CIL Spending Applications

23/11/2026

THREE RIVERS DISTRICT COUNCIL

POLICY AND RESOURCES COMMITTEE
23 November 2026

PART I

CIL SPENDING APPLICATIONS – JUNE 2026 APPLICATIONS

(DoF)

1 Summary

1.1 This report seeks to allocate a total of £4,859,793.00 for 6 infrastructure projects from the CIL application process (June - July 2026) to support growth in Three Rivers.

1.2 The 6 applications received for funding are:

- £326,616 for Abbots Langley Parish Council - Replace Primrose Hill Community Hall, Kings Langley
- £877,079 for Bury Lake Young Mariners (BLYM) - The Dry Zone building at The Aquadrome, Rickmansworth
- £135,291 for Dig Deep - Dig Deep Garden & Horticulture Project, South Oxhey
- £279,531 for Hertfordshire County Council (HCC) - Church Street Rickmansworth Pedestrian Crossing Upgrade, Rickmansworth
- £2,000,000 for Transport for London (TFL) - Croxley Station Step-Free Access Project, Croxley Green
- £1,241,276 for Three Rivers District Council - Grounds Maintenance Depot and Car Park Works, Aquadrome, Rickmansworth

1.3 In addition, 1 further CIL funding request received was not considered eligible for CIL funding and 2 were withdrawn for further discussion.

2 Recommendation

12.1 That Members approve CIL funding for the following schemes detailed in Table 1 of this report and summarised in the table below for 2026/2027:

Applicant & Project Name	Infrastructure	CIL Amount Agreed
Abbots Langley Parish Council Primrose Hill, Kings Langley Appendix 1	Replace Primrose Hill Community Hall,	£276,616

Bury Lake Young Mariners (BLYM) Aquadrome, Rickmansworth Appendix 2	The Dry Zone building,	£877,079
Watford & Three Rivers Trust - Dig Deep, Newport Mead, South Oxhey Appendix 3	Dig Deep Garden & Horticulture Project	£135,291
Hertfordshire County Council dual carriageway (A404, Church Street) Appendix 4	Upgrade the existing zebra crossing on dual carriageway (A404, Church Street) to a signal-controlled crossing, Rickmansworth	£279,531
Transport for London (TFL) Appendix 5	Croxley Station Step-Free Access Project	£2,000,000
Three Rivers District Council Aquadrome, Rickmansworth Appendix 6	Grounds Maintenance Depot and Car Park Works	£1,241,276

2.2 The final funding and implementation of the 5 agreed projects (excluding TfL Step Free Access) 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.

2.3 The £2 million funding requested by TfL is agreed but will only be released upon condition that the Little Green Lane appeal scheme (for 600 dwellings) is approved and will be subject to a phasing plan to be agreed with the applicant, the details of which (including implementation of this CIL funding) will be delegated to the Director of Finance, in consultation with the Lead Members for Resources and Planning Policy and Infrastructure.

3 Details

3.1 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.

3.2 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 infrastructure to prioritise in order to support development.

3.3 Since the introduction of the CIL Charging Schedule in April 2015 a total of £15,752,140 has been collected (correct as of 11 November 2026)

3.4 The CIL monies collected are divided into three pots – Main CIL Pot (80%) Neighbourhood Pot (15%) and the remaining 5% is set aside for the administration and the Exacom software costs to support the CIL in line with the CIL Regulations.

3.5 This report relates only to the Main CIL Pot which, as of 11 November 2026, amounts to a balance just under £5,541,758 for infrastructure projects going forward.

3.6 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 previously relied on S106 developer contributions (such as Hertfordshire County Council, NHS and TRDC etc.) going forward.

3.7 What can CIL be spent on?

3.8 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.*

3.9 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

3.10 The Infrastructure List[1] 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 include: - community halls, youth facilities, library services,
- Emergency Services,

3.11 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.

3.12 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.

4 Applications for CIL Funds

4.1 The second CIL funding application period for 2026 commenced on the 1 June 2026 and was open for 6 weeks, during the application window 9 CIL applications were received. Two were subsequently withdrawn for further discussion and information. The 7 remaining applications were assessed in line with the Governance arrangements agreed at P&R Committee in November 2025: **governance report** .

4.2 Funding application costs referenced in this report exclude VAT.

4.3 This report details and seeks approval for 6 applications to be progressed (Spending Application forms are contained in the appendices). Details are provided for reference in the next paragraph on the 1 application which is not considered eligible for CIL.

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[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/services/planning/community-infrastructure-levy#CIL%20reports

4.4 Details for the 1 unsuccessful application and the reason why it was not progressed:

Applicant	Infrastructure	Requested CIL Amount (Excluding VAT)	Reason unsuccessful
Croxley Green Parish Council (CGPC)	Initial project: Sculpture Trail – 7 sculptures with adventure paths, family picnic area, way marking and a large musical instrument. Amended project: Clearance works for the sculpture site only (original contractor pulled out and sculptures are already purchased by the Parish Council).	Initial request: £57,695 Amended request: £12,282	The amended project for clearance works only is not considered strategic infrastructure.

4.5 The 6 applications below requested CIL funding for strategic infrastructure projects. The table below provides a brief summary with the full details of each application in the Appendices and detailed further below.

4.6 Table 1:

Applicant	Infrastructure	Total Cost of Project (Excluding VAT)	Additional Funding Identified	CIL Amount Requested	CIL Amount Proposed (Excluding VAT)	Year funds required
Abbots Langley Parish Council	Replace Primrose Hill Community Hall, Primrose Hill, Kings Langley	£449,819	Total Match Funding ALPC Reserves £150,000 Parish CIL £50,000 TBC	£326,616	£276,616	2026/27
Bury Lake Young Mariners (BLYM)	The Dry Zone building, Aquadrome, Rickmansworth	£1,227,774	Total Match Funding BLYM £436,848 Club reserves Parish CIL TBC Tesco fundraising token scheme - £1,500 BLYM are in the process of finalising 2025-26 accounts, their aim is to allocate a further £17,507 to the designated fund for the new building, bring the BLYM matched funding to just over £450,000	£877,079	£877,079	2026/27
Watford & Three Rivers Trust Dig Deep	Dig Deep Garden & Horticulture Project, Newport Mead, South Oxhey	£341,291	TRDC – Capital Grant - £5,000 Feda and John Bulter Fundraiser- £1,000 PWC Donation-£1,950 National Lottery -£20,000 Fundraisers- £1,266.50 Frank Litchfield Donation £2,000 Donation ISBA Pharmacy Ltd £1,500 WB - Steel £1,570 Shanley Foundation - Restricted £2,000 WATFORD RURAL PARI Funday Charity DD £2,723.5 WCOG Charity@gardenerscompany.org.uk £1,500 Total Match Funding £40,510	£135,291	£135,291	2026/27

