



# Phase 2b Western Leg Information Paper

## C5: Property schemes for non-statutory purchases

This paper outlines how landowners will be compensated for the acquisition of their land required for the construction and operation of the Proposed Scheme.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the High Speed Rail (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

**The Helpdesk can be contacted:**

**by email:** [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

**by phone (24hrs):** 08081 434 434  
08081 456 472 (minicom)

**or by post:** High Speed Two (HS2) Limited  
2 Snowhill, Queensway  
Birmingham  
B4 6GA

## 1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

1.6 The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.

1.7 These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.

## **2 Overview**

2.1 This information paper summarises the package of non-statutory measures that the Government has put in place to address generalised blight resulting from the promotion of the Proposed Scheme. These measures are summarised here as the HS2 Property Schemes, links to which can be found in the references section at the end of this paper.

## **3 Rural Support Zone**

3.1 The Rural Support Zone (RSZ) is the area that starts at the outer border of the safeguarded area, and stops 120 metres from the centre line of the HS2 railway. The RSZ applies in rural areas where the route is not in bored tunnel. Eligible homeowners within the RSZ have the choice to either sell their property to the Government for its unblighted open market value under the Voluntary Purchase scheme or to claim a lump sum payment under the Cash Offer scheme.

3.2 The Voluntary Purchase scheme allows owner-occupiers living outside the safeguarded area but within 120m of the line of route in rural areas to sell their property to the Government for its unblighted open market value.

3.3 As an alternative to the Voluntary Purchase scheme, owner-occupiers of properties that fall within the RSZ have the option to claim a lump sum payment under the Cash Offer scheme. The lump sum is equal to 10% of the property's unblighted open market value. The lump payment is tax free with a minimum of £30,000 and a maximum of £100,000.

## **4 Need to Sell Scheme**

4.1 The Need to Sell (NTS) scheme is available to eligible property owners who can demonstrate that they have a compelling reason to sell their property but have been unable to do so, other than at a substantially reduced price, as a result of the announcement of the Proposed Scheme.

## **5 Rent Back Scheme**

5.1 Where the Secretary of State for Transport accepts an application made under Voluntary Purchase or Need to Sell schemes, the vendor may ask to rent the property back. This is a voluntary scheme that allows applicants to continue to live in their homes having sold their property to the Government. Approval to Rent Back is subject to an assessment to determine the costs of any repairs, improvements or testing of service installations and the open market rental value with these changes made.

## **6 Homeowner Payment Scheme**

6.1 The Homeowner Payment (HOP) scheme for the Proposed Scheme will be launched after Royal Assent. HOP will be available for property owners living in rural areas near the route of the Proposed Scheme, where the line is not in a bored tunnel. Eligible property owners will be able to apply for a cash payment of £8,000, £16,000 or £24,000 depending on how close they live to the line of route. The HOP scheme will operate within a fixed 'HOP zone', 120 metre to 300 metres either side of the centre-line of the route.

6.2 A claim may be made at any time following Royal Assent of the Bill.

## **7 Special Circumstances or Atypical Properties**

7.1 The Government recognises that there may be some residents and businesses located near the HS2 route who have special circumstances and need assistance despite not meeting the strict eligibility requirements of these property schemes. This assistance could include the Government buying their property, making a payment, or providing some other form of support that they would not normally offer.

7.2 These cases which involve 'atypical' or special circumstances, will be considered on an individual basis.

## **8 Residents Commissioner**

8.1 HS2 Ltd recognise that the development, design and construction of the Proposed Scheme, will impact on the communities in which operations take place. HS2 Ltd is committed to being a good neighbour by treating affected communities with respect and consideration, and by focusing on minimising and mitigating impacts, whilst maximising the benefits both locally and nationally across the UK. The residents charter sets out the ten commitments to those affected by the scheme and explains the roles of the Residents' Commissioner and Construction Commissioner in ensuring the nominated undertaker is held to account on these commitments. A link to the Residents' Charter can be found in the references section at the end of this paper.

## **9 More information**

9.1 More detail on the Bill and related documents can be found at [www.gov.uk/hs2-phase2b-crewe-manchester](http://www.gov.uk/hs2-phase2b-crewe-manchester).

## References

HS2 Property Schemes:

<https://www.hs2.org.uk/documents/guide-hs2-property-schemes-phase-2b/>

Rural Support Zone:

<https://www.hs2.org.uk/documents/collections/rural-support-zone/>

Need to Sell Scheme:

<https://www.hs2.org.uk/documents/collections/need-to-sell/>

Rent Back Scheme:

<https://www.hs2.org.uk/documents/hs2-rent-back-scheme/>

Homeowner Payment Scheme:

<https://www.hs2.org.uk/documents/homeowner-payment/>

Special Circumstances or Atypical Properties:

<https://www.hs2.org.uk/documents/special-circumstances-or-atypical-properties-guidance-and-frequently-asked-questions/>

Compulsory purchase process and the Crichel Down Rules:

<https://www.gov.uk/government/publications/compulsory-purchase-process-and-the-crichel-down-rules-guidance>

Compulsory purchase in Scotland: guide for property owners and occupiers

<https://www.gov.scot/publications/compulsory-purchase-scotland-guide-property-owners-occupiers/pages/6/>

Special circumstances or a-typical properties

[https://assets.hs2.org.uk/wp-content/uploads/2021/03/20143905/Special-circumstances-and-atypical-properties\\_v3-WEB.pdf](https://assets.hs2.org.uk/wp-content/uploads/2021/03/20143905/Special-circumstances-and-atypical-properties_v3-WEB.pdf)

HS2 Residents Charter

<https://www.gov.uk/government/publications/hs2-residents-charter>