



*City of London Corporation*  
– *Markets*

# **Consultation Summary Report**

*June 2020*



## 1. **Introduction**

This report provides a summary of the consultation activities that took place and the feedback received as part of the outline planning application (OPA) submitted to the London Borough of Barking & Dagenham for the relocation of Billingsgate, New Spitalfields and Smithfield markets at Dagenham Dock.

The OPA and a copy of the Statement of Community Involvement (SCI) – which outlines the consultation programme in more detail – can be viewed in full by visiting <https://online-befirst.lbbd.gov.uk/planning/> and typing in the planning reference number 20/01097/OUTALL.

You can also find further information on the wider Markets Co-Location Programme by visiting our website [www.wholesalemarkets.co.uk](http://www.wholesalemarkets.co.uk).

## 2. **Background**

The City of London Corporation has submitted a landmark outline planning application (OPA) to the London Borough of Barking and Dagenham (LBBDD) which seeks to create a new home for Billingsgate, New Spitalfields and Smithfield markets at Dagenham Dock (the former Barking Reach Power Station).

The move will create the country's largest wholesale food destination across 42-acres of industrial land, forming a modern 21<sup>st</sup> Century food centre for the UK, London and the South East. Not only will the move to Dagenham Dock secure the future of the three historic markets, it will also provide an economic boost to Barking and Dagenham through food, by reviving an abandoned industrial site and by bringing new jobs and businesses to the area.

Relocating the market to Dagenham Dock will bring a number of environmental benefits too, with the potential to use the nearby rail network and River Thames to transfer goods and produce. This pioneering approach to food logistics is being led by the City of London Corporation and will help to alleviate pressure on the A13 road.



The designs, which have been developed by architects Chetwoods, also presents an opportunity to support the City of London Corporation's commitment to sustainability. The new development will be built with sustainable materials and using the latest environmental technology.

As well as providing market tenants with new modern facilities to help protect their futures and grow, the plans could deliver a new food school, which will aim to train tomorrow's market traders, butchers, fishmongers and fruiterers.

The submission of the OPA is the latest milestone for the Markets Co-Location Programme, which was formally announced in 2018.

A comprehensive programme of engagement with local residents and businesses, market tenants (including ongoing design workshops), local authorities and others has been held since the summer of 2019. The main phase of this public engagement, which concerns the OPA, revolved around a series of public exhibitions held around the Dagenham Dock site in January and February 2020.

The submission also follows two years of detailed work by the City Corporation to identify the most suitable location for the new wholesale market, during which it explored several alternative options across London and the South East.



### **3. Dagenham Dock – consultation activities (January to March 2020)**

The public consultation for this OPA opened on 29 January and closed on 20 March. This gave residents, communities and other stakeholders almost two months to view and comment on the proposals.

The consultation included three public exhibitions and an event for local businesses around the vicinity of the site. These were held at venues in key locations across Barking and Dagenham and at times designed to maximise attendance. Full details are below:

- a. **First public exhibition-** Wednesday 29 January- Thames View Community Hall, 3117 Bastable Avenue, Barking, IG11 0LG, 16.30 – 19.30
- b. **Second public exhibition-** Thursday 30 January- Barking Learning Centre, 2 Town Square, Barking, IG11 7NB, 17:30 – 20:30
- c. **Business event-** Friday 31 January- Barking Reach Power Station, Barking, IG11 0BF, 11.00 – 14.00
- d. **Third public exhibition-** Saturday 1 February- St Peter's RC Parish Hall, 52 Goresbrook Road, Dagenham, RM9 6UR, 10:00 – 13:00

Each of the events was publicised throughout January through a series of means:

- A flyer was delivered to 27,023 addresses, of which 1,023 were businesses, with details of the events and contact details for the project team
- Adverts were placed on two occasions in the Barking & Dagenham Post (which has a circulation of 6,500 in print, and 2,000 on the online edition)
- Emails and letters were sent to key stakeholders such as relevant LB Barking & Dagenham leadership, River and Thames ward councillors, local amenity groups and existing market tenants; including 71 businesses within the immediate vicinity of the site
- A press release was sent to the Barking and Dagenham Post advertising the consultation, and raising awareness of the proposals which received coverage in two articles on 22<sup>nd</sup> and 29<sup>th</sup> January

In addition, the consultation website, [www.cityoflondon.gov.uk/dagenhamdock](http://www.cityoflondon.gov.uk/dagenhamdock) was made live ahead of the public engagement events, and included details of the public exhibitions, as well as how to submit feedback online.



