

# High Speed Two: Property Consultation 2014

## Consultation Summary Report

09 February 2015

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

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This report replaces the previous version dated 01 December 2014. The changes made in this version consist of an update to the categorisation of responses from organisations referred to on page 5, responses by sector displayed in table 2.5, and the table of organisation responses listed in Appendix 1. The rest of the report, including the summary of consultation responses and Appendix 3, remains unchanged.

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# Executive summary

This report provides a summary of the responses to the Government's Property Consultation 2014 for Phase One of High Speed Two (HS2) between London and the West Midlands. This consultation took place between 8 July and 30 September 2014.

The purpose of the consultation was to inform the Government's decisions on two proposed schemes: an alternative cash offer and a homeowner payment, based on the views of those individuals and organisations who expressed their opinions on the proposals.

## Consultation process

The consultation was owned and managed by High Speed Two Ltd (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 4,970 responses were received, of which over 4,000 were identified as standard or semi-standard organised responses (as defined in Chapter 3, paragraph 3.2.12). 116 responses were from organisations; the remainder were submitted by members of the public and elected representatives.

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 the two consultation questions on an alternative cash offer as an alternative to the voluntary purchase scheme for qualifying properties in the rural support zone (Chapter 5) and on a homeowner payment for qualifying properties between 120 and 300 metres of the route in rural areas (Chapter 6). It also includes a separate chapter on general comments about the current and proposed compensation schemes, the HS2 project and the consultation process (Chapter 6).

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.

## Proposed alternative cash offer (Chapter 5)

Many respondents believe that the eligibility area for the proposed alternative cash offer is inadequate, arbitrary or inflexible. In particular, respondents suggest that the limit on eligibility of 120 metres from the centre of the train line does not cover everyone who will be affected by blight or disruption. Some respondents support extending the eligibility area, while others propose

dropping a geographical boundary altogether, suggesting that eligibility for the alternative cash offer should instead be based on a property's loss in value as a result of blight from HS2.

Many respondents argue that owner-occupiers in urban areas should also be eligible for the alternative cash offer, often arguing that if the purpose of offering an alternative cash offer is to allow owner-occupiers to remain in their homes, then this should apply equally to urban areas. A number of respondents also argue that those whose properties are near or above tunnels should also be eligible for the alternative cash offer.

Other respondents suggest that different categories of property owners and residents should also be eligible for the alternative cash offer, such as landlords, businesses, second home owners and tenants.

A large number of respondents comment on the value of the alternative cash offer. These respondents often suggest that the proposed maximum payment of £100,000 is insufficient and should be increased. Other respondents argue that 10% of a property's value is an insufficient level for the alternative cash offer, often suggesting proportions of 15%, 20% and 30% in its place. Some respondents also comment on the proposed valuation process for the alternative cash offer, calling into question the independence of Government appointed valuers.

Many respondents comment on the relationship between the alternative cash offer and other long-term discretionary schemes. A number of respondents argue that if property owners accept the alternative cash offer, they should remain eligible for the voluntary purchase scheme. A number of respondents also suggest that the alternative cash offer should be made available to those who are successful under the need to sell scheme, allowing them to choose between the options.

A number of respondents suggest replacing the alternative cash offer with other schemes, such as a property bond or a market normalisation mechanism.

## **Proposed homeowner payment (Chapter 6)**

Many respondents comment on the eligibility area of the proposed homeowner payment, often arguing that the area boundaries are inequitable and unfair. These respondents suggest variously that many who are affected by HS2 will not be eligible, that many who are not affected by HS2 will receive a payment, and that the large payment differences between properties not very far apart but within different areas (such as at 120 metres and 121 metres from the centre line) is unjustifiable. Some respondents suggest extending the eligibility area for the homeowner payment to 500 metres or 750 metres.

Other respondents discuss the exclusion of urban owner-occupiers from the homeowner payment, believing it to be unjust because residents in urban areas will be equally affected. Others suggest that the homeowner payment should also be available to owner-occupiers who live close to maintenance depots and supply routes for HS2.

As is also the case for the alternative cash offer, some respondents suggest extending the scheme to different categories of property owners and residents affected by HS2. These include landlords, businesses, second homeowners and tenants.

A large number of respondents comment on the value of the homeowner payment. Many respondents believe the values to be too low when compared with the extent of the blight on affected properties. Some respondents suggest increasing the homeowner payment to specific values, such as a sliding scale from £60,000 for properties at 120 metres tapering down to £10,000, according to distance from the line. A few respondents suggest that the homeowner payment should also reflect the environmental and ecological damage caused by HS2.

Some respondents discuss the relationship between the homeowner payment and other long-term discretionary schemes, often believing that it is useful that owner-occupiers are able to apply for and receive both the homeowner payment and the need to sell scheme.

A number of respondents suggest replacing the homeowner payment with other schemes, such as a property bond, or a market normalisation scheme.

## Other comments

A large number of respondents make comments that do not directly relate to the consultation questions. Many respondents discuss the existing and proposed schemes made available by HS2 as a whole, rather than focussing comments on particular schemes. These respondents often make criticisms about these schemes, arguing variously that they are not sufficient to meet the needs of those experiencing blight, that they are unfair or inadequate, or that they do not properly account for the true effects of HS2.

Some respondents focus their comments on the existing compensation schemes. Many of these respondents discuss the need to sell scheme, often suggesting it is an improvement on the exceptional hardship scheme or that the need to sell scheme is too restrictive and should be more widely available. A few respondents also comment on other schemes, such as the rent back scheme (commenting on potential drawbacks for vulnerable individuals) and voluntary purchase scheme (commenting on its lack of provision for moving costs).

A number of respondents remark on the impacts of HS2 on their area, property or community. Many respondents discuss the effects of blight and the loss in their property's value, while others discuss the impacts of HS2 on the environment and the disruption caused to residents during the construction of HS2.

Many respondents also comment on the case for HS2. Some explicitly state their opposition to the project, while others dispute the business case for the project. Many respondents make specific requests for particular parts of the route to be tunnelled. A number of respondents also criticise decision-makers and the decision-making process for HS2.

Some respondents also comment on the consultation process, often variously arguing that it has been insufficiently advertised, that the documentation provided by HS2 Ltd has been inaccurate, or that the results of the consultation will not be taken into account in the decision-making process.

# Glossary of terms

**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 may not proceed with the purchase or may 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'.

**Alternative cash offer** – A Government proposal for owner-occupiers who qualify for the voluntary purchase scheme but do not choose to sell. Under the proposal, owner-occupiers could receive a lump-sum payment equal to 10% of the full un-blighted market value of their property (subject to a proposed minimum of £30,000 and a maximum of £100,000).

**Blight Notice** – A means for qualifying property owners affected by statutory blight to apply to the Government to purchase a property on compulsory purchase terms before it is needed for construction.

**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 will accept Blight Notices from eligible property owners whose properties are substantially 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 the Channel Tunnel Rail Link (CTRL).

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

**High Speed Two (HS2) Phase Two** – The proposed second phase of the high speed railway from the West Midlands to (on its west route) Manchester and (on its east route) to 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.

**Homeowner payment** – A Government proposal for a payment for eligible owner-occupiers between 120m and 300m from the railway in rural areas, with the exception of those in deep bored tunnel areas. The scheme proposed a lump sum cash payment of between £7,500 and £22,500, depending on a property's proximity to the route.



**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.

**Need to sell scheme** – A scheme to assist owner-occupiers, allowing them to ask the Government to purchase their home for its full un-blighted market value. An independent panel will consider each application according to five criteria: property type, location, effort to sell, no prior knowledge and compelling reason to sell. There will be no outer boundary to this scheme.

**Owner-occupier** – Someone 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, subject to certain qualifiers. This definition is laid out in the Town and Country Planning Act 1990.

**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.

**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.

**Rent back scheme** – A scheme for people who sell their homes to the Government under any of the HS2 compensation schemes that would find it helpful to remain in residence as tenants subject to a commercial letting suitability assessment.

**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 Consultation 2014 undertaken by the Government and HS2 Ltd on the Government’s proposals for an alternative cash offer and homeowner payment for Phase One of HS2 between London and the West Midlands.

**The consultation document** (*Property Consultation 2014: For the London-West Midlands HS2 route*) – A document published by the Government setting out proposals for an alternative cash offer and homeowner payment for owner-occupiers of properties close to the Phase One route of HS2.

**Voluntary purchase scheme** – a scheme whereby eligible owner-occupiers of property within the Rural Support Zone will be able to ask the Government to purchase their property at 100% of its un-blighted open market value.

# Chapter 1 About the consultation

## 1.1 Background

- 1.1.1 In January 2012, the Government announced its decision 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 the existing West Coast Main Line north of Lichfield. Phase Two will extend the high speed line from Birmingham to both Manchester and Leeds. A consultation on the preferred route for Phase Two took place between July 2013 and January 2014.
- 1.1.3 High Speed Two Ltd (HS2 Ltd) is the organisation responsible for developing and delivering the HS2 project. HS2 Ltd is owned by the Department for Transport (DfT).
- 1.1.4 In April 2014, the Government announced a package of long-term discretionary schemes for owner-occupiers of properties affected by Phase One of HS2, following a consultation in 2013.
- 1.1.5 This announcement included two new proposals: the alternative cash offer and the homeowner payment that would be subject to a further consultation. A national public consultation on these two proposals was launched in July 2014.

## 1.2 Property Consultation 2014 - proposals

- 1.2.1 The Government sought views on the following two proposals for owner-occupiers of property close to Phase One of HS2:
  - An alternative cash offer to give owner-occupiers within the Rural Support Zone (the zone within which the voluntary purchase scheme applies) an alternative to selling their home and enabling them to stay within their community. Those in receipt of the alternative cash offer would receive 10% of what would have been the un-blighted open market value of their property – with a minimum of £30,000 and a maximum of £100,000. This scheme would launch by the end of 2014 and last until one year after the opening of the railway; and
  - A homeowner payment to share the benefits of the railway with rural owner-occupiers outside the Rural Support Zone but within 300m of the line by means of a cash payment. The Government would make payments available as soon as possible upon Royal Assent to the High Speed Rail (London-West Midlands) Bill and this scheme would end one year after the railway in that area is commercially operational.

- 1.2.2 This consultation did not seek views on the schemes that had already been consulted upon as part of the Property Compensation Consultation 2013 or any other past HS2 Ltd consultation.

## 1.3 The consultation process

- 1.3.1 The Property Consultation 2014 was launched by the Secretary of State for Transport on 8 July 2014. The consultation was open for 12 weeks, closing on 30 September 2014.
- 1.3.2 The purpose of this consultation was to enable the Government to make informed decisions on the two proposed schemes taking account of the views of those individuals and organisations who expressed their opinions on the proposals. It was a national, public consultation undertaken in accordance with the Government's Consultation Principles.
- 1.3.3 The consultation asked for views on each of the proposed schemes for Phase One of HS2. These consultation questions are listed below.
- Question 1: What are your views on our proposals for the alternative cash offer?
  - Question 2: What are your views on our proposals for the homeowner payment?
- 1.3.4 The consultation was owned and managed by HS2 Ltd and the DfT. Dialogue by Design was commissioned to provide a dedicated consultation website and email address for the Property Consultation 2014, 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. These were as follows:
- The High Speed Two: Property Compensation Consultation 2014 for the London-West Midlands HS2 Route Consultation Document provided details of the proposals for the alternative cash offer and home owner payment schemes. It explained the proposed eligibility for the schemes, how they would interact with other schemes, and when applications to the schemes would open;
  - A leaflet provided basic information on the schemes already available or announced and those being consulted upon; and
  - A series of 85 maps covering the entire Phase One route showing the boundaries of the safeguarded area and those of the Rural Support Zone and home owner payment zones. These included notes on mapping to provide guidance on how the Rural Support Zone, within which this consultation proposed that the alternative cash offer would apply and the proposed home owner payment zones were 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 viewed at selected libraries, Citizens Advice Bureaux, and Job Centres across the Phase One line of route.

1.3.7 HS2 Ltd and the 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 letter and a leaflet to properties with postcodes that were wholly or partially one kilometre either side of the centre line of route in rural areas and 300m in urban areas. The purpose of this letter and leaflet was to inform local communities about the schemes that had already been announced and were available or soon to be available, and inviting them to respond to the consultation on the two proposed schemes and provide access to more information;
- Letters were sent to Members of Parliament, Chief Executives and Leaders of Local Authorities and District Councils, and Parish clerks along the Phase One line of route to inform them of the launch of the consultation and invite them to respond;
- Community stakeholders comprising of representative bodies, interest groups and statutory organisations were also contacted at the launch of the consultation;
- HS2 Ltd used its social media presence to advertise the launch of the consultation;
- Regional press releases, local advertisements in newspapers and online media advertising, such as banner advertisements and keyword searches, were used to raise awareness of the consultation; and
- Posters publicising the consultation were issued to public places such as libraries, GP surgeries, law centres, Citizens Advice Bureaux, leisure centres, and local shopping centres.

# Chapter 2 Participation

## 2.1 Introduction

2.1.1 This Chapter 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 in consultation material and on 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 4,970 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 categorised as a null response, according to the following classification agreed with HS2 Ltd. Null responses 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 obviously intended as consultation responses, such as requests for consultation documentation. 123 records were categorised in this way and were not processed or analysed any further.

**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	403
<b>Offline response form</b> Completed response forms submitted by post or email	144
<b>Letter or email</b> Non-organised responses submitted by post or email not using the response form structure	390
<b>Standardised organised responses (see 3.2.12 for more details of organised responses)</b> Responses of which many identical copies were submitted	3,912
<b>Semi-standardised organised responses</b> Responses of which many similar copies were submitted	121
<b>Total</b>	<b>4,970</b>

## 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 our proposals for the alternative cash offer?	4,698	725
Question 2: What are your views on our proposals for the homeowner payment?	4,690	716
Responses that did not directly respond to the question structure or added additional information.	4,366	334

## 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 based on information provided in their response, in an iterative process between Dialogue by Design and HS2 Ltd. The sector categories are the same as those used for the HS2 Property and Compensation Consultation 2013. A list of organisations within these sectors is included in Appendix 1.<sup>1</sup>

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<sup>1</sup> The list in Appendix 1 does not include members of the public, local or regional businesses or any organisations who have requested confidentiality.

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

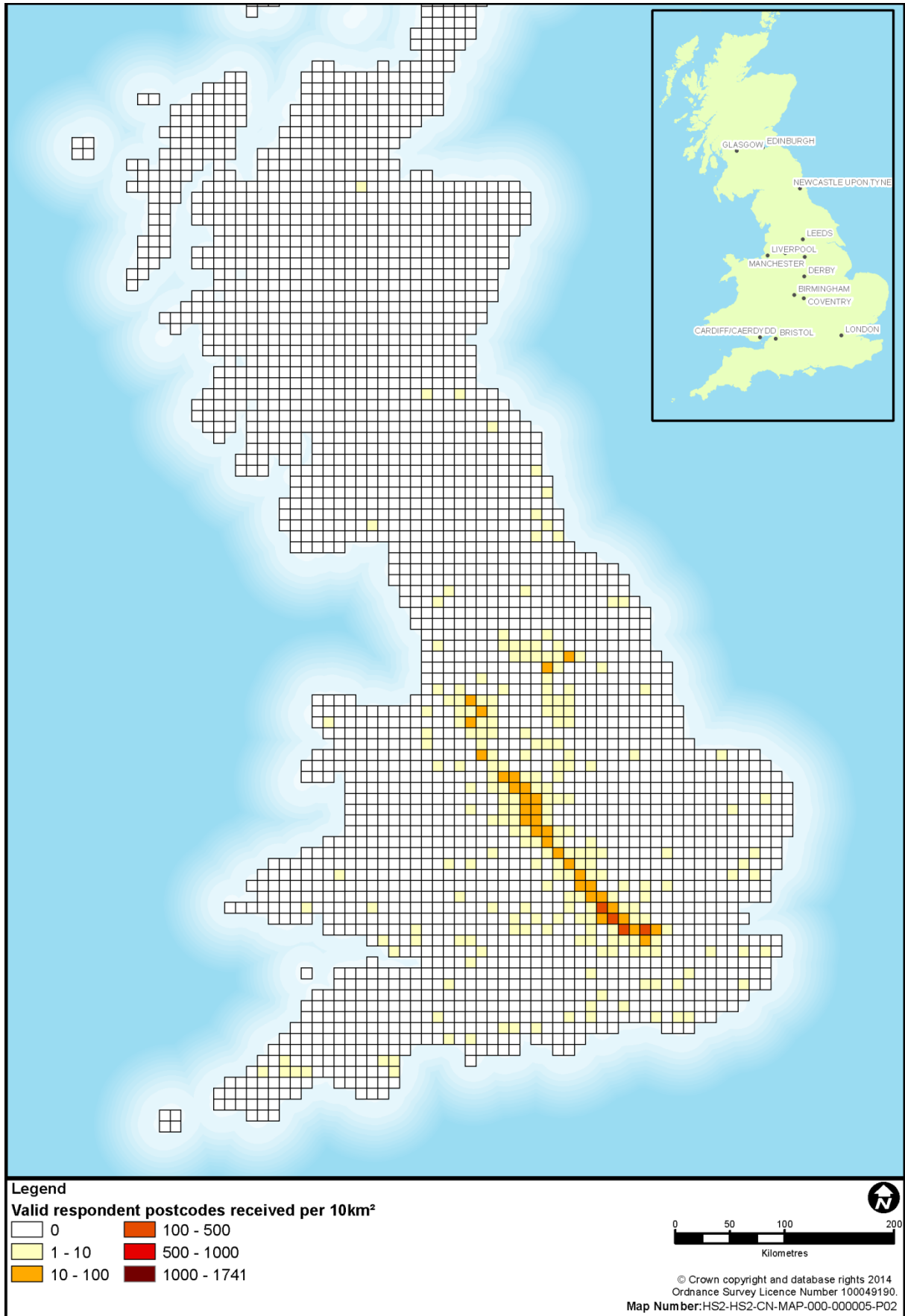
<b>Sector</b>	<b>Count</b>
Members of the public	4,840
Action groups (includes interest groups campaigning on various aspects of the HS2 proposals)	20
Businesses	15
Elected representatives (includes MPs, MEPs, and local councillors where respondents have identified themselves as such)	14
Environment, heritage, amenity or community groups (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)	32
Local government (includes county councils, district councils, parish and town councils and local partnerships)	36
Other representative groups (includes chambers of commerce, trade unions, political parties and professional bodies)	2
Real estate, housing associations or property-related organisations	11
<b>Total</b>	<b>4,970</b>

## 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 (4,851). Responses without valid postcodes are not included in this map.



