

CIL Spending Applications – June 2025 10/11/2025

**Full Council
09 December 2025**

PART I

CIL SPENDING APPLICATIONS – JUNE 2025

(DoF)

1 Summary and Recommendation

1.1 This report seeks to allocate a total of £305,200 for two infrastructure projects from the CIL application process (June to July) in 2025 to support growth in Three Rivers.

1.2 The 2 applications received for funding are:

- £138,000 – For purchase and installation of Beryl Bike locations across Rickmansworth/South Oxhey & Leavesden/Abbots Langley Watford border (submitted by Smidsy LTD T/A Beryl)
- £167,200 – Provision of sport and recreation (primarily cricket and junior football) to conform with safeguarding standards, environmental, energy efficiency and hygiene requirements at Rickmansworth Sports Club & Rickmansworth Cricket Club.

1.3 In addition, 1 further CIL funding request was received but was not considered to be eligible for CIL funding. Further details are below at paragraph 3.2.

1.4 Recommendation:

1.5 That Members approve CIL funding for the following schemes detailed in Table 1 of this report and summarised in the table below for 2025/2026:

Applicant & Project Name	Infrastructure	CIL Amount
Beryl Bikes Smidsy LTD T/A Beryl	To provide 36 ebikes and 13 parking locations across Rickmansworth/ South Oxhey & Leavesden/ Abbots Langley Watford border.	£138,000
Rickmansworth Sports Club & Rickmansworth Cricket Club Park Road Rickmansworth WD3 1HU	Infrastructure Improvements.	£167,200

- (ii) The final funding and implementation of the 2 agreed projects is delegated to the Director of Finance, in consultation with the Lead Members for Resources and Planning Policy and Infrastructure, to determine to enable the agreed projects to be progressed and implemented.

2 Details

- 2.1 Three Rivers became a Community Infrastructure Charging Authority on 1 April 2015. CIL is the main way in which the Council now collects contributions from developers for infrastructure provision to support development in the area.
- 2.2 The Council has the responsibility for spending the CIL on infrastructure needed to support the development of the area, it is primarily a tool to support capital infrastructure. The Council has the opportunity to choose what infrastructure is prioritised in order to support development.
- 2.3 Since the introduction of the CIL Charging Schedule in April 2015 a total of £13,513,404 has been collected.
- 2.4 The CIL monies collected are divided into three pots – Main CIL Pot (80%) Neighborhood Pot (15%) and the remaining 5% set aside for the administration and the Exacom software costs to support the CIL in line with the CIL Regulations.
- 2.5 This report relates only to the Main CIL Pot which, as of 3rd September 2025, amounts to balance in excess of £4 million in the CIL Main Pot for infrastructure projects going forward .
- 2.6 Whilst this is a substantial amount, CIL does not generate enough funds to cover the whole cost of infrastructure needed to support planned development, as such there will be competing demands on the Main Pot from infrastructure providers who used to rely on S106 developer contributions (such as Hertfordshire County Council, NHS and TRDC etc.) going forward.
- 2.7 **What can CIL be spent on?**
- 2.8 Regulation 59 of the CIL Regulations states:
- (1) A charging authority **must** apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure *to support the development of its area, and*
- (2) A charging authority **may** apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure outside its area where to do so *would support the development of its area.*
- 2.9 The definition of infrastructure in relation to CIL is set out in section 216(2) of the Planning Act 2008 (as amended by regulation 63 of the Community Infrastructure Levy Regulations);
- a) roads and other transport facilities,
 - b) flood defences,
 - c) schools and other educational facilities,
 - d) medical facilities,
 - e) sporting and recreational facilities, and
 - f) open spaces
- 2.10 The Infrastructure List¹ sets out the types of infrastructure that the Council intends will be, or may be, wholly or partly funded by CIL.
- Education
 - Strategic and local transport proposals
 - Publicly accessible leisure facilities,
 - Open Space Provision (including, children play areas and outdoor/indoor sports and leisure facilities, allotments)
 - Health Care Facilities
 - Other Social and Community Facilities including: - community halls, youth facilities, library services

- Emergency Services

- 2.11 The inclusion of a project or type of infrastructure on the Infrastructure List does not signify a commitment from the Council to fund (either in whole or in part) the listed project or type of infrastructure.
- 2.12 The levy cannot be used to fund affordable housing or for any on-going or revenue spend (such as consultancy fees, viability/feasibility studies, staff costs etc.) relating to the provision of infrastructure.

