

Notice of Meeting

CABINET

Tuesday, 23 May 2023 - 7:00 pm
Council Chamber, Town Hall, Barking

Members: Cllr Darren Rodwell (Chair); Cllr Saima Ashraf (Deputy Chair) and Cllr Dominic Twomey (Deputy Chair); Cllr Sade Bright, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Kashif Haroon, Cllr Jane Jones, Cllr Elizabeth Kangethe and Cllr Maureen Worby

Invited: Cllr John Dulwich (non-voting)

Date of publication: 15 May 2023

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AGENDA

1. Apologies for Absence

2. Declaration of Members' Interests

In accordance with the Council's Constitution, Members are asked to declare any interest they may have in any matter which is to be considered at this meeting.

3. Minutes - To confirm as correct the minutes of the meeting held on 18 April 2023 (Pages 1 - 4)

4. LBBDDraft Local Plan: Provision of Gypsy and Traveller Sites in Barking and Dagenham (Pages 5 - 83)

5. Any other public items which the Chair decides are urgent

6. **To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.**

Private Business

The public and press have a legal right to attend Council meetings such as the Cabinet, except where business is confidential or certain other sensitive information is to be discussed. The list below shows why items are in the private part of the agenda, with reference to the relevant paragraph of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended). ***There are no such items at the time of preparing this agenda.***

7. **Any other confidential or exempt items which the Chair decides are urgent**

MINUTES OF CABINET

Tuesday, 18 April 2023
(7:00 - 7:55 pm)

Present: Cllr Darren Rodwell (Chair), Cllr Saima Ashraf (Deputy Chair), Cllr Dominic Twomey (Deputy Chair), Cllr Sade Bright, Cllr Cameron Geddes, Cllr Syed Ghani, Cllr Kashif Haroon, Cllr Jane Jones, Cllr Elizabeth Kangethe and Cllr Maureen Worby

Also Present: Cllr John Dulwich

102. Declaration of Members' Interests

There were no declarations of interest.

103. Minutes (21 March 2023)

The minutes of the meeting held on 21 March 2023 were confirmed as correct.

104. Corporate Plan 2023 - 2026

The Leader introduced the draft Corporate Plan for 2023-2026 which set out the Council's key priorities, aims and objectives for the next three years and the activities that would help achieve them.

The Leader referred to the strong links between the Corporate Plan and the Borough Manifesto agreed in 2019, as well as the political manifesto that the Labour Group stood on at last year's Local Elections. The new Corporate Plan had been developed over many months in collaboration with local partners and the wider community and would maintain the Council's long-standing vision of "One Borough: One Community: No-One Left Behind".

The new Corporate Plan set out the Council's seven main priorities for the years ahead, namely:

- Residents are supported during the current Cost-of-Living Crisis;
- Residents are safe, protected, and supported at their most vulnerable;
- Residents live healthier, happier, independent lives for longer;
- Residents prosper from good education, skills development, and secure employment;
- Residents benefit from inclusive growth and regeneration;
- Residents live in, and play their part in creating, safer, cleaner, and greener neighbourhoods;
- Residents live in good housing and avoid becoming homeless.

The Leader referred to the working culture that would drive service delivery, performance and innovation and the important role of local voluntary and community sector partners as well as other partners such as the local NHS organisations and the Police in helping to achieve those priorities. The document also set out the actions that the Council would be taking to address structural

inequality, over and above its statutory responsibilities under the Equality Act 2010, to ensure that Barking and Dagenham was a place where every resident could thrive.

Cabinet Members gave their unanimous support for the new Corporate Plan and referred to a range of issues within the document and aspects relating to their respective portfolios. Members also spoke on the magnitude of delivering on the priorities and ambitions within the Corporate Plan, particularly bearing in mind the significant underfunding of local services by the Government.

Cabinet **resolved** to:

- (i) Endorse the new Corporate Plan for 2023-2026, as set out at Appendix 1 to the report, and authorise the Director of Strategy, in consultation with the Leader and Deputy Leaders, to make any non-material amendments to the document prior to its submission to the Assembly; and
- (ii) Recommend the Assembly to:
 - (a) Approve the Corporate Plan 2023-2026; and
 - (b) Delegate authority to the Director of Strategy, in consultation with the Leader, Deputy Leaders and Deputy Cabinet Member for Performance and Data Insight, to develop and implement an Outcomes Framework relating to the new Corporate Plan.

105. Conversion of Padnall Hall, Padnall Road, Marks Gate, Chadwell Heath for Use as a Youth Centre

The Cabinet Member for Educational Attainment and School Improvement introduced a report on the proposal to redevelop and refurbish Padnall Hall in Marks Gate into a new Youth Centre for the Borough via funding from the Department for Culture Media and Sport (DCMS) Youth Investment Fund (YIF).

Barking and Dagenham had been identified as one of only two London Boroughs eligible to apply for YIF funding. The Cabinet Member explained that an assessment of local need identified the Marks Gate area as lacking any kind of bespoke youth facility that was fit for purpose. Furthermore, data provided by Future Youth Zone showed that youngsters from the Marks Gate area were the most isolated from the Future Youth Zone facility in Parsloes Park.

To meet the timescales for development under the YIF programme, the existing Padnall Hall building, which had disused for the past 15 years, was identified as the preferred site for a new, bespoke youth centre. The overall capital cost of the project was estimated at £1.964m, to be met in full via the YIF, and the Cabinet Member also confirmed that revenue funding would be available from the YIF up to March 2025 to support running costs. Those costs would include the engagement of a youth development / engagement worker to lead on community development and engagement with young people. The Cabinet Member also confirmed that while it had been agreed that the Council would lead on the delivery of the building works, a consortium of local voluntary and community sector organisations, including Future Youth Zone, would run the facility and be responsible for fundraising to cover ongoing revenue costs post-March 2025.

Cabinet Members expressed their wholehearted support for the project in the Marks Gate area.

Cabinet **resolved** to:

- (i) Agree to the conversion of the derelict Padnall Hall into a new Youth Centre for the borough, subject to a successful grant application via the DCMS Youth Investment Fund to fully fund the conversion project;
- (ii) Agree the procurement of architectural, engineering, surveying and building works contractors for the refurbishment of Padnall Hall, in accordance with the strategy set out in the report; and
- (iii) Authorise the Commissioning Director, Education, in consultation with the Cabinet Member for Educational Attainment and School Improvement, the Strategic Director, Finance and Investment and the Chief Legal Officer, to agree the framework, conduct the procurement and award and enter into the contract(s) and all other necessary or ancillary agreements with the successful bidder(s).

106. Community Safety Partnership Plan 2023 - 2026

The Cabinet Member for Enforcement and Community Safety presented a report on the new overarching Community Safety Partnership Plan (CSPP) for 2023-2026.

The Cabinet Member explained that the CSPP had been developed by the Borough's Community Safety Partnership (CSP) Board and represented a significant commitment by partners, including the Council, Police, Fire, Probation and Health authorities as well as local voluntary groups, to working together to improve the lives of the Borough's residents. A Crime and Disorder Strategic Assessment (CDSA) was undertaken last year to understand trends and patterns in crime and disorder locally and to support priority setting. The CDSA identified that burglary, robbery, theft and vehicle offences during 2021/22 were below pre-Covid 19 levels although in comparison to 2020/21, total offences were up by 10.4% to 20,560.

The previous three-year CSPP had established five key priorities and the public consultation on the 2023-2026 plan supported the retention of those five priorities, namely:

- Priority 1 – Keeping children and young people safe.
- Priority 2 - Tackling safety in the neighbourhood & community.
- Priority 3 - Reducing offending.
- Priority 4 - Standing up to hate, intolerance and extremism.
- Priority 5 - Tackling violence against women and girls.

The Cabinet Member confirmed that the CSP Board and its sub-groups would be responsible for ensuring that progress against the CSPP was maintained and regularly reviewed.

The Cabinet Member for Adult Social Care and Health Integration welcomed the CSPP and the prioritisation of local concerns alongside national priorities. She also alluded to the Baroness Casey Review and the need for a fundamental change in culture within the Metropolitan Police that would be clearly visible to the local community in order to regain confidence. The Leader also referred to discussions with the local Chief Superintendent on a joint local plan to rebuild the “policing by consent” principle within the Borough.

Cabinet **resolved** to:

- (i) Endorse the Community Safety Partnership Plan 2023-26, as set out at Appendix 1 to the report; and
- (ii) Recommend its adoption by the Assembly.

107. Procurement of a Managed Training Provider

The Cabinet Member for Finance, Growth and Core Services introduced a report on the proposed procurement of a new, maximum four-year contract for the provision of a Managed Training Service via the ESPO Managed Training Services Framework (framework number 383_21).

The Cabinet Member advised that the engagement of external trainers was a fundamental element of the Council’s commitment to staff development, alongside in-house training and e-learning. The previous contract was also procured via the ESPO Framework and the managed service provider model had proved to have significant advantages, including providing value-for-money and a higher quality of training delivery, ease of procurement and consistent contract monitoring and management. The Cabinet Member also referred to the overall value of the contract over the potential four-year period and the alternative procurement options that had been considered.

Cabinet **resolved** to:

- (i) Agree that the Council proceeds with the procurement of a contract for a Managed Training Provider in accordance with the strategy set out in the report; and
- (ii) Authorise the Director of Workforce Change, in consultation with the Cabinet Member for Finance, Growth and Core Services and the Chief Legal Officer, to conduct the procurement and award and enter into the contract and all other necessary or ancillary agreements with the successful supplier to fully implement and effect the proposals.