Figure 2.6: Geographical breakdown of respondents



# Chapter 3 Methodology

## 3.1 Introduction

- 3.1.1 The Property Consultation 2014 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 this consultation, 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.co.uk](http://www.dialoguebydesign.co.uk)) 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. Its purpose is to organise, analyse and report on what people said and provide results in a format that is as accessible as possible for the general public and for decision makers in Government.
- 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 (81%) 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 data processing, each response was assigned a unique reference number, scanned (if it had not been received electronically) and then saved with its reference number as the file name. 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 analysis 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.

### Responses received via email

- 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.

### Responses 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. Each of these files was 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 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, 3,912 responses were identified as standardised organised submissions and 121 responses were identified as semi-standardised organised submissions. At the data-handling stage, 4 types of organised submission were distinguished. The number of responses per organised submission varied from a few dozen to 2,330. Appendix 2 contains copies of each of the organised submissions.

3.2.13 Each submission was logged individually, assigned a unique reference number, scanned and categorised as an organised submission. A response categorised as an organised submission could take various formats. 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;
- 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 the DfT

3.2.15 HS2 Ltd and the DfT took reasonable measures to ensure that responses mistakenly sent to their offices rather than to the advertised response channels were transferred to Dialogue by Design via the specific consultation email address. At the end of the consultation period, any paper responses received by HS2 Ltd or the DfT were transferred to Dialogue by Design via secure courier.

## Anonymous submissions

3.2.16 In common with many statutory consultations, anonymous submissions were not recorded in the number of responses received 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 9 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 23:45 on 30 September 2014 and any new 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 23.45 on 30 September and 09.00 on 1 October 2014 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 via the Freepost address up to 3 October 2014 were accepted.

### Verification of submissions

- 3.2.21 At the end of the consultation period, when any misdirected responses were transferred from the 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, where responses were exactly the same and it was clear that they were from the same individual or organisation, 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 identified and removed exact duplicate submissions sent by the same person in different formats, the process did not seek to identify 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 the DfT, to discuss the initial framework. 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*

<b>Theme</b>
Alternative Cash Offer
Consultation
Existing Property Schemes
Homeowner Payment
HS2 Project
Locations
Previous Proposals
Proposals
References

**Table 3.3.2** *Extract from the coding framework*

<b>Theme</b>	<b>Sub-theme</b>	<b>Code</b>
Homeowner Payment	Amount	adequate
		arbitrary/question basis
		inadequate
		should be variable/suggestions
	Criteria	all affected should qualify
		fairness/consistency
		landlords
		non owner-occupiers

## 3.4 Implementation of the analysis framework

- 3.4.1 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. 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.
- 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. All responses to the consultation questions, as well as other responses that did not directly address the consultation questions, were coded using the same framework.
- 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 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 viaduct 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 mentioned in responses.
- 3.4.5 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.
- 3.4.6 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 response types and then comparing them to the coding applied by Dialogue by Design.



# Chapter 4 Reading the report

## 4.1 Introduction

- 4.1.1 This report summarises the responses to the Property Consultation 2014 for the London - West Midlands HS2 route. 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 conclusions can be reliably drawn about any population's views beyond those who responded to the consultation. Dialogue by Design's 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 a large majority of responses to this consultation consisted of organised responses, and that this has a substantial impact on how often particular issues are mentioned in responses. When a particularly large number of responses raise an issue, we have indicated what proportion of this number is made up of organised submissions. This is not to say that organised submissions 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 this report captures the number of respondents who expressed explicit agreement or disagreement in relation to proposals. Responses will only have been included in this count where they clearly include a statement in support of, or opposition to, a particular proposal. Where respondents express particular concerns or benefits associated with these proposals, 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. These are not based on 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. The points made in these responses have been integrated into the Chapters which cover the relevant themes identified. For example, comments on the theme of the homeowner payment 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 addresses comments made about the proposed alternative cash offer and Chapter 6 addresses comments made about the proposed homeowner payment. Chapter 7 of the report covers additional comments about the existing and proposed schemes, other compensation schemes, the HS2 project as a whole 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.
- 4.3.3 Quotations are taken directly from responses and any typos are the respondents' 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 Comments on the proposed alternative cash offer

## 5.1 Introduction

5.1.1 This chapter provides a summary of responses to Question 1 in the consultation, which is about the proposals for an alternative cash offer for eligible owner-occupiers in rural areas along the London to West Midlands section of HS2. This chapter also summarises views on the alternative cash offer made by respondents in their responses to other questions and in responses that did not follow the consultation structure.

5.1.2 Question 1 asks: **What are your views on our proposals for the alternative cash offer?** For details of the criteria put forward, see Chapter 2 of the consultation document, pages 6-9.

## 5.2 Overview of responses

5.2.1 Question 1 received 4,698 responses, of which 3,973 were identified as being part of organised responses.

## 5.3 Discussion

5.3.1 This section provides a qualitative summary of the issues respondents raise in the consultation. For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix 3. This section consists of six subsections relating to themes arising in responses that address the proposals for an alternative cash offer. These themes are:

- General comments on the proposed alternative cash offer;
- Comments on the eligibility area for the proposed alternative cash offer;
- Comments on owner eligibility for the proposed alternative cash offer;
- Comments on the value of the alternative cash offer;
- Comments on the relationships between the alternative cash offer and other long-term discretionary schemes; and
- Comments on replacing the alternative cash offer.

## 5.4 General comments on the proposed alternative cash offer

5.4.1 The consultation document outlines proposals for an alternative cash offer of 10% of a property's value (within a range of £30,000 to a £100,000) for owner-occupiers in rural

areas who are eligible for the voluntary purchase scheme. A total of 57 respondents express unqualified support for the alternative cash offer, while an additional 84 respondents offer qualified or caveated support and 1,872 respondents (of which 1,653 are from organised submissions) oppose the alternative cash offer. The reasons for these views are set out below.

- 5.4.2 Some respondents express support for the offer because of their personal preference for accepting the alternative cash offer over the voluntary purchase scheme.

*'My preference would be for the alternative cash offer as I do not wish to move from my current property.'*

Individual submission

- 5.4.3 Other respondents support the alternative cash offer because they believe it to be fair, reasonable or a good alternative for owner-occupiers who might otherwise sell their property. 67 respondents argue that the alternative cash offer may help residents stay in their homes, which some respondents suggest will be important for parents who want their children to remain in the same school, for older people who do not want to move from their homes, or for residents who want to remain in their current job.

*'Very good alternative to selling your home and being able to stay where you have roots. Also enabling children to stay in a school that they are settled in.'*

Individual submission

- 5.4.4 Some respondents offer provisional support for the alternative cash offer, provided that the total amount of the offer is increased or its eligibility area widened. Both of these points are discussed in greater detail in paragraphs 5.5.1-5.5.11 and 5.7.1-5.7.8. Other respondents regard the alternative cash offer as a reasonable proposal but maintain their wider opposition to the HS2 route.

- 5.4.5 Respondents who oppose the alternative cash offer often suggest that it is inadequate or unfair. Other respondents argue that the offer is derisory, is not provided to a wide enough group of property owners or does not adequately account for the disruption to people's lives caused by HS2. Some respondents oppose the offer because they themselves would not choose this option over the voluntary purchase scheme, sometimes stating that they do not want to live in an area where continual construction will be taking place.

*'Rather than keeping your promises to ensure no-one suffers significant loss, your new proposals are still insufficient, unfair, inconsistent and not do enough to address widespread blight issues which already exist and which will impact further along the HS2 construction route.'*

Organised submission

- 5.4.6 A few respondents query whether there is sufficient demand for an alternative cash offer in the first place, arguing that owner-occupiers who are within 120 metres of the line can already avail themselves of the voluntary purchase scheme. Other respondents dispute the argument that the alternative cash offer will enable people to remain in their homes,

believing the negative impact of the construction and operation of HS2 will outweigh the amount being offered.

- 5.4.7 Some respondents argue that an alternative cash offer must not be considered a substitute for either abandoning HS2 altogether or to making specific revisions to the planned route. For example, some respondents argue that rather than adjusting the alternative cash offer, a better solution would be to amend the route to include the construction of a tunnel in the areas of Ickenham and Harefield.

*'Ickenham and Harefield properties within this 'rural' zone are likely to be seriously affected by HS2 so this is still a poor substitute for a longer deep bored tunnel.'*

Organised submission

- 5.4.8 Another respondent believes that choosing the alternative cash offer places the risk of blight on the property owner instead of on HS2 Ltd.

*'It is noted that the Alternative Cash Offer...moves the risk from HS2 to the property owner in return for a payment by HS2.'*

Drayton Bassett Parish Council

- 5.4.9 Some respondents also make comments about the timescale of the alternative cash offer. A number of these respondents argue that the alternative cash offer scheme should remain open for longer than one year after the HS2 railway begins operation, arguing that the potential for blight is likely to extend beyond the construction of HS2. A small number of respondents suggest specific timescales, such as five years. One respondent questions offering the alternative cash offer from the end of 2014, arguing that the HS2 project has not yet been approved. A few respondents raise a concern over the possibility that people who accept the alternative cash offer will change their minds and prefer the voluntary purchase scheme, because the construction of the HS2 railway will make them want to move homes.
- 5.4.10 Many respondents ask for more information about the proposed alternative cash offer, and information on how the proposals were arrived at. One respondent, for example, asks for more information on precedents for alternative cash offer schemes in similar projects. Other respondents suggest that the proposals need more explanation and are currently too vague. Other respondents ask for more general information, such as a more detailed assessment of blight by HS2 Ltd. Some respondents also express confusion about whether their property is eligible for the offer, noting their belief that the consultation maps do not provide adequate information for them to be able to make this assessment.

## 5.5 Comments on the eligibility area for the proposed alternative cash offer

- 5.5.1 The proposed alternative cash offer will apply to those within the rural support zone and covering the same area as the voluntary purchase scheme, which is from the point that the safeguarded area ends up to 120 metres from the centre line of the route of the HS2 line. 4,103 respondents, of which 3,971 are from organised submissions, believe that this limit is

arbitrary or too inflexible. Some respondents believe that there is no rationale for this limit, other than it being convenient for HS2 to use the same limit irrespective of differing environmental, topographical or geographical features. For example, one respondent argues that HS2 will have a greater impact on some properties in Kings Ash, because of the surrounding topography. These properties, they argue, should therefore be eligible for the cash offer, even if they fall outside the 120 metre limit.

*'Some properties in Kings Ash... are in direct line of sight and elevated above the proposed track, which under the current proposals is on a viaduct. The noise levels will be far greater, visual impact immense and far more severe than for other properties within the proposed compensation bands, where they may be on level ground, with no viaduct and possibly other houses and/or trees absorbing the impact. The peaceful location and view are a significant proportion of the value of our property and its sale value, this is totally ignored under the current compensation bands.'*

Individual submission

- 5.5.2 In contrast, one respondent argues that in some cases public expenditure on the scheme could be excessive, as it could provide payment to owner-occupiers who are within 120 metres of the line, but are protected from the impacts of HS2 due to surrounding topographical and geographical factors.

*'The County Council is also concerned that the Alternative Cash Offer does not take into account topography or other factors, and that this could result in a scheme that potentially places an unfair burden on the taxpayer as it will mean that the Alternative Cash Offer is given irrespective of the extent of loss or indeed level of blight in relation to each property.'*

Northamptonshire County Council

- 5.5.3 Similarly, other respondents argue that the alternative cash offer will be wasteful, as it will make payments to those within the eligibility area who do not want to move, while doing nothing for owner-occupiers outside the eligibility area who are unable to sell their homes as a result of blight from HS2.

- 5.5.4 2,791 respondents, of which 2,633 are from organised submissions, argue that the eligibility area of 120 metres for the alternative cash offer does not cover everyone who will be affected by blight or disruption. Of the respondents who make individual submissions, many suggest a specific distance. Common proposals include increasing the distance to 300 or 500 metres, suggesting that this will cover a larger number of owner-occupiers whose properties are affected by blight. Others suggest that anyone who is affected by blight or disruption as a result of HS2, regardless of their geographical location, should be eligible for the alternative cash offer. Some respondents note that HS2 Ltd has paid compensation to properties up to one kilometre away from the line under the exceptional hardship scheme, so should be willing to apply the same principle to all affected properties.

- 5.5.5 Many respondents who argue for an increased eligibility area for the alternative cash offer, also believe that the eligibility area of the voluntary purchase scheme should be extended.

Some respondents note the report by PricewaterhouseCoopers (PwC), which they argue states that blight will extend far beyond the 120 metre limit.

*'This compensation measure is compensating the compensated. I have had no significant concerns raised with me from 'owner-occupiers' who are in the compulsory purchase or the voluntary purchase zones. Concerns are raised from people who do not qualify for compensation not by those who do - clearly suggesting that the scheme does not deal with many people affected by blight.'*

Christopher Pincher MP

5.5.6 Some respondents believe that the 120 metre limit should not be drawn from the centre of the line, noting that the Safeguarding Area was not determined by measurements from the line's centre. Some respondents also note that certain parts of the line have different numbers of train tracks and some parts have tracks that are different distances apart. These respondents argue that it is therefore arbitrary to determine the alternative cash offer using measurements from the centre of the line.

5.5.7 2,480 respondents, of which 2,331 are from organised submissions, believe that property owners in urban areas should also be eligible for the alternative cash offer. Of the respondents who make individual submissions, some argue that the perceived rationale for excluding urban areas is unfair, suggesting that it is based on a mistaken belief that, as urban residents are already used to congestion, noise pollution and disruption, they can therefore tolerate further disruption to their lives more easily than rural communities. Others suggest that if the reason for offering an alternative cash offer is to allow people to remain in their communities, then this should apply equally to urban areas.

*'We certainly already do suffer very large amounts of pollution in Camden Town; but instead of our being able to tolerate additional pollution, any additional pollution will be the last straw: it will take us beyond the tipping point and make our lives an absolute misery. Would Sir David and his colleagues seriously suggest that a community already suffering from the scourge of malaria should be able to tolerate additional cases of malaria because it already has experience of the disease? Of course not.'*

Individual submission

5.5.8 One respondent argues that it is important that preferential treatment is not given to those living in affluent rural areas over those living in poorer urban communities.

5.5.9 One respondent suggests that a practical way of accounting for the impact of HS2 on urban areas would be to make the alternative cash offer in urban areas but within a reduced zone.

5.5.10 1,367 respondents, of which 1,341 are from organised submissions, also propose offering the alternative cash offer to properties that are near or above tunnels (which would not be covered by the scheme). Of the respondents who make individual submissions, some argue that large amounts of soil will be stored near their property during construction or that the construction of tunnels will present health and safety risks to families in the area. One respondent notes, for example, that their children would be endangered by living so close

to a construction site. Another respondent states that they are less than 100 yards from the proposed tunnel, and believe it is unfair that they will receive no compensation, despite their belief that they will be severely impacted.

- 5.5.11 1,382 respondents, of which 1,339 are from organised submissions, also suggest that properties that are near construction routes should be eligible for the alternative cash offer.

## 5.6 Comments on owner eligibility for the proposed alternative cash offer

- 5.6.1 The consultation document states that the alternative cash offer would be available only to eligible owner-occupiers. Some respondents maintain that those who the Government terms 'reluctant landlords' should be eligible for the alternative cash offer, noting that they are eligible for consideration under the need to sell scheme. Some of these respondents suggest that these property owners are landlords only as a result of the effects of HS2 because they could otherwise have sold their homes. Others suggest that all landlords within the eligibility area should be adequately compensated.

*'We note that whilst the Need to Sell Scheme recognises the peculiar position of "reluctant landlords," we do not see why they are not also eligible in this case, for they may have temporarily let the house with an intention of returning and remain the owner to whom the devalued asset belongs. Clearly, if they sell under another scheme they should not benefit twice, but this is no different from the owner-occupiers for whom the safeguards have been spelt out in the proposal.'*

Kenilworth Town Council

- 5.6.2 Some respondents argue that businesses should also be eligible to receive the alternative cash offer, contending that it is unfair to exclude large businesses with an annual rateable value in excess of £34,900.
- 5.6.3 A number of respondents maintain that the only fair course of action is to extend the alternative cash offer to all property owners, regardless of the type of ownership. Some respondents also argue that social and private housing tenants should be eligible for receiving the alternative cash offer.
- 5.6.4 A few respondents believe that the alternative cash offer should be offered to all those who bought their property prior to Royal Assent of the HS2 Phase One Bill and not restricted only to those who had bought their property prior to the announcement of the Phase One route.



*'There has often been an unacceptable level of detail available to the general public (and Councils) and owner-occupiers should not be penalised if they were not fully aware of the effects of HS2 when they moved. Eligibility should be from the date of Royal Assent.'*

North Warwickshire Borough Council

## 5.7 Comments on the value of the alternative cash offer

- 5.7.1 The consultation document outlines that the alternative cash offer would be a lump-sum payment of 10% of a property's un-blighted value, up to a maximum of £100,000 with a minimum payment of £30,000. 299 respondents believe that 10% of a property's total value is inadequate, with a few suggesting that the PwC report for the Department for Transport (DfT) states that losses could be 40% of the property's value and that this blight could persist for the next decade. Some of these respondents argue that the value of the cash offer will be insufficient to make the necessary home improvements to reduce the impact of HS2, such as double glazing and wall strengthening. Other respondents suggest that a higher amount is required to compensate for what they regard as the inevitable impacts of HS2 on recipients' lives, such as noise, impacts on visual amenities and disruption as a result of construction.

*'Those people who are strongly attached to where they live and are prepared to tolerate the upheaval of HS2 being built, and the awful noise of high-speed trains thereafter, deserve compensation, and such compensation should be greater than the proposed 10% of the value of their homes.'*

Individual submission

- 5.7.2 Many respondents propose a specific percentage of a property's value that they would regard as adequate, with suggestions of 15%, 20% and 30% of the total un-blighted value all being offered. Other respondents argue that the percentage should vary according to the scale of impacts that property owners face. A few respondents maintain that the offer should be increased to the full un-blighted value of the property. A small number of respondents ask how the figure of 10% was arrived at. One respondent agrees with the proposed 10%, stating that it is an appropriate percentage of a property's value for an alternative cash offer.
- 5.7.3 Some respondents note that if property prices rise in the future, the alternative cash offer may disadvantage those who accept a payment now. One respondent therefore concludes that no-one will accept the offer until the last possible opportunity unless they need the payment immediately.
- 5.7.4 The consultation document outlines a minimum of £30,000 and a maximum of £100,000 for the alternative cash offer. One respondent expresses support for the minimum value of the alternative cash offer being £30,000 (irrespective of a property's value), while another supports raising the minimum payment to £40-50,000. In contrast, some respondents argue that the £30,000 minimum payment is illogical, with one respondent suggesting lowering this minimum to £10,000.

