

High Speed Two Phase 2b: Crewe to Manchester & West Midlands to Leeds Property Consultation 2016, a summary of consultation responses

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A report to HS2 Ltd and the Department for Transport

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Executive summary

This report provides a summary of the responses to the Government's High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds Property consultation. The consultation began on 15 November 2016 and ran for 16 weeks.

The purpose of the consultation was to inform the Secretary of State's decision on compensation for the Phase 2b route, based on the views of those individuals and organisations who expressed their opinions on the property consultation document.

Consultation process

The HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Property consultation 2016 was managed by HS2 Ltd on behalf of the Department for Transport (DfT). Dialogue by Design was commissioned to receive, collate, analyse and report on responses to the consultation made via the webform, email, or the Freepost address set up for this consultation.

Consultation responses

A total of 2,049 responses were received. Of these, 122 were from organisations and elected representatives, the remainder were submitted by members of the public.

Responses to the parallel Route Refinement consultation are summarised in a separate report.

Proposed property compensation and assistance schemes (Chapter 5)

Respondents were asked to provide feedback on the range of property compensation and assistance schemes available. A total of 1,806¹ responses were received in relation to this question. Roughly half of respondents who comment on the overall compensation and assistance schemes argue that the proposed package as a whole would be inadequate. Many respondents who oppose the proposed compensation argue that the boundaries of the schemes would either be arbitrary or simply too narrow. Others explain their opposition is due to their dissatisfaction with the amount of money on offer, which they argue should substantially increase. Some respondents comment on factors they say should be considered when discussing compensation proposals, primarily: noise and vibration; property blight; visual impact; and general disruption from construction.

Alongside comments on the proposed compensation package as a whole, respondents make detailed comments about the specific compensation and assistance packages. For example, respondents express opposition to the proposed 'Homeowner Payment' scheme. They argue that the proposed boundaries of the scheme would be inadequate, also raising concerns about

¹ This includes 1,710 respondents commenting on overall proposed compensation and assistance schemes, 67 Express Purchase, 19 Extended Homeowner Protection Zone, 693 Need to Sell, 357 Rural Support Zone (excluding the proposed boundaries in Chapter 6-10), 37 Rent Back, 284 Homeowner Payment Zone, 15 atypical properties and special circumstances, 100 measures for properties above deep tunnels. Many of these respondents mention several schemes.

the payment on offer in the proposed bands, which they argue would be insufficient. The proposed 'Need to Sell' scheme attracts criticism, primarily for its perceived restrictive eligibility criteria. Respondents argue the scheme should be open to all who wish to sell their homes, without a need to provide a compelling reason or prove an effort to sell.

Proposed boundaries of the Rural Support Zone (Chapters 6-10)

A total of 284² respondents provide feedback on the five proposed boundaries of the Rural Support Zone across the proposed Phase 2b route. Many of these respondents oppose the proposed boundaries of the Rural Support Zone, saying that distance is an arbitrary measurement for compensation, or that the proposed zones would be too narrow. Some respondents suggest alterations to the Rural Support Zone boundaries, extending them to a specific location or by a specific distance. Several respondents suggest entirely new methods for establishing a Rural Support Zone, including covering urban areas which they say have been unfairly excluded from the proposed scheme.

Small numbers of respondents express support for the Rural Support Zone proposals for the areas specified in the consultation documentation, mostly in a general way. Respondents say that the proposed Rural Support Zones would help to minimise the impact on the environment and communities as a whole.

Need to Sell's no prior knowledge criterion (Chapter 11)

A total of 456 respondents comment on the proposed No prior knowledge criterion of the 'Need to Sell' scheme. Most respondents oppose the implementation of the proposed No prior knowledge criterion, raising concerns that the recent redrafting of the proposed route and the changing circumstances of residents would make such a criterion unfair or obsolete. Several others express concern that the proposed Phase 2b route was not sufficiently publicised to justify penalising those who had no knowledge of it. Whereas, some respondents say that local residents would find it difficult to sell their properties without the proposed scheme.

Respondents who support the proposed No prior knowledge criterion believe that it would prevent residents exploiting the 'Need to Sell' scheme. Several others suggest that more flexibility would be needed in the implementation of the proposed scheme, to prevent exploitation while also not penalising those who would rely on the 'Need to Sell' scheme to continue with their lives.

² This includes 66 respondents commenting on proposed boundary of the RSZ north of Crewe, 27 proposed boundary of the RSZ in southern Manchester, 86 proposed boundary of the RSZ in south Long Eaton, 87 proposed boundary of the RSZ north of Trowell, 132 proposed boundary of the RSZ south east of Leeds. Many of these respondents mention several proposed boundaries of the RSZ.

Other comments (Chapter 12)

A total of 1,078 respondents make comments that do not address the consultation questions directly. These responses include comments in relation to the HS2 project as a whole and the consultation process.

Some respondents express opposition to the HS2 project as a whole, objecting to it on the basis of cost or a perceived lack of benefits. They sometimes suggest other projects in which the money could be invested, such as the improvement of existing rail networks.

Some are critical of the way the consultation process was conducted. A number of respondents request personalised engagement or assistance from HS2 Ltd to support them in regards to the proposed compensation and assistance schemes. Several respondents criticise the documentation that was provided, arguing that the maps and information available were below standard.

Chapter 1: About the consultation

1.1 Background

- 1.1.1 High Speed Two Ltd (HS2 Ltd) is the organisation responsible for developing and delivering the High Speed Two (HS2) project. HS2 Ltd an executive non-departmental public body sponsored by the Department for Transport (DfT).
- 1.1.2 In November 2016, the Government announced the preferred route for the proposed HS2 railway from Crewe to Manchester and West Midlands to Leeds – known as Phase 2b. As part of this announcement, the Government launched two consultations on:
- the seven substantial changes being proposed to the previously consulted route; and
 - the property compensation and assistance schemes being proposed for people affected by the plans.
- 1.1.3 Further information about the consultation can be found in Appendix B.

Chapter 2: Participation

2.1 Introduction

- 2.1.1 This chapter provides an overview of participation in the consultation. It covers response types and a breakdown of respondent sectors.

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 materials and on the 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 a response had been successfully received by Dialogue by Design.

