

An aerial photograph of Stockport town centre, overlaid with architectural renderings of proposed new buildings. The renderings show multi-story brick buildings with green roofs and courtyards, integrated into the existing urban fabric. The text 'STOCKPORT TOWN CENTRE WEST' is prominently displayed in large, colorful, semi-transparent letters across the top half of the image.

STOCKPORT TOWN CENTRE WEST

STRATEGIC REGENERATION FRAMEWORK

Consultation
Draft

July 2019



STOCKPORT
METROPOLITAN BOROUGH COUNCIL

FOREWORD



Councillor Elise
Wilson
Leader of the Council
and Group Leader



The Council has already made great strides in the transformation of Stockport, in particular enhancing the town's office market (Stockport Exchange) and the leisure market (Redrock). The time is now right to focus on redefining Stockport's residential offer as part of the next stage of the Town Centre's transformation which will ensure its long-term success.

Town Centre West provides us with the opportunity to significantly improve housing choice in one of the best connected locations in Greater Manchester. We want to support the delivery of homes for young people, older people, couples, young and established families. We want to provide a better choice of houses and apartments for existing residents and to attract new residents to live in the Town Centre. This will support the success of the Town Centre and attract new investment into the heart of the Borough.

The Strategic Regeneration Framework recognises the importance of integrating Town Centre West with existing communities (resident and business) encouraging enhanced movement by foot and cycle to allow everyone to enjoy the area's assets including the Town Centre, Hollywood Park and the River Mersey.

Harnessing one of the best connected locations in Greater Manchester to deliver 3,500 new homes will take pressure off our Green Belt and reduce the reliance on cars within the Town Centre and across the Borough. Town Centre West provides us with a way to deliver the homes that we need in a highly sustainable way. We want to use the opportunity to embrace new technology to ensure our homes and town is future proofed.

The Strategic Regeneration Framework establishes our Vision for Town Centre West for the next 20 years and its delivery has already started. A number of schemes are already under construction and we are working with partners including the Greater Manchester Combined Authority and Homes England to bring forward the next phase of development.

There is an new excitement about the future potential of Stockport Town Centre - locally, regionally and nationally - and this Strategic Regeneration Framework will ensure the new investment is delivered in a sustainable, ensuring quality design, the delivery of social infrastructure and that the benefits are shared by all.



Andy Burnham
Mayor of Greater
Manchester

My commitments to brownfield development and prioritising our town centres as places to live, whilst also protecting our Green Belt, are widely known. So I am delighted that Stockport has risen to this challenge and prepared the Strategic Regeneration Framework setting out a new vision for Town Centre West which will offer an exciting mix of business and employment opportunities and a range of homes across a variety of types and tenures (including affordable).

Town Centre West is particularly exciting due to its unrivalled connectivity. Stockport has the potential to play an important role in our strategy to create a truly integrated public transport system for Greater Manchester. Proposals for the new bus interchange, for tram train and enhanced walking and cycling links will support our aspirations for sustainable urban living, reducing the reliance on cars and congestion and improving the air quality and the environment. In September,

Town Centre West will be established as Greater Manchester's first Mayoral Development Corporation. This Strategic Regeneration Framework will support Stockport Council, Greater Manchester Combined Authority, Homes England and other public sector partners to lead the long-term redevelopment of Town Centre West, establishing it as a nationally significant example of town centre living with potential to accommodate around 3,500 homes with complementary mixed use development. It provides a powerful platform for collaboration which will allow us to be innovative, testing out new techniques and using our resources to have the greatest impact.

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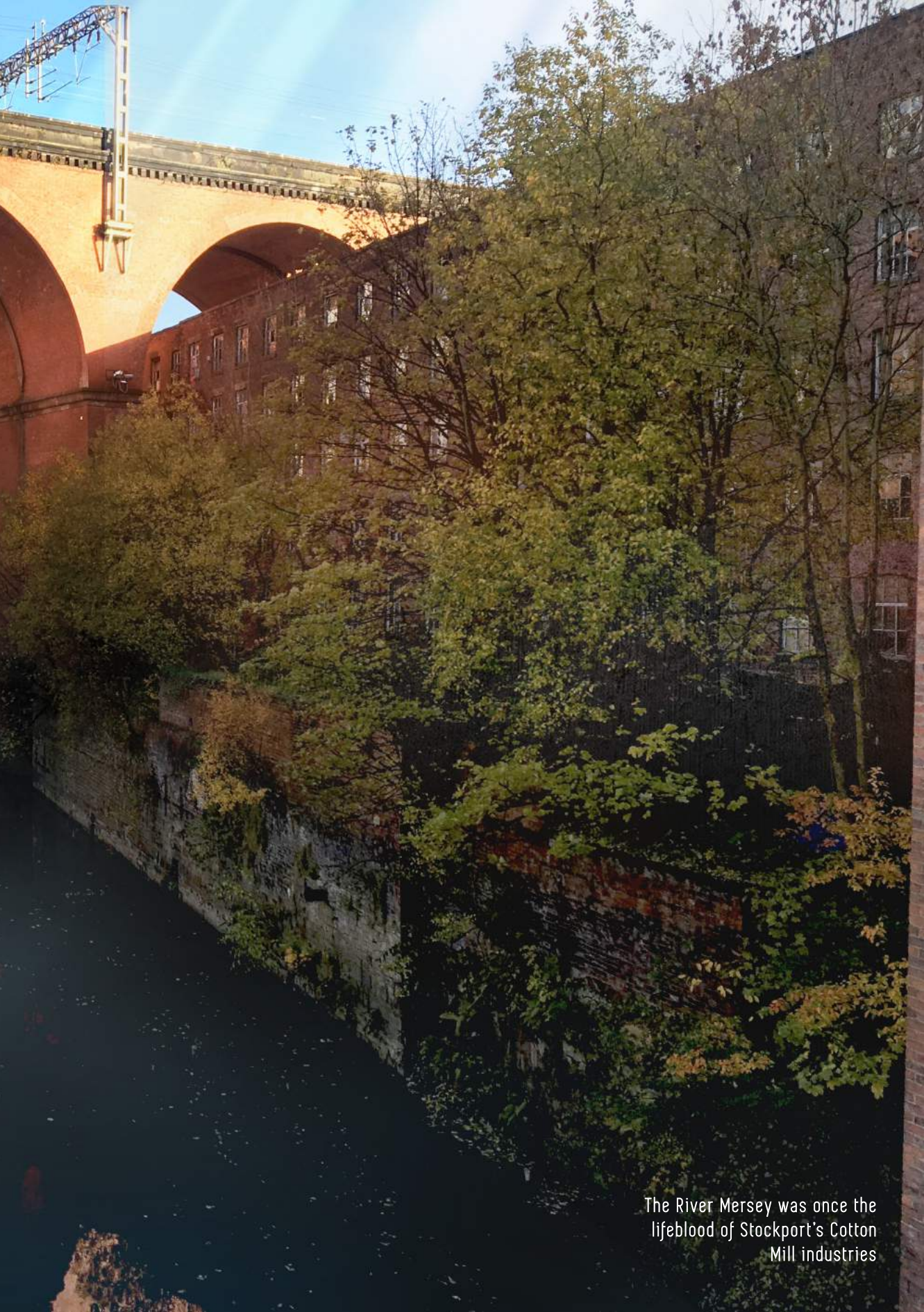
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CONTRIBUTORS

This document has been prepared for Stockport Council by the following organisations:







The River Mersey was once the
lifeblood of Stockport's Cotton
Mill industries

EXECUTIVE SUMMARY

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TOV
CEN
WE

DOCKPORT

OWN

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1.0 EXECUTIVE SUMMARY

The opportunity

Stockport Town Centre is undergoing a renaissance which will see £1bn invested in the Centre. Stockport Council has already generated significant regeneration momentum through its direct interventions in the town's office market (Stockport Exchange) and the leisure market (Redrock). The time is now right to focus on redefining Stockport's residential offer as part of the next stage of the Town Centre's transformation which will ensure its long-term success.

This Strategic Regeneration Framework (SRF) is intended to inspire, excite and engage with existing and future residents and businesses as well as with developers and investors.

It establishes a vision, master plan and delivery strategy for how Stockport's Town Centre West could be reshaped over the next 15-20 years as Greater Manchester's newest, greenest and coolest affordable urban neighbourhood.



Public sector partners - including Stockport Council, Greater Manchester Combined Authority and Homes England - recognise the potential of the area and are committed to delivering its transformation. The area will be Greater Manchester's first Mayoral Development Corporation created to lead the long-term redevelopment of Town Centre West as a nationally significant example of town centre living. It will provide around 3,500 homes with complementary mixed use development and the social infrastructure required to support a significant increase in its residential population.

Town Centre West will play a crucial role in redefining Stockport over the coming decades, offering an exciting mix of businesses and employment opportunities, a range of homes across a variety of types and tenures (including affordable), an enhanced leisure offer and innovation in terms of digital infrastructure and sustainability to ensure that the area is at the cutting edge of town centre living in the 21st century.

The area benefits from a range of factors which make it attractive and suitable for long-term redevelopment including:

- Its exceptional transport connectivity via the M60 and the West Coast Mainline with Manchester only 8 minutes away and London less than 2 hours away by train;
- Its strategic location in the heart of the Borough with great accessibility to Manchester City Centre, Manchester Airport, the residential suburbs of Stockport and Manchester, and the Peak District;
- Its size and scale - 52.6ha (130 acres) in and around the Town Centre - which provides a once in a generation opportunity.

The successful regeneration of Town Centre West will require strong leadership by public sector partners to overcome a number of challenges including:

- The dominance of key traffic routes and transport infrastructure;
- Fragmented land ownerships
- Current issues around the viability of development in Stockport;
- Topographical challenges across the area;
- Limited housing choices.

The strong public sector commitment to Town Centre West, combined with the increasing interest in Stockport from private sector developers and investors, provides an exceptionally strong foundation for the large-scale regeneration ambition set out in this Strategic Regeneration Framework.



THE MASTER PLAN

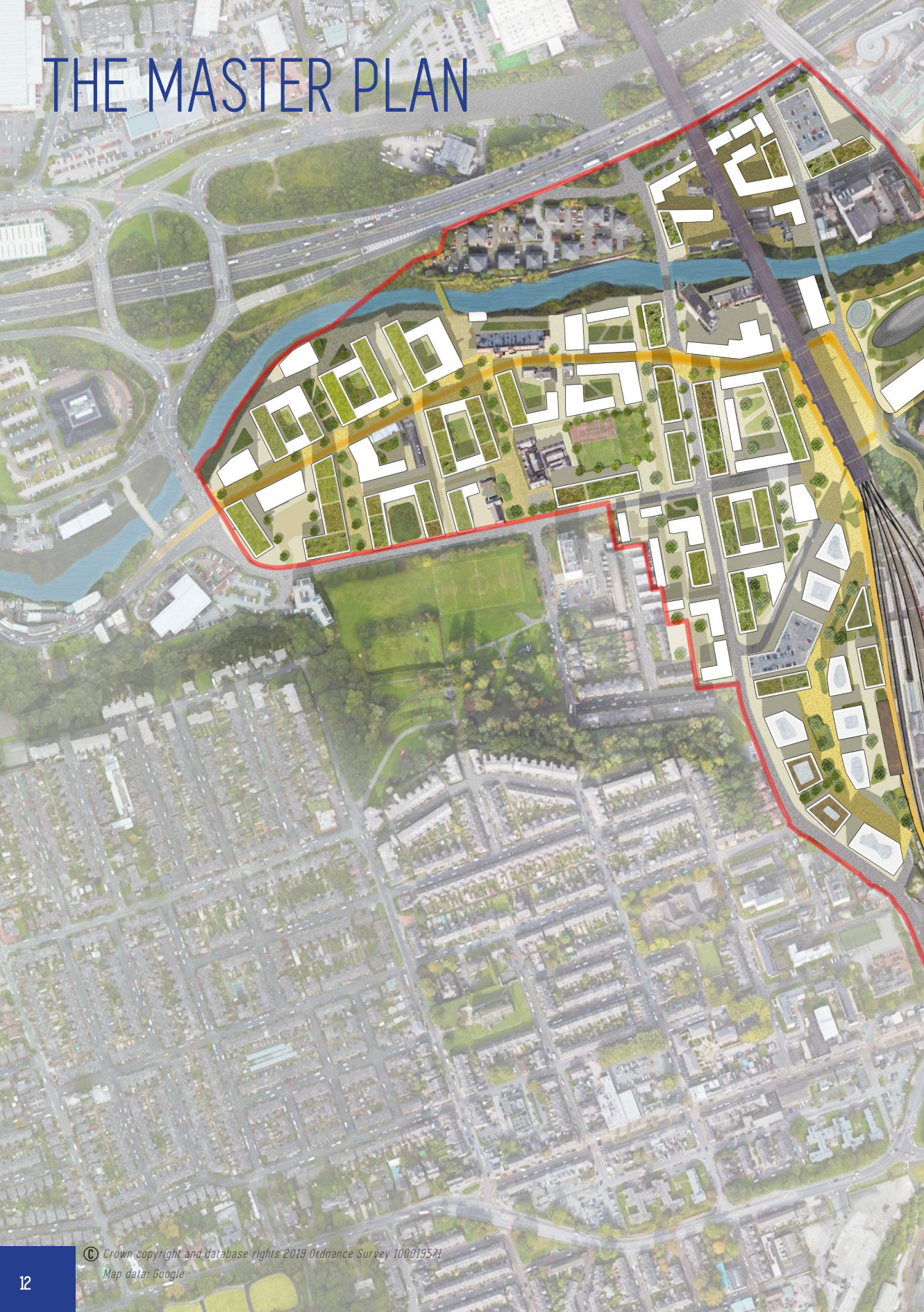




Figure 01
Town Centre West Master Plan

A vision for Town Centre West



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 in the region

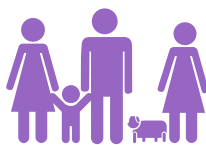
Town Centre West will be a place of quality in all aspects of design

A place where you can shape your future: a place to work and to live

A safe, healthy and attractive part of town

Town Centre West: something different; closer than you think.

Who's it for?



Stopfordians



Young professionals



Young families and established families



Active retired and older people/couples



Structured around guiding principles

Within Town Centre West, three guiding principles will drive positive change;

Community

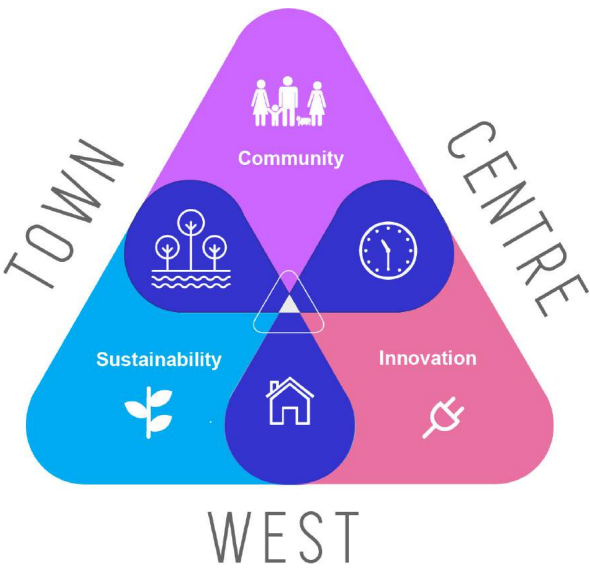
Increased population and enhanced quality of life for all.

Sustainability

A more attractive place and sustainable environment.

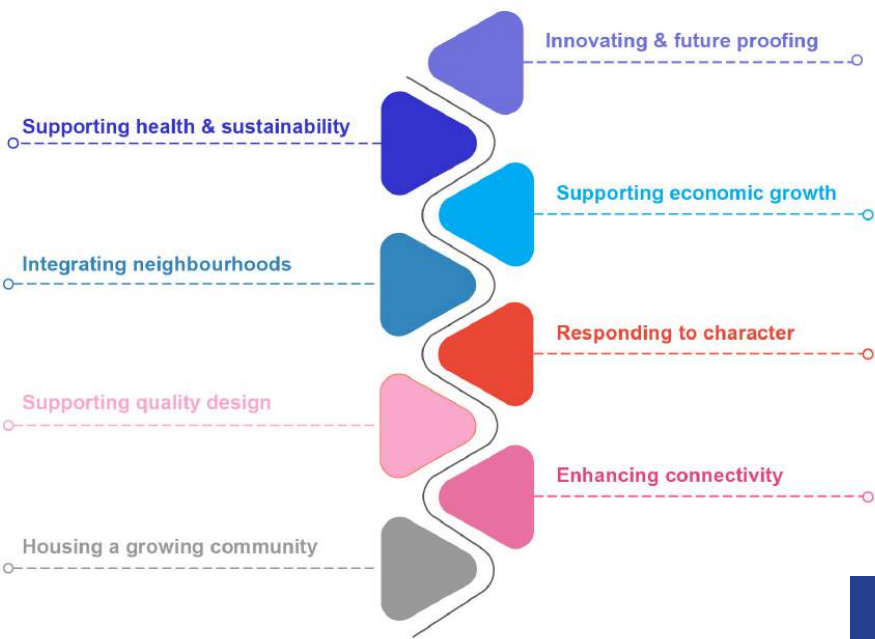
Innovation

A place of progress and an environment shaped for the future.



Delivered through common objectives

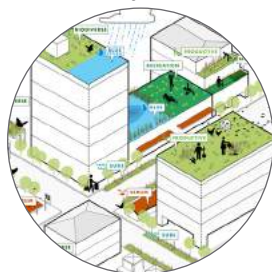
The guiding principles for Town Centre West will influence all aspects of development. The finer grain SRF objectives will shape the future of the place.



Secured through responsive design

This SRF will steer and support long-term transformational change across Town Centre West. It provides detailed guidance and advice on the following key regeneration issues:

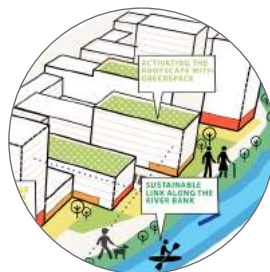
Building and spaces for a more sustainable future - future proofed SMART neighbourhoods



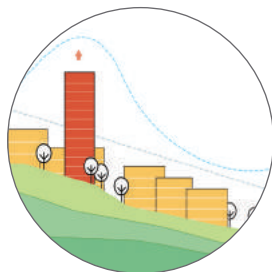
Celebrating our heritage



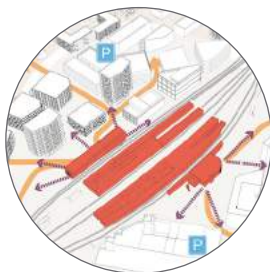
Responding to landscape
Rediscovering our riverside setting



Responding to landscape
Working with topography to create views



Enhancing and exploiting our connectivity



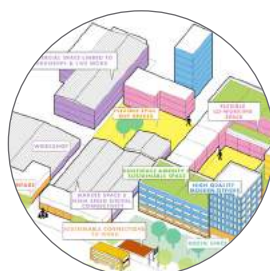
Safe streets and convenient movement



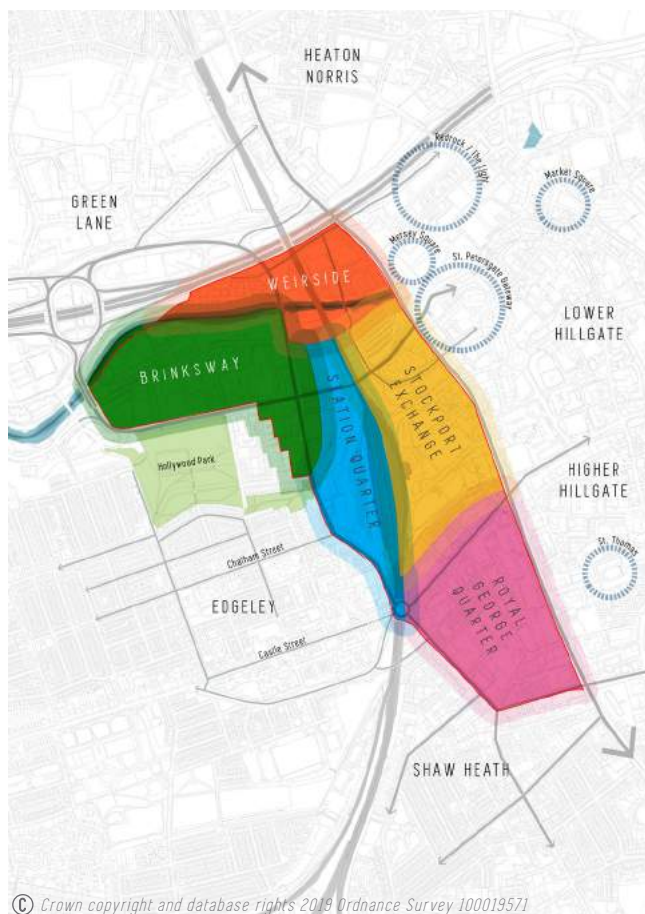
Housing a new community - transforming the choice of homes



A new working future- enhancing employment opportunities



Introducing the new neighbourhoods



Weirside

A low rise mixed-use employment and leisure area under the viaduct which creates a new gateway into the town – showcasing the river and the town's heritage.



Station Quarter

A new higher density residential community: an affordable alternative to Manchester City Centre.



Stockport Exchange Business Quarter

A blend of high quality workspace, living and leisure.



Royal George Quarter

Lower density mixed-use area infused with historic character.



Brinksway

An exemplar community which embraces our commitment to zero carbon and sustainable living.

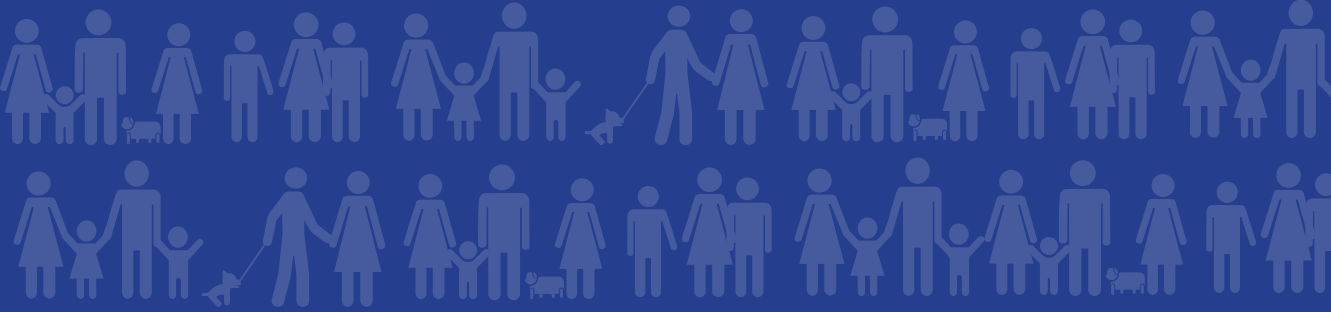
Delivery

This plan is deliberately far-sighted, comprehensive and long term. Town centre regeneration on this scale requires a comprehensive approach to master planning and land assembly, engagement with residents and businesses as well as investors and developers, and the careful consideration of how best to support regeneration from a planning perspective. It will also require the coordination of public sector powers, land holdings, and resources at national, Greater Manchester, and local levels.

This SRF will be used by Stockport Council for planning purposes and will guide the strategy of the Mayoral Development Corporation which will be formally established to lead the regeneration of the area. The SRF should be read alongside the emerging Greater Manchester Plan for Homes, Jobs, and the Environment. Stockport Council's adopted and emerging Development Plan, Stockport Council's Town Centre Living Strategy, and Stockport Council's emerging Town Centre Residential Design Guide. The SRF guides the types of uses which will be acceptable in planning terms as development sites become available.

Public sector partners are actively working with existing landowners in the area to help bring forward sites for development and to access funding where possible. In cases where landowners are looking to bring forward development which is not in line with the SRF, the Council and its partners may look to intervene more directly to ensure appropriate development is achieved.

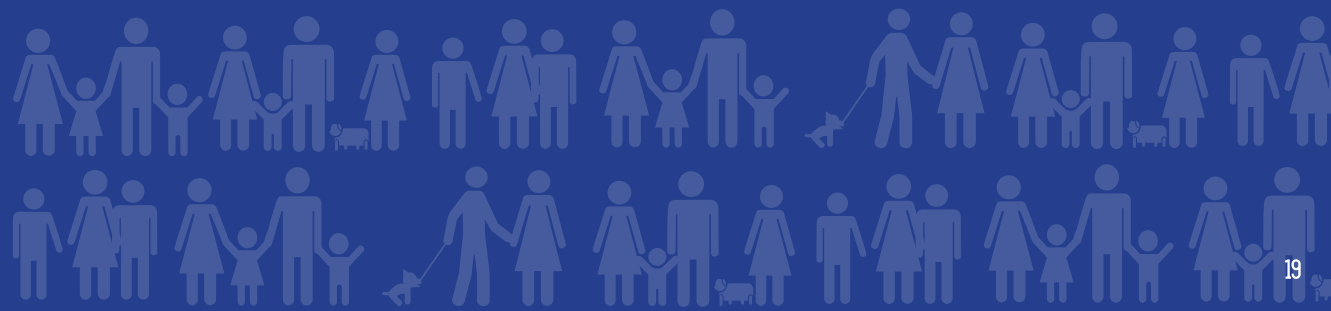




SRF benefits

It is anticipated that the benefits of the SRF will include:

- In the order of 3,500 new high quality homes accommodating around 7,000 residents diversifying the existing choice of homes, increasing the population of Stockport (including older people, families and young professionals), and tenure mix (providing opportunities for home ownership, social and affordable rent and well managed private rented stock);
- Up to 100,000 m² of employment floorspace incorporating a mix of office, workshops, retail and leisure, health and education could accommodate up to 5,300 jobs. Further opportunities for jobs and spend will also be generated within the local economy and supply chains and support the vitality of the Town Centre;
- Construction investment could total £480m - £530m and support 600 - 650 equivalent construction jobs per annum over an assumed 15 year delivery period;
- Attracting new jobs and working age residents to the area will strengthen the attractiveness of the local labour market to potential inward investors, who in turn will create opportunities for training and up-skilling;
- Development will enhance the market attractiveness and profile of Stockport as a high quality business, shopping, cultural, leisure and residential location, thus increasing values in the area and accelerating further investment to the benefit of whole of the Town Centre;
- The transformation of c.30 hectares (74 acres) of brownfield land alongside the delivery of associated green space, social infrastructure, and public realm works will represent the best quality in all aspects of design, significantly enhancing the physical appearance of the area whilst highlighting Stockport's important natural and built heritage assets. It will improve connections and legibility, integrate digital, and promote health and well-being to create a sustainable 'exemplar' community that is resilient to future technological and market change.





“Seen from the train Town Centre West will encourage people to stop, explore and invest. Seen from the air it will showcase Stockport as a leading place to live, work, visit and play”







MANCHESTER

A STRATEGIC OPPORTUNITY

TRETTFORD

CHORLTON

DIDSBURY

NORTHENDEN

M60

J3A

WYTHENSHAW

Princess Parkway

A34 Kingsway



2.0

TO MANCHESTER CITY CENTRE
10 MINS (RAIL)

REDDISH

STOCKPORT

2.1 TOWN CENTRE WEST

This Strategic Regeneration Framework (SRF) establishes a vision, master plan and delivery strategy for how Stockport's Town Centre West could be reshaped over the next 15-20 years as Greater Manchester's newest, greenest and coolest affordable urban neighbourhood.

Stockport's Town Centre West has the potential to become a benchmark of national significance demonstrating the route to creating a location for green urban living. It will provide around 3,500 homes with complementary mixed use development and the social infrastructure required to support a significant increase in its residential population.

This SRF has been adopted by Stockport Metropolitan Borough Council (the Council) for planning purposes and the area has been designated as a Mayoral Development Area.

This SRF is intended to inspire, excite and engage with existing and future residents and businesses as well as with developers and investors.

This is a once in a generation opportunity to reposition this gateway into Stockport Town Centre - one of the most accessible places within Greater Manchester where the Rail Station, Interchange, motorway network and A6 converge - establishing a new urban community which will redefine the Town Centre's vibrancy and function supporting existing businesses whilst integrating and supporting its established residential community.

Town Centre West will play a crucial role in redefining Stockport over the coming decades, offering an exciting mix of businesses and employment opportunities, a range of homes across a variety of types and tenures (including affordable), an enhanced leisure offer, and innovation in terms of digital

infrastructure and sustainability to ensure that the area is at the cutting edge of town centre living in the 21st Century.

Town Centre West will be an exemplar for Greater Manchester and nationally on how growing a new residential community can transform the future vitality of a town centre.

This SRF is deliberately far sighted, comprehensive and long term. Town centre regeneration on this scale will require a comprehensive approach to master planning and land assembly, engagement with investors and developers, and the careful consideration of how best to support regeneration from a planning point of view.

It will also require the coordination of public sector powers, landholdings, and resources at a National, Greater Manchester and local level.



Historic cues, of varying degrees of scale, can still be seen across the SRF area

2.2 UNRIVALLED CONNECTIVITY



Stockport Town Centre West sits at the cross roads of the A6 and the M60, on the mainline Manchester to London Railway and 6 miles to the south of Manchester City Centre. It sits at the heart of the Borough of Stockport, serving its suburbs.

Town Centre West benefits from its proximity to Stockport's numerous public transport, highway, and pedestrian/cycle routes. Public transport services to all parts of Greater Manchester, the North West and the UK are available from within 5 minutes walking distance.



Stockport Station offers rail services to Manchester City Centre (within 8 minutes journey time) as well as connections to Liverpool, Sheffield, Birmingham, Manchester Airport and London. Stockport is within easy reach of Manchester Airport offering global connectivity. With the implementation of HS2 phased from 2026 to 2033, more frequent trains through Stockport to Birmingham/London will be possible as extra capacity shifts to new lines.

A tram-train system with tram stops located within the Town Centre West is also proposed to connect Stockport (including potentially Mersey Square) to the extensive Metrolink network which serves a number of strategic destinations within Greater Manchester.

The core area immediately east of Town Centre West, around Stockport Interchange is served by a large number of bus routes, with particularly high frequency services to Manchester City Centre and Manchester Airport.



Major highway links allow direct access to the M60 motorway and the national strategic road network while the A6 links Stockport to Manchester City Centre and the Peak District. Improvements to the new Astley Street bridge and a new A5145 link onto A6 will strengthen these road links further and improve the street network for pedestrians.

Despite the steep topography in some parts of Stockport there are also good cycle facilities, with the Transpennine Trail and NCN 62 passing along the banks of Mersey towards Sale/Didsbury as well as Sustrans route 558 east-west and adjacent supporting on-street cycle routes.

We will need to continue to manage traffic in and around the Town Centre, taking care not to displace movement to sensitive locations. The aim being to retain critical capacity, yet at the same time create better environments, particularly on sensitive streets such as Greek Street, where there are few traffic route alternatives.

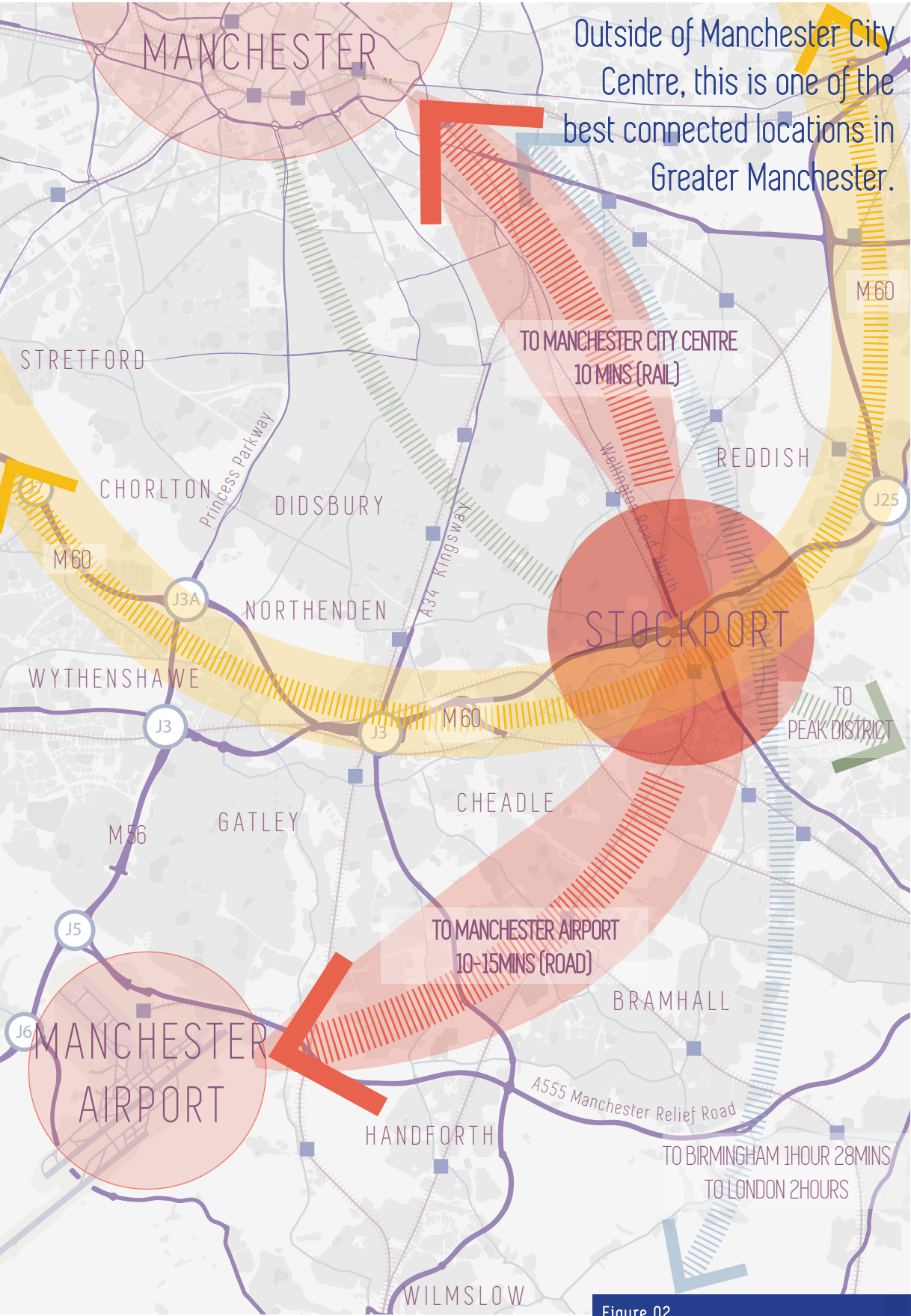


Figure 02
Stockport's unrivalled connectivity

2.3 THE HEART OF THE BOROUGH

Stockport the Borough

Stockport is at the heart of a number of key attractors that make it an exceptional place to live, work, visit and play. Stockport is one of the most successful local economies in Greater Manchester. It accommodates the third largest workforce in Greater Manchester and boasts great schools and amenities.

