

ANNEX A

Preferred Allocation of Unilateral Undertaking (14/01483/OUT) Community Infrastructure Contribution from Cotswold District Council to Transport Hub and Redesdale Hall projects, both delivered through Moreton-in-Marsh Town Council

- CONFIDENTIAL -

1. Purpose

- 1.1. To set out Moreton-in-Marsh Town Council's preferred allocation and use of this Unilateral Undertaking ("UU") Contribution in-line with its stated purpose.
- 1.2. The stated purpose of the UU Contribution is a Community Infrastructure Contribution of £250,000 "towards the improvement of highways and transportation network and/or the promotion or improvement of the economic and/or social and/or environmental well-being of the Parish of Moreton-in-Marsh."¹
- 1.3. This UU Contribution has to be committed to a qualifying project before 17th November 2022, as the money was received by Cotswold District Council in November 2017 with the legal requirement it be committed to a qualifying project within five years or else be recoverable by the developer plus interest. (Note, the UU is dated 7 December 2014, but the five-year clause activates upon receipt of the Contribution from the developer by the Local Planning Authority, namely Cotswold District Council).
- 1.4. The Town Council's bid aims to address evidenced, chronic, and severe problems that affect the long-term viability of Moreton-in-Marsh as a sustainable settlement.

2. Background

- 2.1. The Cotswold District Council Local Plan 2011-2031 identifies the following issues with Moreton-in-Marsh (section 7.21.5, p94):

"Parking issues and [traffic] congestion hinder the retail and tourism function of the town; adversely affects local residents' and hampers the town's ability to strengthen/maintain its position as the main service centre of the North Cotswolds... Car parking at the train station is considered to be inadequate."

- 2.2. The Gloucestershire County Council's Local Transport Plan 2020-2024 states the following:

¹ See https://publicaccess.cotswold.gov.uk/online-applications/files/11BDB5BC3BB18D12D6B65EE8A929887A/pdf/14_01483_OUT-UNILATERAL_UNDER TAKING-1411200.pdf

“Moreton-in-Marsh railway station has the potential to become a key stop in the North Cotswolds. Combined with bus services and walking/cycling routes, there is potential to create a sustainable Integrated Transport Hub to benefit the wider North Cotswolds area.”²

“Community transport is available on a very limited scale in the Moreton-in-Marsh area and does provide an excellent service for those most in need. However, there is scope to further expand community transport and DRT [Demand-Responsive Transport] so that residents are better connected to key growth areas and sustainable interchange hubs such as Moreton-in-Marsh railway station.”³

“The potential that the railway station in Moreton-in-Marsh offers, for onward sustainable travel, is to be maximised, as well as multi-modal car-free connections to it. This is particularly important for those living in the more remote rural areas in order to reduce social isolation. Moreton-in-Marsh has the scope to become a key North Cotswold interchange hub.”⁴

“Moreton-in-Marsh could be regarded as Gloucestershire’s gateway to the cyber hub from the north east and vice versa for the ‘Growth Arc’ from the west. This allows the potential for the station with its connections to London and Oxford to become a major interchange hub for sustainable travel. Rail station improvements will help encourage much needed mode change on the A429 corridor.”⁵

“Strategic multi-modal interchange expansion with improved and enhanced walking, cycling and bus accessibility to the surrounding settlements at Lydney, Moreton-in-Marsh and Kemble Railway stations.”⁶

- 2.3. In recognising the issues, the Town Council is progressing several inter-related projects across the town:
- a. Parking and Movement, town centre: the Town Council has engaged The Transportation Consultancy (TTC)⁷ at an initial cost of £11,000 to assess the situation and work with Gloucestershire County Council on appropriate solutions to relieve congestion and make the town centre more accessible and more economically productive.
 - b. Redesdale Hall: the Town Council has contracted Wolden Architects⁸ at a cost of approximately £9,000 to date (plus other works and services of approximately £20,000 to date), to advise on urgent remedial works to the

² Section 4.4.8, page 160

³ Section 4.4.14, page 162

⁴ Section 4.4.19, page 163

⁵ Section 4.8.45, page 198

⁶ Strategic Transport Priorities Table (a): Long-term Ambitions for Future Development of the Gloucestershire Transport Network (page 203)

⁷ See <https://www.ttc-transportplanning.com/>

⁸ See <https://woldon.com/>

roof and walls, but also improvements to the setting and internal spaces to better accommodate the needs of the recent growth in population.