HCC	Upgrade the existing zebra crossing on dual carriageway (A404, Church Street) to a signal-controlled crossing, Rickmansworth	£621,181	Hertfordshire County Council £310,590 (Confirmed) Batchworth Community Council £31,059 (TBC) Reduced from £62,118 Total Match Funding £341,649 (TBC)	£279,531	£279,531	2026/27
Transport for London (TFL)	Croxley Station Step-Free Access Project	£23,518,502	Total Match Funding £21,518,502 TFL Funding	£ 2,000,000	£2,000,000	2026/27
Three Rivers District Council	Grounds Maintenance Depot and Car Park Works	£1,241,276	TRDC Capital Funding £300,000 NLHF £5,880 TRDC Sustainability Capital Funding £30,000 Total Match Funding £335,880	£1,241,276	£1,241,276	2026/27

4.7 Details

The six 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.

4.7.1 **A) Abbots Langley Parish Council – Primrose Hill Community Hall**

The replacement of the now-demolished changing room structure at Primrose Hill Playing Fields with a new community hall. The hall incorporates energy-efficient features, including an air source heat pump and LED lighting. Accessibility has been improved through the provision of access ramps, walkways, paved car parking areas and designated disabled parking bays.

4.7.2 Abbots Langley Parish Council have applied for £326,616 of CIL monies. The total project cost is £449,819 (excluding VAT). Additional funding for the project is being provided by the following:

£150,000.00 ALPC Reserves – Confirmed
Parish CIL – £50,000 TBC in ALPC November Committee

The Parish Council has existing CIL funds with a further £149,000 recently received in October 2026. They have been asked to confirm their own CIL monies which will be contributed to the project but they advised this cannot be officially agreed until their next meeting later in November. However, the Parish Clerk has advised they are seeking a contribution of £50,000 from CIL. Given this availability of CIL it is recommended a reduction in their request for CIL monies of £50,000 is considered.

4.7.3 The project aim is to replace the previous changing rooms at Primrose Hill Playing Fields with a small community hall that would provide a local meeting place for residents of the Primrose Hill community and help to create a strong, vibrant, and healthy community in Primrose Hill.

4.7.4 Planning Permission 26/0805/FUL has been sought and approved for: Construction of a new community hall, the upgrading of the existing car park including new lighting and associated landscaping works.

4.7.5 Three Rivers District Council own the land, but it is an Abbots Langley Parish Council building. The lease expires 2087.

4.7.6 Abbots Langley Parish Council is one of the larger Parish Councils serving around 23,000 residents in the wards of Abbots Langley, Abbots Langley West, Bedmond, Hunton Bridge, Leavesden, Primrose Hill.

4.7.7 The previous building on this site was a football changing rooms that fell into disrepair once the site could no longer be used for football due to a mole infestation. For safety reasons, the removal of the old structure was sought before plans for its replacement were in place.

4.7.8 The applicant has advised there are currently no ALPC venues of this type for hire within 1 mile and this project has local/community support through survey feedback that they would welcome a small community hall in the area which could act as a focal point for activities in the area and provide residents with a venue which is easily accessible on foot or via cycle route along the Grand Union Canal. Officers from the Strategy and Partnerships team have confirmed there is no other community hall provision within the vicinity in our District. It is the Parish Council's vision that Primrose Hill playing field can become a hub for activity in Primrose Hill with the Queen's Green Canopy Orchard attracting residents to enjoy and pick fruit, the allotments attracting residents that are able to maintain their own plots, families with young children wanting to use the play area equipment, dog walkers wishing to use the field and walk along the canal, and residents living in houseboats wishing to enjoy the green space and access local shops. Dog walkers wishing to use the field and walk along the canal, and residents living in houseboats wishing to enjoy the green space and access local shops.

4.7.9 The proposal provides a community facility and an enhanced community use by replacing the former changing rooms which have now been demolished. The new building has been designed to provide versatile and adaptable internal space capable of accommodating a broad range of local groups and activities, including classes, meetings, and small-scale community events. The development will make a meaningful contribution to the local need for accessible community space within Primrose Hill / Kings Langley, enhancing the provision of local social infrastructure. The Kings Langley area is expected to accommodate future housing growth, which will generate additional demand for this type of accessible community facility.

4.7.10 The project will support the achievement of the Council Plan 2026-2029 which outlines the vision for Three Rivers District to continue to be a great place to live, work and visit, delivered under 4 main objectives:

- Healthy, safe and thriving communities
- A green and sustainable future

- A prosperous and vibrant district
- A well-run council

This project supports the objectives by aligning with the following Council Plan aims:

- Improving access for all ages to health facilities, leisure services and community spaces
- Working with the voluntary sector to support positive outcomes for vulnerable residents
- Celebrating and investing in local culture, art and heritage
- Promoting inclusive communities and resident participation

4.7.11 In summary, it is considered the application supports local leisure facilities, promotes achievement of objectives in the Council Plan and is considered deliverable. The requested CIL funding covers the aspects of work which are considered CIL compliant and match funding is available. Given the availability of Parish CIL monies, it is considered appropriate to agree a reduced strategic CIL allocation. It is proposed that a CIL amount of £276,616 is agreed.

4.8 B) Bury Lake Young Mariners (BLYM) - The Dry Zone, Aquadrome, Rickmansworth

4.8.1 The third phase of the BLYM site modernisation project replaces BLYM's existing dilapidated, structurally deteriorating and inaccessible clubhouse with a new, fully accessible, modern and flexible operations and training centre that is fit for purpose. The new dry zone building is designed to meet the latest standards for insulation, energy efficiency and the sustainable use of materials alongside air source heat pump systems, helping to reduce energy consumption and support sustainability.

4.8.2 Bury Lake Young Mariners (BLYM) have applied for £877,079 of CIL monies. The total project cost is £1,227,774 (excluding VAT) with three comparable quotes detailing the works received and assessed by Officers. The project aim is to build an accessible, purpose-built, Operations and Training Centre that will enable Bury Lake Young Mariners, Colne Valley Special Sailors, The Canoe Sports Trust and other partners at Bury Lake to continue providing the benefits of sailing and water-based activities to the growing Three Rivers community.

