

Item 4.6

**LONDON BOROUGH OF WALTHAM FOREST**

Committee/Date:	Planning – 3 <sup>rd</sup> March 2026
Application reference:	252375
Applicant:	London Borough of Waltham Forest
Location:	Low Hall Argall Avenue, Leyton, London, E10 7AS
Proposed development:	Construction of a temporary building for use as a single storey double height 3-bay vehicle workshop and retention of welfare cabin building.
Wards affected:	St James

**1. RECOMMENDATION**

- 1.1. That Planning Permission be **GRANTED**, subject to conditions and informatives.

**2. REASONS REFERRED TO COMMITTEE**

- 2.1 The application has been referred to Planning Committee as the Council is the applicant.

**3. SITE AND SURROUNDING AREA**

- 3.1 The site comprises the Council Depot located at Low Hall Argall Avenue, Leyton, London, E10 7AS. The subject site comprises existing toilet blocks, and the wider depot includes a number of permanent and temporary buildings and structures which facilitate various Council functions, including Highways and Waste and Recycling Services.
- 3.2. The wider site and structures to which the current application relates are not located within a Conservation Area, none of the structure and buildings on site are listed, and the site is not subject to an Article 4 direction.
- 3.3. The site is within the Argall Avenue Extension Locally Significant Industrial Location, the Upper Lea Valley Opportunity Area and Argall Avenue Strategic Location, a Tier 3 Archaeological Priority Area, and Flood Zone 3a.
- 3.4. To the north west of the site on the opposite side of the public highway is the St James's Park and Cheshire Field Allotments, to the north east is the Barn Croft Primary School and to the south east and south west is the remainder of

#### **Item 4.6**

the depot, the Dagenham Brook and Thames Water settling tanks. There are no immediate neighbouring properties in residential use.

### **4. APPLICATION PROPOSAL**

- 4.1 The application is seeking planning permission for the construction of a temporary building (for three years) for use as a single storey double height 3-bay vehicle workshop which would be to the south-west of the existing office building, south of South Access Road.
- 4.2 The temporary vehicle workshop features three secure roller shutter doors, one access door and rooflights. The vehicle workshop is a steel-framed structure finished in profiled metal cladding ("Goosewing Grey"). The workshop measures 18m in length, 15m in width and 6.7m to ridge height (5.5m to eaves), comprising approximately 223sqm.
- 4.3 The application is also seeking the retention of the welfare cabin, which is a prefabricated single storey modular unit which would be marginally relocated to accommodate the temporary workshop. It would also have a translucent roof canopy with timber posts.

### **5. RELEVANT SITE HISTORY**

#### Planning

- 5.1 243102 - Demolition of existing structures and construction of a single-storey double height 3-bay vehicle workshop with associated works - Approved (with Conditions & Informatives).
- 5.2 241662 - Variation of conditions 2 (time limit for removal) and 3 (approved plans) and deletion of condition 6 (construction logistics plan) of planning permission 191637 (construction of three single storey temporary structure for use as one workshop and two office blocks. construction of six single storey buildings for use as toilets and bathroom facility, granted 16/09/2019). The effect of the variations and deletion would be to change the date on which the temporary buildings are required to be demolished to 31st December 2044 (condition 2), amend the approved position of the welfare facilities (condition 3) and remove the requirement for a construction logistics plan (condition 6). – Approved (with Conditions and Informatives).
- 5.3 240466 - Variation of condition 2 of planning permission.
- 5.4 191637, granted 16/09/2019 to change the date on which the temporary buildings are required to be demolished to 31st December 2027 – Withdrawn 5.3.

## Item 4.6

- 5.5 191637 – Construction of three single storey temporary structure for use as one workshop and two office blocks. Construction of six single storey buildings for use as toilets and bathroom facility – Approved (with Conditions and Informatives).
- 5.6 153198 – An application for prior notification for demolition – demolition of (workshop) building – Prior approval granted.

### Pre-application Advice

- 5.7 PRE\_24\_0346 – Erection of a new single-storey double height 3-bay vehicle workshop and erection of a new substation and switchroom including utility trenching and associated works, as part of the site-wide optimisation of Low Hall depot. – *Advice given summary: “The proposals are acceptable in principle with the technical matters of highways impacts and flooding to be addressed through requested supporting documents and relevant consultations with the live applications.”*

Enforcement: No enforcement history.