#### 4. Collecting feedback

A total of 160 attendees attended the public exhibitions and the local business event.

Feedback was collected at the public exhibitions and local business event via a written comments card, as well as via the dedicated consultation website.

All respondents were asked to provide their feedback to three questions:

1. Do you think Dagenham Dock is an appropriate location for co-locating the wholesale markets?
2. How do you think we can minimise the impact of these proposals on local transport routes?
3. Do you think the proposals will benefit local communities at the London Borough of Barking and Dagenham?

*For 1 and 3, the public were additionally asked to tick either “Yes”, “No” or “Don’t know” to provide an overview of general sentiment, as well as a free-text comment.*

In total, 60 attendees at the public exhibitions left written feedback on the scheme. A further 58 people left feedback through the online feedback form on the consultation website, bringing the **total number of respondents to 118**.

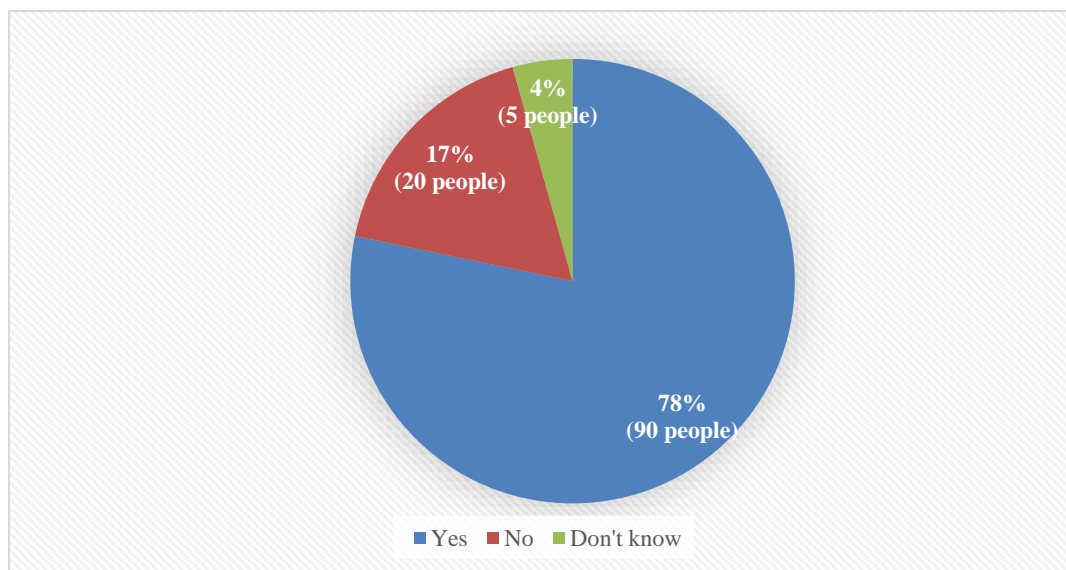
As respondents could comment on more than one aspect of the proposals within their feedback, the total number of comments is greater than the number of responders.

All feedback submitted during the consultation period was analysed by London Communications Agency (LCA) on behalf of the City of London Corporation. A summary of this has been provided in Section 5 below. full analysis of comments is available to view as part of Statement of Community Involvement (SCI) that has been submitted with this OPA.

The project team remained contactable by email at [MarketsProgramme@cityoflondon.gov.uk](mailto:MarketsProgramme@cityoflondon.gov.uk) to answer any questions people may have had following the end of the consultation period.

## 5. Responses to questions

Question 1: Do you think Dagenham Dock is an appropriate location for co-locating the wholesale markets?



**97% (115 people) responded to this multiple-choice element of the question.** Of those who responded, **78% (90 people) said 'Yes'** when asked if they thought Dagenham Dock is an appropriate location for co-locating the wholesale markets, 17% said 'No' (20 people) and 4% said 'Don't know' (5 people).

