



London Borough of Barking and
Dagenham
LBBD Local Plan
Duty to Cooperate Statement

September 2020

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1. Introduction

1.1 Purpose of this Statement

This statement outlines how Barking and Dagenham's draft Local Plan (Regulation 19 consultation version) has been prepared in accordance with the statutory duty to co-operate. It sets out how, in the preparation of the document, the London Borough of Barking and Dagenham (LBBD) has engaged with representatives of identified duty to cooperate bodies that are prescribed in the relevant legislation, and the actions and outcomes that have informed the plan making process.

This statement is a 'living document' that will be updated as new issues on strategic matters arise or if additional strategic bodies need to be involved in discussions, prior to the submission of the Plan.

1.2 Background

The Council is in the process of preparing a new Local Plan. Details of the consultation on the scoping and drafting of the Plan are summarised below:

Stage 1 Issues & Options Report

Between 14 October 2015 and 29 January 2016, the Council conducted its first round of public consultation on the Issues and Options consultation for Barking and Dagenham's new Local Plan. A full summary of this consultation is [published on our website](#).

The Issues and Options consultation is one of the first stages in producing a new Local Plan. It set out the main issues that the Council consider need to be addressed by the Local Plan. The Council invited residents, businesses, stakeholders and the wider community by email and letters to make representations in line with the adopted Statement of Community Involvement.

Stage 2: Local Plan Regulation 18 Consultation

Following the initial consultation, the Council prepared a draft plan setting out proposed planning policies informed by the main issues raised at the issues and options stage and supported by an up-to-date evidence base.

A second round of public consultation was held between 29 November 2019 and 29 February 2020, the Council consulted with a range of stakeholders, including both statutory and non-statutory bodies, as well as local communities, in order to seek views on the draft Vision, Objectives and Policies. The consultation was undertaken in accordance with the council 'Statement of Community Involvement' (2019) and in accordance with Regulation 18 of the Town Planning and Country Planning (Local Planning) (England) Regulations 2012 (Regulation 18). A full summary of this consultation is published on our website.

Stage 3: Local Plan Regulation 19 Consultation

The council has prepared a proposed submission version of the Local Plan that takes into consideration the responses received during previous rounds of public consultation. This public consultation will be carried out for eight weeks from 5 Oct to 29 November 2020.

This stage represented the final opportunity for the public to make comments on the content of the plan. The consultation was undertaken in accordance with the Statement of Community Involvement Refresh (2017) and in line with regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

2. Legislation & Guidance

2.1 Localism Act 2011

The duty to cooperate was introduced through the Localism Act 2011 and is set out in Section 33A of the Planning and Compulsory Purchase Act 2004 and Section 20(5)(c) of the Planning and Compulsory Purchase Act 2004 (PCPA 2004). It places a legal duty on local planning authorities and county councils in England, and prescribed public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan and marine plan preparation in the context of strategic cross boundary matters.

A strategic matter is defined as development or use of land which has, or would have, a significant impact on at least two planning areas, especially sustainable development or use of land for or in connection with infrastructure that is strategic could have a significant impact on at least two planning areas.

Other public bodies, in addition to local planning authorities, are subject to the duty to cooperate. These bodies are defined in Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012:

- Environment Agency
- Historic England
- Natural England
- Mayor of London
- Civil Aviation Authority
- Homes and Communities Agency (Greater London Authority in London)
- Each Primary Care Trust established under the National Health Service Act 2006 (now Clinical Commissioning Group)
- National Health Service Commissioning Board
- Office of Rail Regulation (now Office of Rail and Road)
- Each integrated transport authority (Transport for London)
- Each highway authority
- Marine Management Organisation

The Duty to Co-operate requires the Local Planning Authority to demonstrate that they have attempted to engage and co-operate with these organisations and any other prescribed bodies prior on all strategic cross-boundary matters prior to submitting the Local Plan. All parties

should approach the duty in a proportionate way, tailoring cooperation according to where they can maximise the effectiveness of plans.

