

Report Originator	Head of Service sponsor	Date Originated
Kimberley Rowley	Alison Scott	22 March 2024
Lead Member Name:	Area of Responsibility:	
Matthew Bedford	Lead Member for Infrastructure and Planning Policy	
CMT Date:	2 April 2024/14 May 2024	
JLT Date (if applicable):	15 April 2024	
REASON FOR REPORT		
Reason	JLT/CMT Feedback for Officer and further instructions	Recommendation to JLT/CMT:
Consultees consulted	Finance Yes Date:	Legal Yes/No Date:
Consultees to be consulted following CMT before report publication	Chief Executive	Shared Director of Finance
		Head of Service Yes Date: 22/04/24
PROPOSED ROUTE FOR FURTHER APPROVAL		
		Date
Committee		10 June 2024
Council (if required)		9 July 2024

POLICY AND RESOURCES COMMITTEE

10 JUNE 2024

PART I

CIL SPENDING APPLICATIONS – JANUARY TO JUNE 2024

(DoF)

1 Summary

1.1 This report seeks to allocate a total of £1,504,534 of CIL funding for four infrastructure projects from the first application process in 2024 to support growth in Three Rivers.

1.2 These 4 applications for funding are:

£817,231 - To replace the bridge due to its structural deterioration at Rickmansworth Aquadrome (submitted by Three Rivers Leisure)

£45,000 - For purchase and installation of Beryl Bike as part of Croxley Green Bikeshare Extension (submitted Regional Operations Manager Smidsy LTD T/A Beryl)

£456,400 - For Batchworth Depot Groundworks and Drainage (submitted by Three Rivers Director for Customer and Community)

£185,903 - For Chorleywood Common Youth Football Club (submitted by Chorleywood Common Youth Football Club (CCYFC)) for refurbishment of Pavilion.

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 £12,715,050 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 6 April 2024 amounts to £6,904,829 (excludes previously agreed spend).

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 CIL application process for 2024 started on the 1 January 2024 and was open for 6 weeks. During the application window, 7 CIL applications were received. These were assessed in line with the Governance arrangements agreed at P& R Committee in March 2023: [governance report](#) . This report details and seeks approval for the 4 applications to be progressed, however, details are provided for reference in the next paragraph on the 3 applications not 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/eqcl-page/cil-reports>

3.2 Detail of the other 3 applications and reasons why not progressed:

Applicant & Project Name	Infrastructure	CIL Amount	Reason unsuccessful
Oxhey Jets Football Club	Oxhey Jets new 4G football pitch	£500,000	Application is unclear on extent of works being applied for/application lacks detail. Concern about details of lease and lack of clarity over future responsibility for this asset.
South Oxhey Flood Alleviation Scheme (HCC)	This project's main objective is to reduce flood risk to properties within South Oxhey.	£40,000	Project is not CIL compliant. It is not for physical infrastructure.
Cloisters Community Hall	The purchase of Cloisters Community Hall	£795,000	Application failed to meet threshold for progressing.

3.3 The 4 applications below all 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 4 to this report and at **paragraph 3.5**

3.4 Table 1:

Applicant & Project Name	Infrastructure	Total Cost of Project	Additional Funding Identified	CIL Amount	Year funds required
Three Rivers DC Rickmansworth Aquadrome Pedestrian Bridge Replacement Frogmore Lane Rickmansworth WD3 1NB (Appendix 1)	Replacement of pedestrian bridge	£1,147,755	£330,524 comprising of: £320,524 Already approved from previous CIL application (P&R June 2023) £10,000 UKSPF contribution	£817,231	2024/25
Beryl CC Beryl Bikes Croxley Green (Appendix 2)	Croxley Green Bikeshare Extension – 15 ebikes at 5 parking locations	£45,000		£45,000	2024/25
Three Rivers DC Batchworth Depot Groundworks and Drainage Harefield Road Rickmansworth (Appendix 3)	Groundworks, new drainage system, and re surfacing of site	£466,400	£10,000 comprising of: Property Capital Budget £5,000 (Secured) Grounds Capital Budget £5,000 (Secured)	£456,400	2024/25
Chorleywood Common Youth Football Club Pavilion Lady Ela Drive, Chorleywood (Appendix 4)	Refurbishment of existing pavilion	£265,903	£80,000 comprising of: Football Foundation (Application in progress) £25,000 Howden's Game Changer (Application submitted) £10,000 Personal Donation from TJ (Will be paid in February) £20,000 Business Contribution (Approached, not yet Secured) £5,000 Member Crowdfunding (Will	£185,903	2024/25

			launch in Spring. These funds will be used to enhance fit out) £10,000 Club Reserves (Secured) £10,000		
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3.5 Details

3.5.1 **A) Replace the bridge due to its structural deterioration at Rickmansworth Aquadrome:**

Three Rivers Leisure Department have applied for £817,231 to replace the bridge due to its structural deterioration at Rickmansworth Aquadrome.

