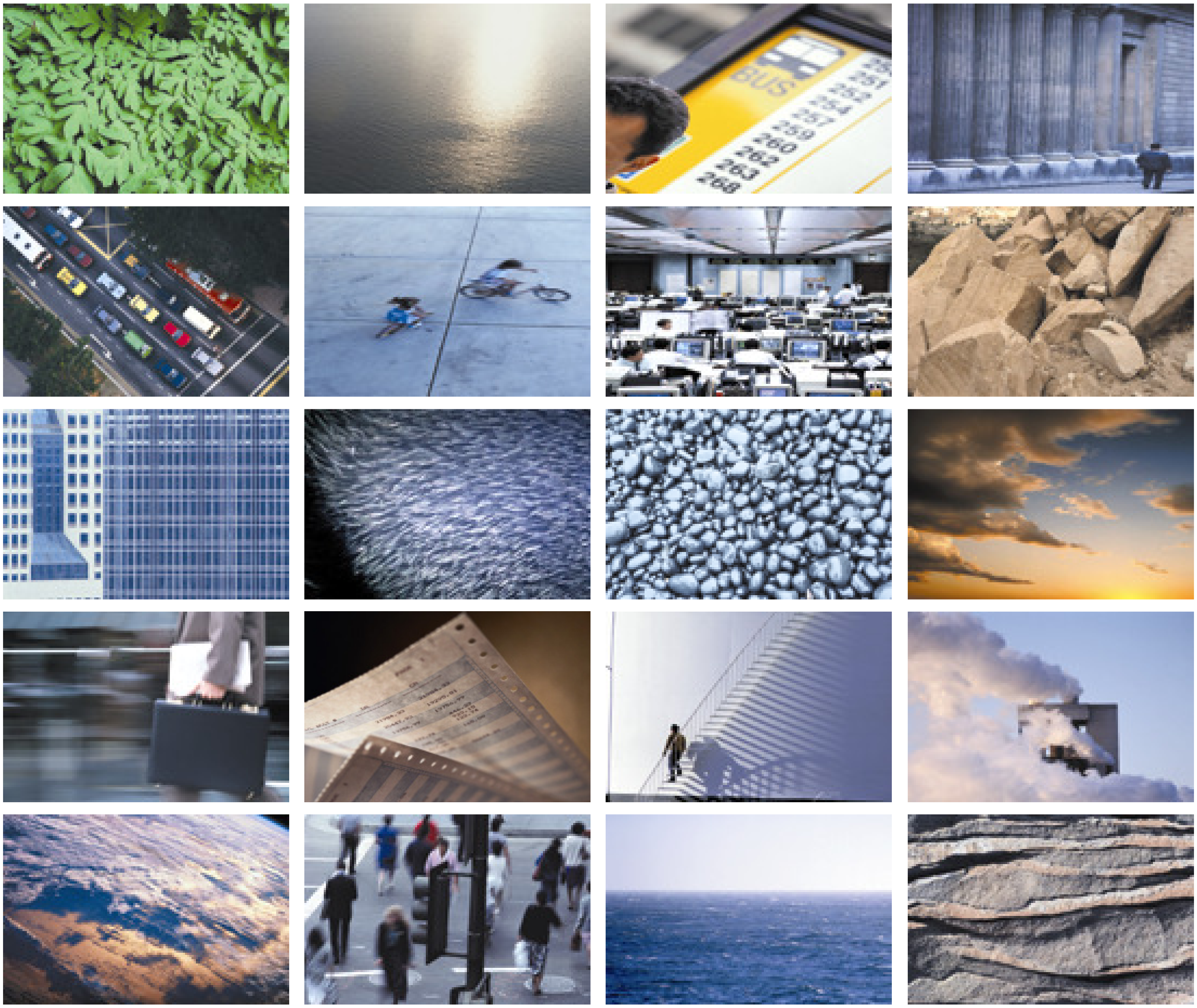

London Borough of Havering

COMMUNITY INFRASTRUCTURE LEVY

Draft Infrastructure Evidence Base Report

January 2015

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CONTENTS

1 INTRODUCTION

Purpose of Report

1.1.1 The Community Infrastructure Levy (CIL) Regulations allow local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres.

1.1.2 A charging authority wishing to introduce the Community Infrastructure Levy within its area is required to provide evidence of an aggregate funding gap that demonstrates the need to charge the levy. This involves:

a) assessing the additional infrastructure needed to support the type and level of development being planned for its area under the development plan;

b) estimating the total cost of the required infrastructure;

c) estimating the level of funding committed or likely to be available to pay for the infrastructure, such as core Government funding, section 106 agreements, etc; and

d) deriving the aggregate funding gap or CIL infrastructure funding target.

1.1.3 This report presents evidence on the scale and cost of infrastructure that will be required to meet the needs of development in Havering over the period 2015 to 2030. This is of necessity a broad assessment as the total scale, type and location of development over this period has yet to be established through the preparation of the Local Plan, which is due to replace the Core Strategy that was adopted in 2008. Furthermore, there are inevitably considerable uncertainties surrounding projections of development and costs over the medium to long term, so the costs assessed here relate mainly to needs over the coming ten years or so.

Structure of Report

1.1.4 The report contains three sections after this introduction. **Section 2** sets out the assumptions on development quantities in terms of dwellings, population, and commercial floorspace. **Section 3** provides an assessment of the scale of future requirements for a range of infrastructure types that will be needed to serve that development. **Section 4** sets out the aggregate funding gap or CIL infrastructure funding target derived from a list of the main infrastructure items set out in **Appendix A** showing individual projects or types of project for which costs and the availability of regular funding can be estimated.

Types of Infrastructure

1.1.5 **Table 1.1** lists the main types of infrastructure required to support development and the individual types of facility they comprise. The third column indicates which facilities' requirements and costs are included in the CIL assessment and which have not been assessed and why.