4.8.3 Additional match funding for the project is being provided by the following:

BLYM £436,848 Club reserves.
Batchworth Community Council - £50,000 - TBC

4.8.4 Planning Permission 24/0267/FUL has been sought and approved for: Construction of single storey detached 'Dry Zone' building. It is BLYM's intention to start implementation in early 2027. The site (owned by TRDC) was leased to Bury Lake Young Mariners in 2018 for land and access for 50 years.

4.8.5 Bury Lake Young Mariners has operated from its clubhouse at the southwest corner of Bury Lake since 1983. BLYM is currently one of the largest youth-focused Royal Yachting Association (RYA) -certified training and sailing centres in the UK. In 2025, BLYM's volunteers delivered over 7,000 individual sailing sessions, largely to young people. BLYM received the Queen's Award for Voluntary Service in 2013.

4.8.6 BLYM proposes to build a modern, fit-for-purpose operations and training centre to enable BLYM and its partners at Bury Lake to continue operating and grow their positive impact on the local community. The Dry Zone will be a fully accessible, flexible facility with increased capacity to serve the growing needs of the organisations onsite and the community. It will also provide much-needed warm, dry spaces throughout the year, enabling everyone who comes to Bury Lake to enjoy training courses, briefing sessions during group water-based activity sessions, volunteering, or socialising after time on the water.

4.8.7 The main purpose of Bury Lake Young Mariners is developing life skills in young people through sailing, other water-based sports, and related activities. BLYM has been doing this for more than 40 years. Run entirely by volunteers, BLYM's primary focus is on young people, who benefit from participating in water-based activities and helping to deliver them to others. The self-confidence, interpersonal, leadership, and teamwork skills our volunteers develop matter as much to their future lives as sailing itself, if not more.

4.8.8 BLYM's youth-based instructor team and other volunteers deliver sailing and other water-based activities (e.g. rafting and stand-up paddleboarding) to children and young people, taking part as individuals or in a group from schools and youth organisations, such as Scouts and Guides. BLYM also makes these activities available to families and other adults.

4.8.9 BLYM hosts and supports several water-activity focused organisations at its Bury Lake site, including:

- Colne Valley Special Sailors (CVSS) In 2025, CVSS's volunteers provided 2,300 sailing and katakanuing sessions to individuals with a wide range of disabilities from schools and other local groups. (Katakanuing - Twin-hull (side-by-side pontoons) sit-on-top craft that prevents tipping).

- Canoe Sport Trust (CST) is a Community Interest Company offering a wide range of paddle sport experiences and training to groups of young people from local schools, Scouts and Guides, as well as summer camps for young people via council-funded Holiday Activities and Food programme (HAF) for children from low-income families (typically those on free school meals).

- Nomad Kayak Club is a family–oriented kayaking club, also run by volunteers. Activities include recreational paddling sessions, kayaking courses, canoe polo (including hosting tournaments at Bury Lake) and kayak expeditions. Nomads also run regular sessions during which members clean up the local River Colne.

- Three Rivers Radio Yacht Club - 3RRYC is a volunteer-run club, operating all year round. The 30 or so members build and race radio-controlled model yachts in a dedicated area of Bury Lake, the underlying aim being to get members outdoors and staying active.

4.8.10 The Club offers opportunities for both local residents and those in the wider area. Specifically local clubs that use the facility include:

Youth Groups
Batchworth Sea Scouts – Beavers, Cubs, Scouts, Explorers
Bedmond Brownies
Chorleywood Scouts – Cubs, Scouts, Explorers
Croxley Scouts – Beavers, Cubs, Scouts
2nd Croxley Green Guides
Mil End Scouts – Beavers, Scouts, Explorers
1st Rickmansworth Scouts – Beavers, Cubs, Scouts, Explorers
Sarratt Scouts – Beavers, Cubs, Scouts
64th Bushey and Oxhey Scouts – Scouts

Schools
Arnett Hills School
Breakspeare SEND School
Chessbrook SEND School (not in TRDC, but catchment area includes TRDC)
Christchurch School
Harvey Road School
Maple Cross JMI School
Reach Free School
Royal Masonic School for Girls
St Clement Danes School

St Mary's Primary School
Watford Boys Grammar School (not in TRDC, but catchment area includes TRDC)
York House School

Adult Support Centres
The Waterside Centre (for adults with learning disabilities)
CareTech Community Services Ltd (for younger adults with learning disabilities and autism)

4.8.11 Community support for the project is strong, the community support survey run by BLYM gathered 179 responses from local residents, volunteers, activity participants and their families, local schools and local youth groups. The survey found near-unanimous recognition of BLYM and its value to the community, with 98% of respondents familiar with BLYM's activities and 98% agreeing that those activities are important or very important to the local community. Respondents highlighted a wide range of benefits delivered by BLYM and its partners, including:

- physical and mental health,
- life skills development,
- social connection, and
- inclusive access to water-based activities for people of all abilities.

4.8.12 A survey of volunteers at Bury Lake, conducted by BLYM, gathered responses from 43 volunteers across BLYM and its partner organisations. Volunteers rated their overall experience at Bury Lake an average of 9.3 out of 10, with 86% giving a score of 9 or 10. The survey highlighted that the most valued aspects of volunteering include:

- teaching new skills to young people,
- being on the water, and
- the outdoor setting

Volunteers consistently described BLYM as a place that builds confidence, fosters lasting friendships, and opens doors to careers in teaching and outdoor education.

4.8.13 The project will support the achievement of the Council Plan 2026-2029 which outlines the vision for Three Rivers District to continue to be a great place to live, work and visit, delivered under 4 main objectives:

- Healthy, safe and thriving communities
- A green and sustainable future
- A prosperous and vibrant district
- A well-run council

4.8.14 This project supports the objectives by aligning with the following Council Plan aims:

- Improving access for all ages to health facilities, leisure services and community spaces
- Supporting planning applications that aim to deliver thriving communities and a healthier environment.
- Working with the voluntary sector to support positive outcomes for vulnerable residents.
- Continuing to invest in and improve our parks, open spaces and walking routes.
- Promoting inclusive communities and resident participation.

4.8.15 In summary, it is considered the application supports local leisure facilities, promotes achievement of objectives in the Council Plan and is considered deliverable, with works commencing in early 2027 on this project subject to funding. The requested CIL funding covers the aspects of work which are considered CIL compliant and match funding is proposed. It is proposed that the full request of £877,079 is agreed.