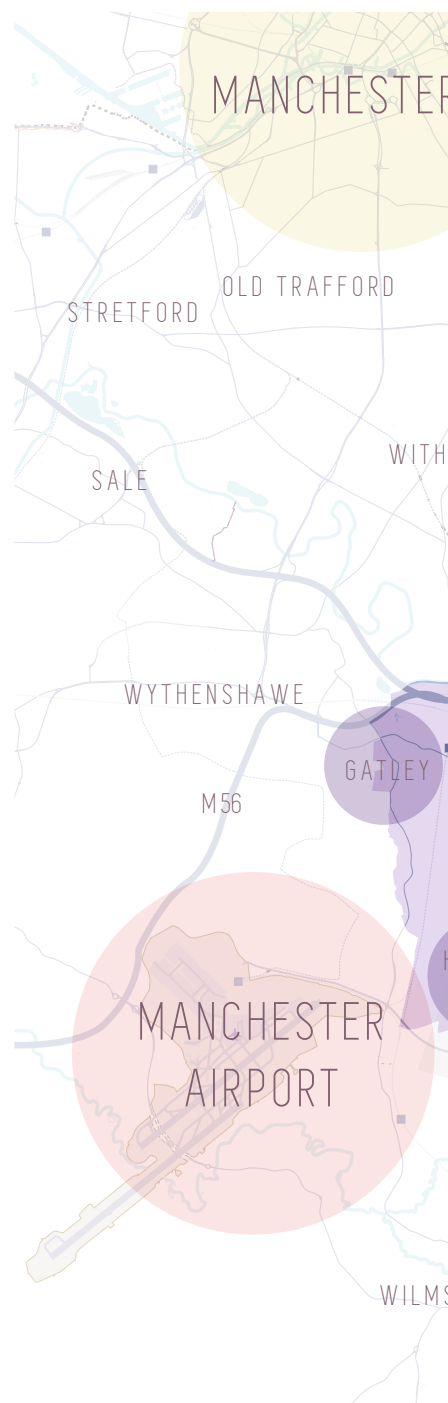
This success is in part due to the unrivalled connectivity, but it also offers easy access to some of the County's most attractive countryside within the Peak District - supporting work life balance and well-being.

Following the transformation of Manchester City Centre, investors and developers are looking for the next place to target. Some occupiers are starting to look for cost effective locations or to reduce commuting times for their employees. Stockport is well placed to respond to these trends. The focus should be on delivering more high quality office locations, a range of modern industrial units

and flexible space that can respond to technological changes. Creating a better choice of employment space that is efficient to use and future proofed.

Stockport Town Centre sits at the heart of the Borough serving the needs of a mix of neighbourhoods including both wealthy suburbs and neighbouring communities which suffer from a range of challenges and under-provision of amenities.

Town Centre West is well placed to respond to the recent investment in the Town Centre and reposition itself as a high quality residential-led community offering a mix of homes and tenures responding to the needs and aspirations of a wide range of residents.



Stockport is now in the top five UK office locations.

In Property Week's latest Hot Offices Index Stockport jumped the furthest up the table for desirable office locations (having ranked just 15th in 2018). This rise has been driven by the attractiveness of Stockport's highly skilled workers and the fact that 2.3m people live within a 30 minute drive.

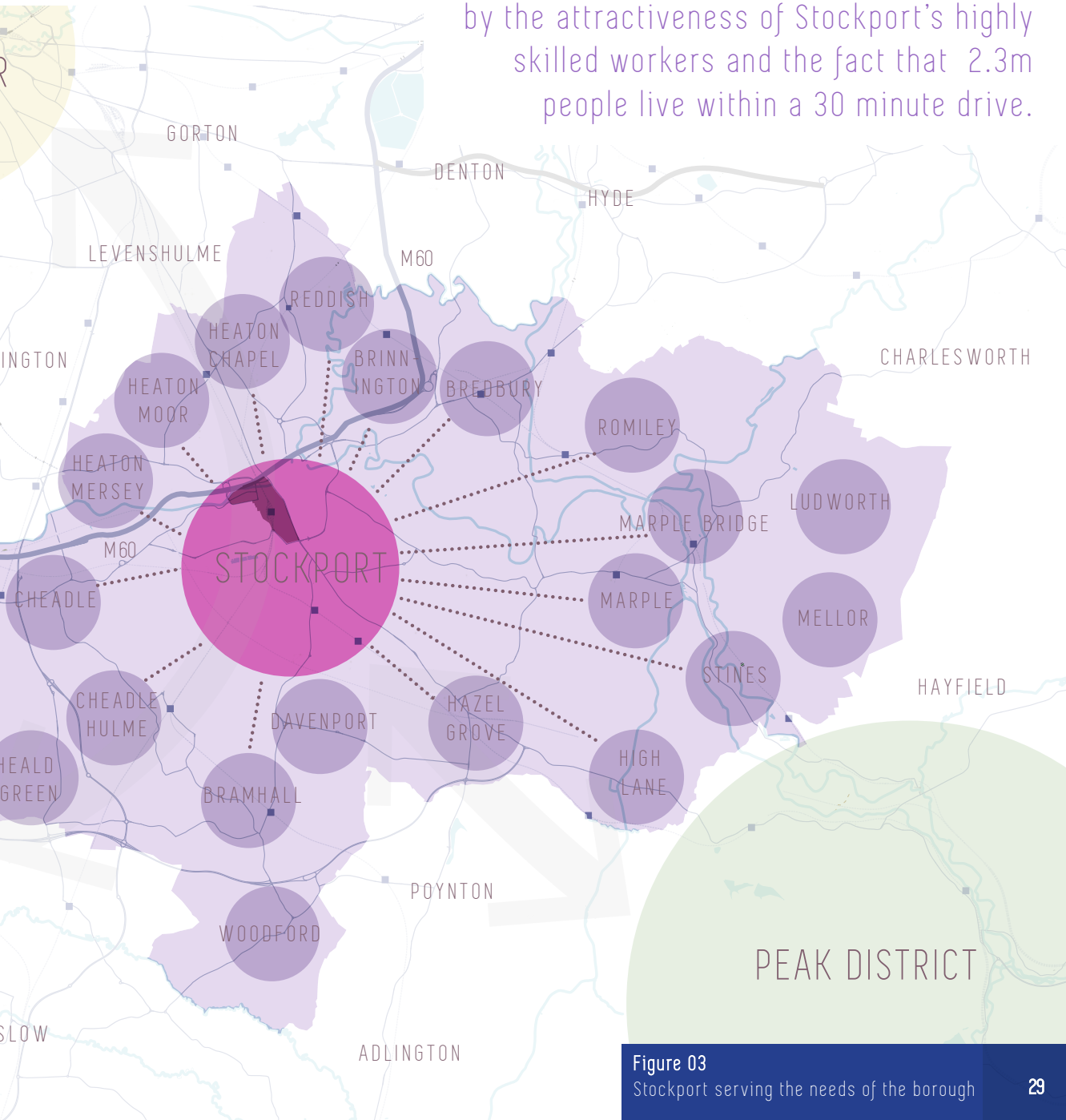


Figure 03
Stockport serving the needs of the borough

2.4 A KEY NEXT STEP



Stockport is one of the most successful local economies in Greater Manchester, providing strong foundations upon which to build. It is home to a number of iconic buildings and has undergone a major £1bn transformation in recent years, including:

- £45m investment in the Redrock Leisure Complex offering a 10 screen state of the art cinema and bars/ restaurants and a gym;
- Phase 3 of the £145m Stockport Exchange project is under construction;
- Former Royal Mail Sorting Office is currently being



- transformed to create 117 apartments;
- Planning permission has been granted and a development partner is being sought to deliver Stockport Interchange - £120m redevelopment of the art transport interchange and 196 homes including over two acres of open space;
- Stockport Council purchased Merseyway Shopping Centre in 2016. Proposals to diversify the centre in response to the changing retail market include the creation of 'best in class' community amenity and welfare facilities for the whole of the Town Centre and;
- Significant investment in transport infrastructure through the TCAP programme to improve access into and around the town centre. This includes improvements to St Mary's Way and construction of the new Travis Brow link road.

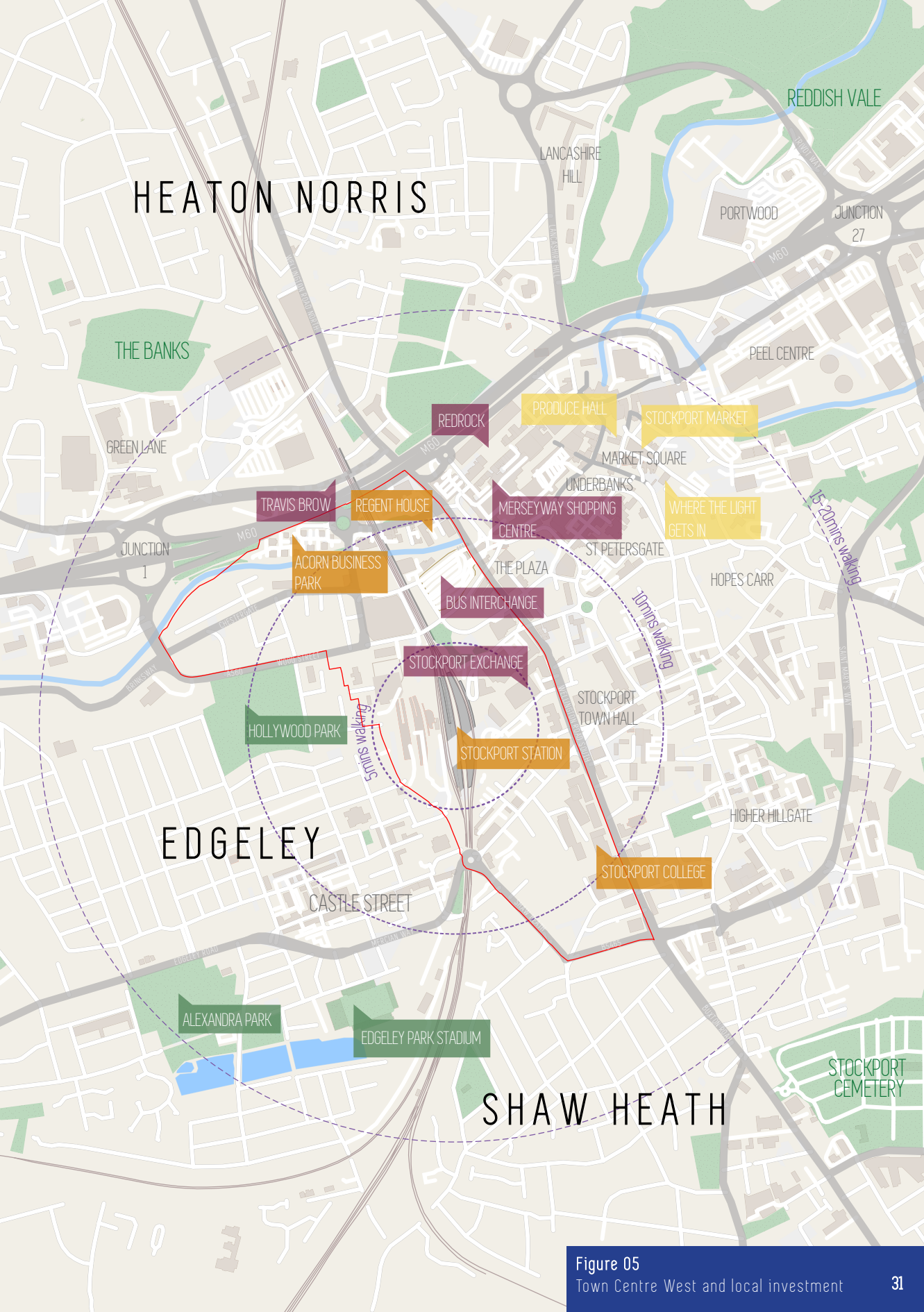


Town Centre West is already home to:

- Stockport Station
- Stockport College
- Hollywood Park
- Great employment opportunities including Acorn Business Park

The wider Town Centre also benefits from:

- An emerging reputation for good food including the Produce Hall, Where the Light Gets In, and Foodie Friday as well as a variety of great pubs and a transformed market offer including The Makers' Market;
- The Borough accommodates the third largest workforce in Greater Manchester and offers current and future residents' access to great schools.



HEATON NORRIS

REDDISH VALE

LANCASTIRE HILL

PORTWOOD

JUNCTION 27

THE BANKS

GREEN LANE

PEEL CENTRE

REDROCK

PRODUCE HALL

STOCKPORT MARKET

MARKET SQUARE

UNDERBANKS

WHERE THE LIGHT GETS IN

TRAVIS BROW

REGENT HOUSE

MERSEYWAY SHOPPING CENTRE

JUNCTION 1

ACORN BUSINESS PARK

THE PLAZA

BUS INTERCHANGE

STOCKPORT EXCHANGE

HOLLYWOOD PARK

STOCKPORT TOWN HALL

HOPES CARR

EDGELEY

CASTLE STREET

STOCKPORT STATION

STOCKPORT COLLEGE

HIGHER HILLGATE

ALEXANDRA PARK

EDGELEY PARK STADIUM

SHAW HEATH

STOCKPORT CEMETERY

Figure 05
Town Centre West and local investment

2.5 ABOUT THE AREA





The currently derelict former
St. Thomas Hospital building

2.5 ABOUT THE AREA

Today

Shaped by its heritage

The fabric of the area has been shaped by the area's industrial heritage resulting in a tight urban grain of buildings separated by road, rail and river. There are a number of quality heritage assets which animate the skyline, and define and add character to the streetscape. However in some cases these assets are underutilised and poorly maintained. There is a risk that the area's industrial heritage impacts on future investment due to abnormal costs associated with the need to demolish obsolete buildings and to deal with ground conditions.

Dominated by major infrastructure

The viaduct, the A6, West Coast Mainline, Station and its sidings, M60, bus station and depots, car parks and a network of minor roads - often congested with traffic - dissect the area meaning parts are not particularly pedestrian friendly. Congestion is also impacting on air quality. The River Mersey starts its journey here but currently buildings back onto it rather than celebrate it although the flood risk in the area needs to be acknowledged. Linkages to adjoining neighbourhoods including Edgeley and the Town Centre are also severed by infrastructure which will need to be addressed to optimise integration with existing communities.

Fragmented by multiple land ownerships

there are over 500 individual landowners across the area. Strong leadership will therefore be critical to support delivery otherwise investment will be slow and incremental rather than transformational. The Council has significant ownership across the area but much of this is in long term leases.

Limited green spaces

There are currently few places to dwell and limited green spaces in Town Centre West although Stockport Exchange has delivered a step change in the public realm establishing a new benchmark. The adjoining Hollywood Park provides a major greenspace which is current underutilised and has significant potential to play a greater role for existing and new residents.

Shaped by its topography

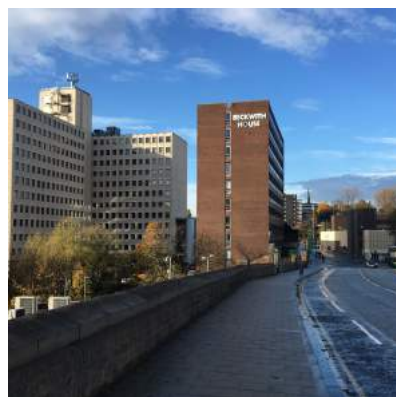
The differences in levels add animation to the area but very steep slopes around the Station and Hollywood Park must be responded to in future designs

Limited choice of homes

The existing housing offer is dominated by social houses and older terraces which currently limits the range of residents attracted to live here .



Listed Armoury buildings on Greek Street



Office buildings facing the A6



Crown Inn building beneath viaduct



River Mersey & Mill buildings



Rail sidings adjacent to station



Current bus station & rail viaduct



Art Gallery & War Memorial



Former St.Thomas' Hospital buildings

2.5 ABOUT THE AREA

Future - The opportunities

Scale of the Opportunity

52.6ha (130 acres) of highly connected land adjacent to a Town Centre, offers the potential to grow the residential population which in turn will transform the vitality of the Town Centre offer supporting its shops, leisure, food and drink, cultural attractions and employment

Priority for public sector partners

Town Centre West has been prioritised by a number of key partners - the Council, Greater Manchester Combined Authority, Homes England and Transport for Greater Manchester. Its designation as the first Mayoral Development Corporation in Greater Manchester has positioned it as a project of national significance. The significant public sector land ownership in the area will be utilised to leverage private sector investment.

Unrivalled connectivity

The location offers exceptional transport connectivity, with the West Coast Rail line providing regular links to London and across the UK, while northern and regional connectivity provides excellent connectivity to a wider variety of towns and cities. The location offers a strategic position adjacent to M60 that affords great access to the wider motorway network across the North and Midlands at all points of the compass. There has been significant investment in

getting the strategic connectivity right for Stockport over a number of years with schemes such as the recently opened link from A6 to Manchester Airport Relief Road and the £73m TCAP road programme helping maximise flow. The time is now right to harness the potential of the location and linkages whilst at the same time creating a neighbourhood where there is a reduced need to use a vehicle on a day-to-day basis. Harnessing sustainable transport modes, and design (such as 'Streets for All') and delivering Beelines to help counter congestion and to start to reverse years of car-dominance and reliance will help us create a 'win-win' situation by addressing issues such as poor air quality and its negative impact on public health. This principle has already been shown to work at Stockport Exchange, which benefits greatly from the impressive connectivity of Stockport Station, linked to amenities in the Town Centre and accessible to a diverse catchment. The scene is now set to extend this into the residential market and create a place to live which does not need to rely on cars, reducing and managing vehicle dominance to change the modal attraction and nature of place. This location can act as a 'blueprint' for town centre living across Greater Manchester and the North of England.

Significant momentum to build on

Significant investment has already established a momentum for change in the area including current development at Stockport Exchange and former Royal Mail Sorting Office. Major proposals are being worked up for a number of sites including Weir Mill, St Thomas Hospital and Stockport Interchange. There has already been a step change in the office offer of the area through the creation of a new Commercial Business District (Stockport Exchange). Existing office providers are now starting to invest in their stock and experiencing increased demand from occupiers. This is increasing access to skilled and well-paid jobs. The focus now needs to turn to modernising the industrial offer.

New waterside offer

There is significant scope to harness the river and its setting. Supporting new development which enhances it rather than turns it back to it. Supporting biodiversity through creating a new blue and green corridor through the area will also support initiatives to reduce air pollution whilst supporting healthy living and well-being.

Celebrating our heritage

There are a range of existing heritage assets, including the viaduct, which can be harnessed to support the architectural character and distinctiveness of the area.



Stockport is serviced by a number exceptional rail connections to London and across the UK.

2.6 ABOUT THE SRF

Purpose of the SRF

The SRF provides a strategy and illustrative framework to guide the transformation of Town Centre West. It establishes the key principles that will guide development in the area over the next 15-20 years. It is a flexible framework which will respond to changes in property market conditions to ensure the delivery of schemes that are good for Stockport.

It provides guidance on the following:

- All future land uses and open space;
- Infrastructure provision including movement and access;
- Community facilities.
- Built heritage and conservation;
- Natural environmental factors, landscape and climate change.

It is intended to inspire, excite and engage with existing and future residents and businesses as well as with developers and investors.

The SRF will:

- Be adopted as a Supplementary Planning Document and used for development management purposes and as such will be a material consideration in the determination of all future planning applications;
- Inspire and guide investors and developers on their proposals for development and investment in the area;
- Advise other partners of the Council's aspirations for the area including Transport for Greater Manchester, Network Rail, Department for Transport, Homes England, Historic England, Greater Manchester Combined Authority and service providers;
- Support technical feasibility work to move priority projects forward over the short, medium and long term;
- Set the context to shape and support funding discussions and bids;
- Stimulate thinking around innovation and sustainability creating a platform for new ideas to shape the future of the area and Greater Manchester.

It does not determine tenure forms or the geographical distribution of affordable homes at this stage.

Process of preparation

The SRF has been prepared by Cushman & Wakefield, Optimised Environments and WSP. Key stages in its preparation include:

- Familiarisation with the area
- Document review
- Property market analysis including planning pipeline
- Spatial review
- Access and movement review
- Stakeholder engagement
- Report preparation, review and refinement.



Hollywood Park Nursery
School now occupies the
former 1906 Council School
along Hardman Street

2.7 POLICY CONTEXT

Greater Manchester's Plan for Homes, Jobs and the Environment - GMSF

The Greater Manchester Spatial Framework (GMSF) sets out Greater Manchester's Plan for homes, jobs, and the environment up to 2037. It has been prepared by the Greater Manchester Combined Authority (the Mayor and the leaders of Greater Manchester's ten local councils) together with the 10 Districts of GM. The plan seeks to support the delivery of the right homes, in the right places, for people across our city region. It supports job creation and improved infrastructure to ensure the future prosperity of Greater Manchester.

The plan focuses on making the most of Greater Manchester's brownfield sites, prioritising redevelopment of town centres and other sustainable locations. It will also help to address the housing crisis identifying a minimum target of 50,000 additional affordable homes- 30,000 of which will be social housing.

It is not just about bricks and mortar. It is about reducing inequalities, improving the lives of our residents, and transforming Greater Manchester into the world- leading city-region. . The environment is at the core of the plan. It seeks to reduce the proposed green belt release compared to previous plans. Town Centre West is well placed to support the objectives of the GMSF.

Stockport Local Plan

The Development Plan comprises the Stockport Core Strategy (adopted March 2011) and the Saved Policies of the UDP Review (2006).

The Core Strategy sets out the strategic spatial policies for Stockport and identifies the overall level of development envisaged during that period. Providing new housing is an important policy objective within the Core Strategy, as is the importance of fulfilling the potential of the Town Centre.

The Town Centre is proposed to be the principal focus for development in the Borough. The area is the most sustainably location in the Borough and has significant opportunity for development for a variety of uses. The Plan recognises the potential to attract significant future investment to strengthen the Town Centre's role in achieving a sustainable pattern of development in the sub-region, as well as increasing the amount of residential development in and around the Town Centre.

The Council are currently preparing a new Local Plan which it is anticipated will be adopted 2021.

Stockport Town Centre Living Strategy

Stockport has set out its vision for the future Town Centre residential offer in its Town Centre Living Development Framework (2018). This provides a blueprint to guide future development based on five key principles:

- Direct Intervention to Improve Viability;
- Using Public Sector Powers to Unlock Land and Development;
- A Town Centre Residential Design Guide;
- Planning Policy Framework which is flexible and adapts to market conditions;
- Provision of more high quality accessible public open space.

The purpose of the document is to provide the Council with a strategy to enhance future residential development in Stockport. The strategy forms a critical step for the Council, to capitalise upon Manchester's economic and population growth and support the vision of Town Centre living in Stockport, how this can contribute to the wider Borough and the Greater Manchester conurbation, and accelerate housing development to meet the needs of the population.

Residential Design Guide

The National Planning Policy Framework attaches significant weight to design, including using design codes where they could help deliver high quality outcomes. The objective is not to be unnecessarily prescriptive or detailed but rather to guide on the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

The Residential Design Guide is currently in preparation with a view to public consultation in September and is intended to give greater certainty to land owners, architects, developers and the public as to what the expectations are, and it will inform the Council's planning decision making process.

The opportunity areas covered by the Town Centre Living Development Framework include areas as different as the historic quarter in Market and Underbanks, the industrial urban landscape of Town Centre West, the Covent Garden Village residential area, the Civic Quarter and Piccadilly, Stockport Central and Higher Hillgate. It reflects the place marketing and branding established through the Stockport Town Centre Prospectus.

Mayoral Development Corporation

As part of his review of the Greater Manchester Spatial Framework, the Mayor has highlighted his commitment to seeking to support investment in town centres and on brownfield sites to reduce pressure on the green belt. He established a Town Centre Challenge to help Greater Manchester's local authorities as they identify and deliver their approaches to supporting and reviving their town centres.

Stockport Town Centre has been put forward as Stockport's Town Centre Challenge priority area and, in line with the Town Centre Living strategy, the GM Mayor and the Council have agreed that the first Mayoral Development Corporation in Greater Manchester will be created in Stockport's Town Centre West to deliver the around 3,500 new homes and the overall regeneration ambition set out in this Strategic Regeneration Framework.





View across the River
Mersey towards the Grade
II Listed Weir Mill



VISION & OBJECTIVES



3.0

3.1 VISION & OBJECTIVES



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** in the north.

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.

Town Centre West is an entirely new place to call home in Stockport that represents a new benchmark for residential development in Greater Manchester.

Green and urban, characterful and modern, it will be home to some of the most attractive and well-connected neighbourhoods in the region.

It is estimated that the area could accommodate up to 3,500 new homes but critically highlights the ingredients to shape an entirely new residential offer that can match Stockport's most desirable suburbs.

Breathing life into the neglected spaces and re-imagining historic buildings, against the dramatic backdrop of the viaduct will combine with the best quality new development to create an urban fabric of distinction.

A new approach to infrastructure investment that puts people first will shape uniquely attractive living environments: working with topography; rediscovering a forgotten riverside; creating new green spaces; and offering high quality new homes for a more sustainable future.

A new face to the Station will unlock the development potential offered by its unparalleled connectivity and reveal a different side to Stockport. Physically and functionally it will balance the Town Centre, making it a special and a truly sustainable place to live and work.

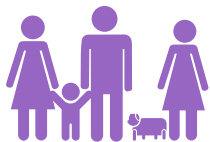
A new place to call home in Stockport. Living around the station;
overlooking the park; along the river; nestled beneath the arches.

A new residential benchmark for Greater Manchester.

Something different. Closer than you think.



3.2 WHO IS IT FOR?



Stopfordians a place for those who already consider themselves part of Stockport but want to live in a new urban quarter in their town, a place which connects them with their existing jobs, which promotes a healthier lifestyle and allows them to easily access Stockport's growing cultural and leisure economy.



Young professionals for aspirational city dwellers wanting more for their money than in the City Centre or those looking to move on from the City Centre and set up a more permanent home.



Young families and established families those who want to live in a vibrant location but one where they have access to great schools and other services within walking distance.



Active retired and older people/couples who want access to shops, food, drink, leisure, culture and services but without the hustle and bustle of the City Centre.

“Seen from the train Town Centre West will encourage people to stop, explore and invest. Seen from the air it will showcase Stockport as a leading place to live, work, visit and play.”



3.3 REGENERATION INSPIRATION

In looking to the future for Town Centre West we have explored a range of other ambitious international regeneration projects that offer lessons and inspiration for positive change in Stockport.

Pearl District, Portland, USA:
The area was formerly occupied by warehouses, light industry and rail sidings but has seen major regeneration activity over the last 20 years.

In the early stages major infrastructure barriers were removed and a high proportion of affordable housing served by sustainable transport in the Portland Streetcar helped to establish the area as a desirable neighbourhood.

New homes, office space and cultural institutions have now all been developed with a high density but generally medium rise feel. Reclaimed industrial space combines with new public space and high quality development to create a distinctive character.



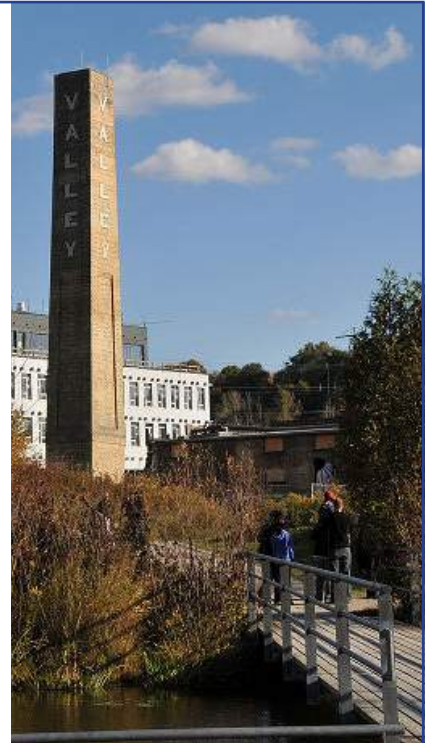


's-Hertogenbosch, Netherlands:

In this regional town of 150,000 people to the north of Eindhoven, A new station entrance has unlocked a entirely new district and allowed expansion of the central functions. Paleiskwartier provides an attractive new setting for the college, courts and significant new residential development.

Don Valley, Toronto, Canada:

The Evergreen Brickworks sit to the north of central Toronto on the Don River. Once a neglected and contaminated industrial site the area has been repurposed as an environmentally focused community, business and cultural centre. It hosts shared workspace and is used as a key event space.



3.4 GUIDING PRINCIPLES

The SRF is focused on transforming Stockport Town Centre West from an area that has evolved in response to key infrastructure- the river, the rail line, the town centre and the motorway into a sustainable new **community** set within a high quality **sustainable** environment which harnesses **innovation** to support future sustainable growth.

At Town Centre West, the three guiding principles which will drive positive change are;



Community

Increased population and enhanced quality of life for all.



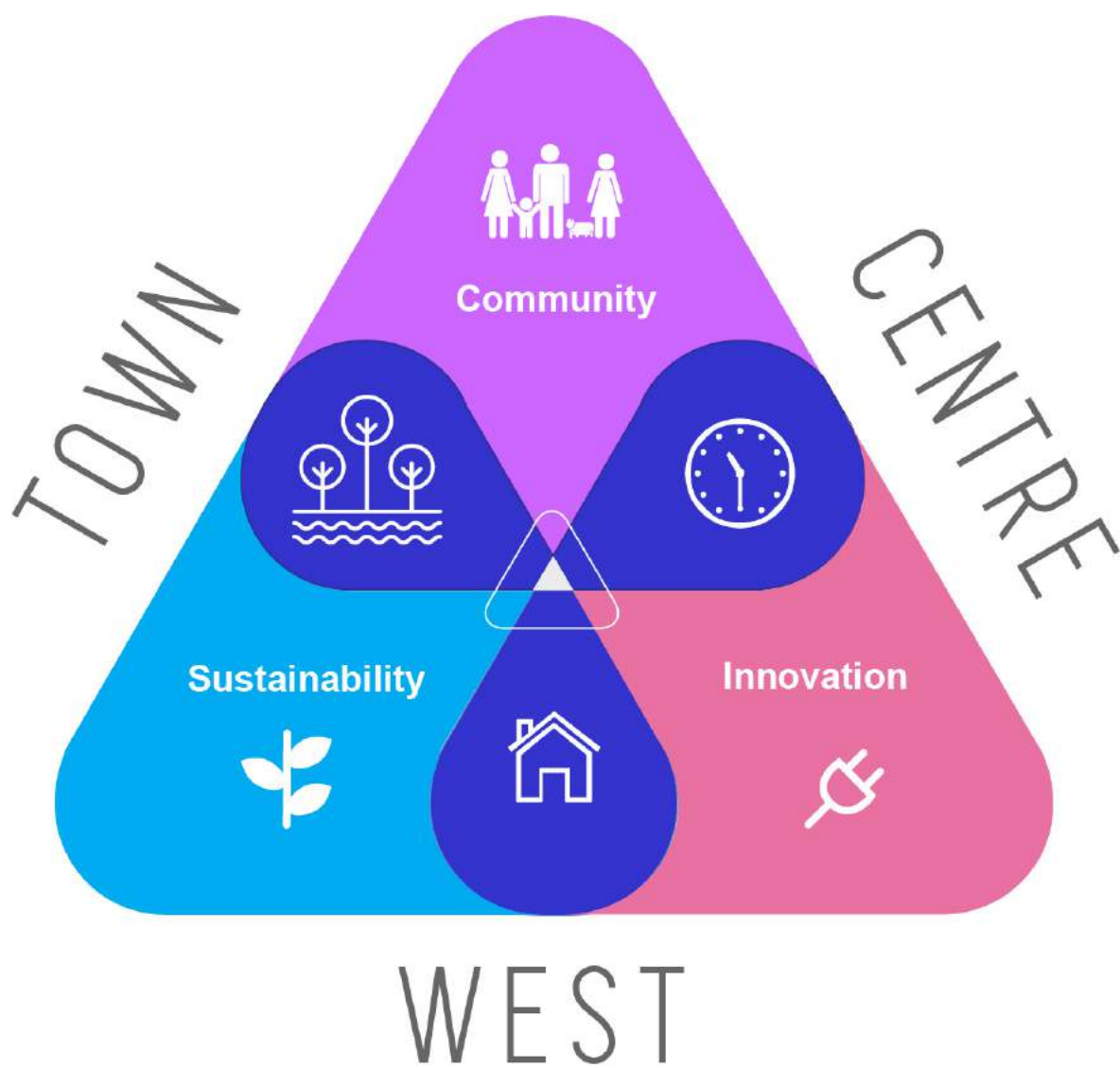
Sustainability

A more attractive place and sustainable environment.



