



1 Introduction to this consultation document

Chapter contents

- 1.1 Spatial Context
- 1.2 Issues and Constraints
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Spatial Context

What is the Royal Docks and Beckton Riverside Opportunity Area?

Facts & Figures

The Royal Docks and Beckton Riverside Opportunity Area (RD+BR OA) is one of the largest regeneration areas in London and is in the heart of the Thames Gateway.

The London Plan estimates an indicative capacity of:

 **30,000** NEW HOMES

 **41,500** NEW JOBS

 **80,000**
people live in the OA

 UEL has had a campus in the OA since 1999, is home to 19,000 students

 **22%** of the residents are within the 10% most deprived wards in the country

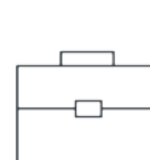
 The Royal Docks is the one of the largest areas of impounded water in the world; with **91** ha of water, and **12** miles of waterfront¹

 **Industrial heritage** and activity is evident in the area, particularly along the River Lea, and south and northeast of the Royal Docks.

 City Airport is serving an important role for London in providing connections to many of Europe's leading business hubs. Over **4.5 million** passengers pass through the airport every year, and it is a key local employer with over **2,300 staff on site**.

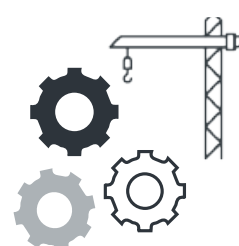
ExCeL is now established as London's largest International Convention Centre, and estimated to support

 **25%** of the city's inbound business tourism.

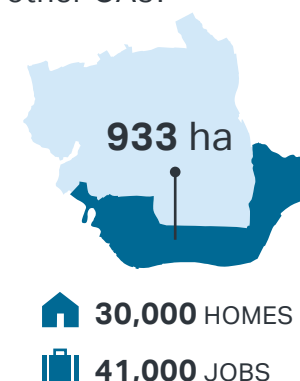
 The OA is **home to 2,500 businesses**, and currently provides **34,000 jobs**, accounting for

30% of Newham's economy. 

Between 2019-21 there were **4,084 residential approvals**. Work on **3,524** homes has started, **3,086** homes were **completed**²

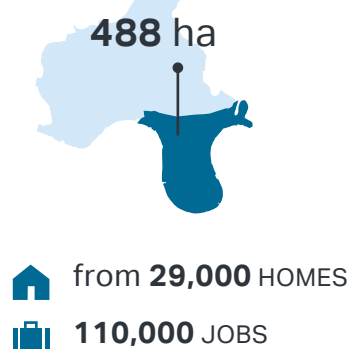


RD+BR OA How does **Royal Docks and Beckton Riverside** compare to other OAs?



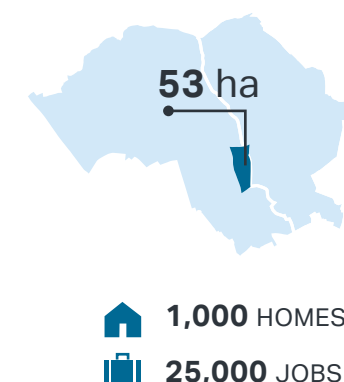
...RD+BR covers an area almost **2x** Isle of dogs

ISLE OF DOGS OA



...RD+BR covers an area almost **17x** King's Cross

KING'S CROSS OA



¹ Royal Docks Public Realm Framework (2019)

² Opportunity Area Greater London Authority website, using data from Planning Data Hub

*all other data from Royal Docks Economic Purpose (2019)

Spatial Context

What is the Royal Docks and Beckton Riverside Opportunity Area?

This figure illustrates the different places/ areas in the OA and gives a brief introduction to their existing situation. To see more on the proposals for each area see [Part 4 Places](#)

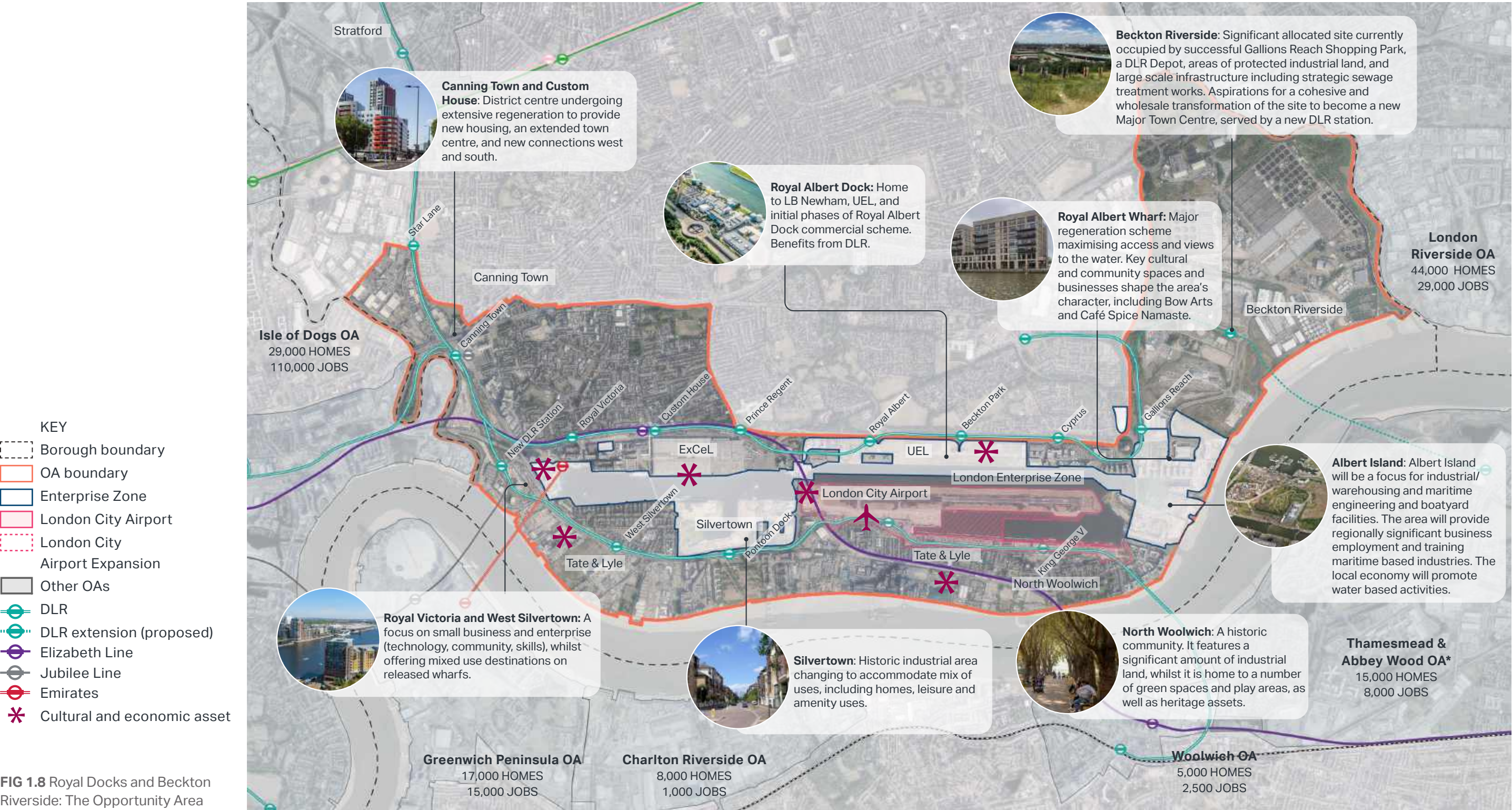


FIG 1.8 Royal Docks and Beckton Riverside: The Opportunity Area

*Figure based on the [Thamesmead & Abbey Wood Adopted OAPF \(2020\)](#)

