

 <b>Havering</b> LONDON BOROUGH	<b>Strategic Planning Committee Developer Presentation 22 January 2026</b>
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<b>Pre-Application Reference:</b>	<b>W0152.25</b>
<b>Location:</b>	<b>CROWLANDS GOLF CENTRE, CROW LANE</b>
<b>Ward:</b>	<b>RUSH GREEN &amp; CROWLANDS</b>
<b>Description:</b>	<b>CONSTRUCTION OF UP TO 1,300 RESIDENTIAL LED DEVELOPMENT WITH SOME COMMERCIAL DEVELOPMENT WITH ASSOCIATED LANDSCAPING, PARKING</b>
<b>Case Officer:</b>	<b>Raphael Adenegan</b>

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## **1 BACKGROUND**

- 1.1 This proposed development is being presented to enable Members of the committee to view it before a planning application is submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent application and the comments received because of consultation, publicity and notification.
- 1.2 The proposed planning application has been the subject of pre-application meetings with Officers and 1 GLA 'in principle' meeting held. There have been two joint (including B&D officers) pre-application meetings including two workshops with officers and the scheme has evolved over the months. The proposal was presented to the Council's Quality Review Panel on the 4<sup>th</sup> of December 2025. Pre-application discussions with the applicants have included the principle of the development proposed including quantum of development, massing, height layout, access and landscaping planning that have been undertaken by the applicants subject to a masterplan being developed for the site.

## **2 PROPOSAL AND LOCATION DETAILS**

### **2.1 Proposal**

Full planning application for mixed-use development of the site comprising:

- Full details for a total 1253 (100%) affordable homes,

- 720 sqm sports hall
  - 450 sqm community centre / boat house
  - 164 sqm neighbourhood retail
  - Associated landscaping, parking spaces and cycle stores,
  - Over 3.5ha of public open space and 1.5ha of children's play space
  - New bus route linking Crow Lane and Wood Lane.
- 2.2 The proposed pre-application enquiry subject to review is detailed application. The information provided as part of this enquiry includes proposed quantum, layout and public open space areas.
- 2.3 The key objective will be to create high quality buildings and places, which helps boost the supply of homes, which in this case are all affordable homes, within the London Borough of Havering and by extension the Borough of Barking and Dagenham.

### **Site and Surroundings**

- 2.4 The site is the existing Crowlands Golf Centre, which comprises approximately 22.5 hectares of land to the south of Crow Lane, and north of Wood Lane and Rush Green Road. It spans across two boroughs – Barking & Dagenham and Havering – with the majority within the London Borough of Havering. It is understood that the whole site is owned by the London Borough of Barking & Dagenham.
- 2.5 The site is within designated Metropolitan Green Belt in both Havering and Barking and Dagenham Local Plans. Part of the site is also a designated site of importance for nature conservation (SINC) of Borough Importance.
- 2.6 The land is currently in use as a golf centre, comprising a 9-hole golf course, driving range, lake and club house. The site is an L-shape, surrounding the West Ham training ground which occupies a large portion of land to the south and east. School playing fields and existing residential uses bound the site to the west, and a rugby club is located to the north-east.
- 2.7 The site currently records a public transport accessibility level (PTAL) of between 1a (very low accessibility) to the north of the site near Crow Lane, and 3 (moderate accessibility) to the south near Rush Green Road. No part of the site is within reasonable walking distance of a rail/tube station (Chadwell Heath and Romford stations are both more than 2km walking distance from the nearest part of the site), and only Rush Green Road is served by frequent bus routes. Crow Lane is served by the westbound 499 bus route only, which has low frequency and no bus stops.
- 2.8 There is currently no north-south vehicular access through the site, although there is a public right-of-way footpath from Crow Lane to Rush Green Road, leading across the golf course and to the side of West Ham training ground.
- 2.9 The site is within the Romford and Suburbs Strategic Area of the Havering Character Study and part of the Crow Lane Character Area in the Romford Masterplan SPD.