*'There is no logic in the £30K minimum payment and a £100K maximum. Higher value property might be expected to lose more so there is no logic in capping the maximum amount to £100,000. Equally there is no logic in having a minimum payment of £30,000 which would be 30% on a property valued at £100k. This bias to low value properties would not achieve the objective of maintaining stability in the affected communities because all the occupiers of the more expensive property would opt for the VPS while those in low value properties would be biased to accept the ACO.'*

Nigel Adams MP

- 5.7.5 2,461 respondents, of which 2,358 are from organised submissions, oppose the proposed cap of £100,000 on the value of the alternative cash offer. Some respondents suggest that the route will affect many properties of greater value than £1 million, who (it is suggested) are at risk of greater potential financial losses as a result of blight. One respondent argues that as the market does not cap potential losses, HS2 Ltd should not impose a cap on the alternative cash offer either.
- 5.7.6 Some respondents express concern that owner-occupiers in these higher value properties will not be provided with sufficient incentive to stay if the cap is not lifted. One respondent suggests an alternative cap of £500,000.
- 5.7.7 A small number of respondents request that the Government guarantee that the alternative cash offer will not be subject to tax under any circumstances.
- 5.7.8 A number of respondents make comments regarding the proposed valuation process for the alternative cash offer that the consultation document sets out. These respondents often dispute that any Government appointed valuer can be independent, and suggest that owner-occupiers be allowed to appoint the valuers. Some argue that if Government appointed valuers are used, then the higher valuation should always be applied. Others suggest that there should be an independent appeals process in place if there is disagreement between a property owner and the Government appointed valuers.

## 5.8 Comments on the relationships between the alternative cash offer and other long-term discretionary schemes

- 5.8.1 A total of 545 respondents discuss the relationships between the alternative cash offer and other long-term discretionary schemes. 134 respondents argue that if owners accept the alternative cash offer, they should remain eligible for the voluntary purchase scheme, often commenting that owner-occupiers may feel trapped if the effects of HS2 prove more substantial than they had expected. Some of these respondents suggest that in these cases the cash offer should be returned to HS2 Ltd.

*'The proposal does not take into account that people's circumstances change with time and so the opportunity should be provided for householders to later sell their property to HS2 Ltd - with the return of compensation previously paid.'*

Individual submission

5.8.2 A number of respondents make other comments on the relationship between the alternative cash offer and the voluntary purchase scheme. Some of these respondents welcome the addition of the alternative cash offer and suggest they may prefer this option to the voluntary purchase scheme, while others indicate a preference for selling their property under the voluntary purchase scheme. Most respondents relate their comments to extending the eligibility area for both schemes beyond 120 metres, as discussed in paragraph 5.5.1 above.

5.8.3 Other respondents argue that the Government should not attempt to recoup the full value of the alternative cash offer if the owner later applies for the voluntary purchase scheme. One respondent argues that if the owner has accepted the alternative cash offer, once a certain amount of time has elapsed, they should then be able to sell their property to the Government under the voluntary purchase scheme.

*'A better way to provide people with an incentive to remain in their homes would be to allow them to keep some or all of the ACO after staying in the property for a certain period of time, perhaps allowing 50% after a period of 5 years. That way, more people might be willing to take the risk of staying put and seeing whether the impact of HS2 was in practice tolerable.'*

David Lidington MP

5.8.4 A few respondents suggest that if a property is situated across different zones for which different schemes apply, they should be able to choose the scheme that best fits their circumstances. These respondents argue that this prevents 'double recovery' (being able to claim under multiple schemes). Several respondents also express uncertainty about which schemes they are eligible under and which would be best given their circumstances.

5.8.5 A number of respondents suggest that the alternative cash offer should also be made available to those who are successful under the need to sell scheme, allowing them to choose between the Government purchasing their home at its un-blighted value and an alternative cash offer.

*'It has been suggested that the 'alternative cash offer' also be extended to those able to...prove a 'need to sell', making the cash offer available to those outside the 'Voluntary Purchase Zone'.'*

Andrea Leadsom MP

5.8.6 Some respondents argue that greater clarity is needed over how the Government will reclaim the alternative cash offer if the property is later purchased under the need to sell scheme. A small number of respondents suggest that the amount that should be recouped

by the Government should be whichever is the lesser of 10% of the eventual sale price or the original alternative cash payment.

*'In essence, what conditions would attach to the cash offer at the outset which would enable the government to recoup the amount as against the sale price of the property. This will be important for lenders to understand as it may impact on their borrowers' ability to repay any shortfall.'*

Council of Mortgage Lenders

- 5.8.7 A small number of respondents convey a desire for the express purchase scheme to be extended to their property in place of the voluntary purchase scheme or the additional cash offer. These respondents tend to argue that the effect of blight on their properties is large enough that they should qualify for additional payments under the express purchase scheme.

## 5.9 Comments on replacing the alternative cash offer

- 5.9.1 305 respondents, of which 300 are from organised submissions, propose a market normalisation mechanism, which they suggest would calculate the un-blighted value of all properties affected by HS2 and provide owners with a financial sum equal to the difference between the blighted and un-blighted value of their property.
- 5.9.2 1,558 respondents, of which 1,404 are from organised submissions, suggest that a property bond scheme should be put in place instead of the alternative cash offer, arguing that it is the fairest and most effective way of providing compensation and reassurance to those affected by HS2, as well as suggesting that it is private sector best practice. A number of respondents argue that less money would be spent by the Government on a property bond and suggests it should therefore be preferred.

*'Property Bond does exactly what they say the VPS scheme does without the requirement of the cash payment - therefore saves the National purse money that it wouldn't otherwise have to spend.'*

London Borough of Camden

- 5.9.3 A few respondents mention creating a community fund, which they believe could be more flexible in allocating compensation according to local need.

*'As regards recompense for inconvenience, a general community fund (which communities, groups and individuals can bid for to attempt to improve the area) would be a much better way to offer some recompense for the inconvenience of the project. The current scheme implies only those living very close to the line are inconvenienced, which is clearly incorrect. A Community and Environment Benefit Fund should be provided in addition to any specific mitigation measures agreed as part compensation given to property owners.'*

Individual submission

# Chapter 6 Comments on the proposed homeowner payment

## 6.1 Introduction

- 6.1.1 This chapter provides a summary of the responses to Question 2 of the consultation, which is about the proposals for a homeowner payment intended to share the benefits of the railway with eligible rural owner-occupiers that lie between 120 metres and 300 metres along the Phase One HS2 route. This chapter also summarises views on the homeowner payment made in response to other questions and in responses that did not follow the consultation structure.
- 6.1.2 Question 2 asks: **What are your views on our proposals for the homeowner payment?** For details of the criteria put forward, see Chapter 3 of the consultation document, pages 10-11.

## 6.2 Overview of responses

- 6.2.1 Question 2 received 4,690 responses, of which 3,974 were identified as being part of organised responses.

## 6.3 Discussion

- 6.3.1 This section provides a qualitative summary of the issues respondents raise in the consultation. For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix 3. This section consists of six subsections relating to themes arising in responses that address proposals for a homeowner payment. These themes are:
- General comments on the proposed homeowner payment;
  - Comments on the eligibility area for the proposed homeowner payment;
  - Comments on owner eligibility for the proposed homeowner payment;
  - Comments on the value of the homeowner payment;
  - Comments on the relationships between the homeowner payment and other long-term discretionary schemes; and
  - Comments on replacing the homeowner payment.

## 6.4 General comments on the proposed homeowner payment

6.4.1 The consultation document outlines proposals for a homeowner payment for owner-occupiers between 120 metres and 300 metres in rural areas along the London to West Midlands section of the line. Within this range, payments are tapered into three bands as follows:

- from 120m – 180m: £22,500
- from 180m – 240m: £15,000
- from 240m – 300m: £7,500

6.4.2 A total of 35 respondents express support for the homeowner payment, while an additional 69 respondents support the proposals in principle or offer support with a caveat. 4,336 respondents, of which 3,976 are from organised submissions, oppose the proposed homeowner payment. The reasons for these views are set out below.

6.4.3 Some respondents support the homeowner payment because they believe it is fair or because they consider it to be a reasonable offer. Other respondents believe the homeowner payment will support property owners in adapting to the impacts of HS2, compensate for disruption, and help residents remain in the area.

*'I feel the proposals are well thought out and the option for going for the homeowner payment at a later date is a good one.'*

Individual submission

6.4.4 Respondents who express caveated support often believe that the concept of a homeowner payment is good in principle, but that it should cover a wider area or be set at a higher value. These points are discussed in greater detail below in paragraphs 6.5.1 and 6.7.1.

*'Whilst in principle the idea of the scheme is a good one, I do not think the level of payment is sufficient.'*

Individual submission

6.4.5 Some respondents who oppose the homeowner payment suggest the proposals are insufficient, inadequate and unfair. Many of these respondents believe the payment does not address concerns about the loss of property value, and the tapered boundaries do not reflect the true extent of the blight. For example, a number of respondents argue the homeowner payment does not help people who want to move but are not able to due to the decrease in the value of their home. In particular, some respondents highlight that the homeowner payment does not help older residents to relocate in order to downsize or move closer to their families. Other respondents do not believe that the value of the homeowner payment reflects the level of disruption that will be caused during the construction of HS2.

*'I do not believe the sums proposed to be a fair reflection of the disruption and likely further loss in property value. These payments should be considerably larger to be a true reflection of the massive effect of the construction.'*

Individual submission

- 6.4.6 Some respondents believe the homeowner payment should be given to owner-occupiers earlier than when they believe the payment will be made. These respondents believe the payment should be provided before construction on the HS2 route begins, allowing enough time to make alterations to properties such as double glazing. One respondent highlights that property prices are already being affected by the proposed HS2 line so the homeowner payment should be made available sooner to account for this. Another respondent believes owner-occupiers should be able to apply for the homeowner payment for longer than a year after HS2 becomes operational. One respondent believes that although the homeowner payment may support owner-occupiers in the short term, the amounts are not enough to assist homeowners with long-term needs.

*'The sums offered do not, in my view reflect actual losses suffered and the start of the potential payment period is too far away.'*

Jeremy Wright MP

- 6.4.7 Several respondents believe the proposals for the homeowner payment are currently too vague. Some respondents ask for information about mitigation measures as they believe it is difficult to sell a house without knowing what precise mitigation measures are being offered by HS2 Ltd. A few respondents would like information on the justification for the homeowner payment and its eligibility criteria.
- 6.4.8 Some respondents also believe it is unfair that the homeowner payment does not take account of the type of property affected. They argue, for example, that the loss in value experienced by an owner-occupier is affected by the size and surroundings of a property and this should be recognised in the homeowner payment scheme. Some respondents believe it is unfair that small houses qualify for the same amount as large houses despite a difference in property value.
- 6.4.9 Several respondents believe eligibility for the homeowner payment should be decided on a case by case basis for all affected properties. One respondent suggests each property should be independently valued to determine the level of payment received.

*'...the distribution of compensation based upon distance alone seems to be a very crude mechanism. Depending upon topography, engineering solutions, landscape amenity, property orientation, existing ambient noise levels and a whole host of other factors, not to mention property value, homeowners will be affected to varying degrees.'*

Individual submission

## 6.5 Comments on the eligibility area for the proposed homeowner payment

- 6.5.1 443 respondents, of which 305 are from organised submissions, believe the eligible area is arbitrary or inflexible. Some respondents raise issues surrounding differing local circumstances. For example, the topography of an area may lead to HS2 having different impacts within the 300 metre area either side of the line. Similarly, as distance is calculated from the middle of the line and the line is wider in some areas than in others, some properties may be closer to the edge of the route than others and yet not fit within a closer distance bracket. Some respondents suggest using the edge of the safeguarding area instead of the middle of the line as a way of overcoming this problem.

*'Some sections of the line are four tracked and some sections have tracks that are different distances apart, which will lead to inconsistencies, whereby some people do not qualify for compensation despite being closer to works, buildings or the operational railways than other people further away...All such arbitrary lines on the map should be scrapped, with compensation paid out where a loss is incurred.'*

Individual submission

- 6.5.2 Many respondents regard the area boundaries of the scheme as inequitable and unfair. For example, one respondent describes how neighbours on different sides of a road could receive different payments. Other respondents believe it is unfair that properties which are 120 metres from the line will receive a larger payment than properties which are 121 metres from the line. Similarly, some note that properties 300 metres from the line will be eligible for the homeowner payment, but properties 301 metres from the line will not be eligible.

*'Eligibility should depend on suffering 'loss in market value' irrespective of arbitrary distance; this would ensure equality of treatment to neighbours within a small locale, as potential house buyers do not distinguish such minor differences in distance, especially where distance bands cut across the middle of the same street. Once a street is blighted then the whole street is blighted equally.'*

Individual submission

- 6.5.3 One respondent supports the simplicity of the homeowner payment bands, believing it to be a fair basis for making payments.
- 6.5.4 4,259 respondents, of which 4,019 are from organised submissions, argue that the proposed area for the homeowner payment is not wide enough due to the impacts on properties outside of the 300 metre boundary. Most of these respondents, from both



individual and organised submissions, mention the effect of HS2 on property values, and the disruption caused by the train line and its construction, including noise pollution and road and traffic disruptions.

*'300m is insufficient distance. Houses will be blighted at much further distances than this, let alone the disruption caused during the construction phase.'*

Individual submission

- 6.5.5 2,688 respondents, of which 2,632 are from organised submissions, believe the eligibility criteria of the homeowner payment are inconsistent with other schemes. A number of these respondents, from both individual and organised submissions, believe properties beyond 300 metres should be eligible for the homeowner payment as they are under the current exceptional hardship scheme. Some respondents argue that the 300 metre boundary of the homeowner payment acknowledges the blight caused by HS2 at this distance, and therefore believe that properties within this area should also be eligible for other schemes.

*'I fail to understand how you could propose to make a payment to properties up to 300m from the line but these would be excluded from purchase options.'*

Individual submission

- 6.5.6 Many respondents regard the limits of the eligibility criteria as unfair and inconsistent. Some respondents argue that it is unfair for the scheme to give payments to all properties within 300 metres of the line irrespective of the impact of HS2 on each individual property. These respondents believe some un-blighted properties will receive a payment, while other blighted properties that fall outside of the proposed bands will not be eligible for the homeowner payment.

- 6.5.7 Other respondents believe the homeowner payment should also be available to owner-occupiers who are close to construction sites or near maintenance depots and maintenance loops, as these properties will be adversely affected during the construction of HS2. Some respondents believe properties located near to these sites or near to the supply routes of these sites will face greater levels of disruption than some properties situated close to the HS2 line itself. For example, one respondent describes how the residents of Calvert Green will be affected by a maintenance depot with increased traffic and workers but will not qualify for the homeowner payment.

*'As a resident of Calvert Green, we will be suffering with the building of the maintenance depot at Steeple Claydon, a massive increase in traffic on our rural roads, and workers travelling in and out for the next 10 years. No-where else on the proposed line will there be this much disruption, yet I'm not aware of any plans to compensate us.'*

Individual submission

- 6.5.8 Other respondents believe urban areas should be included in the proposed scheme, often suggesting that excluding urban residents is unreasonable and unfair. Many respondents believe urban residents are or will be affected by HS2, especially during its construction,

and therefore should also be eligible for the homeowner payment. Some respondents suggest that the creation of jobs in a local area should not mean residents lose out on compensation, believing that the creation of jobs benefits all taxpayers rather than just individuals in a specific area. Particular urban locations mentioned by respondents include areas near Euston station in London, such as Camden and Swiss Cottage.

*'This proposal is just another example of how people in rural areas are being treated differently than those in urban areas. Fairness requires that all homeowners, whether they live north or south of arbitrary lines drawn by DfT, should be treated similarly.'*

Individual submission

- 6.5.9 Some respondents make suggestions for changing the area eligibility criteria for the homeowner payment. A number of respondents suggest extending the distance eligible for the scheme by adding another area band, for example 300 metres to 500 metres from the line, or up to one kilometre. Other respondents propose using a sliding scale where all affected properties are eligible for a payment that decreases as you move further from the HS2 tracks, extending as far as properties are blighted. Other suggestions include basing the payment on a percentage of a property's value, and varying that percentage according to the property's distance from the line, or determining payment by loss of property value rather than distance.

*'If blight is so ill-defined, how are the geographical limits of disadvantage so sharply defined?'*

Individual submission

## 6.6 Comments on owner eligibility for the proposed homeowner payment

- 6.6.1 The consultation document outlines that only owner-occupiers of a property will be eligible for the homeowner payment. 2,393 respondents, of which 2,330 are from organised submissions, believe businesses and other organisations should be eligible for the homeowner payment.

*'We also express our disappointment that the Government has not responded to the concerns highlighted in the previous consultation in relation to compensating for impacts and disruption to businesses and other organisations by extending support beyond owner-occupiers.'*

Hampton-in-Arden Parish Council

- 6.6.2 Similarly, 2,381 respondents, of which 2,330 are from organised submissions, believe landlords should be eligible due to the loss in value of rental properties and the loss of rental income during construction.
- 6.6.3 Many respondents emphasise that all those affected by HS2 should qualify for the homeowner payment. Some respondents believe the homeowner payment will only allow communities to share in the benefits of HS2 if everyone affected is eligible.

*'There is absolutely no basis therefore for the Government's suggestion that the proposals are generous or that they represent the sharing of the supposed benefits of the scheme.'*

North Warwickshire Borough Council

- 6.6.4 As set out in the consultation document, only owner-occupiers who were in possession of their property before 9<sup>th</sup> April 2014 (when proposals for the homeowner payment were first outlined) will be eligible for the homeowner payment. A few respondents believe this restriction is unfair, citing the length of time it will take to complete the HS2 route. One respondent suggests that all properties purchased before Royal Assent of the HS2 Phase One Bill should be eligible.
- 6.6.5 A number of respondents think the proposal to limit the scheme to owner-occupiers unfairly excludes individuals who move out of a home before a payment is made but remain owners of the property.
- 6.6.6 A number of respondents ask for more information on precise details of the homeowner payment and whether they are eligible. For example, one respondent queries how the homeowner payment is divided if a property is owned by more than one person. Another respondent asks for clarification on what qualifies as 'property', questioning whether it includes gardens as well as buildings.

*'There seems to be some ambiguity about the term 'property' - is this the building or building and garden? The boundary should certainly include the garden - as this is the most blighted part of the property.'*

Individual submission

## 6.7 Comments on the value of the homeowner payment

- 6.7.1 4,039 respondents, of which 3,729 are from organised submissions, believe the proposed values of the homeowner payment are inadequate. Many respondents believe these values are too little when compared with the loss in value of properties affected by HS2. Some respondents mention the report by PricewaterhouseCoopers (PwC), which they argue states that losses to property values in rural areas will be very high. These respondents argue that this evidence shows that property value losses will be higher than the proposed homeowner payment.