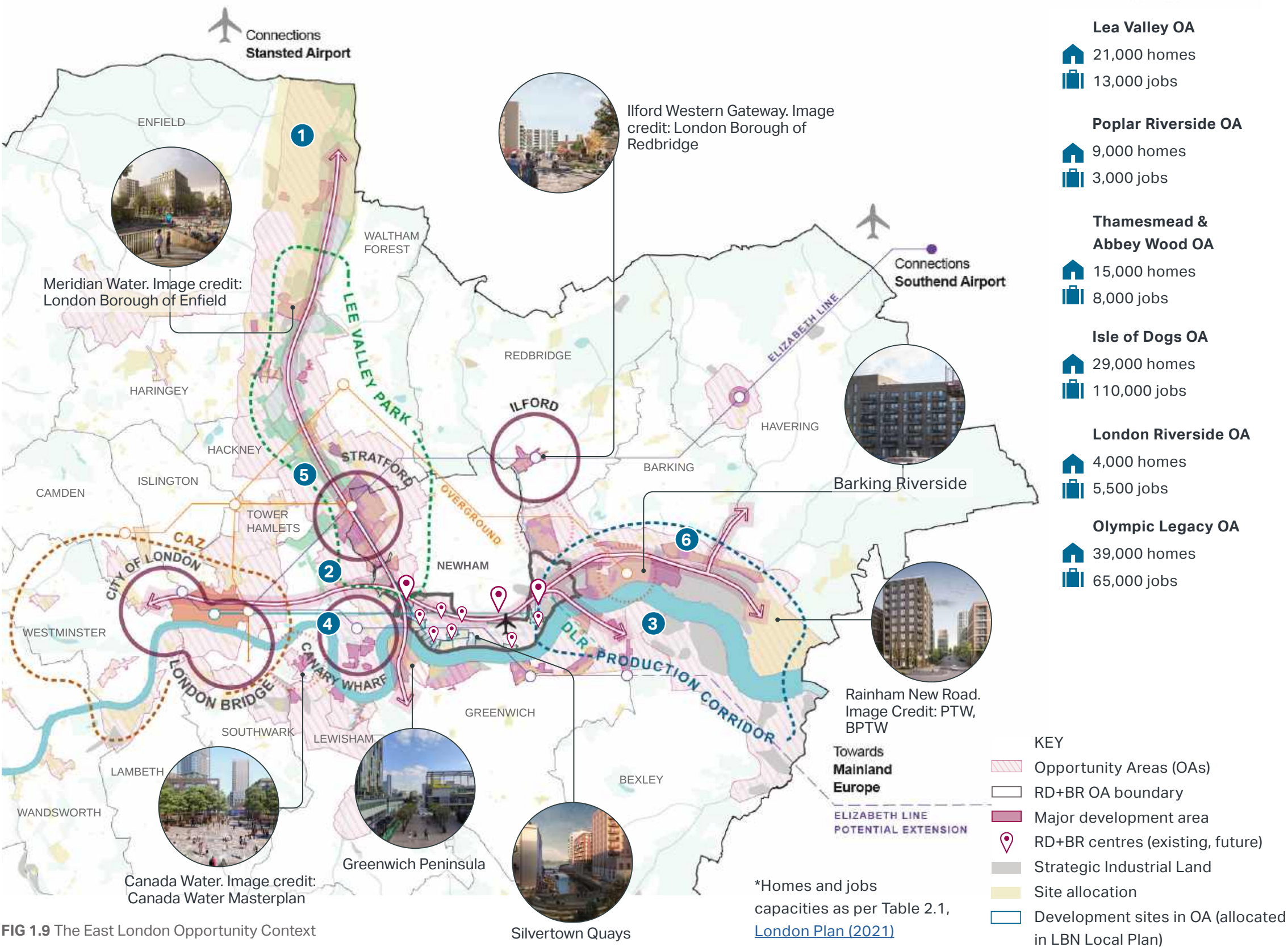
Spatial Context

The East London Context

The Royal Docks and Beckton Riverside OA is part of a cluster of Opportunity Areas in East London. These OAs can accommodate large scale development, with mixed and intensive land-uses, assisted by good connections.

The Royal Docks and Beckton Riverside Opportunity Area has a key role at the epicentre of this growth.

- 1 Lea Valley OA:** Significant housing development on former industrial sites and new train links to deliver Major Town Centre at Meridian Water.
- 2 Poplar Riverside OA:** Significant housing development on former industrial sites, supported by Leaside Park and new local links including bridges, across the Lea to LB Newham and RD+BR.
- 3 Thamesmead + Abbey Wood OA:** Wholesale redevelopment with new homes, industrial uses, and Major Town Centre at Thamesmead.
- 4 Isle of Dogs and South Poplar OA:** High density housing alongside thriving commercial and flexible land uses
- 5 Olympic Legacy OA:** A new cultural and sporting destination for London, including the Queen Elizabeth II Park, extensive mixed-use development, and significant investment in new river crossings.
- 6 London Riverside OA:** Significant housing development at Barking Riverside, alongside industrial intensification, supported by an extension to the London Overground.



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Spatial Context

Economic Overview of the OA

The RD+BR OA is defined by the scale of its employment land and its existing and potential future jobs capacity as shown (see [FIG 1.13](#)). The OA contains London’s only Enterprise Zone. This status has enabled a dedicated team to be setup, funded by borrowing against future business rate income, to shape and co-ordinate local economic activity, including business support, skills and affordable workspace.

The OA possesses anchor economic assets at London City Airport (LCA), Tate + Lyle (T+L), and ExCeL of both regional and international importance. T+L originally, and more recently LCA and ExCeL, emerged due to the strength of the relatively isolated nature of the industrial Docks’ location. All continue to bring important economic benefits to the area. Agent of Change principles mean new development will need to adapt to the new spatial environment and land-use patterns planned.

The OA retains significant Strategic Industrial Land (SIL) sites and uses. These include the safeguarded Peruvian and Primrose Wharves, Tate + Lyle, aggregates, large-scale distribution/ logistics, and data centres. Peruvian Wharf consolidates activities from Manhattan and Sunshine Wharf, which were de-designated by the Secretary of State in 2021.



FIG 1.10 London City Airport. Image credits: Tian Khee Siong



FIG 1.11 The City Hall. Image credit: Tian Khee Siong



FIG 1.12 Workspaces/ warehouse at Expressway in Royal Docks. Image credit: Tian Khee Siong

Cody Road/British Gas SIL is designated as SIL and is a major source of employment for the local area. Some former SIL is subject to some Managed Release process in the Local Plan. There is the potential for industrial intensification following a plan-led process to create a more inclusive economy.

There is a growing and thriving small and medium enterprises (SME) presence. This is increasingly concentrated around Royal Victoria and Silvertown, with developments like The Expressway providing popular accommodation for a range of businesses.

There is significant hotel provision at Connaught North, Custom House, and Silvertown/North Woolwich. This takes advantage of proximity of LCA/ExCeL for commercial travellers and offers reduced price alternative for tourists. However, poor connections mean these are relatively isolated enclaves, and there is little evidence of guests making use of the town/local centres.

