



# HAVERING COMMUNITY INFRASTRUCTURE LEVY

## INFRASTRUCTURE FUNDING GAP REPORT

LONDON BOROUGH OF HAVERING

DATE: AUGUST 2018

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## DOCUMENT CONTROL SHEET

<b>DOCUMENT TITLE</b>	Havering CIL_IFGR V3.0
<b>REPORT TITLE</b>	Infrastructure Gap Funding Report
<b>ISSUE</b>	V3.0
<b>STATUS</b>	Final Draft
<b>CONTROL DATE</b>	17 <sup>th</sup> July 2018

## RECORD OF ISSUE

Issue	Status	Author	Date	Check	Date	Authorised	Date
V0.3	Draft	C Mionnet	11/07/18	JM	03/07/18	JM	03/07/18
V2.0	Final Draft	J. Moore	17/07/18	JM	17/07/18	JM	17/07/18
V2.1	Final Draft	J. Moore	20/07/18	JM	20/07/18	JM	20/07/18
V3.0	Final	J. Moore	27/07/18	JM	26/07/18	JM	26/07/18

## APPROVED FOR ISSUE

Name	Signature	Date
JM		03/07/18
JM		17/07/18
JM		20/07/18
JM		26/07/18

## DISTRIBUTION

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# 1 CONTEXT AND APPROACH

## 1.1 Purpose of this Infrastructure Funding Gap Report

This report forms part of the evidence base informing and supporting the development of the London Borough of Havering's Community Infrastructure Levy (CIL) charging schedule. CIL is a tool for local authorities in England and Wales to support the development of their area by funding the provision, improvement, replacement, operation or maintenance of infrastructure. CIL will contribute towards funding the infrastructure identified in Havering's Infrastructure Delivery Plan (2018).

Charging authorities must evidence an aggregate funding gap that demonstrates the need to put in place the levy. This report shows that the cost of infrastructure required to support Havering's Local Plan exceeds the amount of funding available, including CIL projected income and other sources of funding, and evidences the funding gap.

Infrastructure planning, needs and provision are ever changing due to changes in users' preferences, policy or technology. As such, the data in this report and the Council's Infrastructure Delivery Plan represents a point in time, and will be kept up to date by the Council.

## 1.2 Havering's Local Plan and Infrastructure Delivery Plan (IDP)

LB Havering is currently preparing its Local Plan and submitted its Draft Local Plan for examination in March 2018, with adoption expected to be during summer 2019. As part of the Local Plan evidence base, LB Havering has produced a new Infrastructure Delivery Plan (IDP) published in March 2018, which was originally published in 2017 as part of the Local Plan Reg 19 consultation.

The Infrastructure Delivery Plan (IDP) sets out the provision of infrastructure necessary to support development and growth, and provides an estimate of the total cost of the infrastructure. Table 7.2 of the IDP sets out the list of infrastructure projects to be delivered over the course of the plan period (2016-2031) in five-year tranches.

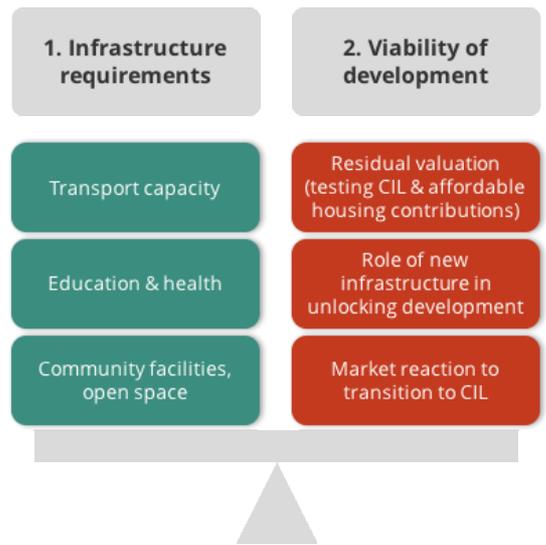
## 1.3 Definition and types of Infrastructure

Infrastructure is categorised as follows in the Infrastructure Delivery Plan (2018):

