

Havering Local Plan 2016-2031
Duty to Cooperate Statement
March 2018

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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.
- 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. The event was attended by LB Barking and Dagenham, LB Redbridge, LB Bexley, Chelmsford City Council, Epping Forest District Council, Thurrock Council, Brentwood Borough Council and Basildon Council.
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 to provide an on-going and open invite to discuss strategic issues. This letter was sent to all statutory consultees and neighbouring authorities.
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. The event was attended by The GLA, LB Barking and Dagenham, LB Redbridge, Brentwood Borough Council, Thurrock Council, Basildon Council, Essex County Council, LB Waltham Forest, LB Bexley and Transport for London.
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. 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 current London Plan was originally published in 2011, a consolidated version with alterations was published in March 2016. The new Mayor of London is currently preparing a new London Plan, which was subject to consultation until 2nd March 2018.
- 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 This section sets 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 on-going 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

1. Strategic Planning issue

The NPPF requires local authorities to meet "the full, objectively assessed needs for market and affordable housing in the housing market area". Havering forms part of the London Wide Housing Market Area alongside all other London Boroughs.

Havering shares a sub housing market area with the London Boroughs of Barking and Dagenham and Redbridge. The Council has worked with these authorities to identify the housing need in the sub housing market area.

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.

2. London Plan context

The London Plan makes clear that London should be treated as a single housing market. 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.

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.

3. Evidence base

- GLA Strategic Housing Land Availability Assessment (2013)
- GLA Strategic Housing Land Availability Assessment (2017)
- London Strategic Housing Market Assessment (SHMA) (2013)
- London Strategic Housing Market Assessment (SHMA) (2017)
- Outer North East London Strategic Housing Market Assessment and update for Havering (2016)
- Gypsy and Traveller Accommodation Assessment (2018)
- Housing Position Statement (2018)
- Statement of Common Ground - LB Redbridge and LB Havering (Refer to Annex D)

4. Strategic Partners

- Greater London Authority (GLA) / Mayor of London
- London Borough of Barking and Dagenham
- London Borough of Redbridge
- London Borough of Newham
- Local authorities outside of London - Brentwood, Basildon, Epping Forest, Thurrock and Chelmsford
- Essex County Council
- London Gypsy and Traveller Unit (LGTU)
- Showmen's Guild (London Section)

5. Actions taken

- 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 sub housing market 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 update 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.

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) and Addendum (2018) • Retail and Commercial Leisure Study (2015) and Update (2018) • London Riverside Opportunity Area Planning Framework (2015)
<p>3. Strategic Partners</p>	<ul style="list-style-type: none"> • Neighbouring local authorities including LB Barking and Dagenham, LB Redbridge, LB Bexley, Chelmsford City Council, Epping Forest District Council, Thurrock Council, Brentwood Borough Council and Basildon Council. • 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>	

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.

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.

6. Ongoing cooperation

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 and the review of the London Plan.

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 over 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. In 2018 a Site Green Belt Assessment and Sustainability Assessment was undertaken which looked at the specific sites that have been put forward to the Council through the preparation of the Havering Local Plan.</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) • Site Green Belt Assessment and Sustainability Assessment (2018) • Housing Position Statement (2018) • Outer North East London Strategic Housing Market Assessment and update for Havering (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

4. Actions taken

- Engagement with neighbouring local authorities in their Green Belt reviews.
- Engagement with neighbouring local authorities during the preparation of the Green Belt Study including sharing the methodology to ensure consistency across authorities and sharing drafts of both the strategic green belt review (2016) and the Site Assessment work (2018).

5. Outcomes from strategic working

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 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 both the Green Belt reports were shared with neighbouring local authorities including the GLA and Essex County Council for comments, to inform the final report.

During the preparation of the Havering Local Plan the GLA has continually advised that there should be no green belt release in Havering to meet objectively assessed housing needs. Any proposed green belt release would be out of conformity with the London Plan and would trigger a general conformity objection in response to the regulation 19 consultation.

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, and will continue to engage with neighbouring authorities on Green Belt matters.

