

Following the LAST MILE Conference on 16
November, organiser White Label Creative
and Waltham Forest Council, Enfield Council
and Haringey Council brought together key
stakeholders across the boroughs to discuss the
industrial and logistics offer in the Upper Lee Valley.

The panel of experts were:

Jonathan Martin (CHAIR)

Director of Inward Investment, Waltham Forest Council

Bob Doyle

Head of Economic Development, Enfield Council

Javad Ossoulian

Regeneration Manager, Haringey Council

Alex Cherkas

Director, Capital Industrial

Steve Mitchell

Consultant, Prologis

Karthik Harith

Head of Expansion UK, Getir

Becky Butler

Head of Operations, Location Collective

Jane Ford

Finance Director, Momart

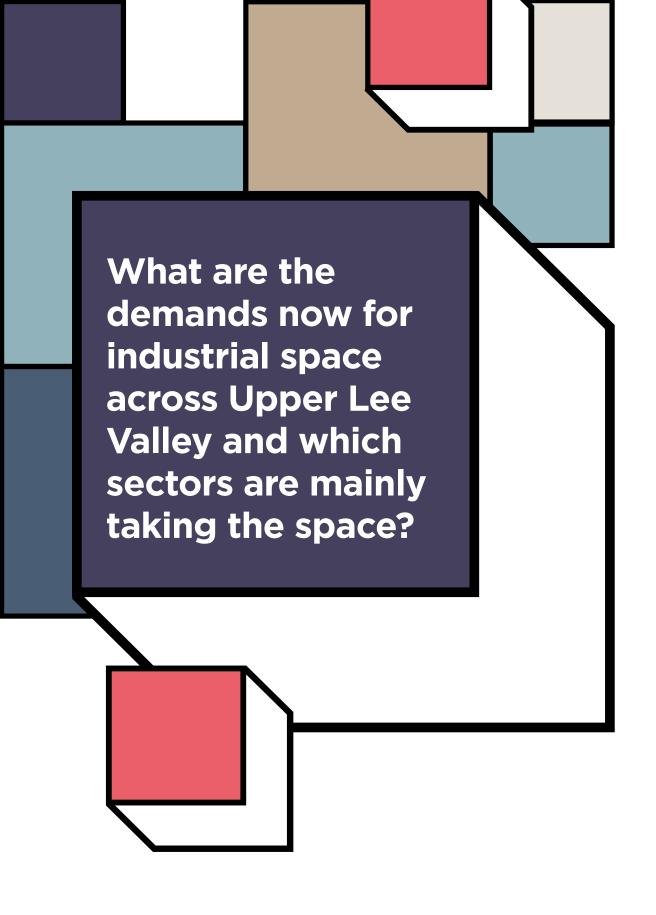
Carita Ogden

Senior External Affairs Manager UK, Amazon Logistics

Max Farrell

Founder & CEO, LDN Collective



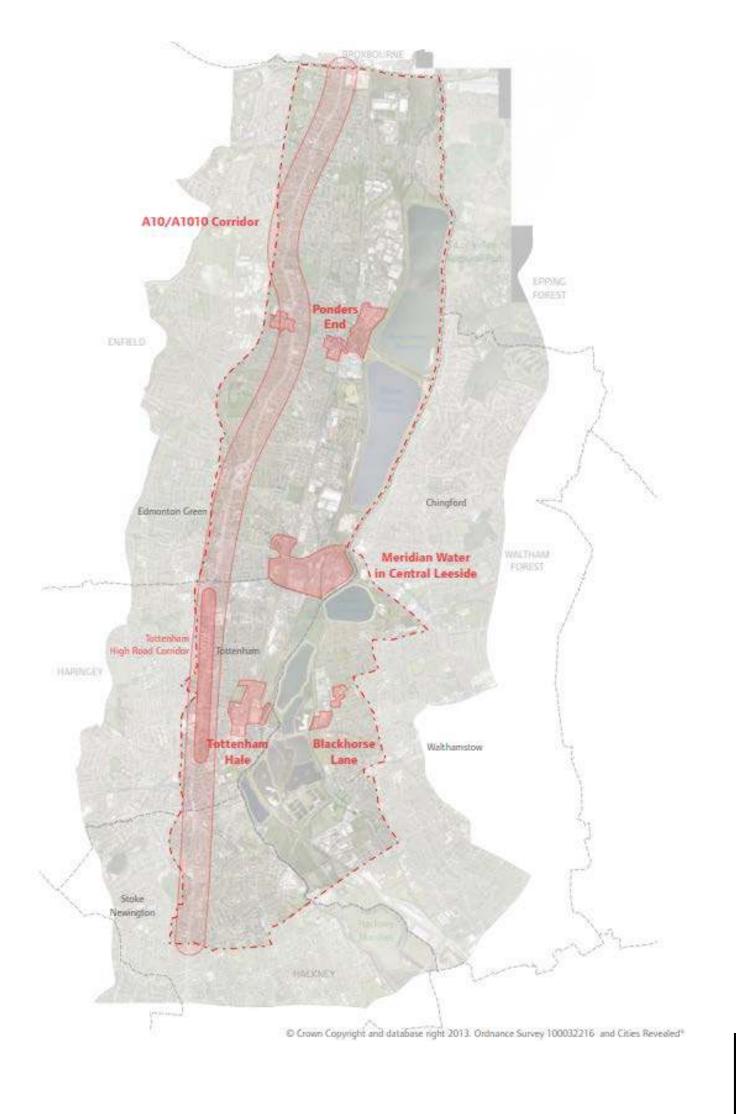


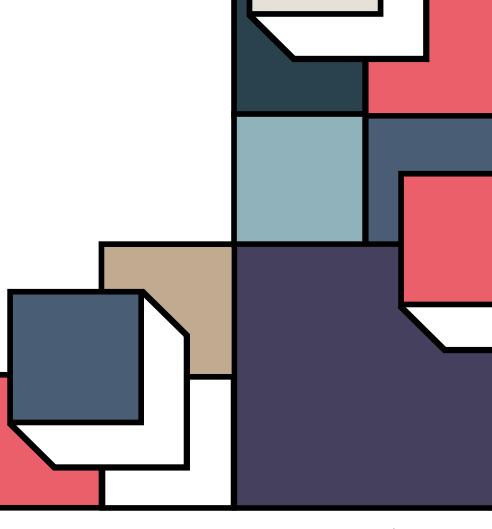
The Upper Lee Valley sits within the UK Innovation Corridor and has been identified as an opportunity area by the Mayor of London. This helps it to provide a strong offer, particularly in logistics as it has allocated a large area for industrial land and has good connections.

The Councils' ambition is to work with current businesses to help strengthen and retain them as well as attract more business and investment into the region.

In terms of demand, it was recognised that there is a mixed amount of floor space across the three boroughs and following COVID there has been limited supply available in the industrial sector. What has also driven the demand and supply shortage is the now larger range of occupiers looking for space.

