

**MATTER 4 – NEIGHBOURHOODS AND
ALLOCATIONS (N17 GALLIONS REACH)**

NEWHAM LOCAL PLAN EXAMINATION

**HEARING STATEMENT ON BEHALF OF ABERDEEN
INVESTMENTS**

NOVEMBER 2025



NEWHAM LOCAL PLAN EXAMINATION - MATTER 4

1.1 This Hearing Statement has been prepared by Montagu Evans LLP on behalf of Aberdeen Investments ('Aberdeen') relating to Matter 4: Neighbourhoods and Allocation and in response to IN3: Inspector's Matters, Issues and Questions; and Hearings Programme, which was issued by the Inspector on 9 October 2025.

1.2 Specifically, this Hearing Statement follows Aberdeen's engagement with the Local Plan preparation process, including at the Regulation 18 and 19 stages, and relates to the N17 Gallions Reach Neighbourhood and the N17.SA1 Allocation contained therein.

1.3 This Hearing Statement relates to Q4.2 and responds to each of the particular matters raised. Q4.2 states:

"Are policies N17 and N17.SA1 justified, consistent with the London Plan, and will they be effective in helping to encourage significant levels of growth and achieve sustainable development in the Gallions Reach neighbourhood? In particular:

- a) The dependence on an extension to the DLR and the creation of a new DLR station, or a similarly transformative public transport intervention (such as a new river crossing).*
- b) The requirements relating to the scale, location, type and timing of development in relation to the provision of improved public transport infrastructure.*
- c) The requirements relating to the creation of a new town centre and development at the existing Gallions Reach shopping park in N17 part 5, N17.SA1 and HS1 part 2.*
- d) The requirements relating to tall buildings, having regard to constraints associated with London City Airport.*
- e) The requirement for development to deliver an automated vacuum waste collection system.*
- f) The requirements relating to the mitigation of odour impacts from the Beckton Sewage Treatment Works.*
- g) The assumption that around 3,000 homes will be built on site allocation N17.SA1 between 2028 and 2038."*

The dependence on an extension to the DLR and the creation of a new DLR station, or a similarly transformative public transport intervention (such as a new river crossing).

1.4 Aberdeen remain supportive of an extension to the DLR and the creation of a new DLR station, as is demonstrated by the previous representations made on the draft Newham Local Plan and their continued commitment to the DLR steering group.

1.5 However, Aberdeen would like to reiterate concerns that the current policy wording could potentially restrict development should the DLR extension not come forward. As currently drafted, any transformative development would be prevented until strategic infrastructure is funded and a construction contract is let. This does not reflect the significant relationship between early delivery and the benefits this has to the DLR business case.

The requirements relating to the scale, location, type and timing of development in relation to the provision of improved public transport infrastructure.

- 1.6 The policy, as currently drafted, prevents any transformative development of the northern part of the strategic site until a DLR construction contract is let. As set out above, Aberdeen consider this to be overly restrictive on the basis that any form of development in the northern section of the strategic site is restricted. Additional flexibility should be added to the policy wording to avoid a situation where the northern section of the strategic site is unable to be developed in a scenario where no strategic infrastructure comes forward.
- 1.7 Aberdeen would also like the policy to make it clear that the active asset management of the existing Gallions Reach Shopping Park can continue, unhindered, in the short to medium term, until greater certainty is achieved on the DLR extension and the associated transformative development of the strategic site. This continued asset management is vital, not only for the vitality and viability of the surrounding area as a strategic shopping destination, but also to ensure that the funding for the redevelopment of the strategic site is maintained.

The requirements relating to the creation of a new town centre and development at the existing Gallions Reach shopping park in N17 part 5, N17.SA1 and HS1 part 2.

- 1.8 Aberdeen support the creation of a new town centre and development at Gallions Reach Shopping Park. This should also be linked to the highest building heights across the strategic site, to reflect the highest levels of footfall associated with the new town centre and likely location of the DLR.
- 1.9 However, the policy wording should clearly state that the continued active asset management of the existing Shopping Park will not be hindered whilst there remains uncertainty on the DLR extension project. Any hindrance to the assets continued asset management would negatively impact the local economy, the needs of the local population and would be detrimental to the DLR business case and redevelopment aspirations of the Shopping Park in the long term.

The requirements relating to tall buildings, having regard to constraints associated with London City Airport.

- 1.10 Whilst the height ranges that have been set out in the proposed Tall Building Zones are generally supported, Aberdeen would note that, in line with London Plan policy, building height should follow a design-led approach taking account of townscape and visual analysis, as well as viability considerations.
- 1.11 It is also relevant that prescribing height ranges at a stage where significant uncertainties remain, for example with the DLR extension, does not provide sufficient flexibility for changing circumstances in location and scale.
- 1.12 To maintain flexibility, building height limitations should be design-led and should follow limitations associated with London City Airport restrictions.

The requirement for development to deliver an automated vacuum waste collection system

- 1.13 Aberdeen are supportive of innovational solutions to waste collection and would be willing to explore such waste collection systems in the future once transformative development is able to come forward. Notwithstanding, the policy wording should be flexible in this regard and should not explicitly require an automated vacuum waste collection system for all development proposals. Rather this should be encouraged where viability and site constraints allow.

The requirements relating to the mitigation of odour impacts from the Beckton Sewage Treatment Works.

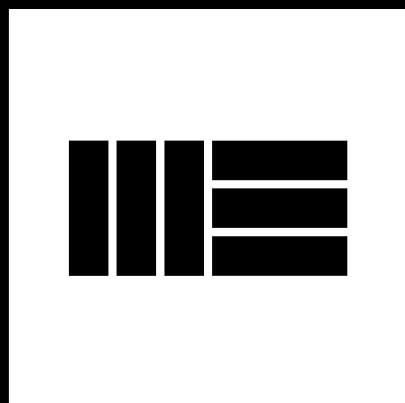
- 1.14 Aberdeen understand the need to provide physical odour mitigation through appropriate design responses and are supportive of this in principle. It is noted that the level of mitigation required should be assessed on a site-by-site basis.

- 1.15 Aberdeen have previously expressed concerns with the level of green space and industrial buffering proposed on the site of the existing Gallions Reach Shopping Park, contained in the policy proposals map. Aberdeen understand that this is not based upon any technical studies relating to odour or green space requirements. This level of green space provision and industrial buffering would severely limit the development potential of the northern section of the strategic site. This would have a major impact on housing numbers, would result in a severely limited development footprint and a potential unviable masterplanned scheme.
- 1.16 Any development plots will be required to meet their own environmental, biodiversity and odour requirements, so the policy diagrams should not be more flexible or additional policy wording should be added to ensure that sufficient flexibility is achieved.

The assumption that around 3,000 homes will be built on site allocation N17.SA1 between 2028 and 2038

- 1.17 Whilst the Beckton Riverside Phase 1 does not fall within Aberdeen's ownership, Aberdeen are supportive of the principle of early phases of development coming forward to support the business case for the DLR extension and transformative development of the wider strategic site. It is considered that, subject to certainty being achieved on the DLR, additional early phase development could come forward to further support the business case.

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WE REQUEST THAT THESE BE TREATED AS CONFIDENTIAL.