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. Havering considers that 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 • Havering Strategic Modelling Technical Note • Statement of Common Ground with Essex County Council, several South Essex authorities, Thurrock Council, Southend-on-Sea Council and Highways England (Refer to Annex E)
<p>3. Strategic Partners</p> <ul style="list-style-type: none"> • Transport for London • Greater London Authority • Highways England • Neighbouring authorities • Essex County Council • London City Airport • Network Rail • Public Transport Operators (bus and 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, commissioned TfL to undertake high level strategic modelling to support the Local Plan and agree a Statement of Common Ground. • Involvement in the A127 Growth Corridor working group led by Essex County Council to review and assess the potential impacts of cross borough growth on this important highway corridor.

- Engagement with Highways England on the Lower Thames Crossing project and capacity improvement options for Junction 28 on the M25. These discussions have also included relevant local authorities.
- Frequent meetings with TfL and neighbouring authorities to discuss a variety of topics, including, strategic planning issues, School Travel Planning across London, and general road safety education. Extensive meetings have been held with TfL in respect of Havering's Local Implementation Plan programme including its submission and content.
- Havering's strategic transport interventions (as set out in the Local Plan) have been the subject of several meetings between Havering Officers and Members and senior Mayoral representatives (deputy Mayor's).
- Regular meetings with Transport for London and relevant local authorities through the forum of the sub regional transport panel which considers transport issues arising in east London and beyond.
- Quarterly Public Transport Operator Liaison meetings have given transport operators an opportunity to discuss any issues or concerns they have with transport in Havering
- Commissioning of feasibility study to investigate potential for improved north/south public transport link through the provision of a Tram.
- Approval to progress feasibility study through the TfL Liveable Neighbourhood programme to address Ring Road permeability issues in Romford.
- A feasibility study will soon be commissioned to examine the options for reconfiguration of Gallows Corner junction.
- Engagement with the GLA, Network Rail and TfL on the new Beam Park Station.
- Meetings have taken place between the Leader of the Council, GLA Deputy Mayors and Crossrail in regards to improvements works to Romford Station.
- Meetings have taken place between the Leader of the Council and London City Airport on a variety of topics includes their expansion plans and employment opportunities.
- Regular engagement with Schools through the School Travel Plan process to reduce congestion outside local schools and improve modal shift for school journeys.
- Cross Council working to secure the preparation and delivery of the Council's Air Quality Action Plan
- Cross Council working to develop and inform specific strategies on public health (such as prevention of obesity
- Engagement with Local Businesses such as the London Riverside Business Improvement District (BID) to encourage sustainable travel to/from work and promote the benefits of active travel for staff and employers.

5. Outcomes from strategic working

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. Regular engagement with TfL on the delivery of Crossrail Complementary Measures at Harold Wood, Gidea Park and Romford stations.

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.

In several meetings with Essex County Council and other south East authorities on the Local Plan wider sub-regional transport issues have been discussed. This includes the transport impact of respective Local Plans 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 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 have 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. Several meetings have 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 meeting has been held with Highways England to discuss their response to the Local Plan consultation. The comments raised by Highways England in relation to the impact growth would have on the strategic transport network were discussed, and it was also agreed that greater collaboration needed to take place with Highways England on strategic transport matters. It was agreed that Highways England should be invited to future cross borough liaison meetings such as the A127 Growth Corridor. The Statement of Common Ground was also discussed with Highways England at which Highways England indicated they would be prepared to sign up to this once a Memorandum of Understanding between Highways England and LB Havering had also been agreed. At the time of Local Plan submission, the Statement of Common Ground (which can be found in Annex E) is yet to be signed by Highways England. LB Havering also agreed to provide Highways England with a copy of the Council's formal response to the Mayor's Transport Strategy.

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, Rochford District Council, Castle Point District, Southend-on-Sea Borough Council, Thurrock Council and Highways England. The purpose of this SoCG is to evidence the commitment between the respective authorities to maintaining dialogue between themselves on transport issues in advance of respective Local Plans being submitted (including Havering).