Innovation

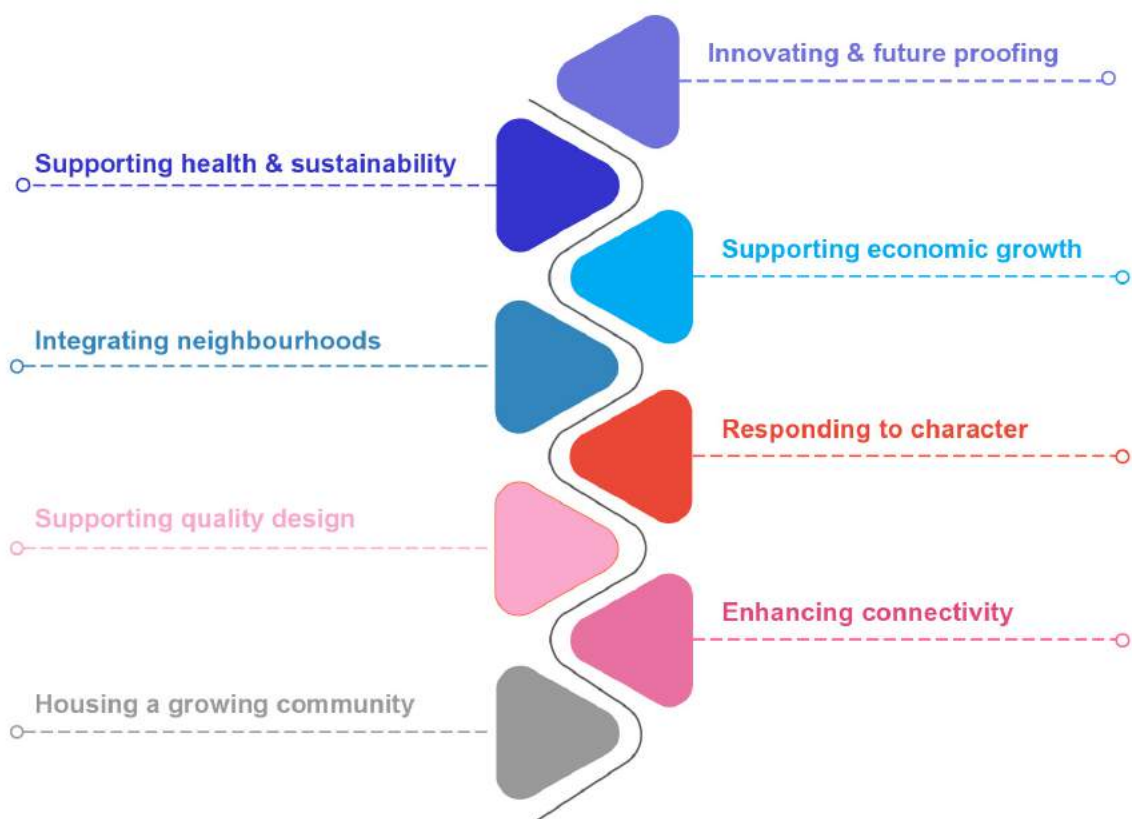
A place of progress and an environment shaped for the future.



3.5 SRF Objectives

Contributing objectives

The guiding principles for Town Centre West will influence all aspects of the development. These will be supported by a series of finer-grained objectives that will help to create a place fit for the future.





Innovating & Future Proofing

- Embracing new technology, including during the construction process and within new buildings such as building materials that capture carbon, smart roads, enabling drone delivery;
- Lobbying for generation 5G mobile networks in the City Region;
- Learning lessons from Homes England on Garden Villages such as enabling principles of reuse and recycling, embracing social media platforms to maximise communication within the community and key partners to support integration and awareness; establishing Stockport Town Centre West as a cluster of digital and creative businesses which attracts others to start up their businesses here and; Embrace smart urban systems including energy generation;
- Using the latest technologies for energy and water systems and;
- Designing buildings and places to be responsive to changes in the nature of vehicular supply, use and demand.



Supporting Health & Sustainability

- Utilising the area's exceptional connectivity and creating a community where people can truly live, work and relax within walking distance of all the amenities of the Town Centre;
- Ensuring the early delivery of social infrastructure and services for existing and new residents;
- Reducing reliance on cars and reducing issues of air quality and congestion;
- Being an early adopter of new technology to support electric vehicles within residential communities;
- Supporting the principle of delivery of new homes on brownfield sites;.
- Ensuring proposals support high quality sustainable homes, through their carbon neutral materials and high energy efficiency performance, promoting cleaner and greener living;
- Reducing the impact of through traffic on key areas of land by good design principles and;
- Making existing amenities such as Hollywood Park and the River Mersey more usable and accessible.



Supporting Economic Growth

- Supporting the creation of a range of employment opportunities, ranging from Grade A office spaces attracting regional HQs, to start ups looking for cheap, but quirky and unique accommodation. Supporting the delivery of modern industrial floorspace;
- Harnessing the exceptional connectivity of the area to attract occupiers who do not need to be located within the City Centre but benefit from exceptional connectivity to it and London and;
- Supporting those businesses who do not need to be located next to the Town Centre or in an exceptionally well connected area to find more appropriate accommodation elsewhere in the Borough.
-

3.6 SRF Objectives



Integrating Neighbourhoods

- Creating a flagship 'connected neighbourhood' for Greater Manchester;
- Supporting a well-connected and legible movement network creating direct linkages to the Station, Town Centre and Interchange;
- Supporting a modal shift in the way people live and access local facilities - accommodating homes and jobs within walking distance of a range of modes of public transport and;
- Establishing King Street West as a 'gateway' boulevard, creating a high quality landscaped environment, promoting pedestrian and cycle movement as well as vehicular connectivity. Providing both a strong visual route from the motorway to the Station, but also being a route that pedestrians can cross in a safe and controlled manner at places they want to.
- Working to adjust existing road infrastructure, rather than building substantially more - allowing investment in places and sustainable modes. This will build on the good work that has been undertaken to date to reduce pressure at key points on the network, not reducing capacity but continuing to manage it;
- Establishing a 'low or no car' dependency housing offer, with a neighbourhood designed to allow this to be practical;
- Reducing traffic congestion, plus increasingly managing routes such as Greek Street and Heaton Lane to create better environments and;
- Testing new approaches to residential car parking and provision of car clubs and similar approaches to car provision, use of electric vehicles and bus accessibility.



Responding to Character

- Creating a benchmark location for green urban living in Greater Manchester and potentially beyond;
- Establishing a network of public spaces improving the setting of existing natural assets;
- Celebrating Hollywood Park, uniting the existing and new communities through a green oasis;
- Celebrating the area's existing heritage assets including its mills and the viaduct. Activating spaces below the viaduct;
- Embracing the River Mersey and harnessing its potential as a key recreational and ecological asset whilst responding to potential flood risk and;
- Paying significant attention to enhancement of public realm and the detail of places and routes for people between buildings, rather than creating extensive new highways that would encourage more vehicular trips.



Supporting Quality Design

- Ensuring appropriate consideration of the quality and good design in all investment;
- Re-purposing underutilised and vacant buildings and sites to increase activity levels;
- Harnessing historical and cultural assets to enhance the existing character of the area;
- Establishing flexible and varied urban blocks within neighbourhoods, which balance new residential living with, employment, community uses and high-quality public realm;
- Designing schemes at a human scale connected back to well-designed, safe streets and spaces and;
- Using topography to create interesting schemes.



Enhancing Connectivity

- Re-enforcing links to surrounding existing communities;
- Breaking down barriers to movement and separation caused by traffic dominated streets;
- Rebalancing connections to key assets, by creating new walking and cycling routes - promoting a more sustainable movement network;
- Providing effective integration between all modes of transport including potential tram-train;
- Delivering new and enhanced facilities to serve the existing and new community - supporting enhanced service delivery and co-location of public service providers especially in terms of health and education;
- Supporting the viability of the Town Centre and stabilising its retail offer by increasing footfall, dwell time and spend.



Housing a Growing Community

- Establishing a network of integrated distinct and desirable neighbourhoods;
- Offering a choice of homes in a vibrant Town Centre with unrivalled connectivity;
- Diversifying the offer to complement the current dominance of social housing;
- Providing a modern alternative to the existing choice including town houses and apartments;
- Responding to identified needs including designing homes targeted at older people in a location well served by amenities;
- Creating new homes for families well served by schools, services and open space;
- Enhancing the supply of quality well managed rented homes;
- Promoting the area's relative affordability compared to Manchester City Centre;
- As appropriate supporting the conversion of office stock which no longer meets employment requirements into quality residential conversions and should stimulate investors to deliver quality office stock;
- Harnessing local passion and community pride.

A CONNECTED PLACE A MORE BALANCED FUTURE





Figure 07
Birds eye view overlooking Brinksway towards
Stockport Exchange and Station Quarter

A NEW COMMUNITY AROUND THE PARK





Figure 08
Birds eye view overlooking Hollywood Park
towards Brinksway and Weirside.

[illegible]



4.0

4.1 SEIZING THE OPPORTUNITY



The regeneration of Town Centre West provides a major opportunity to reappraise and enhance Stockport's relationship to its surroundings.

Buildings and spaces for a more sustainable future

Buildings will be designed to put people first in terms of the relationship with streets and amenities. Sustainability and innovation are two key guiding principles running through all elements of the Framework. New technology will be embraced to ensure that the area is an exemplar for others. Developers will be encouraged to promote buildings and urban environments that advocate the conservation of energy and support efficient uses of all resources. Neighbourhoods will be efficient, healthy and safe places to live and work. Roofs spaces will be utilised to help support sustainability credentials.

Celebrating our heritage

Strong character is already established in the area by key historic features, most importantly the viaduct, but also its mills and Georgian and Victorian buildings. The setting of the viaduct will be enhanced by encouraging uses which showcase it rather than undermine. Underutilised listed, locally listed and non-designated heritage assets will be reinvigorated through investment in their fabric to attract new occupiers and enhance their settings for new users.

Responding to landscape and setting

Development will respond to the natural topography of the area, helping reconnect the Town with its historic riverside setting. Subtle shifts in scale and massing, along with a carefully considered roofscape design, will help to distinguish the area, giving it a bold but responsive natural urban form.

Key locations will be highlighted through increases in built scale and intensity, aiding legibility across the area and providing markers from surrounding neighbourhoods and the wider Town Centre.

Enhancing and exploiting our connectivity

To make the most of the centrality of Town Centre West in relation to the Town Centre and Station connectivity, an enhanced gateway to and from Stockport Station will be created. In particular, building on the successful regeneration on its east side a dual aspect Station will be established better serving users from the west as well as the east. This will link with proposals for a 'tram-train' to Stockport Town Centre and the new Interchange, both of which will enhance the ability for residents of Town Centre West to not be reliant on cars.

As we change the existing network away from car dominated gyratories in order to minimise impacts on residential neighbourhoods.

A new working future

Building upon recently delivered quality office floorspace in the area, the focus will be on ensuring an appropriate supply of employment floorspace in the area which responds to modern working methods and aspirations. Buildings will be re-purposed into modern workplaces that respond to today's business requirements. They will embrace the technological revolution rather functioning in workspace built during the industrial revolution. Town Centre West will offer a mix of space that attracts growth sectors whilst also offering a range of employment opportunities for local people.

Safe streets and convenient movement

Streets will be active, well-lit and places for people to use in either a recreational or functional manner. While parking will be provided, it will not dominate the streetscape and will be designed into the overall offer, allowing walking, cycling and public transport to be the modes of choice, with direct and clear routes to and from key hubs or amenities. The aim will be to reduce the impact of the current gyratory systems, altering heavily engineered junctions and reducing speeds of vehicles but at the same time minimising delays and congestion at the most critical points for those living adjacent or nearby to experience a better quality of life. These improvements will be early adopters of technological changes and associated changes in user demands. Importantly, they will also improve air quality.

Housing a growing community

A better choice of homes and tenures will be delivered which will attract a wider range of residents to live in a well-connected and served location. Homes will be delivered for young and established families, couples, singles, young professionals as well as actively retired and those requiring support. A mix of houses and low and high rise apartments will be delivered. An appropriate mix of tenures will be supported including social housing, shared ownership, homes for sale, well managed private rent and affordable rent. Where appropriate, new homes will also be created out of underutilised buildings. New homes will be well integrated into the existing community. All will be well served by a range of local amenities as well as playing an important role in enhancing the vitality of the Town Centre.

4.2 BUILDINGS & SPACES FOR A SUSTAINABLE FUTURE

TODAY:

Town Centre West is beginning to embrace the principles of green and blue infrastructure through recently delivered and proposed developments. However, the majority of the area is still constrained by historic and commercial land-uses which fail to respond to today's sustainability challenges.

FUTURE:

An urban network of green & blue infrastructure

Buildings will be designed to put non-car users first in terms of their relationship with streets and amenities. Car parking and servicing within buildings or their curtilage will need to be designed to be adaptable to changes such as Electric or autonomous vehicles over forthcoming years.

Town Centre West should encourage sustainable urban living, influencing everyday aspects of life, from the way people move around to how buildings respond to the challenges of climate change. With new and existing development, the roofscape can play a significant role in helping to support the sustainable credentials of town centre west. Their use can help reinforce the links to sustainable urban living, seen from the street as well as the air.

Green roofs can be combined to create a roof system, just as natural landscapes are a composition of varying habitats and ecosystems. They will be harnessed to contribute to a wider living green infrastructure for the benefits of Stockport and its residents. Stockport its residents.



A successful green network supports sustainable urban living and access to high quality amenity space

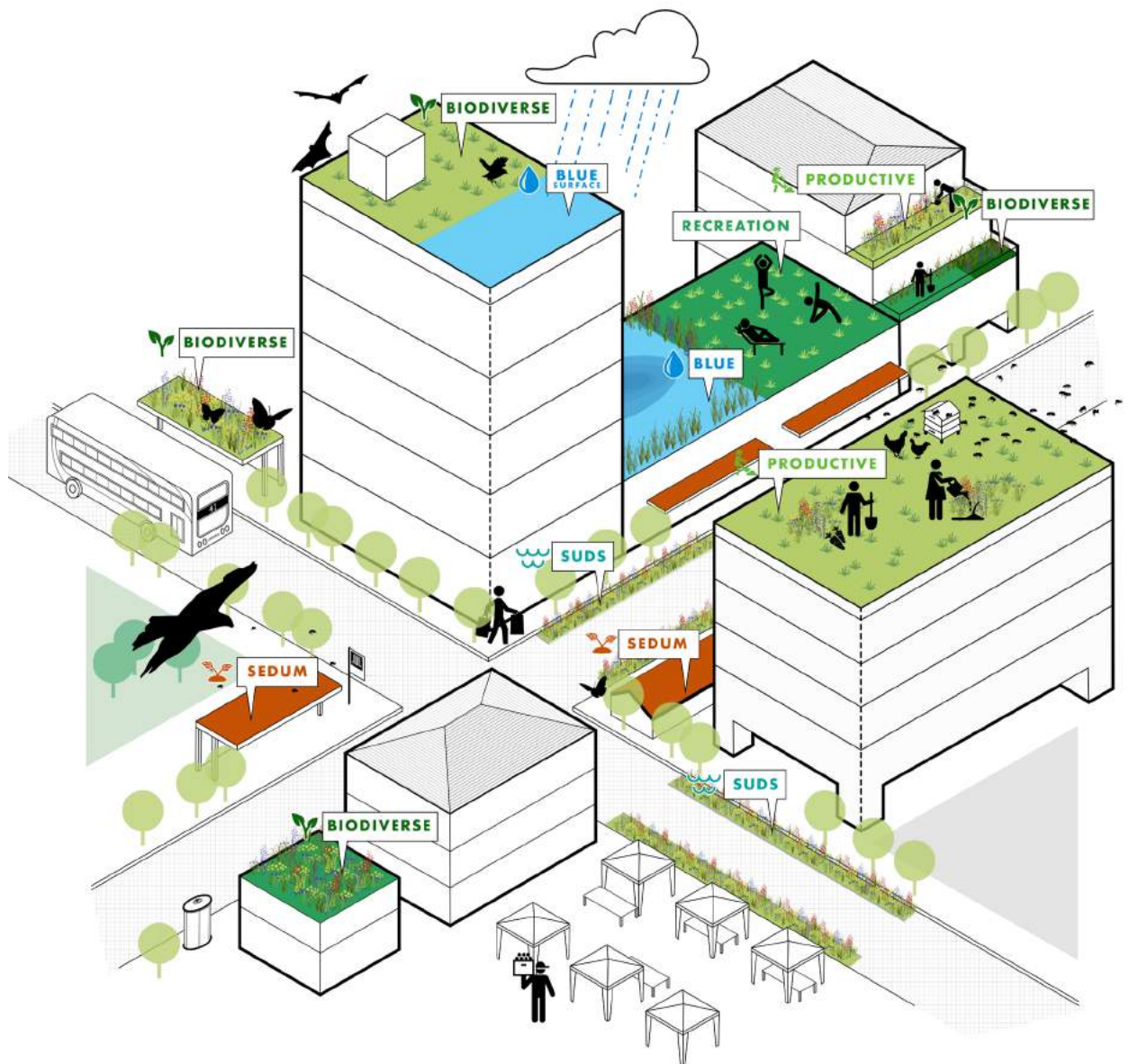


Figure 09
Green & blue infrastructure opportunities

4.2 BUILDINGS & SPACES FOR A SUSTAINABLE FUTURE

FUTURE:

Sustainably performing buildings & streets

Existing and proposed urban environments must improve their sustainable credentials in order to nullify or even reduce their contribution to the detrimental effects of climate change. Town Centre West will pioneer approaches to improving urban environments embracing new techniques for energy conservation and carbon management.

Town Centre West will promote buildings and urban environments that advocate the conservation of energy, the reuse of building materials and which fully integrate sustainable technologies to reduce the level of greenhouse gas emissions.



Technologies which could help achieve this include solar power, biodegradable construction materials, green insulation, smart appliances, zero-energy building design, water management technologies and smart glass.

Development of high performing buildings and streets will support our commitments to reduce our impact on the environment.



Highly sustainable buildings and their technology will support cleaner urban environments with reduced carbon emissions

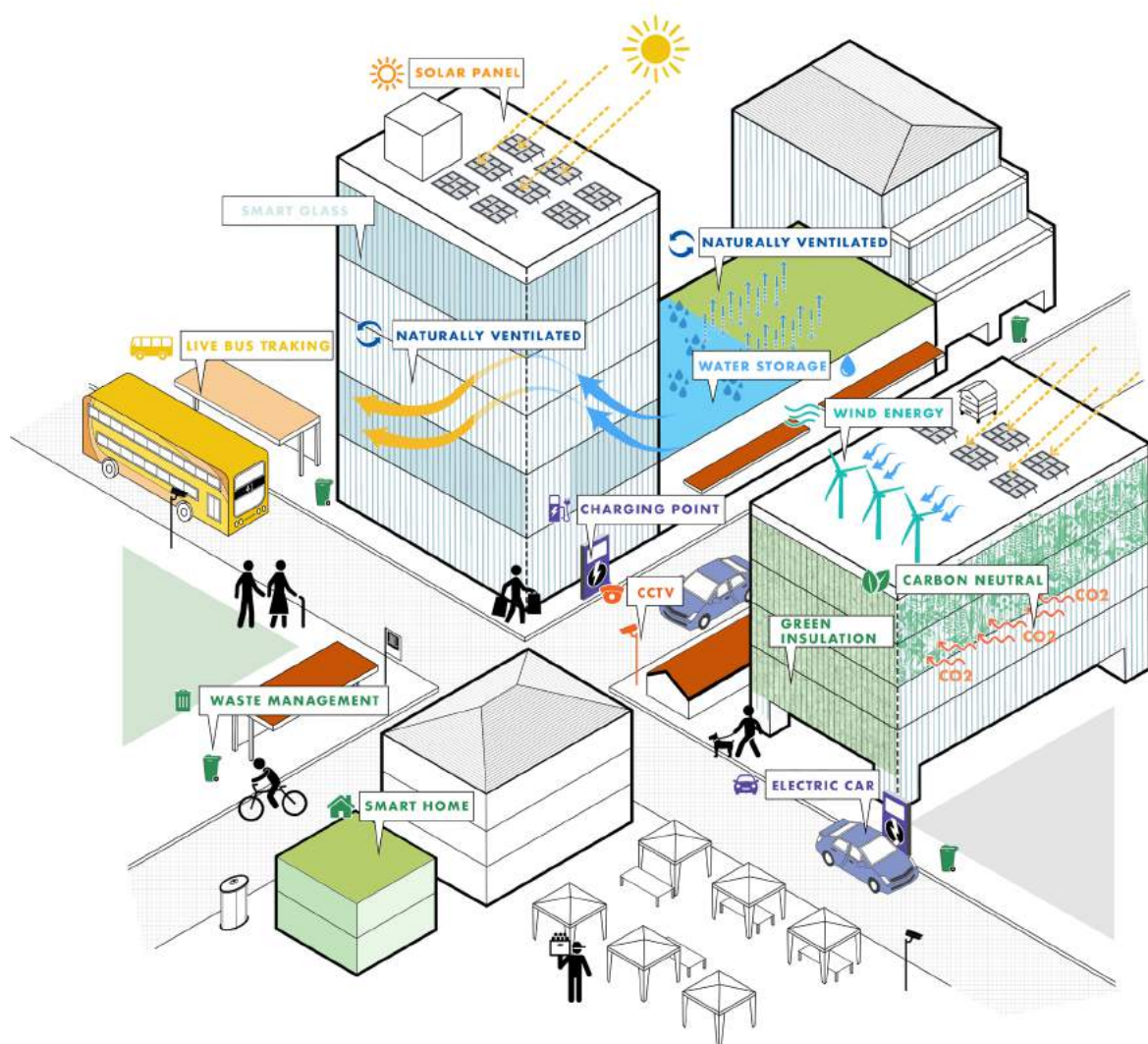


Figure 10
Sustainable building technology opportunities

4.2 BUILDINGS & SPACES FOR A SUSTAINABLE FUTURE

FUTURE:

Future proofed, SMART neighbourhoods

At the height of the industrial revolution Stockport was an innovator. Going forward Town Centre West will be at the forefront of the technological revolution by looking to the future and embracing a forward-thinking approaches to place-making and sustainable development. Smart neighbourhoods are seen as the next step in streamlining our cities and regions, improving their ability to help accommodate a growing population and allowing their citizens to access and utilise data more efficiently. Town Centre West will be a future proofed collection of neighbourhoods, which integrate technological advantages in order to improve their liveability, energy efficiency and performance. Town Centre West's smart neighbourhoods will be efficient, healthy and safe places to live, a work and visit. They will be compact and complete, characterised by higher densities in key nodes and a mix of uses, making the most efficient use of land.

Smart neighbourhood technology can provide benefits at both micro and macro scales, ranging from:

- Neighbourhood scaled open data initiatives (open resource to view things like air quality, bike sharing programs, school capacity, local council updates)
- Bike and car parking apps identifying the nearest parking spaces/stands
- Waste management systems (pay as you throw)
- Instantly report damaged public property
- Real-time information
- Traffic re-routing and smart roads.

Sustainability and innovation in transport is often pictured as automated vehicles, electric cars or other technology-led enhancements. However, it is equally important to recognise that transport innovation is also about good building design. Consideration will be given to designing cycling, servicing and pedestrian routes into development - sustainable transport becomes the new normal.



SMART neighbourhood technology will be fully integrated to create efficient and data accessible urban environments.



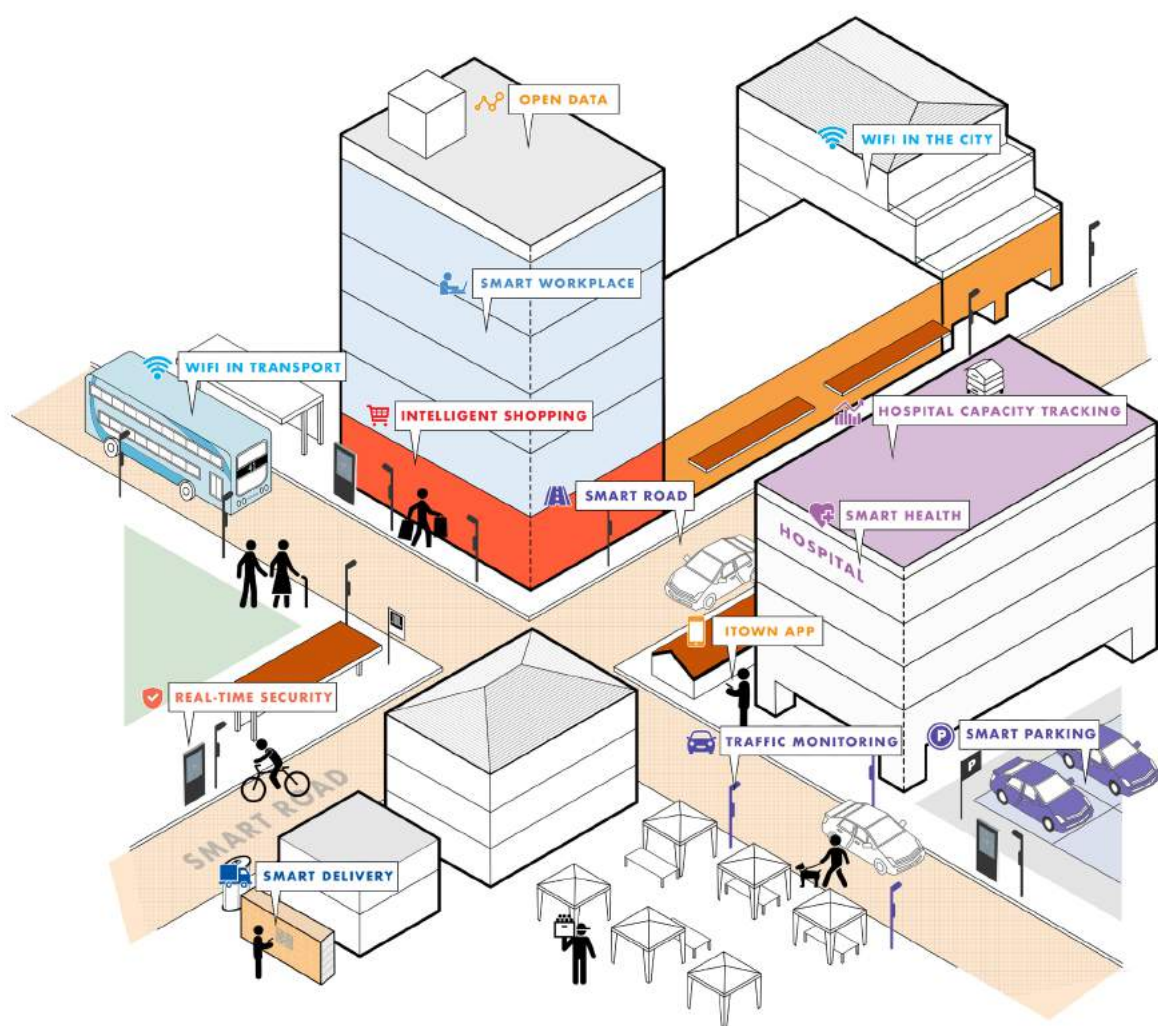


Figure 11
SMART technologies opportunities

4.3 CELEBRATING OUR HERITAGE

Heritage playing a part of everyday life

TODAY: As the viaduct spans the Mersey Valley both its outline and footprint define the areas below. Where there are spaces between the viaduct arches, they are often given over to surface car parking. These spaces are forgotten and or used for storage or shelter.

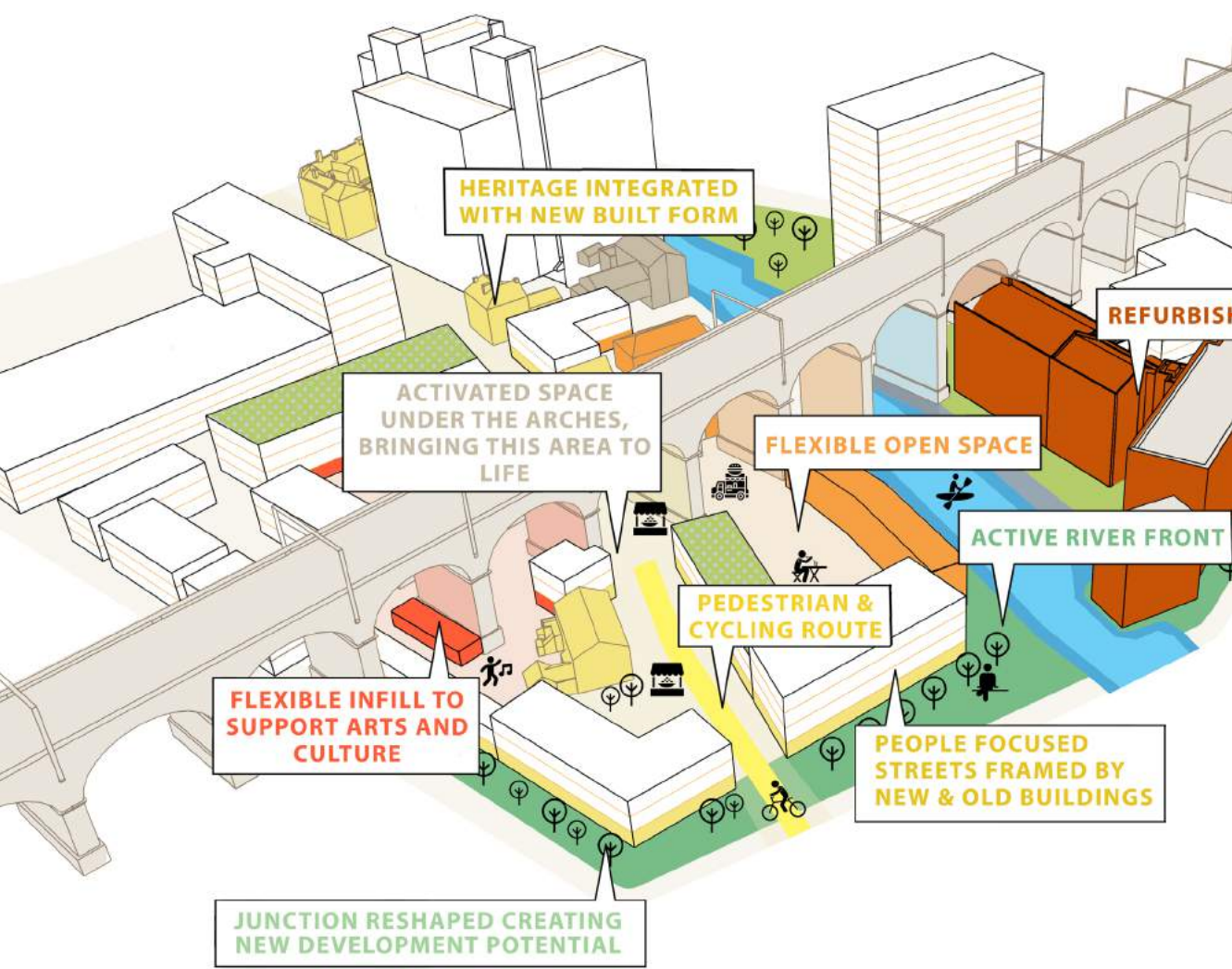
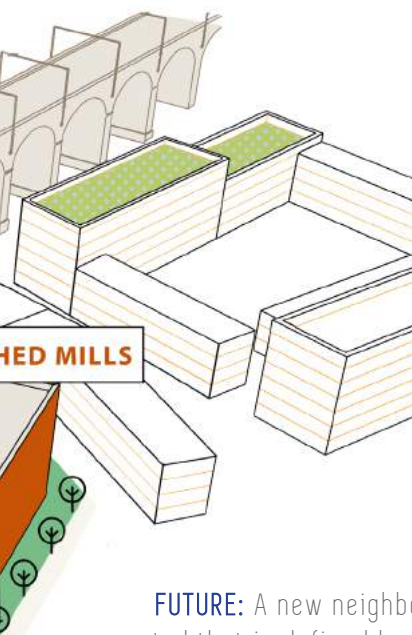


Figure 12
Opportunities to reinvigorate local heritage



Inspiration

Inspiration: The spaces under the arches and around the viaduct can be reactivated and given purpose by accommodating new uses or acting as spill out spaces and spaces to dwell.



