

Appendix B – Mid Suffolk – CIL Bids under the Ringfenced Infrastructure Funds and Strategic Infrastructure Funds

Technical Assessment of Bid – Project M24-28 – Rattlesden - St Nicholas Church – Warmth Project (from the Ringfenced Infrastructure Fund - Rattlesden)

ASSESSMENT

Validation

VALIDATION	ASSESSMENT
Need /Justification	<p>This project is being proposed by Rattlesden Parochial Church Council. The proposed works are to install a heat and light chandelier system in the Church.</p> <p>The Church comprises stone and knapped flint with the oldest parts dating back to the 13th century. Internally the mediaeval wooden roofs have been thoroughly restored. The fine double hammerbeam roof of the nave is adorned with 66 angels. The vaulted roofs in the Church need heating to make it a comfortable, warm and welcoming space.</p> <p>Currently the Church is heated via under seat heaters, which are expensive to run and very inefficient. They do not provide much warmth despite being turned on early in the morning for Church activities.</p> <p>The proposal is to install 9 heat and light cost-effective chandeliers, suspended in each of the arches between the nave and the side aisles of the main nave. Each chandelier will terminate 3.2m from the ground. The chandeliers will provide comfortable heating without long pre-heating. The switches for the chandeliers will be positioned by the door as the light switches are now. The chandeliers themselves would be guaranteed for 20 years. They are generally maintenance free as the dust cannot settle on the lamps due to them facing down. In addition, in the chancel there will be under-pew heaters to the choir pews and a pew heater behind the Alter fixed to the Alter.</p> <p>The whole community will benefit from using its space and already hold a wide range of activities from Rattle and Roll Toddler Group, a Bereavement Group, Coffee mornings on Wednesdays and events such as Songs from the West End, concerts and art exhibitions. However, as the colder weather sets in it is a struggle to keep users warm and comfortable – especially as many are</p>

	<p>vulnerable e.g. very young or elderly or infirm. A recently delivered kitchen and toilet project help to support the use of the Church as a drop in space during the day.</p> <p>This project is modest in its request but will provide good value for money by providing the community with a warm space in the centre of the village open to all during daylight hours and in the evening for organised activities. It is an open Church, physically and spiritually.</p> <p>The Church plays an important role helping with social cohesion of the community by alleviating loneliness, strengthening community bonds and have a positive impact on health and wellbeing. Access out of Rattlesden is very limited, there is one bus a week to Bury St Edmunds and one to Stowmarket.</p> <p>Currently Rattlesden Village Hall is being used to capacity by the Pre-School during the day and other bookings in the evening and at the weekends. There is no space for those facilities that the Church hosts to be accommodated at the Village Hall.</p> <p>This project will make the Church a more attractive venue for the community and surrounding parishes.</p>
Delivery /timescales	Once CIL funding is approved. Lead time is 16 weeks from placing an order.
Necessary other approvals	<p>Planning and Listed Building Consent is not required.</p> <p>Building Control do not believe the works require Building Regulations.</p> <p>Approval has been received from The Diocese of St Edmundsbury and Ipswich.</p>
Public or private land	Freehold land owned
UK Subsidy Control details if any	There are no UK Subsidy Control concerns relating to this bid for CIL funding.
Details of future funding maintenance	There is a natural programme of church maintenance out of general funds which will cover the new heating/lighting. Industry guarantees on work undertaken will be checked before commencement of the work. The installation is covered by a 2-year guarantee. The Parochial Church Council are experienced in fund-raising and will continue to do this. Operationally the Church is financially sustainable for the foreseeable future based on current bank accounts and reserves held.

SCREENED (for possible s106 expenditure with the opportunity being taken to secure other funding if available)

BIDS SCREENED	ASSESSMENT
Must follow the Infrastructure Funding Statement (Infrastructure List)	Yes – Provision of leisure and community facilities
Can the infrastructure be provided using s106 funds	N/A
Is Bid complete	Yes – Validation has taken place and all criteria has been met.
Has information been verified	Yes – Validation complete
Is this infrastructure linked to a major housing project which has priority?	No

PRIORITISATION (Using criteria from the CIL Expenditure)

PRIORITISATION CRITERIA	ASSESSMENT
Infrastructure necessary for an approved growth project (those with planning permission) in order that development carried out is sustainable.	N/A
Positively scores against provisions /objectives of Mid Suffolk Plan (setting out a vision approach and strategic priorities) and/or the Councils Joint Local Plan and/ or Infrastructure Strategies or other Babergh and Mid Suffolk strategies or external strategies Babergh and Mid Suffolk support and/or input into.	<p>Yes – Community Provision.</p> <p>This project will contribute towards outcomes listed in Babergh and Mid Suffolk District Council's Communities Strategy, in particular:</p> <ul style="list-style-type: none"> • Work with community organisers to develop and sustain projects that improve people's lives, through advice, funding and connection. • Invest in our community facilities for the future and ensure they are accessible and used.
It represents key infrastructure (essential)	No
Value for money	Yes – The Parochial Church Council has undertaken a competitive tender process. The Infrastructure team has worked with the applicant to ensure that the project is value for money and the most cost-effective quote has been used. The amount of CIL funding is