CABINET

23 May 2023

Title: LBBD Draft Local Plan: Provision of Gypsy and Traveller Sites in Barking and Dagenham	
Report of the Cabinet Member for Regeneration and Economic Development	
Open Report	For Decision
Wards Affected: All wards	Key Decision: Yes
Report Author: Alex Philpott, Principal Planning Officer, Be First with Tim Thomas, Head of Transport, Infrastructure and Policy Planning	Contact Details: E-mail: alex.philpott@befirst.london tim.thomas@befirst.london
Accountable Director: Caroline Harper, Chief Planning Director, Be First	
Accountable Executive Team Director: James Coulstock, Interim Strategic Director of Inclusive Growth	
<p>Summary</p> <p>Meeting the needs of the Gypsy and Traveller community forms part of LBBD's Inclusive Growth strategy and is fundamental to the soundness of our draft Local Plan, due for Public Examination later this year. At the Preliminary Hearings last July the Planning Inspectors (PINs) raised Gypsy and Traveller provision as a major risk for the Council to address before the Plan can proceed to the main Examination stage.</p> <p>An independent assessment¹ for our Local Plan evidence base identifies a need for 25 additional Gypsy and Traveller pitches up to 2037. In order to meet the identified need and the requirements set out in national planning policy, sites at Choats Road, Collier Row Road and the extension of the existing traveller site at Eastbrookend Country Park were proposed as potential traveller sites. This went through formal consultation during the Regulation 19 (2) stage of the draft Local Plan approved by Cabinet² in October 2020.</p> <p>Following the consultation stage, the sites at Choats Road and Collier Row Road were subsequently withdrawn by the landowners, leaving the planned expansion of the existing site, delivering 12 of the 25 pitches required, as the only site currently allocated in the submitted draft Local Plan. It is acknowledged that this site comes with many issues and objections such as its location in the Green Belt.</p> <p>Given the known difficulties with expanding the existing site, significant work has been undertaken since the Preliminary Hearings to identify and assess 60 other alternative sites in both Council and 3rd party ownership, including a formal "Call for Sites" process plus our own enquiries. Sites have to meet clear national planning tests and also be shown to be deliverable, supported by documented landowner agreements.</p>	

¹ <https://yourcall.befirst.london/13753/widgets/39553/documents/21248>

² <https://modgov.lbbd.gov.uk/Internet/ieDecisionDetails.aspx?AllId=82751>

This process has not revealed any new sites which would meet the key planning tests for allocation as a traveller site. The expansion of the existing traveller site at Eastbrookend Country park, previously approved by Cabinet and already in the submitted draft Local Plan, is therefore currently the only deliverable option. On this basis a shortfall of 13 pitches remains. Members are therefore provided with details on 47 Thames Road which was the site deemed closest to meeting the tests for allocation as a traveller site. At present this site is deemed not to be available due to a number of financial and community use implications that would arise should it be reallocated as a traveller site.

Suitable sites have to be allocated in the Local Plan to meet the identified need, both for the immediate 5-year need plus a more general area allocation for the remainder of the plan period. As the review described above has not identified a sufficient number of pitches, it is proposed that Castle Green is identified as a broad area where it may be possible to meet the shortfall in the future. Provision in this area would need to come forward as part of wider, strategic proposals which are, as yet, not defined. Only limited certainty on this being a deliverable option can therefore be presented in the Local Plan.

If the identified need cannot be met, Cabinet should note the considerable risks associated with the local plan being delayed or even found unsound. Prolonged absence of an effective Local Plan will hinder:

- Delivery of ambitious regeneration in the Borough, including 44,051 new homes and 20,000 jobs
- New high quality affordable homes that reflect local needs
- Certainty for future investment plans and Government grants in the Borough
- Delivery of the transformation areas
- New supporting infrastructure such as new schools and healthcare

This is now the final issue which is preventing the Plan from moving to the next stage of the examination. The Planning Inspectors have asked the Council to provide a clear endorsement by local members of the proposed approach to meeting the identified need for traveller pitches. Cabinet is therefore asked to consider the proposed approach set out in this report and the key issues and risks that are presented. Following agreement, it will then be recommended to the Planning Inspectors and will support the Plan to the next stage of the examination.

Recommendation(s)

Cabinet is asked to:

- (i) Note that of the three sites previously approved for allocation as Gypsy and Traveller Provision in the draft Local Plan, two have been withdrawn by the landowners and, therefore, the extension of the existing site at Eastbrookend Country Park represented the only site available to contribute to the identified need within the first five years of the Local Plan period;
- (ii) Consider the assessment of all potential sites identified based on their suitability for traveller pitches set out in section 2 and Appendix A of the report and confirm that 47 Thames Road would not be available due to the identified financial and social implications and its future inclusion in the Thames Road Transformation Zone;

- (iii) Note that in view of 47 Thames Road being deemed unavailable and in the absence of any further sites being deemed suitable, a shortfall of 13 pitches remained within the Local Plan period which presented a risk to the soundness of the Council's Local Plan; and
- (iv) Commits to the provision for a state-of-the-art modern Gypsy and Traveller site within the strategic proposals for the Castle Green Transformation Area with the aim being to meet the Borough's future requirements for its Gypsy and Traveller community.

Reason(s)

Being able to meet the identified need for Gypsy and Traveller pitches is a requirement of national planning policy. Failure to meet this identified need in full may mean the plan is unable to move to the next stage of examination, which would significantly impact on the Council's wider regeneration objectives including the delivery of over 44,000 new homes and 20,000 new jobs. However, as it has not been possible to identify suitable sites beyond the initial 5-year period, a longer-term approach has been proposed.

It is important to note that Romany Gypsies and Scottish and Irish Travellers are recognised ethnic groups and all the duties on public bodies under the Equality Act 2010, Human Rights Act 1998 and relevant case law apply. Should the Council not put in place adequate service provision for Gypsy and Travellers, there is a risk of failing to provide for all parts of the community and not comply with the Equality Act 2010.

1. Introduction and Background

- 1.1. The draft Barking and Dagenham Local Plan seeks to deliver the Council's key objectives for unlocking regeneration in the Borough, delivering good quality affordable homes, improving open green spaces and mitigating the impacts of climate change. In total, the Plan seeks to unlock over 44,000 new homes and 20,000 jobs along with supporting infrastructure such as new schools and health facilities.
- 1.2. The draft Local Plan is fundamental to ensuring that the Council can shape the location and scale of new housing developments in the Borough and ensure that it reflects local circumstances. The current Barking and Dagenham Core Strategy was adopted in July 2010 and is now significantly out-of-date, meaning that it is less effective at ensuring new developments align with local priorities and is often overlooked by Planning Inspectors at appeal. Although the Council can rely on the more recently adopted London Plan 2021, this looks at the priorities of the London region as a whole and does not accurately reflect the aims and objectives of Barking and Dagenham at a local level. It is of critical importance that a new Local Plan is adopted as soon as possible in order to ensure local Council priorities are reflected in decision-making on the substantial amount of new development that is coming forward in the Borough.
- 1.3. As part of the evidence base for the Local Plan a robust, independent Gypsy and Traveller Needs Assessment was completed in 2020. This concluded that the Borough has an identified need to provide 25 additional traveller pitches up to 2037. It was intended that this need could be met in full through sites at Choats Road,

Collier Row Road and, as a contingency as Council owned land, the expansion of the existing traveller site at Eastbrookend Country Park.

- 1.4. These sites were allocated in the draft Local Plan which went through the Local Plan formal consultation (the Regulation 19(2) stage) following approval by Cabinet in October 2020. Following this, the landowners at Choats Road (Barking Riverside Ltd) and Collier Row Road (Crown Estate) stated that their land is no longer available for a traveller site, therefore these sites are no longer considered to be deliverable. The draft Local Plan was then submitted for examination by the Planning Inspectorate in December 2021, meaning that the only deliverable site in the draft Local Plan is the expansion of the existing Eastbrookend Country Park, which can deliver 12 of the 25 pitches required up to 2037.
- 1.5. During the Initial Hearing Sessions held in July 2022, the Planning Inspectors identified the absence of meeting the Borough's Gypsy and Traveller need in full as a key risk to the delivery of draft Local Plan³. In order to mitigate this risk in full and for the Plan to be found sound, it must be in conformity with national planning policy, which requires local planning authorities to meet their identified need.
- 1.6. The Inspectors cleared our Duty to Cooperate with neighbouring local planning authorities, confirming that we worked together positively and that the London Boroughs of Redbridge, Havering and Newham do not have any land availability to assist us in meeting our need. Provision for traveller pitches therefore must be met within the LBBD boundary.
- 1.7. The Inspectors asked the Council to conduct the following work prior to the next stage of the examination:
 - a) Assess all allocated sites to consider whether they could meet the identified need for traveller pitches
 - b) Conduct a "Call for Sites" to provide landowners the opportunity to propose additional sites which could be suitable for a traveller site
 - c) Re-consider other Council-owned land to identify sites which could be suitable for a traveller site.
- 1.8. These actions have been completed and this report now sets out the conclusions of that work and seeks Cabinet decision on the way forward.

2. Proposal and Issues

- 2.1. The Planning Inspectors agreed with our conclusion that the 41 existing allocated housing sites that were already assessed in the draft Local Plan are not suitable for the allocation of a traveller site. As part of the search for additional sites, we have now assessed a further 19 sites that showed potential as traveller sites including sites owned by external landowners and by the Council. A full assessment has been provided in **Appendix A** and a recommendation on the most suitable sites is made in this report.
- 2.2. National planning policy requires local planning authorities to consider specific criteria when allocating a traveller site. This includes ensuring it has access to

³ <https://yourcall.befirst.london/11324/widgets/38986/documents/34005>

health services and education, should be a good environmental quality (such as noise and air quality) and should not be in an area at high risk of flooding. Sites also need to be deliverable in order to be allocated in the Local Plan, meaning that they should be available, achievable and suitable for its proposed use. Without confirmation from the landowner that they would be happy for the site to be used as a traveller site, it cannot be considered available or achievable.