2.3 Response types

- 2.3.1 A total of 2,049 responses were received, in a number of different formats. Table 1 describes these in more detail.
- 2.3.2 Some responses were categorised as null responses, including: identical responses from a single respondent, blank responses and requests for specific information. Enquiries received through the response channels were redirected to the HS2 Enquiries team.

Table 1 Response types

Response type	Count
Online response form Responses submitted via the response form on the consultation website	801
Offline response form Completed response forms submitted via freepost or email	857
Letter or email Individual responses submitted via freepost or email	391
Total	2,049

2.4 Responses by sector

- 2.4.1 Respondents that used the response form or the consultation website to respond to the consultation were asked to indicate the sector that most appropriately described them. Other responses received from organisations, with no sector indication given, were categorised based on information from the response or through publicly available information about the responding organisation. This was done through an iterative process between Dialogue by Design and HS2 Ltd. A list of responding organisations per sector is included in Appendix A.

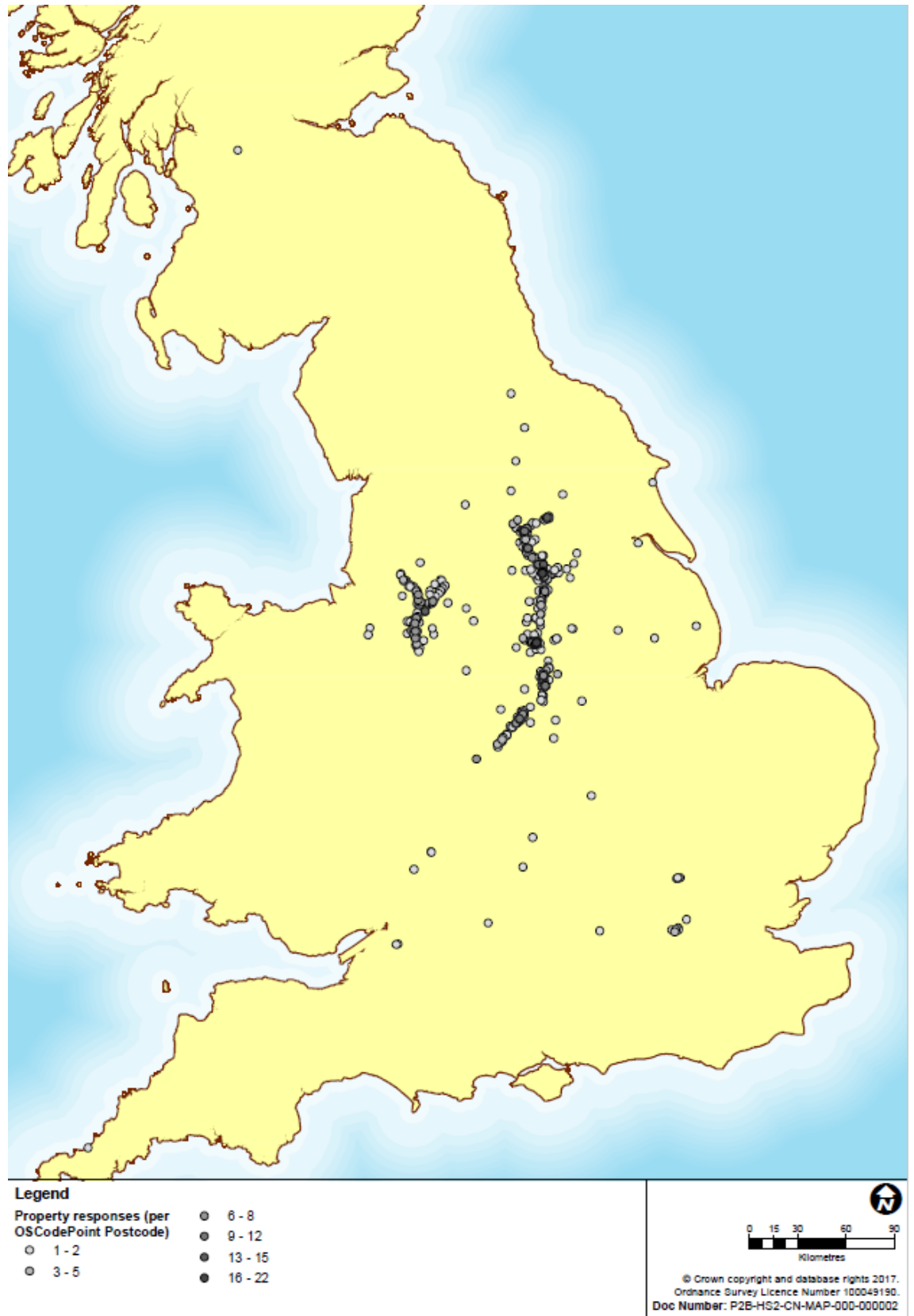
Table 2 Responses by sector

Sector	Count
Members of the public	1,927
Action groups (includes interest groups campaigning on various aspects of the HS2 proposals)	13
Businesses (local, regional, national or international)	27
Elected representatives (includes MPs, MEPs, and local councillors)	7
Environment, heritage, amenity or community groups (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)	11
Local Government (includes county councils, district councils, parish and town councils and local partnerships)	33
Real estate, housing associations or property-related organisations	29
Statutory agencies	1
Transport, infrastructure or utility organisations	1
Total	2,049

2.5 Responses by location

- 2.5.1 Fig 1 below shows a visual representation of response frequency by respondent postcode.

Fig 1: Response frequency by postcode



Chapter 3: Methodology

3.1 Introduction

- 3.1.1 This chapter gives a brief overview of how responses were received and analysed. More details about the methodology can be found in Appendix B.

3.2 Response processing and analysis

- 3.2.1 Dialogue by Design received all consultation responses through the dedicated response channels and processed them consistently. There were four stages to processing and analysing the consultation responses:

1. **Data receipt and digitisation of all submissions:** to a consistent digital format, with supervision and quality checking of the transcription process to ensure accuracy.
2. **The development of an analytical framework:** to enable a team of analysts to categorise all responses according to the issues they raise.
3. **The application of the analytical framework:** a systematic process of applying the analytical framework to all responses, with quality checking to ensure accuracy.
4. **Reporting:** the translation of the analysed data into this summary report.