Adjacent sites/neighbouring properties: None relevant.

## 6. CONSULTATION

6.1 The following properties have been consulted:

- Waltham Forest Community Transport, Low Hall Argall Avenue
- Training Centre, Low Hall Argall Avenue
- Accident Prevention Unit, Low Hall Argall Avenue
- Fleet Management, Low Hall Argall Avenue
- Education Site, Low Hall Argall Avenue
- C T Plus, Low Hall Argall Avenue
- Atilo House, Argall Avenue
- Independent Distribution South Access Road
- 40 South Access Road
- Civic Amenity Centre, 42 South Access Road
- Barncroft Primary School, 2 Brunel Road
- 9 to 18 Gresley Close
- 21 to 39 (odds) Cockerell Road
- 1 to 6 Whittle Close

6.2 No public representations were made as part of the consultation process and by close of the consultation period on the 10<sup>th</sup> December 2025.

**Item 4.6**

<b>Consultees</b>	<b>Response</b>	<b>Officers Response</b>
<b>Design</b>	<p>The proposed workshop in terms of size and scale is supported providing safe and efficient operations.</p> <p>The site is well-suited for light industrial activity, and the proposal aligns with existing character and use of the area.</p> <p>The temporary construction reduces ground disturbance and can be removed or adapted in future, supporting sustainable land use.</p> <p>The proposed workshop and welfare cabin retention represent a practical, sustainable, and well-considered design solution.</p> <p>They balance operational efficiency with staff welfare, minimize environmental impact through temporary construction, and integrate seamlessly into the existing industrial context of Low Hall, Argall Avenue.</p>	
<b>Landscaping</b>	<p><b>Ecology</b></p> <p>The Preliminary Ecological Appraisal's (PEA) findings and recommendations are acceptable. However, the PEA does highlight that electrical infrastructure is required for the new workshop which will be installed outside the redline boundary, The PEA states that these works fall within the Council's permitted development rights and have not been included in the development proposals.</p> <p>As the works are deemed to be permitted development, those impacts are not considered in detail within the PEA, and there is no detail on this element found within the remaining submitted documents.</p> <p>Whilst the off-site works around the installation of electrical infrastructure may be deemed permitted development, they should be carried out sensitively and a commitment to that approach in a CEMP would provide confidence that an appropriate level of due diligence and care would be undertaken</p>	<p>Officers note the electrical infrastructure is outside the redline boundary and would be deemed permitted development. Thus, an informative would re-iterated in the decision notice if planning is granted.</p> <p>In regard to biodiversity net gain please refer to main assessment section below.</p>

**Item 4.6**

	<p>during construction. If, however, this does fall outside the scope of the application and cannot be included, then perhaps a suitable informative reiterating the need for due diligence would be appropriate.</p> <p><b>Biodiversity:</b></p> <p>From the submitted information and a desktop study of the site using aerial imagery, the de minimis exemption claim in relation to mandatory BNG required under the Environment Act 2021 is accepted.</p> <p>If minded for approval, it is recommended that appropriate conditions for the following are attached to the permission:</p> <ul style="list-style-type: none"><li>- A condition requiring a Construction Environment Management Plan to submitted for approval by the Local Planning Authority.</li><li>- A condition requiring a Lighting Strategy to submitted for approval by the Local Planning Authority.</li></ul>	
<p><b>Highways</b></p>	<p><b>Highway Network</b></p> <p>This proposal is for the erection of a temporary building for use as a vehicle workshop. The temporary building is required to enable essential vehicle repairs to continue on site while wider redevelopment works are carried out at the depot, including the proposal for a new permanent vehicle repair workshop. The temporary workshop will only be used during the depot redevelopment and the construction of the new permanent facility. Once the permanent workshop is operational, the temporary structure will be removed, and the site will revert to its intended long-term use.</p> <p>The existing welfare cabin will also be slightly relocated north, to provide additional space for the location of the temporary workshop.</p>	