This includes agreed joint working on a number of strategic transport issues:

- A127 Corridor between Gallows Corner and Southend
- Lower Thames Crossing (including scope for remodelling new junction with M25 and close liaison with local residents on the former layout of the junction)
- Communication of Works
- Improvements to Junction 28 of M25
- Improvements to Junction 29 of M25

- Transport evidence supporting Local Plans
- Public transport links and capacity improvements

As a result of a successful funding application, feasibility of the Romford Liveable Neighbourhoods scheme is being progressed in 2018/19.

A Report setting out high level route options for a north/south tram link expected in late April/early May in the new financial year (2018/19). Further discussions to be held with TfL following completion of initial tram feasibility study.

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 Council have an agreement that Havering will continue to be involved in the A127 Growth Corridor discussions along with South Essex authorities and will also meet to discuss general transport matters on a quarterly basis with Essex County Council. Seeking engagement in ongoing scoping work for the preparation of non statutory planning guidance currently being evaluated for south Essex. Highways England will continue to have a continued dialogue with Havering regarding proposals which are developed for Junction 28 of the M25 and the Lower Thames Crossing. In order to minimise adverse impacts on congestion and the environment, Havering continues to meet with TfL concerning the delivery of the bridge replacement project at Ardleigh Green on the A127. Through sub-regional meetings the Council will continue to meet with TfL on a quarterly basis. Regular engagement on the delivery of the Crossrail scheme through Crossrail High Level Forum, Crossrail Planning Forum, and Crossrail Inter boroughs. The Council will continue to meet with public transport providers on a quarterly basis to discuss operational transport matters in the borough. Regular engagement with the Mayor's deputies on Havering's strategic transport priorities.

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. This includes delivering of transport infrastructure to support growth and improve connectivity and further details of this can be found in table 4.4.</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 • Mayor of London (Greater London Authority and Transport for London) • 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 • Engagement with neighbouring authorities to discuss how cross boundary growth can be accommodated on the transport network (see table 4.4). • Engagement with TfL on Strategic Transport Aspirations and other transport infrastructure requirements (table 4.4) • Discussions with neighbouring boroughs on education provision
<p>5. Outcomes from strategic working</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.

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.

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.

6. Ongoing cooperation

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.

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>

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.

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, providing 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, following 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 understanding 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. Specific comments on individual policies raised by the Environment Agency in response to the Local Plan Regulation 19 consultation are addressed through the Council's responses and proposed modifications.</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 Regulation 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 was also shared with Historic England prior to the Regulation 19 consultation, with the opportunity to provide comments.</p> <p>A meeting was held with officers from Historic England on the 6th March to discuss their consultation response, their programme for updating Archaeological Priority Zones, the Council's programme for keeping the Conservation Area Appraisals and Management Plans up to date and the introduction of Local List Criteria.</p> <p>Specific comments on individual policies raised by the Environment Agency in response to the Local Plan Regulation 19 consultation are addressed through the Council's responses and proposed modifications.</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 were shared with informal agreement on the content being reached prior to Regulation 19 consultation. Natural England raised no issues in their response to Regulation 19 consultation.</p>	There are no outstanding issues.

Prescribed body	Summary of engagement	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> <p>The GLA provided a broadly positive response to the Regulation 19 consultation. They have raised an objection on the grounds of general conformity with the London Plan in relation to the proposed parking standards (refer to the Integrated Transport Authorities section of this table). Specific comments on individual policies raised by the GLA in their consultation response are addressed through the Council's responses and proposed modifications.</p> <p>The Council approached the GLA to establish whether the Mayor would be willing to sign up to the Statement of Common Ground (SoCG) that has been jointly prepared between Havering, Essex County Council, South Essex authorities and Highways England. The Mayor is unable to be party to this Statement, given his formal role in assessing general conformity of the Havering Local Plan with the London Plan. However, the Mayor supports the principle of boroughs agreeing, as far as possible key issues with neighbouring authorities and relevant stakeholders, and endorses Havering's approach.</p>	The GLA/TfL has objected to the proposed parking standards in the Local Plan. This issue has not been resolved.
Civil Aviation Authority	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.	There are no outstanding issues.
Homes and Communities Agency	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.	There are no outstanding issues.
Primary Care Trust	<p>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.</p> <p>The Council has worked collaboratively with the CCG in the preparation of their Havering Primary Care Infrastructure Capacity Plan 2017.</p>	There are no outstanding issues.

