

# GREATER LONDON AUTHORITY

## REQUEST FOR MAYORAL DECISION – MD3081

### Royal Docks and Beckton Riverside Opportunity Area Planning Framework (RD+BR OAPF)

#### Executive Summary:

The Royal Docks and Beckton Riverside is designated as an Opportunity Area (OA) in the London Plan and is one of the largest regeneration areas in London. Prepared jointly by the GLA, TfL, London Borough of Newham and the GLA Royal Docks Team, the Royal Docks and Beckton Riverside OAPF ('the RD+BR OAPF') provides a planning framework to guide emerging and ongoing development in the area, and sets the context for the proposed extension of the DLR to Thamesmead via Beckton Riverside. The RD+BR OAPF identifies the potential, with transport and connectivity improvements in place, for the OA to provide 38,600 new homes and create 55,800 new jobs. The RD+BR OAPF is guided by the Mayor's Good Growth objectives and has been informed by engagement with stakeholders and local communities.

#### Decision:

That the Mayor approves the adoption of the Royal Docks and Beckton Riverside OAPF as guidance to the London Plan.

#### Mayor of London

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

The above request has my approval.

Signature:



Date:

25/3/23

## **PART I - NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR**

### **Decision required – supporting report**

#### **1. Introduction and background**

- 1.1 The Royal Docks and Beckton Riverside Opportunity Area (RD+BR OA) is one of the largest regeneration areas in London. It occupies most of the southern part of the London Borough of Newham (LB Newham), extending to Canning Town District Centre to the west, Beckton to the east, Custom House to the north, with the Thames forming the southern boundary. The Royal Docks and Beckton Riverside are home to over 80,000 residents, and this population is likely to increase significantly in the short-term.
- 1.2 A draft version of the Royal Docks and Beckton Riverside Opportunity Area Planning Framework (RD+BR OAPF) was published for public consultation between 7 February 2022 and 27 March 2022 and was approved by the Royal Docks and Beckton Riverside Strategic Board on 2 November 2022. The RD+BR OAPF was then amended following a detailed review of consultation feedback (see London Plan 2021 Paragraph 1.19 and Paragraph 4.13).
- 1.3 There are no direct costs associated with the publication of the RD+BR OAPF. All previous costs associated with this project have been covered via previous GLA decisions ADD2476 and DD2373.
- 1.4 ADD2476 allowed for the agreement of two Planning Performance Agreements (PPAs), worth a total of £160,000, with each of the two of the two major landowners in the area. Payments by the developers have been made according to milestones in the delivery of the RD+BR OAPF, including an initial upfront payment, an interim payment, and on publication of a consultation draft RD+BR OAPF. Funds were received via ADD2476 on a cost recovery basis to cover officer time on the RD+BR OAPF, a Commonplace online consultation platform and transport modelling from Mott Macdonald.

#### *Policy context*

- 1.5 The RD+BR OA is designated under Policy SD1 in Table 2.1 of the London Plan (2021) as an Opportunity Area (OA) with an indicative capacity of 30,000 new homes and 41,500 new jobs. The RD+BR OA designation states that:  
  
*“This area sits at the heart of the Thames Gateway presenting one of the largest regeneration opportunities in London. It benefits from the presence of important existing industry and attractors such as ExCEL and City Airport and will soon see an Elizabeth Line station at Custom House. The Royal Docks will become a vibrant new London quarter, creating a world-class business, industrial, cultural and residential district. Key to delivering this will be ensuring high-quality development with new infrastructure, homes and workspaces, including creative cultural, evening and night-time economy uses, in recognition of the Mayor’s aspiration for a Thames Estuary Production Corridor for culture and creative industries.”*
- 1.6 The London Plan identifies schemes and improvements to increase the capacity of public transport in London under Policy T3 (Table 10.1). This includes exploring the potential of an extension to the DLR east of Gallions Reach to Thamesmead.
- 1.7 Paragraph 2.1.4 of the London Plan sets out how OAPFs can represent the first stage in a plan-led approach to provide significant quantities of additional jobs and homes, improvements to transport and other infrastructure, and better access to local services. The Mayor recognises that there are different models for taking these forward depending on the circumstances and development needs of each OA, and for translating these frameworks into policy in Development Plan documents and Supplementary Planning Documents. Whatever model is used, the London Plan sets out that frameworks must be prepared in a collaborative way with local communities and stakeholders (see London Plan 2021 Paragraph 1.19 and Paragraph 4.13). The LB Newham has indicated it intends to endorse the adopted RD+BR OAPF as a material consideration within its suite of planning documents.