## **Planning History**

2.10 None

## **5 MATERIAL PLANNING CONSIDERATIONS**

5.1 The main planning issues raised by the application that the Committee must consider are:

- Principle of development
- Density, scale and site layout
- Quality of Design/Living Conditions for Future Occupiers
- Parking/Traffic
- Housing mix/affordable housing
- Quality Review Panel (QRP) Comments
- Other issues

### **5.2 Principal of Development**

- The site is currently a golf course and designated Green Belt in the adopted Local Plan. Whilst the developer argued that the site falls under the definition of Grey Belt in the NPPF, officers have advised that a Very Special Circumstances (VSC) approach is preferred in this case considering that the Green Belt review by the Council is still on-going. The proposal is for 100% affordable housing for social rent and key workers, and as such would likely meet the VSC test for development of this nature in this Green Belt site. However, the impact upon the openness of the site, implicitly intertwined with the visual impact of the proposals, is therefore a key consideration to determining the acceptability of the proposals in Green Belt terms.
- In addition, and as part of the proposal, there will be provision of an enhanced sport / recreational facility on the site to address the loss of the existing golf facility which officers consider also form part of the VSC.
- LBH supports the principle of residential led mixed use development on this site as it is providing additional homes in a well-established residential neighbourhood subject to all other material planning considerations.
- At all levels of planning policy there is strong encouragement to maximise the use of such sites when they become available. Bringing forward this type of site that could be delivered in the short and long term will support the Council in meeting its housing requirement.

### **5.3 Density, scale and site layout**

- Infrastructure (below + above ground): A gas main and water pipe are running north-south to the west of the site and further water/electricity mains are running north-south to the east of the site, which are significant site constraints dictating the site layout strategy. The proposal seeks to retain a boating lake to the south and waterbody to the north-west.
- The site layout is organised around a green amenity parkland and primary road lined with apartment block typologies to the west transitioning in dense 2-3 storey

terrace housing types to the east with primary and secondary streets. The retained lake to the south incorporates a boat house, with sports pitches and parks to the centre and the location of a sports building to the east adjacent to the rugby club.

- The proposed density, although could be said to be relatively high in the context of the site constraints and location, would be within the ranges identified in the current London Plan and the adopted Local Plan. What would be important in assessing such a proposal is whether it delivers sufficient quality of design and provides a high-quality living environment for future occupiers.
- At 2-6 storeys, the buildings will be taller than its direct neighbours but comparable to the wider context. Buildings of the height proposed, ranging from 2 to 6 (height above 2-storey mainly apartment blocks) storeys, could be considered appropriate in this context although there may be concerns over quality and liveability of accommodation, proximity of the buildings to the boundaries of adjacent sites in terms of amenity impact and/or prejudicing development of surrounding land. Any height and bulk should be justified through a thorough townscape and contextual approach including identifying important viewpoints, in accordance policies 7 and 10 of the Local Plan.

#### **5.4 Quality of Design/Living Conditions for Future Occupiers**

- There is merit in an approach as demonstrated which gives high priority to the quality of materials and which can demonstrate a coherent design led approach to the redevelopment of the site.
- It is important that any proposal provides high quality accommodation for future residents including provision of outdoor amenity space, avoiding single aspect dwellings and satisfactory outlook from habitable rooms and any potential overlooking of neighbouring residential properties.

#### **5.5 Parking/Traffic**

- It is not anticipated that the proposals will generate significant levels of traffic. There would be a requirement to provide disabled and service area parking, and given its location, there may be demand for residential parking spaces. However, the level of the overall parking provision is contingent on the demographic make-up of future occupiers (being 100% affordable housing) and the inclusion of a new bus route through the site.
- Given the quantum and the uses proposed and the nature of the site, providing the necessary parking and satisfactory servicing have to be balanced against relevant London and local plan policies.

#### **5.6 Housing mix/affordable housing**

- Redevelopment of the existing golf course use into a residential-led masterplan of circa 1,260 homes comprising of 100% affordable (60% social rent / 40% key worker housing).
- The site is located within the London Borough of Barking and Dagenham and Havering, with majority of the site located within Havering (76.5%).

- Council policy states that all housing schemes should include a proportion of family-sized homes and reflect a recommended housing mix. The policy does allow for variations to the recommended mix, but states that these must be robustly justified, having regard to individual site circumstances including location, site constraints, viability and the achievement of mixed and balanced communities.
- The Borough's housing mix as set out in the Local Plan Policy 5 is applicable.