- 2.3. 15 of the 19 sites which had been considered for the allocation of a traveller site were located in close proximity to neighbouring industrial uses and other constraints such as flood risk and land ownership. Land within existing industrial uses are in constant operation with a significant amount of noise and poor environmental quality. It is difficult to mitigate these issues for traveller sites compared to conventional housing due to the materials of caravans, therefore it was not considered that there could be any mitigation measures to make these sites suitable.
- 2.4. Four potential suitable sites were identified at Dagenham Hospital, Ripple Nature Reserve, A13 Thames Water Depot and the Essex Water site on Rainham Road South. However, as the landowners are unable to release this land for the use of a traveller site at this stage, or in sensitive environmental areas, they cannot be considered to be available or achievable and are therefore considered to be undeliverable.
- 2.5. A specific additional Gypsy and Traveller Call for Sites was held between 6 March and 17 April 2023. This was advertised via the Council website and social media. Emails were also sent to landowners on our Call for Sites mailing list and to Gypsy and Traveller representative groups to notify them of this process. Unfortunately, no sites were submitted as part of this process.
- 2.6. We have reapproached the GLA and Barking Riverside Limited regarding available land within Barking Riverside or other GLA owned land. A number of potential sites were identified within Dagenham Dock, however it is now understood that these are not within GLA ownership. We are currently working to identify the relevant landowners to understand the sites availability. The property team for the GLA and TFL are currently conducting a search of all land in the Borough within their ownership to consider whether there are any potential sites suitable for traveller pitches.
- 2.7. The expansion of the Eastbrookend Country Park traveller site was allocated in the submitted version of the draft Local Plan, and therefore it will be the Inspectors' decision whether to recommend the allocation as being able to remain as a deliverable site or removed. Its removal can only be done for legal and soundness reasons, although its location within the Green Belt is something that has already been challenged at the Stage 1 Hearings and will be discussed further at the next stage of the examination.
- 2.8. The Council has an obligation to meet the needs of protected groups under the Equality Act 2010 which includes Gypsies and Travellers. Along with meeting the identified future need for traveller pitches, it should be noted that there are already 4 families waiting for a traveller site to become available. There are currently 3 vacant plots, however these are unavailable due to trespassing and abandoned vehicles. The Council is currently working to resolve the issues on the existing site. Despite

this change in circumstances, the Council is still obligated to rely on the needs assessment conducted in 2020. The evidence can only be reviewed should the Planning Inspectors consider it to be out-of-date and direct the Council to update it.

3. Options Appraisal

- 3.1. The analysis undertaken demonstrates that there is no immediately identifiable way of meeting the full identified need of 25 new pitches. However, if we cannot demonstrate a solution the draft Local Plan may not be able to move to the next stage of the examination. The following sections set out further detail on the current site allocated (Eastbrookend Country Park), the site closest to being deemed to be acceptable (47 Thames Road) and a potential broad location for future provision (Castle Green).

A) Eastbrookend Country Park – currently allocated, potential for 12 pitches



- 3.2. The expansion of the existing traveller site at Eastbrookend Country Park was included in previous iterations of the draft Local Plan. It is considered a suitable site as it would ensure that the families within the existing site would be able to stay together and reduce maintenance costs for the Council. As the site is already owned by the Council, there would be no additional costs in buying the land and it could be brought forward early in the Plan period.

Challenges

- 3.3. Although the site is considered to be suitable, available and achievable it is not without other constraints, particularly its sensitive location within a Country Park, its location within the Green Belt and proximity to the Discovery Centre. However, the site does have an opportunity to provide substantial screening and could provide compensatory improvements such as new and enhanced green infrastructure in the local area.

Costs

- 3.4. The cost of delivering the site could be up to £3 million depending on the amount of utilities and landscaping that needs to be provided. The Council recently applied for Government funding of £1 million to support the delivery of the site, however due to the significant amount of bids we were unsuccessful.

Conclusion

- 3.5. The site can only be recommended to be removed by the Planning Inspectors for soundness reasons, which will be considered at the next stage of the examination. At this stage, the site is the only option which can meet part of the identified need for traveller pitches and we are not aware of any soundness reasons that should prevent it from being allocated.
- 3.6. It is acknowledged that the site has a significant number of constraints and local opposition, however it remains a suitable, available and achievable site and can be brought forward early in the Plan period. However, this would not satisfy the Planning Inspectors key concerns that the site by itself can not meet the identified need for traveller pitches in full, meaning that the draft Local Plan is not in full compliance with national planning policy. This remains a key risk to the delivery of the draft Local Plan.

B) 47 Thames Road – currently deemed unavailable but potential for 13 pitches



- 3.7. The site is owned by the Council and is currently an existing warehouse located within the Thames Road Transformation Area, which has ambitions to deliver over 2,000 new homes. The site is currently let to a community group, but they will vacate the site in December 2023 as their funding has expired. Currently, a

peppercorn rent of £5k per annum is paid however if let on commercial terms the unit might command a rent of £185k per annum.

- 3.8. Although the site is currently located within Strategic Industrial Land, the draft Local Plan seeks to release the land for residential use, providing an opportunity for the provision of a traveller site. The implementation of the traveller proposal would require the demolition of the existing building estimated at circa £0.5m together with the cost of hard standing and boundary treatment.
- 3.9. There is already a suitable amount of screening on the site, therefore it would be possible to mitigate any visual or acoustic privacy impacts. It is considered that the site could deliver up to 13 additional pitches. This site is considered deliverable as it is LBBB owned land; however, there are several implications for allocating this site as a traveller site. These are set out below.

Challenges

- 3.10. The potential allocation of this site as a traveller site has several challenges that should be noted by the Council. These are: its implications for the wider vision/delivery of Thames Road; its removal of a community organisation space; and the financial implications relating to a loss of site/income, particularly given the likely rental uplift if the property were let on commercial terms.
- 3.11. The Thames Road Masterplan is based on a future placemaking vision to initiate the transformation of the area. This is currently based on 47 Thames Road being allocated for residential use, therefore the removal of the site for traveller pitches would impact on the wider delivery and place-making strategy as a residential-led development and could impact on wider investment in the site.

Costs

- 3.12. The site was purchased for £3.5m in 2016 with the benefit of GLA grant. It is estimated that the site is now worth circa £6m on the basis that it could be relet for commercial use. The GLA funding agreement requires that sites should be developed for residential uses as part of the housing zone. This policy has now been superseded by the emerging Local Plan and draft masterplan. These documents propose that sites in Thames Road will be developed for mixed uses.
- 3.13. While there is a risk that the GLA might seek to recover its grant (£3.5m), as the site is not be used to secure high density housing, this risk is considered low. However, this would lead to a loss of potential income for the Council of £185k per annum and there is a reputational risk as the proposed traveller use might prejudice the wider Thames Road Masterplan and there are a number of other sites that have in part been funded by GLA grant. The introduction of a traveller site might delay the implementation of the Thames Road masterplan and undermine the investment that has already been made by LBBB in land assembly and the construction of the high-density scheme at No 12 Thames Road.

Conclusion

- 3.14. The site has been assessed as suitable for a traveller site; however, its availability is subject to a number of financial and future commercial considerations given the GLA funding of the site and potential loss of future income should the unit be let out as a commercial property. The use of the site for a traveller site could also have a significant impact on the wider regeneration of the area as the Thames Road masterplan already identifies the site for a future mixed-use development.
- 3.15. Cabinet could agree not to release the site for the allocation of a traveller site given the reasons above, however, in doing so this would mean that the Council is unable to meet its identified need for traveller pitches in full which could risk the draft Local Plan being considered unsound and unable to move to the next stage of the examination. This would have a significant negative impact on the delivery of the draft Local Plan which aims to deliver new homes, jobs and infrastructure to the Borough.

Potential Broad Location – Castle Green

- 3.16. National planning policy allows local planning authorities to identify broad locations which could come forward later in the plan period between 6-10 years and, where possible, 11-15 years, for the delivery of traveller sites. During the hearing sessions held last summer, the Planning Inspectors asked the Council to consider potential broad locations which could deliver a traveller site should no other specific sites come forward.
- 3.17. Castle Green is currently allocated as Strategic Industrial Land with industrial units operating on a 24/7 basis. For this reason, a number of potential sites which had been identified within Castle Green were not considered suitable for the allocation of a traveller site. However, Castle Green is identified as a transformation area in the draft Local Plan with potential to deliver up to 12,000 new homes subject to a decision being made on a potential tunnel for the A13 and a new station.
- 3.18. Subject to this development coming forward, it is considered that there would be a number of opportunities to deliver a state-of-the-art traveller site in this location towards the end of the Plan period given the number of potential suitable sites that have been identified within Appendix A. At this early stage in the Castle Green masterplan development process, there is ample opportunity to secure an appropriate location and to ensure good design of a traveller site. Planning officers will continue to seek out best practice from other local authorities and the GLA with regards to integrating the site well within the area. This is important to developing a wider cohesive community. It is therefore proposed to identify Castle Green as a potential broad location which could provide a suitable traveller site in the long term.
- 3.19. However, it should be noted that there is no guarantee that the Planning Inspectors will accept a broad location that could come forward later in the Plan period. The priority is for specific and deliverable sites to be identified and allocated in order to provide certainty that the identified need can be met in full and be in full compliance with national planning policy. This option therefore still carries a significant amount of risk to the delivery of the draft Local Plan should the Planning Inspectors not accept the proposal for a broad location at Castle Green.

Conclusions

- 3.20. Of the 25 new pitches required the extension of Eastbrookend Country Park can provide 12 new pitches. 47 Thames Road is currently not deemed to be available meaning a shortfall of 13 pitches remains. If this were to be made available this site could accommodate 13 new pitches which would cover the shortfall and allow the Local Plan to proceed to the next stage of the examination in compliance with national planning policy.

