



# Aston Advanced Manufacturing Hub Development Framework

July 2016

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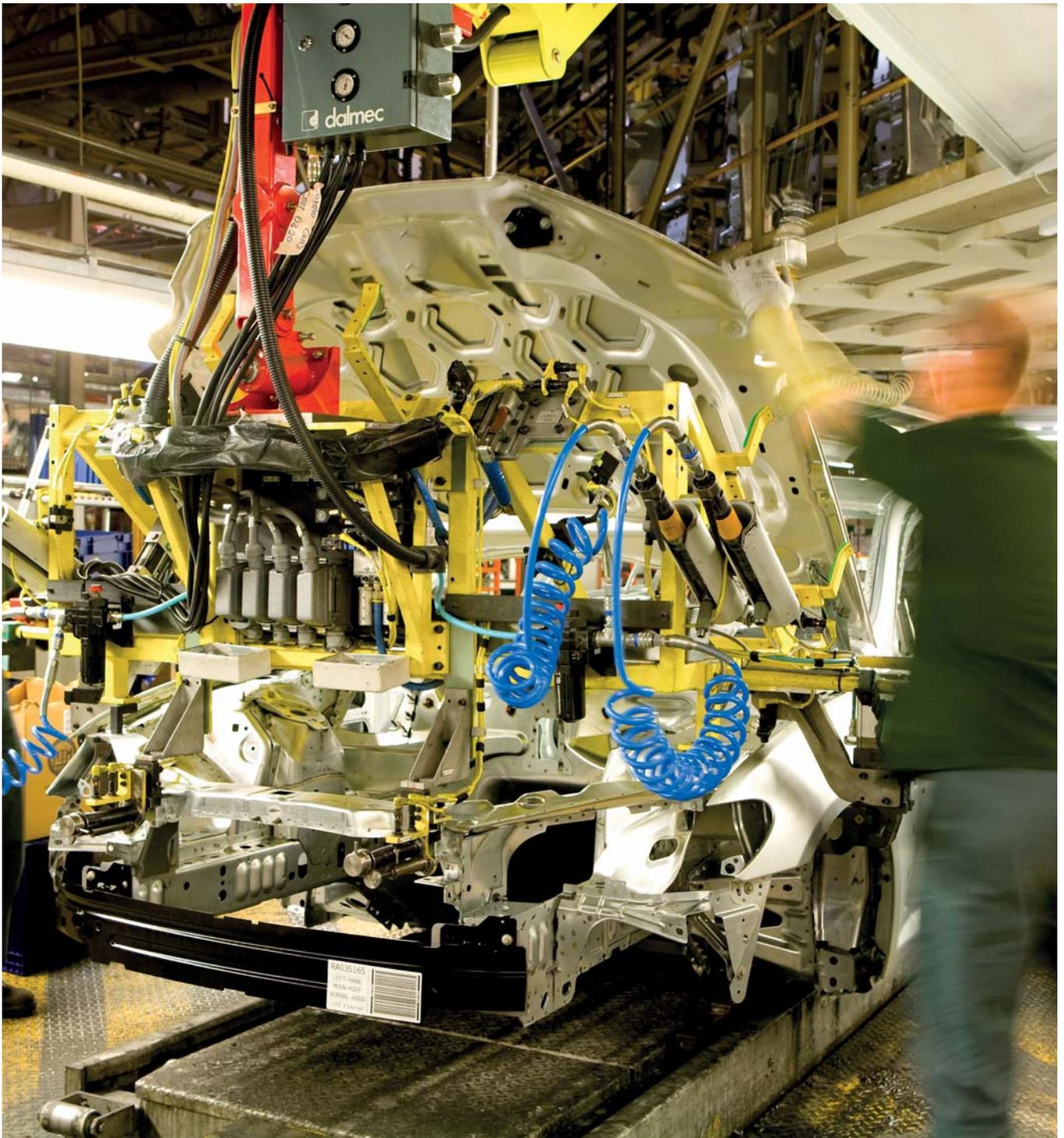
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# Foreword

The Aston Regional Investment Site (RIS), designated as the Advanced Manufacturing Hub (AMH), is one of six economic zones within the City. These zones seek to attract investment and promote business growth in key target sectors, as part of our strategy for economic growth. With high quality sites that meet the needs of the market, Birmingham can nurture growing businesses, stimulate inward investment and generate much needed employment opportunities for both local communities and the wider region.

The AMH captures the importance of the advanced manufacturing sector to the wider West Midlands. The site seeks to provide opportunities for the growing automotive supply chain as well as other advanced manufacturing activity, which is forecast to accelerate given the successful performance of this industry across the region. In particular, the current success of car manufacturers such as JLR in Solihull and Castle Bromwich and SAIC Motor UK at Longbridge is putting pressure on supply chain companies to expand into more purpose built accommodation. The AMH is best placed to accommodate growth in this sector, given its size and accessibility at the heart of the motorway network.

Our commitment to delivering the AMH has already seen a significant amount of public sector investment in site assembly and access improvements to de-risk development plots, which are being offered to the market in phases. The majority of the first phase, comprising 10.5 hectares, is underway with the first occupier operational (Hydraforce) and two further developments under construction, due for completion in early 2017. Hydraforce have built a new 11,000 m<sup>2</sup> facility, which will create and safeguard 500 jobs; a major success story for Birmingham. To maximise the benefits of new development, the City Council will work in partnership with education and training providers to ensure that future employees are equipped with the necessary knowledge and skills to secure employment locally in the advanced manufacturing sector.

This document will ensure a comprehensive and coordinated approach to new development. It places considerable emphasis on high quality design and place making, to create an attractive business environment for both new businesses and the wider community.

**Councillor Ian Ward**  
Deputy Leader  
Birmingham City Council

# Introduction

The Aston Regional Investment Site (RIS), marketed as the Advanced Manufacturing Hub (AMH), is designated in the adopted Aston, Newtown and Lozells Area Action Plan (AAP, 2012). It comprises a 20 hectare site, directly adjacent to the M6, and offers the potential for state of the art accommodation, supply chain opportunities and access to a skilled workforce that is attractive to international, national and regional investors.

## Purpose

Policy R5 within the adopted AAP refers to the preparation of a Development Framework for the RIS to ensure a comprehensive and coordinated approach to new development.

The Development Framework sits alongside the AAP and Aston AMH Local Development Order (LDO). The latter has been prepared and adopted for the majority of the AMH, and this document illustrates how the LDO requirements can be applied. It also sets out development guidance for the areas not covered by the LDO which include sensitive boundaries with conservation and residential areas.

Given the diversity of land uses within the immediate area and the presence of historic and environmental assets, the Framework seeks to ensure that these are protected and enhanced as part of new development.