### *Transport proposals and Good Growth*

- 1.8 The RD+BR OAPF sets the context for the Mayor's proposal to extend the DLR from Gallions Reach to Thamesmead. It does this by illustrating the potential development and placemaking opportunity unlocked by an extended DLR. In addition, it contains a Transport Strategy and Local Connections study which propose a range of improvements to support higher density development. These include additional DLR and bus capacity to provide reliable, sustainable public transport connections to kick-start investment and development in the OA.
- 1.9 With this suite of transport improvements, the RD+BR OAPF identifies the potential for the OA to accommodate 38,600 new homes and create 55,800 new jobs by 2041. This is an uplift of 8,600 new homes and 14,300 new jobs from the indicative capacity in the London Plan.

London Plan (2021)	30,000 new homes and 41,500 jobs indicative capacity to 2041
Royal Docks and Beckton Riverside OAPF 2023	38,600 new homes and 55,800 new jobs dependent on new and improved public transport investment (DLR, bus capacity, and local connections) to 2041

- 1.10 The RD+BR OAPF sets out long-term guidance that demonstrates the benefits of future investment and growth in the OA. It does not establish new policies but rather shows how London Plan policy can be implemented in the OA and sets the context for forthcoming Local Plan and policy reviews. The RD+BR OAPF will be a material consideration in planning decisions within the OA.
- 1.11 The RD+BR OAPF and accompanying Transport Strategy (Appendix A) provide further detail on proposals in the Mayor's Transport Strategy (2018) to extend the DLR to Thamesmead via Beckton/Gallions Reach. The DLR Extension and some of the other transport improvements considered in the RD+BR OAPF are currently unfunded. Delivering major new public transport schemes is partly dependent on the scale of new growth. By illustrating how significant new development can align with Good Growth principles, the RD+BR OAPF contributes to building a strong business case for the investment needed to unlock new homes and jobs. As growth in the RD+BR OA is intrinsically linked to the delivery of strategic public transport connections, new public transport is needed to support housing and employment growth, and vice versa.
- 1.12 As has been the case for other major infrastructure improvements (for example, the Elizabeth Line or the Northern Line extension), any funding package for new public transport connections is likely to include contributions from the new residential and commercial development that new routes would serve. Developer contributions would also be expected to help fund local transport improvements, such as new or improved walking and cycling routes and public spaces.

### *Design-led approach to site capacity*

- 1.13 The RD+BR OAPF uses a design-led approach to assess potential site capacity uplifts unlocked through new public transport infrastructure, including the DLR extension. This approach is in accordance with Policy D3 of the London Plan and requires consideration of design options to determine the optimal quantum and form of development in response to the context and character of a site. The design-led approach has contributed to the increased indicative capacity in the RD+BR OAPF, with higher density options considered on strategic sites, and the RD+BR OAPF illustrates an optimal policy compliant development capacity. At Beckton Riverside the Higher Growth development scenario could potentially be exceeded by including land historically safeguarded for a Thames crossing. Future technical studies associated with the DLR Extension may include this area.

### *Project initiation*

1.14 The preparation of the RD+BR OAPF began in 2019 and is a joint project between the GLA, TfL, LB Newham, and the GLA Royal Docks Team. The production of the RD+BR OAPF was timely for several reasons, including:

- the Elizabeth Line opening at Custom House
- the Mayor's aim to deliver the DLR to Thamesmead via Beckton
- the need to manage policy challenges and align the growth aspirations of LB Newham to the London Plan, including through intensification and through the consolidation of industrial sites and Safeguarded Wharves.

