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# **High Speed Two: Property Compensation Consultation 2013**

## **Consultation Summary Report**

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**March 2014**

**A report to HS2 Ltd and the Department for Transport  
Prepared by Dialogue by Design**

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## **Executive summary**

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This report provides a summary of the responses to the Government's Property Compensation Consultation 2013 for Phase One of High Speed Two (HS2) between London and the West Midlands. The consultation began on Thursday 12 September 2013 and closed on Wednesday 4 December 2013.

The purpose of the consultation was to enable the Government to make informed decisions on a set of compensation measures, based on the views of those individuals and organisations who expressed their opinions on the proposals. It was a national public consultation carried out in accordance with the Government's key Consultation Principles.

### **Consultation process**

The consultation was owned and managed by HS2 Ltd and the Department for Transport (DfT). Dialogue by Design was commissioned to receive, collate and analyse responses to the consultation made via the website, email or the freepost address set up for this consultation.

A total of 17,780 responses were received, of which over 16,000 were identified as standard or semi-standard organised responses. 200 responses were from organisations; the remainder were submitted by members of the public.

Chapters 3 and 4 of this report offer a detailed description of Dialogue by Design's approach to response handling, analysis and reporting.

### **Consultation responses**

This report summarises respondents' views by considering comments made in relation to each of the seven consultation questions in turn. It also includes separate chapters for general comments regarding the proposals for long-term discretionary compensation as a whole (Chapter 5), proposals for a rural support zone (Chapter 12) and general comments about the HS2 project, the wider policy context and the consultation process (Chapter 13).

This executive summary provides an overview of some of the key themes and issues that arise in this report, as well as specific comments made in response to particular consultation questions.

### **Eligibility for compensation**

Many respondents say that the eligibility criteria outlined in the compensation proposals should be less stringent, so that any property that would lose value as a result of HS2 would qualify, regardless of its distance to the proposed line.

Some respondents who make specific suggestions as to how eligibility could be widened say that affected landlords and owners of second homes should qualify for the proposed compensation schemes, or that the proposals should also

accommodate tenants of both private and social housing, or all businesses that would be affected.

Many respondents also suggest alterations to eligibility criteria based on the location of properties. This includes a range of comments about how the safeguarded area and the proposed rural support zone would be delimited, with many respondents suggesting that properties in a wider area should qualify for compensation, or that owners of properties that would be partially in the safeguarded area should be fully eligible. Similarly, many respondents believe that properties in urban areas or properties in areas for which tunnels are proposed should be covered by the compensation proposals, including the voluntary purchase scheme and a property bond scheme.

Some respondents argue that where eligibility criteria are outlined in the proposals, these are too rigid. Examples include comments expressing disagreement with the definitions of urban and rural areas, and comments arguing that eligibility for compensation should be flexible according to local or individual circumstances.

### **Extent of compensation**

A large number of respondents say they agree that compensation should be made available beyond the statutory requirements. Many comment that compensation should be fair and adequate, arguing that this would be achieved if compensation were based on the full, un-blighted open market value of affected properties.

Commenting on the extent of compensation proposed, many respondents emphasise the significance they attach to the availability of moving costs and home-loss payments to those affected by the HS2 proposals, with some specifically suggesting these should be more generous. Some respondents also seek reassurance that the proposals would help those who move to find like-for-like accommodation.

A number of respondents believe that the Government's approach to compensation is primarily informed by a desire to reduce costs, or an emphasis on value for money.

### **Assessment criteria (Chapter 6)**

Many respondents make comments about some or all of the proposed assessment criteria for assessing options for long-term discretionary compensation. Many suggest that the consequence of adopting a fairness criterion should be a commitment to providing full compensation to all those affected by HS2.

Respondents commenting on the value for money criterion suggest that this should not be used as a reason for reducing the compensation offered to property owners. Regarding the community cohesion criterion, some respondents suggest that a community fund should be created to mitigate the potential effects of HS2 on communities. A few respondents express agreement with the proposed criteria on feasibility, efficiency and comprehensibility, and the functioning of the housing market.

### **Express purchase scheme (Chapter 7)**

Most comments about the proposed express purchase scheme relate to eligibility or the extent of compensation. Some respondents suggest that the proposed 10%

home-loss payment is inadequate, or request clarity on the process of calculating the full, un-blighted open market value of properties.

### **Long-term hardship scheme (Chapter 8)**

Some respondents support the proposed change to the long-term hardship scheme's 'effort to sell' eligibility criterion, which would reduce the minimum time a property needs to be on the market from 12 to six months. Some respondents oppose the proposed eligibility criterion of having received no offers within 15% of the asking price.

A large number of respondents express opposition to the hardship criterion, often saying that this would restrict residents' freedom to move. Many emphasise the need for the process to be fair, making suggestions about the expertise required on a panel dealing with applications, the perceived merit of site visits and personal representations, potential support needs of some applicants, timescales, and options for applicants to appeal.

### **Sale and rent back scheme (Chapter 9)**

While many respondents do not distinguish in their comments between the proposed sale and rent back scheme and the proposed alternative approach, some respondents say the alternative approach would be preferable due to its broader scope or greater versatility.

Many respondents emphasise that rent levels should be set at a fair rate, which some say should reflect the level of anticipated disruption caused by the proposed construction of HS2 and the inconvenience caused to residents by having to sell their home to the Government. Various concerns and suggestions are expressed about the Government managing properties, mostly highlighting a need for continued maintenance.

### **Voluntary purchase scheme (Chapter 10)**

According to some respondents, the proposed voluntary purchase scheme is simpler than a property bond scheme, as well as more expedient for businesses.

Many respondents believe a voluntary purchase scheme should be offered alongside a property bond, saying this would benefit homeowners by offering greater flexibility and confidence.

### **Property bond schemes (Chapter 11)**

Many respondents would welcome a property bond scheme. Respondents argue that such a scheme would restore confidence in the property market, and would therefore be cost-effective.

Some respondents suggest a property bond scheme should replace the long-term hardship scheme, rather than the voluntary purchase scheme.

Commenting on the design of a property bond scheme, many respondents think the Deloitte proposal outlined in the consultation document is too limited. Many express a preference for a variation developed by the HS2 Action Alliance, mostly because they believe it would be offered to all those whose properties were blighted by HS2, not

just those within a set distance of the proposed line. Other respondents say they prefer a scheme suggested by Stop HS2 called Market Normalisation Mechanism.

### **Rural support zone (Chapter 12)**

Many respondents oppose the concept of a rural support zone, arguing that a distance criterion would be an inappropriate way of determining eligibility for compensation, as this would exclude some residents whose properties would be blighted by HS2. Others express support for a rural support zone, arguing that it would give certainty to some properties outside the safeguarded area. Some respondents support the concept of a rural support zone, but argue that it should apply to a larger area.

Some respondents argue that properties within the proposed rural support zone should be eligible for other schemes, such as the long-term hardship scheme and the sale and rent back scheme.

### **Overarching comments**

A large number of respondents emphasise the potential impacts of the HS2 proposals, frequently alongside expressions of overall opposition to HS2. They describe a range of social and environmental impacts that they believe will result from the construction and operation of the proposed high speed rail link. Many argue that the Government and/or HS2 Ltd should bear all the costs, with some citing the 'polluter pays' principle.

Many respondents think there will be severe disruption to areas on the proposed route, and that the anticipated impacts are already causing properties to lose value. Uncertainty about what would happen and when is mentioned by some respondents as an aggravating factor. Respondents believe the current situation hampers the prospects of affected homeowners who want to sell. There is also concern among respondents about impacts on older people and other vulnerable groups.

Regarding the implementation of the proposed compensation schemes, many respondents suggest that an independent body should decide about eligibility, and that an appeals process should be included. They make similar comments with respect to valuations of properties, highlighting a need for independence as well as local knowledge.

Some respondents are concerned that once the proposed schemes for compensation would be operational, they might restrict the regular functioning of the property market, or result in the Government owning large numbers of properties.

In their responses to various questions, respondents refer to or compare proposals with the Exceptional Hardship Scheme (EHS). Many respondents also mention the HS2 Phase One Property and Compensation Consultation held in 2012, and compare current proposals with those outlined there.

## Glossary of terms

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**Generalised blight** - The adverse effect on the value of a property that can be caused by planning proposals, so that an owner-occupier is unable to realise the market value that would have been obtainable had the owner's land not been affected by the proposals, because prospective purchasers, having learned of the planning proposals, either will not proceed with the purchase or will only offer a lower price.

**Statutory blight** - A legal term which refers to land in certain specific situations (such as land subject to a safeguarding direction), as set out in Schedule 13 of the Town and Country Planning Act 1990. It is to be distinguished from 'generalised blight'.

**Blight Notice** – A means of asking the Government to purchase a property on compulsory purchase terms before it is needed for construction.

**Crichel Down Rules** – Non-statutory guidance dating originally from the 1950s. It relates to the disposal of land acquired by, or under the threat of, compulsory purchase. They contain procedures for offering former owners (or their successors) the opportunity to purchase back, at current market value, land acquired from them which has become surplus to the purpose for which it was acquired, provided that it has not materially changed in character since acquisition. The current version of the rules was issued in 2004.

**Department for Transport (DfT)** – The Government department responsible for transport policy in the UK (where not devolved).

**Exceptional Hardship Scheme** – The existing interim measure introduced to assist homeowners who have an urgent need to sell but, because of HS2, cannot do so or can do so only at a substantially reduced price.

**Express purchase scheme** – A scheme whereby the Government proposes to accept Blight Notices from all eligible property owners whose properties are entirely within the safeguarded area, even if it is not yet clear whether the property would actually be needed for the construction or operation of the railway.

**High Speed One (HS1)** – the high speed railway running from the Channel Tunnel to London St. Pancras, also known as Channel Tunnel Rail Link (CTRL).

**High Speed Two (HS2) Phase One** – the high speed railway planned between London and Birmingham.

**High Speed Two (HS2) Phase Two** – the high speed railway planned between Birmingham and (on its west route) Manchester and (on its east route) Leeds.

**High Speed Two Limited (HS2 Ltd)** – The company set up by the Government to develop proposals for a new high speed railway line between London and the West Midlands and to consider the case for new high speed rail services linking London, northern England and Scotland.

**Home-loss payment** – If you are required to vacate your home for the construction of HS2, you may be entitled to receive a home-loss payment. If you also own your home (either freehold or with a lease with more than three years still to run), you will be entitled to a sum equal to 10% of its value, subject to a current minimum payment of £4,700 and a current maximum of £47,000. This applies to all eligible properties subject to compulsory purchase. If the interest is other than an owner's interest, then the payment is a specified statutory amount (currently £4,700).

**Hybrid Bill** – Public Bills change the law as it applies to the general public and are the most common type of Bill introduced in Parliament. Private Bills change the law only as it applies to specific individuals or organisations, rather than the general public. Groups or individuals potentially affected by these changes can petition Parliament against the proposed Bill and present their objections to committees of MPs and Lords. A Bill with characteristics of both a Public Bill and a Private Bill is called a hybrid Bill.

**Long-term hardship scheme** – A proposed scheme to assist those owner-occupiers outside the safeguarded area and the rural support zone who will suffer hardship if they are unable to sell their homes, but who are ineligible for the other proposed schemes.

**Owner-occupier** – Anyone who owns a property (either outright or with a mortgage) as a freehold or on a fixed-term lease (with at least three years unexpired) and has it as their principal residence or place of business. This definition is laid out in the Town and Country Planning Act 1990.

**Property bond** – A proposed scheme whereby eligible property owners, at an early stage of the project's development, would be given a specific and binding promise of a well-defined, individual settlement, which the property owner would be entitled to redeem in specified circumstances. If the bond recipient transfers the property to a third party, the bond would also be transferred to the same third party. Settlements would be defined with reference to independent professional property valuations.

**Qualitative data** – Non-numeric information, such as conversation, text, audio or video.

**Quantitative data** – Information that can be expressed in numerical terms, counted, or compared on a scale.

**Rural support zone (RSZ)** – The area within which the Government proposes to introduce either a voluntary purchase scheme or a property bond scheme. The RSZ would apply in rural areas only, running from where the latest proposed HS2 route crosses Moorhall Road, close to the boundary between Buckinghamshire and the London Borough of Hillingdon, to the junction with the West Coast Main Line. It would not apply south of Moorhall Road, or for the section of track towards central



Birmingham to the west of the Delta junction at Water Orton. It would also not apply to areas where the line is in deep-bored tunnels. The distance of the outer boundary from the line of the route would depend on the scheme which was chosen.

**Safeguarding** – A planning tool which aims to ensure that new developments which may conflict with planned infrastructure schemes do not affect the ability to build or operate the scheme or lead to excessive additional costs.

**Safeguarded area** – An area of land subject to a Safeguarding Direction, meaning that Local Planning Authorities are required to consult with the Government before determining planning applications affecting any land within it, except where that type of application is exempted.

**Sale and rent back scheme** – A proposed scheme that would enable eligible homeowners whose homes need to be demolished to build and operate the railway to sell their homes to the Government and remain in residence as tenants until the property is needed for construction.

**Stamp Duty** – Stamp Duty Land Tax (SDLT), more commonly known as ‘stamp duty’, is generally payable on the purchase or transfer of property or land in the UK where the amount paid is above a certain threshold. Broadly speaking, SDLT is charged as a percentage of the amount paid for property or land when it is bought or transferred.

**The consultation** – The Property Compensation Consultation 2013 undertaken by the Government and HS2 Ltd on the Government’s proposals for property compensation schemes for Phase One of HS2 between London and the West Midlands.

**The consultation document** (*Property Compensation Consultation 2013: For the London-West Midlands HS2 route*) – A document published by the Government setting out proposals for long-term discretionary property compensation schemes to assist owner-occupiers of properties affected by Phase One of HS2.

**Un-blighted open market value** – This is the value that a property would have on the open market if the cause of blight were removed (in this case, if there were no plans for HS2).

**Voluntary purchase scheme** – a proposed scheme whereby eligible owner-occupiers of property within the rural support zone would be able to ask the Government to purchase their property at 100% of its un-blighted open market value.

## Chapter 1 About the consultation

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### 1.1 Background

- 1.1.1 In January 2012 the Secretary of State for Transport announced that the Government had decided to proceed with plans to build a new high speed rail line (HS2) in two phases, and set out the route and stations for Phase One of HS2 following consultation.
- 1.1.2 Phase One will run between London Euston and the West Midlands, including connections to HS1 (which runs to Europe via the Channel Tunnel) and to the existing West Coast Main Line north of Lichfield. Phase Two will extend the high speed line from Birmingham to both Manchester and Leeds.
- 1.1.3 A preferred route for Phase Two was announced by the Government on 28 January 2013, and was subject to a separate public consultation between July 2013 and January 2014.
- 1.1.4 High Speed Two Ltd (HS2 Ltd) is the organisation responsible for developing and delivering the HS2 project. It is owned by the Department for Transport (DfT). HS2 Ltd is continuing with further work on the design and the Environmental Impact Assessment for Phase One, with a view to seeking legal powers to construct and operate the railway via a hybrid Bill. This was put before Parliament by the Secretary of State for Transport in November 2013. If authorised, construction of Phase One would then begin around 2017, with the line expected to open in 2026.
- 1.1.5 In October 2012, the Government launched a national public consultation on long-term discretionary property compensation schemes to assist owner-occupiers of properties affected by Phase One of HS2, based upon the decisions outlined in the January 2012 *Review of Property Issues* document.
- 1.1.6 The decision about the Government's preferred discretionary property compensation schemes, set out in *Review of Property Issues* (in particular, the decision to proceed with consultation on a hardship scheme), was the subject of a legal challenge during the course of the 2012 consultation. The High Court ruled on 15 March 2013 that part of the 2011 consultation which dealt with potential property compensation arrangements had been unfairly delivered and as a result certain decisions contained in the *Review of Property Issues* were declared void.
- 1.1.7 Following the judgment, the Government gave an undertaking to the Court in March 2013 to launch a fresh consultation on property matters for HS2, including consultation on a property bond proposal. That consultation was the Property Compensation Consultation 2013.

## 1.2 Property Compensation Consultation 2013 - proposals

- 1.2.1 The Government sought views on the following proposals for long-term discretionary compensation for Phase One of HS2:
- an express purchase scheme for qualifying owner-occupiers within the safeguarded area;
  - a long-term hardship scheme for owner-occupiers who have strong personal reasons to move but cannot do so, other than at a significant loss, because of HS2;
  - a sale and rent back scheme and an alternative approach to renting properties back to their former owners; and
- 1.2.2 In rural areas within a rural support zone either:
- a voluntary purchase scheme; or
  - a property bond scheme.
- 1.2.3 In addition to these proposals, the Government also sought views on the criteria against which they propose to develop long-term discretionary property compensation schemes for Phase One of HS2.

## 1.3 The consultation process

- 1.3.1 The Property Compensation Consultation 2013 was launched by the Secretary of State for Transport on 12 September 2013. The consultation was open for 12 weeks, closing on 4 December 2013.
- 1.3.2 The purpose of this consultation was to enable the Government to make informed decisions on a set of compensation measures, taking account of the views of those individuals and organisations who expressed their opinions on the proposals. It was a national, public consultation carried out in accordance with the Government's key Consultation Principles.
- 1.3.3 The Government asked for specific feedback on seven points related to its proposals for long-term discretionary compensation for Phase One of HS2. These consultation questions are listed below.
- Question 1. What are your views on the criteria we have put forward to assess options for long-term discretionary compensation?
  - Question 2. What are your views on our proposals for an express purchase scheme?
  - Question 3. What are your views on the proposed long-term hardship scheme?
  - Question 4. What are your views on the 'sale and rent back' scheme?
  - Question 5. What are your views on our alternative proposals for renting properties to their previous owners?
  - Question 6. What are your views on our proposals for a voluntary purchase scheme within a 'rural support zone'?
  - Question 7. What are your views on the option to introduce a 'time-based' property bond scheme within a 'rural support zone' as an alternative to the voluntary purchase scheme?

- 1.3.4 The consultation was owned and managed by HS2 Ltd and the Department for Transport (DfT). Dialogue by Design was commissioned to provide a dedicated consultation website and email address for the Property Compensation Consultation 2013, and then to receive, collate and analyse responses to the consultation made via the website, email or the freepost address set up for this consultation.
- 1.3.5 HS2 Ltd and the Government produced a series of documents and maps to enable people to provide informed responses to the consultation:
- The High Speed Two: Property Compensation Consultation 2013 for London-West Midlands HS2 Route Consultation Document set out in full each of the proposed compensation measures and providing background information on the HS2 scheme. It explains why the Government intends to go beyond the scope of the existing compensation code and how certain options could assist property owners affected by the project;
  - a summary document provided a summary outline of each of the main proposals and included a pull-out response form;
  - a leaflet providing basic information on the consultation, a schedule of public events and information on how to access further information; and
  - a series of 107 maps showing the boundaries of the safeguarded area and those of the proposed rural support zone, including notes on mapping to provide guidance on how the rural support zone was drawn.
- 1.3.6 All documents were available to download from [www.gov.uk](http://www.gov.uk), to which the HS2 Ltd website provided a link. Hard copies of the documents could be ordered via a dedicated order line or through HS2 Ltd directly, or viewed at selected libraries across the Phase One line of route.
- 1.3.7 HS2 Ltd and DfT raised awareness of the consultation process in a number of different ways:
- Once the consultation had been launched, HS2 Ltd commissioned Royal Mail to send a leaflet to properties within postcodes that are intersected by a boundary one kilometre either side of the centre line of route. This distance is used to publicise all HS2 Ltd consultations. Letters were sent to Members of Parliament, Chief Executives and Leaders of Local Authorities and Parish Council clerks along the Phase One line of route to inform them of the launch of the consultation;
  - There are 26 community forums along the Phase One line of route, comprising members of local representative bodies including district and parish councils, residents' associations and interest groups. Members of each forum were sent basic information about the consultation;
  - Emails were also sent to statutory organisations and those who provided a valid email address in their response to the October 2012 Property Compensation consultation; and
  - HS2 Ltd used its social media presence to advertise the launch of the consultation. Regional press releases and local advertisements in newspapers were issued to raise awareness of the consultation and public events.

## 1.4 Information events

1.4.1 HS2 Ltd organised a series of 28 information events at community venues along the Phase One line of route between 30 September and 2 November 2013. The events were intended as an opportunity for people affected by the route to view relevant maps and proposals, and to speak with appropriately qualified members of staff about how the discretionary compensation proposals described in the consultation document might apply to them.

1.4.2 In total, there were around 3,600 visitors to the events.

**Table 1.4: List of Property Compensation Consultation 2013 Information Events**

Date	Location	Time
30 September 2013	Swiss Cottage Community Centre, London	12pm – 8pm
1 October 2013	Calvert Green Community Hall, Calvert Green	12pm – 8pm
3 October 2013	Ward End Library, Birmingham	10am – 2pm
3 October 2013	Fazeley Studios, Birmingham	4pm – 8pm
4 October 2013	Denham Memorial Hall, Denham Village	12pm – 8pm
5 October 2013	The Link, Birmingham	10am – 5pm
7 October 2013	Hints Village Hall, Hints, Tamworth	12pm – 8pm
8 October 2013	Middleton Recreation Room, Middleton, Tamworth	12pm – 8pm
9 October 2013	Stoke Mandeville Stadium and Olympic Lodge Hotel, Aylesbury	12pm – 8pm
10 October 2013	Boddington Village Hall, Upper Boddington	12pm – 8pm
11 October 2013	The Fentham Hall, Solihull	12pm – 8pm
12 October 2013	Old Oak Community and Children's Centre, London	10am – 5pm
14 October 2013	The Barn Hotel, Ruislip	12pm – 8pm
15 October 2013	Missenden Abbey Conference Centre, Great Missenden	12pm – 8pm
17 October 2013	Cecil Sharp House, London	12pm – 8pm
18 October 2013	Offchurch Village Hall, Leamington Spa	12pm – 8pm
21 October 2013	Brackley Town Football Club, Brackley	12pm – 8pm
22 October 2013	Bengali Workers' Association (Surma Community Centre), London	12pm – 8pm
24 October 2013	The Loft at the Bluebell Centre, Chelmsley Wood	12pm – 8pm
25 October 2013	Waddesdon Hall, Waddesdon	12pm – 8pm
26 October 2013	The Graham Adams Centre, Southam	10am – 5pm
28 October 2013	The Sanctuary, Birmingham	10am – 2pm
28 October 2013	Firs & Bromford Sports & Community Centre, Birmingham	4pm – 8pm

29 October 2013	Chalfont St Giles Memorial Hall, Chalfont St Giles	12pm – 8pm
30 October 2013	Guildhall, Lichfield	12pm – 8pm
31 October 2013	Perivale Community Centre, Perivale	12pm – 8pm
1 November 2013	Castle Farm Recreation Centre, Kenilworth	12pm – 8pm
2 November 2013	Wendover Memorial Hall, Wendover	10am – 5pm

## Chapter 2 Participation

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### 2.1 Introduction

- 2.1.1 This section provides an overview of participation in the consultation. It covers response types and information about respondents.

### 2.2 Response channels

- 2.2.1 There were three ways to submit a response to this consultation, all of which were advertised on consultation material, including the [www.gov.uk](http://www.gov.uk) website. The three response channels – a freepost address, an email address and an online response form – were free for respondents to use. The online response form and the email address (subject to the user's account settings) provided confirmation messages explaining that each response had been successfully received by Dialogue by Design. Practical considerations prevented the use of confirmation messages for responses submitted in hard copy via the freepost address.

### 2.3 Response types

- 2.3.1 A total of 17,780 responses were received, in a number of different formats. Table 2.3 describes these in more detail.
- 2.3.2 In addition to the response types described in the table, Dialogue by Design also received other documentation that was classed as a null response because it did not meet our definition of a consultation response. This comprised: general enquiries (these were sent to HS2 Ltd to be processed); duplicate submissions; submissions with no name; blank submissions; or submissions which were not intended as consultation responses, such as requests for consultation documentation. 207 records were tagged in this way.

**Table 2.3: Count of different response types**

<b>Response type</b>	<b>Count</b>
<b>Online response form</b> Responses submitted via the response form on the consultation website	549
<b>Offline response form</b> Completed response forms submitted by post or email	356
<b>Letter or email</b> Responses submitted by post or email not using the response form structure	694
<b>Standardised organised responses (see 3.2.11 for more details of organised responses)</b> Responses of which many identical copies were submitted	14,512
<b>Semi-standardised organised responses</b> Responses of which many similar copies were submitted	1,669
<b>Total</b>	17,780

## 2.4 Responses by question

2.4.1 Respondents could answer one or more questions. Table 2.4 shows a count of how many respondents provided responses to each question. It also includes a figure for respondents who did not specifically address the consultation questions, or provided supplementary information beyond their answers to the questions.

**Table 2.4: Count of responses to each question**

<b>Question</b>	<b>Total count</b>	<b>Count excluding organised responses</b>
Question 1: What are your views on the criteria we have put forward to assess options for long-term discretionary compensation?	16,939	1,216
Question 2: What are your views on our proposals for an express purchase scheme?	16,948	1,149
Question 3: What are your views on the proposed long-term hardship scheme?	17,139	1,169
Question 4: What are your views on the 'sale and rent back' scheme?	15,976	1,067
Question 5: What are your views on our alternative proposals for renting properties to their previous owners?	15,928	1,019



Question 6: What are your views on our proposals for a voluntary purchase scheme within a 'rural support zone'?	17,113	1,144
Question 7: What are your views on the option to introduce a 'time-based' property bond scheme within a 'rural support zone' as an alternative to the voluntary purchase scheme?	17,098	1,129
Responses that did not directly respond to the question structure or added additional information.	16,047	740

## 2.5 Response sectors

2.5.1 For the purposes of reporting, respondents were classified by sector. A breakdown is given in Table 2.5 below. The sectors were identified and applied to respondents in an iterative process between Dialogue by Design and HS2 Ltd. A list of organisations within these sectors is included in Appendix 1.<sup>1</sup>

**Table 2.5: Breakdown of responses by sector**

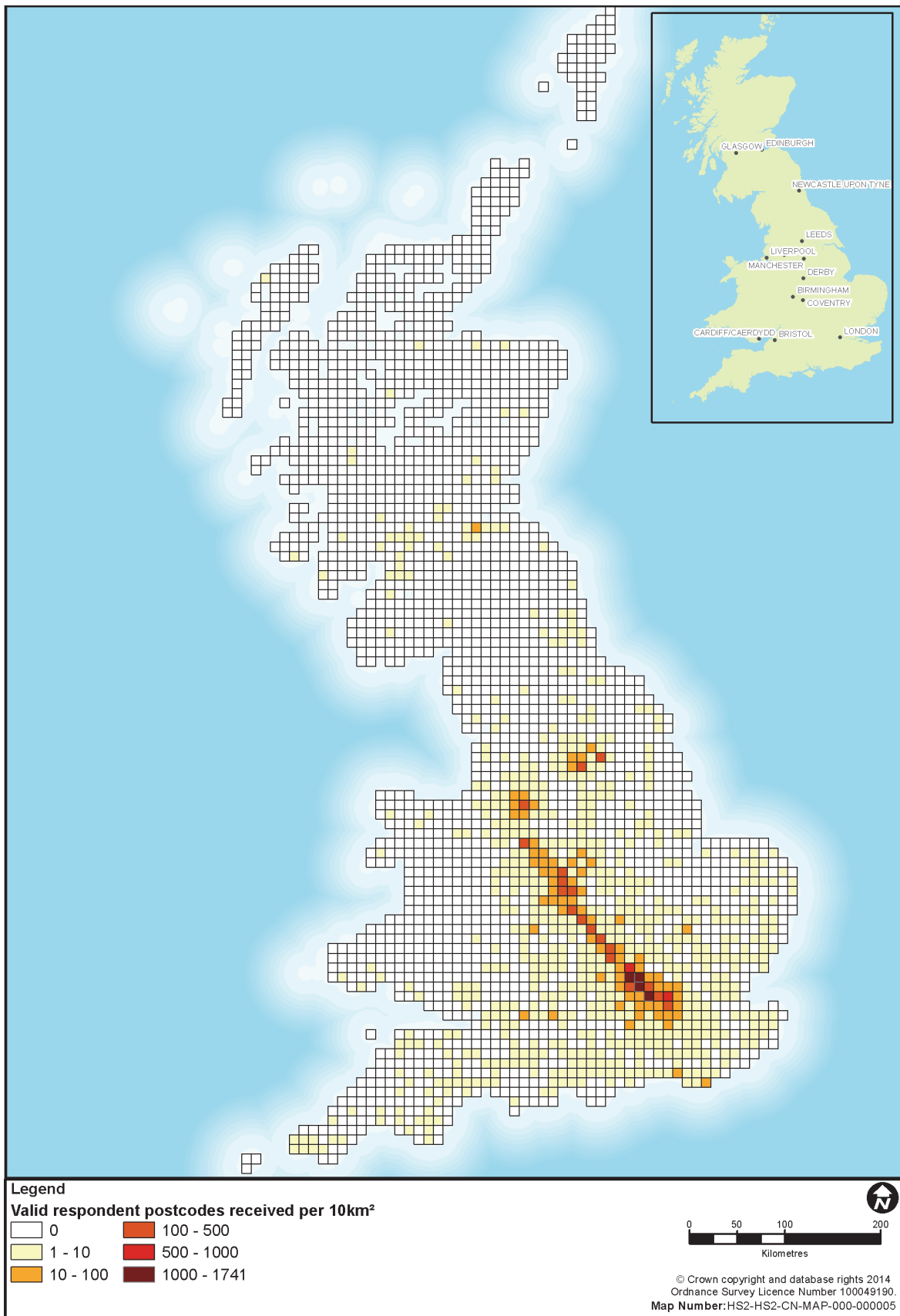
Sector	Count
Members of the public	17,577
Action groups (includes interest groups campaigning on various aspects of the HS2 proposals)	33
Businesses	39
Elected representatives (includes MPs, MEPs, and local councillors where respondents have identified themselves as such)	20
Environment, heritage, amenity or community groups (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)	43
Local government (includes county councils, district councils, parish and town councils and local partnerships)	49
Other representative groups (includes chambers of commerce, trade unions, political parties and professional bodies)	8
Real estate, housing associations or property-related organisations	11
<b>Total</b>	<b>17,780</b>

<sup>1</sup> This list in Appendix 1 does not include members of the public, local or regional businesses or any organisations who have requested confidentiality. Some organisations submitted multiple responses, which are included in the count of organisations in Table 2.5.

## 2.6 Geographical breakdown of respondents

2.6.1 Figure 2.6 on the next page shows where responses were received from, based on postcodes provided by respondents. The map was produced using all the complete and legible UK postcodes provided (16,385). Responses without valid postcodes are not included in this map.

**Figure 2.6: Geographical breakdown of respondents**



## Chapter 3 Methodology

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### 3.1 Introduction

- 3.1.1 The consultation was owned and managed by HS2 Ltd and the Department for Transport (DfT). Dialogue by Design was commissioned to provide a consultation website and email address for the Property Compensation Consultation 2013, and to receive, collate and analyse responses to the consultation made via the website, email or the freepost address.
- 3.1.2 Dialogue by Design ([www.dialoguebydesign.net](http://www.dialoguebydesign.net)) is a specialist company that works with many organisations in the public and private sectors to handle responses to large or complex consultations.
- 3.1.3 This summary report does not make recommendations or seek to draw conclusions from responses. The purpose is to organise, analyse and report on what people said and provide results in a format that makes it easy to understand the issues raised. This can then be used by the general public and by the Government to inform their decision-making processes.
- 3.1.4 There were four stages to the processing and analysis of the consultation responses:
1. Data receipt and digitisation of all submissions (Section 3.2)
  2. The development of an analytical framework (Section 3.3)
  3. The implementation of an analysis framework (Section 3.4)
  4. Reporting (Chapter 4)

### 3.2 Data receipt and digitisation

- 3.2.1 All submissions were scanned and securely held before being entered into a specially designed database so that each response could be read and analysed (by assigning codes to comments).
- 3.2.2 Submissions were received in a number of formats: online response forms (via the website), paper response forms, letters or postcards, and emails. There were also variations to these formats such as completed response forms with letters or reports attached. A high proportion (91%) of the responses received were identified as 'organised submissions' on the basis of identical or near-identical wording to numerous other responses. Section 2.3 provides an overview of the number of responses received by response type.
- 3.2.3 At the outset of the data processing, each response was assigned a unique reference number, scanned (if it had not been received electronically) and then saved with the reference number as the file name. An indication of the response type was recorded for each submission. Responses other than those

submitted through the project website were processed by data entry staff in order to prepare for import into the Dialogue by Design analysis database.

- 3.2.4 For submissions containing images, maps and other non-text content, a reference to a PDF version of the original submission was made available to analysts, so that this information could be viewed when necessary.

### **Responses via the website**

- 3.2.5 Online submissions were captured via the consultation website and then imported into the database on a regular basis throughout the consultation period.
- 3.2.6 While the consultation was open, website users were able to update or amend their submissions. If a respondent updated their submission, this was imported into the analysis database with a clear reference that it was a 'modified' submission. If the original submission had already been analysed, an analyst would review it and revise the coding as required.

### **Emailed responses**

- 3.2.7 A consultation-specific email address operated for the duration of the consultation. At regular intervals, emails were logged and confirmed as real responses (i.e. not junk or misdirected email), given a unique reference number and then imported into the data analysis system alongside paper responses, as described below.

### **Paper response forms and letters received via the freepost address**

- 3.2.8 A freepost address operated for the duration of the consultation for respondents to submit hard-copy consultation responses. Upon receipt, letters, postcards and paper-based response forms were logged and given a unique reference number. They were then scanned and imported into the data analysis system.
- 3.2.9 At the data entry stage, all printed submissions, other than organised responses, were transcribed using optical character recognition software, which can recognise printed text without the need for manual data entry. These files were then opened and reviewed by our transcription team in order to correct any misrecognition. Handwritten responses were typed into the database by data entry staff. The contents of identical organised responses were imported into the database and transcribed using an automated process, but contact details and any variations were typed in by our transcription team.
- 3.2.10 The transcription process was then quality controlled by a team of transcription supervisors, who reviewed a percentage of the transcriptions and indicated their quality using a comprehensive scoring system. The transcription quality score is a ranked scale, differentiating between minor errors (such as insignificant typographical errors), and significant errors (such as omitted information or errors that might cause a change in meaning).
- 3.2.11 The quality control process involved a random review of each team member's work. At least 5% of the submissions they transcribed were reviewed by

response type. In cases where a significant error was detected, the quality control team reviewed 10% of the relevant team member's work on that response type. If a second significant error was detected, the proportion reviewed was raised to 100%.

### **Organised submissions**

- 3.2.12 In high-profile public consultations, it is common for interest groups to ask their members and supporters to submit responses conveying the same specific views. As a result, the consultation may receive high numbers of identical or near-identical responses. As specified in Section 2.3, 14,512 responses were identified as standardised organised submissions and 1,666 responses were identified as semi-standardised organised submissions. At the data-handling stage, 15 types of organised submission were distinguished. The number of responses per organised submission varied from a few dozen to 3,612. Appendix 2 contains copies of each of the organised postcard submissions.
- 3.2.13 Each submission was logged individually, assigned a unique reference number, scanned and categorised as an organised submission. A response tagged as an organised submission could take various shapes. The following were all categorised as organised submissions:
- postcards containing standardised responses to one or more of the questions, with the respondent's personal details written at the end;
  - postcards, containing standardised responses to one or more of the questions, with a space for respondents to include their own individual comments and with the respondent's personal details written at the end;
  - emails and letters containing standardised responses to one or more of the questions, with the respondent's personal details written at the end; and
  - emails and letters containing standardised paragraphs of narrative without reference to a particular question and the respondent's personal details written at the end or at the top.
- 3.2.14 These were then entered into the database, ensuring that any additional notes written on the response were captured before being imported.

### **Responses submitted to HS2 Ltd or DfT**

- 3.2.15 Responses mistakenly sent to HS2 Ltd or DfT via email during the consultation period were transferred to Dialogue by Design via the specific consultation email address. At the end of the consultation period, 22 paper responses received by HS2 Ltd or DfT were transferred to Dialogue by Design via secure courier. These were logged, checked to see if they were duplicates of responses already sent directly to Dialogue by Design and processed, coded and analysed in the same way as responses received via the freepost address.

### **Anonymous submissions**

- 3.2.16 In common with many statutory consultations, anonymous submissions were not taken into consideration and have not been included in the analysis that informs this report. Respondents using the online response form on the consultation website were required to provide a name and email address in

order to respond. The paper-based response form indicated to respondents that they needed to provide a name to ensure the response would be included. Submissions by post were checked for the respondent's name and this was recorded accordingly. In cases where there was only a signature that could not be read, this was recorded with an editor's note and the response was included. Submissions by email were checked for the respondent's name and this was recorded accordingly.

- 3.2.17 Any response that was received that did not contain a name or email address was logged, scanned and assigned the category 'No name provided'. There were 37 responses that did not contain a name or email address; these were in a number of different formats. Anonymous responses were securely forwarded to HS2 Ltd.

### **Late submissions**

- 3.2.18 The consultation period ended at 23:59 on 4 December 2013 and, with certain exceptions (see 3.2.15 and 3.2.19), all electronic responses received by Dialogue by Design after that date were treated as late responses. These were not included in the analysis of responses by Dialogue by Design, but were securely forwarded to HS2 Ltd.
- 3.2.19 To make allowance for potential delays with email systems, all emailed responses received between 00.00 and 09.00 on 5 December 2013 were reviewed to check the time at which they were sent. If they were sent before the closing deadline, they were accepted.
- 3.2.20 To make allowance for postal delivery times and delays, responses that were received up to 9 December 2013 were accepted.

### **Verification of submissions**

- 3.2.21 At the end of the consultation period, when any misdirected responses were transferred from DfT and HS2 Ltd to Dialogue by Design, a duplicates check was carried out between these responses and those that had already been entered into the database. Where responses were exactly the same, one (or more if necessary) was removed and not processed.
- 3.2.22 On completion of digitisation, a number of checks were undertaken to minimise the number of 'duplicate' submissions sent by the same person in more than one format. For example:
- where someone with the same name submitted more than one submission, any non-organised responses were checked to see if they were duplicates; and
  - where responses were exactly the same, one (or more if necessary) was tagged as a duplicate and not processed further.
- 3.2.23 Responses recorded as being from the same organisation were also checked to see whether the same response had been sent by different individuals from the same organisation.
- 3.2.24 Although the verification process will have identified and removed exact duplicate submissions sent by the same person in different formats, the process has not sought out small variations to submissions or registration

details. It is therefore likely that a small number of responses have been considered more than once.

### **3.3 Development of an analytical framework**

- 3.3.1 In order to analyse the responses, and the variety of views expressed, an analytical or coding framework was created. The purpose of the framework was to enable analysts to organise responses by themes and issues, so that key messages as well as specific points of detail could be captured and reported.
- 3.3.2 The process of developing the framework for this consultation involved a team of Dialogue by Design senior analysts reviewing an early set of responses for each consultation question, and formulating an initial framework of codes. At this point Dialogue by Design met representatives from HS2 Ltd and DfT. Their feedback was used as part of the finalisation of the coding framework.
- 3.3.3 A three-tier approach was taken to coding, starting with high-level themes, splitting into sub-themes and then specific codes. Table 3.3.1 provides a full list of the top-level themes used and Table 3.3.2 provides an extract from the coding framework showing the use of themes, sub-themes and codes. The full coding framework is available in Appendix 3.
- 3.3.4 Each code is intended to represent a specific issue or argument raised in responses. The data analysis system allows the senior analysts to populate a basic coding framework at the start (top-down) whilst providing scope for further development of the framework using suggestions from the analysts engaging with the response data (bottom-up). We use natural language codes<sup>2</sup> since this allows analysts to suggest refinements and additional issues, and aids quality control and external verification.

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<sup>2</sup> Natural language is typically used for communication, and may be spoken, signed or written. Natural language is distinguished from constructed languages and formal languages such as computer-programming languages or the 'languages' used in the study of formal logic.



**Table 3.3.1 List of themes from coding framework**

Theme
Assessment criteria for discretionary compensation (AC)
Express purchase scheme (EP)
Long-term hardship scheme (LH)
Sale and rent back scheme (SR)
Voluntary purchase scheme (VP)
Time-based property bond scheme (PB)
General comments on proposals/compensation (GC)
Policy and principles (PO)
HS2 Project (HS)
Other (OT)
References (RE)
Consultation (CO)
Locations (LO)

**Table 3.3.2 Extract from the coding framework**

Theme	Sub-theme	Code
Voluntary Purchase Scheme	Process	implementation
		independent panel/appeals process
		needs to be fair
		should be simple
	Proposals	alongside PB/other schemes
		complex/confusing/unclear
		cost/funding
		driven by cost
		other comment/suggestion
		should apply to whole route/Phase Two

### 3.4 Implementation of the analysis framework

3.4.1 The consultation generated many thousands of submissions. The coding framework was developed centrally by senior analysts. Other members of the analysis team were then familiarised with the detail of the coding framework, so they could start applying codes to individual responses to each of the consultation questions. Modifications to the framework, such as adding codes or splitting themes, could only be implemented by senior analysts, although analysts were encouraged to provide suggestions. Analysts discussed coding with each other on a regular, informal basis, as well as at formal meetings,

where decisions were taken on the coding of particular types of response. This approach ensured that a large team of analysts, operating across very large data sets, was able to maintain a coherent and consistent approach to the application of the coding framework.

- 3.4.2 The application of a code to part of a response was completed by highlighting the relevant text and recording the selection. A single submission could receive multiple codes.
- 3.4.3 Where similar issues were raised or organised submissions were coded, a process was followed to ensure that these were coded consistently. The analysis database aids this process by automatically applying the same coding to responses that are entirely identical (on a question-by-question basis).
- 3.4.4 Where a respondent has copied the same standard response text into each question, consistent coding has been applied throughout.
- 3.4.5 Where provided, respondents' postcode details were captured in the analysis database. This information was occasionally used to help analysts identify a location to which respondents referred in their response (e.g. 'the vent shaft proposed at the end of my street'). Postcode information was not used in the analysis of responses, not only because some respondents did not provide this information, but primarily because it was considered more pertinent to capture locations where respondents mentioned these in their response.
- 3.4.6 The quality of the coding was internally checked by the senior analysts. The team of senior analysts reviewed a percentage of the other analysts' work using a similar approach to that described above for the transcription stage. Anomalies in the approach to coding that were picked up through the quality checking process resulted in review of that analyst's work and the codes applied.
- 3.4.7 HS2 Ltd carried out a separate and independent quality assurance exercise to assure themselves that the coding was accurate and reflective of the responses made to the consultation. HS2 Ltd performed this by coding a sample of responses drawn from across the different types. The Consultation Institute also conducted a thorough, independent review of Dialogue by Design's analysis and reporting systems. This included an additional independent quality assurance exercise of a selection of responses and the coding applied to them.

## Chapter 4 Reading the report

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### 4.1 Introduction

- 4.1.1 This report summarises the responses to the Property Compensation Consultation 2013 for Phase One of HS2 between London and the West Midlands. The consultation began on Thursday 12 September 2013 and closed on Wednesday 4 December 2013. The report summarises the issues raised by respondents and indicates where specific views are held by large numbers of respondents.