#### Item 4.6

	<b>Temporary Construction Arrangements</b> No Construction Logistics Plan has been submitted for this proposal, however given that a CLP was provided, reviewed and agreed on for the permanent vehicle workshop, Highways do not require a new one to be provided.	
<b>Building Control</b>	No Comments	
<b>Environmental Health</b>	No Comments	
<b>Waste Management</b>	No Comments	
<b>Sustainability and Energy</b>	No concerns were raised however advised that if the workshop is to be heated details on how energy efficiency and carbon savings have been maximized should be provided.	Given the temporary nature of the development and services to take place, details on energy efficiency and carbon saving would not be required in this instance.
<b>Thames Water</b>	No Comments	
<b>London Fire Brigade</b>	No Comments	
<b>Historic England</b>	No concerns were raised, nor any Archaeological requirements	

### 7. DEVELOPMENT PLAN - PLANNING POLICY

7.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:

- A) the provisions of the development plan, so far as material to the application;
- B) any local finance considerations, so far as material to the application; and
- C) any other material considerations.

7.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any

#### Item 4.6

to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Waltham Forest comprises the Waltham Forest Local Plan LP1 (2024), and the London Plan. Other planning policies are material considerations.

#### The London Plan (2021)

7.3 The London Plan is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital from 2019 to 2041.

7.4 The relevant policies within the London Plan 2021 relevant to this application are considered to include but not limited to:

- GG2 Making Best Use of Land
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D4 Delivering good design
- D12 Fire Safety
- D14 Noise
- E5 Strategic Industrial Locations (SIL)
- E6 Locally Significant Industrial Sites
- T7 Deliveries, servicing and construction

#### Shaping the Borough – Waltham Forest Local Plan LP1 (2024)

7.5 The draft version of the Local Plan underwent Regulation 18 public consultation between July 2019 and September 2019 and consultation on the proposed submission version between 26 October 2020 and 14 December 2020. It underwent examination and consultation on proposed modifications concluded on 21 September 2023. The Waltham Forest Local Plan (LP1) was subsequently adopted 29 February 2024 and therefore now forms a key part of the development plan in determining all planning applications. The previous Core Strategy (2012) and Development Management Policies (2013) are superseded by LP1.

7.6 The relevant policies are:

- Policy 1 Presumption in Favour of Sustainable Development
- Policy 9 South Waltham Forest
- Policy 25 Safeguarding and Managing Change in Strategic Industrial Locations

#### Item 4.6

- Policy 26 Safeguarding and Managing Change in Locally Significant Industrial Sites
- Policy 27 Safeguarding and Managing Change in Borough Employment Areas
- Policy 50 Noise, Vibration and Light Pollution
- Policy 53 Delivering High Quality Design
- Policy 57 Amenity
- Policy 60 Promoting Sustainable Transport
- Policy 62 Public Transport
- Policy 63 Development and Transport Impacts
- Policy 65 Construction Logistics Plans
- Policy 66 Managing Vehicle Traffic
- Policy 79 Biodiversity and Geodiversity
- Policy 82 The Lee Valley Regional Park
- Policy 85 A Zero Carbon Borough
- Policy 87 Sustainable Design and Construction
- Policy 91 Managing Flood Risk

### 8. OTHER MATERIAL CONSIDERATIONS

#### National Planning Policy Framework (2024)

- 8.1 The revised National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It is a material consideration in planning decisions. It contains a presumption in favour of sustainable development, described as at the heart of the framework.
- 8.2 For decision-taking the NPPF states that the presumption means "approving development proposals that accord with an up-to-date development plan without delay" and where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless "...any adverse impacts would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination".
- 8.3 The NPPF gives a centrality to design policies; should be locally led, well designed, and of a consistent and high-quality standard. Local planning authorities (LPAs) are to make sure that the quality of approved developments does not materially diminish 'between permission and completion, as a result of changes being made to the permitted schemes.

## Item 4.6

8.4 The specific policy areas of the NPPF considered to be most relevant to the of this application are as follows:

- Achieving sustainable development
- Promoting healthy and safe communities
- Promoting sustainable transport
- Making effective use of land
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change

### NPPF Amendments December 2025

8.5 December 2025 the government published an amended NPPF for consultation. However, this is subject to change and has very little weight in this decision.

### Local Finance Considerations

8.6 Local Finance Considerations are a material consideration in the determination of all planning applications. Local Finance Considerations can include either a grant that has been or would be given to the Council from central government or money that the council has received or will or could receive in terms of Community Infrastructure (CIL)

8.7 The Council has not received and does not expect to receive any income from Mayoral CIL in relation to this development.