Prescribed body	Summary of engagement	Outstanding issues
	<p>The health needs in the borough (as identified in the Capacity Plan) are reflected in the Havering Infrastructure Delivery Plan. It has been agreed to keep the needs for health facilities and the mechanisms to deliver these under review.</p> <p>The CCG provided a positive response to the Regulation 19 Consultation.</p>	
Office of Rail Regulation	<p>The Council has sought contact with the ORR throughout various stages of the preparation of the Local Plan but has not received any responses. 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.</p>	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 discussed.</p> <p>Part of the evidence base to support the Local Plan has involved the Council commissioning TfL to undertake some high level strategic modelling work looking at the impact sub-regional growth will have on the Highway network.</p> <p>TfL have been involved in Duty to Co-operate meetings with neighbouring boroughs and with Highways Authorities to discuss the Evidence Base and the delivery of strategic transport priorities identified in the Local Plan.</p> <p>The GLA/TfL have objected to the Local Plan on the grounds of general conformity with the London Plan in relation to the proposed parking standards. A number of meetings have been held with TfL to discuss this objection, but no resolution has been reached.</p>	The GLA/TfL has objected to the proposed parking standards in the Local Plan. This issue has not been resolved.
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 kept up to date on progress with the Transport Evidence Base for the Local Plan.</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</p>	The Council has been liaising with Highways England regarding the Statement of Common Ground covering strategic transport issues (refer to Annex E). At the time of submission Highways England have not yet signed the Statement of Common Ground.

Prescribed body	Summary of engagement	Outstanding issues
	parking provision. The Local Highways Authority is therefore supportive of the Local Plan policies and has made sure the underpinning evidence base is robust.	
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 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. The MMO were consulted on the Proposed Submission Local Plan under Regulation 19, but did not respond.	There are no outstanding issues.
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 part 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 and options (Reg 18)	25 February 2015	LB Bexley, Chelmsford City Council, Epping Forest District Council, Thurrock Council, LB Barking and Dagenham, LB Redbridge, Brentwood Council, Basildon Council.	To kick-start the Local Plan process by presenting the 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 on-going evidence base work, discuss strategic issues, and discuss Local Plan progress from other local authorities.
Programme of individual dedicated DtC meetings	Throughout 2016-2018	GLA, Brentwood Borough Council, Basildon Council, Thurrock Council, LB Redbridge, LB Barking and Dagenham, Essex County Council, Rochford District Council, LB Newham (via phone), LB Bexley (via phone).	To discuss and address particular strategic issues between Havering and individual local authorities.
Havering Local Plan - Strategic Transport Issues	19 th January 2017	Essex County Council, London Borough of Havering, Highways England, Transport for London	To provide an update on Havering Local Plan, Havering Transport evidence base and to discuss Essex County Councils highway comments
Duty to Cooperate Local Plan Issues – Way Forward	22 nd March 2017	Essex County Council, London Borough of Havering, Basildon Borough Council, Brentwood Borough Council, Thurrock Council, Greater London Authority.	For stakeholders to provide an update on respective Local Plan progress, a discussion around collaborative working to address outstanding strategic transport matters and drafting Statement of Common Ground. The GLA provided an update on Mayoral matters including the London Plan and Housing need.

Event	Date	Attendees	Purpose
Duty to Cooperate – Meeting with Highways England	8 th January 2018	Highways England, London Borough of Havering	To provide an update on Havering Local Plan, and to discuss Highways England's Reg 19 comments.

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,</p>	There are no outstanding issues.