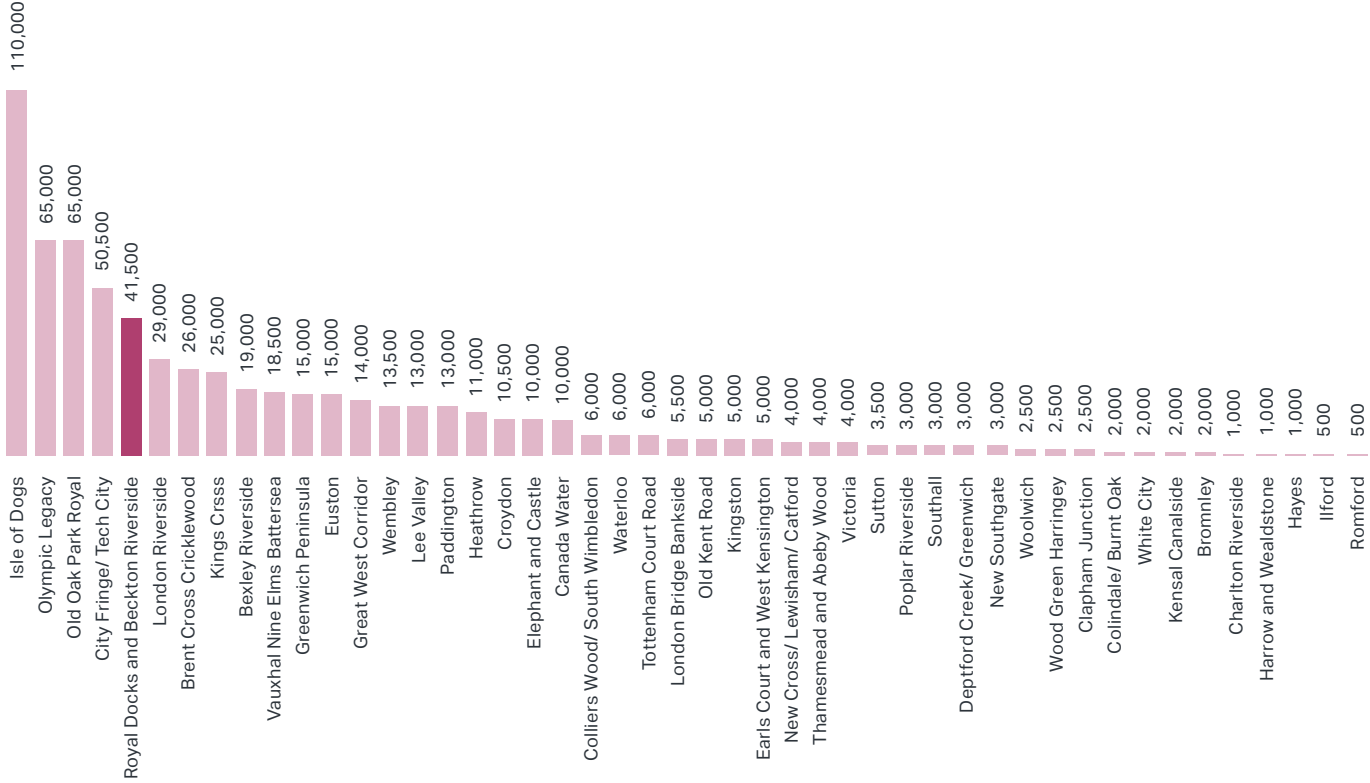


FIG 1.13 Indicative Employment Capacities in Opportunity Areas

Spatial Context

The Enterprise Zone

The Royal Docks area is London’s only ‘Enterprise Zone’ and will serve as a leading economic destination and anchor the considerable housing development that is coming forward, as London moves east.

The Enterprize Zone (EZ) delivery plan proposes an ‘integrated and catalytic package of transport infrastructure, connectivity, economic development, placemaking, estate management and creative programming projects that will deliver the cohesive transformation of the Royal Docks and accelerate the delivery of EZ commercial space.

KEY THEME 1- PLACE
A place of immense scale and opportunity; with sustainable and cohesive neighbourhoods; high-quality public spaces; and an active waterscape that provide opportunity and experiences for all.

KEY THEME 2- CONNECTIVITY
An area that is resilient, smart and connected; with transport options and infrastructure that support the Royal Docks to be a greener, healthier and more prosperous place, with global reach.

KEY THEME 3- ECONOMY
An internationally significant hub of enterprise and employment; a pioneering and progressive place, committed to responsible growth and the wellbeing and prosperity of local people.

By borrowing against future business rate income, and through a dedicated team, the Royal Docks Enterprise Zone designation offers a unique opportunity and vehicle to shape and co-ordinate placemaking in the Royal Docks. The OAPF integrates the [Royal Docks Public Realm Framework](#), which builds on an understanding of the spatial objectives set out in the EZ Delivery Plan.

The [EZ Delivery Plan 2018-2028](#) set out key themes: Place, Connectivity, Economy, Culture, Identity:

KEY THEME 4 - CULTURE
Reviving the Royal Docks culturally and socially is a priority to ensure it is perceived as an attractive, enticing and liveable area, to instill local pride, support cohesion, and promote the area. The Royal Docks Cultural and Placemaking Strategy includes a consistent, high quality and varied cultural programme aiming to attract local and international audiences; energising the visitor and night-time economy and ensuring communities and businesses can thrive. Large scale development sites in the Royal Docks present opportunities for city scale meanwhile uses and events.

KEY THEME 5: IDENTITY
An area that is shaped by the pride and participation of local people; a place that sets new standards for sustainable and responsible growth, and which supports London to be a more open and inclusive global city.