- 3.2.2 This report is the output of the process. It presents a summary of the issues raised in the consultation responses, but it does not:

- make recommendations or seek to draw conclusions from responses;
- attempt to respond to comments made by respondents; or
- seek to verify or pass judgement on the accuracy of comments made by respondents.

Its purpose is to organise, analyse and report on the responses received and provide results in a format that is as accessible as possible for the general public, stakeholders and for decision makers in Government.

Chapter 4: Reading the report

4.1 About the report

- 4.1.1 This report summarises the responses to High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation 2016. The report summarises the issues raised by respondents and indicates where specific views are held by a large proportion 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.
- 4.2.3 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. To aid readers in interpreting the scope of such quantifiers, each sub-section begins with an indication of how many respondents have commented on the topic of the sub-section. The quantifiers used in each section are relative to this number – so 'many' and 'some' should be read as 'many of the respondents who commented on this issue' and 'some of the respondents who commented on this issue'.
- 4.2.4 Some 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.
- 4.2.5 In this report, specific views or issues are frequently presented without presenting a number of how many responses 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. For a detailed, quantitative breakdown of the number of respondents commenting on each issue, the reader can refer to Appendix C.

4.3 Structure of the report

- 4.3.1 This summary report follows the structure of the consultation questionnaire and addresses each of the property schemes consulted upon in turn, before addressing overall comments made about HS2.

Table 1 Report structure

Chapter	Property scheme
5	Proposed property compensation and assistance schemes for the preferred Phase 2b route
6	Proposed boundary of the RSZ north of Crewe
7	Proposed boundary of the RSZ in southern Manchester
8	Proposed boundary of the RSZ in south Long Eaton
9	Proposed boundary of the RSZ north of Trowell (west of Nottingham)
10	Proposed boundary of the RSZ south east of Leeds
11	Need to Sell scheme's no prior knowledge criterion
12	Overall comments on the project and the proposed route

- 4.3.2 Quotations from responses have been included in the following chapters to illustrate views discussed in the narrative. The quotations are taken from a mix of responses including organisations, elected representatives and members of the public. Quotations have been attributed where these are taken from a response from an organisation or an individual in a public role such as an MP. Quotations have not been attributed to private individuals other than indicating that they are from an individual's response. No quotes have been included from confidential responses.
- 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.

4.4 Appendices

- 4.4.1 This report has seven appendices:
- a list of organisations and elected representatives that responded to the consultation (Appendix A);
 - a description of the consultation process and a detailed methodology explaining how responses were received, processed and analysed (Appendix B);

- a table listing all codes in the analysis framework and the number of times they were used in the analysis of responses (Appendix C);
- a glossary of terms (Appendix D);
- the results of a simultaneous equality and diversity monitoring exercise (Appendix E) and the form used in this monitoring exercise (Appendix F); and
- a copy of the consultation questionnaire (Appendix G).

Chapter 5: Proposed property compensation and assistance schemes for the preferred Phase 2b route (question 1)

5.1 Introduction

5.1.1 This chapter provides a qualitative summary of responses to question 1 of the consultation response form, which asks for comment on the proposed package of discretionary compensation and assistance schemes provided by the Secretary of State for Transport.

5.1.2 Question 1 asks:

'The Government believes the proposed schemes outlined in the Property Consultation document provide a comprehensive package of assistance and compensation to communities along or near the preferred Phase 2b section of HS2. Are there any factors which you think should be considered to make the proposed schemes more suitable for the preferred Phase 2b section of HS2? Can you suggest any ideas you may have to improve the package of compensation and assistance schemes for the preferred Phase 2b section of HS2?'

5.1.3 A total of 1,806³ responses were received in relation to this question. This includes responses to question 1 as well as issues raised by respondents that did not follow the structure of the consultation questions, but were deemed relevant to the question.

5.1.4 For a detailed, quantitative breakdown of the number of respondents raising each issue, please see to Appendix C.

5.1.5 This chapter covers the following topics:

- overall comments on compensation and assistance schemes (section 5.2);
- comments on Express Purchase (section 5.3);
- comments on the Extended Homeowner Protection Zone (section 5.4);
- comments on Need to Sell (section 5.5);
- comments on the Rural Support Zone (section 5.6);
- comments on Rent Back (section 5.7);
- comments on Homeowner Payment scheme (section 5.8);

³ Specific numbers of respondents who commented on the specific schemes and schemes in general can be found at the beginning of each section below (5.2 - 5.10) . Many of these respondents mention several schemes.

- comments on atypical properties and special circumstances (section 5.9); and
 - comments on measures for properties above deep tunnels (section 5.10).
- 5.1.6 Comments on the proposed urban/rural boundaries of the Rural Support Zones are reported on in chapters 6 to 10.
- 5.1.7 Comments on the proposed Need to Sell's 'no prior knowledge' criterion are reported on in chapter 11.

5.2 Overall comments on the proposed compensation and assistance schemes

- 5.2.1 This chapter covers comments from the 1,710 respondents who specify that they are commenting on the compensation package as a whole and respondents who do not specify which scheme they are referring to. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to this total number of comments.
- 5.2.2 A few respondents express support for the compensation proposals as a whole, believing them to be comprehensive and fair. In particular, several respondents welcome the perceived flexibility of the compensation scheme. Respondents who are supportive of the proposals typically provide little detail about the reasons for their support.
- 5.2.3 Many other respondents find the compensation proposals to be inadequate. Respondents voicing opposition include Antoinette Sandbach, Member of Parliament for Eddisbury, Maggie Throup, Member of Parliament for Erewash, and several local councils. Many respondents argue that compensation proposals need to be adequate and fair. Respondents who oppose the proposals frequently suggest that the proposed compensation and assistance package is not nuanced or comprehensive enough to reach all those who need it. Some respondents' opposition to the proposed compensation schemes is linked to their general opposition to the proposed HS2 scheme.