Table 1.1: Types of Infrastructure for Assessment

Type	Facility	CIL Assessment Included/Excluded
Education	Primary school (inc early years)	Included
	Secondary school (inc post-16)	Included
	Further and Higher Education	Included
Culture & Community	Library	Included
	Cultural Facilities	Included
	Heritage	Included
	Community Hall	Included
	Youth Centre	Not included as no costed plans currently available
Social Care	Day Care	Not included as no costed plans currently available
	Older Persons Housing	Not included as this is a component of affordable housing, not covered by CIL.
	Children's Home	Not included as no costed plans currently available
Open Space	Children's Play Areas	Included
	Parks	Included
	Green Infrastructure	Included
Recreation & Leisure	Sports Hall	Included
	Swimming Pool	Included
	Ice Rink	Included
	Playing Pitch	Included
Crematoria & Burial Grounds	Crematorium	Not included as normally profitable commercially
	Burial Ground	Included
Emergency Services	Police Station	Not included as no costed plans currently available
	Fire Station	Not included as no costed plans currently available
	Ambulance Station	Not included as no costed plans currently available

Type	Facility	CIL Assessment Included/Excluded
Health Services	GP Health Centre	Included
	Intermediate Care	Included
	Acute Hospital	Included
	Mental Health Facility	Not included as no costed plans currently available
Waste	Waste Disposal Facilities	Not included as covered by Comprehensive PFI for funding investment programme for East London
Transport	Motorway/trunk road	Not included as funded by central government
	Highway	Included
	Public Transport (rail and bus)	Included
	Cycling and Walking	Included
Utilities	Water Supply	Not included - Privatised utility
	Sewerage	Not included - Privatised utility
	Electricity	Not included - Privatised utility
	Gas	Not included - Privatised utility
	Telecommunications	Not included - Privatised utility
Public Realm		Included
Flood Protection		Included
Employment and Skills		Included
Environmental Improvements	Sustainable waste management/recycling	Not included - Site specific
	Air quality improvements	Included
	Water environment management and improvement	Not included - Site specific
Community Energy		Included
High Speed Internet Connectivity		Not included as no costed plans currently available
Land Remediation		Not included - Site specific
Affordable Business Space		Included
Crime and Disorder Prevention		Not included - Site specific

2 DEVELOPMENT QUANTITIES

Housing

2.1.1 In order to assess the amount of infrastructure required to support future residential development in Havering the quantity of future dwellings planned to be completed within the relevant appropriate time horizon needs to be established.

2.1.2 The housing target for Havering in the London Plan (July 2011) is for 9,700 net additional dwellings to be completed over the ten year period between April 2011 and March 2021 (an average of 970 dwellings pa). Following the GLA's latest 2013 Strategic Housing Land Assessment (Jan 2014) the target under the recently published draft Further Alterations to the London Plan (FALP) has been increased to 11,700 (an average of 1,170 dwellings pa) for the period 2015 to 2025. The FALP was subject to an Examination in Public in September 2014.

2.1.3 The latest FALP housing targets cover the period to 2025 but the new Havering Local Plan will cover the period 2015 to 2030. The FALP advises that for LDF purposes its rates should be rolled forward to give an indicative figure for an LDF's 15 year plan period. It is therefore reasonable to assume that the new target of 1,170 dwellings per annum for the period 2015 to 2025 should be rolled forward for the period 2025 to 2030 for which there is no specific GLA target. The total housing target for Havering for the plan period 2015 to 2030 is therefore 17,550.

2.1.4 The total number of dwellings in Havering in April 2011, according to the 2011 census, was 99,184. According to the Annual Monitoring Reports for 2011-2012 and 2012-2013, a further 803 dwellings were completed in those years, bringing the total dwellings in Havering in March 2013 to around 100,000. Assuming the 2011 London Plan target of 970 dwellings pa is met over the two years 2013 to 2015, the total dwellings in 2015 will be around 101,900. Assuming the total housing target for the Local Plan period 2015 to 2030 is met, the number of dwellings in 2030 will therefore be around 120,000. **Table 2.1** sets out the number of dwellings projected in Havering from 2012 to 2030.

Table 2.1: Dwelling Numbers in Havering Assuming GLA Housing Targets are met, 2013 to 2030

Year	Total Dwellings
2013	100,000
2015	101,900
2020	107,750
2025	113,600
2030	119,450
2015 to 2030	17,550
2013 to 2030	19,450

Population

2.1.5 Requirements for infrastructure tend to be more directly related to population (and age structure) than to dwelling numbers so it is important to appreciate the changes in population implied by the scale of additional planned housing. The most up-to-date population projections for Havering are those contained in the GLA's 2013 Round Demographic Projections. Three variants of trend-based population projections and corresponding household projections are currently available. These are labelled as High, Central and Low and differ in their domestic migration assumptions beyond 2017.

2.1.6 Although the GLA projections are not based on the additional dwelling numbers currently proposed for Havering, they nevertheless provide the best available data for deriving an appropriate value for average household size within the borough. This is required to estimate the population that will be accommodated in the planned housing.

2.1.7 **Table 2.2** sets out the average household size for the years 2012, 2015, 2020, 2025 and 2030, under the GLA's 2013 Round Central Projections.

Table 2.2: Household Size Forecasts for Havering, 2012 to 2030

Year	Average Household Size	Institutional Population
2012	2.43	1,646
2015	2.43	1,694
2020	2.42	1,766
2025	2.41	1,926
2030	2.39	2,137
Source: GLA 2013 Round Central Projections		

2.1.8 The 2011 census recorded 98,600 private households living in the 99,184 dwellings. As the number of shared households was insignificant, this represents a vacancy rate of 2.0%. **Table 2.3** sets out the number of dwellings projected in Havering for the same years as **Table 2.1**, according to the 2011 London Plan's and the FALP's targets set out above. The table then shows the estimated number of households, assuming the 2011 vacancy rate remains constant, the private population, based on the average household size from **Table 2.2**, and the institutional population, also from **Table 2.2**.