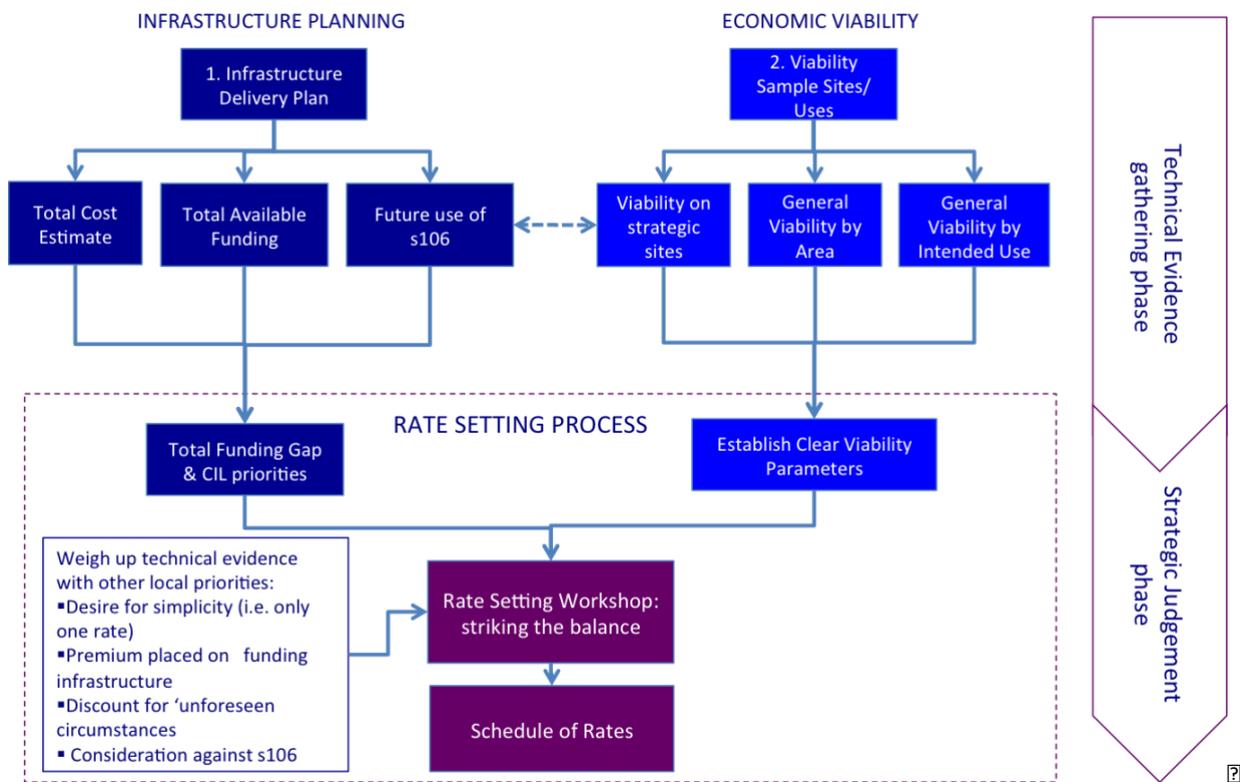
- Transport;
- Education;
- Health and wellbeing;
- Utilities;
- Flood protection;
- Culture & community;
- Green infrastructure;
- Recreation & leisure;
- Emergency services;
- Waste;
- Urban regeneration; and
- Environment.

### 1.4 CIL Regulations

In setting its CIL rates, a Charging Authority must strike an appropriate balance<sup>1</sup> between the desirability of CIL funding total or part of the estimated infrastructure delivery costs to support development; and the potential effects of CIL charges on the economic viability of development across the area.



The diagram below summarises the process for CIL evidence gathering and rate setting process.



## 2 HAVERING’S GROWTH PROFILE

### 2.1 Growth context

Havering is an outer London Borough at the eastern edge of London at its border with Essex. Over half of the borough is Metropolitan Green Belt.

<sup>1</sup> 2010 Community Infrastructure Levy Regulation 14

Havering's housing target, as set out in the current London Plan, is a minimum of 11,701 over the period 2015-2025, which equates to minimum annual average housing target of 1,170.

The Local Plan identifies two parts of Havering as the main areas for accommodating Havering's growth over the plan period. Consistent with national and Mayoral planning policy, these are focused in the borough's main Metropolitan town centre at Romford and the Rainham and Beam Park area which has been identified for several years as one of London's main brownfield development opportunities and forms part of the London Riverside Opportunity Area. Both of these areas include Housing Zones as identified by the Mayor of London.

The Council is also looking at accommodating growth through the regeneration of its own housing estates; 12 sites have been identified with the potential to deliver 2,000 new homes.

Infrastructure provision is key to maximise the opportunity and deliver the Havering's housing targets, as for the Beam Park development that is partly dependent on the opening of Beam Park Station on the C2C Line, which is currently scheduled to open in 2022.