	1 bed	2 bed	3 bed	4+bed
Market Housing	5%	15%	64%	16%
Affordable Housing	10%	40%	40%	10%

- The scheme proposes 1253 new homes (959 (76.5%) in Havering and 294 (23.5%) in B&D) with the following mix:

	Social Rent	Key worker
1-bed	111	0
2-bed	284	388
3-bed	200	189
4-bed	64	17

8.85% 1 bedroom (111)

53.65% 2 bedroom (672)

31% 3 bedroom (389)

6.5% 4 bedroom (81)

#### OVERALL TENURE MIX

Flats				Houses			
1 bed	2 bed	3 bed	total	2 bed	3 bed	4 bed	total
111	662	81	854	10	308	81	399
Social Housing							
Flats				Houses			
1 bed	2 bed	3 bed	total	2 bed	3 bed	4 bed	total
61	378	40	479	0	150	64	214
Key Worker							
Flats				Houses			
1 bed	2 bed	3 bed	total	2 bed	3 bed	4 bed	total
50	284	41	375	10	158	17	185

### Housing Mix in Havering

Havering							
Flats				Houses			
1 bed	2 bed	3 bed	total	2 bed	3 bed	4 bed	total
60	493	7	560	10	308	81	399
Havering Social Housing							
Flats				Houses			
1 bed	2 bed	3 bed	total	2 bed	3 bed	4 bed	total
40	312	4	356	0	150	64	214
Havering Key Worker							
Flats				Houses			
1 bed	2 bed	3 bed	total	2 bed	3 bed	4 bed	total
20	181	3	204	10	158	17	185

399 Houses (41.6%) and 560 flats (58.4%)

	1 bed	2 bed	3 bed	4+bed
Affordable Housing	(60 units) 6.25%	(503 units) 52.45%	(315) 32.85%	(81 units) 8.45%

- Current planning policy would require that a minimum of 35% affordable housing in all new developments (of which 70% should be social rented and 30% intermediate/shared ownership by habitable room, which is subject to tenure mix) is proposed or it should be comprehensively demonstrated that the maximum viable quantum is being provided. The proposal is for 100% affordable housing which is accorded significant weight in terms of VSC. Officers are satisfied with the mix between social housing and key worker housing

## 5.7 Quality Review Panel (QRP) Comments

- The proposal has been presented to the Havering Quality Review Panel once. Members should note that the proposal as presented to them may have changed to reflect the QRP. The applicant has provided the Table 1 below to demonstrate how the scheme has evolved in response to QRP comments. The following comments were made by the QRP:

**Table 1**

	Quality Review Panel Comment	Applicant Team Response
	<b>1. Summary / principle of development</b>  <b>Given the early stage, the Quality Review Panel was asked to focus on strategic design decisions including the site layout design, form, density, placemaking principles, access to open space and play space, healthy streets and residential quality.</b>	
1.1.	<i>The panel supports the principle of development on this site and commends the brief to deliver affordable family homes for the borough.</i>	This is welcomed.

	Quality Review Panel Comment	Applicant Team Response
1.2.	<i>The panel acknowledges the potentially contentious nature of the allocation, given the need to demonstrate Grey Belt status. It will therefore be important to optimise and demonstrate social and environmental benefits to ensure the creation of a sustainable community.</i>	<p>The social and environmental benefits of the proposed development to create a sustainable community are significant. The benefits include:</p> <ul style="list-style-type: none"> <li>• 100% affordable homes, split between social rent and key worker.</li> <li>• Large proportion of family homes.</li> <li>• Publicly accessible open parkland.</li> <li>• New bus route connecting Crow Lane and Wood Lane.</li> <li>• New community meeting spaces.</li> <li>• New community leisure spaces.</li> </ul>
1.3.	<i>The panel has some concerns related to viability and delivery given the current market. The design should acknowledge this uncertainty and look at how design quality can be locked in to withstand commercial pressure. Management costs should be considered, to ensure that the landscape and public realm can be maintained in perpetuity without significant impacts on service charges for residents.</i>	<p>Ensuring the delivery of this development is critically important to the Applicant as well. The viability of the proposal is a matter of constant review with the development's funders. The Applicant reassures Havering that the scheme is viable and will be delivered.</p>
	<b>2. Masterplan layout</b>	
2.1.	<i>More clarity is needed on the masterplan vision, to understand whether the site is characterised as two neighbourhoods on either side of the park, or as single place wrapped around it. The current layout feels as though it has been designed in plan, as it does not reflect the characterful topography and organic nature of the site. While the panel understands that surveys are ongoing, site levels are fundamental to the character of the site and should be used to drive the structure of the site, and arrangement of open spaces and homes. The panel recommends developing clear principles for fronts and backs which can be applied across the different character areas and typologies.</i>	<p>Considerable changes have been made to the masterplan layout. Courtyards have been removed in favour of streets, with car parking, and back-to-back gardens. These revised plot layouts are considered to respond more successfully to the site's topography. Layouts of the apartment blocks have also been updated to allow for a smaller point block approach; this has given us more flexibility to adapt to existing levels.</p>
2.2.	<i>The panel questions the extent of development within the parkland space. Densifying the eastern parcel could help to reduce the need for development in the parkland area, increasing the green space available. The park should be considered as a link between Hainault Forest and Central Park Dagenham. To increase densities, building heights within the centre of the masterplan could potentially be increased, as there are</i>	<p>Along with the amendments to the overall site masterplan, the amount of development within the parkland space has been reduced by concentrating buildings on the northern, eastern, and southern extent of the park. The access road to the western side of the park has been removed to give more space over to the park.</p>