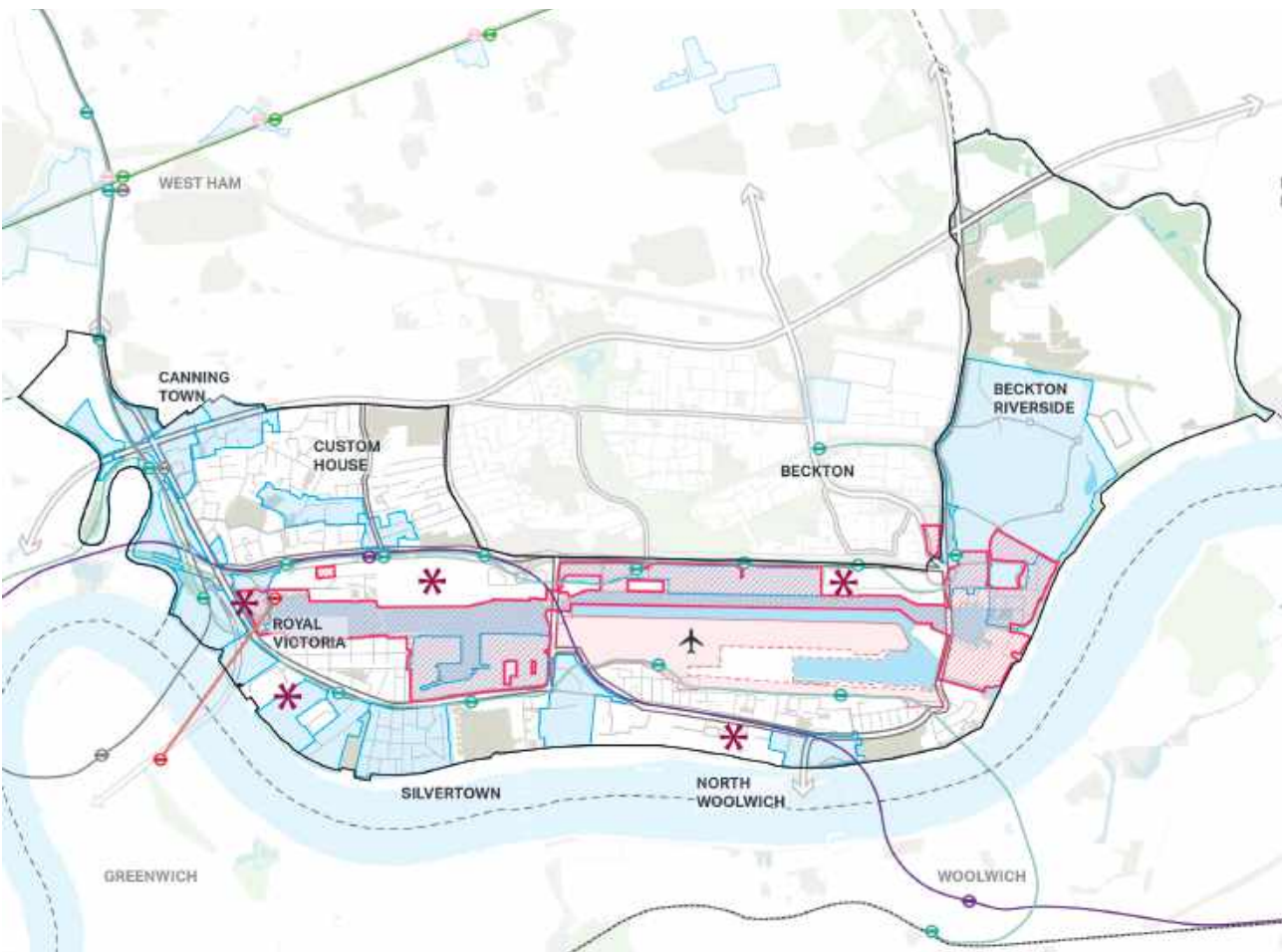


FIG 1.15 Royal Docks Enterprise Zone



FIG 1.14 Event at ExCeL centre. Image credit: Tian Khee Siong

- KEY
- Borough boundary
 - OA boundary
 - Development sites in OA (allocated in LBN Local Plan)
 - London City Airport
 - London City Airport Expansion
 - Enterprise Zone
 - DLR
 - Elizabeth Line
 - Jubilee Line
 - Emirates
 - * Cultural and economic asset

Issues and Constraints

Strengths, Weaknesses, Opportunities, Threats

The OA’s strengths, weaknesses, opportunities and threats are presented in the SWOT analysis below:

S

STRENGTHS (S)

★ ★

ExCeL/UEL/LCA: Many local and international visitors to the area are attracted by unique assets like LCA, UEL and the ExCeL. Whilst these should be valued in their own right, their integration into the wider area could be improved. The OA would become ‘more than the sum of its parts’ if visitors stayed longer at more than one place, and locals made more use of these assets.

👥

Established Communities: Contains numerous local centres - many with potential to grow - within a wider network of centres including Stratford, Canary Wharf, and Barking. The London Plan supports the creation of a new Major Town Centre at Beckton Riverside.

🌊

Water: The historic docks are a vital part of the area’s character, and act as an important public open space. Planning policy encourages use of the water, whilst also requiring its retention. A defined strategy for use of the water, including its role as a transport opportunity and biodiversity asset, will be produced.

⚙️

The Royal Docks Enterprise Zone: 450 acres at the centre of the Royal Docks is under public sector ownership — and the Royal Docks team is a joint initiative from the Mayor of London and Mayor of Newham working collaboratively with key stakeholders and local communities to ensure the area’s successful transformation. This offers a rare opportunity to ensure that regeneration delivers genuine benefits to the local area. Over the whole of the Royal Docks, this includes thousands of new and affordable homes, new jobs, new workspaces for SMEs and growing businesses, schools, surgeries, parks, leisure facilities, cultural programming and community initiatives.

W

WEAKNESSES (W)

📈

Land Values: Low land values in parts of the OA, especially the east, restrict the development of full range of land uses. Low potential land value uplift and funding gaps also make it difficult to fund necessary infrastructure ahead of new development. Successful case-making for infrastructure investment, which is often lacking due to the industrial history, is vital. This would help avoid fragmented development.

🔄

Local Connections: The area is made up of a series of separate and distinct places and land uses. Moving between these areas is often difficult, especially on foot, due to barriers, overscaled road infrastructure, and distances between places.



FIG 1.17 Dock2Dock Swim. Image credit: Tian Khee Siong



FIG 1.16 Existing communities, Big Lunch Drop. Image credit: Tian Khee Siong



FIG 1.19 View from ExCeL Centre. Image credit: Tian Khee Siong



FIG 1.18 Existing character. Image credit: Sam Tian Khee Siong

Issues and Constraints

Strengths, Weaknesses, Opportunities, Threats

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OPPORTUNITIES (O)



Industrial Land: Designated industrial land, including SIL, Local Industrial (LIL) Locations, Local Mixed Use Areas (LMUAs), and Safeguarded Wharves at Peruvian and Sunshine Wharves, are vital to the economies of London and Newham. Recent Managed Release of SIL and consolidation of Safeguarded Wharves places greater emphasis on these remaining areas. Intensification of industrial land uses could deliver more jobs on smaller sites. Relationships between land uses will need careful management, as will ensuring industrial uses complement streets and people.



Developable Sites: The 21 allocated sites in the OA have the potential to deliver 38,800 new homes, and 55,600 new jobs. Sites like Beckton Riverside and Silvertown Quays are some of London’s largest brownfield sites, and are a unique opportunity to comprehensively deliver new uses, homes and infrastructure at scale, including community and health facilities. Transport investment plays a key role in unlocking the sites’ potential and enabling this change.



History: The industrial legacy of the Royal Docks is visible in protected heritage assets, which should inform the design and development of new places. The legacy of very large industrial sites with limited access does however make it harder to navigate the area as a pedestrian or cyclist.



City Hall: The relocation of the Mayor of London to the Royal Docks could be significant in raising awareness of the new activities and land uses in the area, as well as attracting new workers and visitors.



Culture: The area is home to many long standing residential communities, who have an important role to play in guiding the change of the Royal Docks to accommodate new land uses and infrastructure. The scale, character, and location of the Royal Docks lends itself to new cultural uses. This potential is being realised with a rapidly expanding cultural offer supported by the work of the Royal Docks Team. There is also the opportunity for city scale meanwhile uses as part of cultural programming.



FIG 1.20 Millennium Mills. Image credit: Sam Bush



FIG 1.21 Making space art walk. Jessie Brennan. Image credit: Thierry Bal

THREATS (T)



Strategic Transport Links: Parts of the OA have good public transport links via DLR, Jubilee Line, and the Elizabeth Line. LCA extends this reach to over 25 destinations globally. LCA also connects the OA and London to another 15 destinations at a seasonal base. This strategic connectivity is compromised, however, by poor local connections, which can make it difficult to reach public transport. In addition, a new DLR Extension is required to support high levels of growth at Beckton Riverside and create cross-river connectivity. Investment is also needed to accommodate increases in passengers across the OA.



Environmental Quality: The area has good access to natural assets like the Thames, the River Lea, the Greenway, and numerous local green spaces. However, access is often challenging due to a lack of local connectivity, the industrial legacy, or strategic infrastructure like the A13 or at-grade DLR track. Though the orientation of the Royal Docks provides good access to day/sun light, local air and noise quality can be poor. Large highways, aircraft noise, and industrial uses can contribute to this. A changing pattern of land uses may help improve this situation. New developments should respond to environmental challenges delivering improvements for the OA.



