between Havering, Essex, neighbouring district authorities and Transport for London specifically to discuss the A127 Corridor. It is anticipated that further such discussion will be held on an intermittent basis.

A Statement of Common Ground (SoCG) has been prepared jointly between the London Borough of Havering, Essex County Council, Brentwood Borough Council, Basildon Borough Council, Thurrock Council (Unitary Authority), and Highways England. The purpose of this SoCG is to inform the Planning Inspectors and other parties of the agreed way forward on any issues that remain outstanding at the point of Local Plan submission. This includes agreed joint working on a number of strategic transport issues:

- A127 Corridor between Gallows Corner and Southend
- Lower Thames Crossing
- Communication of Works
- Improvements to Junction 28 of M25

The Council also engages on a regular basis with TfL and Highways England and other London Boroughs on particular transport projects and issues. Specific issues include river crossings, operational transport matters, junction improvements, road safety and school travel planning. In addition, the Council has started a dialogue with TfL on the Strategic Transport interventions that support the new corporate Vision. The engagement with stakeholders on transport schemes is reflected in the transport priorities in the Local Plan.

6. Ongoing cooperation

The Council will continue to be engaged with stakeholders to address transport issues. Specifically, Havering and Essex Council have an agreement that Havering will continue to be involved in the A127 Growth Corridor discussions. Highways England has agreed to have a continued dialogue with Havering regarding proposals which are developed for Junction 28 of the M25 and the Lower Thames Crossing. Through sub-regional meetings the Council will continue to meet with TfL on a quarterly basis.

4.6 Infrastructure

Table 4.5 Infrastructure

<p>1. Strategic Planning issue</p> <p>Appropriate facilities and services will be needed to support the level of growth over the plan period and the needs of the changing population. The Council will have to work with providers across a range of infrastructure types to assure adequate provision within Havering and in the sub-region.</p>
<p>2. Evidence base</p> <ul style="list-style-type: none"> • Infrastructure Delivery Plan (IDP) • Education Commissioning Plan (2016)
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • London Borough of Havering • Havering Clinical Commissioning Group (CCG) • London Healthy Urban Development Unit (HUDU) • NHS commissioning group • Essex County Council • Neighbouring local authorities • Greater London Authority • Infrastructure providers
<p>4. Actions taken</p> <ul style="list-style-type: none"> • Engagement with a range of infrastructure providers through the preparation of the Infrastructure Delivery Plan (IDP) • Engagement with Havering CCG, HUDU and the Council's Public Health department on health provision in the borough • Discussions with neighbouring boroughs on education provision
<p>5. Outcomes from strategic working</p> <p>The IDP has been prepared with the co-operation of service providers across a range of sectors. This has resulted in an up-to-date overview of infrastructure needed to support the growing and changing population over the plan period. The Council has worked with Barking and Dagenham and the GLA regarding the provision of infrastructure for the Rainham and Beam Park Strategic Development Area, which have been reflected in the IDP.</p> <p>The Council has worked closely with the Health Department at the Council, Havering CCG and the NHS Commissioning Board to provide a clear view of the needs for health facilities over the plan period. With the use of the HUDU model, the requirements for health facilities in the borough have been identified, on a strategic scale. The identified needs have been identified in the IDP and reflect the policy position in the Local Plan.</p> <p>The issue of overflow between boroughs regarding education was brought up on regular meetings with neighbouring boroughs. The Development Planning team consequently engaged with colleagues in the Education Department of the Council to address this issue. As the Education Departments of Havering are in regular contact with colleagues at Essex County Council and neighbouring boroughs, they were aware of this issue and have addressed this in the school place projections.</p>
<p>6. Ongoing cooperation</p> <p>The Council will continue to regularly engage with education colleagues at Essex County Council regarding school place projections. In addition, the Council will continue to engage with the CCG and NHS to review the need for health facilities and set up a mechanism for delivery. Possible sites for health and school facilities will be identified in the Site Specific Allocations Local Plan. The IDP will be under regular review, for which engagement with providers and stakeholders will take place on a regular basis.</p>