1.15 The project has been informed throughout by close working with the Deputy Mayor for Planning, Regeneration and Skills, the Mayor of Newham, and senior officers from the GLA, TfL, LB Newham and the GLA Royal Docks Team. Key stakeholders, including St William, Lendlease, and ASI have also provided regular input into the project.

*Public engagement and consultation*

1.16 Paragraph 2.1.4 of the London Plan sets out that frameworks must be prepared in a collaborative way with local communities and stakeholders. The RD+BR OAPF has benefitted from extensive stakeholder and community engagement throughout its development. It was subject to an eight-week early-stage engagement from June to October 2019, an eight-week public engagement on the RD+BR OAPF Vision and Principles from 12 October to 27 November 2020, and a formal six-week public consultation from 7 February to 27 March 2022. Full information on consultation methods, publicity, events, feedback received and their impact on the final Adoption draft RD+BR OAPF has been recorded in Appendix B Engagement and Consultation Summary.

1.17 The early-stage public engagement undertaken in June-October 2019 involved 1,738 people and provided insight into the complex challenges and opportunities in the Royal Docks and Beckton Riverside Opportunity Area. The approach to engagement included:

- pop-up events and community sessions
- one-to-one meetings and youth sessions
- a dedicated website providing information on the OA.

1.18 The engagement process on the RD+BR OAPF Vision and Principles was entirely virtual due to the COVID-19 pandemic, and involved 2,696 people and a number of stakeholders engaging via several channels:

- a dedicated online platform attracted 2,345 visitors, of which 1,120 read the content, and 372 people left responses
- 70,000 leaflets were delivered to local residents and businesses, attracting 216 responses
- several webinars were held, attracting a total of 100 attendees across the series of online engagement events
- 35 young people attended a dedicated workshop
- discussions were undertaken with several stakeholders including utilities providers, the Port of London Authority, Historic England, and landowners, attracting 18 written responses.

1.19 The feedback received during the 'vision and objectives' engagement (from 12 October to 27 November 2020) informed the development of the draft consultation RD+BR OAPF. This was published for formal public consultation in February-March 2022, helping to ensure that the final RD+BR OAPF addressed local priorities around strategic level growth. Following a detailed review of

the responses received during the formal public consultation, the RD+BR OAPF was amended. Officers do not consider that the changes made because of the consultation process required further formal consultation.

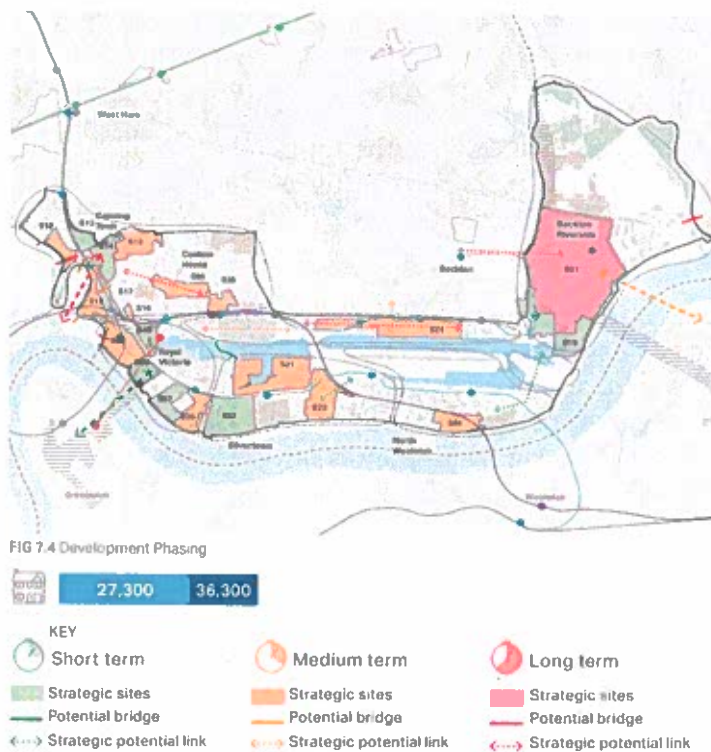
- 1.20 A draft version of the RD+BR OAPF was published online during the formal consultation period and hard copies were made available at all local libraries within and near the OA. In addition, a consultation website was set up which attracted over 1,979 unique visitors and 128 contributions (generating over 190 unique comments).
- 1.21 There were 32 email consultation responses also received from a variety of stakeholders including developers, agents, borough councils and campaigning groups. These are detailed in Appendix B. Officers have analysed the responses and, where appropriate, updated the RD+BR OAPF having considered the responses. Most responses received during formal consultation were supportive of the Mayor's objectives for the RD+BR OA. Further detail on the responses received, including key themes and action taken, can be found in RD+BR OAPF Appendix B Engagement and Consultation Summary.

