

Stockport Council

Our approach to infrastructure provision

December 2022

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1. Introduction

What is this document?

- 1.1. This document describes the ways that we work with infrastructure providers to plan to meet the changing needs of infrastructure as a result of development planned for in the Local Plan. Providing housing and employment opportunities is not enough to create sustainable communities, there is a need to provide the necessary supporting infrastructure. The sections in this document set out how we will plan for different types of key infrastructure to support our communities, our environment and our businesses, but it does not detail how much infrastructure will be delivered, nor does it identify specific projects at this stage of work. It provides a high-level approach to planning and infrastructure delivery across Stockport, which aims to ensure that appropriate infrastructure is delivered to ensure sustainable development.
- 1.2. The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. A useful definition is provided by section 216(2) of the Planning Act 2008 (as amended), which sets out that it includes:
 - (a) roads and other transport facilities,
 - (b) flood defences,
 - (c) schools and other educational facilities,
 - (d) medical facilities,
 - (e) sporting and recreational facilities,
 - (f) open spaces
- 1.3. See <https://www.legislation.gov.uk/ukpga/2008/29/section/216#reference-key-beefd47ea3a7b6c555bf16c6b7f539ad>.
- 1.4. Building upon the definition provided by the Planning Act, this document covers a mix of social and community, environmental and physical infrastructure, and is structured to cover the following topics:

Social and Community Infrastructure

- Health
- Education
- Community and cultural
- Indoor and outdoor recreation

Environmental Infrastructure

- Green infrastructure and open space
- Biodiversity

- Flood risk and blue infrastructure

Physical Infrastructure

- Utilities
- Transport and public realm

- 1.5. Although affordable housing can be considered to be infrastructure to support community needs, it is not included within the scope of this document. The Local Plan sets out a strategic affordable housing target of 50%. It is intended that affordable housing will be delivered through the use of planning obligations, through the Stockport Housing Partnership and other partners. Both affordable housing and market housing will need to be supported by infrastructure to enable their sustainable delivery.
- 1.6. The infrastructure needs of the area are influenced by a number of factors including: the growth/decrease in a population, the changing needs of a population such as ageing, and changes in travel-to-work patterns. It is not appropriate for this document to include every project planned or type of infrastructure provided across Stockport. Instead, this document should be seen as a tool to help ensure that the infrastructure requirements for growth proposed in the Local Plan are understood and clearly identified at the next stage of work on the Local Plan. This will help ensure that new development and infrastructure are planned for and delivered in a timely and coordinated manner. Since the 'Issues and Options Stage' of the Local Plan in 2017, discussions have taken place with our infrastructure providers to understand current provisions, how additional infrastructure is planned for, and future funding and delivery mechanisms.
- 1.7. This document provides more information on a range of infrastructure considerations and has been produced to support the draft Stockport Local Plan. At this stage the draft Local Plan document does not identify the specific scale or distribution of residential or employment development, nor does it include a final list of land allocations. However, it does propose a broad strategy which is supported by strategic policies and detailed development management policies. The draft Local Plan sets out a range of approaches to meeting our housing and employment land needs with different scales and distributions for each approach.
- 1.8. At the next stage of consultation on the Local Plan, this infrastructure document will be reviewed and updated, and an infrastructure schedule will be prepared and included in the appendix of this document. The schedule will provide additional information on the infrastructure projects that are needed to support the delivery of the Local Plan. The infrastructure schedule will set out what is required, when it is required, the likely cost, how it might be funded, and who will deliver it. The

resulting document will focus on the strategic infrastructure provision necessary to support the delivery of the Local Plan.

Contextual information

National Planning Policy

- 1.9. The National Planning Policy Framework (NPPF) was updated in July 2021 and sets out the government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for development can be produced. Infrastructure is an important thread throughout the NPPF, and local authorities are encouraged to proactively and strategically plan for the delivery of infrastructure to support new development. See <https://www.gov.uk/guidance/national-planning-policy-framework>.
- 1.10. At the heart of the NPPF is a presumption in favour of sustainable development. In relation to infrastructure, Paragraph 8 of the NPPF states this involves:
“identifying and coordinating the provision of infrastructure...” and “support[ing] strong, vibrant and healthy communities... with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being”.
- 1.11. Strategic planning policies are fundamental to delivering infrastructure and achieving sustainable development as they address development and land use priorities in an area. Paragraph 20 of the NPPF explains the role of strategic policies with reference to infrastructure:
“Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:
 - (a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
 - (b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - (c) community facilities (such as health, education and cultural infrastructure); and*
 - (d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation”.*
- 1.12. The NPPF has a strong emphasis on sustainable development, in which infrastructure plays a key role. Consequently, there is a need to plan for infrastructure, considering both current and future needs.

Planning Practice Guidance

- 1.13. Planning Practice Guidance (PPG) adds further context to the NPPF. See <https://www.gov.uk/government/collections/planning-practice-guidance>.
- 1.14. In March 2019, the PPG updated its guidance on delivering strategic matters, including the provision of infrastructure. The PPG states:

“A plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward.

At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- *assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and*
- *take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas....” See:* <https://www.gov.uk/guidance/plan-making> (Reference ID: 61-059-20190315).

The PPG also offers guidance on funding mechanisms for the provision of infrastructure through the use of planning obligations, also referred to as ‘developer contributions’. The PPG states:

“Developers may be asked to provide contributions for infrastructure in several ways.

Local authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Developers will have to comply with any conditions attached to their planning permission. Conditions should be kept to a minimum and only imposed where they are necessary, relevant, enforceable, precise and reasonable.

Planning obligations, in the form of section 106 agreements and section 278 agreements, should only be used where it is not possible to address unacceptable impacts through a planning condition.

Developers may also contribute towards infrastructure by way of the Community Infrastructure Levy which is a fixed charge levied on new development to fund infrastructure.

Where the Community Infrastructure Levy is in place for an area, charging authorities should work proactively with developers to ensure they are clear about the authorities' infrastructure needs.

Authorities can choose to pool funding from different routes to fund the same infrastructure provided that authorities set out in infrastructure funding statements which infrastructure they expect to fund through the levy.

Plan makers should consider the combined total impact of such requests so they do not undermine the deliverability of the plan.” See: <https://www.gov.uk/guidance/planning-obligations> (Reference ID: 23b-001-20190315).

- 1.15. The PPG highlights the need for the delivery of infrastructure to be realistic and collaborative. This involves working with relevant stakeholders to understand current provisions and future demand, as well as available funding and delivery mechanisms.

National Infrastructure Assessment

- 1.16. In July 2018 the first 'National Infrastructure Assessment' was published. See <https://nic.org.uk/studies-reports/national-infrastructure-assessment/>. This sets out a long-term strategy for the UK's economic infrastructure from 2020 to 2050. The report recommends a significant programme of upgrades to the nation's infrastructure, including:

- nation-wide full fibre broadband by 2033
- half of the UK's power to be provided by renewables by 2030
- three quarters of plastic packaging to be recycled by 2030
- £43 billion of stable long-term transport funding for regional cities
- preparing for 100 per cent electric vehicle sales by 2030
- ensuring resilience to extreme drought
- a national standard of flood resilience for all communities by 2050.

- 1.17. The implication is that the Government, along with service providers and regulating bodies, all need to begin delivering the necessary programmes to put infrastructure updates in place.

National Policy Statement for Waste Water

- 1.18. This is a framework document for planning decisions on nationally significant waste water infrastructure. This National Policy Statement (NPS) sets out Government policy for the provision of major waste water infrastructure. It will be used by the decision maker as the primary basis for deciding development consent applications for waste water developments that fall within the definition of Nationally Significant Infrastructure Projects (NSIP) as defined in the Planning Act 2008. See <https://www.gov.uk/government/publications/national-policy-statement-for-waste-water>.

Development Plan

- 1.19. In Stockport, the adopted development plan comprises:
- The Stockport Core Strategy (2011)
 - Stockport Unitary Development Plan Review (May 2006) Saved Policies (2011)
 - Stockport Unitary Development Plan Proposals Map (2006)
 - Greater Manchester Joint Waste Development Plan Document (2012)
 - Greater Manchester Joint Minerals Development Plan Document (2013)
 - Woodford Neighbourhood Plan (2018-2033)
 - High Lane Village Neighbourhood Development Plan (2021-2037)
- 1.20. The Core Strategy is the principal document that sets the framework for securing developer contributions. We are currently preparing the Stockport Local Plan which will set out planning policies in the borough up to 2038, including policies to seek developer contributions. The Local Plan will replace the Core Strategy, UDP and update the proposals map to form a policies map. The Local Plan will provide employment and housing targets to be delivered, as well as setting out requirements for new development and use of land to meet the needs of new and existing residents.
- 1.21. The Greater Manchester Joint Waste Development Plan Document (2012) sets out our strategic approach to planning for waste and recycling. The Waste Plan identifies sites required to meet Greater Manchester's future waste management needs and development management policies to enable effective and appropriate development of those sites. See: <https://www.stockport.gov.uk/stockport-local-development-scheme/current-adopted-development-plan-documents>.

- 1.22. The Greater Manchester Joint Minerals Development Plan Document (2013) sets out our strategic approach to planning for minerals. The Minerals Plan shows how the council, together with the other Greater Manchester Local Planning Authorities, will meet the identified needs for minerals, within acceptable social, economic and environmental parameters. See <https://www.stockport.gov.uk/stockport-local-development-scheme/current-adopted-development-plan-documents>.

Links to other plans and strategies

- 1.23. There are a number of other plans and strategies that have informed our approach to infrastructure provision, the most relevant are summarised below.

Greater Manchester Infrastructure Framework

- 1.24. The infrastructure sectors covered within this framework focus on the physical infrastructure broadly in line with the National Infrastructure Commission of: energy, transport, water, flood, green and blue infrastructure, and digital. The framework looks at key trends affecting infrastructure up to 2040, and how those trends will affect each infrastructure network (i.e. the impacts). See <https://www.greatermanchester-ca.gov.uk/media/1715/greater-manchester-infrastructure-framework-2040.pdf>.

MappingGM

- 1.25. Known as MappingGM, the Greater Manchester Open Data Infrastructure Map (GMODIN) makes use of existing local, regional and national datasets on a variety of topics — from open public sector and environmental assets to energy utility networks and presents them on a publicly available map. See: <https://mappinggm.org.uk/gmodin/>.