3 Applications for CIL Funds

- 3.1 The second CIL application process for 2025 started on the 1 June 2025 and was open for 6 weeks. During the application window 3 CIL applications were progressed. 2 of these were assessed in line with the Governance arrangements agreed at P& R Committee in November 2025: [governance report](#). This report details and seeks approval for 2 applications to be progressed, however, details are provided for reference in the next paragraph on the 1 application not to be progressed.

¹ Infrastructure List was the Regulation 123 List adopted by the Council but now replaced by the Annual Infrastructure Funding Statement as a result of changes to the CIL Regulations. The Annual Infrastructure Funding Statement is published in December each year on the Council's web site <https://www.threerivers.gov.uk/egcl-page/cil-reports>

- 3.2 Detail of the 1 unsuccessful application and the reason why not progressed:

Applicant	Infrastructure	CIL Amount	Reason unsuccessful
Rickmansworth Waterways Trust Ltd	Solar panel system Total amount £14,079.50	£7,039.75 Requested	Not considered strategic infrastructure. Not CIL eligible. Funding covered by RWT Capital reserve £7,039.75

			And subsequently by funding from Batchworth Community Council £7,039.75
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3.3 The 2 applications below requested CIL funding for strategic infrastructure projects. The table below provides a brief summary with the full details of each application contained in Appendices 1 to 2 to this report and at **paragraph 3.5**

3.4 Table 1:

Applicant	Infrastructure	Total Cost of Project	Additional Funding Identified	CIL Amount	Year funds required
Beryl Bikes Smidsy LTD T/A Beryl	To provide 36 e-bikes and 13 parking locations across Rickmansworth/ South Oxhey & Leavesden/ Abbots Langley Watford border	£138,000	Part of wider project with adjacent LA	£138,000	2025/2026
Rickmansworth Sports Club & Rickmansworth Cricket Club Park Road Rickmansworth WD3 1HU	Infrastructure Improvements	£167,200	BCC £24,000 CGP £5,000 Jewson/ Toyota sponsor £4,000 Sport England £6,000 Easy Fundraising £150.00 Pitchero Fundraising Lottery £200.00	£167,200	2025/2026

3.5 Details

The two applications are detailed below. An assessment of the applications was undertaken by the Community Infrastructure Officers and Head of Regulatory Services and the CIL Working Groups to determine whether the applications meet the definition of 'infrastructure', meet the requirement to 'support the development' of the area and are included on the Infrastructure Funding List. These applications were all determined to be CIL eligible and scored sufficiently against the agreed eligibility criteria to be progressed.

3.6 A) Beryl eBikes - Phase 2 Bikeshare Extension.

3.6.1 Smidsy Ltd TA Beryl have applied for £138,000 for Beryl Bikes as part of phase 2 Bikeshare Extension. The CIL funding would provide 36 ebikes and 13 bike parking locations across Rickmansworth, South Oxhey and Leavesden linked to the existing Watford Beryl Bikeshare scheme. There is no additional funding identified for this phase of the project but it is an expansion of an existing scheme supported by Watford Borough Council.

3.6.2 The pilot project for Beryl Bikes in Croxley Green was previously agreed and implemented in October 2024, with CIL funding of £45,000 agreed. This proposed expansion follows this pilot scheme and seeks to improve connectivity further with Watford Borough Council's existing scheme.

3.6.3 A core objective of the Corporate Framework is to achieve carbon net zero and be climate resilient. The proposal to introduce Beryl Bikes to Rickmansworth, South Oxhey and Leavesden (following a pilot scheme in Croxley Green) will help achieve this overarching objective. The bikes will be available to all residents (over 16), businesses and visitors for a low cost thus providing greater options for travel which encourages a switch from car use but also provide more flexibility to those who cannot afford car travel. The outcome for the Council and the District is to make substantive reductions in carbon emissions which will help improve air quality in Rickmansworth, South Oxhey and Leavesden.

3.6.4 Beneficiaries are the residents of Rickmansworth, South Oxhey and Leavesden to enable an alternative to car / bus travel to move about Rickmansworth, South Oxhey and Leavesden and into Watford, reducing traffic & pollution. The project covers three areas of Three Rivers District with suggested bike hire locations (these will be subject to further assessment and consultation) once the project is formally agreed:

Rickmansworth

- Rickmansworth Station
- Watersmeet
- Aquadrome Cafe
- Aquadrome Bridge
- Depot/Tesco

South Oxhey

- Carpenders Park Station
- Near Gosforth Lane/ Hayling Road Junction
- Near Green Lane/ Prestwick Road Junction
- Parade near Greenfields School
- Parade on Little Oxhey Lane

Leavesden

- Near WB Studios
- Leavesden Country Park
- Near Evergreen Park on South Way

3.6.5 The aim of this scheme is to maximise equality and inclusion, which is a co-benefit for tackling emissions because everyone, no matter what their protected characteristic maybe, is critical in tackling the climate emergency. An increase in cycling will lead to further co-benefits of improving health and wellbeing, and mobility and access to work and leisure.