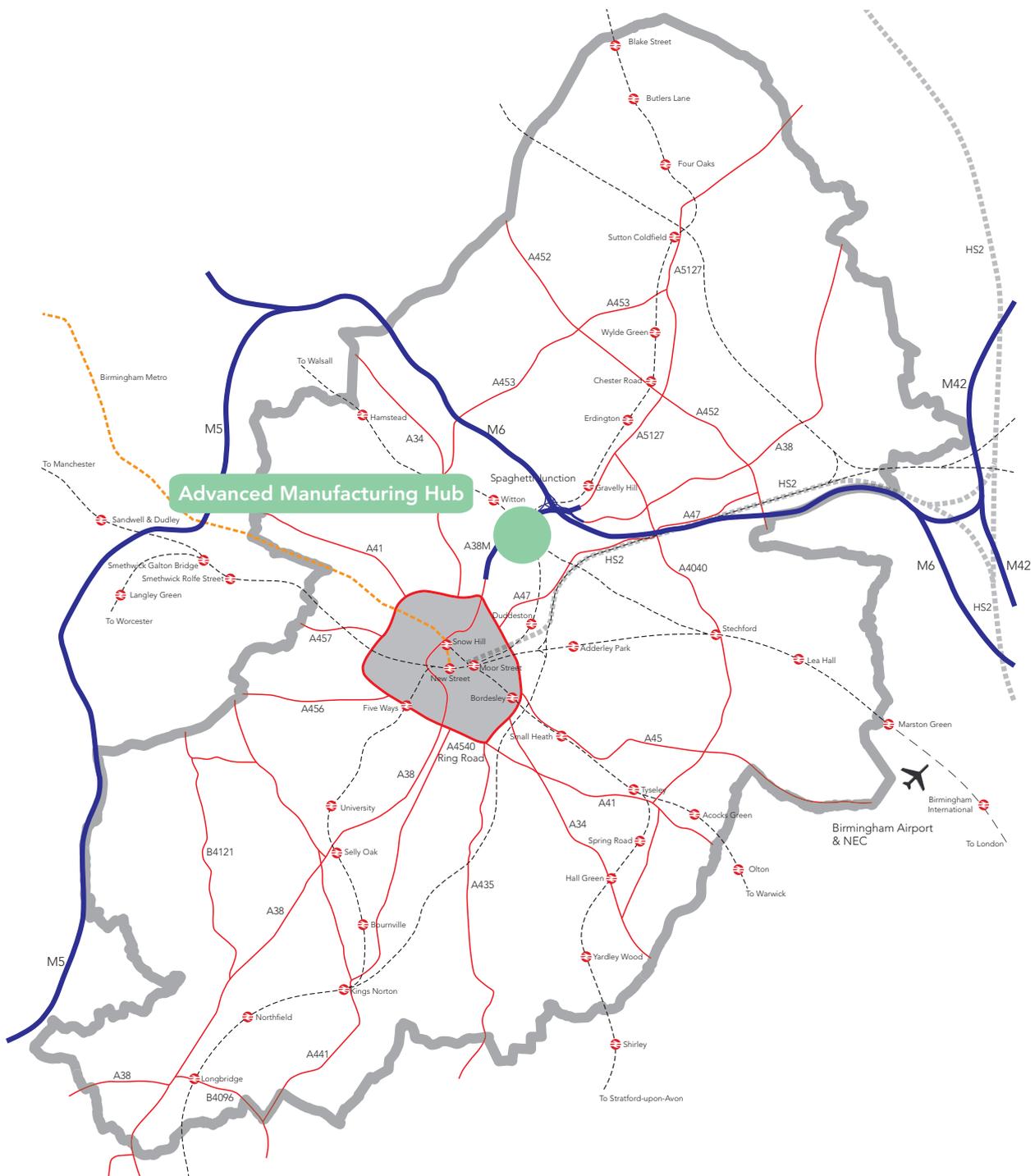
Guidance within this Framework includes:

- An indicative spatial framework showing development layout and connections with the local area.
- General development principles applicable to the whole RIS-AMH area.
- Additional site specific guidance.

## Status

The RIS is a key policy in the Aston, Newtown and Lozells Area Action Plan (AAP), which was adopted by the City Council in 2012. The AAP specifically refers to the preparation of a Development Framework to guide and inform new development.

This Framework document has been adopted by the City Council. It is expected that all parties will commit to it and use it as a means of guiding and encouraging ongoing investment in the site.



**Key:** Location Plan

- Birmingham Boundary
- Motorways
- HS2
- Birmingham City Centre
- "A" Roads
- Metro
- Advanced Manufacturing Hub
- Railway

NORTH

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Plan 1. Location Plan - local context

# Policy context

The planning policy context for the site is clearly outlined in the adopted AAP and submission version of the Birmingham Development Plan.

## **Birmingham Development Plan (BDP, 2031)**

The Aston RIS is one of two Regional Investment Sites (RIS) in the City, which are identified in the submission version of the BDP. Both of these sites support the provision of a portfolio of key employment sites across Birmingham, which is especially important given the need to compete for investment in new employment sectors, and to provide opportunities for Birmingham-based companies to expand.

## **Aston AMH Local Development Order (LDO)**

An LDO was adopted in 2014 which covers the majority of the AMH, including most of the Phase 1 area and most of Phase 3. The LDO grants planning permission for operational development within use classes B1 (b), B1 (c) and B2. Given the nature of the AMH, it does not include use class B1(a), and a formal planning application would need to be submitted for this type of use.

In 2016, the LDO was being amended to incorporate an additional plot of land. Plan 6 highlights the extent of the proposed amended LDO boundary.

## **Birmingham's Economic Zones Prospectus (2012)**

The City Council's Economic Zones Prospectus promotes the site as Birmingham's Advanced Manufacturing Hub, which supports the growth of advanced manufacturing within the local and international automotive and aerospace sectors, aiming to build on the current success of vehicle manufacturing in the region.

## **Aston, Newtown and Lozells (AAP, 2012)**

The adopted Aston, Newtown and Lozells Area Action Plan contains detailed policies on the RIS (R1 - R6). These policies relate to appropriate land uses, the environment, design and massing and delivery.

