

**Members are reminded that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting**

**BIRMINGHAM CITY COUNCIL**

**JOINT CABINET MEMBER AND CHIEF OFFICER**

**THURSDAY, 21 JULY 2016 AT 00:00 HOURS**  
**IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA**  
**SQUARE, BIRMINGHAM, B1 1BB**

**A G E N D A**

**3 - 10**

**1 FIVE WAYS AND SPRING HILL PROJECT COST UPDATE**

Item Description

**11 - 46**

**2 ASTON ADVANCED MANUFACTURING HUB: DEVELOPMENT FRAMEWORK**

Item Description



# BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>CABINET MEMBER FOR TRANSPORT AND ROADS JOINTLY WITH THE STRATEGIC DIRECTOR FOR ECONOMY</b>
<b>Report of:</b>	<b>ASSITANT DIRECTOR TRANSPORTATION AND CONNECTIVITY</b>
<b>Date of Decision:</b>	<b>15 July 2016</b>
<b>SUBJECT:</b>	<b>FIVE WAYS AND SPRING HILL PROJECT COST UPDATE</b>
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref:</b>
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved <input type="checkbox"/></b> <b>O&amp;S Chairman approved <input type="checkbox"/></b>
<b>Relevant Cabinet Member(s) or Relevant Executive Member:</b>	<b>Councillor Stewart Stacey – Transport and Roads Councillor Majid Mahmood – Value for Money and Efficiency</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Zafar Iqbal – Economy, Skills and Transport Councillor Mohammed Aikhlaq – Coporate Resources and Governance</b>
<b>Wards affected:</b>	<b>LADYWOOD</b>

<b>1. Purpose of report:</b>
1.1 To update on the overall costs for the Spring Hill and Five Ways Metro Complementary Highway Schemes and the variances to the Full Business Case approved costs.
1.2 To seek approval to the increase in costs and the necessary funding in accordance with the Gateway and Related Financial Framework.
1.3 To seek approval to enter into a funding agreement with the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Enterprise Zone.

<b>2. Decision(s) recommended:</b>
That the Cabinet Member for Transport and Roads jointly with the Strategic Director for Economy:
2.1 Notes the additional costs incurred of £305,465 on the Spring Hill Metro Complementary Highway Scheme and approves the funding of these costs as set out in the financial implications of this report.
2.2 Notes the additional costs incurred of £167,076 on the Five Ways Metro Complementary Highway Scheme and approves the funding of these costs as set out in the financial implications of this report.
2.3 Authorises the Assistant Director, Transportation & Connectivity to enter into a funding agreement and accept £400,000 funding from the GBSLEP Enterprise Zone (EZ).
2.4 Approves the allocation of additional ITB funding of £122,541 from the Local Sustainable Transport Fund Project.
2.5 Authorises the Interim City Solicitor to negotiate, execute and complete all necessary agreements and documentation to give effect to the above recommendations.

<b>Lead Contact Officer(s):</b>	Varinder Raulia – Head of Infrastructure Projects
<b>Telephone No:</b>	0121 303 7363
<b>E-mail address:</b>	<a href="mailto:varinder.raulia@birmingham.gov.uk">varinder.raulia@birmingham.gov.uk</a>

3.

Consultation

3.1

Internal

3.1.1

Officers from Legal and Democratic Services and City Finance have been involved in the preparation of this report.

3.2

External

3.2.1

The consultation information for both schemes was reported in the respective Full Business Cases of 6<sup>th</sup> March 2015.

4.

Compliance Issues

4.1

Are the recommended decisions consistent with the Council’s policies, plans and strategies?

4.1.1

The Five Ways and Spring Hill Highway schemes fully support the primary objective ‘A Prosperous City’, as set out in the City Councils Business Plan and Budget 2016+. The schemes contribute to growing the economy through investment in transport infrastructure that supports economic growth. The project also aligns with the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Strategy for Growth, Strategic Economic Plan.

4.1.2

The two projects support the targets and objectives of the Local Transport Plan 3, 2011-2026, specifically those targets for reducing congestion, improving road safety, improving the highway network and improving air quality.

4.2

Financial Implications

4.2.1

The works at Spring Hill and Five Ways are now complete. The estimated final costs of Spring Hill and Five Ways are £535,465 and £637,076 respectively, which represents increases over the approved sums in the Full Business Cases of £305,465 and £167,076 respectively. In line with the Gateway and Financial Approval Framework, it is necessary to seek approval to the increased cost and funding allocations as set out in the project specific Full Business Cases.

4.2.2

In the March 2015 Full Business Case, approval was given to £50,000 GBSLEP EZ funding on Five Ways. In January 2016 the GBSLEP EZ Board approved the allocation of a further £350,000 towards Five Ways and Spring Hill. Authority is sought through this report to enter into a funding agreement and to accept the full £400,000 GBSLEP EZ funding.

4.2.3

Spring Hill

The approved and estimated final capital cost of Spring Hill is given in table 1 below together with funding:

Table 1

	Approval March 2015 £	Estimate Final Cost May 2016 £	Difference £
Cost			
• Works	160,000	478,132	318,132
• Fees	70,000	57,333	-12,667
• Total	230,000	535,465	305,465
Fund			
• Enterprise Zone	0	182,924	182,924
• Integrated Transport	230,000	352,541	122,541
• Total	230,000	535,465	305,465



4.2.4 The estimated final cost of the Spring Hill scheme is £535,465 which is £305,465 higher than the approved budget. The additional cost of £305,465 is to be partly funded by GBSLEP EZ contribution of £182,924 with the balance of £122,541 vired from the unallocated sums originally identified for the Local Sustainable Transport Fund project using Integrated Transport Block (ITB) funding. The final accounts for the LSTF project are now either settled or close to being settled and the ITB funding of £122,541 is no longer required.

#### 4.2.5 Five Ways

The approved and estimated final capital cost of Five Ways is given in table 2 below together with funding:

Table 2

	Approval March 2015 £	Estimate Final Cost May 2016 £	Difference £
Cost			
• Works	355,000	512,569	157,567
• Fees	115,000	124,507	9,507
• <b>Total</b>	<b>470,000</b>	<b>637,076</b>	<b>167,076</b>
Fund			
• Enterprise Zone	50,000	217,076	167,076
• Local Growth Fund	420,000	420,000	0
• <b>Total</b>	<b>470,000</b>	<b>637,076</b>	<b>167,076</b>

4.2.6 The estimated final cost of the Five Ways scheme is £637,076 which is £167,076 higher than the approved budget. The additional cost of £167,076 is to be funded by GBSLEP EZ contribution of £167,076.

4.2.7 The revenue consequences arising from these schemes remain as those approved at FBC stage.

#### 4.3 Legal Implications

4.3.1 The City Council carries out transportation, highways and infrastructure related works under the relevant primary legislation including the Town and Country Planning Act 1990, Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004, Transport Act 2000, Countryside & Rights of Way Act 2000, and other related regulations, instructions, directives and general guidance. Consideration has also been given to the advice Office of the Deputy Prime Minister circular 06/04 and DoT circulars 1/97 and 2/97.