Table 2.3: Population from Dwelling Numbers Assuming GLA Housing Targets are Met, 2012 to 2030

Year	Dwellings	Households (i)	Average Household Size	Private Population	Institutional population	Total Population
2013	100,000	98,000	2.43	238,140	1,661	239,801
2015	101,900	99,862	2.43	242,665	1,694	244,359
2020	107,750	105,595	2.42	255,540	1,766	257,306
2025	113,600	111,328	2.41	268,300	1,926	270,226
2030	119,450	117,061	2.39	279,776	2,137	281,913
2015 to 2030	17,550	17,199		37,111	443	37,554
2013 to 2030	19,450	19,061		41,636	476	42,112
Note: (i) assuming 2% vacancy rate						

Number of Dwellings Likely to be Subject to CIL

2.1.9 CIL at the residential rates will only be payable on those open market dwellings which do not yet have planning permission. According to the 2012-13 Annual Monitoring Report, in March 2013 there were permissions for 4,076 units on major sites (10+ units), of which 331 were completed, leaving 3,745 to be completed. A further 1,738 units are included in applications in the planning pipeline or where the principle of development has been accepted, in which case they are likely to receive approval before the introduction of CIL. The total dwellings expected to be completed between 2013 and 2030 on these sites which are unlikely to contribute to CIL is therefore 5,483.

2.1.10 At the 2011 London Plan target rate of 970 dwellings pa, 1,940 of these dwellings on sites not subject to CIL would be completed by 2015, leaving 3,543 to contribute to the Local Plan target for the period 2015 to 2030. In addition, further sites will be granted planning permission between 2012 and 2015 but it is difficult to assess how many dwellings they may generate for completion from 2015 onwards. Ignoring these, the dwellings on sites subject to CIL in the period 2015 to 2030 will be a maximum of 14,007. If an assumed rate of 25% of dwellings required to be affordable is excluded from these figures, the total number of open market dwellings on which CIL would be payable is reduced to 10,505 for the Local Plan period 2015 to 2030.

Office Floor Space

2.1.11 The Havering Employment Land Review (July 2012) forecast a net demand for B1 office floorspace of between 11,500 m^2 and 17,700 m^2, with a medium forecast of 14,600 m^2 between 2012 and 2027. The most suitable location to accommodate demand forecast for B1 office uses is in Romford Town Centre.

Industrial Floor Space

2.1.12 The Havering Employment Land Review forecasts an increase in demand for industrial land of between 9.1ha and 14.4ha (not including frictional floorspace) in the period 2012 to 2027. This is due largely to a forecast increase in land for warehousing (B8), which offsets the contraction of manufacturing uses (B2). However, the Employment Land Review does not assess the demand for new floorspace.

3 FUTURE INFRASTRUCTURE REQUIREMENTS IN HAVERING

3.1.1 **Table 3.1** sets out the following information for each of the main types of infrastructure identified in **Table 1.1**:

- The main provider of the infrastructure;
- The level of existing provision;
- The adequacy of the existing provision to meet current needs, both quantitative and qualitative;
- An assessment of future need to meet current shortfalls and the requirements of planned future development/population levels;
- Details of any current programme of infrastructure provision;
- Known costs or the basis for estimating costs of required infrastructure; and
- Main funding sources and whether funding is committed at present.

Table 3.1: Future Infrastructure Requirements in Havering

Education	
Main provider	**London Borough of Havering**
Existing provision	Existing state school provision in Havering comprises: School Category / No of Schools / No of pupils 2013/14 / No of places 2013/14 Primary (Yr R – Yr 6) / 59 / 19,834 / 19,863 Secondary (Yr 7 – Yr 11) / 18 / 14,837 / 16,057 Special / 3 / 269 / 266 Havering College of Further & Higher Education has three campuses: Ardleigh Green Campus, Hornchurch, Quarles Campus, Harold Hill, and Rainham Campus Construction Centre.
Adequacy of existing provision	In 2013/14 there were 19,863 primary school places in Havering, and 19,834 primary pupils, leaving a total of 29 surplus spaces. However, the DoE expects local authorities to plan for at least a 5% surplus of places to allow for operational flexibility in allocating pupils to schools in response to parental choice and for unforeseeable spurts in demand and on this basis there was a shortfall of 1,015 places. In 2013/14 there were 16,057 secondary school places in Havering, and 14,837 secondary pupils, leaving a total of 1,220 surplus spaces. However, the DoE expects local authorities to plan for at least a 5% surplus of places to allow for operational flexibility in allocating pupils to schools in response to parental choice and for unforeseeable spurts in demand and on this basis there was a surplus of 439 places.
Assessment of future needs	ertakes annually a comprehensive assessment of future demand for school places in the borough by projecting cohorts within the existing schools, taking account of recent and future birth rates, and allowing for the impact of committed and planned housing. laces Under the Childcare Act 2006, Local Authorities in England have statutory duties to secure free early years provision for pre-school children of a prescribed age. Regulations have been made to prescribe the type and amount of free early years provision each child is entitled to and the age at which a child becomes eligible to benefit. The current requirement is to ensure that 15 hours per week of free early years provision is available over 38 weeks of the year for all 3 and 4 year-olds. From September 2013 this was extended to 2 year olds that meet certain criteria. This criteria has been extended from September 2014 increasing the estimated number of 2 year olds qualifying nationally from 20% to 40% of all 2 year olds. The estimated number of 2 year olds meeting the qualification criteria from September 2014 is 1,128. Many of these children are expected to come from the