## 9 ASSESSMENT

The main issues for consideration, in relation to the proposed development are as follows:

- A. Principle of Development
- B. Urban Design
- C. Neighbouring Amenity
- D. Highways
- E. Flooding
- F. Ecology and Biodiversity Net Gain
- G. Archaeology

### **A. Principle of Development**

9.1 Policy 25 defines acceptable uses in Strategic Industrial Locations (e.g., light industrial B2/B8, flexible hybrid uses) and supports intensification and replacement. Policy 27 supports employment uses in Borough Employment

#### **Item 4.6**

Areas with fit-for-purpose, flexible workspace. They seek to support new development where it provides improved high quality, fit for purpose industrial/employment space and infrastructure allowing for future flexibility, the existing industrial capacity must be retained or intensified.

- 9.2 The site is occupied by the London Borough of Waltham Forest who currently uses the site to deliver operational services such as refuse and storage. The proposed temporary vehicle workshop is an industrial use, providing operational space for vehicle servicing and maintenance. It would be a temporary development for up to three years. Given the context of the application site, it is considered it would not harm the long-term function of the SIL and allows flexibility for future intensification or redevelopment.
- 9.3 The relocation of the welfare cabin demonstrates flexibility and efficient use of land. The development will maintain employment activity and improve the use of the site, aligning with the emphasis on operational continuity within the designated employment area.
- 9.4 Additionally, given the context and nature of the immediate area, being a Council depot and storage facility, the principle of development of the site would remain compatible in terms of the land use, in line with Local Plan Policies 25 and 27.

#### **B. Urban Design**

- 9.5 Policy 53 of the Waltham Forest Local Plan requires all development to achieve high-quality design that is contextual, functional, inclusive, and sustainable. It emphasizes the importance of appropriate scale, massing, materials, and integration with the surrounding environment.
- 9.6 The proposed temporary workshop is a steel-framed building finished in profiled metal cladding (Goosewing Grey), which is consistent with the industrial character of the locality of the site and wider surroundings. Its scale to be single-storey and double-height reflects its functional purpose (for vehicle maintenance) without appearing visually intrusive and in keeping with the general built environment in the immediate area. The inclusion of rooflights will provide natural light, reducing reliance on artificial lighting and improving internal working conditions.
- 9.7 The design incorporates three secure roller shutter doors for a three bay layout and a dedicated access door, ensuring operational efficiency and safety to service multiple vehicles.
- 9.8 The relocation of the single storey welfare cabin is modest and demonstrates adaptability and efficient use of space. While the building is temporary, it

## Item 4.6

maintains a practical coherent appearance and robust detailing to meet design standards.

- 9.9 As non-permanent structures, the proposal is considered acceptable in urban design terms as it responds appropriately to the existing industrial context of the area in terms of design and scale and provides a suitable functional layout. Therefore, the development complies with Policy 53.

### **C. Neighbouring Amenity**

- 9.10 Policy 57 (Amenity) sets out that new development should respect the amenity of existing and future occupiers, neighbours and the surrounding area by avoiding harmful impacts from overlooking, enclosure and/or the loss of privacy, outlook and daylight/sunlight.
- 9.11 The nearest residential properties are a minimum of 120 metres away from the site. Thus, there would be no impact to the amenity of these properties by way of overlooking or over dominating impacts or a sense of enclosure, loss of light or outlook.

### **D. Highways**

- 9.12 Policy 60 of the Waltham Forest Local Plan LP1 (2024) sets out that the Council will promote sustainable transport with new developments expected to contribute to more attractive, accessible, healthy and safe streets, places and neighbourhoods. Policy 63 requires mitigation of transport impacts, including traffic generation and servicing arrangements. Policy 65 mandates CLPs to manage construction traffic safely and efficiently. Policy 66 encourages measures to reduce congestion, promote EV charging, and improve road safety.
- 9.13 The proposed temporary workshop is located within an established employment area with existing access via South Access Road. The highway officer notes that the temporary nature of the development limits long-term transport impacts. The workshop will primarily serve existing fleet operations rather than generating significant new trips. Vehicle movements will be contained within the site, and servicing arrangements will remain unchanged. The proposal does not introduce additional parking demand or compromise highway safety in compliance with policies 63 and 66 of the Local Plan (2024). No concerns were raised by Council's Highways Team in respect to the proposed development given the temporary workshop will only be used during the depot redevelopment and the construction of the new permanent facility on site. Once the permanent workshop is operational the temporary structures will be removed.
- 9.14 No Construction Logistics Plan was provided as part of this application however a CLP was provided, reviewed and agreed on for the permanent vehicle workshop under application reference 243102. Council's Highways Team therefore agreed a new one would not be required.