FUTURE: A new neighbourhood will be created that is defined by the impressive arches, reactivating these spaces and celebrating their industrial heritage. A range of building forms and spaces are proposed that pass through and exist within the arches. New public realm, spill out spaces and structures underneath will bring everyone closer to the viaducts, to create a more connected and accessible urban quarter - a community under the arches.



4.4 RESPONDING TO LANDSCAPE & SETTING

Rediscovering our riverside setting

TODAY: The River Mersey is a defining but forgotten feature in Stockport. It sits below the current ground level, is heavily screened by overgrown vegetation and disappears under Merseyway. It functions as an edge, something to shy away from and pull back from. Existing businesses back onto the riverside, with few streets or pathways integrating with what should be an interesting and potentially enriching natural environment.

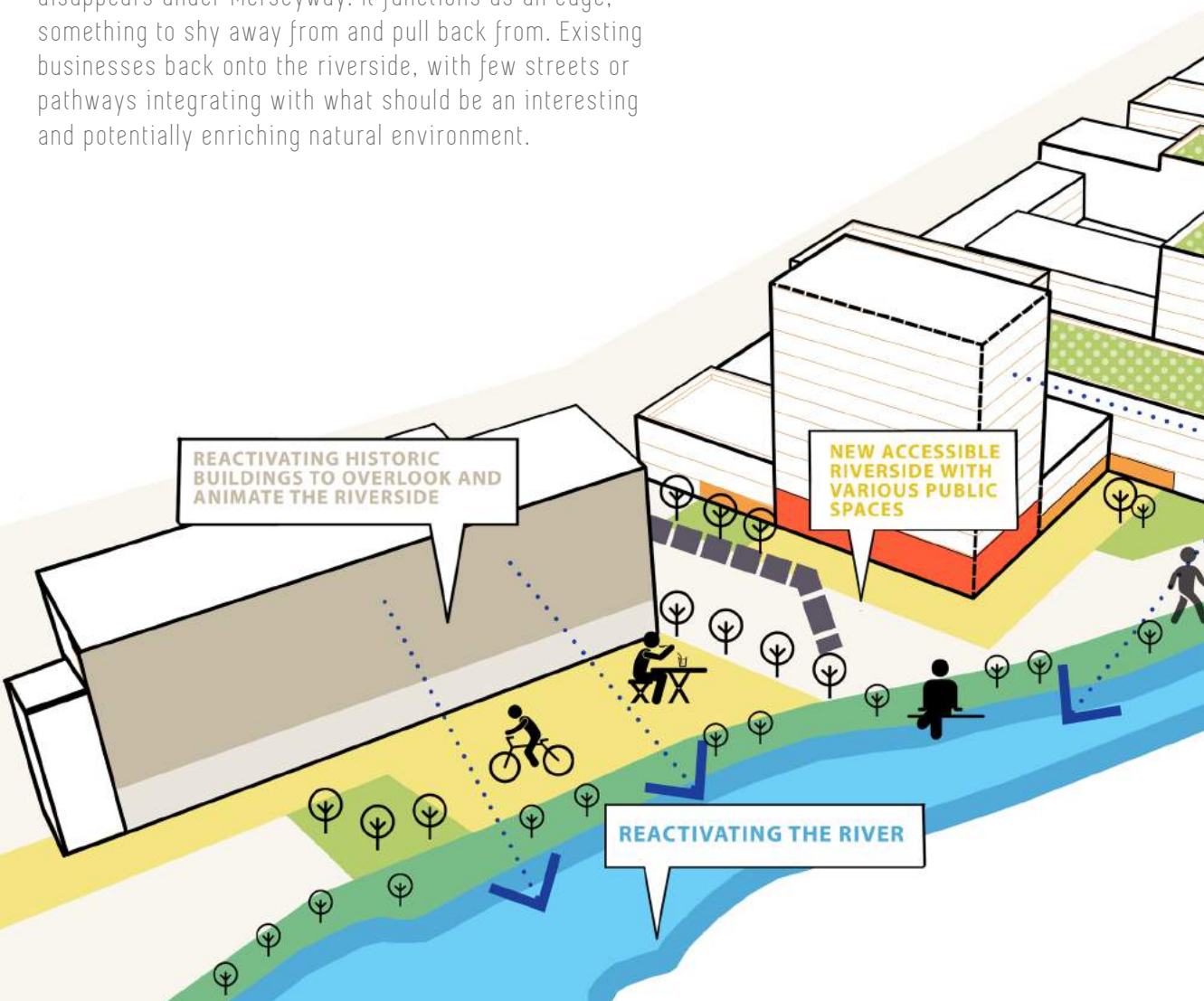
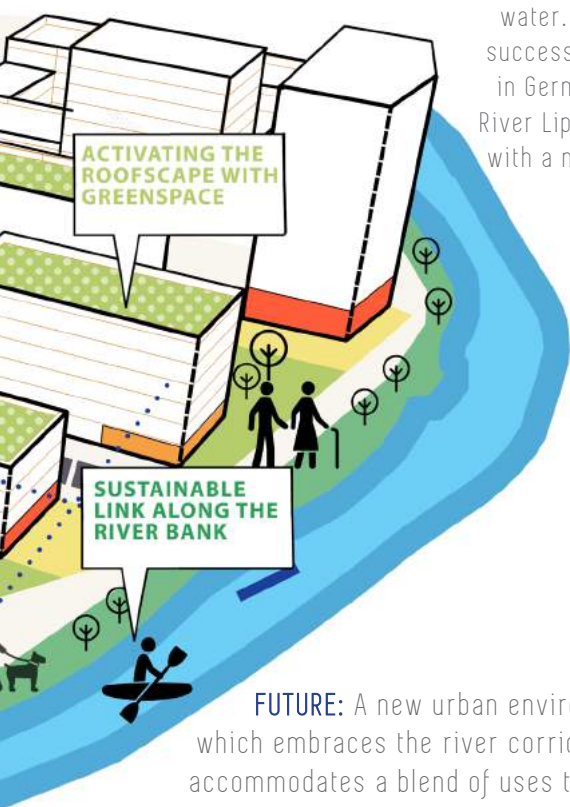
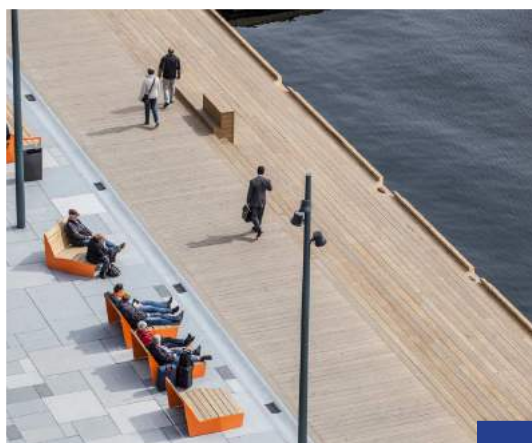


Figure 13
Opportunities to rediscover the riverside



Inspiration

Inspiration: The River Mersey banks will be opened up to the public, creating a better visual and physical relationship with the water. This has been successfully achieved in Germany along the River Lippe and in Oslo with a new waterfront promenade.



FUTURE: A new urban environment which embraces the river corridor and accommodates a blend of uses to bring life to the river. More could be made of the walking and cycling link along the river bank to provide sustainable access and an opportunity to enjoy the natural environment. A range of uses which look onto and activate the space immediately along the river bank and potential new bridge links will create a new and vibrant destination which will characterise urban residential and working communities.

4.4 RESPONDING TO LANDSCAPE & SETTING

Working with topography to create views & reclaim the town's historic relationship with the river

TODAY:

The topographic profile of Stockport is something that is synonymous with the River Mersey Valley in this area and which shapes the identity and relationship of the Town Centre with the river. The river valley influences the built form from meandering streets and stepped paths to modern development platforms that take advantage of the lay of the land to accommodate parking and servicing. Within this townscape, long range views north towards the river are limited and any relationship to the Town's historic setting are lost.

Town Centre West is also characterised by its topographical profile. The area's mix of lower rise industrial uses, with roof lines that sit amongst the landscape offers some opportunities for views towards the viaduct and River Mersey. The opportunity to take full advantage of the areas viewpoints is restricted due to the nature of the uses that currently occupy them.

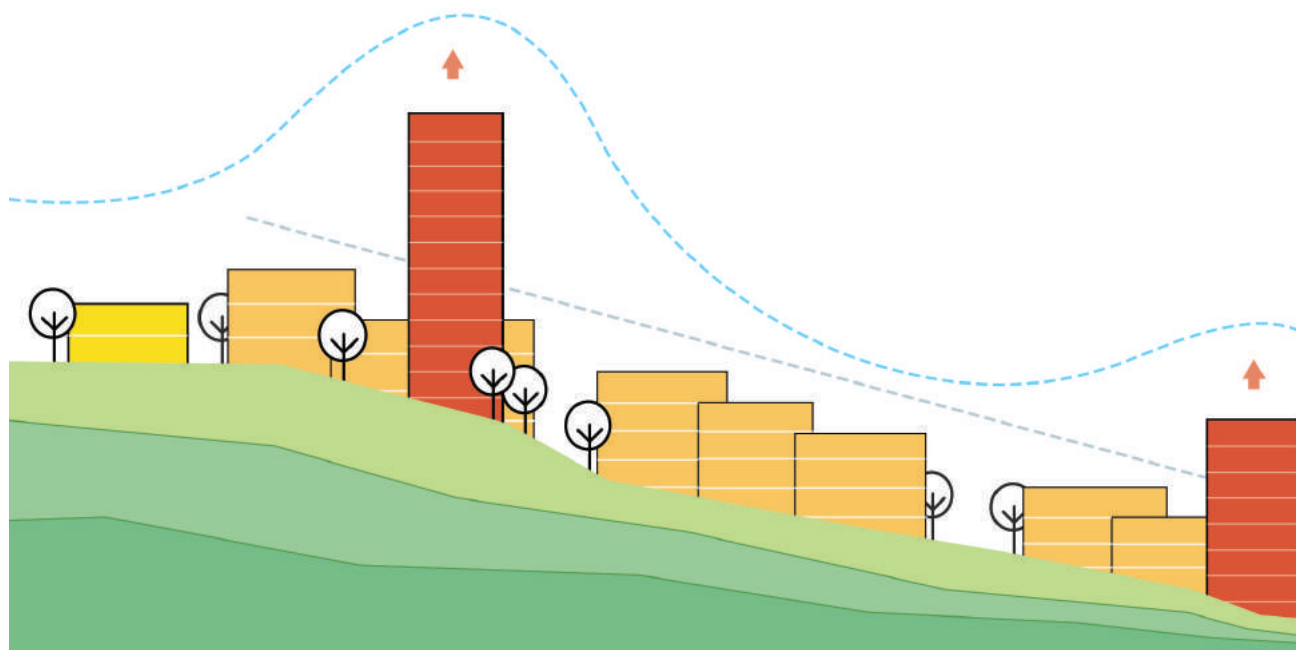


Figure 14

Opportunities for development to create views



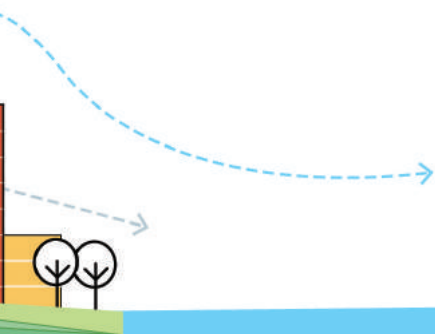
Inspiration

FUTURE:

Future development will harness the topography of Town Centre West, using it as a means to establish character and a diverse urban environment. Views towards the River Mersey and viaduct will be maximised, with development generally stepping down with the gradient of the area. Overlooking views will be available to more residents, offering a visual connection to the areas natural and historic features. There are also opportunities to introduce higher rise developments, that rise above the average roof line, to accentuate local nodes and form landmarks within the townscape.



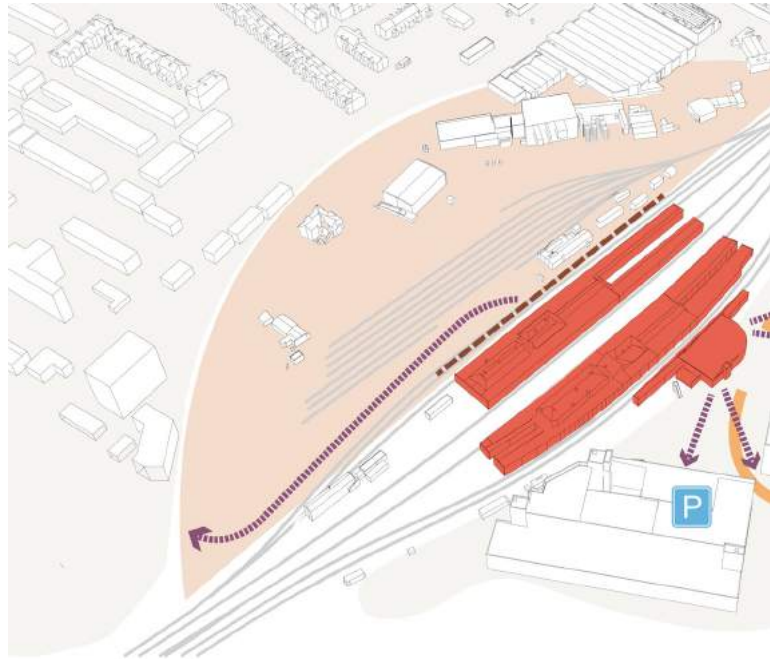
Inspiration: The local topography can positively shape the delivery of high quality new urban environments with buildings and spaces handling level changes in a positive manner such as The Mount (TateHindle) and Nedre Foss Park (Norconsult) in Oslo



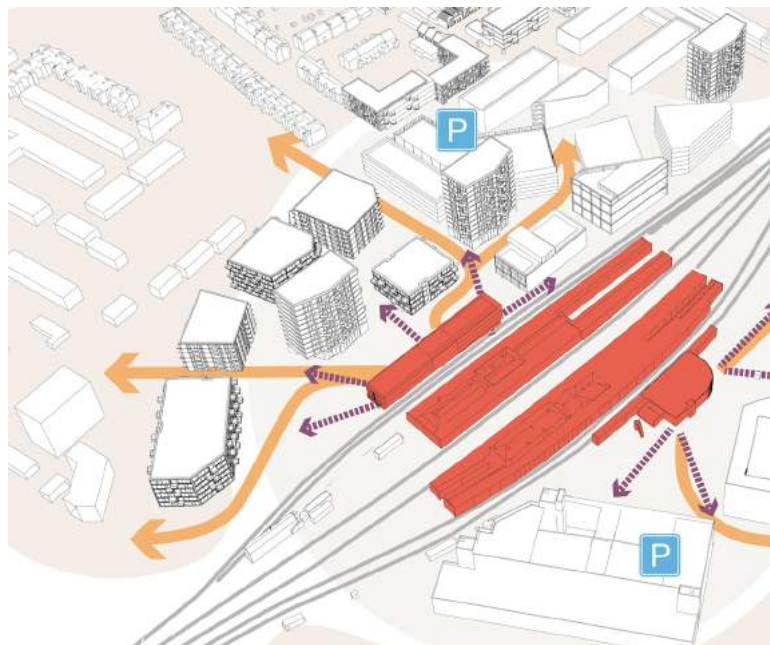
4.5 ENHANCING AND EXPLOITING CONNECTIVITY

The Station as a connector and catalyst

TODAY: The rail sidings and constrained access inhibits access to the Station from the West. The Station addresses the east with a poor sense of arrival from Station Road to the west

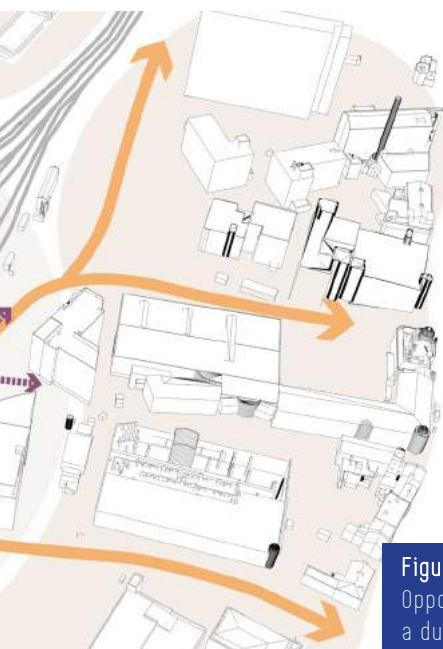
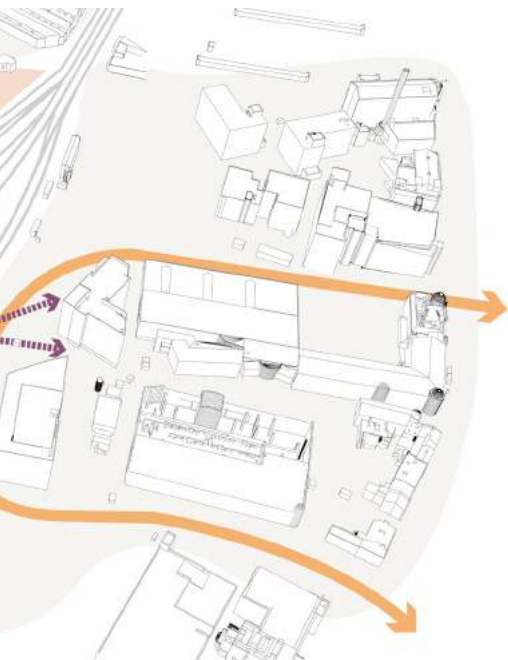


FUTURE: A more balanced station area, with strong station entrance, drop-off and parking on both sides of the tracks will deliver a more balanced and connected Town Centre for its local and strategic catchments. It will unlock development potential to the west and helps to balance movement. Drop off and parking on both sides of the Station will reduce circulation demands and create a station at the heart of development rather than beside it. The creation of a dual aspect station will support an equitable high quality arrival experience from both the west and east. Creating the potential to offer a range of modern homes in a highly accessible location and further enhance the office offer adjacent to the Station.





Inspiration



Figures 15 & 16
Opportunities to create
a dual facing station



Inspiration: Rotterdam Central Station acts as a major transport hub which is designed as an urban connector. It overcomes track severance by connecting adjacent areas of the city centre through the bridging design of the station.

4.6 SAFE STREETS & CONVENIENT MOVEMENT

Easing movement for all is a two-way street

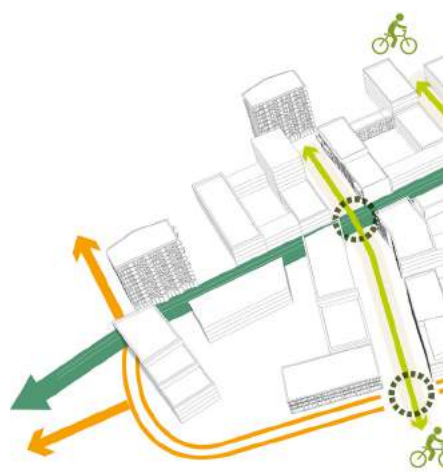
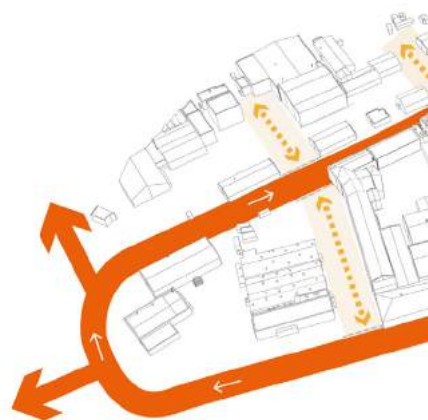
TODAY: The existing gyratory routes through the area are optimised for cars passing through. They use one-way movement with limited crossing points to ease traffic flow at the expense of pedestrian movement, leading to an environment where traffic is either held at major signals or moving too fast along links between them.

Roads carve up the area into pockets of development, create uncomfortable pedestrian environments and isolate communities. Whilst this has been tolerated as the area exhibited a more industrial character it can no longer be if the potential of the area is to be realised.

FUTURE: Shaping a new living and working environment in this location means we need a more balanced network of streets. We need to consider movement by foot and cycle not just traffic -flows as well as taking a more holistic view on environmental impact of movement. The convenience of motorists passing through must be balanced with the right to clean air and safe streets for the community. Two-way streets with lower speed limits can create an environment that still moves large volumes of people through the area but can be comfortable for all as well as being attractive places to live.

It also allows better and safer connections and rejuvenation of places such as Edgeley and Hollywood Park, offering residents increased opportunities in Town West Centre and towards the Town Centre. This is about removal of through traffic from areas where it will be undesirable in the future, removing potential for impact on residents, but maintaining the ability for movement to occur around the area, where needed.

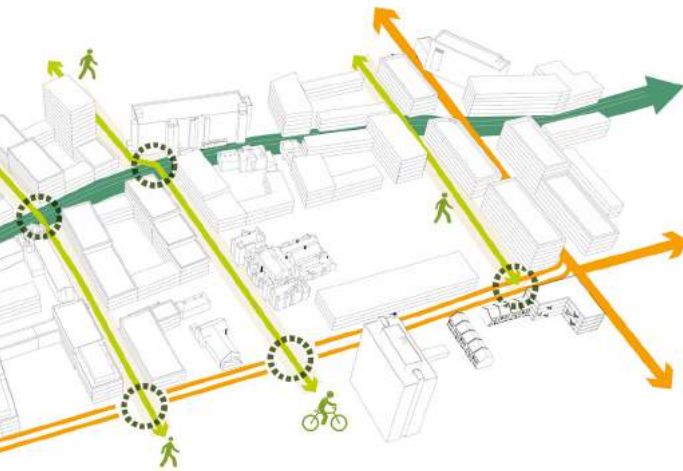
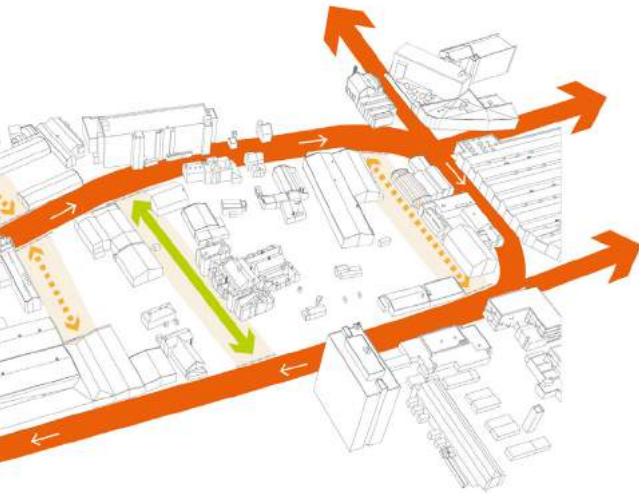
Development will complement bus and tram-train proposals to ensure they travel through the heart of the area, rather than be peripheral to it. As part of reshaping movement through the area Brinksway provide important public transport corridors, where people can step out of their home or business and be on public transport as quickly as they could access their car. Key streets will be enhanced by strong amenities in convenient places for non-car users on route to major points of demand such as the Town Centre or the Station.



Figures 17 & 18
Reworking the existing gyratory to create a sustainable transport corridor



Inspiration



Inspiration: People focused streets such as London Road Poynton, Fishergate Preston and examples from the Netherlands, illustrate how streets can function successfully as public spaces, avoiding environments unnecessarily dominated by vehicles.

4.6 SAFE STREETS & CONVENIENT MOVEMENT

The Stockport 'super-block'

TODAY: The area is served by a series of traditional through routes that provide convenient vehicular access but also facilitate through movement of traffic not intended for the area.

Aside from issues of severance and impact on general character the land taken for through roads can be considerable. In an area close to the motorway this can also lead to poor air quality by dispersing pollutants.

FUTURE: Recognising the need to provide clear access to the motorway network and the desire for traffic from the wider suburbs to access the Town Centre is important, but this can be managed to reduce the impact on residents who will call Town Centre West their home.

By employing a super-block approach (which is successfully being applied in a host of major cities) allows space to be reallocated to pedestrians and cyclists whilst still maintaining access for essential servicing and parking. Only sustainable modes of travel will be allowed to pass through the blocks. Parking and servicing can be managed to have minimum impact on the space within the block. By removing the gyratory and creating two way streets even the boundaries of the 'super-blocks' can become more permeable.





Inspiration



Inspiration: Streets have been re-purposed to create quality outdoor recreational and community spaces which are car free, such as those found within superblocks in Barcelona.

Figures 19 & 20
Restricting vehicular access and space
reallocated for pedestrians

4.7 HOUSING A GROWING COMMUNITY

Transforming the choice of homes

TODAY:

The existing supply of homes within Town Centre West is dominated by higher density social housing and terraces. Although surrounded by attractive suburbs, it is not currently an aspirational housing area and provides limited housing choices.

FUTURE:

The SRF is a residential led strategy which identifies the potential to accommodate in the order of 3,500 new homes in response to the local, regional and national requirements for new homes being delivered including affordable homes. By determining new roles for distinct neighbourhoods there is scope to enhance the types of accommodation that will be delivered and accelerate the pace of delivery supporting:

- Modern family homes - 2 and 3 storey homes with gardens on rooftops located within streets where pedestrians dominate rather than cars;
- Low rise apartments neighbouring modern family homes to support intergenerational living - attractive to singles, couples, active retired and young and established families;
- Higher rise apartments around public transport nodes;
- Specialist homes providing care and support;
- Affordable houses and apartments located close to the amenities of the Town Centre and;
- Homes in new and refurbished buildings.

This will also diversify the types of occupiers who will be attracted to the area:

- Young professionals who want a more affordable option or more space compared to city living;
- Young and established families who want modern, energy efficient homes close to a range of amenities including schools, health centres, open space and entertainment;
- Workers who want to live in an accessible location well connected to a wide range of jobs plus amenities on their doorsteps and;
- A growing community will use the shops, services and facilities of the Town Centre increasing footfall and spending. Ultimately it will enhance the vitality and sustainability of the Town Centre.



All new homes will be integrated with existing communities to create growing, thriving neighbourhoods and will seek to support the use existing amenities and services and where appropriate support new provision including public open space.

All homes will support the area's commitment to embracing technology and supporting sustainable principles in terms of how the homes are built and how they use energy and other resources once occupied.

Town Centre West will be a locally and nationally significant initiative - an exemplar on how public and private partnership can stimulate local housing markets to transform the future vitality of the Town Centre.

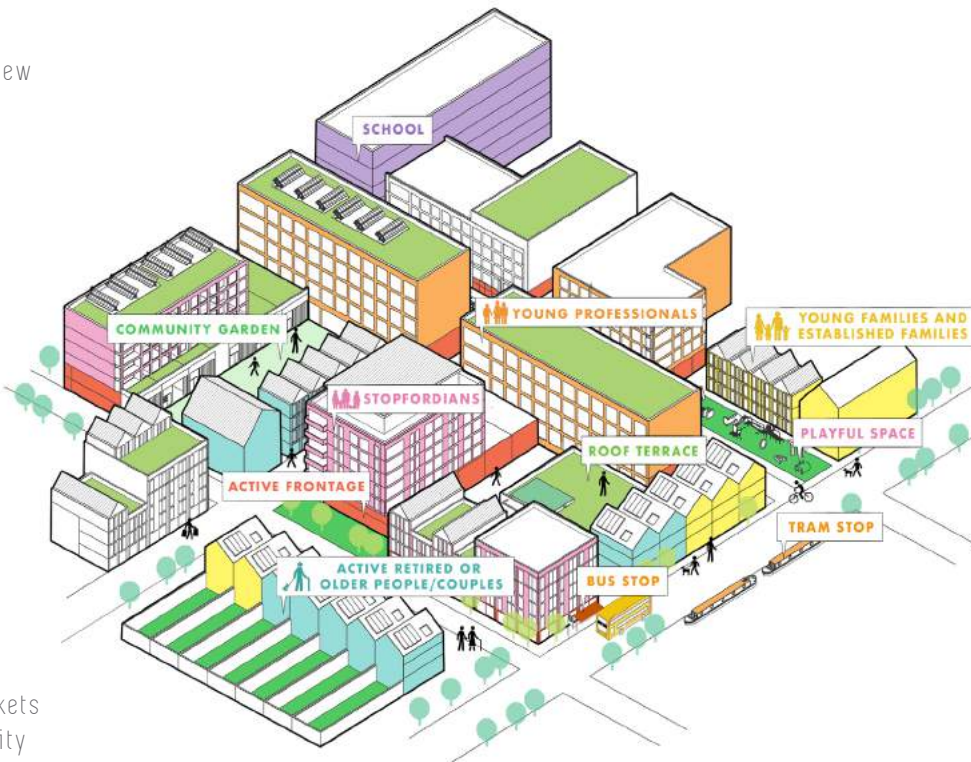


Figure 21
Creating a vibrant community by transforming the choice of homes in Stockport

4.8 A NEW WORKING FUTURE

Enhancing Employment Opportunities

TODAY: Town Centre West is already an important employment location accommodating over 9,000 jobs across a range of sectors. It has already begun its transition from a traditional industrial area into a modern business destination. Stockport Council has led the way in creating a new Commercial Business District (CBD) adjacent to Stockport Station - Stockport Exchange. Other office owners are now responding and investing in their properties to raise the quality of the office supply in the town. However, in other parts of the area, particularly to the south of the M60, occupiers operate out of buildings that were in many cases built for different occupiers and previous times. Many may no longer need to be located in such an accessible location but in outdated buildings which are often underutilised and/or inefficient.

Future: The SRF seeks to work with occupiers, landowners and developers to continue the modernisation of employment floorspace across Town Centre West to ensure that the employment space of the future responds to future occupier needs.

The SRF will support the delivery of a range of employment floorspace:

- Grade A office space in the vicinity of the Station attractive to corporates and regional HQs.
- Refurbished office space offering a more affordable alternative or more flexible leasing, supporting businesses to grow and evolve.
- Modern industrial units offering a better choice of space to respond to a range of occupiers especially those within growth sectors or local clusters.

The area could accommodate over 5,000 new jobs.

in terms of the buildings the following is anticipated:

- New high rise offices in the vicinity of public transport nodes
- New low rise office and industrial units developed as part of well-designed mixed use neighbourhoods
- A mix of single occupier units as well as multi-occupier buildings.
- Existing employment buildings will be invested in to increase the quality of the accommodation provided - some character buildings may be more appropriate for alternative uses going forward such as residential.

Going forward the focus will be on flexible, modern, efficient space which can accommodate a mix of occupiers who recognise the benefits of locating in an exceptionally well connected and served location.



This shift in the type of employment accommodation will also support a shift in the types of jobs available increasing the number and proportion of better paid, professional jobs available to the residents of Stockport and Greater Manchester.

The priority is to transition uses from those who are here for historic reasons to those who want to be accommodated here due to outstanding assets. . As such it is anticipated that the SRF will support a reduction in low quality floorspace and internal and external storage. The Council will support existing occupiers, who no longer need to be accommodated in the area, to find alternative accommodation within the Borough.



Figure 22
Integrating existing and new employment space



MASTER PLAN FRAMEWORK

An aerial photograph of a city, likely Los Angeles, with a semi-transparent blue overlay. White outlines highlight specific building footprints and lots, primarily concentrated in the lower-left and central areas. The text '5.0' is displayed in white on a solid blue background to the right of the map.