	Pitches
Identified need	25
Expansion of existing site at Eastbrookend Country Park (already allocated)	(12)
Shortfall	13

4. Recommendation

- 4.1. The draft Local Plan is fundamental to delivering and shaping the significant amount of development and regeneration that the Borough is seeking to bring forward. Without an up-to-date Local Plan in place, the Borough will be in a significantly weaker position to ensure that new development is designed to a high standard, provides the appropriate tenure of new and affordable homes, ensures that new builds are implementing measures to achieve net-zero carbon and delivers on-site supporting infrastructure such as new hospitals, schools and transport links.
- 4.2. Given the articulated challenges with identifying suitable sites the recommendation is to continue with the existing allocated site at Eastbrookend Country Park with the inclusion of a potential broad location for a longer-term state-of-the-art site at Castle Green, noting that 47 Thames Road is not available due to the financial, commercial and social implications of the site.
- 4.3. Cabinet is asked to note that in the absence of further sites being deemed suitable a shortfall of 13 pitches remains within the Local Plan period and accept that this presents a risk to the soundness of the Local Plan. Details of 47 Thames Road are provided to offer Cabinet an opportunity to consider the relative impacts and benefits of using this site to mitigate the risk to the Local Plan alongside the financial and social impact that doing so would create.
- 4.4. Any future decisions on the delivery and financing of the proposed sites will need authorisation from Cabinet and a report will be presented for a decision prior to any actions being taken.

5. Consultation

- 5.1. The draft Local Plan went through a statutory consultation process known as the Regulation 19 (2) stage⁴ between 11 October 2021 and 28 November 2021, which included the proposal to allocate the expansion of Eastbrookend Country Park as a potential traveller site. This included interviews with the Travelling Community as part of the Needs Assessment. Also, two public events were held online on 18 October 2021 and 17 November 2021. There were also a number of social media

⁴ <https://yourcall.befirst.london/13753/widgets/39553/documents/21806>

posts and newspaper articles. Throughout this process, we have been engaging with the traveller community in order to understand their needs and requirements for a new site and the current issues identified on the existing site.

- 5.2. Following agreement from Cabinet and consideration by the Planning Inspectors, any additional identified sites will be included in the next round of Local Plan Public Consultation this summer, a requisite before the Plan can reach the next stage of the Examination in Public later this year. Be First will hold further engagement with members and key stakeholders during this consultation period in order to inform a new Gypsy and Traveller Topic Paper, which will provide an opportunity to set out the key issues and risks of delivering the identified sites. The paper will be presented to the Planning Inspectors during the next stage of the examination.
- 5.3. There will be an opportunity to submit representations and raise any concerns on the allocation of the site prior to the next stage of the examination, which will be considered by the Planning Inspectors as part of their assessment on whether the proposed sites are deliverable. Members of the public will also have the opportunity to attend the specific hearing sessions on meeting the identified need for traveller pitches.

6. Financial Implications

Implications completed by: David Dickinson Investment Fund Manager

- 6.1 This paper seeks endorsement of the proposals to expand the existing site at Eastbrookend Country Park and 47 Thames Road, as well as opportunities to provide additional sites within the A13 Castile Green, subject to development coming forward.
- 6.2 Currently 47 Thames Road has been purchased by the Council as part of the regeneration of the Thames Road and, as outline in the paper, purchase costs have been incurred, as well as GLA grant used to fund most of the purchase. 47 Thames Road currently sits within the Investment and Acquisition Strategy and a commercial let of the property would provide approximately £185k per year in rent. There would be costs, in addition to the £500k outlined within the report, to redevelop the site. Any future decisions on the delivery and financing of the proposed sites will need additional authorisation from Cabinet.
- 6.3 Eastbrookend Country Park has already been costed as part of a grant bid, with an estimated cost of £3m that would need to be funded. In addition to the development costs, operational cost will also need to be considered with each proposal, including funding sources.
- 6.4 The proposed site should provide income to the Council from pitch fees. The existing site at Eastbrookend provided gross rental income of £82k in 2022/23 or £68k after taking into account running costs. The current pitch fees for Eastbrookend are £94.50 per week for a single pitch and £241.80 per week for a double pitch.

7. Legal Implications

Implications completed by: Dr. Paul Feild, Principal Governance Lawyer

- 7.1 The Planning and Compulsory Purchase Act 2004 sets out specific matters to which the local planning authority must have regard when preparing a Local Plan. The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended by Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017 prescribe the general form and content of Local Plans and adopted policies map, and states what additional matters local planning authorities must have regard to when drafting their plans.
- 7.2 It is essential that the Council can show with an evidenced audit trail in that developing the draft Local Plan it has observed the procedural steps and requirements set out in the relevant regulations. These include not only the said amended Town and Country Planning (Local Planning) (England) Regulations 2012, but also the Environmental Assessment of Plans and Programme Regulations 2004.
- 7.3 The Council must show it has had due regard to the current NPPF and the NPPG, as well as creating and maintaining an up to date and proportionate evidence base to inform its policy decisions. The evidence base includes the documents that show objectively assessed need within the borough.
- 7.4 Consultation on the draft plan is essential, nevertheless the decision lies with the Council in formulating its draft plan in its consideration as to priority of selection of sites identified for the use for Gypsies and Travellers. This report identifies potential sites and the reasoning as to why the sites have been identified.
- 7.5 There is also a duty on the Council as a local housing authority to consider the accommodation needs of gypsies and travellers from a housing perspective by virtue of an amendment to the Housing Act 1985 by the Housing and Planning Act 2016.

8. Other Implications

- 8.1 **Risk Management** - As the draft Local Plan is unable to meet its identified need for Gypsy and Traveller pitches in full, this has been identified as a key risk to the delivery of the Plan as it is not currently in full compliance with national planning policy and may not be able to move to the next stage of the examination. In order to reduce this risk, a full review of available land has been undertaken to identify a site which could meet the remaining identified need. Cabinet is now asked to consider and endorse the identified sites to ensure the draft Local Plan is in accordance with national planning policy and can move on to the next stage of the examination.
- 8.2 **Corporate Policy and Equality Impact** – Romany Gypsies and Scottish and Irish Travellers are recognised ethnic groups who have needs relevant to their ethnicity and culture, and all the duties on public bodies under the Equality Act 2010, Human Rights Act 1998 and relevant case law apply. Should the Council not put in place adequate service provision for Gypsy and Travellers, there is a risk of failing to provide for all parts of the community and not comply with the Equality Act 2010. By endorsing the recommended sites and meeting the identified need, the Council will

ensure that it is meeting the specific needs of a protected group and would therefore comply with the requirements of the Equality Act 2010, Human Rights Act 1998 and relevant case law.

- 8.3 **Property / Asset Issues** – The Cabinet paper makes a number of recommendations on property and assets currently under Council ownership. At this stage of the draft Local Plan examination, the Council is only required to identify potential suitable sites which can be recommended to the Planning Inspectors. It will be for the Inspectors to consider the sites and whether they find them acceptable to be included in the draft Local Plan. Following the examination process and the adoption of the Plan, further reports will be provided to Cabinet to decide on how the identified sites can be delivered and consider the full implications of property and asset issues.
- 8.4 **Parks** - Parks Commissioning understands the challenges associated with meeting the needs of the Gypsy and Traveller community in the Borough. However, an extension of the current site into the Green Belt at Eastbrookend Country Park (a designated Local Nature Reserve, a SINC, and Site of Metropolitan Importance) is unacceptable and comes with high level risks and significant environmental, social, and economic impacts.

The plans will have a negative impact on the park and jeopardise the significant investment in the park environment, facilities, and Discovery Centre, and the achievements of the Ranger Service which have transformed the Dagenham Corridor, and especially Eastbrookend Country Park into a destination venue.

The immediate area surrounding the existing traveller site experiences issues with crime and anti-social behaviour including significant fly tipping, quad bike misuse, and incidents involving threatening and abusive behaviour. Extension of the site may exacerbate these issues which could be detrimental to Eastbrookend Country Park's Green Flag Award status which recognises excellence in park management and maintenance.

List of appendices:

- **Appendix A:** Assessment of Gypsy and Traveller sites
- **Appendix B:** Equality Impact Assessment

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London Borough of Barking and Dagenham Gypsy and Traveller Site Deliverability Assessment

May 2023

Introduction

In June 2020 the Council commissioned another Gypsy and Travellers Accommodation Needs Assessment (GTAA) for Barking and Dagenham to inform policies and site allocations in the emerging new Local Plan and to ensure it will be compliant with both the NPPF and the London Plan.

The GTAA identified need for new pitches up to 2034 as shown below. This excludes travellers that have ceased to travel permanently. The need for these pitches arises completely from Irish Traveller households and they are all locally identifiable need.

Years	0-5	6-10	11-15	Total
	2020-24	2025-29	2030-34	
	19	2	3	24

Source: LBBB GTAA 2020

When considering current household formation rates, this would mean meeting a need of 25 pitches by the end of the Plan period in 2037.

The Council is currently only able to meet 12 of the identified 25 pitches through the expansion of Eastbrookend Country Park. A further assessment is required in order to identify potential sites which could meet the remaining need of 13 pitches up to 2037.