2.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF), paragraph 178 states, “Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities....The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities.” Paragraph 178 of the NPPF states: “Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156. The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities. The Council’s neighbouring authorities are Newham, Redbridge, and Havering.

3. Demonstrating compliance with the Duty to Cooperate

3.1 Relationship with the Draft New London Plan

There is a requirement for the Regulation 19 Local Plan to be in conformity with the London Plan. The Council supports the ‘good growth’ agenda set out in the Draft New London Plan Intend to Publish version (DNLP) (December 2019). Despite this, there are certain areas where a locally distinctive approach to that set out in DNLP policies is justified. The Council have raised these matters with the Greater London Authority (GLA) during the preparation of this Local Plan. Specifically, these matters relate to:

- the policy approach to industrial land within the borough; and
- the established housing need, particularly related to small sites.

On 13 March 2020, the Secretary of State for Housing Communities and Local Government issued a letter to the Mayor of London in relation to the ‘Intend to Publish’ version of the DNLP. Within the letter, the Secretary of State exercised powers under section 337 of the Greater London Authority Act 1999 to direct that the DNLP cannot be published until after a number of Directions have been incorporated. The Directions made within the letter, which are relevant to this Local Plan are outlined in Table 1 below.

Table 1 SoS's Directions to the NDLP that is relevant to LBBD Local Plan

Industrial Land
Add new supporting text 6.4.8 <i>Where industrial land vacancy rates are currently well above the London average, Boroughs are encouraged to assess whether the release of industrial land for alternative uses is more appropriate if demand cannot support industrial uses in these locations. Where possible, a substitution approach to alternative locations with higher demand for industrial uses is encouraged.</i>

<p>Modify E5 Strategic Industrial Land (SIL) as follows:</p> <p><i>B. Boroughs, in their Development Plans, should: ... 4) Strategically coordinate Development Plans to identify opportunities to substitute Strategic Industrial Land where evidence that alternative, more suitable, locations exist. This release must be carried out through a planning framework or Development Plan Document review process and adopted as policy in a Development Plan or as part of a coordinated masterplanning process in collaboration with the GLA and relevant borough. All Boroughs are encouraged to evaluate viable opportunities to provide additional industrial land in new locations to support this process. This policy should be applied in the context of Policy E7.</i></p> <p><i>Deletion of a requirement for: the industrial uses within the SIL or LSIS are intensified to deliver an increase (or at least no overall net loss) of capacity in terms of industrial, storage and warehousing floorspace with appropriate provision of yard space for servicing.</i></p> <p><i>Modification to 6.7.2 to clarify that SIL and LSISs can be modified or appropriately substituted through a carefully coordinated and plan-led approach.</i></p>
Gypsy and traveller
<p>A change to the definition of gypsy and traveller sites was required. There was also a requirement to adopt a standard needs assessment quantum for areas that have not undertaken a needs assessment since 2008.</p>
Parking standard
<p>A change in relation parking standard has also been introduced to ensure that the DNLP complies with national policy in this area.</p>

The Mayor of London issued a reply to the Secretary of State on 24 April 2020 to outline that ‘alternative policy changes’ may be proposed subject to ongoing constructive communication between the Greater London Assembly (GLA) and the Ministry of Housing, Communities and Local Government (MHCLG).

The Regulation 19 version Local Plan, including on the matters highlighted above, is in ‘general conformity’ with the DNLP. It therefore assumes that, notwithstanding the indication that ‘alternative policy changes’ may be proposed, the policy intent of the Secretary of State’s direction will be adopted within the new London Plan in the future. Therefore, the extent of co-operation will remain ongoing during and post the Local Plan Regulation 19 consultation.