4.7 Flood risk and rivers

Table 4.6 Flood risk and rivers

<p>1. Strategic Planning issue</p> <p>There are four watercourses in Havering and the borough has a large proportion of London's floodplains. Fluvial flood risk is a particular issue in the borough. Strategic working with the Environment Agency and the Local Flood Authority is required to assure the risks of flooding are appropriately assessed and addressed in the Local Plan through the location of development and the formulation of policies.</p> <p>As the borough is located on the River Thames it should establish a Thames Policy Area (London Plan Policy 7.29). This should be done in co-operation with neighbouring boroughs to make sure development with a direct relation to the River Thames is aligned.</p>
<p>2. Evidence base</p> <ul style="list-style-type: none"> • Strategic Flood Risk Assessment - Level 1 (2016) • Flood Risk Management Strategy 2015 • Thames Estuary 2100 Plan
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • Environment Agency (EA) • Lead Local Flood Authority (LLFA) - London Borough Of Havering • London Borough of Barking and Dagenham • London Borough of Bexley • Greater London Authority (GLA) • Marine Management Organisation (MMO)
<p>4. Actions taken</p> <ul style="list-style-type: none"> • Engagement with the LLFA and EA on the updating of the Strategic Flood Risk Assessment Level 1. • Engagement with the LLFA and EA on the preparation of Local Plan policies. • Engagement with Barking and Dagenham and Bexley on the establishment of the Thames Policy Area boundary. • Engagement with the MMO
<p>5. Outcomes from strategic working</p> <p>In the early stages of the Local Plan preparation Havering has worked with the Environment Agency (EA) and the Lead Local Flood Authority to update the Strategic Flood Risk Assessment (SFRA), which was completed in 2014. Recent shifts in the EA's climate change allowances require an update of this evidence. As the Local Plan does not contain site allocations a SFRA Level 2 would not normally be required at this stage. However, as the Local Plan proposes two key growth areas which comprise parts of flood zone 2 and 3, it has been agreed with the EA to provide more detail for these areas in an Annex of the SFRA Level 1, to bridge the gap to a Level 2 which will be prepared for the Site Specific Allocations Local Plan. This informed policies flood management policies in the Local Plan. The EA and Lead Local Flood Authority have been engaged with throughout the various stages of preparing the updated SFRA Level 1, which was formerly signed off by the EA in late 2016. Neighbouring local authorities were kept informed of the process of updating the SFRA in regular meetings and were notified upon publication of the report. The Council has shared part of the modelling work for the SFRA with the London Borough of Barking and Dagenham, as some river catchments overlap and because of the co-operation between the boroughs on London Riverside.</p> <p>The Council has heavily engaged outside of the statutory consultation stages with the EA and colleagues representing the LLFA in the formulation of Local Plan policies. This has made sure that issues as drainage, flood risk management, water quality and river enhancement are sufficiently addressed in the Local Plan.</p>

The Council has approached the London Boroughs of Bexley and Barking and Dagenham with regards to the establishment of the Thames Policy Area (TPA) boundary. Both boroughs had not yet identified the TPA for their borough. Havering proposed to continue to use the boundary as established in 'The Town and Country Planning (Mayor of London) Order 2008'. Both Bexley and Barking and Dagenham support this approach.

The Marine Management Organisation (MMO) is in the process of preparing the South East Marine Plan. This affects Havering as the River Thames is a tidal river. The Council has engaged with the MMO to make sure the appropriate links are made between terrestrial planning and marine planning in the Local Plan.

6. Ongoing cooperation

The Council will continue to engage with the EA and the LLFA through the preparation of the SFRA Level 2 for the Detailed Sites Local Plan, and for any potential review of the SFRA Level 1 in line with the review criteria contained in the report. The Council will continue to engage with the MMO on the preparation of the South East Marine Plan.

4.8 Natural environment

Table 4.7 Natural environment

<p>1. Strategic Planning issue</p> <p>Havering is one of the greenest boroughs in London with a large number of designated nature conservation sites. The borough has four Sites of Specific Scientific Interest (SSSIs), of which one is geological. The Council has to make sure that the local designations are up-to-date and development does not adversely impact upon these sites and protected species and habitats. It therefore has to work closely together with local partners and statutory organisations to make sure the Local Plan policies and designations are robust.</p>
<p>2. Evidence base</p> <ul style="list-style-type: none"> • All London Green Grid Supplementary Planning Guidance (GLA) • Mayor's Biodiversity Strategy (GLA) • Havering Nature Conservation and Biodiversity Strategy • Open Space Assessments Report and Strategy • Site of Importance for Nature Conservation (SINC) Review Paper 2017 • Habitat Regulations Assessment (HRA) Screening Report
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • Natural England • Environment Agency • Thames Gateway Local Nature Partnership • Greater London Authority – London Local Nature Partnership • London Borough of Havering • Havering Wildlife Project • London Wildlife Sites Board
<p>4. Actions taken</p> <ul style="list-style-type: none"> • Engagement with the relevant Local Nature Partnerships (LNPs) • Engagement with Natural England on the preparation of policies • Engagement with the Environment Agency on the preparation of policies • Engagement with neighbouring local authorities and relevant stakeholders on the production of the Green Infrastructure Strategy • Engagement with Havering Wildlife Project and London Wildlife Sites Board on the SINC review • Draft HRA Screening Report shared with neighbouring authorities and Natural England
<p>5. Outcomes from strategic working</p> <p>Both the London LNP and Thames Gateway LNP are not active Local Nature Partnerships as they do not benefit from funding to fulfil their roles. In London the role of the LNP is covered by a policy framework provided by the London Plan, Supplementary Guidance Documents and strategies. The Council has made sure that the policies in the Local Plan are in line with this policy framework, and the concept of the All London Green Grid specifically as mentioned in the Green Infrastructure Policy. Following early engagement with Thames Gateway LNP it was agreed that the Fanns Landscape Partnership is being referred to in the Green Infrastructure policy of the Local Plan.</p> <p>Natural England has made the Council aware of the particular issues and opportunities regarding nature conservation in the borough and particularly around SSSI's. The Council has shared draft policies with Natural England prior to the Reg 19 consultation which resulted in broad support for the policies and themes covered in the Local Plan.</p>

Through various meetings and email contact the Environment Agency has provided comments to various draft policies prior to the Reg 19 consultation. This has strengthened policies in the 'Green Places' theme such as the inclusion of a river enhancement policy, mention of the Roding and Beam Catchment Partnership in the 'Green Infrastructure' policy and a clear emphasis on water and land pollution in the 'Managing Pollution' policy.