4.9 C) Dig Deep– Dig Deep Garden & Horticulture Project, Newport Path, South Oxhey

4.9.1 Improvement works at the Newport Mead community allotment site in South Oxhey to enhance accessibility, safety, welfare provision and long-term sustainability. The works include the installation of a new welfare cabin, summer house, accessible toilets and welfare facilities, solar-powered lighting, extended wheelchair-accessible pathways and associated site improvements.

4.9.2 Dig Deep/ Watford & Three Rivers Trust have applied for £135,291 for the Dig Deep Garden & Horticulture Project. The total project cost is £341,291 (excluding VAT). Quotes for various aspects of the works have been submitted as part of the proposals.

4.9.3 Dig Deep proposes to improve facilities by:

- Erection of 1 Welfare Log Cabin.
- 2 polytunnel structures for use in connection with existing community allotment
- Improve pathways and ramps access for wheelchairs.
- Wheelchair accessible waterless compost toilet block Health and wellbeing initiatives,
- Quiet reflection areas including a summerhouse and pergola.

Associated groundworks needed to make the site safe, accessible and suitable for users.

4.9.4 Planning Permission 26/0885/FUL has been sought and approved for: Demolition of existing structures and erection of 1no. detached store/community building and 2no. polytunnel structures for use in connection with existing community allotment. No objections were received.

4.9.5 In terms of this project, additional match funding of £40,510 is being provided by the following:

TRDC – Capital Grant - £5,000
Feda and John Bulter Fundraiser- £1,000
PWC Donation-£1,950
National Lottery -£20,000
Fundraisers- £1,266.50
Frank Litchfield Donation £2,000
Donation ISBA Pharmacy Ltd £1,500
WB - Steel £1,570
Shanley Foundation - Restricted £2,000
Watford Rural PARI Funday Charity DD £2,723.5
WCOG Charity@gardenerscompany.org.uk £1,500

In addition, monies of over £150,000 have already been raised and spent on other aspects of the site and project.

4.9.2 The Dig Deep Project is a community allotment which has grown over a number of years into a valued wellbeing and environmental hub, serving local residents, charities, volunteers and corporate partners. More recently the site has been leased and managed by W3RT who are seeking improvements at the site.

4.9.3 Through a wide range of community programmes, partnerships and place-based initiatives, W3RT supports older people, families, disabled residents, people experiencing mental ill health, and those facing social or economic disadvantage. Activities include community development, volunteering, practical support and projects that help residents build confidence, skills and stronger local connections.

4.9.4 The Dig Deep Garden & Horticulture Project forms part of this wider work and is an established community gardening, cultivation and horticultural training project on leased

allotment land in South Oxhey. It provides structured gardening, food growing, volunteering and horticultural training activities for local residents.

4.9.5 The project currently supports corporate volunteers and service users. It operates two to three times per week, providing therapeutic gardening, mental health support, social inclusion sessions and community wellbeing activities.

4.9.6 In addition to these regular participants, the site also hosts organised volunteer days, during which volunteer groups work alongside service users and staff. These sessions regularly increase attendance to 25–35 people on site, demonstrating that the project already has the infrastructure, supervision, health and safety procedures, and operational capacity to safely manage significantly higher numbers than those attending the weekly therapeutic sessions alone.

4.9.7 The plan is to have regular gradually increase sessions to operating twice a week Monday and Thursday with a maximum of 20 service users per session. This will give a maximum attendance of 40 people per week maximum, 2,080 per annum extending to 3 days per week if demand requires. This is in addition to corporate/volunteer days.

4.9.8 CIL funding is being sought to improve welfare facilities, access, growing areas and site infrastructure so that the activities can continue safely and more effectively throughout the year. Delivery will remain managed and proportionate, with activity structured through pre-booked small-group sessions.

4.9.10 **Who does the scheme support**

The likely beneficiaries include residents of South Oxhey, Carpenders Park and the wider Three Rivers district, with value for communities experiencing deprivation, health inequality, isolation and limited access to accessible green space.

4.9.11 The facilities are expected to support:

- **Residents and families** – accessing a safe, welcoming space for leisure, gardening and community activities.
- **Children and young people** – engaging in outdoor learning, skill building, and youth activities that promote confidence and resilience.
- **Older and vulnerable people** – benefiting from social connection, befriending and inclusive activities that reduce isolation.
- **Neurodivergent children and adults,** and those with mental health challenges – accessing tailored, therapeutic, nature-based activities in a supportive environment.
- **Unemployed residents** and those seeking independence gaining practical skills, volunteering opportunities and pathways to employment.
- **Educational groups** – small cohesive groups participating in workshops on food growing, nutrition, sustainability and biodiversity.
- **Community volunteers and partner organisations**

4.9.12 Community support has been provided and evidenced for the project from current users. A petition from the 5 immediate neighbors' (5) was received to express support for the project. Letters of support, testimonials (7) and a neighbor's support survey and case studies have been received including from ASCEND Lifeline Project, Clancy Construction Group Ltd Volunteering, Hilton's corporate head office and TKMaxx

Support has already been demonstrated from:
Local residents
Three Rivers District Council
Hertfordshire County Council
Watford Rural Parish Council
Local service providers (including Sunnyside, Ascend and W3RT Social Prescribers)
Corporate volunteer groups (supporting site development phases only)
Scouts and community groups
Local SEND schools

A local GP supporting social prescribing referrals.

4.9.13 The project will support the achievement of the Council Plan 2026-2029 which outlines the vision for Three Rivers District to continue to be a great place to live, work and visit, delivered under 4 main objectives:

- Healthy, safe and thriving communities
- A green and sustainable future
- A prosperous and vibrant district
- A well-run council

4.9.14 This project supports the objectives by aligning with the following Council Plan aims:

- Improving access for all ages to health facilities, leisure services and community spaces
- Working with the voluntary sector to support positive outcomes for vulnerable residents
- Continuing to invest in and improve our parks, open spaces and walking routes
- Ensure the delivery of good quality, efficient and effective services for our residents
- Promoting inclusive communities and resident participation

4.9.15 In summary, it is considered that the application supports working with the voluntary sector to support positive outcomes for vulnerable residents, promotes achievement of objectives in the Council Plan and is considered deliverable. It will allow the enhancement of an existing community facility. Regard has been had to the nature of the works and revisions have been made to the amount of CIL requested due to concerns over eligibility for CIL funding for parts of the project. However, considered comprehensively the provision of a community allotment is considered CIL eligible. The requested CIL funding covers the aspects of work which are considered CIL compliant. It is proposed the full request of £135,291 is agreed.

