



Strategic Planning & Environment Overview and Scrutiny Committee

Report for:	Strategic Planning & Environment Overview and Scrutiny Committee
Title of report:	Release of Community Infrastructure Levy Core Funds
Date:	1st February 2023
Report on behalf of:	Councillor Alan Anderson, Portfolio Holder for Place
Part:	I
If Part II, reason:	N/A
Appendices:	<p>Appendix 1: Breakdown of CIL funds collected to date</p> <p>Appendix 2: Parish and Neighbourhood CIL Amounts Held</p> <p>Appendix 3: Revised Terms of reference for the Infrastructure Advisory Group</p> <p>Appendix 3a: Proposed Governance Map for the Infrastructure Advisory Group</p> <p>Appendix 4 – Assessment Criteria</p> <p>Appendix 5 – Example Projects to be assessed</p> <p>Appendix 6 – Community Impact Assessment</p>
Background papers:	<ol style="list-style-type: none"> Report to Cabinet – Governance Arrangement for the Community Infrastructure Levy (28 November 2016) - https://democracy.dacorum.gov.uk/documents/g529/Public%20reports%20pack%2029th-Nov-2016%2019.30%20Cabinet.pdf?T=10 Draft Infrastructure Delivery Plan (Regulation 18 consultation) - https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/new-single-local-plan/technical-work-for-the-early-partial-review
Glossary of acronyms and any other abbreviations used in this report:	<p>IBP: Infrastructure Business Plan</p> <p>CIA: Community Impact Assessment</p> <p>CIL: Community Infrastructure Levy</p> <p>IAG: Infrastructure Advisory Group</p> <p>IDP: Infrastructure Delivery Plan</p> <p>IFS: Infrastructure Funding Statement</p>

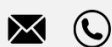
Report Author / Responsible Officer

Alex Robinson, Assistant Director (Planning)



alex.robinson@dacorum.gov.uk / 01442 228002 (ext. 2002)

Shalini Jayasinghe, Team Leader Infrastructure and Developer Contributions



Shalini.Jayasinghe@dacorum.gov.uk / 01442 228002 (ext. 2463)

Corporate Priorities	A clean, safe and enjoyable environment Building strong and vibrant communities Ensuring economic growth and prosperity
Wards affected	ALL
Purpose of the report:	<ol style="list-style-type: none"> To consult the Committee on proposals to release a portion of the Core Community Infrastructure Levy (CIL) currently held by the Council. To consult the Committee on proposals to amend the role and membership of the Infrastructure Advisory Group (IAG). To consult the Committee on the method of assessing potential projects for CIL Core funding.
Recommendation (s) to the decision maker (s):	<p>That the Committee recommends to Cabinet the following:</p> <ol style="list-style-type: none"> Release 20% (£3,027,519) of CIL core funds collected to the end of financial year 2021/22 and allocate this towards the delivery of priority infrastructure projects in advance of the Local Plan. Remove the bidding process and reconvene the IAG to make recommendations on the allocation of money based on the Council’s strategic objectives as set out in the Infrastructure Delivery Plan. Support the changes to Governance and Terms of Reference for the IAG.

	<p>4. That released Core CIL will be fenced by settlement.</p> <p>5. The above is reviewed annually in line with the Councils Infrastructure Funding Statement (IFS).</p>
Period for post policy/project review:	Annual

1. Introduction/Background

- 1.1. The Community Infrastructure Levy (CIL) is a mechanism for collecting financial contributions from new developments to help fund the provision of infrastructure required to support housing and commercial growth in the Borough. It is a tariff style system applied to the area of the development as a cost per square metre and may vary by both use and location.
- 1.2. The Borough Council is the Charging Authority for CIL. It is responsible for setting the proposed CIL rate, collecting the charges and spending the CIL income. The Council adopted its CIL Charging Schedule on the 25th February 2015 and started charging its CIL on all new developments receiving planning permission from the 1st July 2015.
- 1.3. The Borough Council is required to allocate CIL funding to the local community (15%). They may also allocate funds for the purposes of administration (5%) under where the release of these funds can be justified. The bulk of CIL funding (80%) sits in a further pot from where it may be allocated towards its infrastructure projects and priorities. The following table sets out the total funds collected and spent up until the end of the 2021/22 financial year. A more detailed breakdown is provided at Appendix 1.