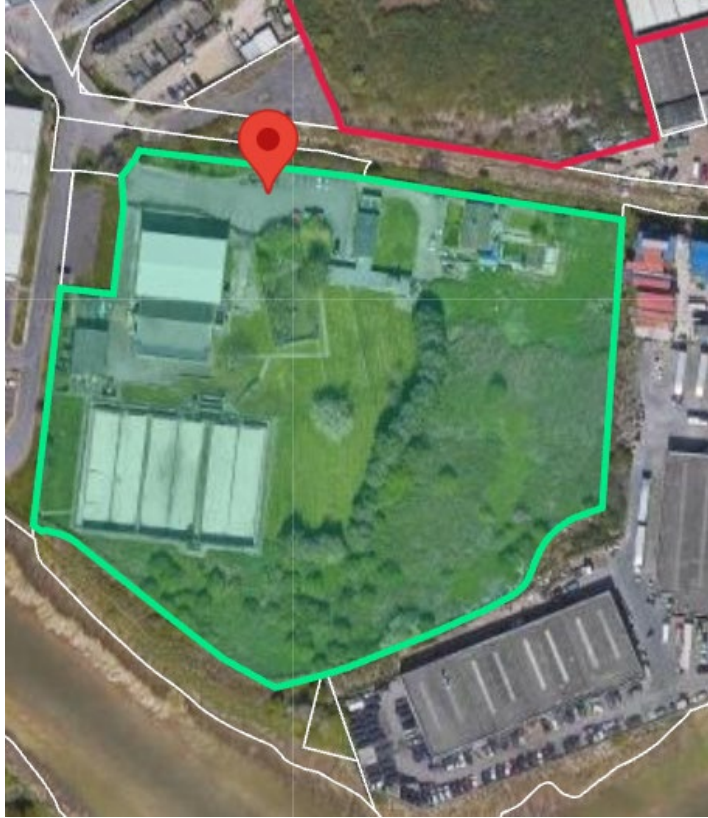
Site assessment

A “Call for Sites” was conducted between 6 March and 17 April 2023, during which an assessment of available Council-owned land was conducted to identify a suitable site for a traveller site. This process identified 18 potential sites which will be assessed in this document.

The key criteria that the Council will be considering are:


- Whether the site is of a suitable size to accommodate at least 5 traveller pitches
- Whether the site can be accessed safely on a regular basis
- Whether the site is able to provide suitable visual and acoustic privacy given the sensitivities of traveller sites
- Whether the location of the site can provide suitable living conditions for future occupants.

The assessment below will consider these issues amongst other environmental constraints. Constraints will be assessed as **Red**: Critical constraint identified, **Yellow**: Constraint identified but could be mitigated, **Green**: No constraints identified.

SITE BACKGROUND	
Site reference	N/A
Site name and address	A13 Thames Water Depot
Site plan	
Site source	Council identified site
Planning history	N/A
Site area	1.21 Ha
Site ownership	Thames Water
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape	Nature Conservation Area

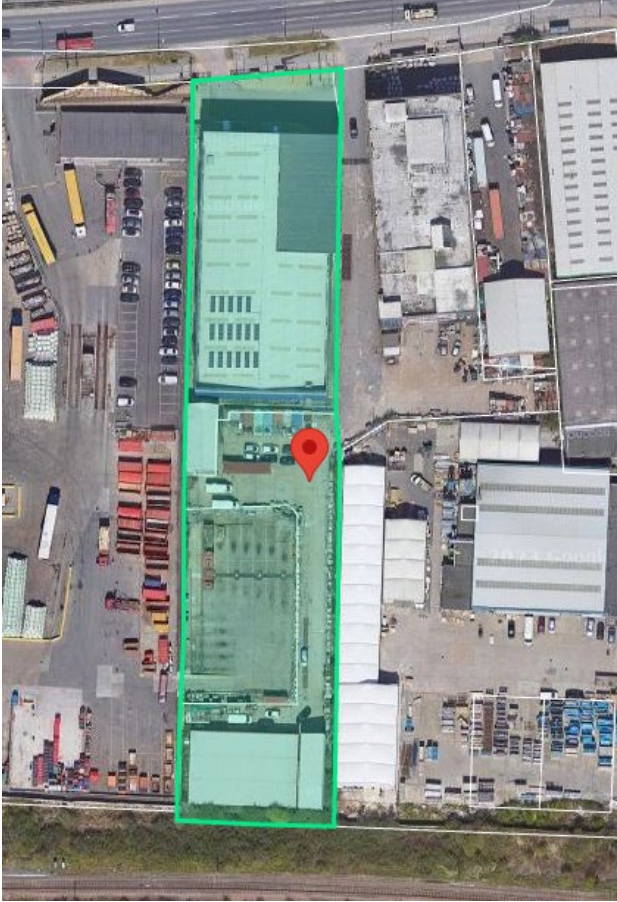
Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	None
Flood zone	Flood Zone 3
Contaminated land	None
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore it would not impact on any neighbouring residents

Site can provide visual and acoustic privacy	Although the site is located within SIL, it is within an isolated location therefore it would be able to provide visual and acoustic privacy
Environmental concerns	The site is located near to a water pumping station
Constraints on design and layout of the site	The site would have sufficient space for access and turning of vehicles and caravans
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	The landowner has stated that the land is not available, therefore the site is not considered to be deliverable.
Conclusion	Site would not be suitable for a traveller site due to the constraints identified
SITE BACKGROUND	
Site reference	N/A
Site name and address	Hertford Road


Site plan	
Site source	Council identified site
Planning history	
Site area	0.48 ha
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Locally Significant Industrial Land
Conservation Area	None
Flood zone	Flood Zone 3
Contaminated land	Current industrial site which will require clearance and decontamination
Within 250m of landfill site	No

Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	Site is surrounded by commercial properties, therefore it would not impact on local residents
Site can provide visual and acoustic privacy	Site is surrounded by commercial properties and could provide visual privacy. However, it would not be possible to provide acoustic privacy due to the operation of the neighbouring sites.
Environmental concerns	Current industrial location
Constraints on design and layout of the site	None

Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified
SITE BACKGROUND	
Site reference	N/A
Site name and address	Castle Green - Land and building at the rear of Lock and Store

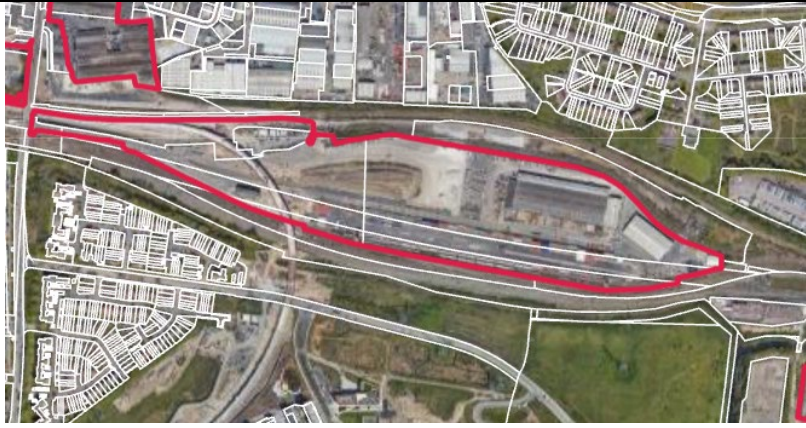
Site plan	
Site source	Council identified site
Planning history	
Site area	0.4 Ha
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3

Contaminated land	Currently an industrial site so likely to require clearance and decontamination
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land

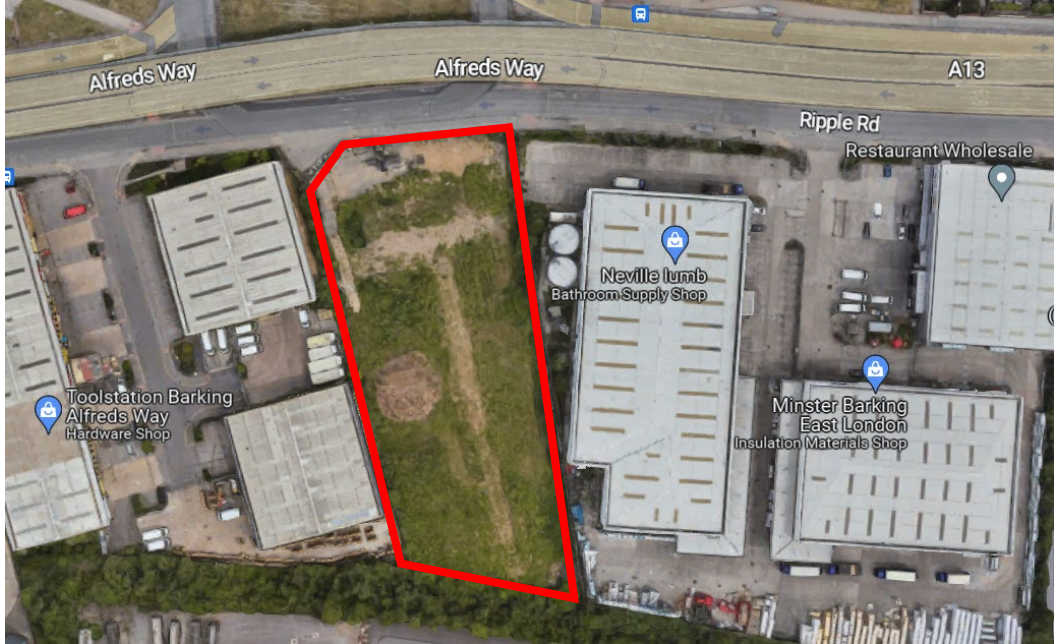
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Castle Green - Land to the rear of Capital Karts
Site plan	
Site source	Council identified site

Planning history	
Site area	1.37 Ha
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently an industrial site so likely to require clearance and decontamination
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes

Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.

