

**CENTRAL STOCKPORT INFRASTRUCTURE DELIVERY PLAN PROSPECTUS
AND STOCKPORT STATION GROWTH PROSPECTUS**

Report of the Deputy Chief Executive (Place)

1. BACKGROUND

- 1.1. The ambition already seen in Stockport Town Centre over the last six years and the future plans, in particular that of the Mayoral Development Corporation (MDC) in Town Centre West, requires long-term thinking and planning to ensure that the infrastructure to support these ambitions is built into strategy for delivering our future vision.
- 1.2. The aim is to make Stockport Town Centre a Smart Town and this report sets out two initial pieces of work focussed on the infrastructure challenges in achieving this goal over the next 20 years and the potential high level solutions to this. The opportunity to use the MDC and Stockport Town Centre West as a catalyst for infrastructure planning across the whole Town Centre
- 1.3. Stockport's Town Centre West is Greater Manchester's newest, greenest and coolest affordable urban neighbourhood. Town Centre West will be a walkable neighbourhood providing a choice of homes and workspace. Residents and businesses will have enviable access to public transport and be amongst the best connected on the north.
- 1.4. Town Centre West will be a place of quality in all aspects of design. A place where you can shape your future: a place to work and to live. A safe, healthy and attractive part of town.
- 1.5. Ambitious plans include the delivery of 3,500 new homes in Town Centre West accommodating around 7,000 residents diversifying the existing choice of homes and tenure mix and increasing the population of Stockport. Whilst the regeneration within Town Centre West will be residential led, the MDC is seeking to deliver up to 100,000 m² of employment floorspace incorporating a mix of office, workshops, retail and leisure and health and education which could accommodate up to 5,300 jobs.
- 1.6. Looking beyond the MDC boundary, up to 1,500 additional homes will be delivered across the town centre, resulting in 8,000 – 10,000 potential additional residents making the most of town centre living.

- 1.7. The delivery of up to 5,000 new homes within Town Centre West and wider Town Centre demonstrates Stockport's commitment as a Borough to deliver the objectives of the GMSF. We are prioritising the redevelopment of the town centre to ensure that we are delivering a mix of new homes in a sustainable location which will create a new community who will benefit from town centre living reducing the loss of green belt sites within the wider Borough.
- 1.8. The expectations of what it means to have sufficient infrastructure provision are increasing, and Stockport wants to have best in class infrastructure provision to support these new jobs and residents and ensure that it is a thriving place. It is therefore important to plan for infrastructure in a holistic manner, to ensure that plans for infrastructure provision are future-proofed and we have a programme in place for the timely and appropriate delivery of infrastructure.

2. APPROACH TO INFRASTRUCTURE DELIVERY

CENTRAL STOCKPORT INFRASTRUCTURE DELIVERY PLAN PROSPECTUS

- 2.1. Given the ambitious delivery plans within the MDC area and across the wider Town Centre and the needs of the GMSF, it is extremely important that we future proof delivery now by introducing infrastructure interventions to support the anticipated growth. Therefore, a proactive approach has been taken to develop an Infrastructure Programme to enable the delivery of town centre living.
- 2.2. Working with WSP, the team has created the Central Stockport Infrastructure Delivery Plan Prospectus (IDP) attached in Appendix 1 to this report which incorporates the following four strands of work:
 - Strand One: Future Focus – describing our smart town centre
 - Strand Two: Baseline – the existing infrastructure position
 - Strand Three: Initial pipeline – the early stage projects critical stages
 - Strand Four: Infrastructure Delivery Programme (IDP) – analysing the lessons learnt from previous Strands and setting out interventions to transform Town Centre West and the Town Centre into a 'Smart Town'.
- 2.3. This IDP Prospectus seeks to set out our long term and coordinated approach to delivery in the town as a leading location for investment in the North of England. Greater Manchester City Region's Local Industrial Strategy sets out ambitious plans to become the UK's leading green and digital city region. It is essential Stockport positions itself to take advantage of these proposals and creates the high quality, accessible and connected space and infrastructure to attract these types of industries and has people skilled and available to work in them. In addition, the city region has a stated aim of becoming carbon neutral by 2038. Having declared a Climate Emergency we will continue to redevelop the town centre in line with Greater Manchester's 5-year environment plan 2019, but will also be looking beyond to 2040.
- 2.4. The Prospectus and supporting Technical report includes a range of interventions that collectively will have a transformational effect on central Stockport positioning of the town at the heart of a rapidly evolving GM city region.