Percentage	Allocation	Total CIL collection (up to 31 March 2022)	CIL spent/allocated (up to 31 March 2022)	CIL Balances (as of 31 March 2022)
5%	Administration of CIL	£942,494	£942,494	£0
15% (or 25% where there is a neighbourhood plan in place)	Neighbourhood CIL - allocated to town/parish and other neighbourhood areas	£2,805,802	£1,761,190 *	£1,044,612
80%	Core fund - held and spent directly by Dacorum Borough Council on new infrastructure items.	£15,137,594	£0	£15,137,594

* Note this amount has not all been spent on projects to date, but has been transferred to the town/parish councils and other neighbourhood areas.

- 1.4. The Council currently transfer CIL bi-annually to the Town and Parish Councils and relevant areas under this regulation. Town and Parish Councils are not constrained in the use of such sums to the provision of new infrastructure and may use funding broadly to support the needs arising from growth (though is not suited to long term revenue use as they are one-offs).
- 1.5. In the case of unparished areas the Council retains this portion of CIL but works with Ward councillors to discuss the use of these funds with officers. Ward councillors will be supported in the determination of appropriate infrastructure projects and their delivery by officers at both a Borough and County level.

1.6. A breakdown of the total amount of CIL funding currently held by Parish Councils and other wards is set out in Appendix 2

2. Current Arrangements Governing Core CIL Funding

- 2.1. The remaining, or Core, CIL funds should be allocated by the Council towards the infrastructure requirements arising from the growth planned in the Council’s Local Plan. At a strategic level, these needs are identified in the IDP which sets out the infrastructure plans and funding arrangements of infrastructure providers. This plan is a “live” document and is subject to regular discussion and review. It is published on the website (<http://www.dacorum.gov.uk/home/planning-development/planning-strategicplanning/evidence-base/infrastructure-and-delivery>).
- 2.2. The Council to date has deferred releasing Core CIL until the new Local Plan is adopted, accompanied by a new IDP that identifies the infrastructure needs to support the growth coming forward. This would provide the Council with a complete picture of new infrastructure requirements alongside the new Local Plan. However there have been a number of delays to the Local Plan with the plan not currently being adopted until 2025. Moreover, Government has recently published a series of proposed changes to national planning policy which are unlikely to expedite plan production in Dacorum.
- 2.3. As a consequence of the delay future infrastructure investment in the Borough could be delayed. The Council therefore considers it appropriate to release a portion of its Core CIL funds to allow infrastructure to be delivered in the short term.
- 2.4. The following options have been considered to release CIL core funds.

	Pros	Cons
Option 1: Retain 100% of CIL core funds obtained to date until the Local Plan and new IDP is finalised/adopted.	CIL is a limited pot of funding available for the delivery of strategic infrastructure. By waiting until the Local Plan and new IDP is finalised/adopted the Council can ensure that CIL is used to its maximum potential to fund the most appropriate and highest priority projects.	Development continues to come forward and infrastructure continues to be needed to mitigate its impact. In the face of the delays to the local plan, retaining the CIL core funds collected from development that has already come forward could prevent infrastructure that is required immediately being delivered.
Option 2: Release all CIL funds collected to the end of financial year 2021/22 to be used for currently known infrastructure priorities.	This option allows the Council to make a significant and immediate contribution to meeting infrastructure needs across the Borough. It will also reduce risk of “salami slicing” the available funds.	Risk of less CIL available to support the delivery of key infrastructure priorities that will be finalised through the emerging Local Plan process.
Option 3: Allocate/spend 20% (£3,027,519) of funds	This option allows DBC to retain a majority of the CIL money until the Local Plan and IDP is finalised whilst allowing to spend some of the core funds to deliver current infrastructure requirements.	This amount of CIL core funds released (£3,027,519) risks some ‘salami slicing’ of the available funds without being able to invest sufficient funds to deliver projects that may have a much greater strategic need.
Option 4: Allocate/spend 35% (£5,298,158) of funds	This option allows DBC to retain some of the CIL money until key infrastructure projects are finalised through the IDP process whilst allowing to spend some of the core funds to deliver current infrastructure requirements. By releasing in excess of £5million it allows for investment in larger scale projects and/or a larger number of projects which are likely to have a more significant impact than Option 3.	The relatively small amount of CIL core funds released (£5,298,158) risks some ‘salami slicing’ the funds without being able to invest sufficient funds to deliver projects with significant impact although this risk is less than Option 3. It would leave a smaller amount of Core CIL for use towards other priorities as the Local Plan is finalised.