"I do not agree that the proposed compensation is either adequate or comprehensive enough." Individual response

- 5.2.4 Many respondents say that the criteria of the proposals are too restrictive, leading to the exclusion of too many residents. For example, several respondents, including Measham and High Melton Parish Councils, argue that landlords would be unfairly prevented from applying for compensation by scheme restrictions. They argue that the perceived blight caused by HS2 would equally affect investment property, and that it would be unjust to exclude landlords from compensation schemes. Several respondents express concern that tenants would be excluded. They believe that tenants should be compensated on an equal basis to landlords, as they are the actual occupiers of the properties who would be experiencing the blight.
- 5.2.5 Several respondents say that they do not have enough information on the compensation proposals to make a definitive judgement on them. Others express concern about a perceived lack of rationale for decisions that have already been made. They say that HS2 Ltd and the Government should be able to clearly justify decisions on compensation before they are implemented. Some respondents are concerned that the information related to individual properties is too vague. They suggest that this has led to a significant number of residents who are unsure what they are entitled to, or what the deadlines are for applications.

5.2.6 Principles

- 5.2.7 Many respondents who comment on the proposed compensation and assistance schemes as a whole, including Leeds, Doncaster and Leicestershire Councils, argue that the most important principle should be that every resident is provided full and fair compensation. Several respondents say that the proposed HS2 route would not benefit those it affects and so compensation would be the only way for them to be reimbursed. They argue that for such compensation to be full and fair it should not only cover the material loss in the value of their homes, but also the disruption to their lives and the potential distress and inconvenience caused by HS2.
- 5.2.8 Many respondents, including action group Swillington, Oulton, Woodlesford HS2 Action Together (SOWHAT), argue that if the Government and HS2 Ltd are not able to afford to provide full compensation to all, then HS2 should not be permitted to go ahead. They regard full and fair compensation as an essential component to the HS2 proposals.

“If you want to trample over the lives and dreams of people you should not be allowed to do it without full and fair levels of compensation” Individual response

- 5.2.9 As a part of ensuring full and fair compensation, several respondents suggest that the 'polluter pays' principle should be applied. In their view this would mean that whenever HS2 would cause a loss in value, HS2 Ltd would pay for it. Respondents including Croft and Culcheth Parish Councils argue that where HS2 would result in losses which are not compensated, it would equate to a subsidy of the project. They argue that this would mean that some taxpayers are made to pay twice for HS2, which they say would be unfair.

"...a property tax on homeowners near the line who are, effectively, subsidising HS2 with the loss in value on their homes that are not being fully compensated" Packington HS2 Response Team

- 5.2.10 Many respondents are concerned that HS2 would deny residents the freedom to move home when they wish. They stress that it should be of paramount importance to enable those potentially affected to move freely and that it should be a key principle of the compensation and assistance schemes. Respondents including High Melton Parish Council are concerned that some residents would be stuck in 'limbo'. These residents would not be eligible to sell to the Government through any of the proposed schemes, but would still be unable to sell their properties on the open market. Many respondents commenting on this issue describe residents as trapped in an area they no longer wish to live. They argue that any residents who want to move away, whether because of HS2 or for any other reason, should be enabled to do so by the Government.

"HS2 should not deny people the freedom to move or re-mortgage for 15yrs and more" SOWHAT (Swillington, Oulton, Woodlesford, HS2, Action Together)

- 5.2.11 Many respondents are insistent that one of the key principles of the compensation and assistance schemes should be that residents can relocate to a property of equivalent size, in a similar area. They argue that if this is not an enshrined principle of the compensation proposals, residents would be worse off materially, as well as in terms of quality of life. Doncaster Council expresses satisfaction that HS2 Ltd has started on the road towards this principle. However, several others, including Barnburgh and Harlington Parish Council, raise concerns that such like-for-like relocation would be impossible in many cases. Some respondents give examples of unique and irreplaceable properties, citing their age or location. Other respondents suggest that the qualities of a family home are not limited to the physical structure, and so could not be replicated elsewhere.

- 5.2.12 Several respondents say that there should be safeguards in place to protect those residents who wish to remain in their property, or the surrounding area. Many of these respondents express their own desire to stay in their homes, to avoid the upheaval of moving, or for sentimental reasons. Some respondents suggest that for those who wish to remain, alternative methods of compensation or assistance should be considered, such as double or triple glazing, in the hope of mitigating some of the potential effects of HS2. Several others suggest that compensation and assistance schemes should be on offer for many years, to accommodate those who choose to stay but may change their mind in the future. Respondents are also keen for schemes helping residents who choose to move to be accommodated within the same town. Community cohesion and resident wellbeing, they say, demand that those who are required to move or choose to do so, should be able to purchase property in the local area.

“Where residents do make the decision to remain, they must be allowed access to a package of compensation specifically designed to fund residential schemes to mitigate both the visual and audible impacts of HS2” Joint Rural Parishes

5.2.13 Compensation

- 5.2.14 Most respondents who comment on the proposed compensation and assistance schemes, including several parish councils, argue that the primary aim of compensation should be to reflect the reduction in property values that HS2 would cause. They fear this is not currently the case, which they say would lead to residents having to bear the financial burden of the project. Measham, Appleby, Packington & Austrey HS2 Action Group and many other respondents feel that the potential loss in value should take precedence over the location of a property when it comes to allocating compensation. They argue that thousands of properties outside of the compensation zones would be blighted by the project, and argue that it is vital that their occupants are compensated fairly.
- 5.2.15 Following this principle, some respondents feel that compensation should be based upon the unblighted value of properties, defined as the market value before the announcement of the proposed HS2 route. They worry that the Government’s pledge to purchase houses at market value might fail to consider the depression of local property markets caused by the announcement of the proposed route for HS2. Rudheath Parish Council hopes that this approach would ensure that residents would not be forced to accept a financial loss because of HS2.

