

## Greater Manchester Combined Authority

Date: 29 July 2022

Subject: Atom Valley, Mayoral Development Zone

Report of: Councillor Andrew Western, Portfolio Lead for Place Based Regeneration & Housing and Steve Rumbelow Lead Chief Executive Place Based Regeneration & Housing

---

### Purpose of Report

This report seeks approval for and sets out the proposed concept for a Mayoral Development Zone (MDZ) in the North East Growth Location, to be named Atom Valley MDZ. The North East Growth Location is one of six Growth Locations across Greater Manchester that will deliver new development, create and retain jobs, offer better job opportunities, enable training and skill development to increase the number of residents in employment. The MDZ will be focussed around three principal growth sites; /Kingsway Business Park/Advanced Machinery and Productivity Institute (AMPI), Northern Gateway and Stakehill, see Plan 1 attached at Appendix 1. Whilst each site will contribute to the growth of the Zone and Greater Manchester as a whole the cumulative impact of these sites will be transformational for Greater Manchester. Agreement of the Combined Authority is sought to the designation of the Zone, the Governance arrangements and the principles of the business case.

### Recommendations:

The GMCA is requested to:

1. Approve the designation of a Mayoral Development Zone known as Atom Valley.
2. Agree the proposed area of the Atom Valley MDZ as indicated in Plan 1 attached at Appendix 1.

3. Approve the establishment of an MDZ Board and give delegated authority to the Chief Executive Officer GMCA and Transport for Greater Manchester (TfGM) to agree appropriate representation on the Board in consultation with Bury, Rochdale and Oldham Councils.
4. Note and agree the principles of the business case and development strategy for the MDZ as set out in paragraphs 5.3-5.8 below which the Atom Valley MDZ Board will refine into the development of a business case for the MDZ in overseeing the delivery of the growth sites.
5. Agree to receive future updates on delivery progress at Atom Valley MDZ.
6. Agree that the North-East Growth Location is renamed as the Atom Valley Growth Location.
7. GMCA to note that the authorities requested above will also be sought by the requisite Council Executives of Bury, Rochdale and Oldham Councils.

## **Contact Officers**

Andrew McIntosh, Director of Place, [andrew.macintosh@greatermanchester-ca.gov.uk](mailto:andrew.macintosh@greatermanchester-ca.gov.uk)

Simon Nokes, Executive Director, [simon.nokes@greatermanchester-ca.gov.uk](mailto:simon.nokes@greatermanchester-ca.gov.uk)

## Equalities Impact, Carbon and Sustainability Assessment:

Impacts Questionnaire		
Impact Indicator	Result	Justification/Mitigation
Equality and Inclusion	G	The Objectives of the MDZ include proposals aimed at levelling up across GM and connecting people to employment and skill opportunities.
Health	G	The proposals within the Atom Valley MDZ will increase public connectivity including to community / health facilities in some locations.
Resilience and Adaptation	G	The proposals will be developed to support the GM carbon neutral objectives.
Housing	G	The MDZ will steer the development of new housing in sites proposed through PfE.
Economy	G	This MDZ will facilitate the delivery of significant economic growth.
Mobility and Connectivity	G	GMCA and TfGM will work together to coordinate opportunities for aligning growth with transport connectivity
Carbon, Nature and Environment	G	The developments in the Atom Valley MDZ will support GM's low carbon ambitions
Consumption and Production	G	The developments in the MDZ will seek to contribute towards GM circular economy and a zero waste economy.
Contribution to achieving the GM Carbon Neutral 2038 target		Work through the Atom Valley MDZ is underpinned by levelling up and low carbon ambitions and work is underway to identify specific opportunities for the development sites to contribute to GM's carbon neutral target.
Further Assessment(s):		Equalities Impact Assessment and Carbon Assessment
	Positive impacts overall, whether long or short term.	 Mix of positive and negative impacts. Trade-offs to consider.
	Mostly negative, with at least one positive aspect. Trade-offs to consider.	 Negative impacts overall.

## Risk Management

The key risks identified include:

- Northern Gateway and Stakehill are currently substantially designated Green Belt. However, these sites are included as proposed allocations in the emerging Places for Everyone Joint Development Plan (PfE). Failure to remove the sites from the Green Belt through the PfE process will make the transformational growth opportunity of the sites less certain. The Councils, landowners and joint venture developer partners are supporting the allocation of the sites to support inclusive and sustainable growth that boosts competitiveness of the Northern part of Greater Manchester.
- Failure to invest in a significant scale of infrastructure in advance of the employment and housing development will not deliver a zero-carbon development that connects through sustainable and accessible transport modes to the surrounding communities. This is being mitigated by the public sector working collaboratively to plan and galvanise investment with the joint venture developer partnership to deliver the agreed objectives of the scheme.