- 2.1 The Council considers Option 3 balances the need to deliver projects in the short term but to also reduces the risk that a larger amount of Core CIL is 'salami sliced' minimising its overall impact. All options would include a retained contingency of 10% which could be used to support shortfalls or smaller projects.

3. Existing Governance arrangements

- 3.1 Under the existing governance arrangements as adopted by Cabinet in November 2016, prioritisation of bids for CIL spending are made by an Infrastructure Advisory Group (IAG). The IAG was set up to provide leadership on the delivery of infrastructure and coordinate the funding of new infrastructure items working in partnership with other organisations and to provide a coordinated approach to infrastructure planning between tiers of government and Dacorum.
- 3.2 As part of its role the IAG was to make recommendations to Council on how the CIL core funds are allocated and determine which submissions for CIL funding (following and open bidding process) should be prioritised. The intention was for CIL monies to be focused on the delivery of those infrastructure projects which aligned with the Infrastructure Delivery Plan (IDP) and a proposed Infrastructure Business Plan (IBP) making the best use of CIL funds.
- 3.3 The recommendations of the IAG would be made via an Infrastructure Business Plan (IBP), which will set out the Council's priorities for allocating CIL money on a short, medium and long term basis. This document intended to focus on the delivery of infrastructure and making the best use of CIL funds and should align with the IDP.
- 3.4 The IAG would operate within an agreed framework for considering submissions for CIL funding to ensure that funding would be encouraged for those items of infrastructure that fit within a select group of local themes. Submissions for funding were initially to be assessed by officers for suitability allowing any bids falling outside of the chosen CIL themes/budgets/timescales to be removed. The IAG and applicants would be advised of the reasons why bids fail to progress beyond this stage. The submissions which pass this stage will be referred to the IAG for more detailed consideration.

4. Proposed Governance arrangements

- 4.1 It is vital that in considering the release of significant sums of money the Council put in place a robust system for identifying and assessing potential projects and ensures appropriate governance arrangements are in place for the operation of the new system. These arrangements need to ensure the identification and assessment of projects is based on need and the assessment is objective. This will ensure that monies are not diverted to low priority schemes that provide little benefit to the wider community or do not meet identified growth pressures. Officers also consider the decision making process needs to be reformed to ensure both transparency and accountability but to ensure the approach is more proportional to the sums being released. Officers consider that the existing process for releasing Core CIL and the Terms of Reference for the IAG needs to be updated to reflect this.
- 4.2 Officers feel that a number of overarching principles should be set out guide the new arrangements. These are:
1. The release of Core CIL is to be used for 'strategic priorities'.
 2. The Dacorum Infrastructure Delivery Plan (IDP) will be the key document for identifying infrastructure priorities and in order to be considered for CIL core funding the project will need to have been included in the IDP as a strategic priority.
 3. Only strategic projects requiring CIL funding over £50,000 will be considered for CIL Core Funds. This threshold will not apply to the contingency fund.

4. Projects will be expected to have exhausted all other sources of funding prior to the allocation of CIL Core Funds. However projects that are match funded/partially funded by other sources of funding will be eligible to be considered for CIL core funding.