Neighbouring authority	Summary of engagement	Outstanding issues
	<p>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 LBB on the establishment of the Thames Policy Area in the borough and on other detailed issues.</p> <p>The Council has also engaged with LBB on the preparation of the Green Belt Study and Site Assessment Work</p> <p>LBB were invited to comment on the Proposed Submission Havering Local Plan under Regulation 19. The Council advised that they had no comments to make on the Havering Local Plan.</p>	
<p>London Borough of Bexley</p>	<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> <p>The London Borough of Bexley were invited to comment on the Havering Proposed Submission Local Plan under Regulation 19 but did not submit a response.</p>	<p>There are no outstanding issues.</p>
<p>London Borough of Newham</p>	<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 Forrest). 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> <p>The London Borough of Newham were invited to comment on the Havering Proposed Submission Local Plan under Regulation 19 but did not submit a response.</p>	<p>There are no outstanding issues.</p>

Neighbouring authority	Summary of engagement	Outstanding issues
London Borough of Redbridge	<p>The London Borough of Redbridge (LBR) is due to adopt their Local Plan in March 2018 following receipt of the Inspector's report in January 2018.</p> <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 (Refer to Appendix D).</p> <p>The Council has also engaged with LBR on the preparation of the Green Belt Study and Site Assessment Work</p> <p>The London Borough of Redbridge submitted a positive consultation response to the Regulation 19 consultation.</p>	There are no outstanding issues.
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> <p>The London Borough of Waltham Forest were invited to comment on the Havering Proposed Submission Local Plan under Regulation 19 but did not submit a response.</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 EFDC on the preparation of the Green Belt Study and Site Assessment Work</p> <p>Epping Forest District Council were invited to comment on the Havering Proposed Submission Local Plan under Regulation 19 but did not submit a response.</p>	There are no outstanding issues.
Brentwood Borough Council	<p>Brentwood Borough Council (BBC) has recently consulted on its Draft Local Plan Preferred Site Allocations under Regulation 18. The Council has engaged with BBC on a regular and ongoing basis, and has provided comments to BCC's Local Plan consultations.</p>	There are no outstanding issues.

Neighbouring authority	Summary of engagement	Outstanding issues
	<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 housing supply were discussed in individual meetings.</p> <p>The Council has engaged with BBC on the preparation of the Green Belt Studyand Site Assessment Work.</p> <p>Brentwood Borough Council together with LB Havering are involved in the A127 transport corridor working group. BBC have signed the Statement of Common Ground on strategic transport issues as set out in Annex E. The Transport Evidence Base prepared has been shared with Brentwood Borough Council.</p> <p>BBC have signed the Statement of Common Ground on strategic transport issues as set out in Annex E.</p> <p>Brentwood Borough Council submitted a positive consultation response to the Regulation 19 consultation.</p>	
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> <p>Chelmsford City Council submitted a positive consultation response to the Regulation 19 consultation.</p>	There are no outstanding issues.
Basildon Council	<p>Basildon Council (BC) is working towards Regulation 19 version of its Local Plan. The Council has engaged with BC 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 as part of the Duty to Co-operate were transport, Green Belt housing supply, gypsy and traveller provision and employment.</p> <p>Basildon Council together with LB Havering are involved in the A127 transport corridor working group. BC have signed the Statement of Common Ground on strategic transport issues as set out in Annex E. The Transport Evidence Base prepared has been shared with Basildon Council.</p> <p>The Council has engaged with BBC on the preparation of the Green Belt Studyand Site Assessment Work.</p>	There are no outstanding duty-to-cooperate issues but Basildon Council's objection regarding unmet housing need has not been resolved

Neighbouring authority	Summary of engagement	Outstanding issues
	<p>In their consultation response to Regulation 19 consultation Basildon Council objected to the Havering Local Plan due to concerns about unmet housing need. Further to this representation officers from Havering and the GLA attended the South Essex Authorities DtC meeting on 23rd October 2017 which was attended by officers from Basildon Council. This was followed by a meeting between officers from Basildon Council and Havering Council on 12th December 2017.</p> <p>At the South Essex Authorities DtC meeting the GLA reconfirmed the London Plan policy position. The London Plan makes clear that London should be treated as a single housing market. The London Plan states that the Annual average housing supply monitoring targets set out in Table 3.1 are a minimum target for each borough. In order to meet local need and contribute to meeting strategic need each London borough is to seek to identify additional capacity to close the gap between the identified housing need and supply. The GLA have confirmed that individual London boroughs are not expected to identify where any unmet need is going to be met either inside of London or outside.</p> <p>With regards to the final 5 years of the Plan period, the Council is in agreement that it will need to review the Local Plan to ensure that a suitable housing supply is identified. An explicit commitment to an early review of the Plan is therefore proposed.</p> <p>Whilst Basildon Council object to the Havering Local Plan on soundness grounds due to unmet housing need it was agree at the meeting on the 12th December that there were no outstanding DtC issues.</p>	
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 strategic issues discussed as part of the Duty to Co-operate were transport, Green Belt housing supply and gypsy and traveller provision.</p> <p>The Council has engaged with TC on the preparation of the Green Belt Study and Site Assessment Work, by ensuring used methods were aligned in both authorities.</p> <p>Thurrock Council is together with Havering involved in the A127 growth corridor working group. The Transport Evidence Base prepared has been shared with Thurrock Council. TC have signed the Statement of Common Ground on strategic transport issues as set out in Annex E.</p>	Thurrock Council's objection regarding unmet housing need has not been resolved. A further discussion with Thurrock Council to discuss the issues raised in their consultation response would be welcomed.