#### 4.4 Public Sector Equality Duty

4.4.1 In August 2012 an Analysis of the Effects on Equality was undertaken with respect to the Signalisation of Five Ways Roundabout. This document was reviewed and updated in March 2015 to include Spring Hill. It was concluded that there would be no adverse effect on protected groups so no action plans are required.

## **5. Relevant background/chronology of key events:**

- 5.1 In March 2015 the Full Business Case to signalise three arms of the Five Ways roundabout and to signalise Spring Hill roundabout were approved by the former Cabinet Member for Development, Transport and the Economy and the former Cabinet Member for Commissioning, Contracting and Improvement, jointly with the Deputy Chief Executive.
- 5.2 Both schemes have been delivered to programme, and have successfully achieved the desired outcome of providing the necessary infrastructure that has improved the control of the traffic, to facilitate the ongoing development works within the City Centre.
- 5.3 The above mentioned executive report authorised the appointment of Amey LG Ltd to undertake the works.
- 5.4 These essential traffic management schemes had to be procured and delivered in a very short time in order to provide the traffic controls required for the Paradise Circus improvements and associated temporary road closures. The approved contractor was required to commence construction before completion of the detailed design and before a comprehensive exploration of the existing site conditions. Once the works had commenced on site in April 2015 a number of issues were encountered which had a significant impact on the cost. There was no scope to reduce the extent of the works as in order for the roundabout signalisation to be effective the delivery of the full signalisation works had to be completed.
- 5.5 For the Springhill scheme, the use of existing traffic signal posts, equipment and ducts which were originally assumed to be fit for relocating to the new locations was not realised. As majority of this work required extensive traffic management and night working, it resulted in costs increase that was not originally anticipated. Works were completed September 2015.
- 5.6 The unforeseen and additional instructed works on both schemes included:
- Night working charge rates for Amey Contractor labour
  - Excavation and road trenching gangs
  - Extra ducting and traffic signal cabling
  - Design and installation of signal crossing detectors
  - Carriageway resurfacing (Night working)
  - Traffic Management
  - Establishing Urban Traffic Control Communications and associated design fees
  - Installation of high friction road surface material
  - Installation of Signal poles on 11metre high lighting columns and associated ducting
  - Traffic signal ducting on structures requiring slot cutting and support by steel surrounds
  - Traffic Signal Design Services
- 5.7 Approval is now sought to the funding of the additional spend that has been incurred on Spring Hill (£305,465) and on Five Ways (£167,076).

<b>6. Evaluation of alternative option(s):</b>	
6.1	'Do Nothing' – The Contractor for both Five Ways and Spring Hill has undertaken additional works instructed under the terms of the construction contract. The works had to be progressed for the reasons set out in section 5. Funding has now been identified to cover the costs of these additional works carried out.

<b>7. Reasons for Decision(s):</b>	
7.1	To cover the spend incurred for the additional highways infrastructure work on Spring Hill and Five Ways set out in this report.

<b>Signatures</b>	<b>Date</b>
Councillor Stewart Stacey Cabinet Member for Transport and Roads  .....	   .....
Councillor Majid Mahmood Cabinet Member for Value for Money and Efficiency  .....	   .....
Waheed Nazir Strategic Director, Economy  .....	   .....

<b>List of Background Documents used to compile this Report:</b>
1. Signalisation of Five Ways Roundabout and Spring Hill Traffic Management – Report of the Head of Transportation Services to the Cabinet Member for Development, Transport and the Economy and the Cabinet Member for Commissioning, Contracting and Improvement jointly with the Deputy Chief Executive – 6 <sup>th</sup> March 2015.

<b>List of Appendices accompanying this Report (if any):</b>
1. None

## **PROTOCOL PUBLIC SECTOR EQUALITY DUTY**

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
  - (a) whether there is adverse impact upon persons within the protected categories
  - (b) what is the nature of this adverse impact
  - (c) whether the adverse impact can be avoided and at what cost – and if not –
  - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
  - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
  - the full equality impact assessment (as an appendix)
  - the equality duty – see page 9 (as an appendix).

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul>
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;</li> <li>(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;</li> <li>(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.</li> </ul>
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"> <li>(a) tackle prejudice, and</li> <li>(b) promote understanding.</li> </ul>
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> <li>(a) age</li> <li>(b) disability</li> <li>(c) gender reassignment</li> <li>(d) pregnancy and maternity</li> <li>(e) race</li> <li>(f) religion or belief</li> <li>(g) sex</li> <li>(h) sexual orientation</li> </ul>



# BIRMINGHAM CITY COUNCIL

## PUBLIC REPORT

<b>Report to:</b>	<b>THE DEPUTY LEADER JOINTLY WITH THE STRATEGIC DIRECTOR FOR ECONOMY</b>
<b>Report of:</b>	<b>Strategic Director For Economy</b>
<b>Date of Decision:</b>	<b>Tuesday 19th July 2016</b>
<b>SUBJECT:</b>	<b>ASTON ADVANCED MANUFACTURING HUB: DEVELOPMENT FRAMEWORK</b>
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref:</b>
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b> <input type="checkbox"/>
	<b>O&amp;S Chairman approved</b> <input type="checkbox"/>
<b>Relevant Cabinet Member:</b>	<b>Councillor Ian Ward, Deputy Leader</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Zafar Iqbal, Chair of the Birmingham Economy, Skills and Transport Committee</b>
<b>Wards affected:</b>	<b>Nechells and Perry Barr</b>

<b>1. Purpose of report:</b>
1.1 To seek authority to adopt the Aston Advanced Manufacturing Hub (AMH) Development Framework, attached as Appendix 1 to this report.

<b>2. Decision(s) recommended:</b>
That the Deputy Leader Jointly With The Strategic Director of Economy:
2.1 Approves the adoption of the appended Aston Advanced Manufacturing Hub Development Framework as informal planning guidance.

<b>Lead Contact Officer(s):</b>	Kelly Whitehouse- North West Planning and Regeneration Team
<b>Telephone No:</b>	0121 464 9871
<b>E-mail address:</b>	kelly.whitehouse@birmingham.gov.uk

### **3. Consultation**

#### **3.1 Internal**

The appended Aston AMH Development Framework has been subject to internal consultation with appropriate services, including Transportation, Legal and Finance. The local Ward Members for Perry Barr, Nechells and Aston have previously expressed support for the Regional Investment Site (RIS) and the importance of the Development Framework in helping to secure high quality development in the advanced manufacturing sector is acknowledged.