5.0

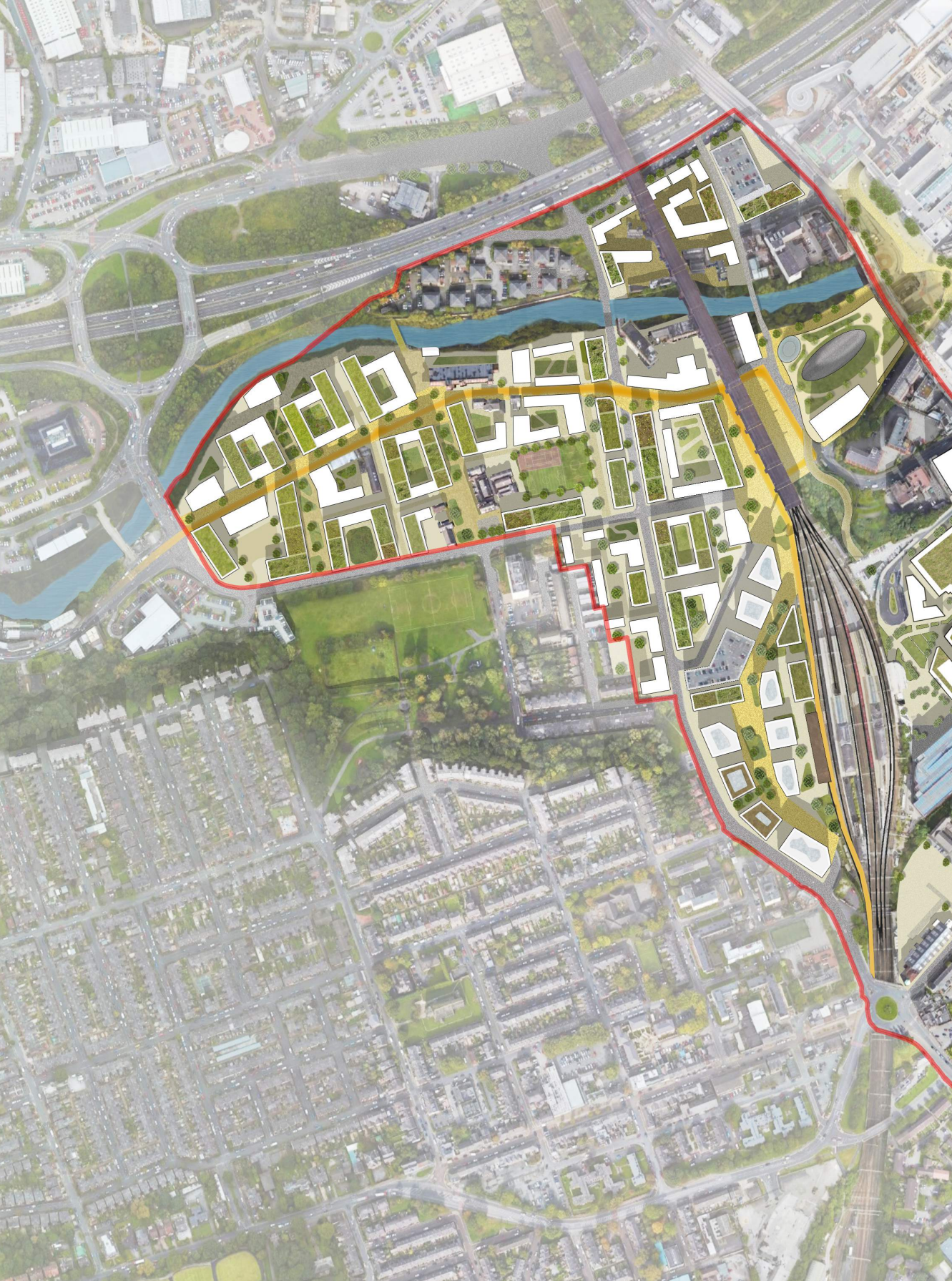
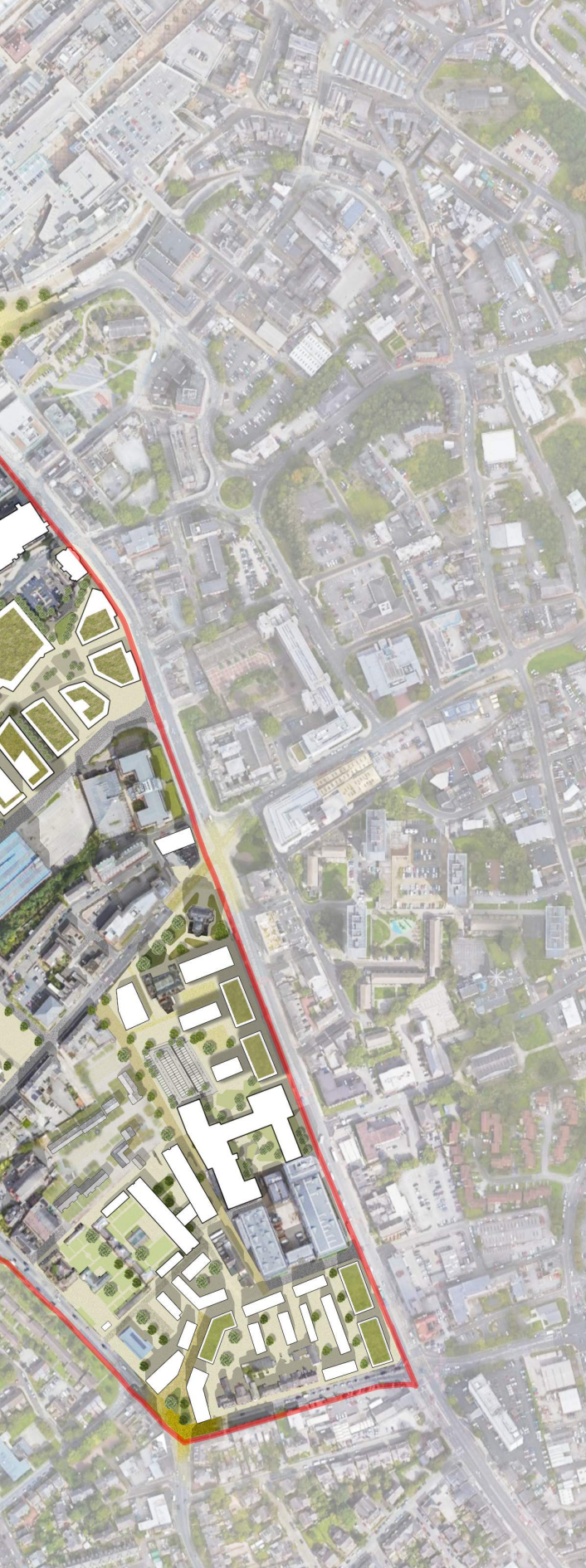


Figure 23
Town Centre West Master Plan

5.1 MASTER PLAN



5.2 PLACE MAKING COMPONENTS

Incorporating key buildings, features & environments

The design response has been shaped in reply to a range of key existing features as well as a series of opportunities that can drive physical change in the area.

Key open spaces

Hollywood Park - a key landscape feature within the area. The park contains an equipped play area alongside open areas of high quality green space, wooded banks and a network of paths and cycle links. It is currently under-utilised in part due to the topographical break between the park and the bulk of overlooking residential properties in Edgeley. New development will overlook the park providing greater passive surveillance whilst enhanced pedestrian movement will encourage greater interaction with surrounding areas. The Interchange Park will become a feature space with strong walking routes linking to existing spaces within the Town Centre such as St Peter's, Mersey and Suffragette Squares.

River corridor

The River Mersey starts immediately to the east of the area and runs along its northern edge. Currently development backs onto the river with a hard riverbank treatment along much of the southern side of the river currently limiting its use as a potential recreational amenity. The master plan seeks to address this through a series of enhancements.

Landmark buildings

A series of key feature buildings and structures, from the historic Weir Mill, Town Hall, Plaza Theatre and the Viaduct, through to more modern features such as the 'pyramid' and recent office building on the A6 play a role in shaping the master plan. Scale, massing, localised open spaces and view corridors will respond to these influences, rooting development within its Stockport context.

Transport connections

Creating a stronger dual aspect to the Station will unlock connectivity through the centre of area whilst a proposed tram-train link and Stockport Interchange improvements offer new sustainable transport options which will support increased density and desirability of new homes.

Gateway approaches

Key arrival points into the area will be celebrated through enhanced built form and open spaces. To the west the approach from Cheadle and the M60, to the north a new environment around Heaton Lane, the Castle Street roundabout and Town Hall areas along Greek Street and the interface with Shaw Heath also offer potential for strong local gateways into the Town Centre..

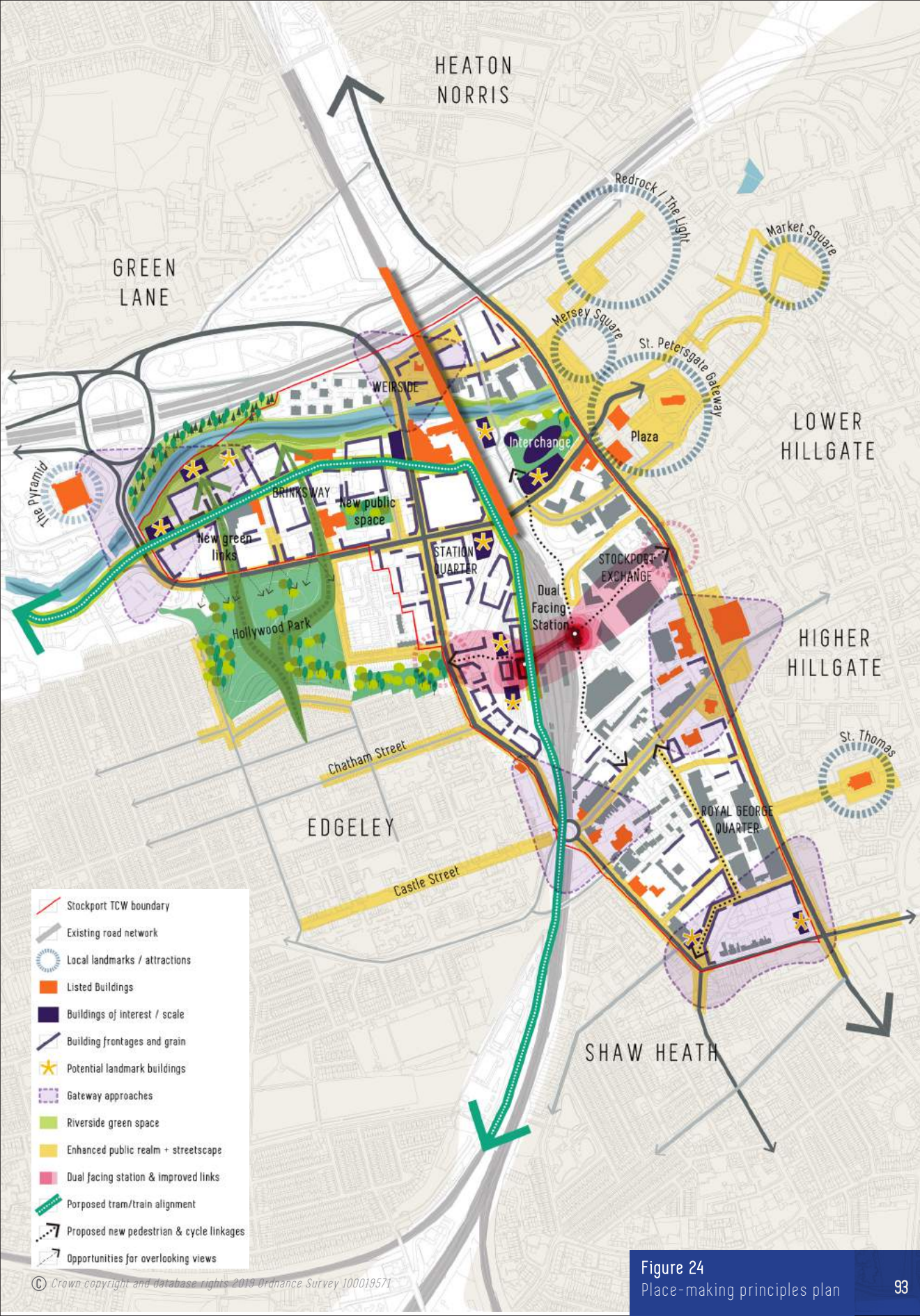


Figure 24
Place-making principles plan

5.3 SCALE & MASSING

Handling the scale of change

The site's central location demands an urban response with a noticeable step up in scale from surrounding residential suburbs however; a balanced approach to development density and scale is advocated. The urban activity and intensity will be achieved through a predominantly medium-rise environment that can support a range of uses and create well fronted, animated streets throughout the area.

This consistency of scale allows the roofscape to emphasise the natural topography in the area with taller buildings breaking this in only few key locations:

Transport oriented development

Development at key transport nodes Increased densities are proposed in the most sustainable and accessible locations to emphasise these features and aid legibility This includes a significant cluster of taller buildings around both the rail station and transport Interchange creating landmark arrival points.

Responding to the river valley

The natural break in levels along the historic line of Daw Bank allows for an increase in scale in the northern part of the SRF without losing the sense of connection to natural topography.

There is some scope to increase heights along the river corridor, maximising the positive impact of river views and creating a strong edge to the master plan area visible from the motorway and rail approaches.

Emphasising edges

Beyond the riverside frontage there are also a number of key urban interfaces where building scale is could increase, particularly along the A6 in response to a range of existing major buildings along those routes.

Blending back into context

At the south western edge of the area a gradual drop in scale will help to manage the transition between the Town Centre and the neighbouring communities of Shaw Heath and Edgeley. This will support building formats transition from an apartment driven environment to one defined predominantly by houses.

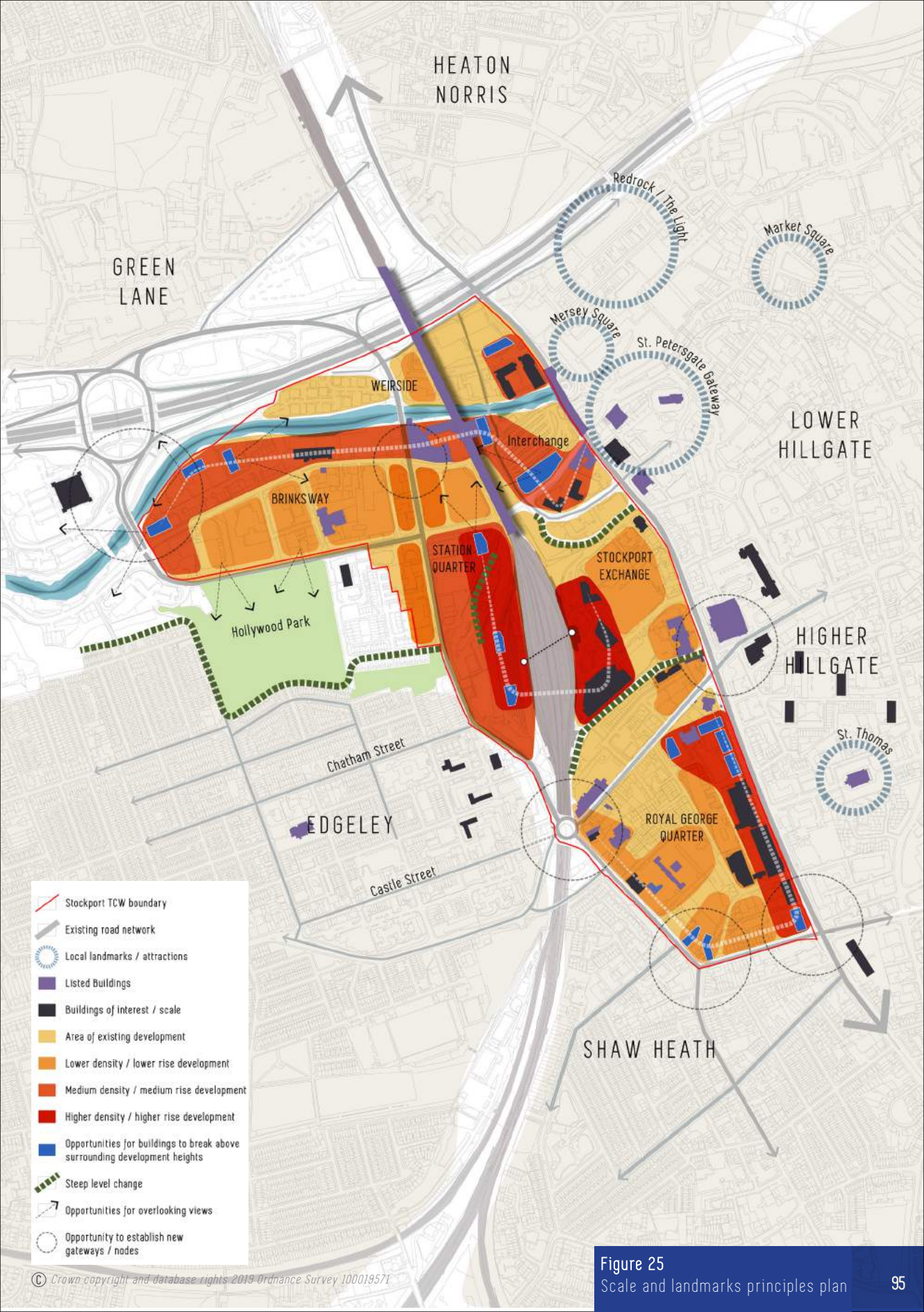


Figure 25
Scale and landmarks principles plan

5.4 PLACES & SPACES

Town Centre West will take an innovative new approach to infrastructure led development focusing on creating a connected urban landscape.

Green infrastructure

Landscape routes offering enhanced pedestrian and cycle connectivity will take the form of tree-lined routes that also offer opportunities for localised green open space and soft landscape features. The alignment and treatment of these routes will increase the impact of existing and proposed green infrastructure within the Town Centre.

A convenient and comfortable alternative link from the Rail Station leading into the Interchange Park and connecting beyond to the A6 and Mersey Square will be established. This link will include the creation of a new pedestrian and cycle bridge from Exchange Street, crossing Daw Bank and linking with the Interchange.

To the west new play streets will run north-south from an enhanced Hollywood Park to the River Mersey.

To the south east a link from the Town Hall and Art Gallery to a new gateway space created at the interface with Shaw Heath. This 'village green' will create a key linking space between the development and its context and create a new gateway into the Town Centre.

Blue infrastructure

The rehabilitation of the River Mersey corridor will create a new amenity for the town. A new east-west walking route to the south of the river will be established, with a new bridge linking across to existing footpath networks.

Enhancements to riverbank planting and a series of pocket spaces will also help to encourage interaction with the river edge and reinforce this as a key landscape feature. The potential for micro-generation features along the river should be explored as new development proposals come forward. Beyond this sustainable urban drainage features will be required throughout the master plan area with potential for rain gardens, permeable paving and tree pits offering surface water management opportunities.

Golden infrastructure

A new term coined for Town Centre West reflecting the vital role the area's streetscape will play in its landscape structure. A series of golden routes will help to connect key locations and offer a more urban form of open space.

These routes will be relatively free from traffic, focused on pedestrian and cyclist movement and form a network of hard paved pocket squares and high quality linear spaces connecting into the wider fabric of the town. Key routes will run east-west along Brinksway/ Chestergate, Exchange Street and Heaton Lane. A major new north-south link will run through the area to the west of the Station connecting from Castle Street in the south, through the Station arrival space and on to a new square adjacent to the Interchange in the north.

The partial closure of Heaton Lane and remodelling of the junction with King Street will open up the opportunity for a new public space around the railway arches and riverside, connecting through to Merseyside Square and the new Suffragette Square in the east.



Figure 26
Spaces and places principles plan

5.4 PLACES & SPACES

Social infrastructure

As an exemplar community the provision of appropriate social infrastructure will be a critical to the success of Town Centre West. Ensuring that the existing communities(residential and business) and new communities are well served by schools, doctors, dentists, health centres, specialist homes and public open space.

The starting point will be to increase the usage of the existing social infrastructure. This will increase the sustainability of existing services and amenities. This might include the expansion of existing schools or increased utilisation of existing open space, doctors or dentists.

Given the scale of transformation proposed for Town Centre West, new social infrastructure will be clearly be required. Where new social infrastructure is proposed is will be located in the most accessible locations to the communities that it will serve.

It is envisaged that at the heart of Town Centre West within Brinksway and Station Gateway a new community heart will be created where new facilities such as a school, health provision and

specialist housing will cluster in an accessible location well served by public transport and within walking distance of many of the new homes and the Town Centre. A mix of uses accommodated together - potentially in the same building - supporting the community and embracing innovation to support service excellence.

An appropriate supply of new social infrastructure will be an important addition to ensure that the existing communities welcomes the proposed new communities.

5.5 MOVEMENT & CONNECTIONS

Movement and connections are key to making Stockport Town Centre West work for people. We want to focus investments to make more of existing and planned infrastructure, maximising quality of non-car links in particular. We will do this through;

Reshaping the existing network

Space is a finite resource. At present too much of this is used poorly within the area in the form of roads, parking and associated infrastructure, adding to a sense of separation between communities and land use, creating severances. Using the space we currently allocate for roads does not necessarily mean reducing access by car or for service vehicles.

Indeed, there is a trend towards creating better places but keeping the right accessibility. In Greater Manchester schemes such as Oxford Road Corridor and Chapel Street in Salford are good examples of this.

Elsewhere schemes such as Fishergate in Preston or Frodsham Street in Chester are examples of where, with changed emphasis and balance between vehicles and other road uses, places can be seen to thrive.

Because space is a valuable finite resource we need to make it work more effectively in our town centres. Too much of our current space is full at peak and underused off peak or busy around junctions but allowing movement at inappropriately fast speeds on links between them. The aim is to change balances accordingly.

Pedestrian focused streets

- Pedestrians prioritised above vehicles, with cars using the edge of urban blocks or on specific through routes only;
- Main east - west linkages will be established to emphasise walking/cycling over cars except where managed;
- One-way systems put in place to encourage a shift away from vehicles by making driving through routes non-optimal;
- The A560 will be integrated into the area and traffic using it will be managed to limit its impact.

Bus movement

- Stockport Interchange will change routes through the area providing consistency, high frequency and well-connected bus stops along corridors to encourage use;
- Changing the relationship with the car and rebalancing the sustainable movement hierarchy to favour sustainable travel patterns and;
- Complete streets concept on outer roads to encourage movement between wider Stockport Town Centre, local residential areas and Town Centre West.

Metrolink / Tram Train

- Frequent connections to local/regional/national level, tram line into City Centre via Didsbury, plus new tram-train connections and;
- Tram-train links to wider commuter lines including links to Manchester Airport and the south GM area, encouraging residents to commute to Stockport West.

5.5 MOVEMENT & CONNECTIONS

Sustainable transport corridor

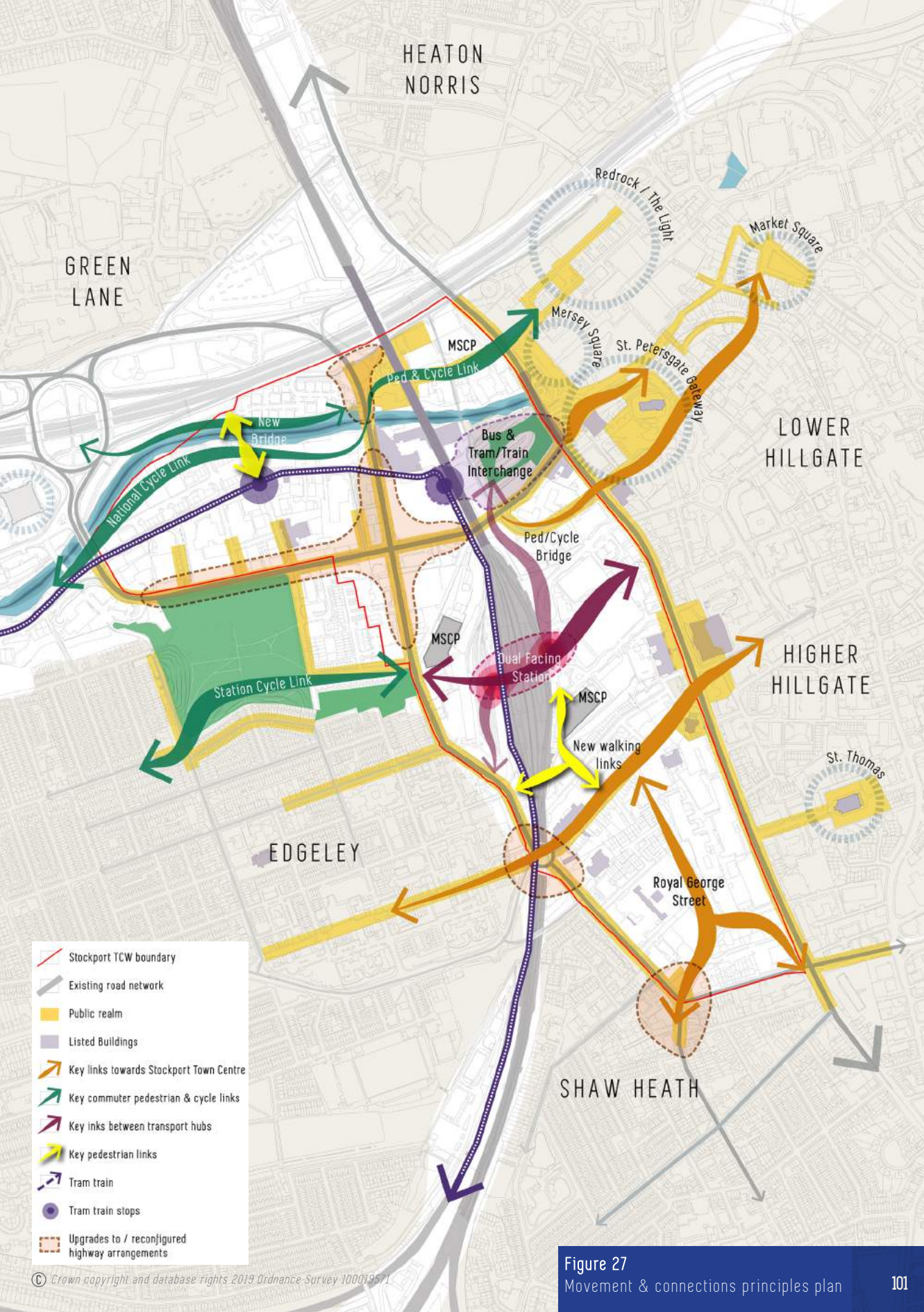
- High frequency bus corridor with tram-train, complete with bus stops that include shelters/real time passenger information, cycle lanes and generous footpaths. Regular placement of cycle parking to encourage use as a mode of transport away from vehicles.

Car parking

- Emphasis is on a reduction in car use overall. Heaton Lane Car Park used for local parking for Town Centre will be explored and supported by parking at Stockport Exchange.
- Small numbers of on-street bays will reduce the dominance of vehicles in residential areas.
- Parking will be encouraged towards transport interchanges.

Walking / cycling

- Pedestrian and cycle links between the Station/Town Centre/Town Centre West / national cycle route and local neighbourhoods allow for access to local amenities without the need to travel long distances.
- Reduction in car use and increase in green streets to enhance the streetscape and environmental benefits.
- Pedestrian and cycle paths/ lines of movement to run through/adjacent to Hollywood Park to encourage greater use of the space, green pathways through sites incorporating green technologies such as SUDs/solar lighting.
- Increase use of on-street marked cycle ways for surrounding/adjacent residential and commercial areas to encourage use of cycling as opposed to car use for short-medium length commuter journeys.
- Use of Royal George Street for residential avenue from southern edge of development through into Greek Street/Town Centre using green corridor onto A6.



- Stockport TCW boundary
- Existing road network
- Public realm
- Listed Buildings
- Key links towards Stockport Town Centre
- Key commuter pedestrian & cycle links
- Key links between transport hubs
- Key pedestrian links
- Tram train
- Tram train stops
- Upgrades to / reconfigured highway arrangements

Figure 27
Movement & connections principles plan

5.6 RESPONDING TO CHARACTER

Working alongside the overarching master plan principles, the design approach responds to the various cues and features of the area. It celebrates existing features and complements the area's diversity.

Environmental & landscape character

One of the most significant influences on the master plan is Hollywood Park and the River Mersey. Both have a presence within the area, but neither are fully celebrated nor linked to the everyday function of this part of Stockport. There is a unique opportunity to link both of these assets through new development, as well as unlocking their landscape and natural features by improving access to them and with development positively overlooking.

The recently completed high quality public realm adjacent to the Station is another area with an established character. Phase 3 of Stockport Exchange master plan is under construction and the public realm of this area will continue to be dramatically transformed. Furthermore, with the new pedestrian bridge proposals planned as part of the Interchange, these spaces will benefit from greatly enhanced connectivity.

Historic character

Town Centre West is comprised of a number of historic buildings, cues for future development proposals to respond to. Along the A6 and Greek Street, clusters of historic buildings are focused around the Town Hall, War Memorial, Art Gallery and former Army Barracks, establishing a fairly cohesive identity. In these areas, future development should complement and enhance this established character. Historic buildings are also more disparately located through the area, where development coming forward has resulted in clearance. The Hollywood Park Centre, Weir Mill and St Thomas Hospital buildings sit within areas where the historic grain has been eroded. Future proposals should respond by sensitively integrating to listed, locally listed and non-designated assets.

Residential surrounds

Edgeley and Shaw Heath sit adjacent to the SRF area. Their residential character will be an influence upon proposals which

are near or adjacent to them. They should be a considered transition between the existing and new neighbourhoods.

Town Centre relationship

The A6 corridor separates Town Centre West from Stockport Town Centre. The future development of the SRF area should fully support the aspirations for the Town Centre. The future character of development along the A6 should complement that of the Town Centre, in particular the St. Peters Conservation Area & Town Hall Conservation Area.

A balance of approach & passing through

Approaches to the SRF area and journeys through it should be of high quality and consistent. Several opportunities exist to establish a new character, which works with existing buildings but also creates new arrival experiences to the area. The character of these areas should be of a high quality and set the tone for the expectations within the Town Centre.

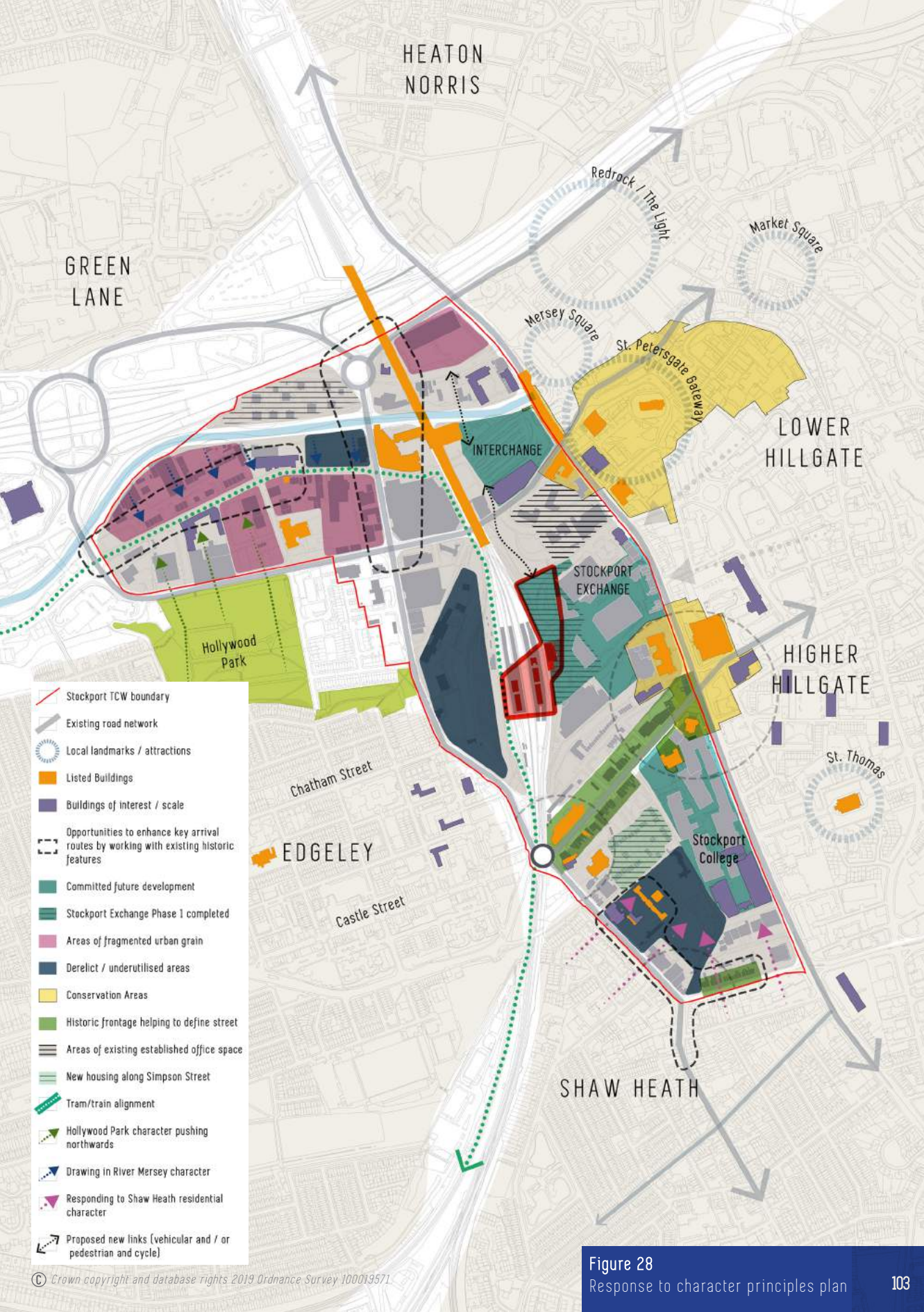


Figure 28
Response to character principles plan

GREEN
LANE

NEIGHBOURHOODS

BRINKSWAY

Hollywood Park

Chatham Street

EDGELEY

Castle Street

STATION QUARTER

ST
EXCH

Mersey



6.0

6.1 WELCOME TO THE NEIGHBOURHOODS

The SRF area has been categorised into five neighbourhoods which harness their existing features and provide a range of living, working and leisure environments to establish a new future for the area.

The proposed neighbourhoods are as follows:

| |
|----------------------|
| Brinksway |
| Weirside |
| Station Quarter |
| Stockport Exchange |
| Royal George Quarter |

Each area will play a unique role in supporting the overarching vision for the area and will be fully integrated through the SRF master plan and with existing communities.