Neighbouring authority	Summary of engagement	Outstanding issues
	<p>In their consultation response to Regulation 19 consultation Thurrock Council objected to the Havering Local Plan due to concerns about unmet housing need. Further to this representation officers from Havering and the GLA attended the South Essex Authorities DtC meeting on 23rd October 2017 which was attended by officers from Thurrock Council.</p> <p>At the South Essex Authorities DtC meeting the GLA reconfirmed the London Plan policy position. The London Plan makes clear that London should be treated as a single housing market. The London Plan states that the annual average housing supply monitoring targets set out in Table 3.1 are a minimum target for each borough. In order to meet local need and contribute to meeting strategic need each London borough is to seek to identify additional capacity to close the gap between the identified housing need and supply. The GLA have confirmed that individual London boroughs are not expected to identify where any unmet need is going to be met either inside of London or outside.</p> <p>The Council has sought to engage further with Thurrock Council and offered an individual meeting to discuss the issues raised in their response in further detail. LB Havering is awaiting a response from Thurrock Council.</p> <p>With regards to the final 5 years of the Plan period, the Council is in agreement that it will need to review the Local Plan to ensure that a suitable housing supply is identified. An explicit commitment to an early review of the Plan is therefore proposed.</p>	
<p>Essex County Council</p>	<p>Essex County Council (ECC) has a responsibility for strategic planning as well as transport, minerals and waste.</p> <p>The main strategic issues discussed as part of the Duty to Co-operate were transport, green belt, housing supply, education provision, flooding and minerals and waste.</p> <p>As part of Duty to Co-operate the transport evidence for the Local Plan has been discussed and shared with ECC. These discussions also covered how Havering and ECC can continue to work together alongside the Local Plan to address the impact cross-boundary growth will have on the transport network.</p> <p>ECC has signed the Statement of Common Ground on strategic transport issues as set out in Annex E.</p> <p>The Council is engaged in the A127 growth corridor partnership initiated by ECC to align development and transport in this corridor and has attended several cross-borough liaison meetings concerning this topic. These discussions have also looked at how utility works close to borough boundaries can be better coordinated.</p>	<p>Essex CC's objection regarding housing need has not been resolved. However it is anticipated that an early review will help to deal with the objections received with regards to the 10-15 year plan period.</p>