Within the Upper Lee Valley area this includes film and TV studios and their suppliers, last mile logistics, food companies and smaller independent businesses that have started to grow, with construction and hospitality considered to be a potential growing sector. This shift in occupier and the impact of COVID has seen a more flexible approach to contracts, with shorter leases agreed and last mile logistics suppliers in particular driving demand.









Space availability, vehicle storage, recruitment, traffic and energy were raised as the key challenges for the sector.

It was noted that there is an increasing trend of businesses moving out of London to find larger floor plates, so there is a need to consider where new space can be created, possibly looking at multi-level options.

However, it is not just the larger companies that need space, particularly when looking at the film and TV industry. There is support space that is needed too - the supply chain needs to be able to be easily accessible, studio space and workshop space is required and in close proximity to the larger floorplate areas occupied by the film studios. Also, the occupiers of the film studios themselves require space as the film production companies making shows within studios need vast areas of space to house workshops, storage, rehearsal space, technical vehicles and crew parking.

When looking at the space requirements in the last mile logistics sector, it was noted that vehicle storage space was the key challenge. Due to sustainability, councils are looking to reduce car parking in planning decisions and so this is no longer considered as employment space, however in logistics it is a vital part of the business to allow it to grow and employ more staff. As the sector looks at its sustainability and bringing in more EV

vehicles to use, the staff need to be able to access the site at all hours, which is not always possible on public transport, and there needs to be space to be able to store and charge the delivery vehicles.