New Infrastructure: The delivery of new homes and jobs across the OA is often reliant on the planning and construction of new infrastructure. This includes physical, digital, and utilities infrastructure. Clear and coordinated work between developers, utilities providers, and planning authorities, will be required to ensure infrastructure keeps pace with development activity.



Fragmented development: There is a risk of developments being insular and seeking to deliver individual facilities, rather than connecting and collaborating with adjoining sites and existing centres to create more vibrant and diverse neighbourhoods.



FIG 1.23 Investment on major infrastructure. Image credit: Tian Khee Siong



FIG 1.22 Existing connections. Image credit: Tian Khee Siong

Issues and Constraints

Constraints and Opportunities

CONSTRAINTS

- 1 Legacy of large industrial sites and structures with limited access.
- 2 London City Airport Safety Zone limits development, including building heights and landscape design.
- 3 Poor air and noise quality.
- 4 Lack of local connections and reliance on over-scaled strategic roads for local journeys.
- 5 Natural and constructed barriers between OA and rest of LB Newham, Blackwall/Poplar, and Barking & Dagenham.
- 6 Unresolved relationships between land uses e.g. commercial servicing and new high-density housing.
- 7 Relatively low population density can make service and facilities provision challenging.

OPPORTUNITIES

- 8 Strengthen network of distinctive places across the area by directing and phasing development.
- 9 Existing and new centres to consider local identity and need to deliver sustainable uses and function for the economy and people.
- 10 Unlock new opportunities with transport investment at Beckton Riverside and develop a vision for a Major Town Centre, with new homes, jobs and services supported by a new DLR station.
- 11 Promoting the emerging vision for a new local centre at Silvertown, supported by neighbouring assets like City Hall, ExCeL and the docks.
- 12 Intensify industrial uses on designated SIL and LIL sites to create new jobs and opportunities for local people. Optimisation and modernisation of land uses in strategic sites.
- 13 New centre of activity at Royal Victoria West, featuring City Hall, Thameside West, and emerging business cluster at Expressway.
- 14 Continuous Thames Path and improved water accessibility.
- 15 Canning Town Transport Interchange expanded via new accesses and bridges across Lea.
- 16 New green spaces within new development addressing current deficit.

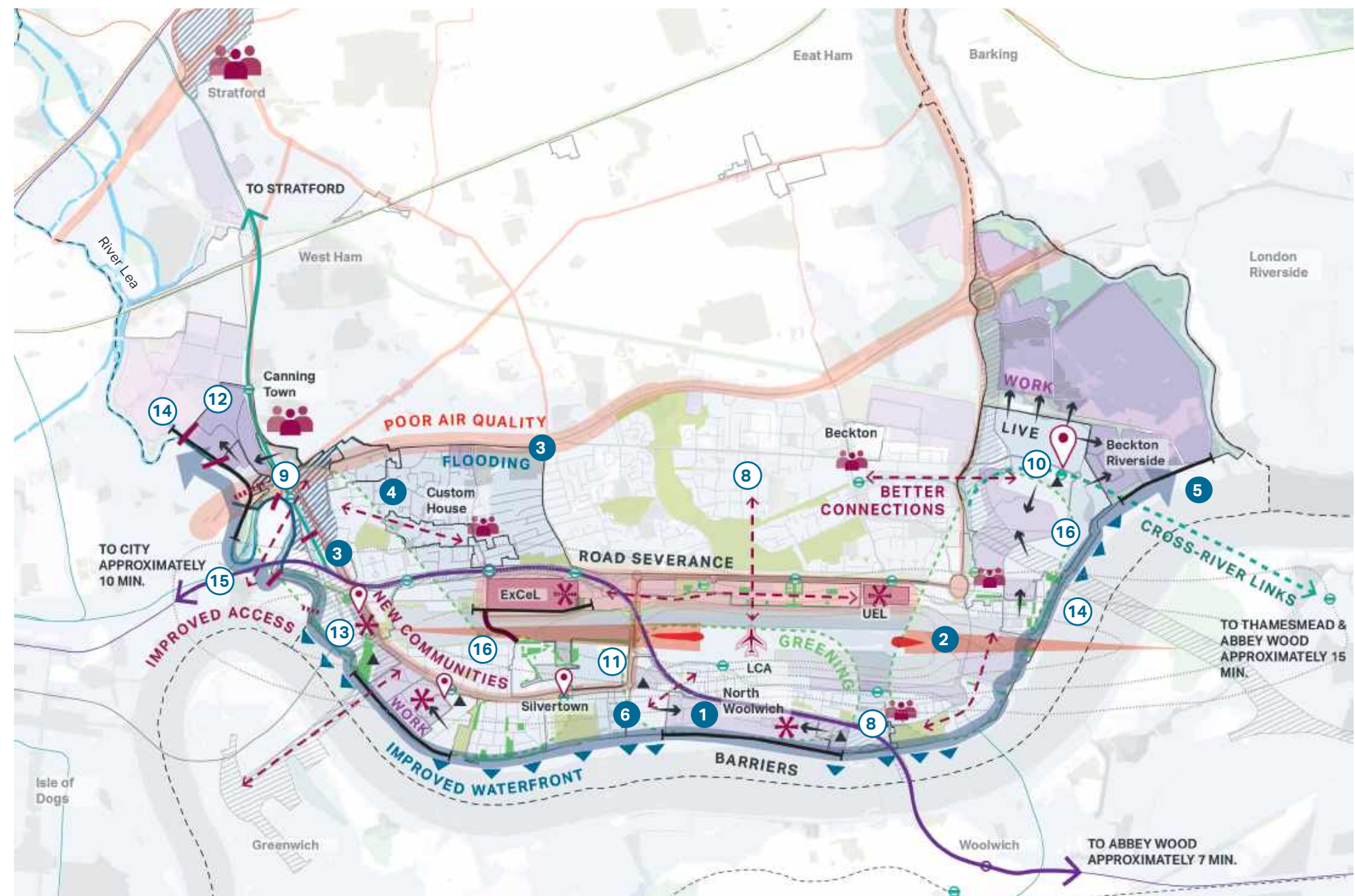
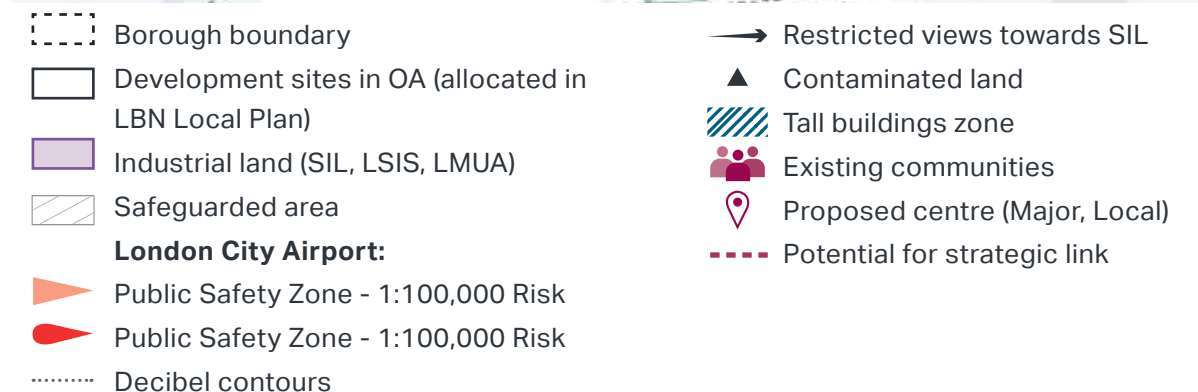


FIG 1.24 Existing constraints and opportunities



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Policy Context

How will this OAPF be used?