### 4.2 Numbers in the report

- 4.2.1 Numbers are used in this report to provide the reader with an indication of the balance of views expressed by respondents. It is important to note that this consultation was an open and qualitative process, rather than an exercise to establish dominant views across a representative cross-section of the public. Therefore, no inferences about a population's views can be reliably drawn from these numbers. Our intention is to accurately reflect the issues raised, rather than attributing any weight to the number of respondents raising them.
- 4.2.2 Where appropriate and possible, and by way of context only, numbers have been used to illustrate whether a particular point of view was expressed by a greater or smaller number of respondents. When considering numbers reported in the remainder of this report, it is important to remember that the great majority of responses to this consultation consist of organised responses, and that this has a substantial impact on how often particular issues are mentioned in responses. This is not to say that organised responses are less valid or valuable than individual responses, but it should help the reader understand why some themes are discussed by very large numbers of respondents.
- 4.2.3 Where appropriate in this report, how many respondents express explicit agreement or disagreement in relation to various proposals is reported on. Responses will only have been included in this count where they clearly include a statement in support of, or opposition to, a particular scheme or the compensation proposals as a whole. Where respondents express particular concerns or benefits associated with these schemes, analysis is designed to capture the detail; it does not interpret such statements as an overall expression of support or opposition regarding the scheme discussed.
- 4.2.4 Throughout the report, respondents' views are summarised using quantifiers such as 'many', 'some' and 'a few', to ensure the narrative remains readable. We have not adopted a rigorous metric for use of quantifiers in the report – reporters have exercised their editorial judgement over what quantifiers to employ. Quantifiers used are therefore generally relative to the number of

responses raising the topic discussed, rather than an objective measure across the report. Appendix 3 provides frequency tables for the number of times codes were applied in responses.

- 4.2.5 A substantial number of responses were made partly or entirely without reference to specific consultation questions. For the summary report, the points made in these responses have been integrated into the Chapters which cover the relevant themes most extensively. For example, comments on the theme of the proposed express purchase scheme are included in the summary of responses to Question 2, even if made elsewhere in responses.
- 4.2.6 In this report, specific views or issues are frequently presented without indicating precisely how many comments were made containing this view or issue. This is because this is a consultation summary report, which needs to provide a balance between qualitative findings and the numbers of respondents raising specific points. Detailed numerical information is available in the appendices.

## 4.3 Structure of the report

- 4.3.1 Chapter 5 deals with general comments on the proposals for long-term discretionary property compensation. Chapters 6 to 11 deal with each of the consultation questions in turn. The consultation Questions 4 and 5, which relate to the same proposed scheme, are covered in a single chapter, Chapter 9. Chapter 12 covers the rural support zone, which was an issue raised across questions, but in particular in response to Questions 6 and 7. Chapter 13 of the report covers additional comments about the HS2 scheme as a whole, the political and policy context and the consultation process.
- 4.3.2 Quotations from responses have been included in the following chapters to illustrate views discussed in the narrative. Quotations have been attributed where these are taken from a response from an organisation. Quotations have not been attributed to individuals other than indicating that they are from an individual's response or from multiple individuals (an organised response). No confidential responses have been included as quotes. Quotations are taken directly from responses and any typos are the respondent's own. This report reflects what respondents say without judgement or interpretation. Comments from respondents that misinterpret or misunderstand the content of HS2 Ltd's or other organisations' proposals are therefore reported in the same way as any other comments. Similarly, this report does not seek to judge the accuracy of respondents' comments.

## 4.4 Appendices

- 4.4.1 Appendices include a list of organisations that responded to the consultation (Appendix 1), examples of organised submissions (Appendix 2), and a matrix listing all codes in the analysis framework and the number of times they were used in the analysis of responses to each of the consultation questions (Appendix 3).

## **Chapter 5 General comments on the proposals for long-term discretionary property compensation**

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### **5.1 Introduction**

5.1.1 This chapter provides a summary of the responses to the consultation which relate to the proposals for long-term discretionary property compensation as a whole and which do not relate to any of the specific consultation questions or proposed schemes. Comments regarding the HS2 scheme as a whole and the wider policy context, and comments regarding the consultation process, are addressed in Chapter 13.

### **5.2 Discussion**

5.2.1 This section consists of seven subsections relating to the proposals for long-term discretionary property compensation overall:

- general comments on the proposals for long-term discretionary property compensation;
- principles and considerations;
- eligibility criteria;
- process and implementation;
- perceived and potential impacts of HS2;
- statutory requirements and other HS2 compensation mechanisms; and
- comparisons.

#### **General comments on the proposals for long-term discretionary property compensation**

5.2.2 Although most responses concentrate on specific elements of the different property compensation proposals, some responses contain an opinion on the overall proposals for long-term discretionary property compensation. A total of 20 respondents state overall support for the proposals as described in the consultation document, with another 20 expressing qualified support. A total of 8,669 responses express a view that the proposals put forward do not adequately address specific concerns, for example, regarding impacts or costs - or are unfair, either in general or in certain aspects. Among these, many argue that in their view the compensation proposals are in need of a rethink or overhaul. A small number of responses state that they are personally not eligible for compensation as proposed.

- 5.2.3 3,708 respondents express a belief that the compensation provided should be generally full, fair or adequate. Several also argue that any compensation provided should be based on the full, un-blighted open market value of properties.

'If a homeowner cannot sell their property, for the unblighted value, due to the planned HS2 project, & during the construction, then HS2 must pay the unblighted value, and compensate owners.'

Individual

- 5.2.4 A small number of respondents express other views on the concept of compensation. These respondents make various comments - saying, for example, that no amount of compensation would be adequate, that they support the general principle of giving compensation, or conversely that they oppose compensation in principle.
- 5.2.5 A total of 39 respondents provide comments relating to compensation for Phase Two of the proposed scheme from the West Midlands to Leeds and Manchester, with many stating that they would be personally affected. A common view expressed is that further details should be provided to individuals who would be affected by Phase Two, or that compensation proposals for Phase Two should have been included within this consultation, rather than being consulted upon separately at a later date. Several respondents say they are concerned that the compensation schemes for Phase One could act as a precedent for Phase Two, thereby limiting the influence of any future consultation on the subject. A few respondents also comment that special consideration should be given to individuals who would be affected by both Phases One and Two, given the cumulative impacts they would face.
- 5.2.6 In all, 39 respondents comment that compensation should reimburse moving costs or include an additional home-loss payment for those who are forced to move. Many respondents also make other suggestions for additional compensation payments. These include the reimbursement of stamp duty or professional fees (e.g. planning costs, legal advice or the cost of obtaining valuations), or additional payments for general disturbance or to cover noise or visual mitigation costs. These respondents do not tend to clarify whether they are asking for these types of payment to be extended beyond current statutory provisions to discretionary schemes, although some talk about payments or compensation for all affected properties.

### Principles and considerations

- 5.2.7 Many respondents comment on the principles underpinning the proposed compensation schemes. A total of 14,144 respondents across all questions are concerned that individuals should not suffer significant loss or be financially disadvantaged as a result of the HS2 project. This ranges from those stating that no one should lose their home, to those commenting that there should be no net loss to individuals financially.

'I believe the Government should keep its promises: no individual should suffer a significant loss because of HS2, especially given that this project is said to be in the national interest.'

Multiple individuals

- 5.2.8 In addition, 6,462 respondents reference the 'polluter pays' principle, stating that HS2 Ltd should pay for any loss in property values, not the individual owners.

'We believe in 'the polluter should pay'. This means that the Government should compensate in full everyone who suffers any loss as a result of HS2. Any other approach is blatantly unfair.'

The Dunsmore Society

- 5.2.9 Many respondents believe that affected property owners would be doubly financially disadvantaged - as taxpayers and as property owners - or argue that all taxpayers should contribute equally, stating concern that those living near the proposed line might suffer a greater impact. Many respondents express a view that the compensation proposals are driven by cost rather than concern for those affected.

- 5.2.10 A total of 9,520 respondents suggest that if the Government would not offer fair or full compensation to those affected, it should not proceed with HS2.

'If the government can't afford fair compensation then it can't afford HS2!'

Multiple individuals

- 5.2.11 86 respondents comment on the exceptional or long-term nature of HS2 in relation to compensation, with concerns centred on the potential scale of impacts, the duration of construction, or the perceived inadequacy of statutory compensation requirements for such a large project.

- 5.2.12 68 respondents comment that compensation should take into consideration issues related to relocation - for example, stating that like-for-like or nearby replacement accommodation should be provided to those who would be forced to move. Numerous respondents also comment that the compensation proposals should take into consideration those who wish to remain in their property. For example, some argue that greater emphasis should be placed on mitigating the anticipated effects of the line, rather than on compensating those who wish to move.

'You also don't appear to be offering compensation for those not wanting to move but who now face years of major disruption to their lives.'

Individual

- 5.2.13 Many respondents express a view that social housing tenants should be compensated as part of the proposals. Some respondents specify that compensation should include provision of like-for-like housing. Respondents

also argue that a question on social housing should have been included within this consultation, as in the previous one, while a number comment that HS2 Ltd should increase its efforts to agree a social housing replacement strategy with local councils or tenants.

‘...no mention is made on how to manage the impact on affected tenants in social housing (i.e. owned by Councils or Registered Providers). The previous consultation sought views on how the Government should work with landlord and tenants to agree a strategy on replacing lost social housing.’

South Bucks District Councils

- 5.2.14 A small number of respondents make other specific comments about social housing - for example, expressing concern about potential loss of equity for Right to Buy properties or about noise impacts on tenants who would remain.
- 5.2.15 A small number of respondents highlight that the compensation proposals could result in the Government owning a large number of properties in some areas. These respondents, for example, express concern about the effects this may have on local housing markets or the possibility that the Government would not adequately maintain such properties. A few respondents are also concerned that some communities would have numerous vacant properties, and that this could encourage anti-social behaviour.
- 5.2.16 Respondents also discuss interest rates and taxation in relation to the timing of compensation payments. Specific taxation issues include
- concern regarding unusual or specific circumstances with respect to capital gains tax and inheritance tax;
  - mention of the potential loss of stamp duty and inheritance tax as a result of reduced property prices; and
  - a suggestion that rollover relief on compulsory purchased land should be relaxed to enable a longer period of time to purchase replacement land prior to the enforcement of capital gains tax.

### Eligibility criteria

- 5.2.17 Respondents frequently comment on the approach used to define eligibility criteria without referring to any of the individual proposed schemes. Among these, 8,896 respondents express a view that too few of the affected households would qualify for or benefit from the proposed schemes - for example, arguing that only a small percentage of those affected by HS2 are eligible for compensation under the proposals.
- 5.2.18 A large number of respondents also argue that compensation should be provided to all individuals who would be affected or blighted by HS2, while, similarly, many comment that anyone whose property loses value or is unable to sell should be eligible for compensation.



‘There should be appropriate measures put in place to ensure everyone who is blighted by HS2 through no fault of their own is able to apply for compensation and can move house if necessary.’

Andrea Leadsom, MP for South Northamptonshire

5.2.19 69 respondents state that the criteria should consider individual or local circumstances, while several comment that the proposed criteria are too rigid or should be more flexible. Some respondents argue that the proposed criteria are generally too complex or complicated.

5.2.20 Numerous respondents comment on whom they consider should be eligible for compensation. For example, 153 respondents comment that compensation should not be restricted to owner-occupiers, or that it should extend to all types of property owner, with several respondents specifying that landlords or second homes should be eligible. Numerous respondents comment that businesses should be eligible, with several stating specifically that the proposed £34,800 rateable value for businesses is too restrictive. Many respondents also state that social housing or other types of tenants should be eligible for compensation. Some give other specific suggestions, such as the inclusion of farmland.

‘We see no reason for a blanket exclusion in relation to second homes, many of which may provide important day to day income or the retirement hopes of the owners. Second homes should be judged on a case by case basis, if there is to be any differentiation.’

The Law Society

5.2.21 Many respondents comment generally on the proposed approach to defining compensation areas, without commenting specifically on either the safeguarded area or rural support zone (comments relating specifically to the safeguarded area are discussed in Chapters 7 and 8, while comments on the rural support zone are discussed in Chapter 12). In total, 10,983 respondents comment that the proposed distances are arbitrary or that compensation eligibility should not be based on distance from the proposed line.

‘Distance from the line rules should be abandoned. It should be about actual blight and loss in value supported by evidence.’

Individual

5.2.22 Another common view is that the proposed areas are too restrictive, with many respondents commenting generally that they believe blight extends further. A number of respondents suggest a specific distance or location for inclusion - for example, that properties within one kilometre should be eligible, or that all properties on Wells House Road (Ealing) should be included.

5.2.23 10,975 respondents comment that they oppose the distinction between rural and urban areas within the proposals overall - for example, stating that urban areas should also be included or that it is unfair that rural areas are given

preferential treatment in aspects of the proposed schemes (related views are discussed in greater detail in Chapter 12).

- 5.2.24 Many respondents argue that the compensation proposals should cover properties above tunnels.

### Process and implementation

- 5.2.25 Many respondents make comments in relation to the proposed timescale for scheme implementation, with 174 respondents arguing that the implementation would be too slow or that compensation should be provided sooner.

‘...a mechanism for full compensation must be made available immediately - now - since blight is already a reality. Property values are already affected and this can be materially validated by discussion with professional estate agents serving communities blighted by the project.’

Individual

- 5.2.26 Some respondents also say they believe it is important for individual compensation payments or eligibility decisions to be made promptly.

- 5.2.27 3,946 respondents comment that the proposals should provide for an independent panel or appeals process to help ensure that decisions made during implementation are fair. Several also comment that the process in general should be independent or fair, with some expressing a view that the proposals favour the Government or HS2 Ltd over affected individuals. A relatively small number of respondents express more specific views on the proposed implementation process - for example, that it should be administered effectively or that it is important to ensure consistency.

‘It is important also to have assurance that any scheme can be administered efficiently and effectively to provide good customer service for those whose property is affected by the railway.’

Individual

- 5.2.28 45 respondents make comments related to the property valuation process proposed for use within the schemes - for example, stating that it should be conducted by an independent panel or by estate agents with local knowledge. Other specific suggestions include detailed recommendations for how to determine full, un-blighted open-market value.

### Perceived and potential impacts of HS2

- 5.2.29 The consultation questions did not invite views on the specific impacts of the HS2 scheme. Nevertheless, respondents often refer to potential impacts, frequently relating these impacts to their views on the compensation proposals. These comments are summarised in this chapter and referenced where relevant throughout the rest of this report.

- 5.2.30 Respondents frequently express concerns related to the perceived and potential impacts of HS2. This section provides a broad overview of the

concerns raised related to possible impacts, though these are also discussed where relevant throughout this report. This section covers general comments about possible impacts, as well as related comments that specify how this might inform compensation.

- 5.2.31 2,114 respondents express general concern about impacts or disruption associated with the proposed HS2 scheme, without commenting on specific aspects. Respondents often cite uncertainty surrounding the project as a cause for concern. For example, some argue that blight is being exacerbated by uncertainty about the proposed rail scheme or by potential changes to the proposals. Other respondents express doubt that the Government will go ahead with HS2. A number of respondents say they are concerned about the potential for HS2 to exacerbate impacts in areas already affected by other projects - for example, noise, air pollution and disruption from railways, roads and airports, or blight due to proposed nearby infrastructure.
- 5.2.32 A theme frequently addressed in comments across the consultation (by over 8,800 respondents) is the perceived issue of blight or loss in property value, with many respondents specifying concern about perceived effects on homeowners' ability to sell or re-mortgage. Many respondents argue that blight is already occurring as a result of the HS2 proposals, while numerous respondents express concern about the functioning of the housing market.

'At the moment, during the public consultation period, the local property market over a wide area is not functioning normally. During the next 4/5 years, covering the planning/construction phase, it must be assumed that it will continue to be difficult to sell houses in this area.'

Individual

- 5.2.33 Respondents often elaborate on their concerns by emphasising the significance of an affected property to them, either in terms of financial security or savings, or as an asset carrying emotional value.
- 5.2.34 Respondents' comments include a range of other potential perceived impacts to properties. Examples are concerns about anticipated demolition or loss of home or land, potential damage as a result of construction activities, and the possible occurrence of blight above tunnels. Other topics discussed include:
- perceived impacts to landlords, leaseholders or property investors;
  - a perception that the Government could be underestimating possible impacts; and
  - comments that property improvements have been stopped as a result of the HS2 proposals.
- 5.2.35 Social impacts are frequently mentioned. There are 259 respondents expressing general concern about anticipated impacts on communities. A common view is that affected communities would not benefit from HS2. Many respondents express concerns relating to quality of life, including aspects such as stress and anxiety, freedom to choose where and how they live, access to community facilities and amenities, loss of peace or tranquillity, and health and safety concerns. Other comments highlight perceived impacts on elderly

people or on individual retirement plans - for example, individuals' ability to downsize or release equity.

'Since I am in my 82nd year it is unlikely that I will be able to take advantage of any compensation should it apply to my property. However, my home is my only asset, and I had hoped that my sons would benefit accordingly, rather than leave an unsaleable property for them to sort out.'

Individual

- 5.2.36 Other related comments express respondents' concerns about possible impacts on future plans or generations, children, schools, families, cultural heritage assets (including listed buildings and conservation areas), equity (including between neighbours), disabled people or local councils. Many respondents suggest the creation of a community fund to help mitigate or compensate for a number of these anticipated impacts.
- 5.2.37 Respondents often highlight construction activities associated with the proposed scheme as a potential source of disruption. There are 391 respondents who express general concern about anticipated construction impacts. Many respondents express concern about the expected timescale, duration or working hours of construction. Respondents also express concern about dust and dirt from construction or about the possible impacts of the worksites themselves. Respondents often state that the proposals should make greater provision for compensation or mitigation.
- 5.2.38 370 respondents express concern about noise or vibration associated with the proposed scheme, sometimes in a general sense and sometimes with a focus on either construction or operation.

'The noise contours issued show that many properties around here will be hit heavily by noise in what is currently a quiet rural area. It will be like living next to a major highway and this will reduce the value of homes.'

Individual

- 5.2.39 Some of these respondents express concerns about anticipated visual, noise or vibration impacts of regular high speed train services on the proposed line. Others comment on potential construction and other impacts from tunnels, cuttings, viaducts or embankments, or from the line's associated infrastructure such as maintenance depots.
- 5.2.40 283 respondents express concern about traffic or impacts to roads or access, either as a result of construction or during operation of the proposed line. Others make specific comments related to transport - for example, on potential disruption impacts on public transport at Euston station.
- 5.2.41 Many respondents refer to potential environmental impacts, with the most common concern relating to perceived effects on landscape or visual amenity – this was addressed by 100 respondents. Many also comment on the potential effects of pollution (including air and light pollution) associated with the proposed scheme, or on impacts to the countryside, open spaces, green belt or

Areas of Outstanding Natural Beauty like the Chilterns. Other specific concerns relate to aspects such as wildlife and biodiversity, water resources and flood risk, woodlands, or bridleways and rights of way.

'Blight notices are only based on financial grounds. The impact I am concerned with is for survival. Your government made a promise to improve bio diversity. This line is reducing this. No financial compensation can recreate these habitats elsewhere.'

Individual

- 5.2.42 Approximately 100 respondents express concern about perceived impacts to local businesses (including farms and other agricultural businesses), or about potential effects on jobs and the local economy. Other specific concerns include comments about perceived effects on revenue, the tourism and leisure sector, home-based businesses or planned future developments.

'Many traders in Drummond Street will be put out of business because of their proximity to HS2. This includes the range of shops, restaurants and cafes which make Drummond Street such a unique area of Camden.'

St Pancras Parish Church Parochial Church Council

### **Statutory requirements and other HS2 compensation mechanisms**

- 5.2.43 Many respondents comment on statutory compensation requirements in relation to HS2, often referring to the Land Compensation Act or other aspects of planning policy and legislation. In total, 2,203 respondents agree that it is appropriate for the proposals to go beyond statutory requirements for HS2 given its exceptional nature. While several respondents agree that the compensation proposals for HS2 exceed what is legally required, others argue that the proposed schemes constitute little more than standard statutory measures.

'The concessions on offer, over and above statutory provisions, are limited and only a few properties will benefit.'

Individual

- 5.2.44 Similarly, many respondents argue that statutory requirements are themselves in need of substantial revision.

'It is quite apparent that compensation arrangements for infrastructure projects in the UK are hopelessly out-of-date and unjust, not just for HS2 but for motorways, wind farms, power stations.'

Individual

- 5.2.45 8,948 respondents provide general comments on the existing Exceptional Hardship Scheme (EHS), often arguing either that the scheme's eligibility requirements are too strict, or that the scheme has been inefficiently or unfairly administered.

‘The exceptional hardship provisions should have a low bar; it is not appropriate for a government department to decide what constitutes hardship in a case where the damage has been done by the HS2 scheme.’

Individual

- 5.2.46 Many respondents refer to personal experience with the EHS - for example, arguing that the rejection of their application was unfair given the hardship they face. A number of respondents disagree specifically with Criteria 3 and 5 of the scheme, on effort to sell and hardship, respectively. A few respondents state that businesses should be included within the long-term hardship scheme, while a number make other detailed comments or suggestions, for example, commenting on the valuation process involved or on the effects of Government ownership of properties as a result of the scheme.
- 5.2.47 Several respondents refer to Compulsory Purchase Orders (CPOs), usually when discussing their own situation or that of another affected individual. A few respondents state that they would prefer to be subject to a CPO over being compensated as part of another proposed scheme, while others state that they generally oppose the use of CPOs to remove people from their homes. One respondent comments on CPO legal considerations, making reference to the European Convention on Human Rights, while another makes a comment in relation to timescales, stating that the Government should purchase properties soon rather than making people wait.
- 5.2.48 26 respondents comment on the Blight Notice application process. Among these, several argue that the eligibility rules for serving a Blight Notice are too strict, for example, stating that they consider it unfair that they are not personally eligible. A number of others comment on their own applications, for example, expressing a view that their application was rejected unfairly or arbitrarily. A small number of respondents make other specific comments or suggestions - for example, that there should be a means to independently enforce that the process is promptly administered.

### Comparisons

- 5.2.49 Several respondents compare the current proposals for compensation to the proposals provided for the previous HS2 Property and Compensation consultation (2012). Though several respondents welcome the inclusion of a property bond option within this consultation, opinions are divided as to whether the current proposals constitute an improvement. Some respondents state that the revised proposals are not a significant improvement, while others welcome certain improvements, usually with the caveat that further revisions are needed in their view.

‘Many of the changes in this consultation from the version earlier in the year are welcomed, especially the decision to consult on the PB giving people the option to have their say on this vital compensation mechanism. However there are still many areas of concern that the Government must address to ensure proper and fair compensation is given to all residents affected across the line.’

Christopher Pincher, MP for Tamworth

- 5.2.50 Several respondents draw comparisons between HS2 and other projects, such as Crossrail, HS1, motorway and airport schemes, and infrastructure projects abroad in relation to property compensation. Where respondents refer to HS1, they offer comparisons of property bonds, the anticipated overall cost or cost-effectiveness, and general comparisons regarding the range and implementation of compensation options.

‘Property Bond schemes were also acknowledged by a Government report after HS1 as coming closer than any other to dealing with the problem of blight.’

Multiple responses

- 5.2.51 Some respondents state that compensation proposals for HS2 should not be based on those for HS1, while on the other hand a few respondents state that certain aspects of the HS1 compensation schemes would provide a good model for HS2.
- 5.2.52 Respondents referencing other UK projects besides HS2 tend to do this in response to Question 3, and primarily in relation to the length of marketing time under the effort to sell criterion of the long-term hardship scheme. For example, these respondents say that the marketing time of six months under the proposed effort to sell criterion is twice that required for other schemes such as Crossrail. Other UK projects discussed by respondents include the West Coast Main Line upgrade (mention of monetary compensation for night work), Crossrail (mention of inclusion of small businesses and the workings of its hardship scheme), BAA’s Stansted consultation, and a variety of other transport and energy infrastructure schemes. Alongside those respondents offering comparisons, there are others who call for caution in comparing HS2 with other infrastructure projects.

‘The Effort to Sell rule states a property must be marketed for 6 months - twice as long as under the current EHS and other schemes, eg. Crossrail. The three months should be reinstated.’

Individual

- 5.2.53 Some respondents refer to experience in other countries, arguing, for example, that:
- the TGV in France compensates generously and for property 300m from the line;

- France and Spain are reviewing their high speed rail plans;
- other EU countries show more regard for citizen protection than the current UK Government; and
- that there was a better economic case for high speed networks in Asia.

5.2.54 A few respondents wonder whether UK experts have studied high speed rail developments in other countries to view their impact, or say they believe that there is more space and less need to demolish properties in other countries.



## Chapter 6 Comments on the proposed assessment criteria

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### 6.1 Introduction

- 6.1.1 This chapter provides a summary of the responses to Question 1 in the consultation response form, which is about the criteria put forward to assess options for long-term discretionary compensation for the London to West Midlands section of HS2. It also summarises comments and responses that provide views on the assessment criteria in response to other questions and responses that did not follow the consultation structure.
- 6.1.2 Question 1 asks: **What are your views on the criteria we have put forward to assess options for long-term discretionary compensation?** For details of the criteria put forward, see Chapter 3 of the consultation document, page 18.

### 6.2 Overview of responses

- 6.2.1 Question 1 received 16,936 responses, of which 15,722 were identified as being part of organised responses.

### 6.3 Discussion

- 6.3.1 This section consists of eight subsections relating to themes arising in responses that address the assessment criteria for long-term discretionary compensation:
- general comments on the proposed assessment criteria;
  - comments on fairness;
  - comments on value for money;
  - comments on community cohesion;
  - comments on feasibility, efficiency and comprehensibility;
  - comments on functioning of the housing market;
  - comments on the balance between the proposed assessment criteria; and
  - other comments and suggestions.

#### General comments on the proposed assessment criteria

- 6.3.2 The consultation document identifies five criteria that the Government would use to decide the most appropriate long-term discretionary property compensation scheme. They are: fairness; value for money; community cohesion; feasibility, efficiency and comprehensibility; and the functioning of the housing market.

- 6.3.3 Although many responses concentrate on elements of the assessment criteria put forward, some contain an opinion on the criteria as a whole. 27 respondents state overall agreement with or support for the proposed criteria, with a further 82 expressing qualified support. An additional 105 respondents believe that the criteria put forward are generally inadequate and/or unfair. These numbers do not include comments focusing on more specific elements of the criteria or compensation proposals.
- 6.3.4 Additionally, many responses that address the assessment criteria contain comments that relate to the compensation proposals or eligibility criteria, with or without referring specifically to the assessment criteria. These comments are discussed in Chapter 5 or where relevant elsewhere in this report.

#### Comments on the fairness criterion

- 6.3.5 12 respondents express general agreement with the fairness criterion, with another six expressing qualified agreement or support. 5,106 respondents state disagreement, either opposing the criterion in principle or questioning its application within the proposals. Many respondents express more specific views on the fairness criterion, with or without stating an overall level of agreement. These are discussed in subsequent paragraphs.
- 6.3.6 2,876 respondents comment on the terminology used to define fairness, with most expressing a view that the wording used is too restrictive or vague. Respondents most frequently mention concerns relating to the use of the phrase ‘most directly and specifically affected’ in the consultation document. Many respondents state that, in their view, this wording should be amended to include all individuals who suffer significant loss.

‘The proposals are unfair since compensation is only to be for the ‘most directly & specifically affected’. Any proposals should be demonstrably fair and prevent individuals from suffering any loss as a result of a project which is purports to be in the national interest.’

Wendover Parish Council

- 6.3.7 Often in parallel to comments on the terminology, 8,835 respondents argue that fairness should mean providing full compensation to those affected by the HS2 proposals. Some respondents elaborate by stating that, in their view, too few qualify in the current proposals or that all individuals affected by blight should be compensated, regardless of distance from the line. Others state, for example, that no individual should suffer significant loss or that eligibility criteria should be based on individuals’ ability to move or market loss in property value.

‘Your criteria of fairness cannot be met unless you include compensation for all affected properties.’

Ickenham Residents’ Association

- 6.3.8 Many respondents comment on one or more of the individual proposed compensation schemes in relation to fairness - for example, pointing out certain aspects of the schemes which they perceive to be unfair. These views are

discussed in the chapter for the relevant scheme elsewhere in this report. Several respondents comment on the existing Exceptional Hardship Scheme (EHS), usually focusing on the scheme's perceived shortcomings – see Chapter 5, paragraphs 5.2.45 - 5.2.46 for details.

- 6.3.9 Some respondents make other comments or suggestions in relation to fairness - for instance, expressing a view that individual circumstances such as disability should be considered. Respondents also believe that the criterion does not take into account the exceptional and long-term nature of HS2. Some argue that fairness should be applied both in financial terms and to ensure individual freedom of choice, or that applying the 'polluter pays' principle would be appropriate from a fairness perspective.

#### **Comments on the value for money criterion**

- 6.3.10 Six respondents express general agreement with the value for money criterion, with another nine respondents expressing qualified agreement or support.
- 6.3.11 300 respondents state disagreement, either opposing it in principle or questioning its application within the proposals. Many respondents express more specific views on the criterion, with or without stating an overall level of agreement. These are discussed in subsequent paragraphs.
- 6.3.12 A common issue raised by respondents relates to the value for money of HS2 overall. 2,991 respondents say they believe that the full extent of blight or the cost of full compensation should be part of the business case for HS2. Respondents argue that this has not been the case, and that this could affect the public's appreciation of the proposed scheme's overall value for money.

'Further, by excluding the full cost of blight in the HS2 business case the taxpayer is misled that HS2 is better value for money than it really is.'

Stoke Mandeville Action Group

- 6.3.13 Several respondents express a view that value for money is not relevant as a criterion, either because of the proposed scheme's claimed wide-ranging benefits or because they consider that HS2 proposals as a whole do not represent value for money. Similarly, some respondents comment more generally that compensation should be viewed as part of HS2's overall cost or long-term funding settlement.
- 6.3.14 341 respondents express a view that this criterion could be used as an excuse to unfairly constrain the cost of compensation at the expense of individuals affected. Some argue that affected individuals are being made to subsidise the line by paying tax as well as suffering a loss in the value of their home – see 5.2.9 for more details. Many respondents say that, in their view, full or reasonable compensation should be provided to individuals affected, regardless of value for money to the taxpayer.

'Compensation up to the full un-blighted value of our property is quite reasonable, anything less would effectively be a subsidy by us towards the cost of the HS2 project. 'Value for money to the taxpayer' should not be used as an excuse to be unfair to me.'

Individual

- 6.3.15 Ten respondents comment on the terminology used to define value for money. Some say that the wording used is generally vague or subjective, while others comment on specific aspects of the wording, for example, that the use of the phrase 'offer satisfactory value for money' is too vague.
- 6.3.16 A relatively small number of respondents comment on the individual proposed schemes or on the EHS in relation to value for money - for example, suggesting that operating the proposed property bond and voluntary purchase scheme in tandem would represent value for money. These views are covered in the relevant scheme chapter.
- 6.3.17 Numerous respondents make other comments or suggestions in relation to value for money. These include suggestions that value for money should be a priority only in terms of improving operational efficiency and not in determining the level of compensation provided, or that individuals affected are also taxpayers whose value for money should be considered. A few respondents argue that full compensation would be value for money for the Government. This is because the cost of compensation could be recovered by re-selling properties once values have returned to normal following completion of the line.

### **Comments on the community cohesion criterion**

- 6.3.18 Nine respondents express general agreement with the community cohesion criterion, with another 23 expressing qualified agreement or support. 100 respondents state disagreement, either opposing the criterion in principle or questioning its application within the proposals. Many respondents express more specific views on the criterion, with or without stating an overall level of agreement. These are discussed in subsequent paragraphs. In addition, numerous respondents comment on other specific aspects of the compensation proposals in relation to community cohesion. These comments are discussed where relevant elsewhere in this report.
- 6.3.19 21 respondents express concern that community cohesion has already been affected - for example, arguing that HS2 has already caused property blight or prevented people from being able to move (see Chapter 5, paragraph 5.2.32 for details). Some respondents advocate the creation of a community fund in order to help mitigate potential effects on communities - including, for example, the possible loss of community facilities.
- 6.3.20 20 respondents comment on the terminology used to define community cohesion, with some expressing a view that the wording is generally vague and others commenting on specific aspects, such as the phrase 'as far as practicable'.

‘As far as practicable’ is an obvious get out clause. This whole criteria is poorly written and amounts to noting concrete.’

Individual

- 6.3.21 Several respondents comment specifically on the phrase ‘ensuring that there is the best understanding of the likely effects of the railway on the enjoyment of their properties’, stating that, in their view, HS2 Ltd has failed to deliver this aim by not providing adequate information to individuals who would be affected by HS2.
- 6.3.22 Several respondents comment on one or more of the proposed individual schemes in relation to community cohesion, or on the EHS. For example, several respondents say they support the proposed sale and rent back scheme’s aim of supporting community cohesion, with certain caveats (see Chapter 9 for details). Regarding the proposed long-term hardship scheme, respondents often focus on the potential impact that the hardship criterion would have on communities (see Chapter 8). Respondents who comment on the EHS focus on the perceived absence in the scheme of proposals to address possible impacts on local communities (see Chapter 5).
- 6.3.23 Many respondents make various other comments or suggestions in relation to community cohesion. For example, some comment that greater consideration should be given to mitigation or to possible impacts on communities during construction. Others question how community cohesion would be measured or monitored, or express concern about loss of social housing or about a variety of perceived community impacts (see Chapter 5).

#### **Comments on the feasibility, efficiency and comprehensibility criterion**

- 6.3.24 11 respondents express general agreement with the feasibility, efficiency and comprehensibility criterion, with another 12 expressing qualified agreement or support. 31 respondents state disagreement, either opposing the criterion in principle or questioning its application within the proposals. Many respondents express more specific views on the criterion, with or without stating an overall level of agreement. These are discussed in subsequent paragraphs. In addition, numerous respondents comment on other specific aspects of the compensation proposals in relation to feasibility, efficiency and comprehensibility. These comments are discussed where relevant elsewhere in this report.
- 6.3.25 13 respondents comment that they consider clarity or provision of clear guidelines to be important, with some making specific suggestions such as the use of plain English.

'I would urge HS2 to ensure that the compensation scheme is clear and concise. Perhaps the Plain English Campaign could be asked to approve any scheme and documentation.'

Individual

- 6.3.26 Others add a caveat - for instance, that delivering full compensation should receive a higher priority than clarity or that the schemes should not be made overly simplistic and/or inflexible.
- 6.3.27 13 respondents question the application of the criterion, saying that, at present, the proposals are unclear or difficult to understand. Some of these respondents refer to specific aspects of the proposals or consultation process - for example, stating that the eligibility criteria for properties partly within the safeguarded area are unclear, or expressing dissatisfaction with the way HS2 Ltd has handled queries or events in the past. A small number of respondents think the naming and definition of the criterion are vague.
- 6.3.28 Several respondents comment on one of the individual proposed schemes in relation to this criterion, or on the EHS. For example, respondents express views on the hardship criterion of the proposed long-term hardship scheme (see Chapter 8) or on the HS2 Action Alliance proposal for a property bond (see Chapter 11). With regard to the EHS (see Chapter 5), respondents' most common comment is that they believe the scheme has not been administered in a clear, consistent or fair way.

'The hardship scheme proposal closely follows the EHS which has been in place over 3 years. It's reputation for customer service, clarity and effectiveness in alleviating hardship from blight is poor. Applicants have found it frustrating; the rules unclear; an inability to even be allowed to see information submitted by agents (to check for accuracy); and with no appeal process the scheme is regarded as unfair. Unless the scheme has a radical overhaul it is unclear how it will meet this criteria.'

HS2 Action Alliance

- 6.3.29 Several respondents make other comments or suggestions in relation to the feasibility, efficiency and comprehensibility criterion. Suggestions include that transparency should be emphasised, that effective administration or good customer service are essential, or that more information should be provided to affected individuals.

### **Comments on the functioning of the housing market criterion**

- 6.3.30 Ten respondents express general agreement with the functioning of the housing market criterion, with another seven expressing qualified agreement or support. 46 respondents state disagreement, either opposing the criterion in principle or questioning its application within the proposals. Many respondents express more specific views on the criterion, with or without stating an overall level of agreement. These are discussed in subsequent paragraphs.

- 6.3.31 61 respondents express concern about perceived existing impacts to property markets (see also Chapter 5) - for example, suggesting that HS2 has already led to market stagnation and that more urgent action is needed to address this criterion.

'It is important that despite the very damaging impact the HS2 scheme has had on on the local housing market since March 2010, a way is found to ensure that the market is able to function as normally as possible, especially during construction of HS2.'

David Lidington, MP for Aylesbury

- 6.3.32 Six respondents believe that in order to ensure proper functioning of the housing market, full compensation in terms of loss in market value should be provided to affected individuals.
- 6.3.33 Nine respondents comment on the terminology used to define functioning of the housing market. Several respondents believe that the phrase 'as normally as possible' is vague – suggesting, for example, that it be amended to just 'normally'. A number of respondents suggest that this criterion should be renamed as 'functioning of the property market', so that business properties are not excluded.
- 6.3.34 Several respondents comment on one or more individual compensation schemes in relation to the functioning of the housing market, or on the EHS. Respondents often say they support the property bond option to enable proper functioning of the housing market, adding a range of caveats (see Chapter 11). A number of respondents think that potential impacts to housing markets are unlikely to be effectively addressed by the proposed long-term hardship or voluntary purchase schemes (see Chapters 8 and 10, respectively). With regard to the EHS, respondents state, for example, that the scheme has done little to address property market stagnation (see Chapter 5).
- 6.3.35 Several respondents make other comments or suggestions about the functioning of the housing market criterion - including, for example, concerns about Government ownership of properties, suggestions for the involvement of estate agents or mortgage lenders, and suggestions for ongoing housing market monitoring.

#### **Comments on the balance between the proposed assessment criteria**

- 6.3.36 Many responses contain comments referring to the balance between the proposed criteria and/or Section 3.1.7 of the consultation document, which sets out how the schemes would compare differently under these criteria, including comments about the criteria weightings or assessment method. Most respondents do not indicate how strongly they agree or disagree with Section 3.1.7, but four express support for the section, in general or in principle, and 29 express general disagreement.
- 6.3.37 255 respondents suggest that details of the criteria weightings and/or assessment method should be provided, with some stating specifically that the weightings that HS2 Ltd provided to Deloitte should be made public. Many

respondents believe that the assessment should be subject to an independent audit or review, for example, to ensure transparency.

‘The DfT must reveal the weightings between the agreed criteria; and the ‘best balance’ should be independently audited.’

Individual

- 6.3.38 Many respondents comment on the relationship between value for money and fairness or the other criteria. 69 respondents say that value for money conflicts with fairness or the other criteria, or that it should not be prioritised at the expense of other criteria.

‘The criteria are contradictory - in particular fairness to owner occupiers versus value for money for some ill-defined groups. This clearly means that owner occupiers will not be compensated ‘fairly’ as originally promised by ministers, because this be beyond the budget of HS2.’

Individual

- 6.3.39 In contrast, 26 respondents state that it is important to balance fairness and value for money effectively - for example, expressing a view that both local communities’ and wider taxpayers’ needs should be taken into account.
- 6.3.40 Some respondents emphasise the importance of one or more of the criteria or suggest that specific criteria are given priority weighting. Respondents most often emphasise the fairness criterion; several also consider the functioning of the housing market to be particularly important.
- 6.3.41 46 respondents comment more specifically about the balance between the criteria. For instance, some respondents believe that the criteria are generally contradictory or that their perceived subjective nature favours the Government. Additionally, a few respondents comment on the terminology or phrasing used in Section 3.1.7 of the consultation document, most often suggesting that the wording is difficult to understand or deliberately vague.

### Other comments and suggestions

- 6.3.42 916 respondents, mostly in response to Question 7, comment that in their view the proposed property bond option successfully fulfils the proposed assessment criteria.
- 6.3.43 29 respondents make comments about the application of the criteria. For example, several respondents state that they agree with the aims of the criteria in principle, but also believe that successful implementation is necessary or that these aims are not reflected in the compensation proposals.
- 6.3.44 A number of respondents make other general comments about the assessment criteria: several think them too vague or subjective overall, some state that there is not enough information or that further details are required, and a few believe that the criteria are too complex or difficult to understand. Some respondents suggest the criteria do not take into account the exceptional and long-term nature of HS2.



6.3.45 20 respondents make suggestions for additional or alternative criteria. For example, one suggestion is that an overarching criterion – or the only criterion – should be that no individual suffers significant loss. Suggestions for additional criteria include, for example, transparency, freedom of choice, or human rights principles.

‘We agree, in principle, with the five criteria which the Government proposes to adopt to determine the scheme. However, we would add one further criterion which is, in our view, critical to the credibility of any compensation scheme: transparency.’

Progress Rail Services UK Ltd

## Chapter 7 Comments on the express purchase scheme

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### 7.1 Introduction

- 7.1.1 This chapter summarises the responses to Question 2 in the consultation response form, which relates to the introduction of an express purchase scheme for the London to West Midlands section of HS2. It also summarises comments and responses that provide views on the scheme in response to other questions, and responses that did not follow the consultation structure.
- 7.1.2 Question 2 asks: **What are your views on our proposals for an express purchase scheme?** For details of the proposals, see Chapter 4 of the consultation document, pages 21-24.

### 7.2 Overview of respondents

- 7.2.1 Question 2 received 16,939 responses, of which 15,723 were identified as being part of organised responses.

### 7.3 Discussion

- 7.3.1 This section consists of eight subsections relating to themes arising in responses to the express purchase scheme:
- general comments on the express purchase scheme;
  - qualifying criteria for the express purchase scheme;
  - eligible property types under the express purchase scheme;
  - safeguarding zone;
  - compensation and costs relating to the express purchase scheme;
  - process of the express purchase scheme;
  - valuation process for the express purchase scheme; and
  - other comments and suggestions relating to the express purchase scheme.

#### General comments on the express purchase scheme

- 7.3.2 The consultation document outlines the express purchase scheme, which would be made available to all eligible property owners who serve Blight Notices and whose properties are entirely within the safeguarded area (properties partly within the safeguarded area will be decided on a case-by-case basis). The consultation document states that eligible property owners would be paid the full, un-blighted, open market value of the property plus a 10% home-loss payment (up to a maximum of £47,000) plus their reasonable costs of moving.

- 7.3.3 Although many responses concentrate on elements of the express purchase scheme, some contain an opinion on it as a whole. 179 respondents express opposition to the scheme proposal, commenting that it is inadequate or unfair. In contrast, 102 respondents express support, often commenting that the scheme appears fair or adequate. A further 123 respondents express qualified support for the proposed scheme. These views are reported in more detail in the remainder of this chapter.
- 7.3.4 A small number of respondents comment that, in their view, the express purchase scheme proposals are little more than required by statute, with two respondents suggesting that the express purchase scheme is no different from the previously proposed advanced purchase scheme.

‘The proposals made appear identical to those put forward in the October 2012 consultation, but with a change in name from ‘advanced purchase’ to ‘express purchase.’

HS2 Action Alliance

### **Qualifying criteria for the express purchase scheme**

- 7.3.5 In the context of an express purchase scheme, 2,307 respondents request that all properties affected or blighted by HS2 be fully compensated, and 2,542 respondents suggest that compensation should apply to anyone who is unable to sell their property or whose property loses value as a result of HS2. These respondents often argue that loss in market value should be the primary criterion for compensation, rather than a property’s distance from the line. These comments are often linked to concerns about property blight caused by HS2, which in turn is perceived to affect residents’ ability to move. Other respondents suggest that, in some cases, property blight is happening already (see Chapter 5, paragraph 5.2.32 for more details). Respondents often refer to these impacts as examples of the Government not meeting its own definition of ‘fairness’.
- 7.3.6 In all, 7,781 respondents raise concerns that properties near HS2 would be extremely difficult to sell. In this context, some of these respondents welcome the removal of the ‘reasonable endeavours to sell’ criterion from the proposed scheme. According to these respondents, the removal of the criterion suggests that the Government accepts what they describe as ‘the true extent of HS2’s blight on properties’.
- 7.3.7 262 respondents raise concerns that too few people would benefit from or qualify for the express purchase scheme. Some respondents specify that they believe the proposed eligibility criteria are too restrictive. Of the respondents highlighting that too few would benefit, more than half argue that that only 1% of all blighted properties would benefit from the express purchase proposals.
- 7.3.8 Respondents make diverging comments about the way in which the proposed eligibility criteria should operate. Many respondents believe that the proposed criteria should be fixed and unconditional, with no scope for case-by-case assessments. Others, in contrast, believe the use of a case-by-case approach

across the entire express purchase scheme would ensure greater flexibility and allow for individuals' different circumstances.