	£33,750.00 and represents 75% of the total eligible project costs. It lies within the community infrastructure thresholds of not exceeding £100,000 or 75% of the total eligible project costs.
Clear community benefits	Yes – The Parochial Church Council is well established as a community hub and the delivery of the heating project in the Church will reduce financial overheads and improve the ongoing sustainability of this important amenity. The programme of activities that the Church provides helps provides the residents with opportunities to explore new interests and hobbies, brings member of the community together, reduces social isolation and promotes physical and mental wellbeing.
Community support (including results of Consultation exercise.)	<p>The project has the support from the local primary school, local Councillor, the Parish Council, local parishioners and visitors to the Church.</p> <p>14-day Consultation commenced on 22 April 2025 and ended on 6 May 2025 with District Ward Councillors, Suffolk County Councillor and the Partish Council in accordance with the CIL Expenditure Framework requirements.</p> <p><u>Cllr Otton</u> is happy to support this application. As shown, there is considerable community use.</p> <p><u>Cllr Willshire</u> - The work being undertaken in Rattlesden church is really innovative. It is being more widely used by the community than ever before. I believe the addition of heating will make it more sustainable and attractive throughout the year. I am fully in support of their application.</p> <p>Further views are currently awaited.</p>
Deliverability (“oven ready” schemes)	The project is ready to begin once funding is approved
Affordability (from CIL Funds)	Yes – The CIL Bid application is also funded via Church Reserves.
Timeliness	The project is ready to begin once funding is approved.
By releasing CIL money can we achieve infrastructure provision through collaborative spend? (i.e. Infrastructure providers, Parish/Town Councils, Babergh and Mid Suffolk infrastructure provision, or LEP/Government funding)	<p>The project is a collaborative spend between the District Council (CIL) and Church Reserves.</p> <p>Total eligible project costs £45,000.00 (excluding VAT) Church Reserves contribution £11,250.00</p> <p>The CIL Bid Fund application is for £33,750.00</p>
Community Bid – Funding percentage of project	75% will be funded with District CIL.

Supports housing and employment growth	Yes – The Church provides a range of different events and activities, which keep residents mentally and physically active, provide opportunities to socialise and hold community events, which brings people together.
Have a package of measures been proposed and submitted which allow for ongoing maintenance of the infrastructure such that its longevity can be assured	Yes - Parochial Church Council will annually check the maintenance of the new heating system along with other electrical items already installed in the Church, which is a requirement for insurance purposes. Operationally the Church is financially sustainable for the foreseeable future based on current bank accounts and reserves held.
Must be based on the developing Infrastructure Delivery Plan unless circumstances dictate otherwise	This project meets the CIL Expenditure Framework criteria and has been developed under the Community Infrastructure section under the Infrastructure Funding Statement (infrastructure List) for Mid Suffolk.
How does the proposal affect green infrastructure principles?	The improvement would be a significant betterment of the existing source of energy supply.
How does the project address green/sustainability principles/infrastructure?	The improvement would be a significant betterment of the existing source of energy supply.
How does the project affect UK Subsidy Control implications?	No UK Subsidy Control concerns for this project
How does the project affect security and safety in the community?	The Church is sited in one of the highest parts of the village; the lower road is prone to flooding, and the Church can be used as a possible emergency refuge during such events.

CONCLUSIONS

- This project is modest in its request but will provide good value for money by providing the community with a warm space in the centre of the village open to all during daylight hours and in the evening for organised activities.
- The Church plays an important role helping with social cohesion of the community by alleviating loneliness, strengthening community bonds and have a positive impact on health and wellbeing.
- Currently Rattlesden Village Hall is being used to capacity by the Pre-School during the day and other bookings in the evening and at the weekends. There is no space for those facilities that the Church hosts to be accommodated at the Village Hall.
- The improvement would be a significant betterment of the existing source of energy supply. This project will make the Church a more attractive venue for the community and surrounding parishes.
- This project and the amount of District CIL funding is regarded as acceptable under the terms of the CIL Expenditure Framework as the CIL Bid of £33,750.00 represents 75% of the total eligible project costs. It lies within the community

infrastructure thresholds of not exceeding £100,000 and 75% of the total eligible project costs. This project has been delivered under the Community Infrastructure section within the Infrastructure Funding Statement (Infrastructure List) for Mid Suffolk.

RECOMMENDATION

Recommendation to Cabinet to approve this CIL Bid for £33,750.00 from the Ringfenced Infrastructure Fund (Rattlesden).