3.5.2 In late 2022/early 2023 Officers had initial positive meetings with Sustrans (custodians of the National Cycle Network, which the bridge is part of) who confirmed the replacement bridge project would be eligible for Department of Transport (DfT) Active Travel funding. This would be subject to securing 25% match funding, having planning approval, meeting Sustrans design criteria and ensuring all survey work was completed e.g. tree surveys, EA Flood Risk Permit.

3.5.3 In June 2023 CIL funding was awarded at the Policy and Resources Committee for £320,524 as a 25% contribution to the Rickmansworth Aquadrome Pedestrian Bridge Replacement. Planning approval was subsequently granted on the 19 October 2023. This was for a 4m wide, shared use bridge. Additional funding from UKSPF 2024/25 of £10,000 is also to be used (by 31 March 2025).

3.5.4 Following completion of the tasks required; Officers arranged a meeting with Sustrans to establish next steps. At that meeting Sustrans informed Officers that the Active Travel budget had been significantly reduced and there was a lot of uncertainty surrounding funding for 2024/25 financial year. The funding for 2023/24 had only been agreed in November 2023.

3.5.5 Sustrans have made it clear that there are 2 risks to the Active Travel programme:

- They expect the budget to be significantly reduced from £25m per year to approximately £5m per year. This funding is for all projects on the National Cycle Network across England.
- Timelines remain very uncertain. Previously timelines for funding have followed the process of starting the longlisting process in the Summer with projects submitted to DfT in February for approval to release funds for delivery in the following financial year. However, this year has been very different and funding for Tranche 7 for delivery in FY23/24, which was expected to be confirmed in Spring has still not been signed off. The timelines for funding Tranche 8 (delivery in FY24/25) will be impacted by this.

3.5.6 Sustrans have recently confirmed that funding would not be possible for autumn/winter 2024/25 and they could not confirm funding for 2025/26 due to the risks identified above.

3.5.7 As reported in the CIL application to Policy and Resources Committee 12 June 2023, seeking 25% of the funding, "*if the DfT were not able to fund the replacement bridge, a replacement bridge remains the preferred option however a narrower bridge will be considered and proposed*". The bridge specification would no longer be required to meet the LTN/120 guidelines and therefore a narrower bridge would be installed at a lower cost. A 3m wide bridge would be more than sufficient in this area and would still be double the existing size (1.5m), allowing for the planned shared usage for pedestrian and cyclists.

3.5.8 This has led to the submission of a further CIL application for the additional funding required for a 3m wide bridge.

3.5.9 Background:

The need to replace the bridge due to its structural deterioration remains unchanged. At the time of the first funding application, it was expected the bridge needed to be replaced within the next 2 – 5 years. A year on, this replacement will be within the next 1-4 years.

3.5.10 Currently there is no allocation of budget within the Council's MTFP to 2025/26 to facilitate this and it is assumed that over this period ongoing maintenance will be sufficient to keep the bridge in use. However, the recent survey has highlighted that the condition of the bridge may require more significant capital works to repair or replace the bridge within the Council's MTFP period.

3.5.11 By installing a 3m wide bridge, there is still the opportunity to improve the current overall condition of the entrance. The condition is poor, with narrow, deteriorating paths, no directional or welcome signs, poor seating and a lack of any sense of arrival. There is an opportunity to enhance this entrance so that it not only meets health and safety requirements, future proofs the accessibility but becomes an attractive, well-designed entrance offering the residents and visitors so much more.

3.5.12 Planning permission had been secured for the 4m bridge but this is to be revised for a smaller bridge (3m). A current planning application is pending. Any build needs to occur during the autumn/winter months due to wildlife protection and the Aquadrome being at its quietest. Project installation is still planned for Autumn/winter 2024/25, however, this is still dependent on the procurement process being completed and securing the additional funding required.

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

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

This project will enhance and improve the local infrastructure, supporting sustainable transport links and health lifestyles.

3.5.14 **B) Beryl Bikes Croxley Green Bikeshare Extension**

Smidsy Ltd TA Beryl have applied for £45,000 for Beryl Bikes as part of Croxley Green Bikeshare Extension.