	Heaton, Gooshays, Rainham & Wennington, South Hornchurch, Romford Town and Brooklands Wards. As a result of the proposed housing developments, there will be a need to provide 550 new Early Education Entitlement (EEE) places for 2, 3 and 4 year olds expected from the new developments. Secondary Places The latest projections cover the ten year period from 2013/2014 to 2023/2024. They indicate a significant growth in demand for primary school places (5174 additional pupils) and additional demand for secondary school places (3214 additional pupils) over the period. Taking account of additional spaces to be provided under committed programmes, spaces will be required for an additional 942 primary and 1,831 secondary pupils. Given the requirement to ensure at least a 5% surplus of places to allow for operational flexibility, however, the total number of additional spaces required over the ten year period amounts to 2,258 and 2,781 respectively.
Programme	There are programmed increases in primary school capacity in Havering over the coming years (in particular, 1,727 additional primary places to 2014/2015, to meet an ongoing surge in demand, and ultimately a further 2,476 primary places by 2023/2024) and these are incorporated in the committed capacity figures used to estimate the additional requirement above. In addition to these commitments, there are plans for a new UTC (University Technical College) in Rainham, Elutec College of Design and Engineering for 14-19, with 600 places, to open in 2014. A new Southern Campus of Havering College is planned in Rainham, aimed at offering specialist diplomas and workforce skills, and training in technology and hospitality to meet the needs of the local area and support its economy.
Costs	Costs of school provision can be assessed using the per pupil multipliers in the DCSF School Design Guidance for Q4 2008-9, which covered a mix of new and expanded schools. The multipliers, adjusted for Havering's Location factor at the time, were £13.7k per primary pupil and £20.7k per secondary pupil (although the figure for post-16 was higher, at £22.4k per pupil). Comparison with the £5.5m cost estimate for the ongoing replacement Branfil Primary School in Havering, which represents a per pupil cost of £13.1k, indicates that these rates are still broadly valid. At these rates the total cost of un-programmed school places to meet pupil numbers to 2023/2024 will be of the order of £8m for Early Education Entitlement (EEE) places, £31m for primary and £73m for secondary.
Main funding sources	Department for Education, London Borough of Havering. London Borough of Havering gets basic need grant to create additional school places to meet demand as a result of increased in birth and migration in the borough. There is no guarantee regarding the level of future Basic Need allocation that Havering may receive.

	No grant is allocated to meet demand for places as a result of new housing developments. It is worth noting that Section 106/tariff and Community Infrastructure Levy education payments are only ever a contribution towards the cost of creating the additional school places required to meet the demand generated by new housing. Alternative sources of funding have always been needed in order to fully cover the cost of creating the additional school places needed. Therefore at a time when the level of future Basic Need funding from central government is unknown it is particularly important that Havering receives as much education contribution through the CIL as possible.
Libraries	
Main provider	**London Borough of Havering**
Existing provision	Havering is responsible for the management and development of ten libraries. Some libraries also accommodate visiting services such as Age Concern, Arthritis Care, CAB, JobNet, Community Police events, local sports groups and support groups'.
Adequacy of existing provision	Havering libraries have undergone a programme of building refurbishments over the last few years. A new library has also been built in Rainham (opened July 2014) replacing the old Rainham Library and a new library will be built in Harold Hill in 2015, again replacing the existing library in Harold Hill.
Assessment of future needs	As stated above, a new library will be built in Harold Hill in 2015.
Programme	The new library at Harold Hill will replace the existing library with one twice the size (including over 300 m^2 of dedicated library space together with ancillary rooms) in a different location and is expected to be completed in 2015.
Costs	The new library at Harold Hill will cost around £4m.
Main funding sources	The new library at Harold Hill will be financed from the sale of Council-owned land at Gooshays.
Cultural Facilities	
Main provider	**London Borough of Havering**
Existing provision	The main cultural facilities in Havering are the Queen's Theatre and the Fairkytes Arts Centre, both in Hornchurch. A new Havering Museum opened in Romford in May 2010, with funding from the Heritage Lottery Fund.
Adequacy of existing provision	Fairkytes Arts Centre is in course of refurbishment and has been subject to major improvements since 2009.
Assessment of future needs	The Havering Arts Strategy 2013 to 2015 identifies a need for new high quality visual arts exhibition space at Fairkytes Arts Centre.
Programme	Proposed for completion by 2015.
Costs	See **Appendix A.**
Main funding sources	London Borough of Havering.

Swimming Pools	
Main provider	**London Borough of Havering**
Existing provision	There are a total of 3 large public swimming pools in Havering, located at Central Park Leisure Centre, Hornchurch Sports Centre and Chafford Sports Complex. At these facilities, there is provision of 1,123 m^2 of water space. There are a further 6 sites providing water space in Havering which have varying degrees of public accessibility. These sites are all in the education and private sectors and in total provide 1,474 m^2 of water space.
Adequacy of existing provision	At the London Borough of Havering water space standard of 15 m^2 per 1,000 population (set out in the Havering Green Space, Sport and Recreation Study (2005), London Borough of Havering's 2013 population should have 3,600 m^2 of water space, compared with 2,600 at present. The latter is due to be increased by 545 m^2 to 3,145 m^2 when the Romford Leisure Centre opens in 2017, leaving a shortfall of about 455 m^2.
Assessment of future needs	The projected population for Havering in 2025 would require around 4,050 m^2 of water space, or 910m^2 more than currently available once the Romford Leisure Centre opens. The Facilities Development Strategy 2016-2014, identifies the need for a new community leisure facility in the south of the borough to replace the ageing Chafford Sports Complex and this is being considered as part of the investment within the new Leisure Management contract. The existing contract is due to expire in September 2016 and the Council has begun the retendering process through which a new leisure facility in the south of the borough may be negotiated.
Programme	The Romford Leisure Centre is planned to be in operation from early 2017, incorporating an eight-lane competition swimming pool and a learner pool.
Costs	The estimated total cost of the new Romford Leisure Centre is £25m which includes all the facilities as well as the pools. The 910m^2 shortfall in water space required by 2025 is equivalent to approximately three 25m x 12.5m six lane pools at an estimated cost £4.185m each, giving a total of £12.555m. This total has been calculated from Sport England facility costs at the fourth quarter 2013. These costs do not include regional variations, contingency and special design and planning requirements that may be required so the final costs could easily increase by 30% or more. At 30% the total would be £16.322m.
Main funding sources	London Borough of Havering and potentially Sport England but large grants are now difficult to obtain.