Technical Assessment of Bid – Project M24-29 - Needham Market – Needham Market Football Club Upgrade (New Stand and Improvements) from the Ringfenced Infrastructure Fund (Needham Market)

ASSESSMENT

Validation

VALIDATION	ASSESSMENT
Need /Justification	<p>This project is to install a new 285-seater capacity stand that provides modern facilities (including a function room, storage area, terrace seating) and improves access to those with disabilities by the installation of a lift. There will also be an 8 bike Eco shelter installed in the car parking area.</p> <p>Needham Market Football Club gained promotion to the National League North which makes the club the highest ranked non-league club in Suffolk. Facilities on the current site (2.78 hectares) already include a 3G pitch, Academy, a café and bar. With a current stand that seats 120 (which was built in 1996) it does not meet the Health and Safety criteria of the National League North. A new stand is a must if the club is to continue to grow and offer access to all. The current stand is constructed as a Steel Framework building, with breeze block supporting the sides of the seating area (plastic seating based on a wooden frame). The new stand will be a container-based Stand and Hospitality complex, incorporating toilets, shop, sponsors lounge and corporate facilities, store, turnstiles. It will have a galvanised Steel Framework with link spectrum seating and there will be space for wheelchairs.</p> <p>This Club provides grass roots football opportunities in partnership with Needham Phoenix, Stowupland Falcons and Ipswich Town Football Club Foundation. Currently operating on site are youth teams at Eastern Junior Alliance, U13-18s, girl's teams at Under 12s and Under 14s in the Junior Premier League, 2 women's teams who represent Needham Market in the East Anglian Combination League as well as a disability team. The Men's teams at U23's and Reserves play across East Anglian whilst the first team represents Needham Market and the County across the Midlands and the North (with league opponents as far afield as Hereford, South Shields, Scunthorpe, Darlington and Chester).</p>

	<p>The Needham Market Academy operate an elite football excellence and education programme aimed at 16-19 year olds which provides a stepping stone for them to pursue a career in football, sports coaching, physical education, physiotherapy or sports development.</p> <p>With over 3,000 visitors per week to this Community Hub the new stand, will further enhance the facilities offered on the current site.</p>
Delivery /timescales	Project aims to start as soon as the CIL funding has been agreed (with completion by early August)
Necessary other approvals	Planning permission has been granted
Public or private land	Freehold
UK Subsidy Control details if any	There are no UK Subsidy Control concerns relating to this bid for CIL Funding
Details of future funding maintenance	The running costs and future maintenance of the new stand facility will be incorporated into the budgets and running costs of the Club (as is the case with the current stand)

SCREENED (for possible s106 expenditure with the opportunity being taken to secure other funding if available)

BIDS SCREENED	ASSESSMENT
Must follow the Infrastructure Funding Statement (Infrastructure List)	Yes – Provision of Infrastructure by the community and sporting provision
Can the infrastructure be provided using s106 funds	No
Is Bid complete	Yes – Validation has taken place and all criteria has been met.
Has information been verified	Yes – Validation complete
Is this infrastructure linked to a major housing project which has priority?	No

PRIORITISATION (Using criteria from the CIL Expenditure)

PRIORITISATION CRITERIA	ASSESSMENT
Infrastructure necessary for an approved growth project (those with planning permission) in order that development carried out is sustainable.	No

Positively scores against provisions /objectives of Mid Suffolk Plan (setting out a vision approach and strategic priorities) and/or the Councils Joint Local Plan and/ or Infrastructure Strategies or other Babergh and Mid Suffolk strategies or external strategies Babergh and Mid Suffolk support and/or input into.	Yes – Community & Sports Provision. The aim is to provide a modern, accessible new stand with a capacity to seat 285 (including wheelchair provision), ability to allow access to all levels with the installation of a lift and provide an 8 bike eco shelter. There are many teams (youth, adults, a disability team) who currently utilise the site as well as an Academy to nurture future talent – this is a community facility.
It represents key infrastructure (essential)	No
Value for money	Yes – The Infrastructure Team has worked with the applicant to ensure that the project is value for money and that the most cost-effective quotes have been used. The amount of CIL funding is £100,000 and represents 47.5% of the total eligible project costs. It lies within the community infrastructure thresholds of not exceeding £100,000 and 75% of the total eligible project costs.
Clear community benefits	Yes – the new stand will provide increased seating capacity at the ground, It will be wheelchair accessible with the installation of a new lift, provide disability toilets and a bike shelter to encourage cycling and walking. The local community (including schools) can utilise the facilities for their sporting events.
Community support (including results of Consultation exercise.)	Yes – The new stand is a requirement of promotion to the National League North. The Football Association is also supporting the venture with a grant from the Premier League Stadium Fund. The application has been supported by local Councillors.
Deliverability (“oven ready” schemes)	Yes - funding strategy is in place and secured.
Affordability (from CIL Funds)	Yes – The CIL Bid is the final part of the funding strategy which includes a grant from the Premier League Stadium Fund, MSDC Capital Funds as well as other funding sources
Timeliness	Once CIL funding has been approved the project can commence and will be completed within the necessary timescales (looking at mid-August)
By releasing CIL money can we achieve infrastructure provision through collaborative spend? (i.e. Infrastructure providers, Parish/Town Councils, Babergh and Mid Suffolk infrastructure provision, or LEP/Government funding)	<p>The project is a collaborative spend between the District Council (CIL) and other funders, detailed below:</p> <p>Total project cost £344,139.50 (excluding VAT) Premier League Stadium Fund £59,434.00 MSDC Capital Grant £10,000 Needham Market Football Club Funds £50,000 Directors £14,211.00</p>