The Council has engaged with Havering Wildlife Project (HWP) which represents local organisations and specialists with an interest in nature conservation in the borough. Specifically, the Council worked with HWP to review the list of Sites Of Nature Conservation Importance (SINC). Proposed changes to sites at the Metropolitan level designations were discussed with the London Wildlife Sites Board (part of the GLA). Support from the London Wildlife Sites Board was given for the promotion of the North Ockendon Pit to Metropolitan level. The Council has also engaged with the London Borough of Barking and Dagenham with regards to the promotion of the Beam Valley SINC to Metropolitan level.

Engagement with Natural England and neighbouring authorities during the preparation of the Habitat Regulations Assessment Screening Report has resulted in general support for the approach.

6. Ongoing cooperation

The Council will continue to work in partnership with statutory organisations, neighbouring authorities and locally active partnerships to identify opportunities to enhance the natural environment in the borough.

4.9 Minerals

Table 4.8 Minerals

<p>1. Strategic Planning issue</p> <p>Havering is one of only four London Boroughs to have a land won aggregate landbank apportionment as set out in the London Plan. The London Plan provides the strategic context for aggregates to support continued growth for London and sets a landbank for the Borough of at least 1.75 million tonnes, throughout the plan period (or until 2031). The Council has a designated Minerals Safeguarding Area within which such development would, in general, be supported subject to no significant environmental or amenity impacts. The Safeguarding Area also seeks to prevent undue sterilisation of reserve.</p>
<p>2. Evidence base</p> <ul style="list-style-type: none"> • London Aggregates Monitoring Report 2014 & 2015 (September 2016) • Havering Authority Monitoring Report (AMR) 2015-16 • Havering Local Aggregate Assessment (LAA) (October 2014) • London Plan (March 2016)
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • Essex County Council (as the minerals authority for Essex) • Greater London Authority • London Aggregate Working Party • Thurrock Council
<p>4. Actions taken</p> <ul style="list-style-type: none"> • Regular meetings with the London Aggregate Working Party
<p>5. Outcomes from strategic working</p> <p>The Council regularly attends meetings organised by the London Aggregate Working Party, proving feedback on applications received and trends identified from the Authority Monitoring Report. The Council has recently provided information for incorporation to a London-wide LAA, follow a decision that such a LAA would provide a more useful picture to the London situation rather than separate LAAs from the four Boroughs with an apportionment.</p> <p>Through regular attendance of meetings held by the London Aggregate Working Party the Council has been able to provide updates on the current position within the borough and discuss why the borough has not been able to meet its landbank in recent years. The Council feels, through meetings attended and information shared, that a good understand of both borough and London-wide issues and the general needs and desires of the industry/market has been established.</p>
<p>6. Ongoing cooperation</p> <p>The Council will continue to attend meetings with the London Aggregate Working Party to co-operate on minerals planning issues.</p>

Annex A: Key relationships and bodies

A.1 Statutory organisations

A.1 Engagement with the bodies prescribed in Regulation 4 of The Town and Country Planning (Local Planning) (England) Regulations 2012 is set out in this section of the report.

Table A.1 Summary of engagement with statutory organisations

Prescribed body	Summary of engagement	Outstanding issues
Environment agency	<p>The Council has extensively engaged with the Environment Agency (EA) on the development of evidence and policies for the Local Plan.</p> <p>Several meetings with the EA were set up to discuss the progress on flood risk evidence and the development of policies. This has led to the agreement of the updated SFRA and the amendment of draft policies to include comments and suggestions by the EA, which have been informally agreed.</p>	There are no outstanding issues.
Historic England	<p>The Council has engaged with Historic England throughout the various stages of the Local Plan. Comments provided during the Reg 18 consultation have been taken on board to inform the draft policies of the Local Plan. Historic England have also provided comments to the Havering Local Plan Direction of Travel document. The Heritage Assets policy has also been shared with Historic England prior to the Reg 19 consultation, with the opportunity to provide comments.</p>	There are no outstanding issues.
Natural England	<p>The Council has engaged with Natural England beyond the statutory consultation stages. Within these engagement opportunities Natural England have expressed a general support for the approach to nature conservation in the Local Plan. Draft policies have been shared with informal agreement on the content being reached.</p>	There are no outstanding issues.
Mayor of London (GLA)	<p>The Council has engaged with the GLA beyond the statutory consultation stages. A number of specific meetings have been held with GLA officers on the Havering Local Plan. Discussions have covered all aspects of the Havering Local Plan but in particular have focused on housing delivery, infrastructure provision and the protection of the Green Belt. The Council are also actively engaged with the GLA in relation to the delivery of the Romford and Rainham and Beam Park Housing Zones.</p>	There are no outstanding issues.
Civil Aviation Authority	<p>The Council has sought contact with the CAA on multiple occasions, but has not received any responses on requests to engage. It is therefore assumed that there are no strategic issues between the Council and the CAA and the Council therefore believes it has fulfilled the Duty with the CAA.</p>	There are no outstanding issues.
Homes and Communities Agency	<p>The functions of the Homes and Communities Agency (HCA) have in the London Region been taken over by the Greater London Authority (GLA) (as of 1 April 2012). The Council is therefore liaising with the GLA on housing matters rather than the HCA. The section above on the Mayor of London covers the engagement with the GLA.</p>	There are no outstanding issues.