### Eligible property types under the express purchase scheme

- 7.3.9 In total, 2,267 respondents are concerned that the proposed scheme limits eligibility to certain types of property owner. These respondents often cite owners of second homes or rental properties as groups that they believe should be eligible too. Some specify that property owned is often an important financial asset or part of a respondent's financial plans for the future. A few respondents express concern about the proposed scheme's perceived lack of compensation arrangements for tenants.

'Many of these residents are in rented accommodation and therefore, under current thinking, would not be compensated for loss of their homes although many have lived here all their lives'

Individual

- 7.3.10 In relation to the proposed eligibility criteria, 48 respondents comment on the inclusion of businesses, stating their belief that all businesses should be eligible. Some respondents specifically state that they regard the £34,800 rateable limit as too low (see Chapter 5, paragraph 5.2.20 for more detail). Comments include concerns about the potential impact of HS2 on businesses, both urban and rural, with a few respondents highlighting idiosyncrasies of potentially affected businesses, and asking for these to be considered.

'Due to the size of our premises, the difficulty in locating alternative sites in close proximity so as not to cause a major loss of employee, and the reliance placed on the facilities to the business, a strategic view needs to be taken. Simply purchasing the premises does not resolve the potential disruption to our business.'

Headlam Group plc

- 7.3.11 2,301 respondents believe that the proposed scheme should include properties above tunnels. A few respondents suggest that those properties near embankments, viaducts, cuttings and other associated infrastructure that may cause visual or noise impacts should also be included. Others argue that the proposed application of a fixed, 60-metre safeguarding zone would ignore the differing topographies of specific areas, stating that these should be accounted for.

- 7.3.12 72 respondents highlight potential impacts from construction activities. Respondents emphasise that residents would experience serious disruption if and when construction begins, and some respondents are concerned about the protection of properties suffering blight during construction. A few respondents suggest expansion of eligibility for the proposed express purchase scheme to include properties adjacent to construction sites.

‘We feel that the extensive and lengthy construction work planned for sites throughout Harefield mean that properties adjacent to the sites should also be eligible for express purchase.’

Harefield Tenants and Residents Association

7.3.13 A few respondents suggest that the express purchase scheme should be extended to include schools and other community facilities.

7.3.14 One respondent opposes the proposal to unconditionally accept all Blight Notices from eligible properties in the safeguarding zone.

‘TfL does not support the precedent of making a general public commitment to not contest Blight Notices from all eligible property within the safeguarded area.’

Transport for London

### Safeguarding zone

7.3.15 149 respondents suggest that the safeguarding distance of 60 metres is too narrow, arguing that property blight would extend beyond this distance. Some propose alternative distances for the safeguarding boundary, with suggestions ranging from 100 metres to two miles. A few respondents specifically suggest 120 metres as a suitable boundary for the safeguarding zone. Respondents often underpin their requests for a wider safeguarding zone by stating concerns that noise and other impacts from the potential construction and operation of the line might extend beyond the proposed safeguarding zone. One suggestion is for owners of all properties within the rural support zone to be eligible to apply for the express purchase scheme.

7.3.16 Some respondents discuss where the safeguarded area should be measured from, with 24 respondents suggesting that the safeguarded area should be measured not from the centre of the track, but rather from either the boundary of the railway or the boundary of the land taken.

‘The safeguarded area should be measured from the edge of the track not the centre of the track. The construction area is so large in places it takes up the whole of the safeguarded area and protects no one.’

Individual

7.3.17 According to some respondents, because the safeguarding zone is a planning tool, it should not be used - as they believe it has been - as a qualifying criterion for compensation schemes. There is one comment highlighting a concern about the use of the safeguarding zone after the proposed construction of HS2, with the respondent arguing that the status of the land within the zone might be downgraded from greenbelt to brownfield, thus leaving it vulnerable to new commercial or housing developments.

7.3.18 46 respondents comment on the difference in width of the safeguarding zone between rural and urban areas. These respondents often argue that reducing

the safeguarding zone in urban areas is unfair, and that urban and rural areas should be treated equally. General comments regarding the difference in treatment between urban and rural areas are addressed in 5.2.23. A few respondents say that an extended safeguarding zone is needed, specifically in rural areas, where they believe the impacts of HS2 would be more severe.

### Compensation and costs relating to the express purchase scheme

- 7.3.19 In response to the amount of compensation offered as part of the proposed scheme, 56 respondents argue that compensation for homeowners must be fair, with many of these respondents specifying that any property purchases should be made at full, un-blighted, open-market value. Additionally, 26 respondents believe that the amount of compensation offered by the scheme is inadequate. Four respondents state that they are broadly happy with the proposed level of compensation.
- 7.3.20 Some respondents argue that they do not want to leave their property, often stating that no amount of compensation would be adequate. Some respondents cite concerns about finding similar, affordable replacement properties or properties in a similar or nearby area, with some arguing that replacement properties should be provided as part of the compensation arrangements.

‘Our Village Hall is in the Safeguarded Area and is scheduled for destruction. We do not need the notional value of the building - we need a replacement building, both during the construction period and after the line is completed.’

Burton Green HS2 Action Group

- 7.3.21 A total of 407 respondents argue that the proposed 10% home-loss payment is inadequate, while 17 respondents say they think it is adequate. Many of the respondents who disagree with the proposed home-loss payment make reference to the Country Land and Business Association’s recommendation of a 30% home-loss payment for compulsory purchase cases and suggest this is applied to the express purchase scheme. Some respondents argue that the 10% home-loss payment does not sufficiently address the distress of being forced to move house. In addition to this, several respondents suggest that the £47,000 cap on home-loss payments is inadequate.

‘The 10% home-loss payment should not be capped (at £47,000) and the 10% should be a larger. CLA (Country Land and Business Association) recommend 30% for compulsory purchase cases.’

Individual

- 7.3.22 Of the respondents who express concern regarding the proposed home-loss payment, 243 would want to ensure that all moving costs are covered. Respondents say, for example, that they would want to receive payment for the stamp duty costs of moving to a similar property, solicitors’ fees, any loss of income incurred as a result of moving, estate agent fees and the cost of removals.

## Process of the express purchase scheme

7.3.23 The majority of respondents who comment on the process of the express purchase scheme raise particular concerns about its fairness, with 8,639 respondents requesting that the scheme incorporate an independent appeals process. A few respondents believe the proposed scheme is onerous, whilst other respondents stress that the process should be simple, transparent and independent.

‘There needs to be the commitment that if the proposals are approved, they will be operated with total transparency and consistency by HS2 and the Department for Transport.’

Individual

7.3.24 In all, 123 respondents suggest that under the express purchase scheme, decisions about properties partially within the safeguarded area should be transparent as well as open to appeal. A small number of these respondents highlight that the application process may cause undue stress to homeowners. One respondent calls for a clearer definition of the term ‘partially’ to give homeowners more certainty.

7.3.25 A total of 74 respondents argue that all properties partially within the safeguarded area should be included in the scheme.

‘Our view is that the Government should not only accept Blight Notices from properties wholly within the safeguarded area, but should also accept Blight Notices from properties partially within the safeguarded area.’

Progress Rail Services UK Ltd

7.3.26 Some respondents discuss the application process for a Blight Notice. Several suggest that the onus to provide the Blight Notice should be on the Government, rather than the property owner. A few respondents raise concerns about how long it would take the Government to respond to a Blight Notice, whilst two respondents also suggests that Blight Notices should remain valid for longer than three years.

‘It should not be the owners who have to serve the Blight Notice - the Blight Notice should automatically be issued to the owner. Blight notices should be longer than three years as who knows when the line will actually be finished.’

Individual

7.3.27 A few respondents raise concerns regarding Counter-Notices, which may be issued by the Government to counteract a property’s Blight Notice. Whilst a small number disagree with the principle of a Counter-Notice - for example, because it would increase the level of uncertainty for property owners - other respondents request further clarification regarding the procedure where Counter-Notices have already been issued. A couple of respondents suggest that all costs associated with contesting a Government-issued Counter-Notice should be paid by HS2 Ltd.

- 7.3.28 A few respondents suggest that rules be put in place for dealing with compulsorily purchased properties that are then not needed due to changes to the HS2 proposals. One respondent calls for the application of the Crichton Down Rules, whilst two others request more information about the potential resale of their property.
- 7.3.29 A total of 2,951 respondents express concern about the length of time they would be expected to wait until receiving compensation. Most of these oppose any delay in compensation pay-outs; some emphasise the appropriate time for the compensation to be available would be immediately.
- 7.3.30 Responses include mentions of specific groups, such as elderly and retired people. These respondents believe the timing of the compensation payment could be particularly important (for more details on concerns about the potential impacts on elderly and retired people, see 5.2.35). Some respondents express their concern that these groups might face problems, because they believe that eligible property owners will have to wait until the proposed railway has been operational for a year. Some respondents occasionally mention delays to other railway projects in relation to uncertainty about the timing of compensation payments.

#### Valuation process for the express purchase scheme

- 7.3.31 Many respondents express support for the Government's proposed payment of the full, un-blighted open market value of affected properties. A few request clarification as to how the un-blighted value would be determined.

'The guidance about how un-blighted open-market value is determined for the Express Purchase Scheme needs to be more explicit in order for the consultation paper to comply with the Sedley Rules.'

Individual

- 7.3.32 Several respondents wonder how the express purchase scheme will determine a property's un-blighted value. 39 respondents specifically raise concerns about the independence of the valuers used. Most of these respondents suggest using three independent property valuers to mitigate their concern.

'The Council believes there should be three valuers, wholly independent from the government or HS2 Ltd, who assess the property for its market value, together with a formula that allows the market value to be properly assessed by those three valuers and the average price taken.'

London Borough of Camden

- 7.3.33 Some respondents suggest that valuations should be undertaken by local estate agents who understand the nuances of each specific area. One respondent requests that valuations take into account any bidding wars that might have occurred had the property been on the market and un-blighted by HS2.
- 7.3.34 Other comments on timescales include a suggestion that applicants should be able to repeat express purchase requests at two-year intervals, and a belief



that an express purchase scheme may result in quicker payments and transactions. One response highlights the perceived importance of adhering to a strict timetable.

- 7.3.35 Whereas one respondent suggests that a change to the safeguarded area at this stage may result in delays to those who have already served Blight Notices, another emphasises their view that the safeguarded area should remain open for review even during the first years of the proposed line's operation.

#### **Other comments and suggestions relating to the express purchase scheme**

- 7.3.36 Some respondents would be in favour of replacing the express purchase scheme with a property bond. Two respondents favour the sale and rent back scheme as an alternative option, whilst another three express preference for either the property bond or voluntary purchase scheme to replace the express purchase scheme. A few respondents suggest they would support the express purchase scheme only if the property bond or voluntary purchase schemes would be unavailable to them.
- 7.3.37 A concern raised in one response is that areas might suffer a change in character or an increase of anti-social behaviour should there be a large uptake of the express purchase scheme, resulting in numerous vacant properties.

#### **Information**

- 7.3.38 A total of 111 respondents request more information or detail about various aspects of the express purchase scheme. These aspects include the proposed qualifying criteria, the safeguarded area, the valuation process, home-loss payment and the scheme's timescale. Some of these respondents request more information generally, often commenting that they think the information provided regarding the principles and operation of the scheme is too vague.

## Chapter 8 Comments on the long-term hardship scheme

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### 8.1 Introduction

8.1.1 This chapter provides a summary of the responses to Question 3 in the consultation response form, which relates to the introduction of a long-term hardship scheme for the London to West Midlands section of HS2. It also summarises comments and responses that provide views on the long-term hardship scheme in response to other questions and responses that did not follow the consultation structure.

8.1.2 Question 3 asks: **What are your views on the proposed long-term hardship scheme?** For details of the long-term hardship scheme, see Chapter 4 of the consultation document, pages 24-30.

### 8.2 Overview of responses

8.2.1 Question 3 received 16,948 responses, of which 15,799 were identified as being part of organised responses.

### 8.3 Discussion

8.3.1 This section consists of eight subsections relating to themes arising in responses to this scheme:

- general comments on the long-term hardship scheme;
- general comments on qualifying criteria;
- criterion 1: property type;
- criterion 2: location of property;
- criterion 3: effort to sell;
- criterion 4: no prior knowledge;
- criterion 5: hardship; and
- process and administration of the long-term hardship scheme.

#### General comments on the long-term hardship scheme

8.3.2 The consultation document outlines proposals for a long-term hardship scheme, which is intended to assist owner-occupiers who will suffer hardship if they are unable to sell their home and cannot do so at its full value because of property blight associated with HS2. The consultation document outlines five criteria which applications would have to meet in order to qualify. These are: property type, location of property, effort to sell, no prior knowledge and hardship. Successful applicants would have their property purchased by the Government at its full, un-blighted, open market value.

- 8.3.3 Although many responses concentrate on elements of the long-term hardship scheme, some contain an opinion on the scheme as a whole. A total of 4,346 respondents express their opposition to the proposed long-term hardship scheme, or believe that it is unfair, inadequate or needs rethinking. In contrast, 44 respondents say they think it is adequate, fair or express overall support for the scheme, while 53 express a degree of support with a caveat or condition attached.
- 8.3.4 Some respondents express concern that the information provided by HS2 Ltd in relation to the long-term hardship scheme has been insufficient. Specific areas of concern to respondents include: the application and valuation processes; the underlying criteria and related uncertainty over eligibility; and the amount of compensation on offer. Many believe that the compensation offered under the scheme is inadequate or should be fairer. In addition, some respondents think that the proposed scheme does not take account of the length of time over which the project is to be planned and constructed.
- 8.3.5 Respondents frequently make comparisons with the current Exceptional Hardship Scheme (EHS) and other compensation schemes, or with previous proposals for a long-term hardship scheme. Respondents' comments are split between:
- those asking for terms and conditions which match those suggested in relation to the proposed long-term hardship scheme previously consulted on, and
  - those raising concerns that lessons have not been learned from previous experience (often with reference to personal experiences with the EHS).
- A few respondents say the current proposals for a long-term hardship scheme are an improvement on earlier proposals or an improvement on the EHS, while a couple say they prefer the earlier proposals.
- 8.3.6 Some respondents say they would rather the Government offered a property bond instead of the long-term hardship scheme, with many of these specifically endorsing the proposals developed by the HS2 Action Alliance. One respondent requests that a property bond be offered alongside, rather than instead of, the long-term hardship scheme. This is reported in greater detail in Chapter 11.
- 8.3.7 Some respondents suggest further issues that they think should be considered in the context of a long-term hardship scheme, such as potential issues with buying a like-for-like property, consideration of blight contours, costs or funding for such a scheme, and the possibility that some residents would not want to move.

#### **General comments on qualifying criteria**

- 8.3.8 A total of 1,012 respondents explicitly oppose all of the five criteria underlying the long-term hardship scheme, with the majority of these respondents stating that the criteria are inappropriate and unjustified. A further 16,668 respondents express opposition to one or more of the five criteria included within the scheme. Some respondents identify criteria which they would like dropped from the scheme, while expressing support - with or without caveats - for one or

more of the remaining criteria. Others discuss specific amendments they would like to be applied to the criteria without explicitly supporting or opposing them.

- 8.3.9 A number of respondents say they are concerned that the restrictive nature of the scheme criteria would disqualify a large number of blighted property owners from compensation. Many of these respondents liken blight to a property tax, saying it forces those affected by HS2 to suffer a loss in their property value. Other concerns that respondents associate with property blight relate to the ability to move or re-mortgage and the diminishing appeal of properties near the line to their current owners.
- 8.3.10 In view of these concerns, 13,473 respondents say they would prefer alternative criteria based upon loss in the market value of property or an inability to sell. A large number of respondents include a similar request that all property owners suffering from blight or financial losses should qualify under the scheme.
- 8.3.11 Less commonly, respondents suggest the inclusion of specific locations where they say compensation should be offered to property and business owners who face potential impacts from HS2, but who may wish to remain in their homes or continue trading.

‘If the homeowner chooses to stay in their house they should be given an equal sum to compensate for loss of right to peace and quiet.’

Individual

- 8.3.12 Some respondents question whether the proposed long-term hardship scheme has been designed with the intention of limiting the number of successful applications. Similarly, several believe that proposals have been unduly influenced by cost minimisation objectives.

### **Criterion 1: property type**

- 8.3.13 Of those who express opposition to one or more criteria, 263 respondents express explicit opposition to the ‘property type’ criterion as proposed for the long-term hardship scheme, often specifying that all owners, not just owner-occupiers, should be considered. In contrast, four respondents express explicit support for this criterion.
- 8.3.14 A number of respondents express concern over the decision to exclude specific groups of property owners from the proposed long-term hardship scheme. For example, some contend that property owners in areas where the HS2 proposals specify that the line would run in a tunnel ought to qualify for compensation, while others believe that second homes and rented properties should qualify under this criterion. Several respondents underline the financial importance of second homes and rental accommodation to their owners - for example, as part of a pension pot - highlighting that it would be unreasonable to exclude them from the hardship scheme. These respondents frequently say they believe many people are being forced to rent out their properties on account of the difficulties they encounter when trying to sell, which they attribute to HS2-related blight.

- 8.3.15 Some respondents make suggestions for broadening eligibility, including allowing applications from affected businesses and owners of non-residential properties. Several of these respondents discuss possible wider impacts of HS2 on the local economy and job market, which they say are deserving of consideration under the property type criterion.

‘We consider that if this scheme (or a similar scheme) were available to businesses, it would help to safeguard jobs which might otherwise be lost in the event that a business is suffering hardship and, were it not for the HS2 proposals, the owner would be able to sell the premises to release capital to enable the business to continue to operate.’

Harner Associates Limited

- 8.3.16 Some respondents express specific concerns about small businesses, for example, drawing an unfavourable comparison between the long-term hardship proposals and compensation schemes for other major infrastructure projects, such as HS1 and Crossrail. Some of these respondents specifically mention the three-month marketing period required by Crossrail, suggesting that this would be more appropriate than the six months proposed by the long-term hardship scheme. A few respondents also say that they would like agricultural land or other areas earmarked for development to be included. Others suggest the inclusion of additional groups such as estate executors, or commercial and residential tenants.

### **Criterion 2: location of property**

- 8.3.17 Of those who express opposition to one or more criteria, a total of 2,398 respondents express opposition to the ‘location’ criterion. A large number of these state a preference for an alternative criterion based on loss in property market value.
- 8.3.18 A number of respondents indicate that they support the decision not to employ a fixed-distance rule under the location criterion, or stress that there should be no fixed distance. Many of these also request that every property affected or materially inconvenienced by the construction and operation of HS2 should qualify for the scheme. Others state that a long-term hardship scheme should include the Rural Support Zone.
- 8.3.19 Several respondents question the definition of ‘substantial adverse effects’, which they believe lacks precision and could undermine the transparency of the application process. Some respondents say there are similar problems with linking the geography of property to the geography of the line (as outlined in the consultation document). Others express concern about the exclusion of properties deemed to be an unreasonable distance away - for example, saying that any such decision would be entirely subjective.
- 8.3.20 Many respondents make little or no explicit reference to the proposed criterion itself. Rather, they comment on the perceived arbitrary nature of distance with respect to blight, or discuss potential impacts on property that they consider deserving of compensation.

- 8.3.21 Some respondents believe that it is unfair to include fixed-distance criteria in some schemes and not others, or say that individual circumstances should be taken into account.

'The Rural Support Zone excludes applicants that have a property more than 120m from the line. The Long Term hardship Scheme has no exclusion on distance. This does not seem fair. The same criteria as to distance from the Line should be given for both. Each property should be considered on its merits.'

Individual

### **Criterion 3: effort to sell**

- 8.3.22 Many respondents commenting on the proposed criteria for the long-term hardship scheme focus on the effort to sell criterion. Of those who oppose one or more criteria, 2,794 respondents express opposition to the criterion or question the specific underlying conditions, while 2,622 suggest they support the criterion outright or with caveats.
- 8.3.23 Respondents frequently cite existing property blight associated with HS2 when specifying their objections relating to this criterion (see Chapter 5, paragraph 5.2.32 for general comments on property blight). Many claim that market loss has been in evidence for the past three years saying, for example, that it is unfair to ask affected parties to market their properties under these conditions for six months. A related concern is the perceived reluctance on the part of local estate agents to advertise properties which are unlikely to realise full market value.
- 8.3.24 A total of 51 respondents welcome the proposal to reduce the minimum time on the market to six months, while some are in favour of reducing this further to three months, which they say would bring the scheme in line with the EHS and other compensation schemes, such as Crossrail. In contrast, two respondents say they would prefer the minimum time of 12 months to be reinstated.
- 8.3.25 Several respondents say they would prefer HS2 Ltd to state the price they are willing to pay eligible property owners in advance of the prescribed marketing period, and incentivise applicants to find a better offer from a private buyer.
- 8.3.26 Overall, 2,687 respondents oppose the requirement that applicants must accept offers from potential buyers that fall within 15% of the asking price. Some respondents express indignation that homeowners should have to accept a reduction in the value of their properties, and several respondents claim that property owners in central London would face particular impacts as a consequence of this requirement.

‘15% of asking price is too wide a target, especially in London where properties often go for more than asking price currently. 15% is too large a proportion of the property value and could significantly impact the seller's ability to buy an equivalent property in another location.’

Individual

- 8.3.27 Respondents frequently question the rationale behind the 15% figure, for example, expressing doubts about the housing market data used to calculate the national average and suggesting alternative ranges - usually between 7.5% and 12% - which they consider fairer.

‘The Offers rule states that if offers are within 15% of the asking price they disqualify an applicant - this is twice the average difference between sale price and asking price (ie. 7.5% says Hometrack data).’

Individual

- 8.3.28 Some respondents believe that owners of large properties, such as those worth over £1 million, would suffer disproportionate impacts and recommend a lower limit of 7%. Another concern for respondents addressing this issue is the potential impact that the 15% limit could have on the behaviour of buyers - particularly developers and property speculators, who respondents say would benefit from increased bargaining power.
- 8.3.29 Respondents often suggest that HS2 Ltd should be required to pay the difference between the price that applicants can obtain on the open market and the un-blighted value of their properties.
- 8.3.30 A few respondents anticipate difficulties for applicants trying to demonstrate that the HS2 proposals are the reason their properties have not been sold, as prospective buyers are not obliged to provide a reason for not making an offer on a property. One respondent suggests that a statement of market value and an estate agent declaration could help.

#### **Criterion 4: no prior knowledge**

- 8.3.31 The no prior knowledge’ criterion attracts fewer comments than the other four criteria proposed for the long-term hardship scheme. Of those who oppose one or more criteria, 320 respondents commenting on this criterion say they oppose it or express concern over specific aspects, while nine express support or support with caveats.
- 8.3.32 Respondents commenting on this criterion are frequently concerned that it would discourage potential buyers from making offers on properties at full value if they identify a risk of blight from HS2. These respondents often comment that property prices would become permanently depressed as a result, occasionally referring to locations which they claim are already experiencing blight.
- 8.3.33 Other respondents discuss their concerns about the fairness of the current deadline for eligibility under this criterion in relation to route amendments and uncertainty surrounding the extent of blight. Specifically, respondents claim that

the provisional nature of the HS2 route and mitigation proposals would have made it difficult for recent buyers to gauge the blight risk associated with their new properties. Some of these respondents ask for the suggested deadline of 10 March 2010 to be extended to apply to properties purchased at a later date.

‘I believe the Government should change the date for eligibility to January 2012 rather than the original announcement date of March 2010 because it was only in 2012 that the current Government gave formal approval to a high speed rail network.’

Michael Fabricant, MP for Lichfield in Staffordshire

- 8.3.34 Several respondents mention the perceived benefits of a property bond in redressing potential damage to local property markets that they attribute to the no prior knowledge criterion.

‘The “no prior knowledge” condition to the Long-Term Hardship Scheme bakes-in blight, whereas every effort should be made to keep the property market functioning. This is precisely the reason for a Property Bond—it would help to keep the market functioning, at some level, and would help to avoid baking-in blight and it should be available in urban areas, as well as rural.’

Individual

#### **Criterion 5: hardship**

- 8.3.35 Of those who oppose one or more criteria, a total of 14,405 respondents directly oppose the hardship criterion. Many cite concerns about basing eligibility on personal circumstances, which they consider tantamount to means testing. A large number also refer to the numerous respondents to the previous HS2 Property and Compensation consultation (2012) who advocated dropping the hardship criterion. In contrast, three respondents express explicit support for the hardship criterion, either outright or with caveats.
- 8.3.36 Many respondents express concern that property owners suffering from market losses and generalised blight would not be included in this scheme. Some discuss the related concern that individuals who wish to move as a result of blight from HS2 may not meet the hardship requirements and become trapped in their homes. 8,857 respondents outline their belief that individuals would not be free to move or re-mortgage under the proposed hardship criterion, which would exclude too many properties from support.
- 8.3.37 Several respondents argue that the hardship criterion does not make sufficient allowances for older people (general comments on this issue are reported in Chapter 5, paragraph 5.2.35). Respondents suggest that if the needs of older people are not accommodated, it would obstruct those needing to downsize or release equity from their properties as they approach retirement.



‘While ‘downsizing’ is given as a hardship example, it depends on financial hardship ie must sell to release money for retirement to live off - so it's like a means tested tax on the elderly.’

Individual

- 8.3.38 Several respondents mention additional circumstances which might require older people to downsize, such as health problems and the need to be closer to family members. These respondents often identify older people moving into secondary care facilities as a group requiring particular attention.
- 8.3.39 Respondents also emphasise other circumstances of potential hardship they think should be considered, including unemployment and job seeking, divorce and separation, and health concerns - occasionally with reference to their own situation or that of another individual or group.
- 8.3.40 Respondents raise various issues regarding timescales proposed for the hardship criterion. For example, these respondents often say that property owners would encounter difficulties when trying to move or re-mortgage during the anticipated construction period, with many remarking that this phase of the proposed project is expected to last for 14 years or more.

‘Such hardship rules are inappropriate for HS2 timescales (15-20 years before operational) and will prevent people moving house or re-mortgaging as they normally would over this long period.’

Thorpe Mandeville Parish Council

- 8.3.41 In addition, 23 respondents comment on the proposal to allow applications from individuals demonstrating a need to sell in the near future (generally within three years) to avoid suffering hardship. While some of these respondents cautiously welcome this proposal, the majority ask for more information about how this would operate in practice.
- 8.3.42 A small number of respondents say they believe that the hardship requirements are vague, expressing concerns that this could allow the panel too much latitude when deliberating on applications to form a recommendation, to the possible detriment of many affected individuals.

### **Process and administration of the long-term hardship scheme**

- 8.3.43 There is little explicit opposition to the principle of a long-term hardship panel. A small number of respondents commenting on such a panel suggest that the proposals are adequate or fair as they stand, but many raise the issue of independence as a particular concern. For example, several of these respondents specifically question the role envisaged for a senior civil servant, while others simply request that HS2 Ltd and/or the Government be excluded from the decision-making process. Some respondents voice general concerns about the independence of the application process, without explicitly referring to the panel.

8.3.44 Respondents also raise concerns about the expertise of the panel, with some commenting on the absence of a medical professional or someone with equivalent competence.

'Reports from Medical practitioners require medical specialists for an accurate interpretation. Uninformed laypeople are wholly inadequate. Engineers Interpreting a medical report.'

Individual

8.3.45 Some respondents would want a panel to include local representatives with understanding of communities and the local housing market.

8.3.46 According to 233 respondents, site visits and personal representations would help the assessment of individual claims. These respondents sometimes refer to the perceived benefits of this approach in relation to the location and hardship criteria, which they say depend on the subjective judgements of the panel. Others say that the panel should be able to decide whether a site visit or meeting with an applicant is warranted. A small number of respondents welcome the option to accept photographs from applicants as evidence of loss or impact, but several others express doubts as to whether the panel would be able to make fair recommendations with this information only.

8.3.47 Other respondents comment on the exchange of information between applicants and the panel - for example, suggesting that the panel should publish its terms of reference for decision making. One respondent asks that panel recommendations be made public, with personal details redacted: this, it is argued, would help applicants to develop a better case under the hardship criterion, as they would have a better understanding of how the panel makes recommendations. Another respondent says that applicants should be routinely copied into correspondence relating to their claim.

8.3.48 A total of 53 respondents discuss ways of helping applicants through the process of submitting a claim, including suggestions that representatives from HS2 Ltd, independent organisations and/or the legal sector be made available to provide advice and guidance.

'There should be independent individuals available to support the preparation of your case - we are not all legal experts and this whole situation seems to be one where those who have money will be fine and those of us who don't won't.'

Individual

8.3.49 Several respondents consider the possibility that some applicants would be disadvantaged as a result of being unable to afford advisory services, with a few respondents recommending that any costs incurred as a result of consultation with outside sources should be reimbursed.

8.3.50 Other respondents discussing the application process commonly discuss proposals to release a detailed guidance document, often expressing tentative support for this measure. Respondents occasionally express concern that any

complex language could alienate older people, with an associated request that HS2 Ltd supplement the guidance document with a telephone helpline. Others say that documentation should be sent to affected parties as soon as possible, or that uncertainties should be discussed with property owners who are still without relevant documentation.

- 8.3.51 Respondents sometimes express general reservations about the complexity of the scheme, as well as the perceived lack of transparency and overall fairness of the compensation process. More specifically, some respondents are concerned that these issues would harm their claims for compensation, while others anticipate problems for vulnerable applicants, such as disabled or older people.
- 8.3.52 Some respondents discuss the proposed timescales, particularly those associated with the effort to sell and hardship criteria, as a further source of anxiety. A few respondents believe a fast-track application option should be available to deal with some cases, while others request that individual and local circumstances be properly recognised.
- 8.3.53 A total of 11,824 respondents believe that applicants should be able to appeal judgements made by the hardship panel, and that an independent body should be established for this purpose. Several contend that an independent appeals process would be less time consuming than requiring unsuccessful applicants to re-submit claims. However, other respondents suggest potential improvements to the current proposals, such as the provision of detailed feedback to unsuccessful applicants, or the ability to make personal representations to the panel. Some respondents would like clarity over timescales for an appeals process.
- 8.3.54 Respondents make various comments and suggestions regarding the process for dealing with applicants who have previously qualified under some, but not all, of the five criteria. Most contend that re-application should be treated as a new application, while a couple say that returning applicants should only have to provide evidence relevant to the criteria under which they were previously unsuccessful.
- 8.3.55 Five respondents oppose or express reservations about the proposed six-month purchase offer period, on the basis that many applicants may not be able to find a suitable property within this timeframe. Several of these respondents say that the purchase offer period should be extended to 12 months. In contrast, a few indicate they would be satisfied if applicants were only required to accept offers from the Government within six months and were provided with more flexibility on moving dates.
- 8.3.56 A total of 91 respondents discuss the valuation process for eligible properties, including what they consider fair compensation for successful applicants. These respondents often stress the importance of independent valuations, relating to concerns that the involvement of HS2 Ltd or the Government in this process would result in lower estimates. Commonly, respondents believe that the responsibility should be entrusted to estate agents, property experts, or other local valuers chosen by the property owners themselves.

‘The CLA have raised concerns over valuations being undertaken by framework valuers, rather than a valuer of the property owner's choosing to ensure true independence of valuation. If framework valuers are to be depended upon, there must be complete transparency as to how they have been selected for the framework.’

Country Land and Business Association Limited

- 8.3.57 Some respondents comment that compensation offered under a long-term hardship scheme should reflect the full market value of the property or the value of the property before the announcement of HS2.
- 8.3.58 A few respondents also suggest that HS2 Ltd or the Government should offer additional payments to compensate property owners for the loss of their home and/or to cover moving costs, mirroring the compensation offered under the express purchase scheme.

## Chapter 9 Comments on the sale and rent back scheme and alternative approach to renting properties back to their former owners

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### 9.1 Introduction

- 9.1.1 This chapter provides a summary of the responses to Questions 4 and 5 in the consultation response form, which are about options for sale and rent back for the London to West Midlands section of HS2. It also summarises comments and responses that provide views on the sale and rent back scheme in response to other questions and responses that did not follow the consultation structure.
- 9.1.2 Question 4 asks: **What are your views on the ‘sale and rent back’ scheme?** For details of the sale and rent back scheme, see Chapter 4 of the consultation document, pages 30-33.
- 9.1.3 Question 5 asks: **What are your views on our alternative proposals for renting properties to their previous owners?** For details of the alternative approach, see Chapter 4 of the consultation document, pages 33-34.

### 9.2 Overview of responses

- 9.2.1 Question 4 received 15,976 responses, of which 14,908 were identified as being part of organised responses. Question 5 received 15,928 responses, of which 14,909 were identified as being part of organised responses.

### 9.3 Discussion

- 9.3.1 This section consists of six subsections relating to themes arising in relation to options for a sale and rent back scheme:
- general comments on options for a sale and rent back scheme;
  - potential benefits or impacts of a sale and rent back scheme;
  - process and implementation of a sale and rent back scheme;
  - criteria and eligibility for a sale and rent back scheme;
  - compensation issues relating to a sale and rent back scheme; and
  - information.
- 9.3.2 The consultation document and the response form distinguish between the proposed sale and rent back scheme and a proposed alternative approach. Respondents’ comments do not always acknowledge this distinction – indeed, many respondents refer to their response to Question 4 (on the proposed sale

and rent back scheme) when answering Question 5 (on the alternative approach). Where respondents offer different views on the proposed and the alternative scheme, this is made clear in the text.

### General comments on options for a sale and rent back scheme

- 9.3.3 The consultation document outlines two options for a sale and rent back scheme. One option would apply to homes that needed to be demolished to build and operate the HS2 scheme, offering eligible owner-occupiers the opportunity to sell their homes to the Government and remain in residence as tenants until the property is needed for construction. An alternative option would offer all eligible owner-occupiers the option to rent back, if they have had their property bought by the Government, regardless of whether it is necessary for that property to be demolished, and if it is judged by the Government to be economic to do so.
- 9.3.4 Although many responses concentrate on elements of the sale and rent back scheme, some contain an opinion on the scheme as a whole. 118 respondents articulate support for a sale and rent back scheme, or say that the scheme appears to be fair or adequate.

‘Broadly speaking the sale and rent back scheme is an idea I welcome. Residents should have the greatest possible flexibility in deciding when they wish to move.’

Jeremy Wright, MP for Kenilworth and Southam

- 9.3.5 There are mixed views on the overarching principle for a sale and rent back scheme, with some saying they support the idea of people remaining in their homes in principle while others believe that such a scheme is unlikely to be popular. A few respondents say they do not see the need to include this topic in the consultation.
- 9.3.6 An additional 186 respondents convey similarly supportive sentiments, but with a caveat or condition attached. In contrast, 120 respondents say they oppose the proposed sale and rent back scheme, or that they believe it is inadequate or unfair.
- 9.3.7 Those in support of the proposed sale and rent back scheme often comment that it seems fair, reasonable, adequate, or a good idea. Of the respondents attaching specific caveats or conditions to their support, some argue that the scope of the proposals should be extended, or request that HS2 Ltd clarify details or make particular amendments to the proposed scheme. Some respondents express support for the proposed scheme, but suggest that it may not be practical or desirable for everyone.
- 9.3.8 Those expressing opposition to the proposed sale and rent back scheme express concern about the scheme’s application to a limited number of residents, its perceived cost-benefit ratio, or anticipated uncertainty and/or disruption for those using the scheme. Some suggest a need for significant changes to make the proposed scheme more acceptable. Others say they

cannot see how it would work, or that residents would rather move to a new property than rent back from the Government.

- 9.3.9 A number of respondents state an opinion on the proposed alternative approach to sale and rent back. A total of 115 respondents express support, and 2,294 express support with a caveat or condition attached. A further 102 respondents explicitly oppose the proposed alternative approach, or say that it is inadequate or unfair.
- 9.3.10 Those stating support for the alternative approach tend to say it is sensible, adequate or reasonable, or that it represents an improvement on the original sale and rent back proposals. Caveats include concerns that rental costs would be too high or too low, or that the alternative scheme would have only marginal additional benefit or uptake. Other respondents say this approach seems expensive or that the proposals need greater clarity.
- 9.3.11 Respondents expressing opposition to the alternative approach tend to make similar comments to those opposing the original sale and rent back proposals, or say that the alternative proposals do little to ease concerns about the initial proposals.

'The sale and rent back scheme appears designed to encourage 'existing residents to remain in their homes where possible'. If, however, the scheme is restricted, to properties scheduled for demolition, it will only have a very marginal effect. Even if it was extended to cover all properties that the Government agrees to buy, this figure is still unlikely to exceed a few thousand dwellings.'

51m

- 9.3.12 Many respondents indicate a preference for one approach over the other, with 2,219 commenting that they prefer the alternative approach, primarily because they think it offers a broader scope and more versatile approach, or that it seems fairer.

'This alternative 'Sale & Rent Back' scheme appears to be more versatile as it could apply to all properties purchased, not just those due to be demolished, and may be attractive to some who do not want to move immediately. This alternative proposal should be preferred to the original scheme.'

Multiple individuals

- 9.3.13 In contrast, three respondents express an explicit preference for the original sale and rent back scheme over the suggested alternative, saying that the latter is not as good, or is less fair. One respondent says the alternative approach does not seem very different.
- 9.3.14 Others say they prefer other specific proposals contained in the consultation document. For example, some say they prefer a property bond to either the sale and rent back scheme or the alternative approach. According to respondents, a property bond would enable homeowners to sell their property at full market value or would result in greater fairness. A couple of respondents

say they prefer the proposed express purchase scheme, primarily for those in direct line of sight or earshot of the line. One respondent says that the voluntary purchase scheme in combination with a property bond scheme would be preferable to the sale and rent back scheme.

- 9.3.15 Further detail is given below on more specific comments regarding perceived positive and negative aspects of a sale and rent back scheme and the proposed alternative approach, alongside other specific suggestions and considerations.
- 9.3.16 A total of 148 respondents say they have no comment or view on this topic, while 48 comment that they would not be eligible for the scheme, regardless of how it would be taken forward.

### **Potential benefits and impacts of a sale and rent back scheme**

- 9.3.17 A total of 7,722 respondents discuss the potential impact the proposed sale and rent back scheme - or the alternative approach - would have on residents' ability to sell, move or re-mortgage. According to some respondents, the proposals would prolong the inconvenience for residents wanting to move, and might make it more financially difficult for people to purchase a new property after a period of renting. Others believe that a sale and rent back scheme would benefit residents who cannot find a suitable alternative property to buy, sometimes suggesting that wider eligibility criteria could make the scheme more effective in this regard.
- 9.3.18 Many respondents believe that generalised blight would occur particularly during construction of HS2, with several arguing that a sale and rent back scheme, or specifically the alternative approach, would help some homeowners but do little to address overall blight. A few respondents suggest that blight is already occurring in particular locations; one respondent believes that HS2 Ltd's present treatment of purchased properties is inadequate (for general comments on the present effects of property blight, see Chapter 5, paragraph 5.2.32).

'In the village of Hints, a number of properties have been purchased by HS2 Ltd. The approach to renting and upkeeping the properties is slapdash and will further impact on the value of the properties. HS2 Ltd have also refused to consider selling properties where an interest to buy by a 3rd party has been expressed. 'Sitting tenants' were also refused an ongoing tenancy.'

Individual

- 9.3.19 In contrast, 81 respondents highlight the perceived benefits of a sale and rent back scheme to homeowners and the wider community. Most commonly, respondents say that such a scheme would provide flexibility for homeowners during a period of transition. Others comment that property market functionality would be aided or blight would be limited. Several respondents also argue that the proposed sale and rent back scheme would offer potential benefits to community cohesion through a reduction in the number of empty properties and continuity of occupation, although some are concerned that community



cohesion could be damaged if previous owners cannot afford to stay in their homes.

9.3.20 Many respondents discuss the personal or emotional considerations of residents participating in a sale and rent back scheme. For a number of respondents, the key concern is around loss of ownership, or moving from owning to renting. These respondents commonly argue that residents may experience a loss of control, a loss of security or asset, and/or the perceived emotional impact of becoming a tenant having worked to own a property. Others specifically cite emotional distress and uncertainty, possible impacts on current quality of life or future plans, and attachment to a home or community as particular concerns. One respondent thinks the scheme would only benefit people who are well off.

9.3.21 Some respondents discuss wider socio-economic impacts that might arise from a sale and rent back scheme. These include possible impacts on the local economy and jobs. Others make specific suggestions or comments regarding local facilities and farms.

‘This could work for some as long as any compensation agreed does not become totally diluted by rents. This is particularly important with businesses and farms due for demolition. Finding alternative premises could take a long time - a deferred payment option would be more appropriate.’

Individual

9.3.22 When discussing the sale and rent back proposals, 33 respondents mention the potential disruption associated with the construction and/or operation of HS2. Some respondents believe that the sale and rent back scheme should apply to a greater number of properties that would be affected by such disruptions. Specific concerns include the potential duration of disruption, as well as the anticipated impact of construction roads (including traffic or transport and access issues), dust and dirt, and subsidence.

9.3.23 A small number of respondents discuss environmental impacts associated with the construction and operation of the proposed HS2 scheme specifically in relation to a sale and rent back scheme. Some of these respondents focus on the relationship between potential local impacts and rental values. A few express particular concern about how a sale and rent back scheme would work for older or listed buildings, which, they say, might need specific treatment.

9.3.24 56 respondents comment on the effects of a sale and rent back scheme on specific groups. These respondents mainly focus on older or retired people, and tend to be divided over whether such a scheme would benefit these people by providing extra security or conversely lead to greater uncertainty, anxiety and financial loss (for general comments on the potential impacts on elderly people of HS2 see Chapter 5, paragraph 5.2.35). Some respondents who identify themselves as older people say they would be happy with a scheme if they could be assured lifetime secured tenancy. Others express concern that older people would be less likely to have kept properties up to legal standards for renting and would therefore find it difficult to benefit from such a scheme. A

few respondents say they are concerned about the possible impacts on families and children, or about the practicalities for residents in ill health or with poor mobility. One respondent explicitly states a belief that the proposals are inappropriate for farmers.

- 9.3.25 Some respondents discuss other specific benefits or drawbacks of a sale and rent back scheme. Suggested benefits include homeowners' ability to use the equity from the sale of their property to invest in a new or replacement property, improved standard of housing (with knock-on benefits for Government revenue) and an overall increased range of options for residents. Suggested drawbacks include the potential for increased pressure on council housing if residents cannot afford to buy another property after a period of renting, as well as possible effects of an influx of non-local tenants into an area.

### **Process and implementation considerations of a sale and rent back scheme**

- 9.3.26 A total of 8,647 respondents discuss aspects of the process for making decisions under a sale and rent back scheme, including the value for money test and rent levels. The most common suggestion is for an independent panel to administer the scheme or deal with appeals rather than HS2 Ltd, primarily to ensure fairness of decisions and appropriate expertise.

'...once again there should be an organisation independent of HS2 and the Government to make sure that decisions are fair.'

Ellesborough Parish Council

- 9.3.27 Some 10,780 respondents stress that they believe the process should be fair, with some indicating that they believe the current proposals do not, or do not entirely, meet that requirement. Respondents' concerns include that individuals should not suffer overall economic loss as a result of this scheme and that the Government or HS2 Ltd would benefit more than residents from the letting process, regardless of whether the proposed sale and rent back scheme or the alternative approach is implemented.
- 9.3.28 Several respondents comment on the proposed value for money test. Some express concern or opposition to this test, as they argue that a number of homeowners may wish to remain in their property, even if the property does not pass the test. In contrast, a few respondents express explicit support for the test on the basis of cost-effectiveness.
- 9.3.29 Respondents frequently express concern about the rent level applied to properties purchased by the Government and rented back to the former owner. Some emphasise that, in their view, the rent charged should be low, fair or reasonable - or suggest it should be free. A number of respondents provide other specific comments or suggestions regarding the rent level, primarily arguing that it should reflect the level of anticipated disruption. Some suggest the Government could waive a few months' rent by way of compensation for inconvenience. Others are against the idea of paying rent to the Government, or express concern about homeowners' ability to afford a sale and rent back scheme - for example, if monthly rent payments were more expensive than previous mortgage payments.