## 2.2 Housing trajectory

Havering's Housing Position Statement (2018) which is part of the evidence base for the Local Plan sets out the Council's approach for housing delivery including sites in strategic areas, estates to be regenerated and other sites presenting potential for housing.

The table below summarises Havering's housing supply<sup>2</sup>:

	Net Completions 0-5 years (2016-21) -	Net Completions 5-10 years (2021-26)
Planning permission granted - not yet completed	2,030	700
Council Estate Regeneration Sites	-217	723
Rainham and Beam Park Strategic Development Area Sites	0	720
Romford Strategic Development Area Sites	511	2,257
Planning applications awaiting decision	1,195	1,126
Sites submitted for pre-application discussions	273	39
Other sites	211	120
Small sites	744	930
Vacant units returning to use	104	130
Actual Completions 2016-17	585	0
	<b>5,436</b>	<b>6,745</b>

<sup>2</sup> Havering's Housing Supply, Table 5.1, Havering Local Plan 2016-2031, Housing Position Statement March 2018 ([https://www.havering.gov.uk/download/downloads/id/1958/lbhlp15\\_housing\\_position\\_statement\\_2018.pdf](https://www.havering.gov.uk/download/downloads/id/1958/lbhlp15_housing_position_statement_2018.pdf))

The following items have been excluded from the CIL income projections:

- **All schemes with planning permission issued** – as CIL liability notices are issued for chargeable development at the time when planning permission first permits development<sup>3</sup>. Consequently, all schemes in the Housing Position Statement with planning permission have been excluded from the housing trajectory for the purpose of CIL income projection.
- **Actual completions**
- **Vacant units returning to use** – as CIL cannot be charged if there is no additionality.

Other assumptions have been made to inform the housing trajectory:

- 50% of the small sites supply is unlikely to be chargeable development; so only 50% have been included in the trajectory.

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<sup>3</sup> 2010 Community Infrastructure Levy Regulation 8

The table below summarises Havering's emerging policy (as set out in the submitted Havering Local Plan) for market housing mix<sup>4</sup>:

PROPERTY TYPE	MARKET HOUSING PERCENTAGE
1-bedroom	5%
2-bedroom	15%
3-bedroom	64%
4-bedroom	16%

### 2.3 Non-residential development trajectory

Havering's Draft Charging Schedule proposes differentiated rates for the two following categories of retail:

- Retail – supermarkets, superstores and retail warehouses above 2,000m<sup>2</sup> gross internal area ,
- Retail – below 2,000 m<sup>2</sup> gross internal area in Metropolitan, District and Local Centres as defined in the Local Plan.

LB Havering's Retail and Commercial Leisure Needs Assessment (April 2015 and 2018 update) sets out the need for retail floor space in Havering using the following categories:

- Convenience Goods,
- Comparison Goods, and
- Food & Drinks retail.

In order to use the needs assessment data to project CIL income for retail, it has been assumed that Convenience and Comparison Goods floor space projections fall within the 'Above 2,000 sqm' CIL charging category; Food & Drinks retail belongs to the 'Below 2,000 sqm in town centres category'.

Whilst it is expected some hotel development may come forward over the plan period, this type of development was not included in the Retail and Commercial Leisure Needs Assessment, and therefore hotels have been excluded from the CIL modelling exercise.

<sup>4</sup> Policy 5 – Housing Mix; Local Plan submission version

### 3 INFRASTRUCTURE REQUIREMENTS

The IDP estimates that the total cost of infrastructure required to support the growth identified in the Local Plan in Havering is £578m, as detailed in the table below. This estimate does not cover the whole Local Plan period (15 years), as local agencies who provide cost estimates for the IDP, have only derived costs for a shorter period.

A detailed list of the main infrastructure projects necessary to support the Local Plan are provided in Appendix 2.

*Table 1 - Estimated total cost of identified infrastructure requirements<sup>5</sup>*

SECTOR	TOTAL COST
Education	£218m
Transport	£115m
Health	£78m
Culture & community	£32m
Green infrastructure	£48m
Recreation & leisure	£63m
Urban regeneration	£20m
Others	£4m
<b>Total</b>	<b>£578m</b>

*Note: Figures may not sum to Total due to rounding.*

<sup>5</sup> London Borough of Havering, INFRASTRUCTURE DELIVERY PLAN, March 2018, page 39

## 4 CIL FUNDING GAP

### 4.1 CIL eligibility

All infrastructure projects identified in the IDP to support of the Local Plan are eligible for CIL funding. There are 71 projects of 11 infrastructure types in the plan period 2016-2031, for which estimated cost is circa £577,674,000 and rounded up to £578 million in section 3.

