



UKWA STATEMENT ON LONDON PLAN 2020 'NO NET LOSS POLICY'

UKWA CEO Peter Ward has written to Rt Hon Robert Jenrick MP, the Secretary of State for Housing, Communities and Local Government urge him to reconsider the government's direction to remove the 'no net loss' requirement on existing industrial land from the London Plan.

While acknowledging the need for new housing in London and its surrounding areas, Peter argues that this cannot be at the expense of land for logistics.

"The logistics sector is vital in ensuring not only that London remains economically competitive but also to make sure that its residents and businesses continue to have access to the range of goods and services that they need on a daily basis," he says. "Ensuring the sector can function efficiently and effectively is a key necessity to the efficient working of the capital's economy and the well-being of its residents."

According to the GLA's own evidence base, land for industry and logistics is being lost at three times the anticipated level of release in the previous Mayor's London Plan - a rate which UKWA believes is harmful and unsustainable. It is essential to maintain an adequate supply of appropriate land for the logistics and warehousing sectors, in the appropriate locations and at an affordable cost, to prevent unsustainable losses of capacity. Where any losses do occur UKWA states that these should be rebalanced through allocating new land in the right locations and at the right price to ensure London retains the warehousing and logistics capacity it needs to sustain London's residents and economic growth. That is why UKWA's position is that 'no net loss' is vital for London and the UK economy.

Furthermore, UKWA believes that the 'no net loss' policy in the London Plan does not go far enough, but instead should have been stronger, to rebalance the supply lost over the previous years.

Peter Ward has also pointed out that the 'no net loss' policy refers to 'floorspace' not land throughout the plan; this is justified by a reliance on intensification, which is hard to achieve and make workable.

“For logistics and warehousing to work efficiently and productively, open land and adequate vehicle storage areas are vital, especially bearing in mind the current need to consider the UK's commitments to reduce carbon emissions under the Paris agreement in all actions undertaken,” Peter concludes.

“The need for logistics and warehousing land is very distinct from other industrial land. It is vitally important to have sufficient economical logistics land in the right place to ensure optimal productivity and efficiency, to sustain London and its current and future residents. This is essential to improve air quality, reduce carbon emissions, increase road safety and ease congestion, all of which will increase greatly if vehicles have to travel into the capital from further outside London.”

Ends.