One Stockport Borough Plan

- 1.26. This sets out a vision for the borough of Stockport for 2030, so that together we can continue to create a place that works for everyone – businesses, residents, community organisations and charities. See <https://www.onestockport.co.uk/the-stockport-borough-plan/>.

Central Stockport Infrastructure Delivery Plan Prospectus

- 1.27. Stockport town centre is subject to an ambitious regeneration plan that has already had a transformational impact. The investment to date has provided the key building blocks, infrastructure and momentum to support further change and deliver a thriving and future facing town centre. This Infrastructure Delivery Plan seeks to set out our long term and coordinated approach to delivery in the town as a leading location for investment in the North of England. See

https://www.stockportmdc.co.uk/wp-content/uploads/2021/01/Stockport-IDP-Prospectus-%E2%80%93-211020_FINAL.pdf

Stockport Local Area Energy Plan

- 1.28. The Local Area Energy Plan (LAEP) for Stockport sets out that decarbonising Stockport's local energy system by 2038 will involve the greatest infrastructure change across Stockport for decades. Stockport's LAEP aims to define the extent of the transformation needed across Stockport and provide a robust evidence base and plan to help engage businesses and citizens in accelerating towards our carbon neutral goal. See https://gmgreencity.com/resource_library/stockport-local-area-energy-plan/.

Local Context

- 1.29. Stockport is a borough of Greater Manchester in North West England. It includes the towns of Stockport, Bredbury and Marple, and the outlying areas of Hazel Grove, Bramhall, Cheadle, Cheadle Hulme, Gatley, Reddish, Woodley and Romiley. It covers an area of 12,606 hectares and borders Manchester, Tameside, Chester East and High Peak.
- 1.30. The 2021 census data released by the National Office of Statistics estimates that Stockport has a total population of 294,800. 18% of the population are aged 0-14, 62% are aged 15-64 and 20% are 65 or over. See <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationandhouseholdestimatesenglandandwalescensus2021>.
- 1.31. At the time of writing, the most recent population projections data available is based on 2018 figures, using these figures it is estimated that Stockport will have a total population of 311,634 in 2038. The demographic breakdown will see 17% of the population aged 0-14 in 2038, 60% will be aged 15-64 and 23% will be aged 65 or over, highlighting a growing ageing population in Stockport. See <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2>.
- 1.32. The population of Stockport has more older adults and fewer younger adults than the national average, with approximately 1 in 4 people in the borough 60 or over. By 2025, it is predicted there will be a 15% increase in the proportion of the population who are aged 65 and over, and a rise of 31% of those aged 90 and over. In contrast, young adults aged 16-24 are expected to make up 8.5% of the Stockport population, down 6.3% from 2015. See <https://www.stockport.gov.uk/age-friendly-stockport>.

- 1.33. In 2021, 74.2% of the Stockport population were in employment according to official labour market statistics. Although this is slightly lower than the national average of 74.8%, employment in Stockport is above the North West average of 72.9%. See <https://www.nomisweb.co.uk>.
- 1.34. Education attainment within the borough is varied. In 2021, it was estimated 46% of the population have a qualification equivalent to an NVQ4 or higher, whilst 7.4% have no qualifications. The population in Stockport that have a qualification equivalent to an NVQ4 or higher is above both the North West and national average at 39% and 44% respectively. Although the population that have no qualifications is in line with the rest of the North West, it falls short of the national average of 6.6%.
- 1.35. In the 2021 census, 87.3% of the population in Stockport identified as white, this is higher than the national average of 81%. The second largest ethnic group in Stockport is those that identified as Asian (7.3%). See <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/ethnicity/bulletins/ethnicgroupenglandandwales/census2021>.
- 1.36. The population of Stockport that identified as Christian was 47.5% in 2021 compared with 46.2% in England and Wales. No religion was the next most selected answer for people in Stockport, with 39.6% of people selecting this, compared with 37.2% in England and Wales. See <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/bulletins/religionenglandandwales/census2021>.
- 1.37. The average house price in Stockport was £304,933 in September 2022, which was lower than the average house price for England (£314,278). See <https://landregistry.data.gov.uk/app/ukhpi>.
- 1.38. In terms of tenure, the 2011 census reported that 73% of homes in the borough were owner-occupied, 9% were council-owned, 11% were privately rented, 5% were listed under registered social landlords and 2% represented other tenures.
- 1.39. Car availability in Stockport is higher than both the national average and the Greater Manchester average. In 2011, 78% of households in the borough had access to at least one car and/or van compared to 74% and 69% respectively. Currently, 62% of all trips that start in the borough are made by car or van, 12% by public transport, and 25% by active travel (4% lower than the Greater Manchester average). See <https://tfgm.com/our-five-year-transport-delivery-plan>.

Planning obligations

- 1.40. Planning obligations, sometimes also referred to as 'developer contributions', are tools used by local planning authorities within the planning process. Planning

obligations are the primary means of securing local infrastructure, including facilities and services that are essential for allowing any particular development to take place. Financial and ‘in-kind’ contributions can be sought in line with local and national planning policy using legal agreements. They are made under the specific part of the law that describes when those legal agreements can be used.

- 1.41. Section 106 (S106) agreements are used to mitigate the impacts of development and ensure that Stockport’s planning policy requirements are fully met. They are used to secure measures that cannot be done with a planning condition, to make a development acceptable (as required by regulation 122 of the Community Infrastructure Levy Regulations 2010).
- 1.42. The Community Infrastructure Levy (CIL) was introduced by the government for use in 2010, but it is up to a local authority to choose whether or not they want to use CIL. It is similar to S106 because it allows local authorities to raise money from new developments but is different because it is not negotiable. CIL introduces a set of tariffs in a formal document called the “charging schedule”, and these are charged on a £ per square metre basis of new development. A lot of work is needed to get a charging schedule into place, and it is more frequently used in areas with higher house prices, such as the London boroughs and southern local authorities, which tend to have better development viability.
- 1.43. Local authorities are required to produce an infrastructure funding statement (IFS) on an annual basis, relating to the developer contributions from section 106 agreements (S106) and the Community Infrastructure Levy (CIL). As Stockport does not have a CIL in place, our IFS provides information on s106 planning obligations only. Our IFS includes details on funds relating to the provision of affordable housing, open space contributions, sustainable transport and monitoring fees. See <https://www.stockport.gov.uk/infrastructure-funding-statement-ifs>.
- 1.44. The government has proposed changes to the current S106 and CIL system through the planning white paper “Planning for the future” which was published in August 2020. See <https://www.gov.uk/government/consultations/planning-for-the-future>.
- 1.45. It proposed the introduction of a new “infrastructure levy”, being a reform and extension of the Community Infrastructure Levy (CIL) combined with the abolition of section 106 agreements and planning obligations. The results of this consultation are still awaited, however, the Levelling Up and Regeneration Bill came out in May 2022 and makes provisions for the imposition of an “Infrastructure Levy”. The levy is described by the government as a “*simple, non-negotiable, locally set Infrastructure Levy will ensure that developers pay their fair share to deliver the infrastructure that communities need.*” See: <https://www.gov.uk/government/publications/levelling-up->

[and-regeneration-further-information/levelling-up-and-regeneration-further-information.](#)

- 1.46. Due to the ongoing proposed changes, we will continue to keep our local approach for seeking developer contributions under review, to ensure we are using the most effective approach possible, taking into account local infrastructure needs and viability.

Scale and location of growth

- 1.47. The approach to meeting our local housing and employment needs is being made available as part of the public consultation on the Local Plan. A number of different approaches are described, each with a range of suggested homes and employment land to be planned for. The scale of growth has important implications on the need for, and demand on infrastructure. Common throughout all four housing approaches is the baseline supply of housing, which is 13,149 homes, and within this figure, we have included an allowance for 6,000 homes to be delivered in Stockport town centre. The Employment Land Review sets out that for us to adequately provide for general industrial / warehousing and logistics land and jobs (B2/8), the Local Plan should find around 29.2 hectares in appropriate locations. Until the scale and location of planned growth are agreed, it is not possible to estimate actual amounts of infrastructure that need to be planned for to support that growth. As a consequence, this document sets out how we plan for sufficient infrastructure, rather than the absolute quantities that will be needed to support growth in different locations.

Stakeholder engagement

- 1.48. Planning for infrastructure is a key requirement of the effectiveness element of the test of Local Plan soundness, which requires plans to be deliverable and based on effective joint working on cross boundary strategic priorities. The NPPF makes it clear that local planning authorities should work with other authorities and providers to assess the quality and capacity of a range of infrastructure types. Paragraph 26 of the NPPF states:

'Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether

development needs that cannot be met wholly within a particular plan area could be met elsewhere.'

- 1.49. Stockport Council has undertaken formal Duty to Cooperate meetings and engagement with neighbouring authorities and statutory consultees to inform the draft Local Plan. Throughout the plan making process, we will continue to engage with neighbouring authorities, statutory consultees, infrastructure providers and other stakeholders. The involvement of infrastructure providers in Local Plan preparation is critical to ensure that key infrastructure is properly planned for, and that our Local Plan is deliverable.

2. Social and community infrastructure

- 2.1. This section of the document provides more information on how we work to ensure sufficient provision of health, education, and community cultural and recreation infrastructure.
- 2.2. The provision of health, education, community, leisure, cultural, and religious, facilities including local shops, public houses and places of worship, is essential to the quality of life of the borough's residents. Such facilities are considered to be vital social infrastructure, and places thrive when the people who live there have a sense of local identity and actively participate in community life. Many services and facilities are provided by organisations other than us, therefore we work with external organisations and the voluntary sector to ensure that there is a common understanding of what is needed to serve the people of Stockport.
- 2.3. In addition to the main topics covered in the rest of the chapter, it is important to highlight the role of adult social care, which covers social work, personal care and practical support for adults with a physical disability, a learning disability, or physical or mental illness, as well as support for their carers. More information can be found here: <https://www.stockport.gov.uk/topic/adult-social-care>.
- 2.4. Adult social care is part of a complex system of related public services and forms of support. Adults with care needs are supported in two main ways: either formally through services they or their local authority pay for; or informally by family, friends, or neighbours. Some adults may get their care needs met through a combination of these different ways, and some voluntary organisations provide free formal services. Social care paid for by local authorities makes up a minority of the total amount of care. Unlike the NHS, adult social care is not generally free at the point of use, instead social care is means-tested with some users paying contributions towards their care.
- 2.5. The council also offers a service known as 'Stockport Family', which is an integrated service for children, young people and families. Strong relationships and the development of an integrated 'team around the school' are at the heart of Stockport Family. We have created a simplified structure to allow professionals and families to "call in" the right intervention, specialist knowledge and skills at the right time. See <https://www.stockport.gov.uk/about-stockport-family>.