## **Legal Considerations**

The work programme currently has limited requirement for Legal input and this is being managed through the Growth Location/ MDZ Governance structure and project specific governance.

## **Financial Consequences – Revenue**

Progressing the growth opportunities in the MDZ is likely to require further support from Evergreen Surplus Funding. Approvals will be sought for the allocation of funding through appropriate business case routes.

## **Financial Consequences – Capital**

Delivery of these projects will require significant investment of public and private sector funding from a range of sources. Approval will be sought from any investment of GMCA funding.

## **Number of attachments to the report: 2**

## **Comments/recommendations from Overview & Scrutiny Committee**

N/A

## **Background Papers**

- Updated Greater Manchester Strategy.
- Greater Manchester Comprehensive Spending Review Submission.
- Growth Locations Update: Greater Manchester Combined Authority, 17 December 2021.

## **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution?

**No**

## **Exemption from call in**

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

**No.**

**GM Transport Committee- N/A**

**Overview and Scrutiny Committee- N/A**

# 1. Background

- 1.1 The GM Strategy and emerging PfE Joint Development Plan seeks to rebalance the Greater Manchester economy by accelerating the economic growth and competitiveness of the northern areas, which includes Bury, Rochdale and Oldham in the North-East Growth corridor, to a more equal level with the more prosperous centre and southern part of Greater Manchester to improve the income levels and life chances of residents. Following 10 years of persistent austerity and the prevailing economic conditions there is a new urgency to focus on issues and opportunities in the North of the conurbation. The northern areas of Greater Manchester perform significantly worse overall than the southern areas and this is forecast to continue unless there are co-ordinated interventions to address this.
- 1.2 The central theme of PfE is to deliver inclusive growth across the city region, with everyone sharing in the benefits of rising prosperity through making the most of locations and assets best placed to support economic growth; provide quality investment opportunities that help to address disparities and creating places which will be more resilient to climate change. Currently there are high levels of deprivation within the districts, characterised by relatively low incomes, low house prices, low qualifications, low economic activity, low proportions in higher managerial/professional occupations, and poor average health. Significant interventions will be required to address these issues through the provision of a good supply of high quality development sites and major transport improvements. Investment in the town centres will be vital as well as the need to increase the availability of high quality public transport routes. The urgency to more strongly intervene at scale and in a connected way has been accelerated by the opportunity presented by Government through the publishing of the Levelling-Up White Paper and subsequent Levelling-Up funding opportunities.
- 1.3 Greater Manchester has designated 6 Growth Locations across the sub-region to provide a platform for levelling up across the sub-region, by creating value through new investment and development and in turn ensuring that the resultant benefits and outcomes are experienced across wider Greater Manchester communities. There is a unique cluster of growth opportunity emerging in the North-East of Greater Manchester in the area that stretches from Bury, through Rochdale, across to Milnrow and connecting into West Yorkshire. This has previously been agreed as the North

East Growth Location within previous CA reports. The area is advantageously located to the north of the Regional Centre, with good highway links to it, a good existing business base with a strength in advanced manufacturing with ready access to research and innovation, including the Higher Educational Institutions in the Regional Centre, connection to the wider supply chain and access to a wide labour supply. The location also connects into quality landscapes and the open countryside offering a range of housing choices, including aspirational housing that will attract and retain skilled workers and entrepreneurs.

- 1.4 Of particular significance is the opportunity for further employment-led growth through the completion of Kingsway business park and the proposed release of land from the Green Belt at Northern Gateway and Stakehill. This area has the potential to deliver around 1,600,000 sq.m. of new employment floorspace, 20,000 quality jobs and 7,000 of new quality low carbon homes linked to improved sustainable transport. In addition, it is anticipated that Oldham Town Centre will benefit from the delivery of the growth opportunities in this area and presents an opportunity for the Leader and Chief Executive of Oldham Council to participate in the strategic governance of the delivery of inclusive growth.