4.10 D) Hertfordshire County Council - Church Street Rickmansworth Pedestrian Crossing Upgrade, Rickmansworth

4.10.1 Infrastructure improvement works to upgrade the existing zebra crossing on the A404 Church Street dual carriageway to a signal-controlled Puffin crossing, enhancing pedestrian safety, accessibility and visibility. The works include the installation of traffic signals, tactile paving, upgraded street lighting, road resurfacing and associated traffic management to make crossing the road safer and easier, encourage walking and support sustainable travel.

4.10.2 Hertfordshire County Council have applied for £279,531 to upgrade the existing zebra crossing on dual carriageway (A404, Church Street) to a signal-controlled crossing. The total project cost is £621,180 (excluding VAT). HCC will carry out the relevant procurement exercise for these works with their contractor. The works comprise strategic infrastructure.

4.10.3 In terms of this project, additional match funding of £341,649 is being provided by the following:

Hertfordshire County Council £310,590
Batchworth Community Council £31,059 TBC

4.10.4 The proposed improvements will facilitate improved access. The proposal covers the following:

- Construction costs of the puffin crossing
- Traffic signals installation
- Street lighting upgrade
- Road resurfacing and associated traffic management.

4.10.5 The scheme is currently progressing in Hertfordshire County Council's Transport Improvement scheme development programme, with a view to delivery in 27/28 financial year, subject to technical review, local engagement and securing the necessary funds for delivery.

4.10.6 This scheme has been identified due to high collision rates and pedestrian conflict at the existing zebra crossing. Existing safety issues are likely to be exacerbated by increased demand from new developments.

4.10.7 HCC have confirmed previous proposals with less costs have been considered for this location but the increase in cost reflects a change in project scope rather than an escalation in the cost of the original proposal. The previous scheme was limited to upgrading the existing zebra crossing through improved street lighting and associated crossing infrastructure. Subsequent feasibility and project validation work assessed the site more comprehensively, taking account of its collision history, safety performance, accessibility requirements and operational characteristics. A range of options were considered, including a refresh of the existing zebra crossing with enhanced lighting. However, this option was discounted as it would improve visibility but would not address the underlying safety concerns associated with the crossing type and location.

4.10.8 The site is the only zebra crossing on a dual carriageway in Hertfordshire and is located on the brow of a bridge where visibility is constrained. In addition, Hertfordshire County Council's Place and Movement Planning and Design Guidance does not support zebra crossings on roads with the function of a main distributor route such as Church Street. Retaining the existing crossing type would therefore leave the principal safety risks largely unchanged. The assessment concluded that a signal-controlled puffin crossing represents the most appropriate long-term solution to address the safety risks at this site, providing positive control of traffic movements, improved pedestrian safety, enhanced accessibility and compliance with current design standards. As a result, the current application is for a fundamentally different and more comprehensive scheme than that considered previously for this site. The costs now include the design and construction of a signal-controlled crossing, traffic signal equipment, lighting upgrades, bridge and utility investigations, traffic management, road safety audits and associated project delivery activities. The increased funding request therefore reflects the move from a limited lighting improvement scheme to a permanent engineering solution that addresses the root causes of the site's safety issues and delivers a policy-compliant, future-proof crossing facility.

4.10.9 Pedestrian survey data for weekday and weekend am and pm peak data has also been submitted which shows an average of 108 pedestrian users during the weekday 3-hour am peak of 7-10 am and 142 pedestrian users over the weekday pm peak of 3-6 pm, and 141 pedestrian users over the weekend assumed peak of 1 – 4 pm. This included an average of 9 children per hour during weekdays and 5 children per hour at the weekend. Whilst this data demonstrates pedestrian usage and demand, the primary need for intervention is demonstrated by the site's safety record. The crossing is identified on Hertfordshire County Council's Urban Hazardous Sites List and has recorded ten injury collisions over a five-year period, evenly split northbound and southbound, all involved pedestrians (and one cyclist) crossing from the outer footway to the central reserve. All involved vehicles failing to stop in time, then colliding either with a crossing user or a vehicle (rear end shunt). This clearly highlights deficiencies in the existing infrastructure, which are crucial to respond to in order to improve safety at this critical crossing location.

4.10.10 HCC have confirmed 'at the time of submitting the application, discussions with Batchworth Community Council regarding a potential contribution were ongoing and the funding had not yet been formally approved. The application therefore reflected anticipated partner funding rather than funding that had already been secured.' HCC have responded to several queries raised by Batchworth Community Council, which Officers understand they plan to consider at their Full Council meeting this week.

4.10.11 There is strong evidence of community support for improvements at this location. Local

concern regarding the safety and accessibility of the existing zebra crossing has been demonstrated through a Hertfordshire County Council e-petition, active between May 2024 and January 2025, which attracted 180 signatures from local residents. Also letters from Batchworth Community Council and Councillors.

4.10.12 The project will deliver significant public benefit by improving safety and accessibility at one of the only crossing points over the River Chess, which otherwise creates severance. This location at Church Street represents a key crossing point linking the Batchworth residential area with Rickmansworth Station, High Street, schools and leisure destinations such as the Aquadrome and towpath. Signalising the crossing will improve safety for all road users, including pedestrians and cyclists, residents, commuters, and especially school children given that there is a primary school on nearby Harefield Road and secondary schools further north of the town. The scheme will also particularly benefit vulnerable users, including:

- Disabled and mobility-impaired people
- Visually impaired users reliant on signalised crossings
- Older people and school children accessing nearby education and services.

4.10.13 The project will support the achievement of the Council Plan 2026-2029 which outlines the vision for Three Rivers District to continue to be a great place to live, work and visit, delivered under 4 main objectives:

- Healthy, safe and thriving communities
- A green and sustainable future
- A prosperous and vibrant district

4.10.14 This project supports the objectives by aligning with the following Council Plan aims:

- Improving access for all ages to health facilities, leisure services and community spaces
- Actively pursue grant opportunities to fund our major projects and services
- Celebrating and investing in local culture, art and heritage
- Promoting inclusive communities and resident participation
- Ensuring the delivery of good quality, efficient and effective services for our residents

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4.10.15 In summary, it is considered the application supports Strategic and Local Transport Proposals, promotes achievement of objectives in the Council Plan and is considered deliverable. The requested CIL funding covers the aspects of work which are considered CIL compliant and match funding is proposed. It is proposed that the full request of £279,531 is granted.