While each neighbourhood will be distinct, they will be linked together through common public realms, walking and cycling routes in particular to create an overall sense of place that has commonality but diversity. So for example, someone walking from Edgeley to Redrock will have a new attractive alternative of travelling past the station or via Hollywood Park, Brinksway and Weirside on their journey.

- The neighbourhoods:
- Support diversity in terms of the role they will play in accommodating a range of use;
 - Are integrated through a network of paths, cycleways and roads;
 - Establish a mix of densities to respond to the anticipated aspirations of different residents and occupiers;
 - Create a new sense of place within and across the SRF.

The SRF has deliberately not recommended large scale new retail or leisure uses within it. The focus for these uses should be in the existing Town Centre. Uses proposed within the SRF are on occupiers who can use and support the existing Town Centre. Local convenience serving local needs will be considered as part of residential proposals and bars and restaurants may be considered within neighbourhoods where they complement existing uses rather than compete with them or the Town Centre.

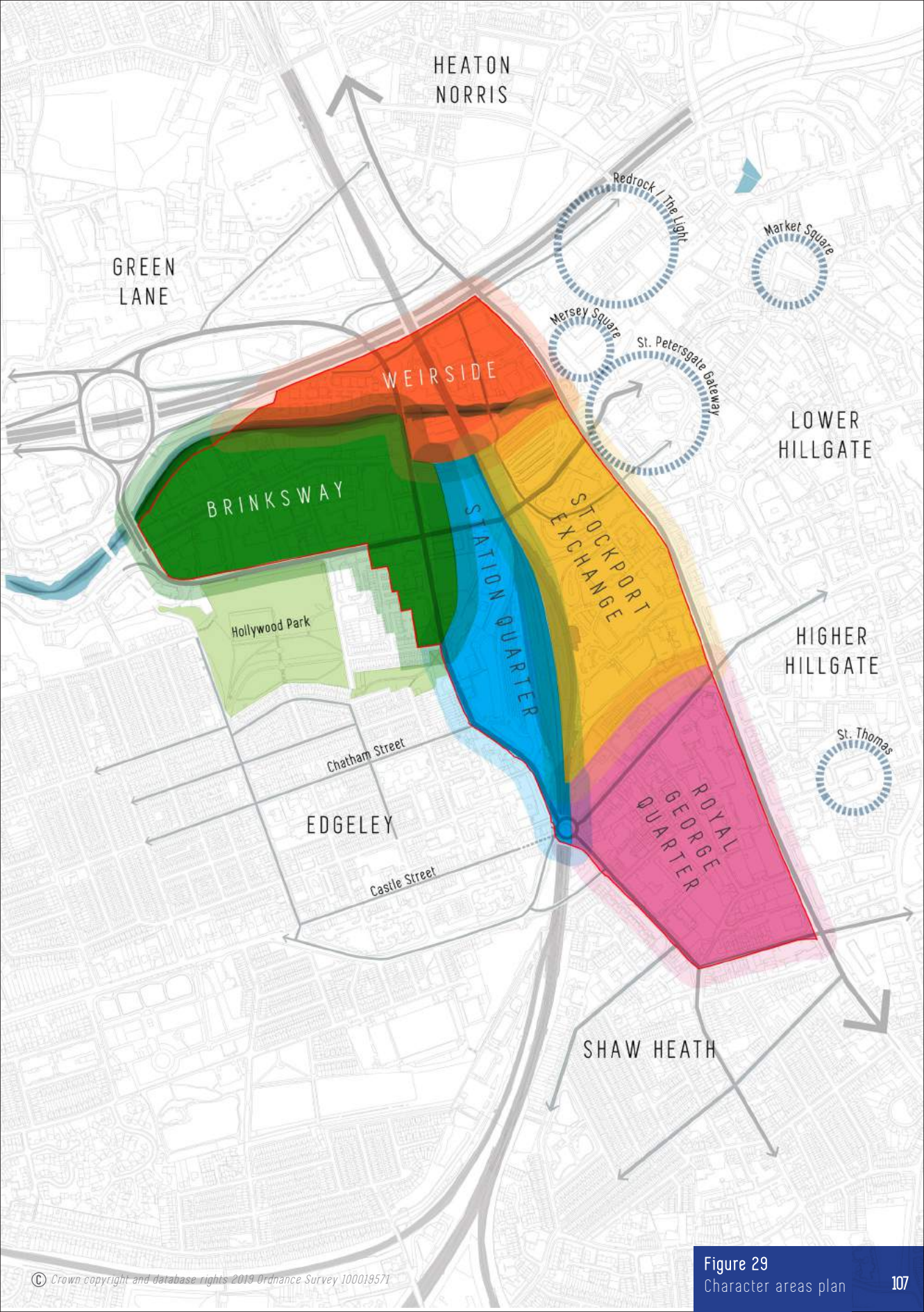


Figure 29
Character areas plan

6.1 WELCOME TO THE NEIGHBOURHOODS

Introducing the new neighbourhoods

Brinksway

An exemplar community which embraces our commitment to zero carbon and sustainable living.

Transformation of an existing low-density employment area into a mixed use residential focused community between the river and Hollywood Park. Targeted at individuals, couples and families looking for modern quality, energy efficient homes in a well-connected location. Harnessing substantial public-sector ownership in the area to drive transformation into a new green neighbourhood within walking distance of the station and the Town Centre reducing the need for car ownership the area. Re- purposing characterful existing buildings into modern work locations.



Weirside

A low rise mixed-use employment and leisure area under the viaduct which creates a new gateway into the town - showcasing the river and the towns heritage

Development will be relatively low rise and suitable existing buildings will be re-purposed to attract a mix of creative workshops and flexible employment spaces. A new destination will be created for food and drink sitting within this unique industrial setting under the viaduct. Harnessing the existing pubs in the area and the town's reputation for craft beer to create a riverside 'beer garden'- a base where people can sample local produce, relax, cycle or kayak.

Heaton Road Car Park will be developed to create a modern car park at a key gateway to the Town Centre making it easy for people to leave their cars and continue to explore the Town Centre by foot.





Station Quarter

A new higher residential density community: an affordable alternative to Manchester City Centre

Harnessing the success of Stockport Exchange, this core area around the station will comprise mainly higher density buildings connected by a network of well-connected public spaces and a network of pedestrian linkages. Complementing the commercial offer at Stockport Exchange and supporting facilities (including retail, food and car parking) there is scope for higher rise homes creating a more affordable alternative to Manchester City Centre's offer.

Stockport Exchange Business Quarter

A blend of high quality workspace, living and leisure.

Accommodating Stockport's new Commercial Business District, Stockport Interchange and Stockport Station this area is the economic driver for Stockport Town Centre and the Borough. A new public park and pedestrian cycle bridge will create an attractive and convenient new strategic link within the Town Centre, overcoming level differences to connect Merseyway and Redrock to the mainline Rail Station.



Royal George Quarter

Lower density mixed use area infused with historic character

Harnessing the character of existing buildings, including a mix of residential, local offices and Stockport College to create a mix of new quality homes (targeting families and older people). This could include social, specialist (older people and extra care), private rented homes and homes for sale. Density will be medium and 2-4 storey units.

BRINKSWAY

Riverside and parkside living
in a sustainable community





BRINKSWAY

The area today

Brinksway is set between Hollywood Park and the River Mersey, which define the edges of this neighbourhood and link it with Stockport's green infrastructure. The area is characterised by a mix of low rise employment spaces, historic mill buildings, a variety of warehouses, the banks of the River Mersey, Hollywood Park and Chestergate Road.

Over time, the historic grain has been eroded making way for larger forms of commercial buildings and their associated servicing areas, creating a disjointed collection of historic buildings and spaces dominated by car parking and storage. The most ornate example of these historic buildings is the

Grade II listed 1906 former school (now the Stockport Open Learning Centre).

The area is also characterised by Chestergate Road and Wood Street, which are car orientated. Although both serve a wider role of providing east-west vehicle access from the M60 to Stockport Town Centre, both create a degree of severance through the neighbourhood and separate the riverside from Hollywood Park.

From within Brinksway, the viaduct is visible from the main links into the Town Centre as well as from along sections of the Mersey River. The existing warehouses vary in scale and form which frame

views of the viaduct. Kingston Mill provides enclosure and drama to the area as it sits close to the back of street. In contrast the warehouses create a varied and human-scaled environment. Opportunities exist to celebrate these qualities with a variety infill, human-scaled spaces, distinctive landmark buildings and sustainable links to the Town Centre.

Brinksway is an area of great potential, which is currently undermined by the nature of the uses within and the infrastructure throughout. While the M60 is important it is also too dominant in shaping future a residential neighbourhood at Brinksway.

- 1 Connect Hollywood Park to the riverside through a series of multi-use, people focused green streets
- 2 Introduce two-way streets
- 3 Chestergate sustainable transport corridor
- 4 Improve access to the River Mersey
- 5 Taller buildings arranged along riverbank to capitalise upon views
- 6 Historic buildings integrated within superblocks
- 7 Create new built frontage along prominent links

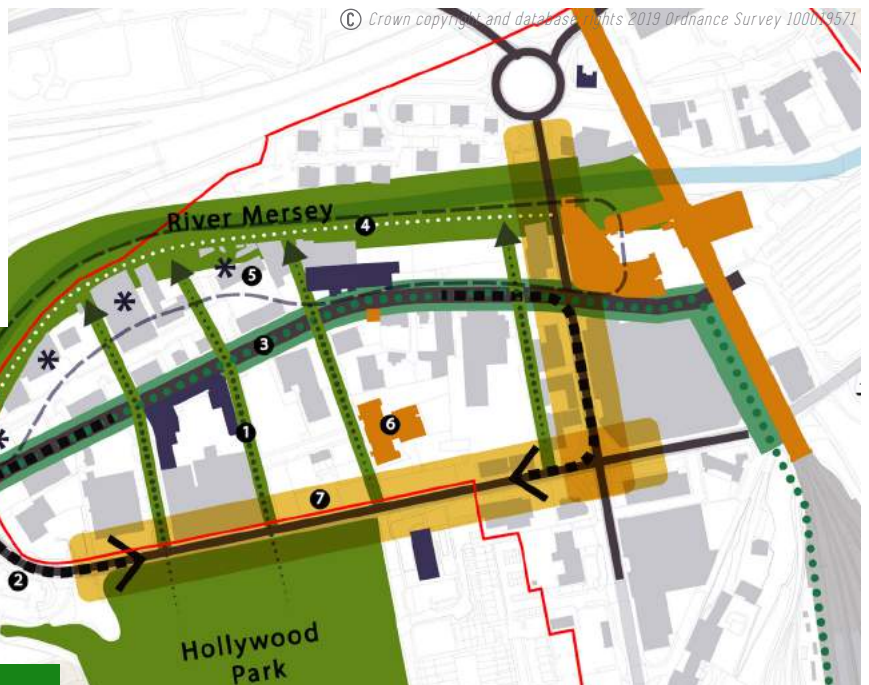


Figure 30
Brinksway local opportunities plan





BRINKSWAY

Play Streets & people spaces

An exemplar community embracing our commitment to zero carbon and sustainable living. New sustainable transport combines with historic fabric, Hollywood Park, local play spaces and a rediscovered riverside to create a unique living environment.







BRINKSWAY

Key Features

Landmark building

Active uses and views along the river corridor

New pedestrian bridge link

Restored existing buildings

Green roofs and amenity space

Sustainable transport corridor



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Map data: Google

Figure 31
Brinksway Master Plan

BUILDINGS

- A dynamic mixed use community nestled amongst the River Mersey and Hollywood Park and with excellent sustainable connections to the Town Centre;
- Sustainable mixed live and work community. New uses and building forms which works in sync with a variety of restored historic buildings;
- Higher density residential development located along key streets, helping to define and enclose;
- Landmark buildings along the River Mersey, capitalising upon views over the Mersey and towards Hollywood Park;
- Medium density housing and variety of flexible employment spaces;
- Shift from outdated industrial and storage uses to re-purposed and redeveloped buildings to accommodate modern uses. Some will be re-purposed or redeveloped to offer flexible workspaces which will meet the needs of a range of occupiers including office, artisan and industrial uses, whilst others will be redeveloped for new uses including green space and new homes.





BRINKSWAY

Key Features

SPACES

- Embracing Hollywood Park by framing it with overlooking development frontage and south facing aspects;
- Responding to the River Mersey by improving accessibility to its banks through a new pedestrian and cycle link;
- New north to south 'green streets', that accommodate play spaces, urban allotments, areas of public amenity and character, drawing the character of Hollywood Park through the development and towards the River Mersey and;
- Utilising roof space with a variety of green roof spaces, contributing to the sustainable performance of the neighbourhood and the green infrastructure provision across the area.



MOVEMENT

- The streetscape will be designed for active and sustainable travel. Investment in segregated footways and cycle lanes will enable residents to make safe, seamless trips;
- Carbon capture gardens will offer a nature-based solution for capturing CO₂ from the atmosphere while providing an open space for food production, wildlife habitat and flood prevention;
- Zero emissions will be the aim, with electric vehicle charging points and dockless e-bikes the norm. Parking will be highly managed and regulated to reduce impact on the environment and a strong network of streets will be created that focuses onto a core public transport corridor which also acts as a key link to and from the Town Centre;
- Loading and servicing will be designed into buildings and streets to have minimal impact on the ability to enjoy the streetscape created;
- Brinksway will be an ideal place to establish a car sharing scheme and/or a car club to reduce reliance on the private car and single-person occupancy car trips.



DELIVERY

Brinksway will be a priority area for the Mayoral Development Corporation in part due to the scale of change proposed but also due to Stockport Council's land ownership in the area. The repositioning of Brinksway will be critical to the transformation of Town Centre West as this area offers the potential to accommodate a different type of community that can act as an exemplar across Greater Manchester and beyond. New development should embrace new techniques in their delivery and embrace innovation in how people live and work in the area and move through it. It is anticipated that given past uses and the river, viability is likely to be an issue for some sites due to potential high abnormal costs. This area, along with the Station Quarter, will be the focus for the delivery of the community infrastructure, new school and health provision etc.

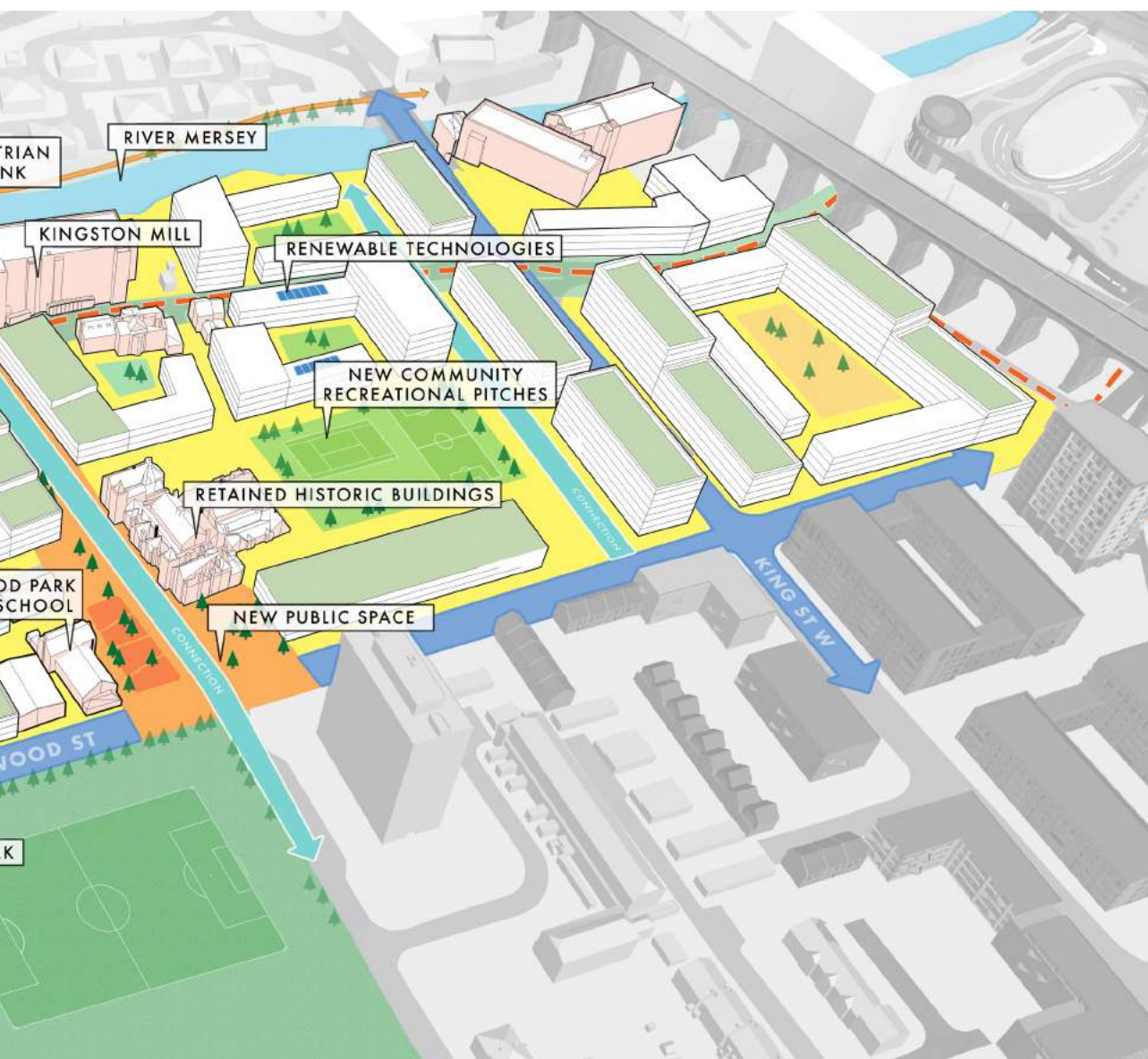


BRINKSWAY

Key Features



Figure 32
Brinksway key features and linkages





BRINKSWAY

Play Streets & people spaces



Figure 33
Brinksway vision



WEIRSIDE

A distinctive new town gateway,
showcasing its heritage





WEIRSIDE

The area today

Weirside is defined by contrasts in scale. The Grade II* Listed Stockport Viaduct is the omnipresent reminder of this area's industrial past. The viaduct carries the West Coast Mainline across the valley of the River Mersey and enables Stockport's exceptional rail links with Manchester and the South. Under and around the viaduct are a number of mill buildings including Weir Mill and smaller scaled historic buildings (for example the Crown Inn & Pineapple Inn). The former mills are situated along the Mersey River and some sit under the viaduct arches, creating a unique contrast in scale.

The area has experienced some substantial erosion of the historic grain, partly attributed to the

M60 motorway corridor and the adjacent A560 slip road. The area is also characterised by a number of highways and surface car parks. Recent higher density developments in the area include Regent House and Beckwith House as well as Heaton Lane Car Park.

The historic buildings and structures across Weirside begin to establish a coherent visual character, with red brick prominent throughout. New development has an opportunity to reinforce the visual identity of the area through well considered infill and new development.

The River Mersey flows through the area and continues under Mersey Square. The river corridor is

defined mostly by historic buildings with basements extending to the waterline. The relationship of buildings with the river offers an opportunity to improve access to the water through their restoration and future use.

Weirside is a part of Town Centre West with a unique set of attributes. Combined with the areas prominent location, the Mersey River and the areas historic character, Weirside has the potential to become a genuinely unique and interesting new destination with a range of uses and flexible buildings that complement the areas heritage and capitalise upon the dramatic spaces under the viaduct and along the river.



Figure 34
Weirside local opportunities plan

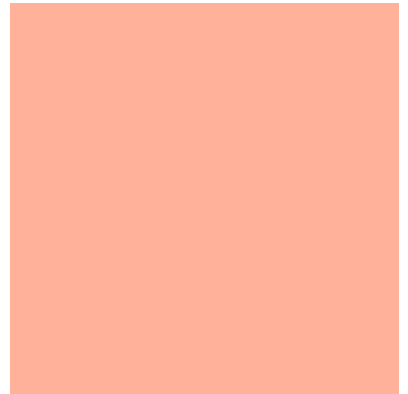




WEIRSIDE

A distinctive new town gateway, showcasing its heritage, rediscovering the waterfront and connecting to open countryside. Nestled beneath the dramatic viaduct, re-purposed buildings and quirky infill provide a home for creatives while flexible public spaces host craft beer, street food and even a kayak launch ramp.







WEIRSIDE

Key Features

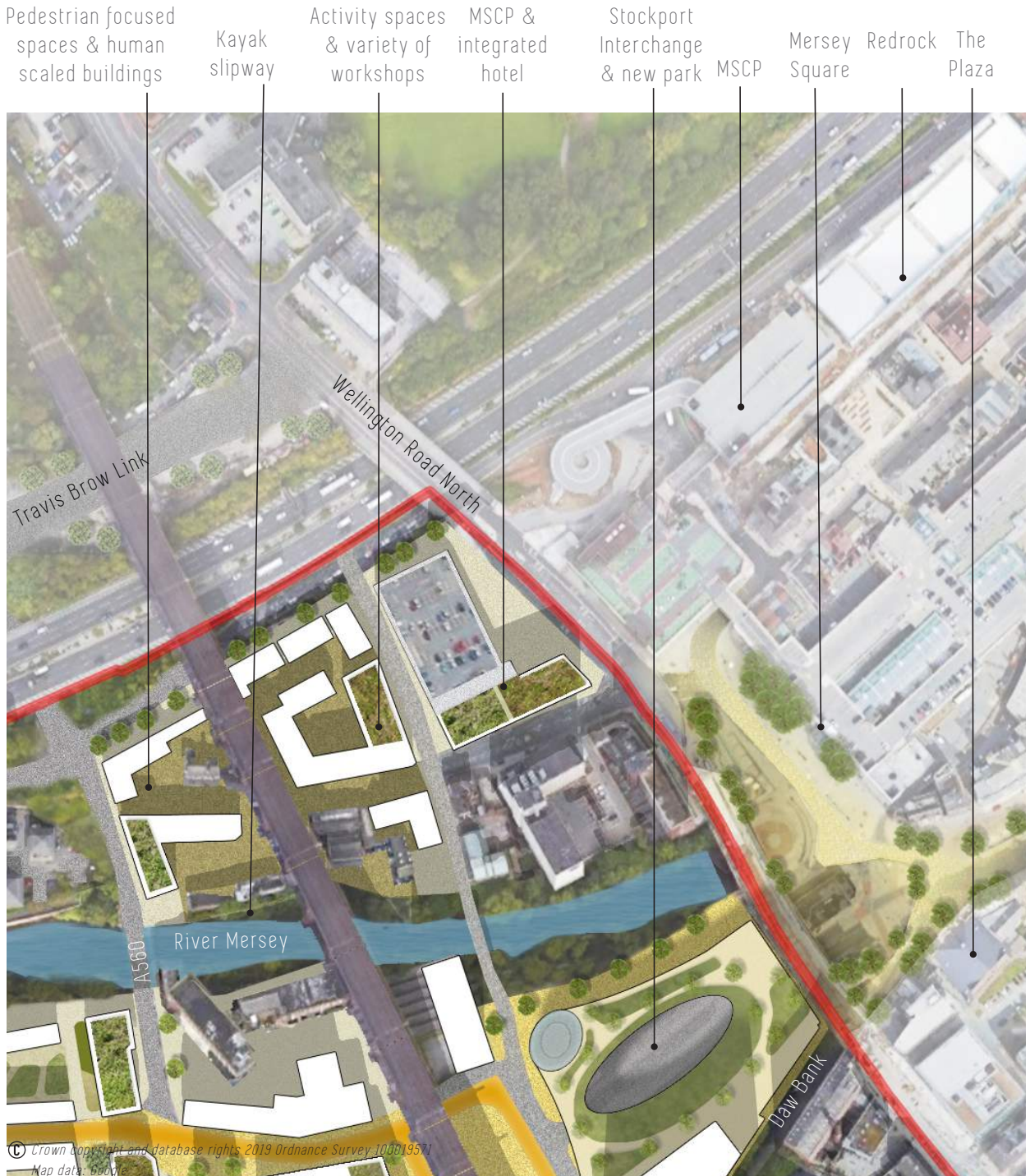


Figure 35
Weirside Master Plan

BUILDINGS

- Re-provision of parking in the area with a new multi-storey car park taking access from Great Egerton Street with new development providing more active frontage to Heaton Lane;
- New infill buildings of an appropriate scale, working with retained and refurbished historic buildings;
- New structures could offer modern detailing and materials, providing a sharp contrast with the predominantly red brick Victorian buildings in the area;
- Building forms will range from own front door office spaces through small scale apartment blocks through to the larger floorplates and office buildings facing the A6 and;
- Although relatively low rise the area will have an intensity generated through close spacing of buildings, creating an active but intimate feel to the urban environment.





WEIRSIDE

Key Features

SPACES

- Reshaping King Street West/Heaton Lane roundabout unlocks increased development potential with a new 'screen' of small scale studio and office space along the northern edge of the area, forming and sheltering an internal courtyard feel to the south;
- Responding to the River Mersey by improving accessibility to its banks through new pedestrian links and introducing a kayak slipway;
- Reimagining the Heaton Lane connection as a key route for walking and cycling, with improved crossings over the A6 to connect with Merseyway and Prince's Street and;
- Partial closure of Heaton Lane to vehicular traffic will allow a shared pedestrian and cycle environment to envelope the buildings, encouraging outdoor seating and an active but informal public space to emerge beneath the arches of the viaduct.



MOVEMENT

- Weirside will be largely car-free with pedestrianised zones to support cafe and small and medium sized business culture with independent breweries, food and drink and local makers. Spaces will allow servicing but prioritise pedestrians, cyclists and buses;
- A new compact, modern Heaton Lane car park is ideally situated to enable people to leave their cars on the outskirts of Weirside Village. It could become a 'park and bike' location to allow entry by bike and to explore the whole Mersey corridor from its start;
- The restructuring of King Street West/Heaton Lane roundabout will enable this neighbourhood to become car-free with paths adjacent to the River Mersey and utilisation of National Cycle Route 62, reshaping the roundabout to become a junction with pedestrian amenities will allow significant links to Brinksway;
- The new bridge to Stockport Interchange will link through to Great Egerton Street allowing through movement for buses and;
- The River Mersey could also provide an opportunity for leisure activities such as kayaking



DELIVERY

The intervention in this area will balance celebrating the heritage of the viaduct, mills and pubs with creating new opportunities and better linkages between Acorn Business Park, Brinksway and the retail and leisure in the Town Centre via the river.

Buildings with heritage value will be re-purposed where appropriate and new buildings/structures will be used to accommodate employment and ancillary space linked to re-purposing of Brinksway. Some existing owners are already investing in their stock and the Stockport Interchange will help to animate the area creating new footfall. Delivery is likely to be by a mix of public and private sector partners bringing forward their interests in line with the SRF.



WEIRSIDE VIEW

Key features

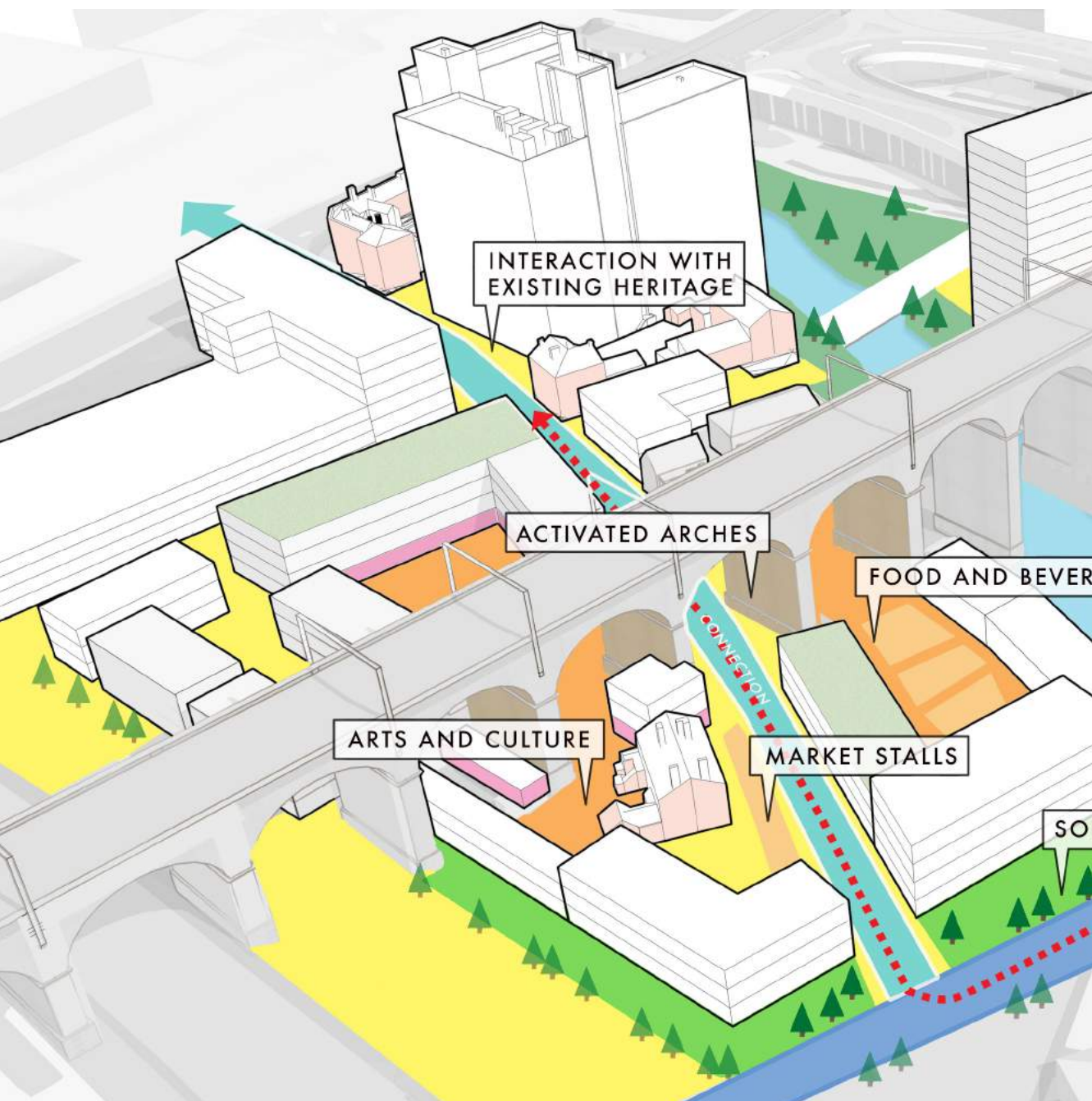
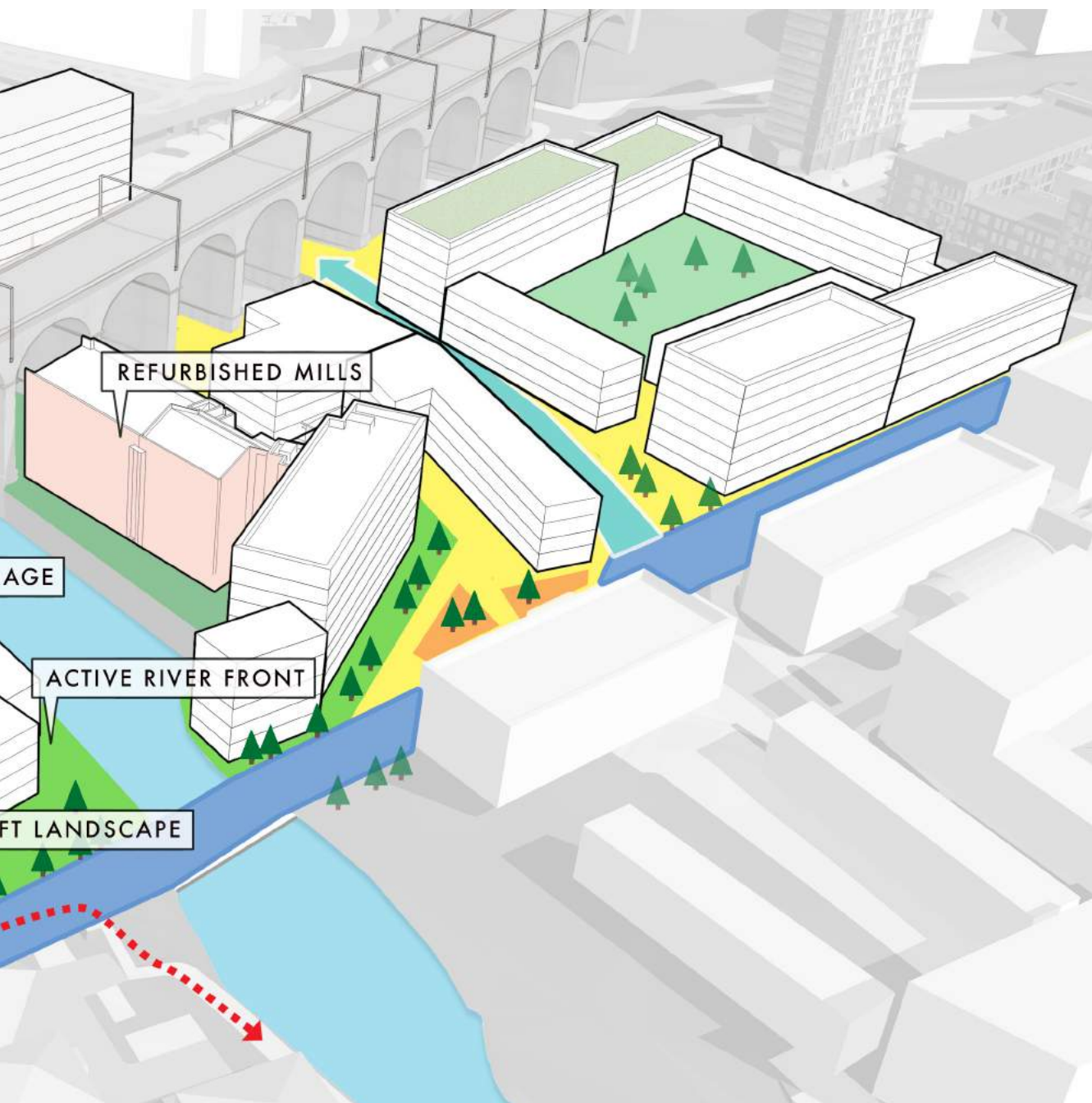


Figure 36
Weirside key features and linkages





WEIRSIDE VIEW

The centre under the arches



Figure 37
Weirside vision



STATION QUARTER

A connected and affordable
place to call home





STATION QUARTER

The area today

Station Quarter today is an area heavily influenced by infrastructure and topography. The area extends from Shaw Heath Road northwards towards the current Stage Coach Stockport Depot and lies between King Street West, the rail sidings and the viaduct.