This list of projects is included in Appendix 2.

### 4.2 Funding position

In order to establish a funding gap a Charging Authority is required to calculate the funding from other sources. The main funding sources available to support the delivery of infrastructure projects in the IDP include:

- London Borough of Havering capital funding;
- Greater London Authority/Transport for London;
- Developer contributions;
- Central Government allocations;
- Lotteries and charities; and
- Direct charges for services, as in the case of utility companies.

Havering's capital programme provides detailed funding information on both existing capital projects and new capital projects to 2022/23<sup>6</sup>.

- A significant portion of the capital funding available is already allocated to existing infrastructure projects that underway (£46.527m). These projects are included in the IDP schedule and in the total cost of infrastructure.
- £87.437m of new capital projects is for infrastructure projects

**The total available funding for the period to 2022/23 is circa £133.964m.** and is associated with a combination of funding from capital receipts; revenue and reserve contribution; grants; section 106; other external funding (e.g. TfL); and prudential borrowing.

### 4.3 CIL aggregate funding gap

The funding gap for the period 2017/18 to 2022/23 is the total cost of infrastructure (see section 3 – infrastructure requirement) minus the funding sources from Havering's capital programme (see section 4.2 above – funding position): £577.674m - £133.963m = £443.711m.

**The aggregate funding gap can be said to be circa £443.711m.**

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<sup>6</sup> Havering Council Cabinet, February 7<sup>th</sup> 2018. (Final 2018/19 Budget, Medium Term Financial Strategy and Council Tax Proposal <http://democracy.havering.gov.uk/mgAi.aspx?ID=15135#mgDocuments> )

#### 4.4 Projected CIL income

Using the Housing Position Statement and Retail and Commercial Leisure Needs Assessment provided by Havering, a CIL income projection model was built to enable the Charging Authority to test the amount of CIL income generated for various CIL charging rates.

The table below shows the CIL rates of the Draft Charging Schedule.

TYPE OF DEVELOPMENT (and use class)	CIL RATE (£ PER M <sup>2</sup> OF NET ADDITIONAL FLOORSPACE)	
	ZONE A (NORTH)	ZONE B (SOUTH)
Open market residential (C3)	£125	£55
Private care homes and retirement homes (excluding Extra Care)	£125	£55
Office and industrial (B)	£0	
Retail – supermarkets*, superstores and retail warehouses** above 2,000m <sup>2</sup> gross internal area	£175	
Retail – below 2,000 m <sup>2</sup> gross internal area in Metropolitan, District and Local Centres as defined in the Local Plan	£50	
Hotel (C1)	£20	
All other development	£0	

\* Supermarkets/Superstores are defined as shopping destinations in their own right, where weekly food needs are met, catering for a significant proportion of car-borne customers, and which can also include non-food floorspace as part of the overall mix of the unit.

• \*\* Retail Warehousing is defined as shopping destinations specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering for a significant proportion of carborne customers.

The following assumptions were used:

- 35% affordable housing (based on Local Plan policy 4 on Affordable housing)
- 92 sqm average unit size (based on data in the Local Plan Viability Assessment 2017)
- Net additional floorspace is 100% as data used including loss of floorspace, except for small sites for which it's been assumed that 50% will be additional

The table below shows the income projection model over the period 2017/18 to 2031/32. Appendix 1 shows income projection over 5-year periods.