3.6.6 The project will support the achievement of the Corporate Framework under the following:

- Supports healthy lifestyles and addresses health inequalities
- That takes action to mitigate and adapt to the climate emergency
- Expand our position as a great place to do business
- Achieve net carbon zero and be climate resilient

3.7 B) Rickmansworth Sports Club & Rickmansworth Cricket Club - Infrastructure Improvements (improvement of existing building and grounds)

3.7.1 Rickmansworth Sports and Cricket Club have applied for £167,200 for Infrastructure Improvements. The proposal covers the following:

- Drainage Enhancements to address flooding issues (Turfdry) on their playing areas. This will cover both playing areas and will look to address the existing drainage issues through the digging and filling of trenches 5m apart with a drainage system installed at the bottom of each trench.
- New cricket nets to double existing capacity (Total-Play). East side of the ground between the two main playing areas. It is not possible to expand the existing net structure due to encroachment onto the playing area and safety issues arising as a result.
- A new changing facility for the top pitch to replace the existing dilapidated structure on the west side of the top pitch of the ground (Mac-Containers)
- Improvements to disabled access to the pavilion.

3.7.2 Rickmansworth Sports Club & Rickmansworth Cricket Club was founded in around 1787. The Sports Club oversees all activities at the Park Road site and is responsible for the upkeep of both the grounds and the large Georgian pavilion. It should be noted that the pavilion was 100 years old in 2024. Cricket is the predominant sport played in the summer months, however the sports club is used over the winter by various youth teams from Croxley Green Football Club (a significant proportion of which are girls teams). The pavilion's main hall is used year round by a local yoga and pilates company.

3.7.3 The last few years have seen significant issues with flooding on the Park Road site. The ground sits on a flood plain for the River Chess, however recent issues have meant the water table has risen to the point where any substantial rainfall results in large puddles appearing on the ground. The Sports Club has undertaken other works in an attempt to improve the situation and has been working closely with Three Rivers Council to try and find a resolution to this issue. The submission states, *"It should be noted that a survey conducted of the site by a specialist drainage firm highlighted the following:*

The Park Road ground does not have any form of drainage system that will take excess water away from the playing areas. Many sports clubs have implemented measures of this nature which has resulted in significant improvements to the quality of the playing areas."

3.7.4 The Club has advised, 'Extensive flooding experienced in the 2024 season saw the club being unable to fulfil home fixtures at Park Road for most of the season. A huge number of man hours were expended trying to find alternative venues for games which proved to be both difficult and

expensive. In many cases the only alternatives were sub-standard council grounds as far afield as Hemel and Welwyn.

- 3.7.5 The youth sections of the cricket club are currently running at capacity for existing facilities. To enable more members access to suitable facilities the club needs to double its existing net capacity from 2 lanes to 4 lanes. The existing nets do not meet the current guidelines as defined by the ECB. The cricket club has been working with two separate ECB affiliated net companies. To ensure that the club can offer new facilities that are aligned to best practice, there is a minimum specification of net that is required. This is more costly than the existing older net configuration, however represents a massive upgrade on the playing experience on offer and also reduces the risk of any injury etc.'
- 3.7.6 The changing facilities need improving. The configuration of the existing pavilion also does not allow for separate changing areas for the female teams. Enhanced changing facilities at the top end of the ground would go a long way to remediating this issue. The existing toilet / showering facilities are not adequate to support female sport.
- 3.7.7 In support of the application the applicant has stated, *"The existing facilities (even once refurbished) are not currently comparable vs many other clubs in the area, be that either pitch condition, changing areas or practice facilities. This makes it extremely difficult to maintain talented youngsters and attract better players that will enable the club to grow and play at a higher level. The club would also like to grow its female section substantially. It currently runs three girls teams (oldest being U15). The club would like to begin an adult women's teams but is currently losing older girls players to more established clubs as far afield as St Albans."*
- 3.7.8 Disabled access to the pavilion is extremely poor and there are currently not disabled access toilets.
- 3.7.9 The improved facilities will support the continued growth of the club and ensure the local community has a facility with improved capacity and the ability to support successful team activities. The Cricket Club (and Sports Club) are faced with a number of significant issues which are ultimately hindering both cricket and other sports from flourishing in what should be a perfect location for team sports. The improved building works will also enable external hire to other organisations.
- 3.7.10 The current Cricket users are:
- Saturday Senior - First Team, Second Team, Third Team, Fourth Team and Fifth Team
 - Sunday Senior Team
 - Junior Academy – U17, U14, U13, U12, U11, U10 and U 9
 - Ladies & Girls - U15, U13, U11 and U 9
 - There is a variety of cricket matches and coaching with various youth football teams from Croxley Green Football Club (a significant proportion of which are girls' teams) using the facility.
- 3.7.11 In support of then proposals the club opened up a petition to members and supporters which asked participants to support the request for funding assistance to enable better drainage for the ground; two brand new nets on the side of the ground, improved changing facilities on the 2nd ground; secure storage space for machinery; better security and disabled access across the front of the Pavilion. The petition remained open for just 48 hours and in this short time they had 385 responses of support. The majority of respondents were Three Rivers residents, with 20% of respondents playing for other local sports clubs but supporting the club's endeavours. There was also a social media page started which identified support for the club's proposals.