*'While any offer of additional payment is welcomed, we believe the proposed homeowner payment scheme is a cynical and derisory response to a very real problem that remains unaddressed - namely the extensive property blight caused by HS2.'*

Ingestre with Tixall Parish Council

- 6.7.2 A few respondents state that as the homeowner payment is a fixed sum and not subject to inflation, the amount owner-occupiers receive at the time of payment will be significantly lower in real terms than the current value of the proposed scheme. Some therefore

suggest that the homeowner payments should be increased in line with inflation, on the stated basis that it may take a number of years for the completion of Phase One of HS2.

- 6.7.3 A number of respondents question how the values of the homeowner payment have been calculated. Many respondents regard the loss in property value should be the basis for payments to owner-occupiers. 431 respondents, of which 305 are from organised submissions, argue the homeowner payment should equal the property's full loss in value caused by HS2.

*'A payment of £22,500 to a property with a market value of £100,000 is likely to overcompensate the owner for any loss. But a property with a former value of £1 Million could see a loss in value running into £100,000 and this scheme fails to address that loss.'*

Nigel Adams MP

- 6.7.4 Many respondents criticise the proposed homeowner payment for not mitigating the full effects of HS2 on the local property market in blighted areas. A number of respondents believe the scheme will not stabilise the market on the basis that the value of the homeowner payment is insufficient incentive for owner-occupiers to remain in the community. Others believe it will not sufficiently help to restore confidence in the market that has been undermined by uncertainty over the effects of HS2 over a number of years. Several respondents believe properties will suffer a long-term loss in value for many years after the construction of the route.

*'The scheme does nothing to help people sell their property, or support the market in this period. The scheme benefits just 1,326 rural properties at a total cost of barely £20m.'*

Organised submission

- 6.7.5 A few respondents regard the homeowner payment as a waste of taxpayers' money. A few respondents share a concern for the use of taxpayers' money being potentially used to compensate unaffected property owners as part of the homeowner payment. Other respondents see the value of the homeowner payment as insufficient, but recognise the need to keep costs down as the scheme is being paid for by the public.

*'In most cases, the proposed payment is about the same size as the average consumer debt per household. As such it will be an inappropriate gift from HS2 to those unaffected by HS2 and will be far too small to facilitate a house move for those whose property has been blighted.'*

Chipping Warden and Edgcote Parish Council

- 6.7.6 Many respondents believe the value of the homeowner payment will not compensate for the disruption experienced by owner-occupiers while the construction of HS2 takes place. Some respondents highlight their need to invest in their properties to mitigate these effects, including measures such as installing double glazing to windows.
- 6.7.7 Several respondents suggest the values of the homeowner payment should be variable, or fixed at a different amount. For example, some respondents suggest percentages of total property value should be used, with 30% being a common suggestion. Alternatively, others

suggest sliding scales for the homeowner payment, such as £60,000 at 120m to £10,000 at 750m. Others conclude that properties need to be assessed on a case-by-case basis.

- 6.7.8 Some respondents believe the homeowner payment should also include several additional payment instalments made periodically during the construction of HS2, in recognition of the disruption that construction will cause. However, a number of respondents do not believe any amount would cover the damage and disruption caused by HS2 including the effects on a local area, quality of life, or the countryside.

*'People suffering any environmental impact from HS2 have suffered a total loss of choice and a wholly negative impact upon their quality of life. In such circumstances the only reasonable payment must be 100% of unblighted property value for any household living within the predicted environmental impact zone of HS2.'*

Woodthorpe Village Community Group

- 6.7.9 Many respondents believe it is important that nobody loses out financially because of HS2. A number of respondents argue that the homeowner payment is a form of compensation rather than a discretionary scheme designed for sharing the benefits of HS2.

*'Suggesting these lump sums are sharing the 'benefits' of HS2 is absurd. Not only are HS2 'benefits' mainly illusory in this area, but the amount of just £20m to be shared is tiny...It's an affront to those affected. If HS2 is truly in the national interest then what should be "shared" across everyone is the burden of blight (not unproven benefits). No one should be forced to be personally and seriously out of pocket.'*

Chiltern Ridges HS2 Action Group

## 6.8 Comments on the relationships between the homeowner payment and other long-term discretionary schemes

- 6.8.1 76 respondents make comments on the relationships between the proposed homeowner payment scheme and other long-term discretionary schemes. The consultation document outlines that owner-occupiers could still apply to the need to sell scheme even if they have previously accepted a homeowner payment. Some respondents believe that owner-occupiers should still be able to apply under the need to sell scheme, outlining that given personal circumstances can change, owners may need the flexibility to relocate in the future. A number of respondents recognise a need for homeowner payments to be reimbursed to the Government if a property is subsequently sold under the need to sell scheme. Other respondents believe the Government should not recoup the homeowner payment from the need to sell purchase price.

*'As with the alternative cash offer scheme, the Government's proposal to recoup the homeowner payment from the need to sell purchase price is not viable and should therefore not be pursued.'*

London Borough of Hillingdon

- 6.8.2 A few respondents are hopeful they will be eligible for the need to sell scheme instead of receiving the homeowner payment. One respondent states they would consider the homeowner payment if they were unable to sell their home to the Government.
- 6.8.3 One respondent argues that HS2 Ltd need to make clear that any properties which receive a homeowner payment will not be disadvantaged in applying for compensation under Part 1 of the Land Compensation Act 1973.

*'We consider that it would be helpful if the guidance accompanying the scheme made it absolutely clear that claimants will be eligible to apply for compensation under Part 1 of the Land Compensation Act 1973 in addition to the Homeowner Scheme. This would avoid confusion and reassure those who might fear that claiming a payment under the Homeowner Scheme would somehow prejudice their ability to make a Part 1 claim after the railway opens.'*

Central Association of Agricultural Valuers

## 6.9 Comments on replacing the homeowner payment

- 6.9.1 Some respondents suggest removing stamp duty in affected areas as a way of supporting the property market. A few other respondents propose replacing the homeowner payment with schemes that will better support all owners to sell their property.

*'The homeowner payment needs to be replaced by a straightforward scheme that allows homeowners who cannot sell their property at the unblighted value because of HS2 to have the right to sell it to HS2 regardless of personal circumstances.'*

Individual submission

- 6.9.2 One respondent suggests making a payment only to those who sell their home. They propose offering this payment within 750 metres of the line in rural areas and offering 25% of un-blighted property value on the condition that owners sell the property themselves.
- 6.9.3 311 respondents, of which 306 are from organised submissions, suggest replacing the homeowner payment with a market normalisation mechanism. They suggest this would calculate blighted and un-blighted property values and reimburse the difference to all affected properties.
- 6.9.4 1,558 respondents, of which 1,404 are from organised submissions, propose replacing the homeowner payment with a property bond, believing this to be the fairest option to compensate owner-occupiers whose properties lose value due to the HS2 line. Many of these respondents, from both organised and individual submissions, believe a property bond applied to all affected properties would ensure all owner-occupiers receive the un-

blighted value of a home when they decide to sell. This would mean only properties affected by blight would receive compensation equal to the loss of value suffered, making the property bond, in their view, a fairer option than the proposed homeowner payment. Some respondents mention the PwC report as illustrating the feasibility of this option.

*'A Property Bond should be introduced along the lines as proposed by HS2AA as it can be expected to both reduce blight and provide full and fair compensation for those suffering the blight. The decision to reject it should be reconsidered.'*

Organised submission

# Chapter 7 Other comments

## 7.1 Introduction

7.1.1 This chapter provides a summary of the responses that do not directly address either the alternative cash offer or the homeowner payment, including comments on the existing and proposed schemes, the HS2 project as a whole and the consultation process.

## 7.2 Overview of responses

7.2.1 4,366 responses did not fit within the consultation structure, of which 4,032 were identified as being part of organised responses.

## 7.3 Discussion

7.3.1 This section provides a qualitative summary of the issues respondents raise in the consultation. For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix 3. This section consists of eight subsections relating to themes arising in responses that do not respond to the consultation questions directly. These themes are:

- General comments on the existing and proposed schemes;
- Comments on the eligibility criteria for the existing and proposed schemes;
- Comments on the principles underlying the existing and proposed schemes;
- Comments on existing compensation schemes;
- Comments on other compensation schemes;
- Comments on the impacts of HS2;
- Comments on the case for the HS2 project;
- Comments on the consultation process.

## 7.4 General comments on the existing and proposed schemes

7.4.1 As discussed in Chapters 5 and 6, the consultation document outlines two proposed schemes for an alternative cash offer and a homeowner payment. In addition the following schemes are currently operational or will be available soon (see page 3 of the consultation document for more details):

- Express purchase, available to owner-occupiers whose property falls wholly or partly within the surface safeguarded area;



- Voluntary purchase offer, available to owner-occupiers in rural areas whose property is within 120 metres of the centre of the railway line;
- Need to sell scheme, which will be available to owner-occupiers who meet the Government's property, location, effort to sell, no prior knowledge and compelling reason to sell criteria. Currently, these owner-occupiers can apply under the exceptional hardship scheme;
- Rent back, available to owner-occupiers whose property has been purchased by the Government under one of the compensation schemes (if the costs associated with maintaining the property for rent would be a reasonable use of taxpayers' money).

Throughout this chapter, the phrase 'the existing and proposed schemes' refers to schemes that are currently operational or will be available soon and to the schemes currently being consulted on. Many respondents make comments about both the existing and proposed schemes in general, rather than specifying which scheme they are referring to.

- 7.4.2 4,264 respondents, of which 4,027 are from organised submissions, express general opposition to the existing and proposed schemes. The majority of these respondents, from both organised and individual submissions, state that the schemes are inadequate, unfair or do not compensate for the true impacts of HS2.
- 7.4.3 96 respondents argue that the existing and proposed schemes are not sufficient to meet the needs of those currently experiencing blight to sell their homes and will not provide the necessary stabilising effect on local property markets.
- 7.4.4 292 respondents, of which 278 are from organised submissions, are opposed to the existing and proposed schemes on the basis that the amounts offered do not reflect the actual loss of property value experienced by many living close to the proposed route. Of the respondents who make individual submissions, some object to the limits on financial value of the various schemes, while others complain about the lack of recognition of the more intense blight suffered by residents during the construction phase.

*'The payments and physical limits proposed in this scheme in no way reflect the loss of value suffered by property owners in this or other areas.'*

Middleton HS2 Action Group

- 7.4.5 A number of respondents describe the proximity of their property to the different parts of the route, often relating this to their belief that the compensation on offer to them is inadequate. This includes some respondents who state that their property lies close to or above the proposed tunnelled sections of the route and other respondents who state that their property is near a proposed viaduct. A number of respondents argue that the inadequacy of the compensation available to them is an infringement of their human rights, property rights, democratic rights or freedom of choice.

*'We feel penalised being on the outside edge of the safeguarded area - our property may not be in the official compulsory purchase zone, but we feel that we have no choice and will have to move.'*

Individual submission

- 7.4.6 One respondent warns that the existing and proposed schemes could lead to abuse by speculative property developers, who might take advantage of vulnerable residents in certain areas. This respondent warns that the rent back scheme could also be unsuitable for vulnerable people, who might be attracted by the lump sum payment following the sale of their house to the Government, but are then unable to afford the rent payments.

*'Indeed, predatory speculators and legal advisors have already been approaching residents and there are many vulnerable people who require protection from these bodies.'*

Individual submission

- 7.4.7 A small number of respondents discuss the total costs of the existing and proposed schemes. Two respondents argue that the Government's responsibility to taxpayers should not prevent full compensation being awarded. In contrast, one respondent suggests that some parts of the HS2 budget should be ring fenced so that other elements, such as mitigating the environmental impacts, are not reduced to account for increasing property compensation costs.

*'... if the overall budget for HS2 has not increased then more compensation will mean less is available for other elements. Given the "fixed" nature of a lot of the HS2 work, there is, in this Council's view, a risk that the budget for environmental and other mitigation will come under pressure to be reduced.'*

North Warwickshire Borough Council

## 7.5 Comments on the eligibility criteria for the existing and proposed schemes

- 7.5.1 A number of respondents express opposition to the restricted eligibility criteria of some of the existing and proposed schemes. Some of these respondents argue that the compensation schemes should be open to all those who are affected by HS2. Other respondents criticise the arbitrary nature of the area boundaries and criteria of some of the schemes, when the effects are felt differently depending on individuals' circumstances. Many respondents also describe how they are affected by HS2, but are not eligible for any of the schemes.

- 7.5.2 A number of respondents believe that the area boundaries (for all geographically limited schemes) are not sufficiently wide to take into account all of the impacts of HS2. Further respondents suggest a distance that they believe would be more appropriate, referencing the PricewaterhouseCoopers (PwC) report. These respondents state that this report concludes that properties up to 500 metres from the line could suffer up to a 20% drop in value and properties up to 300 metres away could experience a 30% drop in value.

*'Neither of the two new proposals address the current deficiencies in the schemes announced by the Government. Their proposals still leave the vast majority of those blighted, suffering a significant loss in value - 500m from the line and beyond - and having to bear that loss themselves.'*

Individual submission

- 7.5.3 A number of respondents refer to residents positioned one kilometre or more from the line who have made successful claims through the existing exceptional hardship scheme. These respondents argue that this proves that blight extends further than the existing and proposed schemes account for, and has set a precedent that the schemes should be more widely available.
- 7.5.4 123 respondents express opposition to some of the existing and proposed schemes on the basis that they exclude urban areas. These respondents argue that the schemes fail to address the significant impact that will be felt by urban households or businesses and would like the schemes extended to better address the impact on properties near construction sites or above tunnels. One respondent expresses support for HS2 Ltd's re-drawing of the rural and urban boundaries, which had led to some areas that had previously been considered urban being classified as rural.
- 7.5.5 A number of respondents object to the assertion that urban areas will receive an economic boost from HS2, and regard this as a flawed justification for excluding urban areas. Some respondents particularly dispute any economic benefit accruing to owner-occupiers in areas further away from the stations.

*'As part of my petition against the HS2 Hybrid Bill I have expressed my opposition to the lack of parity for property and landowners in urban areas compared to rural areas. The Bill must ensure that those people in urban areas affected by HS2 receive the same provision for compensation as those in rural areas. However, the amendments set out in this consultation further widen the gap between urban and rural areas.'*

Boris Johnson, Mayor of London

- 7.5.6 Many respondents maintain that the existing and proposed schemes unfairly discriminate against non owner-occupiers and that compensation should be available to all owners, including landlords, business tenants and local authorities. A few respondents urge the use of fairness and consistency in relation to the application of the criteria.

## 7.6 Comments on the principles underlying the existing and proposed schemes

- 7.6.1 1,866 respondents, of which 1,701 are from organised submissions, state that it is wrong for the financial burden of HS2 to be borne by individuals rather than society as a whole. A large number of these respondents, from both organised and individual submissions, refer to the pledge by former Secretary of State for Transport (Philip Hammond MP) that no individual should suffer losses as a result of HS2 and argue that this is in fact taking place.

Other respondents suggest that if the Government cannot afford full compensation, then the project should not go ahead.

*'If society in the form of its government wishes to build this High Speed Rail link, then society should bear the full cost. It is irresponsible and grossly unjust to expect those whose interests are damaged by the proposed construction to bear a disproportionate part of that cost by denying them proper compensation.'*

Individual submission

- 7.6.2 One respondent describes how the existing and proposed schemes should be more in line with what was offered to residents during the HS1 project.

*'Reports into the compensation available for HS1 note that the compensation for that line was significantly more generous than for HS2, especially for those within the 60-120m distance band from the line. At that time the Voluntary Purchase Scheme offered to purchase any property 120m either side of the line at its full un-blighted value including the cost of removal, reasonable legal and survey fees including stamp duty, and a home loss payment in accordance with normal compulsory purchase practice.'*

David Lidington MP

- 7.6.3 A small number of respondents express support for the principle of providing incentives for residents to stay in their homes. A few respondents state that the existing and proposed schemes will ensure more people have that choice, while others argue that more should be done to ensure the choice is made widely available.

*'The CLA welcomes the proposals set out in this consultation. The CLA has always maintained that the majority of people would wish to stay, if they can endure the disruption over the construction period and the final operation of the railway.'*

Country Land and Business Association

- 7.6.4 A number of respondents refer to Phase Two of HS2 and how the decisions made during Phase One will affect the compensation schemes available for Phase Two. Most of these respondents comment that it is important that the compensation schemes offered are consistent across all phases of the HS2 project.

*'It seems obvious that compensation measures for both Phases should be consistent for the sake of fairness to those affected; therefore, the decisions made on compensation now are absolutely crucial.'*

Cheryl Gillan MP

- 7.6.5 One respondent comments that the existing and proposed schemes are limited insofar as they only account for financial impact and do not cater for the social or environmental impacts of the HS2 project. They suggest that given methodologies for assessing environmental and social impacts have improved, these costs should be accounted for in the existing and proposed schemes.

*'Given the findings reported in the draft Environmental Statement and, at a time when environmental and social accounting methodologies are reaching maturity, the current scope of the compensation package is woefully inadequate.'*

Individual submission

- 7.6.6 308 respondents, of which 300 are from organised submissions, would like to see additional payments or moving costs covered within the existing and proposed schemes. A large number of these respondents, from both organised and individual submissions, simply state that anyone who wishes to move because of HS2 should be reimbursed with all moving costs. One respondent makes a request that gardens temporarily acquired during construction are returned to their former state by replacing any mature plants and foliage.
- 7.6.7 One respondent describes the proximity of their community to the site where Phases One and Two of HS2 connect, and requests that additional compensation is made available to account for cumulative impacts.

## 7.7 Comments on existing compensation schemes

- 7.7.1 This section includes comments made that relate specifically to existing schemes that have already been consulted on. 2,742 respondents, of which 2,659 are from organised submissions, mention the existing government exceptional hardship scheme (EHS) and the need to sell scheme that is to replace this. A number of respondents believe that the need to sell scheme is an improvement on EHS, but others believe that any scheme that involves means testing fails to fairly compensate for the impact of blight.

*'The "Need-to-Sell" scheme does not remove the hardship conditions and is effectively means testing potential recipients. This is addressing people's personal circumstances and not blight.'*

Chiltern Ridges HS2 Action Group

- 7.7.2 214 respondents state their direct opposition to the need to sell scheme. Many of these respondents believe that the criteria of the scheme are too restrictive, particularly the requirements for means testing and the demonstration of hardship. In arguing against the restrictions posed by both the need to sell scheme and the exceptional hardship scheme, a number of respondents describe personal difficulties, such as the length of time it is taking for a decision to be made over their situation.
- 7.7.3 A few respondents comment on other existing schemes. Criticisms include the lack of provision for landlords under the express purchase scheme, flaws in the valuation process to assess un-blighted value for all existing schemes, and the failure of the voluntary purchase scheme to provide for moving costs.
- 7.7.4 Some respondents query how different schemes interact with one another. For example, a few respondents question whether the existing and proposed schemes run in tandem with the statutory payments made under Part 1 of the Land Compensation Act 1973. One

respondent suggests that where an individual may be eligible under more than one scheme, they should receive whichever is the highest amount.