Health

Introduction

- 2.6. Health infrastructure includes primary and secondary facilities. Primary care refers to the first point of contact, such as GPs, dentists and pharmacists. Secondary care is sometimes referred to as ‘hospital and community care’ and can relate to planned treatment or urgent and emergency treatment. Greater Manchester Integrated Care System (ICS) is responsible for commissioning health services from various public and private sector providers. More information can be found here:
<https://gmintegratedcare.org.uk/>.
- 2.7. Stockport Council provides social care services and specialist accommodation for older people and people with physical impairments and learning disabilities. The council works with other public sector organisations, including NHS England and NHS Foundation Trusts, GP practices and private providers.
- 2.8. Stockport NHS Foundation Trust runs Stepping Hill Hospital, which provides services for people from across Stockport and the High Peak. The hospital provides Accident and Emergency Services (A&E), inpatient and outpatient services.
- 2.9. The North West Ambulance Service NHS Trust is the second largest ambulance trust in England, providing services to a population of seven million people across a geographical area of approximately 5,400 square miles. It employs over 6,000 staff, has three emergency control centres, two patient transport control centres, and 104 ambulance stations across the North West.
- 2.10. The term “GP Practice” refers to organisations which deliver General Practitioner services to the public. These vary in size from single GP practices to large organisations with numerous GPs and several sites. Some GP practices own their own premises and others rent space in health centres. Most GP surgeries operate independently and have their own systems for booking appointments. The surgery should be able to offer an appointment to see a GP or another healthcare professional quickly if needed, but patients should also be able to book appointments in advance if this is more convenient.
- 2.11. The NHS Long Term Plan (2019) sets out how the NHS will move to a new service model in which patients get more options, better support, and properly joined-up care at the right time in the optimal care setting. It aims to improve primary care by supporting the shift of services from a hospital setting to community-based health care. There is a move towards more digital GP consultations, and more funding to extend the range of convenient local services, creating genuinely integrated teams of GPs, community health and social care staff. The use of ‘social prescribing’ takes a holistic approach to people’s health and wellbeing, where people are connected to

community groups, and statutory services for practical and emotional support. More information can be found here: <https://www.longtermplan.nhs.uk/>.

2.12. Health facilities serving Stockport include:

- Stepping Hill Hospital, Poplar Grove, Hazel Grove, Stockport SK2 7JE;
- There are currently 35 GP practices operating from 47 properties;
- 63 community pharmacies, 4 internet / distance selling pharmacies, 1 dispensing appliance contractor (DAC) and 1 hospital pharmacy; and
- 52 dental practices (mix of NHS and private).

2.13. There are 2 ambulance stations in Stockport, these are as follows:

- Turves Road, Cheadle Hulme, Stockport SK8 6AY
- Hope Street, Off Travis Brow, Stockport SK4 1AY

2.14. The key issues facing the delivery of health and social care facilities in Stockport include:

- an ageing population
- increasing expectations
- the rise of long-term conditions
- increasing costs of providing care, and
- constrained public resources.

Policies, plans and strategies

2.15. The provision of health facilities helps to deliver the following strategic objectives and policies of the Local Plan:

- Objective 2: To tackle inequalities across Stockport, particularly in relation to housing, employment, and health.
- Objective 3: To provide the social infrastructure required to address existing issues and support the delivery of new development and to meet the needs of existing and expanding communities. This will help develop mixed, strong and cohesive communities; ensuring access for all to education, health, community and cultural facilities.
- Strategic policy 1: Spatial strategy
- Strategic policy 2: Sustainable development in Stockport
- Strategic policy 3: Equality, impact and opportunity
- COM 1: Healthy and active across all ages
- COM 2: Community and social infrastructure
- COM 6: Health care facilities

- INF 1: Infrastructure provision and developer contributions

2.16. Plans and strategies that guide the provision of health care facilities in Stockport include:

- Joint Health and Wellbeing Strategy. See <https://www.stockport.gov.uk/health-and-wellbeing-board/joint-health-and-wellbeing-strategy>
- Pharmacy Needs Assessment. See <https://www.stockport.gov.uk/health-and-wellbeing-board/pharmacy-needs-assessment>.
- Joint Strategic Needs Assessment. See <https://www.stockport.gov.uk/health-and-wellbeing-board/joint-strategic-needs-assessment>
- Active Communities Strategy. See <https://democracy.stockport.gov.uk/mgConvert2PDF.aspx?ID=198474>
- Annual report of the Director of Public Health. See <https://www.stockport.gov.uk/annual-report-of-the-director-of-public-health>
- Stockport CCG Strategic Plan 2019-2024. See <https://democracy.stockport.gov.uk/mgConvert2PDF.aspx?ID=164336>

Calculating infrastructure needs

- 2.17. We have been working with Stockport representatives of the Greater Manchester Integrated Care System (ICS), to understand and estimate the impacts of the different approaches set out in the Local Plan. Across the country, the capacity of primary care is usually calculated using a benchmark figure of 1GP to around 1,800 patients. Using the average occupancy rate of 2.3 people per dwelling would mean that circa 782 dwellings would trigger the need for an additional GP. However, single GP practices are increasingly rare and not considered financially viable to operate, therefore there is unlikely to be a requirement to provide a new GP practice for each new development. Instead, managing the impact of developments as identified in our baseline supply of housing and our potential housing allocations may mean extending existing GP practices or increasing capacity.
- 2.18. Greater Manchester ICS is responsible for commissioning health services from GPs. They are working with consultants to develop a Primary Care estates plan, which will provide an understanding of the current development and implementation status of both clinical service strategies and estates strategies. This estates plan will identify future investment requirements, to enable delivery of suitable high quality estate provision for Primary Care. Once the ICS has an estates plan, we will be better able to understand the localised pressures on primary care as a result of the housing growth and any existing deficits in provision. In the interim, we will continue to work together to develop a shared evidence base.

- 2.19. Recommendations about the needs for additional pharmacy provision will be made through the statutory Pharmaceutical Needs Assessment (PNA), produced by Stockport's Health and Wellbeing board every three years. This assesses the proximity of residents to pharmacies.
- 2.20. NHS England commissions dental services in England and is required to meet the needs of their local population for both urgent and routine dental care. NHS dental services are not bound to catchment areas (unlike GPs), this means that patients can register with a dental practice in a location that is convenient, for example close to a workplace. Dental practices won't always have the capacity to take on new NHS patients – you may have to join a waiting list, look for a different dentist who is taking on new NHS patients, or be seen privately.
- 2.21. Optometrists are contracted by the NHS to deliver NHS services. The General Ophthalmic Services (GOS) contract pays a standard amount of money for each sight test that is conducted by an optometrist or ophthalmic medical practitioner (OMP) on behalf of the NHS.

Funding and delivery

- 2.22. Information is provided at a national level regarding floorspace provision for primary and community care, and the expected costs and funding for projects. This is set out in:
- 'Health Building Note 11-01: Facilities for primary and community care services (2013)' which gives best practice guidance on the design and planning of new healthcare buildings and on the adaptation/extension of existing facilities. See <https://www.england.nhs.uk/publication/facilities-for-primary-and-community-care-services-hbn-11-01/>.
 - 'NHS England (2013) Premises Costs Directions' set out the legal framework under which general practitioners (GPs) operate and are paid, i.e. information on costs and funding for projects and extensions of premises for GP surgeries. See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/184017/NHS_General_Medical_Services_-_Premises_Costs_Directions_2013.pdf
- 2.23. Where additional primary care facilities space is required as the result of housing development, the costs should fall upon the landowners/developers. More detail on the level of developer contributions sought will be set out in a Supplementary Planning Document (SPD), which is intended to be prepared to support the implementation and delivery of the Local Plan.

Education

Introduction

- 2.24. Stockport Council has a statutory duty to ensure there is sufficient capacity and high quality educational provision for primary, secondary and special educational needs children and young adults, as well as an early years' provision. Residents have a good choice of schools with high standards; 86% of Stockport schools are rated Good or Outstanding. Furthermore, over 96% of residents have secured a school place at one of their first 3 preferences.
- 2.25. 'Start Well Stockport' supports families in the borough with children pre-birth to 5 years, offering the most up to date advice and guidance from Health Visitors, Early Years Workers, Start Well Co-ordinators, and Midwives. See <https://www.startwellstockport.co.uk/>.
- 2.26. In terms of childcare, Stockport has a balanced childcare market, despite the type and quantity of provision varying on an individual area basis. Most childcare providers are registered with Ofsted to offer childcare places across the age groups. Childcare is provided through the following:
- Before and After School Care Private (32) School operated (41)
 - Childminders (283)
 - Holiday Care Private (22)
 - Maintained nursery schools and classes, including in academies (59)
 - Nursery unit of independent School (8)
 - Pre-School Playgroup (28)
 - Private Day Nursery (60)
- 2.27. Overall, Stockport currently has sufficient high quality 0-5 childcare places available to meet the needs of working parents.
- 2.28. Effective pupil place planning is a fundamental element of the local authority's role as strategic commissioner of good school places. Local authorities need to produce forecasts so that school place planners have up-to-date information on the overall capacity required within the schools in the area, and so that authorities can take strategic decisions about how many places are likely to be needed, where, when and for how long. The requirement from the Department for Education (DfE) is for local authorities to forecast demand for school places based on groups of schools (known as planning areas), that reflect local geography, reasonable travel distances and patterns of supply and demand.
- 2.29. Stockport's schools are a mix of community, foundation, voluntary schools, faith, academies and free schools. As of July 2022, within Stockport, there are:

- 86 primary schools
- 14 secondary schools
- 6 SEND schools
- 6 further education colleges/provisions.