	Total eligible project cost £210,494.50 (Excluding VAT) Premier League Stadium Fund £110,494.50 The CIL Bid Fund application is for £100,000
Community Bid – Funding percentage of project	47.5% will be funded with District CIL.
Supports housing and employment growth	Yes – the upgraded facility is estimated to provide additional part time work in matchday services for games on Tuesday, Thursdays and Saturdays.
Have a package of measures been proposed and submitted which allow for ongoing maintenance of the infrastructure such that its longevity can be assured	Yes – Needham Market Football Club will maintain the structure as part of their ongoing maintenance plan.
Must be based on the developing Infrastructure Delivery Plan unless circumstances dictate otherwise	This project meets the CIL Expenditure Framework criteria and has been developed under the Community Infrastructure section under the Infrastructure Funding Statement (Infrastructure List) for Mid Suffolk.
How does the proposal affect green infrastructure principles?	Environmentally friendly materials are being used as far as possible.
How does the project address green/sustainability principles/infrastructure?	The installation of an 8 bike Eco shelter supports walking and cycling. There are footpaths which link to the local train station to support sustainable travel.
How does the project affect UK Subsidy Control implications?	No UK Subsidy Control concerns for this project
How does the project affect security and safety in the community?	The design of the new stands provides improved safety and disability access at all levels.

CONCLUSIONS

- Needham Market Football Club is located on a site of some 2.78 hectares and its current stand has a capacity to seat 120 spectators with limited disabled access. The construction of a new stand with associated facilities, the installation of the lift and the provision of an 8 bike eco shelter will ensure that the site is future proofed.

- The Football Club provides grass roots football opportunities in partnership with Needham Phoenix, Stowupland Falcons and Ipswich Town Football Club Foundation. It supports the local community and has many teams (youth, adults and a disability team) utilising the grounds and many play of the 3G pitch that the club boasts. The Academy offers an elite football excellence and education programme aimed at 16-19year olds who have a passion for sport. Combining academics in partnership with SCL Education and football provision, students are provided with a stepping stone to pursue a variety of career opportunities in football, sports coaching, physical education, physiotherapy or sports development.
- The new stand will seat up to 285 spectators, have wheelchair provision and allows access at the upper levels for those with disabilities. Improved toilet facilities (including disabled toilets) will ensure that all visitors are able to use the site. An 8 bike eco shelter will also meet cycling and walking infrastructure needs. When the new stand is installed the opportunity to expand on the ability to host County Football matches, school Finals annual events and cup presentations will be realised. It is anticipated that the improved facilities, whilst complying with National League footballing requirements, will also enable the club to have the ability to properly segregate supporters (as some clubs like Scunthorpe brought 500+ spectators when they played at the Club).
- The Premier League Stadium Fund is supporting this project and has agreed to a significant amount of funding and additional funding has been secured from MSDC Capital Grant, Needham Market Football Clubs Funds and by 3 Directors personal agreeing loans to the Club totalling up to £45,000 to enable contingency costs to be covered if they are required.
- This project and the amount of District CIL funding is regarded as acceptable under the terms of the CIL Expenditure Framework as the CIL Bid of £100,000 represents 47.5% of the total eligible project costs. It lies within the community infrastructure thresholds of not exceeding £100,000 and 75% of the total eligible project costs. This project has been delivered under the Community Infrastructure section within the Infrastructure Funding Statement (Infrastructure List) for Mid Suffolk.

RECOMMENDATION

Recommendation to Cabinet to approve CIL Bid for £100,000 from the Ringfenced Infrastructure Fund (Needham Market).