**The projected CIL income for the period (2017/18 to 2031/32) is £67.045m.**

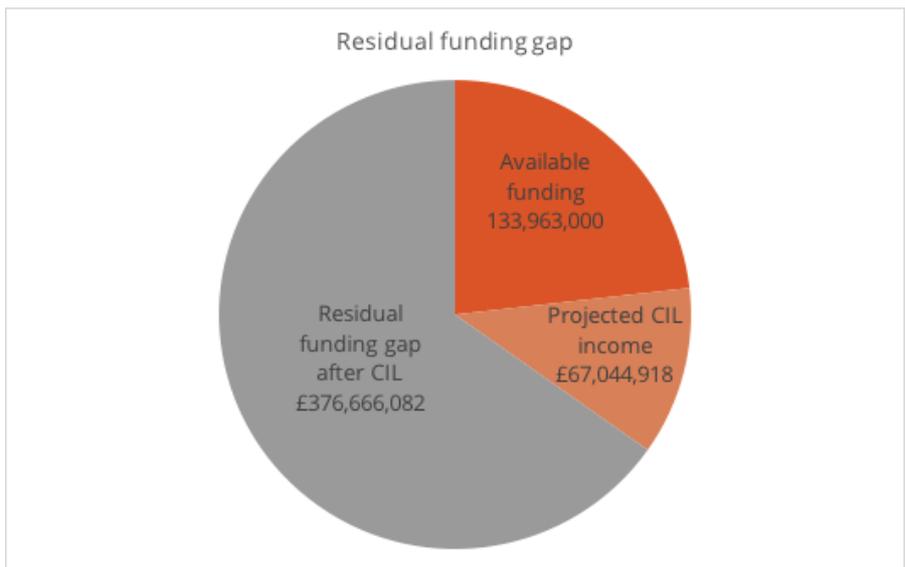
Whole Period (2017/18 - 2031/32)								
Total CIL collected			By use type					
Zone	Total	Annual	Open market residential and private care retirement	Retail – Supermarkets and wetail warehouses above 2,000sqm	Retail – All other retail	Hotels	Office & industrial	All other uses
Total	£5.486m	£0.343m	0	£4.846m	£0.640m	0	0	0
A	£53.661m	£3.354m	£53.661m	-	-	-	-	-
B	£7.898m	£0.494m	£7.898m	-	-	-	-	-
Total	<b>£67.045m</b>	£4.190m	£61.559m	£4.846m	£0.640m	£0	£0	£0

### 4.5 Funding gap after CIL

The residual funding gap is calculated as follow:

CIL aggregate funding gap – projected CIL income = £443.711m - £67.044m = **£376.666m**.

CIL income is unlikely to meet or exceed the aggregate funding gap (see diagram below), which evidences the requirement for Havering to charge the CIL levy at the rates proposed.



## 5 USING CIL

### 5.1 Planning Obligations SPD

Planning obligations, secured through Section 106 of the Town and Country Planning Act 1990 are legal agreements primarily between local planning authorities and landowners and developers. They can impose financial and non-financial obligations.

Planning obligations assist to mitigate the impact of development to make it acceptable in planning terms. Planning obligations constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. These tests are set out as statutory tests in the Regulation 122 of the Community Infrastructure Levy Regulations 2010 and as policy tests in the National Planning Policy Framework.

After the adoption of a CIL charging schedule, CIL in relevant circumstances will supplement the Section 106 planning obligations system to fund identified infrastructure. S106 agreements will continue to operate to secure on-site affordable housing and site and off-site specific mitigation requirements.

Where a Regulation 123 list includes project-specific infrastructure, the charging authority should not seek any planning obligations in relation to that infrastructure.

Following the adoption of CIL, Havering may publish and adopt a revised Planning Obligations Supplementary Planning Document to set out the Charging Authority's expectations for Section 106 negotiations.

### 5.2 Regulations 123 List

According to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended by the 2011, 2013 and 2014 amendments), a Charging Authority is required to set out a list of infrastructure schemes, which may be wholly or partly funded through CIL. The list can be published and revised, subject to public consultation, at any time following adoption. If an infrastructure scheme is on the Regulation 123 List a planning obligation cannot be negotiated to contribute towards that infrastructure scheme. If an infrastructure scheme is not on the list, up to five S106 planning obligations may be pooled to contribute towards the cost<sup>7</sup>. This is to ensure that 'double-charging' of developers is avoided.

A draft Regulation 123 List has been prepared. In conjunction with the revised Planning Obligation SPD Havering will ensure there is no double charging of developers.

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<sup>7</sup> The CIL Review Group published a report in February 2017 that recommended removing the pooling restriction.

<https://www.gov.uk/government/publications/community-infrastructure-levy-review-report-to-government>

## 6 APPENDICES

### APPENDIX 1

#### Detail of income projection model

Whole Period (2017/18 - 2031/32)								
Total CIL collected			By use type					
Zone	Total	Annual	Open market residential and private care retirement	Retail – Supermarkets and wetail warehouses above 2,000sqm	Retail – All other retail	Hotels	Office & industrial	All other uses
Boroughwide	5,486,050.00	342,878.13	-	4,846,450.00	639,600.00	-	-	-
A	53,661,156.25	3,353,822.27	53,661,156.25	-	-	-	-	-
B	7,897,711.25	493,606.95	7,897,711.25	-	-	-	-	-
<b>Total</b>	<b>£67,044,918</b>	<b>£4,190,307</b>	<b>£61,558,868</b>	<b>£4,846,450</b>	<b>£639,600</b>	<b>£0</b>	<b>£0</b>	<b>£0</b>