2.30. There are also a number of private independent schools in Stockport.

Policies, plans and strategies

2.31. The provision of education places helps to deliver the following strategic objectives and policies of the Local Plan:

- Objective 2: To tackle inequalities across Stockport, particularly in relation to housing, employment, and health.
- Objective 3: To provide the social infrastructure required to address existing issues and support the delivery of new development and to meet the needs of existing and expanding communities. This will help develop mixed, strong and cohesive communities; ensuring access for all to education, health, community and cultural facilities.
- Objective 8: To provide everyone in Stockport with access to schools and other appropriate educational facilities.
- Strategic policy 1: Spatial strategy
- Strategic policy 2: Sustainable development in Stockport
- Strategic policy 3: Equality, impact and opportunity
- COM 1: Healthy and active across all ages
- COM 2: Community and social infrastructure
- COM 3: Educational facilities
- INF 1: Infrastructure provision and developer contributions

2.32. Our Schools Sufficiency Investment Plan is updated annually and aims to supply an education estate that provides a safe, accessible, secure and stimulating learning environment, which is sustainable and provides value for money, is fit for current and future needs and reduces environmental impact. The 2021 School Sufficiency Investment Plan predicts Stockport will face a shortfall of 1,000 places in the secondary sector, 200 per year group, over the next 5 years. The Council, with its partner schools and academies, must be able to plan together to assess and agree on potential solutions to assure sufficiency. See <https://democracy.stockport.gov.uk/mgConvert2PDF.aspx?ID=196528> .

2.33. Other plans and strategies that guide education provision in Stockport include:

- The forthcoming Mainstream Sufficiency Strategy

- The forthcoming SEND Sufficiency Strategy
- Childcare Sufficiency Report 2021. See <https://www.stockport.gov.uk/documents/stockports-childcare-sufficiency-reports>

Calculating infrastructure needs

- 2.34. There is no nationally prescribed projections system for estimating the number of pupils as a result of new housing development. Stockport Council currently uses a projection system that has been in use for around 10-12 years, and the figures are checked annually to ensure the accuracy of results is within an acceptable tolerance level. We use pupil yield projections to estimate the number of primary, secondary and SEND children that will arise from new housing developments, these figures are based on our own housing monitoring and school census data.

Primary estimates

- 0.28 per dwelling (28 children per 100 homes)

Secondary estimates

- 0.20 per dwelling (20 children per 100 homes)

SEND estimates

- 2% in addition to mainstream pupils, for those pupils requiring space at a specialist school

- 2.35. At the current point in time, we do not have figures for early years provision or post-16 provision, but the government has made it clear that it is keen for local authorities to start seeking contributions for these age groups.
- 2.36. We expect that the DfE will publish a pupil yield scoreboard at some point during 2022, once this is in place, it will better inform our estimates of likely pupil yields.
- 2.37. Where a scheme provides predominantly or wholly apartments, rather than houses, pupil yield is estimated on a case-by-case basis, having regard to the number of units that are considered to be suitable for occupancy by families. Looking to the future, an increasing proportion of new homes across Stockport are likely to be in the form of apartments, with larger apartments suitable for family occupation, be that 2-bed or greater. Due to this shift, we anticipate higher pupil yields from apartments than have previously occurred. The data regarding pupil place planning is kept under regular review, with schools commissioning working closely with planning to keep the evidence up to date and reflect the changing context in Stockport.

- 2.38. Stockport Council uses figures based on DfE costs to estimate the costs to provide additional primary or secondary pupil places in schools. See <https://explore-education-statistics.service.gov.uk/find-statistics/local-authority-school-places-scorecards/2021>.
- 2.39. SEND costs are based on information from the national cost benchmarking study, uplifted with ONS inflation data. See <https://ebdog.org.uk/wp-content/uploads/2019/06/F07125-National-School-Delivery-Cost-Benchmarking-Primary-Secondary-and--SEN-Schools-Final-June-2019-v6.7a.pdf>.
- 2.40. The most recent costs for permanent expansions are as follows:
- £18,006 per primary pupil place
 - £25,003 per secondary pupil place
 - £73,036 per SEND pupil place
- 2.41. Construction inflation is currently high, so the detailed figures are indicative only. The cost of a new school or extensions to an existing school will vary depending on size, location and facilities. However, a new 2FE primary school is estimated to cost roughly £9 million (not including land), based on DfE costs.
- 2.42. The size of primary and secondary schools varies by form entry (FE), which is the number of classes in each year group. A single form entry (1FE) primary school provides places for up to 210 children, with a class size of up to 30 pupils each in reception class and years 1-6. In Stockport, the preferred size for primary schools is a two-form (2FE) of entry providing space for up to 420 children. The preferred size for 11-16 secondary school is 7FE, providing space for 1,050 pupils. The preferred sizes allow schools to operate in a financially sustainable way, over the longer term.
- 2.43. Stockport has a large proportion of 1FE primary schools and as such it will, in the first instance look for ways to expand smaller schools in to 1.5FE or 2FE schools. Where is not feasible to expand an existing school, sites for new provision will be considered.
- 2.44. The DfE provides area guidelines and net capacity to accommodate the various buildings, parking and playground space needed for new schools in 'BB103 Guidance'. See <https://www.gov.uk/government/publications/area-guidelines-and-net-capacity>

Funding and delivery

- 2.45. Childcare costs vary between providers across Stockport, more information on this can be found in our Childcare Sufficiency Report 2021. See <https://www.stockport.gov.uk/documents/stockports-childcare-sufficiency-reports>

- 2.46. Funding for capital investment to maintain and grow the school estate remains constrained by the priorities and focus of central Government. As a result of funding pressures, we are focussed on maximising the co-benefits from our investment plans; this includes social value, recognising the importance of social, environmental and economic well-being across our communities by developing our educational establishments. We receive a series of grants from central government relating to capital funding to support maintenance/development and improvement to the school estate in line with both schools' and our strategic plans and core responsibilities.
- 2.47. In terms of addressing local issues as a result of population growth, the DfE gives local authorities money through "basic need" capital funding to create new school places. Basic need funding is given to local authorities by each year to ensure there are enough school places for children in their local area. It is allocated on the basis of a comparison of forecast pupil numbers with school capacity, with shortfalls in capacity attracting funding. See <https://www.gov.uk/government/publications/basic-need-allocations>.
- 2.48. The responsibility for the planning and funding of post-16 education rests with the Education Funding Agency (EFA).
- 2.49. Schools and additional pupil places can also be funded through section 106 legal agreements. In September 2019, Planning Practice Guidance on planning obligations was updated to make clear that strategic plans should 'include contributions needed for education, based on known pupil yields from all homes where children live'. See: <https://www.gov.uk/guidance/planning-obligations>. As such, a new school to serve the expanded community in Woodford has been secured through the use of a s106 agreement.
- 2.50. Where additional school places are required as a result of housing development, the costs should fall upon the landowners/ developers. Land required for a new school, or an extension to an existing one, should be provided free of charge by the developer to the council. More detail on the level of developer contributions sought will be set out in a Supplementary Planning Document (SPD), which will be prepared to support the implementation and delivery of the Local Plan.

Community, cultural and recreation

Introduction

Playing pitches, sports centres and pools

- 2.51. Sporting, leisure and recreation facilities form an important element of sustainable communities. The council owns and manages a number of facilities including sports/leisure centres, swimming pools and sports pitches, whilst there are also a number of private health and fitness clubs which have gyms, swimming pools and other indoor sports facilities. In addition, many local schools have indoor and outdoor sports facilities which are made available for wider community use – particularly at secondary schools.
- 2.52. Current evidence indicates the borough generally suffers from an inadequate supply of good quality outdoor playing pitches and there are also under provisions and disproportionate distribution of some sports facilities. Overall, there is a requirement to deliver new sport, leisure and recreation facilities in the future.

Community centres

- 2.53. The current community centre estate consists of 28 assets owned by the council. The assets exist to support local communities and are used by micro businesses, community groups, third sector organisations and youth groups. The buildings are currently rented out on an hourly basis which does not provide for the full running costs, the rest of the budget is provided by the council.
- 2.54. The council currently directly operate 12 community centres. The following buildings are directly maintained and managed by council officers:
- Brabyns Recreation Centre, Marple Bridge
 - Crescent Road Community Centre, Portwood, Stockport
 - Gatley Hill House, Gatley
 - Kimberley Street Community Centre, Shaw Heath
 - Marple Senior Citizens Centre, Marple
 - New Bairstow Centre, Reddish
 - Torkington Community Centre, Hazel Grove
 - Underhill Community Centre, Romiley
 - Adswold Young People's Centre, Adswold, Stockport
 - Reddish Young People's Centre, Reddish

- Werneth Young People's Centre, Bredbury
- Woodbank Young People's Centre, Offerton

- 2.55. There are 9 community centres that are owned and maintained by the council but are run by committees. The committees have varying levels of responsibility depending on the specific agreement in place ranging from basic administration and cleaning to repair and maintenance. These are based within halls and community centres at Cheadle, Cheadle Heath, Hazel Grove, Heaton Chapel, Heald Green, Marple, North Reddish, Reddish and Woodley.
- 2.56. A further 7 community centres are run and managed by Stockport Homes Group on behalf of the council. These centres are associated with specific housing estates or locations and are used to deliver services to the residents of Stockport Homes Buildings, based within centres at Adswold, Bridgehall, Brinnington, Heaton Norris, Lancashire Hill, Offerton and Woodley.
- 2.57. Overall, there is no current requirement to deliver additional facilities in the future, although this may change as new communities emerge as new housing is delivered.
- 2.58. Generally, the estate requires investment however opportunities to deliver capital investment are restricted due to limited public sector funding. Future plans for the estate will need to reflect on the continued cost of maintaining and improving facilities during their operational life.

Libraries

- 2.59. The current library estate consists of Central Library as well as 13 assets directly delivered by the council and 3 co-located with community centres managed by Stockport Homes Group.
- 2.60. A library and heritage/archive presence will be included at Stockroom which is a new multi-use facility that is being delivered within the Merseyway Shopping Centre as part of funding from the Future High Streets Fund.
- 2.61. The libraries are a key asset in the delivery of a broad range of council services and support for our communities. There are opportunities within the estate to improve the accessibility of council services by offering a safe warm space for services to operate from.
- 2.62. There is currently a large number of library buildings spread across the borough. Although as communities have developed over time the location for some of these buildings has become less central to the communities they serve. There is currently

no planned provision for new communities such as Woodford Garden Village and this may require capital funding in the future.

- 2.63. Generally, the estate is in a mixed condition with ongoing sometimes significant requirements for capital maintenance and repair. The buildings are mixed age and type and will require future investment to maintain services, including the opportunity to co-locate libraries within other new infrastructure builds across the borough
- 2.64. The key issues facing the library estate in Stockport include:
- an ageing and deteriorating asset base
 - increasing expectations from residents for a certain level of library service
 - issues with locations in some communities
 - increasing costs of running the estate, and
 - constrained public resources.