3.2 Relationship with other Duty to Co-operate bodies

The discussions with stakeholders to develop the Plan as part of the Duty to Co-operate have been ongoing since the Local Plan review in July 2015. More frequent engagement activities have taken place since April 2019. Full details of Barking & Dagenham’s co-operation with all appropriate prescribed bodies is set out below:

Organisation	Correspondence sent (Y/N)	Meetings (Y/N)	Engagement Activity - Formal response sent to LBBD (Y/N)
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Environment Agency (EA)	Y	Y – 7/11/18; 14/11/18; 21/04/19	
Marine Management Organisation (MMO)	Y	Y – 21/05/20	
Port of London Authorities	Y	Y – 21/04/20	
Transport for London	Y	Y – throughout 2019 and 2020	Y – 2020
Natural England	Y	N	Y – 2015 & 2019
Historic England	Y	N	Y – 2015 & 2019
Sport England	Y	Y - 16/04/2020	
Transport for London	Y	Y – 30/04/2020; 06/08/2020	
Barking & Dagenham CCG/ NHS Healthy Urban Development Unit (HUDU)	Y – 05/05/2020	Y – throughout 2019 and 2020 linking with the preparation of the LBBD Infrastructure Delivery Plan	Y
Highways England	Y	N	N
Civil Aviation Authority	N	N	N
Office of Rail Regulation	N	N	N
Neighbouring Authority (LB Newham, LB Redbridge, LB Havering and Thurrock) and East London Waste Authority	Y	Y – Throughout 2019 and 2020, meet every six months.	N
LBBD Infrastructure Board	Y	Y – Through out 2019 and 2020, meet quarterly.	N

The above co-operation arrangements have provided both formal and informal opportunities for each of the prescribed Duty to Co-operate bodies to provide comments and input into the preparation of the Local Plan. The Regulation 18 Consultation Summary Report provides an overview of how the previous Local Plan consultation was carried out and also details how matters raised through consultation have been taken into consideration and where appropriate, addressed in this version of the draft Local Plan.

3.3 Evidence of co-operation on strategic matters

Paragraph 24 of the NPPF outlines the requirement for Local Planning Authorities to cooperate with neighbouring authorities and with other prescribed bodies (as set out above) on strategic matters that cross administrative boundaries.

The Duty to Co-operate requires the Council to demonstrate effective and ongoing engagement and collaboration with policy-making authorities and relevant bodies, to identify the relevant strategic matters to be addressed by the emerging Local Plan and ensure that the Plan has been positively prepared with a justified strategy. Close collaboration with policy-making authorities and relevant bodies has also been conducted through development of an Infrastructure Development Plan (IDP), to identify existing infrastructure provision and provide strategic planning of future infrastructure provision.

To demonstrate effective and ongoing joint working, Barking and Dagenham has also prepared several Statements of Common Ground (SoCG) to accompany the Duty to Cooperate Statement.

Barking and Dagenham considers the following matters are strategic cross-boundary issues which should be addressed in the draft Local Plan:

- Biodiversity and Flood risk management
- Education provision
- Gypsies and Travellers' needs
- Healthcare provision
- Heritage
- Housing need and Land Availability
- Open space and recreation provision
- Transport
- Waste

Further Information providing evidence of co-operation on key strategic matters is provided in **Appendix 1**.

3.4 Conclusions and next steps

It is considered that robust mechanisms have been put in place to ensure that Duty to Co-operate is met in the development of the Local Plan at this stage and these arrangements will continue to take place before submission of the Plan and in the implementation of the Local Plan once it is adopted.

As part of the formal consultation on the Regulation 19 Local Plan, the Council will seek opportunities to schedule further discussions on issues identified to help shape the content of the Local Plan before submission to the Secretary of State next year. The Duty to Co-operate Statement will be updated to accompany the Submission Local Plan.