Period 1: 2017/18 - 2021/22								
Total CIL collected			By use type					
Zone	Total	Annual	Open market residential and private care retirement	Retail – Supermarkets and wetail warehouses above 2,000sqm	Retail – All other retail	Hotels	Office & industrial	All other uses
Boroughwide	- 567,150	- 113,430	-	- 687,750	120,600	-	-	-
A	12,303,850	2,460,770	12,303,850	-	-	-	-	-
B	2,299,011	459,802	2,299,011	-	-	-	-	-
<b>Total</b>	<b>14,035,711</b>	<b>2,920,572</b>	<b>14,602,861</b>	<b>- 687,750</b>	<b>120,600</b>	<b>-</b>	<b>-</b>	<b>-</b>

Period 2: 2022/23 - 2026/27								
Total CIL collected			By use type					
Zone	Total	Annual	Open market residential and private care retirement	Retail – Supermarkets and wetail warehouses above 2,000sqm	Retail – All other retail	Hotels	Office & industrial	All other uses
Boroughwide	3,034,550	606,910	-	2,835,700	198,850	-	-	-
A	28,014,431	5,602,886	28,014,431	-	-	-	-	-
B	5,598,700	1,119,740	5,598,700	-	-	-	-	-
<b>Total</b>	<b>36,647,682</b>	<b>6,722,626</b>	<b>33,613,132</b>	<b>2,835,700</b>	<b>198,850</b>	<b>-</b>	<b>-</b>	<b>-</b>

Period 3: 2027/28 - 2031/32								
Total CIL collected			By use type					
Zone	Total	Annual	Open market residential and private care retirement	Retail – Supermarkets and wetail warehouses above 2,000sqm	Retail – All other retail	Hotels	Office & industrial	All other uses
Boroughwide	3,018,650	503,108	-	2,698,500	320,150	-	-	-
A	13,342,875	2,223,813	13,342,875	-	-	-	-	-
B	-	-	-	-	-	-	-	-
<b>Total</b>	<b>16,361,525</b>	<b>2,223,813</b>	<b>13,342,875</b>	<b>2,698,500</b>	<b>320,150</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPENDIX 2

### List of Infrastructure Projects

Location	Type	Facility	Project	Total Cost (£000s)	Period			Delivery Agency	Expected Main Funding Source
					2016 - 2021	2021 - 2026	2026 - 2031		
Borough Wide	Culture & Community	Community Halls	Upgrade/Refurbishment of Community Halls	£2,000	P	Yes	Yes	LBH	LBH, dc Lottery, sponsorship, voluntary
Borough Wide	Culture & Community	Libraries	Libraries investment programme	£1,000	Yes	Yes	Yes	LBH	LBH, dc
Borough Wide	Education	Schools	Additional Primary School Places to 2025/2026 (excluding R/BPHZ)	£103,000	P	Yes	Yes	LBH	DfE, LBH, dc
Borough Wide	Education	Schools	Additional Secondary School Places to 2025/2026	£78,000	P	Yes	Yes	LBH	DfE, LBH, dc
Borough Wide	Education	Schools	Additional Post-16 Places to 2025/2026	£9,500	Yes	Yes		LBH	DfE, LBH EFA, dc
Borough Wide	Education	Schools	Additional Early Years Places to 2025/2026	£3,730	Yes	Yes		LBH	LBH, dc
Borough Wide	Environment	Air quality	Green Screens	£38	Yes			LBH	LBH, GLA
Borough Wide	Environment	Air quality	Pocket Parks	£47	Yes			LBH	LBH, GLA
Borough Wide	Green Infrastructure	Allotments	Allotments Infrastructure Improvement Programme	£1,500	Yes			LBH	LBH