“The ‘Need to Sell’ scheme should include compensation towards any gap (or per cent) difference in sold price to valuation price” Individual response

- 5.2.16 In addition, most respondents who comment on the overall package of proposed schemes argue that the compensation should be increased to some degree. Several respondents suggest specific increases to the proposed compensation package. Most of the specific requests for raised compensation focus on the purchase of property. Respondents are concerned that what is being offered would not be enough, and instead argue that the Government should pay between 30% and 50% of the property value on top of the market price, with a few suggesting compensation of 200% of the value of the land in question. Doncaster Council states that at least 25% on top of market value would be needed for it to be 'suitable compensation'. Other respondents are less specific in their requests for more compensation. Measham and Hooton Pagnell Parish Councils, for example, simply suggest that the current proposals are too low. Several respondents accuse HS2 Ltd and the Government of focusing too heavily on compensating for the loss of property value. They believe more compensation is required on top of the current package to compensate for the potential effects on quality of life, and on local communities. Some describe the current compensation package as 'insulting' to those affected.
- 5.2.17 Some respondents who argue for more generous compensation also argue that all of the proposed schemes, not just those applying to the safeguarded zone, should cover residents' legal and moving fees. Respondents say it would be unfair for residents to have to pay the associated fees when they are seen as being forced out of their homes to make way for HS2. Respondents including Doncaster Council believe that such fees should be covered by HS2 Ltd and the Government, decided on a case by case basis to ensure all costs would be compensated.

"There is no provision for moving costs, legal fees, furnishings etc., all of this will have to be paid for out of savings which have been put by to give a reasonable standard of living in retirement" Individual response

- 5.2.18 A few respondents argue that the compensation proposals should include a property bond, where the Government will guarantee to become a 'purchaser of last resort', stepping in if no buyer can be found for a property. This would, respondents argue, help to boost confidence in the local property market, and ensure buyers are not discouraged from purchasing in an area where HS2 is proposed. Yvette Cooper, Member of Parliament for Normanton, Pontefract and Castleford, as well as other local MPs, express support for a property bond in their responses, believing it would help to reduce blight and the impact on residents.

- 5.2.19 Many alternative forms of compensation are suggested by respondents. These include replacing community facilities that would be lost to the construction of HS2 and ensuring adequate access during and after construction. Some respondents argue that this should include regenerating affected areas such as country parks. A popular suggestion with several respondents is the provision of improved glazing, double or triple, to properties in the vicinity of the proposed high speed line to reduce the effect of noise. As well as this, respondents suggest the Government should provide interest free loans to allow property owners to upgrade their homes.
- 5.2.20 Several respondents believe that the proposed compensation package for HS2 should be the same as that for the recently proposed runway expansion at Heathrow, where residents were offered rates 25% above market value for their properties, as well as legal fees and stamp duty.

“Nearby home owners should be provided with additional noise reduction measures, such as double or triple glazing to restore internal noise levels to pre HS2” Individual response

5.2.21 Boundaries

- 5.2.22 Many respondents who oppose the compensation proposals raise concerns about the proposed boundaries of the various compensation zones. They argue that defining the boundaries by distance from the track is an arbitrary measure. Many suggest that potential blight caused by the construction and operation of HS2 could spread further than the 300m extent of the proposed zoned scheme boundaries, but residents outside these zoned areas would not necessarily receive compensation. Leeds City Council and several other stakeholders suggest flexibility or pragmatism as the ‘strictly defined distances’ would lead to similar adjacent properties being treated differently, with little discernible reasoning.
- 5.2.23 While some respondents suggest eliminating the proposed boundary system for schemes completely, others suggest extending them significantly, to cover a wider range of affected properties. Some respondents do so in general terms, reiterating their view that the proposed boundaries limit the scope of compensation and distance from the line at which potential blight is recognised. Others give specific suggestions for how the proposed boundaries should be increased. Respondents request that the zone within the boundaries should be doubled, suggesting a limit at 600-750m from the proposed track. Some respondents want a greater extension with suggestions of 1km, 2km and 3km of compensation zones. Several respondents suggest that the boundaries should be extended to certain locations. For example, Barkston Ash Parish Council would like the entire village included within the RSZ.

“I would suggest the zone under which financial compensation is paid is extended significantly and regard is paid to the fact all resident will be adversely affected during the construction phase” Individual response

5.2.24 A small number of respondents raise concerns about how the boundaries of the compensation zones would be measured from the centre of the proposed HS2 rail line. They argue this could lead to properties being much closer to the construction zone than the measurements suggest, with the width of the track, embankments and associated developments not taken into account. As such, they believe that the boundary should be measured from the edge of the HS2’s footprint.

5.2.25 Many respondents suggest criteria that should be considered before the Government finalises its plans for the compensation boundaries. The most pressing of these, respondents argue, would be the height of the line. Respondents argue that noise travels further where the route would be elevated. Respondents say that the potential impacts and blight caused by an elevated line could extend further than those caused by a ground-level line, especially in areas of flat geography. Local MPs say this would not only increase noise impacts affecting their constituents, but also increase the impact on the landscape and the property market. They argue that the proposed compensation zone should be expanded in these areas to reflect the perceived increased impact radius of HS2.

“Additional consideration should be given to an extension of the compensation zones where the route is elevated on embankments and viaducts as this will make it extremely prominent and have a greater impact on every aspect” Individual response

5.2.26 The proximity of tunnel entry and exit points is a further consideration that respondents, including the SOWHAT campaign, raise when considering the proposed boundaries of scheme zones. They express concern that the boundaries, as proposed, would not adequately consider the effect on properties adjacent to tunnel mouths. Respondents argue that scheme boundaries need to take this into account and expand around these features. They suggest that the boundaries should radiate out from the tunnel portal to avoid ceasing the boundary at a right angle.

5.2.27 Several respondents are concerned that infrastructure associated with HS2 (such as rolling stock depots) would also cause blight, as well as physical disruption, and that this has not been considered. For example, Cheshire West and Chester Council believe that the proposed boundaries surrounding the proposed depots for service and rolling stock should be expanded. Respondents believe that at present they are not considered, leading to residents suffering disruption, without qualifying for compensation.

“All assistance schemes must be equally available in respect of the proposed Rolling Stock Depot (RSD) location, as well as for route alignment.” Cheshire West and Chester Council

5.2.28 A few respondents believe that proposed boundaries have been deliberately designed to reduce the number of people qualifying for compensation. They accuse HS2 Ltd and the Government of decreasing the size of proposed zones, excluding certain areas and implementing caveats to avoid ‘mass pay-outs’. This, they say, is unfair and unjust for those residents affected.

5.2.29 Considerations - blight

5.2.30 The majority of respondents believe that HS2 Ltd and the Government should minimise the effects of blight, or else adequately compensate for them.