4.3 The new Terms of Reference are set out in Appendix 3. The main changes suggested are:

5. To focus the remit of the IAG to advising on CIL and funding of infrastructure.
6. For the AIG to assess proposals and make recommendations to the Portfolio Holder for Place.
7. To reinforce the IAG as a consultative/advisory body supporting the review and assessment against agreed criteria.
8. To remove reference to the Infrastructure Business Plan (IBP) with a more comprehensive Infrastructure Delivery Plan (IDP) serving as the core document which identifies infrastructure requirements for Dacorum and how they will be funded.
9. To remove the need for every spending decision to go to Full Council. All spending will require Cabinet approval.

4.4 To accompany the changes to the Terms of Reference a number of changes have been made to the Governance process map (Appendix 3a) to improve the speed and effectiveness of the decision making process.

4.5 In addition to the above changes it is proposed to provide an updated assessment proforma for in which individual projects for CIL core funding will be considered. An assessment will be completed by Dacorum Officers and will be presented to the AIG for consideration. This will ensure each scheme is objectively assessed against the assessment criteria. The AIG will then make a recommendation to the Portfolio Holder for Place before the recommendation is presented to Cabinet for final decision to release monies.

5. Priorities for the spend of CIL

5.1 Under the existing arrangements the mechanism for targeting CIL funding to infrastructure is in areas in which we know significant growth is expected (geographic themes) or for types of infrastructure which we know are necessary for growth to occur and where improvements would be visible and/or expected by the local community (subject themes).

5.2 This concluded that the bulk of CIL funding should be targeted to two themes, one geographic and one subject theme. A further theme for other projects would be available, so as not to exclude others from the submission process, with a cap introduced on individual bids. A limited proportion of CIL was set aside as a contingency for use on projects arising outside of the CIL submission process, for example infrastructure works to accelerate or intervene in the delivery of housing sites. The percentage of CIL allocated to each theme is expected to be a broad indication of the funds to be used and not a precise figure.

5.3 Since this time further work has been done to assess the emerging infrastructure requirements linked to planned growth. The Council expects future infrastructure needs across the Borough to be apportioned in the following way (after taking into account the retained contingency):

Settlement	Total portion of total infrastructure requirement	Total amount of Core CIL to be released
Hemel Hempstead	77%	2,098,070.67
Berkhamsted	5.5%	149,862.19
Tring	6.5%	177,109.86
Bovingdon	0.7%	19,073.37
Kings Langley	0.5%	13,623.84
Rest of the Borough / Rural Area	4%	108,990.68

5.4 Looking at individual infrastructure themes the needs are as follows::

Infrastructure Theme	Total portion of total infrastructure requirement	Total amount of Core CIL to be released
Highways and Transportation	72%	1,961,832.31
Education	21%	572,201.09
Community facilities	2%	54,495.34
Health and Wellbeing	1%	27,247.67
Green Infrastructure	3.5%	95,366.85
Emergency Services	0.3%	8,174.30
Utilities	0.2%	5,449.53
Flood protection	0.03%	817.43

5.5 As part of wider changes to the use and timing of Core CIL the Council considers that the framework for allocating CIL Core funds should be updated. It is important that the release of Core CIL is set within a framework which broadly aligns with that emerging in the IDP to ensure funding is directed towards the locations and projects that provide strategic benefits.

5.6 The Council considered a number of options for this framework. This included releasing funding into ring-fenced 'settlement and/or thematic' pots. It was considered that a combined approach could lead to only small amounts of money being available for infrastructure projects within certain areas. The Council also considered ring fencing spending either by settlement or theme and concluded that ring fencing money by settlement would be more appropriate. It is felt that this strikes a balance between ensuring monies are being targeted towards the areas likely to experience greater infrastructure pressures in future years arising from growth.

5.7 The Council will continue to update its latest published understanding of infrastructure needs and publish this here: <https://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/new-single-local-plan/technical-work-for-the-early-partial-review>.