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Appendix 1

Strategic matters, key issues and cross boundary co-operation

Neighbouring Boroughs

Barking and Dagenham shares a land boundary with the boroughs of Newham, Redbridge and Havering and the boroughs of Bexley and Greenwich are located across the River Thames to the south. Barking and Dagenham has maintained regular and open communication with neighbouring boroughs throughout all stages of Local Plan development, including email communication, face-to-face meetings, and conference calls with officers from neighbouring boroughs (individually and as groups). Discussions in respect of Transport and Infrastructure have also taken place with Thurrock Council, in Essex.

All neighbouring boroughs were invited to comment on the draft Local Plan at Regulation 18 Stages 1 & 2. Following the second round of Reg 18 public consultation, all five neighbouring boroughs were invited to attend follow-up meetings with officers to discuss any strategic matters of relevance. Following this, Barking and Dagenham have continued to communicate regularly with officers from Newham, Redbridge, and Havering. Information on these strategic matters and key issues, is outlined below.

Greater London

Additionally, planning officers from Barking and Dagenham have attended meetings with the Association of London Borough Planning officers (ALBPO), notably on 4th April 2019 and 25th July 2019. These are London-wide forums for the discussion of strategic issues and include updates from each authority on key work, which may have cross boundary implications. In addition to all London boroughs these meetings include the GLA and the London Government Association.

Housing

Background:

The National Planning Policy Framework (NPPF) contains a presumption in favour of sustainable development, and states that draft Local Plans should meet the full, objectively assessed needs for market and affordable housing in the housing market area. Barking & Dagenham is part of the wider London Housing Market Area, which has complex sub-markets. The London Plan sets out the borough level housing targets, but sub regions and Local Planning Authorities are advised to consider how and where housing is delivered and to what mix and tenure. Therefore, LBBD has worked actively and constructively in collaboration with neighbouring boroughs to

address the key strategic issue of housing need across East London. For detailed information, please refer to the *LBBB Housing Evidence Paper*.

DtC Partners:

LBs of Havering, Newham and Redbridge, The Greater London Authority (GLA)

Engagement activities:

Planning Policy Officers from Barking and Dagenham have regular meetings with officers during the Reg 18 and Reg 19 periods, totalling 7 between April 2019 and June 2020.

Planning Policy Officers from Barking and Dagenham have also engaged with planners at the GLA during the London Plan examination in early 2019, and following the LBBB Local Plan Regulation 18 consultation ending in February 2020. Planners from Be First also conducted two meetings with the GLA in regard to the Thames Road Masterplan SPD, due to go to consultation in December 2020.

What was discussed:

LBs of Havering, Newham and Redbridge

In early meetings, on 24th September and 21st October 2019, Officers discussed the undertaking and subsequent development of the Strategic Housing Market Assessment (SHMA) for Barking and Dagenham. In subsequent meetings, on 3rd March (Havering and Newham), 28th April (Havering), 30th April (Newham) and 2nd June 2020 (Redbridge), officers shared information about progress and the associated consultation process, along with information regarding each borough's respective local plans (where relevant). Each meeting involved discussing each borough's SHMA and discussions took place on presenting a collaborative approach to updates.

GLA

Improving opportunities and quality of life for the borough's residents in unlocking the full potential of the borough's underutilised industrial land – Strategic Industrial Land (SIL) and Locally Significant Industrial Sites (LSIS) – to help meet both local and strategic housing needs. Industrial land is a key strategic issue for the GLA. Two meetings took place in respect of the Thames Road Masterplan SPD on 24th June 2020 and 28th September 2020. This is a key area of SIL where industrial intensification was proposed to allow the release of some land to meet housing need, with the proposal that the starting position would be 'no net loss of industrial' (agreed in principle by GLA, but requiring further examination).

Outcomes so far and next steps:

Officers circulated the latest SHMA with neighbouring boroughs for consideration. No formal responses were received.

In respect of the borough's industrial land, the GLA are to be engaged with again, during the consultation process for the Thames Road Masterplan SPD to further examine proposals for industrial intensification and release of industrial land.