9.3.30 Several respondents argue that the process as proposed is too onerous or complex and needs to be simplified, or stress the need for a transparent process.

'The CLA remains concerned that what should be a relatively straightforward process is complicated by being over bureaucratic. One of the aims of such a scheme should be to remove the stress from certain people and offer space and time for those individuals to find alternative accommodation having released equity from their original property.'

Country Land and Business Association Limited (CLA)

9.3.31 A total of 85 respondents comment explicitly on the valuation of properties. Some stress that, in their view, owners should be offered the full, un-blighted market value for their property, and that those valuing the property should be independent or have good local knowledge in order to avoid undervaluation.

9.3.32 81 respondents discuss the cost of a sale and rent back scheme. A few of these respondents say they believe the scheme is driven by profit motivations, or that they perceive the emphasis to be on costs to HS2 Ltd or the Government rather than residents. In addition, several respondents discuss aspects of funding and wider costs of the proposed scheme, including questions about:

- who would pay for property assessment or repairs;
- the economic sense of upgrading properties due for demolition; and
- questions over the expense or economic viability of the scheme for the Government.

Others say they think that a sale and rent back scheme would make economic sense for taxpayers and the Government, or point out the need for careful structuring of any scheme to guard against profiteering. Respondents offer mixed views on whether the alternative approach would offer a neutral or negative cost in comparison to the initial sale and rent back scheme.

9.3.33 A total of 42 respondents mention the timescales of the proposals, commonly saying that the sale and rent back, alternative approach, purchase payment or compensation should be implemented quickly, or that the timescales should suit the homeowners.

9.3.34 On a related point, respondents often cite property repair or letting standards as a specific issue. Respondents say, for example, that (current) owners should not be expected to pay for repairs, especially where demolition is due, that this requirement would be a waste of money or needs further thought. A number of respondents comment on aspects of the notice period and tenancy length, with some expressing concern about the effects of sudden eviction notices and some requesting clarity regarding anticipated notice periods and tenancy types or lengths. Others request a flexible arrangement with a break clause, or ask that previous owners be allowed to stay for as long as they want or until they find another permanent home.

9.3.35 A number of respondents mention other issues that they believe need further thought in relation to a sale and rent back scheme. Some respondents say

there should be a built-in repurchase clause in the contract of sale in case the proposed HS2 route changes or HS2 does not go ahead. Some argue that, in those circumstances, current owners should be able to buy back the property at the price at which they sold it, at a percentage reduction of the current market value, or with the amount of rent paid deducted from the market value. Others discuss specific legal aspects of a sale and rent back scheme. A few express concern that homeowners would be unable to afford a like-for-like property. A small number of respondents suggest that residents may not want to move at all, or argue that the ability to move or re-mortgage is a human right.

- 9.3.36 Some respondents refer to the Exceptional Hardship Scheme (EHS) - for example, asking for more clarity about the links between a sale and rent back scheme and the EHS, or citing prior experience with the EHS. A few others refer to the Crichel Down Rules - saying, for example, that these should apply in all cases, that these should not apply with respect to the buy-back price, that they are out of date, or that they should be statutorily backed. Others make specific reference to the hybrid Bill in relation to a sale and rent back scheme.

'Whilst we also consider it sensible that there is an application of a 'value for money test', we still hold to the view, as previously expressed in our previous representations to the earlier consultation document, that the hybrid Bill could be used to exempt properties within the sale and rent back scheme from those statutory requirements which would otherwise impede HS2.'

Packington Estate Enterprises Ltd

- 9.3.37 Several respondents make other suggestions regarding the overall process. These include looking to established practice (e.g. from HS1) and allowing subletting.

'Those taking up 'sale and rent back' should be free to sub-let part of the property i.e. room/rooms, which they may well be doing at present and without such income maybe unable to apply for rent back.'

Individual

- 9.3.38 Other respondents make specific process suggestions, such as considering each applicant on a case-by-case basis with respect to eligibility; enabling exemptions from standard renting legislation or requirements; and improving clarity on specific process points.

### **Criteria and eligibility for a sale and rent back scheme**

- 9.3.39 Many respondents mention specific criteria that they would like to see applied to the proposed sale and rent back scheme and alternative approach, many of which go beyond the scope of current suggested criteria.
- 9.3.40 A suggestion made by 2,611 respondents is that the sale and rent back scheme should be available to all affected properties, all blighted properties or those eligible for Blight Notices, or anyone who wants to use it. Many respondents believe that too few homeowners would benefit or qualify for a sale and rent back scheme, or that eligibility should be wider. Numerous

respondents make specific suggestions - for example, saying the scheme should apply to all properties purchased by the Government, not just homes demolished, or all properties in the safeguarded area (thus suggesting a preference for the alternative approach).

‘This scheme should be applied everyone who has property within safeguarded areas, including land that is safeguarded for deep bored tunnels and not just to those whose properties will be demolished.’

Individual

- 9.3.41 Several respondents make suggestions for criteria related to a specific area or boundary. Their suggestions include for the eligibility criteria to extend to land near or above proposed tunnels and for them to extend to the rural support zone or generally a wider area. Some respondents express concern about the proposed distance criterion, based on the property’s distance from the proposed HS2 line. For example, some say that a set distance is arbitrary or too crude, or ignores interactions with topography, particularly in rural areas. Others say that blight extends beyond the area in which properties would be eligible for sale and rent back or the alternative approach, or that their property is on the border of the area but not eligible. A few respondents propose a particular distance from the line as acceptable - for example, 400 metres or one kilometre - or note specific locations that they would like to be included as eligible for a sale and rent back scheme. One respondent would not support the general extension of a sale and rent back scheme outside the safeguarded area; another is concerned the rural support zone is yet to be decided.
- 9.3.42 A total of 2,523 respondents say that loss of a property’s market value should be the primary factor in determining eligibility.

‘Eligibility for this scheme should reflect one crucial factor: loss in market value caused by the scheme. No other criteria should apply.’

Individual

- 9.3.43 Some respondents say that non-rural areas should be included or that it is unfair not to include them. One respondent expresses concern that the proposed sale and rent back scheme generally does not appear to be sensitive to the location and specific circumstances of properties.
- 9.3.44 A number of respondents comment on who should be eligible, with most mentioning landlords or second homeowners and businesses. Some respondents argue that landlords and second homeowners, or all homeowners, stand to suffer financial loss as much as owner-occupiers, and should therefore be eligible. Others would like commercial properties to be eligible, with specific mention of small rural businesses, large premises and farms, as well as possible overall impacts on jobs, community and growth.

‘... it is unfair that business owners will be exempt from the scheme. I recognise that the Government has agreed that there may need to be some greater flexibility on this issue and discretion will be used on a case by case basis.’

Nick Hurd, MP for Ruislip, Northwood and Pinner

- 9.3.45 A few respondents make reference to the rateable value cap in relation to the serving of a Blight Notice, commenting that this is too restrictive in their view.
- 9.3.46 In addition, some respondents ask about or suggest eligibility in specific cases. These include council tenants or those in social housing, shared ownership, land holdings or agricultural land, farmhouses and farm workers, those needing to move out of their home during construction, ‘park homes’, owner-occupiers of commercial land and businesses, those eligible for the long-term hardship scheme, and owner-occupiers working abroad or who have temporarily moved out.

### **Compensation issues relating to a sale and rent back scheme**

- 9.3.47 Some respondents comment on compensation with reference to a sale and rent back scheme, commonly saying that the current compensation offering is inadequate or needs to be fairer. One respondent states that no amount would be adequate.
- 9.3.48 In relation to moving costs and loss of home, some respondents ask for further clarity, suggest specific compensation, or make other suggestions regarding payments and compensation.
- 9.3.49 One respondent believes that the suggested level of compensation is adequate, while another is concerned that the sale and rent back proposals do not take account of potential cumulative impacts for those properties affected by Phase One and Phase Two. A couple of respondents suggest the money the Government raises from rent could be used to fund the building of new houses that affected homeowners could move into.

### **Information**

- 9.3.50 A total of 82 respondents ask for further information regarding options for a sale and rent back scheme. Some of these believe there is a need for more detail on the proposed rental rates or the process for determining these. Many respondents who discuss information provision argue that more clarity on the proposals is needed, or request information on specific points such as eligibility outside the safeguarded area, the rationale behind excluding urban properties or non-owner-occupiers, and when the scheme would be expected to be available.
- 9.3.51 In some cases, respondents ask that this section of the consultation document be better explained. Some point towards perceived contradictions in the text; others say specific words or phrases should be explained more clearly.

## Chapter 10 Comments on the voluntary purchase scheme

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### 10.1 Introduction

- 10.1.1 This chapter provides a summary of the responses to Question 6 in the consultation response form, which is about the voluntary purchase scheme for the London to West Midlands section of HS2. It also summarises comments and responses that provide views on the proposed voluntary purchase scheme in response to other questions and responses that did not follow the consultation structure.
- 10.1.2 Question 6 asks: **What are your views on our proposals for a voluntary purchase scheme within a ‘rural support zone’?** For details of the voluntary purchase scheme, see Chapter 5 of the consultation document, pages 37-38.

### 10.2 Overview of respondents

- 10.2.1 Question 6 received 17,113 respondents, of which 15,969 were identified as being part of organised respondents.

### 10.3 Discussion

- 10.3.1 This section consists of six subsections relating to themes arising in responses relating to the voluntary purchase scheme:
- general comments on the proposed scheme;
  - voluntary purchase scheme proposals;
  - cost of the voluntary purchase scheme;
  - eligibility criteria of the voluntary purchase scheme;
  - process and administration of the voluntary purchase scheme; and
  - other considerations for the voluntary purchase scheme.

#### General comments on the proposed scheme

- 10.3.2 The consultation document outlines a proposed voluntary purchase scheme, which would apply within a rural support zone (RSZ, see Chapter 12 for more details). Under this scheme, eligible owner-occupiers would be able to ask the Government to purchase their property at 100% of its full, un-blighted market value.
- 10.3.3 Although many responses concentrate on elements of the voluntary purchase scheme, some contain an opinion on the scheme as a whole. 56 respondents offer support for the proposed voluntary purchase scheme, often suggesting that the proposals are fair or reasonable.

10.3.4 A further 3,773 respondents say they support the proposed scheme in principle yet also identify particular issues of concern that they believe need to be addressed. Many of these respondents would like to see a scheme of this sort introduced, adding that they think it is simpler in comparison to a property bond scheme. Some of these respondents expressing qualified support say that they agree with the proposals for a voluntary purchase scheme, but believe more properties should be eligible.

‘The proposals are fine as far as they go, but apply to far too few properties and need to be fundamentally expanded.’

Individual

10.3.5 343 respondents say they oppose the proposed voluntary purchase scheme, often expressing concerns about eligibility, or discussing concerns about fairness, disruption or home-loss payments.

### **Voluntary purchase scheme proposals**

10.3.6 In all, 7,459 respondents suggest that the voluntary purchase scheme should be offered alongside a property bond scheme, often suggesting that a property bond could apply to properties outside the rural support zone which are suffering blight. Many of these respondents suggest that only the combined application of both schemes would restore confidence in the property market and reduce blight. Other respondents suggest that the availability of both would have the benefit of offering increased flexibility to homeowners, some of whom may want to stay in their property while also having the guarantee of a fair sale price. Some respondents suggest that the combination of schemes would contribute to a more generous compensation package in line with the Government’s stated goal.

‘I support the idea of a voluntary purchase scheme alongside a property bond - that way, I think confidence would return to the property market in blighted areas.’

Individual

10.3.7 A total of 76 respondents express concerns about the voluntary purchase scheme, arguing that it does not compensate homeowners who do not wish to move, specifically for anticipated disruption during construction. Many respondents argue that homeowners should be provided with this additional compensation to mitigate what they regard as their need to move due to HS2’s construction. A further 388 respondents suggest that home-loss payments and/or stamp duty relief should be offered to homeowners taking up the voluntary purchase scheme.



‘Home loss payments and moving costs should be paid in the Voluntary Purchase Scheme.’

Individual

- 10.3.8 Other respondents say there is a lack of suitable houses for them to move to and suggest that this could lead to increased hardship should they decide to move, while others believe there is a potential impact on communities if residents are forced to move greater distances in search of a suitable property.

### **Cost of the voluntary purchase scheme**

- 10.3.9 A total of 34 respondents express concern that the proposed scheme is driven by cost-saving motives, while others suggest that there is a conflict between the value for money and fairness criteria. Some respondents argue that determining eligibility using a fixed distance of 120 metres is unfairly designed to reduce cost. Others believe that the application of the scheme to rural areas only is a measure specifically implemented to reduce costs, arguing that urban areas have higher housing density and property values. For some respondents, this contradicts the criterion for fairness, arguing that the Government’s first duty should be to compensate owner-occupiers, rather than worry about the effect this would have on the Government’s finances.
- 10.3.10 Some respondents do not believe that limiting the eligibility criteria would save money, arguing that if little or no blight remains once construction is complete, as suggested in the consultation document, then the Government may break even when selling properties. Some respondents suggest the Government could even make a profit.

‘I was informed by a representative of HS2 that property compensated and purchased in the construction of HS1 was later sold at a profit. A more generous compensation package would be no extra cost to the taxpayer.’

Individual

- 10.3.11 A few other respondents say that limiting the eligibility of the scheme is an acceptable way to meet the value for money criterion, suggesting that a balance must be struck between ensuring proper compensation and restricting the cost to the taxpayer.

### **Eligibility criteria of the voluntary purchase scheme**

- 10.3.12 Many respondents express concerns regarding eligibility for the scheme. A large number of them question the application of the proposed rural support zone in limiting eligibility and believe it should be extended, with suggestions of up to one kilometre often made. Some refer to similar schemes where greater distances were applied, such as motorways or the French TGV railway. Many respondents believe that eligibility for the scheme should be based on the extent of blight, which they believe extends much further than 120 metres.
- 10.3.13 Some respondents argue that the zone should vary, depending on certain features of the route such as viaducts, cuttings or topography, whereas other

respondents request that each application be taken on a case-by-case basis, accounting for individual circumstances.

‘Whilst a simple ‘distance from the line’ approach was, perhaps, understandable 3 years ago at the projects outset now plans are more developed and maps are in the public domain showing the specific construction plans (roads, depots, spoil heaps etc) this approach is no longer appropriate.’

Individual

- 10.3.14 In all, 11,207 respondents argue that distance from the line is an arbitrary measure and should not be used to determine eligibility, stating that loss in market value or ability to sell should be used as the sole criterion. Some respondents claim the existence of the Exceptional Hardship Scheme should be considered as evidence of this. Others raise concerns over equity where they say two areas or homes could be faced with seemingly similar impacts, but be eligible for different compensation schemes. Additionally, some respondents suggest there would be little additional cost in expanding the scheme, and that where blight is minimal, take-up by property owners would be low.

Since the impact of HS2 is not defined by a limited distance from the line, this is an inadequate response which will fail to address the problems faced by many home-owners.

Individual

- 10.3.15 Many respondents raise concerns over the exclusion of urban areas from the scheme, with 16,054 respondents expressing the view that this is unfair and that urban areas should be included, or that an alternative scheme should be put in place for urban areas. Some respondents suggest that urban properties in proximity to sections of the proposed route where a cutting is foreseen rather than a tunnel should be eligible for the scheme. Respondents often argue that blight is equally prevalent in urban areas, and that compensation should be offered for the increased disturbance associated with the anticipated construction to ensure that all property owners are fairly compensated for the impacts of HS2. These and related issues are also addressed in Chapter 12.
- 10.3.16 Some respondents question the definition of ‘urban’ that has been used. They often provide examples of seemingly inconsistent applications of the term, and claim, for example, that Savay Lake in the London Borough of Hillingdon should not be defined as ‘urban’.
- 10.3.17 A total of 7,288 respondents suggest that areas where tunnelling of HS2 is foreseen should be included within the proposed scheme. Respondents sometimes argue that compensation should be based on the loss of value of the property, and question the view that blight does not exist or is less where tunnels are proposed. Some respondents believe that tunnelling would cause an increased risk of damage to properties and flooding.

10.3.18 Other respondents suggest that the exclusion of properties above proposed tunnels should take into account proximity to access points, tunnel openings and other associated infrastructure required to construct and operate proposed tunnels.

10.3.19 In addition to respondents detailing their concerns about eligibility for the proposed scheme, as discussed above, 3,150 respondents simply state that the proposed scheme is too restrictive and that too few people would benefit. A further 290 respondents suggest that the scheme should be extended to include all property owners and not just owner-occupiers, proposing that landlords of rented properties, second homeowners and commercial properties should also be included (general comments regarding compensation arrangements for other types of property owner are reported in Chapter 5, paragraph 5.2.20).

‘In respect of this question, as in answers above, the scheme should not be limited to owner-occupiers.’

Individual

10.3.20 In regard to owners of second homes and rented properties, 339 respondents emphasise their belief that this group should be included within the scheme, suggesting they may be unable to find new tenants due to the proposed construction of the line. Some respondents suggest that those who have invested in property as an alternative to a pension risk suffering losses as a consequence of the HS2 proposals. Some respondents say that the inclusion of rented properties would be justified, suggesting that homeowners may have to become unintentional landlords, seeking to sell but thwarted by unfavourable market conditions.

‘It differentiates between types of owners - why? The recent property collapse has forced many people to be accidental landlords who have been waiting to sell their properties, and move on. This is now impossible to sell due to HS2 and to take away their right to compensation is grossly unfair.’

Individual

10.3.21 For 21 respondents, the exclusion of business premises with a rateable value exceeding £34,800 is a deficiency of the proposed scheme (general comments on businesses’ rateable value are reported in Chapter 5, paragraph 5.2.20). These respondents believe the rateable value of £34,800 to be too restrictive, or would like to see this removed completely. Some suggest that the proposed restriction could unfairly affect larger businesses or properties which combine both residential and commercial premises. Other respondents express concern that excluding businesses could have negative impacts on jobs and growth, often highlighting the potential impacts of construction on businesses and their competitiveness.

'It is very likely that the potential of the train being built there would stop some people using the business immediately and finding another business to deal with rather than waiting.'

Individual

- 10.3.22 Some respondents compare the voluntary purchase scheme with the property bond scheme in regard to how they serve businesses. They suggest that the voluntary purchase scheme would be more appropriate for businesses, as it would be more expedient.

'We believe that by offering business owners greater certainty that they can sell their premises if they need to do so (without having to first market it for 6 months, as is proposed under the property bond scheme), this would help to support businesses and would therefore help to protect local jobs, thereby having a positive impact on community cohesion.'

Individual

- 10.3.23 A few respondents say they need more clarity on some elements of eligibility, particularly in regard to proposed restrictions for owners who have bought properties after 10 March 2010. Others think greater clarity is required about the eligibility of properties partially within the proposed rural support zone, such as larger or fragmented agricultural holdings.

'In our situation, where homes and businesses are only partially in the RSZ and a larger part is not, we strongly believe that there should be lots of flexibility and extensions of the scheme. The criteria to be considered for eligibility should be wide and easy to apply. Many agricultural businesses, such as ours, are very diverse but intertwined in the close proximity of the farm and house; therefore consideration regarding this should be made.'

Individual

### **Process and administration of the voluntary purchase scheme**

- 10.3.24 A number of respondents make comments on the application process of the proposed voluntary purchase scheme, with 8,597 respondents highlighting that they think the scheme should be seen to be fair and transparent, often suggesting that eligibility for the scheme should be the subject of an independent decision-making or appeals body. Also, some respondents highlight that making an application should be simple, suggesting that it should be the responsibility of HS2 Ltd to ensure that property owners are aware of their eligibility.

‘Without the exact line of route within the corridor fixed, and subject to further change during the Parliamentary process, it is unfair to expect that owners must prove their property lies within the 120 metre RSZ when the route has not been accurately mapped.’

Individual

- 10.3.25 A few respondents make comments regarding the scheme’s proposed process of valuation. They emphasise that the valuation should be independent and that the framework for appointing valuers should be transparent. Respondents suggest that a framework agreement could affect valuers’ independence and suggest that property owners should be able to select a valuer from outside the framework, or that valuers should be selected on a rotating basis.

‘I doubt the accuracy of the statement that valuers would remain independent of HS2. In fact they will have a conflict of interest as they will be selected and paid by HS2 and may want to be chosen for use by HS2, when not acting for an applicant. An applicant should be entitled to use any suitably qualified valuer.’

Individual

- 10.3.26 Additionally, when discussing valuation, respondents often state that it should accurately reflect the property’s un-blighted value. However, some highlight the potential difficulty of this, given the time that has elapsed since the proposals were announced. Many respondents also stress the importance of local knowledge as a criterion for appointing valuers, with one suggesting that there is no information regarding what criteria would be used to assess un-blighted value.
- 10.3.27 Discussing the valuation process, respondents often suggest that in order to offer the fairest deal to homeowners, if three independent valuations are sought, the two highest values should be averaged. Respondents also suggest that property owners should be able to attain valuations paid for by HS2 Ltd before deciding whether to apply for the scheme.
- 10.3.28 A total of 57 respondents reflect on the proposed voluntary purchase scheme in relation to the timescales for the overall HS2 scheme. Many of these argue that the lengthy period between the initial announcement and anticipated completion of Phase One would result in increased hardship for property owners, often suggesting that this would justify compensation for disruption or home-loss payments.
- 10.3.29 Some respondents make comments on the proposed expiry date for the voluntary purchase scheme, suggesting that it should be effective longer than the proposed one year after completion of construction. Some respondents think this will allow homeowners more time to decide whether they want to move in light of the possible operational impacts of the line. Other respondents believe an extension would allow time for the area to recover from the potential construction impacts. Some respondents suggest that the scheme’s expiry date should be linked to operating conditions, such as the frequency of trains.

‘Construction damage will not be hidden or ameliorated in any way within one year, hence a much longer period of time is required.’

Individual

- 10.3.30 A few respondents emphasise that, in their view, a voluntary purchase scheme should be implemented as soon as possible, as long as the rural support zone encompasses all properties that are affected by HS2.

#### **Other considerations for a voluntary purchase scheme**

- 10.3.31 In all, 638 respondents state that compensation should be ‘full’ or ‘fair’. Many of these respondents refer to the expected disruption, loss of amenity and stress during and after construction, and suggest that compensation should be in line with that offered to homeowners within the safeguarding zone. Some respondents make comparisons with compensation offered to homeowners affected by HS1. Many of these respondents say that, in their view, the proposed scheme is not as good as that offered to those affected by HS1, with some stating that the equivalent scheme included moving costs. Other respondents suggest that the proposed distance criterion should not be based on that used for HS1, claiming that the two projects are not directly comparable given the increased speed and frequency of trains for HS2.

‘The Group does not find a scheme based on HS1 of relevance to HS2. The CCG asks that the scheme is at least as good as the HS1 Voluntary Purchase Scheme.’

Chiltern Countryside Group

- 10.3.32 Some respondents put forward other considerations that they think should be taken into account. These include the implications for leaseholders who are restricted by the market in their ability to sell, and those who are unable to obtain or transfer a mortgage to a new property.
- 10.3.33 A few respondents comment on the Government’s policy for managing properties and selling them back to the market. Specifically, respondents are concerned that if large numbers of properties were released back onto the market at the same time, this would further depreciate house prices in the area. According to respondents, an abundance of vacant properties would similarly affect property values. In this context, some suggest that offering a more generous scheme to encourage people to stay in their homes would have the benefit of maintaining community cohesion and minimising the potential impact on property values.

#### **Information**

- 10.3.34 There are 97 respondents who argue that not enough information has been provided on the proposed scheme, frequently stating that this prevents them from commenting on it. A few respondents specify they would like more information on when the scheme would come into effect.

## Chapter 11 Comments on property bond schemes

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### 11.1 Introduction

- 11.1.1 This chapter provides a summary of the responses to Question 7 in the consultation response form, which relates to the introduction of a ‘time-based’ property bond scheme for the London to West Midlands section of HS2. It also summarises comments and responses that provide views on the property bond in response to other questions and responses that did not follow the consultation structure.
- 11.1.2 Question 7 asks: **What are your views on the option to introduce a ‘time-based’ property bond scheme within a ‘rural support zone’ as an alternative to the voluntary purchase scheme?** For details of the ‘time-based’ property bond scheme, please see Chapter 5 of the consultation document, pages 38-47. Further details can also be found in the Deloitte report on the HS2 Property Bond Option, commissioned by the Department for Transport.

### 11.2 Overview of responses

- 11.2.1 Question 7 received 17,098 responses, of which 15,969 were identified as being part of organised responses.

### 11.3 Discussion

- 11.3.1 This chapter consists of six subsections relating to themes arising in relation to the property bond:
- general comments on the property bond proposals;
  - relationship with other compensation schemes;
  - different versions of property bond schemes;
  - criteria and eligibility for property bond schemes;
  - design of property bond scheme; and
  - process for administering a property bond scheme.

#### General comments on the property bond proposals

- 11.3.2 The consultation outlines a property bond scheme that could be implemented within a rural support zone (RSZ, see Chapter 12 for more details). Under a property bond scheme, eligible property owners would be given a specific and binding promise of a well-defined, individual settlement, which the property owners would be entitled to redeem in specified circumstances. The property bond outlined in the consultation document would be a ‘time-based’ property bond, which would involve a specific promise to purchase a property at a

defined time (for example, following a specific event or a specific marketing period).

- 11.3.3 Although many responses concentrate on elements of a property bond scheme, some contain an opinion on property bonds as a whole. Respondents often refer to a specific type of property bond, usually delineated between a 'time-based' and a 'value-based' bond, or a specific property bond scheme, usually that outlined by either Deloitte or the HS2 Action Alliance (HS2AA). Others refer more generally to a 'property bond', without specifying its type or design. This chapter makes clear which type or scheme respondents are referring to throughout, when this is relevant.
- 11.3.4 1,056 respondents specifically mention that they support the principle of a property bond, with 85 suggesting that the outlined Deloitte scheme would be adequate. A large number of those supporting a property bond in principle do so on the basis that they believe it is private sector best practice.

'A property bond approach would enable the property market to still function, should replace a hardship approach, and reflects private sector best practice. A property bond, in restoring market confidence by removing the fear of losses due to HS2, would greatly reduce blight.'

Bill Cash, MP for Stone

- 11.3.5 329 respondents believe a property bond will most quickly return buyer confidence to local property markets. Of these, many go on to suggest that this confidence effect will make it relatively unlikely that property owners will choose to use the bond, as its primary purpose is financial reassurance.
- 11.3.6 In contrast, 341 respondents specifically express opposition to the property bond scheme outlined in the consultation document. Respondents' reasons for opposing the Deloitte version of the scheme are outlined in the sections below.
- 11.3.7 Many respondents who state opposition to the outlined property bond scheme do support some version of a property bond, suggesting the outlined scheme should be improved in various ways. Many of these respondents express support for alternative forms of a property bond. These suggestions for improvement are explained more fully in sections below.
- 11.3.8 Nine respondents express opposition to the idea of a property bond in principle. Respondents sometimes suggest this is because of a general antipathy or distrust of the Government's compensation proposals. Some of these respondents argue a property bond is an untested approach and may represent an unquantifiable risk to the taxpayer. In addition, a few respondents argue that the outlined property bond scheme would not compensate for the distress and disruption that they believe residents will endure.
- 11.3.9 Over 1,000 respondents make comments regarding the cost-effectiveness of a property bond scheme, generally arguing that it will reduce the costs of the compensation arrangements. Some respondents argue that a property bond would reduce the need for homeowners to move immediately, and as such help mitigate property blight.



'If the Government is right and long term blight beyond say, 100 metres of the line once in operation is minimal, the cost of such a scheme will be minimal.'

Individual

- 11.3.10 A few other respondents argue that it should not matter how much the property bond costs, as they think it is the fairest solution. Meanwhile, six respondents suggest that the property bond scheme proposed by the Government should be avoided as it would be too expensive.

#### **Relationship with other compensation schemes**

- 11.3.11 Over 12,000 respondents make comments about how any property bond proposal would intersect and relate to the wider compensation arrangements proposed for HS2. 7,097 respondents suggest that both the voluntary purchase scheme and a property bond scheme should be made available, rather than the property bond as an alternative to the voluntary purchase scheme (comparisons between support for these two schemes is also reported in Chapter 10, paragraph 10.3.6).

'Under the current proposals, the newly - proposed Rural Support Zone would comprise either a Voluntary Purchase Zone or a Property Bond Scheme. It is likely that the needs of different applicants will vary; some applicants may wish to sell their property to the Government with immediate effect, in which case the Voluntary Purchase Scheme would be preferable; however, other applicants may prefer the security provided by a Property Bond... A more user - friendly approach would be for the Government to adopt both the Voluntary Purchase Scheme and the Property Bond Scheme.'

Solihull Metropolitan Borough Council

- 11.3.12 A further 476 respondents suggest that the property bond should replace the long-term hardship scheme instead of the voluntary purchase scheme. Respondents often make this suggestion while indicating they are generally opposed to the proposed long-term hardship scheme, comments on which are reported in Chapter 8.
- 11.3.13 Conversely, 51 respondents suggest that, if only one of the voluntary purchase scheme or property bond scheme were offered, they would prefer a voluntary purchase scheme. Often, respondents explain they believe that a property bond scheme would be too complex and they would be reassured by the straightforward simplicity of the proposed voluntary purchase scheme. Three respondents suggest that to them the proposed express purchase scheme would be preferable if it could be extended to include the rural support zone.

‘Our preference is therefore for the voluntary purchase scheme. If, in the alternative, a property bond scheme was selected as a compensation measure, we would favour a time, rather than value based bond scheme, for the reasons set out in the consultation paper and the Deloitte report. However, lending in any individual case is a matter for individual lenders and decisions would still be taken on an individual basis.’

Council of Mortgage Lenders

### **Different versions of property bond schemes**

- 11.3.14 In all, 14,201 respondents offer views on either the Deloitte property bond scheme outlined in Chapter 5 of the consultation document or on the version proposed by HS2AA. These responses are reported in this section or, where this is more relevant, in the ‘Design of property bond’ section below.
- 11.3.15 192 respondents directly refer to the Deloitte property bond proposal. Many of them raise concern at what they consider to be its limited extent, arguing that it does not sufficiently compensate for the anticipated impacts of HS2. Specific potential impacts mentioned are varied and include the potential effects of construction, visual impact and the destruction of Areas of Outstanding Natural Beauty. Comments on the potential impacts of HS2 are reported in greater detail in Chapter 5.
- 11.3.16 Many respondents also suggest that Deloitte’s proposal is inadequate, unworkable or inaccurate. Respondents are particularly concerned about Deloitte’s approval of the principle of a distance criterion for a property bond. For further comments on the use of a distance criterion for a property bond scheme please see the ‘Criteria and eligibility for property bond schemes’ section below.
- 11.3.17 Respondents often call the independence of Deloitte’s report into question, arguing that the report was commissioned by the Department for Transport, which respondents regard as having a vested interest.
- 11.3.18 37 respondents suggest that various elements of Deloitte’s report are unclear, and that they are therefore not able to offer a view. Some of these respondents suggest that the perceived lack of clarity causes them to have little trust in the property bond option suggested by Deloitte.
- 11.3.19 Over 13,500 respondents refer to HS2AA’s alternative property bond proposal, generally expressing support for this option. Respondents often say they support this option because they believe that it eliminates the distance eligibility that, they argue, characterises the Deloitte proposal. Many respondents highlight the omission of a distance criterion as the key consideration for ensuring that all those who would be affected by HS2 are adequately covered by a property bond proposal.
- 11.3.20 Many respondents say they disagree with Deloitte’s evaluation of HS2AA’s proposal, suggesting that HS2AA’s proposal would not have the significant up-front costs that Deloitte suggests.

‘[The Deloitte document suggests] that the scheme would have high up-front costs resulting from independent valuations being required to determine the unblighted price at the outset. This is not and never has been part of the HS2AA proposal.’

HS2 Action Alliance

- 11.3.21 Some of these respondents also argue that Deloitte has mischaracterised the bond scheme operated by Central Railways, as well as the version of the scheme proposed by HS2AA. 11 respondents mention a scheme by BAA (now Heathrow Airport Holdings), with some arguing that this should have been given much more in-depth consideration.
- 11.3.22 Many respondents also state their belief that HS2AA’s approach has been endorsed by the Council of Mortgage Lenders and the National Association of Estate Agents.
- 11.3.23 Also, some respondents contend that the Government should not dismiss HS2AA’s approach simply because it is untested, arguing instead that this is an opportunity to attempt an innovative, fairer scheme. Some of these respondents suggest that the proposed HS2 project is similarly untested.
- 11.3.24 91 respondents also mention a proposal by Stop HS2, referred to as the Market Normalisation Mechanism. Respondents often support this as a simpler type of property bond. This mechanism would require HS2 Ltd to pay the financial difference between blighted and un-blighted property values to all property owners affected by HS2, to be determined by local estate agents.

‘Such a scheme would minimise the cost incurred by Government, deliver equity to property owners adversely affected by HS2, and allow the market to normalise within affected communities. In this respect, everyone wins, and the system can be delivered simply.’

Stop HS2

### Criteria and eligibility for property bond schemes

- 11.3.25 In all, 12,215 respondents make comments regarding the suggested criteria that would qualify property owners affected by HS2 for a property bond. 5,825 respondents argue that the eligibility criteria should cover all those who would have their property blighted by HS2, or who would be otherwise affected by the scheme (such as by construction or its visual impacts).
- 11.3.26 Respondents often say they anticipate a distance criterion of 120m would be used for a property bond scheme. Many of these respondents argue that this delimitation would not cover all properties affected, with many specifying particular areas (such as the village of Drayton Bassett) where they believe the number of blighted properties would far exceed the number currently covered.

'I live in a badly affected Parish and I think there are less than 5 houses in the 120m zone whereas in reality there are hundreds of houses that are unmarketable.'

Individual

- 11.3.27 A total of 5,585 respondents suggest that eligibility for a property bond scheme should not be based on distance, with many particularly suggesting that a limit of 120m would be arbitrary and insufficient. Some of these respondents also argue that a distance criterion would cause unequal impacts on different types of property.

'A "bachelor flat", for example, may suffer no decrease in value, even though quite close to the line, whereas a typical retirement home located further away from the line would suffer a significant decrease, because its potential buyers place a premium on view, tranquility, and general ambience.'

Individual

- 11.3.28 Many of these respondents go on to suggest that eligibility should be determined by a property's loss of financial value, suggesting this replaces the distance criterion entirely. Among other reasons, respondents believe this would be appropriate given the potential visual impact of HS2 on properties that are situated beyond 120m. Some suggest that any owner experiencing a loss in the value of their property should be eligible. Other respondents' suggestions include that the criteria for eligibility should be defined to cover all those who would be affected by either the noise of construction or operation, or by the visual impacts of the proposed line.

- 11.3.29 Some other respondents argue that in order to qualify for a property bond, a property's loss in value should be directly attributable to HS2. These respondents often suggest that processes should be developed to determine whether a property's value has been impacted.

'Rigorous, transparent tests as to whether a property value has been affected by the project should be in place and then the bond should apply to all those properties regardless of distance from the line.'

Individual

- 11.3.30 9,454 respondents argue that homeowners in urban areas should be eligible for a property bond or that it is unfair that the current proposals are limited to rural areas. Many respondents express particular dismay that potentially affected areas within London would be excluded from the proposed property bond scheme, with some arguing that this would be unjustly discriminatory against urban property owners. This is reported in greater detail in Chapter 12, covering the rural support zone.

‘The Property Bond proposal should be a universal offer to all properties affected by HS2, including London urban areas and including areas with deep-bored tunnels yet still blighted by HS2 construction.’

Individual

11.3.31 Similarly, over 9,300 respondents suggest that properties above the proposed tunnelled sections of HS2 should be covered by any property bond scheme, with many arguing that these properties would still be blighted by the tunnels’ construction (general comments on the potential impacts on properties above tunnels are reported in Chapter 5, paragraph 5.2.34). Some respondents also argue that owners of property nearby proposed cuttings or viaducts should be automatically eligible for any property bond scheme.

11.3.32 52 respondents oppose the notion that owners should have to market their property for six months before their property could qualify for a property bond, with some suggesting what they regard as more appropriate marketing periods, such as three months.

‘It is possible that people with an urgent need to sell may be within the compensation zone covered by a property bond and therefore, as is the case with the Exceptional Hardship Scheme, a property should only have to be on the market for three months before becoming eligible. In my view, three months is more than sufficient to determine the prospects a property has for sale on the private market.’

David Lidington, MP for Aylesbury

11.3.33 Some respondents query the restriction of eligibility of a property bond scheme to certain types of property owner. 19 respondents suggest that all property owners should be eligible, not just owner-occupiers, with seven respondents stressing that buy-to-let landlords should be included. A further 20 respondents suggest that eligibility should be extended to business owners.

11.3.34 Six respondents suggest that the cut-off purchase date of 10 March 2010 (with owners of property purchased after this date not eligible) would be unreasonable, suggesting that this should be extended.

‘Given the constant uncertainty...the proposal to limit eligibility to owner-occupiers who acquired a residential dwelling before 10 March 2010 is unreasonable. We believe that if the aim of restoring market confidence and reducing blight is to succeed then the bond should be available to all.’

Staffordshire County Council and Lichfield District Council

11.3.35 One respondent suggests that eligibility for the property bond should be defined as those who are entitled to compensation under the Land Compensation Act 1973.

11.3.36 In total, 5,382 respondents argue that a route-wide property bond should be offered for both planned phases of HS2 immediately. These respondents often argue that those potentially affected by Phase Two of HS2 deserve financial

reassurance about their properties at the earliest possible opportunity. Many highlight that such an arrangement is included in HS2AA's proposal.

### Design of property bond scheme

- 11.3.37 Many respondents make detailed comments about how the property bond scheme could be best designed. 44 respondents suggest that the property bond should be 'value-based', which would operate by the bond issuer offering a 'top-up' payment between the price that can be achieved in the open market and the bond price. Some of these respondents support a 'value-based' property bond because they believe it would enable residents to remain in their homes. Other respondents highlight the so-called 'Market Normalisation Mechanism' (discussed above) as an example of a scheme where the Government would offer this type of top-up payment when a property owner would sell at the blighted price.
- 11.3.38 A few respondents characterise HS2AA's proposed property bond as 'value-based', though HS2AA does not describe it in these terms.
- 11.3.39 13 respondents express caution about a 'value-based' approach, saying they are sceptical about the possibility of this approach significantly influencing the market, due to the complexity of property markets.
- 11.3.40 11 respondents express agreement with Deloitte's suggestion that any property bond should be transferrable on point of sale, to confer confidence to new property owners. In contrast, one respondent argues that any bond should not be transferable at point of sale.

'As a taxpayer I would suggest that such a scheme is not transferable to a subsequent property owner and any unblighted valuation of the property is carried out at the time of disposal and reflects its current condition as well as the unblighted value of similar properties.'

Individual

- 11.3.41 Another respondent suggests introducing an administrative fee for the bond to deter those property owners who know their property would not be blighted by HS2. One respondent suggests that only approved estate agents should be used in marketing a blighted property, to reduce the possibility of fraudulent property valuation.

'It would be perfectly reasonable however...to use only "approved" estate agents (who would be subject to the scrutiny of a tribunal) to minimise the risk of any fraud.'

Individual

- 11.3.42 A further 12 respondents suggest that properties eligible for a property bond should be provided with stamp duty relief in order to stimulate the local property market. Some argue that this relief would encourage private buyers and act to protect HS2 Ltd from having to act as a purchaser of last resort. Similarly, a few respondents suggest that eligible property owners should be partially or fully exempt from capital gains tax.

- 11.3.43 A few respondents stress the importance of the flexibility that a property bond option would offer. Some, for example, suggest that for those who bought their property as a retirement home, the property bond would give confidence that they could move should the impacts from the construction of HS2 become intolerable.
- 11.3.44 17 respondents argue that the expiry date for any property bond scheme should be extended beyond what is proposed in the consultation document, with respondents often suggesting that a property bond should be operational for well in excess of a year after HS2 begins its train services. Some suggest this because they are concerned that the impacts of construction would extend beyond HS2 becoming operational.
- 11.3.45 Some respondents worry that they would be made to wait too long for a property bond to become exercisable, with some specifically suggesting that the financial reassurance offered by a property bond would need to begin now, as blight is already affecting their homes.
- 11.3.46 24 respondents express concern about the suggested process for assessing the value of properties. These concerns include that the requirement for multiple independent valuations would impose too high a cost on the taxpayer, and that the process could inadvertently offer prospects for fraud. 12 respondents call into question the independence that any valuation undertaken by a Government approved agent would have. Others make generic claims that the mechanism for calculating the bond price would be too complicated.
- 11.3.47 49 respondents believe that Deloitte’s outlined scheme would not calculate the current un-blighted market value, as they believe it would use the base date of 2010 to calculate the bond price. Many of these respondents endorse HS2AA’s proposal, as they consider this scheme to calculate the accurate un-blighted market value.

**Process for administering a property bond scheme**

- 11.3.48 In all, 8,683 respondents make comments about the administration of any property bond scheme. Some of these respondents highlight concerns about the likely success and cost of implementation - for example, arguing that any scheme would be expensive to administer, as well as suggesting that they find it difficult to envisage how such a scheme would work in practice.
- 11.3.49 8,615 respondents argue that as part of any property bond scheme, there should be an independent appeals panel to adjudicate on any decision made by HS2 Ltd regarding a property’s eligibility (general comments on decision-making panels are reported in Chapter 5, paragraph 5.2.27).

‘I believe that there should be an independent appeals body to ensure that decisions are fair.’

Individual

- 11.3.50 A few of these respondents argue that any appeals panel with members appointed by the Government could not be independent.

- 11.3.51 342 respondents stress the need for any process to be fair - with, for example, property owners receiving a fair price for their property, or having decisions taken in an adequate timescale. A further eight respondents highlight the need for the application process to be simple for applicants, with some suggesting the proposed outlined process is too complex or lacks clarity.
- 11.3.52 A further 11 respondents make specific suggestions for improving the process for administering a property bond scheme. These include ensuring proper financial accountability and oversight of any institution responsible for administering the process. One respondent argues that a property bond should begin with a trial of the process, before expanding it to all those eligible.

### **Information**

- 11.3.53 15 respondents say they are undecided about property bond schemes, often stating they do not have access to sufficient information. Similarly, a number of respondents argue that the information is too vague and/or complex, making the material too difficult for the general public to understand.



## Chapter 12 Comments on the rural support zone

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### 12.1 Introduction

12.1.1 This chapter provides a summary of responses relating to the rural support zone (RSZ) for the London to West Midlands section of HS2. The RSZ is particularly relevant to Questions 6 and 7 of the Property Compensation Consultation, and as such is also discussed in Chapters 10 and 11 of this report. This chapter discusses responses which explicitly address aspects of the rural support zone across the consultation. For details of the rural support zone, please see Chapter 4 of the consultation document, pages 34-36.

### 12.2 Discussion

12.2.1 This section consists of four subsections covering themes relating to the rural support zone:

- Support for the concept of an RSZ;
- Comments and suggestions on the delineation of the RSZ;
- Arguments against the concept of an RSZ; and
- Other comments on the RSZ.