6. Potential Projects

6.1 It is not the purpose of this paper to make recommendations on what specific projects should be funded. As set out, proposals will be assessed by the IAG and a recommendation made to the Portfolio Holder with Cabinet making the final decision. However, following the development of the IDP and cross organisational working the following projects have been identified as potential candidates and will be assessed by the IAG in the first tranche of projects:

1. Hemel Hempstead Town Bike Hire Scheme

2. Playground and play area upgrades across Hemel Hempstead
3. Neighbourhood Centre improvements
4. Sustainable Transport proposals in Maylands
5. Canal Towpath improvements
6. School building improvements
7. Town Centre public realm improvements
8. Community Centre and village hall improvements

6.2 More information on these schemes can be found in Appendix 5.

7. Consultation

7.1 The following sections have been consulted on the work undertaken to date:

- Development Management
- Strategic Planning
- Economic Development
- Hemel Garden Communities
- Community Partnerships
- Housing Development, and
- Housing Strategy and Policy.

8. Financial and value for money implications:

8.1 All the financial implications of the report have been set out. There are no direct financial implications for the Council as Core CIL sits outside of the Council revenue or capital budgets and represents monies collected by developers.

8.2 The only indirect financial implication for the Council will be the additional resources needed to oversee the management of funding bids, managing the IAG and project managing projects once they are approved.

9. Legal implications

9.1 Legal requirements governing CIL are set out in the Community Infrastructure Levy Regulations 2010 (As amended). The Council adheres to these regulations in all matters relating to CIL. It is important that the release of CIL Core Funding is in line with legislative requirements.

9.2 In addition, the Council needs to ensure it has a robust and clear approach to allocating CIL Core funds and considers the proposed mechanisms will provide the necessary oversight and accountability in releasing funding.

10. Risk implications

10.1 Given the scale of growth taking place in Dacorum, and that expected to take place through the new Local Plan it is important the Council is investing in infrastructure delivery across the Borough. The decision to release a portion of CIL Core funding will ensure that residents gain additional benefits from development taking place across the Borough.

10.2 Without these measures there is the risk that investment in infrastructure is delayed.

11. Equalities, Community Impact and Human Rights:

11.1 A Community Impact Assessment has been prepared and attached at Appendix 6.

11.2 Human rights – There are no Human Rights implications arising from this report.

12 Sustainability implications (including climate change, health and wellbeing, community safety)

12.1 The decision to release a portion of CIL Core funding is expected to have a positive impact in these areas by leading to investment in infrastructure across the Borough.

13 Council infrastructure (including Health and Safety, HR/OD, assets and other resources)

13.1 None arising from this report.

14 Conclusions

14.1 Dacorum is likely to see continued growth and investment over the coming years and to ensure this is accommodated appropriately the necessary supporting infrastructure needs to be provided. Releasing a portion of Core CIL funding allows the Council to bring forward a number of strategically important infrastructure projects in advance of the Local Plan being finalised.

Appendix 2: Parish and Neighbourhood CIL Amounts Held

Zone	Neighbourhood CIL Collected	Neighbourhood CIL Allocated	Neighbourhood CIL Spent
Aldbury & Wiggington	0.00	0.00	
Berkhamsted Town Council	171,947.35	171,947.35	10,250.00
Bovingdon Parish Council	106,182.54	106,182.55	
Chipperfield Parish Council	67,658.07	67,658.07	
Flamstead Parish Council	29,067.99	29,067.99	
Flaunden Parish Council	7,491.79	7,491.79	2,770.00
Great Gaddesden Parish Council	27,197.96	27,197.97	
Kings Langley Parish Council	88,997.66	88,997.66	
Little Gaddesden Parish Council	17,632.31	17,632.31	
Markyate Parish Council	8,188.84	8,188.84	
Nash Mills Parish Council	31,712.10	31,712.10	4,227.82
Nettleden with Potten End Parish Council	1,328.56	1,328.56	
Northchurch Parish Council	338,759.28	338,759.28	
Tring Rural Parish Council	41,933.45	41,933.45	
Tring Town Council	785,029.86	785,029.08	36,386.50
Wigginton Parish Council	2,687.75		
Woodhall Farm	15,588.53		
Adeyfield East	88,498.02		
Adeyfield West	27,981.95		
Apsley and Corner Hall	248,545.94		25,000.00
Bennetts End	9,644.21		
Boxmoor	81,878.11	35,000.00	
Chaulden and Warners End	54,706.53		9,650.00
Gadebridge	13,316.64		13,406.00
Grovehill	8,413.56		2,866.00
Hemel Hempstead Town	355,153.07		44,248.00
Highfield	9,098.26		
Leverstock Green	32,715.23		
Berkhamsted Castle	0.00		
Berkhamsted East	0.00		
Berkhamsted West	0.00		
BovingdonFlaundenChipperfield	135,547.08		40,200.00
Tring East	0.00		
Ting West and Rural	0.00		
Watling	0.00		
Aldbury Parish Council	0.00		
Kings Langley	0.00		
Nash Mills	0.00		
Northchurch	0.00		
Ashridge	0.00		
Tring Central	0.00		