Gypsy and traveller needs

Background:

The new Draft London Plan Policy H16 (Gypsy and Traveller accommodation) outlines the requirements of the Local Authority to “plan to meet the identified need for permanent Gypsy and Traveller pitches”. Cross borough collaborative working to meet identified need in London is required as stipulated in paragraph 4(b) of the Planning Policy for Traveller Sites, published by the government in 2012 in support of the NPPF.

DtC Partners:

LB Havering, Greater London Authority (GLA)

Engagement activities:

Planning Policy Officers from Barking and Dagenham have met with Officers from Havering on 28th April 2020, to share information and discuss how both authorities could co-operate in assessing and addressing Traveller needs through their Local Plans.

Officers have been working closely with the Greater London Authority (GLA) to ensure that ongoing engagement has taken place during the London Plan Examination in early 2019, and following the LBBD Local Plan Regulation 18 consultation ending in February 2020

What was discussed:

LB Havering

The Discussion focussed on developing the evidence base and policy approach, including LB Havering’s very recent experience in dealing with Gypsy and Traveller matters during their examination.

GLA

The New London Plan definition of gypsy and travellers compared with the planning definition set out in the government’s Planning Policy for Traveller sites (PPTS 2015) and the subsequent impact upon policy requirements

Outcomes so far and next steps: Based on the above discussions and evidence gathering, Planning Officers have updated the previous *Gypsy and Traveller Accommodation Needs Assessment* which helps to inform the Draft Local Plan policy. Ongoing co-operation is unlikely to be required as this is not now considered to be a cross-boundary strategic issue, with projected need and provision of sites being guided through the above assessment updates.

Infrastructure provision

Waste Management

Background:

The East London Waste Authority (ELWA) is a Statutory Waste Disposal Authority (WDA), responsible for the disposal of waste from the London Boroughs of Barking and Dagenham, Havering, Newham and Redbridge.

The four East London boroughs and ELWA are working together to commission a new Joint Waste Plan, alongside Local Plan work. This would replace the existing Joint Waste Development Plan for the East London Waste Authority (ELWA) Boroughs (adopted 2012) which sets out the planning strategy for sustainable waste management to 2021.

The ELWA and the North London Waste Partnership (NLWP) have prepared and agreed to a Statement of Common Ground for waste exports from North London to East London.

Additionally, Barking and Dagenham and Westminster City Council have prepared and agreed to a Statement of Common Ground for waste exports from the City of Westminster to Barking & Dagenham.

The City of Westminster has no waste facilities within its borders and no designated industrial land in which to locate new facilities. Westminster is contributing towards London's waste by meeting its London Plan apportionment targets. Westminster is able to meet its London Plan apportionment targets through collaboration with other London Boroughs, including Barking & Dagenham, with sufficient spare capacity to take on Westminster's apportionment targets to contribute to London's net self-sufficiency target for Local Authority Collected Waste (LACW) and Commercial and Industrial (C&I).

DtC Partners:

LBs of Newham, Redbridge and Havering and East London Waste Authority (ELWA), Westminster City Council

Engagement activities:

Planning Officers have engaged on developing the Joint Waste Plan with officers from Newham, Redbridge and Havering and the East London Waste Authority in three separate meetings between April 2019 and March 2020.

Planning Officers have also been engaged with Westminster City Council regarding strategic waste movements.

What was discussed:

East London Waste Authority

Initial ELWA meeting on 10th April outlined joint working approach to new strategy and outlined differing scope for each borough to provide suitable land. A secondary meeting took place to discuss progress on 24th September 2019 and review capacity requirement for waste development in the East London Waste Plan. On 3rd March 2020, an outline of the Joint Waste Strategy was proposed, with the focus on creating a collection strategy which worked for all participating members. It was agreed that the Strategy would go out to consultation in 2022.

Barking and Dagenham has also met with ELWA individually to discuss planned waste projects and waste provision for specific sites (particularly the development of Marks Gate and developments along the A13).