#### **3.2 External**

Public consultation was undertaken on a draft version of the framework during October and November 2015. This included local residents, businesses and major landowners. A summary of comments received and responses are provided in Appendix 2 of this report. The Aston RIS is designated in the Aston, Newtown and Lozells Area Action Plan, which was formally adopted in July 2012. The Development Framework conforms to policies within the Area Action Plan (AAP) and provides further detail on urban design principles and guidance for specific development plots within the RIS boundary. As the principle of the RIS is already established and extensive consultation has been previously undertaken to inform the AAP, a targeted consultation exercise was carried out on the Draft Development Framework.

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

The Development Framework has been prepared in the context of the adopted AAP, the submission version of the Birmingham Development Plan (BDP) and the Plan Inspector's Recommended Main Modifications. It contributes to the key strategic objective of the Council Business Plan and Budget 2016+ for 'A Strong Economy' by promoting employment and economic activity and improving the environmental quality of the AMH to attract major industrial occupiers to the area.

#### **4.2 Financial Implications (Will decisions be carried out within existing finance and Resources?)**

There are no direct financial implications to the City Council arising from the adoption of the Development Framework. The Framework has been prepared using existing Planning and Regeneration staff resources.

#### **4.3 Legal Implications**

Although the document is non-statutory, it is expected that all parties will commit to it and use it as a means of guiding and encouraging on going investment in the site. The Development Framework will sit alongside the AAP and Aston AMH Local Development Order (LDO). The latter has been prepared and adopted for the majority of the AMH, and the Development Framework illustrates how the LDO requirements can be applied. It also sets out development guidance for the areas not covered by the LDO. Public consultation recently finished on a proposed extension to the LDO. Following any relevant changes required as a result of comments received through the consultation, it is currently intended that the extended LDO will be adopted later this year. There are no further legal implications of adopting the Development Framework.



#### 4.4 Public Sector Equality Duty (see separate guidance note)

As stated above, the Aston RIS is formally designated in the adopted Aston, Newtown and Lozells AAP. A full Equality Impact Needs Assessment (EINA) was undertaken as part of the preparation of the AAP. The EINA recognises that whilst the AAP will bring a wide range of positive equality impacts, there will be an inevitable element of minor to moderate negative impact due to the transformational change proposed by the AAP in particular relating to the acquisition of property. However, measures are identified in the EINA to help mitigate against the potential negative effects. For example, by continuing to keep residents, businesses and other stakeholders in the area informed about the progress on the AAP, and to ensure that human rights issues are addressed in any compulsory purchase orders that may result from the plan's implementation.

#### **5. Relevant background/chronology of key events:**

- 5.1 The Aston, Newtown and Lozells AAP, which was adopted by the City Council in July 2012, provides a planning framework for regeneration and housing renewal in these areas over the subsequent 15 years. A key proposal within the document includes the designation of the Aston RIS, which is more recently referred to as the AMH. The RIS seeks to attract new economic investment to the area, with the potential to create a significant number of new employment opportunities, which will benefit both the local population and wider region. The project is being taken forward jointly by Birmingham City Council and the Homes and Communities Agency.
- 5.2 The RIS/AMH occupies a strategic and prominent location immediately adjacent to the M6 (Spaghetti Junction) and Aston Expressway, providing a unique urban setting for realising the RIS concept. It comprises 20 hectares, which will be developed in phases over a 15 year period, and offers the potential for state of the art accommodation, supply chain opportunities and access to a skilled workforce that will be attractive to international, national and regional investors.
- 5.3 Policy R5 within the adopted AAP refers to the preparation of a Development Framework for the RIS-AMH to ensure a comprehensive and coordinated approach to new development. Given the diversity of land uses within the immediate area and the presence of environmental and historic assets, the Framework seeks to ensure that these are protected and enhanced as part of new development. The Development Framework will sit alongside the AAP and Aston AMH LDO. The latter relates to part of the RIS and grants planning permission for operational development within use classes B1 (b), B1 (c) and B2.
- 5.4 The City Council's 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 is already resulted in development. Within Phase 1 (10.5 ha), the first occupier is operational (Hydraforce), another is on site (Guhring) with expected completion in early 2017, and a speculative build has recently started on site (Apollo by Trebor/Aviva). 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.

<b>6. Evaluation of alternative option(s):</b>	
6.1	The alternative option of ‘do nothing’ would mean that there is no relevant and up-to-date guidance for coordinating the development of the Aston AMH. Development may therefore occur in an ad hoc way, which would fail to meet the policy objectives in the adopted AAP and LDO.

<b>7. Reasons for Decision(s):</b>	
7.1	To provide development and urban design guidance for the Aston AMH.

<b>Signatures</b>	<b><u>Date</u></b>
Cllr Ian Ward Deputy Leader	.....
Waheed Nazir Strategic Director, Economy	.....

<b>List of Background Documents used to compile this Report:</b>	
1.	Aston, Newtown and Lozells Area Action Plan (AAP, 2012)
2.	Aston AMH Local Development Order (LDO, 2014)
3.	Aston AMH Draft Extended Local Development Order (LDO, 2016)
4.	Submission version of the Birmingham Development Plan (BDP, 2014)
5.	BDP Inspectors Report Main Modifications Annexe (2016)
6.	EINA for the Aston, Newtown and Lozells Area Action Plan
7.	Cabinet report 30 <sup>th</sup> July 2012: East Aston Regional Investment site: Growing Places Funding
8.	Cabinet report 18 <sup>th</sup> November 2012: Advanced Manufacturing Hub: Phases 2 & 3 – Full Business Case

<b>List of Appendices accompanying this Report (if any):</b>	
1.	Aston AMH Development Framework (2016)
2.	Summary of Consultation Comments and Responses

## PROTOCOL

### PUBLIC SECTOR EQUALITY DUTY

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# Aston Advanced Manufacturing Hub Development Framework

July 2016

**Contact:**

**Planning and Regeneration**  
Economy Directorate  
Birmingham City Council

**Click:**

**E:mail:**  
planningandregenerationenquiries@birmingham.gov.uk

**Web:**

<http://www.birmingham.gov.uk/amhframework>

**Call:**

Telephone calls to 0121 464 9871

**Visit:**

**Office:**  
1 Lancaster Circus  
Birmingham  
B4 7DJ

**Post:**

P.O. Box 28  
Birmingham  
B1 1TR

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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