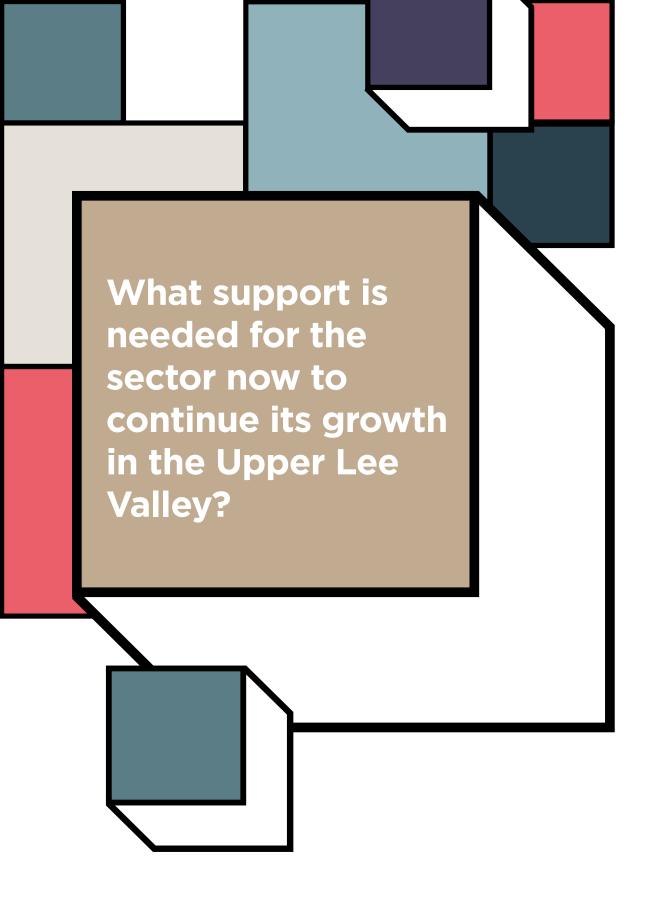
Alongside vehicle space there is also the challenge of traffic. Traffic getting in and out of the industrial sites can be very difficult and takes up a lot of the journey time. If people want quicker deliveries then these issues will need to be addressed, alongside ensuring the roads can accommodate all, including cyclists and pedestrians. One solution for this was to consider the smart city approach and use data to assess the road capacity and the busier periods so companies can start planning around that or identifying the issues to help reduce it.

Power supply is now becoming a very big challenge for developers, particularly when looking at new sites, because there can be long delays to getting the right power sources into the site in a reasonable timeframe and with EV now becoming a bigger demand and the sector developing more technology, the industry and local authorities need to look at how that power will be sourced. It was acknowledged by the group that when planning for the future of power use it would be beneficial for local authorities to be able to understand what power they already have in the borough and how more can be accommodated, a lot of the newer sites within the region will be smaller due to

space limitation but the power used will be intensive. It was imperative that councils would be able to make assumptions about what the power use on that site could be, what is already available and if there is a gap how that can be bridged, with GI mapping a possible opportunity to better understand who the existing occupier and landowners are and what their energy usage is likely to be. If businesses could start making plans for their usage in the future and work alongside the utility companies, UKPN and local authorities then this could prevent future issues.

Recruitment has been an issue much talked about in the sector following the recent shortage of HGV drivers but it was also highlighted that with the increase in last mile delivery, especially in cities, bike couriers are essential but there are not enough people to fill the jobs. The sector needs to work with the community to ensure the job is safer for them, they have the right training and that the facilities are good to help attract and retain them.





Collaboration between developers, asset managers, local authorities and businesses was considered by the panel to be the main driver that could support the sectors growth.

Companies who have set up in the Upper Lee Valley need long term options and the ability to expand within the space or location they occupy already, which can be difficult to agree in early-stage discussions. It was noted that now it is important for developers and asset managers to engage with occupiers early in the process to ensure that their needs are met and find out what their businesses are and the support they may need, delivering not just the space required but also a continued service. This applies to internet usage as well, with many estates having multiple owners this can mean there are different suppliers for all utilities. By working together with owners and occupiers they could provide potentially better coverage and also reduce costs.

The planning system and its approach was something identified as needing support for developers and businesses. It was said that in the UK the system is fragmented which can make it difficult to be visionary as most decisions are made on a local level, but there is a need for collaboration across authorities, like in the Upper Lee Valley, to be able to plan for network and transport systems, logistics can help to drive this collaboration as its business model requires working across the

different areas. There is also the question of how buildings are classed within the planning system and whether this may need to be adapted and addressed to allow more of the last mile logistics providers to expand their footplates, particularly in the more urban settings. Often the planning criteria associated with the different use classifications is not always fit for purpose when considering usage on the ground - for example, studio sites have film studio classification but a lot of the criteria when further developing out the site are designed for more traditional last mile distribution and do not fit the shape of usage of the film industry, which needs to be addressed too.

Support of the local community was also widely agreed as an important aspect for future growth of the sector, with a particular emphasis on people understanding the demands of the sector and what was reasonable to be delivered and when but also in educating the young in the vast amount of career opportunities the sector has and working with schools to address the current skills shortage, ultimately changing the industry's perceptions and encouraging more people to join.

KEY ACTIONS

- Look at land use allocation and building classification to help with the surge in demand for logistics and warehouse space and to better suit the logistics sector and supply chain requirements.
- Power is going to be a key issue moving forward there's a need to identify what the current requirements are, what the potential usage will be in the future and how this can be provided in as sustainable way as possible, which could be led by local authorities.
- Traffic is an issue which needs to be addressed, can collate data to better understand the road usage and provide alternative transport modes or suggested timetables to help alleviate.
- Changing perceptions of the industry is vital. Engaging with youth to train them for future jobs so that the employment shortage can be alleviated and can continue to attract homegrown talent, this will require a collaborative approach from everyone in the industry and local authorities.