Prescribed body	Summary of engagement	Outstanding issues
Primary Care Trust	The Council has engaged with the Havering CCG, NHS Commissioning Board and Public Health to identify health needs over the Local Plan period. Several meetings have taken place to discuss future health provision, and the role the Local Plan can play with this. The health needs in the borough are reflected in the Infrastructure Delivery Plan. It has been agreed to keep the needs for health facilities and the mechanisms to deliver these under review.	There are no outstanding issues.
Office of Rail Regulation	The Council has sought contact with the ORR throughout various stages of the preparation of the Local Plan but has not received any responses. Instead the Council has worked extensively with Transport for London and Network Rail regarding Crossrail and the new Beam Park Station. The Council therefore believes that it has fulfilled the Duty with the ORR.	There are no outstanding issues.
Integrated Transport Authorities	<p>Transport for London (TfL) is the Integrated Transport Authority in London.</p> <p>The Council has regular meetings with TfL where transport and planning issues are being discussed. The Council specifically co-operated with TfL in regard to the transport modelling undertaken which forms part of the evidence base for the Local Plan. TfL has been involved in Duty to Co-operate meetings with neighbouring boroughs and with Highways Authorities to explain the modelling work and discuss the delivery of strategic transport priorities identified in the Local Plan. The Council has co-operated with TfL on the preparation of the Transport Topic Paper, outlining the transport issues and priorities for Havering.</p>	There are no outstanding issues.
Highways authorities	<p>The highways authorities in Havering are Highways England, Transport for London (see above) and the Council.</p> <p>Regular meetings have taken place with Highways England to discuss particular transport issues and projects, such as the Lower Thames Crossing and Junction 28 of the M25, and to discuss the approach in the Local Plan towards transport. Highways England has also been involved in the preparation of the Transport Topic paper for the Local Plan and been kept up-to-date of its progress.</p> <p>The Highways Department at the Council has been involved in the preparation of the Transport Topic Paper supporting the Local Plan and involved in discussions with the other highways authorities. Evidence was jointly developed with the Highways Department regarding parking provision. The Local Highways Authority is therefore supportive of the Local Plan policies and has made sure the underpinning evidence base is robust.</p>	The Council is in the process of agreeing a Statement of Common Ground with Highways England on strategic transport issues.
Marine Management Organisation	The Council has worked constructively with the MMO to make sure links with marine planning documents were appropriately made in the Local Plan. A representative of the MMO has provided a presentation at Havering offices to Development Planning and Economic Development officers on the links between marine and terrestrial planning. Background information and example policies were exchanged which has resulted in the inclusion of a reference to the relevant Marine Planning documents	There are no outstanding issues.

Prescribed body	Summary of engagement	Outstanding issues
	in the River Enhancement policy. The Council will continue to engage with the MMO with regards to the preparation of the South East Marine Plan.	
Local Enterprise Partnership	The London LEP is chaired by the Mayor of London. Engagement with the LEP is therefore part of the constructive and ongoing contact with the GLA, which is summarised in the 'Mayor of London' section above.	There are no outstanding issues.
Local Nature Partnerships	<p>The whole of the borough is covered by the London LNP and the southern part of the borough is part of the Thames Gateway LNP. Both LNPs do not receive any funding from the Department for Environment Food & Rural Affairs and no longer fully fulfil their functions.</p> <p>In London LNP issues and objectives are covered by the policy framework by the London Plan policies, the All London Green Grid and the Mayor's biodiversity strategy. As the Council is not able to consult the LNP as apt of the Local Plan preparation, the Council has fulfilled its duty to co-operate with the London LNP by assuring the Local Plan is consistent with this policy framework and other key statutory bodies are consulted.</p> <p>Contact with the Thames Gateway LNP has made clear that they are currently exploring how to fund their role and has no resources to comment on specific plans or projects. The Council is in regular contact with the Thames Gateway LNP on a project basis and has on its request included reference to the Land of the Fanns Landscape Partnership in the Green Infrastructure Policy.</p>	There are no outstanding issues.

A.2 Local authorities

A.2 This sections sets out how the Council has engaged with neighbouring councils and other relevant local authorities. Engagement has taken place via:

- Specific Duty to Co-operate events for the Local Plan organised by the Council, as specified in Table A.2 'Havering Local Plan Duty to Co-operate events';
- Regular liaison meetings in the (sub-)region, as specified in Table A.3 'Regular liaison meetings relevant to the Havering Local Plan'; and
- Individual engagement with local authorities and through working structures for the development of (joint) evidence base, as specified in Table A.4 'Summary of engagement with relevant local authorities'.

A.3 This section does not tend to repeat detail to topic specific issues that are already covered in 4 'Strategic planning issues for Havering'.