## 2 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.

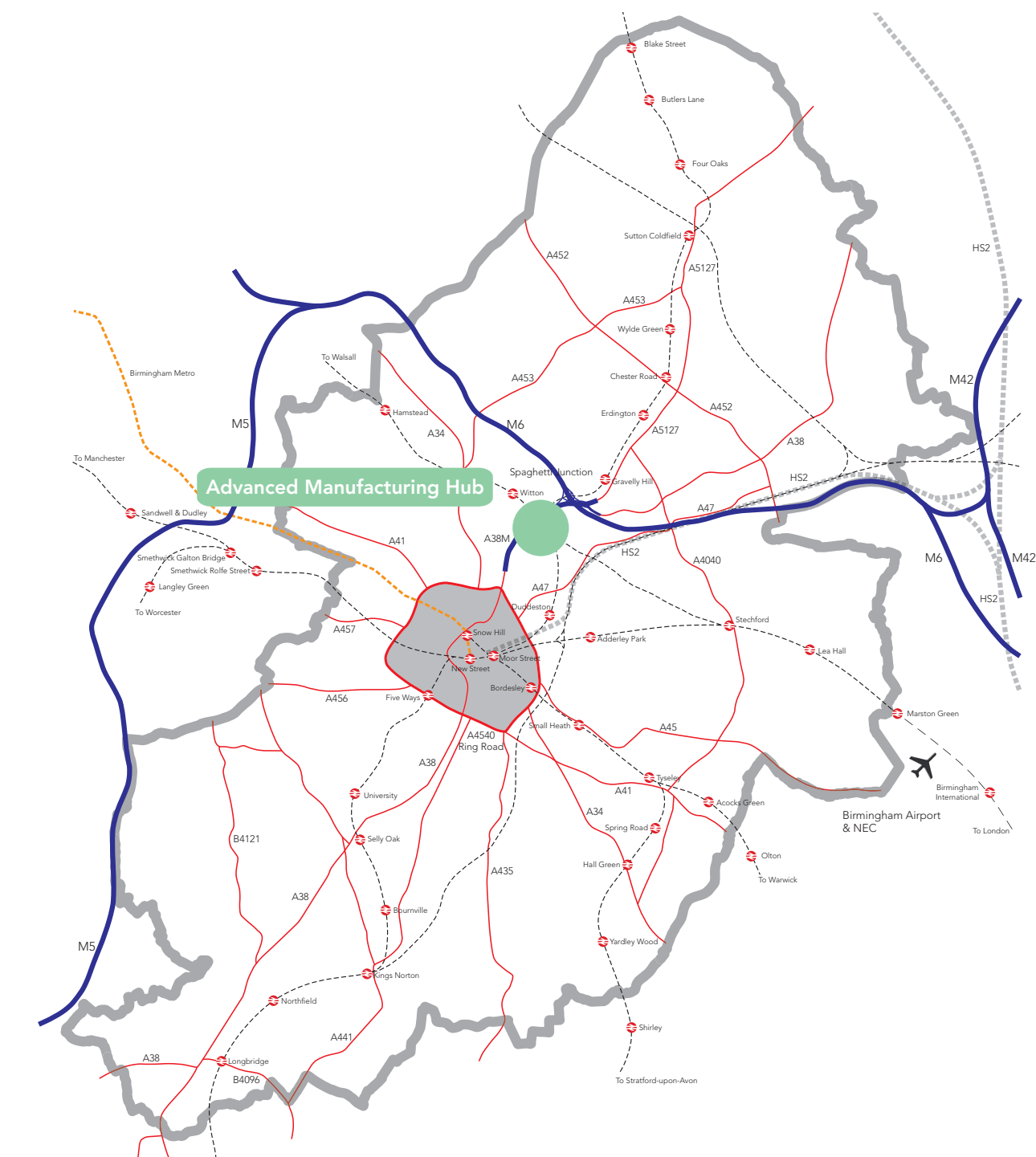
Guidance within this Framework includes:

- 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   |  |       |



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# 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:

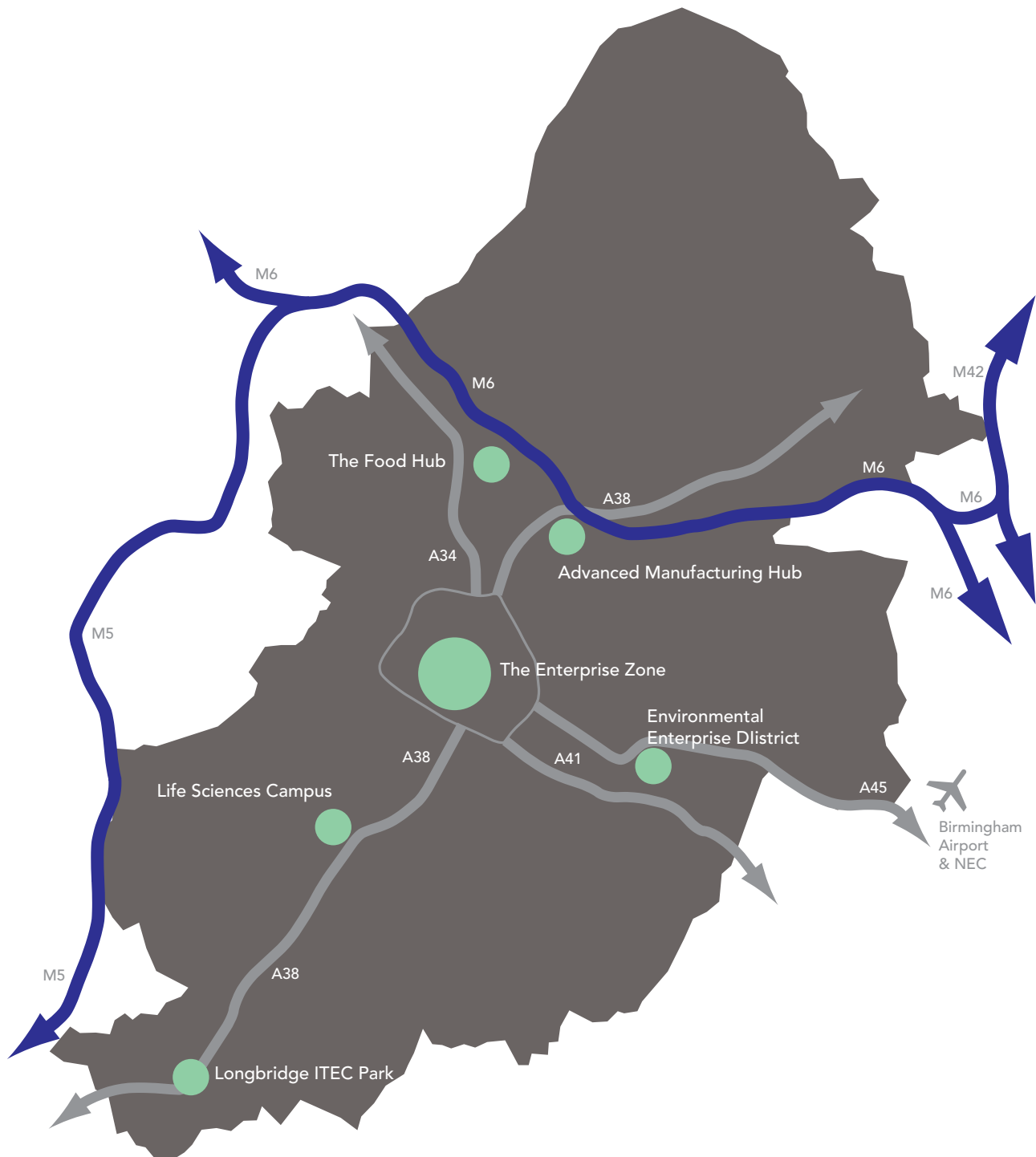
- B1(a) offices.
- B1(b) research and development of products and processes.
- B1(c) light industry; and
- B2 general industry (high quality).
- Supporting uses, such as conference facilities, small scale retail of no more than 2,000 sqm gross floorspace, cafes, crèche, gym and hotel of an appropriate 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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# 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 Page 26 of 46