- c. Transport Hub: In 2021 the Town Council jointly acquired the former RBL site adjacent to the train station with GWR (the current operator of the North Cotswold Train Line) at a cost to the Town Council of £562,500 plus stamp duty, legal costs and other ancillaries (supported by a rise in the precept and a Public Works Loan). The aim is to join this site with the existing car parking area to create an integrated transport hub.
 - d. NDP: the Town Council continues to support its NDP, with an initial budget of £30,000.
 - e. Unified public realm improvements: the Town Council may need the services of a specific public realm to bring together these projects across the town in a unified way.
- 2.4. Of these, the Town Council recommends committing the UU Contribution to projects b (Redesdale Hall) and c (Transport Hub). By committing the UU Contribution to these two schemes, the Town Council will be better able to react as opportunities to progress either project arise.
- 2.5. There is wide-spread support locally for these projects. Our NDP evidence has demonstrated that the Redesdale Hall is the most-loved building in town, the importance of the rail service, the issue of parking and traffic congestion, and the need for better walking and cycling provision⁹. The Transport Hub site acquisition was supported by a precept rise and PWLB loan, which required the Town Council to consult all households on whether this was acceptable, a majority of respondents agreed. Various polls locally have supported the Town Council's aims and ambitions.

3. Committing to the Projects – Redesdale Hall

- 3.1. The Town Council is the custodian trustee of the Redesdale Hall, situated in the centre of town. It is the focal point of the High Street, intrinsic to the character of Moreton-in-Marsh and icon of the North Cotswolds.
- 3.2. The Town Council is engaged on a number of fronts with restoring and improving the hall, which has recently suffered storm damage to the roof. Recent technical surveys also revealed potential differential settlement, outward bowing of the first floor walls and deterioration of the clock tower structure.
- 3.3. Further, the halls' capacity of 80 seats downstairs and 120 upstairs may no longer fulfil its function as a cultural meeting place for the community, given that Moreton-in-Marsh now has circa 5,000 residents rather than the circa 1,500 population when the hall was built in 1887.

⁹ See Feedback from First Consultation and Residents' Survey Report, both at moreton2031.co.uk (Documents)

- 3.4. Works on restoring and improving the hall to date include replacing the gas heating system with more efficient electric heaters, removing all the asbestos, and making the kitchen fit for purpose for hirers. The Town Council has contributed circa £20,000 to these improvements, with other contributions from grants and funds as well as fund-raising by the management committee.
- 3.5. Keen to turn a problem into an opportunity, the Town Council is working together with the trustees and with heritage specialists Woldon architects (based near Chipping Campden) to explore options to replace the roof with a more energy efficient design, increase internal capacity, and improve facilities to host various events to support and entertain the community.
- 3.6. The Town Council has already enquired whether the Historic England Heritage at Risk fund could contribute. As the Redesdale Hall is not Grade II* Listed or a Grade II church, it does not.
- 3.7. The Town Council appreciates CDC's desire for the UU Contribution to be primarily for tangible improvements, and that to improve the Redesdale Hall for community benefit first requires structural works to preserve the structure. The Town Council would be amenable to a proportion of the UU Contribution requested for Redesdale Hall improvements and a commitment that monies saved would be reallocated to the Transport Hub project.

4. Committing to the Projects – Transport Hub

- 4.1. The aims of the Moreton-in-Marsh Transport Hub are to:
 - a. Increase the number of car parking spaces in this location (at least 55, design-dependant)
 - b. Rationalising car parking in the High Street, thus supporting the local economy and to allow further public realm improvements
 - c. Add at least 50 cycle storage spaces
 - d. Improve permeability east-west through the train station for pedestrians
 - e. Improve safety of the bus services
 - f. Increase public transport offerings including Demand Responsive Transport
 - g. Increase EV charging points in the town (number of spaces dependant on design)
 - h. Decrease traffic congestion and pollution on the A429 and A44
 - i. Create a pleasant welcome to the town for visitors, residents and commuters
 - j. Increase social cohesion for town residents
- 4.2. The Town Council believes the Moreton-in-Marsh Transport Hub project conforms to a high degree with both CDC's and GCC's evidenced need and

strategies for the town. It is also a key element of its wider plans to improve the High Street, as outlined at 2.3 above and on its website¹⁰.

- 4.3. Additional to financial support, GWR adds professional experience and expertise to the Transport Hub project, having delivered similar schemes across its network by working in partnership with local authorities across sites of mixed ownership.
- 4.4. Cost estimates were obtained from Vitruvius Management Services Ltd¹¹ by the Town Council prior to bidding for the site, to inform that bid. These estimates are dated 14 July 2020, since when the Covid-19 pandemic and Brexit have significantly affected material and labour prices. A 30% uplift to the Vitruvius figure has been applied to estimate a 2022/23 cost.
- 4.5. As a key part of the rail network, Moreton in Marsh Station is one of a number of station areas where design consultants have been appointed by GWR to consider redevelopment of the wider Network Rail owned land. GWR has outlined an initial high-level view of a transport hub for Moreton in Marsh. See GWR presentation Annex 3 to this document. The project to develop this scheme with partners is underway and the supporting involvement of CDC is anticipated.

5. Conclusion

In conclusion the Town Council believe that the two projects, Redesdale Hall and Transport Hub will match the stated purpose of the Developer Contribution described in the UU.

Annexes:

1. Funding Table Redesdale Hall
2. Funding Table Transport Hub
3. GWR Presentation

¹⁰ See <https://moretoninmarshtowncouncil.gov.uk/council-projects/traffic-parking-movement#high-street>

¹¹ See <https://www.vitruviusms.co.uk/>