4.11 E) Transport for London (TFL) - Croxley Station Step-Free Access Project, Croxley Green

4.11.1 Infrastructure improvement project to provide a fully accessible station for the residents with a step-free route from ticket hall level to platform and new accessible WCs. The works improve accessibility to public transport and support the sustainability of planned development in the local area. The works comprise strategic infrastructure.

4.11.2 Transport for London (TFL) have applied for £2,000,000. The total project cost is £23,518,502 (excluding VAT). TFL will ensure compliance with procurement requirements in terms of the final project costs, but these are what are anticipated (and shared as part of the planning appeal) at this time.

4.11.3 In terms of this project, additional match funding is being provided by the following:

£21,518,502 TFL Funding.

Further funding has also been requested through the S106 legal agreement from the Little Green Lane proposals. This is still pending consideration at appeal.

4.11.4 The land is owned by Transport for London (TFL)

4.11.5 The proposal is seeking funding to support the delivery of step-free access at Croxley Underground station. Currently, the station does not provide step-free access, which limits its accessibility for a range of users, including disabled people, those with reduced mobility, older residents, and families with pushchairs.

4.11.6 The proposal is to provide a step-free route from the station entrance through the provision of two lifts (one to each platform) from ticket hall level, and a step-free route from the adjacent car park directly on to the southbound platform. The proposal covers the following:

- Provision of two lifts
- Provision of a new unisex accessible WC with baby-changing facilities.

4.11.7 The Croxley Step-Free Access scheme has been developed in parallel with feasibility stage estimates prepared for other stations within TfL's Step-Free Access programme, including Turnham Green and Northwood stations, estimates for which are all sit within a similar range between £23m - £26m. TFL have confirmed, 'whilst each station presents unique engineering, operational and site-specific challenges and risks, all three schemes share common scope elements such as number of lifts being installed, structural alterations, mechanical and electrical works, third party contractor works for radio and gate lines etc, station accessibility improvements, and construction within an operational railway environment.'

4.11.8 They continue, 'Improving accessibility at Croxley Underground station addresses a clear and well-recognised need, particularly for disabled people, older residents, those with reduced mobility, and families with young children. The provision of step-free access is widely acknowledged as a key factor in creating an inclusive and equitable transport network, and schemes of this nature typically attract broad public and stakeholder support.

4.11.9 The project will also directly benefit residents by improving connectivity to employment education, healthcare, and leisure opportunities. This is especially important in the context of significant local growth, where accessible public transport will play a vital role in supporting sustainable travel patterns and reducing reliance on private cars. In addition, local businesses and service providers are likely to support the scheme due to the potential for increased footfall and improved access for customers and employees.'

4.11.10 The scheme will also particularly benefit vulnerable users, including:

- Disabled and mobility-impaired people, older people and families with pushchairs and younger children.

4.11.11 Then project will also support the works proposed at Croxley station as a future transport interchange as part of the wider HERT transport proposals and specifically connecting into the Waford to Croxley link. The Hertfordshire Essex Rapid Transit (HERT) system is a proposed, high-capacity public transport network connecting communities from Hemel Hempstead and Watford in the west to Harlow in the east. The system will link major towns, employment centres, new developments and rail stations, making it easier than ever for people to access jobs, education, healthcare, leisure and retail destinations.

4.11.12 The project will support the achievement of the Council Plan 2026-2029 which outlines the vision for Three Rivers District to continue to be a great place to live, work and visit, delivered under these main objectives:

- Healthy, safe and thriving communities
- A green and sustainable future

- A prosperous and vibrant district

4.11.13 This project supports the objectives by aligning with the following Council Plan aims:

- Improving access for all ages to health facilities, leisure services and community spaces.
- Working with the voluntary sector to support positive outcomes for vulnerable residents.
- Actively pursue grant opportunities to fund our major projects and services.
- Ensuring the delivery of good quality, efficient and effective services for our residents.

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4.11.14 Officers have had discussions with TfL regarding the phasing and release of monies given the nature of the capital scheme and delivery and particularly given their request for £1 million through the S106 Agreement for the Little Green Lane site (currently at appeal). TfL have confirmed, *"we'd be happy to link the payment of the CIL to the progress of the development, as in practice we are very unlikely to want to progress the scheme until the s106 triggers are being hit … This would mean that a proportion of the development's CIL was paid to Three Rivers before you need to release funding to TfL assisting you in making the payment and avoiding tying up your CIL reserves years before they are actually needed to be spent.'*

4.11.15 However, TfL Officers also recognise they cannot bind future TfL decision making and given the appeal is still progressing there is no certainty the site will be delivered.

4.11.16 It is clear the appeal site's proposed S106 monies would support the feasibility of this proposal, but it also needs to be recognised the development may not come forward or may only come forward in a number of years. As such it is considered a commitment to the CIL needs to be made at the current time although it could be conditioned on the basis of only being agreed if the development is consented.

4.11.17 In summary, it is considered the application supports Strategic and Local Transport Proposals, promotes achievement of objectives in the Council Plan and is considered deliverable. The requested CIL funding, whilst significant, is for a strategic CIL capital project and only represents around 10% of total costs. It is proposed that the £2 million requested is agreed and committed but it will only be released upon condition that the Little Green Lane appeal scheme (for 600 dwellings) is approved and will be subject to a phasing plan to be agreed by the applicant, the details of which will be delegated to the Director of Finance.

4.12 F) Three Rivers District Council - Grounds Maintenance Depot and Car Park improvement works, Aquadrome, Rickmansworth

4.12.1 Redevelopment of the ground's maintenance depot and associated car park to replace the existing dilapidated facilities with a modern, sustainable, accessible and health and safety-compliant depot. The works to the maintenance depot include a new welfare unit, barn, storage containers and fuel bund with improvements to the site compound. In addition, funding is required for improvements to the site access and improvements to the car park with upgraded hardstanding and car park surfaces, additional disabled parking bays and measures to reduce flooding.

4.12.2 Three Rivers District Council have applied for £1,241,276. The total project cost is £1,577,156.00 (excluding VAT). This cost includes contingency and soft landscaping. This is broken down into two parts:

- £864,100 is for the Grounds Maintenance Depot
- £707,176.10 is for the Car Park Works

4.12.3 Of noting, the car park works form part of the wider National Lottery Heritage Fund project. Should funding be successful, the Heritage Fund will fund £101,045 for the soft landscaping and sustainable drainage to alleviate surface water flooding in this area,

along with associated costs of £5,880 for fencing and signage. Improvements to the car park include enhanced disabled parking facilities, resulting in achieving a key aim of the project of increasing accessibility of the site. Should CIL funding be secured, £250,000 of the funding will be used as match funding towards the £5.6 million National Lottery Heritage Fund project, as referenced at the 8 November Policy and Resources Committee (item PR824) and 20 October Full Council (item 162a).