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		

### 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).

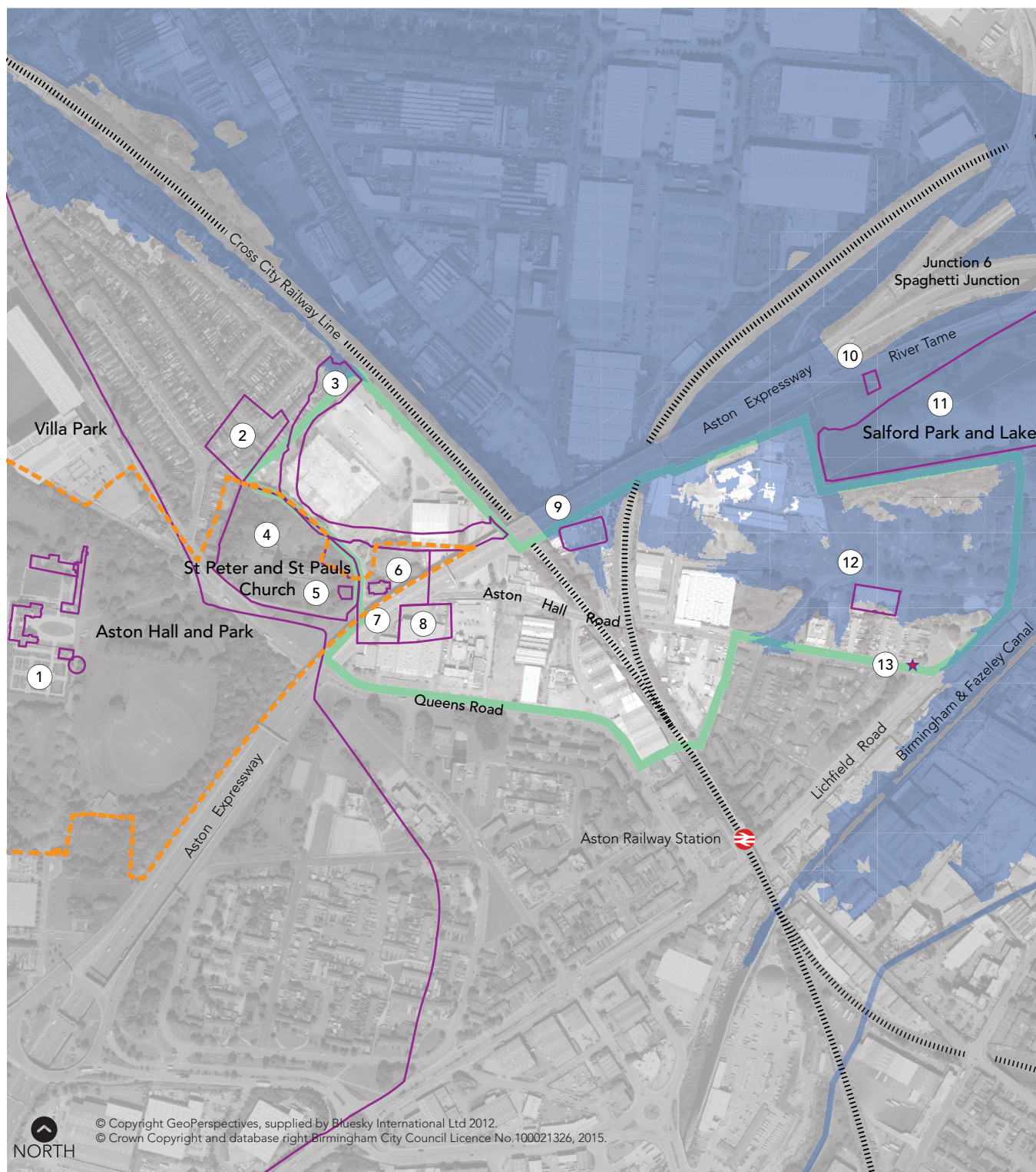
### Groundwater and contamination

- 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





### Key

	Advanced Manufacturing Hub		Deer Park		Aston Tavern		Corn Mill
	Historic Environment Record		Aston Old Hall and Moat		Aston Medieval Village		Salford Reservoir
	Aston Hall and Church Conservation Area		Former course of River Tame		Holte Almshouses		157 - 179 Aston Hall Road
	Flood Zones		St.Peter & St. Paul's Church		Electric Avenue Moat		The Church Tavern
			Westbrook House				