Cultural facilities

- 2.65. Local authorities do not have a statutory responsibility to provide or facilitate the provision of cultural facilities or activities. Cultural facilities are provided by the council, the voluntary sector and by commercial providers. The types of facilities include museums, art galleries, theatres and music/arts venues and cinemas.
- 2.66. There are 4 museums/galleries run by the council in Stockport town centre, the Air Raid Shelters, Hatworks, Stockport Museum/Staircase House and the War Memorial Art Gallery. We also operate museum services from Bramall Hall. With the exception of the War Memorial Art Gallery.
- 2.67. There is an independent Avro Heritage Museum at Woodford which preserves the heritage of this important aircraft manufacturer. There are numerous independent and commercial art galleries throughout the borough.
- 2.68. There are 6 independent theatres operating which are spread across the borough including Romiley, Marple, Cheadle, Bramhall as well as the Stockport Plaza and Garrick Theatre in the town centre.
- 2.69. A number of commercial and independent cinemas also operate in the borough, including the Light Cinema in Stockport Town Centre, the Savoy in Heaton Moor and the Regent in Marple.
- 2.70. Cultural activities also take place in a range of other premises across the Borough, including community centres, churches and halls. These activities are organised by voluntary and community groups and commercial organisations.

Places of worship

- 2.71. Stockport has a diverse population, and this is reflected in the data relating to religious identity within the borough. The 2021 Census reported that Stockport's population was broken down by the following religions: 39.6% no religion, 47.5% Christian, 0.3% Buddhist, 0.8% Hindu, 0.4% Jewish, 5.5% Muslim, 0.2% Sikh and 0.4% any other religion (5.2% of respondents provided no answer). Given this, there are a range of places of worship and associated infrastructure across the borough to reflect the religious needs of the local community. The majority of faith groups congregate in specific places of worship, while some meet within multi-purpose buildings such as community centres.
- 2.72. Stockport Local provides online information relating to cultural and religious groups across the borough. See:
<https://www.stockport.gov.uk/groups/results?category=culture-and-religion&order=Name+A-Z>

Cemeteries and crematoria

- 2.73. Historically, burial was preferred but more recently the trend has been moving to cremation, with 90% of people in Stockport opting for this. Stockport Council provides cemetery facilities to people of all faiths and beliefs, with five cemetery sites located across the borough, and a crematorium located at Stockport Borough Cemetery on Buxton Road in Heaviley. The locations of our cemeteries are as follows:
- Mill Lane Cemetery, Manchester Road, Cheadle SK8 2PX
 - Park Road Cemetery, Park Road, Cheadle, Stockport, SK8 2AN
 - Stockport Cemetery and Crematorium, Buxton Road, Stockport SK2 6LS
 - Willow Grove Cemetery, Central Drive, Reddish, SK5 7ZZ
 - Highfield Cemetery, Highfield Avenue, Bredbury, Romiley, Stockport SK6 3DD
- 2.74. New coffin and ashes graves are available at Mill Lane Cemetery. New graves are currently available at Highfield Cemetery in the natural burial area only.

Policies, plans and strategies

- 2.75. The provision of community, cultural and recreation facilities help to deliver the following strategic objectives and policies of the Local Plan:
- Objective 2: To tackle inequalities across Stockport, particularly in relation to housing, employment, and health.

- Objective 3: To provide the social infrastructure required to address existing issues and support the delivery of new development and to meet the needs of existing and expanding communities. This will help develop mixed, strong and cohesive communities; ensuring access for all to education, health, community and cultural facilities.
- Objective 4: To conserve and enhance our landscapes and natural environment, and improve the quality of and access to our open spaces.
- Objective 7: To help create and accommodate employment whilst making Stockport a place of improving inclusive wealth, taking advantage of our town centre's economic and locational opportunities and ensuring all our centres perform their key role at the heart of our local communities and neighbourhoods.
- Objective 8: To provide everyone in Stockport with access to schools and other appropriate educational facilities.
- Strategic policy 1: Spatial strategy
- Strategic policy 2: Sustainable development in Stockport
- Strategic policy 3: Equality, impact and opportunity
- COM 1: Healthy and active across all ages
- COM 2: Community and social infrastructure
- COM 3: Educational facilities
- COM4: Protection of open space and recreation facilities
- COM 5: Sporting Facilities
- HOM 8: Provision and enhancement of recreational facilities and green infrastructure in new residential development
- INF 1: Infrastructure provision and developer contributions

2.76. Plans and strategies that guide the provision of community and cultural facilities in Stockport include:

- Stockport Playing Pitch Strategy (PPS) 2020
- Stockport Open Space Assessment, 2017
- Community Indoor Needs Assessment, 2017
- The Place That Makes Itself: Stockport Culture Strategy 2022 – 2025. See: <https://www.culturestockport.com/>
- Stockport Museums Forward Plan 2022 – 2025
- Libraries Deliver: Ambition for Public Libraries in England 2016 – 2021 (currently being updated and due in 2023). See: <https://www.gov.uk/government/publications/libraries-deliver-ambition-for-public-libraries-in-england-2016-to-2021>.

2.77. Arts Council England, the national development agency for creativity and culture, encourages local areas to develop cultural strategies to outline cultural and creative ambitions for a place and its people. Such strategies are helpful in identifying how projects and initiatives fit into a particular plan for a place and can be key to unlocking external investment. The council has encouraged local cultural and creative organisations to take a lead in developing a cultural strategy for Stockport, with its full support, and an emergent strategy, *The Place That Makes Itself*, has been developed and covers the years 2022-2025. This will continue to evolve as the network of organisations involved grows and develops. The strategy has three key objectives:

- Supporting Stockport Cultural Businesses
- Culture Connecting Our Communities
- Culture Promoting Health & Wellbeing

Calculating infrastructure needs

- 2.78. Sport England has developed a sports facilities calculator. See: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/playing-pitch-calculator>.
- 2.79. The outputs from the Community Indoor Needs Assessment, Stockport PPS and the calculator can help identify the demand for community sports facilities arising from new development.
- 2.80. Cultural facilities tend to have developed in response to historic provision, local policy/initiatives or as a result of organisations and entrepreneurs who have seen an opportunity to develop successful provision in a particular area. Consequently, such facilities are not evenly spread across the borough.
- 2.81. Mill Lane Cemetery currently provides new burial space but will be taken up by approximately 2030, work is currently being done to investigate options for expanding existing sites and making better use of remaining land to provide a longer-term supply of burial plots.

Funding and delivery

- 2.82. For sport, leisure and recreation facilities, funding will come from developer contributions and grants for example from Sport England and the National Governing Bodies for sport. Future plans for existing and new facilities will need to reflect on the continued cost of maintaining and improving facilities during their operational life.

- 2.83. Local authority cultural provision, primarily museums and galleries, is funded and delivered by the council. Other cultural provision is funded and delivered by the commercial sector or by the voluntary/community sector e.g. The Light Cinema, Plaza Theatre, Carver Theatre. The council does not provide regular financial support to third parties in the delivery of cultural provision. A small number of organisations receive one-off or regular funding from central Government via Arts Council England. Consequently, delivery of cultural provision arises in response to commercial opportunities, external funding opportunities or through organisations that have the capacity and resources to develop and deliver initiatives in a specific area.

3. Environmental infrastructure

- 3.1. The environmental aspects of infrastructure relate to helping the borough to grow whilst ensuring the natural environment is protected and enhanced to provide benefit to residents, businesses and visitors to Stockport. This section of the document reviews open space and green infrastructure, biodiversity and flood risk.

Green Infrastructure

Introduction

- 3.2. The provision of green infrastructure in and around urban areas is now widely recognised as contributing towards creating places where people want to live and work. Green infrastructure is defined in the NPPF as

‘A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.’

- 3.3. Green infrastructure plays the role of a ‘life support system’, able to deliver multiple environmental functions such as urban cooling and flood alleviation, thereby a key part in adapting to and mitigating climate change. Protecting and enhancing the borough’s network of Green Infrastructure for current and future generations to enjoy is therefore essential.
- 3.4. The council works in partnership with other organisations to improve green infrastructure and environment. Some of these are listed below:
- Greater Manchester Combined Authority
 - Greater Manchester Ecology Unit
 - City of Trees
 - Cheshire Wildlife Trust
 - Peak District National Park
 - Natural England
 - The Environment Agency

Policies, plans and strategies

- 3.5. The provision of green infrastructure helps to deliver the following strategic objectives and policies of the Local Plan:
- Objective 1: To ensure a resilient and healthy Borough which delivers zero carbon development by 2038, whilst adapting to the impacts of climate change and increasing biodiversity through sustainable development
 - Objective 4: To conserve and enhance our landscapes and natural environment and improve the quality and access to our open spaces.

- Local Plan Chapter 'Our Environment - Natural Environment'
- COM 4: Protection of open space and recreation facilities
- HOM 8: Provision and enhancement of recreational facilities and green infrastructure in new residential development
- INF 1: Infrastructure provision and developer contributions

Calculating infrastructure needs

- 3.6. New development will be expected to enhance and help bridge the gaps with the existing green infrastructure network, in terms of its quantity, quality, accessibility and functionality. Stockport Open Space Assessment contains a set of open space standards that provide strategic guidance for the provision of open space in Stockport. These standards will be included within the Local Plan and will replace the current set of standards which relate to children's and formal recreation. The standards are replicated in Table 3.1.

Typology	Quantity standard (hectares per 1,000 population)	Accessibility standard
Parks and gardens	1.01	9 minutes' walk
Natural and semi-natural greenspace	1.80	9 minutes' walk
Amenity green space	0.86	6 minutes' walk
Allotments and community gardens	0.25	None
Provision for children and young people	0.25	Local Equipped Area of Play (LEAP) - 5 minutes' walk Neighbourhood Equipped Area of Play (NEAP) – 15 minutes' walk

Table 3.1. Open space standards set out in Local Plan Policy HOM 8: Provision and enhancement of recreational facilities and green infrastructure in new residential development

- 3.7. No national guidance is set for accessibility of allotments and catchment areas can vary due to nature and usage; therefore provision is based on demand e.g. waiting lists.
- 3.8. A Local Equipped Area of Play (LEAP) is primarily aimed at junior aged children that can play independently. It will typically have a minimum activity zone of 400 square metres and have at least 5 play opportunities. A Neighbourhood Equipped Area of Play (NEAP) is aimed at children of all ages and include dynamic

equipment for older children. It will typically have an activity zone of 800 square metres and at least 8 play opportunities.