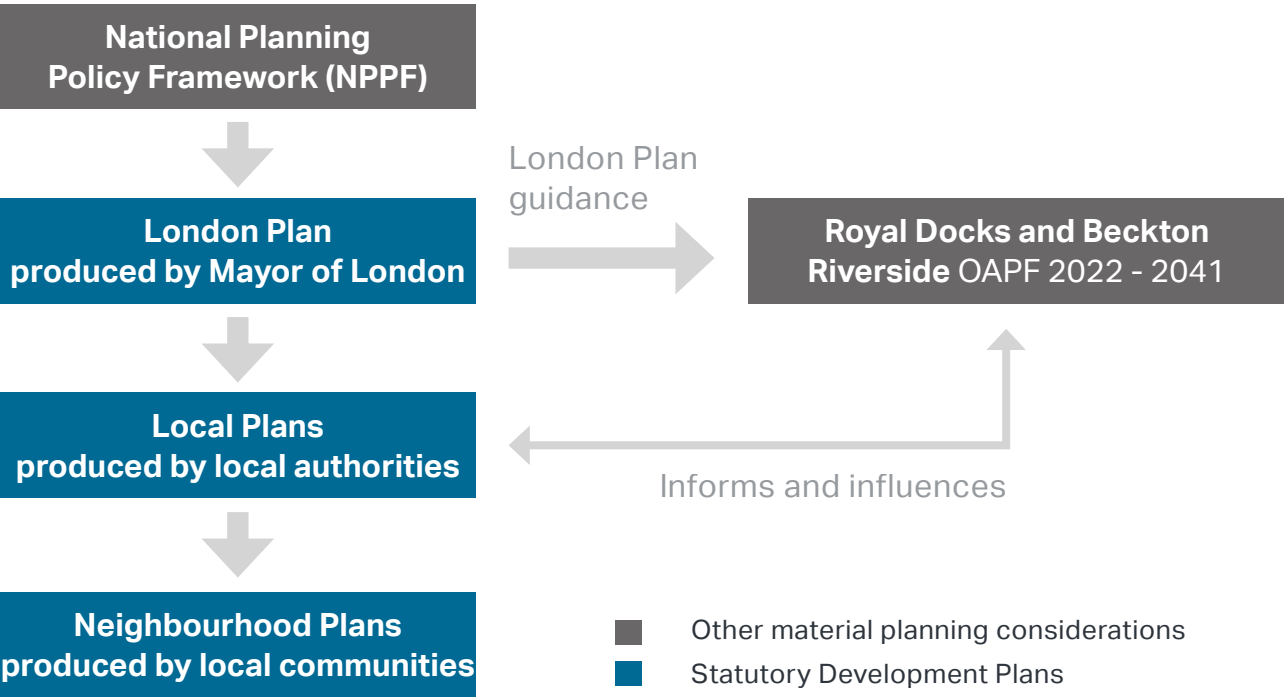


FIG 1.25 How does the OAPF relate to other planning documents?

What is an Opportunity Area Planning Framework?

Opportunity Area Planning Frameworks (OAPFs) are strategic planning frameworks that set out planning, regeneration and design guidance for Opportunity Areas (OAs). OAPFs are informed by policy and guidance from the national to local level (FIG 1.25).

Through the OAPF process, the GLA and TfL offer strategic planning and design expertise to London boroughs to define, support and deliver Good Growth in London’s OAs. Working in partnership with strategic stakeholders and local communities, OAPFs complement

local and strategic planning policies in addressing the challenges and opportunities in OAs, and identify the necessary physical and social infrastructure to support growth.

What is an Opportunity Area?

London’s Opportunity Areas are identified in the Mayor of London’s London Plan as the city’s most significant locations with development capacity to accommodate new housing, commercial development and infrastructure, linked to existing or potential improvements to public transport capacity and connectivity.

OAPFs are London Plan Guidance (LPG), and are adopted by the Mayor of London as such. While an OAPF does not establish new policies, the framework does provide a direction of travel for forthcoming Local Plan and policy reviews at both regional and local level. It will be a material consideration in planning decisions, the plan making process and Section 106 negotiations. An OAPF can also be adopted by a local planning authority as a Supplementary Planning Document (SPD).

The OAPF sits alongside the London Plan’s strategic policies and the more detailed policies of London Borough of Newham’s Local Plan. It must be read in the context of the relevant statutory planning policy which applies to development proposals in the OAPF area (FIG 1.26).

Refer to [The Mayor’s Transport Strategy](#) to see more about the DLR extension and how it is supported in the context of London.

Royal Docks & Beckton Riverside OAPF

The Royal Docks and Beckton Riverside OAPF sets a vision for the area up to 2041, adopts a boundary for the OA, and considers in detail what London Plan and LB Newham policies mean for the Opportunity Area.

This OAPF focuses on strategic issues and opportunities. The London Plan requires the OAPF to:

- Review the **development opportunity** in areas with good transport accessibility
- Present a **strategy for industrial land**
- Consider how a **DLR extension** to Beckton Riverside could be accommodated. Considerations also include other key public transport investment in the area, e.g. DLR service improvements

(Refer to [Policy SD1 Opportunity Areas](#))

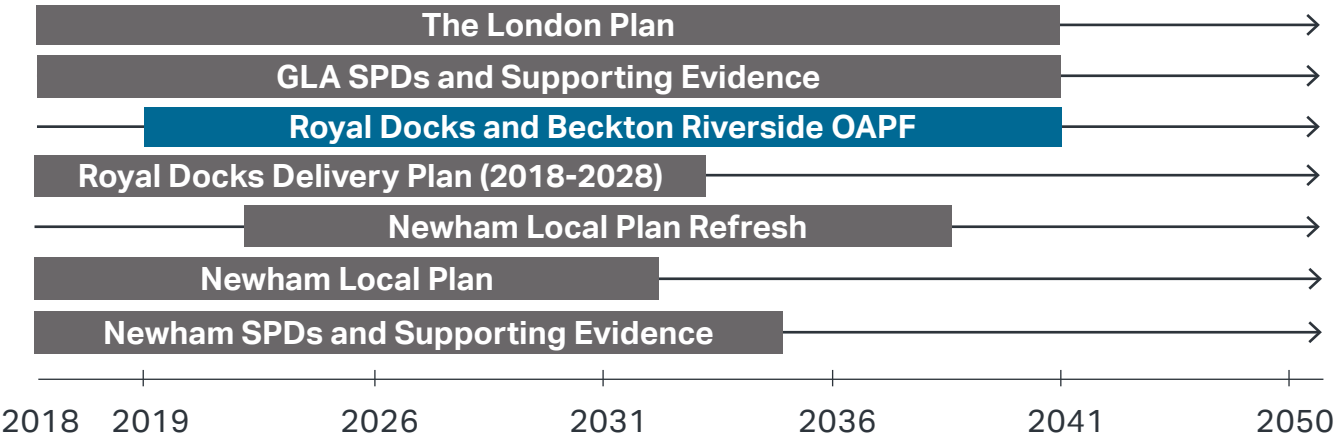


FIG 1.26 Timeline for the Royal Docks and Beckton Riverside OAPF

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Policy Context

Planning Overview

The policy context for the OAPF comprises national and strategic policy through the National Planning Policy Framework (NPPF) and the London Plan (LP). The LB Newham Local Plan was adopted in 2018.