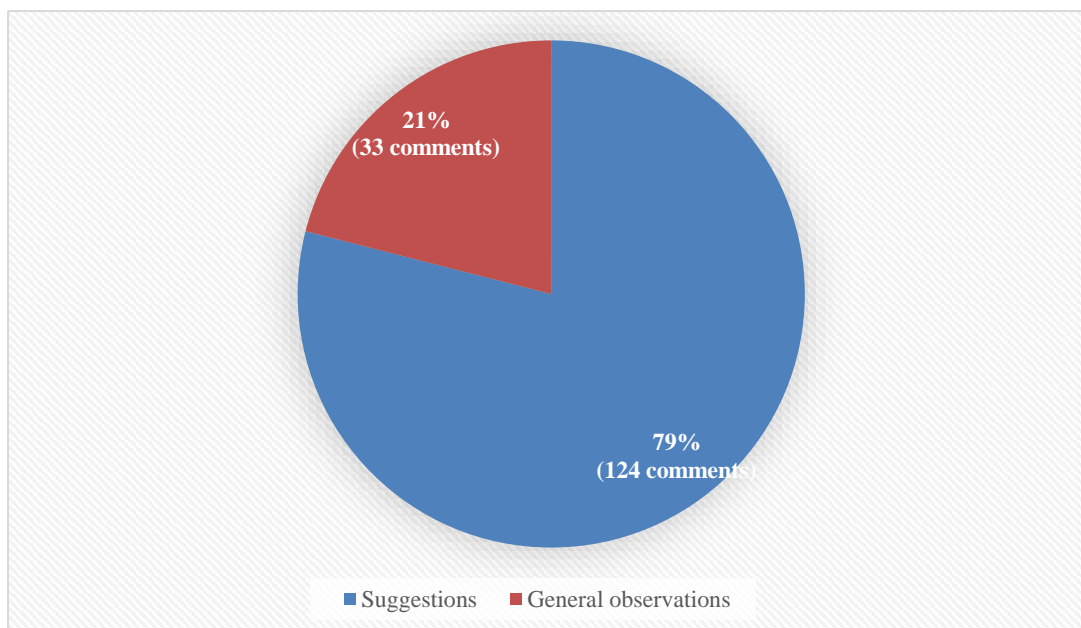
**57% (67 people) of all respondents to the consultation also chose to leave further written feedback to question 1**, from which 115 individual comments were received. Of these 115 comments:

- 46% were positive (53 comments)
- 17% were neutral/suggestions (19 comments)
- 37% were negative (43 comments)

While many were supportive of Dagenham Dock being the right type of location for a markets, there were underlying concerns to its suitability because of the impact of the proposals on local transport infrastructure. These concerns can be summarised as:

- 12 respondents had concerns relating to the existing transport infrastructure being inadequate.
- 11 respondents were concerned that there would be an increase in traffic locally.
- While 10 respondents felt the proposals were positive in general and were supportive of the plans.

Question 2: How do you think we can minimise the impact of these proposals on local transport routes?



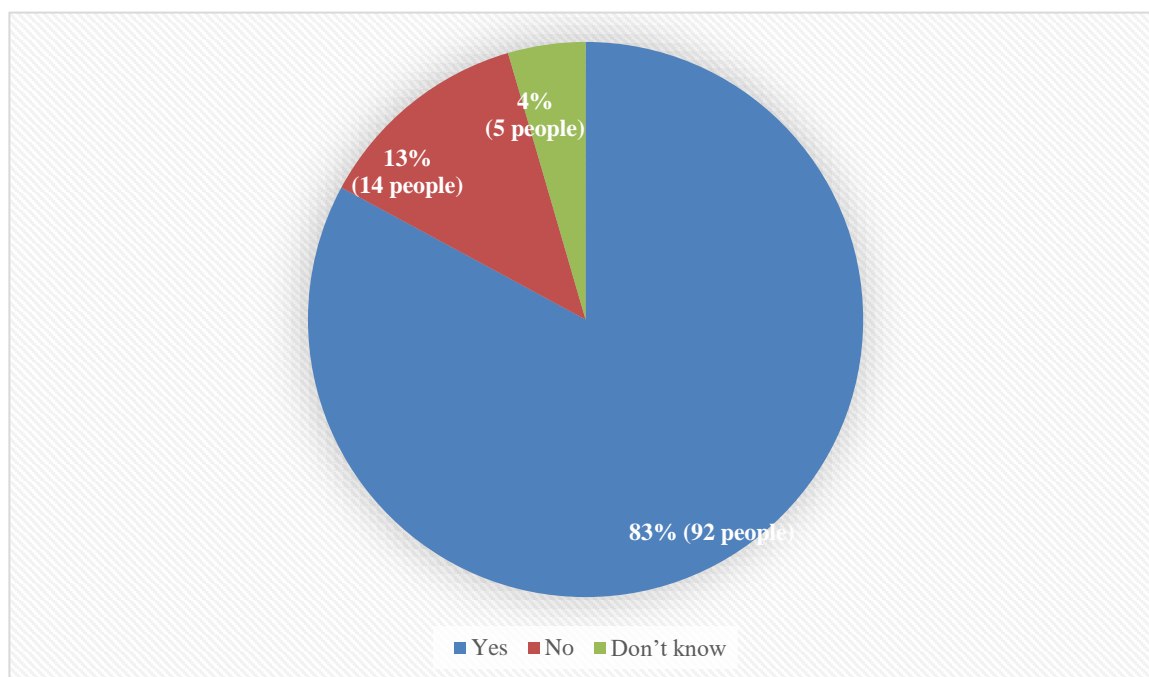
**81% of respondents (95 people) left written feedback** to this question, from which 157 individual comments were left. Of these 157 comments:

- **79% of comments** were suggestions (124 comments)
- **21% of comments** were general observations (33 comments)

People most suggested that effective use of the waterways would reduce and/or mitigate the impact on local transport routes. The next most suggested response was that people wanted to see local roads – and access to local roads including the A13 – improved. A large number of attendees also suggested improving local public transport, mostly rail links, but also bus services.

- 26 respondents wanted to see the waterways used for deliveries to and from the site.
- 24 respondents wanted to see local roads, mostly mentioning the A13, improved.
- 21 respondents also suggested improving local public transport, mostly rail links, but also bus services.

Question 3: Do you think the proposals will benefit local communities at the London Borough of Barking and Dagenham?



**94% (111 people) of all respondents to the consultation responded to this multiple-choice element of the question.** Of those who responded: **83% (92 people) said 'Yes'**, 13% said 'No' (14 people) and 4% said 'Don't know' (5 people).

**47% (55 people) of all respondents to the consultation left written feedback to this question, from which 88 individual comments were received.** Of these 88 comments:

- **66% of comments were positive (58 comments)**
- 17% of comments were neutral/suggestions (15 comments)
- 17% of comments were negative (15 comments)

Most people were supportive of the markets coming to LBBD, as they felt the market would benefit communities by creating local jobs:

- 22 respondents believed that the proposals would benefit the area by creating new jobs.
- 10 respondents were in general agreement/were positive towards the idea that the area would benefit from the proposals.
- 6 respondents believed that the proposals would regenerate the area.





## 6. Conclusion and next steps

The consultation process has shown significant local support for Dagenham Dock as an appropriate site for the consolidated markets.

78% of respondents believe the site to be an appropriate location for the co-located markets site. Furthermore, 83% of respondents believe that the proposals would benefit local communities in LBBB.

Naturally, some concerns were raised through the consultation. The main area of concern related to the impact of the proposals on local transport, notably the A13 road, with a number of comments relating to the existing transport infrastructure being inadequate and 24 respondents wanting to see local roads improved.

All of the feedback received has been reviewed and assessed by the project team. The City Corporation's initial response to individual issues raised can also be read in full within the SCI that has been submitted as part of the planning application.

The City of London Corporation is committed to continuing engagement with members of the public, local communities, market tenants and other key stakeholders as part of the proposals to co-locate the markets. This will involve a series of future meetings with key stakeholders, ongoing design workshops with market tenants and a wider public consultation on future plans around the existing sites over the coming months\*. A newsletter will also be sent to residents around the Dagenham Dock site providing an overview of the proposals as well as informing them of the submission of the Outline Planning Application.

The City of London Corporation also continues to work with LBBB alongside partners, including Transport for London, the Greater London Authority, the Port of London Authority, neighbouring local authorities, market tenants and customers and suppliers to address the concerns raised during consultation.

*\*To note all future engagement activities are subject to review to ensure that they meet the Government's guidance during the COVID-19 pandemic. Further information on this will be issued by the City Corporation in due course.*



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