Table A.2 Havering Local Plan Duty to Co-operate events

Event	Date	Attendees	Purpose
Duty to Co-operate workshop - Issues	25 February 2015	LB Bexley, Chelmsford City Council, Epping Forest District Council,	To kick-start the Local Plan process by presenting the

Event	Date	Attendees	Purpose
and options (Reg 18)		Thurrock Council, LB Barking and Dagenham, LB Redbridge, Brentwood Council, Basildon Council.	approach and identifying the strategic issues relevant to the preparation of the Local Plan.
Duty to Co-operate workshop - Direction of Travel (pre-Reg 19)	28 November 2016	GLA, LB Barking and Dagenham, LB Redbridge, Brentwood Borough Council, Thurrock Council, Basildon Council, Essex County Council, LB Waltham Forest, LB Bexley, Transport for London.	To discuss the proposed approach in the Havering Local Plan Direction of Travel document, provide more detail on ongoing evidence base work, discuss strategic issues, and discuss Local Plan progress from other local authorities.
Programme of individual dedicated DtC meetings	Throughout 2016-17	GLA, Brentwood Borough Council, Basildon Council, Thurrock Council, LB Redbridge, LB Barking and Dagenham, Essex County Council.	To discuss and address particular strategic issues between Havering and individual local authorities.

Table A.3 Regular liaison meetings relevant to the Havering Local Plan

Meeting Name	Frequency	Representatives	Purpose
Association of London Borough Planning Officers Development Plans and Policy Officers sub-group	Quarterly	London Boroughs, GLA, London Councils and various other stakeholders depending on the agenda	Meetings to discuss latest planning issues, share experience, best practice and keeps boroughs up-to-date on the progress of Local Plan preparation.
Co-operation for Sustainable Development (Officers') Group	Quarterly	Local authorities in northwest Essex and local authorities in the proximity, as well as other relevant stakeholders	To promote cross boundary working and discuss other Duty to Co-operate issues.
London Aggregate Working Party meeting	Quarterly	Local authorities and representatives from the aggregates industry and other stakeholders including the GLA and DCLG	To monitor the supply and demand for aggregates, rocks or building material to be used in construction.
Strategic Retail Group	Bi-annually	Local authorities in the Thames Gateway and the GLA	To discuss cross boundary issues in the Thames Gateway, Local Plan progress and retail issues specifically.
Thames Gateway Strategic Group	Quarterly	Members of local authorities and other stakeholders within the Thames Gateway	Discussions on Member level to discuss strategic issues in the area with a focus on transport.

Table A.4 Summary of engagement with relevant local authorities

Neighbouring authority	Summary of engagement	Outstanding issues
London Borough of Barking and Dagenham	<p>The London Borough of Barking and Dagenham (LBBD) is in its early stages of Local Plan preparation. The Council has engaged with LBBD on a regular and ongoing basis.</p> <p>LBBD was one of the joint commissioning boroughs for the SHMA and shares the Housing Market Area with Havering and Redbridge boroughs. The Council has actively engaged with LBBD on this matter.</p> <p>The Council is working in partnership with LBBD in relation to the London Riverside Opportunity Area, which includes parts of both boroughs. The Council has heavily engaged with LBBD, the GLA and TfL in the preparation of the London Riverside Opportunity Area Planning Framework, and the London Riverside Development Infrastructure Funding Study.</p> <p>The Council has co-operated with LBBD on the establishment of the Thames Policy Area in the borough and on other detailed issues.</p>	There are no outstanding issues.
London Borough of Bexley	<p>The London Borough of Bexley (LBB) is preparing its Growth Strategy which will form the basis for a new Local Plan. The Council has engaged with LBB on a regular and ongoing basis.</p> <p>Although the boroughs are adjoining, it was agreed that there were few strategic issues that affect both boroughs due to the Thames operating as a barrier between the boroughs. It was agreed that the key strategic issue is the proposed River Crossing between Belvedere and Rainham, which would link the two boroughs. As a decision regarding this is beyond the scope and control of the Local Plan this discussion will remain ongoing.</p> <p>The Council has co-operated with LBB on the establishment of the Thames Policy Area in the borough.</p>	There are no outstanding issues.
London Borough of Newham	<p>The London Borough of Newham (LBN) has adopted its Detailed Sites and Policies DPD in 2016 and is working on a review of the Core Strategy (2012).</p> <p>LBN was one of the commissioning boroughs for the SHMA, but falls within a separate Housing Market Area (together with Waltham Forrester). The Council has therefore engaged with LBN on the preparation of the SHMA.</p> <p>The Council has engaged with LBN on a regular basis. However, no other strategic issues have been raised by LBN and the Council therefore believes it has met the Duty with LBN.</p>	There are no outstanding issues.
London Borough of Redbridge	<p>The London Borough of Redbridge (LBR) is slightly ahead of Havering in terms of the preparation of their Local Plan with Local Plan examination taken place in June 2017.</p>	There are no outstanding issues.