Ice Rinks	
Main provider	**London Borough of Havering**
Existing provision	There is currently no ice rink provision in Havering.
Adequacy of existing provision	The former ice rink in Romford has been demolished and it is planned to be replaced by a new rink within the new Romford Leisure Centre.
Assessment of future needs	See above.
Programme	The Romford Leisure Centre, including a 56m x 26m replacement ice rink, is planned to be in operation from early 2017.
Costs	The estimated cost of the new Romford Leisure Centre, which will include a range of facilities as well as an ice rink, is £25m.
Main funding sources	London Borough of Havering, developer agreement and an Iconic Facilities grant from Sport England.
Sports Halls	
Main provider	**London Borough of Havering**
Existing provision	The Active Places Power database for September 2014 shows a total of 20 sports halls and 18 activity halls. Three facilities are at local authority centres, 33 at schools and two at sports clubs/community associations. These offer approximately 90 badminton courts which are accessible to the public.
Adequacy of existing provision	At the London Borough of Havering sports hall standard of 0.48 badminton courts per 1,000 population (set out in the Havering Green Space, Sport and Recreation Study (2005), Havering's 2013 population should be served by 115 badminton courts, compared with an estimated 90 at present, a shortfall of 25.
Assessment of future needs	The projected population increase from 2013 to 2025 of 30,400 would require 15 badminton courts in addition to making up the shortfall of 25, giving a total requirement of 40. This is equivalent to 10 additional four court halls.
Programme	No programme.
Costs	Sport England estimate the cost of a four court sports hall in the fourth quarter 2013 at £2.62m. Assuming a 1.12 location adjustor for Havering, the cost of providing the 9.5 additional four court sports halls required by 2025 is estimated to be £26.2m. These costs do not include regional variations, contingency and special design and planning requirements that may be required therefore the final costs could easily increase by 30% or more. At 30% the total would be around £34.0m.
Main funding sources	London Borough of Havering, Education Funding Agency, Sport England and private sector.
Playing Pitches	
Main provider	**London Borough of Havering**
Existing provision	The Active Places Power database for May 2013 shows a total of 68, 24 and 11 adult, junior and mini football pitches respectively, 12 cricket pitches, 14 rugby pitches and 1 hockey pitch.
Adequacy of existing provision	The Havering Green Space, Sport and Recreation Study (2005) estimated the playing pitch requirement for a population in the borough in 2016, projected at the time, of 224,250. Assuming the same ratio of pitches to

	population, the 2012 population of Havering would show a sufficiency of adult football and rugby pitches but a deficiency of 27 junior and 1 mini football pitches, 3 cricket pitches and 2 hockey pitches.
Assessment of future needs	Assuming the same ratio of pitches to population, the projected 2025 population of Havering would require an additional 35 junior and 2 mini football pitches, 5 cricket pitches and 3 hockey pitches, compared with the present level of provision.
Programme	Two additional adult football pitches are included in the committed Broxhill Park improvement.
Costs	Sport England estimate the unit cost of junior and mini football pitches, assuming a 1.12 location adjustor for Havering, at £73k and £28k respectively and of a cricket pitch and hockey pitch at £224k and £73k respectively, excluding the cost of land. The cost of providing the additional playing pitches by 2025 is therefore estimated to be £3.9m.
Main funding sources	London Borough of Havering, developers and others (such as Sport England)
Parks	
Main provider	**London Borough of Havering**
Existing provision	According to the 2013-2014 AMR, there are 126 parks and other publicly owned open spaces in Havering. Nine Parks have Green Flag status: Bedford's Park, Cottons Park, Harold Wood Park, Hylands Park, Lawns Park, Lodge Farm Park, St Andrews Park, Upminster Park and Raphael's Park. There are two Country Parks: Havering Country Park and Hornchurch Country Park.
Adequacy of existing provision	The Havering Green Spaces, Sport and Recreation Study (2005) pointed out that the existing population was underserved by 10 ha in the borough as a whole.
Assessment of future needs	The 2005 Study set a standard for the provision of parks and gardens in Havering of 1.84 ha per 1,000 population, based on existing provision in 2006 (plus a shortfall of 10 ha) and the GLA's projected population at that time for 2016 of 237,040. On this basis, the net additional population of around 34,600 by 2025 should require 74 ha more than was provided in 2006, including the pre-existing shortfall of 10 ha.
Programme	Raphael's Park Improvement Works have been completed (Summer 2014) and works on Langtons Gardens are due to begin in Autumn 2014. A Skate Park, BMX Track, MUGA and new Children's Play Area have been installed at Central Park. Broxhill Sports Park is due to open in late 2015, a new £3.5 million investment which will improve existing facilities and provide new sports facilities including; a3G artificial turf football pitch, two grass pitches, a multi-use games area including four new tennis courts, basketball and football facilities, new sports pavilion containing a small indoor sports hall and changing rooms for a range of sports, 60m sprint track, outdoor exercise zones, car parking and children's play area The Havering Parks and Open Space Strategy 2013-15 also proposes improvements to Bedford's Park, and the second lake at Harrow Lodge Park requires dredging.
Costs	The estimated costs of improvements to individual parks are given in **Appendix A**.