3.7.12 Additional funding for the project is being provided by the following:

- Batchworth Community Council - £24,000
- Croxley Green Parish Council - £5,000
- Jewson/ Toyota sponsor - £4,000
- Sport England - £6,000
- Easy Fundraising - £150
- Pitchero Fundraising Lottery - £200

3.7.13 However, this funding is to be utilised for the wider project costs including VAT and preliminary works. The funding contribution is recognised albeit it is to be utilised on wider project costs.

3.7.14 The project will support the achievement of the Corporate Framework under the following:

- that is inclusive and where people feel they are welcome, belong and are safe
- where local infrastructure supports healthy lifestyles and addresses health inequalities
- that takes action to mitigate and adapt to the climate emergency
- where local people, organisations and businesses benefit from the prosperity of the district
- be a great place to live, work and visit.
- Where our most vulnerable residents are supported. They aim to improve disabled access to the pavilion

3.7.7 In summary, the application supports local leisure facilities and is considered deliverable. The requested CIL funding covers the aspects of work which are considered CIL complaint. It is proposed that the full request is granted.

4. Next Steps

4.1 As the CIL Charging Authority it is for the Council to decide how to spend the CIL Main Pot.

4.2 A decision needs to be made as to whether CIL funds are allocated to these infrastructure projects and, if so, the amount to be allocated.

4.3 Where funding is agreed, a legal agreement will be put in place between TRDC and the infrastructure provider to ensure any allocated CIL funding is spent in the correct way. The infrastructure provider will also be expected to provide information until the scheme has been completed, and all CIL funding has been spent. In addition, an annual report will need to provide information on the progress of each scheme that funding has been allocated to. A requirement to submit this information will form part of the legal agreement that the successful applicant is required to sign.

4.4 If an applicant does not spend CIL money within five years of receipt or does not spend it as agreed, then the Council may require the applicant to repay some or all of those funds.

4.5 Details about planning obligation receipts and anticipated expenditure in relation to CIL and S106 is published in the Infrastructure Funding Statement by the 31 December each

year in accordance with Regulation 121A of the CIL Regulations.

5 Future CIL Income

5.1 Up to September 2025 liability notices relating to the 'district pot' for a potential value of £6,082,273 have been issued. These notices are raised following the grant of planning permission and set out what the liable charge would be should work on the development start and no exemptions are applied. The realisation of the remainder of these monies is therefore totally dependent on a developer implementing their planning permission and not benefiting from any exemptions. It is common to have multiple planning permissions on a site, for permission not to be implemented and exemptions to be granted (mainly for self-build). This figure, while informative, should not therefore be treated as a guaranteed future income.

5.2 Where a demand notice has been issued, this means that development has commenced, and that CIL is now due for payment. The council's CIL instalment policy allows developers fixed timescales at 60, 120 and 360 days (post-commencement) to pay the amount due. The number of instalments available is dependent on the total amount of CIL due, with higher CIL charges allowing for more time to pay. A further £241,695 is due to be collected relating to the 'district pot' over the next year on developments that have already commenced. Further demand notices may also be issued if other developments commence.

6 Options and Reasons for Recommendations

6.1 To ensure the delivery of important community infrastructure to support growth and development strategic CIL can be spent anywhere within the district, it is not bound by the area of development where funds are received.