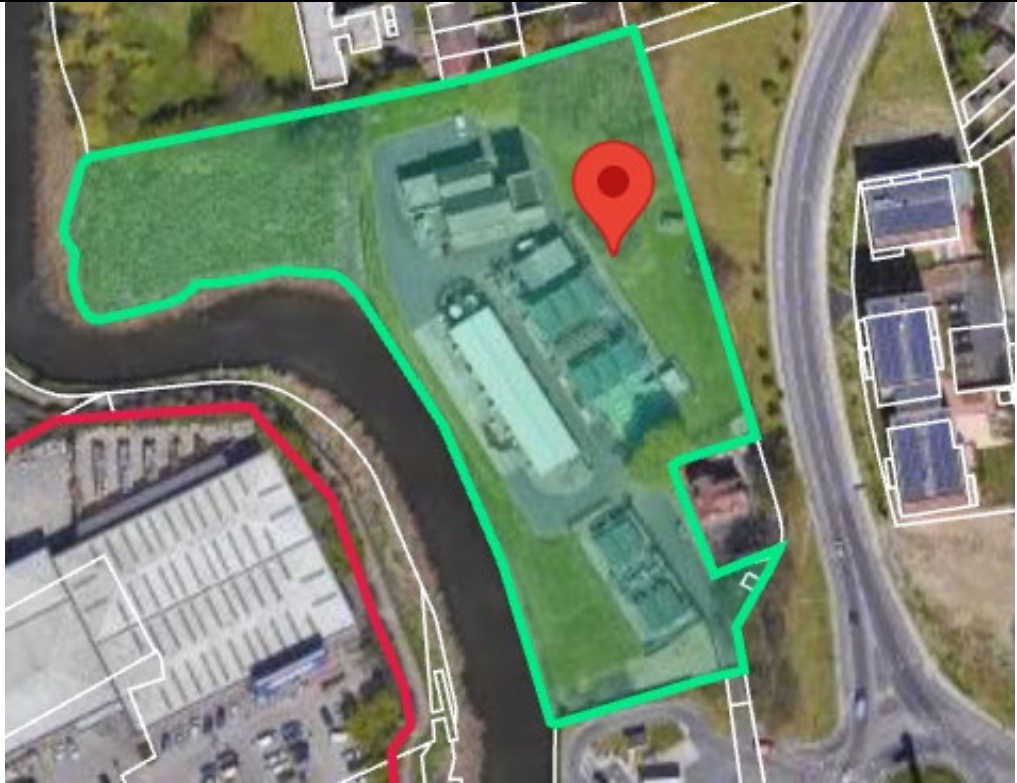
SITE BACKGROUND	
Site reference	N/A
Site name and address	Castle Green – Euro Hub
Site plan	
Site source	20 Ha
Planning history	
Site area	50 Acres
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently an industrial site so likely to require clearance and decontamination
Within 250m of landfill site	No

Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None
Could the site meet current and future need?	No

<p>Could the site only meet current need?</p>	<p>No</p>
<p>Can the configuration of the site be altered to meet future need?</p>	<p>No</p>
<p>Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?</p>	<p>No</p>
<p>Conclusion</p>	<p>Site would not be suitable for a traveller site due to the constraints identified.</p>
<p>SITE BACKGROUND</p>	
<p>Site reference</p>	<p>N/A</p>
<p>Site name and address</p>	<p>Castle Green - Former Poulton & Graff site</p>
<p>Site plan</p>	
<p>Site source</p>	<p>Council identified site</p>

Planning history	
Site area	0.6 Ha
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently an industrial site so likely to require clearance and decontamination
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes

GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.

SITE BACKGROUND	
Site reference	N/A
Site name and address	Gurdwara Way Thames Water Depot
Site plan	
Site source	Council identified site
Planning history	
Site area	2.42 Ha
Site ownership	Thames Water
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	No


Conservation Area	No
Flood zone	Flood Zone 2
Contaminated land	No
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	None

Site can provide visual and acoustic privacy	Thames Water have stated that the site will continue to be in operation. Planning permission has also been granted for a Gas Heating Plant next to the site. It is therefore not considered that visual and acoustic privacy could be provided on site.
Environmental concerns	None
Constraints on design and layout of the site	Due to the Thames Water site continuing operation, there would not be sufficient space for access or turning of vehicles on the rest of the available land
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road – Land adjacent to Best Ways


Site plan	
Site source	
Planning history	
Site area	2.2 Acres
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Site has been cleared

Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None

Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road - Fisk House and adjacent London Fire Brigade Dept


Site plan	
Site source	Council identified site
Planning history	
Site area	1.25 Ha
Site ownership	LBBD and London Fire Brigade
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	None
Conservation Area	None
Flood zone	Flood Zone 3
Contaminated land	Currently residential building and fire station, therefore it would require some clearance and decontamination.

Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	Neighbouring residential dwellings are to the north of the site but there would be sufficient space to allow for screening and mitigate any impact on amenity
Site can provide visual and acoustic privacy	The site would be next to the A13 which would have a significant impact on acoustic privacy of future residents. It is not considered that this could be mitigated.
Environmental concerns	None
Constraints on design and layout of the site	None

Could the site meet current and future need?	Yes
Could the site only meet current need?	Yes
Can the configuration of the site be altered to meet future need?	Yes
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	The site would be dependant on the relocation of the existing fire station. This would also involve demolition and clearance of existing buildings in order to be suitable for a traveller site. This would be at a substantial cost to the Council.
Conclusion	The site is not available as the landowner has stated that they would need to identify a suitable alternative site for relocation.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road - Land fronting A13/ Gascoigne South
Site plan	


Site source	Council identified site
Planning history	
Site area	1.21 Ha
Site ownership	Private and LBBD
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Locally Significant Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Site currently has industrial warehouses which would require clearance and decontamination
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes

Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site has residential buildings located to the north, however there would be sufficient space to mitigate any impacts on the amenity of local residents
Site can provide visual and acoustic privacy	The site would be next to the A13 would also be within an industrial estate with constant operation which would have a significant impact on acoustic privacy of future residents. It is not considered that this could be mitigated.
Environmental concerns	The site is within an existing industrial estate.
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	The site is currently an industrial unit. This would involve demolition and clearance of existing building in order to be suitable for a traveller site. This would be at a substantial cost to the Council.

Conclusion	It is not considered that this would be a suitable site for traveller pitches due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road – Blumsons Timber Yard
Site plan	
Site source	
Planning history	
Site area	2 Acres
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land

Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently an industrial site so likely to require clearance and decontamination
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy

Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road – Pinn’s Wharf

Site plan	
Site source	
Planning history	
Site area	4 Acres
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently an industrial site so likely to require clearance and decontamination

Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None

Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road – Mix It Concrete



Site source

Planning history

Site area 5 Acres

Site ownership Private

DEVELOPMENT CONSTRAINTS


Outside of Settlement Boundary No

Green Belt/SSSI No

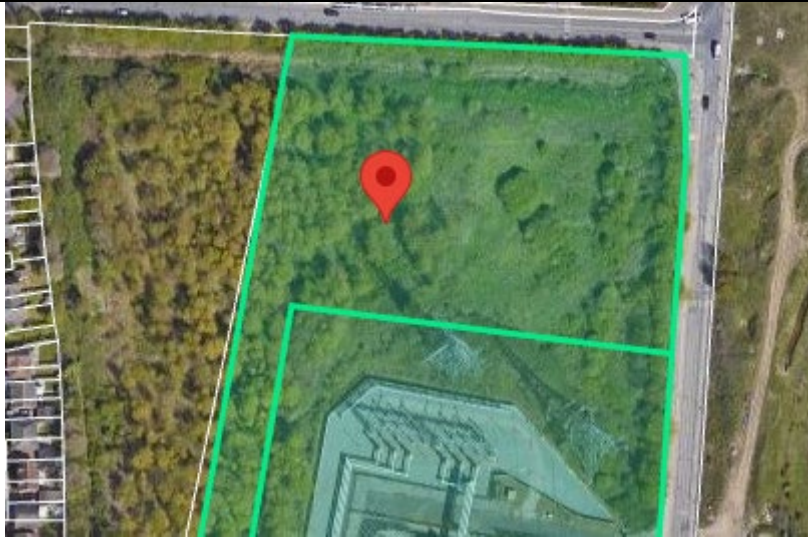
Other Conservation/Landscape Strategic Industrial Land

Designation (AONB, RAMSAR, SPA)	
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently an industrial site so likely to require clearance and decontamination
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents

Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road – LBBB Maintenance Depot


Site plan	
Site source	
Planning history	
Site area	1.4 Acres
Site ownership	LBBD
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently an industrial site so likely to require clearance and decontamination

Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None

Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road – Renwick Road Nature Conservation Area
Site plan	 An aerial photograph showing a large green field. A red location pin is placed in the center of the field. A green outline highlights a specific area within the field. To the left, there are residential buildings and a road. To the right, there is a road and some trees.
Site source	Council identified site
Planning history	
Site area	1.21 Ha

Site ownership	National Grid
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Nature Conservation Area
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	No
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes

Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	None
Site can provide visual and acoustic privacy	None
Environmental concerns	None
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	The landowner has stated that the land is not available for any other uses, therefore it is not considered to be deliverable
Conclusion	This site is not considered to be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Thames Road – Land adjacent to Lion Noodles

Site plan	
Site source	
Planning history	
Site area	2.5 Acres
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Strategic Industrial Land
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Site has been cleared

Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is surrounded by commercial properties therefore would not impact on local residents
Site can provide visual and acoustic privacy	Site is located within SIL which requires continuous operation of commercial properties. It would therefore not be possible to provide visual or acoustic privacy
Environmental concerns	Currently located within industrial land
Constraints on design and layout of the site	None

Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	No
Conclusion	Site would not be suitable for a traveller site due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	47 Thames Road

<p>Site plan</p>	
<p>Site source</p>	<p>Council identified site</p>
<p>Planning history</p>	
<p>Site area</p>	<p>0.32 Ha</p>
<p>Site ownership</p>	<p>LBBD</p>
<p>DEVELOPMENT CONSTRAINTS</p>	
<p>Outside of Settlement Boundary</p>	<p>No</p>
<p>Green Belt/SSSI</p>	<p>No</p>
<p>Other Conservation/Landscape</p>	<p>Strategic Industrial Land</p>


Designation (AONB, RAMSAR, SPA)	
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	Currently has industrial units which may require clearance and decontamination
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site has residential dwellings to the east however due to the existing tree screening it is not considered that this would impact on the amenity of local residents.