Main funding sources	London Borough of Havering and the Heritage Lottery Fund. The Broxhill Park improvements will be funded by the sale of adjacent London Borough of Havering land for housing.
Children's Play Space	
Main provider	**London Borough of Havering and developers**
Existing provision	"Havering Green Spaces, Sport and Recreation Study" (2005) identified 68 sites in Havering with some kind of children's play provision. 39 open spaces had play areas which fulfil the criteria associated with a LEAP or NEAP although some of the others could be classified as such if minor improvements were made to the play space. In addition, there are 19 'Housing Play Sites' which are under 0.4ha in area and typically consist of little more than one or two items of play equipment.
Adequacy of existing provision	"Havering Green Spaces, Sport and Recreation Study" (2005) showed that there were significant areas deficient in access to dedicated children's play areas.
Assessment of future needs	"Havering Green Spaces, Sport and Recreation Study" (2005) set a standard for children's play provision of 0.8 ha per 1,000 population. The most costly component of provision comprises Locally Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs). Typical standards for these are 0.125 ha of each per 1,000 people. The projected private population increase of 30,425 for Havering between 2013 and 2025 will therefore require an additional 3.8ha of each type of play space just to serve the additional population.
Programme	London Borough of Havering has a programme of investment in children's playgrounds but this does not cover requirements to serve new development in the longer term. It is assumed here that LEAPs will be provided directly by developers as part of achieving a good standard of development. NEAPs serve more substantial populations and would be appropriate for funding under CIL.
Costs	Assuming unit costs of £140 psm for NEAPs, to include both construction and ten years maintenance, the additional requirement to 2025 will cost £5.3m.
Main funding sources	London Borough of Havering, developers
Burial Grounds	
Main provider	**London Borough of Havering**
Existing provision	There are currently four cemeteries in Havering: at Rainham, Hornchurch, Romford and Upminster.
Adequacy of existing provision	The cemeteries at Rainham and Hornchurch have no new plots available and therefore burials can only take place in existing family graves. The cemetery at Romford has limited capacity which is only expected to provide graves for a further year. The last extension to Upminster Cemetery was completed in 2001. The cemetery at Upminster currently has sufficient space only for burials until September 2013.
Assessment of future needs	The GLA's "Audit of London burial provision" (2010) estimates a need for 9,934 new burial spaces in Havering during the 20 year period 2010/1 to 2030/1, an average of 500 per year.
Programme	Work has started on a project to provide space for more than 6,000 new graves, with space for up to 13,000 new

	burials, by extending the borough's main cemetery, Upminster Cemetery, on Council land adjacent to South Essex Crematorium.
Costs	£1.4million
Main funding sources	London Borough of Havering
Health	
Main provider	**Havering Clinical Commissioning Group (CCG) and NHS England commission healthcare services. Barking, Havering and Redbridge University Trust provide acute hospital services and North East London Foundation Trust provide mental health and community services.**
Existing provision	There are 51 GP practices in Havering, with a total of 122 Full Time Equivalent GPs (in September 2013). A new Harold Wood Polyclinic of 2500m^2 was opened at Harold Hill in 2010, at a construction cost of £4.6m. Havering is served by the Barking, Havering and Redbridge University Hospitals NHS Trust. The only acute hospital, operating an A&E department, in Havering is Queen's Hospital in Romford, which opened in 2006, and brought together the services previously run at Oldchurch and Harold Wood hospitals.
Adequacy of existing provision	The average ratio of patients to FTE GPs in the borough is 2,160 which is greater than the NHS primary healthcare planning standard of 1,800 patients per FTE GP. In addition, a third of GP practices are single-handed (the highest in London) and have limited ability to extend services and hours. A large number of sites are in need of major building works to enable them to comply with required standards.
Assessment of future needs	Havering CCG's strategic aim is to prevent people from entering secondary care if they can be treated in primary or community care. While this might appear to place more pressure on GPs, the CCG are undertaking primary care improvement initiatives so that GPs can work in a smarter way, will be able to see more patients, see individual patients fewer times, or deal with patients more effectively with long term solutions, thus reducing demand for GPs. Furthermore, Public Health is undertaking preventative action to stop people from becoming ill in the first place, thus keeping demand for health care in check. According to the GLA 2013 SHLAA-based projections the population of the borough will increase by 31,340 between 2016 and 2030. This will place pressure on existing primary healthcare infrastructure, both the GP workforce and primary care estate. Additional population growth is also likely to impact nursing provision and there maybe a need for nurse practitioners to support primary care improvement and care in the community. Additional clinical provision will result in further clinical space required to deliver care therefore investment in premises infrastructure is required to meet the demand in primary care GP provision. However, there may be opportunities to upgrade some of the GP facilities to meet current standards and where possible look at integrated health care models to co-locate GP services with other health and social care provision. Further work is needed to

	assess the impact and location of population growth on health needs and infrastructure using housing and population data. At the acute hospital level, the CCG aims to reduce the levels of A&E attendances and hospital admissions and average length of stay in hospital. The CCG are therefore working with GPs and the Trust to direct efforts towards prevention and improvement, thus avoiding the need to extend hospital capacity.
Programme	Capital and revenue investment is required in the following projects: A new children's centre and health centre is planned for the site of Rainham Village School. A site has been approved. GP led (third party developments): Redevelopment of Billets Lane Medical Practice / Hornchurch Healthcare (Dr Bland and Dr Tran); Improvements to New Medical Centre, Gidea Park (Dr Edison) and Third Avenue Practice (Dr Pervez); and redevelopment of Berwick Surgery (Dr Adur) including consolidation of practices at Rainham Health Centre and Spring Farm Surgery. Consideration is currently being given to a potential facility on the Orchard Village site. Under the Barking Havering Redbridge Primary Care Improvement Project, North Street Medical Centre will act as a hub providing extended GP hours. Need to relocate renal dialysis from Queens Hospital to allow A&E reconfiguration. Havering CCG is responsible for the future of St George's Hospital in Hornchurch, now closed and planned to be replaced by an intermediate health care facility. A consultation is currently in progress on the form of this facility but the current preferred option is for a centre of excellence for older people on the site, offering an array of adult outpatient services, a GP practice on site offering extended hours, and an all-encompassing centre for diagnostics. NHS Property Services (NHSPS) are responsible for St Georges as they own the site. The plan is that 15% of the site has been retained for a new health facility and the remainder will be sold (probably for residential development). NHSPS is in the process of submitting an outline application for this. Any receipts from this sale will not be directly used to fund the new health facility on site. These receipts go back to the central Department of Health pot (from which the new health facility will be funded). At present Havering CCG are working on the Outline Business Case and are working jointly with Community Health Partnerships who are delivering the new health facility.