## **2. Objectives and expected outcomes**

- 2.1 The objectives of the RD+BR OAPF are to:
  - review the development opportunity in areas with good transport access
  - present a strategy for industrial land
  - form part of the case-making process for a DLR extension to Thamesmead via Beckton Riverside.
- 2.2 Following the publication of the RD+BR OAPF, TfL will seek further funding to progress the technical and feasibility work required to present the case for the delivery of the currently unfunded transport infrastructure necessary to deliver the RD+BR OAPF vision. Technical work on the DLR Extension to Thamesmead via Beckton Riverside to date, including assessing a variety of line alignments and station locations, has been developed with support from RB Greenwich, LB Newham, Homes England, Department of Levelling Up, Housing and Communities (DLUHC), Department for Transport (DfT), GLA, and stakeholders including landowners and developers at Beckton and Thamesmead. This will continue if funding bids are successful.

### *Delivery of the RD+BR OAPF*

- 2.3 New infrastructure, homes and employment space are already being delivered across the RD+BR OA. There is therefore an opportunity to ensure that emerging development ambitions on individual sites reflect the aspirations of the collaborative planning framework set out in the RD+BR OAPF. In support of this, an indicative phasing strategy is contained within the RD+BR OAPF.



- 2.4 LB Newham commenced a review of its Local Plan in late 2021. This is anticipated to conclude with a new Local Plan adopted in 2024. The new LB Newham Local Plan, and its supporting evidence base, will play a vital role in delivering the RD+BR OAPF. This will be achieved through new site allocations, housing targets, an Infrastructure Delivery Plan and local and strategic development management policies.
- 2.5 Realising the OA's full potential, and ensuring smooth delivery of the RD+BR OAPF, will rely on close collaboration between key partners and stakeholders including LB Newham, the GLA, the Port of London Authority, developers and utilities providers.
- 2.6 The RD+BR OAPF Strategic Board, which has overseen the development of the RD+BR OAPF will conclude when the RD+BR OAPF is adopted. As the emphasis of the RD+BR OAPF shifts towards implementation and delivery, a new governance structure will be established, and will be agreed at the final RD+BR OAPF Strategic Board meeting (in Spring 2023). This could include a wider remit for the existing Royal Docks Enterprise Zone Programme Board which includes representatives from LB Newham and the GLA, and this will be considered through a forthcoming governance review of the Programme Board.
- 2.7 Cross-river partnership working will be vital to the delivery of the DLR extension to Thamesmead via Beckton. The existing Thamesmead & Beckton Riverside Public Transport Delivery Board which includes representation from both LB Newham and RB Greenwich will continue to coordinate and progress the ambition to extend the DLR to Thamesmead via Beckton Riverside.
- 2.8 The Community Assemblies which already exist across LB Newham have been key partners in delivering change and should be included in shaping the key elements of delivering the plan. The Community Assemblies give people direct influence over where they live, work or learn, and help shape development and growth. The existing and ongoing consultation and engagement work undertaken by the GLA Royal Docks Team and as part of LB Newham's 'Towards a Better Newham' and 'Building a Fairer Newham' agenda, should also acknowledge the RD+BR OAPF.
- 2.9 The existing Royal Docks Developer Forum, which helps in coordinating development matters (for example industrial land, flood risk), monitoring progress, and identifying collaboration opportunities, will continue.