5.2.31 Respondents request that the compensation schemes consider potential blight from the construction and operation of the high speed line, as well as existing blight brought about by the Phase 2b November 2015 proposed line of Phase 2b route announcement. The potential and existing impact of blight upon property values is of particular concern to most of these respondents.

5.2.32 Antoinette Sandbach, Member of Parliament for Eddisbury, argues that as a result of the announcement of the proposed route, property values in her constituency have been reduced by 30%.

“My home has already been blighted for 7 years and will be blighted for a further 16 years to 2033 until the trains are scheduled to start running on phase 2b” Individual response

5.2.33 Considerations – noise impacts

5.2.34 A major consideration among many of the respondents is the potential impact of noise during the construction and use of the proposed HS2 line. Several parish councils, including High Melton and Rudheath, raise concerns about the effect of noise on local communities. The Joint Rural Parishes campaign group claims it would ‘fundamentally change the lives of every single resident’. Many respondents are concerned that the proposed zones within which the compensation and assistance scheme would apply, would not adequately cover the area affected by noise. Respondents also worry that there is no proposal for a dedicated package to deal with noise impacts.

5.2.35 Considerations – visual impact

5.2.36 Similarly, many respondents raise concerns about potential visual impacts of HS2 on the surrounding landscape. Several respondents, including landowners, argue that the package of compensation available would be inadequate to mitigate the visual impacts of the proposed high speed line. The footprint and elevation of the route is a concern for many and they suggest that both the amount of compensation, as well as the number of residents receiving it, must increase significantly to address this concern.

“It is also important to mention that the blight in the rural areas of my constituency will be particularly pronounced due to the fact that the route is proposed to be built on high viaducts and embankments which will lead to severe noise and visual blight” Antoinette Sandbach, Member of Parliament for Eddisbury

5.2.37 Considerations – air quality

5.2.38 Air quality is a pressing consideration for many respondents. They fear the construction of HS2 and the subsequent operation of the line would create dust and dirt during the building phase as well as increase exhaust fumes from the added construction traffic. Cheshire West and Chester Council believe that this impact should be included in the compensation schemes, as do many other respondents who raise concerns that there are no proposals for a dedicated compensation package addressing potential pollution caused by HS2.

5.2.39 Considerations - communities

5.2.40 The potential impact on local communities is a consideration for many respondents. Several parish councils and landowners, including the National Trust, express concerns about cohesion within local communities. They fear that the HS2 line would dissect villages, and the perceived arbitrary nature of the compensation boundaries might lead to further divisions as neighbours would receive varying levels of compensation.

5.2.41 Considerations – construction impacts

5.2.42 The potential disruption from construction works is a concern for many respondents, who feel that proposed compensation does not take this into account. Barkston Ash Parish Council and several other respondents stress that construction would last for several years, bringing noise, traffic and disruption to local communities. Many respondents believe residents' overall quality of life would be affected by HS2 proposals. Several parish councils, including Barnburgh and Harlington Parish Council, suggest that residents moved to local villages to enjoy a quiet and undisturbed life, which they say would be lost because of impacts associated with HS2.

“The amounts suggested by hs2 do not provide any compensation for ongoing disruption/emotional distress. Additional packages should be made available to all members of affected communities to further offset the cruel and life affecting impact of the HS2 development” Individual response

5.2.43 Considerations - transport

- 5.2.44 The potential effect on local transport and the potential increase in local traffic is a consideration that several respondents say has been overlooked in the design of the proposed compensation schemes. The construction traffic that would pass through towns and villages would, according to some respondents, be unmitigated and uncompensated. Respondents also mention potential temporary closures of local train services, saying Woodlesford Railway Station would be closed for up to two years. Rudheath Parish Council and others argue that local residents affected would not receive any compensation, nor benefit from the proposed HS2 scheme.

“One of the key factors which does not seem to be addressed is the upheaval re vehicular access/air pollution/noise during the construction and the increased volume of plant equipment and building supply HGV's passing through the village” Individual response

5.2.45 Considerations - investments

- 5.2.46 Several respondents express concern about the perceived adverse impact of HS2 on their investments and plans for the future. They feel these were not considered when the Government announced the proposed Phase 2b route for consultation in November 2016. They worry that any perceived loss in the value of property would impact people's plans for relocation or retirement. Respondents argue that compensation must be tailored to each resident to ensure all are adequately compensated.

5.2.47 Process

- 5.2.48 Several respondents believe that the process for allocating compensation is fundamentally flawed. They argue that instead of implementing zones the Government and HS2 Ltd should be assessing each application for compensation on a case-by-case basis. They fear a one-size-fits-all policy would leave many residents with inadequate compensation. They say more flexibility would allow for more residents to be covered, and for compensation and assistance to be delivered in a fairer way. For example, Trafford Council says that the potential effects on rural communities are specific to location and individual circumstance, which they say could not be modelled in a rigid, defined scheme.

“We do think you have to look at individual cases and not just work off a line on a map” Individual response

- 5.2.49 Some respondents suggest that the proposed compensation and assistance schemes may be adequate, but that they should be available sooner. They are concerned that statutory compensation would only be paid one year after the completion of the project. Many respondents object to the timing of the Homeowner Payment Scheme, which they highlight would only become available after Royal Assents. They say that all modes of compensation should be available and paid immediately following the current consultation, upon the finalisation of the route proposals. Several respondents, including Maggie Throup, Member of Parliament for Erewash, are concerned that properties directly affected would not be purchased for many years, leaving residents in a state of anxiety and uncertainty over their futures. Respondents argue that HS2 Ltd should begin purchasing property immediately, at unblighted values, to allow residents to move on with their lives.
- 5.2.50 Several respondents suggest that all decisions made on compensation and all appeals by residents should be dealt with and reviewed by an independent body. They argue that an independent right to appeal is necessary to give residents the ability to challenge the Government's decisions. Some respondents add that any property surveys or valuations should be performed by an independent estate agent or surveyor, not the Government. They claim that HS2 Ltd would be in a compromised position to carry out evaluations, as it would be in its interest to limit the cost of compensation pay-outs.