Neighbouring authority	Summary of engagement	Outstanding issues
	<p>LBR was one of the joint commissioning boroughs for the SHMA and shares the Housing Market Area with Havering and Barking and Dagenham boroughs. The Council has actively engaged with LBR on this matter and agreed a Statement of Common Ground regarding housing need.</p> <p>The Council has engaged with LBR on the preparation of the Green Belt Study.</p>	
London Borough of Waltham Forest	<p>The London Borough of Waltham Forest (LBWF) is in the early stages of preparing its Local Plan.</p> <p>LBWF was not one of the commissioning boroughs of the SHMA. However, as LBWF shares the Housing Market Area with Newham borough, the SHMA also covers LBWF.</p> <p>The Council has engaged with LBWF on a regular and ongoing basis. However, no particular strategic issues have been identified.</p>	There are no outstanding issues.
Epping Forest District Council	<p>Epping Forest District Council (EFDC) has published a Draft Local Plan (Reg 18) in October 2016. The Council has mainly engaged with EFDC via the Co-operation for Sustainable Development (Officers') Group, where planning issues were discussed on a regular basis. No particular strategic issues have been identified between the Council and EFDC.</p> <p>The Council has engaged with LBR on the preparation of the Green Belt Study.</p>	There are no outstanding issues.
Brentwood Borough Council	<p>Brentwood Borough Council (BBC) is currently preparing the Reg 19 version of its Local Plan. The Council has engaged with BBC on a regular and ongoing basis, and has provided comments to BBC's Draft Local Plan consultation in early 2016.</p> <p>The Council has initiated meetings with Brentwood to discuss progress on both Local Plans and cross boundary issues. Issues as Green Belt, Gypsy and Traveller provision, education and distribution of growth were discussed in individual meetings.</p> <p>The Council has engaged with BBC on the preparation of the Green Belt Study.</p>	The Council is in the process of agreeing a Statement of Common Ground with BBC on strategic transport issues.
Chelmsford City Council	<p>Chelmsford City Council (CCC) is in the early stages of Local Plan preparation. CCC has participated in the two Duty workshops and responded to the Reg 18 consultation. The Council and CCC share the position that there are no particular strategic issues between the local authorities. CCC is together with Havering involved in the A127 transport corridor working group.</p>	There are no outstanding issues.

Neighbouring authority	Summary of engagement	Outstanding issues
Basildon Council	<p>Basildon Council (BC) is working towards Reg 19 version of its Local Plan. The Council has engaged with BBC on a regular and ongoing basis, and has provided comments to BC's Draft Local Plan consultation in early 2016.</p> <p>The main strategic issues discussed were transport, Green Belt and distribution of growth. BC is together with Havering involved in the A127 transport corridor working group.</p>	The Council is in the process of agreeing a Statement of Common Ground with BC on strategic transport issues.
Thurrock Council	<p>Thurrock Council (TC) is in the early stages of preparing a new Local Plan. The Council has engaged with TC on a regular and ongoing basis.</p> <p>The main issues discussed with Thurrock have been the distribution of growth, transport and Green Belt.</p> <p>The Council has engaged with TC on the preparation of the Green Belt Study, by ensuring used methods were aligned in both authorities.</p>	The Council is in the process of agreeing a Statement of Common Ground with TC on strategic transport issues.
Essex County Council	<p>Essex County Council (ECC) has a responsibility for strategic planning as well as transport, minerals and waste.</p> <p>The Council has worked closely with ECC on the transport evidence for the Local Plan. The Council is engaged in the A127 transport corridor partnership initiated by ECC to align development and transport in this corridor.</p> <p>The Council has engaged with ECC on the planning for school places through Education departments.</p>	The Council is in the process of agreeing a Statement of Common Ground with ECC on strategic transport issues.

Annex B: Audit trail

B.1 The tables below provide an overview of key milestones for each strategic issue.

Table B.1 Issue 1: Housing need and delivery

#	Action	Date
1	Initiation of the potential joint preparation of a Strategic Housing Market Assessment (SHMA) with East London Boroughs.	7 August 2014
2	Follow-up meeting to discuss the SHMA brief and approach with relevant the boroughs.	9 December 2014
3	First engagement with Basildon, Brentwood, Chelmsford and Thurrock Councils on the SHMA process.	Early 2015
4	ORS commissioned to undertake SHMA.	April 2015
5	SHMA stakeholder event including neighbouring local authorities.	24 June 2015
6	Interviews with neighbouring authorities and other stakeholders as part of the preparation of the SHMA.	Spring/summer 2015
7	Meeting with commissioning boroughs and the GLA to discuss draft SHMA.	25 August 2015
8	Rainham and Beam Park Planning Framework stakeholder event.	6 October 2015
9	Draft SHMA Report of Findings issued.	16 October 2015
10	Meeting to discuss SHMA approach with London Boroughs of Barking and Dagenham, Redbridge and Newham.	7 November 2015
11	Meeting with the GLA to discuss approach to and strategy of the Local Plan in general and several strategic issues including housing.	2 February 2016
12	Meeting with the LB Redbridge to discuss Redbridge's unmet housing need and other Local Plan issues.	7 March 2016
14	Email conformation from the GLA on the approach to housing targets and meeting local need.	21 July 2016
15	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
16	Engagement with neighbouring authorities by ORS for the preparation of the GTAA.	Autumn 2016
17	Presentation and discussion on housing including SHMA and GTAA at Duty workshop with neighbouring authorities.	28 November 2016
18	Meeting with the GLA on the Local Plan with an emphasis on housing issues.	6 February 2016
19	Meeting with the GLA on the Local Plan with an emphasis on housing issues.	13 March 2016
20	Meeting with Thurrock Council to update progress on the Local Plans and discuss growth in Thurrock.	24 May 2017