## **2. Opportunities for Growth and Regeneration**

- 2.1 The North East Growth Location (NEGL) has been identified for the range of opportunities to create growth and cumulatively level up this part of Greater Manchester. It comprises a range of existing town centres that have plans for regeneration and the three major development sites referred to above. Developments in this location are not reliant on each other. The Northern Gateway site is of a transformative scale and of national and international significance in its own right, but collectively these sites have the potential to significantly change the economic growth potential of the wider area.
- 2.2 The Northern Gateway site has the potential to deliver transformational change with capacity for around 1,200,000 sq.m. of employment floorspace, including proposals to incorporate a significant element of advanced manufacturing and major investment in transport infrastructure. This opportunity will be reinforced by a feasibility analysis currently being undertaken for a Manufacturing Innovation Park at Northern Gateway. This will build on the experience, networks and partnerships

already developed in bringing forward the delivery of catalyst innovation space at Kingsway Business Park such as AMPI and 'Advanced Materials City'. Through the operation of these catalyst institutions significant inward investment will be attracted as well as stimulating increased productivity amongst firms in the area. These facilities will be of national and international significance and will build on existing manufacturing supply chains and skills enabling growth and the development of new and deeper supply chains around advanced manufacturing. An integral component of the strategy to bring forward the site is the partnership between the developer, businesses and Colleges to ensure that training support is in place enabling local residents to access jobs created.

- 2.3 The Atom Valley sites will drive value across the Growth Location and create job opportunities that will support levelling-up. The delivery of employment floorspace will be centred on creating a cluster of manufacturing innovation focused on advanced materials and machinery. Driving increased productivity in manufacturing output, higher skill requirement supported by local training initiatives and higher wages for local residents. The success of the growth of these three sites and the beneficial outcomes to local residents will contribute to the regeneration proposals of the surrounding town centres specifically, Bury, Rochdale, Oldham, Middleton, Heywood, Radcliffe and Prestwich. The offer and quality of these centres will attract the business and workers in the three growth sites to the newly created businesses, cultural, leisure and retail facilities in these town centres as well as access to a wider choice of residential offer being developed in these town centres. The new development proposals provide an opportunity for existing residents to access higher paid jobs, this will require the development and enhancement of skills and improvements in public transport to connect people to the jobs. The proposed development is of a scale that will facilitate low carbon development solutions. Therefore, it is essential to plan for the delivery of these sites from the outset ensuring that the resultant development delivers the quality standard of place and benefits to the community envisaged in Places for Everyone.
- 2.4 The approach to looking at growth and regeneration at scale, connecting to opportunities for local residents and improved sustainable transport access chimes with Central Government 's recently published Levelling-Up White Paper (February 2022) which proposes to take the radical steps needed to tackle the regional and

local inequalities that unfairly hold back communities and to encourage private sector investment aimed at boosting productivity, pay, jobs and living standards.

### **3. Delivery Update and Future Programme**

- 3.1 It is vital that all public agencies work collaboratively to deliver a common ambition and plan for this North East growth opportunity to realise its potential. In order to focus and co-ordinate activity so that these ambitions are realised, there is a need to develop new mechanisms, which build on the strong local and Greater Manchester governance and place leadership. This will elevate the profile of opportunity to influence wider stakeholders and tailor and target their funding programmes and priorities to support these local ambitions. The GMCA, Local Authorities and TfGM are committed to the Growth Location concept to deliver this ambition.
  
- 3.2 Northern Gateway, Stakehill and Kingsway Business Park/ APMI are major catalysts for growth but require a longer-term vision and strategy to deliver. The programme for the delivery of these sites which achieves the objectives of the growth location will be set out through the development of a Business Case overseen by the Board. There is an opportunity to link these three sites with the regeneration and growth of the adjoining town centres such as Bury, Radcliffe and Prestwich, Rochdale Heywood, Middleton and Oldham Town Centres. Connectivity that gives the residents access to new employment opportunities and training and education provision will be important considerations.
  
- 3.3 These centres are now undergoing a renaissance that puts quality placemaking at its heart, creating new town centre residential opportunities, a more diverse cultural and leisure offer and a quality landscape setting with an improved and better choice of transport connections. The respective Councils have plans and strategies in place to guide the comprehensive and cohesive regeneration of these town centres and have been successful in securing a range of Central Government funding specifically, Future High Streets Funding (Rochdale and Oldham), Towns Funding (Rochdale and Oldham) whilst Bury has benefitted from two awards of Levelling-up-Funding for Bury and Radcliffe town centres. The Councils are actively leading on the delivery of this regeneration through a range of interventions that include the acquisition of strategic assets, the reconfiguration and re-purposing of underused town centre

assets, improvements in access and connectivity to key economic drivers and community facilities and working with the private sector to deliver the shared vision of the community. These factors will retain and attract high skilled residents and new businesses to the area.