Site can provide visual and acoustic privacy	The site has been identified for high density residential development in the draft Local Plan. Therefore it is likely that tall buildings could be built next to the site and impact on the visual privacy of future residents.
Environmental concerns	None
Constraints on design and layout of the site	None
Could the site meet current and future need?	Yes
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	Yes
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	The site is currently owned by the Council following acquisition in April 2018 using 100% GLA funding of £3.5 million as part of the former Housing Zone with intention of progressing a mixed-use scheme. Currently leased out as a community use with a rolling break clause to be considered every quarter. The unit provides an income to the Council and a decision will be made on whether it can be released for allocation of a traveller site considering the financial implications that the loss of income would have. This would also be a substantial change to the original allocation of GLA funding for the delivery of a mixed-use scheme.
Conclusion	The site could be suitable for a traveller site following agreement from Cabinet that the site can be released from its existing use and noting the financial implications that the loss of income would have on Council finances and the substantial change to its original proposal as a mixed-use scheme.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Essex Water
Site plan	

	
Site source	Council identified site
Planning history	
Site area	0.4 Ha
Site ownership	Private
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	No
Green Belt/SSSI	No
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	None
Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	None

Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	Yes
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is isolated away from existing residential dwellings
Site can provide visual and acoustic privacy	The site is located next to a busy dual carriageway, however there is sufficient land available to ensure that suitable mitigations are in place for the visual and acoustic privacy of future residents.
Environmental concerns	None
Constraints on design and layout of the site	None

Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	The landowners have stated that the land is not available, therefore it is not considered to be deliverable.
Conclusion	The site would not be suitable to meet the identified need due to the constraints identified.
SITE BACKGROUND	
Site reference	N/A
Site name and address	Dagenham Hospital

Site plan	
Site source	Council identified site
Planning history	
Site area	1.7 Ha
Site ownership	LBBD
DEVELOPMENT CONSTRAINTS	
Outside of Settlement Boundary	Isolated site outside of urban area
Green Belt/SSSI	Green Belt
Other Conservation/Landscape Designation (AONB, RAMSAR, SPA)	Site of Importance for Nature Conservation

Conservation Area	No
Flood zone	Flood Zone 3
Contaminated land	None
Within 250m of landfill site	No
Within high pressure gas pipeline safeguarding zone	No
Mains water and electricity available or accessible	Yes
Sanitation available or capable of being provided	Yes
Provision for surface water and storm water drainage	Yes
Access to highway network	No
Primary school within 2km	Yes
GP surgery within 2km	Yes
Shops within 2km	Yes
Public transport route within 800m	Yes
Impact of site on local character and amenity	None
Impact of site on amenity of local residents	The site is isolated away from existing residential dwellings
Site can provide visual and acoustic privacy	The site is isolated with existing screening, therefore it could provide visual and acoustic privacy for future occupiers.

Environmental concerns	None
Constraints on design and layout of the site	None
Could the site meet current and future need?	No
Could the site only meet current need?	No
Can the configuration of the site be altered to meet future need?	No
Are the residents in a position to take forward the planning application/deliver the site and intensification to meet planning conditions?	The site is owned by LBBB and could therefore be brought forward by the Council
Conclusion	The site would not be suitable to meet the identified need due to the constraints identified.

Community and Equality Impact Assessment

As an authority, we have made a commitment to apply a systematic equalities and diversity screening process to both new policy development or changes to services.

This is to determine whether the proposals are likely to have significant positive, negative or adverse impacts on the different groups in our community.

This process has been developed, together with **full guidance** to support officers in meeting our duties under the:

- Equality Act 2010.
- The Best Value Guidance
- The Public Services (Social Value) 2012 Act

About the service or policy development

Name of service or policy	Meeting the identified need for Gypsy and Traveller pitches
Lead Officer	Alex Philpott, Principal Planning Officer
Contact Details	Alex.philpott@befirst.london

Why is this service or policy development/review needed?

The draft Local Plan is currently at examination and preliminary hearing sessions were conducted in July 2022. A key risk identified by the Planning Inspectors is that the draft Local Plan currently does not allocate sufficient sites to meet the identified need for Gypsy and Traveller pitches up to 2037.

A Gypsy and Traveller Needs Assessment was conducted in 2020 which identified a need of 25 traveller pitches up to 2037. It was intended that this need could be met in full through sites at Choats Road, Collier Row Road and the expansion of the existing site at Eastbrookend Country Park. As the landowners at Choats Road and Collier Row Road have since stated that this land is no longer available, the only site that can contribute to meeting the identified need is the expansion of the existing site at Eastbrookend Country Park, which can deliver 12 of the 25 pitches required.

The Council has since conducted a review of available sites in the Borough to meet the remaining identified need of 13 pitches, which has identified 60 potential sites. Following a robust assessment, only one site at 47 Thames Road is considered to be suitable, available and achievable and could deliver up to 13 pitches in total.

Should the Council endorse both the expansion of the existing site at Eastbrookend Country Park and 47 Thames Road, the draft Local Plan could meet the identified need for traveller pitches in full and meet the requirements of national planning policy and ensure that the needs of a protected group are catered for.

1. Community impact (this can be used to assess impact on staff although a cumulative impact should be considered).

What impacts will this service or policy development have on communities?
Look at what you know. What does your research tell you?

Please state which data sources you have used for your research in your answer below

Consider:

- National & local data sets
- Complaints
- Consultation and service monitoring information
- Voluntary and Community Organisations
- The Equality Act places a specific duty on people with ‘protected characteristics’. The table below details these groups and helps you to consider the impact on these groups.

COMMUNITY AND EQUALITY IMPACT ASSESSMENT

- It is Council policy to consider the impact services and policy developments could have on residents who are socio-economically disadvantaged. There is space to consider the impact below.

The Council recognises the importance of considering equality and diversity issues in all aspects of its work. The Borough has a duty under the Equalities Act 2010 to undertake an Equality Impact Assessment (EqIA) on the Local Plan (LP). The Equalities Act 2010 protects people from discrimination on the basis of certain protected characteristics, namely: age, disability, ethnicity, gender, gender reassignment, marriage & civil partnership, pregnancy & maternity status, religion & belief and sexual orientation. The Council also aims to interrogate disproportionate impact on people on the basis of Socio-economic status.

The purpose of this document is to ensure that all policies are evaluated in terms of their potential impact, both positive and negative, on the Borough's diverse population. Where negative impacts are anticipated, the EqIA can recommend methods to avoid discriminatory or negative consequences of any proposed policy on any particular group.

The 2021 Census identified that 0.1% of the population in Barking and Dagenham are Gypsy or Irish Travellers. Romany Gypsies and Scottish and Irish Travellers are recognised ethnic groups who have needs relevant to their ethnicity and culture, and all the duties on public bodies under the Equality Act 2010, Human Rights Act 1998 and relevant case law apply. Gypsies, Travellers and Roma are among the most disadvantaged people in the country and have poor outcomes in key areas such as health and education.¹ The Council therefore has a legal duty to ensure that where there is an identified need for additional traveller pitches that that need is met in full.

Potential impacts	Positive	Neutral	Negative	What are the positive and negative impacts?	How will benefits be enhanced and negative impacts minimised or eliminated?
Local communities in general		X			
Age	X			Young children and older people have particular needs for new traveller pitches in order to have a settled base for access to healthcare and education.	Delivery of additional traveller sites to meet anticipated future needs would ensure that all age groups, especially young children and older people, have their accommodation needs met and can access education and healthcare.
Disability	X			People with disabilities require their accommodation needs to be met through settled	Meeting our identified future need for traveller pitches will ensure that the needs of people

¹ <https://publications.parliament.uk/pa/cm201719/cmselect/cmwomeq/360/full-report.html>

COMMUNITY AND EQUALITY IMPACT ASSESSMENT

			sites in order for their accessibility needs to be catered for and can have access to essential services.	with disabilities are met and can access essential services.
Gender reassignment		X		
Marriage and civil partnership		X		
Pregnancy and maternity	X		Having a settled traveller site will ensure that those who are pregnant or have young children have access to essential services.	Meeting our identified future need for traveller pitches will ensure that their needs can be met and have access to essential services, ensuring that they have the best start to life.
Race (including Gypsies, Roma and Travellers)	X		Romany Gypsies and Scottish and Irish Travellers are recognised ethnic groups who have needs relevant to their ethnicity and culture, and all the duties on public bodies under the Equality Act 2010, Human Rights Act 1998 and relevant case law apply. Should the Council not put in place adequate service provision for Gypsy and Travellers, there is a risk of failing to provide for all parts of the community and not comply with the Equality Act 2010.	The expansion of the existing traveller site at Eastbrookend Country Park and the delivery of a site at 47 Thames Road have been identified as being suitable, available and achievable for the delivery of traveller pitches. By endorsing the recommended sites and meeting the identified need, the Council will ensure that it is meeting the specific needs of a protected group and would therefore comply with the requirements of the Equality Act 2010, Human Rights Act 1998 and relevant case law.
Religion or belief		X		
Sex		X		
Sexual orientation		X		
Socio-economic Disadvantage	x		Gypsies, Travellers and Roma are among the most disadvantaged people in the country and have poor outcomes in key areas such as health and education.	Meeting our identified need for traveller pitches will ensure that Gypsies and Travellers have access to essential services such as healthcare and education which would improve socio-economic outcomes.