# 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.

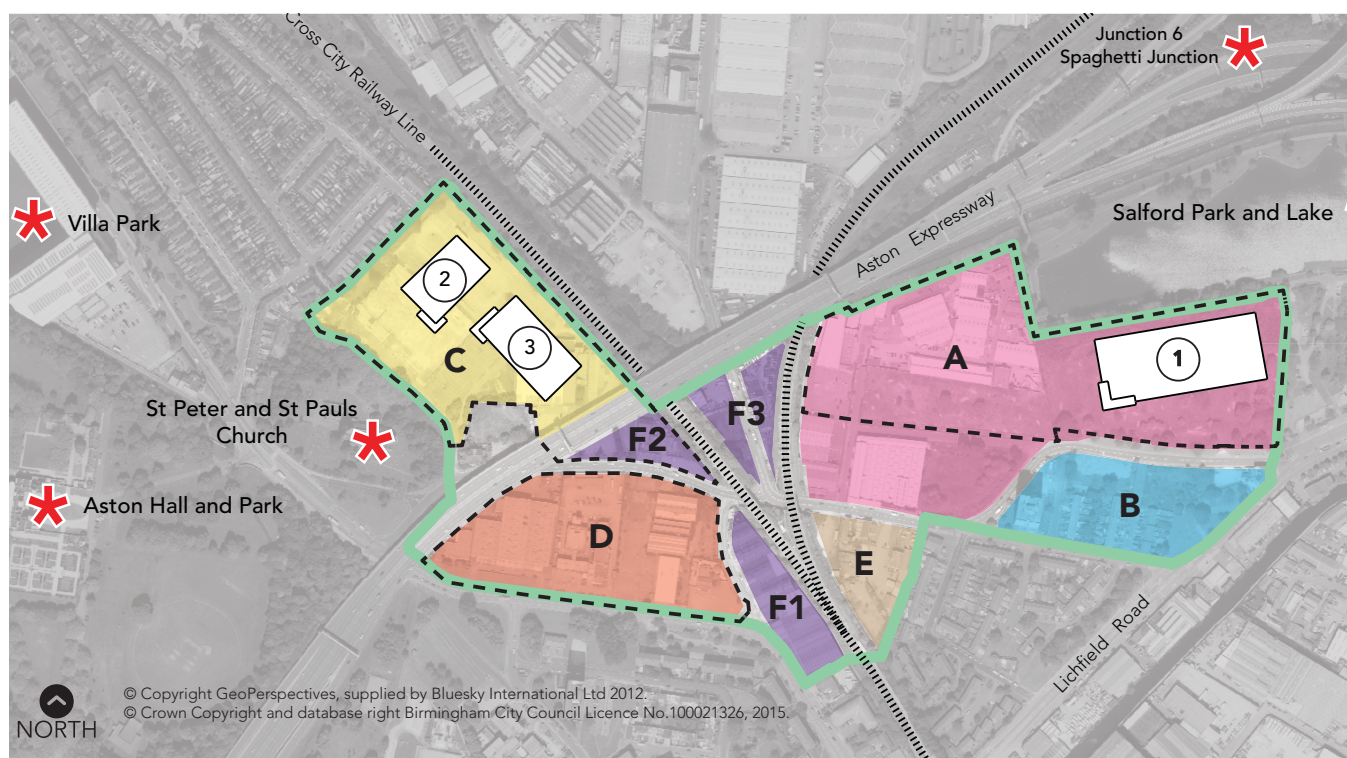
- Treatment of the Waterworks Street edge will depend on type of development. Buildings fronting and overlooking the street are encouraged (3 storeys maximum facing existing houses). A less active but well landscaped edge may be acceptable.

#### 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)

  Local Development Order (LDO)

① Hydraforce

  Salford Park edge

  Lichfield Road edge

  Serpentine

② Guhring  
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  Queens Road edge

  Central Triangle

  Railway edge

③ Trebor Developments (speculative build)

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:

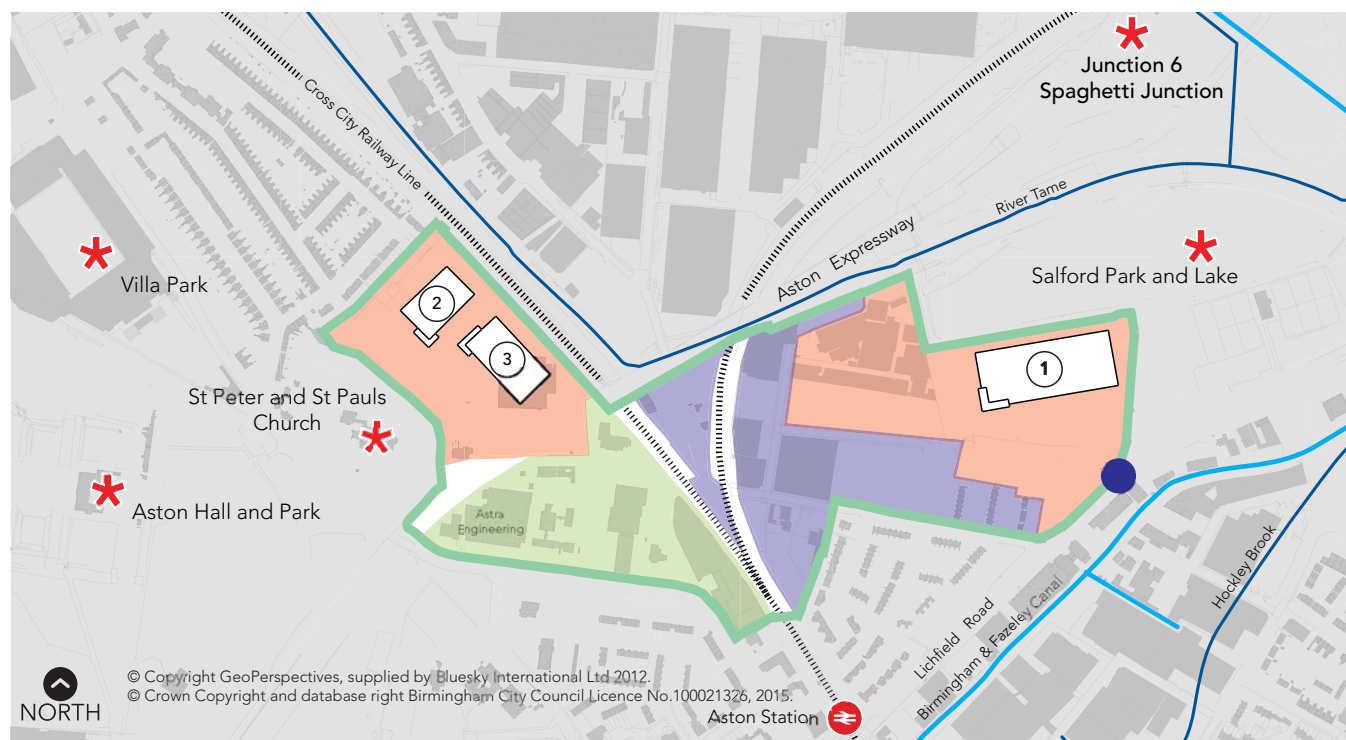
<http://www.birmingham.gov.uk/supportforbusinesses>