#### Support for the concept of an RSZ

12.2.2 35 respondents express explicit support for the concept of a rural support zone. These respondents generally consider that an RSZ would provide a level of security for properties which would be affected by HS2 but which would fall outside of the safeguarded area. Some respondents support the RSZ on the basis that the potential impact on rural areas is likely to be greater than that on urban environments.

'I agree that there should be a rural support zone, as noise is likely to travel further than in the cities.'

Individual

12.2.3 However, many respondents express disagreement with the proposed delineation or definition of the RSZ, or make suggestions for the modification of the zone. Many also object to the concept of a distance criterion in general. These comments are discussed in more detail below.

#### Comments and suggestions on the boundaries of the RSZ

12.2.4 The consultation document states that the RSZ would apply in rural areas only and that the distance of the outer boundary from the line of the route would depend on the scheme chosen. If the voluntary purchase scheme is

implemented, the proposed boundary would be at 120m from the line. If a property bond scheme is taken forward, a boundary would be set with reference to further assessment of costs and benefits. For more details on the definition of the RSZ, please see Chapter 4, pages 34-36, of the consultation document.

12.2.5 Some respondents say they are confused about the way in which the RSZ would be defined. Many comments assume that the RSZ would be delineated at a distance of 120m from the centre of the line for both the voluntary purchase and property bond schemes proposed options.

12.2.6 A total of 11,002 respondents express a view that the RSZ is too narrow or that blight extends further. Many respondents argue that property blight will extend beyond 120m, especially in rural areas with uninterrupted landscape between the line and properties.

'The rural support zone of 120 metres is far too small; properties in rural areas within several miles of the line and of the maintenance depot will experience generalised blight, as already acknowledged by HS2.'

Individual

12.2.7 A frequently related comment from respondents is that 120m is an arbitrary measurement which would not reflect the extent of the blight and would not be justified as a cut-off point.

'In proposing a distance of 120m for the RSZ, the Government has explicitly said that does not mean that all properties within 120m of the line will be blighted in reality, or that all properties further away will not be blighted. Effectively the 120m limit to the zone is both arbitrary and unfair to those outside the zone who suffer hardship.'

The Historic Houses Association

12.2.8 Respondents often propose that the RSZ should be wider. They propose various widths, with some arguing that the RSZ should extend to 250m from the tracks, or 500m, and others say the zone should extend to one kilometre or one mile.

12.2.9 Some respondents comment that the Exceptional Hardship Scheme (EHS) has applied beyond one kilometre, and question why the schemes open to the RSZ would not extend to a similar distance.

12.2.10 Many respondents argue that the delineation of the proposed RSZ does not take into account other potential impacts of HS2, such as increased traffic, noise, and pollution, which they say would affect properties well beyond 120m from the line.

'It entirely fails to recognise that it is not only proximity to the line which will damage the environmental quality of the property. In situations such as ours where a busy A-road adjacent to the property will need to be elevated over HS2, the impact of road traffic noise, visual intrusion and pollution from that will be just as invasive as the railway line itself, and probably very much more so.'

Individual

- 12.2.11 A number of respondents argue that the boundary of the RSZ should be drawn in a way which takes into account variations along the line, rather than being based exclusively on distance. Some respondents argue that the RSZ should be measured in a way which either includes or excludes whole villages or neighbourhoods, rather than dividing areas along a rigid line.
- 12.2.12 503 respondents argue that the proposed delineation of the RSZ is too crude, or that it should take into account variations in topography and extent of disruption along the track. Some respondents believe, for example, that in more sparsely populated areas, or areas in which the track is elevated, properties across a greater distance are likely to be affected. Others express a view that the proposed 120m zone would not take into account additional disturbances around viaducts, construction sites and other associated developments, which would potentially have a greater impact than the line itself.
- 12.2.13 Some respondents express concerns about the possible impact of the RSZ on community relations, because of its perceived unequal impacts on neighbouring properties.

'Drawing a notional 120m line from the currently proposed line will badly affect community cohesion - next door neighbours being given different terms even if properties within a metre or two of each other.'

Individual

- 12.2.14 Several respondents oppose the exclusion of certain areas from the proposed RSZ. 7,287 respondents argue that it would be unfair to exclude areas for which tunnelling is proposed from the RSZ, claiming these areas are likely to be subject to disturbance and blight. Also, with regard to areas for which tunnelling is proposed, some respondents suggest these are likely to experience additional disruption from construction associated with boring, and as such should be protected by the RSZ (general comments on HS2's potential impacts on properties above tunnels are reported in Chapter 5, paragraph 5.2.34).

'Properties in areas of deep-bored tunnels experience blight and are made especially vulnerable if affected by extra construction regions... Such properties cannot be excluded from RSZ.'

Individual

- 12.2.15 A total of 16,054 respondents state that the schemes offered to owners of properties within the RSZ should also be available to homeowners in affected urban areas, as their properties would also be susceptible to blight (general comments on HS2's potential impacts on urban areas are reported in Chapter 5, paragraph 5.2.23). Some suggest that there should be a zone similar to the proposed RSZ for affected properties falling outside the safeguarded area in urban locations. Several respondents suggest that the additional schemes offered to those within the RSZ discriminate against residents of urban areas.

'Whilst the Association does not object in principle to the addition of the 'rural support zone' it demonstrates the bias of the department towards rural areas whilst ignoring the significantly greater needs of residents and businesses in urban areas in the West Midlands and in Greater London and in particular high density areas of inner London.'

Transport Salaried Staff's Association

- 12.2.16 A number of respondents specifically mention the area surrounding the proposed Camden Cutting, and argue that compensation in this area should be on a par with that provided in the RSZ.
- 12.2.17 Some 14,802 respondents disagree with the exclusion of certain areas from the proposed RSZ or suggest that certain locations be included. A number of respondents discuss locations within the Greater London area which, they say, are rural in character, yet are excluded from the proposed RSZ, such as Harefield. Respondents argue that areas should be assessed on the basis of their character and landscape, rather than on their location within the perimeter of Greater London.

'Harefield is classed as urban for this compensation - despite being comparable to villages and rural areas all along the route.'

Individual

- 12.2.18 Several respondents request specifically that the London areas of Wells House Road and Midland Terrace (both Ealing) be included in the zone.
- 12.2.19 One respondent argues that in the case of farmers with land within the proposed RSZ, their residential property should also be eligible for the relevant schemes, even if these premises would be located outside the RSZ.

‘The proposals as drafted appear not to benefit a farmer whose residential property is just beyond the rural support zone and hence would only apply to their land which is within the RSZ. The NFU would only be able to support the bond scheme if it benefited farmers with land in the RSZ as well as those in the safeguarded area.’

National Farmers’ Union

- 12.2.20 Respondents make various suggestions about the point from which the RSZ should be measured. A number of respondents argue that the zone should be measured from the perimeter of the safeguarded area, in order to protect areas which would be affected by HS2, but which would fall just outside the safeguarded area.
- 12.2.21 Others argue that the RSZ should be measured from the outer fence or boundary of the line, rather than from the centre of the tracks, to account for the potential additional disturbance immediately around the tracks.

#### **Arguments against the concept of an RSZ**

- 12.2.22 Whilst some respondents express reservations about or suggest modifications to the proposed rural support zone, 85 reject the idea of the proposed RSZ altogether. A number of these respondents argue that the proposed RSZ is inadequate or too rigid as a criterion for eligibility for the voluntary purchase scheme or property bond scheme.
- 12.2.23 Many respondents who oppose the proposed RSZ argue that all blighted properties should be eligible for these schemes, and that eligibility should depend on loss in market value rather than location within a certain zone.

‘This proposed scheme should be available to all those who suffer blight and whose property has as a consequence of HS2 lost value. Many properties beyond the proposed 120m from the planned line fall into this category, particularly in rural areas, and have lost considerable value due to HS2 blight or remain unsalable other than at a fraction of their unlighted value. This destroys the lives of many families.’

Individual

- 12.2.24 Other respondents argue that properties should be assessed on a case-by-case basis, taking into account their location, the topography of the area, and/or the anticipated level of disruption at different points along the line.

'I agree with the scheme but feel there should be no set boundary. Why 120 metres? All houses in Calvert, where I live, will be adversely affected by HS2 - no one should suffer a financial loss because of it. You should assess each particular location and not have a fixed boundary.'

Individual

### Other comments on the RSZ

Some respondents argue that properties within the proposed rural support zone should be eligible for other schemes, such as the long-term hardship scheme and the sale and rent back scheme. This is discussed in more detail in Chapters 8 and 9.

'We request that the sale and rent back scheme should be extended to properties outside of the safeguarded area, particularly in the RSZ and beyond. If this is not considered then fairness and good customer service will not be achieved.'

Individual

- 12.2.25 29 respondents comment on properties which would be partially within the RSZ, and several argue that these should be eligible for the proposed RSZ schemes. Others argue that the consultation provides insufficient or vague advice about the status of properties which would fall partially within the RSZ, with some respondents requesting further clarification.

## Chapter 13 Other comments

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### 13.1 Introduction

13.1.1 This chapter provides a summary of comments made in response to all consultation questions and of comments that did not fit the consultation structure relating to policy considerations, the HS2 project overall and the consultation process. General comments on the compensation proposals as a whole are reported in Chapter 5.

### 13.2 Discussion

13.2.1 This section consists of the following subsections:

- policy considerations;
- HS2 project; and
- consultation process and information.

#### Policy considerations

13.2.2 This section summarises overarching comments on policy considerations, both in relation to the proposed property compensation scheme and more widely. General comments on the proposals for long-term discretionary compensation are discussed in Chapter 5.

#### Political processes, legislation and documentation

13.2.3 Many respondents reference political processes, legislation or precedents. For example, 2,159 respondents mention the hybrid Bill process in various contexts. This includes comments that certain issues should have been resolved prior to the Bill submission, and that specific amendments should be made to the Bill, as well as various other comments.

13.2.4 A number of respondents make reference to human rights, particularly in response to Question 3 on the long-term hardship scheme. For example, some respondents are concerned that the human right to enjoyment of property would be removed without adequate compensation. Others stress the need for HS2 Ltd to comply with human rights laws.

13.2.5 Respondents mention a variety of specific documents, precedents and principles as part of their input to the consultation. As well as more technical comments on the legislative process, respondents reference:

- Acts – Arbitration Act 1996, Agricultural Holding Act 1986, Equality Act 2010, Freedom of Information Act 2000, GDPO 1995, Housing Act 1989, Land Compensation Acts, Landlord and Tenant Act 1985, Localism Act 2011, Town and Country Planning Act 1990, Law of Property Act 1925;

- Codes and regimes – Compensation Code, Compulsory Purchase Code, Construction Code of Practice;
- Conventions – Aarhus Convention, European Convention for the Protection of Human Rights and Fundamental Freedoms;
- Legal precedent – Colonel Owen case, Common law, Helstrip case, Shun Fung case;
- Principles and rules – Crichton Down Rules, Franks Principle of Openness, Sedley Rules;
- Reports – CBRE report (with reference to blight), Deloitte report on Property Bonds;
- Other requirements and duties – duty to have reasonable regard, Equality Impact Assessment, Strategic Environmental Assessment.

13.2.6 In addition, 31 respondents comment on other legal matters, primarily mentioning the judicial review of the Government consultation on a national high speed rail network (2011). A few say that, in their view, this consultation is possibly illegal or has not changed enough from the earlier Property and Compensation Consultation 2012; others say they expect numerous hardship claims to be pursued in the courts (see paragraph 13.2.33 onwards for more details on the consultation process).

#### **The Government and HS2 Ltd**

13.2.7 181 respondents express general concerns about the handling of the process by the Government or HS2 Ltd - for example, questioning the democratic credentials of the process. Others query the financial rigour of the Government's case for the proposed scheme, or say that property compensation proposals are unjust, too complex, misleading, or too focused on saving money. Some respondents imply a lack of trust in the Government or HS2 Ltd, or comment on perceived political bias - for example, with respect to the different treatment of rural and urban areas. Other comments regarding the Government and HS2 Ltd range from those expressing empathy with the difficult situation they believe the Government to be in, to those asking that the Government listen to public opinion.

13.2.8 Several respondents make more specific comments regarding the political context, process and approach to HS2 and the proposed property compensation scheme. For example, respondents refer to specific politicians, comment on political parties and discuss the current Government's policies or approach to the HS2 scheme more generally.

#### **Comments on the HS2 project**

13.2.9 A total of 4,944 respondents explicitly express opposition to the HS2 project as a whole; the detail of their comments is discussed below. 16 respondents explicitly support the principle of high speed rail, with some of these highlighting specific benefits of the HS2 proposals.



## Business case

- 13.2.10 In all, 2,993 respondents say that the cost of fully compensating blighted properties should be included in the business case for HS2.

'The Government should compensate those who are blighted by HS2, with the full cost included in the business case - just like any other cost.'

Individual

- 13.2.11 In related comments, 2,438 respondents take issue with the business case for HS2, with the majority of these arguing that the project should not be a priority for the UK. Some of these respondents describe the business case for HS2 as weak, poor, questionable or non-existent in their view. Many more respondents query whether HS2 is in the national interest or question the benefits of the project, with a few asking whether HS2 will assist regeneration in deprived areas. Some respondents believe HS2 is a vanity project.
- 13.2.12 Some respondents argue that the potential reduction of the journey time between London and Birmingham on HS2 is not substantial enough to justify the cost and potential level of disruption caused by the scheme. A few respondents say that commuters use time on the train for work and so journey time savings are unimportant, or that the internet precludes some of the need for business travel.
- 13.2.13 A small number of respondents specifically mention that, in their opinion, added journeys to or from the stations would negate any savings in their travel time. One respondent raises concerns about the safety of high speed trains; another takes issue with their frequency.
- 13.2.14 Some respondents question who will benefit from the HS2 project, often claiming that ordinary people would not benefit, while big companies and a small minority of train users would. This is sometimes linked with concerns expressed about the price of train tickets.
- 13.2.15 A small number of respondents highlight that, in their view, the use of the line for freight would be important to the business case for HS2.

## Cost considerations

- 13.2.16 A total of 4,763 respondents raise concerns about the cost of the project and express views that it is a waste of taxpayers' or public money.
- 13.2.17 332 respondents make general comments that, in their view, the HS2 project is too expensive for the country at this time or not cost-effective; a few raise concerns about rising costs.

‘The cost of this project is increasing all the time, and I would be interested to know how many millions have already been spent in the setting-up of HS2 Ltd and its various agencies, after all, we are all taxpayers.’

Individual

- 13.2.18 A small number of respondents highlight the perceived high cost of compensation and mitigation in the London Borough of Camden. Other respondents say the full cost of the project cannot be known until the compensation arrangements are finalised.

### **Alternative options**

- 13.2.19 A total of 122 respondents suggest that the money being spent on HS2 should be spent in other areas, including the National Health Service, education, care for older people, border control and power stations. Others suggest that the funds allocated to HS2 should be spent on improving and upgrading existing transport networks, occasionally suggesting adding more carriages, extending platforms and improving signalling. Some respondents suggest reopening the Great Central Railway.

### **Mitigation measures**

- 13.2.20 Many respondents refer to areas where mitigation might be ineffective and assert that the zones outlined in the compensation proposals do not sufficiently take these areas into account. Two respondents express the opinion that the rural support zone, as proposed, does not reflect areas where mitigation is not possible, while a further few request that mitigation and compensation be given equal priority and consideration.
- 13.2.21 Other respondents believe the proposed mitigation would be inadequate, or raise broad requests for HS2 Ltd to provide adequate mitigation for all impacts potentially resulting from HS2. Some respondents request specific mitigation measures, including security to keep properties and businesses safe during construction, new access roads for construction traffic, training schemes to ensure local residents can fill HS2 employment opportunities, burying cables to reduce visual blight and secondary glazing to mitigate noise.
- 13.2.22 Some respondents say they are concerned about mitigation of the proposed construction - for example, highlighting the anticipated duration of the construction period or the site working hours. A few raise concerns about expected construction at specific locations.

‘Sections 2.6.1/2/3 describes The Code of Construction Practice as dealing with disruption from construction. This is patently not true in the case of the Delancey Street and the surrounding environment. Most of the works in the Cutting are specifically exempted from needing to follow the core working hours. . The CCP provides inadequate measures for the Camden Cutting area and is not a substitute for fair compensation.’

Delancey Street Residents’ Association

- 13.2.23 More specifically, 32 respondents comment on noise mitigation; these respondents either express the opinion that there would be inadequate noise mitigation for the proposed HS2 project, or suggest further noise mitigation. Respondents occasionally suggest that HS2 Ltd should provide soundproofing for properties close to the proposed line.

‘However, it might be possible to dispel the blight if only it were possible to point to a government proposal to install noise mitigation which is to the current highest standards used internationally. In fact the government is actually giving equally minimal attention to the noise mitigation for HS2’

Villages of Oxfordshire Opposing HS2

- 13.2.24 A few respondents express concern about the perceived lack of information about mitigation provided by HS2 Ltd so far.

‘At present there is a blackout on information about proposed mitigation, making it impossible for me, and potential purchasers, to judge the future value of my property.’

Multiple individuals

- 13.2.25 Some respondents are in favour of more tunnels to provide enhanced mitigation. Many of these respondents request additional tunnels or the extension of proposed tunnels in specific areas. Specific location suggestions include Ickenham, central London, the Colne Valley, Burton Green and the whole of the Chilterns Area of Outstanding Natural Beauty (AONB). One respondent, while expressing support for the proposed green tunnel at Wendover, remains concerned about the potential impact on properties at the tunnel portals, while another takes issue with the suggested reduction in depth for the proposed green tunnel at Burton Green. One respondent argues that the mitigating effect of tunnels has been overplayed.

‘The mitigating effect of tunnelling is overstated and a figment of HS2 Ltd’s imagination to minimise, dishonestly, the cost to HS2 Ltd/Government There is incontrovertible proof that properties in tunnelled areas suffer as much blight in the minds of potential purchasers and mortgagees as elsewhere.’

Individual

- 13.2.26 One respondent comments that mitigation of potential landscape impacts would take many years to have significant effect, while another considers that HS2 Ltd has rejected residents’ preferred method of mitigation.

### **Comments on the proposed route of HS2**

- 13.2.27 Some respondents express a broad disagreement with the proposed route of HS2; others suggest it should be changed to avoid specific areas including the Chilterns and particular areas of London. A few respondents request that the route follows existing transport corridors to limit overall impact.
- 13.2.28 Some respondents say that at the London end the proposed line should terminate at Old Oak Common rather than Euston station; this is often suggested as a way of reducing the potential impact on Camden. A further few respondents advocate St Pancras as the London terminus so that HS2 would connect with HS1 and avoid the Chilterns AONB.
- 13.2.29 A few respondents believe there are not enough appropriate stations along the route and that therefore potentially impacted communities would not benefit from the line.
- 13.2.30 A further few respondents comment that the proposed route has changed several times and remains unconfirmed; some of these respondents stress that all property owners affected should be informed if the route were to change again. A couple of respondents assert that earlier versions of the proposed route have resulted in blight and question how this might be tackled.

### **Other comments about the HS2 project**

- 13.2.31 A small number of respondents raise issues specifically about Euston station. These include concerns that connections and capacity for the anticipated increased number of commuters arriving at Euston station would not be sufficient, and concerns that planned improvements to Euston station have been delayed and scaled back.

‘Improvements to Euston Station were planned prior to HS2; in fact HS2 has delayed such improvements and the benefits they will bring. Indeed, the plans for Euston Station as they currently stand (known as ‘Option 8’) have been scaled back to such an extent from the original ‘baseline scheme’ that the proposed comprehensive regeneration of Euston Station will not be achieved, and any opportunity that HS2 might have created for Euston to facilitate the drive for growth will be lost.’

London Borough of Camden

- 13.2.32 A small number of respondents question the environmental case for HS2, raising concerns about its potential environmental impact or overall sustainability. A few others say they are worried about manufacturing contracts for HS2 going to suppliers in other countries, with one expressing a preference that all rolling stock be British.

### **Consultation process and information**

- 13.2.33 This section summarises comments on the consultation process as a whole and the information provided as part of it.

### **Previous consultation processes**

- 13.2.34 In total, 5,859 respondents refer to the previous HS2 Property and Compensation consultation (2012). These comments include comparative references to the content of or responses to the previous consultation, reiteration of respondents’ own views applicable to both consultations, comments on the process surrounding the first consultation, and the HS2 judicial review that followed it.

‘I believe that the compensation proposals are inadequate and unjust, as 89% said last January.’

Individual

- 13.2.35 Some respondents refer to the draft Environmental Statement consultation, the Design Refinement consultation or to previous Phase One consultations more generally. These respondents often state their general perceptions about the consultation processes to date, refer to specific content, or reiterate views submitted to previous consultations.

### **Documentation and information**

- 13.2.36 Several respondents comment on the documentation or information provided for the consultation. A number of these respondents express concern about the length and complexity of the documents.

‘The documentation is very misleading and not at all clear. We all came up with a different understanding of most elements. It's contents are non specific but ambiguous and not easy to read. Even the questions are worded in such a way as to confuse. Many people in our locality could not understand it and even subsequent to the roadshow many of my questions remained unanswered.’

Individual

- 13.2.37 Other respondents argue that the consultation information is insufficiently detailed. This includes general requests for more detailed designs or plans, as well as requests for clarity over the timescale for compensation. Several of those commenting on information provision say the documentation does not contain enough information on the extent of blight to allow them to give an informed response.

‘The consultation includes no information on the actual extent or severity of blight, despite such data being available in the DfT. Without this information it is difficult for anyone responding to the consultation to give an informed view.’

Ickenham Residents’ Association

- 13.2.38 Others question specific assertions within the consultation document - for example, that HS2 would have a negligible effect on urban areas.
- 13.2.39 Some respondents say they do not like the use of specific terminology or ask for further definition. A few respondents comment on the HS2 consultation website, saying, for example, that:
- the postcode search box does not produce sufficiently high-quality information;
  - they had trouble finding the consultation document or proposed rural zones online; or
  - that they found the online response form difficult to use.

Additionally, a small number of respondents, specifically in relation to Question 7, say that the question is confusing in its combination of certain and uncertain elements, that it implies a ‘time-based’ property bond is preferable to a ‘value-based’ option, or that it should be asking about a property bond as an alternative to a hardship scheme.

‘This question is ambiguous as the title presupposes the superiority of the time-based property bond over the value-based one.’

Kenilworth Town Council

- 13.2.40 Respondents make a range of other comments in relation to the consultation documentation. These primarily refer to specific phrases, sections or information contained within the consultation document, as well as comments on specific information that respondents would have liked to see within the documentation, or comments that respondents did not receive consultation materials.

## Consultation process

- 13.2.41 Several respondents express varying degrees of disagreement with the consultation process. Some of these respondents assert that there was no room for comment on the HS2 scheme overall or comment on the cost of the consultation. Others make comments that the consultation process has been flawed, not open or transparent, or unfair. Specific concerns include views that the consultation process was too short, not in line with the Sedley Rules, disregarded previous consultation responses, or did not engage the right people. A number of respondents say that, in their view, the consultation document has missed out essential information or failed to address certain issues, for example, the potential impact on property owners who are ineligible for compensation.

'The whole consultation fails to address the problems HS2 has created for those properties that are not in the immediate vicinity of the line for instance my property is some 4-500 metres from the line, it has been up for sale for a year now at a realistic market price and no one has even come to look at it because Middleton is seen as an area lost to the HS2 project.'

Individual

- 13.2.42 Others say they welcome the opportunity to comment or are satisfied that the Government has taken account of public views on specific issues - for example, in relation to a potentially wider application of the proposed sale and rent back scheme.
- 13.2.43 Some respondents make specific requests with respect to the consultation process or wider process around property compensation. A couple of respondents ask about their own eligibility or request an application for compensation. Other requests range from asking that HS2 Ltd bases decisions on consultation responses rather than preconceived preferences to suggesting that they hold a referendum. Some respondents ask that HS2 Ltd keeps schemes simple, while others request explanation of specific schemes in more detail. A few suggest that HS2 Ltd should examine the views of those affected by HS1.

## Publicity

- 13.2.44 A few respondents dispute the assertion that all property owners affected by HS2 were directly contacted, or comment that they or their communities were not made aware of specific details or general information in a timely manner, or at all. Others say they are unsure what to do as an affected homeowner, or request that anyone within a specific radius of the proposed line should be contacted and made aware of the content of this consultation or of any changes.

## Consultation and forum events

- 13.2.45 A few respondents express negative views with respect to the information event or events they attended. These respondents say, for example, that in their view staff were not helpful or did not answer their questions sufficiently,

that the information provided at local events was contradictory to other information received, or that they were unaware of their local event. One respondent questions the overall cost of information events. Another respondent comments that the events were informative. Several respondents make more neutral references to the events - for example, noting which one they attended or recounting interactions with HS2 Ltd staff.

- 13.2.46 Those respondents commenting on community forums assert that in their opinion these forums were unsuccessful in engaging in true dialogue or that important issues discussed at forum meetings appear to have been ignored. Others ask that community forums be involved in specific discussions, or reference specific topics discussed at forum meetings.

### **Influence of consultation process**

- 13.2.47 Some respondents question the degree to which their response will be taken into account, or are unsure about the overall influence that consultation responses will have on property compensation proposals - for example, stating a belief that the outcome is already decided.

'I have responded to previous consultations, but to date feel there is no reason to believe that comments or concerns are taken seriously or considered. I hope this issue can be resolved.'

Individual

### **Follow-up and future engagement**

- 13.2.48 A number of respondents request a response to their consultation submission, or ask to be sent further documentation. Additionally, a few respondents say they expect or would welcome further consultation being undertaken, for example on specific topics, on the overall scheme, or with particular groups.
- 13.2.49 Several respondents say that an advisory service should be set up to give independent technical or legal advice to those affected.

'In order to assist those affected by the HS2 proposals, a wholly independent advice centre should be set up and funded by the government with a view to advising residents, business owners, charities and schools alike who require such a service.'

London Borough of Camden

### **Other comments and suggestions**

- 13.2.50 Some respondents provide other comments or suggestions relating to the overall consultation process. These include specific people or groups respondents consider should have been consulted, observations and requests regarding timescale and response times, other potential topics for consultation, and various other process suggestions.



## Appendix 1 List of participating organisations

A1.1. Table A1.2, starting on the next page, lists the names of all the organisations which submitted responses to the Property Compensation Consultation 2013. They are listed by sector, and alphabetically within each sector. Any businesses which are deemed small enough so that their response could be identified to an individual have not been listed. Also, organisations have not been listed if they indicated that their response should be treated as confidential. It cannot be fully assured that all organisations have been accurately categorised as they did not classify themselves. Categorisation of responses was carried out separately from coding and does not affect the way in which coding is carried out. The sectors are listed below in Table A1.1, and the organisations in Table A1.2.

**Table A1.1 Respondent sectors**

Sectors
Member of the public*
Action groups – includes interest groups campaigning on various aspects of the HS2 proposals
Businesses
Elected representatives – includes MPs, MEPs, and local councillors where respondents have identified themselves as such
Environment, heritage, amenity or community groups – includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations
Local government – includes county councils, district councils, parish and town councils and local partnerships
Other representative group – includes chambers of commerce, trade unions, political parties and professional bodies
Real estate, housing associations, or property-related organisations

\* Not included in the following table

**Table A1.2 Responding organisations by sector**

<b>Action groups</b>
51m
Boddington Action Group
Burton Green HS2 Action Group
Calvert Green Stop HS2
Chiltern Ridges HS2 Action Group (CRAG)
Church Fenton Says No to HS2 Action Group
Cublington Action Group Against HS2
Culcheth and District Rail Action Group (CADRAG)
Drayton Bassett Against HS2
Eathorpe, Hunningham, Offchurch and Wappenbury Joint Parish Council & Offchurch HS2 Action Group (joint response)
Heart of England High Speed Railway Action Group
Hints & Area Action Group
HP22 6PN Group
HS2 Action Alliance
Ingestre and Tixall Against HS2 Action Group
Kings Bromley Stop HS2 Action Group
Ladbroke HS2 Action Group
Polesworth & District Stop HS2 Action Group
Priors Hardwick HS2 Action Group
Ruislip Against HS2 and Hillingdon Against HS2 Groups
South Heath HS2 Action Group and Residents
Southam Area Action Group
Stoke Mandeville Action Group
Stoneleigh Action Group
Stop HS2
The Dunsmore Society
The Middleton HS2 Action Group
Tonge and Breedon Action Group
Twyford Stop HS2
Villages of Oxfordshire Opposing HS2
Wendover HS2 Action Group

Whittington and Lichfield District Stop HS2 Action Group
<b>Businesses</b>
Added Dimension
Archways Care Ltd.
Bluespace Thinking Ltd.
Camden Lock Market Ltd.
Global Mapping Ltd.
Headlam Group plc.
JVC Professional Europe
Kenilworth Golf Club Ltd.
Maple Fine Foods Ltd.
Packington Estate Enterprises Ltd.
Progress Rail Services UK Ltd.
Right Angle Design Ltd.
Rothschild Trust Guernsey Ltd.
The Chell Instruments Ltd. Executive Pension Scheme
TMF Marketing
Tramore Properties Ltd.
Transport for London
Vectec Ltd.
Woodlands Nursery
<b>Elected representatives</b>
Andrea Leadsom, Member of Parliament for South Northamptonshire
Andrew Dismore, Labour London Assembly Group (Member for Barnet and Camden)
Angie Bray, Member of Parliament for Ealing Central and Acton
Bill Cash, Member of Parliament for Stone
Caroline Spelman, Member of Parliament for Meriden
Cheryl Gillan, Member of Parliament for Chesham and Amersham
Christopher Pincher, Member of Parliament for Tamworth
Dan Byles, Member of Parliament for North Warwickshire and Bedworth
David Lidington, Member of Parliament for Aylesbury
Frank Dobson, Member of Parliament for Holborn and St Pancras
Hitesh Tailor, Labour Councillor for East Acton, Cabinet Member for Housing, Skills & Employment

Jeremy Lefroy, Member of Parliament for Stafford
Jeremy Wright, Member of Parliament for Kenilworth & Southam
John Bercow, Member of Parliament for Buckingham
John Randall, Member of Parliament for Uxbridge and South Ruislip
John Whitehouse, Elected Member Kenilworth Abbey Division Warwickshire County Council
Karen Bruce, Labour Councillor for Rothwell ward, Leeds City Council
Michael Fabricant, Member of Parliament for Lichfield in Staffordshire
Nick Hurd, Member of Parliament for Ruislip, Northwood & Pinner
Tony Baldry, Member of Parliament for North Oxfordshire
<b>Environment, heritage, amenity or community groups</b>
Amphill Square TRA and Camden Town District Management Committee
Balsall Common Village Residents' Association
Burton Green Residents' Association
Burton Green Village Hall Committee
Castle Vale Neighbourhood Partnership Board
Chiltern Countryside Group
Crackley Residents' Association
Delancey Street Residents' Association
Drummond Street Tenants' and Residents' Association
Gloucester Avenue Association
Hampton-in-Arden Society
Harefield Tenants' and Residents' Association
Historic Houses Association
HS2 Euston Community Forum
Hyde Heath Village Society
Ickenham Residents' Association
Jeffreys Street Association
Kensal Triangle Residents' Association
Little Kingshill Village Society
National Trust
NCTNF Steering Group
Netley Primary School Governing Body
Old Saltleians RFC
Oulton and Woodlesford Neighbourhood Forum
Plonkers Wine Club of Twyford

Potter Row Neighbourhood Watch
Ruislip Residents' Association
Silsoe House Residents' Association
South Ruislip Residents' Association
St Mary's Wendover Parochial Church Council
St Pancras Parish Church Parochial Church Council
Steeple Claydon Residents' Group
Swynnerton Village Group
The Dunsmore Village Hall Association
The Layby Farm Partnership
The Park Village (and Environs) Residents' Association
The Wendover Society
Twyford P.C.C.
Twygs, Twyford Garden Society
Wells House Residents' Association
Wendover Cricket Club
Westbury Village Residents Group
<b>Local government</b>
Aston-le-Walls Parish Council
Balsall Parish Council
Barton Hartshorn Parish Meeting
Berkswell Parish Council
Birmingham City Council
Boddington Parish Council
Buckinghamshire County Council
Burton Green Parish Council
Calvert Green Parish Council
Canwell Parish Council
Charndon Parish Council
Chiltern District Council
Church Fenton Parish Council
Coldharbour Parish Council
Cubbington Parish Council
Culcheth & Glazebury Parish Council
Culworth Parish Council
Curdworth Parish Council
Ealing Council
Eathorpe, Hunningham, Offchurch and Wappenbury Joint Parish Council & Offchurch HS2 Action Group (joint response)
Ellesborough Parish Council
Fradley and Streethay Parish Council

Great Missenden Parish Council
Greatworth Parish Council
Hampton-in-Arden Parish Council
Hints with Canwell Parish Council
Ingestre with Tixall Parish Council
Kenilworth Town Council
Leeds City Council
London Borough of Camden
London Borough of Hillingdon
Lostock Gralam Parish Council
Meriden Parish Council
Mixbury Parish Meeting
Newton Purcell with Shelswell Parish Meeting
Northamptonshire County Council
Solihull Metropolitan Borough Council
South Bucks District Councils
South Northamptonshire Council
Staffordshire County Council and Lichfield District Council
Stoke Mandeville Parish Council
The Lee Parish Council
Thorpe Mandeville Parish Council
Twyford Parish Council
Warwick District Council
Warwickshire County Council
Wendover Parish Council
Westbury Parish Council
Whittington and Fisherwick Parish Council

Wormleighton and Stoneton Parish Meeting
<b>Other representative group</b>
Camden Cutting Group (CCG)
Holborn & St Pancras Conservative Association
London Borough of Ealing Conservative Group
National Farmers' Union (NFU)
Royal College of General Practitioners
The Law Society
Transport Salaried Staff's Association (TSSA)
West Hampstead Conservatives
<b>Real estate, housing associations or property-related organisations</b>
Barlow Associated Ltd. (Response by chartered surveyor on behalf of numerous clients)
Central Association of Agricultural Valuers
Compulsory Purchase Association
Council of Mortgage Lenders
Country Land & Business Association Ltd.. (CLA)
DJM Consulting
Golamead Ltd.
Hamer Associates Ltd.
Jardin Smith International Pte. Ltd.
ke architecture (London) Ltd.
National Association of Estate Agents

## Appendix 2 Organised submissions

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- A2.1. Table A2.1 below lists the various types of organised submissions that were identified during the data entry and analysis stages.
- A2.2. A response is considered part of an organised submission if its content is identical or nearly identical to numerous other responses, e.g. consisting of a pre-printed response postcard to which respondents add their details.
- A2.3. Responses that are part of organised submissions do not always have a title or subject line that helps identify them; the identification was completed on the basis of the content of the response. As many of the organised submissions closely resemble each other they are numbered rather than named. The second column in Table A2.1 indicates how many responses of each type were received.
- A2.4. Examples of all received postcards have been included after the table.

**Table A2.1 Overview of organised submissions**

<b>Response type</b>	<b>Count</b>
Standardised Organised Postcard Type 1	2043
Semi-standardised Organised Postcard Type 1	16
Standardised Organised Postcard Type 2	3612
Semi-standardised Organised Postcard Type 2	16
Standardised Organised Postcard Type 3	1722
Semi-standardised Organised Postcard Type 3	276
Standardised Organised Postcard Type 4	2129
Semi-standardised Organised Postcard Type 4	275
Semi-standardised Organised Postcard Type 5	1812
Standardised Organised Postcard Type 5	201
Standardised Organised Postcard Type 6	1898
Semi-standardised Organised Postcard Type 6	386
Standardised Organised Postcard Type 7	59
Semi-standardised Organised Postcard Type 7	9
Standardised Organised Postcard Type 8	92
Semi-standardised Organised Postcard Type 8	1
Standardised Organised Postcard Type 9	90
Semi-standardised Organised Postcard Type 9	16
Standardised Organised Email/Letter Type 1	546
Semi-standardised Organised Email/Letter Type 1	344
Standardised Organised Email/Letter Type 2	25
Semi-standardised Organised Email/Letter Type 2	37
Standardised Organised Email/Letter Type 3	177
Semi-standardised Organised Email/Letter Type 3	9
Standardised Organised Email/Letter Type 4	142
Semi-standardised Organised Email/Letter Type 4	29
Semi-Organised Email/Letter Type 5	101
Semi-standardised Organised Email/Letter Type 5	41
Standardised Organised Email/Letter Type 6	64
Semi-standardised Organise Email/Letter Type 6	13

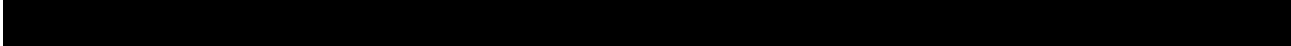
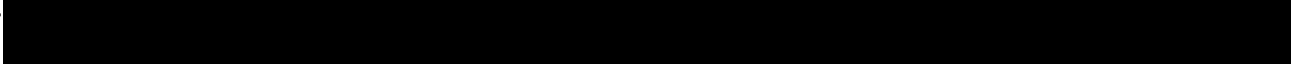
## Figure A2.2: Organised Postcard Type 1

Dear Prime Minister and Secretary of State for Transport,

This is my response to the Government's proposals for property compensation for HS2 Phase One between London and the West Midlands. I am responding to this consultation as an individual. I believe the Government should keep its promises: no individual should suffer a significant loss because of HS2, especially given that this project is said to be in the national interest. If the Government can't afford fair compensation, then it can't afford HS2. Existing statutory compensation rules are clearly inadequate. I believe the Government MUST introduce a new and fairer statutory regime before or at the same time as any Hybrid Bill. However, unfortunately, your present proposals remain inadequate. Your claim that your blight & compensation proposals go beyond statutory rights is wholly unsatisfactory because the proposals are unfair, discriminatory and divisive, by deliberately excluding many properties in the Greater London area – so please think again! I believe the following:

Q1	Your criteria of FAIRNESS cannot be met unless you include compensation for ALL affected properties, including urban, deep-bored tunnelled areas & social housing. Your criteria of VALUE FOR MONEY is irrelevant because you also claim HS2 will generate £15bn benefits per year – so fair compensation for ALL properties should be easily affordable. If the government can't afford fair compensation then it can't afford HS2!
Q2	Your EXPRESS PURCHASE qualification should be for ALL affected property owners (not just owner-occupiers) & include properties with land safeguarded for deep-bored tunnels. It is not good enough and not fair to exclude any properties which are blighted by HS2.
Q3	<ul style="list-style-type: none"> <li>The LONG TERM HARDSHIP proposal of trying to sell for 6 months is too long &amp; a further burden on stressed families. The criteria of accepting offers within 15% of the asking price is too much, particularly since you declare "We know that buyers &amp; sellers often agree a price that is lower than the asking price – a long-term average of 12% below".</li> <li>It is not clear whether any property owners in tunnelled areas will qualify for LTH proposals, presumably not. This is another unfairness that you should rectify.</li> <li>Your LOCATION criteria should not consider your assumption of construction &amp; operational impacts (which may be underestimated) but the real &amp; measurable effect on property prices. If the government can't afford fair compensation then it can't afford HS2!</li> <li>Your process must be seen to be fairer by including an independent appeals process which your proposal does not include.</li> </ul>
Q4	For your SALE & RENT BACK proposal I believe that everyone with property safeguarded by HS2 (including properties with land safeguarded for deep-bored tunnels) should be eligible to sell and then rent their own property back - not just those properties that would be demolished.
Q5	Your ALTERNATIVE SALE & RENT BACK proposal is fairer in that it extends to properties not being demolished. However, its operation must include a much fairer property purchase proposals in the first place (as I have set out in response to Q2 and Q3)
Q6	For your VOLUNTARY PURCHASE SCHEME for the RURAL SUPPORT ZONE I state that it is unfair to have different compensation rules for rural and urban areas. It's not true that urban areas such as Ick-enham will be less affected. If HS2 causes a loss in property values ANYWHERE then the owner should be compensated. It is also unfair to treat rural areas within Greater London (e.g. Harefield) as urban.
Q7	Regarding the PROPERTY BOND proposal, I support the HS2AA solution to help prevent property blight that has been endorsed by property professionals (including the Council of Mortgage Lenders, National Association of Estate Agents). However your proposal is not as robust and unfairly excludes thousands of properties in Greater London, and is therefore in my opinion unfairly selective, discriminatory and divisive. The Property Bond proposal should be a universal offer to all properties affected by HS2 including London urban areas and including areas with deep-bored tunnels yet still blighted by HS2 construction.

This is my individual response to your 7 consultation questions.

Name:   
 Address: 

Please remember to post your postcard by the December 1st 2013 (to arrive by the December 4th deadline)

## Figure A2.3: Organised Postcard Type 2

### **HS2: Property Compensation Consultation 2013**

***I believe that the compensation proposals are inadequate and unjust, as 89% (26,181) said last January. Private individuals whose property suffers a loss in value due to HS2 are being asked to bear an unfair share of the cost of HS2. This can't be right.***

**All Q:** I support the 'polluter pays' principle: if HS2 causes a loss in property values then the HS2 project should pay for it, not private individuals. This should be a core principle.

**Q1:** 'Fairness' means helping all those affected – not less than 2% of cases, as proposed.

**Q3,6,7:** If HS2 causes a significant loss in property value then the owner should be compensated – irrespective of distance from the rail line, rural/urban, or hardship rules.

**Q3,7:** The Hardship scheme, with its mean-tested rules that are unrelated to blight, must be dropped and a route-wide Property Bond scheme (like HS2AA's) be put in its place.

**Q1-7:** There should be an independent appeals body to make sure that decisions are fair.

**All Q:** People should be free to move or re-mortgage as they normally would.

**Q6,7:** A Voluntary Purchase or Bond Scheme must apply beyond 120m – the current EHS has applied up to 1.1kms. A Property Bond should apply in addition to other schemes.

NAME

ADDRESS:

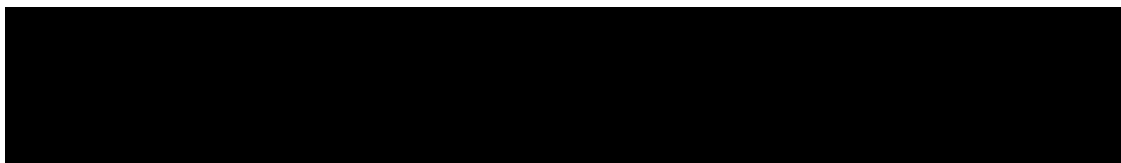


Figure A2.4: Organised Postcard Type 3

## **HS2: Property Compensation Consultation 2013**

**Compensation arrangements are in need of a major overhaul in the UK:**

<b>All Q:</b> Government want to build roads, railways, wind-farms, and power stations for the good of the UK. But this leads to some individuals bearing an unfair share of the cost of these projects – through their home losing value overnight or being unable to move house or re-mortgage (as they normally would). This is unjust and needs to be put right.
<b>Q1:</b> ‘Fairness’ means helping <u>all</u> who lose out – not just the worst 2% cases as proposed.
<b>Q3:</b> The hardship rules should be dropped, as 86% (25,223) said last time. These rules are about personal matters that are unrelated to the blight and losses being suffered.
<b>Q6:</b> Any Voluntary Purchase Scheme should go beyond 120m, and apply to urban areas.
<b>Q7,3:</b> I support a route-wide Property Bond, like HS2AA’s, that goes beyond the area next to the line (EHS has applied up to 1.1km) to reduce the blight & help more people.
<b>Other comments:</b>

*This is my formal response to the seven consultation questions*

NAME

ADDRESS:

Figure A2.5: Organised Postcard Type 4

## **HS2: Property Compensation Consultation 2013**

***I believe the Government should give fair compensation so that no individual should suffer financial loss as a result of HS2. Helping under 2% of cases is wrong. If the Government can’t afford fair compensation, then it can’t afford to go ahead with HS2.***

<b>Q1-7:</b> Schemes should not just be for the few properties very near the line, but (as promised) for all those that can prove significant losses in their property’s value due to HS2 and can’t move. It’s unreasonable to change the criteria and re-define “fairness”.
<b>Q3,6,7:</b> Schemes should be based on loss in property value, and not fixed distances from the HS2 line, or urban/rural locations, or hardship rules, or being over tunnels.
<b>Q3:</b> The hardship rules should be dropped. Any scheme should not rely on means-tested hardship rules that are about personal matters and unrelated to the blight being suffered
<b>Q2-7:</b> There should be an independent appeals body to ensure decisions are fair.
<b>Q6,7:</b> As well as any Voluntary Purchase Scheme there should be a route-wide Property Bond Scheme, like HS2AA’s, for beyond the immediate area (and not limited to 120m).
<b>Other points:</b>

***HS2 should be cancelled. It’s a huge waste of money and the wrong priority for the UK***

NAME

ADDRESS:



Figure A2.6: Organised Postcard Type 5

### **HS2: Property Compensation Consultation 2013**

*I believe that the Government's proposals are unjust. They simply ignore the vast majority of people who suffer losses and disruption to their lives as a result of blight from HS2. If the country can't afford to pay fair compensation, then it can't afford HS2.*

**All Q:** If HS2 really is in the national interest, then no individual should be made to suffer losses of many thousands of pounds, or be unable to move or re-mortgage for 15 years.