Technical Assessment of Bid – Project M24-26 – Elmswell to Woolpit Walking and Cycling Route (from the Ringfenced Infrastructure Fund - Elmswell and Woolpit and Strategic Infrastructure Fund)

ASSESSMENT

Validation

VALIDATION	ASSESSMENT
Need /Justification	<p>The aim of this project is to provide a new walking, wheeling and cycling route, connecting the villages of Elmswell and Woolpit.</p> <p>This project is unique. It has been under development for a number of years, with the project being listed within both Suffolk County Council's Local Cycling Walking Infrastructure Plan (LCWIP) as well as Babergh and Mid Suffolk's LCWIP as a key piece of sustainable/Active Travel infrastructure required in the district. It represents a major piece of infrastructure that will ensure safety of those using the route at the same time as promoting the use of a sustainable form of travel.</p> <p>This project will link the two villages which share key services and infrastructure in a sustainable way, providing an alternative form of transport instead of the use of private vehicles reducing the barriers and costs for local residents to access key services and facilities, such as Elmswell Railway station, Woolpit Medical Centre, Woolpit Business Park, village halls and sports facilities.</p> <p>Due to Elmswell Primary School being at capacity, Woolpit Primary School will be providing school places for some Elmswell children in the future. It is therefore essential for a safe walking/cycling route to be built between the two villages.</p> <p>Parts of this route have already been provided by developers through direct provision; these parts in Elmswell and around the new roundabout in Woolpit are included as part of this route. A further section around the new Woolpit roundabout and leading into Woolpit village will be provided by Highways using an additional £300K of Local Transport Plan monies.</p> <p>Feedback received during the Community Consultation phase of the Woolpit Neighbourhood Plan process highlighted concerns residents had regarding road safety, parking, congestion, the volume</p>

	<p>and speed of traffic and some respondents felt that getting around the village carried risks that they considered to be unacceptable. A significant number of comments stated that it was not possible for Woolpit residents to safely walk along the roadside to get to Elmswell. 80% of consultees supported the creation of a walking and cycling route between Elmswell and Woolpit</p> <p>When completed the project will provide a purpose-built tarmacked route that is segregated away from the highway, which will provide a sustainable/active travel route between the centres of both villages.</p> <p>Suffolk County Council believes this project will provide the following key benefits to the residents of Elmswell and Woolpit:</p> <ol style="list-style-type: none"> 1. A better/safer active travel connection between the two communities 2. Increased transport options for people travelling between these villages 3. Provide opportunities for younger people to be more independent in their travel between the villages 4. Help reduce congestion on local roads and therefore improve air quality 5. Will help to improve the health and wellbeing of those that choose to walk, wheel or cycle between the villages. <p>Both Elmswell and Woolpit have experienced significant levels of development over recent years, with further development expected in the future. Further growth will add pressure to the existing road network and may lead to greater levels of congestion and reduced air quality within the villages and surrounding areas. This walking and cycling project will help to address travel and congestion issues, ensure people can access the services and facilities when they need to and provide a number of other health and wellbeing related benefits for years to come. It has the support of the communities of Woolpit and Elmswell, their Parish Councils and elected District and County Members.</p>
Delivery /timescales	<p>Suffolk County Council are expecting to start work on the route before the end of the 2025/26 financial year and expect the project to take between 16 to 20 weeks to complete. The duration of the works will be dependent on the type and scale of the traffic management system required along the route whilst work is in progress.</p>

	<p>The project is being designed and delivered by Milestone as a part of their contract with Suffolk Highways.</p>
Necessary other approvals	<p>Most of the proposed route is located on land that has been designated as Public Highway and as the Highway Authority, Suffolk Highways has the power to create new infrastructure on land it owns.</p> <p>National Highways will have to grant Final Approval for the design of the section that involves the overbridge, which crosses the A14.</p> <p>Suffolk Highways will need to trigger the land agreement for the section of the route that runs behind St John's Church in Elmswell and obtain consent for the final designs of the project from the landowners of the field that runs adjacent to Church Road. SCC would then ensure that this land is designated as highway and once so designated the works would not need any grant of planning permission.</p> <p>Suffolk Highways are also in communication with utility providers and local landowners to understand if any diversionary work to underground infrastructure is necessary, or any changes to the design of the route are required.</p>
Public or private land	<p>The majority of the sections of the route are under the control of Suffolk Highways. The overbridge that crosses the A14 is under the ownership and management of National Highways, whom have been consulted on the project. The final design for the section of the route that covers the overbridge, will require approval from National Highways before work on the project can begin. Currently, Suffolk Highways does not have final approval from National Highways but is currently working towards securing this.</p> <p>A section of the route is under the ownership of Sustrans (a national cycling charity), who have expressed a desire for this project to go ahead and are willing to release the land in order for the route to be built.</p> <p>The section of the route that runs behind St John's Church in Elmswell, has been set aside in a land agreement, which still needs to be triggered by Suffolk County Council. This agreement will be triggered in the event of the District CIL application being successful.</p>

	Suffolk Highways are engaging with the landowners regarding the proposals for the section of the route that runs adjacent to Church Road.
UK Subsidy Control details if any	There are no UK Subsidy Control concerns relating to this bid for CIL funding.
Details of future funding maintenance	The walking and cycling route will be adopted by Suffolk Highways and they will be responsible for the long-term repairs and maintenance of the route.