LB Newham have started a review of their Local Plan, consulting on Issues + Options in late 2021. The OAPF provides further guidance on the implementation of the NPPF, the London Plan and current Newham Local Plan, as well setting high level direction for the forthcoming LB Newham Local Plan review.

National Planning Policy Framework

The National Planning Policy Framework para 2.11 a) requires that all plans should promote a sustainable pattern of development and aim to achieve healthy, inclusive and safe places which foster social interaction through mixed-use developments, strong neighbourhood centres and street layouts.

London Plan 2021

The London Plan 2021 sets the strategic policy direction for the OA in Para 2.1. (Please see Appendices) An indicative employment capacity of 41,500 new jobs, supported by 30,000 new homes is planned for the OA up to 2041.

Mayor's Transport Strategy

The key principle of the Mayor's Transport Strategy is to tackle dominance of traffic and create better streets for people encouraging active, efficient, and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. New cross river connections will unlock growth potential in Newham, Greenwich and Bexley improving connectivity and access to employment opportunities.

Newham Local Plan 2018

The LB Newham Local Plan 2018 plans for 43,000 homes new homes between 2018-2033. Canning Town, Custom House and Beckton are identified as strategic areas with a focus on new job creation, infrastructure development, new town and local centres, and carefully located tall buildings at public transport nodes. These areas could deliver a significant amount of the borough's housing needs. The plan envisages significant Managed Release of SIL in the Royal Docks from traditional industrial activities towards high technology, creative industries, retail, leisure, cultural economy, business and financial services.

Heavier industrial uses, warehouses and utilities will be retained in the area, but will evolve and intensify on Strategic Industrial Locations (SIL) in Beckton, Thameside East and smaller,

locally significant industrial areas (LILs) elsewhere, supported by environmental enhancements, buffering, and active but consolidated wharves.

LB Newham Local Plan Issue + Options 2021

LB Newham Local Plan Issue + Options 2021 acknowledges the Royal Docks as one of the borough's key opportunities. The OAPF is identified as key to guiding future development of the area, and will support the review of the Local Plan.

The Royal Docks are considered in the Issues + Options:

- a potential centre for Newham's emerging Green Economy
- a place with potential to offer improved shopping and retail
- a place which needs more community and social spaces for all ages and meanwhile uses for vacant sites to test ideas and new models of community investment.
- a testbed for innovation in the fast-growing data and digital sector, with infrastructure needs requiring further investigation.

Towards a better Newham - Community Wealth Building

Towards a Better Newham sets out LB Newham's response to COVID recovery. The strategy also establishes principles for Community Wealth Building across the borough.

This OAPF acknowledges and integrates the pillars, and embeds Community Wealth Building in its recommendations, delivery, and monitoring sections.

Royal Docks Guidance (non-statutory)

The Royal Docks Team have produced a series of strategies and studies that consider the future of the Enterprise Zone. These include: **Royal Docks EZ Delivery Plan 2018-28, Royal Docks Public Realm Framework, Royal Docks Design Guides, Royal Docks Economic Purpose, Royal Docks Cultural Strategy.** Though non-statutory, these studies provide valuable insights into how the EZ might change in the future, and can be used to guide investment, development, and infrastructure funding.



FIG 1.27 Towards a better Newham - 8 Pillars

Policy Context

The story so far

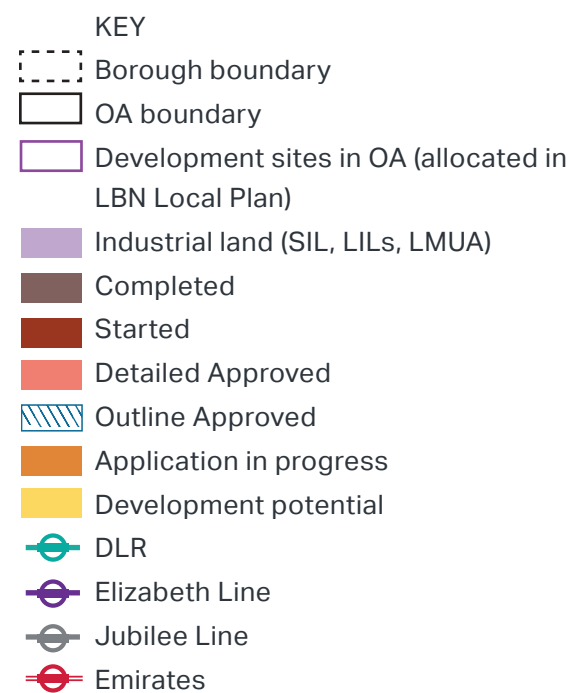
Since 2018, more than 4,600 homes have been completed in the OA. Since 2019 it is estimated that approximately 74,320 sqm. of non - residential (net) floorspace has been delivered*

Key **constructed developments** include:

- 1 Royal Albert Dock (Phase 1) 2018
- 2 Royal Wharf 2020
- 3 Brunel Street Works 2021
- 4 Caxton Works 2018

Key **permitted developments** include:

- 1 Thameside West 2021
- 2 Silvertown Quays (Outline) 2017
- 3 Albert Island 2021



For further information please see below:

- [Developments in and around the Royal Docks](#)
- [Planning Data Hub - Heatmap of residential completions](#)