## Item 4.6

### **E. Flooding**

- 9.15 Policy 91 of the Waltham Forest Local Plan (2024) requires a site-specific Flood Risk Assessment (FRA) for developments in Flood Zones 2 or 3 where the design and layout should be safe for the lifetime of the development under climate-change scenarios; incorporation of flood-resistant/resilient construction and Sustainable Drainage Systems (SuDS); no increase in flood risk elsewhere; and appropriate emergency planning and safe access/egress are in place.
- 9.16 The site is located within Flood Zone 3a and Flood Risk Assessment (FRA) has been submitted as part of this application. The submitted document (by GeoSmart dated 24 Oct 2025) assesses all sources of flood risk using EA defended modelling.
- 9.17 Council's Highway's Lead Local Flood Authority and Drainage Team raised no comments or concerns in respect to the proposed development. In review of the submitted FRA, it recommends Finished Floor Levels (FFL) of the proposed development should ideally be set to 7.39m AOD. It was identified that the FFLs of the temporary vehicle workshop are proposed to be set at 7.35m AOD.
- 9.18 The FRA suggests that where it is not possible to raise FFLs to the recommended elevation and as the workshop is only temporary and for commercial uses, it may be appropriate to set FFL's as high as possible and incorporate standard flood resistance and resilient design measures.

### **F. Ecology and Biodiversity**

#### Ecology

- 9.19 A Preliminary Ecological Appraisal (PEA) has been submitted with recommendations for protective measures and enhancements, including:
- Precautionary working methods for protected species in a Construction Environmental Management Plan (CEMP).
  - Protective measures for Dagenham Brook and nearby SINC's in the CEMP.
  - A wildlife-sensitive lighting strategy.
  - Habitat boxes and hibernacula to enhance adjacent woodland.
  - Controlled removal of invasive species.
- 9.20 The Council's Urban Greening Officer has reviewed the scheme (comments in section 6 of the report) and a Lighting Strategy and Construction Environmental Management Plan (CEMP) was recommended. Planning officers consider it

#### **Item 4.6**

would not be necessary to apply these as planning conditions given the temporary nature of the proposal.

- 9.21 The ecological impacts within the redline boundary are low, and the recommended measures in the Preliminary Ecological Appraisal (PEA) can be secured through standard good practice and informative guidance rather than a formal CEMP condition.
- 9.22 The PEA identifies off-site electrical infrastructure works (permitted development) that involve trenching through woodland and bridging Dagenham Brook. While these works fall outside the scope of this application, they present potential ecological and arboricultural sensitivities. In line with the Council's biodiversity duty and Nature Emergency Declaration, it is appropriate to encourage best practice for these off-site works where an informative will be included in the decision notice.
- 9.23 A lighting strategy was recommended by the Urban Greening Officer however, there is limited external lighting proposed to the scheme. No lighting is proposed to face outwards towards the site boundaries or to Dagenham Brook.
- 9.24 The lights proposed would be on the principal elevation to the roller shutters and entrance door on the side elevation. A specification has been provided for the use of Proxima 100W Adjustable IP65 LED Floodlight and viewed acceptable by the Planning Officer.

#### **Biodiversity Net Gain**

- 9.25 Policy 79 of Waltham Forest Local Plan LP1 (2024) sets out that schemes should demonstrate a minimum 10% biodiversity net gain using the Defra Biodiversity Metric 2.0 (or subsequent version), even where development proposals do not result in biodiversity loss.
- 9.26 Biodiversity net gain is now also a statutory requirement under the Town & Country Planning Act 1990 for most new developments.
- 9.27 The mandatory BNG requirement does not apply in this instance as it meets the de minimus exemption within the legislation given there is no existing vegetation on the subject site.

#### **G. Archaeology**

- 9.28 London Plan Policy HC1 requires development proposals to identify assets of archaeological significance and use this information to avoid harm or minimise

## **Item 4.6**

it through design and appropriate mitigation. Policy 73 of the Local Plan seeks to preserve the significance of archaeological remains.