### **3. Equality comments**

- 3.1 The Mayor and GLA are subject to the public sector equality duty ("the Duty"), as set out in section 149 of the Equality Act 2010 covering race, disability, sex, age, sexual orientation, religion or belief, pregnancy and maternity, and gender reassignment. These are the grounds upon which discrimination is unlawful and are referred to as 'protected characteristics.' The Duty requires the Mayor to have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act, advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 3.2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low. Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard to the need to tackle prejudice and promote understanding. Compliance with these duties may involve treating some persons more favourably than others.
- 3.3 The courts have emphasised that "due regard" requires an active and engaged analysis of the relevant material with the specific statutory considerations in mind, but the Duty does not require that the considerations raised in the analysis are decisive in the particular case and finally, that the weight to be given to the requirement that "due regard" is to be had is for the decision maker to decide.
- 3.4 These duties apply to the Mayor's decision to adopt the RD+BR OAPF. The proposed RD+BR OAPF supports the equalities objectives of the London Plan by providing guidance on its implementation to help boroughs, developers, and local communities. The policies of the London Plan have been subject to a full Equality Impact Assessment (EqIA).
- 3.5 The RD+BR OAPF has been developed in very close collaboration with the LB Newham and the Royal Docks Team to ensure the RD+BR OAPF is inclusive in terms of engagement and the future delivery of good growth that benefits the RD+BR OA's diverse communities. More information on the communities that live in the RD+BR OA, and the related issues the RD+BR OAPF aims to address, can be found in the RD+BR OAPF IIA Scoping Report.
- 3.6 The RD+BR OAPF has been subject to an Integrated Impact Assessment (IIA) which included an Equalities Impact Assessment attached as Appendix C. London Plan Policy SD1 is less prescriptive than other London Plan policies, reflecting the fact that Opportunity Areas vary significantly. As there could be more than one future outcome in an Opportunity Area, it is felt to be necessary to test more directly the RD+BR OAPF against the London Plan IIA objectives, to assess the potential impact of the strategy. This is consistent with the approach taken on other recent OAPFs, including Thamesmead & Abbey Wood OAPF and Isle of Dogs + South Poplar OAPF.
- 3.7 A summary of this assessment is below:

#### *Positive impacts*

- The greatest positive impact on equalities is likely to come from the social and community infrastructure strategy in the RD+BR OAPF, which sets out a strategic estimation of the social infrastructure required to support a growing population. Transport and walking/cycling proposals in the RD+BR OAPF would improve connectivity of the area significantly, making it easier and quicker for the highly diverse local community to travel to existing and proposed social infrastructure, such as at Canning Town, Beckton Riverside and Silvertown. By providing



sufficient infrastructure, such as sports and community facilities, and access to facilities that provide multiple services, this could promote social inclusion by providing key services and areas for people to meet and interact. It is noted that the location of these facilities has potential to cause an uneven impact on different groups depending on proximity to services.

- The housing uplift proposed is also likely to have a positive impact on equalities. An extension of the DLR alongside improvements in bus capacity and local connections are required to support the higher growth scenario. This should in turn support the greatest provision of affordable housing and specialist housing – benefiting young families, older people, disabled people and BAME groups. This option has the greatest potential to alleviate homelessness, which could benefit women who are single parents or victims of domestic abuse and alleviate overcrowding which affects BAME families disproportionately. Transport improvements can increase property values which could have a positive effect on those who already own their own homes.
- There is the potential for differential impacts on vulnerable groups, in particular:
  - Whilst the accessibility improvements promoted through the transport and movement strategy and linked local connections plan within the RD+BR OAPF would improve connectivity for all residents within the RD+BR OA, the planned improvements to public realm and the integration of stations with their surroundings would be of particular benefit to disabled people in terms of improving step free access.
  - The focus within the social and community infrastructure section of the OAPF on providing sufficient school places to meet rising demand would be of particular benefit to young people. This could minimise the need for young people resident within the OA to travel beyond the locality to attend school, which could have wider equalities benefits in terms of minimising travel costs.