Of the infrastructure influences, the largest and most significant are the rail sidings to the west of the Station. The nine tracks of rail currently provide storage and maintenance space for rail operators.

A number of manufacturing businesses also operate within the area, situated below the sidings and along King Street West. These currently occupy a visually prominent setting along the King Street West.

The topographic profile is also a key characteristic of this area. The rail sidings occupy the plateau, with the land falling considerably towards the Mersey River floodplain. The viaduct emerges from this plateau towards Manchester, with the archways becoming a visible piece of heritage and visually dominant piece of infrastructure.

Although views are currently restricted from the highest point of the plateau due to existing land

uses, there is potential to open up this area and create remarkable views to the north, along the viaduct and Brinksway below.

King Street West forms the western boundary to this neighbourhood. It rises to the south as it connects with Shaw Heath and Greek Street and provides access to the Station via Station Road as well as the M60.

The Station Quarter could be truly transformational for Town Centre West. With opportunities to capitalise upon its elevated position, topographical profile and proximity to the Station, this area could set the bench mark for new affordable, urban living that is connected to adjacent neighbourhoods and excellent sustainable transport links.

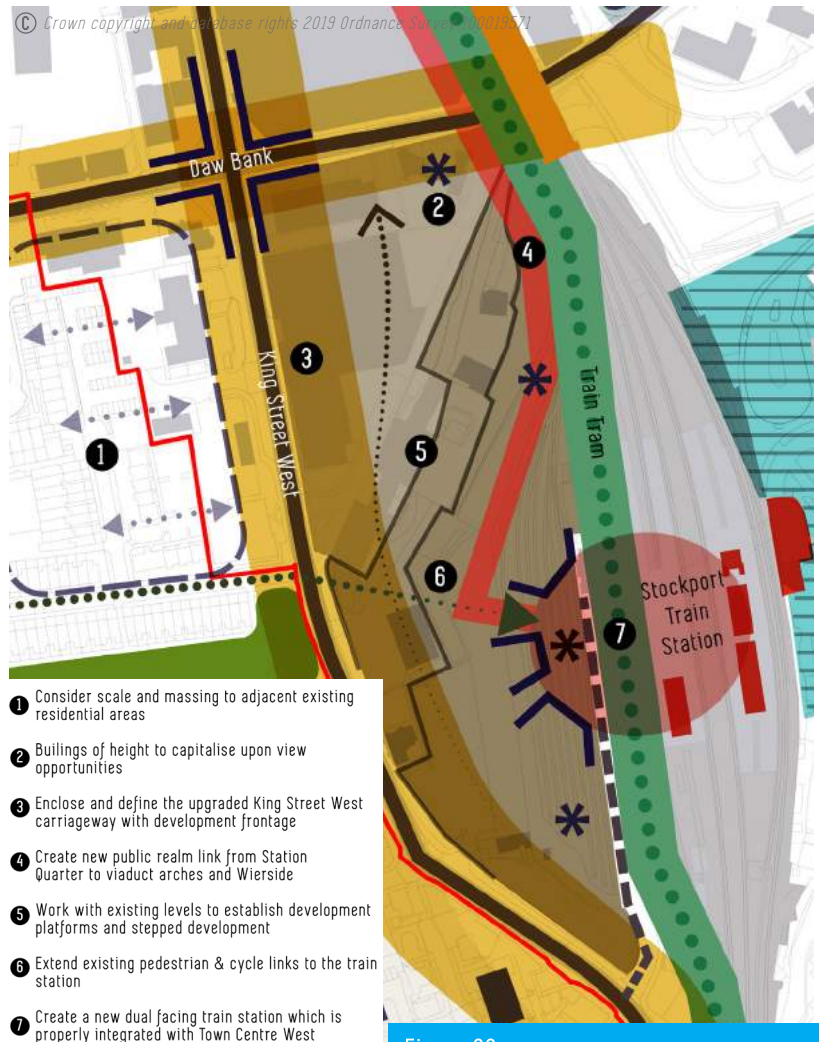


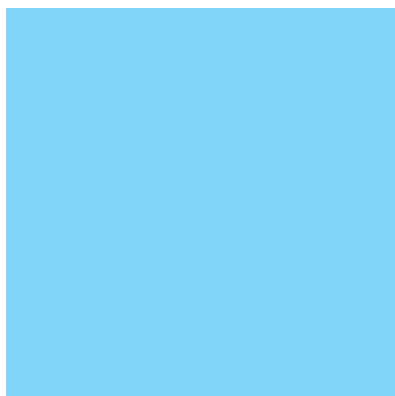
Figure 38
Station Quarter local opportunities plan





STATION QUARTER

A new face to Stockport Station that opens up an entirely new urban neighbourhood. An affordable alternative to City Centre living without sacrificing the urban buzz and exceptional connectivity.

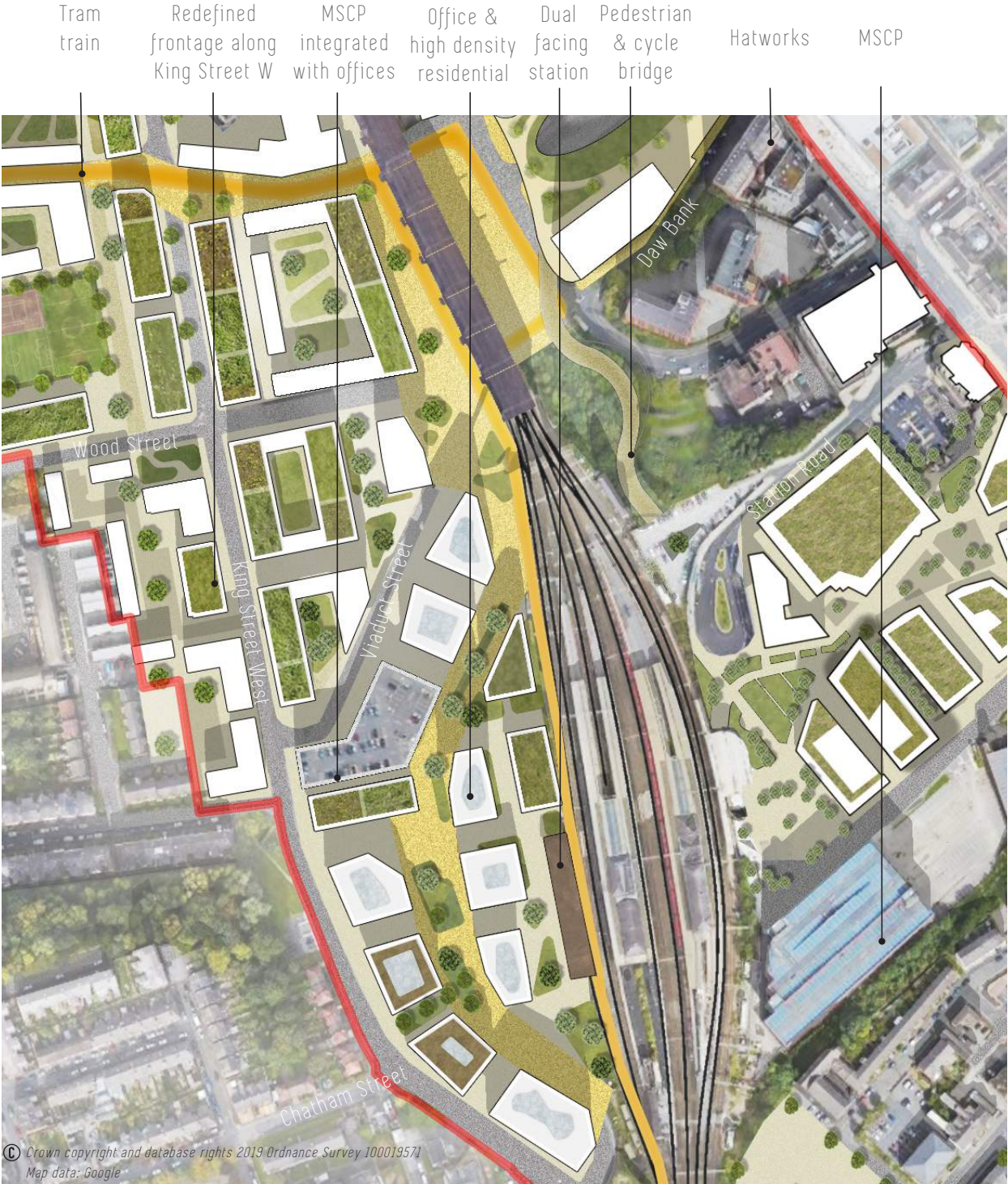






STATION QUARTER

Key Features



144 **Figure 39**
Station Quarter Master Plan

BUILDINGS

- A dual aspect Rail Station with a new station building occupying the current rail sidings. This new station will provide an accessible approach from the west and links across to the main station building and Stockport Exchange;
- A higher density cluster of mixed use development which encloses the new station building. A combination of ground floor active uses, combined with a mix of high quality office space and a variety of residential dwellings will add vitality and vibrancy to this neighbourhood along with commuters and visitors;
- A multi-storey car park, integrated with offices and residential provides convenient parking within close proximity to the Station;
- Buildings step down the hillside towards Brinksway in a managed way, offering views north towards the Mersey River and towards the viaduct;
- Higher density residential development located along King Street West, helping to enclose and define;
- Landmark buildings located in key locations to capitalise upon views to the north and;
- Lower rise perimeter blocks fronting along the viaduct activating and overlooking the spaces below and creating clear public and private amenity spaces.





STATION QUARTER

Key Features

SPACES

- Public spaces within the Station Quarter reinforces this as an urban and mixed use environment. The public realm is predominantly hard landscape, with areas of green space and with more formal tree planting throughout;
- A new, high quality public plaza creates the entrance to the new train station building and proposed tram-train stop, over looked by mixed use development and active ground floor uses;
- A meandering linear public open space connects King Street West (and former entrance to Station Road) to the spaces under the arches. This link manages the change in levels, through a series of stepped platforms, introducing seating areas and spaces to relax;
- Views towards the River Mersey and viaduct are opened up, encouraging people to dwell and observe;
- Tram-train carries through parts of the public realm, maximising the use of space and reinforcing the role of public realm as a piece of enabling infrastructure within the neighbourhood;
- Utilising roof space with a variety of green roof spaces, contributing to the sustainable performance of this neighbourhood and the green infrastructure provision across the area.



MOVEMENT

- Improved way-finding combined with enhanced walking and cycling routes to and from the Station will create an attractive environment for visitors arriving by train and exploring other destinations across Stockport;
- The Station will become a fully integrated, passenger focused gateway ensuring that the experience of arriving into Stockport is transformed as it has been on its eastern side over recent years;
- Allowance has been given to future proposals for tram train to the western side of the Station so that they can be integrated into the development of a new 'western gateway'. This will link existing communities around Edgeley, provide better parking opportunity directly from the M60 (avoiding unnecessary movement towards the A6) and help maximise use of currently underutilised land in one of the most connected places in the north of England, minutes from Manchester City Centre and with a great catchment for both in and out-commuting, locally and strategically. A new western station area will change the relationship with areas 'west of the viaduct' offering new routes and possibilities.



DELIVERY

The Station Quarter is another area where significant change will be required to support the transformation of the SRF. The area is currently dominated by infrastructure. Key partner responsible for this infrastructure such as TfGM and Network Rail will determine and set the pace of change here.

Technical feasibility work and the preparation of business cases for funding will need to be made to support investment and development. Once these have been worked up the development opportunities will be able to be defined and partners can be engaged with to support the delivery of new homes and supporting uses. Public sector funding will need to be accessed to support the transformation of this area.



STATION QUARTER

Key Features

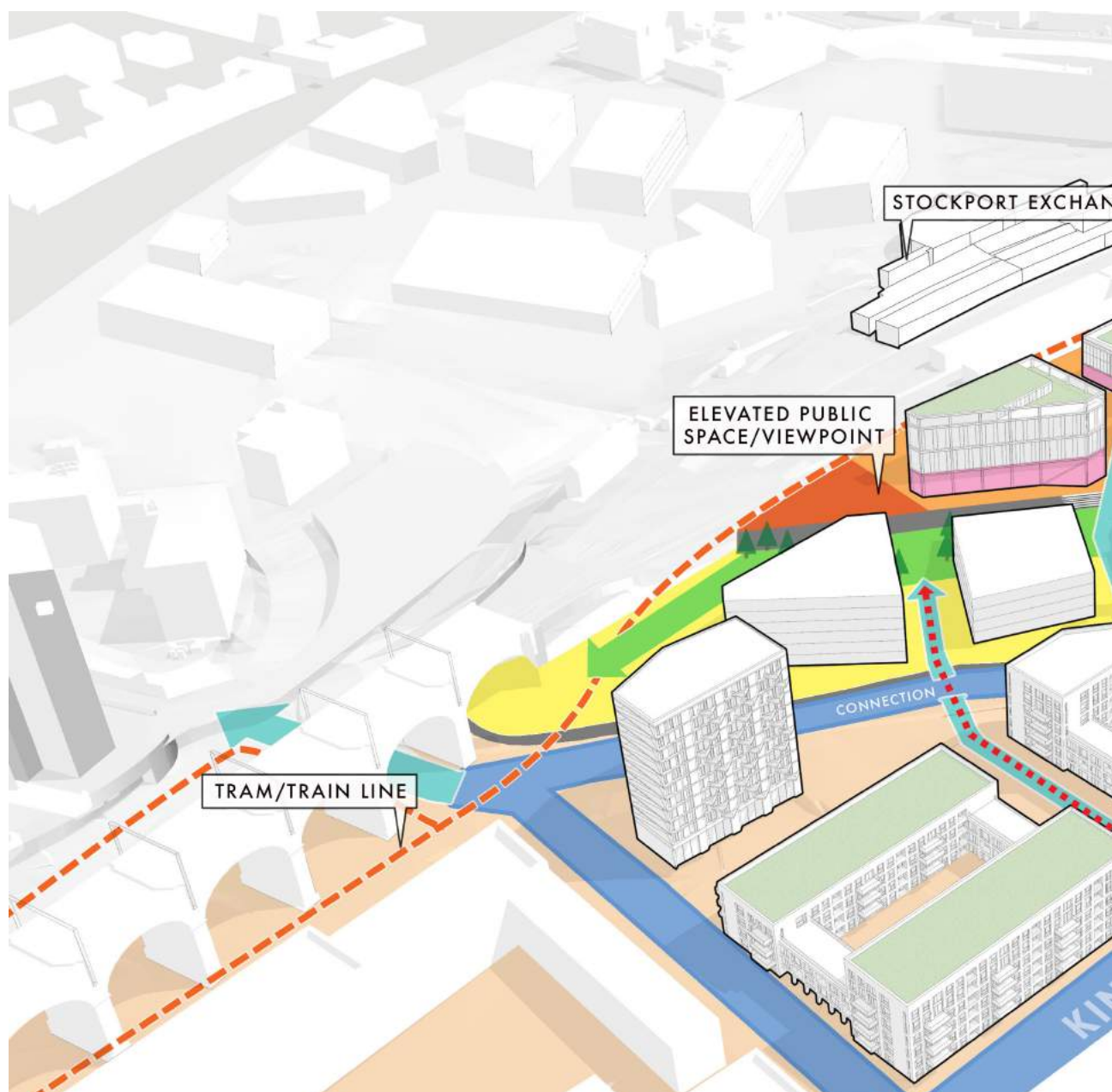
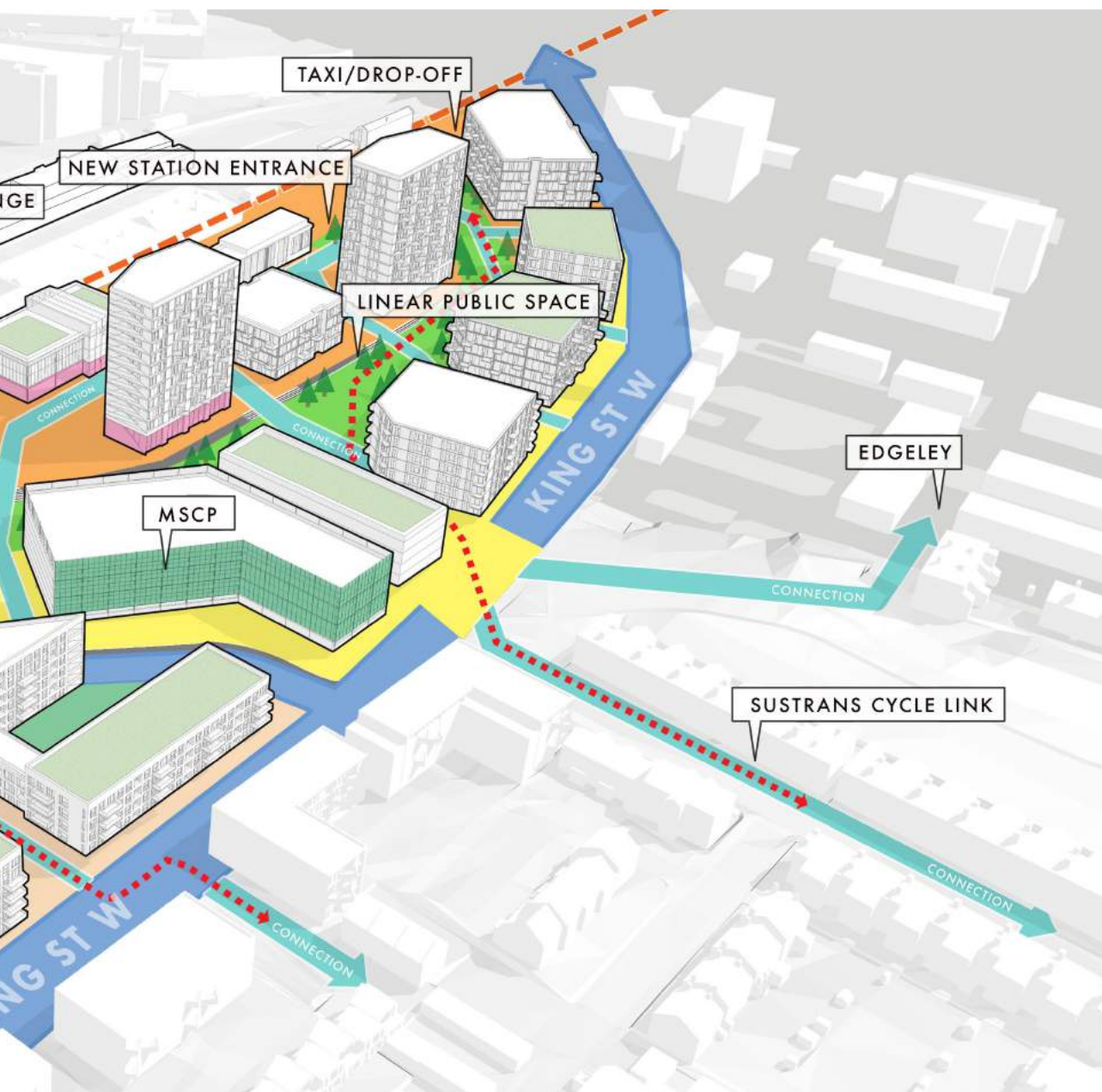


Figure 40
Station Quarter key features and linkages





STATION QUARTER VIEW

Connected new community



Figure 41
Station Quarter vision



STOCKPORT EXCHANGE

The commercial and connected
heart of the Borough





STOCKPORT EXCHANGE

The area today

Stockport Exchange sits on the eastern edge of Town Centre West, forming the main interface with the wider Town Centre.

It is home to both the mainline Rail Station and Stockport Interchange (which is the subject of major redevelopment proposals).

The built character of the area is currently in flux with development around the Station transforming the area into a busy and attractive commercial environment with high quality new offices, hotel and supporting retail.

Existing major office buildings developed in the latter half of the 20th Century are seeing significant reinvestment whilst a series of new development proposals have been submitted for key sites or are being developed such as the refurbishment of the former Royal Mail Sorting Office.

The area is also home to the Grade II Listed former Stockport Infirmary, now an office development known as Millennium House, facing on to the distinctive landmark of the Town Hall on the other side of the A6.

Stockport exchange is emerging as a key commercial district within the borough and Greater Manchester. Its increasing blend of commercial and residential can ensure an increased level of activity throughout the day and help to support the viability of retail and leisure uses in the wider area.

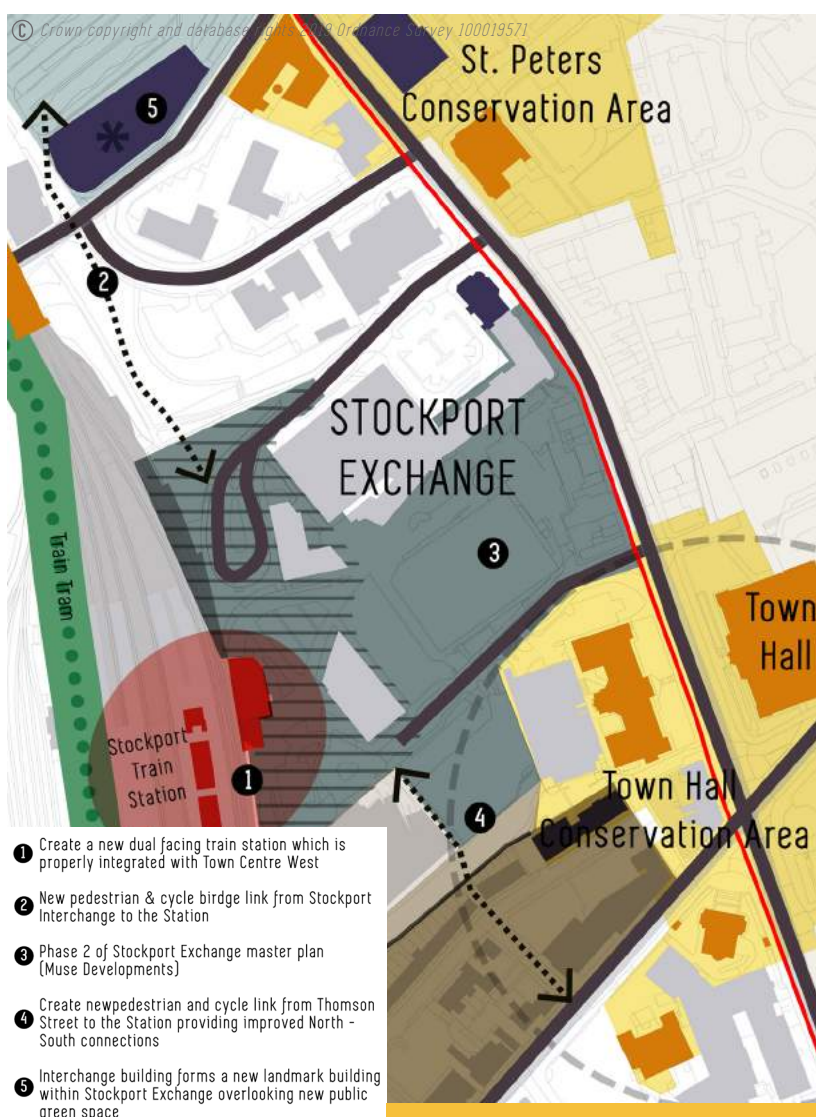
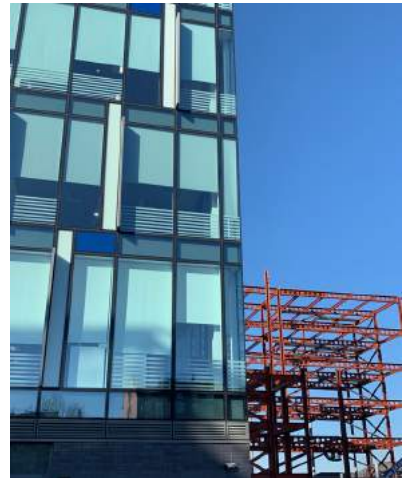
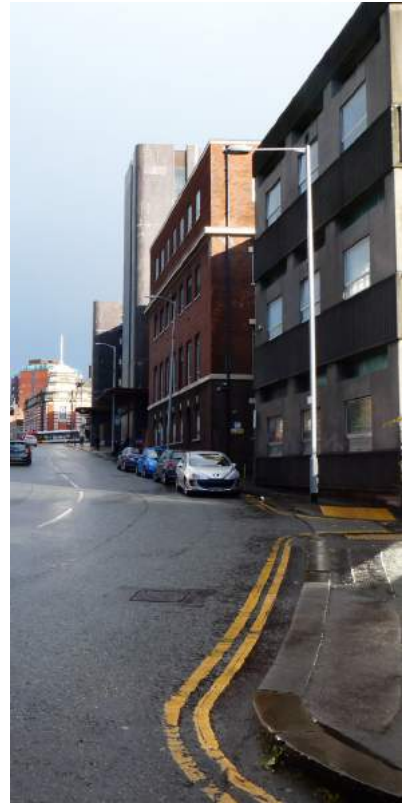


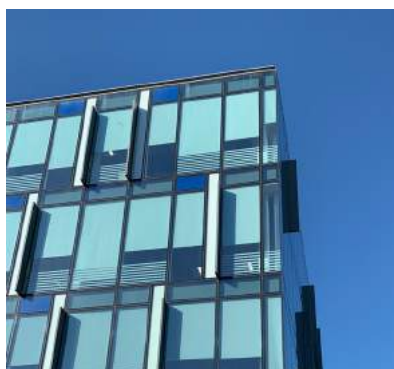
Figure 42
Stockport Exchange local opportunities plan

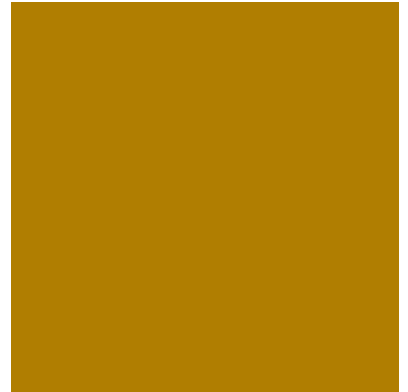




STOCKPORT EXCHANGE

Stockport's new Commercial Business District, Rail Station and Stockport Interchange. A blend of high quality workspace, living and leisure uses make this area an economic driver for Stockport Town Centre and the wider Borough.







STOCKPORT EXCHANGE

Key Features

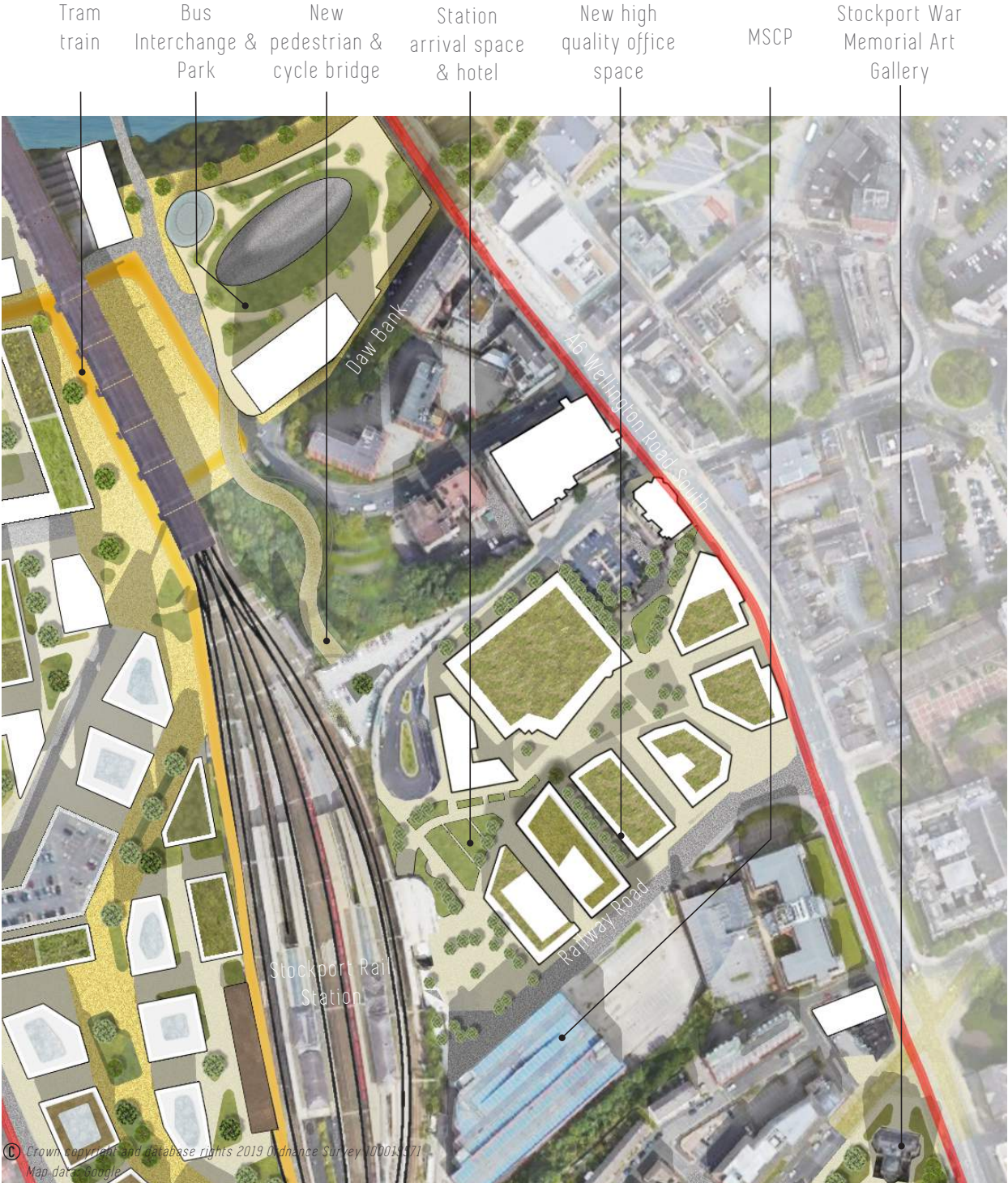
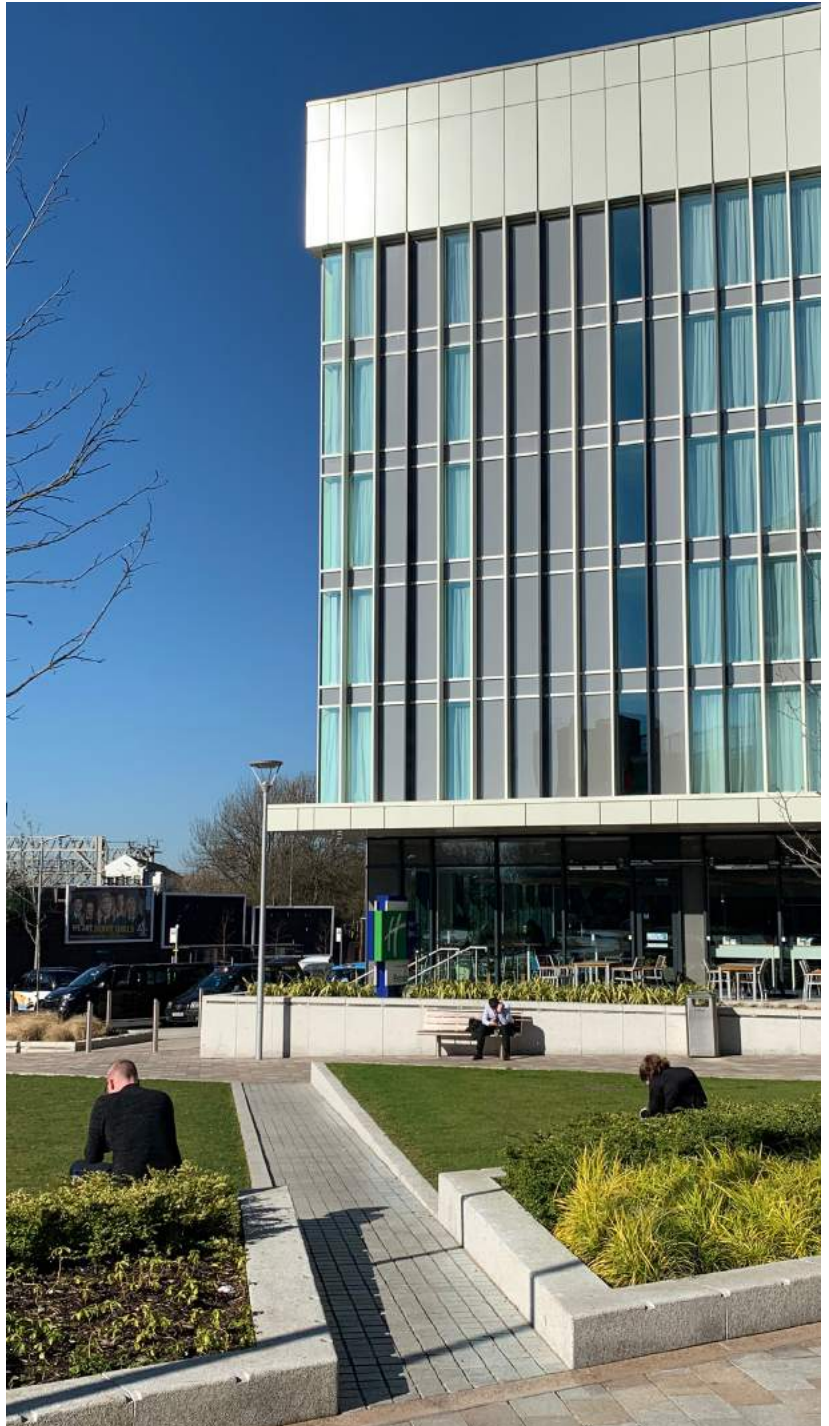


Figure 43
Stockport Exchange Master Plan

BUILDINGS

- In this part of the Town Centre a clean modern look is encouraged, reflecting the more commercial uses with particular emphasis given to how buildings meet the street;
- New buildings should generally be medium rise with relatively deep floorplates, fitting in with the larger historic buildings in the area;
- Uses range from Grade-A commercial office space, through modern apartment blocks (including an element of Build to Rent) to the existing finer grained high street units with office or residential over small scale retail. New development is likely to have an element of ancillary supporting retail or commercial space to animate the street level;
- Stockport Interchange will be the largest single building in the area with a combination of the new bus station and Build to Rent apartments;
- The demand for space at Stockport Exchange will ensure that the master plan will continue to be built-out creating a high quality office quarter for the town.