Table B.2 Issue 2: Employment and retail

#	Action	Date
1	Attended the North East London Partnership meeting to discuss the Troubled Families funding criteria and provision.	19th May 2016
2	Attended the North east London Partnership workshop to discuss delivery of provision in boroughs.	31st May 2016
3	Attendance of Strategic Retail Group meeting at Thurrock Council with neighbouring local authorities and other retail stakeholders.	21 September 2016
4	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
5	Attended the North East London Partnership launch of the Troubled Families Programme and the providers.	6th December 2016
6	Meeting with the GLA to discuss approach to employment and retail and other strategic issues.	2 February 2017

Table B.3 Issue 3: Green Belt

#	Action	Date
1	Attendance of Green Belt workshop at Epping Forest District Council.	8 February 2016
2	Commissioning of Peter Brett Associates to operate as 'Critical Friends' for the Green Belt Study.	June 2016
3	Discussed approach to Green Belt study with Basildon Council in Duty meeting.	28 June 2016
4	Commissioning of Peter Brett Associates and Enderby Associates to assist with the parcel assessments stage of the Green Belt Study.	July 2016
5	Discussed approach to Green Belt study with Thurrock Council in Duty meeting.	15 July 2016
6	Discussed approach to Green Belt study with Brentwood Borough Council in Duty meeting.	2 August 2016
7	Discussed approach to Green Belt with GLA in Duty meeting.	21 September 2016
8	Green Belt study methodology shared with neighbouring local authorities and the GLA on a confidential basis.	20 October 2016
9	Green Belt method explained and discussed at Duty to Co-operate workshop with neighbouring local authorities.	28 November 2016
10	Final draft of Green Belt Study reviewed by 'Critical Friend' and shared with Cabinet Members and Members of the Green Belt Topic Group.	End of 2016
11	Green Belt Study Report shared with neighbouring local authorities and the GLA for information and comments.	30 January 2017

Table B.4 Issue 4: Transport

#	Action	Date
1	Crossrail inter-London meetings.	Bi-monthly
2	East and South East Regional Panel with TfL and East London Boroughs to discuss sub regional transport issues and TfL's strategic planning issues.	Quarterly
3	Pan London Smarter Travel events with TfL and London Boroughs to discuss School Travel planning issues across London.	Quarterly
4	London Road Safety Council with TfL and London Boroughs to discuss road safety education issues across London.	Quarterly
5	Crossrail High Level Forum - Meeting with London Boroughs on Crossrail for Members.	Annually (November)
6	Transport for London - East London River Crossings.	29 January 2015, 25 August 2015, 27 October 2015, 14 January 2016
7	Meeting with London Mayor and London Boroughs to discuss infrastructure requirements to support London Plan delivery.	28 April 2015
8	Meeting with TfL on proposals for East London river crossings.	14 January 2016
9	Meeting of Thames Gateway Strategic Group to discuss strategic transport issues in the wider Thames Estuary.	19 January 2016, 21 March 2016, 11 October 2016, 2 March 2017
10	Meeting of the Leader of the Council with the Crossrail Chief Executive with regards to Romford Station.	17 February 2016
11	Meeting with Essex County Council to discuss the Local Plan including transport issues and evidence.	8 June 2016
12	Meeting with Highways England regarding the J28/M25 scheme.	8 June, 11 July and 10 November 2016
13	Bilateral meetings (Members and officers) with Highways England to discuss the Lower Thames project.	7 January 2015, 17 September 2015, 30 August 2016
14	Meeting (Members and officers) with Transport for London regarding Gallows Corner.	7 June 2016
15	A127 Growth Corridor Workshop organised by Essex County Council.	18 August 2016
16	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
17	On-going engagement and dialogue through Sub Regional Transport Panel / Plan and specific meetings with individual boroughs initiated by TfL.	28 September 2016, 20 February 2017
18	Engagement with TfL on the preparation of transport evidence for the Local Plan.	Autumn 2016 - Winter 2016/17

#	Action	Date
19	Presentation and discussion on progress of the transport evidence at the Duty to Co-operate workshop with neighbouring authorities and TfL.	28 November 2016
20	Meeting with Transport for London to discuss strategic transport aspirations for the borough.	3 November 2016, 31 March 2017
21	Meeting with Transport for London, Essex County Council, Highways England and the Council's Highways Department on the Local Plan, the Council's strategic transport aspirations and transport modelling.	19 January 2017
22	Senior management engagement with London Borough of Bexley to discuss strategic transport interventions.	31 January 2017
23	Agreed to progress a Statement of Common Ground on Transport issues with Essex County Council, neighbouring Essex authorities and Thurrock Council in a meeting on the Local Plan.	22 March 2017
24	Draft Statement of Common Ground circulated with Essex County Council, neighbouring Essex authorities and Thurrock Council.	22 May 2017
25	Meeting with Thurrock Council to discuss transport issues and progress on both Local Plans.	24 May 2017
26	Draft Transport Topic Paper shared with Essex County Council, neighbouring Essex authorities and Thurrock Council.	26 May 2017