COMMUNITY AND EQUALITY IMPACT ASSESSMENT

Any community issues identified for this location?		X			
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2. Consultation.

Provide details of what steps you have taken or plan to take to consult the whole community or specific groups affected by the service or policy development e.g. on-line consultation, focus groups, consultation with representative groups.

If you have already undertaken some consultation, please include:

- Any potential problems or issues raised by the consultation
- What actions will be taken to mitigate these concerns

Local Plan Consultation Strategy

In accordance with Regulations 18 & 19 of The Town Planning and Country Planning (Local Planning) (England) Regulations 2012, the new Local Plan will undergo several rounds of public consultations prior to submission.

The first of these was conducted between 14 October 2015 and 29 Jan 2016, in accordance with Regulation 18, which consulted on possible Issues and Options to guide the first stage of plan making at a strategic level.

A second Regulation 18 consultation was conducted between 29 November 2019 and 29 February 2020 to further inform the plan making process at a detailed, policy-focused level.

Following this, a further consultation was conducted between 5 October 2020 and 29 November 2020, in accordance with Regulation 19, giving respondents the opportunity to review the Test of Soundness and the Legal Compliance of the final draft of the Local Plan prior to submission to the Planning Inspectorate.

After consideration of the responses received from the Regulation 19 consultation a second round of consultation in accordance with Regulation 19 was conducted between 11 October 2021 and 28 November 2021, giving respondents a further opportunity to review the Test of Soundness and the Legal Compliance of the final draft of the Local Plan prior to submission to the Planning Inspector.

Issues and Options Consultation Summary Between October 2015 and January 2016

The following methodology was used to ensure that people could share views through their preferred method. This included:

- **Hardcopies:** All consultation documents were available to view at libraries, GP surgeries and community centres across the Borough, as well as the Town Hall.
- **Website:** A Local Plan consultation webpage was hosted on the LBB Council website, providing documents supporting the consultation and a link to the online consultation system.
- **Questionnaires:** Two questionnaires (a short survey and a longer questionnaire) were published

Provide details of what steps you have taken or plan to take to consult the whole community or specific groups affected by the service or policy development e.g. on-line consultation, focus groups, consultation with representative groups.

If you have already undertaken some consultation, please include:

- Any potential problems or issues raised by the consultation
- What actions will be taken to mitigate these concerns

- **Emails & letters:** Sent to the Chamber of Commerce, Barking and Dagenham Council for Voluntary Services, Faith Forum, Elderly Forum, Creative Barking and Dagenham, Residents Urban Design Forum, Bold and Dynamic distribution list (the Council's magazine), Borough head teachers.
- **Marketing & Publicity materials:** (including but not limited to) posters, business cards, e-newsletter, promotional consultation video
- **Consultation events:** Early awareness event at LBBD's One Borough Community Day; a pop-up consultation event at Barking Asda; drop-in sessions at community centres in the Borough.
- **Consultation meetings:** Meetings were held with a range of stakeholders, including: LBBD Members, Barking Town Team, Tenants and Residents Associations, The Leaseholders' Association, The Disability Forum, The Youth Forum, The Chamber of Commerce, Barking and Dagenham Tenants' Federation, and The Faith Forum. The Regulation 18 (1) consultation report will be published on the Council's web site prior to further consultation on the Draft Local Plan.

Regulation 18 Consultation Between November 2019 and February 2020

A second round of consultation on the Draft Local Plan took place from November 2019 to February 2020. The aim of this consultation was to feedback on the policies and potential site allocations in the Draft Local Plan. Similar Methods to those used in the Regulation 18 (1) consultation were used in order to reach as many stakeholders as possible. The consultation strategy included:

- **Website:** consultation webpage with links to consultation system where the public will be invited to provide structured feedback in the form of a questionnaire
- **Email:** An extensive database of statutory consultees, stakeholders and interested parties, were invited by email to respond
- **Publicity & Social Media:** A targeted social media strategy to inform the community about the policies in the Draft Local Plan and engage the public with providing feedback. A press release was published, e-newsletter, and additional announcements on the Council's social media platforms.
- **Workshop with internal service providers:** Face-to-face engagement: Engagement with LBBD service providers to discuss infrastructure needs and planning.

Regulation 19 Consultation Strategy

The Regulation 19 Consultation took place in Autumn 2020. Owing to the closure of libraries and Council offices (due to the presence of the COVID-19 pandemic) the consultation has a focus on outreach via digital platforms. These methods included:

- **Email/Letter:** Notifying interested parties by email and letter
- **Social Media and Local Publicity:** Advertising consultation materials on social media (e.g. Facebook, Twitter) and local press
- **Telephone:** Making phone calls to a number of interested parties (e.g. active community groups)

COMMUNITY AND EQUALITY IMPACT ASSESSMENT

Provide details of what steps you have taken or plan to take to consult the whole community or specific groups affected by the service or policy development e.g. on-line consultation, focus groups, consultation with representative groups.

If you have already undertaken some consultation, please include:

- Any potential problems or issues raised by the consultation
- What actions will be taken to mitigate these concerns

- **Website:** Using an information hub to present our consultation documents, for instance, interactive story maps for showing proposed site allocations and planning policies. Respondents will be strongly encouraged to send their responses via digital means over physical documents due to the closure of Council buildings.

Second Regulation 19 Consultation Between October 2021 and November 2021

A second round of consultation on the Draft Local Plan took place from October 2021 to November 2021. The aim of this consultation was to feedback on the policies and potential site allocations in the Draft Local Plan. Similar Methods to those used in the Regulation 18 (1) consultation were used in order to reach as many stakeholders as possible. The consultation strategy included:

- **Website:** consultation webpage with links to consultation system where the public will be invited to provide structured feedback in the form of a questionnaire
- **Email:** An extensive database of statutory consultees, stakeholders and interested parties, were invited by email to respond
- **Publicity & Social Media:** A targeted social media strategy to inform the community about the policies in the Draft Local Plan and engage the public with providing feedback. A press release was published, e-newsletter, and additional announcements on the Council's social media platforms.
- **Online workshops open to members of the public:** Engagement interest stakeholders to discuss infrastructure needs and planning.
- **Copies available for viewing in Libraries**

3. Monitoring and Review

How will you review community and equality impact once the service or policy has been implemented?

*These actions should be developed using the information gathered in **Section 1 and 2** and should be picked up in your departmental/service business plans.*

Action	By when?	By who?
Examination of Regulation 19 Local Plan (and Equality Impact Assessment).	Summer 2024	Planning Policy Team
To produce an up-to-date Authority Monitoring Report (AMR) of the adopted Local Plan and keep it under review annually to ensure the local plan policies are meeting their objectives. The methods used to assess	Ongoing	Planning Policy Team

COMMUNITY AND EQUALITY IMPACT ASSESSMENT

<p>How will you review community and equality impact once the service or policy has been implemented? <i>These actions should be developed using the information gathered in Section 1 and 2 and should be picked up in your departmental/service business plans.</i></p>		
<p>the success of the local plan policies will include monitoring development pipelines, build out rates and the delivery of new Gypsy and Traveller pitches.</p> <p>Whilst the AMR does not solely (and explicitly) monitor the equalities impact of the local plan, the policies proposed in the Draft Local Plan aim for overall improvements in the Borough from which all people should benefit. It is requirement for a local authority to produce an Authority Monitoring Report (Section 113 of the Localism Act 2011). This amends Section 35 of the 2004 Planning and Compulsory Purchase Act which previously required Local Planning Authorities to submit an Annual Monitoring Report to the Secretary of State.</p> <p>The Localism Act removes this requirement but retains the need for local authorities to produce a monitoring report for public consumption. The draft Local Plan includes Appendix 3: Local Plan Key Performance Indicators. The key indicators will be monitored along with commentary on other key social, economic and environmental changes that impact on plan delivery and the delivery context as part of the authorities. Informed by the strategy in the Local Plan they are grouped into five themes:</p> <ul style="list-style-type: none"> • Design, heritage and conservation • Housing • Employment • Infrastructure • Environment <p>An example of a Key Performance Indicator is no.4 net and gross number of new homes completed, started and permitted within monitoring period. This indicator falls under the housing category and relates to SP3: Delivering homes that meet people need.</p>		

4. Next steps

It is important the information gathered is used to inform any Council reports that are presented to Cabinet or appropriate committees. This will allow Members to be furnished with all the facts in relation to the impact their decisions will have on different equality groups and the wider community.

Take some time to summarise your findings below. This can then be added to your report template for sign off by the Strategy Team at the consultation stage of the report cycle.

Implications/ Customer Impact

Romany Gypsies and Scottish and Irish Travellers are recognised ethnic groups who have needs relevant to their ethnicity and culture, and all the duties on public bodies under the Equality Act 2010, Human Rights Act 1998 and relevant case law apply. Work has been undertaken to identify suitable sites which can meet the identified need for traveller pitches in the draft Local Plan up to 2037.

Cabinet has been recommended to endorse the proposed approach to meeting the identified need for traveller pitches through the expansion of the existing traveller site at Eastbrookend Country Park. Allocating the newly identified site at 47 Thames Road would mean that the Council is able to meet the future identified need for traveller pitches in full and fulfil the Council's obligations as set out in national planning policy and within the Equality Act 2010.

Overall, the proposed measures are considered to have a positive impact on a protected group.

5. Sign off

The information contained in this template should be authorised by the relevant project sponsor or Divisional Director who will be responsible for the accuracy of the information now provided and delivery of actions detailed.

Name	Role (e.g. project sponsor, head of service)	Date
Tim Thomas	Head of Transport, Infrastructure and Policy Planning, Be First	April 2023
Caroline Harper	Chief Planning Director, Be First	April 2023
James Coulstock	Interim Strategic Director of Inclusive Growth	April 2023

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