Appendix 3: Revised IAG Terms of Reference

(Attached separately)

Appendix 3a: Proposed Governance Map for the Infrastructure Advisory Group

(Attached separately)

Appendix 4 – Assessment Criteria

(Attached separately)

Appendix 5 – Example Projects to be assessed

Theme	Potential Project	Proposed total cost	Proposed CIL required	Reason for consideration for CIL monies
Transport	Hemel Hempstead Town Bike Hire Scheme	£1 million over 4 years. £200k for infrastructure works to enable bike bays (estimate until further information is available)	Can be wholly or partially funded by CIL. Likely to require fully or significant funding at the outset with the possibility of seeking partial sponsorship/cost recovery as an exit strategy.	Identified as an early priority to deliver sustainable transport and cuts across the Local Plan and IDP, Hemel Garden Communities (HGC) and the Hemel Place Strategy. This would be considered critical infrastructure. A feasibility study to assess the potential for this scheme in Hemel Hempstead is currently nearing completion and depending on the outcome of the feasibility, funding will be required to implement this scheme.
	A414 Toucan Crossing (near Jarman Park)	Estimated at £600,000	TBC	This scheme appears in the South West Herts Growth & Transport Plan 2019 and supports the delivery of aspirations in the Local Transport Plan 4 and will support the active and sustainable transport objectives across the Local Plan, Hemel Garden Communities and Hemel Place.
	Maylands Sustainable Transport Initiatives	£180,000 per annum	Can be partially funded by CIL with support from partners such as LEP and HCC.	Identified as a key priority for Herts IQ/ Economic Development aspirations and investment/attracting businesses into Maylands Business Park.
	Towpath improvements	£150,000 per 750m	Can be partially funded by CIL which will accelerate delivery.	Will allow journeys to be made all year round promoting more cycling and walking by both existing and future communities identified as coming forward over the next 4 years and beyond. This can be seen as a quick and essential gain for developing the active travel network in HH.
	Buncefield Quietway (Phase 3)	£330,000 per 1500m	Can be partially funded by CIL which will accelerate delivery.	The Maylands Growth Area is identified as a priority in the Core Strategy and emerging Hemel Place/HGC transport work. Phase 3 aligns closely with the objectives of the HGC Charter and Spatial Vision and is along the route identified as part of the HGC Green Loop Spatial Vision: <i>A Green Network</i> .
	Cycling improvements in the town centre	Costs to be determined		Part of the Hemel Place work, cycle routes throughout town centre, cycle hub potentially temporary in Bank Court or Market Square (provides bike hire, bike repair, bike education, bike cafe to buy spare parts and groups to have group cycle).
	Access from Paradise Industrial estate to Paradise fields	Costs to be determined		Part of the Hemel Place work, project breaking through the woodland on the HCA land to open up the entrance which helps support east west connections and future redevelopment of Paradise Industrial Estate with Design Code.
Education	Permanent enlargement of	£24,760,000	HCC is seeking a CIL contribution that is	HCC is in the process of expanding and relocating Breakspere School which is a