- 3.9. To determine green infrastructure provision for development, developers will be expected to audit the green infrastructure provision in the immediate area to demonstrate how the green infrastructure needs of the new residents will be catered for whilst utilising the standards set out in Table 3.1.

Funding and delivery

- 3.10. Developer contributions and other sources of capital funding will be spent on the delivery of open space, green infrastructure and environmental projects. Contributions will be secured in accordance with policies in the Local Plan and informed by the Open Space Assessment. More detail on the level of developer contributions sought will be set out in a Supplementary Planning Document (SPD), which will be prepared to support the implementation and delivery of the Local Plan.

Biodiversity

Introduction

- 3.11. The term 'biodiversity' refers to the range of all living organisms and the ecosystems that they are part of; it includes the diversity within species, between species and of ecosystems (CIEEM, 2018). Biodiversity forms an essential part of green infrastructure, but it is detailed individually within this document due to the recent requirements set out in the Environment Act 2021 relating to nature and biodiversity. See: <https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>.
- 3.12. The Environment Act 2021 brings in new requirements for when councils are making planning decisions in relation to nature and biodiversity including Biodiversity Net Gain.
- 3.13. Biodiversity Net Gain (BNG) is defined as an approach to development that leaves biodiversity in a measurably better state than before the development took place. It is additional enhancement over and above the level required to mitigate or compensate for any detrimental impact through the mitigation hierarchy.
- 3.14. The Environment Act 2021 includes a requirement for all future development subject to the Town and Country Planning Act (TCPA) 1990 to deliver a mandatory 10% biodiversity net gain and to halt the decline in species abundance by 2030. Secondary legislation will define what development this applies to. Stockport's Local Plan policy exceeds this target and requires the relevant development to achieve 20% BNG.

Policies, plans and strategies

- 3.15. The provision of biodiversity helps to deliver the following strategic objectives and policies of the Local Plan:
 - Objective 1: To ensure a resilient and healthy Borough which delivers zero carbon development by 2038, whilst adapting to the impacts of climate change and increasing biodiversity through sustainable development.
 - Objective 4: To conserve and enhance our landscapes and natural environment, and improve the quality of and access to our open spaces.
 - Local Plan Chapter 'Our Environment - Natural Environment'
 - INF 1: Infrastructure provision and developer contributions
- 3.16. Plans and strategies that guide the provision of biodiversity in Stockport include:
 - Stockport's Ecological Network
 - Stockport Ecology Study: Opportunities for Delivery of Net Gain

- All our Trees: Greater Manchester Tree and Woodland Strategy. See: <https://www.cityoftrees.org.uk/allourtrees>
- Report of the Greater Manchester Local Nature Recovery Strategy Pilot. See https://gmgreencity.com/resource_library/local-nature-recovery-strategy/

Calculating infrastructure needs

- 3.17. Developers are required to use the latest DEFRA metric to show a proposal's percentage biodiversity net gain. The metric is used to calculate habitat value before and after development in terms of biodiversity units. See: <http://publications.naturalengland.org.uk/publication/6049804846366720>.
- 3.18. An assessment is being undertaken across Greater Manchester to determine the overall need for BNG from development over the plan period and to establish a series of offsite sites where it cannot be delivered onsite. Once complete the borough will have a series of 'supply sites' which can be used to provide BNG and meet the needs of the policy.

Funding and delivery

- 3.19. Developer contributions and other sources of capital funding will be sought towards the delivery of biodiversity net gain projects. Where BNG is required as part of a new development, the costs should fall upon the landowners/developers. Contributions will be determined in accordance with Local Plan Policy ENV2. More detail on the level of contributions sought will be set out in the forthcoming biodiversity net gain guidance and in a Supplementary Planning Document (SPD), which will be prepared to support the implementation and delivery of the Local Plan.

Flood risk

Introduction

- 3.20. The risk of flooding is increasing due to pressures in urban environments and climate change is likely to lead to more severe rainfall events. This will create additional challenges for communities and have implications for new development across Stockport.
- 3.21. The Flood and Water Management Act (2010) assigns capabilities for managing local sources of flooding from surface water, groundwater and small (“ordinary”) watercourses to Lead Local Flood Authorities. See:
<https://www.legislation.gov.uk/ukpga/2010/29/contents>.
- 3.22. Stockport Council is its own Lead Local Flood Authority (LLFA), so we manage local flood risk across the whole borough. One of the duties placed upon the LLFA is to assist in the management of local flood risks by taking the lead in helping with infrastructure development and working with other bodies in dealing with flood risk. This duty is applied through the production of a Local Flood Risk Management Strategy (LFRMS), which is a live strategy that is monitored by the LLFA. See:
<https://www.stockport.gov.uk/stockport-local-flood-risk-management-strategy>.
- 3.23. Flood risk from main rivers such as the Mersey, Goyt and Tame is under the management of the Environment Agency (EA). The EA is responsible for taking a strategic overview of the management of all sources of flooding this includes setting the direction for managing the risks through strategic plans and working collaboratively to support the development of risk management. We are in the process of engaging with EA on the implications of growth from the Local Plan, and the EA are involved in the production of a key piece of evidence known as the Strategic Flood Risk Assessment (SFRA).
- 3.24. In addition to designating Lead Local Flood Authorities, the Act identifies certain organisations as Risk Management Authorities (RMAs) which have specified responsibilities, duties and powers related to local flood risk management. Some responsibilities are new, and others are existing duties and powers set out in previous legislation. Within Stockport there are five RMAs:
 - The Environment Agency.
 - United Utilities.
 - Highways England.
 - Stockport Council as Lead Local Flood Authority.
 - Stockport Council as Local Highway Authority.

Policies, plans and strategies

- 3.25. The provision of flood risk infrastructure helps to deliver the following strategic objectives and policies of the Local Plan:
- Objective 1: To ensure a resilient and healthy Borough which delivers zero carbon development by 2038, whilst adapting to the impacts of climate change and increasing biodiversity through sustainable development.
 - INF 1: Infrastructure provision and developer contributions
 - INF 3: Flood risk
 - INF 4: Drainage
 - INF 5: Sustainable drainage systems (SuDS)

Calculating infrastructure needs

- 3.26. The risk of flooding changes over time, therefore information on the risks of flooding in different parts of Stockport needs to be updated. Work to conduct a 'Level 1 Strategic Flood Risk Assessment (SFRA)' was completed in March 2019. It provides the most up-to-date strategic assessment of flood risk across Greater Manchester. The Level 1 SFRA summarises the existing risk of flooding from all sources across Greater Manchester and the risks associated with the 2018 baseline supply of housing and employment sites in Greater Manchester. The Level 2 SFRA followed on from this to assess high risk sites that were identified through the Level 1 assessment. See: <https://www.stockport.gov.uk/documents/research-and-information-related-to-flood-risk>.
- 3.27. Work has recently begun on a level 2 SFRA for Stockport Town Centre. The town centre contains 10.82% in Flood Risk Zone 2, 0.76% in Zone 3a and 1.81% in Zone 3b. The overall aim of the level 2 SFRA for Stockport Town Centre is to update and build upon the existing evidence including filling any gaps to ensure the authority has sufficient information to ensure development is safe from flood risk. For this assessment, the Town Centre is defined using the boundary set out in the draft Local Plan.
- 3.28. Sustainable Drainage Systems (SuDS) are a vital part of infrastructure relating to flood risk which needs to be provided by the developer, in line with national legislation and in accordance with Lead Local Flood Authority (LLFA) requirements which should include an agreed management plan. Sustainable drainage systems are designed to control surface water run off close to where it falls and mimic natural drainage as closely as possible. They provide opportunities to:
- reduce the causes and impacts of flooding;
 - remove pollutants from urban run-off at source;

- combine water management with green space with benefits for amenity, recreation and wildlife.

3.29. It is not possible to provide an indicative overall costing for SUDS as this will depend upon the individual circumstances relating to each site, however national guidance, research and emerging codes of practice are available and this will assist with evaluating viability assessments in relation to individual development.

Funding and delivery

- 3.30. The local flood risk management strategy identifies the various measures that are either in place or require further action to ensure flood risk is managed. Where local flood alleviation schemes are identified, communities will be engaged via local stakeholders in the project process to influence the design, bring in contributions and maximise the potential of the scheme. The strategy will look at the development of priorities for investment and at the same time explore funding opportunities.
- 3.31. The LLFA is working with other bodies to work together on shared projects and to try to combine contributions. The LLFA will look to other funding streams such as those driven through the Water Framework Directive or growth and regeneration. The EA have a role in bringing forward flood defence schemes through the Regional Flood and Coastal Committee (RFCC) and working with the LLFA and the local community to shape schemes which respond to local priorities.
- 3.32. Stockport Council at present is still committing funds to help develop projects and carry out the initial study work with the intention that enough data and information can be gathered to primarily understand the flood risk but secondly to seek to attract other funding should the LLFA be in a position to provide a scheme.

4. Physical Infrastructure

Utilities

Introduction

- 4.1. This section provides an overview of the provision of energy, fresh water and waste water and digital infrastructure, how they are planned and delivered in Stockport.

Energy infrastructure

- 4.2. The electricity distribution networks, and gas distribution networks are regulated by the Office of Gas and Electricity Markets (Ofgem). The electricity industry in England is divided into four main sectors:
- The generators, who own both the large power stations and smaller renewable generators.
 - The transmission companies, who own and operate the 400kV and 275kV transmission network that links the major power stations and transports electricity in bulk across the country.
 - The distribution companies, who own and operate the lower voltage electricity network, connecting the smaller power stations and the national grid to every electricity customer in Britain.
 - The electricity suppliers, who buy the electricity produced by the generators, sell that electricity to their customers and pay the network operators for the transportation of that electricity across their networks.
- 4.3. National Grid owns the high pressure gas transmission system in Great Britain, enabling the bulk transfer of gas around the country. Gas needs to travel through this high pressure transmission system, then through the Local Transmission systems, Intermediate, medium and low pressure distribution networks to reach the consumer. The gas distribution networks (GDNs) are the penultimate stage in the delivery process. There are eight distribution networks throughout Britain which are owned by Cadent, Northern Gas Networks, SGN and Wales & West Utilities. Cadent owns and manages the network in Stockport which is within the North West England Network.
- 4.4. The government's Net Zero Strategy aims to tackle climate change whilst also affecting economic growth across the UK. The strategy recognises that by 2035 all our electricity will need to come from low carbon sources and sets out that we will need increased investment in the grid network, electricity storage solutions and flexible grid management, to ensure decarbonisation without risking the security of supply. See: <https://www.gov.uk/government/publications/net-zero-strategy>.