SCREENED (for possible s106 expenditure with the opportunity being taken to secure other funding if available)

BIDS SCREENED	ASSESSMENT								
Must follow the Infrastructure Funding Statement (Infrastructure List)	Yes – Provision of walking and cycling infrastructure								
Can the infrastructure be provided using s106 funds	Section 106: Developer contributions of £398,484.84 (from s106 secured by the County) will be used to part fund this project. £300,000.00 Suffolk County Council Local Transport Plan funding will also be used to part fund this project.								
Is Bid complete	Yes								
Has information been verified	Yes – Validation complete								
Is this infrastructure linked to a major housing project which has priority?	<p>Yes – The project is linked to the growth in population in both Elmswell and Woolpit.</p> <p>S106 funding has been obtained from the following planning applications to part-fund the project:</p> <table border="1"> <tr> <th>LPA Reference</th><th>Site name/Location</th></tr> <tr> <td>DC/18/04247/OUT</td><td>Land off Bury Road and The Street, Woolpit</td></tr> <tr> <td>DC/20/01677/OUT</td><td>Land to the West of former Bacon Factory</td></tr> <tr> <td>DC/21/06333/FUL</td><td>Petrol filling station and services</td></tr> </table>	LPA Reference	Site name/Location	DC/18/04247/OUT	Land off Bury Road and The Street, Woolpit	DC/20/01677/OUT	Land to the West of former Bacon Factory	DC/21/06333/FUL	Petrol filling station and services
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DC/18/04247/OUT	Land off Bury Road and The Street, Woolpit								
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DC/21/06333/FUL	Petrol filling station and services								

PRIORITISATION (Using criteria from the CIL Expenditure)

PRIORITISATION CRITERIA	ASSESSMENT
Infrastructure necessary for an approved growth project (those with planning permission) in order that development carried out is sustainable.	<p>Yes – the population of both Elmswell and Woolpit has grown over recent years.</p> <p>Elmswell and Woolpit are co-dependent on each other and share essential services such as Woolpit Medical Centre, Elmswell library and Elmswell Railway Station. However, the villages are physically separated by the A14, which runs between the villages.</p>

	<p>This project will not only provide a connection between the villages, it will ensure that local people can safely access key services and facilities via sustainable and active forms of transport. This will help to promote improved levels of mental and physical health, whilst also reducing the dependency on motor vehicles to make short journeys. It will also help alleviate congestion and air quality issues that may otherwise occur through increased numbers of motor vehicles in both villages.</p>
<p>Positively scores against provisions /objectives of Mid Suffolk Plan (setting out a vision approach and strategic priorities) and/or the Councils Joint Local Plan and/ or Infrastructure Strategies or other Babergh and Mid Suffolk strategies or external strategies Babergh and Mid Suffolk support and/or input into.</p>	<p>Chapter 9, paragraph 111 (C) of the National Planning Policy Framework (2024) states that planning policies should:</p> <p><i>“provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)”.</i></p> <p>The need for the Elmswell to Woolpit project has been identified in a number of key strategy documents including the Suffolk County Council Local Transport Plan 2024 – 2040: Thurston Area Transport Plan (including Elmswell and Woolpit), the Suffolk County Council LCWIP (currently in the process of being updated and out for public consultation) and the Babergh and Mid Suffolk District Council’s LCWIP document.</p> <p>A central theme of all these strategy documents is to reduce the reliance on motor vehicles through the promotion and availability of alternative forms of sustainable and active transport. By creating a walking/cycling route between the two villages, this project will help to reduce the need for residents to use their cars to make short journeys between Elmswell and Woolpit, which will also help to reduce the levels of congestion, as well as reduce levels of air and noise pollution within the villages.</p> <p>The reduction in the use of motor vehicles for short journeys will contribute towards Mid Suffolk District Councils achieving its greenhouse gas emission and environmental targets.</p> <p>By providing the walking/cycling route between the two villages, it will hopefully encourage more people to walk and cycle on a more regular basis to access appointments, activities and services, which will hopefully lead to more residents becoming fitter and more active, leading to better levels of physical and mental health. Therefore, the aims of this project are in line with the</p>