LB Westminster

From discussions between Barking and Dagenham and Westminster City Council, both parties agree the following thresholds to indicate 'strategic' waste movements:

- CD&E: 5,000 tonnes per annum
- LACW/C&I: 2,500 tonnes per annum
- Hazardous: 100 tonnes per annum

Barking & Dagenham receives strategic amounts of CD&E waste exports from Westminster.

Both parties agree that exports to Clearun Recycling has reduced to zero in 2018.

Both parties note that Clearun Recycling is situated within a Strategic Industrial Location, in an area known as Creekmouth. LB Barking and Dagenham intend designating the Creekmouth area to become an attractive riverfront location, which is accessible to residents and workers and supported by a thriving residential community and complementary amenity and workspace. This riverside location has the potential to deliver a stable and balanced population who live and work in the regenerated stretch of riverbank. This is likely to have implications to the existing waste sites and the waste facilities within these sites.

Both parties agree that compensatory waste management capacity is required if a waste site is redevelopment for other uses.

Both parties agree that the Waste and Recycling Centre at Barking Riverside Development Park is a temporary facility to recycle waste from the Barking Riverside redevelopment area, as well as London more widely. The temporary nature of the facility means that Westminster's waste cannot be managed at the facility over the plan period.

Outcomes so far and next steps:

The programme for the ELWA to conduct this work is still to be finalised, but it is envisaged that the new Waste Plan can be prepared and adopted within the extended period for operations continuing at existing waste sites. Ongoing co-operation is required to cover the following areas:

- An updated MOU signed off by all councils
- Commissioning evidence study to inform the new Joint Waste Plan
- Preparing and consulting on the draft of the new Joint Waste Plan
- Examination and adoption

LB Barking and Dagenham will ensure Westminster City Council is consulted on both the Local Plan and the Joint Waste Plan as they progress.

Transport

Background:

The Local Plan preparation has included involvement from key transport bodies from an early stage to ensure support for the planned growth in Barking and Dagenham up to and beyond

2037. The key projects in the Barking and Dagenham Local Implementation Plan (LIP) for transport are a further significant source of co-operation at the London-wide level whereby Barking and Dagenham receives funding from TfL in response to an agreed programme of works, contributing at a local level to strategic transport provision across London.

DtC Partners:

Transport for London (TfL), Highways Agency, Civil Aviation Authority (CAA), Office of Rail Regulation (ORR), LBs of Newham, Redbridge and Havering, Thurrock Borough Council

Engagement activities:

LBBD has engaged with TfL on a regular basis to liaise on policy and site-specific issues. Ongoing cooperation with TfL has been used to inform our plan making process and assist the development of our evidence base.

For both rounds of public consultation, LBBD invited TfL and TfL Commercial Development to comment on the draft Local Plan. TfL and TfL CD each submitted comments, which LBBD responded to in our consultation summary report. These comments also helped inform the next stage of plan-making.

Following the second round of public consultation, representatives from TfL were invited to have a follow-up conversation with LBBD Planning Officers, which took place on 30th April.

A follow-up conversation was held on the 6th of August to resolve issues with car parking provision and cycle parking policies in the draft Local Plan.

Barking and Dagenham is also preparing an **Infrastructure Delivery Plan (IDP)** in support of the new Local Plan which identifies future transport developments required to support projected growth across the borough during the Local Plan period and beyond.

Barking and Dagenham invited Highways England to comment during both rounds of public consultation in 2015 and 2019. Highways England did not submit comments to either consultation. Highways England were invited to meet with a LBBD planning policy officer to discuss any matters of concern following the second round of public consultation, but Highways England did not respond to our request.

Planning Officers also met separately with officers from LBs Newham and Havering regarding key strategic cross-borough transport and infrastructure concerns.

Planning Officers from Barking and Dagenham also met with Officers from Thurrock Borough Council on 9th May 2019, to discuss the respective local plans of each borough and the potential for crossover with future transport and infrastructure ambitions.