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

# 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









Full Name	Email address	Organisation Details	Full Comment	Summary of comment	City Council Response
Dr Mike Hodder	<a href="mailto:mike.hodder@blueyonder.co.uk">mike.hodder@blueyonder.co.uk</a>	Council for British Archaeology, West Midlands	1. We welcome the inclusion of Plan 5 which shows archaeological sites in the Historic Environment Record. To be consistent with Plan 5, the first bullet point in the Archaeology section on p10 needs to mention other archaeological sites shown on the plan, including Westbrook House and Electric Avenue. The wording relating to Electric Avenue medieval moated site is incomplete- it needs to say ""development proposals on or in proximity to the Electric Avenue medieval moated site and other archaeological sites"" and state that following the evaluation further archaeological excavation may be required, followed by analysis and publication of the results. "	Suggested change of wording	Noted, however these issues are dealt with in far more detail in policy TP12 and this guidance does not need repeating
John Dingley	<a href="mailto:john.dingley@environment-agency.gov.uk">john.dingley@environment-agency.gov.uk</a>	The Environment Agency	1. Flood Risk- we support the design principle of a 15m wide landscape buffer along the River Tame corridor; however it is unclear whether any new planting is proposed in the floodplain.	Supportive of landscape buffer, subject to it not being within the floodplain.	The floodplain does not impact on the development site, which is where the landscaped buffer will be delivered.
			2. The Draft Development Framework should make clear that should high density planting be proposed in the River Tame floodplain then a Flood Risk Assessment (FRA) should be undertaken to demonstrate that it will not obstruct flood flow routes, increase the flood risk elsewhere or restrict access to the watercourse for maintenance. Any plants/shrubs planted should be appropriate native species and should be planted as individuals or in small groups, in rides which run parallel with the direction of flow.	Request guidance on planting within floodplain	Noted, reference made on page 10 to consulting the Environment Agency on all proposals within the Flood Zones 2 and 3. All of the land in the AMH that is in the River Tame floodplain is within these zones.
			3. Some parts of the plan area (namely Areas A, B and F3) are shown on our indicative Flood Map to be located within Flood Zone 2. Flood Zone 2 is defined as an area of land with a 'medium' probability of flooding. The existing LDO for the Aston AMH has a number of policies relating to flood risk/drainage. To supplement these policies we recommend that the following design principles are added to the DDF.  - All buildings located in Flood Zone 2 should have finished floor levels set at a minimum of 600mm above the 1 in 100 year plus climate change flood level and at least 300mm above average surrounding ground level. Where floor levels cannot be raised sufficiently above the design flood level than flood resistance and resilience measures should be implemented. - A flood warning and evacuation plan should be prepared for any development located within Flood Zone 2 - There should be no buildings, structures or raised ground levels within 8m of the River Tame.	Request detailed guidance on development within flood zones 2 and 3	Noted, however reference made to consulting the EA on development within Flood Zones 2 and 3 which allows for any potential change in standards.
			4. Under the terms of the Water Resources Act 1991, and the Midlands Land Drainage Byelaws, prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the River Tame, designated a 'main river'.  Birmingham City Council's drainage team as the LLFA should be consulted in regard to any on site surface water drainage arrangements/requirements. We would recommend that sufficient space is allowed within the development layout to accommodate above ground SuDS features such as wetlands, swales etc. The River Tame at this point suffers from diffuse pollution issues so SuDS should look to improve the water quality of any discharge.	Note that BCC drainage team should be consulted as the LLFA	Noted, Birmingham City Council's drainage team are consulted on new developments and advise accordingly.



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			<p>5. Groundwater and Contamination- Much of the plan area has an idustrial past so 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 on a strategic scale. The groundwater underlying the site and the nearby River Tame are considered to be the most likely 'Controlled Water' receptors at risk from contamination.</p> <p>There is a well established risk based procedure for dealing with contamination in England and Wales. Contamination present within the plan area should be dealt with in accordance with this established framework. We recommend that developers are made aware of these requiriements and that the Development Frameowrk makes reference to the following documents:</p> <p>-The National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied. This includes the high level minimum standards and responsibilities for dealing with land contamination. <a href="https://www.gov.uk/government/publications/national-planning-policy-framework-2">https://www.gov.uk/government/publications/national-planning-policy-framework-2</a></p> <p>- Model procedures for the management of land contamination (CLR11) is a joint Defra and Environment Agency Publication that has been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination. <a href="https://www.gov.uk/government/publications/managing-land-contamination">https://www.gov.uk/government/publications/managing-land-contamination</a></p> <p>- Guiding Principles for Land Contamination (Parts 1 to 3). Offering guidance for those that cause contamination, affected land owners and developers. <a href="https://www.gov.uk/government/publications/managing-and-reducing-land-contamination">https://www.gov.uk/government/publications/managing-and-reducing-land-contamination</a></p>	Note that it is likely there is contamination present and that the groundwater underlying the site is at risk from contamination.	Agreed, new section added on Groundwater and Contamination in response.
Lynn Purchase	<a href="mailto:lynn.saurc@hotmail.co.uk">lynn.saurc@hotmail.co.uk</a>	Aston Heritage Network	<p>1. We support the provision of a buffer zone between the Serpentine Ground and the Aston Park and Church Conservation area. However, we would much prefer the views opened up between the Serpentine Ground, railway and the conservation area. The churchyard adjacent to the buffer zone is overgrown and would benefit from pruning back in parallel with reduced planting in the buffer zone. We note that plan 7 mentions a new security fence between the Serpentine Ground and the conservation area. The Network supports the removal of the present security fence between the church yard and buffer zone and replacing it with a fence that you can look through. We see no value in installing a new security fence between the buffer zone and the Serpentine Ground'.</p>	Support buffer, but suggestions made about detailed design principles.	<p>Two plots of land have been incorporated into the original buffer boundary to take account of comments recieved, in order to create a more effective scheme. The overgrown area referred to has been included in the buffer boundary and will be cleared to open up views into the churchyard .</p> <p>With regards to the Security fence, given than the buffer is adjacent to a private industrial development, the occupier is erecting a security fence (powder coated paladin fence) to minimise impact of the buffer. This should not detract from the effectiveness of the buffer. The fence is needed as it is part of the site security. In terms of the new boundary treatment to the churchayrd, decorative railings are prposed as park of the buffer proposal. - more in keeping with the setting of the church</p>
Nigel Cripps		Parish of Aston and Nechells	<p>1. In regards to Section 8 (Layout)- Agree that the existing views are retained of the Aston Hall and Church Conservation Area but we should do better than that. We should however do better than that because views are currently obstructed by overgrown saplings especially in the West Brook House site that is City Council owned. Significant treee removal is needed and this will open up new views. The areas that have been allowed to go to nature should be brought under management.</p>	<p>1. Tree removal is needed to open up new views, particularly in the West Brook House site. There needs to be some sort of management in place for the sites left to nature.</p>	<p>1. The landscaped buffer for the Serpentine site has been developed in consultation with Aston Parish Church, specifically Nigel Cripps as projects officer. Two plots of land have been incorporated into the original buffer boundary to take account of comments recieved, in order to create a more effective scheme. The overgrown area referred to has been included in the buffer boundary and will be cleared to open up views into thje churchyard. The Council is committed to delivering the buffer, which is a requirement of the adopted LDO.</p>