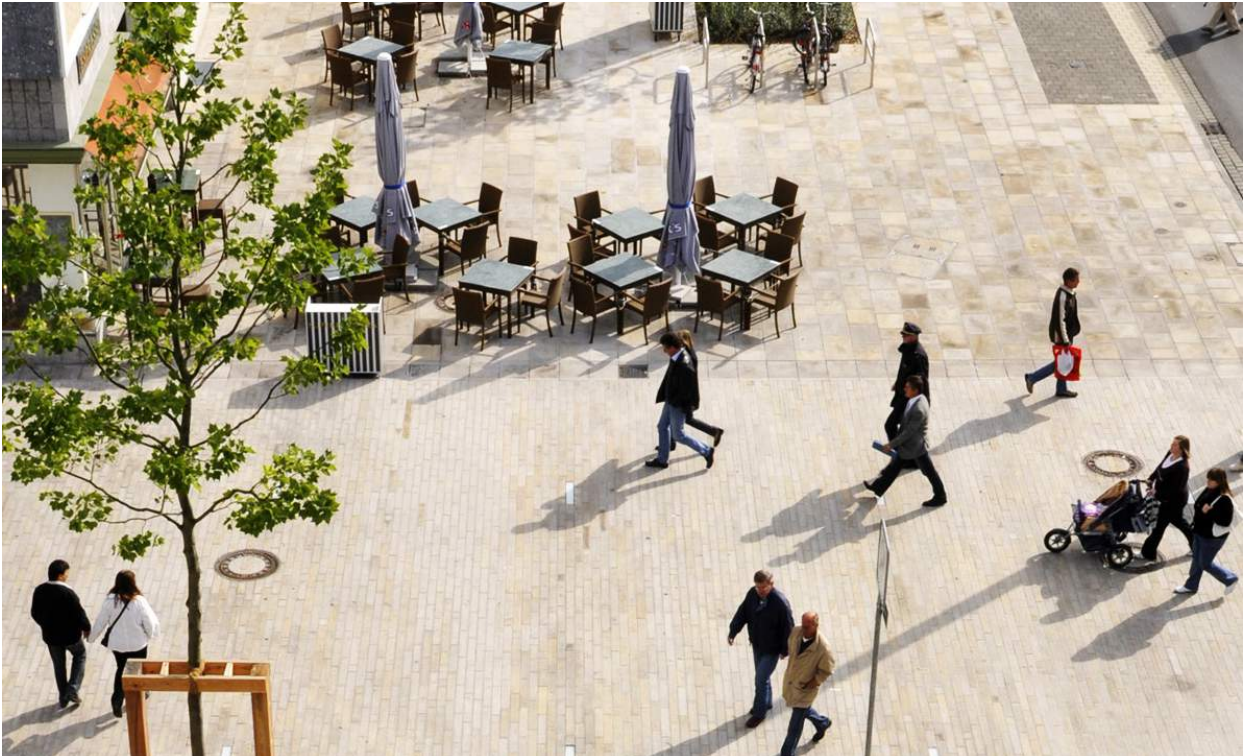


STOCKPORT EXCHANGE

Key Features

SPACES

- Open space within the area will be predominantly hard paved spaces with the notable exception of the new two acre park, proposed to sit at roof level on the new Stockport Interchange, providing direct access from the A6;
- The Station arrival experience has been enhanced through good quality pedestrian friendly public realm which will be continued through to the A6 as the master plan develops;
- Building curtilage within a traffic free environment offers opportunities for outdoor seating and soft landscape features;
- A clean and modern feel is encouraged through this area with a simple material palette that provides a simple backdrop to new commercial and residential buildings.



MOVEMENT

- This quarter combines first-class connectivity with high-quality workspaces and green infrastructure;
- The cycle-and-foot bridge linking Stockport Interchange with Stockport Rail Station will facilitate sustainable movement across the Borough. New outdoor space will be created through the development of a two acre park on the roof of the Stockport Interchange and the revitalisation of the nearby section of Trans Pennine Trail;
- Metrolink, using tram-train technology will further enhance connectivity both locally and to wider parts of the conurbation. Stockport Exchange is one of the key places of interchange in Greater Manchester, complementing the City Centre and demonstrating how economic growth can be delivered linked to key transport nodes across the conurbation.

DELIVERY

The delivery of this area is already underway. A new Commercial Business District has already transformed the town's office and hotel offer and has delivered new quality public realm. The proposals for Stockport Interchange will further support the delivery of new homes in the heart of Town Centre West. The public sector is the dominant landowner in this area and is already driving delivery.



Image courtesy of BDP



STOCKPORT EXCHANGE VIEW

A place, on the move



Image courtesy of BDP

Figure 44
Stockport Exchange vision



ROYAL GEORGE

A central neighbourhood to match
our most desirable suburbs.





ROYAL GEORGE

The area today

The area identified as Royal George sits to the southernmost extent of Town Centre West and borders Shaw Heath further south. It is defined by Shaw Heath Road to the west and Wellington Road South to the east.

This area comprises a host of uses and building forms but is characterised by the disjointed nature of buildings and public realm. The area has experienced a significant degree of clearance throughout its evolution, with some sites remaining derelict.

Royal George has a number of listed buildings dispersed throughout, which begin to reinforce a sense of place and townscape quality. Notable examples include the Armoury of the Cheshire Regiment, the former District Bank and War Memorial Art Gallery. A number of remaining historic terraced streets near to Greek Street and Thomson Street are intact and help to reinforce the historic character of the area even though this is contained in only a few areas within the neighbourhood.

The former Grade II Listed St Thomas Hospital and courtyard are currently derelict and occupy a significant part of the site between Shaw Heath Road and the Stockport College Campus.

New development has begun to diversify the visual identity of this part of Town Centre West. The contemporary buildings within the

Stockport College Campus address Wellington Road South reinforcing this arterial route into Stockport Town Centre and Manchester. Other areas of infill development include the recently completed residential development along Simpson Street, comprised of 2 storey semi-detached dwellings as well as a small degree of office and commercial buildings towards Shaw Heath.

The ingredients for Royal George are present. The area has the latent potential to create a high quality residential-led neighbourhood, through a variety of development forms and public realm. These will repair the area and stitch it back together integrating with the redevelopment of Stockport College and other future non-residential uses.

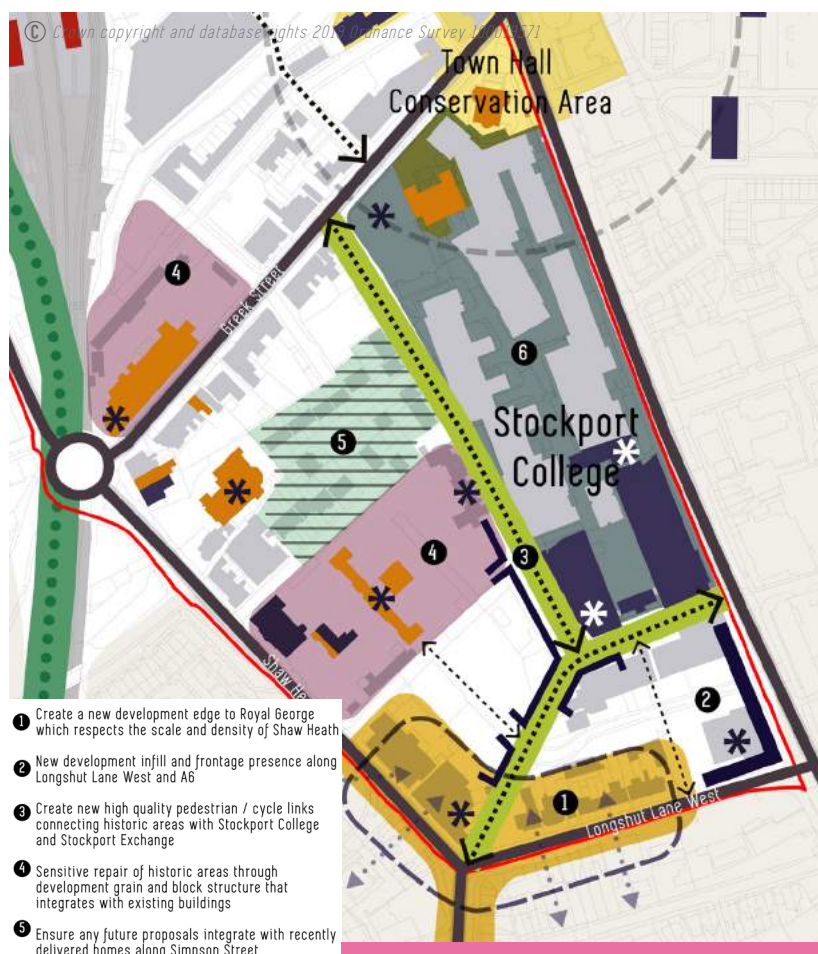


Figure 45
Royal George local opportunities plan

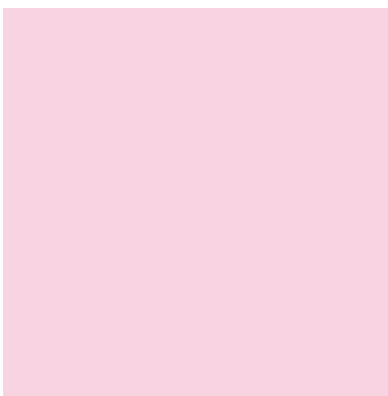




ROYAL GEORGE

A town centre neighbourhood with a quality residential offer to match Stockport's most desirable suburbs.

Bringing historic buildings back to life; harnessing their character to shape new public spaces and deliver an urban neighbourhood of distinction.







ROYAL GEORGE

Key Features



Figure 46
Royal George Master Plan

BUILDINGS

- The approach to new development and buildings is one which primarily reinforces the legibility and structure of the area to create a townscape which complements the existing historic buildings across the neighbourhood;
- A variety of urban residential forms of development are proposed including townhouses and medium density apartment blocks. Terraced dwellings are proposed primarily, acknowledging the historic density and existing remnants, creating a new urban townscape that works with these features;
- Scale responds to the existing height profile of Shaw Heath to the south as well as the larger buildings within Stockport College and listed buildings;
- Subtle expressions of height are located on visible corners, nodal points and along key routes, helping to enclose and define the streets and spaces;
- Buildings are arranged in perimeter blocks, ensuring passive surveillance onto streets and creating human scaled pockets of public space.





ROYAL GEORGE

Key Features

SPACES

- The role of streets and spaces will be crucial in helping to knit together and repair the area, creating a more cohesive visual identity for Royal George;.
- A pedestrian focused link is established on the corner of Shaw Heath Road and Longshut Lane West, re-instating a high quality link to Greek Street;
- Improved areas of public realm which blend educational and institutional uses with new residential development;
- High quality hard landscaping establishes a consistent material treatment, further helping to create cohesion within the neighbourhood;
- Streets act as community spaces, providing links to the Station but also providing opportunities for outdoor play;
- Opportunities to introduce areas of green space and tree planting, integrated with Sustainable Urban Drainage technology, increasing the potential for biodiversity.



MOVEMENT

- We will work with Network Rail and others to redevelop the Greek Street roundabout, understanding associated changes in movement as the scheme moves forward;
- A critical point in relation to the Royal George Quarter will be to create both north-south and east-west movement to and from key locations such as Greek Street itself (and on towards the Station) but also the A6. At present the area is dominated by impermeable blocks and we will create a new grain that creates pedestrian friendly blocks;
- Parking will primarily be on street in tightly managed and regulated spaces, designed to allow pedestrians and cyclists priority, with a focus on safe crossing points around internal and external junctions. It is important that we change this quarter from being an impermeable, hidden place to one that the user can travel to and through on-route to wider locations;
- We will not encourage through-traffic in this area by providing routes which could be used as 'rat-runs' by vehicles. Where needed we will consider local closures or changes to layouts and routes to create stronger spaces for buildings, which will incorporate minimal parking.

DELIVERY

Royal George accommodates a range of historic buildings which give this area an interesting character. The focus in this area will be on investing in heritage buildings and filling in the gaps, rather than large scale intervention. As such it is likely to be driven by individual owners who will either invest in their property or sell it to developers. There are a few major landowners in the area and if their sites become available they should be redeveloped for residential use.





ROYAL GEORGE

Key features

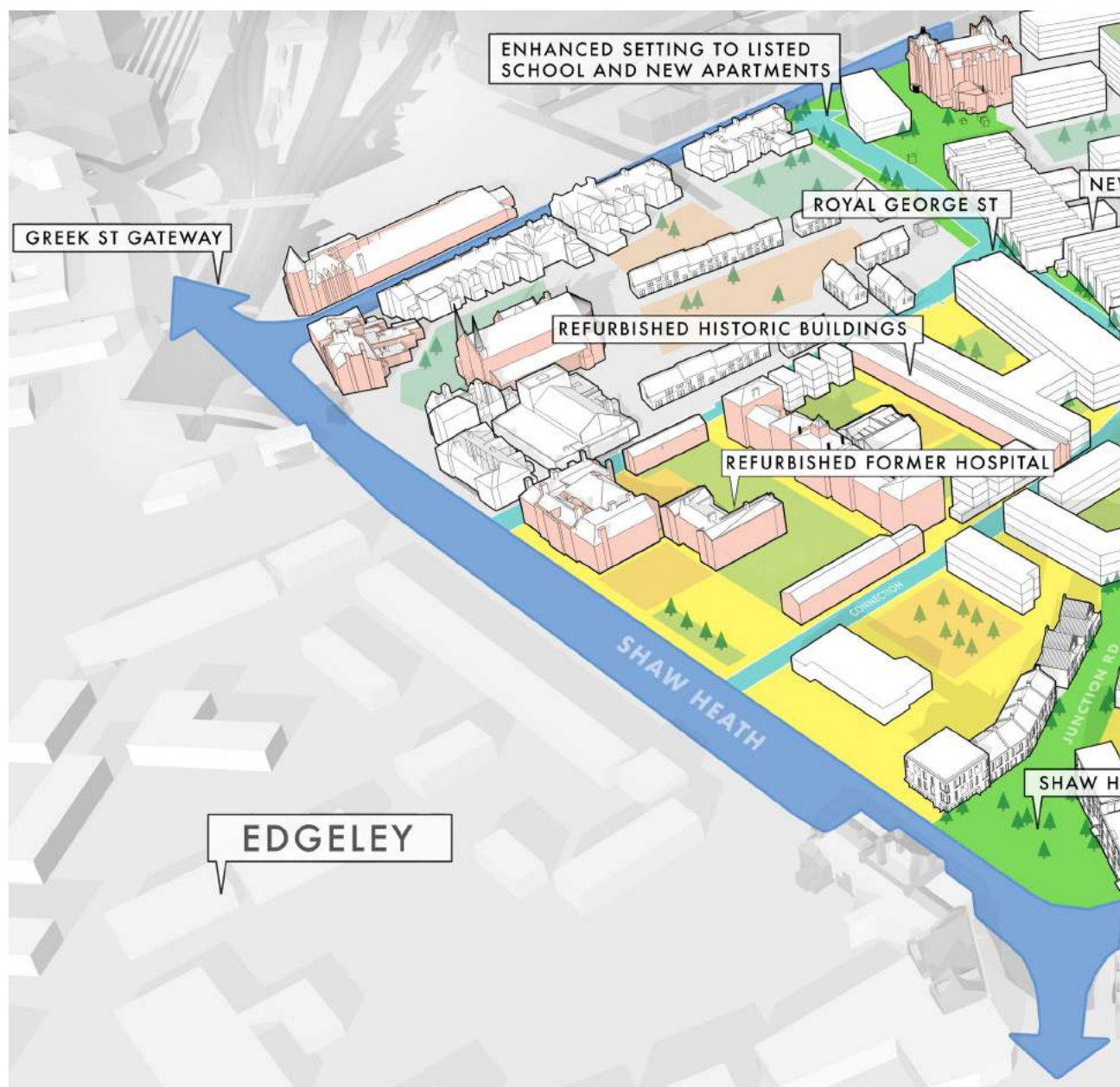
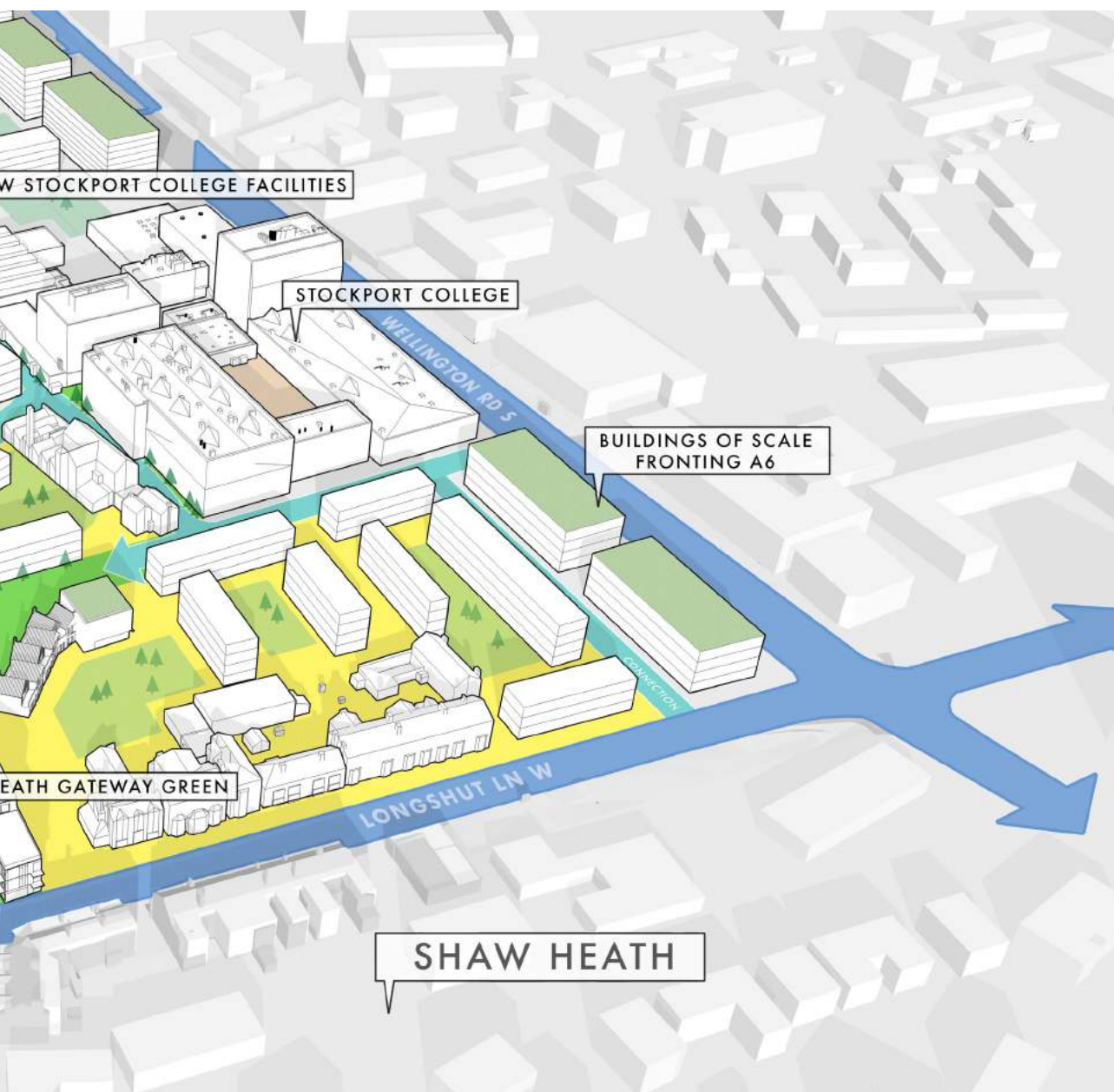


Figure 47
Royal George key features and linkages





ROYAL GEORGE VIEW

A welcoming, integrated place



Figure 48
Royal George vision



DELIVERY



7.0



7.1 CRITICAL DELIVERY ELEMENTS

Far sighted & comprehensive

This SRF is deliberately far sighted, comprehensive and long term. Town centre regeneration on this scale requires a comprehensive approach to master planning and land assembly, engagement with investors and developers, and the careful consideration of how best to support regeneration. From a planning perspective it will also require the coordination of public sector powers, landholdings, and resources at national, Greater Manchester and local level.

The SRF establishes the expectations for Town Centre West in terms of quality of design, delivery, broad uses, public realm, open space provision and connectivity by all modes in line with the principles of sustainable development. As such, Stockport Council will utilise the document to enforce quality outcomes for schemes brought forward .

The Role of the MDC

Delivery of the SRF will be driven by the Mayoral Development Corporation which will:

- Deliver the single institutional platform for land assembly, master planning, development facilitation, site preparation, development briefs, infrastructure and place creation.
- Harness the resources of local and national government to secure maximum impacts and efficiency.
- Create a diverse mix of investment propositions and development partners as the development process unfolds.
- Take full advantage of the powers available to the Mayor for land acquisition and other activities.
- Create the opportunity to access experienced and proven skills bringing together the Council and other public sector partners (Greater Manchester Combined Authority, Transport for Greater and Homes England, Homes England) to create the earliest

momentum for physical change

- Efficient planning decisions/ presumption in favour of sustainable development which aligns with the local plan and the principles of the SRF.
- Powers over planning and business rates will remain with Stockport Council.

The SRF guides the types of uses which will be acceptable if sites become surplus to current requirements. Public sector partners will work with landowners to support sites to be redeveloped and access funding where appropriate.

In some cases, if landowners are seeking to deliver development which is not in accordance with the SRF, the partners may need to intervene to ensure appropriate development is delivered. Where landowners' current activities or future aspirations conflict with the vision for the SRF, the Council will consider its options to directly intervene to bring forward appropriate development.

Landownership

Town Centre West suffers for fragmented ownership there are over 500 individual ownerships within the SRF boundary. Overcoming this fragmented ownership will be critical to the realising the vision and identifying development plots to attract investment and support delivery. There are however a small number of major landowners including Homes England, Network Rail and Stockport Council whose sites will be used as a catalyst to the transformation of the area. Stockport Council has commenced discussions with these major landowners regarding the delivery of the SRF.

Due Diligence

Although the SRF has been built on a sound analysis of the area (in terms of existing offer, local market and connectivity), this has not extended to site investigations. It will be the responsibility of individual landowners to undertake their own investigations to support development proposals or valuations. Where significant issues are identified in terms of abnormal costs or viability, and the scheme complies with the SRF, Stockport Council and its partners will seek to determine how constraints can best be overcome.

Accelerating Delivery

This is a long term vision. Stockport has many of the attributes which will ensure that the change proposed within the SRF over the next 15-20 years will be transformational. The creation of a Mayoral Development Corporation to lead the delivery of the SRF will specifically help support accelerating development, unlocking difficult sites, and engaging with partners to access funding to unlock stalled and unviable sites.

Track Record of Delivery Developer Contributions

The Council has already established its delivery credentials through the delivery of a new Commercial Business District and leisure complex. The focus is now on transforming the Town Centre residential offer and ensuring the necessary supporting social infrastructure is delivered.

Harnessing existing momentum

A number of the SRF key sites are already either on site or in the planning process including Stockport Exchange (phase 3 60,000ft² commercial office scheme under construction), Former Royal Mail Sorting Office (on site) and Stockport Interchange (recently granted planning permission).

Responding to the Neighbourhoods

The SRF has established 5 neighbourhoods - each providing a range of development opportunities. As such, schemes (employment and residential) will be able to be delivered in parallel responding to the different character and opportunities in these.

The local planning authority will utilise all reasonable recourse and mechanisms to secure appropriate contributions from landowners/ developers to ensure that appropriate social infrastructure is delivered alongside the delivery of development sites. This will be essential to ensure quality outcomes and will ultimately support vitality and viability of Town Centre West.

Working with the Existing Infrastructure

A key feature of the SRF is that rather than building expensive and extensive new road based infrastructure, new development will harness existing or proposed infrastructure such as Stockport Interchange and tram-train and to reshape the way our road network works. We are not proposing extensive new build, indeed in some cases we will be reshaping schemes designed to build capacity into the network, towards ones that better manage such vehicular demand and at the same time afford greater amenity for pedestrians, public transport and cyclists in particular.

A real feature of this plan is that rather than developing expensive new roads (we have enough roads!), we are proposing to re-shape the network we have and invest funds in high quality routes for sustainable modes and associated public realm/ placemaking to create value.

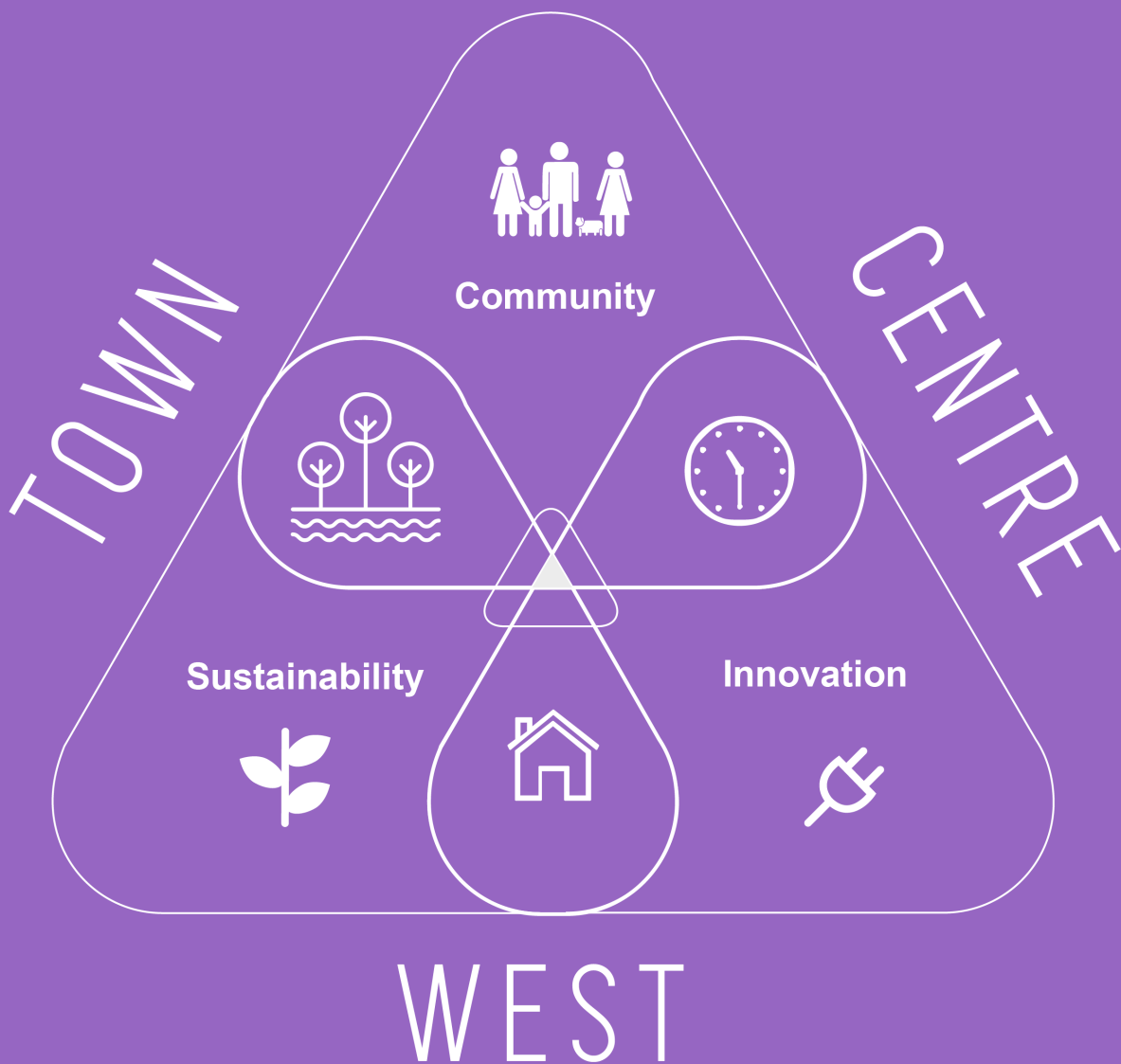
In Town Centre West we have the scale to be able to achieve this, while at the same time working with current transport infrastructure investment schemes - such as TCAP - over time as development occurs. This will also allow us to influence proposals such as changes to Greek Street Roundabout or tram-train to make them work for residents and the wider area rather than simply supporting through-movement.

Clearly, we will need to assess changes using tools such as models to predict what will happen, however we must at the same time be bold in designing places around people. This will naturally mean a reduction in reliance on car journeys along with an increase in the attractiveness and desirability of pedestrian movement.



7.2 ANTICIPATED DELIVERY FROM THE SRF

- In the order of 3,250 to 3,750 new high quality homes could accommodate a resident population of 6,500 to 7,500 people and generate Council Tax receipts of £4.58 to £5.37 million per annum; providing modern quality homes diversifying the existing offer, increasing the population of Stockport, including older people and young professionals, and tenure mix (providing opportunities for home ownership and well managed private rented stock) - an affordable offer to Manchester City Centre;
- Employment generating floorspace totalling c.93,500 m²sqm (1,000,000 ft²) and incorporating a mix of office, workshops, retail and leisure, health and education could accommodate up to 5,300 jobs (full time equivalent) jobs, generate business rates in the order of £5.9 million per annum and an annual GVA output of c.£117 million. Further opportunities for jobs and spend will also be generated within the local economy and supply chains;
- Construction investment could total £480-£530million and support 600-650 jobs (full time equivalent) construction jobs per annum over an assumed 15 year delivery period;
- Attracting new jobs and working age residents to the area will strengthen the attractiveness of the local labour market to potential inward investors, who in turn will create opportunities for training and up-skilling;
- Development will enhance the market attractiveness and profile of Stockport as a high quality business, shopping, cultural, leisure and residential location, thus attracting and accelerating further investment and supporting increased values;
- The transformation of c.30 hectares (74 acres) of brownfield land alongside associated green space and public realm works will represent the best quality in all aspects of design, thus significantly enhancing the physical appearance of the area whilst highlighting Stockport's important natural and built heritage assets, improving connections and legibility, integrating digital, and promoting health and wellbeing to create a sustainable 'exemplar' community that is resilient to future market and technological change.







Map data: Google


Figure 50

Birds eye view overlooking Brinksway towards Stockport Exchange and Station Quarter

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Map data: Google

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