	Not all costs are known at this stage. The HUDU model (details provided) generates a primary and community care space capital cost requirement of @£11.7m needed to accommodate population growth of 31,340 up to 2030. This cost figure doesn't address existing infrastructure deficiencies referred to above and is therefore considered to be a funding gap for the purposes of CIL.
Costs	Not all costs are known at this stage. The HUDU model (details provided) generates a primary and community care space capital cost requirement of @£11.7m needed to accommodate population growth of 31,340 up to 2030. This cost figure doesn't address existing infrastructure deficiencies referred to above and is therefore considered to be a funding gap for the purposes of CIL. The currently estimated provision cost of the replacement St George's Hospital is £9.6 million. The whole cost of the this redevelopment is expected to be covered by the sale for residential development of 90% of the existing site which is not required for the new health centre.
Rail Transport	
Main provider	**Network Rail/TfL**
Existing provision	Connections to local surface level trains are provided by stations at Romford, Harold Wood and Gidea Park on the Liverpool Street Shenfield main line, Emerson Park on the Romford to Upminster line, and Rainham on the London Tilbury Southend line. There is access to Underground services (District Line) at Hornchurch, Upminster Bridge, Elm Park and Upminster. Only the surface line between Romford and Upminster provides a north south rail connection as the other facilities have an east - west routing.
Adequacy of existing provision and assessment of future needs	The following transport infrastructure improvements are currently planned by TfL and London Borough of Havering to meet existing and projected future needs in the borough: • Crossrail – a new regional east-west railway line, currently under construction, will connect Heathrow and Maidenhead in the west with Essex and South London in the east. The eastern branch (north of River Thames) will run from Shenfield in Essex through the three Havering stations of Harold Wood, Gidea Park, and Romford. Crossrail is scheduled to become operational from 2018/19 at a cost of almost £15 billion. • Improvements to LTS railway via Rainham and Upminster - to support planned regeneration strategies including the provision of 12-car trains on the Tilbury loop and more frequent services. • Station refurbishment / modernisation programme and public realm improvements. • London Underground District Line – upgrades are underway to increase peak capacity by 47% by 2018. Signal and customer information upgrade of the District Line in 2014. • Upminster Depot redevelopment – one of the four major depots for London Underground's railway fleet

	(Metropolitan, Hammersmith & City, Circle and District Lines) to be upgraded, with completion planned for 2015. • Ardleigh Green Railway Bridge – bridge replacement due to be completed in 2017 at a cost of £15m. • Romford Station interchange improvements – to link to wider public realm improvements and major development opportunity at the adjoining site to the south (as identified in the Romford Area Action Plan). The Council is currently involved in a master-planning project with Transport for London and Crossrail for the area adjoining the Station as part of its commitment to delivering an enhanced station for Romford. • Faster peak hour trains and platform extensions at Romford Station to cater for 12-car trains and address capacity and overcrowding problems. • A new Beam Park station on the LTS railway line to maximise the future development potential of the south of the borough and to support the housing and employment sites at London Riverside. A business case study for a new station by the Council, the London Development Agency and the London Thames Gateway Development Corporation supports the provision of a new station here. • Rainham Station bus and rail interchange - enhancement and improvement of the station and interchange and extension of bus services to support planned regeneration of Rainham village and London Riverside including the 'Wildspace' destination. • Creek Bridge crossing - public transport link to provide orbital bus routeing.
Programme	Programmes for Rail provision are set out in the East Sub-regional Transport Plans prepared by TfL, and the National Rail High Level Output Specification (HLOS).
Costs	Shown in **Table 4.1**.
Main funding sources	TfL, LIP, DfT, Crossrail is financed partly by the Mayoral CIL.
Bus Transport	
Main provider	**TfL**
Existing provision	The rail services are complemented by bus routes and services to the various residential, employment, education and leisure activities and key destinations. Romford is the major destination and most routes provide good links to its railway station in the town centre.
Adequacy of existing provision and assessment of future needs	New and better north-south bus links are needed in Havering (particularly to Rainham and its railway station and London Riverside Business Improvement District) to improve connectivity. Havering is working with TfL to explore the opportunities for this. More frequent services to some more rural parts of the borough (such as Havering-Atte-Bower) would also benefit those in the community who are often dependent on public transport such as young people and the elderly.

Programme	Programmes for Bus service provision are set out in the TfL Business Plan, TfL's East Sub-regional Transport Plan and the Havering LIP.
Costs	Shown in **Table 4.1**.
Main funding sources	TfL
Regeneration/Public Realm	
Main provider	**London Borough of Havering**
Existing provision	
Adequacy of existing provision and assessment of future needs	London Borough of Havering has a number of ongoing regeneration schemes, two of the main ones, which are focussed mainly on transport elements, being Hornchurch and Romford Town Centres. **Hornchurch Town Centre -** The regeneration of Hornchurch Town Centre will comprise four phases: Phase 1, which involved improvement to the central area of Hornchurch, is complete. Phase 2 incorporates public realm enhancement to Hornchurch Underground Station with increased pedestrian space, paving, tree planting and wayfinding unit; Phase 3 includes the extension of Phase 1 works to both the eastern and central western ends of the High Street and the new Conservation Area, with high pedestrian footfall; and Phase 4 includes the remaining areas of retail along the western end of the High Street and the top of Station Lane. **Romford Town Centre -** The scheme will link the communities who live near the Ring Road to Romford Town Centre and also provide for improvements and de-cluttering of the public realm within the Ring Road, including the Historic Romford Market Place, High Street where the museum is located, and the main shopping centres. This will provide improvements for local people and also visitors to the area. There is an opportunity to create a better street environment around the Ring Road, with enhanced crossings for pedestrians, and to enhance the environment for pedestrians and cyclists by creating designated cycle routes and planting trees, creating new landscapes, and through the incorporation of public art which reflects local themes. Other schemes, taken account of in **Table 4.1**, include: • Better Streets and Places (borough-wide) • Western Road Major Scheme, Romford • Harold Wood Station Area Scheme • New and improved pedestrian and cycle links to Rainham Station and village • Greening Romford Ring Road