Borough Wide	Green Infrastructure	Children's Play Space	NEAPs to 2031	£1,800	Yes	Yes	Yes	LBH	dc
Borough Wide	Green Infrastructure	Children's Play Space	Playground investment programme	£2,000	Yes	Yes	Yes	LBH	LBH
Borough Wide	Green Infrastructure	Other Green Space	Greenways and All London Green Grid	£5,000	Yes			LBH	various
Borough Wide	Green Infrastructure	Parks	Parks Depot Refurbishment Programme	£3,000	P			LBH	LBH
Borough Wide	Green Infrastructure	Parks	Parks Investment programme (including parks signage improvements)	£6,000	P	Yes	Yes	LBH	LBH
Borough Wide	Health & Social Care	Social Care	Supported Housing	£4,200	P			LBH	GLA
Borough Wide	Recreation & Leisure	Playing pitches	Playing pitches to 2037	£6,000	Yes	Yes	Yes	LBH	LBH, voluntary, dc
Borough Wide	Transport	Bus	Bus Stop Accessibility - Supporting borough-wide bus stop accessibility programme.	£300	P	Yes	Yes	LBH	TfL
Borough Wide	Transport	Highway	Casualty reduction measures	£5,000	P	Yes	Yes	LBH	TfL LBH
Borough Wide	Transport	Highway	Highway Structures. Supporting borough-wide highway structures upgrades highlighted through inspections and structural reviews.	£5,000	P	Yes	Yes	LBH	TfL LBH
Borough Wide	Transport	Highway	Implementation of 20 mph zones across the borough	£1,000	P			LBH	TfL LBH

Borough Wide	Transport	Highway	Principal roads, distributor roads and bus route roads: structural review, assessment and improvement.	£25,000	P	Yes	Yes	LBH	TfL LBH
Borough Wide	Transport	Walking & Cycling	Footway improvements, including accessibility arrangements for pedestrian dropped kerbs.	£5,000	P	Yes	Yes	LBH	LBH, TfL, dc
Borough Wide	Urban regeneration	Employment & Skills	Affordable Business and Employment Accommodation	£4,000	P	Yes		LBH	dc
Borough Wide	Urban regeneration	Public Realm	Other Area Schemes not listed here	£1,500	Yes	Yes		LBH	TfL
Romford SDA	Culture & Community	Cultural facility	Havering Museum investment	£200	Yes	Yes	Yes	LBH	HLF
Romford SDA	Recreation & Leisure	Sports complex	New Romford Leisure Centre	£28,600	P			LBH	LBH land sale
Romford SDA	Transport	Rail	Romford Station Improvements (Southern Entrance)	£3,500	P			TfL	TfL
Romford SDA	Transport	Rail	Romford Station TfL Crossrail Complementary Measures (CCM)	£1,800	P			TfL	TfL
Romford SDA	Transport	Walking & Cycling	Romford Liveable Neighbourhoods programme - Engineering measures to improve accessibility into Romford town centre and improve Ring Road permeability.	£7,000	P	Yes	Yes	TfL	TfL
Borough Wide	Transport	Highway	Reconfiguration of Gallows Corner Junction	TBC	P	P		TFL, LBH	TFL, LBH, dc

Borough Wide	Transport	Public Transport	Improved North South Connectivity through Tram/Light Rail link	TBC	P	P		TfL, LBH	TfL, LBH, dc
Borough Wide	Transport	Highway	Romford Ring Road Tunnelling	TBC	P	P		TfL, LBH	TfL, LBH, dc
Romford SDA	Transport	Walking & Cycling	Romford Housing Zone East West Link, including River Rom improvements	£1,500	P			LBH	GLA
Romford SDA	Transport	Bus	Improved access to Queens Hospital	£200				LBH, TfL	TfL
Romford SDA	Urban regeneration	Public Realm	Romford Market Transformation	£2,000	P			LBH	GLA
Romford SDA	Urban regeneration	Public Realm	Romford Town Centre Scheme (Delivery of Romford Public Realm Masterplan)	£10,000	P	Yes		LBH	LBH, TfL
Romford SDA	Health & Wellbeing	Health Centre	New Primary and Community Care Hub	£20,250	P	Yes		CCG	NHS England
Romford SDA	Culture & Community	Youth Centre	Potential Youth Centre in Romford	tbc	P			LBH	LBH
Romford SDA	Education	Schools	New & expanded primary & secondary schools (included in borough-wide)		P				
Rainham & Beam Pk SDA	Education	Schools	Primary school provision for Rainham and Beam Park HZ	£24,000	P	Yes		LBH	DfE, LBH, dc
Rainham & Beam Pk SDA	Health & Wellbeing	Health Centre (Beam Park)	New Primary Care Facility	£7,000	P			CCG	dc