What was discussed:

TfL

In a meeting on 10th April 2019, Officers identified and confirmed that the only new strategic infrastructure projects involving neighbouring boroughs were Crossrail and the new A13 tunnel scheme.

At 30th April meeting, Barking and Dagenham officers were able to discuss the comments received, including traffic reduction measures for Station Parade, the need to prioritise bus infrastructure to move away from car dependency, and opportunities for sustainable freight in the borough. TfL raised concerns regarding development proposals which had been granted substantial parking provision.

At 6th August meeting, TfL officers provided guidance on policy wording for car parking to be in line with TfL and emerging New London Plan policies. LBBD were alerted to emerging guidance document *Parking Design and Management Standards* to be published later this year by TfL to help inform our policy making in this area.

Neighbouring boroughs

In two separate meetings with LBs Newham and Havering, on 28th and 30th April 2020 respectively, Planning Officers addressed the forthcoming transport study on the future of the A13, a key strategic route running through all three boroughs with proximity to a number of future key development areas, as well as future transport and infrastructure provision. In the meeting with Havering, the relocation of the City of London Markets (a key Be First scheme) to a site near the borough boundary, and the subsequent transport impacts for both boroughs was discussed.

Outcomes so far and next steps:

Following the 30th April meeting, Barking and Dagenham agreed to continue to liaise closely with TfL to address the concerns raised, notably in respect of parking in Local Plan policy making. TfL provided guidance to policy wording in the draft Local Plan to refine the relevant policies therein, as well as offer feedback on the IDP draft.

Due to the key strategic importance of the A13, ongoing discussions with TfL (who maintain responsibility for the A13 within Greater London) and neighbouring boroughs regarding its development must take place, beyond the adoption of the Local Plan. In conjunction with the GLA and TfL, Be First commissioned a transport study of the A13, to help outline a longer-term plan for this key strategic corridor. This is in progress as of September 2020. Meetings will be set up with Duty to Cooperate partners as this study progresses to continue these discussions.

Biodiversity, Open Spaces and Flood Risk

Background:

The Local Plan preparation has included engagement with and contributions from all prescribed bodies relating to biodiversity, flood risk and green spaces within the borough in order to guide policy making and outline Barking and Dagenham's role in wider strategic environmental schemes.

DtC Partners:

Environment Agency, Marine Management Organisation, Natural England, Local Nature Partnership, Sports England, LBs of Newham, Redbridge and Havering

Engagement activities:

Barking and Dagenham has maintained regular communication with the **Environment Agency (EA)** throughout the Local Plan development process, holding three separate face-to-face meetings and subsequently sharing information and providing a response to public consultation comments.

Barking and Dagenham officers have liaised with **Marine Management Organisation (MMO)** regarding the emerging Local Plan and the emerging South East Marine Plan, including a face-to-face meeting on 11th May.

Officers have also consulted with the **Port of London Authority (PLA)** on both iterations of the Local Plan Reg 18 public consultation, with officers meeting with representatives from the PLA on 21st of April

LBBD has worked collaboratively with **Sport England** in the development of the draft Local Plan and Evidence Base. Sport England were invited to respond to both rounds of reg 18 public consultation, and comments received helped to inform our policy-making for public open space and recreational provision in the borough. Further discussions with Sport England were held following the second round of public consultation at a face-to-face meeting on 16th of April.

LBBD consulted with **Natural England** during both rounds of public consultation in 2015 and 2019. Natural England submitted comments for the first but not the second round of public consultation. Natural England were invited to meet with a LBBD planning policy officer to discuss any strategic matters of concern, but did not reply.

On 10th April 2019, Be First Planning Officers advised counterparts from LBs Newham, Redbridge and Havering that they had commissioned a Green Infrastructure and Biodiversity Strategy and further engagement may be required on the findings in future. It was also advised that green belt boundaries would be reviewed and minor changes would be proposed following a 2016 review.