"We would also expect that there will be an effective appeals and arbitration scheme put in place to manage where there is any question about amount of compensation or entitlement to it" Leicestershire County Council

- 5.2.51 Antoinette Sandbach, Member of Parliament for Eddisbury, and several other respondents, expresses concern around the valuations of properties by HS2 Ltd and the Government. Respondents argue that estate agents carrying out valuations should be independent from HS2 Ltd, as well as local. They argue that estate agents chosen by HS2 Ltd from further afield would not know the local market well and might undervalue properties to the detriment of their owners. Some respondents suggest that guidance and instructions should be published for agents and surveyors who are valuing affected properties, in order to safeguard consistency.

- 5.2.52 A few respondents argue that the proposed compensation and assistance schemes should be simpler overall, to make them more easily accessible for everyone. Some respondents argue that it can be difficult to understand everything that is required to qualify and apply for compensation. Antoinette Sandbach, Member of Parliament for Eddisbury, and several others, believe that HS2 Ltd should do more to make the compensation process as stress-free as possible. Some respondents believe that the perceived complexity of the process may be a deliberate attempt to put people off claiming for compensation. Respondents believe it is essential that 'hurdles' are removed to provide equitable and accessible compensation for all.

"I also believe that compensation should be easier to claim for people in my situation who will need to sell their current property as part of my retirement planning." Individual response

5.3 Comments on Express Purchase

- 5.3.1 There are 67 respondents who make specific comments on the proposed Express Purchase scheme. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this scheme.
- 5.3.2 The proposed scheme relaxes some of the requirements otherwise necessary under statutory blight. Some who comment on this scheme, including the Council of Mortgage Lenders and Maggie Throup, Member of Parliament for Erewash, are generally supportive of the scheme. A few respondents, including Oulton & Woodlesford Neighbourhood Forum, describe the proposed scheme as inadequate.

"In broad terms this streamlining of the system is welcomed to provide fast and efficient settlement for those adversely affected by the line of the route." Leeds City Council

- 5.3.3 A few respondents say that this scheme should apply to properties in the Rural Support Zone and Homeowner Payment Zones, and beyond 300m from the line, in addition to those in the safeguarded area. One respondent believes this would enable them to sell more quickly but without significant financial loss, if a replacement property became available. A few respondents describe specific areas where they feel all properties should be eligible for this scheme, due to the perceived localised impacts of the HS2 proposals.

5.3.4 Express Purchase Boundaries

- 5.3.5 Several respondents, including Church Fenton Action Group and Leeds City Council, are dissatisfied with the proposed 25% criterion of the Express Purchase scheme, which specifies that at least 25% of a property must be included in the bounded zone to qualify for the scheme. Respondents say that the scheme should be available to owners of all properties that fall either partly or wholly in the safeguarded area, as any amount of property loss to major infrastructure would lead to serious blight.

“If part of a property is within the safeguarded zone, then the whole property is blighted and therefore the blight notice should automatically be approved.” Individual response

5.3.6 Payment/compensation

- 5.3.7 Some respondents argue that the compensation proposed under the Express Purchase scheme, at market price plus 10%, would be inadequate compared to potential and real losses, and say that it should be increased.
- 5.3.8 Maggie Throup, Member of Parliament for Erewash, believes that, in Long Eaton, the areas most directly affected by the proposed high speed line are predominantly made up of low-cost housing areas, saying that homeowners would struggle to find equivalent homes that are affordable, even if they receive an additional 10%.

5.3.9 Process/Scheme

- 5.3.10 Some respondents are dissatisfied with the limitations, restrictions and criteria of the proposed Express Purchase scheme. A few provide suggestions, such as removing the proposed criteria for properties to fall within the safeguarding zone, or replacing the proposed rateable value measure with a measure more appropriate for small businesses.

“The Council is concerned that the 25% criterion for identifying properties that are within the safeguarded area is somewhat arbitrary and a potential source of grievance for those who fall short of meeting this criterion.” Leeds City Council

- 5.3.11 A few respondents feel that the proposed application process would take too long to implement, arguing that delayed confirmation from the Government as well as the perceived complexity of the application process would make the situation more stressful.
- 5.3.12 One respondent says that it would be unfair that if a blight notice is rejected, the householder’s fees would not be paid by HS2 Ltd.

- 5.3.13 One respondent is concerned about the proposed three-year time limit for action once a householder's application has been accepted under the proposed Express Purchase scheme, saying it would pressure homeowners into making decisions even if the future of the project would be uncertain.
- 5.3.14 Some respondents, including The National Trust and The Central Association of Agricultural Valuers, are concerned about compensation for property tenants. They argue that the proposed scheme should include compensation and home-loss payments for a broader range of tenancies. One respondent argues that scheme guidance should clarify that home-loss payments and moving costs (where payable) would go to tenants rather than landlords.

"Compensation for tenants should be widened to include other types of tenancies such as an assured shorthold or periodic tenancies..." Antoinette Sandbach, Member of Parliament for Eddisbury

- 5.3.15 A few respondents suggest general improvements to the proposed Express Purchase scheme. These include providing immediate support and assistance to residents; allowing administrators to use discretionary powers and agree to early purchase where a strong economic case can be made; and only implementing the three-year time limit for resident applications once HS2 plans are fully confirmed by parliament and the construction start date has been confirmed.
- 5.3.16 Some respondents, including Leeds City Council, seek further clarity and information on aspects of the Express Purchase scheme, including timescales for acquisition, terms for potential claims, HS2 Ltd's capacity to manage claims, and the calculation of stamp duty compensation.

5.4 Comments on the Extended Homeowner Protection Zone

- 5.4.1 There are 19 respondents who comment on the proposed Extended Homeowner Protection Zone. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this zone.
- 5.4.2 The Council of Mortgage Lenders expresses support. Leeds City Council also expresses support for the proposed scheme, but with the caveat of requiring more information on its operation. They query whether the scheme would only apply to residential owner-occupiers, whether occupiers would have a duty to mitigate losses, and whether HS2 Ltd would notify occupiers if a property would no longer be affected by the scheme.
- 5.4.3 A few respondents, including Church Fenton Action Group, suggest that HS2 Ltd's definition of 'significant' route changes should mean that a property would no longer be affected at all, instead of having a reduced impact.