*“The proposals are not clear in whether lump-sum payments replace, or are paid in addition to, statutory compensation payments under Part 1 of the Land Compensation Act 1973.... Clarity is required to understand whether or not payments under Part 1 would be reduced to off-set previous cash payments and similarly, if in accepting a cash payment would it preclude submission of a claim under Part 1?”*

Staffordshire County Council and Lichfield District Council

## 7.8 Comments on other compensation schemes

7.8.1 The property bond is a long-term compensation option, a version of which was consulted on during the Property and Compensation Consultation 2013. Following this consultation, the Government decided not to implement this option. Many respondents support the property bond, and many of these describe their disappointment that it has not been implemented. Some respondents describe the benefits that the property bond could bring to individuals and communities affected by HS2, believing that it would enable more people to stay in their homes. Many of those who support the property bond reference the PwC report which they argue states that the bond would have low overall net costs and would provide the necessary reassurance to stabilise the property market.

7.8.2 A number of respondents explore the arguments used by the Government following the decision not to adopt the property bond. Some of these respondents contest the reasons the Government has given as to why the property bond has been abandoned. One respondent disputes the Government’s argument that the property bond is untested and unproven in practice, arguing that the Central Railways property bond was successful in preventing blight.

*‘There is in fact considerable experience in a similar situation. While it is perfectly correct that no scheme has completed the full project cycle with the infrastructure being built, there is good evidence of a bond's effect on the property market itself. The Central Railways property bond was successful in preventing blight, and was accepted by the Halifax Building Society as sufficient to allow lending on properties with the bond at their unblighted values.’*

HS2 Action Alliance

7.8.3 In response to the Government’s position that the property bond may negatively affect community cohesion, two respondents argue that cohesion is more at risk in the absence of a property bond. One of these respondents states that without the property bond individuals are not incentivised to stay in their homes. The other respondent argues that cohesion is damaged when people remain living in homes when they do not wish to.

*'It is with some frustration that the Council notes the Government's reasoning for adopting the Voluntary Purchase Scheme and rejecting the Property Bond. The Council considers that the Voluntary Purchase Scheme does the opposite of maintaining community cohesion as it provides a property owner with the option of selling if they are concerned with blight arising as a result of the HS2 project.'*

London Borough of Camden

- 7.8.4 Many respondents propose a market normalisation mechanism as a scheme that should be considered. These respondents support this mechanism as an option because they believe it would calculate blighted and un-blighted values of any property affected by HS2, and reimburse the difference to homeowners whether they wish to move or not.
- 7.8.5 A number of respondents describe the HS2 project as an unprecedented or unparalleled project and call for entirely new compensation schemes to be developed and replace what is currently on offer. One respondent urges the Government to show genuine commitment to protecting homeowners, which they suggest will lead to residents being more amenable to the Government's commitments on other infrastructure and planning projects, such as garden cities.

*'The Town Council sees HS2 as an unparalleled and unique project, which has yet to be reflected in plans for compensation. The Government is only offering compensation akin to that for local infrastructure schemes.'*

Aylesbury Town Council

- 7.8.6 Other respondents suggest including a dedicated compensation scheme for businesses affected by construction and another for leaseholders living in urban areas, providing like-for-like replacement housing for council tenants. A few respondents would like to see a community fund, similar to that established for HS1, to provide finance for community and environmental schemes.
- 7.8.7 One respondent refers to a measure for atypical and special properties that was proposed in an earlier HS2 property consultation document, describing it as a compensation scheme for the small number of properties that are severely affected by HS2 but fall outside the scheme boundaries. The respondent, who supports the measure, queries whether it has since been discounted and for what reasons.

## 7.9 Comments on the impacts of HS2

- 7.9.1 In opposition to the existing and proposed schemes, respondents cite a wide range of impacts that they believe the HS2 project is currently causing, or will cause in the future. Many describe their specific circumstances in terms of the location of their property and the impacts they are experiencing or expect to experience as the HS2 project develops. The two most frequently mentioned impacts are the loss of value to their property and the ability of the individual to sell their house, move house or re-mortgage.

- 7.9.2 Many respondents express their concern that the existing and proposed schemes do not adequately address the impacts felt by communities. This includes both impacts to physical community assets and to community cohesion, if large numbers of residents move away from well-established communities. Some respondents mention the particular needs of elderly or vulnerable residents, children and young people and those living in social housing.

*'This village with its Pre School and primary school is popular as a location to raise children. This is being removed from people with no compensation to cover their loss.'*

Hyde Heath Village Society

- 7.9.3 A number of respondents are concerned that the schemes do not account for the general impact of HS2 on the environment; specifically damage to green spaces, wildlife and views and landscapes. Other respondents describe how the project, and often the lack of clarity regarding eligibility for compensation, is causing anxiety, stress and uncertainty or a reduction in quality of life and wellbeing. Some respondents who are retired or approaching retirement, believe that they are experiencing the impacts particularly acutely as often plans for later life are made based on the value of their property.

*'We know that a significant number of households affected by HS2 hold a large percentage of their wealth in their home and are in the age group that will wish to sell and downsize within the next 13 years.'*

Jeremy Wright MP

- 7.9.4 Many respondents are concerned about traffic, road closures, large vehicle movements, dust and dirt, noise and vibration, pollution, and light pollution, and would like to be compensated accordingly. Other respondents are more concerned about the noise and vibrations caused by the trains once HS2 is operational and running a frequent service.

*'As a result of the construction, Cobourg Street will be subject to noise of between 75dB and 85dB for a period of 33 months. This is equivalent to a concrete mixer at 50 feet or a food mixer at 3 feet. Properties on the street will also experience vibration effects for one month.'*

London Borough of Camden

- 7.9.5 Some respondents describe the negative impact that the long timescale of the HS2 project is causing and state that the existing and proposed schemes do not reflect the length of time people will be affected.

## 7.10 Comments on the case for the HS2 project

- 7.10.1 A large number of respondents make general comments on the HS2 project, either stating opposition or support, commenting on the route, questioning project costs or criticising those responsible for decision-making.
- 7.10.2 89 respondents state their general opposition to the HS2 project. A few respondents describe it as a white elephant or vanity project. A small number of respondents suggest



that the money would be better spent elsewhere, for example the NHS, defence, roads or ending fiscal austerity measures. In contrast, one respondent supports the HS2 project based on the significant benefits they believe it will bring to Birmingham and the wider West Midlands area.

- 7.10.3 Many respondents dispute the business case for HS2, concluding that the projected benefits have been overstated or that the true costs have been underestimated. 354 respondents, of which 304 are from organised submissions, state that the project's cost-benefit analysis is inaccurate because the full costs of blight, including that suffered by private individuals, have not been taken into account.

*'Further, by excluding the full cost of blight in the HS2 business case the taxpayer is being misled that HS2 is better value for money than it really is.... HS2AA have estimated the cost of Phase 1 blight ... suggest a cost of blight of somewhere between £4bn - £9bn ie perhaps just over £6bn for Phase 1. Together with the Y network, which adds double the route miles but is less populated, the total cost may be £13bn. The uncompensated element may be around £10bn for the two phases together.'*

HS2 Action Alliance

- 7.10.4 1,373 respondents, of which 1,340 are from organised submissions, request that additional parts of the route are tunnelled, thereby mitigating the effects on a specific location. Some respondents argue that extending the tunnels through the Wendover, Ickenham and Harefield, and Whitmore Heath sections will ensure more properties are protected. A small number of respondents call for a reassessment of the preferred route, either to run alongside existing infrastructure or to include more tunnelling. Ten respondents oppose the mitigation measures that have been offered to reduce the impacts of construction and operation.

- 7.10.5 A number of respondents criticise politicians, the Government or HS2 Ltd. Many question decision-makers' motives and make accusations against them of being London-centric, over-ambitious, self-serving or not wholly truthful. Other respondents focus their criticisms on HS2 Ltd, citing the perceived lack of effective communication regarding their specific case, poor management or inadequate consultation.

*'The DFT and HS2 Ltd have confused the process, ignored advice from their consultants, ignored market reports from experts in their local markets and simply continue to churn out vast arrays of confusing documentation that is now exacerbating the blight and worry.'*

Individual submission

## 7.11 Comments on the consultation process

- 7.11.1 Some respondents criticise the consultation process, often arguing that the consultation has not been advertised widely enough or that there has been a lack of direct communication with affected residents. A high proportion of these respondents state that this is the sixth property consultation they have responded to, and yet their concerns

remain unaddressed. A number of respondents express doubts about HS2 consultations, suggesting that the outcomes are pre-determined or that they will not be listened to.

*'Finally, we would request that HS2 listens to the needs of Wells House Road Residents and other property owners in urban areas and that rather than burning us out with continual consultation processes, it listens, responds and acts upon our needs.'*

Wells House Road Residents' Association

- 7.11.2 One respondent questions the timing of this consultation, and whether HS2 Ltd has enough time to implement changes as a result of consultation feedback, before implementing the proposals.

*'SNC suggests that the outcome of this consultation may not be fully considered prior to implementation as the new proposals will be launched in late 2014.'*

South Northamptonshire Council

- 7.11.3 A few respondents criticise documentation provided by HS2 Ltd, either relating to the consultation factsheet or to other documents such as consultation maps, and previous consultation documents and letters received directly from HS2 Ltd.

- 7.11.4 A number of respondents express frustration that they have not been able to source accurate information regarding their situation. 30 respondents make a request for a response from HS2 Ltd, either for more detail relating to their property, street or area, or for a response to their questions.

*'I am in a constant state of confusion about whether my farm lies at the end of phase 1 or the beginning of phase 2. Different documents that I have been sent say different things.'*

Individual submission

- 7.11.5 A small number of respondents question whether the findings of this consultation will adequately reflect the views of those ultimately affected by HS2. Some respondents question whether those invited to take part in behavioural insight panels will include people who are opposed to HS2, and others wonder why Phase Two stakeholders have not been invited to participate in this consultation.

# 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 Consultation 2014. They are listed by sector, and alphabetically within each sector. Any businesses which are deemed small enough so that an individual could be identified from their response 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.

**Table A1.1: Respondent sectors**

Sectors
Members of the public*
Businesses
Action groups – includes interest groups campaigning on various aspects of the HS2 proposals
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 groups – 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: Respondent sectors**

Action groups
Boddington Action Group
Camden Cutting Group (CCG)
Chiltern Ridges HS2 Action Group
Church Fenton Says No To HS2 Action Group
Culcheth and District Rail Action Group (CADRAG)
Drayton Bassett Against HS2
Hillingdon Against HS2
HP22 6PN Group
HS2 Action Alliance
HS2 Euston Action Group
Ingestre and Tixall Against HS2 Action Group
Middleton HS2 Action Group
Priors Hardwick HS2 Action Group
South Heath STOP HS2
Stoke Mandeville Action Group (SMAG)
Stoneleigh Action Group
Stop HS2
Tonge and Breedon HS2 Action Group
Twyford Stop HS2
Wendover HS2

Businesses
Antiques At...Wendover
Aquarelle Publishing Ltd.
Car Spares Distribution Ltd. (CSDL)
Cathmal Ltd and the Residents of Riverdale Park
e-Brook Ltd.
Garousca Ltd.
Golamead Ltd.
Octagon Ltd.
Palmers Lodge
Rothschild Guernsey Global Trust Ltd.
Two Oaks Day Nursery
Elected representatives
Andrea Leadsom, Member of Parliament for South Northamptonshire
Boris Johnson, Mayor of London
Cheryl Gillan MP, Member of Parliament for Chesham and Amersham
Christopher Pincher, Member of Parliament for Tamworth
David Lidington, Member of Parliament for Aylesbury
Jeremy Wright, Member of Parliament for Kenilworth & Southam
John Bercow, Member of Parliament for Buckingham

John Whitehouse, Councillor for Kenilworth Abbey, Warwickshire District Council	Harefield Tenants and Residents' Association HS2 Sub-Committee
Michael Fabricant, Member of Parliament for Lichfield	Hyde Heath Village Society
Nick Hurd, Member of Parliament for Ruislip, Northwood & Pinner	Ickenham Residents' Association
Nigel Adams MP, Member of Parliament for Selby and Ainsty	Mastin Moor Tenants and Residents' Association
Sir William Cash, Member of Parliament for Stone, Staffordshire	Ossulston Tenants and Residents' Association
Timothy Mills, Councillor for Buckingham North, Aylesbury Vale District Council	Potter Row Neighbourhood Watch Scheme
Environment, heritage, amenity or community groups	Residents' Environmental Protection Association (REPA) South Heath area of the Misbourne Valley
Ballinger Road Residents' Association	Silsoe House Residents' Association
Berkswell Society, Residents' Association of Berkswell Parish	St Pancras Parochial Church Council
Border Collie Trust GB	The Darwin Court Residents' and Leaseholders' Association
Burton Green Residents' Association and Burton Green HS2 Action Group	The Dunsmore Society
Chiltern Countryside Group	The Lappetts Lane (South Heath) Neighbourhood Watch Scheme (LLNWS)
Crackley Residents' Association	The Park Village and Environs Residents' Association, and The Park Village East Heritage Group
Crofton and Neighbourhood Action Group	The Stephenson Way Euston Community Group
Culcheth Community Group	The Wendover Society
Delancey Street Residents' Association	Wells House Road Residents' Association
Flats Lane and Knox Grave Lane Residents' Group	Woodthorpe Village Community Group
Gloucester Avenue Association	Local government
Governing Body of Netley Primary School	Armitage with Handsacre Parish Council

Aylesbury Town Council	Northamptonshire County Council
Birmingham City Council	Rothwell Ward, Leeds City Council
Boddington Parish Council	Solihull Metropolitan Borough Council
Buckinghamshire County Council	South Northamptonshire Council
Burton Green Parish Council	Staffordshire County Council and Lichfield District Council
Calvert Green Parish Council	Stoke Mandeville Parish Council
Charndon Parish Council	Tuwerston Parish Council
Chiltern District Council	Twyford Parish Council
Chipping Warden and Edgcote Parish Council	Warwickshire County Council
Church Fenton Parish Council	Wendover Parish Council
Coldharbour Parish Council	Westbury Parish Council
Cubbington Parish Council	Other representative groups
Drayton Bassett Parish Council	North Warwickshire Labour Party
Great Missenden Parish Council	Transport for London (TfL)
Hampton in Arden Parish Council	Real estate, housing associations or property-related organisations
Ingestre with Tixall Parish Council	Alliance United Estates
Kenilworth Town Council	Alliance United Ltd.
Ladbroke Parish Council	Brown & Co - Property and Business Consultants LLP
Lee Parish Council	Castle Vale Neighbourhood Partnership Board
London Borough of Camden	Central Association of Agricultural Valuers
London Borough of Hillingdon	Compulsory Purchase Association
Middleton Parish Council	Council of Mortgage Lenders
Newton Purcell Parish Meeting	Country Land and Business Association (CLA)
North Warwickshire Borough Council	

Cudsdens Court
Dinerman Court Ltd.
DJM Consulting

## Appendix 2 Organised submissions

- 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. All submissions that varied from the standard organised submission in any way were categorised as the relevant organised submission type but 'with variation'.
- A2.3 Identification was completed on the basis of the content of the response. The second column in Table A2.1 indicates how many responses of each type were received.
- A2.4 Examples of all received organised submissions have been included after the table.

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

Response type	Count
Organised submission Type A - Postcard	1325
Organised submission Type A with variation - Postcard	13
Organised submission Type B - Email	270
Organised submission Type B with variation - Email	36
Organised submission Type C - Email	2302
Organised submission Type C with variation - Email	28
Organised submission Type D - Email	15
Organised submission Type D with variation- Email	44



Figure A2.2: Organised Submission Type A

Dear Prime Minister and Secretary of State for Transport,

I believe the Government should **KEEP ITS PROMISE** that no individual should suffer a significant loss because of **HS2**, given that the **HS2** project is said to be in the national interest and worth several £billions to the UK economy. Whilst improved compensation proposals are a step in the right direction, they remain insufficient for too many people affected by **HS2** & are no substitute for a better solution of a longer deep bored railway tunnel through Ickenham & Harefield. I urge you to reconsider a longer tunnel option and ask you to do more to address blight in **ALL** areas affected by HS2. **If the Government can't afford fair compensation, then it can't afford HS2.**

**1. WHAT ARE YOUR VIEWS ON OUR PROPOSALS FOR THE 'ALTERNATIVE CASH OFFER'?**

**MY RESPONSE:** Your new proposal is associated with your recently revised compensation proposals of April 2014, which now include parts of Ickenham & Harefield as 'rural' zones (i within 120 metres of the surface HS2 railway). Properties in this 'rural' zone are now eligible for voluntary purchase from the government. Your new proposal is that 'if people within this redefined 'rural' zone do not wish to sell voluntarily to the government, then an 'alternative cash offer' of up to 10% property value (from £30,000 up to a maximum £100,000) can be offered instead. Ickenham & Harefield properties within this 'rural' zone are likely to be seriously affected by HS2 so this is still a poor substitute for a longer deep bored tunnel. Also, despite widespread community impacts of HS2 across Ruslip, Ickenham & Harefield, including loss of facilities such as HOAC, too few people benefit from your proposals - only a few streets would be eligible for compensation. Your new boundary steps at the B466 High Road Ickenham and therefore still excludes properties east of the B466 yet very close to the noisy West Ruslip tunnel portal. It also excludes properties significantly affected by HS2 construction routes, which could be adversely affected for several years. It also excludes properties near large areas of Harefield safeguarded for construction compounds & waste disposal. These arbitrary boundaries are unfair and we ask you again to provide improved compensation for ALL properties adversely affected by HS2. Furthermore, we ask you again to provide a longer deep bored tunnel. In the absence of a longer tunnel, your new proposals do at least acknowledge that better compensation is necessary to address blight and disruption. That being the case, then similar compensation should & must also be made available to all other areas adversely affected by HS2, if it is to be fair and consistent. Rather than keeping your promises to ensure no-one suffers significant loss, your new proposals are still insufficient, unfair, inconsistent and not do enough to address widespread blight issues which already exist and which will impact further along the HS2 construction route.