- 9.29 The site is located within a Tier 3, 'River Lea' Archaeological Priority Area, which is of archaeological interest due to historic watercourse activity and associated industrial heritage. The proposal involves a temporary structure on an existing hardstanding area, with minimal ground disturbance. Given the limited excavation required for foundations and services, Officers consider the risk to archaeological remains to be low.
- 9.30 The assessment under application reference 243102, states that "given the extensive previous disturbance of the site over the previous decades, it is anticipated that any findings in this location would have already been removed or truncated." On the basis of that application Historic England concluded that the significance of the asset and scale of harm to it is such that the effect can be managed using a planning condition to secure a written scheme of investigation. However, on the basis of this application and the temporary nature of the building, this would not be a requirement.
- 9.31 Furthermore, the Archaeological Desk-Based Assessment submitted states the potential archaeological remains that may be affected are not anticipated to be of a level of significance that would warrant their consideration as designated assets.
- 9.32 Therefore, the proposed development is considered to satisfy London Plan Policy HC1 and Policy 73 of the Local Plan.

## **10 EQUALITIES AND HUMAN RIGHTS**

- 10.1 In making its decision the Council has had regard to its public sector equality duty (PSED) under s.149 of the Equalities Act. It is not considered that the recommendation to grant permission in this case will have a disproportionately adverse impact on a protected characteristic.
- 10.2 It is also considered that the decision takes into account issues arising from the Human Rights Act 1998.

## **11 CONCLUSION**

- 11.1 The application has been considered against the relevant development plan policies and other material considerations, and the scheme would be acceptable. The principle of development is acceptable in respect to land use and there is no harm identified with regards to the design, visual amenity, no impact to highway safety and the environment.

## Item 4.6

11.2 In light of the above assessment, it is recommended that planning permission be granted subject to conditions and informatives.

## 12 RECOMMENDATION

12.1 The Planning Committee is requested to resolve that planning permission be granted subject to the following conditions and informatives.

### Conditions and Reasons

1. The building/structure hereby permitted shall be used for a temporary period only and shall be removed in its entirety, and the land restored to its former condition on or before the expiration of three years from the date of this permission.

**Reason:** In the interests of land use, expected operational need, and having regard to neighbouring/environmental amenity.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents and thereafter maintained as such for the lifetime of the development:

#### Plans:

- 08430-TW-EX-01A (July 2025)
- 08430 - TW-E-01A (November 2025)
- 08430-TW-P-02A (July 2025)
- 08430-TW-P-07
- 08430-TW-P-08
- 08430-TW-P-09
- 08430-TW-P-04B (July 2025)
- Proxima Lighting Specification

#### Supporting Documentation:

- Flood Risk Assessment (by Geosmart) dated 25.10.2025
- Archaeological Desk-Based Assessment (by Cotswold Archaeology) dated November 2024
- Tier 1 Preliminary Risk Assessment (by Lucion Ground Engineering) dated September 2025
- Detailed Unexploded Ordnance Risk Assessment (4.09.2025)
- KMC Transport Advice 25215/N01 (September 2025)
- Update Preliminary Ecological Appraisal & Preliminary Roost Assessment (October 2025)

#### Item 4.6

- Cover Letter dated 02.10.2025
- Reasonable Exception Statement

**Reason:** For the avoidance of doubt and in the interests of proper planning.

3. The materials to be used for the external surfaces of the extension hereby permitted shall match that mentioned in drawings no.s “08430-TW-P-09” and “08430-TW-P-07” and shall thereafter be retained as such for the lifetime of the development.

**Reason:** To safeguard the visual amenities of the area in accordance with Policy 59 of the Waltham Forest Local Plan Part One (2024)

#### Informatives

1. To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website, and which have been followed in this instance, and offers a pre-planning application advice service.
2. The applicant is reminded that this permission relates to planning permission only and does not constitute approval under any other legislation including Building Regulations
3. The applicant is advised that any off-site works associated with electrical infrastructure installation, including trenching through woodland and bridging Dagenham Brook, should be carried out in accordance with arboricultural and ecological best practice guidance. This includes precautionary working methods for protected species, measures to prevent pollution of watercourses, and sensitive handling of invasive species. The Council expects due diligence to be exercised to avoid unnecessary harm to biodiversity and trees during these works.