Rainham & Beam Pk SDA	Health & Wellbeing	Health Centre	New Primary Care Facility	£7,000	P			CDG	NHS England
Rainham & Beam Pk SDA	Recreation & Leisure	Sports complex	New leisure centre in south of the Borough (replacement or refurbishment of Chafford Sports Complex.	£8,400	Yes			LBH	BLF, private sector
Rainham & Beam Pk SDA	Transport	Highway	Beam Parkway - Improved connectivity along A1306 and within London Riverside	£12,359	P			LBH	TfL, GLA,
Rainham & Beam Pk SDA	Transport	Rail	Beam Park Station	£19,050	P			TfL	GLA, TfL, LBH
Rainham & Beam Pk SDA	Transport	Walking & Cycling	Rainham Creek cycling/walking bridge	£1,000	Yes			LBH	TfL, dc
Rainham & Beam Pk SDA	Utilities	Electricity	Diversion of main cables	£2,000	P			UKPN	tbc
Rainham & Beam Pk SDA	Utilities	Sewerage/Gas	Diversion of sewer and gas main	£1,500	P			TW, NG	GLA
Rainham & Beam Park SDA	Flood Protection	Flood Protection	Various flood protection schemes	tbc	P			LBH	LBH, EA
Gidea Park	Urban regeneration	Public Realm	Gidea Park Station Crossrail Complementary Measures (CCM)	£1,400	P			TfL	TfL
Harold Wood	Urban regeneration	Public Realm	Harold Wood Station Crossrail Complementary Measures (CCM)	£1,400	P			TfL	TfL

Harold Wood	Health & Wellbeing	Health Centre	New Primary Care Hub in Heaton Ward	£4,275	P			CCG	NHS England
Harold Wood	Health & Wellbeing	Social Care	Re-open Hilldene Children Centre	tbc	Yes			LBH	LBH
Hornchurch	Health & Wellbeing	Health Centre	New Primary Care Hub	£14,400		Yes		CCG	NHS England
Hornchurch	Health & Wellbeing	Health Centre	St George's Health and Well-Being Centre	£12,600	P			CCG	NHS England
Hornchurch	Culture & Community	Cultural facility	Fairkytes Arts Centre investment	£1,000	Yes	Yes		LBH	LBH
Hornchurch	Culture & Community	Cultural facility	Queens Theatre investment	£10,000	Yes	Yes		LBH	Arts Council
Hornchurch	Culture & Community	Heritage	Bretons	£15,000	P			LBH	HLF
Hornchurch	Green Infrastructure	Parks	Harrow Lodge Park, second lake dredging	£300	Yes			LBH	LBH, dc
Hornchurch	Recreation & Leisure	Sports complex	Replacement Sports Complex at Hornchurch	£20,000	Yes	Yes		LBH	LBH, Sport England, dc
London Riverside	Green Infrastructure	Other Green Space	London Riverside Conservation Park (Wildspace)	£15,000	Yes			LBH, RSPB	RSPB, Veolia North Thames Trust, Natural England, LBH, PLA, EA
London Riverside	Green Infrastructure	Parks	Rainham to the River - linking Rainham communities to Thames and marshes	£5,000	Yes			LBH	Veolia North Thames Trust, dc

London Riverside	Green Infrastructure	Parks	Creekside Park improvements and extension	£3,000	Yes			LBH	HLF, dc
London Riverside	Transport	Walking & Cycling	London Riverside Conservation Park (Wildspace) - Development of sustainable transport options (walking, cycling, bus, tram)	£5,000	Yes			LBH	TfL, dc
London Riverside	Transport	Bus	Rainham Creek bus bridge	£10,000	Yes			TfL	TfL
London Riverside	Transport	Bus	Beam River Bus Bridge - linking LB Havering and LB Barking & Dagenham on Ford Land	£10,000	Yes	Yes		TfL	TfL
London Riverside	Transport	Bus	Orbital Bus service connecting SIL and Rainham, revenue support	£2,000	Yes			TfL	TfL
North West Havering	Health & Wellbeing	Health Centre	New Primary Care Hub	£8,325		Yes		CCG	NHS England
Upminster	Green Infrastructure	Other Green Space	Improvements to Thames Chase Community Forest	£5,000	Yes	Yes		Thames Chase Trust	Thames Chase Trust, Forestry Commission
Upminster	Culture & Community	Burial Grounds & Crematoria	Extension of Upminster Cemetery Phases 2 and 3	£2,000	Yes			LBH	LBH
Upminster	Culture & Community	Heritage	Upminster Tithe Barn	£1,000	Yes			LBH	HLF
<b>Total</b>				<b>£577,674</b>					

*Note:*

LBH = LB Havering

RSPB = Royal Society for the Protection of Birds

PLA = Port of London Authority

EA = Environment Agency

HLF = Heritage Lottery Fund

TfL = Transport for London

dc = developer contributions

tbc = to be confirmed