**Q1,3,6,7:** The Government should keep its promise to compensate individuals who suffer a significant loss in property value– not just those right next to HS2.

**Q3:** The hardship rules should be dropped. Compensation should only depend on the blight being suffered and not means-tested hardship rules that concern personal matters

**Q6:** Those in urban areas and over tunnels who suffer blight should not be excluded from any Voluntary Purchase Scheme. The proposed 120m limit (as HS1 used) is too narrow.

**Q7:** A Property Bond, like HS2AA's, should apply route-wide and not be limited to 120m.

**Other points:**

*This is my response to the compensation consultation.*

NAME

ADDRESS:

Figure A2.7: Organised Postcard Type 6

### **HS2: Property Compensation Consultation 2013**

*I believe 'fairness' requires the polluter to pay. The Government should compensate those who are blighted by HS2, with the full cost included in the business case – just like any other cost. If the taxpayer can't afford it, then the country can't afford HS2.*

**Q1,6,7:** Schemes should not just be for the few properties very near the line, but for all those that can prove significant losses in their property's value from HS2 and can't move.

**Q3,6,7:** Schemes should be based on loss in property value, and not fixed distances from the HS2 line, or urban/rural locations, or hardship rules, or being over tunnels.

**Q3:** The hardship rules should be dropped. Any scheme should not rely on means-tested hardship rules that are about personal matters and unrelated to the blight being suffered

**Q2-7:** There should be an independent appeals body to make sure that decisions are fair.

**Q6,7:** Blight extends well beyond 120m from the line –the EHS scheme has applied up to 1.1km. A route-wide Property Bond, like HS2AA's, should apply as it helps more people.

**Other points:**

*HS2 should be cancelled. It's a huge waste of money and the wrong priority for the UK.*

NAME

ADDRESS:

Figure A2.8: Organised Postcard Type 7

**HS2: Property Compensation Consultation 2013**

***I believe 'fairness' requires the polluter to pay. The Government should compensate those who are blighted by HS2, with the full cost included in the business case – just like any other cost. If the taxpayer can't afford it, then the country can't afford HS2.***

<b>Q1,6,7:</b> Schemes should not just be for the few properties very near the line, but for all those that can prove significant losses in their property's value from HS2 and can't move.
<b>Q3,6,7:</b> Schemes should be based on loss in property value, and not fixed distances from the HS2 line, or urban/rural locations, or hardship rules, or being over tunnels.
<b>Q3:</b> The hardship rules should be dropped. Any scheme should not rely on means-tested hardship rules that are about personal matters and unrelated to the blight being suffered
<b>Q2-7:</b> There should be an independent appeals body to make sure that decisions are fair.
<b>Q6,7:</b> Blight extends well beyond 120m from the line –the EHS scheme has applied up to 1.1km. A route-wide Property Bond, like HS2AA's, should apply as it helps more people.
<b>Other points:</b>

**Read full consultation questions at [www.sowhat.org.uk](http://www.sowhat.org.uk)**

**This is my response to the compensation consultation.**

NAME

ADDRESS:

Figure A2.9: Organised Postcard Type 8

Dear Prime Minister and Secretary of State for Transport,

This is my response to the Government's proposals for property compensation for HS2 Phase One between London and the West Midlands. I am responding to this consultation as an individual. I believe the Government should keep its promises: no individual should suffer a significant loss because of HS2, especially given that this project is said to be in the national interest. If the Government can't afford fair compensation, then it can't afford HS2. Existing statutory compensation rules are clearly inadequate. I believe the Government **MUST** introduce a new and fairer statutory regime before or at the same time as any Hybrid Bill. However, unfortunately, your present proposals remain inadequate. Your claim that your blight & compensation proposals go beyond statutory rights is wholly unsatisfactory because the proposals are unfair, discriminatory and divisive, by deliberately excluding many properties in the Greater London area – so please think again! I believe the following:

Q1	Your criteria of <b>FAIRNESS</b> cannot be met unless you include compensation for <b>ALL</b> affected properties, including urban, deep-bored tunnelled areas & social housing. Your criteria of <b>VALUE FOR MONEY</b> is irrelevant because you also claim HS2 will generate £15bn benefits per year – so fair compensation for <b>ALL</b> properties should be easily affordable. If the government can't afford fair compensation then it can't afford HS2!
Q2	Your <b>EXPRESS PURCHASE</b> qualification should be for <b>ALL</b> affected property owners (not just owner-occupiers) & include properties with land safeguarded for deep-bored tunnels. It is not good enough and not fair to exclude any properties which are blighted by HS2.
Q3	<ul style="list-style-type: none"> <li>The <b>LONG TERM HARDSHIP</b> proposal of trying to sell for 6 months is too long &amp; a further burden on stressed families. The criteria of accepting offers within 15% of the asking price is too much, particularly since you declare "We know that buyers &amp; sellers often agree a price that is lower than the asking price – a long-term average of 12% below".</li> <li>It is not clear whether any property owners in tunnelled areas will qualify for LTH proposals, presumably not. This is another unfairness that you should rectify.</li> <li>Your <b>LOCATION</b> criteria should not consider your assumption of construction &amp; operational impacts (which may be underestimated) but the real &amp; measurable effect on property prices. If the government can't afford fair compensation then it can't afford HS2!</li> <li>Your process must be seen to be fairer by including an <b>independent appeals process</b> which your proposal does not include.</li> </ul>
Q4	For your <b>SALE &amp; RENT BACK</b> proposal I believe that everyone with property safeguarded by HS2 (including properties with land safeguarded for deep-bored tunnels) should be eligible to sell and then rent their own property back - not just those properties that would be demolished.
Q5	Your <b>ALTERNATIVE SALE &amp; RENT BACK</b> proposal is fairer in that it extends to properties not being demolished. However, its operation must include a much fairer property purchase proposals in the first place (as I have set out in response to Q2 and Q3).
Q6	Those in urban areas and over tunnels who suffer blight should not be excluded from any Voluntary Purchase Scheme. The proposed 120m limit (as HS1 used) is too narrow.
Q7	Regarding the <b>PROPERTY BOND</b> proposal, I support the HS2AA solution to help prevent property blight that has been endorsed by property professionals (including the Council of Mortgage Lenders, National Association of Estate Agents). However your proposal is not as robust and unfairly excludes thousands of properties in Greater London, and is therefore in my opinion unfairly selective, discriminatory and divisive. The Property Bond proposal should be a universal offer to all properties affected by HS2 including London urban areas and including areas with deep-bored tunnels yet still blighted by HS2 construction.

Name:

Address:

Please remember to post your postcard by the December 1st 2013 (to arrive by the December 4th deadline)

Figure A2.9: Organised Postcard Type 9

**HS2: Property Compensation Consultation 2013**

***I believe the Government should give fair compensation so that no individual should suffer financial loss as a result of HS2. Helping under 2% of cases is wrong. If the Government can't afford fair compensation, then it can't afford to go ahead with HS2.***

<b>Q1-7:</b> Schemes should not just be for the few properties very near the line, but (as promised) for all those that can prove significant losses in their property's value due to HS2 and can't move. It's unreasonable to change the criteria and re-define "fairness":
<b>Q3,6,7:</b> Schemes should be based on loss in property value, and not fixed distances from the HS2 line, or urban/rural locations, or hardship rules, or being over tunnels.
<b>Q3:</b> The hardship rules should be dropped. Any scheme should not rely on means-tested hardship rules that are about personal matters and unrelated to the blight being suffered
<b>Q2-7:</b> There should be an independent appeals body to ensure decisions are fair.
<b>Q6,7:</b> As well as any Voluntary Purchase Scheme there should be a route-wide Property Bond Scheme, like HS2AA's, for beyond the immediate area (and not limited to 120m).
<b>Other points:</b>

*Read full consultation questions at [www.sowhat.org.uk](http://www.sowhat.org.uk)*

**This is my response to the compensation consultation**

NAME

ADDRESS:



## Appendix 3 Codes by theme and by question

- A3.1. The analysis of consultation responses was carried out using a coding framework consisting of 13 themes containing a total of over 1,600 codes, of which over 500 refer to specific locations mentioned by respondents. The themes and codes are listed below in Table A3.1 and Table A3.3 respectively. Table A3.2 shows key acronyms used within Table A3.3.
- A3.2. Table A3.3 provides an overview of the number of responses to which each code was applied within each consultation question. Some themes and a number of codes were created specifically for one consultation question, others were applied across all consultation questions. Responses that did not specifically address the consultation questions are listed under 'Non-fitting' in Table A3.3.
- A3.3. The column 'Total' in Table A3.3 provides a total of the number of times a code was applied per response (e.g. if one response has a code applied to its response to Question 1 and to Question 3, it is only counted once for the 'Total' column). The numbers from this column are the numbers used throughout the report.

**Table A3.1 Coding framework themes**

Themes
Assessment Criteria
Express Purchase Scheme
Consultation
General Comments on Compensation
HS2 Project
Long-term Hardship Scheme
Other
Time-Based Property Bond
Policy and Principles
References
Sale and Rent Back Scheme
Voluntary Purchase Scheme
Locations

**Table A3.2 Key acronyms**

Key Terms	
EHS	Exceptional Hardship Scheme
EP	Express Purchase Scheme
LH	Long-term Hardship Scheme
PB	Property Bond Scheme
SR	Sale and Rent Back Scheme
RSZ	Rural Support Zone
VP	Voluntary Purchase

**Table A3.3 Count of comments per code per question**

	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
<b>Code</b>									
<b>Assessment criteria</b>									
Agree/fair/support	27	26	1	~	~	~	~	~	~
Agree/support in principle/with caveat	82	82	~	~	~	~	~	~	~
Inadequate/unfair/oppose	105	102	2	~	~	~	~	1	~
No comment	10	10	~	~	~	~	~	~	~
Undecided/ambivalent	2	2	~	~	~	~	~	~	~
Fairness - agree/support	12	9	~	~	~	1	~	1	1
Fairness - agree/support with caveat	6	6	~	~	~	~	~	~	~
Fairness - comment on EHS	7	7	~	~	~	~	~	~	~
Fairness - comment on EP	5	3	2	~	~	~	~	~	~
Fairness - comment on LH	24	11	~	13	~	~	~	~	~
Fairness - comment on PB	10	7	~	~	~	~	~	3	~
Fairness - comment on SR	1	1	~	~	~	~	~	~	~
Fairness - comment on VP	3	3	~	~	~	~	~	~	~
Fairness - disagree/challenge/question application	5107	2190	1	~	2	3	2538	2720	184
Fairness - full compensation for those/all affected	8837	6328	~	2509	~	~	~	~	4
Fairness - most important/emphasise	100	98	2	~	~	~	~	~	~
Fairness - other comment/suggestion	128	114	~	~	~	~	~	5	13
Fairness - terminology/phrasing/definition	2878	2875	2513	~	2509	2509	~	~	25
Value - agree/support	6	6	~	~	~	~	~	~	~
Value - agree/support with caveat	9	9	~	~	~	~	~	~	~
Value - aim is to constrain costs/should not unfairly restrict compensation	341	338	1	~	1	~	1	1	2
Value - comment on EHS	1	1	~	~	~	~	~	~	~
Value - comment on PB	3	1	~	~	~	~	~	2	~
Value - comment on VP	1	1	~	~	~	~	~	~	~
Value - compensation part of overall project cost/long-term funding settlement	18	18	~	~	~	~	~	~	~
Value - disagree/challenge/question application	301	293	4	~	1	~	1	6	3
Value - full compensation for those/all affected	106	105	1	~	~	~	~	~	1
Value - HS2 not value for money	25	25	~	~	~	~	~	~	~
Value - irrelevant in light of benefits claimed	2165	2165	~	~	~	~	~	~	~
Value - other comment/suggestion	84	73	~	~	~	~	5	5	7
Value - terminology/phrasing/definition	10	10	~	~	~	~	~	~	~
Community - agree/support	9	8	~	~	~	~	~	1	~

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Community - agree/support with caveat	23	23	~	~	~	~	~	~	~
Community - already impacted	21	21	~	~	~	~	~	~	~
Community - 'best understanding about likely effect'/challenge application	12	12	~	~	~	~	~	~	~
Community - comment on EHS	4	4	~	~	~	~	~	~	~
Community - comment on LH	1	1	~	~	~	~	~	~	~
Community - comment on PB	7	5	~	~	~	~	~	3	~
Community - comment on SR	8	8	~	~	1	1	~	~	~
Community - disagree/challenge/question application	100	97	~	~	~	~	13	2	3
Community - most important/emphasise	11	11	~	~	~	~	~	~	~
Community - other comment/suggestion	82	81	~	~	~	~	~	~	2
Community - terminology/phrasing/definition	9	9	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - agree/support	11	11	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - agree/support with caveat	12	12	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - comment on EHS	10	10	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - comment on EP	1	1	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - comment on LH	5	4	~	1	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - comment on PB	3	3	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - comment on SR	6	2	~	~	4	4	~	~	~
Feasibility, Efficiency and Comprehensibility - comment on VP	1	1	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - disagree/challenge/question application	31	31	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - importance of guidelines/clarity	13	13	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - most important/emphasise	2	2	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - other comment/suggestion	38	38	~	~	~	~	~	~	~
Feasibility, Efficiency and Comprehensibility - proposals unclear already/currently	13	13	~	~	~	~	~	~	~

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Feasibility, Efficiency and Comprehensibility - terminology/phrasing/definition	2	2	~	~	~	~	~	~	~
Market - agree/support	10	10	~	~	~	~	~	~	~
Market - agree/support with caveat	7	7	~	~	~	~	~	~	~
Market - already impacted/timescale/action needed	61	61	~	~	~	~	~	~	~
Market - comment on EHS	4	4	~	~	~	~	~	~	~
Market - comment on LH	8	8	~	1	~	~	~	~	~
Market - comment on PB	29	29	~	~	~	~	~	~	1
Market - comment on VP	3	3	~	~	~	~	~	~	~
Market - disagree/challenge/question application	46	45	~	~	~	~	~	2	~
Market - most important/emphasise	27	27	~	~	~	~	~	~	~
Market - other comment/suggestion	39	39	~	~	~	~	~	~	~
Market - own situation/property	6	6	~	~	~	~	~	~	~
Market - pay full market loss in value	6	6	~	~	~	~	~	~	~
Market - terminology/phrasing/definition	9	9	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - agree/support	1	1	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - agree/support in principle/with caveat	3	3	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - balance fairness & value	26	23	~	~	~	~	~	~	3
Paragraph 3.1.7/ Assessment - comment on PB	2	2	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - comment on VP	1	1	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - disagree/challenge	29	29	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - do not weight value over fairness/other criteria/criteria conflicting	69	69	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - independent review/audit	233	232	1	~	~	~	~	~	2
Paragraph 3.1.7/ Assessment - other comment on weighting/priority of criteria	46	46	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - terminology/phrasing/definition	9	9	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - unclear/difficult to understand	17	17	~	~	~	~	~	~	~
Paragraph 3.1.7/ Assessment - weightings needed/full analysis/MCA results	256	255	2	~	~	~	~	~	1
Other - application of criteria	29	29	~	~	~	~	~	~	~
Other - comments/suggestions	14	13	~	1	~	~	~	~	~

	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
<b>Code</b>									
Other - not enough information/further details needed	11	11	~	~	~	~	~	~	~
Other - PB meets criteria	916	1	~	~	~	~	~	914	2
Other - suggest alternative(s)/additional criteria	20	20	~	~	~	~	~	~	~
Other - too complex/difficult to understand	12	11	1	~	~	~	~	~	~
Other - too vague/subjective	27	27	~	~	~	~	~	~	~
<b>Consultation</b>									
Affected - contact everyone affected	8	1	~	1	~	~	6	1	1
Affected - lack of awareness	7	~	~	~	~	~	2	~	5
Documentation - challenge	173	25	3	4	5	5	36	41	75
Documentation - comments	63	12	10	3	~	~	18	10	16
Documentation - terminology	22	11	5	~	~	~	~	3	4
Events - challenge/negative comments	17	~	~	~	~	~	2	4	11
Events - comments	57	19	7	6	~	~	6	3	22
Events - community forums	18	5	4	3	~	1	~	~	7
Events - positive comments	1	~	~	~	~	~	~	1	~
Follow up requested	106	5	~	5	2	1	4	3	92
Further consultation needed	13	5	~	2	~	~	~	5	4
General - challenge	50	7	6	5	~	~	8	5	22
General - question influence of consultation process	25	5	1	1	~	~	2	3	14
Information - blight information withheld/more information needed	80	6	~	5	~	~	18	12	42
Other - comments/suggestions	33	10	3	~	2	2	2	6	16
Other - previous consultations	4	~	~	1	~	~	~	3	~
Other - previous/2011 route	69	1	~	59	~	1	~	5	4
Other - previous/Environmental consultation (Draft ES)	18	4	1	1	2	~	~	2	10
Other - previous/general	210	5	1	8	2	1	2	2	193
Other - previous/Prop Comp	5859	17	4	2098	13	2	5	48	3718
Process - application	2	~	~	~	~	~	~	~	2
Process - challenge/unfair	110	12	1	7	7	8	3	7	75
Process - comments	18	~	1	~	~	~	1	5	12
Process - request	19	~	~	~	1	~	2	1	17
Process - support	1	~	~	1	~	1	~	~	~
Question(s) - challenge	5	~	~	~	~	~	~	5	~
Website	10	1	1	~	~	~	3	~	6
<b>Express Purchase Scheme</b>									
Adequate/fair/support	102	~	99	~	~	~	~	~	3
Adequate/support with caveat	123	~	118	~	1	~	~	~	5



Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Inadequate/unfair/oppose	179	~	179	~	~	~	~	~	1
Not applicable/no comment	50	~	50	~	~	~	~	~	~
Not eligible	75	~	74	~	~	~	~	~	1
Additional - home-loss 10% inadequate/increase	407	2	401	~	1	~	4	~	5
Additional - home-loss 10% support	17	1	12	~	~	~	~	~	4
Additional - home-loss 47k cap - challenge	233	3	230	1	~	~	~	~	3
Additional - home-loss comments/suggestions	8	~	6	~	~	~	~	~	2
Additional - moving costs	243	~	240	~	1	~	4	~	3
Area - adequate/shouldn't change	1	~	1	~	~	~	~	~	~
Area - boundary/just outside area	1	~	1	~	~	~	~	~	~
Area - defining the centre point/suggestions	24	~	19	~	~	4	5	~	~
Area - extend in rural areas	6	~	6	~	~	~	~	~	~
Area - ignores topography	7	~	5	~	~	~	~	~	2
Area - near/above tunnel	2300	~	2297	1	1	1	~	1	4
Area - too narrow/limited/blight extends further	149	1	139	3	1	~	5	1	1
Area - too narrow/limited/distance suggested	35	4	26	~	4	4	~	~	4
Area - too narrow/limited/location suggested	17	~	10	~	~	~	~	~	7
Area - viaducts/associated infrastructure/embankments/cuttings	16	~	16	~	~	~	~	~	~
Compensation - adequate/fair/support	4	~	4	~	~	~	~	~	~
Compensation - inadequate/unfair/not enough	26	~	23	~	~	~	~	~	4
Compensation - no amount adequate	8	~	8	~	~	~	~	~	~
Compensation - should be full/adequate/fair	56	~	55	~	~	~	~	~	1
Compensation - suggestions/comments	29	~	26	~	~	~	~	~	3
Compensation - support principle of	5	~	5	~	~	~	~	~	~
Considerations - buying back (if route changes/HS2 does not go ahead)	3	~	3	~	~	~	~	~	~
Considerations - buying like for like/relocation issues	14	1	13	~	~	~	~	~	~
Considerations - commitment to project/continuity	4	~	4	~	~	~	~	~	~
Considerations - do not want to move	23	~	23	~	~	~	~	~	~
Criteria - all affected/blighted	2307	~	2302	~	~	4	1	~	~
Criteria - blighted by construction	10	~	10	~	~	~	~	~	~
Criteria - distance is arbitrary/not just distance from line	2542	~	2541	~	~	~	1	~	~

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Criteria - include RSZ	6	~	6	~	~	~	~	~	~
Criteria - individual/local circumstances	24	1	21	~	~	~	~	~	3
Criteria - market/loss in value/ability to sell	2541	1	2539	~	~	~	~	~	1
Criteria - no need to show 'reasonable endeavours to sell'/comments	109	1	108	~	~	~	~	~	~
Criteria - no need to show 'reasonable endeavours to sell'/support	97	1	96	~	~	~	~	~	2
Criteria - oppose/all properties in safeguarded area	1	~	1	~	~	~	~	~	~
Criteria - other comments/suggestions	37	~	29	~	~	4	2	~	2
Criteria - rural/urban challenge	46	~	42	~	1	1	~	~	8
Criteria - support/all properties in safeguarded area	66	~	65	1	~	~	~	~	~
Criteria - too few qualify/compensated/benefit	262	~	258	~	~	~	~	~	6
Criteria - too restrictive/should be flexible	44	~	38	~	1	~	3	~	2
Criteria - who/all owners/not just owner-occupiers	2267	1	2262	~	~	~	~	~	5
Criteria - who/business/£34,800 rateable value too restrictive	48	1	44	~	1	~	~	~	3
Criteria - who/landlords/rental property/second homes	151	~	148	~	~	~	~	~	4
Criteria - who/tenants	12	~	10	~	~	~	~	~	2
Impact/Business - farm/agricultural developments	11	~	10	~	~	~	~	~	1
Impact/Business - local economy/jobs	6	~	5	~	~	~	~	~	1
Impact/Business - loss of revenue/financial impact	2	~	1	~	~	~	~	~	1
Impact/Construction - disruption/impacts	72	~	71	~	~	~	~	~	1
Impact/Engineering - viaducts/associated development/infrastructure	2	~	2	~	~	~	~	~	~
Impact/Environment - countryside/open spaces	1	~	1	~	~	~	~	~	~
Impact/Environment - light pollution	1	~	1	~	~	~	~	~	~
Impact/Environment - visual/landscape/general	3	~	3	~	~	~	~	~	~
Impact/Environment - wildlife/biodiversity	1	~	1	~	~	~	~	~	~
Impact/General - affected by Phase One and Two	1	~	1	~	~	~	~	~	~
Impact/General - disruption/general	8	~	8	~	~	~	~	~	~
Impact/General - uncertainty	24	~	24	~	~	~	~	~	~
Impact/Heritage - listed buildings	3	~	2	~	~	~	~	~	1
Impact/Noise - construction	1	~	~	~	~	~	~	~	1

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Impact/Noise - general	29	~	28	1	~	~	~	~	~
Impact/Noise - operational	6	~	1	~	~	4	1	~	1
Impact/Operational - operational disruption/impacts	10	~	10	~	~	~	~	~	~
Impact/Property - ability to sell/move/remortgage	7781	~	7780	~	~	~	~	1	~
Impact/Property - blight above tunnels	7	~	7	~	~	~	~	~	~
Impact/Property - blight happening now/already	47	~	46	~	~	~	~	~	1
Impact/Property - blight/property value	2148	~	2146	~	~	~	~	~	2
Impact/Property - damage/subsidence	2	~	2	~	~	~	~	~	~
Impact/Property - improvements stopped	1	~	1	~	~	~	~	~	~
Impact/Property - landlords/leaseholders/property investors	2	~	2	~	~	~	~	~	~
Impact/Property - loss of home/demolition	385	~	384	~	~	~	~	~	1
Impact/Property - loss of land	1	~	~	~	~	~	~	~	1
Impact/Property - negative equity	2	~	~	~	~	~	~	~	2
Impact/Property - property market functionality	1	~	1	~	~	~	~	~	~
Impact/Social - communities/general impacts	5	~	4	~	~	~	~	~	1
Impact/Social - community facilities/amenities	9	~	9	~	~	~	~	~	~
Impact/Social - elderly/retired	15	~	14	~	~	~	~	~	1
Impact/Social - emotional attachment to property/home	2	~	2	~	~	~	~	~	~
Impact/Social - families	8	~	8	~	~	~	~	~	~
Impact/Social - financial impact/security/importance of asset	107	~	106	~	~	~	~	~	1
Impact/Social - general/other comments	1	~	1	~	~	~	~	~	~
Impact/Social - impact on future plans	2	~	2	~	~	~	~	~	~
Impact/Social – people's lives/quality of life	39	~	38	~	~	~	~	~	1
Impact/Social - stress/distress/psychological impact	39	~	38	~	~	~	~	~	1
Impact/Traffic - construction roads/traffic/access	4	~	4	~	~	~	~	~	~
Information - criteria	26	~	26	~	~	~	~	~	~
Information - home-loss	12	~	12	~	~	~	~	~	~
Information - partially within area	26	1	25	1	~	~	~	~	~
Information - properties affected	7	~	7	~	~	~	~	~	~
Information - safeguarded area	4	~	4	~	~	~	~	~	~
Information - timescale	3	1	2	~	~	~	~	~	~

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Information - too vague/more information requested	47	~	42	~	~	~	~	1	4
Information - valuation process	18	~	18	~	~	~	~	~	~
Partially within area - comments	123	1	118	~	~	~	~	~	4
Partially within area - include whole property	74	~	73	1	~	~	~	~	~
Process - application process/Blight Notice	44	2	41	2	~	~	1	~	~
Process - complex/confusing/unclear	12	~	12	~	~	~	~	~	~
Process - Counter-Notice concerns/comments	14	~	11	~	~	~	1	~	2
Process - Compulsory Purchase Order/concerns/comments	39	8	7	2	1	5	~	~	21
Process - independent panel/appeals process	8639	1	8638	~	~	~	~	~	~
Process - must be/will not be independent	5	~	5	~	~	~	~	~	~
Process - needs to be fair	3276	~	3276	~	~	~	~	~	~
Process - should be simple	18	~	18	~	~	~	~	~	~
Process - should be transparent	37	~	37	~	~	~	~	~	~
Process - specific comments/suggestions	5	~	5	~	~	~	~	~	~
Proposals - driven by cost	3	~	3	~	~	~	~	~	~
Proposals - little more than statutory scheme	4	1	4	~	~	~	~	~	~
Proposals - prefer PB	19	~	19	~	~	~	~	~	~
Proposals - prefer SR	2	~	2	~	~	~	~	~	~
Proposals - prefer VP	3	~	3	~	~	~	~	~	~
Proposals – previous - improvement on	3	~	3	~	~	~	~	~	~
Proposals – previous - not improvement on	2	~	2	~	~	~	~	~	~
Proposals - should be unconditional/not subjective	224	~	224	~	~	~	~	~	~
Proposals - suggestions/comments	24	~	23	~	~	~	~	~	1
Timescale - other comments	24	~	24	~	~	~	~	~	~
Timescale - should be open for years	4	~	4	~	~	~	~	~	~
Timescale - too long to wait	2951	~	2950	~	~	~	~	~	1
Timescale - too slow/quicker implementation needed	32	~	32	~	~	~	~	~	~
Valuation - assessment process	27	~	27	~	~	~	~	~	~
Valuation - comments	4	~	3	~	~	~	~	~	1
Valuation - full market value/un-blighted/pre HS2	39	1	36	1	~	~	~	~	1
Valuation - independent/own	40	~	40	~	~	~	~	~	~
<b>General Comments on Compensation</b>									

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Question 3</b>	<b>Question 4</b>	<b>Question 5</b>	<b>Question 6</b>	<b>Question 7</b>	<b>Non fitting</b>
Additional - home-loss payment/moving cost	39	16	~	1	1	~	~	~	21
Additional - payments/suggestions	74	15	~	~	~	~	3	2	56
Area - boundary/just outside area	19	8	~	~	~	~	~	~	11
Area - ignores topography	19	9	~	1	~	~	~	~	9
Area - near/above tunnel	4	~	~	3	1	~	~	~	~
Area - other comments/suggestions	29	11	1	1	~	~	1	1	14
Area - too narrow/limited/blight extends further	2681	2630	~	~	~	~	3	2	51
Area - too narrow/limited/distance suggested	44	25	~	~	~	~	6	~	16
Area - too narrow/limited/location suggested	65	11	~	~	~	~	~	~	55
Area - viaducts/associated infrastructure/embankments/cuttings	22	9	~	2	1	~	~	1	10
Compensation - adequate/fair/support	20	4	~	~	~	~	~	~	16
Compensation - adequate/support with caveat	20	15	~	~	~	~	~	~	5
Compensation - inadequate/unfair/not enough	8674	310	7	19	4	2	8	5	8369
Compensation - no amount adequate	25	10	~	1	~	~	~	~	14
Compensation - not eligible	69	25	~	1	~	~	~	~	43
Compensation - oppose concept	2	~	1	2	1	1	1	1	~
Compensation - should be full/adequate/fair	3713	511	1	43	1	1	2	11	3187
Compensation - suggestions/comments	418	99	4	~	~	~	7	10	309
Compensation - support principle of	2	2	~	~	~	~	~	~	~
Considerations - buying like for like/relocation issues	71	35	~	~	~	~	~	1	39
Considerations - comment/suggestion	60	27	~	8	~	~	~	2	25
Considerations - commitment to project/continuity	20	8	~	~	~	~	~	3	9
Considerations - contours/blight contours	5	1	~	~	~	~	~	~	4
Considerations - Government owning properties	5	1	~	~	~	~	~	4	~
Considerations - interest rates	3	3	~	~	~	~	~	~	~
Considerations - taxation	8	4	~	~	~	~	~	~	4
Considerations - vacant properties	4	~	~	~	~	~	1	1	2
Criteria - all affected/blighted	5429	2780	1	1	2	~	~	9	2656
Criteria - blight extends further/small part compensated	7	~	~	~	~	~	1	~	6
Criteria - comment/suggestion	39	17	~	~	~	~	~	~	22
Criteria - distance is arbitrary/not just distance from line	10984	4747	~	2548	1	~	4	3639	291

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Criteria - effort to sell/challenge	1	1	~	~	~	~	~	~	~
Criteria - hardship/oppose	8756	5	~	~	~	~	8747	~	7
Criteria - include non-rural/unfair not included	10977	2247	~	5080	~	~	~	3632	2203
Criteria - individual/local circumstances	68	20	~	~	~	~	1	~	50
Criteria - market/loss in value/ability to sell	5608	5367	1	26	1	~	3	16	454
Criteria - near/above tunnel	2234	2169	3	33	~	~	~	3	31
Criteria - no prior knowledge - challenge (all schemes)	77	1	~	~	~	~	1	~	75
Criteria - no prior knowledge - support	1	1	~	~	~	~	~	~	~
Criteria - occupied for 6-18 months	1	~	~	~	~	~	~	~	1
Criteria - too complex/complicated	11	5	~	~	1	~	~	~	6
Criteria - too few qualify/compensated/benefit	8901	4033	~	39	~	~	1	3	5053
Criteria - too inflexible/should be flexible	39	31	~	~	~	~	1	~	8
Criteria - who/all owners/not just owner-occupiers	155	57	~	45	~	~	1	~	62
Criteria - who/business/£34,800 rateable value too restrictive	28	2	~	2	~	~	~	~	24
Criteria - who/businesses	82	37	~	9	1	~	~	1	44
Criteria - who/council tenants	2197	2175	1	1	1	~	~	2	23
Criteria - who/land e.g. farm land	7	5	~	2	~	~	~	~	~
Criteria - who/landlords/rental property/second homes	80	4	~	3	~	~	~	~	73
Criteria - who/other	49	22	~	2	~	~	~	~	25
Criteria - who/owner-occupiers (support)	1	1	~	~	~	~	~	~	~
Criteria - who/tenants	11	2	~	~	~	~	~	~	9
Impact/Area - rural areas negative impact	68	39	2	6	~	~	~	~	22
Impact/Area - urban areas negative impact	17	7	~	3	~	~	~	~	11
Impact/Business - development land/planning	2	1	~	~	~	~	~	~	1
Impact/Business - farm/agricultural developments	39	10	~	~	~	~	~	~	30
Impact/Business - home based businesses	2	2	~	~	~	~	~	~	~
Impact/Business - local businesses	102	40	~	~	~	~	~	~	68
Impact/Business - local economy/jobs	65	6	~	~	~	~	3	~	56
Impact/Business - loss of revenue/financial impact	22	3	~	2	~	~	~	~	17
Impact/Business - other organisations	3	1	~	~	~	~	~	~	2
Impact/Business - rail infrastructure	3	~	~	~	~	~	~	~	3

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Question 3</b>	<b>Question 4</b>	<b>Question 5</b>	<b>Question 6</b>	<b>Question 7</b>	<b>Non fitting</b>
Impact/Business - tourism/visitors/leisure sector	7	1	~	~	~	~	~	~	6
Impact/Construction - camps/work sites	43	20	~	~	~	~	~	~	25
Impact/Construction - disruption/impacts	395	147	~	8	~	~	3	2	259
Impact/Construction - dust and dirt	80	34	~	1	~	~	1	~	44
Impact/Construction - timescale/duration/working hours of construction	241	97	~	1	~	~	9	4	148
Impact/Engineering - tunnels/cuttings	74	7	~	~	~	~	~	~	67
Impact/Engineering - viaducts/associated development/infrastructure	44	14	~	1	~	~	~	1	28
Impact/Environment - air pollution/pollution	85	38	~	7	~	~	1	~	42
Impact/Environment - Area of Outstanding Natural Beauty	31	10	~	~	~	~	~	~	21
Impact/Environment - bridleways/footpaths/rights of way	10	7	~	~	~	~	~	~	3
Impact/Environment - countryside/open spaces	52	19	~	~	~	~	~	1	32
Impact/Environment - flooding/water management	15	3	~	~	~	~	~	~	12
Impact/Environment - green belt	14	5	~	~	~	~	~	2	7
Impact/Environment - impact/general	35	20	~	2	~	~	~	~	13
Impact/Environment - light pollution	20	11	~	~	~	~	~	~	9
Impact/Environment - other impact	2	2	~	~	~	~	~	~	~
Impact/Environment - visual/landscape/general	100	37	~	~	~	~	1	2	63
Impact/Environment - wildlife/biodiversity	26	8	~	~	~	~	~	2	17
Impact/Environment - woodland	12	6	~	~	~	~	~	2	5
Impact/General - affected by Phase One and Two	5	4	1	~	~	~	~	~	1
Impact/General - affected by Phase Two	22	4	~	1	~	~	~	~	17
Impact/General - cumulative impacts	19	4	~	~	~	~	8	~	7
Impact/General - disruption/general	2114	26	~	5	~	~	~	~	2083
Impact/General - not yet known	7	4	~	~	~	~	~	~	3
Impact/General - uncertainty	58	28	~	~	~	~	2	4	24
Imp/Health - general	73	30	~	~	~	~	1	~	43
Impact/Heritage - conservation area	10	1	~	~	~	~	~	~	9
Impact/Heritage - faith/buildings/burial grounds	1	~	~	~	~	~	~	~	1
Impact/Heritage - general/other	10	2	~	~	~	~	1	~	7
Impact/Heritage - listed buildings	24	9	1	~	~	~	~	~	14
Impact/Noise - and vibration	88	14	~	3	~	~	~	1	71

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Question 3</b>	<b>Question 4</b>	<b>Question 5</b>	<b>Question 6</b>	<b>Question 7</b>	<b>Non fitting</b>
Impact/Noise - construction	128	63	~	3	~	~	1	~	67
Impact/Noise - general	135	61	~	~	~	~	2	~	73
Impact/Noise - operational	85	33	~	~	~	~	~	1	52
Impact/Operational - operational disruption/impacts	94	24	~	1	~	~	1	1	72
Impact/Property - ability to sell/move/remortgage	8409	7820	1	1	~	~	1	3634	613
Impact/Property - access	10	6	~	~	~	~	~	~	4
Impact/Property - blight above tunnels	55	5	~	~	~	~	~	~	50
Impact/Property - blight happening now/already	319	146	~	~	~	~	1	~	185
Impact/Property - blight/property value	8865	2518	~	8	~	~	2	3631	2742
Impact/Property - damage/subsidence	44	10	~	2	~	~	1	~	32
Impact/Property - demolition	50	17	~	~	~	~	~	2	33
Impact/Property - during construction	34	25	~	~	~	~	~	1	10
Impact/Property - during operation	4	4	~	~	~	~	~	~	~
Impact/Property - general impact	33	18	~	~	~	~	~	~	15
Impact/Property - Government underestimating	7	7	~	~	~	~	~	~	~
Impact/Property - improvements stopped	6	4	~	~	~	~	~	1	2
Impact/Property - landlords/leaseholders/property investors	18	4	~	~	~	~	~	~	14
Impact/Property - loss of home/forced to move	49	11	1	~	~	~	~	~	38
Impact/Property - loss of land	21	10	~	~	~	~	~	~	11
Impact/Property - negative equity	11	11	~	~	~	~	~	~	~
Impact/Property - other comments	13	7	~	~	~	~	~	~	6
Impact/Property - property market functionality	88	42	~	~	~	~	2	~	44
Impact/Social - children/schools	42	22	1	~	~	~	~	~	22
Impact/Social - communities/general impacts	261	87	~	~	~	~	~	2	181
Impact/Social - community facilities/amenities	64	25	~	~	~	~	~	~	41
Impact/Social - disabled	9	4	~	~	~	~	~	~	5
Impact/Social - elderly/retired	115	49	~	~	~	~	~	~	67
Impact/Social - emotional attachment to property/home/area	11	3	~	~	~	~	~	~	8
Impact/Social - equality/wealth disparity	7	3	~	~	~	~	~	~	4
Impact/Social - equity/disparity between neighbours	15	11	~	~	~	~	~	~	5
Impact/Social - families	38	13	~	~	~	~	~	~	25



Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Impact/Social - financial impact/security/importance of asset	138	66	~	~	~	~	~	1	71
Impact/Social - future generations	7	2	~	~	~	~	~	~	5
Impact/Social - general/other comments	10	7	~	~	~	~	~	~	3
Impact/Social - impact on future plans	73	28	~	~	~	~	~	~	46
Impact/Social - impacted communities will not benefit	57	27	~	~	~	~	~	~	32
Impact/Social - local council	5	1	~	~	~	~	~	2	2
Impact/Social - loss of amenity	8	6	2	~	~	~	~	~	~
Impact/Social - loss of peace/tranquillity	60	35	~	~	~	~	~	~	25
Impact/Social – people’s lives/quality of life	311	43	~	~	~	~	1	1	266
Impact/Social - retirement/later life e.g. downsizing, releasing equity	52	35	~	~	~	~	~	~	19
Impact/Social - safety/security/antisocial behaviour	8	2	~	~	~	~	~	~	6
Impact/Social - stress/distress/psychological impact	123	61	~	~	~	~	~	~	62
Impact/Social - trapped/freedom of choice gone	65	27	~	~	~	~	~	~	41
Impact/Traffic - construction roads/traffic/access	197	84	~	~	~	~	1	1	114
Impact/Traffic - operational roads/traffic/access	19	9	~	~	~	~	~	~	11
Impact/Traffic - other/general transport comments	64	21	~	~	~	~	~	~	43
Information - criteria	10	10	~	~	~	~	~	~	~
Information - detailed plans/designs	12	6	~	~	~	~	~	~	6
Information - maps	7	3	~	3	~	~	~	~	1
Information - noise	2	2	~	~	~	~	~	~	~
Information - Phase Two	5	3	~	2	~	~	~	~	~
Information - properties/individuals affected	90	53	1	~	6	~	~	~	31
Information - timescale	7	2	~	~	~	~	~	~	5
Information - too vague/more information requested	92	31	~	2	~	~	1	~	58
Other - Small Claims Scheme comments/consultation	4	~	~	~	1	2	~	~	1
Process - administration	7	5	~	~	~	~	~	~	2
Process - advisory service	21	7	~	2	~	~	~	~	17
Process - application process (Blight Notice)	26	13	~	2	~	~	1	1	12
Process - comments/suggestions	43	14	~	~	~	~	~	~	30
Process - complex/confusing/unclear	1	~	~	~	~	~	~	~	1
Process - consistency	4	3	~	~	~	~	~	~	2

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Process - Compulsory Purchase Order/concerns/comments	19	2	~	~	~	~	~	~	17
Process - favours Government/HS2 not individual	14	13	~	~	~	~	~	~	1
Process - independent panel/appeals process	3949	3694	~	~	5	1	1	2	255
Process - must be/will not be independent	47	39	~	1	~	~	2	~	6
Process - needs to be fair	306	9	1	1	2	1	2	~	292
Process - promptness of decisions/payments	10	7	~	~	~	~	~	~	3
Process - should be simple	23	15	~	1	1	~	~	~	7
Process - should be transparent	25	18	~	~	~	~	~	1	8
Proposals - comments/suggestions	62	6	2	10	~	~	1	2	42
Proposals - cost/funding	31	13	~	~	~	~	~	~	20
Proposals - discretionary definition/comments	14	12	~	1	~	~	~	~	1
Proposals - driven by cost	43	16	3	3	~	~	5	5	17
Proposals - HS1/other comments	2122	3	2	~	~	1	2110	3	7
Proposals - HS1/should match	299	2	~	~	2	~	293	4	2
Proposals - HS1/wrong to base	292	2	2	~	1	~	280	3	9
Proposals - Phase Two compensation	27	9	1	~	~	~	~	1	17
Proposals - previous/improvement on	6	1	~	~	~	~	~	~	5
Proposals - previous/not improvement on	36	7	~	8	~	~	3	~	22
Proposals - previous/other comment	17	1	~	1	~	~	5	1	10
Proposals - rethink/review/update/overhaul	1102	562	~	~	~	~	921	~	169
Proposals - Social housing comments/concerns	93	4	~	2	~	~	1	2	86
Proposals - support remaining in homes	91	15	~	~	~	~	~	~	76
RSZ - boundary/construction site	1	~	~	~	~	~	~	~	1
RSZ - comments/suggestions	31	19	1	3	~	1	~	1	7
RSZ - defining boundary/suggestions	10	1	~	~	~	~	~	~	9
RSZ - distance ignores topography/landscape	14	~	~	~	~	~	1	1	13
RSZ - distance/other comments	7	~	~	5	3	~	~	~	~
RSZ - support	2	~	~	~	~	1	~	~	1
RSZ - support with caveat	2	~	~	~	~	~	~	~	2
RSZ - too narrow/limited/blight extends further	109	38	2	8	1	~	1	1	65
RSZ - too narrow/limited/distance suggested	14	7	1	~	~	~	1	~	5
RSZ - too narrow/limited/location suggested	21	19	~	~	~	1	~	~	2