#### *Negative impacts*

- An increase in property prices arising from improved transport connections could increase costs for those wanting to buy or rent in the area. Whilst increased prices could benefit older people who are most likely to own their own home, they could disadvantage young adults who are least likely to own their own home but want to.

#### *Neutral impacts*

- Neutral effects have been identified in relation to two equality objectives:
  - Materials and waste – the RD+BR OAPF identifies existing designated waste sites in the area. It does not include proposals that would have an impact on waste processing and disposal for vulnerable groups or on local reuse and recycling rates and is therefore seen to have a neutral impact on vulnerable groups.
  - Noise and vibration – the OAPF proposals in the transport chapter encourage the use of sustainable transport modes that reduce reliance on private modes of transport. This would reduce levels of congestion in the longer term and is therefore likely to reduce the level of noise of people exposed to road traffic, along North Woolwich Road and Royal Albert Way. The proposals as such are regarded as having a neutral effect on minimising noise and vibration levels and disruption to people and communities across the OA.

3.8 In summary, the EqIA identified some negative impacts, notably a potential rise in property values that may increase some costs, and a larger number of neutral impacts. There are also a number of positive impacts, including improving the connectivity of the area significantly, making it easier and quicker for the highly diverse local community to access services. Overall, the EqIA is felt to indicate a generally positive effect from the RD+BR OAPF on the GLA's identified equality objectives.



#### **4. Other considerations**

##### *Key risks and issues*

- 4.1 As a result of the COVID-19 pandemic, government planning reform changes and other external factors such as Brexit, the economic and political environment in which the adopted RD+BR OAPF will operate has created a more challenging environment than at the outset of the project. These factors could be a risk to the deliverability of the OAPF objectives.
- 4.2 The unfunded status of key public transport improvements proposed in the RD+BR OAPF is a risk. The RD+BR OAPF clearly sets out in the Executive Summary, and the Transport and Delivery chapters that the delivery of major new public transport schemes will depend on the scale of growth to make a strong case for investment and on the availability of funding for construction.
- 4.3 Whilst an uncertain socio-economic landscape may have an impact on the progress of achieving the RD+BR OAPF objectives, the GLA will continue to work closely with project partners to support the case for transport improvements and growth in the RD+BR OA, and to encourage positive partnerships with delivery partners.

##### *Links to Mayoral strategies and priorities*

- 4.4 The proposals detailed in the RD+BR OAPF are underpinned by policies in the London Plan and the Mayor's Transport Strategy. There is a specific emphasis on the Mayor's objectives for Good Growth – this means growth that is socially and economically inclusive and environmentally sustainable. This is especially important for an area with a diverse and growing population which faces numerous challenges including environmental quality, access to services and health outcomes.
- 4.5 The drafting of the RD+BR OAPF has involved teams within the GLA, including, Environment, Housing and Land, Regeneration, Culture, Infrastructure, Connected London and Communities and Skills and a range of teams at the LB Newham.

##### *Impact assessments*

- 4.6 The RD+BR OAPF has been supported in its development by an Integrated Impact Assessment (IIA) and a Habitats Regulation Assessment (HRA) screening. The IIA enables common themes to be considered together and involves an integrated assessment which follows the stages of the SEA methodology outlined in the Environmental Assessment of Plans and Programmes Regulations (EAPP) 2004. The IIA demonstrates how duties have been considered and fulfil assessment requirements of:
  - Strategic Environmental Assessment (SEA)
  - Equality Impact Assessment (EqIA)
  - Health Impact Assessment
  - Community Safety Impact Assessment.
- 4.7 A draft IIA Scoping Report was published between 25 January 2022 and 1 March 2022 for a five-week consultation period. Comments received were considered and a revised post-consultation Scoping Report was published alongside the draft consultation RD+BR OAPF in March 2022.
- 4.8 In relation to the SEA, the IIA Report (May 2018) concluded that a full SEA was not required as SEA Screening demonstrated no likely significant environmental effects. This was documented in a formal SEA Screening Determination.
- 4.9 Post consultation changes to the IIA Scoping Report included:

- Responding to Environment Agency feedback by adding reference to the TE2100 Plan, updating waste data, acknowledging climate emergency declarations by the Mayors of London and LB Newham, and adding detail on biodiversity net gain for the RD+BR OA.
- Adding text to the Heritage section regarding importance of buried archaeological heritage, and the proposing continued involvement of the Greater London Archaeology Advisory Service in OA monitoring in response to Historic England representation.
- In response to Sports England representation, setting out in the RD+BR OAPF a high-level assessment of future demand for sports and recreation in the OA. There is also a recommendation that further work on demand for sports infrastructure be undertaken by LB Newham as part of the review of their Local Plan (see paragraph 2.4).
- Responding to the Port of London Authority's suggestion that greater prominence be given to adjacent Safeguarded Wharves in RB Greenwich in the RD+BR OAPF.

4.10 A draft IIA was published for an eight-week consultation in August-September 2022. Responses were reviewed and the IIA was then updated on that basis.

4.11 Overall, the IIA considers the RD+BR OAPF to have a generally positive impact when compared to the alternative of not preparing an OAPF. The RD+BR OAPF has been assessed as performing strongly against the IIA objectives for housing delivery (supply, quality, choice, and affordability), sustainable land use, design, accessibility, connectivity and economic competitiveness and employment. While there are some neutral effects, such as those in relation to air quality, greenhouse gas emissions and water resources, no negative effects were identified through the assessment.

#### *Strategic Environmental Assessment*

4.12 With regards to Strategic Environmental Assessment ("SEA"), as the RD+BR OAPF is purely providing guidance to the London Plan which has been subject to a full SEA/IIA and the RD+BR OAPF deals only with a small area at a local level it does not give rise to any significant effects beyond those of the London Plan. As such an SEA as set out within the Environmental Assessment of Plans and Programmes Regulations 2004 is not required.

#### *Habitats Regulation Assessment*

4.13 The IIA of the London Plan 2021 concluded no likely significant effects on European Sites. To confirm whether the RD+BR OAPF is likely to have a significant effect on any European Sites a separate Habitats Regulations Assessment (HRA) Screening Report has also been prepared by the GLA to accompany the RD+BR OAPF. The screening identified those European Sites within 15km of the OA boundary. These sites are Epping Forest SAC and the Lee Valley SPA/Ramsar. The assessment reviewed the reasons for site designations and key vulnerabilities.

4.14 In brief it is considered that: the distance between the RD+BR OA and the sites (9km and 12km respectively), their position beyond central London, and the amount of open space within and close to the RD+BR OA all lead to an assessment that the RD+BR OAPF will not have a likely significant effect on either European Site. In addition, individual schemes within the RD+BR OA will be subject to wider London Plan and more specific policies set out in the RD+BR OAPF on air quality, water management, sustainable transport and open space enhancements that aim to minimise adverse effects of development.

4.15 All assessments detailed within this report were made publicly available during consultation and are considered by GLA officers to contain an adequate analysis of the material.

#### *Engagement*

4.16 Effective and ongoing engagement with local communities, landowners and stakeholders has played an important role in the preparation of the RD+BR OAPF. All feedback received and their impact on

the final Adoption draft OAPF has been recorded in Appendix B Engagement and Consultation Summary. Public engagement has comprised:

- a six-week formal public consultation on a consultation draft RD+BR OAPF from February 2022-March 2022
- an eight-week 'vision and objectives' public engagement in October-November 2020 comprising analysis and emerging vision and objectives for the RD+BR OAPF
- an eight-week early-stage public engagement in June-October 2019
- a series of 1-2-1 meetings with key stakeholders within the RD+BR OA.