4.12.4 In terms of this project, additional funding of £335,880 is being provided by the following:

TRDC Capital Funding £300,000
NLHF £5,880
TRDC Sustainability Capital Funding £30,000

4.12.5 Planning application 26/1609/FUL was submitted on 7 October.2026 for: Demolition of existing office building; construction of replacement office building with solar panels; alterations to the shed including alterations to external materials, alterations to the fenestration, installation of solar panels; construction of new canopy with solar panels; construction of enclosed bin storage; alterations to the boundary treatment; alterations to vehicular access; installation of french drain and associated works. Pending consideration, current decision date is 9 November 2026.

4.12.6 In addition, planning application 26/1650/FUL was submitted on 16 October 2026 for: Construction of a toilet building and open sided shelter; alterations to the car park; alterations to hard standing; construction of totems providing information and direction. Application currently pending consideration current decision date is 23rd December 2026.

4.12.7 The land is owned by Three Rivers District Council (TRDC).

4.12.8 The current grounds maintenance depot is located within the Aquadrome in Rickmansworth. Whilst this is located within the Aquadrome, the project is for the strategic base of the council's Grounds Maintenance Service. The site supports the delivery of grounds maintenance services across the district's parks and open spaces and is used by a team of 23 staff. It is accessed through the main Aquadrome car park.

4.12.9 The existing depot/welfare building is dilapidated and has deteriorated to the point where it no longer provides a suitable standard of accommodation for staff, equipment, or operational storage. The building is prone to leaks, has no insulation, and offers only very basic welfare and working facilities. The current barn used to securely store large machinery, equipment and tools is also in poor condition and would require significant remediation or replacement to remain operational. This equipment is used to maintain all council open spaces across the district and therefore needs to be kept in quality storage areas/facilities.

4.12.10 The proposal is to provide a facility that is fit for purpose, safe, dry and health and safety compliant. This is the base for the ground's maintenance team to enable them to continue to provide grounds maintenance services for the whole district. It needs to be a space where they can take a break, charge equipment, store health and safety equipment, tools of all sizes including tractors, strimmer's, mowers and trailers to enable them to carry out the duties and maintain the expected standard of works. The value of equipment held onsite is in excess of £2 million and needs to be stored securely. Should this equipment deteriorate due to ineffective storage facilities, there would be significant pressure on council budgets to replace these.

4.12.11 The site is located on a flood plain, which presents an important constraint for the project. Appropriate mitigation measures are therefore required to reduce flood risk and improve site resilience. Proposed measures include the use of a French drain and hardcore to assist with drainage and surface water management.

4.12.12 The car park within the Aquadrome is prone to surface water flooding and this has accelerated the deterioration of the surface. The park is a popular venue for visitors and

the current National Lottery Heritage Fund bid, if successful, will attract further visitors so the car park facilities must be fit for purpose. The proposal is to alter the access route to the site to provide a one-way system for both public and staff traffic. A hard surface will create a direct route to the depot for staff vehicles and disabled parking. Additional disabled parking bays including parking bay for minibuses.

4.12.13 The scheme will particularly benefit a range of users, including:

- Disabled and mobility-impaired people, older people and families with pushchairs and younger children. This is predominantly through the introduction of more disabled bays within the car park, bringing it in line with national guidance.
- Additional minibus disabled parking bays will make it more accessible for larger groups and care homes visiting the sites.
- All users visiting the site will have an enhanced parking area, which currently experiences high levels of seasonal surface water flooding, making many bays unusable throughout the year.
- Improved facilities will mean that the entire district of Three Rivers will continue to benefit from a high quality, resilient and reliable grounds maintenance service.
- The Grounds Maintenance service is essential for ensuring parks, open spaces and woodlands are maintained for the benefit of the local community. Published evidence clearly shows the benefits that clean, green and well-maintained spaces have on the physical and mental health and wellbeing of the public.
- Not only will the new depot provide a base for the Grounds Maintenance staff, but it will also improve the storage facilities of the equipment used by the service. Investing in a modern, suitable facility will reduce reliance on reactive repairs, avoid further deterioration and support more efficient day-to-day operations.
- Improvements to these facilities will benefit the entire district and prevent the possibility that £2 million of machinery may need to be replaced, that may have dilapidated due to ineffective storage areas.

4.12.14 Improving the car park is essential in improving the visitor experience and its accessibility – particularly through the addition of more disabled parking bays and minibus disabled parking bays. In November 2025 an Accessibility Audit (conducted by Access and Inclusion UK) 3.12.16 was carried out on the site. The recommendations raised that the number of accessible spaces appears to be below the recommended minimum for recreation and leisure venues, which is 6% of the total number of available spaces. Providing additional spaces close to the café and proposed ‘welcome hub’ which are appropriately marked and of the correct dimensions is therefore recommended and has been included in the new layout.

4.12.15 Further points raised in the audit, and which will be addressed by this scheme of work to include: Directional signage to the accessible parking spaces; resurface the accessible parking spaces to provide a firm, level surface as part of any future plans. The route leading from the car park to the Aquadrome itself should also be solid and level to facilitate ease of access and egress

4.12.16 As part of the public engagement process for RIBA 2, the online engagement, which ran from 12 February to 17 March 2026, asked the specific question around the car park. 74 people responded, providing comments such as:

- “This seems a very sensible idea as this area becomes very congested at busy times”
- “Makes total sense, presumably car park surface would be improved and rejuvenated also!?”
- “A Councillor should visit the car park after a few days of rain. Over half the spaces are under water. “
- Sort the flooding issues out in the car park when it rains the useable spaces are dramatically reduced

- The car park needs to be resurfaced and proper drainage installed so all available spaces can be used in wet weather

4.12.17 The project will support the achievement of the Council Plan 2026-2029 which outlines the vision for Three Rivers District to continue to be a great place to live, work and visit, delivered under 4 main objectives:

- Healthy, safe and thriving communities
- A green and sustainable future
- A prosperous and vibrant district
- A well-run council

4.12.18 This project supports the objectives by aligning with the following Council Plan aims:

- Improving access for all ages to health facilities, leisure services and community spaces
- Working with the voluntary sector to support positive outcomes for vulnerable residents
- Actively pursue grant opportunities to fund our major projects and services
- Celebrating and investing in local culture, art and heritage
- Promoting inclusive communities and resident participation
- Ensuring the delivery of good quality, efficient and effective services for our residents

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4.12.19 In summary, it is considered the application provides strategic infrastructure, supports open space provision, promotes achievement of objectives in the Council Plan and is considered deliverable. The requested CIL funding covers the aspects of work which are considered CIL compliant and match funding is proposed. It is proposed that the request of £1,241,276 is agreed.