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Safeguarding - comments/suggestions	33	12	~	2	1	~	2	4	14
Safeguarding - outside but affected	20	9	~	5	~	~	~	~	6
Safeguarding - partially within area/comments	13	8	~	1	~	~	2	~	3
Safeguarding - too narrow/limited/blight extends further	46	26	~	5	~	~	~	~	17
Safeguarding - too narrow/limited/distance suggested	176	6	~	170	~	~	~	~	~
Safeguarding - too narrow/limited/location suggested	11	8	~	~	~	~	~	~	3
Statutory - EHS/comparisons/comments	8952	37	16	2676	9	13	6524	6620	65
Statutory - little more than statutory scheme	2170	3	~	3	~	~	~	~	2164
Statutory - other comment	27	5	1	1	~	~	1	4	18
Statutory - overhaul compensation arrangements	2004	2	1	~	~	~	~	~	2001
Statutory - support more than statutory/statutory inadequate	2205	25	~	4	1	1	4	~	2172
Timescale - other comment/suggestion	260	36	~	18	~	1	4	4	206
Timescale - too slow/quicker implementation needed	174	80	~	~	~	~	~	~	96
Valuation - full market value/un-blighted/pre HS2	32	18	~	~	~	~	1	~	15
Valuation - process	26	20	~	~	~	~	~	~	6
Valuation - suggestions/comments	23	4	~	3	~	~	~	1	15
<b>HS2 Project</b>									
Alternatives - improve existing network	78	4	4	3	1	~	2	1	70
Alternatives - support 51m proposal	2	1	~	~	~	~	~	~	1
Alternatives - support other options	122	15	1	~	~	1	1	2	102
Business Case - challenge	2438	34	8	8	2	1	~	4	2387
Business Case - freight	3	4	4	3	1	~	2	1	70
Business Case - impact on existing rail services	2	1	~	~	~	~	~	~	1
Business Case - include extent of blight/full loss	2993	15	1	~	~	1	1	2	102
Business Case - other comments	2036	34	8	8	2	1	~	4	2387
Business Case - vanity project/white elephant	59	~	~	~	~	~	~	~	3
Business Case - who benefits	46	~	~	~	~	~	~	1	1
Cost - other comments	90	397	7	4	4	3	3	7	2621
Cost - public/taxpayer money	4763	6	~	~	~	~	2012	3	15
Cost - rising cost	27	12	2	7	~	~	3	3	33
Cost - too expensive/not cost-effective	332	5	1	~	~	~	6	1	34

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Environment - challenge Environmental Impact Assessment/lack of/other comments	3	25	1	11	~	~	6	10	46
Environment - challenge environmental case	11	14	5	6	4	2	16	27	4696
Environment - other comments	11	14	4	1	~	~	1	~	10
General opposition to HS2	4944	12	4	4	3	4	6	5	302
General support for HS2/principle of high speed rail	16	1	~	~	~	~	2	~	~
Journey times - other comments	10	5	2	1	~	~	~	~	3
Journey times - savings not substantial enough	27	~	1	1	~	~	5	~	5
Mitigation measures - general/other	277	39	16	16	9	11	18	22	4857
Mitigation measures - lack of information	14	2	1	1	1	1	1	1	13
Mitigation measures - noise	32	~	~	2	~	~	~	1	7
Mitigation measures - tunnel/green tunnel	10	1	2	2	1	~	~	~	22
Other comments	10	39	~	5	~	~	9	3	228
Route - challenge route	27	11	~	~	~	~	~	~	3
Route - comments/suggestions	56	9	~	~	~	~	2	1	21
Route - Euston Station comments/concerns	5	1	~	~	~	~	~	3	6
Route - HS1 link comments	1	1	1	1	~	~	1	1	5
Route - intermediate stations	10	6	1	~	~	~	~	~	21
Route - oppose tunnels	1	10	3	2	2	2	9	8	24
Route - support tunnels/greater use of tunnels	14	~	~	~	~	~	~	~	5
Route - tunnel in specific stretch/location	31	~	~	~	~	~	~	~	1
Route - use existing corridors	11	2	~	~	~	~	~	1	7
<b>Long-Term Hardship Scheme</b>									
Adequate/fair/support	44	~	1	41	~	~	1	~	2
Adequate/support with caveat	53	1	~	50	~	~	~	~	2
Inadequate/unfair/oppose	4346	15	3	4090	~	2	14	223	42
Not applicable/no comment	21	~	~	20	~	~	~	~	1
Not eligible	1	~	~	~	~	~	~	1	~
Additional - home-loss payments/moving costs/safeguarding	15	~	~	15	~	~	~	~	~
Additional - other compensation suggestions	63	~	~	63	~	~	~	~	~
Additional - payments/suggestions	4	~	~	~	~	~	~	~	4
Approach - driven by cost	24	~	~	24	~	~	~	~	~
Approach - favours Government/HS2 not individual	51	~	~	50	~	1	~	~	~

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Approach - improvement on earlier proposals	5	~	~	5	~	~	~	~	~
Approach - improvement on the EHS	2	~	~	2	~	~	~	~	~
Approach - indignity/cap in hand	7	~	~	7	~	~	~	~	~
Approach - offer alongside property bond	1	~	~	1	~	~	~	~	~
Approach - prefer earlier proposals	2	~	~	2	~	~	~	~	~
Approach - property bond preferred	4148	4	~	4145	~	~	~	1	10
Approach - rethink/review/update/overhaul	15	~	~	15	~	~	~	~	~
Approach - should match EP	3	~	~	2	~	~	~	~	1
Approach - similar/identical to earlier proposals	8	~	~	8	~	~	~	~	~
Area - too narrow/limited/blight extends further	124	~	~	120	~	~	~	~	4
Compensation - inadequate/not enough	68	~	~	65	~	~	~	~	3
Compensation - inadequate/unfair/not enough	1	1	~	~	~	~	~	~	~
Compensation - no amount adequate	1	~	~	1	~	~	~	~	~
Compensation - should be full/adequate/fair	19	~	~	14	~	~	~	~	5
Compensation - suggestions/comments	8	2	~	~	~	~	~	~	6
Considerations - behaviour of developers/speculators	29	1	~	28	~	~	~	~	~
Considerations - buying like for like/relocation issues	7	~	~	5	~	~	~	~	2
Considerations - contours/blight contours	8	~	~	8	~	~	~	~	~
Considerations - cost/funding	6	~	~	4	~	~	~	2	~
Considerations - do not want to move	17	~	~	16	~	~	~	~	1
Considerations - working of the property market	39	~	~	39	~	~	~	~	~
Criteria - all affected/blighted	198	~	~	191	~	~	~	~	8
Criteria - distance is arbitrary/not just distance from line	209	~	~	206	~	~	~	~	3
Criteria - individual/local circumstances	40	1	~	33	~	~	~	2	4
Criteria - market/loss in value	13473	4	~	13448	~	~	1	2	31
Criteria - needs to be flexible/too restrictive	833	1	~	825	~	~	~	1	9
Criteria - suggestions/amendments	35	~	~	35	~	~	~	~	~
Criteria - too few qualify/compensated/benefit	1095	8	~	1072	~	~	1	7	18
Criteria - who/other	10	~	~	6	1	1	~	1	3
Criteria - wish/free to move or remortgage	3990	3	~	3980	~	~	~	2	5
Criteria (1) - property type/oppose	263	2	~	251	~	~	~	~	10

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Criteria (1) - property type/suggestions	56	1	~	55	~	~	~	~	~
Criteria (1) - property type/support	4	~	~	3	~	~	~	1	~
Criteria (1) - property type/tenure/ownership	229	2	~	213	~	~	~	~	18
Criteria (1) - property type/tunnels	2166	~	~	2166	~	~	~	~	~
Criteria (2) - location/comments	2385	1	~	2378	~	~	1	1	7
Criteria (2) - location/oppose	2398	4	~	2389	1	~	~	~	5
Criteria (2) - location/support no fixed distance	3703	3	~	3700	~	~	2	1	~
Criteria (3) - effort to sell/ prefer 3 months (time on market)	316	1	~	312	~	~	~	~	5
Criteria (3) - effort to sell/15%/challenge/suggest	2687	12	3	2683	~	~	1	~	~
Criteria (3) - effort to sell/challenge 12 months (time on market)	20	~	~	15	~	~	~	~	5
Criteria (3) - effort to sell/challenge 6 months (time on market)	2546	4	1	2533	~	~	~	~	12
Criteria (3) - effort to sell/challenge 15% threshold	26	~	~	~	5	3	~	2	21
Criteria (3) - effort to sell/estate agents' fees	5	~	~	5	~	~	~	~	~
Criteria (3) - effort to sell/oppose criterion	42	~	2	39	~	1	1	~	~
Criteria (3) - effort to sell/prove HS2 reason not sold	27	5	~	21	~	1	~	~	1
Criteria (3) - effort to sell/suggestions/comments	102	3	8	91	~	~	2	~	2
Criteria (3) - effort to sell/support	37	~	~	36	~	~	~	~	1
Criteria (3) - effort to sell/support 12 months (time on market)	2	~	~	2	~	~	~	~	~
Criteria (3) - effort to sell/support 6 months (time on market)	51	~	~	50	~	~	~	~	1
Criteria (3) - effort to sell/support 6 months with caveat (time on market)	13	~	~	13	~	~	~	~	~
Criteria (3) - effort to sell/support with caveat	6	~	~	6	~	~	~	~	~
Criteria (4) - no prior knowledge/concerns	18	3	~	~	~	~	~	~	15
Criteria (4) - no prior knowledge/oppose	3	3	~	~	~	~	~	~	~
Criteria (4) - no prior knowledge/oppose/criticism	305	~	~	305	~	~	~	~	~
Criteria (4) - no prior knowledge/suggestions/comments	40	~	~	40	~	~	~	~	~
Criteria (4) - no prior knowledge/support	4	~	~	3	~	~	~	~	1
Criteria (4) - no prior knowledge/support with caveat	5	~	~	5	~	~	~	~	~
Criteria (5) - hardship/circumstances (e.g. care homes, separation)	96	~	~	95	~	~	~	~	1

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Criteria (5) - hardship/comments	569	6	3	546	~	~	3	3	19
Criteria (5) - hardship/move in 3 years	23	~	~	23	~	~	~	~	~
Criteria (5) - hardship/oppose	14405	65	5	14334	5	5	7	8722	78
Criteria (5) - hardship/support criterion	2	~	~	2	~	~	~	~	~
Criteria (5) - hardship/support with caveat	2	~	~	1	~	~	~	~	1
Criteria (5) - hardship/timescale means inappropriate	53	~	~	45	~	~	~	~	8
Criteria (all) - inadequate/unfair/oppose	1007	~	~	1001	~	~	~	~	7
Impact/Area - rural areas negative impact	1	~	~	1	~	~	~	~	~
Impact/Area - urban areas negative impact	1	~	~	~	~	~	~	~	1
Impact/Business - farm/agricultural developments	2	~	~	2	~	~	~	~	~
Impact/Business - local businesses	16	~	~	14	~	~	~	~	2
Impact/Business - local economy/jobs	1	~	~	~	~	~	~	1	~
Impact/Construction - disruption/impacts	15	~	~	15	~	~	~	~	~
Impact/Construction - dust and dirt	1	~	~	1	~	~	~	~	~
Impact/Construction - timescale/duration of construction	8	~	~	7	~	~	~	~	1
Impact/Engineering - tunnels/cuttings	1	~	~	1	~	~	~	~	~
Impact/Environment - Area of Outstanding Natural Beauty	7	~	~	7	~	~	~	~	~
Impact/Environment - green belt	2	~	~	2	~	~	~	~	~
Impact/Environment - impact/general	1	~	~	1	~	~	~	~	~
Impact/Environment - visual/landscape/general	12	~	~	12	~	~	~	~	~
Impact/Environment - wildlife/biodiversity	1	~	~	1	~	~	~	~	~
Impact/Environment - woodland	1	~	~	1	~	~	~	~	~
Impact/General - not yet known	4	~	~	4	~	~	~	~	~
Imp/Health - construction	4	~	~	4	~	~	~	~	~
Imp/Health - general	20	~	~	20	~	~	~	~	~
Impact/Heritage - conservation area	1	~	~	1	~	~	~	~	~
Impact/Heritage - listed buildings	2	~	~	2	~	~	~	~	~
Impact/Noise - construction	11	~	~	11	~	~	~	~	~
Impact/Noise - general	24	~	~	24	~	~	~	~	~
Impact/Noise - operational	12	~	~	11	~	~	~	~	1
Impact/Operational - operational disruption/impacts	6	~	~	6	~	~	~	~	~
Impact/Property - ability to sell/move/remortgage	4895	~	~	4887	~	~	~	1	12
Impact/Property - blight happening now/already	73	~	~	71	~	~	~	~	2

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Impact/Property - blight/property value	4768	~	~	4757	~	~	~	1	12
Impact/Property - damage/subsidence	2	~	~	2	~	~	~	~	~
Impact/Property - demolition	2	~	~	2	~	~	~	~	~
Impact/Property - during construction	48	~	~	46	~	~	~	~	2
Impact/Property - during operation	9	~	~	9	~	~	~	~	~
Impact/Property - during planning	1	~	~	1	~	~	~	~	~
Impact/Property - improvements stopped	1	1	~	~	~	~	~	~	~
Impact/Property - negative equity	1	~	~	~	~	~	~	~	1
Impact/Property - property market functionality	124	~	~	118	~	~	~	2	4
Impact/Social - children/schools	2	~	~	2	~	~	~	~	~
Impact/Social - communities/general impacts	31	~	~	31	~	~	~	~	~
Impact/Social - community facilities/amenities	2	~	~	2	~	~	~	~	~
Impact/Social - disabled	1	~	~	1	~	~	~	~	~
Impact/Social - elderly/retired	136	~	~	135	~	~	~	~	1
Impact/Social - emotional attachment to property/home/area	8	~	~	8	~	~	~	~	~
Impact/Social - equity/disparity between neighbours	2	~	~	2	~	~	~	~	~
Impact/Social - families	2	~	~	2	~	~	~	~	~
Impact/Social - financial impact/security/importance of asset	52	~	~	52	~	~	~	~	~
Impact/Social - future generations	1	~	~	1	~	~	~	~	~
Impact/Social - impacted communities will not benefit	1	~	~	~	~	~	~	~	1
Impact/Social - people's lives/quality of life	29	~	~	29	~	~	~	~	~
Impact/Social - retirement/later life e.g. downsizing, releasing equity	197	~	~	188	~	~	~	~	9
Impact/Social - stress/distress/psychological impact	58	~	1	54	~	~	~	~	3
Impact/Social - trapped/freedom of choice gone	79	~	~	75	~	~	~	~	5
Impact/Social - uncertainty/anxiety	9	~	~	9	~	~	~	~	~
Impact/Traffic - other/general transport comments	17	~	~	17	~	~	~	~	~
Information - application process	33	~	~	33	~	~	~	~	~
Information - appropriate compensation	4	~	~	4	~	~	~	~	~
Information - criteria	15	~	~	12	~	~	~	~	4
Information - properties affected	31	~	~	28	~	~	~	~	3
Information - too vague/more information requested	76	2	~	70	~	~	~	~	7



Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Information - valuation process	4	~	~	3	~	~	~	~	1
Panel - adequate/fair/support	4	~	~	4	~	~	~	~	~
Panel - expertise/medical	215	~	~	213	~	~	~	~	2
Panel - expertise/other suggestions	9	~	~	9	~	~	~	~	~
Panel - inadequate/unfair/oppose	2	1	~	~	~	~	~	~	1
Panel - must be/will not be independent	199	~	~	191	~	~	~	~	8
Panel - oppose/criticism	15	~	~	15	~	~	~	~	~
Panel - other suggestions/comments	50	~	~	46	~	~	~	~	5
Panel - representation should be allowed	202	1	~	198	~	~	~	~	5
Panel - site visits	57	1	~	57	~	~	~	~	~
Process - applicant/feedback on decision/access to evidence	230	~	~	229	~	~	~	~	1
Process - applicant/guidance to applicants	53	~	~	53	~	~	~	~	~
Process - comments/suggestions	51	3	1	44	1	3	~	~	4
Process - fast-track process for exceptional cases	1	1	~	~	~	~	~	~	~
Process - for exceptional cases	15	~	~	15	~	~	1	1	~
Process - HS2/Government should not be involved	79	1	~	78	~	~	~	~	~
Process - implementation	4	~	~	3	~	~	1	1	~
Process - independent panel/appeals process	11824	7	1	11813	~	~	~	3	10
Process - must be/will not be independent	46	~	~	43	~	~	~	~	3
Process - needs to be fair	32	~	~	32	~	~	~	~	~
Process - re-application comments/suggestions	218	~	~	217	1	1	~	2	~
Process - respondent will not benefit	8	~	~	8	~	~	~	~	~
Process - role of civil servant	48	~	~	48	~	~	~	~	~
Process - should be monitored/prevent abuse	4	~	~	4	~	~	~	~	~
Process - should be transparent	50	~	~	50	~	~	~	~	~
Process - should not penalise the vulnerable	17	~	~	17	~	~	~	~	~
Process - too complex/unclear/better communication	27	~	~	26	~	~	~	~	1
Timescale - 6 months purchase offer period/comments	26	~	~	26	~	~	~	~	~
Timescale - 6 months/challenge (purchase offer period)	5	~	~	~	1	1	~	1	4
Timescale - challenge 12 months (time property on market before applying)	2	~	~	~	2	~	~	~	~
Timescale - other comment/suggestion	17	~	~	6	~	~	~	~	11

	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
<b>Code</b>									
Timescale - should be open longer	4	~	~	4	~	~	~	~	~
Timescale - start after project approval/before construction	3	~	~	3	~	~	~	~	~
Timescale - support 6 months (time on market)	1	~	~	~	~	1	~	~	~
Timescale - too slow/quicker implementation needed	47	~	~	44	~	~	1	3	~
Valuation - full market value	14	~	~	14	~	~	~	~	~
Valuation - process e.g. independent valuers	31	~	~	31	~	~	~	~	~
Valuation - suggestions/comments	17	~	~	11	~	~	~	~	6
Valuation - un-blighted market value (prior to HS2 plans)	27	~	~	27	~	~	~	~	~
<b>Other</b>									
Government/HS2 - criticism	180	40	6	35	10	7	28	34	60
Government/HS2 - lack of trust	28	12	1	1	2	~	1	1	10
Government/HS2 - lack of understanding towards those affected	4	~	~	~	~	~	4	~	~
Government/HS2 - other comments	65	9	7	24	~	~	9	~	18
Other comments - political	300	24	1	~	1	3	4	7	264
<b>Time-Based Property Bond</b>									
Adequate/fair/support	85	~	3	1	~	~	2	62	18
Adequate/support with caveat(s)	184	1	~	~	~	~	13	168	4
Disagree/challenge/inadequate	341	~	~	~	~	~	5	328	14
Inadequate/unfair/oppose	6	~	1	~	~	1	~	~	4
No comment/views/Not applicable	40	~	~	~	~	~	~	39	1
Not eligible	1	~	~	~	~	~	~	1	~
Undecided/not enough information	15	~	~	~	~	~	~	14	1
Additional - home-loss payment/moving cost	10	~	~	~	~	~	~	10	~
Bond - British Airports Authority assessment/comments	4	~	~	~	~	~	~	~	4
Bond - Central Railways assessment/comments	241	~	~	~	~	~	1	235	30
Bond - HS2 Action Alliance assessment/comments	491	~	1	~	~	~	~	485	35
Bond - HS2 Action Alliance support/benefits of	13518	11	6	2284	3	3	2967	13284	116
Bond - oppose/ineffective	9	1	~	1	~	~	~	7	~
Bond - other comments/suggestions	112	6	~	6	~	~	10	62	32
Bond - prefer 'value based'	44	2	~	~	~	~	~	41	2
Bond - prefer/suggest other	5042	~	~	~	~	~	5030	7	8
Bond - private sector best practice	1023	~	~	~	~	~	1	878	145
Bond - proposals/should replace LHS	7	~	~	~	~	~	6	~	1

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Question 3</b>	<b>Question 4</b>	<b>Question 5</b>	<b>Question 6</b>	<b>Question 7</b>	<b>Non fitting</b>
Bond - should be transferable on sale	11	~	~	~	~	~	~	10	2
Bond - should not be transferable on sale	1	~	~	~	~	~	~	~	1
Bond - support	202	16	~	18	~	~	~	~	169
Bond - support in principle/general	1056	7	~	~	~	~	7	1036	41
Bond - untested/comments	69	~	~	~	~	~	1	51	21
Bond - valuations - bond price	1	~	~	~	~	~	1	~	~
Bond - valuations - independent/own	1	~	~	~	~	~	1	~	~
Bond - 'value based' assessment/comments	13	~	~	~	~	~	~	13	~
Compensation - estate agents fees	3	~	~	~	~	~	~	3	~
Compensation - inadequate/not enough	20	~	~	~	~	~	~	20	~
Compensation - should be full/adequate/fair	398	1	~	~	~	~	~	394	6
Compensation - stamp duty relief	12	~	~	~	~	~	1	10	2
Compensation - suggestions/comments	48	~	~	~	~	~	2	46	1
Compensation - support principle of	4	~	~	~	~	~	~	4	~
Considerations - buying like for like/relocation issues	8	~	~	~	~	~	~	5	3
Considerations - cost/funding	4	~	~	~	~	~	~	~	4
Considerations - Government owning properties	1	~	~	~	~	~	1	~	~
Considerations - remaining in home	26	~	~	~	~	~	~	26	~
Considerations - taxation	4	~	~	~	~	~	~	4	~
Criteria - all affected/blighted	5827	~	~	4	1	~	3	5816	11
Criteria - include non-rural/unfair not included	9454	16	1	11	1	1	3	9446	15
Criteria - individual/local circumstances	3	~	~	~	~	~	2	2	~
Criteria - market/loss in value/ability to sell	7397	2	~	~	2	~	5	7382	15
Criteria - near viaducts/cuttings	16	~	~	~	~	~	~	16	~
Criteria - near/above tunnels	9330	~	~	1	1	1	1	9327	5
Criteria - no prior knowledge/challenge	8	~	~	~	~	~	~	7	1
Criteria - other suggestions	82	~	2	1	~	~	2	39	39
Criteria - should not be based on distance	5585	5	~	~	~	1	7	5571	13
Criteria - time-based (6 months)/challenge	52	1	~	~	~	~	2	48	4
Criteria - time-based (6 months)/support	20	~	~	~	~	~	5	13	3
Criteria - too few qualify/compensated/benefit	8724	4	~	~	~	~	~	8710	10
Criteria - too inflexible/should be flexible	32	~	~	~	~	~	~	31	1
Criteria - who/all owners/not just owner-occupiers	19	~	~	~	~	~	~	16	3

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Question 3</b>	<b>Question 4</b>	<b>Question 5</b>	<b>Question 6</b>	<b>Question 7</b>	<b>Non fitting</b>
Criteria - who/businesses	20	1	~	~	~	~	~	18	3
Criteria - who/landlords/rental property/second homes	7	~	~	~	~	~	1	7	~
Criteria - who/tenants	3	~	~	~	~	~	~	~	3
Impact/Area - rural areas negative impact	1	~	~	~	~	~	~	1	~
Impact/Area - urban areas negative impact	1	~	~	~	~	~	~	1	~
Impact/Business - disruption/loss	9	~	~	~	~	~	~	9	~
Impact/Business - farm/agricultural developments	4	~	~	~	~	~	~	4	~
Impact/Business - local economy/jobs	2	~	~	~	~	~	~	2	~
Impact/Construction - camps/work sites	10	~	~	~	~	~	~	10	~
Impact/Construction - disruption/impacts	2211	~	1	~	~	~	1	2208	2
Impact/Construction - dust and dirt	6	~	~	~	~	~	~	6	~
Impact/Engineering - viaducts/associated development/infrastructure	8	~	~	~	~	~	~	8	~
Impact/Environment - Area of Outstanding Natural Beauty	4	~	~	~	~	~	~	4	~
Impact/Environment - countryside/open spaces	1	~	~	~	~	~	~	1	~
Impact/Environment - green belt	1	~	~	~	~	~	~	1	~
Impact/Environment - visual/landscape/general	4	~	~	~	~	~	~	4	~
Impact/Environment - wildlife/biodiversity	1	~	~	~	~	~	~	1	~
Impact/General - affected by Phase Two	1	~	~	~	~	~	~	1	~
Impact/General - disruption/general	21	~	~	~	~	~	~	21	~
Imp/Health - general	1	~	~	~	~	~	~	1	~
Impact/Noise - construction	9	~	~	~	~	~	~	9	~
Impact/Noise - general	19	~	~	~	~	~	1	18	1
Impact/Noise - operational	1	~	~	~	~	~	~	1	~
Impact/Operational - operational disruption/impacts	34	~	~	~	~	~	~	32	2
Impact/Property - blight happening now/already	45	~	~	~	~	~	~	43	2
Impact/Property - blight/property value	5833	1	~	~	~	~	1	5824	25
Impact/Property - functioning of property market	1	~	~	~	~	~	1	~	~
Impact/Property - loss of home	1	~	~	~	~	~	~	1	~
Impact/Property - loss of land	2	~	~	~	~	~	~	2	~
Impact/Property - market confidence/functioning	329	3	~	~	~	~	4	321	38

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Impact/Property - sale/ability to move/remortgage	4192	1	~	~	~	~	5	4186	14
Impact/Social - communities/general impacts	30	~	~	~	~	~	~	27	3
Impact/Social - community facilities/amenities	8	~	~	~	~	~	~	8	~
Impact/Social - elderly/retired	11	~	~	~	~	~	~	11	~
Impact/Social - equity/disparity between neighbours	5	~	~	~	~	~	~	4	1
Impact/Social - families	9	~	~	~	~	~	~	9	~
Impact/Social - financial impact/security/importance of asset	35	~	~	~	~	~	~	35	~
Impact/Social - impacted communities will not benefit	5	~	~	~	~	~	~	5	~
Impact/Social - people's lives/quality of life	17	~	~	~	~	~	~	17	~
Impact/Social - retirement/later life e.g. downsizing	12	~	~	~	~	~	1	12	~
Impact/Social - safety/security/antisocial behaviour	1	~	~	~	~	~	~	1	~
Impact/Social - stress/distress/compensation	20	~	~	~	~	~	~	18	2
Impact/Social - uncertainty/anxiety	155	~	~	~	~	~	1	154	~
Impact/Traffic - construction roads/traffic/access	23	~	~	~	~	~	~	22	1
Information - too vague/more information requested	75	~	~	~	~	~	~	71	5
Process - comments/suggestions	11	~	~	~	~	~	~	8	4
Process - complex/confusing/unclear	13	~	~	~	~	~	1	12	~
Process - Compulsory Purchase Order/concerns/comments	4	~	~	~	~	~	~	4	~
Process - implementation	37	~	~	~	~	~	~	36	1
Process - independent panel/appeals process	8615	~	~	~	~	~	~	8610	5
Process - must be/will not be independent	9	~	~	~	~	~	~	7	2
Process - needs to be fair	342	~	~	~	~	~	~	340	2
Process - should be simple	8	~	~	~	~	~	~	8	~
Proposals - alongside VP/other schemes	7097	4	~	~	~	~	549	6541	8
Proposals - complex/confusing/unclear	37	~	~	~	~	~	~	37	~
Proposals - cost cheap/cost-effective	1080	3	~	5	~	~	~	1039	36
Proposals - cost comments/suggestions	93	2	~	~	~	~	~	86	7
Proposals - cost too expensive	6	~	~	~	~	~	~	6	~
Proposals - cost/funding	6	~	1	~	~	~	2	~	3
Proposals - Deloitte comments on	192	5	~	1	~	~	6	175	14

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Proposals - driven by cost	17	~	~	~	~	~	~	17	~
Proposals - prefer EP	3	~	~	~	~	~	~	3	~
Proposals - prefer VP	51	~	1	~	~	~	~	49	3
Proposals - should apply to whole route/Stage 2	5383	~	~	~	~	~	212	5373	3
Proposals - should be fair/unfair	2494	1	~	~	~	~	~	2488	6
Proposals - should replace LHS (not the VPS)	476	3	~	73	~	~	~	461	8
Proposals - suggestions/comments	2294	~	~	~	~	~	1	2291	3
Proposals - unworkable	8	~	~	~	~	~	~	8	~
RSZ - defining boundary/suggestions	9	~	~	~	~	~	~	6	3
RSZ - distance ignores topography/landscape	40	~	~	~	~	~	1	39	1
RSZ - distance/other comments	66	1	~	~	~	~	1	58	8
RSZ - partially within area/comments	1	~	~	~	~	~	~	1	~
RSZ - support in principle	1	~	~	~	~	~	~	1	~
RSZ - too narrow/limited/blight extends further	8021	7	~	2	1	~	3	7997	19
RSZ - too narrow/limited/distance suggested	5992	2	~	~	~	1	2	5979	13
RSZ - too narrow/limited/location suggested	56	2	~	~	~	~	~	~	54
Rural/urban - impacts greater/wider in rural areas	13	~	~	~	~	~	~	11	2
Rural/urban - impacts rural areas	5	~	~	~	~	~	~	5	~
Rural/urban - impacts urban areas	12	~	~	~	~	~	~	12	~
Timescale - other comments	50	~	~	~	~	~	1	43	8
Timescale - scheme expiry date not long enough	17	~	~	~	~	~	~	17	~
Timescale - too slow/quicker implementation needed	40	~	1	~	1	1	1	37	~
Valuation - assessment/reassessment	24	~	~	~	~	~	~	24	~
Valuation - bond price	26	~	~	~	~	~	~	26	~
Valuation - full market value/un-blighted/pre HS2	50	~	~	~	~	~	3	46	2
Valuation - independent/own	13	~	~	~	~	~	~	13	~
Valuation - suggestions/comments	52	~	~	~	3	~	2	32	17
<b>Policy and Principles</b>									
CBRE report - challenge	2	1	~	~	~	~	~	~	1
CBRE report - comments/general	9	1	~	1	~	~	~	2	7
CBRE report - support with caveat	1	~	~	~	~	~	~	~	1
Comparison - HS1	109	4	~	~	~	1	8	1	95
Comparison - other country example	15	1	~	~	~	~	~	2	12
Comparison - other projects	205	35	1	149	~	~	1	2	35

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Deloitte report on Property Bond Option	7	~	~	~	~	~	~	6	1
Example - other compensation package	1	~	~	~	~	~	~	1	~
Law - 1996 Arbitration Act	1	~	~	1	~	~	~	~	~
Law - Compensation Code	1	~	~	~	~	~	~	~	1
Law - Helstrip case	1	~	~	1	~	~	~	~	1
Law - hybrid Bill/process	2159	5	3	~	2	~	~	3	2148
Law - judicial review/legal challenge	31	9	3	4	~	~	1	7	18
Law - Land Compensation Acts	43	8	2	4	~	~	~	2	30
Law - legislation - other	38	10	4	1	3	~	4	2	22
Law - Localism Act 2011	1	~	~	~	~	~	~	~	1
Other - Aarhus Convention	1	~	~	~	~	~	~	~	1
Other - balance taxpayer/affected	7	1	~	~	~	~	~	1	5
Other - comment/suggestion	15	10	~	~	~	~	1	~	4
Other - Crichel Down Rules	11	~	1	~	3	6	~	~	1
Other - duty to have reasonable regard	1	~	1	~	~	~	~	~	~
Other – European Convention on Human Rights/human rights	184	28	9	122	2	~	13	1	41
Other - Equality Impact Assessment	11	~	~	~	~	~	~	~	11
Other - exceptional/long-term nature of HS2	86	56	~	4	~	~	5	1	23
Other - Freedom of Information	3	2	~	~	~	~	~	~	1
Other - Government can't afford fair comp can't afford HS2	9523	2262	22	2176	1	2	26	28	9371
Other - Government dishonest/not telling truth	9	4	5	~	~	~	~	~	~
Other - individuals should not suffer significant loss/bear impact	14144	5428	4062	4312	6524	4020	10335	7676	8858
Other - planning policy	19	4	~	6	~	~	3	1	6
Other - political bias	4	~	4	~	~	~	~	~	~
Other - polluter pays principle	6464	3838	3644	3654	3640	3639	3655	3662	2611
Other - property owners subsidising HS2	447	394	1	31	2	~	~	4	50
Other - Sedley Rules	7	~	7	~	~	~	1	~	1
Other - Shun Fung Principle	1	~	~	~	~	~	~	~	1
Other - support StopHS2/Market Normalisation Mechanism	91	4	~	~	~	~	~	~	87
Suggestion - community fund	88	21	~	8	~	~	4	3	58
<b>References</b>									
CBRE report	116	~	~	~	~	~	116	~	~
Code of Construction Practice	36	26	~	~	~	~	5	~	11
Consultation Document	203	37	28	76	26	4	53	43	39
Endorse other stakeholder submission	27	4	4	2	5	1	2	1	15
Environmental Statement	34	5	3	1	~	2	6	4	24

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KPMG	3	~	~	~	~	~	~	3	~
Level of public opinion	65	15	2	1	2	~	4	13	40
Local/lobby/campaign groups	15	2	~	12	~	~	1	~	~
Media coverage	2	~	~	~	~	~	2	~	~
'Not In My Back Yard'/language debate	9	2	~	2	1	1	~	~	5
Other country example(s)	27	~	~	~	~	~	4	11	14
Other HS2 report/documentation	79	11	17	1	~	~	51	3	18
Other information/websites/research	157	23	4	79	6	3	23	11	41
Other project/comp scheme	79	7	6	32	~	~	6	5	29
Other question	2465	21	43	66	37	2241	58	104	34
Phase Two	3	~	~	~	~	~	2	1	~
Politicians	139	96	7	5	~	~	1	4	39
Quote from Consultation Document	26	5	13	2	~	~	~	6	1
Replying on behalf of an individual/organisation	6	~	~	~	~	~	2	1	3
Respondent - comms with Department for Transport/HS2/Secretary of State/MP	15	4	~	1	1	~	2	~	7
Respondent - local context	2	~	~	~	~	~	~	~	2
Respondent - Member of Parliament	2	~	~	~	~	~	2	~	~
Respondent - other correspondence	16	4	~	~	~	1	3	~	9
Respondent - other person's situation/property	118	21	3	30	1	~	8	4	63
Respondent - other situation/business/organisation	6	~	~	6	~	~	~	~	~
Respondent - own situation/business	70	9	1	~	1	1	2	~	58
Respondent - own situation/charity/association/local group	2	~	~	~	~	~	2	~	~
Respondent - own situation/property	675	257	36	126	48	31	132	61	277
Respondent - response process/general information	15681	83	17	43	30	20	52	32	15609
Response to previous consultation	17	2	~	3	1	1	1	1	11
Secretary of State	85	61	13	~	~	~	2	2	15
Stakeholder/authority	29	~	~	~	~	~	6	5	19
Summary of proposals	1	~	~	~	~	~	~	~	1
<b>Sale and Rent Back Scheme</b>									
Adequate/fair/support	118	1	1	~	116	~	~	~	1
Adequate/fair/support with caveat	186	1	~	1	179	~	~	~	9
Inadequate/unfair/oppose	120	1	~	~	117	2	~	1	1
No comment/views/Not applicable	148	~	~	~	121	124	~	~	~
Not eligible	48	~	~	~	42	18	~	~	~
Undecided/not enough information	13	~	~	~	4	9	~	~	~



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Alternative - adequate/fair/support	115	~	~	~	~	115	~	~	~
Alternative - adequate/fair/support with caveat	2294	~	~	~	~	2293	~	~	1
Alternative - inadequate/unfair/oppose	102	1	~	~	~	101	~	~	~
Alternative - prefer	2219	~	~	~	20	2203	~	~	~
Alternative - prefer SR scheme	3	~	~	~	~	3	~	~	~
Alternative - SR comments	2	~	~	~	~	2	~	~	~
Area - boundary/just outside area	5	~	~	~	2	3	~	~	~
Area - extend to RSZ/wider area	42	~	~	~	36	12	~	~	~
Area - ignores topography	5	~	~	~	4	2	~	~	~
Area - oppose extension	1	~	~	~	~	1	~	~	~
Area - too narrow/limited/distance suggested	11	~	~	~	8	4	~	~	2
Area - too narrow/limited/location suggested	10	~	~	~	8	3	~	~	~
Compensation - adequate/fair/support	1	~	~	~	~	1	~	~	~
Compensation - home-loss/moving costs	240	~	~	~	13	228	~	~	1
Compensation - inadequate/unfair/not enough	67	1	~	~	40	32	~	~	~
Compensation - no amount adequate	1	~	~	~	1	~	~	~	~
Compensation - should be full/adequate/fair	3	~	~	~	2	1	~	~	~
Compensation - suggestions/comments	12	~	~	~	7	11	~	~	~
Considerations - buying back (if route changes/HS2 does not go ahead)	27	~	~	~	19	10	~	~	~
Considerations - buying like for like/relocation issues	13	~	~	~	12	5	~	~	~
Considerations - do not want to move	8	~	~	~	7	1	~	~	~
Considerations - legal issues	17	~	~	~	4	13	~	~	~
Criteria - all eligible for Blight Notice	16	~	~	~	16	~	~	~	~
Criteria - all in safeguarded area	52	~	~	~	50	4	~	~	~
Criteria - all properties affected/everyone	2595	~	~	1	2566	2544	~	~	2
Criteria - all purchased properties (by Government)	2246	~	~	~	2179	70	~	~	3
Criteria - blight extends further/small part compensated	4	~	~	~	~	4	~	~	~
Criteria - distance is arbitrary/not just distance from line	23	~	~	~	13	16	~	~	~
Criteria - extend/too restrictive/eligibility should be wider	58	~	~	~	37	30	~	~	~
Criteria - impacts greater/wider in rural areas	3	~	~	~	3	~	~	~	~
Criteria - include non-rural/unfair not included	16	~	~	~	13	8	~	~	1

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Criteria - individual/local circumstances	1	1	~	~	~	~	~	~	~
Criteria - market/loss in value/ability to sell	2523	~	~	~	2517	2517	~	~	~
Criteria - near/above tunnel	2167	~	~	~	2165	3	~	~	~
Criteria - not just homes demolished	2235	1	~	~	2207	39	~	~	~
Criteria - too few benefit/qualify	99	6	~	~	73	38	~	~	4
Criteria - who/all owners/not just owner-occupiers	32	1	~	~	13	26	~	~	~
Criteria - who/business/£34,800 rateable value too restrictive	5	~	~	~	1	5	~	~	~
Criteria - who/businesses	51	~	~	1	39	14	~	~	2
Criteria - who/council tenants	1	~	~	~	~	1	~	~	~
Criteria - who/landlords/rental property/second homes	62	1	~	~	54	13	~	~	1
Criteria - who/other	35	~	~	2	24	13	~	~	~
Criteria - who/tenants	2	~	~	~	~	~	~	~	2
Impact/Area - rural areas negative impact	1	~	~	~	~	1	~	~	~
Impact/Business - farm/agricultural developments	2	~	~	~	1	1	~	~	~
Impact/Business - local economy/jobs	21	~	~	~	17	7	~	~	~
Impact/Construction - disruption/impacts	33	~	~	~	27	20	~	~	~
Impact/Construction - dust and dirt	5	~	~	~	5	2	~	~	~
Impact/Construction - timescale/duration/working hours of construction	1	~	~	~	~	1	~	~	~
Impact/Engineering - viaducts/associated development/infrastructure	6	~	~	~	6	6	~	~	~
Impact/Environment - countryside/open spaces	1	~	~	~	1	~	~	~	~
Impact/Environment - visual/landscape/general	7	~	~	~	6	4	~	~	~
Impact/General - affected by Phases One and Two	1	~	~	~	1	1	~	~	~
Impact/General - disruption/general	11	~	~	~	10	1	~	~	~
Impact/General - uncertainty	12	~	~	~	12	6	~	~	~
Imp/Health - general	8	~	~	~	6	2	~	~	~
Impact/Heritage - general/other	2	~	~	~	1	2	~	~	~
Impact/Heritage - listed buildings	5	~	~	~	2	3	~	~	~
Impact/Noise - and vibration	9	~	~	~	~	9	~	~	~
Impact/Noise - general	14	~	~	~	14	~	~	~	~
Impact/Operational - operational disruption/impacts	10	~	~	~	10	9	~	~	~
Impact/Property - ability to sell/move/remortgage	7722	~	~	~	7707	7680	~	~	~

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Question 3</b>	<b>Question 4</b>	<b>Question 5</b>	<b>Question 6</b>	<b>Question 7</b>	<b>Non fitting</b>
Impact/Property - blight happening now/already	9	~	~	~	6	5	~	~	~
Impact/Property - blight/property value	2072	~	~	~	2045	2036	~	~	~
Impact/Property - damage/subsidence	1	~	~	~	1	~	~	~	~
Impact/Property - demolition	2	~	~	~	~	2	~	~	~
Impact/Property - during construction	1	~	~	~	1	1	~	~	~
Impact/Property - improvements stopped	1	~	~	~	1	~	~	~	~
Impact/Property - loss of home/forced to move	14	~	~	~	8	6	~	~	~
Impact/Property - property market functionality	7	~	~	~	2	5	~	~	1
Impact/Social - children/schools	1	~	~	~	~	1	~	~	~
Impact/Social - communities/general impacts	25	~	~	~	17	8	~	~	1
Impact/Social - community facilities/amenities	2	~	~	~	2	~	~	~	~
Impact/Social - elderly/retired	35	~	~	~	29	8	~	~	~
Impact/Social - emotional attachment to property/home	1	~	~	~	~	1	~	~	~
Impact/Social - equality/wealth disparity	1	~	~	~	1	~	~	~	~
Impact/Social - families	13	~	~	~	8	7	~	~	~
Impact/Social - financial impact/security/importance of asset	3	~	~	~	3	~	~	~	~
Impact/Social - impact on future plans	7	~	~	~	5	4	~	~	~
Impact/Social - loss of peace/tranquillity	1	~	~	~	1	1	~	~	~
Impact/Social – people’s lives/quality of life	10	~	~	~	5	5	~	~	~
Impact/Social - stress/distress	17	~	~	~	13	7	~	~	~
Impact/Social - trapped/freedom of choice gone	1	~	~	~	~	1	~	~	~
Impact/Traffic - construction roads/traffic/access	9	~	~	~	9	7	~	~	~
Impact/Traffic - other/general/transport comments	4	~	~	~	4	~	~	~	~
Information - more information needed	63	4	1	~	36	29	~	~	2
Information - rental rates/process of determining	28	~	~	~	21	9	~	~	1
Information - timescale	1	1	~	~	~	~	~	~	~
Process - application process/Blight Notice	1	~	~	~	1	~	~	~	~
Process - comments/suggestions	114	~	~	~	63	64	~	~	3
Process - complex/confusing/unclear	74	~	~	~	39	35	~	~	3
Process - favours Government/HS2 not individual	9	~	~	~	5	4	~	~	~
Process - implementation	6	~	~	~	6	~	~	~	~