#### *Conflict of Interest*

- 4.17 No one involved in the drafting or clearance of this form or the preparation of the RD+BR OAPF has any conflict of interests that might arise because of the adoption and implementation of the RD+BR OAPF.

### **5. Financial comments**

- 5.1 There are no direct financial implications for the Greater London Authority arising from this decision.

### **6. Legal comments**

- 6.1 The Mayor's statutory plan-making powers are set out in Part VIII of the Greater London Authority Act 1999 ("the Act"). Section 334 of the Act requires the Mayor to prepare and publish the London Plan and sections 339 and 340 require the Mayor to keep the London Plan under review.
- 6.2 Whilst there is no statutory requirement for the Mayor to prepare planning guidance documents such as OAPFs, he has the powers to do so under section 30 of the Act which gives the Mayor the power to do anything he considers will promote the improvement of the environment in Greater London and section 34 which gives the Mayor the authority to do anything which is calculated to facilitate or is conducive or incidental to the exercise of any of the statutory functions of the Authority.
- 6.3 This OAPF as Planning Guidance to the London Plan supports the implementation of its policies and may reasonably be regarded as facilitating, being conducive or incidental to the exercise of the Mayor's powers detailed above.
- 6.4 An Integrated Impact Assessment (IIA) has been carried out as detailed within section 2 above to demonstrate how the legal duties under the following legislation have been met:
- The Equalities Act 2010 as assessed in detail with section 3 of this report.
  - Strategic Environmental Assessment Scoping report in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004. A full SEA was not required as there are no likely significant environmental effects further to those already assessed as part of the SEA/IIA process for the London Plan 2021.
  - Appropriate Assessment Screening Report in compliance with Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the 'Habitats Directive') as implemented by the Conservation of Habitats and Species Regulations 2010 (as amended) to ascertain whether the OAPF is likely to have a significant effect on any European Sites.
  - Community safety in accordance with the legal duties under the Crime and Disorder Act 1998 (as amended) and the Police and Justice Act 2006.

- Health impacts.

6.5 As the duties listed above are ongoing duties, they have been reassessed following the consultation and are discussed in detail within section 3 and 4 above. The Mayor should have regard to these assessments when considering this decision.

## 7. Planned delivery approach and next steps

Activity	Timeline
Notification of adoption	June 2023
Publication	June 2023

### Appendices and supporting papers:

Appendix A - Royal Docks + Beckton Riverside OAPF (Adoption Draft)

Appendix B - Royal Docks + Beckton Riverside OAPF Engagement and Consultation Summary

Appendix C - Local Connections Strategy

Appendix D - Transport Strategy

Appendix E - Integrated Impact Assessment + IIA Scoping Report

Appendix F - HRA Screening

**Public access to information**

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note:** This form (Part 1) will either be published within one working day after it has been approved or on the defer date.

**Part 1 – Deferral**

**Is the publication of Part 1 of this approval to be deferred? NO**

**Part 2 – Sensitive information**

Only the facts or advice that would be exempt from disclosure under FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

**Is there a part 2 form – NO**

**ORIGINATING OFFICER DECLARATION:**

Drafting officer to  
confirm the  
following (✓)

**Drafting officer:**

Mathieu Proctor has drafted this report in accordance with GLA procedures and confirms the following:

✓

**Sponsoring Director:**

Phil Graham has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.

✓

**Mayoral Adviser:**

Jules Pipe has been consulted about the proposal and agrees the recommendations.

✓

**Advice:**

The Finance and Legal teams have commented on this proposal.

✓

**Corporate Investment Board**

This decision was agreed by the Corporate Investment Board on 22 May 2023.

✓

**EXECUTIVE DIRECTOR, RESOURCES:**

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

**Signature:**

*D. Gene*

**Date:**

22/05/2023

**CHIEF OF STAFF:**

I am satisfied that this is an appropriate request to be submitted to the Mayor

**Signature:**

*D. Bellamy*

**Date:**

22/05/2023