	Breakspeare School for pupils with severe learning difficulties		proportionate to the level of demand for places at SEND schools that will have been generated by development that has occurred in Dacorum. This is £2,666,194 for Dacorum	Hertfordshire maintained special school catering for the educational needs of students with of students who have Severe of Profound Learning Difficulties. Breakspeare school caters to children from Dacorum as well as other authorities in the South West Herts area. HCC has approached us seeking funding to support the relocation of this school.
Community facilities	Tring Community Centre	Approx £3,120,000	Tring Parish Council has significant neighbourhood CIL funds but there will still be a large shortfall compared to the total cost of the project.	Plans have been developed to rebuild the Nora Grace Hall a community centre in Tring serving the local community. DBC has been approached by a Tring Councillor for support in funding this project.
	Long Marston Village Hall	£250,000	Tring Rural has received £79K of Neighbourhood CIL to date and have a further £50K to be transferred in April 2023 totalling £129K neighbourhood CIL which could be used for this project. Shortfall to be considered for CIL core funds would be £121,000.	Plans have been developed to enhance the Village Hall's relevance to the local residents principally through the creation of a café and more extensive programme of activities which intend to optimise community benefit and cohesions whilst generating sufficient income to fund continuous improvements to the hall.
	Reimagining Waterhouse Street	Costs to be determined		Part of the Hemel Place work, spend would enable part closure of Market Square if acceptable with HCC, cycle route along Waterhosue Street, activating Water Gardens (lighting, cycle storage).
	Bank Court	Costs to be determined		Part of the Hemel Place work, project aiming to improve feeling of safety and evening economy, light installations throughout bank court and either side of Primark building improving east west connections and make entering the Town Centre from Watergardens safer and feeling safer. Also help with future night time economy.
	Culture and art	Costs to be determined		Heritage trail and sculpture trail throughout town centre to help with modal shift, getting people walking, health and wellbeing getting people out and active and helping support town centre by connecting Old Town and New Town as well as bringing people into the town centre.
Green Infrastructure	Coronation Fields Sports Hub	£1million		Plans are being proposed to develop a Sports Hub in coronation fields that could include refurbished tennis courts (using Lawn Tennis Association funding) and a Multi Use Games Area (MUGA) plus other facilities (using S106 funding). Further facilities such as sport pitches providing a

				large sports hub serving wider Hemel could be developed subject to funding.
	<p>Playground upgrades (improving the quality of those currently scheduled)</p> <ul style="list-style-type: none"> • Durrants Hill, • Woodhall Farm, • Tower Hill, • Flaunden, • Croft Meadow, • Warners end valley upper, • Apsley Lock and • Miswell lane 	£500,000 has already been allocated but with the increase in quality the improvements will need to be severely value engineered.	An additional injection of £560,000 will allow for the intended standard of the planned works to be significantly improved at	<p>Dacorum has a number of playgrounds which could benefit from refurbishment or upgrading to improve the quality of facilities. These would benefit children in developments that have already come forward particularly smaller/windfall developments that would not have the delivery of play facilities directly attached to them.</p> <p>High quality play areas are fundamental place shaping.</p>
	<p>Play areas (unscheduled)</p> <ul style="list-style-type: none"> • Margaret Lloyd Play Area (Grovehill) • Bovingdon Play Area • Gaddesden Row • Kings Langley (The Nap) 	£700k could deliver significant improvements to these play areas that are in need of upgrading	£700,000	<p>Dacorum has a number of playgrounds which could benefit from refurbishment or upgrading to improve the quality of facilities. These would benefit children in developments that have already come forward particularly smaller/windfall developments that would not have the delivery of play facilities directly attached to them.</p> <p>High quality play areas are fundamental place shaping.</p>
	Improvements to Reith Fields attached to Queen's Square (Adeyfield) Neighbourhood Centre.	£250,000 (approx.)		This area of open space which is attached to one of the neighbourhood centres has the potential to be uplifted with improved sports and leisure infrastructure.
	Maylands Biodiversity Project	£100,000	£55,000	Proposals to improve biodiversity in Maylands
	Neighbourhood Centre Improvements	Costs to be determined		To deliver a number of improvements to Neighbourhood Centres in the Borough.

Appendix 6 – Community Impact Assessment

(Attached separately)