	Quality Review Panel Comment	Applicant Team Response
	<i>fewer sensitive relationships with existing homes. The arrangement of the pavilion, courtyard and semi-courtyard blocks needs more thought to improve the relationship with the park, and address outlook and orientation.</i>	
2.3.	<i>Further exploration of the relationship with the surroundings is encouraged, to ensure it feels part of the wider area. Given the various edge conditions and levels, distinct strategies for each edge are needed to create opportunities for enhanced connectivity.</i>	The site topography has been reviewed as part of the cut and fill exercise. The levels of the applicant site will be lowered where needed to connect to the wider area. For example, the street connection to Crow Lane will be lowered to ensure a smooth connection and enhanced connectivity.
2.4.	<i>The southern edge condition feels currently undefined. It would be good to explore how welcoming this would feel for the public, with clear entrances and routes connecting to the lakeside walk. The boat house community centre could be a valuable offer for the local community, replacing the golf club house. The panel recommends reviewing the placement of this building to ensure it is legible, accessible and inclusive.</i>	The community building boat house has been moved to the southern entrance on Wood Lane to create a more defined and welcoming entrance into the application site. Additional routes have also been developed towards the south of the site to create a clearer connection to Central Park Dagenham.
2.5.	<i>Similarly, access to the parkland from the northern edge, particularly given the level change, and the relationship with wider connections, needs further thought. The panel would like to see how the relationship with the allotment and public right of way could be further enhanced.</i>	As noted above, the site masterplan has been revised. This has had the effect of making the park to the north and west larger, enhancing sense of scale and connections. The buildings adjacent to the right of way have been adjusted in order to create a better relationship with the route.
	<b>3. Streets, access, and servicing</b>	
3.1.	<i>Further thought on the pedestrian and vehicular gateways to the site is needed, to develop a clear approach to thresholds and the arrival experience.</i>	The community building boat house has been moved to the southern entrance on Wood Lane to create a more defined and welcoming entrance into the application site. The site topography has been reviewed as part of the cut and fill exercise. The levels of the applicant site will be lowered where needed to connect to the wider area. For example, the street connection to Crow Lane will be lowered to ensure a smooth connection and enhanced connectivity.
3.2.	<i>Vistas and nodal points should be also considered further, so key routes are positively terminated with landmark buildings or open spaces. The panel recommends more thought on how people will move through the site. Kinetic views should be developed to address legibility and wayfinding.</i>	The revised masterplan layout has allowed for more active views from both Wood Lane and Crow Lane. From Wood Lane, people will see the community boat house, homes, and the park in the distance. From Crow Lane, people will see into the heart of the residential homes, with green streets.
3.3.	<i>The bus route feels overly prominent and overly scaled for the site. Layering of the street with segregated bike paths alongside the road could be reviewed.</i>	The routing of the proposed bus route has changed, travelling more centrally through the site. As a result, the road connection that ran to the western and northern side of the park can be



