Changes to various permitted development rights: consultation

Summary

- Logistics UK supports the proposed changes to permitted development rights for the installation of electrical outlets and upstands for recharging electric vehicles.
- The logistics sector recognises the need to decarbonise and must be enabled to do so through a more supportive planning environment.
- A degree of flexibility for the numbers of units allowed under PDR is required for the electrification of commercial vehicles, and in many cases, business need to go beyond PDR to enable decarbonisation of commercial vehicle fleets and planning policy should support this.
- A holistic approach to planning at a local and regional level must consider the impact of other forms of commercial and residential development on both the operation of, and space available for, logistics, ensuring the ability to demolish and rebuild existing premises must not have an adverse effect on the availability and supply of logistics land.
- Consideration must also be given to broadening the scope of PDRs to allow for greater installation of renewable electricity generation on industrial sites, such as large-scale solar on warehouse roofs, to incentive greater investment by industry.

About Logistics UK

Logistics UK is one of the country's largest business groups, representing the entire logistics industry and supporting, shaping and standing up for safe and efficient logistics. Our membership of more than 20,000 includes global, national and regional businesses and SMEs spanning road, rail, inland waterways, sea and air as well as the buyers of freight services, such as retailers and manufacturers. As an organisation, we deliver services, representation and thought leadership, helping members and policy makers to seize new opportunities for the sector and the economy as a whole, right across the country.

What we represent

Logistics is a sector delivering an increasingly safe, sustainable and efficient system of national infrastructure – creating opportunities across the UK and linking the UK to the global trade network. Spanning land, water and air, it delivers for everyone, everywhere, every day.

- Logistics delivers big public value on small margins, ensuring the availability of the products households, businesses and public services rely on. It moves goods more than 200 billion tonne-km within the UK per year and enables the trade of more than £1 trillion of goods, while working hard to avoid adding pressure to the cost of living. This is a challenge with fuel and energy costs at a historic high and restrictions on logistics growing.
- The sector delivers smart, green, resilient growth and jobs. It contributes £163 billion to the economy each year (12% of UK non-financial GVA), employs 2.7 million people (8.2% of the UK workforce), pays £5 billion in revenue to Treasury through Vehicle Excise Duty (VED) and Fuel Duty, in addition to other taxes. It is becoming ever more innovative and integrated – within businesses and between logistics sites and transport modes. Its key hubs provide a catalyst for further growth and investment, helping places to thrive.
- Logistics delivers for the future, as an essential system for growth. It underpins the whole economy, with an economic footprint three times larger than its direct GVA contribution, with the public sector and other private sector businesses spending 15% of their total input-related spending on logistics services per year.

Consultation response to relevant questions

4. Changes to the permitted development right for demolition and rebuild

A holistic approach to planning at a local and regional level must consider the impact of other forms of commercial and residential development on both the operation of, and space available for, logistics. Local plans must naturally

accommodate the needs of a variety of stakeholders, but there is an understandable view among the logistics sector that it is not given sufficient prominence. In relation to permitted development rights, these requirements must be extended to ensure that the ability to demolish and rebuild existing premises must not have an adverse effect on the availability and supply of logistics land.

5. Changes to the permitted development rights for the installation of electrical outlets and upstands for recharging electric vehicles

The logistics sector recognises the need to decarbonise and must be enabled to do so through a more supportive planning environment.

Q.36 Do you agree that the limitation that wall-mounted outlets for EV charging cannot face onto and be within 2 metres of a highway should be removed?

Yes.

Q.37 Do you agree that the limitation that electrical upstands for EV charging cannot be within 2 metres of a highway should be removed?

Yes.

Q.38 Do you agree that the maximum height of electrical upstands for EV recharging should be increased from 2.3 metres to 2.7 metres where they would be installed in cases not within the curtilage of a dwellinghouse or a block of flats?

Yes.

Q.39 Do you agree that permitted development rights should allow for the installation of a unit for equipment housing or storage cabinets needed to support non-domestic upstands for EV recharging?

Yes.

Q.40 Do you agree that the permitted development rights should allow one unit of equipment housing in a non-domestic car park?

A degree of flexibility in the numbers of units allowed under permitted development rights is required to support electrification of commercial vehicles, including those taken home by the drivers.

Q.42 Do you have any feedback on how permitted development rights can further support the installation of EV charging infrastructure?

In many cases, businesses need to go beyond permitted development rights to enable decarbonisation of commercial van fleets in which case, planning policy should support this.

Consideration must also be given to broadening the scope of permitted development rights to allow for greater installation of renewable electricity generation on industrial sites, such as large-scale solar on warehouse roofs. This would incentivise greater investment by industry and would help to alleviate some of the issues relating to grid connections that currently stymie fleet decarbonisation.

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