**2. WHAT ARE YOUR VIEWS ON OUR PROPOSALS FOR THE 'HOME-OWNER PAYMENT'?**

**MY RESPONSE:** You now also propose a lump-sum cash payment to owner-occupiers of properties in your redefined 'rural' areas but who fall outside of the 120 metre voluntary purchase zone. For properties between 120m and 300m from the HS2 surface route you propose payments of £7,500 to £22,500 depending on proximity to HS2. You also say these payments are to 'share in the benefits of HS2', not compensation! I believe that for properties affected by HS2, this proposal is a poor substitute for a longer deep bored tunnel. I also believe that for the relatively few properties that even qualify, the payment proposed is a fraction of the likely loss of home value due to blight and disruption. I also believe that it's bizarre & perverse to propose 'benefit' payments for properties up to 300 metres from HS2 yet no compensation to other homes nearby, many of which are also directly affected by HS2 construction or operation - including properties near construction compounds, on construction routes & those directly above or near bored tunnels. Finally, if the government intention is to 'share in the benefits of HS2' then every property in Ruslip, Ickenham and Harefield should receive some form of payment. We believe the government should offer a Property Bond Scheme. The objective of the scheme reflects the principle that 'the polluter pays' - commonly perceived as what is fair. The Property Bond Scheme would be available to property owners who suffer a "loss in property value" due to HS2. It would come into force as soon as possible and remain in effect until at least one year after HS2 becomes operational (2027 at the earliest for Stage 1). Such eligible owners would be given a Property Bond honoured by the government, not any company. The Bond would guarantee that the government will assume the role as purchaser of last resort and purchase the property at an 'unblighted value'. There would be no qualifying reason for sale - the sole criteria would be whether or not there is a financial impact on the market value of a property due to HS2.

**THIS IS MY FORMAL RESPONSE TO THE 2 CONSULTATION QUESTIONS**

Name: [Redacted]

Date: [Redacted]

Address: [Redacted]

Postcode: [Redacted]

**Please remember to post your postcard by the 30<sup>th</sup> September 2014**

**Figure A2.3: Organised Submission Type B**

## User Submitted Values:

First Name - [REDACTED]  
Last Name - [REDACTED]  
Address 1 - [REDACTED]  
Address 2 - [REDACTED]  
Town/Village/City - [REDACTED]  
Post Code - [REDACTED]  
Email - [REDACTED]  
Do you wish your response to be kept confidential? - unchecked  
Are you responding on behalf of an organisation? - unchecked  
General Comments - All of the proposals in this and the five previous compensation consultations are inadequate.

There should be only one criterion used to calculate compensation payable to property owners, and that is whether or not their property, be that a home, a business, land or an investment property, has suffered a loss in value as a result of the plans for HS2. With this in mind, a preferable system would be a market normalisation mechanism, which would calculate blighted and unblighted values of all properties affected by HS2, and reimburse property owners to the tune of their loss, whether they want to move or not, thus normalising the property market in all affected areas. If property owners do want to move as a result of HS2, for whatever reason, they should also be reimbursed for any and all costs associated with such a move.

I believe the Government should keep to the promise made by Philip Hammond MP when he was Transport Secretary, that no individual should suffer any loss as a result of HS2. Given that the HS2 project is said to be in the national interest, it is fraudulent not to include a realistic amount representing the loss of private property value in the calculation of the benefit cost ratio.

Whilst any improvement in compensation proposals should be a step in the right direction, what is on offer is pitiful, and does not reflect an adequate reimbursement of losses being incurred. If the Government cannot afford full compensation equivalent to losses incurred by property owners, then it cannot afford HS2.

Your views on proposals for the alternative cash offer? - There should be only one criterion used to calculate compensation payable to property owners, and that is whether or not their property, be that a home, a business, land or an investment property, has suffered a loss in value as a result of the plans for HS2.

With this in mind, a preferable system would be a market normalisation mechanism, which would calculate blighted and unblighted values of all properties affected by HS2, and reimburse property owners to the tune of their loss, whether they want to move or not. If property owners do want to move as a result of HS2, for whatever reason, they should also be reimbursed for any and all costs associated with such a move.

The proposals are insufficient, unfair, inconsistent and do not do enough to address widespread blight issues which already exist and which will impact further along the HS2 construction route.

In line with the principle that access to compensation should be based on whether a loss has been incurred, it is completely wrong that HS2 Ltd wish to set arbitrary limits based on the distance of a property from the centre line between the tracks. Some sections of the line are four tracked and some sections have tracks that are different distances apart, which will lead to inconsistencies, whereby some people do not qualify for compensation despite being closer to works, buildings or the operational railways than other people further away. In addition this pays no attention to the tranquility or topography of areas, which previously enhanced the value of properties prior to HS2, but now have increased blight as a result of HS2. All such arbitrary lines on the map should be scrapped, with compensation paid out where a loss is incurred. Given that HS2 Ltd has paid out under the EHS scheme for properties over one kilometre away, it is grossly hypocritical that the proposal now is to cut off anyone beyond 300 metres from the centre line between tracks, as the principle that loss is incurred beyond this boundary has been established and admitted.

Your views on our proposals for the homeowner payment? - In line with the disgracefully cynical spin which has emanated from HS2 Ltd and the DfT for the last four and a half years, it is claimed that the Homeowner Payment is not actually 'compensation', but a payment so that property owners can 'share in the benefits of HS2'. This statement is frankly unbelievable, and marks a new low for the contempt which HS2 Ltd display to those who have been devastated by this project.

There should be only one criterion used to calculate compensation payable to property owners, and that is whether or not their property, be that a home, a business, land or an investment property, has suffered a loss in value as a result of the plans for HS2.

With this in mind, a preferable system would be a market normalisation mechanism, which would calculate blighted and unblighted values of all properties affected by HS2 and reimburse property owners to the tune of their loss, whether they want to move or not. If property owners do want to move as a result of HS2, for whatever reason, they should also be reimbursed for any and all costs associated with such a move.

In line with the principle that access to compensation should be based on whether a loss has been incurred, it is completely wrong that HS2 Ltd wish to set arbitrary limits based on the distance of a property from the centre line between the tracks. Some sections of the line are four tracked and some sections have tracks that are different distances apart, which will lead to inconsistencies, whereby some people do not qualify for compensation despite being closer to works, buildings or the operational railways than other people further away. In addition this pays no attention to the tranquility or topography of areas, which previously enhanced the value of properties prior to HS2, but now have increased blight as a result of HS2. All such arbitrary lines on the map should be scrapped, with compensation paid out where a loss is incurred. Given that HS2 Ltd has paid out under the EHS scheme for properties over one kilometre away, it is grossly hypocritical that the proposal now is

to cut off anyone beyond 300 metres from the centre line between tracks, as the principle that loss is incurred beyond this boundary has been established and admitted.

The proposals are insufficient, unfair, inconsistent and not do enough to address widespread blight issues which already exist and which will impact further along the HS2 construction route.

**Figure A2.4: Organised Submission Type C**

**Subject:** HS2 Property Consultation 2014  
**Date:** 15 September 2014 10:18:36

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To Secretary of State for Transport, Patrick McLoughlin  
Chief Executive HS2 Limited, David Higgins

Dear Patrick and David,

I am letting you know my views on the Alternative Cash Payment and Home Owner Payment arrangements which are currently being consulted on.

Neither of these schemes will do anything for the vast majority of households impacted by blight from HS2. It is undeniable that blight is a growing and very real problem - you commissioned the accountants Price Waterhouse to look at this issue and they have set out in stark terms just how bad the impact of blight is on those households near the route of HS2. Thousands of people are simply unable to move and you appear unwilling to do anything to help.

My response to the consultation questions are as follows:

**Q1 What are your views on the proposals for the Alternative Cash Payment?**

1. This scheme should not be limited to households located in rural areas-blight is just as prevalent in urban areas too.
2. The amounts payable under this scheme should not be capped.
3. This scheme extends only to properties up to 120 metres from the line. This distance is an arbitrary cut-off. It should be extended to a wider zone (along with the a wider Voluntary Purchase Zone Scheme) at a minimum 500 metres.

**Q2 What are your views on the proposals for a homeowner payment?**

1. In the Factsheet published with the consultation, the Government says it is expecting all areas of the UK to receive an economic boost from HS2. This does not accord with the Government's own report by KPMG, which states that more than 50 places across the UK will be worse off - such as Aberdeen, Bristol, Cardiff and Buckinghamshire.
2. Eligibility for this payment is restricted to rural areas and only those from 120m up to 300m. Blight extends further than 300m and the existing Exceptional Hardship Scheme has also included properties well beyond 300m (out to over 1km) which shows the proposed scope and geographic limits are too restrictive.
3. Further, limiting this scheme to owner-occupiers, confirms nothing is being done to assist landlords, businesses or communities as a whole, all of whom also suffer because of HS2.
4. The payments proposed under this scheme are derisory and grossly inadequate to compensate for the loss in value experienced by eligible homeowners.

Please do the right thing for the thousands of people blighted by HS2 and deliver on your promises for fair compensation.

**Figure A2.5: Organised Submission Type D**

To: HS2PropComp14  
Subject: Compensation Consultation Response

Dear Patrick McLoughlin, Secretary of State for Transport

This is the 6th consultation on compensation since HS2 was announced and while it is aimed at Phase 1, we on Phase 2 feel that it also applies to us. Four years on, many thousands of responses later, and our main concerns remain unaddressed, but there is still time for you to put a fair deal in place. Over a million people are within 1km of the proposed line.

New rural proposals:

· These do nothing to help the local property market or to sell a blighted home.

· Despite the evidence from DfT's advisors, blight over tunnels is still ignored.

· Alternative cash compensation up to 120m: the compensation offered to stay (rather than sell to HS2 Ltd under Voluntary Purchase) is far less than the expected loss. The offer of 10% of the property's value and capped, appears pitched at the loss when HS2 is built rather than the loss of 40% that PwC advise, in its recent report for DfT, that applies for the next decade. And the market never caps any loss.

· Circumstances change over a decade. People taking the cash should still be allowed to opt to sell to HS2 Ltd under Voluntary Purchase, if they repay the cash previously received.

· Homeowner payments between 120-300m: the lump sums are derisory. The sums (£7.5k up to £22.5k) represent just 1% to 3% of the average property value which is a fraction of the expected losses suffered in this zone, which PwC tell us averages 27% (ie £184,000 a home, using average values). The lump sums should be much larger and apply further from the line.

· It is a nonsense to justify the lump sums on the basis of 'sharing the benefits' of HS2. North Staffordshire receive absolutely no benefit but pain, loss and disruption.

More generally I have concerns about the overall package of schemes on offer:

· The basic human right to the enjoyment of property is being removed without adequate compensation - even with the new proposals less than 2% of properties will be compensated.

· Blight is real, extensive, and severe: it goes far beyond the scope of the schemes, typically averaging a 20% loss out to 1 km (even PwC say losses can average 20% out to 500m in rural areas and HS1 is not a good guide). No individual should suffer significant personal losses.

· The combination of adverse environmental effects and reduction in property values is causing stress and damaging people's health and

wellbeing. There is a persistent and callous disregard for the harmful effects of the Government's own actions.

· People should be free to move home and re-mortgage and not be trapped, unable to get on with their lives as they normally would. PwC say blight remains at its most severe until 2023 for phase 1 - so the losses are not a "temporary" blip as often argued but are expected to last 13 years.

· A Property Bond is feasible, has low net costs (£30m to £158m even out to 500m say PwC), and can give reassurance to people and the market. Now is the time to try a new approach for infrastructure projects like HS2 and it should replace the hardship/Need-to-Sell Scheme.

· No long term compensation scheme should include means testing, as this is about a person's circumstances and not blight. Just rebadging the scheme "Need-to-Sell" doesn't remove the hardship rules that remain based on the Exceptional Hardship Scheme it replaces.

If the Government can't afford fair compensation, it can't afford HS2.

Yours sincerely

## Appendix 3 Codes by theme and by question

- A3.1 The analysis of consultation responses was carried out using a coding framework consisting of 9 themes containing 797 codes, of which 264 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 both consultation questions. Responses that did not specifically address the consultation questions are listed under 'Other comments' in Table A3.3.
- A3.3 For reference, a total of 4,970 responses were received to the consultation, of which 4,033 were organised responses.
- A3.4 The column 'Total' in Table A3.3 provides a total of the number of times a code was applied per submission (e.g. if one submission has a code applied to its response to Question 1 and to Question 2, 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
Alternative Cash Offer
Consultation
Existing Property Schemes
Homeowner Payment
HS2 Project
Locations
Previous Proposals
Proposals
References

**Table A3.2** *Key acronyms*

<b>Key Terms</b>	
AONB	Area of Outstanding Natural Beauty
CPO	Compulsory Purchase Order
DfT	Department for Transport
EHPZ	Extended homeowner protection zone
EHS	Exceptional Hardship Scheme
EP	Existing Proposals
FOI	Freedom of Information (Act)
IPR	Initial Preferred Route
RSZ	Rural Support Zone
TCPA	Town and Country Planning Act
VP	Voluntary Purchase

**Table A3.3** *Count of comments per code per question<sup>3</sup>*

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Other comments</b>
<b>Alternative Cash Offer</b>				
AC - Oppose/inadequate/unfair	1872	1841	4	31
AC - Support principle	36	36	~	~
AC - Support with caveat	84	83	~	1
AC - Support/prefer/accept	57	56	~	2
AC - Additional payments - moving costs	324	322	~	2
AC - Additional payments - other suggestions	58	58	~	~
AC - Amount - adequate	2	2	~	~
AC - Amount - arbitrary/question basis	37	22	~	16
AC - Amount - full (unblighted) market value/loss	406	404	1	3
AC - Amount - inadequate	299	233	3	65
AC - Amount - inadequate/suggest amount	60	60	~	~

<sup>3</sup> The full text of the consultation questions can be found in Chapter 2, Table 2.4.



Code	Total	Question 1	Question 2	Other comments
AC - Amount - longer term loss/not only construction	36	24	~	12
AC - Amount - no amount adequate	4	4	~	~
AC - Amount - should be indexed to inflation	5	5	~	~
AC - Amount - should be variable/other suggestions	23	23	~	~
AC - Area - arbitrary/too inflexible	4103	4103	~	~
AC - Area - follow Safeguarding Zone/not from centre	321	321	~	~
AC - Area - include near construction sites	1382	1382	~	~
AC - Area - include near maintenance depot/loop	13	13	~	~
AC - Area - include near/above tunnels	1339	1339	~	~
AC - Area - include urban areas	2480	2473	~	12
AC - Area - inconsistency in RSZ	1	1	~	~
AC - Area - not wide enough/impacts not compensated	1826	1817	6	5
AC - Area - not wide enough/suggest distance	2791	2787	3	2
AC - Area - other comments/suggestions	22	22	~	~
AC - Cap max(100k) - oppose/values higher	178	122	2	55
AC - Cap min(30k) - oppose	9	9	~	~
AC - Cap min(30k) - support	2	2	~	~
AC - Caps - high value homes not compensated	17	17	~	~
AC - Caps - oppose	2461	2432	1	30
AC - Caps - suggest alternative	17	16	~	1
AC - Cost - balancing fairness/cost to the tax payer	21	20	~	1
AC - Criteria - all affected should qualify	1734	1734	~	~
AC - Criteria - businesses/farms	358	358	~	~
AC - Criteria - fairness/consistency	1761	1761	~	1
AC - Criteria - landlords	327	327	~	~
AC - Criteria - non owner-occupiers	45	44	~	1
AC - Criteria - pre route announcement (2010)	12	12	~	~
AC - Criteria - rural vs urban	27	27	~	~
AC - Criteria - suggestions	8	8	~	~
AC - Criteria - tenants (including social housing)	23	23	~	~
AC - Impacts - ability to let/rent	1	1	~	~
AC - Impacts - ability to sell/move/remortgage	433	433	~	~
AC - Impacts - AONB	4	4	~	~
AC - Impacts - children/young people	3	3	~	~
AC - Impacts - communities/residents (general)	1407	1406	~	2
AC - Impacts - community cohesion	26	26	~	~
AC - Impacts - community facilities/amenities	1360	1360	~	~
AC - Impacts - countryside	17	17	~	~
AC - Impacts - cumulative	17	17	~	~
AC - Impacts - development land/planning blight	4	4	~	~
AC - Impacts - disruption/inconvenience	1483	1482	~	1

Code	Total	Question 1	Question 2	Other comments
AC - Impacts - during construction	1817	1815	~	2
AC - Impacts - dust and dirt	20	20	~	~
AC - Impacts - elderly/vulnerable	13	13	~	~
AC - Impacts - environment	23	23	~	~
AC - Impacts - flooding/drainage	1	1	~	~
AC - Impacts - freedom of choice('trapped')	38	38	~	~
AC - Impacts - from tunnels (including blight)	20	20	~	~
AC - Impacts - future generations	2	2	~	~
AC - Impacts - green tunnel	3	3	~	~
AC - Impacts - health/wellbeing	38	38	~	~
AC - Impacts - heritage	2	2	~	~
AC - Impacts - human/property rights	23	23	~	~
AC - Impacts - light pollution	5	5	~	~
AC - Impacts - livelihood/business	29	29	~	~
AC - Impacts - local economy	5	5	~	~
AC - Impacts - loss of garden/part of property	2	2	~	~
AC - Impacts - loss of home/temp relocation	3	3	~	~
AC - Impacts - loss of jobs	2	2	~	~
AC - Impacts - loss of value/blight	4297	4297	~	~
AC - Impacts - mitigation measures	4	4	~	~
AC - Impacts - noise	1482	1481	~	1
AC - Impacts - not yet known	20	20	~	~
AC - Impacts - on urban areas/near stations	2364	2364	~	~
AC - Impacts - open spaces/green/recreation	6	6	~	~
AC - Impacts - outside working hours/ 24 hours	52	52	~	~
AC - Impacts - pollution	69	68	~	1
AC - Impacts - quality of life	62	62	~	~
AC - Impacts - retirement/later life	25	25	~	~
AC - Impacts - safety	5	5	~	~
AC - Impacts - specific location	38	38	~	~
AC - Impacts - spoil (construction)	15	15	~	~
AC - Impacts - stress/anxiety/uncertainty	36	36	~	~
AC - Impacts - structural damage	10	10	~	~
AC - Impacts - tourism	1	1	~	~
AC - Impacts - traffic/road and bridge closures	93	92	~	1
AC - Impacts - viaduct	2	2	~	~
AC - Impacts - vibrations	50	49	~	1
AC - Impacts - visual	60	59	~	1
AC - Impacts - wildlife	2	2	~	~
AC - More info - assessment of blight	11	11	~	~
AC - More info - eligibility/affected properties	26	25	~	1