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Process - independent panel/appeals process	8637	~	~	~	8627	8600	~	~	~
Process - individuals should not suffer economic loss	222	~	~	~	221	2	~	~	~
Process - must be/will not be independent	10	~	~	~	9	8	~	~	~
Process - needs to be fair	10780	~	~	~	4901	10750	~	~	~
Process - notice period/tenancy length	56	4	~	~	29	29	~	~	2
Process - repairing properties/letting standards	272	~	~	1	259	16	~	1	~
Process - should be transparent	31	~	~	~	4	25	~	~	3
Process - value for money test/oppose	46	1	~	~	35	12	~	~	~
Process - value for money test/suggestions/comments	211	1	~	~	192	24	~	~	~
Process - value for money test/support	4	~	~	~	3	2	~	~	~
Proposals - assists some/will not address blight	213	~	~	~	3	212	~	~	~
Proposals - benefit/community cohesion/reduce empty properties	48	~	~	~	40	13	~	~	~
Proposals - benefit/flexibility for homeowner transition	73	1	~	~	55	27	~	~	~
Proposals - benefit/other	22	~	~	~	11	12	~	~	~
Proposals - cost/funding	67	~	~	~	23	47	~	1	1
Proposals - difficulty in renting out	202	1	~	~	188	15	~	~	~
Proposals - drawbacks/no benefits	6	~	~	~	6	1	~	~	~
Proposals - driven by cost	14	~	~	~	3	11	~	~	~
Proposals - owing to renting/challenge	40	~	~	~	27	18	~	~	~
Proposals - Phase Two compensation	1	~	~	~	1	1	~	~	~
Proposals - prefer EP	2	~	~	~	2	1	~	~	~
Proposals - prefer PB	19	~	~	~	17	12	~	~	~
Proposals - prefer VP	1	~	~	~	1	~	~	~	~
Proposals - suggestions	4	1	~	~	~	~	3	1	~
Proposals - support remaining in homes principle	28	~	~	~	23	10	~	~	1
Proposals - take-up/unlikely to be popular	30	~	1	~	21	8	~	~	~
Rent level - other comments/suggestions	57	~	~	~	47	15	~	~	~
Rent level - should be free	22	1	~	~	20	6	~	~	~
Rent level - should be low/fair/reasonable	53	1	~	~	41	14	~	~	1
Timescale - implement quickly/ASAP	13	~	~	~	10	6	~	~	~
Timescale - other comments	26	1	~	~	13	14	~	~	~
Timescale - should suit homeowner	3	~	~	~	2	1	~	~	~
Valuation - other suggestions	62	~	~	~	35	32	~	1	~

	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Valuation - un-blighted market value	25	~	~	~	19	9	~	~	~
<b>Voluntary Purchase Scheme</b>									
Adequate/fair/support	56	~	~	9	~	~	31	14	3
Adequate/support with caveat(s)	3773	2	~	2	~	~	3763	11	5
Inadequate/unfair/oppose	343	~	~	12	~	~	135	3	202
No comment/views/Not applicable	51	~	~	~	~	~	51	~	~
Not eligible	18	~	~	~	~	~	11	~	7
Additional - home-loss payment/moving costs	388	1	~	~	1	~	384	1	6
Additional - payments/suggestions	17	~	~	~	~	~	17	~	~
Additional - stamp duty relief	15	~	~	~	~	~	15	~	~
Adequate/fair/support	5	2	~	3	~	~	~	~	~
Compensation - inadequate/unfair/not enough	225	1	~	~	~	~	42	~	183
Compensation - same support as safeguarded area	22	1	~	~	~	~	22	~	~
Compensation - should be full/adequate/fair	638	~	~	~	1	~	449	~	188
Compensation - stamp duty relief	1	~	~	~	~	~	~	~	1
Compensation - suggestions/comments	6	~	1	~	~	~	~	~	5
Considerations - buying like for like/relocation issues	6	~	~	~	~	~	6	~	~
Considerations - Government owning properties	7	1	~	~	~	~	5	1	~
Considerations - vacant properties	2	~	~	~	~	~	2	~	~
Criteria - all affected/blighted	6975	~	~	~	1	~	6969	4	4
Criteria - distance is arbitrary/not just distance from line	11207	1	~	2	1	~	11196	6	8
Criteria - individual/local circumstances	293	~	~	~	~	~	106	2	188
Criteria - market/loss in value/ability to sell	11422	1	~	~	~	~	11416	~	198
Criteria - near viaducts/cuttings	18	~	~	~	~	~	18	~	~
Criteria - near/above tunnels	7288	~	~	~	~	~	7287	~	1
Criteria - no prior knowledge/challenge	2	~	~	~	~	~	2	~	~
Criteria - other suggestions	85	~	~	~	~	~	82	~	3
Criteria - rural/urban - include non-rural/unfair not included	16054	~	2	~	~	~	16046	1	18
Criteria - too few benefit/qualify	5	~	~	~	~	~	~	5	~
Criteria - too few qualify/compensated/benefit	3150	~	~	~	~	~	2965	~	187
Criteria - who/all owners/not just owner-occupiers	290	~	~	~	~	~	288	2	2
Criteria - who/businesses	15	~	~	~	~	~	12	1	3
Criteria - who/businesses £34,800 rateable value too restrictive	21	~	~	~	~	~	20	1	1

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Criteria - who/land e.g. farm land	1	~	~	~	~	~	~	~	1
Criteria - who/landlords/rental property/second homes	49	~	~	~	~	~	48	1	2
Criteria - who/tenants	1	~	~	~	~	~	~	~	1
Impact/Area - rural areas negative impact	158	~	~	~	~	~	158	~	~
Impact/Area - urban areas negative impact	71	~	~	~	~	~	71	~	~
Impact/Business - farm/agricultural developments	10	~	~	~	~	~	10	1	~
Impact/Business - local businesses	5	~	~	~	~	~	5	~	~
Impact/Business - local economy/jobs	8	~	~	~	~	~	7	1	~
Impact/Construction - camps/work sites	14	~	~	~	~	~	13	1	~
Impact/Construction - disruption/impacts	140	~	~	~	~	~	138	1	2
Impact/Construction - dust and dirt	2	~	~	~	~	~	2	~	~
Impact/Construction - timescale/duration/working hours of construction	20	~	~	~	~	~	20	~	~
Impact/Engineering - tunnels	2	~	~	~	~	~	2	~	~
Impact/Engineering - viaducts/associated development/infrastructure	28	~	~	~	~	~	28	~	~
Impact/Environment - air pollution/pollution	3	~	~	~	~	~	3	~	~
Impact/Environment - Area of Outstanding Natural Beauty	1	~	~	~	~	~	1	~	~
Impact/Environment - flooding/water management	5	~	~	~	~	~	5	~	~
Impact/Environment - green belt	2	~	~	~	~	~	2	~	~
Impact/Environment - impact/general	17	~	~	~	~	~	17	~	~
Impact/Environment - light pollution	2	~	~	~	~	~	2	~	~
Impact/Environment - visual/landscape/general	69	~	~	~	~	~	69	~	~
Impact/Environment - wildlife/biodiversity	2	~	~	~	~	~	2	~	~
Imp/Health - general	6	~	~	~	~	~	6	~	~
Impact/Heritage - general/other	5	~	~	~	~	~	5	~	~
Impact/Noise - construction	33	~	~	~	~	~	33	~	~
Impact/Noise - general	43	~	~	~	~	~	43	1	~
Impact/Noise - operational	57	~	~	~	~	~	57	~	~
Impact/Noise - operations	2	~	~	~	~	~	~	~	2
Impact/Operational - operational disruption/impacts	86	~	~	~	~	~	85	~	1
Impact/Property - ability to sell/move/remortgage	12794	1	~	~	~	~	12786	7	3
Impact/Property - blight above tunnels	61	~	~	~	~	~	61	~	~

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Impact/Property - blight happening now/already	56	~	~	~	~	~	53	~	3
Impact/Property - blight/property value	13648	~	~	~	1	~	13643	2	5
Impact/Property - damage/subsidence	2	~	~	~	~	~	2	~	~
Impact/Property - property market functionality	783	~	~	~	~	~	779	4	2
Impact/Social - children/schools	3	~	~	~	~	~	3	~	~
Impact/Social - communities/general impacts	87	~	~	~	~	~	86	~	1
Impact/Social - community facilities/amenities	14	~	~	~	~	~	14	~	~
Impact/Social - elderly/retired	4	~	~	~	~	~	4	~	~
Impact/Social - equity/disparity between neighbours	27	~	~	~	~	~	26	~	1
Impact/Social - financial impact/security/importance of asset	13	~	~	~	~	~	13	~	~
Impact/Social - impacted communities will not benefit	7	~	~	2	~	~	5	~	~
Impact/Social - loss of peace/tranquillity	9	~	~	~	~	~	9	~	~
Impact/Social – people’s lives/quality of life	23	~	~	~	~	~	22	1	~
Impact/Social - retirement/late life e.g. downsizing, releasing equity	14	~	~	~	~	~	13	~	1
Impact/Social - safety/security/antisocial behaviour	1	~	~	~	~	~	1	~	~
Impact/Social - stress/distress/psychological impact	24	~	~	~	~	~	24	1	~
Impact/Social - trapped/freedom of choice gone	9	1	~	~	~	~	8	~	~
Impact/Traffic - construction roads/traffic/access	40	~	~	~	~	~	40	~	~
Impact/Traffic - other/general transport comments	13	~	~	~	~	~	13	1	~
Information - timescale	1	~	~	~	~	~	1	~	~
Information - too vague/more information requested	97	~	~	1	~	~	95	1	2
Process - implementation	10	~	~	~	~	~	10	~	~
Process - independent panel/appeals process	8597	~	~	~	~	~	8596	~	1
Process - needs to be fair	6483	~	~	~	~	~	6482	~	1
Process - should be simple	35	~	~	~	~	~	34	1	~
Proposals - alongside PB/other schemes	7459	3	~	2	~	~	7448	8	3
Proposals - complex/confusing/unclear	11	~	~	~	~	~	11	~	~
Proposals - cost/funding	6	~	~	~	~	~	2	3	1
Proposals - driven by cost	34	~	~	~	~	~	34	~	~
Proposals - other comment/suggestion	46	~	~	~	~	~	46	~	~

	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
<b>Code</b>									
Proposals - should apply to whole route/Phase Two	2	~	~	~	~	~	2	~	~
Proposals - should be fair/unfair	3	1	~	~	~	~	~	1	1
Proposals - suggestions/comments	6	1	1	~	~	~	~	4	~
Proposals - support remaining in homes	37	~	~	~	~	~	37	~	~
Proposals - take-up/negative/no or limited interest/limited relevance	11	~	~	~	~	~	11	~	~
RSZ - Adequate/fair/support	1	~	~	~	~	~	~	~	1
RSZ - defining boundary/suggestions	2111	~	~	1	1	~	2106	~	4
RSZ - disagree/challenge/inadequate	85	~	~	~	~	~	85	~	~
RSZ - distance ignores topography/landscape	401	~	~	~	~	~	197	1	207
RSZ - distance ignores viaducts/associated development/infrastructure	188	1	~	~	~	~	187	1	1
RSZ - distance/other comments	257	1	~	4	~	~	60	3	191
RSZ - partially within area/comments	29	~	~	1	~	~	29	~	~
RSZ - support	9	~	~	~	~	~	9	~	~
RSZ - support in principle	23	~	~	~	~	~	23	~	~
RSZ - too narrow/limited/blight extends further	8362	2	~	~	1	~	8339	217	24
RSZ - too narrow/limited/distance suggested	6468	3	~	3	1	~	6459	3633	5
RSZ - too narrow/limited/location suggested	2	~	~	~	~	~	~	~	2
Timescale - other comments/suggestions	57	~	~	~	~	~	51	4	2
Timescale - scheme expiry date not long enough	18	1	~	~	~	~	17	~	~
Timescale - too slow/quicker implementation needed	18	~	~	~	~	~	17	1	~
Valuation - comments/suggestions	248	~	~	~	~	~	244	3	3
Valuation - 'framework' transparent/open	13	~	~	~	~	~	13	~	~
Valuation - full market value	2	~	~	~	~	~	~	1	1
Valuation - full market value/un-blighted/% suggested	31	~	~	~	~	~	31	~	~
Valuation - independent/own	34	~	~	~	~	~	32	2	~
<b>Locations</b>									
Aberdeen	1	~	~	~	~	1	1	~	~
Acton	6	~	~	~	~	~	~	6	~
Ainsdale Estate	5	~	~	~	~	1	~	2	~
Alexandra and Ainsworth Estate	1	~	~	~	~	~	~	~	~
Alstom	1	~	~	~	~	~	~	1	~
Amersham	2	~	2	~	~	1	~	1	~



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Amphill Estate	4	~	~	~	~	~	~	3	~
Annie Baileys Public House	2	~	~	~	~	~	~	2	~
Arden	1	~	~	~	~	~	~	1	~
Ashow	1	~	~	~	~	~	~	1	~
Augustus House	2	~	~	~	~	~	~	2	~
Aylesbury	9	~	~	~	~	1	2	7	~
Aylesbury Park Golf Club	1	~	~	~	~	~	~	1	~
Aylesbury Vale	2	1	~	~	~	1	~	~	1
Ballinger	2	~	~	~	~	~	~	1	~
Balsall Common	3	~	~	~	~	~	~	2	~
Barnsley	1	~	1	~	~	~	~	~	~
Bedfordshire	1	~	~	~	~	~	~	1	~
Beeching	4	~	~	~	~	~	~	4	~
Belsize Park	1	~	~	~	~	~	~	1	~
Berkswell	1	~	1	~	~	~	~	~	~
Bicester	1	~	~	~	~	~	~	1	~
Bickenhill	1	~	~	~	~	~	~	1	~
Biddings Hill	1	~	~	~	~	1	~	~	~
Birmingham	22	1	1	~	1	1	~	16	1
Birmingham Airport	2	~	~	~	~	~	~	2	~
Boddington	5	~	~	3	~	~	~	1	~
Bourne Valley	2	~	~	~	~	~	~	2	~
Bourne Valley Conservation Area	1	~	~	~	~	~	~	1	~
Brackenbury Cutting	1	~	~	~	~	~	~	1	~
British Library	1	~	~	~	~	~	~	~	~
Broadwells Wood	1	~	~	~	~	~	~	~	~
Buckingham	3	~	~	~	~	~	~	3	~
Buckingham Railway Centre	1	~	~	~	~	~	~	~	~
Buckinghamshire	19	~	~	~	~	7	2	10	~
Burlington Danes Academy	1	~	~	~	~	~	~	1	~
Burton Green	31	2	~	1	~	19	1	12	2
Burton Green Village Hall	7	~	~	~	~	1	~	4	~
Bury Farm	1	~	~	~	~	~	~	1	~
Buxton	1	~	~	~	~	~	~	1	~
Calvert	12	1	3	~	~	9	2	2	1
Calvert Green	4	~	~	~	~	3	1	1	~
Calvert/Steeple Claydon Infrastructure Maintenance Depot	8	~	~	~	~	4	~	5	~
Camden	77	12	8	4	1	8	7	35	12
Camden Cutting	42	~	1	2	1	26	23	10	~

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Camden Market	2	~	~	~	~	~	~	2	~
Camden Town	3	~	~	~	~	~	~	~	~
Canley Brook	1	~	~	~	~	~	~	1	~
Canwell Estate	2	~	~	~	~	~	~	2	~
Cartmel Estate	4	~	~	~	~	~	~	2	~
Castle Vale	1	~	~	~	~	~	~	1	~
Central London	12	1	9	~	~	~	3	~	1
Community Forum Area 1	3	~	~	~	1	~	~	2	~
Community Forum Area 2	1	~	~	~	~	1	~	~	~
Chalfont St Giles	3	~	~	~	~	1	~	2	~
Chalfont St Peter	1	~	1	~	~	~	~	~	~
Channel Tunnel	1	~	~	~	~	~	~	1	~
Chapel Farm	1	~	~	~	~	~	~	1	~
Charndon	3	1	~	~	~	3	1	1	1
Chelmsley Wood	2	~	~	~	~	~	~	2	~
Chequers	2	~	~	~	~	~	~	2	~
Chesham	2	~	1	~	~	1	~	1	~
Cheshire	1	~	~	~	~	~	~	1	~
Chesterfield Canal	1	~	~	~	~	~	~	1	~
Chetwode	2	~	~	~	~	~	~	2	~
Chiltern Railways	3	~	~	~	~	~	~	3	~
Chilterns	31	1	2	~	~	4	2	17	1
Chipping Warden	1	~	~	~	~	~	~	~	~
Chipping Warden airfield	2	~	1	~	~	~	~	~	~
Chiswick School	1	~	~	~	~	~	~	1	~
Church Fenton	15	~	~	~	1	1	1	12	~
Claydon	1	1	~	~	~	~	~	~	1
Coleshill	3	~	~	~	~	~	~	~	~
Coleshill Junction	1	~	~	~	~	~	~	~	~
Colne Valley	8	~	1	~	~	3	2	5	~
Colne Valley viaduct	2	~	~	~	~	1	~	1	~
Conniston Estate	4	~	~	~	~	~	~	2	~
Coptall Farm	1	~	~	~	~	~	~	1	~
Copthall Cutting	1	~	~	~	~	~	~	1	~
Cornwall	1	~	~	~	~	~	~	1	~
Cottage Farm	1	~	~	~	~	~	~	1	~
Coventry	7	~	1	~	~	1	1	4	~
Crackley	4	~	~	1	~	1	~	2	~
Crackley Gap	2	~	~	~	~	1	2	1	~
Crackley Hill	1	~	~	~	~	1	~	~	~

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Question 3</b>	<b>Question 4</b>	<b>Question 5</b>	<b>Question 6</b>	<b>Question 7</b>	<b>Non fitting</b>
Cubbington	2	~	2	1	~	~	2	~	1
Cubbington Heath	1	~	~	~	~	~	~	~	1
Cudsens Court	1	~	~	~	~	~	~	~	1
Culcheth	4	1	~	~	~	~	~	~	3
Culcheth Business Park	1	~	~	~	~	~	~	~	1
Culcheth Linear Park	1	~	~	~	~	~	~	~	1
Culson	1	~	1	~	~	~	~	~	~
Curdworth	2	1	~	~	~	~	~	~	1
Darwin Court	1	~	~	~	~	~	~	~	1
Denham	4	2	1	~	~	~	1	1	~
Denham Green	3	~	~	~	~	~	~	1	2
Denham Village Memorial Hall	1	~	~	~	~	~	~	~	1
Drayton Bassett	5	1	~	1	1	~	2	2	1
Dunsmore	3	~	~	2	~	~	1	1	1
Dunton Island	1	~	~	~	~	~	~	~	1
Ealing Central	1	~	~	~	~	~	~	~	1
Ealing to Northolt tunnel	1	~	~	~	~	~	~	~	1
East Acton	5	~	~	~	~	~	~	~	5
Enson	1	1	~	~	~	~	~	~	~
Eskdale Estate	4	2	~	~	~	~	~	~	2
Euston	47	17	4	11	2	4	9	4	26
Euston Station	24	5	1	1	2	~	3	1	15
Facenda Chicken Hatchery Factory	1	1	~	~	~	~	~	~	~
Fairford Leys	3	~	~	~	1	~	~	1	1
Finham Brook	1	~	~	~	~	~	~	~	1
Finmere	2	~	~	~	~	~	~	~	2
Fisherwick	1	~	~	~	~	~	~	~	1
Flats Lane	1	1	~	~	~	~	~	~	~
Fleet Marston	2	1	~	1	~	~	~	~	1
Four Winds	1	1	~	1	1	1	~	~	~
Frith Hill	2	~	1	~	~	~	1	~	~
Frith Hill Farm	1	~	~	~	~	~	~	~	1
Gerrards Cross tunnel	1	~	~	~	~	~	1	~	~
Gillfoot	4	~	~	~	~	~	~	~	4
Gilson	9	4	2	1	~	~	3	~	~
Glasgow	1	~	~	~	~	~	~	~	1
Golborne	1	1	~	~	~	~	~	~	~
Gosport	1	1	~	~	~	~	~	~	~
Great Missenden	9	3	~	~	~	~	2	~	4
Greater London	2171	~	~	~	~	~	2069	2161	21

Code	Total	Question 1	Question 2	Question 3	Question 4	Question 5	Question 6	Question 7	Non fitting
Greatworth	5	1	~	2	2	~	3	1	~
Greatworth Hall	3	~	1	~	1	~	2	~	~
Greatworth Park	1	~	1	~	~	~	~	~	~
Grebe Lake	1	~	~	~	~	~	1	~	~
Greenford	1	~	~	~	~	~	~	~	1
Greenford Station	1	~	~	~	~	~	~	~	1
Greenway	1	1	~	~	~	~	~	~	~
Hale Barns	1	~	~	~	~	~	~	~	1
Halton	1	~	~	~	~	~	~	~	1
Hammersmith Hospital	1	~	~	~	~	~	~	~	1
Hammondshall Farm	1	~	~	~	~	~	~	~	1
Hampstead Heath	1	~	~	~	~	~	~	~	1
Hampton	1	~	~	~	~	~	~	~	1
Hampton-in-Arden	1	~	~	~	~	~	1	~	~
Handsacre	2	~	~	~	~	1	~	~	1
Harefield	2075	6	3	1	1	1	2073	4	5
Harlesden	2	~	~	~	~	~	~	~	2
Hartwell	1	~	~	~	~	~	1	~	~
Hartwell House	1	~	~	~	~	~	~	1	~
Hawkslade	1	~	~	~	~	~	1	1	~
Hawley Infant School	1	~	~	~	~	~	~	~	1
Hayes Meadow Primary School	1	~	~	~	~	~	~	~	1
Heath End	1	~	~	~	~	~	~	~	1
Heathrow	6	~	1	~	~	~	~	~	5
High Wycombe	1	~	~	~	1	~	~	~	~
Highgate	1	~	~	~	~	~	~	~	1
Hillingdon	9	3	1	~	~	~	6	~	~
Hillingdon Outdoor Activities Centre	1	~	~	~	~	~	~	~	1
Hillside	1	1	~	~	~	~	~	~	~
Hints	16	9	3	4	2	2	9	4	6
Hockley	1	~	~	~	~	~	~	~	1
Home Counties	1	~	1	~	~	~	~	~	~
Horn Hill	1	~	~	1	~	~	1	~	~
Hull Bridge	1	~	~	~	~	~	~	~	1
Hunts Green	3	~	~	~	~	~	1	~	2
Hyde End	1	1	~	~	~	~	~	~	~
Hyde Heath	15	4	1	1	2	1	3	1	9
Ickenham	2075	3	3	~	1	1	2067	~	6
Ingestre	5	2	~	~	~	~	~	~	4
Inverness	1	1	~	~	~	~	1	1	~

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John O Groats	1	~	~	~	~	~	~	~	1
Jubilee Lake	1	~	~	~	~	~	1	~	~
Kenilworth	6	~	~	2	~	~	1	~	5
Kenilworth Golf Club	2	~	~	~	~	~	~	~	2
Kenilworth Greenway	2	~	~	~	~	~	~	~	2
Kensal Green Cemetery	1	~	~	~	~	~	~	~	1
Kensal Rise	2	~	~	~	~	~	~	~	2
Kent	2	1	~	~	~	1	~	~	~
Kepple Gate	1	~	~	~	~	~	1	~	~
Killamarsh	2	~	~	~	~	~	~	~	2
King's Cross	1	1	~	~	~	~	~	~	~
King's Place	1	1	~	~	~	~	~	~	~
King's Ash	2	~	~	~	~	~	~	~	2
Kingsbury	2	1	~	~	~	~	~	~	1
Kingsbury Road Railhead	1	~	~	~	~	~	~	~	1
Kingsbury Waterpark	1	~	~	~	~	~	~	~	1
Korda Lake	2	~	~	~	~	~	2	1	~
Lands End	1	~	~	~	~	~	~	~	1
Langdale Estate	4	2	~	~	~	~	~	~	2
Lea Martson	1	~	~	~	~	~	~	~	1
Leamington Spa	1	~	~	~	~	~	~	~	1
Lee Common	1	~	~	~	~	~	~	~	1
Lee Gate	1	~	~	~	~	~	~	~	1
Leeds	7	1	~	~	~	~	~	~	6
Leigh Golf Course	1	~	~	~	~	~	~	~	1
Lichfield	11	5	2	~	~	1	3	4	2
Lichfield Canal	1	~	~	~	~	~	~	~	1
Little Kingshill	1	1	~	~	~	~	~	~	~
Little Missenden	1	~	~	~	~	~	~	~	1
Liverpool	1	~	~	~	~	~	~	~	1
London	2204	8	4	12	~	~	4	2167	19
London (Central)	6	6	~	~	~	~	1	~	1
Long Eaton	1	~	~	~	~	~	~	~	1
Lower Boddington	5	4	~	1	~	~	~	~	~
Lower Hartwell	1	~	~	1	~	~	~	~	~
Lower Thorpe	2	1	~	~	~	~	1	~	~
Luton	1	~	~	~	~	~	~	~	1
Lymme (Cheshire)	2	~	~	~	~	~	~	~	2
Madeley	3	1	~	~	~	~	1	~	1
Maltings estate	1	~	~	~	~	~	~	~	1

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Manchester	8	~	~	~	~	~	~	~	8
Manchester Airport	1	~	~	~	~	~	~	~	1
Mantles Farm	1	1	~	~	~	~	~	~	~
Maria Fidelis School	2	~	~	~	~	~	~	~	2
Marsh Crossing	1	~	~	~	~	~	~	~	1
Marston	1	1	~	~	~	~	~	~	~
Marylebone Station	1	~	~	~	~	~	~	~	1
Matlock	1	~	~	~	~	~	~	~	1
Maulds Wood	1	~	~	~	~	~	~	~	1
Measham	1	~	~	~	~	~	~	1	~
Meriden Gap	1	~	~	~	~	~	~	~	1
Middlesex	2	~	~	~	~	~	2	2	~
Middleton	8	2	1	1	~	1	2	1	5
Mill Hill	1	~	~	~	~	~	~	~	1
Missenden	2	1	~	~	~	~	~	~	1
Missenden Abbey	1	~	~	~	~	~	~	~	1
Moorfields Eye Hospital	1	1	~	~	~	~	~	~	~
Mornington	1	1	~	~	~	~	~	~	~
Nash House	2	~	~	~	1	1	~	~	1
Netley Primary School	1	~	~	~	~	~	~	~	1
New Denham	2	~	~	~	~	~	2	~	~
Newton Purcell	2	~	~	~	~	~	~	1	1
North Acton	1	~	~	~	~	~	~	~	1
North London Line	1	~	~	~	~	~	~	~	1
North Warwickshire	1	~	~	~	~	~	~	~	1
North West London	2	~	~	~	1	~	~	~	1
North Yorkshire	1	~	~	~	~	~	~	~	1
Northamptonshire	3	~	~	~	~	~	2	~	1
Northolt	2	~	~	~	~	~	~	~	2
Northolt Tunnel	1	~	~	~	~	~	~	1	~
Nuthall	1	~	~	~	~	~	~	~	1
Offchurch	2	2	~	~	2	2	2	~	~
Old Oak Common	14	8	~	~	~	~	~	~	6
Old Oak Common Station	2	~	~	~	~	~	~	~	2
Old Saltleians Rugby Football Club	1	1	~	~	~	~	~	~	~
Oulton	1	1	~	~	~	~	~	~	~
Oxfordshire	1	~	~	~	~	~	~	~	1
Packington	2	~	~	~	~	1	~	~	1
Park Farm	1	~	~	~	~	~	~	~	1
Park Royal	1	~	~	~	~	~	~	~	1

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Parkway Portal	1	~	~	~	~	~	~	~	1
Peabody Estate	1	~	~	~	~	~	~	~	1
Pennethorne House	1	1	~	~	~	~	~	~	~
Perivale Community Centre	2	~	~	~	~	~	~	~	2
Pickmere	2	~	~	~	~	~	~	~	2
Potter Row	5	1	~	~	~	~	~	~	4
Prestwood	1	1	~	~	~	~	~	~	~
Primrose Hill	9	4	1	2	~	~	~	~	2
Primrose Hill tunnel	1	1	~	~	~	~	~	~	~
Primrose Hill Village	2	~	~	2	~	~	~	~	~
Putlowes Farm	1	~	~	1	~	~	~	~	~
Quainton	1	1	~	~	~	~	~	~	~
RAF Halton	1	~	~	~	~	~	~	~	1
Regents Park	13	9	~	2	~	~	1	~	1
Regents Park Conservation Area	1	1	~	~	~	~	~	~	~
Regents Park Estate	10	6	~	~	~	~	~	~	6
Richmond House	1	1	~	~	~	~	~	~	~
River Colne	2	~	~	~	~	~	2	~	~
River Finham	1	~	~	~	~	~	1	~	~
River Misbourne	3	~	~	~	~	~	2	~	1
River Missenden	1	~	~	~	~	~	~	~	1
River Pinn	1	~	~	~	~	~	~	~	1
River Ray	1	~	~	~	~	~	~	~	1
Road - A38	1	~	~	~	~	~	~	~	1
Road - A40	1	~	~	~	~	~	~	~	1
Road - A4091	1	~	1	~	~	~	1	~	~
Road - A41	2	2	~	~	~	~	~	~	~
Road - A412	1	~	~	~	~	~	~	~	1
Road - A412 North Orbital	1	~	~	~	~	~	1	~	~
Road - A413	4	~	~	~	~	~	~	~	4
Road - A429	1	~	~	1	~	~	~	~	~
Road - A445	1	~	~	~	~	~	1	~	~
Road - A452	1	~	~	1	~	~	~	~	~
Road - A46	3	~	~	1	~	~	~	~	2
Road - A5	1	~	~	~	~	~	~	~	1
Road - A53	2	~	~	~	~	~	~	~	2
Road - Adelaide Road	1	~	~	~	~	~	~	~	1
Road - Albany Street	8	5	~	2	~	~	~	~	1
Road - Albert Street	8	2	~	2	~	~	3	~	1
Road - Amphill Square	2	1	~	~	~	~	~	~	2

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Road - Arlington Road	7	~	~	~	~	~	3	~	4
Road - Atlas Road	1	~	~	~	~	~	~	~	1
Road - Augustus Street	2	~	~	~	~	~	~	~	2
Road - B4113	2	~	~	1	~	~	~	~	1
Road - B4115	2	~	~	1	~	~	~	~	1
Road - Bacombe Lane	2	1	~	1	1	~	1	1	~
Road - Badminton Close	1	~	~	~	~	~	~	~	1
Road - Bangle Lane	2	~	~	~	~	~	~	~	2
Road - Brackley Lane	1	1	~	~	~	~	~	~	~
Road - Breakspear Road South	3	~	~	~	~	~	1	~	2
Road - Brockhurst Lane	2	~	~	~	~	~	~	~	2
Road - Bushey Road	1	~	~	~	~	~	~	~	1
Road - Camden High Street	8	6	~	2	~	~	~	~	~
Road - Camden Lock Place	1	~	~	~	~	~	~	~	1
Road - Camden Road	1	~	~	~	~	~	~	~	1
Road - Cappers Lane	2	~	~	1	~	~	~	1	1
Road - Carr Road	1	~	~	~	~	~	~	~	1
Road - Castlehaven Road	1	~	~	~	~	~	~	~	1
Road - Chalk Farm Road	1	~	~	~	~	~	~	~	1
Road - Chalk Lane	1	~	~	~	~	~	1	~	~
Road - Chalton Street	1	1	~	~	~	~	~	~	~
Road - Chesham Lane	1	1	~	~	~	~	~	~	~
Road - Church Lane	1	~	1	~	~	~	~	~	~
Road - Church Road	1	1	~	~	~	~	~	~	~
Road - Clarkson Row	6	~	~	~	~	~	4	1	6
Road - Cliff Road	1	~	~	~	~	~	~	~	1
Road - Cobourg Street	20	2	~	~	~	~	3	~	19
Road - Common Lane	2	~	~	1	~	~	~	~	1
Road - Copthall Road West	1	~	~	~	~	~	~	~	1
Road - Cotswolds Way	1	1	~	~	~	~	~	~	~
Road - Coventry Road	1	~	~	~	~	~	~	~	1
Road - Crewe Lane	1	~	~	1	~	~	~	~	~
Road - Cromwell Lane	5	~	~	~	~	~	2	1	4
Road - Cudsens Court	2	~	~	~	~	~	2	~	~
Road - Culworth Road	1	1	~	~	~	~	~	~	~
Road - Dalehouse Lane	3	~	~	1	~	~	1	1	1
Road - Delancey Street	9	5	1	~	~	~	8	2	5
Road - Didington Lane	1	~	~	~	~	~	1	~	~
Road - Drummond Street	22	5	5	4	~	~	~	~	20
Road - Ellesborough Road	4	~	1	~	~	~	3	1	1



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Road - Euston Road	1	~	~	~	~	~	~	~	1
Road - Euston Square	2	~	~	~	~	~	~	~	2
Road - Eversholt Street	1	~	~	~	~	~	~	~	1
Road - Exmouth Mews	2	~	~	~	~	~	~	~	2
Road - Fellows Road	1	~	~	~	~	~	~	~	1
Road - Flats Lane	3	2	1	2	2	1	2	2	~
Road - Glasshouse Lane	1	~	~	1	~	~	~	~	~
Road - Gloucester Avenue	2	~	~	~	~	~	~	~	2
Road - Granby Street	1	~	~	~	~	~	~	~	1
Road - Granby Street Bridge	15	3	~	~	1	1	~	~	12
Road - Granby Terrace	8	2	~	~	~	~	5	1	5
Road - Granby Terrace bridge	1	~	~	~	~	~	~	~	1
Road - Grave Lane	1	~	~	~	~	1	~	~	~
Road - Hampstead Road	6	3	1	~	~	~	~	~	4
Road - Hampstead Road Bridge	6	~	~	~	~	~	~	~	6
Road - Harvil Road	5	1	~	~	~	~	1	~	3
Road - Hob Lane	2	~	~	~	~	~	~	~	2
Road - Hodgetts Lane	6	1	~	~	~	~	1	~	4
Road - Hoylake Crescent	1	~	~	~	~	~	~	~	1
Road - Hyde Lane	1	~	~	~	~	~	~	~	1
Road - Ickenham Road	1	~	~	~	~	~	~	~	1
Road - Ivy House Road	1	~	~	~	~	~	~	~	1
Road - Jeffreys Street	1	~	~	~	~	~	~	~	1
Road - Kings Lane	5	1	1	~	~	~	~	~	3
Road - Knowle Hill	1	~	~	1	~	~	~	~	~
Road - Knox Grave Lane	1	1	~	~	~	~	~	~	~
Road - Knox Hill Lane	1	~	1	~	~	~	~	~	~
Road - Lichfield Road	1	1	~	~	~	~	~	~	~
Road - London Road	2	1	1	~	~	~	1	1	2
Road - M1	2	~	~	1	~	~	~	~	1
Road - M25	6	~	1	~	~	~	4	~	1
Road - M40	3	~	~	~	~	~	~	~	3
Road - M42	3	1	1	~	~	~	~	~	1
Road - M6	1	1	~	~	~	~	~	~	~
Road - Marsh Lane	1	~	~	~	~	~	1	1	~
Road - Melton Street	1	~	~	~	~	~	~	~	1
Road - Midland Terrace	91	2	2	2	~	~	~	3	87
Road - Moorfield Road	1	~	~	~	~	~	1	~	~
Road - Moorhall Road	6	1	~	~	~	~	4	1	1
Road - Mornington Crescent	11	4	1	~	~	~	5	1	6

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Road - Mornington Place	7	3	1	~	~	~	5	1	4
Road - Mornington Street	9	2	~	~	~	~	3	1	6
Road - Mornington Street Bridge	16	4	~	~	1	1	~	~	12
Road - Mornington Terrace	24	11	4	4	~	1	14	3	7
Road - Nash Lee Lane	1	~	~	~	~	~	1	1	~
Road - Old Oak Common Lane	11	2	~	~	~	~	~	~	9
Road - Old Risborough Road	1	~	~	~	~	~	1	1	~
Road - Overwoods Road motorway bridge	1	~	~	~	~	~	~	~	1
Road - Oxford Road	1	~	~	~	~	~	1	1	~
Road - Park Village East	53	32	16	9	5	5	20	9	17
Road - Park Village West	6	4	~	~	~	~	~	~	2
Road - Parkway	16	6	~	2	~	~	4	1	8
Road - Peerless Drive	1	1	~	~	~	~	~	~	~
Road - Potter Row	2	~	1	~	~	~	1	~	~
Road - Prince Albert Road	2	~	~	~	~	~	~	~	2
Road - Putlowes Drive	1	1	~	1	~	~	~	~	~
Road - Pynchester Close	1	~	~	~	~	~	~	~	1
Road - Red Lane	4	~	~	~	~	~	1	1	3
Road - Risborough Road	3	~	~	~	~	~	1	1	2
Road - Robert Street	1	~	~	~	~	~	1	~	~
Road - Rocky Lane	2	~	~	~	~	~	1	1	1
Road - Rowley Way	1	~	~	~	1	~	~	~	~
Road - Sandwath Lane	1	~	~	~	~	~	~	1	~
Road - School Hill	1	~	~	~	~	~	~	~	1
Road - Shaftesbury Gardens	9	2	2	2	2	1	~	2	7
Road - Stanhope Street	2	2	~	~	~	~	~	~	~
Road - Station Road	1	1	~	~	~	~	~	~	~
Road - Stephenson Way	1	~	~	~	~	~	~	~	1
Road - Stylecroft Road	1	~	~	~	~	~	~	~	1
Road - Swakeleys Road	1	~	~	~	~	~	~	~	1
Road - Tameside Drive	1	~	~	~	~	~	~	~	1
Road - The Greenway	4	1	2	~	~	~	~	~	1
Road - Tilehouse Lane	1	~	~	~	~	~	1	~	~
Road - Upper Woburn Place	1	~	~	~	~	~	~	~	1
Road - Victoria Road	2	~	~	~	~	~	~	~	2
Road - Walkers Orchard	1	~	1	~	~	~	~	~	~
Road - Wells House Road	93	5	3	3	~	~	1	3	88
Road - Wendover High Street	1	~	~	~	~	~	~	~	1
Road - Werner Terrace	1	1	~	~	~	~	~	~	~

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Road - Wishaw Lane	1	~	~	~	~	~	1	~	~
Road - Wood Lane	1	~	1	~	~	~	~	~	~
Rothwell	1	~	~	~	~	~	~	~	1
Ruislip	5	~	~	~	~	~	~	~	5
Ruislip tunnel portal	2	~	2	~	~	~	~	~	~
Sandiacre	1	~	~	~	~	~	~	~	1
Sandwath Lake	2	~	~	~	~	~	~	1	1
Savay Lake	2	~	~	~	~	~	2	1	~
School Hill	1	~	~	~	~	~	1	~	~
Scotland	1	~	~	~	~	~	~	~	1
Seighford Ward	1	1	~	~	~	~	~	~	~
Sevenoaks	1	~	~	~	~	~	1	~	~
Sheffield	2	~	~	~	~	~	~	~	2
Silsoe House	4	4	1	~	1	~	~	1	~
Silverdale Estate	4	2	~	~	~	~	~	~	4
Small Dean Viaduct	1	~	~	~	~	~	~	~	1
South Harefield	2	2	~	~	~	~	~	~	~
South Heath	18	5	1	3	2	~	4	2	9
South Heath Garden Centre	2	~	~	~	~	~	~	~	2
South Northamptonshire	2	1	~	1	~	~	1	~	~
South Ruislip	2	~	~	~	~	~	~	~	2
Southam	2	~	~	1	~	~	1	~	2
Spring Valley	1	~	~	1	~	~	~	~	~
Springfield Farm	1	~	~	~	~	~	~	~	1
St Aiden's Church	1	~	~	~	~	~	~	~	1
St James Gardens	1	~	~	~	~	~	~	~	1
St John's Wood	1	~	~	~	~	~	~	~	1
St Marys Church	2	~	~	~	~	~	~	~	2
St Pancras Station	4	1	~	2	~	~	~	~	1
Staffordshire	7	~	~	~	~	~	1	~	6
Stalbridge House	5	3	~	~	~	~	~	~	2
Steeple Claydon	5	~	~	1	~	~	3	~	1
Stoke Mandeville	9	1	~	2	~	1	3	1	6
Stoke Mandeville Hospital	1	~	~	~	1	~	~	~	~
Stone	1	~	~	~	~	~	~	~	1
Stoneleigh	6	~	1	3	~	~	~	~	2
Stoneleigh Abbey	1	~	~	~	~	~	~	~	1
Stoneleigh Conservation Area	1	~	~	~	~	~	~	~	1
Stoneleigh Park	1	~	~	~	~	~	~	~	1
Stoneton	1	~	~	1	~	~	~	~	~

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Stratford	1	~	~	~	~	~	~	~	1
Streethay	2	1	~	~	~	~	~	~	1
Sussex	1	~	~	1	~	~	~	~	~
Swakeleys Roundabout	1	~	~	~	~	~	~	~	1
Swan Bottom	2	~	~	~	~	~	~	~	2
Swiss Cottage	2	1	~	~	~	~	~	~	1
Swynnerton	2	~	~	~	~	~	~	~	2
Tamar Road Estate	1	~	~	~	~	~	~	~	1
The Barn Hotel	1	~	~	~	~	~	~	~	1
The Crick Institute	1	1	~	~	~	~	~	~	~
The Furrows	1	1	~	~	~	~	~	~	~
The Hyde Cottage	1	~	~	~	~	~	~	~	1
The Lee	2	~	~	~	~	~	~	~	2
The Locks	1	1	~	~	~	~	~	~	~
The Maltings	1	1	~	~	~	~	~	~	~
The Old Post Office	1	~	~	~	1	~	~	~	~
The York & Albany Hotel & Restaurant	2	~	~	~	1	1	~	1	~
Thorpe Viaduct	1	~	~	~	~	~	~	~	1
Tintern House	1	1	~	~	~	~	~	~	~
Tixall	5	2	~	~	~	~	~	~	3
Towcester	1	~	~	~	~	~	~	~	1
Trent & Mersey Canal	2	~	~	~	~	~	2	~	~
Tring Station	1	~	~	~	~	~	~	~	1
Turweston	13	2	3	3	1	~	6	~	3
Turweston Playing Fields	1	~	~	~	~	~	~	~	1
Twyford	6	1	1	1	~	~	1	~	4
UCL	1	1	~	~	~	~	~	~	~
Upper Boddington	3	3	~	~	~	~	~	~	~
Upper Denham	2	~	~	~	~	~	2	~	~
Uxbridge	1	~	~	~	~	~	~	~	1
Vale of Aylesbury	1	~	~	~	~	~	1	~	~
Waddesdon	2	1	~	1	~	~	~	~	~
Walkden House	1	1	1	~	1	~	~	~	1
Walton Court	1	~	~	~	~	~	1	1	~
Warren Croft	1	~	~	~	~	~	~	~	1
Warren Farm	1	~	~	~	~	~	~	~	1
Warrington	2	~	~	~	~	~	~	~	2
Warwickshire	11	1	~	~	~	~	~	~	10
Washwood Heath	2	1	~	~	~	~	~	~	1
Water Orton	9	2	~	1	2	1	4	~	1

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Waterlow Park	1	~	~	~	~	~	~	~	1
Watford	1	~	~	~	~	1	~	~	~
Weeford	3	2	~	2	2	~	2	2	1
Wellcome Trust	1	1	~	~	~	~	~	~	~
Wendover	29	6	1	5	1	1	7	1	15
Wendover Dean	2	~	~	~	~	~	1	1	2
Wendover Dean Viaduct	3	~	~	~	~	~	1	1	2
Wendover tunnel	1	~	~	~	~	~	~	~	1
West Hampstead	2	~	~	2	~	~	~	~	2
West London	1	~	~	1	~	~	~	~	~
West Midlands	3	2	~	~	~	~	1	1	~
West Ruislip	5	~	~	~	~	~	2	~	3
West Ruislip Rifle Club	1	~	~	~	~	~	~	~	1
West Streethay	1	~	~	~	~	~	~	~	1
Westbury	1	1	~	~	~	~	~	~	~
Westwood	1	~	~	1	~	~	~	~	~
Whaddon Hill Farm	1	~	~	1	~	~	~	~	~
Whitmore	2	~	~	~	~	~	~	~	2
Whitmore Heath	1	~	~	~	~	~	~	~	1
Whittington	2	1	~	~	~	~	~	~	1
Wigan	2	1	~	~	~	~	~	~	1
Willesden Junction	2	~	~	~	~	~	~	~	2
Wilmslow	2	1	~	~	~	~	1	1	1
Woodlesford	4	1	~	~	~	~	~	~	3
Wormleighton	2	1	~	1	~	~	~	~	~
Wormwood Scrubs Park	1	~	~	~	~	~	~	~	1
Yarlet	1	1	~	~	~	~	~	~	~