Policy R1 within the AAP supports the following land uses on the site:

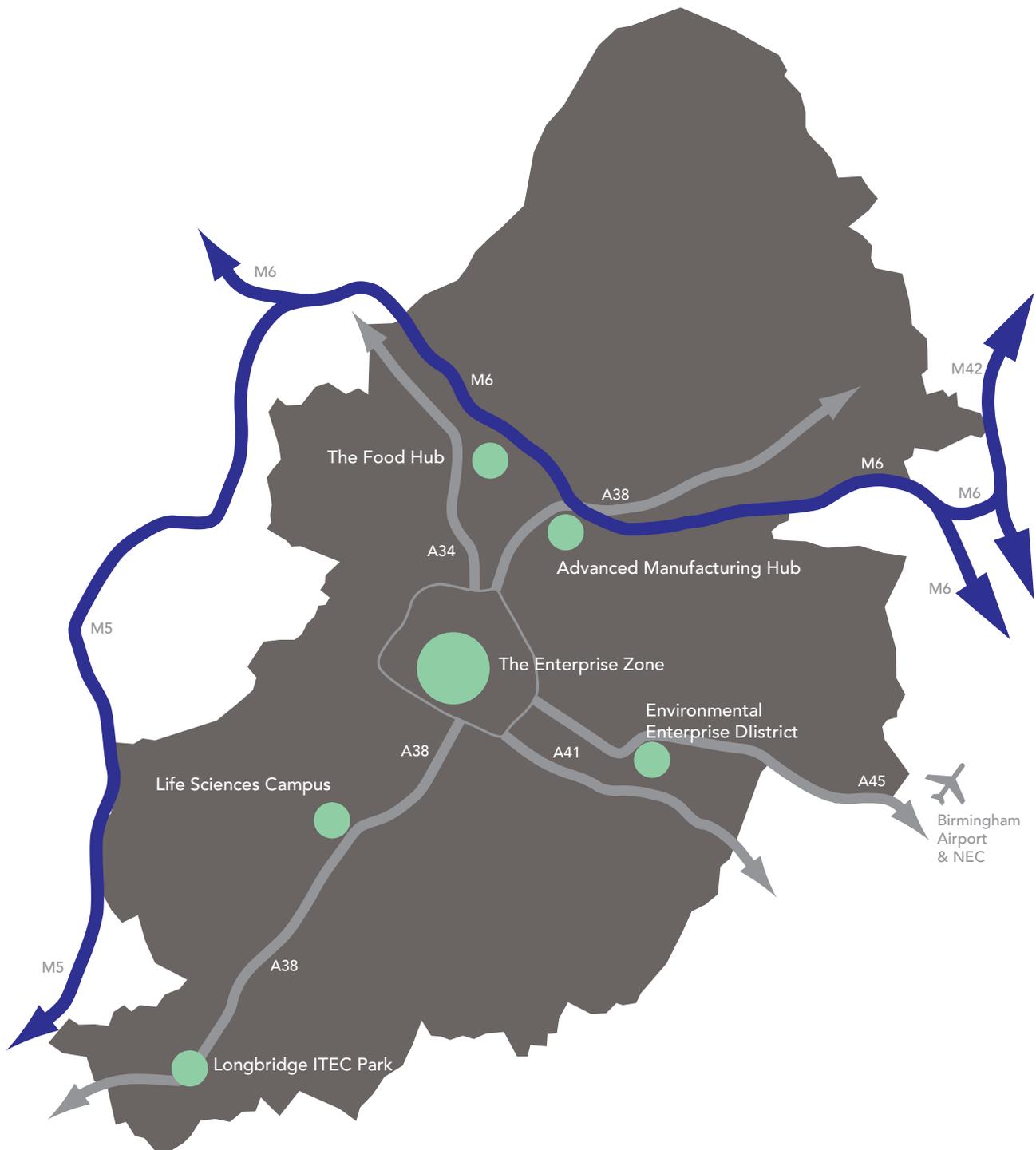
- B1(a) offices.
- B1(b) research and development of products and processes.
- B1(c) light industry; and
- B2 general industry (high quality).
- Supporting uses, such as conference facilities, small scale retail of no more than 2,000 sqm gross floorspace, cafes, crèche, gym and hotel of an appropriate scale and ancillary to the main use of the site will also be acceptable.

## **Birmingham Connected (formerly Mobility Action Plan) (2013)**

Birmingham Connected presents a twenty year vision for improving transport in the City. It seeks to reinvent the City's transport system, meeting current and future mobility challenges, to facilitate strong and sustainable economic growth. This Development Framework recognises the importance of promoting all modes of travel to/ from the RIS-AMH, including road, rail, walking and cycling.

## **West Midlands Combined Authority Strategic Economic Plan (SEP).**

The SEP sets out a strategy to improve the quality of life of everyone who lives and works in the West Midlands. The vision within the document will see the area become home to the biggest concentrations of advanced manufacturing in Europe, and the AMH is key to helping achieve this objective.



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Plan 2. Economic Zones

# Place Context

The AMH occupies a strategic and prominent location immediately adjacent to Junction 6 of the M6 (Spaghetti Junction) and the A38 Aston Expressway. Together these provide a unique urban setting for realising the RIS concept.

## The site

The 20 hectare site is bound by Queens Road to the south, Lichfield Road to the east, Aston Hall and Church Conservation Area to the west and the Walsall-Birmingham railway line and River Tame to the north. The AMH is crossed by the elevated Aston Expressway and railway line. The site currently comprises mainly industrial uses, alongside a number of residential properties. Several plots of land within Phase 1 have been cleared and remediated, and have been redeveloped or are in the process of being brought forward for industrial use. It is intended that the majority of land within the AMH will be redeveloped over the lifetime of the adopted AAP, but a number of sites will remain which are well-established industrial uses which relate to the advanced manufacturing sector.

Access to the site is primarily from Aston Hall Road, which has benefit from an upgraded junction with Lichfield Road. There are good bus and rail connections to the city centre and surrounding areas. Aston railway station is within a 5 minute walk, and Witton and Gravelly Hill stations are also close by. There are frequent bus services with stops along Lichfield Road.

## Local area

The area around the AMH includes residential, commercial, institutional and industrial uses, as well as environmental, recreational and heritage assets. These include Salford Park, the River Tame, Aston Hall and the Church of St Peter and St Paul. New development will need to protect local place quality and amenity and take opportunities to enhance built character and connectivity to enhance the AMH offer.

The following opportunities and constraints need to be taken into account when considering development proposals for the site.

## Salford Park and River Tame

Salford Lake and Park and the River Tame Wildlife Corridor and Site of Local Importance for Nature Conservation (SLINC) are located adjacent to the northern boundary of the site. The park is an important recreational asset that could be enjoyed by workers and visitors to the AMH, using an enhanced pedestrian link between the park and Aston Hall Road. The LDO requires a 10-15m wide landscaped buffer to be established alongside the park and river.

## Aston Park, Aston Hall and the Church of St Peter and St Paul

Aston Hall (Grade I listed) and the Church of St Peter and St Paul (Grade II\* listed) fall within Aston Hall and Church Conservation Area, to the west of the AMH.