Code	Total	Question 1	Question 2	Other comments
AC - More info - impacts	16	16	~	~
AC - More info - maps	3	3	~	~
AC - More info - too vague/more details needed	29	29	~	~
AC - No comment	14	14	~	~
AC - No comment - impacts unknown	6	6	~	~
AC - No comment - more information needed	9	9	~	~
AC - No comment - not eligible	10	10	~	~
AC - No tax - support	10	10	~	~
AC - Not eligible but impacted/comment	64	62	~	2
AC - Other - appeal procedure/legal challenge	10	9	~	1
AC - Other - assessment/nature of blight	4	4	~	~
AC - Other - effects on property market	23	23	~	~
AC - Other - open to abuse	1	1	~	~
AC - Other - summary of proposals	1380	1379	~	1
AC - Other schemes - consistency/fairness	331	330	~	1
AC - Other schemes - express purchase	2	2	~	~
AC - Other schemes - homeowner payment	7	7	~	~
AC - Other schemes - interaction (general)	21	21	~	~
AC - Other schemes - market normalisation mechanism	305	305	~	~
AC - Other schemes - need to sell	37	37	1	~
AC - Other schemes - need to sell/recoup	19	19	~	~
AC - Other schemes - oppose VP restriction	133	79	~	55
AC - Other schemes - prefer EP/same as safeguarding	3	3	~	~
AC - Other schemes - prefer VP/wish to sell	37	34	1	2
AC - Other schemes - statutory (EHS/Part 1)	3	3	~	~
AC - Other schemes - suggest alternative	8	8	~	~
AC - Other schemes - voluntary purchase	85	53	4	29
AC - Personal circumstances	54	54	~	~
AC - Property - just outside EHPZ	1	1	~	~
AC - Property - just outside Safeguarded area	10	10	~	~
AC - Property - near infrastructure/ancillary works	12	12	~	~
AC - Property - near viaduct	11	11	~	~
AC - Property - near/above tunnel	1367	1366	~	1
AC - Property - other specific cases	86	86	~	~
AC - Property - partly within area zone - suggestions	18	18	~	~
AC - Property - within Safeguarded area	2	2	~	~
AC - Question uptake/demand	25	25	~	~
AC - Stay in home - other comments	60	60	~	~
AC - Stay in home - support idea	67	66	~	1
AC - Stay in home - will not help	51	51	~	~
AC - Suggestions - community fund	4	4	~	~

Code	Total	Question 1	Question 2	Other comments
AC - Suggestions - other	36	36	~	~
AC - Suggestions - sell back option	65	9	~	56
AC - Timescale - not long enough/suggest limit	15	15	~	~
AC - Timescale - other comments/suggestions	8	8	~	~
AC - Timescale - payout must be sooner/urgent	8	7	~	1
AC - Timescale - support	5	5	~	~
AC - Too inflexible/circumstances	54	54	~	~
AC - Valuation - higher value used	2	2	~	~
AC - Valuation - longer term loss/not just construction	46	~	~	46
AC - Valuation - must be/ will not be independent	15	14	~	1
AC - Valuation - other comments/suggestions	22	22	~	~
<b>Consultation</b>				
CO - Behavioural Insight Panels	6	~	4	2
CO - Community forums - criticism	2	1	~	1
CO - Consultation - criticism	17	~	17	~
CO - Documentation - challenge	54	25	19	12
CO - Documentation - comment/enquiry	19	8	7	5
CO - Documentation - maps	20	2	7	11
CO - Events	5	~	2	3
CO - Helpline/enquiries - criticism	3	3	~	~
CO - Process - comment/suggestion	15	2	~	13
CO - Process - criticism	143	28	6	116
CO - Process - more info	2	~	~	2
CO - Process - question influence	4	~	~	4
CO - Process - request	63	9	8	46
CO - Query/general comment	5	~	5	~
CO - Representativeness	9	3	5	2
<b>Existing Property Schemes</b>				
EM - Oppose/inadequate/unfair	309	1	21	287
EM - Support/support with caveat	6	~	~	6
EM - Ammendments to schemes/zones	11	4	3	4
EM - April 2014 revision	1349	1343	5	1
EM - Compensation (overall) - inadequate	12	9	~	3
EM - Criticism of application procedure	14	3	8	4
EM - Exceptional Hardship Scheme (EHS)	2742	302	2666	75
EM - Express purchase	23	6	~	17
EM - Express purchase - criticism	5	~	~	5
EM - More info needed	10	3	6	2
EM - Need to sell	60	3	18	40
EM - Need to sell - criticisms/oppose	214	21	62	142
EM - Rent Back	24	4	2	19

Code	Total	Question 1	Question 2	Other comments
EM - Safeguarding - sub-surface Safeguarded area	1	~	~	1
EM - Safeguarding/CPO	17	4	4	9
EM - Voluntary purchase offer	2442	2409	12	28
<b>Homeowner Payment</b>				
HP - Oppose/inadequate/unfair	4336	8	4301	38
HP - Support in principle/with caveat	69	~	68	1
HP - Support/prefer/accept	35	2	31	3
HP - Additional payments - moving costs	321	~	321	~
HP - Additional payments - other suggestions	29	~	29	~
HP - Amount - adequate	1	~	1	~
HP - Amount - arbitrary/question basis	60	~	60	~
HP - Amount - full (unblighted) market value/loss	431	~	431	~
HP - Amount - inadequate	4039	4	3952	91
HP - Amount - inadequate/suggest amount	45	~	38	7
HP - Amount - longer term loss/not only construction	44	~	44	~
HP - Amount - no amount adequate	15	~	15	~
HP - Amount - should be indexed to inflation	31	~	27	4
HP - Amount - should be variable/other suggestions	41	~	41	~
HP - Approach ('share in the benefits')	453	6	414	37
HP - Area - arbitrary/too inflexible	443	2	441	1
HP - Area - follow Safeguarding Zone/not from centre	317	~	317	~
HP - Area - include near construction sites	1695	~	1695	~
HP - Area - include near maintenance depot/loop	16	~	16	~
HP - Area - include near/above tunnels	4	~	4	~
HP - Area - include urban areas	2499	2	2487	14
HP - Area - not wide enough/impacts not compensated	4259	6	4189	68
HP - Area - not wide enough/suggest distance	2516	2	2508	6
HP - Area - other comments/suggestions	25	~	25	~
HP - Area - variable/tapering suggestions	44	3	43	~
HP - Cost - balancing fairness/cost to the tax payer	20	~	20	~
HP - Cost - other comments/suggestions	11	~	9	2
HP - Criteria - all affected should qualify	2741	2	2737	2
HP - Criteria - businesses/farms	2393	2	2387	4
HP - Criteria - date restriction (9 April 2014)	13	~	13	~
HP - Criteria - fairness/consistency	1752	~	1752	~
HP - Criteria - landlords	2381	2	2375	4
HP - Criteria - non owner-occupiers	2372	~	2367	5
HP - Criteria - pre route announcement (2010)	3	~	3	~
HP - Criteria - rural vs urban	7	~	6	1
HP - Criteria - tenants (including social housing)	2	~	2	~
HP - Impacts - ability to let/rent	1	~	1	~

Code	Total	Question 1	Question 2	Other comments
HP - Impacts - ability to sell/move/remortgage	482	~	478	4
HP - Impacts - agricultural land	2	~	2	~
HP - Impacts - AONB	1	~	1	~
HP - Impacts - children/young people	8	~	8	~
HP - Impacts - communities/residents (general)	71	~	69	2
HP - Impacts - community cohesion	16	~	16	~
HP - Impacts - community facilities/amenities	25	~	25	~
HP - Impacts - countryside	9	~	9	~
HP - Impacts - cumulative	11	~	10	1
HP - Impacts - disruption/inconvenience	1484	~	1483	1
HP - Impacts - during construction	501	~	498	4
HP - Impacts - dust and dirt	23	~	23	~
HP - Impacts - elderly/vulnerable	26	~	22	4
HP - Impacts - environment	19	~	19	~
HP - Impacts - freedom of choice ('trapped')	69	~	69	~
HP - Impacts - from tunnels (including blight)	27	~	27	~
HP - Impacts - future generations	1	~	1	~
HP - Impacts - health/wellbeing	19	~	19	~
HP - Impacts - heritage	2	~	2	~
HP - Impacts - human/property rights	26	~	26	~
HP - Impacts - light pollution	9	~	9	~
HP - Impacts - livelihood/business	30	~	30	~
HP - Impacts - local economy	2365	~	2365	~
HP - Impacts - loss of garden/part of property	4	~	4	~
HP - Impacts - loss of home/temp relocation	5	~	5	~
HP - Impacts - loss of jobs	1	~	1	~
HP - Impacts - loss of value/blight	4429	2	4366	63
HP - Impacts - maintenance depot/loop	11	~	11	~
HP - Impacts - mitigation measures	5	~	5	~
HP - Impacts - noise	156	~	154	2
HP - Impacts - not yet known	1	~	1	~
HP - Impacts - on urban areas/near stations	67	~	66	1
HP - Impacts - open spaces/green/recreation	13	~	13	~
HP - Impacts - outside working hours/ 24 hours	54	~	54	~
HP - Impacts - planning blight	2	~	2	~
HP - Impacts - pollution	51	~	51	~
HP - Impacts - public transport	6	~	6	~
HP - Impacts - quality of life	39	~	39	~
HP - Impacts - retirement/later life	32	~	32	~
HP - Impacts - safety	4	~	4	~
HP - Impacts - specific location	72	~	72	~

Code	Total	Question 1	Question 2	Other comments
HP - Impacts - spoil (construction)	3	~	3	~
HP - Impacts - stress/anxiety/uncertainty	46	~	46	~
HP - Impacts - structural damage	4	~	4	~
HP - Impacts - tourism	2	~	2	~
HP - Impacts - traffic/road and bridge closures	132	~	130	2
HP - Impacts - uninhabitable	1	~	1	~
HP - Impacts - viaduct	9	~	9	~
HP - Impacts - vibrations	43	~	43	~
HP - Impacts - visual (landscape/countryside)	65	~	63	2
HP - Impacts - wildlife	2	~	2	~
HP - More info - assessment of blight	7	~	7	~
HP - More info - eligibility/affected properties	21	1	18	2
HP - More info - impacts	13	~	13	~
HP - More info - maps	5	~	5	~
HP - More info - timescale/start	5	~	5	~
HP - More info - too vague/more details needed	27	~	25	2
HP - No comment	7	~	7	~
HP - No comment - impacts unknown	1	~	1	~
HP - No comment - more information needed	1	~	1	~
HP - No comment - not eligible	4	~	4	~
HP - No tax - support	9	~	9	~
HP - Not eligible (no benefit)	2	~	2	~
HP - Not eligible but impacted/comment	53	3	51	~
HP - Other - appeal procedure/legal challenge	3	1	2	~
HP - Other - assessment/nature of blight	44	~	44	~
HP - Other - effects on property market	68	~	68	~
HP - Other - summary of proposals	1392	1	1390	2
HP - Other schemes - alternative cash offer	8	~	8	~
HP - Other schemes - consistency/fairness	2688	2	2682	4
HP - Other schemes - interaction (general)	6	~	4	2
HP - Other schemes - market normalisation mechanism	311	~	311	~
HP - Other schemes - need to sell	34	~	34	~
HP - Other schemes - need to sell/recoup	28	4	24	~
HP - Other schemes - Property bond	20	~	20	~
HP - Other schemes - statutory (EHS/Part 1)	2	~	2	~
HP - Other schemes - suggest alternative	24	~	24	~
HP - Other schemes - voluntary purchase	5	~	5	~
HP - Personal circumstances	27	~	27	~
HP - Property - inside 120m	4	~	4	~
HP - Property - just outside Safeguarded area	3	~	3	~
HP - Property - near infrastructure/ancillary works	14	~	14	~

Code	Total	Question 1	Question 2	Other comments
HP - Property - near viaduct	11	~	11	~
HP - Property - near/above tunnel	25	~	24	1
HP - Property - other specific cases	91	1	90	1
HP - Property - partly within area zone - suggestions	13	~	13	~
HP - Stay in home - other comments	17	~	17	~
HP - Stay in home - will help	3	~	3	~
HP - Stay in home - will not help	2	~	2	~
HP - Suggestions - community fund	16	~	16	~
HP - Suggestions - other	23	5	19	~
HP - Timescale - must be early/sooner	35	~	35	~
HP - Timescale - not long enough/suggest limit	1	~	1	~
HP - Timescale - other comments/suggestions	7	~	5	2
HP - Timescale - support flexibility	6	~	6	~
HP - Too inflexible/circumstances	39	~	39	~
HP - Valuation - must be/will not be independent	5	~	5	~
HP - Valuation - other comments/suggestions	1	~	1	~
<b>HS2 Project</b>				
HS - General opposition to HS2	89	29	22	47
HS - General support for HS2	3	2	~	1
HS - Alternatives - improve existing network	12	3	5	4
HS - Alternatives - other	5	1	~	4
HS - Burden on energy resources/climate change	2	~	1	1
HS - Business case - challenge	111	27	41	49
HS - Business case - cost of blight/compensation	354	4	25	330
HS - Business case - support	3	2	1	~
HS - Comments on economic benefits	5	~	~	5
HS - Cost - accounting for environmental impacts	3	~	~	3
HS - Cost - other comments	20	9	2	10
HS - Cost - priorities/alternatives	20	1	5	14
HS - Cost - too expensive/not cost effective	37	11	13	16
HS - Criticism of Government/politicians	121	~	15	106
HS - Criticism of HS2 Ltd	364	22	312	34
HS - Documentation/official beliefs - challenge	14	7	7	~
HS - Environmental case (carbon emissions/energy use)	1	~	~	1
HS - Impact on existing rail services	6	~	5	1
HS - Journey times	9	~	8	1
HS - No benefits for impacted areas (challenge "economic boost")	257	39	143	86
HS - Route/mitigation - choice of terminus	3	~	~	3
HS - Route/mitigation - follow motorways	2	~	~	2
HS - Route/mitigation - inadequate	88	45	52	26
HS - Route/mitigation - more information needed/uncertainty	29	7	16	9



Code	Total	Question 1	Question 2	Other comments
HS - Route/mitigation - other mitigation suggestions	18	~	1	17
HS - Route/mitigation - Phase 2	3	2	~	1
HS - Route/mitigation - phasing and extensions	1	~	~	1
HS - Route/mitigation - route selection	5	~	~	5
HS - Route/mitigation - routing suggestions	10	2	4	4
HS - Route/mitigation - tunnel (specific area)	1373	1358	1350	1352
HS - Route/mitigation - tunnels (general)	17	4	8	5
<b>Previous Proposals</b>				
PP - Property bond - benefits/other comments	1449	8	1364	80
PP - Property bond - support/prefer	1558	29	1397	162
<b>Proposals</b>				
PR - Oppose/inadequate/unfair	4264	50	42	4195
PR - Support in principle/with caveat	6	~	~	6
PR - Support/prefer/accept	3	1	~	2
PR - Additional payments - moving costs	308	~	~	308
PR - Additional payments - other suggestions	16	1	~	15
PR - Amount - full (unblighted) market value/loss	14	~	5	9
PR - Amount - inadequate	292	1	~	291
PR - Amount - longer term loss/not only construction	79	~	4	75
PR - Amount - no amount adequate	1	~	~	1
PR - Area - arbitrary/too inflexible	39	2	3	34
PR - Area - follow Safeguarding Zone/not from centre	4	~	~	4
PR - Area - include near construction sites	39	1	~	38
PR - Area - include near maintenance depot/loop	2	~	~	2
PR - Area - include near/above tunnels	2	~	~	2
PR - Area - include urban areas	123	9	14	105
PR - Area - not wide enough/impacts not compensated	131	2	4	125
PR - Area - not wide enough/suggest distance	112	3	6	103
PR - Area - other comments/suggestions	18	~	1	17
PR - Caps - high value homes not compensated	2	~	1	1
PR - Caps - oppose	8	~	2	6
PR - Compensation - inadequate/unfair	514	32	35	458
PR - Compensation - other comments/suggestions	32	15	~	17
PR - Compensation - principle/all loss suffered	4	1	~	3
PR - Compensation - principle/burden on individual	1866	1354	95	1772
PR - Compensation - principle/can't afford fair compensation	1754	5	21	1732
PR - Compensation - principle/full and fair	2632	79	139	2478
PR - Compensation - principle/HS2 unprecedented	26	3	4	20
PR - Compensation - principle/polluter pays	1354	8	1338	8
PR - Compensation - Residents Charter comments	4	~	~	4
PR - Compensation - review proposals/schemes	16	~	~	16

Code	Total	Question 1	Question 2	Other comments
PR - Compensation - support more than statutory	11	1	~	10
PR - Cost - balancing fairness/cost to the tax payer	13	~	7	6
PR - Cost - other comments	11	~	~	11
PR - Criteria - all affected should qualify	361	5	3	355
PR - Criteria - arbitrary/question basis	9	2	~	7
PR - Criteria - businesses/farms	23	~	~	23
PR - Criteria - fairness/consistency	42	2	8	32
PR - Criteria - for local authorities/communities	4	~	~	4
PR - Criteria - landlords	18	1	~	17
PR - Criteria - non owner-occupiers	290	2	~	288
PR - Criteria - pre route announcement (2010)	3	1	~	2
PR - Criteria - rural vs urban	22	~	~	22
PR - Criteria - specific comments/suggestions	10	~	2	8
PR - Criteria - tenants (including social housing)	17	2	~	15
PR - Criteria - unaware of proposals when purchased	3	~	~	3
PR - Impacts - ability to let/rent	3	1	~	2
PR - Impacts - ability to sell/move/remortgage	2800	4	3	2793
PR - Impacts - ability to stay within area	1	1	~	~
PR - Impacts - access/land agents	1	~	~	1
PR - Impacts - agricultural land	5	~	~	5
PR - Impacts - AONB	1	~	~	1
PR - Impacts - businesses	31	~	~	31
PR - Impacts - children/young people	18	~	~	18
PR - Impacts - communities/residents (general)	76	~	~	76
PR - Impacts - community cohesion	18	1	~	17
PR - Impacts - community facilities/amenities	26	~	1	25
PR - Impacts - construction	1	~	~	1
PR - Impacts - countryside	3	~	~	3
PR - Impacts - crime	4	2	~	2
PR - Impacts - cumulative	20	~	1	19
PR - Impacts - daylight/sunlight	1	~	~	1
PR - Impacts - development land/planning blight	3	~	~	3
PR - Impacts - disruption/inconvenience	84	5	3	76
PR - Impacts - during construction	142	3	3	136
PR - Impacts - dust and dirt	41	~	~	41
PR - Impacts - ecology	1	~	~	1
PR - Impacts - elderly/vulnerable	25	~	~	25
PR - Impacts - environment	93	1	2	90
PR - Impacts - flooding/drainage	5	~	1	4
PR - Impacts - freedom of choice ("trapped")	131	1	5	125
PR - Impacts - frequency of trains	2	~	~	2

