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IKC C 7H0E</br>
J>7 J>; OFHEL?; J>7J BYD: DEJ D; ;:;: &H) 2/M7888; H. B. 71;: 71 IEED 71 FEI138B° J>7J J>; BYD: J7A; &H) 2/M7888; C 202C?;: *J>7J 9EDIJHK9JED M7888; 9EC FB J;: 71 IEED 71 FEI138B° AD: J7A; &H) 2/M7888; BHEK=>J &HM7H; J>; H; 20 H; BYJED JE) 2/* 3>? 7 = 720 IK==; IJI J>7J 799EKDJ D; ;: I JE 8; J7A; D E</br>
PEDJH8KJED E</br>
SIF 7H; TBYD: 7J 5 7I>MEE:); 7J>° 7D: 7BE E<; C FEECC; DJ EFFEHKD?? I M7888; BHEK=>J &HM7H; J>; H; 20 H; BYJED JE; I JE 8; J7A; D E</br>

- EH =; D; H7 BBD* > EM; L; H 2J - E: M; D > 7L; IEC; 9EDI?; H7 8B; 9ED9; HDI 78EKJ J>; I>EH JE C;: 1KC J; HC 8B=> J M>79> J>;) 2/ FHEFEI 7B FH; DJ EDI?= D729 7 DJ F 7 HI E < J>; \$ 20 10 9 BK: 1D = 7 H; 7 I E < 5 7 I > MEE:); 7 J> M>79> > 7 L; 7 > ?=> FEJ; DJ 77 BEHC 1N; KI; H =; D; H7 JED 7 D: = H; 7 J; H@8 9 H; 7 JED J> 7 D MEKB 8; 7 II E 9 77 J; M2>) 2/ 7 ED; "
3>1 FEJ; DJ 77 B1 H; 9E = D1; : 1D J>; &L?; D9; #7 I; "; "= "J>; Employment Land for Economic Zones and Key Sectors for Investim Followin B*i 3-18 M128 ham 8; : 19 KII; : 4KH>; H1D J>;); 7 H1D = 2J7 J; C; DJ JE 8; IK8 C 2J; : 80 2J - E: M; D 7D H; B*JED JE - 7 JJ; H+"

- 3) If housing provision is made outside the Plan area to meet Birming there a need for employment land also to be allocated outside the P complement that housing provision?
- - 4) Does the categorisation of employment land into Regional Investment three other quality categories appropriately reflect future business



- EH; =; D; H7BB0°J>; 97J; = EHP7JED 10JE J>H; GK7B3097J; = EHP, I7FF; 7HI JE 8; IEC; J>10= E<7D 7H7899789EDIJHK9J″*J?I: ?=29KBI JE KD:; HJ7D: > EM J>; 87B7D9; E<B7D: 8; JM;; DJ>; I; 97J; = EHP, I97D8; FH: ?9J; : 2D7C7DD; HJ>7J M7BBH; 489J 8KI2D; IID;; : IEL; HJ>; /B7DF; HE: "EHJ>; : ?IJ2D9JED8; JM;; DJ>; C J>7J M7BB8; H9E=D1P; : 2DJ>; C 7HA; J2DFH79J97BJ; HCI"

- 5) Does the Plan make appropriate provision to support existing businew or emerging sectors?
- /½ . E 9EC C; DJ"
 - 6)Does they esar reservoir approach set out in policy TP16 provide adcertainty that sufficient appropriate employment landewill come forw business needs throughaorutpetrieod?
- /1 . E 9EC C; DJ"

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APPENDIX 1 HS2ASSURANCES TO BCC



Birmingham City Council and Centro raised a number of objections to the HS2 Hybrid Bill and in April 2014 petitioned the Bill in order that, if necessary, they could appear before Parliament via the Select committee process to make their case before MP's. The principle objections were:

1. A lack of a design process for the Curzon Street

The Nominated Undertaker to participate in a working group led by Centro to develop and coordinate HS2 and Metro designs and construction strategy, with regard to the Birmingham HS2 Curzon Masterplan

Saltley Viaduct

- Agreement to work with the City Council and Centro to develop a strategy to minimise the impact of the temporary closure of Saltley Viaduct, including consideration of a temporary bridge for pedestrians and cyclists;
- · To mitigate impacts of the above closure such as re-routing of bus services etc; and
- · Minimise the length of time that Saltley Viaduct is closed.

Washwood Heath

- Ensure that land not required for the HS2 railway or the Rolling Stock Depot to be made available to the market as soon as reasonably practicable;
- · Minimise land required for the railway or the Depot;
- · Ensure construction of the depot is completed as soon as reasonably practicable; and
- Implement a training and skills package to bring forward opportunities for employment and training/development arising from the Depot and other land at Washwood Heath.

City Council Waste Facility

- Work jointly with the City Council, and the Operator of the Bottom Ash Plant, to ensure that the Plant is relocated;
- Work jointly with the City Council and the Operator to take all reasonable steps to ensure that there is no interruption to services provided by either facility;

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before the select committee. The City Council's and Centro's petitions have not been withdrawn and there remains the potential to appear before the House of Lords if required.

There are a range of other matters concerning the HS2 line in general and relating to the Interchange Station in Solihull that are due to be considered by the Select Committee in the future where the City Council and Centro have yet to agree assurances.