- 4.5. Renewable technologies use natural energy to make electricity. Fuel sources include wind, wave, marine, hydro, biomass and solar. Renewable energy is an important part of the strategy to reduce carbon emissions. The government has adopted the Committee on Climate Change's (CCC) target for the Sixth Carbon Budget, this will require a cut in carbon emissions of 78 per cent by 2035 (for all emissions, not just those from buildings). To achieve this, a range of technologies will need to be used. Micro- and small-scale renewable energy is usually brought forward by domestic users for example solar panels on the roofs of homes, whereas larger schemes are usually brought forward by commercial developers.

Fresh Water and Waste Water infrastructure

- 4.6. Ofwat regulates prices and levels of customer service, while the Drinking Water Inspectorate monitors drinking water quality and the Environment Agency covers environmental protection. In the North West, United Utilities (UU) is the company that supplies both potable (drinking) and raw water, and collects, treats and disposes of sewage and sewage sludge. UU serves 3.2 million homes and 200,000 businesses across the region, which includes those in Greater Manchester. Greater Manchester's water supply comes from the Thirlmere and Haweswater Aqueducts, plus north Wales and other smaller supply points.

The Water Industry Act 1991 sets out the main powers and duties of the water and sewerage companies, as are relevant to infrastructure planning and provision. The Act places a duty upon UU to develop and maintain an efficient and economical system of water supply within its area, and to provide, improve and extend a system of public sewers to ensure that its area is effectively drained.

Broadband and mobile infrastructure

- 4.7. Ensuring the wide availability of high-speed broadband and mobile infrastructure is a central part of the Government's National Infrastructure Strategy and levelling up agenda. The Government has a target that gigabit broadband and 4G mobile coverage will be available nationwide by 2030. Enabling the fast and cost-effective roll-out of new infrastructure by industry is an important policy objective for the Government to achieve these targets.
- 4.8. Due to its relatively urban nature, the whole of Stockport is generally well-connected for the main types of digital communications technology (telephone, broadband and mobile telephony). In terms of superfast and fibre coverage, 99.32% of Stockport has superfast broadband (≥ 30 Mbp), and 27.32% has full fibre (FTTP). These percentages include both residential and business premises and are based on postcode level data. This compares well to the rest of England where the percentage coverage is 97.7% for superfast broadband. Stockport generally has

good coverage by mobile phone network providers, although there are variations that can be influenced by localised factors such as trees, buildings and topography. See <https://labs2.thinkbroadband.com/local/E08000007>.

Policies, plans and strategies

- 4.9. The provision of utilities infrastructure helps to deliver the following strategic objectives and policies of the Local Plan:
- Objective 1: To ensure a resilient and healthy Borough which delivers zero carbon development by 2038, whilst adapting to the impacts of climate change and increasing biodiversity through sustainable development.
 - Objective 10: To ensure that Stockport has the utility infrastructure in place to support its future development and prosperity (including suitable digital infrastructure).
 - Strategic policy 1: Spatial strategy
 - Strategic policy 2: Sustainable development in Stockport
 - ENV 12: Groundwater protection
 - ZC 3: Renewable energy development
 - ZC 4: Heat networks
 - INF 1: Infrastructure provision and developer contributions
 - INF 2: Digital and telecommunications infrastructure
 - INF 6: Fresh water and wastewater infrastructure
- 4.10. The Stockport Energy and Carbon Study 2020 and the Stockport Local Area Energy Plan (LAEP) provide evidence on addressing the climate crisis and the need to commit to reducing carbon emissions from new development at the local level. See: <https://www.stockport.gov.uk/evidence-planning-policy/environment-and-heritage> and https://gmgreencity.com/resource_library/greater-manchester-local-area-energy-planning-overview-and-insight/.

Calculating infrastructure needs

Energy infrastructure

- 4.11. In Greater Manchester, the distributor is Electricity North West Limited (ENWL). ENWL are responsible for maintaining and upgrading 13,000 km of overhead power lines and more than 44,000 km of underground electricity cables. ENWL plan for electricity capacity on a reactive basis rather than a proactive basis, as prescribed by their regulator.

- 4.12. The expansion of the gas network to serve domestic and business customers across Greater Manchester is delivered by Cadent. Once the specific types and numbers of properties and gas demand are known for a development proposal, Cadent considers the most appropriate methods to reinforce the network. Cadent provides local gas infrastructure to new homes and businesses on a reactive approach, rather than a proactive approach, as prescribed by the regulator Ofgem.
- 4.13. There are a variety of ways that Cadent can reinforce the network:
- Elevate the pressure of the gas in the nearby network. This is a nil cost solution to the customer.
 - Capital investment to lay parallel gas mains to increase the capacity of the network.
 - Install a pressure reduction station to provide an additional supply into the network by injecting extra gas from a higher pressure tier.
- 4.14. The Local Area Energy Plan for Stockport sets out that decarbonising Stockport's local energy system by 2038 will involve the greatest infrastructure change across Stockport for decades. To reduce emissions in line with the carbon budget, local energy generation could increase significantly. For Stockport, this would predominantly consist of the installation of solar PV on much of the available roof space across all parts of Stockport, providing up to 667 MWp of installed capacity.

Fresh Water and Waste Water infrastructure

- 4.15. Even though the North West's population is growing, the amount of water forecasted to be taken from reservoirs and rivers is actually reducing. In 1993, the demand for water in the North West region was 2,500 million litres per day. Through leakage reductions, metering and water efficiency activity, demand for water is now around 1,750 million litres per day. By 2045, it is expected to reduce to 1,550 million litres per day due to an enhanced demand management programme. In the future, we may experience more severe droughts due to changing rainfall patterns and UU may need to take less water to help improve the flow in some of our rivers for the benefit of fish and other species that live there.
- 4.16. UU have prepared a Water Resources Management Plan (2019) to set out the strategy for water resources and demand management to ensure adequate water supplies to customers and the environment is protected. It describes an assessment of the future supply and demand over the period from 2020 to 2045.
- 4.17. We have worked with UU over the past 5 years to share our annual updates on our baseline supply of housing. In general, Stockport is well served by fresh water and

waste water infrastructure and no concerns have been raised regarding supplying new homes or businesses.

Broadband and mobile infrastructure

- 4.18. Broadband and mobile telecommunications (telecoms) networks in the UK are rolled out by private companies, often referred to as “operators”. Telecoms operators make decisions about where and when to roll-out infrastructure based on commercial considerations. Detailed plans of where infrastructure is located, or future roll-out plans, are not generally publicly available. The level of growth across Stockport is unlikely to be constrained by the provision of suitable digital communication infrastructure, which will be provided by commercial suppliers.

Funding and delivery

Energy infrastructure

- 4.19. For electricity, each individual site will need to be fully assessed on a case by case basis, depending on the demand which is required should multiple sites be connected to the same local network as this may impact the amount of reinforcement which is required to connect the proposed demand. Connections are funded by developers and ENWL in line with development needs.
- 4.20. All costs associated with connection to the existing gas network and works downstream of this are generally fully funded by the customer (either the consumer or developer etc.). If it is necessary to reinforce the network upstream of the connection point, an ‘Economic Test’ is applied to these costs (based principally on the size of the load and the nature of the upstream network), the result of which may mean that none, part, or all of the upstream reinforcement will be funded by Cadent.
- 4.21. Decarbonising Stockport’s local energy system by 2038 is achievable and expected to require capital investment of £5.8 bn. Funding sources have not been identified, but it is likely that this will be funded through grants and loans established by central government.

Fresh Water and Waste Water infrastructure

- 4.22. For each five year asset management planning (AMP) cycle, UU submits a business plan to Ofwat. The plan sets out what UU needs to do to maintain its assets, improve services to customers and deal with its impact on the environment. The funding is linked to the setting of customer bills. Any new infrastructure requirements that arise which are identified after the five year plan has been agreed

will normally be considered for the following AMP period if they cannot be accommodated within the current capital programme.

- 4.23. In line with the Water Industry Act 1991, developers have a right to connect to the existing sewerage system. The developer is required to fund the connection to the sewer and the cost of any on-site sewerage. When a developer wishes to proceed with a particular site, they must contact UU to provide local network infrastructure in accordance with the relevant provisions of the WIA 1991 (Section 98 for sewerage and Section 41 for water). The cost of this is shared between the developer and undertaker in accordance with provisions of the legislation.

Broadband and mobile infrastructure

- 4.24. The Government's policy is that gigabit-broadband infrastructure will be mostly built using private investment. Private companies decide when and where to build infrastructure based on commercial factors. Many companies are building new networks including small operators focusing on particular geographical areas. The Government has pledged £5 billion in funding to deliver gigabit-broadband to properties not reached by the commercial market, around 20% of the UK, these properties are mostly in rural areas rather than Stockport.

Sustainable transport and public realm

Introduction

- 4.25. Responsibility for transport infrastructure in Stockport varies. The majority of the adopted road network is managed by the Council (as a highway authority). Roads on the Key Route Network (e.g. A6, A34) are managed by Transport for Greater Manchester (TfGM) and the Strategic Road Network (e.g. M60) is managed by National Highways. The Council is also responsible for a number of car parks and cycle parking opportunities across the borough.
- 4.26. The Council as a highway authority is responsible for the maintenance of not just highways but also other paths on its land. This includes public rights of way, cycle tracks and paths on the street register. For paths outside of the council's ownership, in most cases, the landowner is responsible for its maintenance. The council's Public Rights of Way team work closely with landowners to ensure that furniture on paths is safe and convenient.
- 4.27. In terms of public transport, there are several bus companies that manage the bus services in Stockport and TfGM owns the bus stations, stops and shelters. However, Greater Manchester is currently transitioning to a franchising model, where buses will be brought under local control and will be run by TfGM, on behalf of the Greater Manchester Combined Authority. Stockport bus station, adjacent to Stockport Train Station, is the hub for the bus network and provides services across the borough and beyond. Overall, there are 19 railway stations within the borough's boundary and rail infrastructure is managed by Network Rail and the private rail operators. A number of stations in Stockport are also part of the Community Rail Partnership.
- 4.28. The Greater Manchester wide tram service, Metrolink, is managed by TfGM. Metrolink does not currently operate within the boundaries of Stockport. However, the council does work with TfGM to address the impact of tram stops close to the boundary on the local road network.
- 4.29. Manchester Airport is owned and managed by Manchester Airport Holdings Limited, which is formed of the ten councils of Greater Manchester and IFM investors. While the airport is not located within the boundaries of Stockport, transport infrastructure within Stockport is used for visitors to and from the airport. Further to this, part of Stockport falls within the Manchester Airport Public Safety Zone. Development is not permitted within this zone except in limited circumstances. The Manchester Airport Safeguarding Zone also covers much of the borough. In this area, limits are placed on the heights of buildings and structures.