	Quality Review Panel Comment	Applicant Team Response
	<p><i>For instance, if cycle routes are relocated within the park, they would be more attractive to use and reduce road widths.</i></p> <p><i>Cycle routes across the site should generally be as direct as possible, as cyclists will want to travel the shortest distance.</i></p>	<p>removed. This also means that the cycle path that previously ran alongside the main bus route can be more organic and run through the park and along the residential streets which should make them attractive paths to use.</p>
3.4.	<p><i>The long rigid lengths of the primary route should also be reconsidered. The panel suggests a more fluid, informal arrangement to work with the existing topography. This could help make the route feel more subservient, creating a greater focus on the park.</i></p> <p><i>The relationship of the park and road also needs to be designed carefully to address safety and traffic speed from first principles, particularly for children.</i></p>	<p>As noted above, the site masterplan layout has been changed and large sections of road removed. This has had the effect of creating the more fluid and informal arrangement that works with the existing topography. Single direction traffic routes have been maximised in order to reduce the scale of the roads.</p>
3.5.	<p><i>More detailed strategies are needed for servicing, deliveries and refuse collection.</i></p>	<p>A delivery and servicing management plan will be submitted with the planning application.</p>
	<b>4. Car parking</b>	
4.1.	<p><i>There are concerns that the parking numbers proposed could be too low, given the anticipated demographic, including keyworkers and family homes.</i></p>	<p>The quantum of car parking has been increased. The overall quantum of car parking needs to be considered in the balance between providing access and maximising the use of public transport. Discussions are ongoing with TfL and the highways authority. It is considered that the proposed car parking quantum meets this balance.</p>
4.2.	<p><i>Enforcement of parking restriction will be critical to ensuring that people do not illegally park on verges and open spaces, which would impact the overall vision.</i></p>	<p>The Applicant agrees with this statement. A car parking and management plan will be submitted with the planning application.</p>
4.3.	<p><i>Alternative parking typologies should be explored, to minimise visual impact. It would be preferable for parking bays to be integrated on streets, as well as on plot. The current parking courts risk becoming poor quality backs with the potential for anti-social behaviour, crime, fly-tipping etc. Precedents of successful consolidated parking should also be looked at, including examples of car barns and parking courtyards.</i></p>	<p>The car parking courtyards have been removed in their entirety in favour of on-street car parking. This arrangement has improved better overlooking and this removes the potential for anti-social behaviour within what might have been less overlooked areas.</p>
	<b>5. Architectural character</b>	
5.1.	<p><i>The panel recommends developing a stronger identity, and variation between, the 'pavilion' blocks. The relationship between these blocks and the park lacks legibility. The buildings read more as urban blocks, rather than pavilions. Alternative precedents of good examples of buildings addressing and</i></p>	<p>The revised masterplan has allowed an improved stepping in height between homes and buildings, resulting in a stronger identity for the buildings. The orientation of the buildings has been adjusted so that they have a clearer connection to street and the park.</p>

	Quality Review Panel Comment	Applicant Team Response
	<p>sitting within a parkland setting such as Brent Cross Town, Lion Green Lane (by Mary Duggan Architects) and Bexleyheath should be explored and considered to assess the right response.</p> <p>The panel feels that the three-storey homes could have a more urban presence, designed as townhouses rather than two-storey houses with dormers.</p>	
5.2.	<p>The long terraces could work well, but it will be important to consider ways to create variation and deal with the changing topography along the length of each terrace.</p>	<p>There are multiple house design types that provide the variation sought by the panel. Considerable changes have been made to the masterplan layout. Courtyards have been removed in favour of streets, with car parking, and back-to-back gardens. These revised plot layouts are considered to respond more successfully to the site's topography.</p>
5.3.	<p>The panel recommends further review of the affordable house layouts. Features such as ensuite bathrooms and rooms sizes may need to be reviewed to address viability. The character studies and emerging architectural design are welcome.</p>	<p>The internal layouts of the homes have been designed in partnership with Havering's Housing Team. They have been designed specifically to meet the identified needs of those on Havering's housing waiting list.</p>
5.4.	<p>While the elevations of the houses are attractive, the panel cautions that the use of arches and stacked soldier courses could be expensive to deliver. Similarly, the brick balconies on the courtyard and pavilion blocks could prove costly.</p> <p>It is important to consider how to protect these high-quality features through the process, to retain the characterful appearance from value engineering, which would result in a lower quality, more generic design.</p>	<p>The Applicant welcomes the panel acknowledging the high-quality design proposed. Ensuring the delivery of this development is critically important to the Applicant as well. The viability of the proposal is a matter of constant review with the development's funders. The Applicant reassures Havering that the scheme is viable and will be delivered.</p>
	<b>6. Landscaping design</b>	
6.1.	<p>The existing golf course is characterised by the undulating landform, scrubland, dry ponds, and boundary trees. It is therefore disappointing that the current masterplan does not address or retain this character. Levelling the site will require significant civil engineering works and cut-and-fill. This will be costly and is likely to affect deliverability. A strategy that works more closely with the existing topography is strongly encouraged.</p>	<p>As noted above, considerable changes have been made to the masterplan layout. Courtyards have been removed in favour of streets, with car parking, and back-to-back gardens. These revised plot layouts are considered to respond more successfully to the site's topography.</p>
6.2.	<p>The panel recommends finding ways to retain the pockets of woodland and dry ponds, to protect the existing habitat and ecology on the site and retain the character of the site.</p>	<p>A series of ecological habitat surveys have taken place over the last ~7 months. These have identified areas of priority habitat, which includes a reed bed to the west of the site and the southern pond. The Applicant's ecological and landscaping</p>