The church and churchyard are of medieval origin, and the spire is a local landmark which provides the focus for views along Aston Hall Road. The church grounds border the Serpentine site and the LDO requires a 15m wide landscaped buffer to be created along this edge, including a new pedestrian and cycle route.

Aston Hall is a magnificent Jacobean mansion and an important visitor attraction.



Aston Hall

Aston Park, bordering the AMH, is a 22 ha remnant of the former deer park and formal gardens surrounding the Hall that now offers an oasis of calm and tranquillity that can be freely enjoyed by everyone.

The Aston Tavern public house has recently been restored and extended having been derelict for over 20 years. The building now positively contributes to the surrounding historic environment and is an attractive building and resource within the local area.

### Residential areas

Parts of the AMH are in close proximity to existing residential properties, and as such, the layout, scale and design of new

development will need to protect the amenity of occupiers.

The AMH sites most affected are (see Plan 6 for site references):

- Area B where AMH development will face houses on the opposite side of Waterworks Street.
- Area C, where a 15m wide landscaped buffer is required behind houses on Serpentine Road.
- Area D, which is overlooked by houses set back behind a green verge on the opposite side of Queens Road; and
- Area E, which abuts the rear gardens of houses fronting Sutherland Street.



Plan 3. Local context

# Development principles

Good design is essential to the success of the AMH, to create an attractive business environment.

The indicative spatial framework (Plan 4) shows locations within the AMH where development will need to have particular regard to views and to sensitive uses nearby, alongside new and improved connections to ensure good pedestrian accessibility.

Key objectives include:

- Creating a strong identity as a high quality business environment.
- A place that is easy to move around in and accessible by walking, cycling, public transport and by road.
- A compatible mix of business and ancillary uses.
- Built to high environmental standards- carbon efficient, flood resilient and the provision of green infrastructure.
- Respect and enhancement of existing land uses, character and the historic environment within and around the site.
- Design for long-term success - well managed, flexible and adaptable.

In order to deliver the key objectives, the following principles should be applied to all development across the area. Reference is made to LDO requirements where relevant.

## Movement

- Create a clear hierarchy of routes, as reflected in Plan 4, which will make a place that is easy to navigate (legible) for pedestrians and cyclists first and foremost, and motorists. These routes should contribute to a strong sense of place.

- Reinforce the hierarchy of routes through the design of plot boundary treatments and landscaping.
- Provide pedestrians and cyclists with safe and convenient access to Salford Park, Aston Park, Aston Railway Station, bus stops and ancillary uses within the site. Promote walking and cycling for employees, including sufficient cycle parking (LDO, B15). Developers and/or occupiers of the RIS will be required to sign up to and implement the Framework Travel Plan produced by the City Council.
- A package of highway improvement works have recently been delivered at the junction of Aston Hall Road/ Lichfield Road, which have enhanced the primary access into the AMH.

## Layout

- Arrange buildings to reinforce the movement hierarchy, to mark key junctions and to form the focus of significant views.
- Protect important existing views, particularly to Aston Hall and Church Conservation Area.
- Maximise the potential for buildings to overlook main vehicular, walking and cycling routes.
- Clearly define public and private spaces.
- Screen service yards, storage and refuse areas from the public realm using buildings wherever possible, or where necessary, by landscaping.



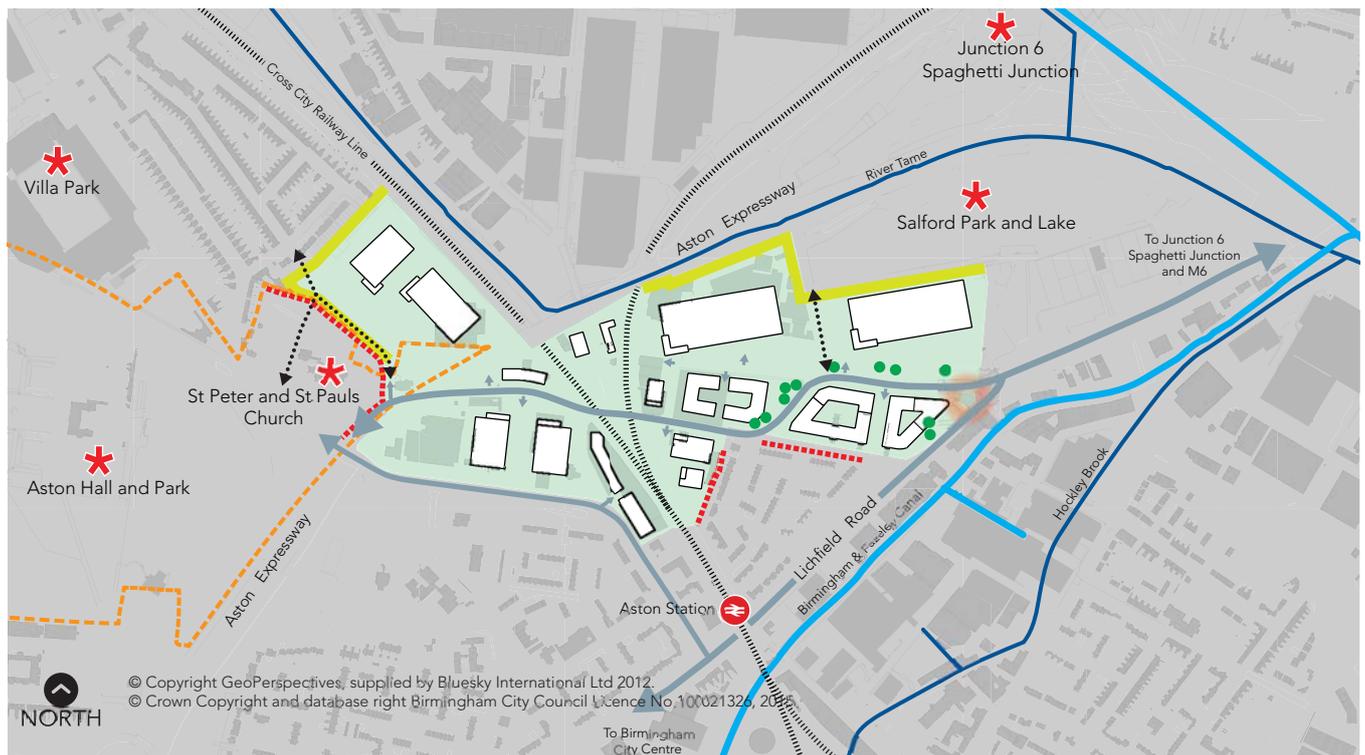
Landscaping and public realm

**Landscape**

- Retain existing trees that contribute to public amenity wherever possible (LDO, B10).
- Landscape buffer planting is to be provided to enhance landscape quality and mitigate the visual impacts of new development: 10m wide along Salford Lake frontage, 15m wide along River Tame corridor, 15m wide between Serpentine site and Aston Hall and Church Conservation Area/ residential properties to the north (LDO, A6 and Appendix C).