Table B.5 Issue 5: Infrastructure

#	Action	Date
1	Engagement with infrastructure providers regarding the Infrastructure Delivery Plan.	Throughout 2016-2017
2	Engagement with Public Health officers on the Health Impact Assessment.	Spring 2016
3	Contact with Havering CCG, Public Health department, Local Transport Authority, Lead Local Flood Authority, other departments at the Council and external providers to gain insight in the future infrastructure needs in the borough as part of the preparation of the Infrastructure Delivery Plan.	Summer 2016 - Winter 2016/17
4	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
5	Meeting with Havering CCG and HUDU to jointly produce evidence regarding future health provision in the borough.	21 November 2016
6	Meeting with Havering CCG and the Council's Public Health team regarding the provision of sexual health facilities in the borough.	31 January 2017
7	Follow up meeting with the Havering CCG and the Council's Public Health team to update on the evidence regarding future health provision in the borough.	31 January 2017

Table B.6 Issue 6: Flood risk and rivers

#	Action	Date
1	Strategic Flood Risk Assessment agreed with the Environment Agency (EA) and published on the Council's website.	October 2014
2	Agreed to update the 2014 Strategic Flood Risk Assessment Level 1 and Annex on strategic development areas (SFRA) in a meeting with the EA.	14 March 2016
3	Commissioning of the update of the SFRA to Jacobs consultants.	March 2016
4	Progress on the SFRA and other issues for the Local Plan were discussed in a meeting with the Environment Agency.	29 June 2016
5	First draft of the SFRA was shared with the EA and with officers at the Council representing the Local Flood Authority.	August 2016
7	Draft version of the SFRA was agreed with officers of the Council representing the Local Flood Authority and by officers leading on the two Housing Zones.	September 2016
8	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
9	Meeting with the Council and EA to discuss the final draft SFRA Level 1 and annex, and Local Plan policies.	28 October 2016
10	Final version of the SFRA was approved by the EA.	16 December 2016
11	Draft Local Plan policies related to flooding and the environment were shared with the EA for comments.	23 December 2016
12	Comments on draft policies received from the EA with suggested amendments.	12 January 2017
13	SFRA published on the Council's website and shared with neighbouring local authorities and other key bodies.	19 December 2017
14	Lead Local Flood Authority Tri-borough meeting between the Council, the London Borough's of Barking and Dagenham and Redbridge and the Environment Agency.	8 June 2017
15	Email contact with the Marine Management Organisation to update on the South East Marine Plan progress as well as the Local Plan.	27 June 2017

Table B.7 Issue 7: Natural environment

#	Action	Date
1	Engagement with neighbouring local authorities, statutory bodies and locally active partnerships for the production of the Green Infrastructure Strategy.	Winter 2015/16
2	Contact with the GLA to clarify position regarding Local Nature Partnership in London.	June 2016

#	Action	Date
3	Contact with the Thames Gateway LNP to discuss engagement throughout the Local Plan process.	June 2016
4	Email contact with Natural England to update on Local Plan progress and how the issues raised during Reg 18 response have been addressed.	June 2016
5	Workshop with the GLA and officers from different departments to present the Green Infrastructure Strategy and discuss the approach to Green Infrastructure in the Local Plan.	18 July 2016
6	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
7	Telcon with Natural England to provide an update on the Local Plan and its strategy and agree steps for further engagement.	23 January 2017
8	Meeting with Havering Wildlife Project to discuss the approach to the natural environment in the Local Plan.	25 January 2017
9	Email from Natural England expressing broad support for 'Green Places' policies.	13 March 2017
10	Confirmation from the London Wildlife Sites Board for support for the promotion of the North Ockendon Pit to the Metropolitan level.	27 March 2017
11	Draft Habitat Regulations Assessment report shared with neighbouring authorities.	13 April 2017
12	Comments received via email from Natural England on the draft Habitat Regulations Assessment expressing support for the approach.	9 June 2016
13	Support from Barking and Dagenham regarding promotion of Beam Valley SINC to SMI.	20 June 2016

Table B.8 Issue 8: Minerals

#	Action	Date
1	London Aggregate Working Party meeting.	8 January 2016
2	London Aggregate Working Party meeting.	5 August 2016
3	London Aggregate Working Party meeting.	2 December 2016

Annex C: London Plan context

C.1 Strategic issues covered in the London Plan that the Havering Local Plan cannot change include:

- The minimum 10 year housing target for Havering 11,700 dwellings as a rolling target
- The identification of London Riverside as an opportunity area
- The classification of the metropolitan and district centres:
 - Romford Metropolitan Centre
 - District centres of Collier Row, Elm Park, Harold Hill, Hornchurch, Rainham and Upminster.
- The designation of Strategic Industrial Locations:
 - Harold Hill Industrial Estate
 - King George Close Estate, Romford
 - Rainham Employment Area
- Identification of Havering as a Strategic Outer London Development Centre
- Location of Havering within the Thames Gateway National Growth Area
- Strategic benchmarks for specialist accommodation for older people in Havering, set at 135 for private sale, 50 for intermediate sale and 0 for affordable rent
- The identification of Havering as a Mineral Planning Authority in London with a landbank appointment of at least 1.75 million tonnes of land won aggregates up to 2031