Neighbouring authority	Summary of engagement	Outstanding issues
	<p>The Council has engaged with ECC on planning for school places. The Havering school organisation and Essex school organisation teams maintain a close relationship, attending meetings where issues concerning place planning are regularly discussed, particularly if they have a potential cross border implication.</p> <p>In their response to Regulation 19 consultation Essex Country Council objected to the Havering Local Plan due to concerns about unmet housing need and the lack of detail on housing supply in the final 5 years of the plan in light of the lack of review mechanism. Further to this representation officers from Havering and the GLA attended the South Essex Authorities DtC meeting on 23rd October 2017 which was attended by officers from Essex County Council.</p> <p>At the South Essex Authorities DtC meeting the GLA reconfirmed the London Plan policy position. The London Plan makes clear that London should be treated as a single housing market. The London Plan states that the annual average housing supply monitoring targets set out in Table 3.1 are a minimum target for each borough. In order to meet local need and contribute to meeting strategic need each London borough is to seek to identify additional capacity to close the gap between the identified housing need and supply. The GLA have confirmed that individual London boroughs are not expected to identify where any unmet need is going to be met either inside of London or outside.</p> <p>With regards to the final 5 years of the Plan period, the Council is in agreement that it will need to review the Local Plan to ensure that a suitable housing supply is identified. An explicit commitment to an early review of the Plan is therefore proposed. It is anticipated that this will also address ECC's concerns with regards to the impact of development in the 10-15 year period on planning for school places, highways and transportation and flood and water management.</p> <p>The Council has sought to engage further with Essex County Council and offered an individual meeting to discuss the issues raised in their response in further detail. LB Havering is awaiting a response.</p>	
Rochford District Council	<p>Rochford District Council (RDC) together with LB Havering are involved in the A127 transport corridor working group. RDC have signed the Statement of Common Ground on strategic transport issues as set out in Annex E. The Transport Topic Paper which forms part of the Transport Evidence Base for the Local Plan has been shared with Rochford.</p>	<p>There are no outstanding duty-to-cooperate issues but Rochford District Council's objection</p>

Neighbouring authority	Summary of engagement	Outstanding issues
	<p>Rochford District Council submitted a consultation response to Regulation 19 consultation objecting to the Havering Local Plan due to concerns about unmet housing need. Further to this representation officers from Havering and the GLA attended the South Essex Authorities DtC meeting on 23rd October 2017 which was attended by officers from Rochford District Council. A subsequent meeting was held with Rochford Council on 20th February 2018.</p> <p>At the South Essex Authorities DtC meeting the GLA reconfirmed the London Plan policy position. The London Plan makes clear that London should be treated as a single housing market. The London Plan states that the Annual average housing supply monitoring targets set out in Table 3.1 are a minimum target for each borough. In order to meet local need and contribute to meeting strategic need each London borough is to seek to identify additional capacity to close the gap between the identified housing need and supply. The GLA have confirmed that individual London boroughs are not expected to identify where any unmet need is going to be met either inside of London or outside.</p> <p>With regards to the final 5 years of the Plan period, the Council is in agreement that it will need to review the Local Plan to ensure that a suitable housing supply is identified. An explicit commitment to an early review of the Plan is therefore proposed.</p> <p>Whilst Rochford District Council object to the Havering Local Plan due to unmet housing need it was agreed at the meeting on the 20th February that this is a London-wide issue dealt with by the GLA through the London Plan and that there were no outstanding DtC issues in this regard.</p>	<p>regarding unmet housing need has not been resolved.</p>

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
13	Email confirmation from the GLA on the approach to housing targets and meeting local need.	21 July 2016
14	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
15	Engagement with neighbouring authorities by ORS for the preparation of the GTAA.	Autumn 2016
16	Presentation and discussion on housing including SHMA and GTAA at Duty workshop with neighbouring authorities.	28 November 2016
17	Meeting with the GLA on the Local Plan with an emphasis on housing issues.	6 February 2016
18	Meeting with the GLA on the Local Plan with an emphasis on housing issues.	13 March 2016
19	Meeting with Thurrock Council to update progress on the Local Plans and discuss growth in Thurrock.	24 May 2017

#	Action	Date
20	Attendance (with the GLA) at the South Essex Authorities DTC meeting	23 Oct 2017
21	Meeting with Basildon Council to discuss their Regulation 19 Consultation Response	12 Dec 2017
22	Meeting with Rochford District Council to discuss their Regulation 19 Consultation Response	20 February 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
7	Meeting with Basildon Council to discuss their Regulation 19 Consultation Response	12 December 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

#	Action	Date
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
12	Green Belt Site Assessments and Sustainability Assessment shared with the GLA, LB Barking and Dagenham, LB Redbridge, LB Bexley, LB Newham, LB Waltham Forest, Brentwood Borough Council, Epping Forest District Council, Thurrock Council, Basildon Council, Chelmsford City Council, Essex County Council, Rochford District Council.	7th February 2018