- Buffer planting will be required in areas where new development will be delivered in proximity to housing.
- Where possible, green areas should be multi-functional and provide for the needs of both people and wildlife.
- The minimum width of perimeter landscaping adjacent to public highways should be 4m (LDO, A4). For other locations, boundary treatment will be appropriate to building location, scale and use.

- Use of site perimeter security fencing should be minimised. Where required, it must be of an attractive design and set back at least 2m from the edge of the public highway and its visual impact reduced by landscaping (LDO, A4).
- Landscape planting within individual units should soften the appearance of the buildings, security fencing and parking.
- Opportunities should be taken to integrate planting with sustainable drainage systems.



**Key:**

	Advanced Manufacturing Hub		Main vehicle route		Railway
	Redevelopment blocks Indicative only		Local vehicle route		Landscape Buffer
	Aston Hall and Church Conservation Area		Key pedestrian/cycle route within green corridor		Sensitive edges
	Landmarks		Indicative site access		Existing significant trees
	Gateway location		Canal		
			River/Brook		

Plan 4. Indicative Spatial Framework

### Public realm

- Upgrade the streetscape with coherent, good quality footway materials, street lighting and street furniture to reinforce the identity of the site as a hub for advanced manufacturing.

### Building design

- Buildings are to be of high quality design and materials to promote a coherent identity for the site as a centre for modern industry and employment. Buildings should meet BREEAM standard 'very good' as a minimum (LDO, A7).
- All buildings are to be designed with main entrances and glazed elevations fronting on to street frontages (LDO, A2). Main entrances are to be clearly expressed and identifiable from public streets.

Offices and other active elements within buildings should overlook and enliven public streets and spaces.

- Buildings should contribute visual interest to the public realm. Simple, modern forms with good quality detailing and facing materials will generally be appropriate.
- Buildings (including plant and machinery) within the LDO area are to be a maximum of 15m high (LDO, A3). The height of other buildings will be assessed on a site by site basis depending on their local context.

### Car parking

- Car parking areas of 900m<sup>2</sup> or more are to incorporate high quality landscaping including trees and indigenous planting (LDO, A5). Car parks are to be sufficiently screened from the public realm so that they are not visually dominant.
- Porous paving materials should be used as these can contribute to minimising surface water run-off.

### Archaeology

An archaeological evaluation is required as part of development proposals on any of the archaeological sites identified in Plan 5.

### Flood risk

Some parts of the AMH, namely Areas A, B and F3, fall within Flood Zones 2 and 3 (see Plan 5).

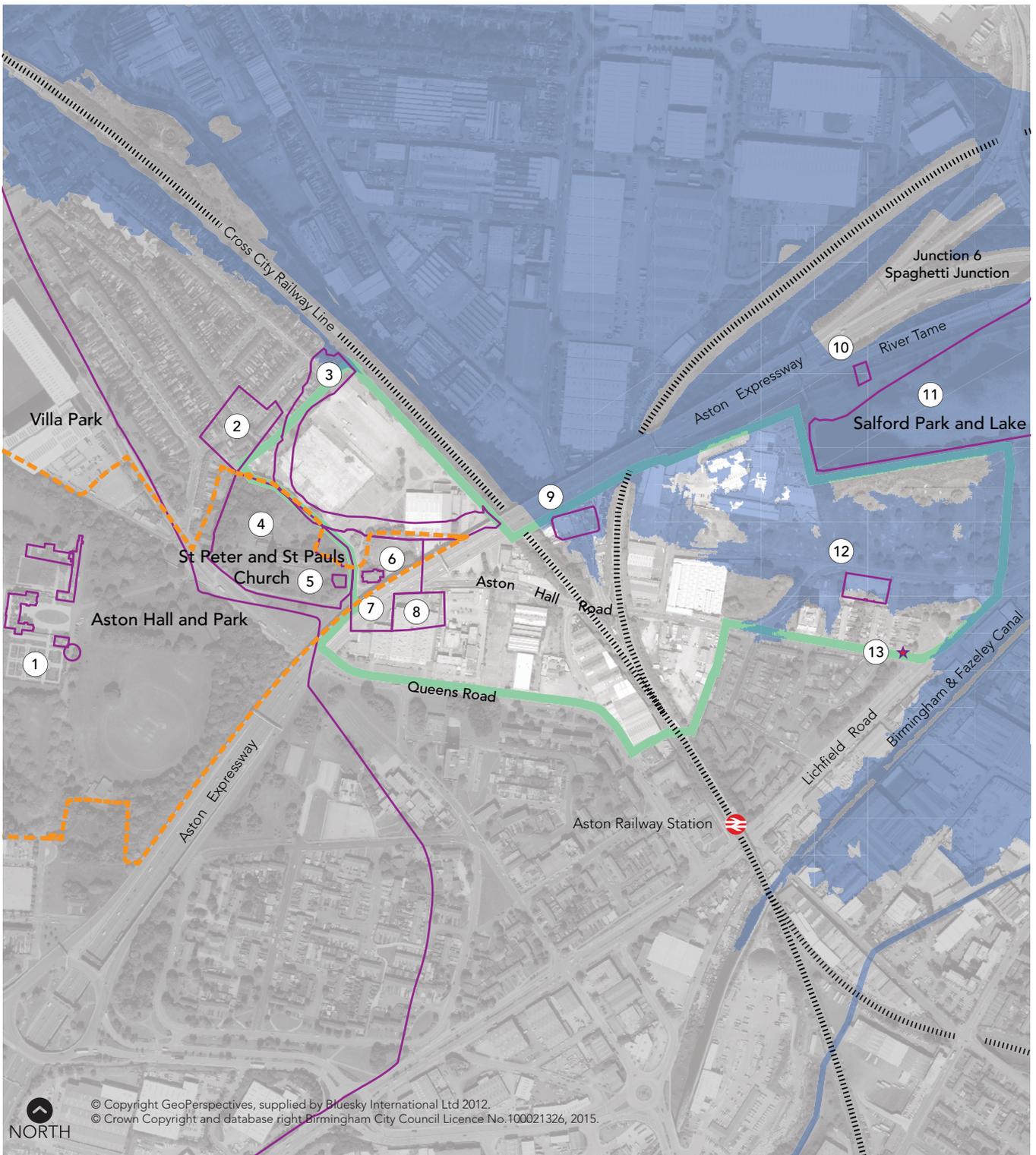
- The adopted LDO has a number of policies relating to flood risk, but development within these zones must meet criteria set out by the Environment Agency, who will be consulted on proposals.
- To minimise flood risk, improve water quality and enhance biodiversity and amenity new development will be required to manage surface water through Sustainable Drainage Systems (SuDS).