- 3.4 Connecting residents to jobs is seen as a vital component of the Growth Location and there are a range of transport measures to improve connectivity within sites and across the wider area to better connect existing communities, some of these proposals are well advanced whilst others are at an early stage of feasibility and planning.
- 3.5 The ambition for Atom Valley is for the new development locations to be a catalyst for investment in transport that will benefit both the sites and the surrounding communities. As part of delivering the Bee Network a new and enhanced public transport offer, alongside the creation of active travel connections, will encourage and facilitate access to employment and services by sustainable modes, from existing and new residential communities. Highways improvements will also be delivered that will ensure efficient and safe access for HGVs to the Strategic Road Network and to accommodate those journeys for which car travel is the only option. Any highway measures will be delivered to ensure they support the decarbonisation plans of GM.
- 3.6 At the heart of the Bee Network and this new offer will be a step change in the quality and availability of bus services connecting residential areas to employment growth. New bus services will be embedded in the proposals for Bus Reform which, through a new franchising arrangement, will ensure high quality, low carbon fleet vehicles, integrated ticketing, and attractive passenger facilities. Key routes are to benefit from Quality Bus Transit interventions and will be improved using a Streets for All approach to enhance both the efficiency and quality of services (through bus priority) and the ease and attractiveness of walking and cycling options to access services and destinations.
- 3.7 In the longer-term, there are aspirations to widen the reach of the public transport offer by investing in rapid transit options that would deliver shorter-journey times for longer distance public transport trips. For example, there are:

- proposals for improving the Calder Valley rail line (including a new station at Stakehill and Network Rail's proposals to electrify the route between Manchester Victoria and Rochdale)

3.8 All of these longer-term options will depend on the preparation of satisfactory business cases and securing funding. TfGM has negotiated significant funding from Department for Transport through the City Regional Sustainable Transport Settlement (CRSTS) programme, towards the ongoing delivery and feasibility of sustainable transport measures alongside developer contributions. However, to achieve this transformational level of connectivity across the area will require further funding contributions to be secured.

3.9 In terms of highway improvements, some important junctions on the Strategic Road Network (SRN) will need significant investment to help accommodate growth. In particular, a redesign of M66 Junction 3 to improve access to the SRN for the nationally significant employment site at Northern Gateway is vital and unlikely to be affordable unless there is Government/National Highways support. National Highways already have plans for major improvements at Simister Island that are essential to unlock development in this area and work is underway with them to identify a solution for M66 J3. There are other SRN locations that will need smaller scale improvements as development sites comes forward. We will work with local and national agencies to ensure transport infrastructure that is delivered as part of Atom Valley supports reducing carbon emissions and to deliver a carbon neutral transport system in GM by 2038.

3.10 TfGM has assembled a Transport Delivery Plan for the area of the MDZ, which sets out schemes for delivery in the next five years, schemes for which business cases will be prepared in the next five years, and schemes for which options will be developed in the next five years. The plan is attached at Appendix 2.

## **4. Proposal**

4.1 Levelling up requires a focused, long-term plan of action and a clear framework to identify and act upon the drivers of spatial disparity through focussing on the key drivers of place which include: infrastructure, housing and business space; the application and transfer of technology to improve productivity; innovation and skills

of the workforce; strong and resilient communities; appropriate financial resources and place leadership by local government organisations. Each of these are individually important but their real significance comes in combination.

4.2 As already identified support from national funding programmes has been secured to deliver town centre regeneration and TfGM has secured funding through CRSTS and infrastructure funding programmes. Furthermore, the Combined Authority and Homes England have both provided revenue funding to support the delivery of the sites in the Growth Location. The public sector partnership is working with developers that already have a controlling interest in the land. However, consideration has been given by the local authorities to options for a delivery mechanism that will achieve an acceleration of the pace and scale of delivery. It is proposed that the optimal regeneration mechanism for this area is a Mayoral Development Zone (MDZ) as it would:

- assist in strategically focussing development activity across the area.
- deliver the single institutional mechanism for land assembly, master planning, development facilitation, site preparation, infrastructure and place creation; and the ability to harness the resources of local and national government to secure maximum impacts and efficiency.
- Align public sector investment to assist in unlocking the area's potential.
- have the profile and ability to create a diverse mix of investment propositions to take to the market and to Government.
- have the profile to procure development partners, where this is required, underpinned by land sale agreements or joint ventures between public and private sector partners.
- be able to bring together appropriate experience and capacity in development and place-making from across the public sector, and at Board-level to create the momentum to support delivery of a long-term and complex change programme.
- set in place a time-limited but long-term structure and business plan that would sit outside other organisational contexts and pressures. This would ensure that there was a committed and certain resource set in place to underpin its investment strategy.
- Enable a single place integrated approach for all these key activities and requirements that will optimise the relationships between democratic responsibility and the economic and social priorities of the Mayor, Combined Authority and the Councils and other public/private partners be required to report

to both Bury, Rochdale and Oldham Councils and Greater Manchester Combined Authority to ensure that its proceedings can be scrutinised within existing democratic structures.

- 4.3 Agreement is sought from the CA to approve the designation of a Mayoral Development Zone and it is also proposed that the MDZ be referred to as Atom Valley and the area as indicated in the shaded grey area at Map 1 attached at Appendix 1.
- 4.4 A Mayoral Development Zone is a non-statutory entity it differs from a Mayoral Development Corporation which is a Statutory entity with specific powers and needs to follow a specific legal process to designate. Under these arrangements, GMCA will be using its statutory powers, in particular, its strategic economic development and regeneration powers, its own resources and links and relationships with government, infrastructure providers and the private sector, as part of an integrated place based programme. This will provide confidence to both the market and the public sector.
- 4.5 The designation of a MDZ will provide a clear mechanism to align public and private sector investment and ensure that there is commitment to the principle to delivering inclusive and sustainable growth across the three sites and adjoining towns. It is envisaged that the Board will comprise at senior partner representation as follows:
- The Leaders of Bury, Rochdale and Oldham Councils.
  - The Chief Executive of Bury, Rochdale and Oldham Councils
  - The GM Mayor or his nominated representative.
  - Representatives of the Joint Venture Developer
  - A senior Director from TfGM
  - A senior Director from Homes England
  - A representative from a Higher Education Institution
  - A representative from Central Government e.g, the Regional Director from DHLUC, will be confirmed by the MDZ Board.
  - Other independent private sector representatives as appropriate
  - The Board will agree the appointment of a Board Chair, from the lead private sector landowners/developers and representatives from the business sector. Paul Ormerod has been identified as a high profile and suitable prospective Board

Chair. Paul has a strong knowledge of the area, its communities and businesses and is already actively engaged in the growth and regeneration of the area.

- 4.6 The proposed Mayoral Development Zone would be created around the three large growth sites (Northern Gateway, Stakehill, and Kingsway Business Park which includes the AMPI facility) that brings together the leaders of Bury, Rochdale and Oldham Councils alongside the GM mayor and other relevant organisations and agencies, such as Homes England, Development Partner, Higher Education Institutions and where appropriate other Private Sector Representatives, to work in partnership to deliver the benefits of levelling up through a new joined up approach to realising the potential of this part of the Greater Manchester conurbation, for the benefit of, and as an integral part of, the whole of GM.
- 4.7 While the MDZ will focus on the three main areas of development and growth within this part of the Growth Location, as outlined above it is vital that the work of the MDZ considers how the impacts and benefits of development in the Growth Location can be widely felt across the north of the conurbation with specific linkages to work already underway in respect of town centre regeneration, business supply chains, cluster networks and links between research and business. To ensure that the wider work of the Growth Location aligns with the MDZ area and this connection is understood by stakeholders and partners it is proposed that the designated area of the Growth Location includes the connecting town centres that have synergy with the three growth sites and the name of the North East Growth Location is changed to Atom Valley Growth Location.
- 4.8 The proposal adheres to the principles that were previously agreed by GMCA when entering into mayoral vehicles, noting that in this instance there is no legal entity proposed.

## **5. Next Steps**

- 5.1 To advance these objectives it will be necessary to:

Establish the MDZ Board and supporting Governance Structure and collectively develop priority projects for public sector funding to stimulate change and lever growth.