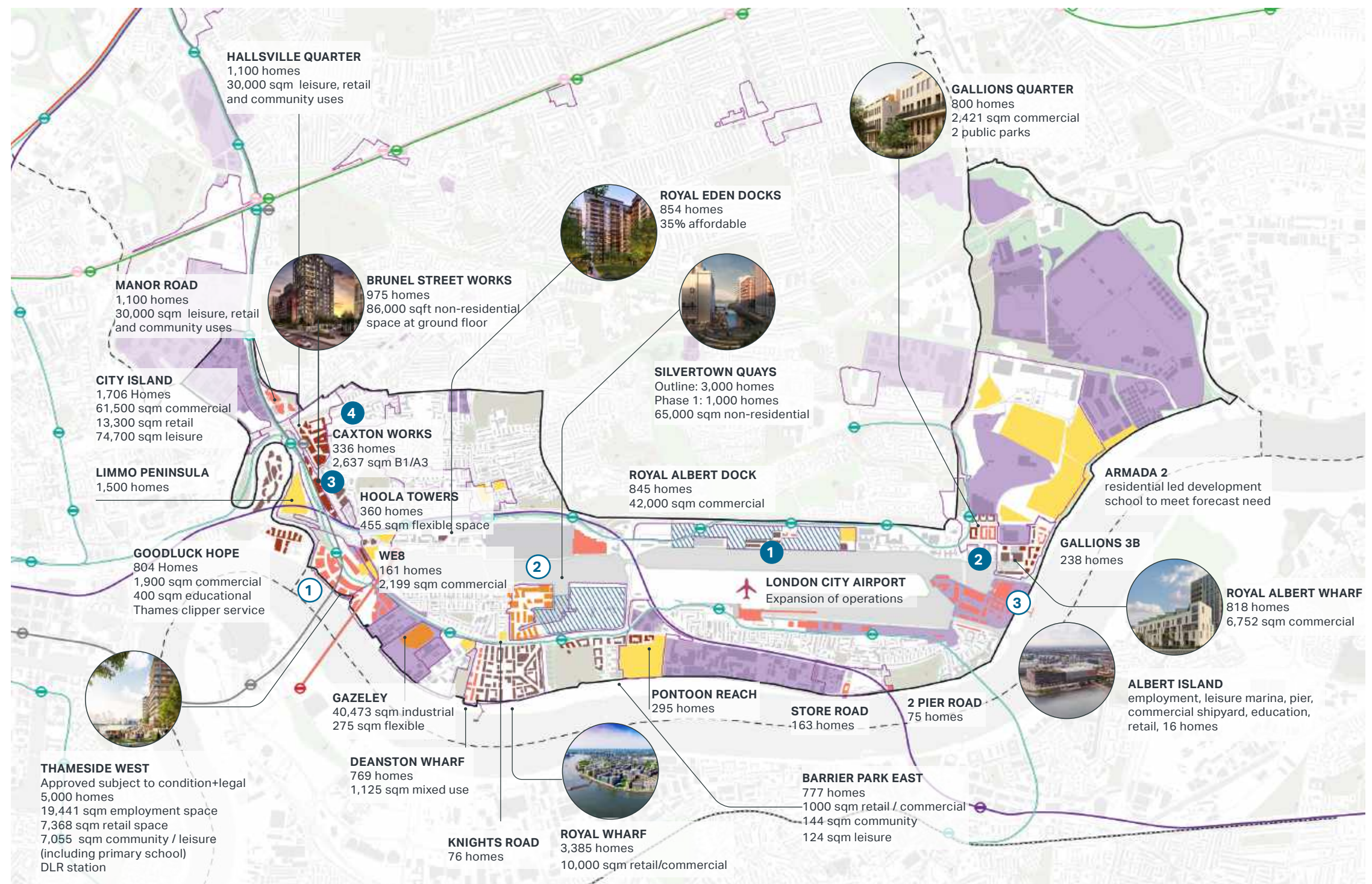


FIG 1.28 Development in the OA. The diagram contains images available in RDT (September 2021), Transforming the Royal Docks: A guide to our developments.

Public Engagement

Talking to local communities

Public Engagement to date

Effective and ongoing engagement with local communities, landowners, strategic stakeholders and hard-to-reach groups is key to this OAPF.

EARLY PUBLIC ENGAGEMENT

June - October 2019

Through pop-up events, community sessions, one to one meetings, youth sessions and website, we engaged with 1,738 people. This helped us understand the complex challenges and opportunities in the Royal Docks and Beckton Riverside Opportunity Area.

Conversations were structured by four key themes:

- 1. Connecting People & Places:** Improving access to destinations as well as social, green and blue infrastructure, services and utilities.
- 2. Making Great Places:** Creating attractive, successful places that acknowledge heritage and where people can enjoy, meet and spend time.
- 3. Living, Playing, Creating:** A sustainable mix of uses, balancing retention of industry with new residential, employment, community and cultural uses.
- 4. Local Community, Economy & Work:** Retaining, increasing and diversifying jobs and industry; broadening access and opportunities.



FIG 1.29 Engagement in numbers (Please note that numbers and figure refers to Early Engagement in 2019)

VISION AND PRINCIPLES

14th October – 27th November 2020,

Building on the early public engagement we presented draft 'Vision and Principles' (V+P) for the OAPF.

The V+P engagement attracted 372 respondents via the online platform Commonplace, with 1,120 reading the content, and 2,345 visiting the website. 70,000 leaflets were delivered, attracting 216 responses.

4 webinars were held, attracting 100 attendees to these online engagement events, whilst 35 young people attended a dedicated workshop.

Discussions were held with a number of stakeholders including utilities providers, the Port of London Authority, Historic England and landowners. These attracted 18 written responses.

For further details on the early engagement please see [Engagement Report \(2019\)](#)

For further details on the previous stage of engagement (V+P 2020) please see [Appendix: V+P Engagement Summary Report](#)



FIG 1.30 Kids Summer Splash. Image credit: [Tian Khee Siong](#)



FIG 1.31 Newham Chinese Association community fund event. Image credit: [Sam Bush](#), [Tian Khee Siong](#)



FIG 1.32 Britannia Village pop-up. Image credit: [Sam Bush](#), [Tian Khee Siong](#)

Public Engagement

Talking to local communities

Next Steps

Consultation and community feedback will be also key for the next phase of this OAPF. The formal public consultation will be structured around the spatial strategies for the Royal Docks and Beckton Riverside, the key actions, priorities and local connections for the seven 'places', as well as delivery mechanisms and implementation.

The following [FIG 1.33](#) presents a summary of the Draft OAPF's response to main points that were raised during the 2020 V+P engagement:

YOU SAID	WE DID
New and improved walking and cycling connections: Enhancing active mobility and walkability	<ul style="list-style-type: none">The OAPF expands on the '15 min. city' concept, including actions that can strengthen the walking and cycling routes from town centres to new developments and existing economic, cultural and green assetsWe included a 'Places' section which sets out the potential junction and local links (walking and cycling). These are largely improvements to existing junctions and local links.
Managing Land Uses: Relationships between land uses; Phasing as land uses change	<ul style="list-style-type: none">The OAPF includes a high level future land use vision, highlighting potential for mitigating strategies (land use, landscape - led design) in- between conflicting uses and provided an initial approach to development phasing strategies in the 'Delivery' sectionThe OAPF makes reference to the London Plan Policy D12 for the Agent of Change. Moreover, in the 'Places' section and in the 'Enabled Innovative' section, provides some insight and guidance on the treatment of the boundary conditions through case studies and specific actions.
Diversity of offer and accessibility key to future centres	<ul style="list-style-type: none">The OAPF features a set of actions that support the '15 min. city'; In the 'Enabled Innovative' section the potential for the new economies and the SME's is highlightedWhere there is new development, the OAPF highlights the importance of locating active uses (shopfronts, residential entrances) along main roads and open spaces to ensure streets are fronted by activity, rather than blank walls, and are lively, thus enabling more diversity of uses and movement.

YOU SAID	WE DID
More opportunities, facilities and spaces for young people, enable integration	<ul style="list-style-type: none">The OAPF stresses the current lack of cultural facilities in the OA, as well as the deficiency in spaces for young people. The document includes a new section 'An Empowered, Diverse Place', which puts forward a set of key actions to enhance community facilities, education spaces and opportunities for the community building'Places' section highlights opportunities for inclusive spaces and activities to be delivered in the new developments and provides relevant case studiesThe OAPF highlights how strategic planning can support the provision of career and skills development for young people
Town, Local, and Neighbourhood Centres: Building on the Local Plan to define the character, role and hierarchy of centres across the OA, so that they work as 'more than the sum of their parts'	<ul style="list-style-type: none">The 'Places' section identifies opportunities to 'add depth' to new and existing centres to benefit local communities and retain visitors, including promoting evening economy
COVID Recovery and response	<ul style="list-style-type: none">COVID Recovery as principle woven through OAPF strategyThe OAPF includes a sections 'A Connected, Resilient Place' that makes specific reference to role of green/open spaces; Potential uses and access in local centres including workspace and services
Water: Better use of water and supporting activities	<ul style="list-style-type: none">As part of the 'Lively and Healthy' section, the OAPF features a new sub-section dedicated to provide steer towards the use and activation of water, highlighting its importance as an open spaceIn the 'Places' section, high level plans show the potential new links to access the water and provide relevant guidance to new developments that face the water, setting the scene for more detailed water plan in future

FIG 1.33 You said - we did

This figure illustrates the main points from V+P engagement. See [here](#) for further insights on the engagement. Refer to Section 'Existing context and character' in [Part 4 Places](#) of this document where specific spatial feedback per neighbourhood is captured. See also Appendices of the current OAPF.