### Groundwater and contamination

- As most of the land within the AMH has an industrial past, it is likely that contamination is present. The site is located on a Principal Aquifer which may support water supply and/or river base flow, and as such, groundwater underlying the site and the nearby River Tame may be at risk from contamination.
- The potential for contamination will be determined on a site by site basis through site investigations, and addressed in accordance with the relevant regulations.



Artist impression of industrial building



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**Key**

- Advanced Manufacturing Hub
- 1 Historic Environment Record
- Aston Hall and Church Conservation Area
- Flood Zones

- |                                |                          |                             |
|--------------------------------|--------------------------|-----------------------------|
| ① Deer Park                    | ⑥ Aston Tavern           | ⑩ Corn Mill                 |
| ② Aston Old Hall and Moat      | ⑦ Aston Medieval Village | ⑪ Salford Reservoir         |
| ③ Former course of River Tame  | ⑧ Holte Almshouses       | ⑫ 157 - 179 Aston Hall Road |
| ④ St.Peter & St. Paul's Church | ⑨ Electric Avenue Moat   | ⑬ The Church Tavern         |
| ⑤ Westbrook House              |                          |                             |

Plan 5. Highlights archaeological sites in the City's Historic Environment Record and Floodrisk

# Development opportunities

The design of new development will need to respond to site specific factors such as location within the AMH, size, topography and the nature of surrounding uses.

The AMH has already attracted two world class engineering companies, Hydraforce who have completed a new 11,000m<sup>2</sup> purpose built industrial unit and Guhring, whose works are on site. These developments will create over 600 jobs once fully operational and have secured over £30million of private sector investment into the area. This success is continuing with Trebor Developments recently commencing construction of a 9,000m<sup>2</sup> high quality manufacturing facility.

A number of character areas have been identified in Plan 6. The following design guidance relates to these areas.

## Area A - Salford Park Edge (majority covered by LDO).

The largest character area (6.5 ha) of the AMH, and now fully assembled, this area offers key large scale development plots off Aston Hall Road, one of which is occupied by the recently completed Hydraforce facility.

- To enhance the setting of Salford Park, a 10m wide landscaped buffer of largely native tree species and hedge planting has been provided along the northern site perimeter, reinforcing existing planting within the park. A 15m wide buffer is required to the River Tame corridor site boundary (LDO,A6). Should high density planting be proposed in the floodplain, a Flood Risk Assessment (FRA) should be undertaken to ensure no adverse impact on flood risk or restrict access to the watercourse for maintenance.
- Buildings are to be a maximum of 15m high (LDOA3).

- Building design will depend on the type of development. Those with a high proportion of active frontage (such as offices) could take advantage of views over the park. Industrial buildings with largely blank facades must be designed to minimise visual impact from the park.
- The main entrances to buildings are to be positioned in the most publically prominent parts of the site and create an attractive and coherent sequence of buildings and landscaped spaces along Aston Hall Road.
- Retain existing trees of significant amenity value along Aston Hall Road and complement with additional tree planting.
- Enhance the existing pedestrian route between Salford Park and Aston Hall Road. The path should be widened to encourage greater footfall, be set within a wider landscaped corridor and overlooked from adjacent buildings.

## Area B - Lichfield Road Edge.

Located at a key junction, this 1.8 ha site has the potential to accommodate two development plots in a prominent location.

- Provide landmark building at the realigned Lichfield Road/Aston Hall Road junction, with sufficient height and architectural quality to mark this prominent location at the 'gateway' to the AMH (see sketch below).



Gateway to the AMH - Junction of Lichfield Road/Aston Hall Road

- Location and adjacency to existing residential properties mean that this area is most appropriate for B1 (such as offices) and ancillary/ supporting uses such as a hotel and/or retail.
- Building form and/or landscaping at the southwest corner of the area should provide an attractive focus for views eastwards along Aston Hall Road.
- Buildings are to have active frontages to Lichfield Road and Aston Hall Road. Retain significant existing trees where possible.

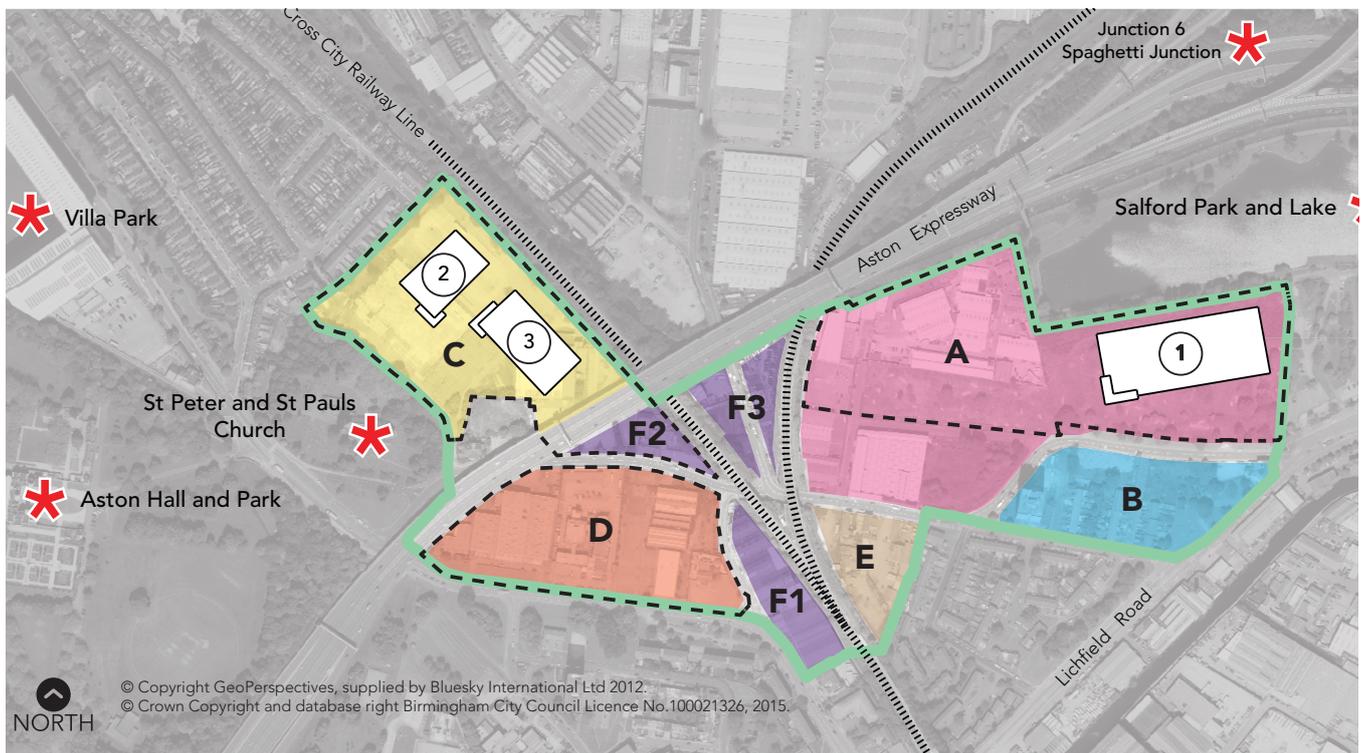
- Treatment of the Waterworks Street edge will depend on type of development. Buildings fronting and overlooking the street are encouraged (3 storeys maximum facing existing houses). A less active but well landscaped edge may be acceptable.