- 2.5. The documents are also a case study for the wider GM work on infrastructure as contained in the Greater Manchester Infrastructure Framework and the emerging GM Infrastructure Plan
- 2.6. The Infrastructure Delivery Plan sets out a list of over 58 projects, presented across 5 themes - Transport, Energy, Digital, Waste and Blue/ Green/Golden. In total, this represents around £1.2bn of investment into central Stockport. Transport is expected to require the largest amount of funding although the Metrolink and Tram Train projects identified in the plan account for a majority of the costs subsequently identified.
- 2.7. While some projects in the plan are short term, many are longer term investments or ones that develop over time. This means that the actions we are taking today need to consider 'where we want to get to' and be future proofed in order to maintain relevance.
- 2.8. Therefore, delivering the infrastructure set out in the IDP will result in:
- A best in class digital network;
 - A talented, growing workforce in an agile work environment; and
 - A thriving community in a green sustainable and resilient town centre.
- 2.9. The aim is to use the Prospectus to engage with key Stakeholders and other delivery partners to identify potential future funding opportunities and steer the short, medium and long term implementation of the IDP's measures.

STOCKPORT STATION GROWTH PROSPECTUS

- 2.10. The redevelopment of the Stockport Rail Station has been identified as a major project and intervention by the IDP Prospectus to create a new Stockport Railway Station and reposition it as a major transport hub to integrate the Stockport Interchange, railway sidings, proposed Metrolink and the wider Stockport Town Centre West proposals to create a major national transport interchange and development location.
- 2.11. Stockport is already one of the busiest station in the north of England, with over 5 million passengers per year. Strategically located as the Southern Gateway to Greater Manchester and beyond, it is an established and growing rail hub. The aim of this document is to highlight how, with the new opportunities that the MDC give us, we aim to fast track delivery of not only station improvements but wider growth in and around our town centre.
- 2.12. Stockport has a huge contribution to make in re-balancing the UK economy. The powers and ambition of the MDC can act as the driving force and catalyst to make sure this happens quickly, efficiently and for the benefit of residents, businesses and wider visitors.
- 2.13. To support these proposals, the Council commissioned WSP to work alongside a team at the Council, with input from TfGM, Network Rail, Transport for the North, Avanti, Open, BDP and Muse Developments to establish the 'Stockport Station

Growth Prospectus: The Southern Gateway for Greater Manchester' as attached in Appendix 2.

2.14. The Growth Prospectus identifies the need for a Hub which will support and create growth across interlinked sections of development for Stockport town centre:

- Rail – making the most from HS2 and increasing connectivity;
- Jobs – around 5,000 jobs, building on the success of Stockport Exchange;
- Housing – a key support to 3,500 new homes within the MDC area and 1,500 within the wider town centre;
- Multi-modal – creating an even stronger model integration;
- Future ready – providing a transit-orientated hub whose facilities serve the surrounding community as well as rail passengers in a sustainable way;
- People – linking people and maximising social and wellbeing value in a quality place; and
- Town Centre – unlocking £1bn town centre development funding.

2.15. The purpose of the Growth Prospectus is to identify what the 'ask' is from Local Government and from the rail industry to help collaboratively deliver the ambitions of a new Southern Gateway for Greater Manchester at Stockport.

2.16. Finally, both the IDP Prospectus and the Stockport Station Growth Prospectus will be used as evidence base material to support the Local Plan.

3. GREEK STREET RAIL BRIDGE

3.1. The Stockport Station Growth Prospectus identifies the replacement of both Greek Street Rail Bridge and Thompson Street Footbridge as essential infrastructure improvements required in the immediate term to address both current maintenance issues and unlock longer term aspirations relating to the delivery of Metrolink and the movement ambitions of the MDC.

3.2. Network Rail has informed the Council that the replacement of Greek Street Rail Bridge is required in the current Network Rail control period and that a design solution needs to be agreed as soon as possible. The Council, TfGM and Network Rail have been working together on the initial feasibility of the options available to replace this structure in a way that both minimises disruption to the West Coast Mainline and local road traffic, as well as realising the development aspirations that both TfGM have for Metrolink services and the local community in this area of Stockport.

3.3. A high quality and holistic replacement of both Greek Street Rail Bridge and Thompson Street Footbridge has the potential to be transformational for railway passengers as well as local residents and businesses in Stockport, and the wider Greater Manchester region. It is, therefore, essential that an agreed design solution be identified which reflects the wider strategic role of both these structures, whilst also aligning with Network Rail's commitments to safety and other statutory obligations.

3.4. As such, it is recommended that approval is given for officers to continue to work with TfGM and Network Rail as a priority, to explore and identify a new layout and design solution for both Greek Street Bridge and Thompson Street Footbridge.