5. Next Steps

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

5.2 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.

5.3 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.

5.4 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.

5.5 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.

6 Future CIL Income

6.1 Up to 11 November 2026 liability notices relating to the 'district pot' for a potential value of £5,794,186 have been issued. (Main CIL pot potential value for CIL grants: £4,473,668). 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.

6.2 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 £ 1.9 million is due to be collected relating to the 'district pot' over the next year on developments that have already commenced. (Main CIL pot potential value for CIL grants £1.6 million). Further demand notices may also be issued if other developments commence.

7 Options and Reasons for Recommendations

7.1 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.

7.2 It is proposed that the 6 applications detailed are agreed and receive the CIL funding as detailed under section 4.6. If Members do not consider they can fully support these projects alternative funding amounts could be considered.

7.3 For the reasons outlined in 4.11.16 it is proposed conditions are attached to the TfL request.

7.4 The applications support the Council Plan 2026-2029 objectives by aligning with the following Council Plan aims:

- Improving access for all ages to health facilities, leisure services and community spaces.
- Working with the voluntary sector to support positive outcomes for vulnerable residents
- Continuing to invest in and improve our parks, open spaces and walking routes
- Continuing to encourage equal access to council services for all residents
- Ensuring the delivery of good quality, efficient and effective services for our residents
- Celebrating and investing in local culture, art and heritage
- Promoting inclusive communities and resident participation
- Supporting planning applications that aim to deliver thriving communities and a healthier environment
- Working on adjusting the impacts of climate change and continue progress on making Three Rivers a more climate resilient district.

8 Policy/Budget Reference and Implications

8.1 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.

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

9.1 No specific implications

10 Financial Implications

10.1 The commitment of CIL funds of £6,737,016 previously agreed, plus the proposed funding of £ 4,859,793 will leave a balance of £681,965 in the CIL Main Pot for infrastructure projects going forward.

10.2 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.

11 Legal Implications

11.1 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).

12 Risk Management

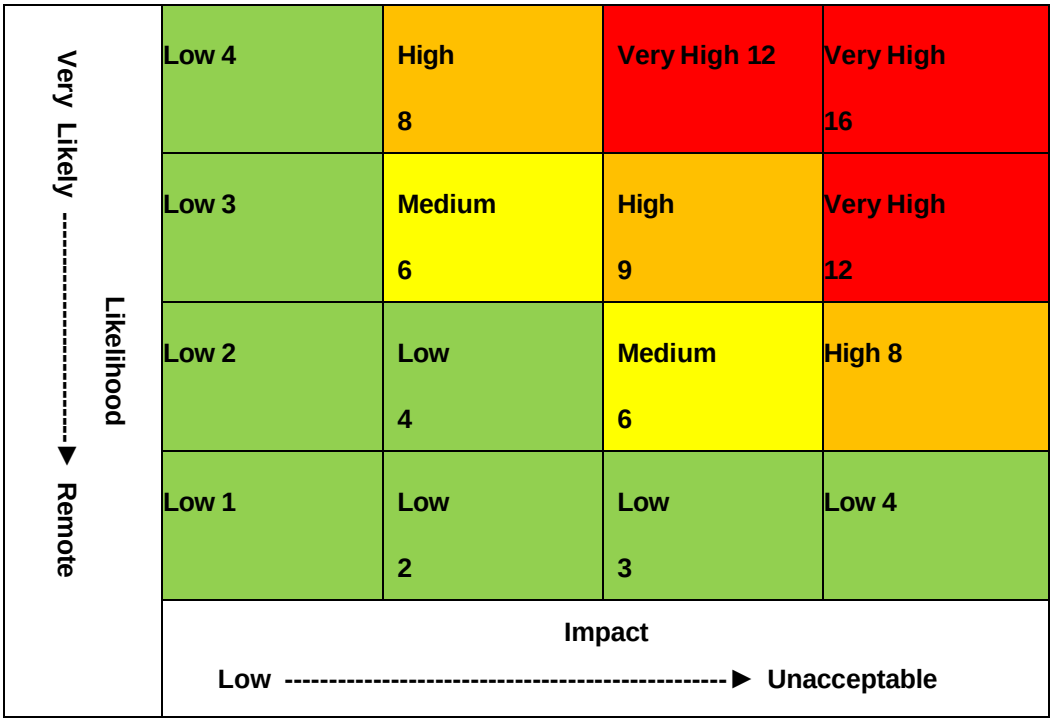
12.1 The Council has agreed its risk management strategy which can be found on the website at http://www.threerivers.gov.uk. In addition, the risks of the proposals in the report have also been assessed against the Council's duties under Health and Safety legislation relating to employees, visitors and persons affected by our operations. The risk management implications of this report are detailed below.

12.2 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

12.3 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.



Impact Score	Likelihood Score
4 (Catastrophic)	4 (Very Likely (≥80%)
3 (Critical)	3 (Likely (21-79%)
2 (Significant)	2 (Unlikely (6-20%)
1 (Marginal)	1 (Remote (≤5%)

12.4 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.

Report prepared by: Kimberley Rowley (Head of Regulatory Services), Lianne Anscomb (Land and Property Information Manager) and Jo Welton (Senior CIL Officer)

Data Quality
Data sources: Exacom (Planning Obligations Software)
Data Checked by: Jo Welton, Senior CIL Officer and Lianne Anscomb. Land & Property Information Manager

	Poor	
	Sufficient	X
	High	

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/services/planning/community-infrastructure-levy#CIL%20reports

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 – Abbots Langley Parish CIL funding request application
Appendix 2 – Bury Lake Young Mariners (BLYM) CIL funding request application
Appendix 3 – Dig Deep CIL funding request application
Appendix 4 – Herts County Countil (HCC) CIL funding request application
Appendix 5 – TFL – Croxley Step Free Access CIL funding request application
Appendix 6 – TRDC Aquadrome Enhancement Project CIL funding request application


THREE RIVERS
DISTRICT COUNCIL