## **Governance**

- 5.2 The Atom Valley MDZ Board will be established as set out at paragraph 4.5, with appropriate representation agreed by the Chief Executive Officer GMCA & TfGM in consultation with Bury, Rochdale and Oldham Councils and will work to support the local authorities with the delivery of the strategic sites and provide focus on core deliverables both in terms of specific sites and linkages to surrounding communities. Following establishment, the Board will agree its key Objectives and a Strategic Business Case. The board members will include strong private sector representation creating a strong public private approach to bringing forward proposals.

## **Business Case**

- 5.3 The Board will develop a Business Case that will achieve the delivery of the Objectives for the area.

The high level Objectives will consist of:

- Delivering approximately 1,600,000 sq.m. of new employment floorspace, 20,000 quality jobs and 7000 of new quality low carbon homes linked to sustainable transport.
- Contributing to the delivery of the transport strategy for the area that connects the three growth sites to existing communities and develops new communities that are accessed by a choice of transport modes. This will include the timely

support of national transport agencies to align investment in highways and transport at a pace and scale to align with development coming forward.

- Contributing to the delivery of the social infrastructure and amenity required to support an increase in the business and residential population of the area and to benefit existing residents of the area.
- Attracting public and private sector investment to support the delivery of employment and residential growth.
- Work with partners including Further Education Colleges and Higher Education Institutions to ensure that the local labour force has the skills to meet the need of new and growing businesses, residential and employment growth.
- Ensure that the development of inclusive and sustainable growth of the three sites within the MDZ are contributing to the regeneration of the identified surrounding town centres.
- The Atom Valley MDZ will work closely with the Councils, the GMCA, TfGM, National Highways, Great British Railways, Homes England and the private sector joint venture (jv) developer to achieve its objectives.

5.4 The Business Case will set out and refine the project programme that will be closely aligned to and include the programme for transport improvements.

5.5 The Board will prepare a Strategic Business Plan which must be approved by the GMCA and Bury, Rochdale and Oldham Councils on an annual basis prior to it being adopted formally by Atom Valley MDZ. By the end of March 2023, it is proposed that MDZ will deliver against the following objectives:

- A joint Investment Strategy agreed with Bury, Rochdale and Oldham Councils, TfGM, Homes England, GMCA and the private sector jv developer.
- There will be a strong focus on the workplan for Northern Gateway.
- Production of a dynamic delivery pipeline demonstrating how the employment and housing targets set out in the strategic and masterplans for the area will be achieved over the short, medium and long term.
- Engagement formally as the MDZ with other infrastructure partners together to develop an infrastructure roadmap to set out the requirements to enable delivery within the MDZ area. In particular engagement will take place with National

Highways to ensure that appropriate investment takes place in the strategic highway network to facilitate the development.

- Continuing engagement with DfT to ensure the scale and pace of investment is made in public transport improvements to ensure that the local communities can access jobs and town centre facilities.
- Engagement with Network Rail, TfGM, rail franchisees and other key stakeholders to produce an agreed plan for the future development of Rail Stations and associated infrastructure as a critical element of infrastructure in the successful delivery of the MDZ vision.
- Whilst the private sector developers have control of the land holdings for the three development sites if required, a land acquisition strategy will be developed and delivered with key stakeholders and agree to support the objectives of the MDZ.
- A detailed examination of solutions which will deliver against the core objectives of Design, Sustainability and Innovation set out in the Strategic Development Plan and Objectives for the area. This will involve the investigation of best practice in use elsewhere and it is proposed to work with one of the Strategic Advisors to deliver this.

5.6 The Business Case will focus on the three growth sites AMPI/Kingsway, Northern Gateway and Stakehill and supporting transport improvement schemes. An immediate priority is to refine the programme for delivery of Northern Gateway this will include supporting highways and transport infrastructure. In doing its work the Board will at all times consider how the development of these three sites will benefit the surrounding towns.

5.7 The MDZ Board will receive future project progress updates and more detailed delivery plans and investment propositions to achieve the development programme. A significant proportion of the land ownership is in private sector ownership. However, where public/private sector partnership delivery mechanisms are deployed careful assessment will be made of any tax consequences. The work programme will also identify the need for any further additional analytical and evidence work required, specifically in respect of more clearly articulating the Economic Case and benefits for Atom Valley and seek specific funding for the component projects.

5.8 The MDZ Board will monitor progress against expected benefits from the development. Each project will be supported by a risk register and risk mitigation

strategy. Key stakeholders will be identified and a communication and stakeholder plan will also be brought to an early meeting of the MDZ Board. Furthermore, through reporting into the respective Council's and the GMCA there will be transparency and accountability of delivery in the MDZ.

