

Ashton and Stalybridge | Delivery Vehicle Options

A range of Delivery Vehicles requiring differing levels of public and private sector involvement were considered as part of the options assessment. An MDC has been selected as the preferred option for the Ashton & Stalybridge Gateway.



Public

Public sector led development or governance vehicle that can be supported by private expertise.



Public-Private

Partnership between the public and private sector where parties typically share in the risk and reward.



Private

Private partner led development that can be supported by public funding and expertise.



Delivering the Vision | Delivery Vehicle Options Long List

The long list of Delivery Vehicle Options has been assessed against the objectives and requirements.

Options Discounted from the Long List

The following options have been discounted based on the objectives and requirements for the Ashton & Stalybridge Gateway:

Delivery Models (excl. Strategic Partnership):

Delivery models are non-statutory bodies that lack the additional powers and authority to fully enable delivery across the Ashton & Stalybridge Gateway. The scale of the Ashton & Stalybridge Gateway development programme is significant and comprises of multiple sites and schemes. Delivery Models are typically deployed for individual site delivery or delivery of a package of sites on a smaller scale. The exception to this is a Strategic Partnership which could be established to support early phase delivery and expanded as the programme progresses. Strategic Partnerships have been shortlisted with all other Delivery Models discounted at this stage.

Urban Development Corporation (UDC):

UDCs are statutory bodies set up for the purpose of regenerating a specific designated area which is known as the Urban Development Area (“UDA”). The UDC and the Board is established by the Secretary of State (“SoS”). A locally developed proposal, established by the GM Mayor, is considered more appropriate for the Ashton & Stalybridge Gateway given its local significance and prominence in the GM Strategy.

New Town Development Corporation (NTDC):

An NTDC is focused on securing the layout and delivery of a new town. There is no political aspiration to establish a New Town in Tameside and so NTDC has been discounted.

Locally-led New Town Development Corporation (LLNTDC):

The governance arrangements for an LLNTDC differs to an NTDC. LLNTDCs are designated by the SoS but managed by an “Oversight Authority”, which then appoints Members. This option has also been discounted as there is no political aspiration to establish a LLNTDC in Tameside.



Delivering the Vision | Delivery Vehicle Options Short List

A short list of Delivery Vehicle Options was assessed, identifying an MDC as the Preferred Option

The short list includes:

Strategic Partnership:

A Strategic Partnership is a collaborative agreement between two or more parties, combining complementary resources and expertise to achieve a shared goal. TMBC and other public sector bodies, such as the GMCA, would come together to create a consortium that is public sector owned but draws in private sector finance and delivery expertise. This route has been explored for Ashton Town Centre, with TMBC currently seeking a Development Partner for several key town centre sites. However, this option has been discounted given the scale and complexities associated with delivery of the broader Ashton & Stalybridge Gateway development pipeline.

Mayoral Development Zone (MDZ):

An MDZ is a non-statutory designated zone which is supported by the Mayor to deliver regeneration. MDZs enable a focused, collaborative approach to development with appropriate governance to accelerate and unlock delivery. The Ashton Mayoral Development Zone (AMDZ) is already in operation and governed by a dedicated Board. The AMDZ is focused on Ashton Town Centre and does not incorporate Stalybridge. In its current form, the AMDZ is not capable of realising the full regeneration potential of the Ashton & Stalybridge Gateway pipeline. The AMDZ will transition into an MDC via an MDC Shadow Board. This strategic move aims to expand the regeneration focus beyond Ashton to include Stalybridge, leveraging the MDC's enhanced powers to unlock the full potential of the Ashton & Stalybridge Gateway.

Mayoral Development Corporation (MDC):

An MDC is a Statutory Body, empowered by legislation and typically public sector led/funded with the ability to deliver accelerated regeneration through powers conferred to the vehicle via specific laws. An MDC is in line with the defined requirements, strategic vision and objectives for a Delivery Vehicle for Ashton & Stalybridge Gateway. Through its powers, an MDC can unlock barriers to delivery across the Gateway and support investment into Ashton and Stalybridge whilst also support case-making for future investment beyond the MDC's operational period.

Locally-led Urban Development Corporation (LLUDC):

The LURA 2023 makes provision for the designation of a new type of Locally-led UDC mode with the appropriate powers to support transformational regeneration and growth overseen by local authorities, rather than the SoS. At the time of drafting this proposal, LURA had received Royal Assent. However, the release of legislation is pending and so the powers required to establish an LLUDC are not yet exercisable. The LLUDC has been discounted for this reason.