6.2 It is proposed that the 2 applications detailed are agreed and receive the CIL funding as detailed under section 3.4. If Members do not consider they can fully support these projects alternative funding amounts could be considered.

6.3 The applications support the Corporate Framework under the following objectives/priorities:

Three Rivers will be a district:

- Where local infrastructure supports healthy lifestyles and addresses health inequalities
- That supports and enables sustainable communities
- That can achieve net carbon zero and be climate resilient
- Expand our position as a great place to do business
- To ensure the delivery of important community infrastructure to support sustainable growth.

7 Policy/Budget Reference and Implications

7.1 The recommendations in this report are within the Council's agreed policy and budgets. The relevant policy is entitled Community Infrastructure Funding Statement and was agreed on 24 February 2015.

8. Equal Opportunities, Staffing, Environmental, Community Safety, Public Health, Customer Services Centre, Communications & Website and Health & Safety Implications

8.1 None specific.

9 Financial Implications

9.1 The commitment of CIL funds of £5,950,868.50 previously agreed, plus the proposed funding

of £305,200 will leave a balance in excess of £4 million in the CIL Main Pot for infrastructure projects going forward.

- 9.2 The CIL funds committed in relation to the Beryl Bikes will mean that £138,000 will not need to be committed from the capital budget to deliver the infrastructure.
- 9.3 As with previous CIL applications it is identified that due to delay between application submission (and initial project quotes) and works being implemented, and given the current economic conditions, there could be further pressures on project costs. It is proposed through the recommendation delegation is given to the Director of Finance, in consultation with the Lead Members for Resources and Planning Policy and Infrastructure, to be able to consider any reasonable change to the CIL funding to enable the project to proceed.

10 Legal Implications

- 10.1 The legislation governing the development, adoption and administration of a Community Infrastructure Levy (CIL) is contained within the Planning Act (2008) and the Community Infrastructure Levy Regulations 2010 (as amended).

11 Risk Management

- 11.1 The Council has agreed its risk management strategy which can be found on the website at <http://www.threerivers.gov.uk>. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.
- 11.2 The subject of this report is covered by Regulatory Services with specific TRDC projects covered in their appropriate service plans. Any risks resulting from this report will be included in the risk register and, if necessary, managed within this/these plan(s).

Nature of Risk	Consequence	Suggested Control Measures	Response (tolerate, treat, terminate, transfer)	Risk Rating (combination of likelihood and impact)
Failure to progress/manage and maintain Community Infrastructure Levy income and expenditure.	Council could be challenged on CIL expenditure	Governance Arrangements	Tolerate	4
Projects are not progressed/delivered/meet specified objectives	Monitoring required, CIL monies are paid on project completion,	Relevant Legal Agreements in place to ensure a level of control remains	Treat	4

11.3 The above risks are scored using the matrix below. The Council has determined its aversion to risk and is prepared to tolerate risks where the combination of impact and likelihood scores 6 or less.

Very Likely ----- Likelihood ----- Remote	Low 4	High 8	Very High 12	Very High 16
	Low 3	Medium 6	High 9	Very High 12
	Low 2	Low 4	Medium 6	High 8
	Low 1	Low 2	Low 3	Low 4
	Impact Low ----- Unacceptable			

Impact Score

- 4 (Catastrophic)
- 3 (Critical)
- 2 (Significant)
- 1 (Marginal)

Likelihood Score

- 4 (Very Likely (≥80%))
- 3 (Likely (21-79%))
- 2 (Unlikely (6-20%))
- 1 (Remote (≤5%))

11.4 In the officers' opinion none of the new risks above, were they to come about, would seriously prejudice the achievement of the Strategic Plan and are therefore operational risks. The effectiveness of the management of operational risks is reviewed by the Audit Committee annually.

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Data Quality

Data sources: Exacom (Planning Obligations Software) Data

Checked by: Jo Welton, Senior CIL Officer

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Background Papers

The Community Infrastructure Regulations (2010) (As amended)
<https://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>

Section 216(2) of the Planning Act 2008 (as amended by regulation 63 of the
Community Infrastructure Levy Regulations);

Infrastructure Funding Statement <https://www.threerivers.gov.uk/egcl-page/cil-reports>

Guidance provided by the Department for Levelling Up, Housing and Communities and
Ministry of Housing, Communities & Local Government

<https://www.gov.uk/guidance/community-infrastructure-levy#spending-the-levy>

APPENDICES

Appendix 1 – Beryl e-bikes CIL funding request application

Appendix 2 - Rickmansworth Sports & Cricket Club CIL funding request application