	<p>Babergh and Mid Suffolk District Councils' Wellbeing Strategy 2021-2027, themes of Personal Wellbeing, Health and What We Do.</p> <p>The project is listed within the Woolpit Neighbourhood Plan, with 80% of Neighbourhood consultees stating that they would support a walking/cycling project that connected Woolpit to Elmswell.</p>
It represents key infrastructure (essential)	Yes – The project will create a sustainable/active travel link between to the villages and will improve access to key services, activities and facilities located within both Elmswell and Woolpit, as well as reduce the reliance on motor vehicles to make short journeys.
Value for money	<p>The total costs of the project are yet to be finalised, mainly due to ongoing communication with National Highways regarding the design and recommended safety features of the section of the route that uses the A14 overbridge. Suffolk Highways are also in communication with utility providers and local landowners to understand if any diversionary work to underground infrastructure is necessary, or any changes to the design of the route are required.</p> <p>However, the project team at Suffolk County Council are liaising with National Highways, utility providers and local landowners, to ensure the route meets current standards and requirements and that the design of the route is acceptable to all.</p>
Clear community benefits	<p>The Walking/Cycling route will provide a safe and sustainable link between the two villages, which will provide greater access to key services, activities and facilities.</p> <p>By providing alternative forms of sustainable transportation (walking, cycling, wheeling), the project will help to reduce the level of dependency residents have on using motor vehicles to make short journeys. This will help to reduce the level of congestion in the villages and also help to reduce noise and air pollution in the local area.</p> <p>Currently the villages are physically separated by the A14 and hopefully by creating this walking/cycling route, it will help to bring both communities closer together.</p> <p>By creating a safe and segregated walking/cycling route, it will encourage more people to use sustainable/active forms of transport, as a part of their everyday life, which will hopefully enable</p>

	local people to become more physically active and improve levels of mental and physically health.
Community support (including results of Consultation exercise.)	<p>This project has been under development for a number of years and throughout its development there have been regular meetings between representatives from Elmswell and Woolpit Parish Councils, Mid Suffolk District Council and Suffolk County Council. All of the key stakeholders are fully supportive of this project.</p> <p>Woolpit Neighbourhood Plan highlights the requirement for a walking/cycling route to be created between Woolpit and Elmswell, with 80% of consultees supporting the creation of route between the two villages.</p> <p>!4 day consultation has taken place with both Parish Councils (Elmswell and Woolpit), both parishes District and County Councillors. View are awaited.</p> <p>A meeting has occurred between both Parishes, their District and County Councils in accordance with the terms of the CIL Expenditure Framework given that the project is over £50k spend.</p>
Deliverability (“oven ready” schemes)	<p>Yes – subject to resolution of the following:</p> <ol style="list-style-type: none"> 1. National Highways providing final approval for the design of the section of the route that makes use of the A14 overbridge. 2. A further section around the new Woolpit roundabout and leading into Woolpit village will be provided by Highways using an additional £300K of Local Transport Plan monies 3. Dedication of land that is part of the route but not currently owned by Highways and which would need to be designated as part of the public highway 4. An appropriate mechanism between Mid Suffolk District Council and Suffolk County Council to allow the forward funding of this project using District CIL funding and the clawback of these District CIL funds against any new future growth in both villages via s106 agreements. The latter has been agreed in principle with SCC and would need to be reinforced by an appropriate mechanism between both Councils.
Affordability (from CIL Funds)	Yes – The CIL Bid is the final part of the funding strategy which includes S106 Developer Contributions and Suffolk County Council Local Transport Plan funding

Timeliness	Suffolk County Council are expecting to start work on the route before the end of the 2025/26 financial year and expect the project to take between 16 to 20 weeks to complete.
By releasing CIL money can we achieve infrastructure provision through collaborative spend? (i.e. Infrastructure providers, Parish/Town Councils, Babergh and Mid Suffolk infrastructure provision, or LEP/Government funding)	<p>The project is a collaborative spend between the District Council (CIL), S106 Developer Contributions and SCC LTP funding.</p> <p>Total eligible project costs £3,498,425.00 (excluding VAT) S106 Contribution £398,494.84</p> <p>The CIL Bid Fund application is for £3,099,930.16</p> <p>This will be funded as follows from the District Reserve</p> <p>Elmswell Ringfenced Fund – £1,000,000.00 Woolpit Ringfenced Fund – £1,000,000.00 Strategic Infrastructure Fund - £1,099,930.16</p> <p>Parts of this route have already been provided by developers through direct provision; these parts in Elmswell and around the new roundabout in Woolpit are included as part of this route. A further section around the new Woolpit roundabout and leading into Woolpit village will be provided by Highways using an additional £300K of Local Transport Plan monies</p>
Community Bid – Funding percentage of project	88.6% will be funded with District CIL.
Supports housing and employment growth	<p>Yes - The project will link the two villages, who share key services and infrastructure in a sustainable way, providing an alternative form of transport instead of the use of private vehicles; reducing the barriers and costs for local residents to access key services and facilities, such as Elmswell Railway station, Woolpit Medical Centre, Elmswell Library, the primary schools, village halls and sports facilities.</p> <p>Both Elmswell and Woolpit have experienced significant levels of development over recent years. This walking and cycling project will help to address travel and congestion issues, ensure</p>