**Area C - Serpentine.**

Located at the western edge of the AMH this 3.5 ha area is bordered by the Church of St Peter and St Paul, rear gardens of houses on Serpentine Road, the railway line and the elevated Aston Expressway. The site, which

consists of two plots, has been sold and construction is underway to accommodate Guhring, a precision engineering company and a speculative build. Both schemes are due to become operational in early 2017.

- A 15m wide landscaped buffer and new boundary treatment is to be provided alongside the church boundary, which will be appropriate to the setting of the conservation area. The landscaped area is to incorporate a cycle and pedestrian path linking Serpentine Road and Aston Hall Road (LDO, A6), with a potential



**Key**

Advanced Manufacturing Hub (AMH)	Salford Park edge	Queens Road edge
Local Development Order (LDO)	Lichfield Road edge	Central Triangle
Hydraforce	Serpentine	Railway edge
	Guhring	Trebor Developments (speculative build)

Plan 6. Character Areas

link through the churchyard in the future. Plan 7 illustrates the extent of the proposed buffer scheme.

- Buildings are to be set back from the church to protect the character of the Conservation Area, and main entrances and offices are to face the site access and new landscaped walking and cycling route. The siting, massing and design of buildings must respect views of the landmark church spire.
- Vehicular access to the site will be from Aston Hall Road, between the church and Aston Tavern public house. Treatment of the access is to be sympathetic to the historic setting of these buildings.
- Seek to retain a safe and attractive walking and cycling route through the site linking Aston Hall Road and Waterworks Street towards Aston rail station.

#### Area D - Queens Road Edge.

Measuring 2.9 ha this area is bounded by Aston Hall Road, elevated Aston Expressway, Queens Road and Grosvenor Road. Astra Engineering occupies the western part of the site and is to be retained. Improvements will be sought to the appearance of the site below the Expressway where it faces the Conservation Area.

- Vehicular access is proposed from Aston Hall Road. Buildings are to overlook this road and contribute to an attractive, landscaped street frontage.
- Grass verges along Queens Road to the south of the area are to be maintained and enhanced by tree planting (subject to any below-ground services).
- Enhance the appearance of the site facing the Grosvenor Road/Queens Road junction through appropriate building design and/or landscaping.

#### Area E - Central Triangle.

0.8 ha consisting of industrial, sui generis and retail uses to the south of Aston Hall Road. The redevelopment of this area provides an opportunity to improve the public realm and physical environment through well designed, modern industrial accommodation.

- This is a triangular area of land accessed from Aston Hall Road and borders the railway viaduct and rear gardens of houses on Sutherland Street.
- Development must protect the amenity of residential occupiers through the development of

appropriate land uses, site layout and building massing, scale and outlook.

- Buildings are to provide good levels of enclosure, overlooking and activity to Aston Hall Road.

#### Areas F1, F2 and F3 - Railway Edge.

1.6 ha consisting of relatively small, narrow, linear sites that back on to railway embankments.

- Buildings are to overlook streets. Parking should be located to the rear of buildings or at the side if appropriately landscaped to be a discreet part of the streetscape.



Plan 7. Indicative plan showing landscaped buffer at Serpentine Rd and Aston Hall Road



Serpentine site - new landscaped area and walking/cycling path alongside churchyard

# Delivery

Delivering high quality and integrated development on the AMH requires a comprehensive and coordinated approach and the provision of supporting infrastructure and services.

## Partnership working

The AMH is being taken forward jointly by the City Council and Homes and Communities Agency (HCA). This partnership approach is key to delivering the site, and to realising the policy objectives in the adopted AAP.

There is a clear commitment to delivering the AMH. Phase 1 is well underway with one development operational (Hydraforce) and two further developments are under construction, with completion due in early 2017. Collectively, these sites will provide 20,000 m<sup>2</sup> of high quality industrial accommodation, and activity on site is helping to stimulate further interest in the wider AMH. New development will be accompanied by a range of public realm enhancements and highway improvements, a number of which have already been delivered.

A wider partnership approach with potential occupiers and education

and training providers is also necessary. This will ensure that future employees are equipped with the required knowledge and skills to secure employment locally in the advanced manufacturing sector. The City Council's Employment Access Team (EAT) will work with prospective occupiers to help satisfy their recruitment requirements, which will help to address unemployment in the City.

## Phasing of development

The phasing for the site is shown on Plan 8. The fragmented ownership of the AMH means that there are challenging issues to resolve. However, significant progress has been made with land assembly, with the majority of Phase 1 operational or under construction. The plots within this phase have been de-risked (through clearance and remediation), creating sites which are attractive to the market.

In terms of Phases 2 and 3, a clear strategy is in place to progress

land assembly to enable new development. A Compulsory Purchase Order (CPO) is currently being progressed for a number of key plots, which will enable the AMH vision to be realised.

## Planning process

Sites located within the LDO boundary benefit from a simplified planning regime that enables operational development for use classes B1 (b), (c) and high quality B2, subject to conditions. Sites outside of the LDO will be subject to the normal planning process, and proposals will need to enhance the existing urban context.

## Supporting infrastructure and funding

Appendix 1 highlights requirements for new and enhanced infrastructure to support the level of development proposed on the AMH.

The City Council will seek to enter into legal agreements with developers (including section 106/278 agreements) to ensure that the necessary infrastructure to support new development is delivered. Whilst planning obligations cannot be secured for development delivered as part of the LDO, funding could be secured for new development outside of the LDO boundary.