4. PROPOSED ENGAGEMENT PLAN

4.1. In order to ensure that we have captured all the feedback for both Infrastructure documents, it is proposed that we seek endorsement from the following senior Stakeholders as set out in the following Engagement Plan:

| Consultee | Organisation | Method of Engagement / Next Steps | To be completed by |
|--|---|---|----------------------------|
| MDC Board (including Homes England and GMCA) | Stockport Mayoral Development Corporation | Presentation inviting comments and endorsement prior to submission to Scrutiny / Cabinet | 8 th September |
| Stockport MPs | Nav Mishra MP, Mary Robinson MP, William Wragg MP, Andrew Gwynne MP | Written correspondence sharing document, progress to date, next steps, and inviting comment | September / October |
| Economy & Regeneration Scrutiny Committee | Stockport Council | Report, Presentation & Discussion | 24 th September |
| Ward Members | Central Area Committee | Report, Presentation and Discussion | 1 st October |
| Cabinet | Stockport Council | Report, Presentation & Discussion | 6 th October |
| Greater Manchester Transport Board | GMCA & Partners | Senior-level GM discussion of Stockport Station Growth Prospectus | Date TBC |
| Greater Manchester Infrastructure Executive | GMCA & Partners | Report, Presentation & Discussion to inform CSR proposals | Date TBC |
| Rail Industry Stakeholders | Network Rail , Transport for the North, | Initial discussions to assess | October / November |

| Consultee | Organisation | Method of Engagement / Next Steps | To be completed by |
|-------------------------------------|---|---|--------------------|
| | TfGM, Avanti | opportunities for partnership working | |
| Key Statutory Partners | Environment Agency, Highways England, Historic England, United Utilities, ENWL | Written correspondence sharing document, progress to date, next steps, and inviting comment | October 2020 |
| Stockport Infrastructure Roundtable | Senior figures from public sector partners, rail industry, and statutory partners mentioned above | Strategic discussion to progress engagement and commitment to delivery following CSR submission / announcements | Date TBC |
| Stockport Station Roundtable | Senior figures from public sector partners, rail industry, and statutory partners mentioned above | Strategic discussion to progress engagement and commitment to delivery following CSR submission / announcements | Date TBC |
| MDC All Member Briefing | Stockport Council | Presentation on the outcome of the engagement to date | Winter 2020/2021 |

5. APPROACH TO INFRASTRUCTURE INVESTMENT

- 5.1. The Council has a compelling vision, a pipeline of schemes already in development, and a clear set of investment priorities for the town centre based on its development pipeline and infrastructure planning (including extension of the Metrolink network to Stockport Town Centre).
- 5.2. In common with other town centres, however, Stockport is faced with a complex and changing policy environment across housing, town centres, and infrastructure often based on short-term investment cycles.

- 5.3. In order to deliver on its ambition for the town centre, the Council is currently looking at options to scale up investment in the town centre in order to impact the pace of project development and influence the prioritisation of projects amongst regional and national public sector partners.
- 5.4. The scale of the Council's ambition will require significant investment to deliver major infrastructure enhancements including the priority of extending the Metrolink network to Stockport town centre. It is clear that the ability to generate local investment capacity to part-fund major infrastructure improvements will be key to VFM analysis and project prioritisation within Greater Manchester.
- 5.5. The Council will also need to attract greater private sector investment than is currently the case underpinned by appropriate risk-sharing amongst partners. The Council is therefore looking to produce a comprehensive strategic approach to leveraging its own investment capacity, increasing the attractiveness of Stockport as an investment proposition for a broad range of partners, and increasing the scale of investment into the town centre.
- 5.6. The emerging work on investment approaches will have significant focus on the Mayoral Development Corporation area but will support delivery of the Infrastructure Delivery Plan by setting out in a coherent framework:
 - 5.6.1. A clear funding plan to support delivery of priority infrastructure and development schemes
 - 5.6.2. A credible proposition for funding from public sector partners which reflects Stockport's innovative approach to town centre regeneration and differentiates it from other places
 - 5.6.3. Identification and testing of potential investment solutions which maximise the ways in which public sector funding can leverage and / or de-risk private investment
 - 5.6.4. A stronger story on private sector investment to support discussions with Homes England / MHCLG about the potential for long-term development funding in Stockport
 - 5.6.5. Proposals for incorporating the best of tried and tested concepts (e.g. Earnback or Housing Zones) within a Stockport town centre context that could be replicable and used in other areas
 - 5.6.6. A credible approach to capturing value uplift over the long-term.
- 5.7. This emerging wider approach to investment in Stockport town centre – and in the MDC area – will be developed in line with the overall approach in Greater Manchester to engaging Government over funding for GM's total infrastructure requirements.

6. RECOMMENDATIONS

6.1. The Cabinet is recommended to:

- 6.1.1. Endorse the contents of the Central Stockport Infrastructure Delivery Plan Prospectus and the Stockport Station Growth Prospectus
- 6.1.2. Agree that officers should continue to work with TfGM and Network Rail as a priority to explore and identify a new layout and design solution for the Greek Street bridge and the Thompson Street footbridge
- 6.1.3. Note and comment on the proposed stakeholder engagement plan outlined at 4.1 above

Appendix 1 - Central Stockport Infrastructure Delivery Plan
Appendix 2 - Stockport Station Growth Prospectus

Background Papers

N / A

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