	Quality Review Panel Comment	Applicant Team Response
		strategy focus on these areas for retention and improvement.
6.3.	<i>Strategies for sustainable drainage, ecology and play should also be developed to inform the masterplan and to integrate with existing green and blue networks.</i>	A sustainable drainage strategy will be provided with the planning application.
6.4.	<i>The green corridors among the houses work well and create attractive places for people to dwell and socialise. It would be good to also consider movement desire lines, to make sure these are well-used. The inclusion of an orchard walk is positive, but the panel questions whether it is in the right location. Integrating this with existing trees and planting would embed it better into scheme.</i>	<p>The green corridors between houses have been maintained in the revised site masterplan. The Applicant welcomes the panel acknowledging this as a high-quality feature of the proposed development.</p> <p>The orchard walk has been located in proximity to existing retained trees and it is felt that this is well embedded into the proposed development.</p>
6.5.	<i>Improvements to the lake are welcome as they will enhance the leisure and community offer, as well as habitat and ecology. However, the current form of the lake restricts the connection to the south. As this feature is man-made, there could be scope to reconfigure the lake to improve connectivity and release developable land.</i>	The southern pond is a Thames Water asset and is a priority ecological habitat. As a result, the Applicant's focus has been on improving edge conditions to enhance its ecological benefits. The Applicant considers that the connections and buildings that are proposed around the southern lake are integral to the high-quality neighbourhood proposed.
6.6.	<i>A clear approach to boundary conditions should be developed, avoiding use of closeboard fencing in the courtyards.</i>	The courtyards have been removed.
	<b>7. Sustainability</b>	
7.1.	<i>The panel encourages an increased level of ambition, to exceed minimum policy requirements. As the scheme is fully affordable, it is important that operational energy and internal comfort are central to the design strategy, to reduce running costs and householder bills.</i>	The Applicant fully agrees that minimising running costs and householder bills is a key priority. The Applicant has considered this in their review of heating options.
7.2.	<i>The panel recommends reviewing the orientation of streets and homes, to find the optimum solution for daylight, overheating and energy. A sample assessment should be provided for each house type. Overheating should be addressed, with passive measures integrated for east-west orientated homes to avoid reliance on active cooling. Shading, deep reveals and glazing ratios should all be considered.</i>	This is noted and information will be provided with the forthcoming planning application. The layout of the housing has been reviewed and updated to increase the number of north-south oriented houses where possible.
7.3.	<i>Detailed analysis of form factor is also recommended for each typology.</i>	This will be noted for the forthcoming planning application.
7.4.	<i>While using a district heating network could be an appropriate strategy for the site, the panel notes that there can be</i>	The number of homes and variety in typology means that a number of different heating options can be used, adapted to best reflect the homes

	<b>Quality Review Panel Comment</b>	<b>Applicant Team Response</b>
	<i>losses associated with long service runs. Decentralised systems should also be considered, as these can reduce capital costs, as well as operational and embodied carbon.</i>	they will serve. The Applicant will be connecting to the district heat network on Wood Lane/Becontree Leisure Centre to serve the flatted buildings on the western side of the Site. The homes on the eastern part of the site will be heated by heat pumps.
7.5.	<i>To further reduce embodied carbon, timber framed construction should be considered for the houses and low-rise blocks.</i>	The sustainability driven intention of this statement is noted; however, fire safety is a key priority for the applicant and timber framed construction is not being considered. Other sustainability measures will be pursued.
	<b>8. Next steps</b>	
8.1.	<i>The Quality Review Panel would welcome the opportunity to review the scheme again, if helpful to the applicant team and planning officers.</i>	This is noted.

#### 5.10 Other Planning Issues:

- Archaeology
- Biodiversity
- Housing provision, including affordable housing
- Microclimate - Daylight/Sunlight
- Sustainable Design and Construction
- Impact on local Education provision
- Infrastructure and Utilities
- Healthcare
- Open Space and Recreation
- Flooding and Sustainable Drainage System
- Secured by Design Sustainable Design and Construction
- Secured by Design
- Servicing Management

#### Conclusion

- 5.11 The proposed development has been considered at two pre-application meetings and two design workshops with officers, and the scheme has been developed as a result. The proposed development is at pre-application stage. The scheme will be progressed through a design led approach. At this stage, Members' guidance will be most helpful to incorporate as the various elements are brought together.