	people can access the services and facilities when they need to and provide a number of other health and wellbeing related benefits for years to come.
Have a package of measures been proposed and submitted which allow for ongoing maintenance of the infrastructure such that its longevity can be assured	The walking and cycling route will be adopted by Suffolk Highways and they will be responsible for the long-term repairs and maintenance of the route.
Must be based on the developing Infrastructure Delivery Plan unless circumstances dictate otherwise	This project meets the CIL Expenditure Framework criteria and has been developed under the Walking and Cycling section under the Infrastructure Funding Statement (infrastructure List) for Mid Suffolk.
How does the proposal affect green infrastructure principles?	Environmentally friendly materials are being used as far as possible.
How does the project address green/sustainability principles/infrastructure?	<p>The Walking/Cycling route will provide a safe and sustainable link between the two villages, which will provide greater access to key services, activities and facilities.</p> <p>By providing opportunities to use alternative forms of sustainable transportation (walking, cycling, wheeling), the project will help to reduce the level of dependency residents have on using motor vehicles to make short journeys. This will help to reduce the level of congestion in the villages and also help to reduce noise and air pollution in the local area.</p>
How does the project affect UK Subsidy Control implications?	No UK Subsidy Control concerns for this project
How does the project affect security and safety in the community?	<p>Currently there is no dedicated walking/cycling route between the two villages. The Woolpit Neighbourhood Plan states that to get into Elmswell and the railway station cyclists use the Elmswell Road and pedestrians walk along the verge.</p> <p>This project will create a purpose built, tarmacked walking and cycling link between the two villages, which will be segregated from the highway and safe for pedestrians and cyclists to use.</p>

CONCLUSIONS

- This project is unique. It has been under development for a number of years, with the project being listed within both Suffolk County Council's Local Cycling Walking Infrastructure Plan (LCWIP) as well as Babergh and Mid Suffolk's LCWIP as a key

piece of sustainable/Active Travel infrastructure required in the district. It represents a major piece of infrastructure that will ensure safety of those using the route at the same time as encouraging a sustainable form of travel.

- It will not only provide a connection between the villages, it will ensure that local people can safely access key services and facilities via sustainable and active forms of transport, which will help to promote improved levels of mental and physical health, whilst also reducing the dependency on motor vehicles to make short journeys and will help alleviate congestion and air quality issues that may otherwise occur through increased numbers of motor vehicles in both villages .
- Due to Elmswell Primary School being at capacity, Woolpit Primary School will be providing school places for some Elmswell children in the future. It is therefore essential for a safe walking/cycling route to be built between the two villages.
- Parts of this route have already been provided by developers through direct provision; these parts in Elmswell and around the new roundabout in Woolpit are included as part of this route. A further section around the new Woolpit roundabout and leading into Woolpit village will be provided by Highways using an additional £300K of Local Transport Plan monies.
- This project will create a dedicated walking/cycling route between Elmswell and Woolpit, where currently none exist and the only way to walk or cycle to either village is to use alternatives routes that local residents believe is becoming increasingly dangerous to use and therefore increases the dependency on motor vehicles to make short journeys.
- By creating a safe and segregated walking/cycling route, it will encourage more people to use sustainable/active forms of transport, as a part of their everyday life, which will hopefully enable local people to become more physically active and improve levels of mental and physical health.
- This project is supported by local residents, the communities of Woolpit and Elmswell, their Parish Councils and elected District and County Members and officers of Suffolk County Council and Mid Suffolk District Council including our District Councils Sustainable Travel Officer .

- The aims and objects of this project are in line with the National Planning Policy Framework, Suffolk County Council's Local Transport Plan and LCWIP and Babergh and Mid Suffolk District Council's LCWIP and Health and Wellbeing Strategy.
- This project and the amount of District CIL funding is regarded as acceptable under the terms of the CIL Expenditure Framework as the CIL Bid of **£3,099,930.16** represents **88.6%** of the total eligible project costs. This project has been delivered under the Walking and Cycling section within the Infrastructure Funding Statement (Infrastructure List) for Mid Suffolk.

RECOMMENDATION

Subject to:-

1. National Highways providing final approval/agreement to the design of the section of the route that makes use of the A14 overbridge.
2. A further section around the new Woolpit roundabout and leading into Woolpit village will be provided by Highways using an additional £300K of Local Transport Plan monies
3. Dedication of land that is part of the route but not currently owned by Highways and which would need to be designated as part of the public highway
4. An appropriate mechanism between Mid Suffolk District Council and Suffolk County Council being agreed and secured to allow the forward funding of this project using District CIL funding and the clawback of these District CIL funds against any new future growth in both villages via s106 agreements. The latter has been agreed in principle with SCC and would need to be reinforced by securing an appropriate mechanism between both Councils.

the recommendation to Cabinet is to approve this CIL Bid for **£3,099,930.16** from the Ringfenced Infrastructure Funds – (Elmswell and Woolpit and Strategic Infrastructure Fund).