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	Public Transport Operator Liaison Meetings (PTOLM) - Meetings with transport operators, Transport for London and other stakeholders to discuss operational and strategic transport matters in Havering.	Quarterly
6	Crossrail High Level Forum - Meeting with London Boroughs on Crossrail for Members.	Annually (November)
7	Transport for London - East London River Crossings.	29 January 2015, 25 August 2015, 27 October 2015, 14 January 2016
8	Meeting with London Mayor and London Boroughs to discuss infrastructure requirements to support London Plan delivery.	28 April 2015
9	Meeting with TfL on proposals for East London river crossings.	14 January 2016
10	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

#	Action	Date
11	Meeting of the Leader of the Council with the Crossrail Chief Executive with regards to Romford Station.	17 February 2016
12	Meeting with Essex County Council to discuss the Local Plan including transport issues and evidence.	8 June 2016
13	Meeting with Highways England regarding the J28/M25 scheme.	8 June, 11 July and 10 November 2016
14	Bilateral meetings (Members and officers) with Highways England to discuss the Lower Thames project.	7 January 2015, 17 September 2015, 30 August 2016
15	Meeting (Members and officers) with Transport for London regarding Gallows Corner.	7 June 2016
16	A127 Growth Corridor Workshop organised by Essex County Council.	18 August 2016
17	Meeting with the GLA to discuss strategic issues concerning the Local Plan.	21 September 2016
18	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
19	Engagement with TfL on the preparation of transport evidence for the Local Plan.	Autumn 2016 - Winter 2016/17
20	Havering Strategic Modelling Technical Note circulated to Essex County Council, Basildon Borough Council and Brentwood Borough Council.	17th November 2016
20	Presentation and discussion on progress of the transport evidence at the Duty to Co-operate workshop with neighbouring authorities and TfL.	28 November 2016
21	Meeting with Transport for London to discuss strategic transport aspirations for the borough.	3 November 2016, 31 March 2017
22	Havering Strategic Modelling Technical Note sent to Highways England	16th January 2017
23	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
24	Senior management engagement with London Borough of Bexley to discuss strategic transport interventions.	31 January 2017
25	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
26	Meeting with Essex County Council, London Borough of Havering, Basildon Borough Council, Brentwood Borough Council, Rochford District Council, Southend on Sea Council, Transport for London, to discuss wider A127 corridor from Gallows Corner to Southend.	27th April 2017

#	Action	Date
25	Draft Statement of Common Ground circulated with Essex County Council, neighbouring Essex authorities, Thurrock Council and Highways England for comments.	22 May 2017
26	Meeting with Thurrock Council to discuss transport issues and progress on both Local Plans.	24 May 2017
27	Draft Transport Topic Paper shared with Essex County Council, neighbouring Essex authorities, Thurrock Council and Highways England.	26 May 2017
28	Havering Strategic Modelling Technical Note which forms part of the Transport Evidence Base for the Local Plan sent to Thurrock Council.	26th May 2017
29	Statement of Common Ground circulated to TfL and the GLA to establish whether these organisations would be willing to formally endorse it.	31st May 2017
30	Castle Point Borough Council, Rochford District Council and Southend-on-Sea Council invited to join the Statement of Common Ground	7th July 2017
31	Final draft of Statement of Common Ground circulated to Essex County Council, Brentwood Borough Council, Basildon Borough Council, Castle Point Borough, Rochford District Council, Southend on Sea Council, and Highways England for formal sign off. (Refer to Annex E)	11th September 2017
32	GLA confirm Mayoral position on Statement of Common Ground	19th December 2017
33	Meeting with Highways England to discuss Local Plan Reg 19 comments	8th January 2018
34	Meeting with Essex County Council, London Borough of Havering, Basildon Borough Council, Brentwood Borough Council, Rochford District Council, Southend on Sea Council, Transport for London, and Highways England to discuss wider A127 corridor from Gallows Corner to Southend.	19th January 2018

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

#	Action	Date
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

#	Action	Date
2	Contact with the GLA to clarify position regarding Local Nature Partnership in London.	June 2016
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

Annex D: Statement of Common Ground - LB Redbridge

D.1 *Refer to separate document*

Annex E: Statement of Common Ground - Transport

E.1 *Refer to separate document*