What was discussed:

Policy officers met with representatives from the **Environment Agency (EA)** on the 7th November 2019 to discuss the Thames Estuary Implementation Plan (Objectives & Responsibilities) and coordinate better ways of working and joint priorities going forward. On 14th November 2019, prior to the Regulation 18 (2) consultation, officers from LBBD and the EA discussed managing flood risk in the draft Local Plan, and the implications of the Thames Estuary 2100 (TE2100) Plan.

During the process of drafting our submission version of the draft Local Plan, we met with the EA on 21st April to discuss the comments we had received from the Reg 18 public consultation, where we discussed areas of high flood risk in the borough, ways to mitigate flood risk and ongoing mitigation projects, as well as updates to the TE2100 Plan. Following this meeting, there has been continued email communication regarding the updated wording of our green

and blue infrastructure policies, and EA officers have provided additional feedback on LBBD's proposed enhancing rivers and waterways policies.

In the meeting with the **Port of London Authority**, officers and PLA representatives discussed proposed maritime infrastructure in Barking and Dagenham, to update the draft IDP as well as incorporating the PLA "Thames Vision" into the LBBD draft Local Plan and ensuring that Local Plan policies for Safeguarded Wharves were correctly worded.

At the meeting with **Sports England** on 16th April, Sports and leisure infrastructure requirements to support growth over the plan period were discussed, and Sport England agreed to review the wording for playing field provision in draft policies 'SP5: Enhancing our Natural Environment' and 'DM18: Protecting and improving parks and open spaces'.

Outcomes so far and next steps:

LBBD to continue to liaise with the **PLA** throughout the plan drafting process.

Future updates required following engagement with **Sport England** to Playing Pitch Strategy.

Officers to examine findings on Green Infrastructure and Biodiversity and determine whether further engagement will be required with neighbouring boroughs, arranging this where appropriate.

Healthcare

Background:

LBBD has engaged with healthcare providers throughout the development of the draft local plan and supporting Infrastructure Development Plan (IDP) to ensure infrastructure is delivered to support projected growth in the borough.

DtC Partners:

Barking & Dagenham CCG, NHS Property Services Ltd, NHS Trust (London) and NHS HUDU

Engagement activities:

For both rounds of public consultation, LBBD invited Barking & Dagenham CCG, NHS Property Services Ltd, NHS Trust (London) and NHS HUDU to comment on the draft Local Plan. B&D CCG submitted comments in conjunction with NHS HUDU in 2019. Following the second round of public consultation, representatives from both organisations were invited to have a follow-up conversation with LBBD Planning Officers on 5th May 2020.

What was discussed:

Examining housing trajectories and projected population growth and examining how to interlink all relevant healthcare bodies to manage future healthcare requirements, mitigate impacts of development, level of population growth etc via HUDU Planning Obligations model. Also

discussed how best to involve healthcare professionals in the planning process, and involvement of NHS CCG in forthcoming Masterplanning process.

Outcomes so far and next steps:

Following the 5th May meeting, B&D CCG & NHS HUDU have provided additional guidance to aid policy wording, and LBBD have had ongoing communication in regard to sharing updated housing trajectories in the draft local plan to inform needs calculations for both B&D CCG and social infrastructure requirements in the IDP. Furthermore, NHS HUDU have provided significant aid reviewing the health infrastructure provision in the LBBD Infrastructure Delivery Plan (IDP). Key points of contact have been established to allow for follow up discussion on section 106 negotiation and the development of the Planning Obligations Supplementary Planning Document, as well as review of the IDP.

Addendum:

Engagement on these key strategic matters, as well as other matters such as heritage and education not covered above, are the subject of ongoing discussions between LB Barking and Dagenham Officers and representatives from other organisations. As such, this will remain as a live document throughout *the draft Local Plan regulation 19* consultation process and will be updated accordingly.