3.5.15 The CIL funding would provide 15 ebikes and 5 parking locations across Croxley Green linked to the existing Watford Beryl Bikeshare scheme. There is no additional funding for this pilot project.

3.5.16 Whilst this project was agreed in December 2023 at Policy & Resources Committee the report and recommendation referenced CIL funding would be sought. This recommendation was agreed.

3.5.17 A core objective of the new Corporate Framework is to achieve carbon net zero and be climate resilient. The proposal to introduce Beryl Bikes to Croxley Green as a pilot scheme which 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 encourage 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 Croxley Green.

3.5.18 Beneficiaries are the residents of Croxley Green to enable an alternative to car / bus travel to move about Croxley Green and into Watford, reducing traffic & pollution. Public consultation was conducted for the 5 sites around the village (exact locations to be determined depending on land availability/ownership etc): 1. The Green/All Saints, 2. Baldwins Lane North, 3. Baldwins Lane South, 4. Croxley Library, 5. Croxley Station/Watford Road.

3.5.19 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.

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

- Supports healthy lifestyles
- 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

3.5.21 **C) Batchworth Depot Groundworks and Drainage at Batchworth Depot.**

Three Rivers Batchworth Depot have applied for £456,400 for depot groundworks and drainage.

3.5.22 The depot site is approximately 0.63 hectares (1.5 acres) and has a frontage along Harefield Road. The site contains the Council's compound used to store the council's operational vehicles, a vehicle maintenance workshop and service yard together with a staff office and mess room facility. Within the yard is the Thames Water pumping station, on land owned by them and an area which is leased to Plantec who provide under contract maintenance services for the council waste and recycling fleet. In May 2022, the Batchworth depot site benefited from a new office building and in February 2024 a new workshop was installed to support the maintenance of TRDC vehicles.

3.5.23 The reconfiguration of the site with the provision of new buildings combined with recent severe weather events has highlighted significant issues with drainage and the surface of the yard. It is imperative that the site is fully functional to continue to provide its statutory services for all those who live, work in, and visit the district and to comply with the requirements for the Council's operator's licence. Should the site be flooded the waste services vehicles would be unable to operate causing significant fall in services and potential health and safety issues.

3.5.24 CIL funding is being sought for works as the current depot infrastructure is nearing the end of its structural lifespan. There is a need to upgrade lighting and ducting infrastructure at the depot such that it is ready for future improvements linked to the Council's net carbon zero ambitions for council operations. In addition, as a consequence of weather events over this year's winter which have caused severe flooding to the depot yard, significant drainage works, and full site resurfacing are now required to ensure the depot can continue to provide an effective operational hub for the Councils Waste and Recycling fleet.

3.5.25 The beneficiaries of these works will be the 100 plus TRDC staff working from the depot who will benefit from a safer and fit for purpose work environment and all residents of Three Rivers who will benefit from the continuation of a functioning, fit for

purpose waste and recycling collection service capable of servicing both existing communities and those that arise from future development.

3.5.26 Currently there is no allocation of budget within the Council's MTFP to 2025/26 to facilitate these works and it is considered likely that without investment the site will continue to deteriorate, and the risk of closure, potholes, contamination, or flooding will be increased. The works are too vast for general maintenance to achieve the necessary improvements. By investing in the required improvements, the long-term future of the site and the services provided will be protected and future proof for many years.

3.5.27 Additional funding for the project will come from - Property capital budgets (£5,000) and Grounds capital budgets (£5,000).

3.5.28 The works can be carried out immediately on approval of the funding. Planning permission has been granted for the works. 41 neighbours were consulted with no objections received.

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

- Local infrastructure supports healthy lifestyles and addresses health inequalities
- Support and enable sustainable communities
- Achieve net carbon zero and be climate resilient
- Manage a well- run council that delivers efficient and effective services
- Provide and nurture an attractive environment for sustainable business and green jobs
- Physical environments that are clean, green and safe

3.5.30 **D) Refurbishment of Current Pavilion at Chorleywood Common Youth Football Club (CCYFC)**

Chorleywood Common Youth Football Club have applied for £185,903 for the refurbishment of their pavilion.

3.5.31 The current pavilion was built in phases over 20 years ago, and is now in a state of disrepair, tired and no longer fit for purpose. When originally built the Club only offered football to boys; it now also provides football for girls and all adults. The pavilion needs refurbishing, updating and internal layout changes to increase the building's community utility. Additionally, it needs updating to better cater for female members. The project also allows for a new revenue flow from the club, safeguarding its financial sustainability. As well as delivering revenue through a retail cafe at the weekend, the building would be more attractive to and available for use by other community groups.