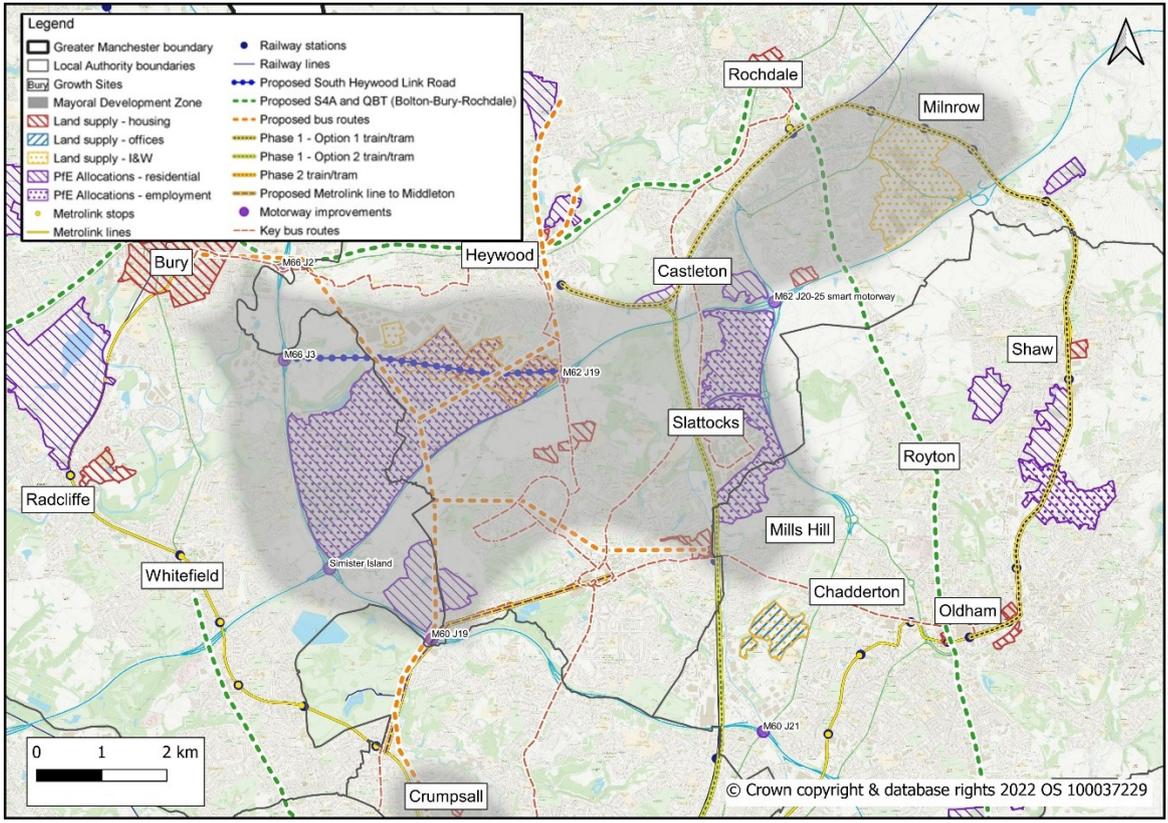
## **6. Recommendations**

6.1 The GMCA is requested to:

1. Approve the designation of a Mayoral Development Zone known as Atom Valley.
2. Agree the proposed area of the Atom Valley MDZ as indicated in Plan 1 attached at Appendix 1.
3. Approve the establishment of an MDZ Board and give delegated authority to the Chief Executive Officer GMCA & TfGM to agree appropriate representation on the Board in consultation with Bury, Rochdale and Oldham Councils.
4. Note and agree the principles of the business case and development strategy for the MDZ as set out in paragraphs 5.3-5.8 which the MDZ Board will refine into the development of a business case for the MDZ.
5. Agree to receive future updates on delivery progress at Atom Valley MDZ.
6. Agree that the North-East Growth Location is re-named as Atom Valley Growth Location.
7. GMCA to note that the authorities requested above will also be sought by the requisite Council Executives of Bury, Rochdale and Oldham Councils.

## **APPENDIX 1: PLAN**

Plan 1: Proposed Mayoral Development Zone



Plan 2:

# Appendix 2: Transport Delivery Plan