A number of funding sources have been secured to facilitate new development. Specifically, £2m has been allocated through the Growing Places Fund (GPF), which has contributed towards the delivery of Phase 1 and highway improvement works at the junction of Aston Hall Road / Lichfield Road, which have recently been completed. Highways England has also delivered a further £1m



Hydraforce

improvement scheme at Salford Circus (Junction 6, M6), which has helped to address traffic congestion, providing journey time savings at peak times.

An additional £3.1m allocation has been approved by the GPF, to unlock land within Phases 2 and 3 of the AMH, and more recently, an allocation from the Local Growth Fund (£4.5m) has been secured which is funding property acquisitions, clearance and remediation to create plots that are attractive to the market.

The LDO also contains conditions that require landscaped buffer

zones to be provided to sensitive boundaries and the creation of key pedestrian routes. Measures and funding are therefore in place or in the pipeline to ensure that the necessary infrastructure works are delivered.

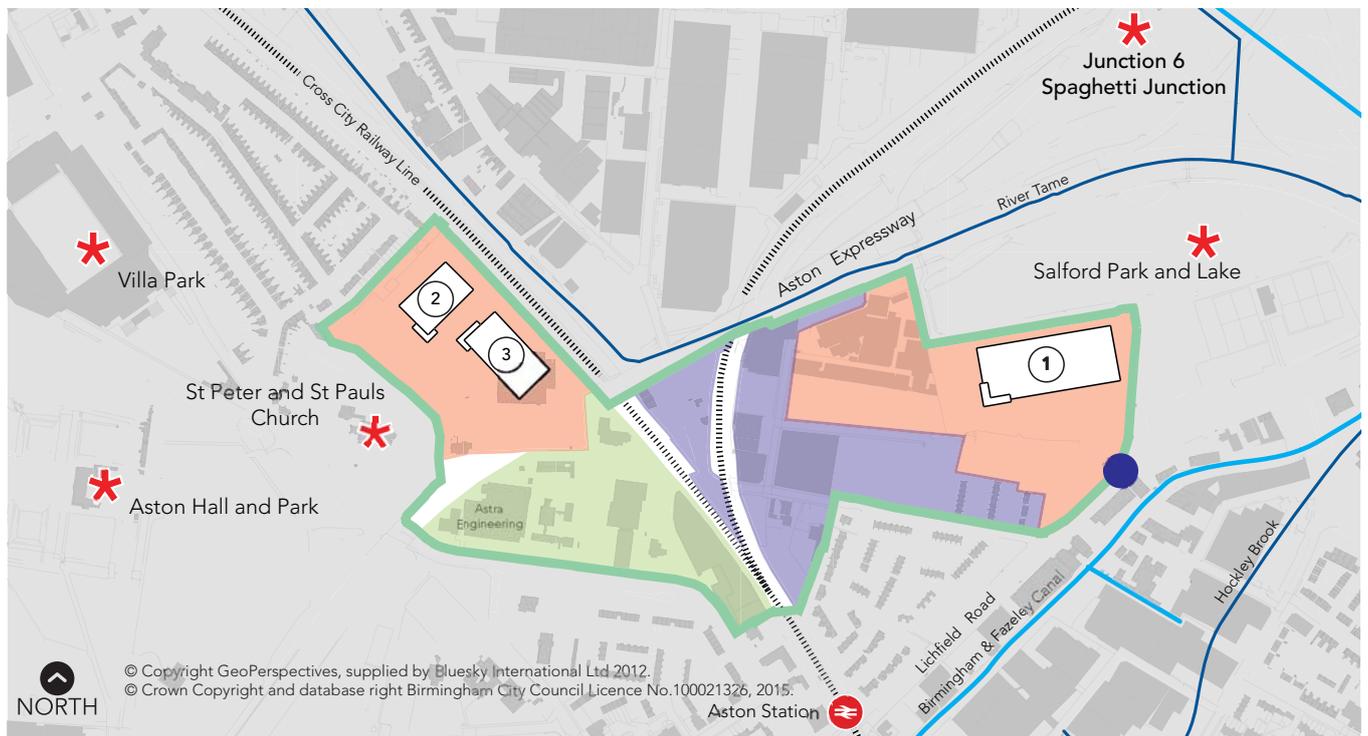
**Support for businesses**

The City Council is currently offering a number of business support initiatives, which are designed to stimulate business growth across Birmingham. These initiatives can be accessed at: <http://www.birmingham.gov.uk/supportforbusinesses>

If you are interested in locating your business on the AMH, please contact the City Council, who will provide further information on the financial support packages available.



**Waheed Nazir**  
Strategic Director, Economy  
Birmingham City Council



**Key**

- Advanced Manufacturing Hub
- Phase 1 Holte, Priory and Serpentine 2012-2015
- 1 Hydraforce
- Phase 2 Priory Road 2016 - 2020
- 2 Guhring
- Phase 3 Queens Road 2021 - 2026
- 3 Trebor Developments (speculative build)
- Highway improvement scheme delivered

Plan 8. Phasing

# Appendix 1

## Infrastructure requirements to support the Aston Manufacturing Hub (AMH)

Project	Means of delivery	On-going	To be delivered	Completed
Lichfield Road/ Aston Hall Road junction improvements.	A package of highway improvement works have recently been delivered on site, (July 2015). The scheme was funded by the HCA and GPF.			✓
Improved bus links between the residential areas of Newtown, Lozells and South Aston and the AMH.	Review existing services in collaboration with Centro to determine any gaps in provision.	✓		
Improved bus stop facilities near the site.	Works will be funded through the section 106 agreements.		✓	
Enhancements to Aston railway station.	Station has benefited from public realm enhancements and lift access is provided. Engage with Centro to identify further improvements.			✓
Enhancements to Aston Churchyard.	A landscaped buffer is proposed between the churchyard and new industrial development to the east. A scheme has been designed and is due to start on site late 2016. The scheme includes new boundary treatment, opening up views of the churchyard, and a pedestrian and cycle link between Aston Hall Road and Serpentine Road. Works will be funded through the GPF allocation.	✓		
Traffic management measures (inc. pedestrian and cycling facilities).	Section 106 monies and funding from the GPF will deliver these works.	✓		
Environmental improvements inc. improvements to Salford Park and access to the River Tame Corridor.	Section 106 monies and funding from the GPF will deliver these works.		✓	
An appropriate local employment and training package.	The City Council's Employment Access Team (EAT) will work with developers/ prospective occupiers to help satisfy their recruitment requirements. An emphasis is placed on assisting local people with securing new employment and training opportunities.	✓		





Aerial view over Aston Manufacturing Hub



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