3.5.32 Run by volunteers, the club provides football and football related activities for all ages, abilities and genders, with 47 teams, including 10 girls' sides and male and female adult teams. There are CCYFC players playing most days and nights of the week. Additionally, they provide the opportunity for young players to become coaches and referees.

3.5.33 Additional funding of £80,000 for the project is being provided by the following:

Football Foundation £25,000

Howden's Game Changer £10,000 (for a new kitchen) to be used by end of 2024

Personal Donation from TJ £20,000

Page 10 of 10 Club Reserves £10,000

Business Contribution £5,000 donation not yet secured.

Member Crowdfunding £10,000

3.5.34 CCYFC have been in discussion with Development Management and planning permission is in the process of being sought for the works, an application is expected shortly. An online petition run by the club seeking support for the refurbishment project resulted in 575 positive responses:

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

- A great place to live, work and visit
- Maintain and expand our leisure and cultural offer
- where local infrastructure supports healthy lifestyles and addresses health inequalities
- that supports and enables sustainable communities

3.5.36 An assessment of the applications has been 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 List. These applications were all determined to be CIL compliant and meet the above requirements.

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 April 2024 liability notices relating to the 'district pot' for a potential value of £2,822,312 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 £501,702 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 the 4 applications detailed are agreed and receive the CIL funding requested.
- 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 growth and development.
- To maintain our position as a top recycling authority in England

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, Risk Management and Health & Safety Implications

- 8.1 None specific.

9 Financial Implications

- 9.1 The commitment of CIL funds of £2,908,862 previously agreed, plus the proposed £1,504,534 will leave a balance of £5,400,295 in the CIL Main Pot for infrastructure projects going forward.

- 9.2 The CIL funds committed in relation to the pedestrian bridge, Aquadrome, Beryl bikes scheme, and the Batchworth depot will mean that £1,318,631 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 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 <i>(tolerate, treat, terminate, transfer)</i>	Risk Rating <i>(combination of likelihood and impact)</i>
Failure to progress/manage and maintain Community Infrastructure Levy income and expenditure.	Council could be challenged on CIL expenditure	Governance Arrangements	Tolerate	4
TRDC unable to replace pedestrian bridge	Existing bridge being permanently closed because of potential danger to the public	Continued maintenance of existing bridge as far as possible. Continue to identify alternative funding	Treat	9

		sources.		
Croxley Green Bikeshare Extension does not go ahead	Lack of support for active travel and climate agenda priorities, negative PR	Investigate alternative schemes, identify alternative funding sources	Tolerate	4
Groundworks, new drainage system, and re surfacing of site at Batchworth depot does not go ahead	Depot not able to operate, refuse not collected	Investigate alternative schemes, identify alternative funding sources	Treat	9
Refurbishment of existing pavilion, not able to proceed	Failure to provide local facilities for their teams and wider community	Maintain current building reduce scale of project, signpost alternative funding	Tolerate	6

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	High	Very High	Very High
	4	8	12	16
	Low	Medium	High	Very High
	3	6	9	12
	Low	Low	Medium	High
	2	4	6	8
	Low	Low	Low	Low
	1	2	3	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.

12 Recommendation

12.1 That Members approve CIL funding for the following scheme detailed in Table 1 of this report and summarised in the table below for 2024/2025:

Applicant & Project Name	Infrastructure	CIL Amount
TRDC Leisure Team Pedestrian Bridge Replacement (Appendix 1)	To replace the bridge due to its structural deterioration remains unchanged.	£817,231
Beryl Bikes (Appendix 2)	Croxley Green Bikeshare Extension	£45,000
Batchworth Depot (Appendix 3)	Groundworks and Drainage Maintenance within the District	£456,400
Chorleywood Common Youth Football Club (Appendix 4)	Refurbishment of Current Pavilion	£185,903

- (ii) The final funding and implementation of the 4 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.

Report prepared by: Kimberley Rowley Head of Regulatory Services and Debbie Wilson, Land and Property Manager

Data Quality

Data sources: Exacom (Planning Obligations Software)

Data checked by: Jo Welton, Senior CIL Officer

1	Poor	
2	Sufficient	
3	High	X

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 Rickmansworth Aquadrome Pedestrian Bridge Replacement

Appendix 2 Beryl Bikes

Appendix 3 Batchworth Depot Groundworks and Drainage

Appendix 4 Chorleywood Common Youth Football Club