	• Gidea Park Station Scheme
Programme	Programme for Regeneration/Public Realm improvement are set out in the Havering LIP.
Costs	Shown in **Table 4.1**.
Main funding sources	TfL, London Borough of Havering
Flood Protection	
Main provider	**London Borough of Havering**
Existing provision	
Adequacy of existing provision and assessment of future needs	As part of the Drain London Project, a Draft Surface Water Management Plan (SWMP) has been prepared for Havering in consultation with key local partners responsible for surface water management and drainage in the London area – including Thames Water, the Environment Agency and Transport for London. The Draft SWMP identifies the main sources of flood risk in the borough.
Programme	The Draft SWMP identifies a set of Preferred Option interventions which are set out in a Draft Action Plan for managing surface water in the borough.
Costs	The estimated capital cost of the Preferred Option interventions is estimated to be of the order of £57m.
Main funding sources	London Borough of Havering, Environment Agency's Flood Defence Grant in Aid.

4 MAIN INFRASTRUCTURE PROJECTS AND AGGREGATE FUNDING GAP

4.1.1 The aim of this section is to estimate the aggregate funding gap which CIL may be called upon to contribute to filling. The aggregate funding gap is the difference between the total cost of infrastructure identified as being required to support planned levels of development in the borough and the amounts of funding which are likely to be available from regular sources to pay for that infrastructure. The aggregate funding gap represents the CIL infrastructure funding target, the amount which it would be desirable to raise from CIL. The aggregate funding gap includes scheduled Crossrail works which might also be eligible for funding from the Mayoral CIL.

4.1.2 CIL charge rates should not be set at a level which would raise funds this level, although in practice viability factors are likely to make it unlikely that CIL receipts will be able to cover more than a portion of the funding gap.

4.1.3 **Appendix A** sets out a list of the main infrastructure items which have so far been identified as required to support development under the Havering Local Plan. These comprise individual projects or types of project. For each infrastructure project or type of infrastructure, the following information is given where available (although in a few cases costs and potential funding have not yet been established):

- The sector (eg. community facilities, transport);
- The sub-sector(eg. education, rail);
- The location, which may be an individual district or the whole borough;
- Content of project(s);
- Estimated total capital cost of the project(s);
- The amount of this cost for which funding has been approved;
- The main funding source(s) for the committed funding;
- The currently unfunded portion of the cost;
- The main funding source(s), primary and secondary, for the unfunded portion;
- The percentage of the unfunded portion which might require a contribution to funding from CIL (see below for explanation);
- The required timing of implementation of the project in five year tranches;
- The main source of the data on the need, cost and programme for the project; and
- The amount of funding which might be sought from CIL.

4.1.4 In addition to CIL, a wide array of potential funding sources exists to cover the cost of providing, operating and maintaining infrastructure. These sources include:

- the regular funding arrangements of the infrastructure providers themselves, which usually cover running and maintenance costs but may be more limited in their ability to cover capital costs of new or restructured capacity;

- special funding arrangements from Government, such as DfE's Targeted Basic Need Programme and the Big Lottery Fund, which are aimed at assisting in the provision of a range of new or expanded infrastructure; and

- funding using a Private Funding Initiative (PFI) under which the private sector undertakes delivery of infrastructure and services in exchange for payments tied to agreed standards of performance.

4.1.5 However, allocating the future costs of infrastructure to particular funding sources presents difficulties. There are, for example:

- no hard and fast rules about what types of costs can or should be covered by many of these funding sources;

- substantial uncertainties about the level of funding that may be offered by many of these funding sources in the future; and

- various 'competitive' mechanisms by which certain public funding is allocated, making it difficult to predict which particular projects may be expected to capture whatever funding might be available and the proportion of the cost that might be covered.

4.1.6 Government guidance recognises that these major uncertainties surrounding other possible sources of infrastructure funding besides CIL, particularly beyond the short-term. It is only possible to make very broad estimates of the funds likely to be available from conventional sources, based on reasonable assumptions. For schools projects we have taken the advice of Havering Education Services and assumed that 50% of funding will available from standard funding sources. For other projects, we have adopted a simple allocation rule, to derive the expected proportion of the unfunded cost of each item that might need to fall to CIL:

(a) if CIL is the only expected main funding source listed, CIL = 100% of the unfunded total;

(b) if CIL is given as the first expected main funding source but there is another, CIL = 70% of the unfunded total; and

(c) if CIL is given as the second expected main funding source, CIL = 30% of the unfunded total.

4.1.7 The total cost of all infrastructure items is estimated at around £534m, as shown in **Appendix A.** The latter shows that funding of around £80m has so far been approved for this infrastructure and it is estimated that a further £150m may be available from known future funding sources. The resulting funding gap for each project is given in the final column of **Appendix A** and these figures are summarised by sector in **Table 4.1**. This shows an estimated aggregate funding gap of some £317m, which represents the CIL infrastructure funding target, the amount to which CIL is intended to contribute. However, it is not expected that the CIL raised would be sufficient to meet the aggregate funding gap in full and further funding will need to be raised from other sources.

Table 4.1: Funding Gap by Sector

Sector	Subsector	Funding Gap (£m)
Transport	Rail	9.0
	Bus	12.2
	Walking & cycling	6.8
	Highways	15.7
	Subtotal	*43.6*
Urban regeneration		4.0
Green space		33.0
Community facilities	Education	124.4
	Leisure	44.1
	Other	16.2
	Subtotal	*195.1*
Environment		1.5
Flood protection		39.9
Total		**317.1**