Code	Total	Question 1	Question 2	Other comments
PR - Impacts - from tunnels (including blight)	50	~	5	45
PR - Impacts - future generations	1	~	~	1
PR - Impacts - health/wellbeing	76	~	2	74
PR - Impacts - heritage	15	~	~	15
PR - Impacts - human/property rights	114	2	4	108
PR - Impacts - light pollution	5	~	~	5
PR - Impacts - livelihood/business	15	~	~	15
PR - Impacts - local economy	2	~	~	2
PR - Impacts - loss of garden/part of property	9	~	~	9
PR - Impacts - loss of home/temp relocation	12	1	~	11
PR - Impacts - loss of value/blight	4222	7	8	4207
PR - Impacts - noise	116	~	3	113
PR - Impacts - not yet known	1	~	~	1
PR - Impacts - on urban areas/near stations	24	~	5	19
PR - Impacts - open spaces/green/recreation	16	~	~	16
PR - Impacts - outside working hours/ 24 hours	25	~	~	25
PR - Impacts - pets	1	~	~	1
PR - Impacts - pollution	56	~	~	56
PR - Impacts - public transport	4	~	1	3
PR - Impacts - quality of life	25	1	1	23
PR - Impacts - retirement/later life	54	~	1	53
PR - Impacts - safety	7	~	~	7
PR - Impacts - social housing	10	~	~	10
PR - Impacts - specific location	23	1	1	21
PR - Impacts - spoil (construction)	22	~	2	20
PR - Impacts - stress/anxiety/uncertainty	127	3	~	124
PR - Impacts - structural damage	10	~	~	10
PR - Impacts - traffic/road and bridge closures	92	~	~	92
PR - Impacts - vibrations	32	~	~	32
PR - Impacts - visual (landscape/countryside)	23	~	~	23
PR - Impacts - wildlife	6	~	~	6
PR - Impacts - woodlands	1	~	~	1
PR - More info - assessment of blight	5	1	~	4
PR - More info - eligibility/affected properties	34	4	4	27
PR - More info - impacts	8	~	~	8
PR - More info - maps	3	~	~	3
PR - More info - too vague/more details needed	17	2	1	14
PR - No comment	1	~	~	1
PR - Not eligible but impacted/comment	40	~	~	40
PR - Oppose overall approach	4	4	~	~
PR - Other - appeal procedure/legal challenge	4	~	~	4

Code	Total	Question 1	Question 2	Other comments
PR - Other - arduous/stressful process	3	~	~	3
PR - Other - assessment/nature of blight	19	~	4	15
PR - Other - effects on property market	96	3	1	92
PR - Other - open to abuse	5	1	2	2
PR - Other - summary of proposals	1	~	~	1
PR - Other schemes - interaction (general)	5	~	2	3
PR - Other schemes - market normalisation mechanism	301	~	~	301
PR - Other schemes - statutory (EHS/Part 1)	2	~	~	2
PR - Other schemes - suggest alternative	27	~	2	25
PR - Personal circumstances	82	~	~	82
PR - Property - just outside area	4	~	1	3
PR - Property - just outside Safeguarded area	7	~	~	7
PR - Property - near infrastructure/ancillary works	17	~	~	17
PR - Property - near maintenance depot/ loop	2	~	~	2
PR - Property - near viaduct	16	~	~	16
PR - Property - near/above tunnel	82	3	~	79
PR - Property - other specific cases	60	1	2	57
PR - Property - partly within area zone - suggestions	7	~	~	7
PR - Property - within 120 to 300m zone	4	~	~	4
PR - Stay in home - other comments	6	~	~	6
PR - Stay in home - support idea	6	~	~	6
PR - Suggestions - community fund	9	1	~	8
PR - Suggestions - other	11	~	4	7
PR - Suggestions - process/implementation	13	~	1	12
PR - Suggestions - sell back option	4	~	~	4
PR - Timescale - other comments/suggestions	49	~	~	49
PR - Timescale - payout must be sooner/urgent	14	~	~	14
PR - Too inflexible/circumstances	23	1	3	19
PR - Valuation - other comments/suggestions	11	2	~	9
<b>References</b>				
RE - 2011 consultation	3	1	~	2
RE - 2012 consultation	3	~	~	3
RE - 2013 consultation	16	10	~	9
RE - April 2014 decision document	4	~	~	4
RE - Attachment	12	4	3	10
RE - CBRE report	58	7	40	18
RE - Compensation Code	6	1	1	5
RE - Correspondence with MP	10	5	~	6
RE - Crossrail	10	3	5	3
RE - DfT/government	10	~	9	1
RE - Endorse other response	13	1	4	10

Code	Total	Question 1	Question 2	Other comments
RE - Enquiries/correspondence with HS2	26	9	4	14
RE - European Convention on Human Rights	1	~	~	1
RE - European jurisprudence	1	~	~	1
RE - FOI	3	~	1	2
RE - Hamptons report	11	2	~	9
RE - Helstrip v HS2 Ltd case	1	~	~	1
RE - Higgins HS2 Report	5	5	~	1
RE - HS1	65	11	21	37
RE - HS2 Action Alliance	37	9	23	8
RE - HS2 Code of Construction Practice	53	41	42	8
RE - HS2 Environmental Statement	76	44	45	28
RE - HS2 Hybrid bill	12	1	4	7
RE - HS2 hybrid Bill Petition	14	6	1	7
RE - HS2 noise map	6	5	3	~
RE - HS2 Phase 2	43	16	16	28
RE - HS2AA Blight study	3	~	~	3
RE - Initial Preferred Route (IPR)	9	4	8	~
RE - Judicial Review	2	~	~	2
RE - June 2014 Safeguarding directions	1	~	~	1
RE - KPMG report	2371	3	2366	2
RE - Land Compensation Act	14	2	1	11
RE - Legislation - Compulsory Purchase Act 1965	1	~	~	1
RE - Legislation - other	8	5	3	~
RE - Legislation - TCPA 1990	2	~	~	2
RE - Level of public opinion/opposition	33	11	11	11
RE - Other HS2 documentation	9	6	3	~
RE - Other information/websites/reports	48	16	18	21
RE - Other projects/ compensation schemes	42	17	12	16
RE - Other question response	95	11	88	~
RE - Policy criteria	2	~	~	2
RE - Previous HS2 consultations	312	1	300	11
RE - Previous response	17	~	~	17
RE - Private sector best practice	2	2	~	~
RE - PwC report	2551	94	98	2450
RE - Red Book valuation	1	~	~	1
RE - Respondent info/context	3941	95	18	3904
RE - Secretary of State quote	20	2	7	11
<b>Locations</b>				
LO - A38	1	~	~	1
LO - A40	1	~	~	1
LO - A413 London Road	1	~	~	1

Code	Total	Question 1	Question 2	Other comments
LO - A418 Oxford Road	1	~	~	1
LO - A5	1	~	1	~
LO - Abbey Road Estate	1	~	~	1
LO - Aberdeen	2349	2	2347	~
LO - Adelaide Road	2	1	1	1
LO - Ainsworth Way	1	~	~	1
LO - Albert Street	3	~	~	3
LO - Alexandra Place	1	~	~	1
LO - Alexandra Road	1	~	~	1
LO - Amersham	1	~	~	1
LO - Ampthill Square	2	~	~	2
LO - Appletree	1	1	~	~
LO - Arlington Road	2	~	~	2
LO - Ashow	1	~	~	1
LO - Aston Le Walls	1	~	~	1
LO - Augustus Street	1	~	~	1
LO - Austrey	1	1	~	~
LO - Aylesbury	11	1	6	6
LO - B4443 Road	1	1	~	~
LO - B466 High Road Ickenham	1338	1338	~	~
LO - Baldwins Gate	1	~	~	1
LO - Ballinger Road	1	1	~	1
LO - Balsall Common, Berkswell	7	3	5	2
LO - Beechwood Avenue	1	~	~	1
LO - Belmont Court	1	~	~	1
LO - Belsize Road	1	~	~	1
LO - Berkswell	2	~	~	2
LO - Birmingham	4	2	3	1
LO - Blackenbury House	1	~	1	~
LO - Bockendon/Birches Wood	1	1	~	~
LO - Boddington	2	2	~	~
LO - Bodymoor Heath	1	~	~	1
LO - Boley Park	1	1	~	~
LO - Bottom House Farm Lane	1	~	~	1
LO - Boundary Road	1	~	~	1
LO - Boundary Road Estate	1	~	~	1
LO - Brackley	2	~	~	2
LO - Breakspear Road	5	1	2	3
LO - Bristol	2349	2	2347	~
LO - Buckinghamshire	2382	3	2368	15
LO - Burton Green	17	8	4	10

Code	Total	Question 1	Question 2	Other comments
LO - Calvert	11	4	4	5
LO - Calvert Green	7	~	5	3
LO - Camden	84	37	28	40
LO - Camden Cutting	47	34	35	16
LO - Camden Parkway	6	2	3	3
LO - Cappes/Dannford Lane	2	~	2	~
LO - Cardiff	2349	2	2347	~
LO - Carr Road	1	~	~	1
LO - Castle Vale, Birmingham	1	1	1	~
LO - Central Chilterns	4	4	~	~
LO - Central London	2	2	~	~
LO - CFA 20	1	~	~	1
LO - CFA 6	1	~	~	1
LO - Chalfont Common	1	~	~	1
LO - Chalfont St Giles	2	1	~	1
LO - Chalfont St Peter	1	1	1	~
LO - Charndon	3	~	1	2
LO - Chelmsley Wood	1	~	~	1
LO - Chesham	1	~	~	1
LO - Chesham Lane	1	~	~	1
LO - Chestnut Close	1	~	1	~
LO - Chetwode	1	~	1	~
LO - Chiltern Hills	1	~	~	1
LO - Chiltern Ridges	1	~	~	1
LO - Chilterns	11	~	9	3
LO - Chilterns AONB	19	9	6	7
LO - Chipping Warden	2	~	1	1
LO - Church Fenton	7	6	2	~
LO - Clarkson Row	3	~	~	3
LO - Cobourg Street	3	~	~	3
LO - Coldharbour	1	~	1	1
LO - Colne Valley	3	1	~	2
LO - Common Lane, Washwood Heath	1	~	~	1
LO - Coniston	1	~	1	~
LO - Cophall Farm	1	~	~	1
LO - Cophall Road	1	~	~	1
LO - Cornwall/Devon/Somerset	3	~	2	1
LO - Country South	1	~	1	~
LO - Court Farm Road	1	~	~	1
LO - Coventry	3	~	3	~
LO - Crackley	3	~	2	2

Code	Total	Question 1	Question 2	Other comments
LO - Crackley Crescent, Kenilworth	3	3	~	1
LO - Crackley Gap	1	1	~	~
LO - Cromwell Lane	1	~	~	1
LO - Cubbington	1	~	1	1
LO - Cudsdens Court	1	~	~	1
LO - Culcheth	2	1	~	2
LO - Darnford Park	1	~	1	~
LO - Darwin Court	8	~	~	8
LO - Delancey Street	8	2	~	6
LO - Delta Junction	1	1	~	~
LO - Denham	2	2	1	~
LO - Denham Lane	1	~	~	1
LO - Denham Quarry	1	1	~	~
LO - Dinerman Court	1	~	~	1
LO - Dodd's Farm	1	~	~	1
LO - Dosthiill	1	~	~	1
LO - Drayton Bassett, Lichfield	3	2	1	~
LO - Drummond Street	5	3	~	3
LO - Dunsmore	5	2	2	5
LO - Dunton M42	1	~	~	1
LO - Durhams Farm	1	~	~	1
LO - Ealing	1	1	~	~
LO - Ellesborough Road, Wendover	1	1	~	~
LO - Euston	60	24	23	32
LO - Euston Square Gardens	1	~	~	1
LO - Euston station	47	33	39	2
LO - Eventide	1	1	~	~
LO - Eversholt Street	1	~	~	1
LO - Exmouth Mews	1	~	~	1
LO - Fairford Leys	3	2	~	1
LO - Finmere	1	~	~	1
LO - Fleet Marston Farm Cottages	1	~	~	1
LO - Gloucester Avenue	2	~	~	2
LO - Granby Terrace	1	~	~	1
LO - Granby Terrace Bridge	3	~	~	3
LO - Great Missenden	2	~	~	2
LO - Greatworth	2	~	~	2
LO - Greenfield Avenue	1	~	~	1
LO - Greystoke Drive, North Ruislip	1	~	1	~
LO - Halton	1	~	~	1
LO - Hampstead Road/Bridge	5	~	~	5



Code	Total	Question 1	Question 2	Other comments
LO - Handsacre	4	3	~	1
LO - Harefield	1362	1351	1355	1355
LO - Harefield South	7	~	~	7
LO - Harrington Street	1	~	~	1
LO - Harvil Farm	1	~	~	1
LO - Harvil Road	5	2	2	2
LO - Hawkslade	1	~	~	1
LO - Heath End	1	~	~	1
LO - Herlwyn Road	1	~	~	1
LO - Highfield Drive	1	~	~	1
LO - Hilgrove Road	1	~	~	1
LO - Hillingdon	7	1	6	~
LO - Hillingdon Outdoor Activities Centre (HOAC)	1341	1340	~	1
LO - Hillside, South Harefield	1	~	1	~
LO - Hints	1	~	~	1
LO - Hockley	1	~	1	~
LO - Hoylake Crescent	2	~	2	1
LO - Hyde Heath	9	1	1	8
LO - Ickenham	1359	1352	1353	1349
LO - Ingestre	7	6	6	7
LO - Kenilworth	7	1	4	2
LO - Kilburn	1	~	1	~
LO - Killamarsh	1	~	~	1
LO - Kings Ash	3	1	1	2
LO - Kingsbury	3	~	~	3
LO - Kingsbury Water Park	1	1	~	~
LO - Ladbroke	1	~	~	1
LO - Langtry Walk	4	~	1	3
LO - Layby Farm Business Park	1	~	~	1
LO - Lea Marston	12	6	8	4
LO - Leeds	1	1	~	~
LO - Lichfield	3	2	1	~
LO - London	26	12	10	8
LO - Loudoun Road	2	~	~	2
LO - Lower Boddington	8	1	4	3
LO - Lower Thorpe	1	~	~	1
LO - M42	2	~	2	~
LO - M6	1	1	~	~
LO - Madeley	1	~	~	1
LO - Mantles Wood	2	~	~	2
LO - Marsh Crossing	1	~	~	1

Code	Total	Question 1	Question 2	Other comments
LO - Marsh Lane	1	~	~	1
LO - Marston	8	3	1	5
LO - Marston Rail Head	1	~	~	1
LO - Mary Green Abbey Road	1	~	~	1
LO - Mastin Moor	1	1	~	~
LO - Middleton	2	1	2	1
LO - Misbourne Valley	1	~	~	1
LO - Mornington Crescent	5	3	1	2
LO - Mornington Place	2	~	~	2
LO - Mornington Street	3	~	~	3
LO - Mornington Street Bridge	5	~	~	5
LO - Mornington Terrace	6	1	~	5
LO - Mortimer Crescent	3	~	~	3
LO - Newland Farm	1	~	~	1
LO - Norfolk	1	~	1	~
LO - North Staffordshire	22	~	2	20
LO - North Warwickshire	2	1	1	1
LO - Northamptonshire	3	1	2	1
LO - Northolt	2	~	~	2
LO - Northolt Tunnel	2	~	~	2
LO - NW London	1	1	~	~
LO - Oak Avenue	1	~	1	~
LO - Old Oak Common Lane	2	~	~	2
LO - Old Oak Common Station	5	~	~	5
LO - Overwoods Road	1	~	1	~
LO - Park Village East	19	10	5	6
LO - Potter Row	6	2	1	4
LO - Primrose Hill	11	6	~	6
LO - Quainton	2	~	2	~
LO - Radstone	1	~	~	1
LO - Red Lane	2	2	~	~
LO - Red Lane, Burton Green	1	~	~	1
LO - Regent's Park	4	1	~	3
LO - Regent's Park Estate	4	2	~	3
LO - Regent's Park Road Bridge	1	~	1	~
LO - Risborough Road	1	~	~	1
LO - River Pinn	1	~	~	1
LO - Robert Morton House	1	~	~	1
LO - Rother Valley	1	~	~	1
LO - Rothwell	1	~	~	1
LO - Rowan Drive, Handsacre	1	1	~	~

Code	Total	Question 1	Question 2	Other comments
LO - Rowley Way Estate	1	~	~	1
LO - Ruislip	1352	1345	1348	4
LO - Scotland	1	~	~	1
LO - Somers Town	3	1	1	2
LO - South Heath	10	2	7	3
LO - South Northamptonshire	2	~	~	2
LO - Southbury	1	~	~	1
LO - St James Gardens	2	~	~	2
LO - St Mary's	1	1	~	~
LO - St Pancras	1	~	1	~
LO - St Pancras Parish Church	1	~	~	1
LO - Stafford	2	~	~	2
LO - Staffordshire	1	~	1	~
LO - Station Road	1	~	~	1
LO - Steeple Claydon	7	~	4	3
LO - Stockwell Heath	1	~	~	1
LO - Stoke Mandeville	3	~	1	3
LO - Stoke-on-Trent	2	~	2	~
LO - Stone	1	~	~	1
LO - Stoneleigh	1	~	~	1
LO - Streethay	2	~	1	1
LO - Swakeleys Road	3	~	1	2
LO - Swakeleys Roundabout	1	~	~	1
LO - Swiss Cottage	1	1	1	~
LO - Swynnerton	1	~	~	1
LO - Tamar Road Estate	1	~	1	~
LO - Tameside Drive, Castle Drive	1	~	~	1
LO - Tamworth	1	~	1	~
LO - The Dublin Castle	1	~	~	1
LO - The Greenway	2	1	2	1
LO - The Lee	1	~	~	1
LO - Thorpe Mandeville	1	~	~	1
LO - Tixall	2	2	~	2
LO - Tonge/Breedon on the Hill	1	1	~	~
LO - Trinity Way	1	~	~	1
LO - Turweston	5	1	3	4
LO - Twyford	17	3	7	8
LO - Upper Boddington	1	~	1	~
LO - Uxbridge	1	~	~	1
LO - Vale of Aylesbury	1	~	1	~
LO - Vicarage Lane	1	1	~	~

<b>Code</b>	<b>Total</b>	<b>Question 1</b>	<b>Question 2</b>	<b>Other comments</b>
LO - Walton Court, Aylesbury	1	~	~	1
LO - Warmstone	1	1	~	~
LO - Warren Road	1	~	~	1
LO - Warwickshire	2	1	~	1
LO - Water Orton	8	6	5	~
LO - Wells House Road	5	1	~	4
LO - Wendover	21	9	8	9
LO - Werrington Street	1	~	~	1
LO - West Midlands	1	~	~	1
LO - West Ruislip	1341	1339	~	2
LO - Westbury	2	1	1	1
LO - Whitacre Heath	1	~	~	1
LO - Whitmore	1	~	~	1
LO - Whitmore Heath	2	~	~	2
LO - Woodlesford	2	2	~	1