- 4.30. Electric vehicle (EV) charging infrastructure is provided by and managed by multiple sources. Private sectors operate within economically viable locations where profitable benefits can be predicted. Residents who own electric vehicles are also able to install charging infrastructure on their own property. TfGM are also delivering EV charge points for taxi companies. The first of these are due for completion in early 2023.

Policies, plans and strategies

- 4.31. The provision of sustainable transport infrastructure and high quality public realm helps to deliver the following strategic objectives and policies of the Local Plan:
- Objective 1: To ensure a resilient and healthy Borough which delivers zero carbon development by 2038, whilst adapting to the impacts of climate change and increasing biodiversity through sustainable development.
 - Objective 5: To deliver of high quality and locally distinctive design that responds to local character to create inclusive, well-connected and safe neighbourhoods. This will reflect the borough's historic and built environment, including our industrial heritage, and will protect and enhance quality and distinctiveness whilst accommodating change.
 - Objective 9: To provide the necessary transport infrastructure, whilst reducing the need to travel and improve connectivity, ensuring that sustainable modes become a realistic default option for journeys.
 - Strategic policy 1: Spatial Strategy
 - Strategic Policy 2: Sustainable development in Stockport
 - INF 1: Infrastructure provision and developer contributions
 - INF 7: Integrated transport network
 - INF 8: Sustainable streets
 - INF 9: Walking and cycling
 - INF 10: Public transport
 - INF 11: Freight and logistics
 - INF 12: Public rights of way and Strategic Recreation Routes
 - INF 13: The highway network
 - INF 14: Access and servicing
 - INF 15: Vehicle parking and infrastructure
 - INF 16: Safeguarding future transport infrastructure
- 4.32. The Greater Manchester 2040 Local Transport Plan is made up of the 2040 Transport Strategy and Delivery Plans. The Greater Manchester Transport Strategy 2040 sets out an overarching vision for the future of transport across the city-region to have '*world class connections that support long-term, sustainable economic growth and access to opportunity for all*'. The strategy also sets out an ambition to

improve the transport system so that by 2040, 50% of all journeys across Greater Manchester will be made by public transport or active travel. See:

<https://tfgm.com/our-five-year-transport-delivery-plan>.

- 4.33. The Strategy is supported by delivery plans, with the current version - Our Five-Year Transport Delivery Plan 2021-2026. This plan sets out the specific details of what needs to be achieved in the next five years. Each of the ten Greater Manchester local authorities has bespoke Implementation Plans which build on the main Delivery Plan. For Stockport, this is the Stockport GMTS2040 Implementation Plan (which can be found in the appendix of Our Five Year Transport Delivery Plan). See: <https://tfgm.com/our-five-year-transport-delivery-plan>.
- 4.34. Stockport's Transport Plan sits within the wider family of strategies and plans, and it sets up the key priorities for transport in Stockport. The Transport Plan is a live document which is adaptive and flexible to changes in national policy, travel behaviours and technology.
- 4.35. Other plans and strategies that guide transport and public realm infrastructure in Stockport include:
- Greater Manchester Streets for All Strategy. See: <https://tfgm.com/strategy/streets-for-all>
 - Greater Manchester Bus Service Improvement Plan. See: <https://tfgm.com/corporate/bus-service-improvement-plan>
 - Greater Manchester Electric Vehicle Charging Infrastructure Strategy. See: <https://electrictravel.tfgm.com/greater-manchesters-ev-strategy/>
 - Greater Manchester Clean Air Plan. See: <https://cleanairgm.com/clean-air-plan/>
 - Stockport Council Transport Asset Management Strategy. See: <https://www.stockport.gov.uk/transport-asset-management-plan>
 - A Plan for Walking and Cycling in Stockport 2019-2029. See: <https://www.stockport.gov.uk/our-plan-for-walking-and-cycling-in-stockport-2019-2029>
 - Stockport Rights of Way Improvement Plan. See: <https://www.stockport.gov.uk/rights-of-way-improvement-plan>

Calculating infrastructure needs

- 4.36. Stockport suffers from high levels of congestion, with traffic frequently queuing along the A6 and A34 and in areas around the M6. The Transport Strategy highlights that the planned growth across Greater Manchester will lead to 600,000 more daily trips on the transport network by 2040. To prevent increased congestion, it is acknowledged that there will need to be an increase in people travelling by

public transport, walking or cycling. To facilitate this, new, improved and fully integrated infrastructure will need to be developed across the city-region.

- 4.37. Stockport Town Centre is identified as a key area for growth, with up to 6,000 homes being delivered. As part of this growth, the Council want to ensure that residents and visitors to the Town Centre are able to travel sustainably within, and to this area of Stockport. Stockport Rail Station is currently the 5th busiest in Greater Manchester, however, significant improvements are required to increase capacity, local connectivity and passenger facilities. Given this, the redevelopment of Stockport Rail Station into a major transport interchange has been identified as a major project and intervention. This will link directly with the Stockport Interchange bus hub which began construction in 2022 and is due to open in 2024.
- 4.38. An improved public transport network is seen as an essential element of infrastructure delivery. Rapid transit across Greater Manchester – which comprises Metrolink, suburban services on the National Rail network, and bus rapid transit – has been identified as a key resource needing expansion by 2040. As well as existing modes, the strategy also recognises the potential of future tram-train services which will use existing rail infrastructure to provide new metro services. In areas where there may not be the appropriate demand for rail based rapid transit, bus rapid transit infrastructure is proposed. A number of rapid-transit schemes have been identified to be delivered within Stockport, including the proposed extension of Metrolink from East Didsbury to Stockport Rail Station. Full details of the priorities for investment over the next 5 years are set out in the Stockport GMTS2040 Implementation Plan.
- 4.39. Investment into the wider bus network has also been identified as a key infrastructure need. The Transport Strategy outlines four key objectives for future bus services, and this includes: network integration, simplified and integrated fares, customer experiences and value for money. The Council are also seeking to invest in the bus fleet, to increase the number of electric or lower emissions buses.
- 4.40. For walking and cycling, the relevant strategies recognise both the need for and benefits of increasing these modes of transport. Greater Manchester has adopted a ‘Streets for All’ approach to street design. As part of this, it is the intention to create high-quality urban spaces and sustainable environments by taking a people-centred approach to street design and planning. Greater Manchester is delivering the Bee Network, this will be a walking and cycling network, which at 1,800 miles in length, will be the country’s largest walking and cycling network. There is a full package of cycling and walking infrastructure schemes identified within Stockport to support the delivery of the Bee Network and other schemes. Full details of these identified schemes can be found within ‘A Plan for Walking and Cycling in Stockport 2019-

2029', The Stockport Rights of Way Improvement Plan and the Stockport GMTS2040 Implementation Plan.

- 4.41. While it is recognised that the primary focus should be on increasing sustainable modes of transport, it is also acknowledged that improvements to the strategic highway network will be necessary where sustainable transport improvements are not sufficient to address all issues.
- 4.42. The need to support the shift to EV technology is also recognised as a key infrastructure requirement. Stockport council intend to support the delivery of EV infrastructure by delivering charging points in more locations and providing multi-storey parking hubs where EV charging will be integrated. The council have set a target to be 100% electric by 2040 across all vehicles and fleets. The council also recognises the importance of new business models to shared mobility such as car clubs.
- 4.43. The Transport Strategy also recognises the importance of the efficient movement of freight. Currently, the majority of freight is carried by road, which can cause congestion and poor air quality. The strategy identifies that increasing capacity for rail freight could potentially be viable if there is a demand. However, there is a greater focus on maximising consolidated deliveries to allow for onward distribution by smaller, low emission vehicles.

Funding and delivery

- 4.44. The delivery of the wider strategic transport ambitions in Stockport requires input from a range of stakeholders, including: GMCA, TfGM, Stockport Council, the Department for Transport, National Highways, Network Rail, train and bus operators and private developers.
- 4.45. Similarly, funding for transport infrastructure needs is provided by a range of sources. Our Five-Year Transport Delivery Plan 2021-2026 sets out the practical actions planned to deliver the strategic transport projects over the next five years. It recognises that long-term funding will be required to meet Greater Manchester's transport aspirations.
- 4.46. Current funding is made up of both revenue funding and long-term capital funding. Revenue funding in Greater Manchester is used to maintain and subsidise transport services. This type of funding is provided from a number of sources, this includes: a range of funding mechanisms from the ten local authorities, net revenues from transport operations owned by TfGM, grants from central government and from GMCA revenues.

- 4.47. Transport improvements for Greater Manchester's local networks are funded via the GMCA capital programme, which is in turn funded by a combination of grants and borrowings. Currently, the main source of funding that Greater Manchester receives for strategic transport schemes is from central government. Further detail relating to the capital programme for Greater Manchester is set out within 'Our Five-Year Transport Delivery Plan 2021-2026'.
- 4.48. This capital programme excludes improvements on the national rail and motorway networks, which are funded by Network Rail and Highways England respectively.
- 4.49. Support from developers will also be essential for the delivery of some of these transport interventions through developer contributions. It is anticipated that new developments will also help generate the demand for transport services that will make new investment viable. More detail on what will be sought, including funds for monitoring obligations will be set out within an associated supplementary planning document.

Appendix 1 - Infrastructure Delivery Schedule

The Infrastructure Delivery Schedule will provide a collated schedule of all potential infrastructure projects and an estimate of the potential costs for future infrastructure. It will set out:

- What is required
- When it is required
- The likely cost of provision and how it will be funded
- Who will be responsible for its delivery

This section is deliberately blank and will be populated with information to support the next stage of work on the Local Plan.