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			2. In regards to Section 8 (Landscape)- The buffer between the Serpentine Ground and the Conservation area is different to the others. The conservation area boundary is overgrown (it has not been mantained) and this needs to be addressed as part of the buffer zone planting scheme. The removal of numerous saplings may be all that is needed certainly not the scale of planting between the footpath and road way shown in the sketch on page 14.	2. The conservation area boundary needs to be maintained as it is overgrown, thus clearance is needed.	2. A degree of tree clearance is taking place as part of the buffer proposal. However, the project cannot fund clearance/maintenance across the churchyard as a whole.
			3. Plan 4- The Parish fully supports the provision of a foothpath through the church yard but has no funds to undertake the works.	3. Wishes to see a footpath through the church yard	3. The buffer proposal does not include plans to create a pedestrian link through the churchyard. It is acknowledged that the church wish to create this link, but it would need to feature as part of a later phase, and a funding stream would need to be identified for this.
			4. Section 12 Area B- A landmark building is required on the corner of Aston Hall Road and Lichfield Road. (The stunning and listed King Edwards Pub was demolished on this corner and a suitable land mark building is needed to replace it). The illustration on page 12 is not attractive enough.	4. The proposed building is not attractive enough as a landmark/gateway to the RIS.	4. It is recognised that this is a prominent location/gateway into the RIS and a high quality scheme is needed at this location. This is stated in the Development Framework.
			5. Section 12 Area C- See comments on plan 7	See below	See below
			<p>6. Section 12 Area D- The Aston Tavern and the Parish Church have a capacity that far exceeds the car parking space avaiable. The Serpentine Ground used to meet this need but will not in future. The Framework explains how the new businesses are going to provide for their car park needs but it does not consider the needs of the existing high footfall buildings.</p> <p>Case study – 26 November there was a large funeral at Aston Parish Church, with the wake following at Aston Tavern. One hour before the funeral service all the car parking space was taken. At the start of the service the grass in front of the church was full and cars were parked in Trinity Road, the entrance to the Serpentine Ground, at Aston Hall etc. The situation did not change from 11 30an until after 5pm. Aston Villa is usually asked for access to the Holt End car park this is frequently refused it was on the 26th associated with security concerns.</p> <p>The boundary between the conservation area and Area D is inappropriate.</p> <p>The obvious solution is missing from this framework. The area under the Aston Expressway should be converted into a public car park and a tree lined more suitable boundary treatment provides to the west of the A38(M) viaduct. An alternative is to use the space partly below the Expressway between Aston Tavern and the Aston Social club</p> <p>There are problems with vibration and acid generated by the Expressway that could also be reduced by providing a more appropriate boundary treatment.</p>	<p>6. The church are not convinced enough parking spaces will be provided for the Parish church and future businesses.</p> <p>Car parking provision is suggested for under Aston Expressway/ alternative location suggested between Aston Tavern and the Aston Social club.</p>	<p>6. The Tavern has a car park adjacent which has car parking provision. The sites brought forward as part of the RIS will need to include a sufficient number of parking spaces to support new development. Unfortunately, there is no scope to use land within the RIS for public car parking purposes. It may be worthwhile contacting Aston Villa to determine whether an arrangement could be put in place to address on-going car parking problems. The Council will explore potential options for additional car parking facilities.</p> <p>Area D, opposite the C/A, is a well established industrial use. The Council will contact the occupier to discuss potential boundary treatment improvements.</p>

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			<p>7. Plan 7- The plan suggests that there will be a perimeter fence to the north of the buffer zone but this is not shown on the sketch on page 14. Such fences have a reputation for being visually intrusive and in this situation would act as a visual barrier between the Serpentine Ground premises and the conservation area. An architect or similar professional is needed to ensure a good design solution.</p> <p>There has always been a concern that the buffer zone could become overgrown or a dumping ground. The open vista shown in the page 14 sketch will help prevent that. The enclosed passage for example Lovers Walk alongside Aston Station is dreadful and repeating that mistake must be avoided.</p> <p>Is this the latest plan? Understand that the eastern part (Aston Tavern end) of the buffer zone will be different with widening the access from Aston Hall Road and there are landownership issues. The road way is not wide enough for juggernaut lorries, a wider entrance is suggested.</p> <p>How will the enclosed land be maintained between the churchyard boundary and the buffer zone boundary? Can this become part of the churchyard maintenance programme? The plan does not identify access arrangements for the maintenance of this enclosed space.</p> <p>The Parish supports the principle of removing the present security wall and replacing it with one that is sturdy but can be looked through. A satisfactory design would be similar to but not as grand as the boundary treatment around Birmingham Cathedrals Churchyard</p>	<p>7. The proposed perimeter fence to the north of the buffer zone must be well designed to avoid creating a visual barrier.</p> <p>Need to ensure the buffer zone does not become an overgrown or a dumping ground.</p> <p>A wider entrance is suggested for the Aston Tavern end of the buffer zone.</p> <p>Incorporate the land between the churchyard boundary and the buffer zone boundary into the churchyard maintenance programme</p>	<p>7. A perimeter fence will be constructed between the buffer and access road, which will serve the development plots. Discussions have taken place between LPG and the contractors to ensure the fence isn't visually unappealing/ detract from the buffer scheme.</p> <p>LPG have factored in a 15 year commuted sum for the maintenance of the buffer, which will ensure that it's well kept.</p> <p>The updated plan has been incorporated which includes the additional plots of land (EDD and unregistered plot). This will provide a wider entrance to the buffer.</p> <p>All the land within the buffer boundary will be maintained by Parks/ Leisure using the commuted sum.</p> <p>Reference made to new boundary treatment which will be appropriate to the setting of the conservation area on page 13.</p>
			The Parish is keen to develop access from the Serpentine Ground into the churchyard and provide a higher quality footpath towards Witton Lane and Aston Hall. The church has no money for this and is keen to work with the City to secure funds for the work. Some design and cost estimates will be needed prior to making a funding application. This could be progressed by the team currently developing the buffer zone design.	Wish to work with the Council to provide a higher quality footpath from the Serpentine Ground into the churchyard.	As stated above, this aspiration is noted but these works would need to form a subsequent phase of development. The Council only has funds to deliver the landscaped buffer, which will provide a new boundary treatment to the churchyard, thereby opening up views to the church. It is recognised that feasibility monies are needed to undertake design work to enable a bid to be submitted, but no funding is available for this.
			8. P16 photo - Caption- Not the Serpentine site	Caption incorrect	Agreed, caption amended
			<p>9. Appendix 1- The Parish supports the proposed enhancements to Aston Churchyard but has no money to deliver these improvements. We are keen to work with the City to deliver this scheme- see above.</p> <p>Allocating resources from Section 106 money is mentioned in the Appendix. The church has been told that there is no 106 money. The Aston, Newtown and Lozells Area Action Plan Policy R6 states "Section 106 and/or section 278 agreements will secure enhancement to Aston Church Yard", this funding is missing from the financing section of the 'enhancements to Aston churchyard' section in the appendix. This needs to be changed to meet Policy R6.</p>	No allocation of S106 monies in the Appendix.	<p>See above. S106 monies are being used to deliver the buffer works, which will provide a new boundary treatment to the churchyard: this element is regarded as an 'enhancement to Aston Churchyard' (as stated in the adopted AAP). This is significant environmental improvement. Any further works will need to be funded from elsewhere.</p>
Susan Murray	<a href="mailto:susan.murray@naturalengland.org.uk">susan.murray@naturalengland.org.uk</a>	Natural England	We are encouraged to see the consideration and inclusion of green corridors in the indicative layout. We advise that green areas are multi-functional where possible and provide for the needs of both people and wildlife.	Supportive of green corridors.	Noted, where possible green areas will be multi functional and will provide for both people and wildlife.