5.5 Comments on Need to Sell

- 5.5.1 There are 693 respondents who make comments on the proposed Need to Sell scheme. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this scheme.
- 5.5.2 The majority of comments relate to the proposed 'no prior knowledge' criterion which is the subject of question 3 of the consultation. These comments are summarised in chapter 11. Of those making general comments on the proposed scheme, a few respondents express support, stating that it should be implemented as it is currently presented.
- 5.5.3 A small number of respondents support the scheme with caveats. One mentions that although they support the scheme, the scheme cannot currently be relied upon as the route has not been confirmed.
- 5.5.4 In contrast, many respondents disagree with the proposed Need to Sell scheme, and argue it would be ineffective and unfair. Several also contend that because of the recently announced route refinements, the scheme would need to be reconsidered.

5.5.5 Need to Sell scheme – eligibility criteria

- 5.5.6 Many respondents suggest that the criteria should be changed from 'Need to Sell' to 'want to sell', and be available to all individuals that are affected. Some respondents oppose the requirement that the proposed scheme would place on property owners to prove a Need to Sell. One respondent argues that people should not have to qualify with a specific reason, and instead should be allowed to sell if they want to.

"A 'Need to Sell' scheme should be redefined as a 'Want to Sell'; everyone should have the right to sell their own property when they want to without suffering a financial penalty that has been caused by a Government project to which the home owner does not support." Individual response

- 5.5.7 Another suggestion that respondents raise, with regards to the proposed Need to Sell scheme, is that special treatment should be provided for people who suffer from health issues, as well as disabled or senior citizens, allowing them to apply and be fast tracked for the scheme.
- 5.5.8 Some respondents believe that properties above tunnels should be included in the proposed Need for Sell scheme, claiming this would be fairer to their occupants. One respondent remarks that the inclusion of such properties would be reasonable as the impact of HS2 is still unknown.

“HS2 Ltd should recognise the potential for issues due to properties becoming located over tunnels or in close proximity to tunnel mouths. The Council argues that consideration should be given to the extension of the Need to Sell scheme, or an acknowledgement that the lack of one could cause exceptional hardship to occupiers affected in these ways.”

Leeds City Council

5.5.9 Respondents also comment on the proposed five stated criteria for the scheme:

Criterion 1 – Property type

- 5.5.10 A few respondents argue that the scheme should include landlords. One respondent states that the current exclusion of landlords from the criteria is discriminatory, whilst another argues that the ‘reluctant landlord’ section must be revised, as they believe that the proposed system is unfair.
- 5.5.11 In contrast, one respondent does not feel that landlords should be included in the criteria as they benefit from selling their properties more so than receiving rent from tenants.
- 5.5.12 A small number of respondents suggest that tenants should be included in the criteria for the Need to Sell scheme. They recommend that compensation should be available for tenants that are served notice by their landlords because of HS2 – for example, in the situation where the landlord has decided to sell the property.

Criterion 2 - Location

- 5.5.13 A small number of respondents express opposition to this criterion, arguing that the location of a property is irrelevant as properties will still be affected. They refute the suggestion that properties in certain locations will not be “adversely affected”, especially as they feel this will not be measurable until after the line is completed.
- 5.5.14 In contrast, Yvette Cooper, Member of Parliament for Normanton, Pontefract and Castleford, said that she is supportive that the Need to Sell scheme has no geographical boundaries, as this means that it can potentially apply to a wider number of homes.
- 5.5.15 There are several respondents that provide suggestions about the location criterion in the scheme. One respondent details that instead of the scheme being based on location it should be based on blight and actual loss of property value. Another asks for clarity surrounding the ‘no geographical boundary’ point, as they state that if this is so then in theory no application can be refused. As this is not the case the phrase needs to be defined properly.

Criterion 3 – Effort to sell

- 5.5.16 Several respondents have concerns about this criterion and therefore oppose it. Some disagree with the suggestion that a property owner must have attempted to sell their property, without success, for three months. Several respondents also oppose the requirement that owners must demonstrate that no offers have been received within 15% of the property's "unblighted" price, arguing that this is too high a bar and could leave homeowners incurring significant losses that fall below 15%.
- 5.5.17 A few respondents provide suggestions on the guidance provided on this criterion. One respondent says that there should be clearer guidelines for property owners and that guidance should specify that there is no obligation on property owners to accept offers 15% or lower than the asking price; alternatively, this requirement is removed altogether.

Criterion 4 – No prior knowledge:

- 5.5.18 Please refer to chapter 11 for criterion 4.

Criterion 5 – Compelling reason to sell:

- 5.5.19 Many respondents express concerns about this criterion, and oppose the need to provide a compelling reason to sell. Several take issue with the term 'compelling', and argue that more examples of acceptable reasons must be provided. Some respondents state that this criterion should be removed, and that all homeowners affected should be offered the chance to sell at an unblighted price, without having to demonstrate any compelling reason. A few respondents also comment that having to demonstrate a compelling reason to sell is intrusive or an invasion of privacy.
- 5.5.20 Several respondents comment and provide suggestions on the proposed criterion. One respondent reasons that if a homeowner can prove that the sale of their property was aborted because of the HS2 route this should act as an overriding qualification for their property to be purchased. A few respondents also suggest that the scheme should take into account more examples of hardship.
- 5.5.21 A small number of respondents argue that if a property is being used as equity against a business, and negative equity leads to the business' failure to meet its financial obligations, this should be considered as a 'Need to Sell' in order to release the equity of the business.

Need to Sell scheme – process and operation

- 5.5.22 Many respondents comment that more information is needed about the scheme, and that they do not understand the process. For example, respondents argue that the criteria for a successful application for the scheme is unclear, and that they do not understand who determines whether an application is successful, or how long a decision would take for someone. Several respondents suggest that there is not enough documentation containing information about the scheme.

“How will a compelling reason to sell be determined - there is currently no indication of what the criteria will be so current residents do not understand whether they fall into this criteria” Individual response

- 5.5.23 Several respondents argue that the application process for the proposed scheme is too lengthy and complicated, which they say may deter people from using it. One respondent suggests that because of the complexity of the scheme, they will need to seek advice in regard to what constitutes a compelling reason and what level of evidence they must provide. Several respondents suggest ways in which the scheme could be simplified to speed up the process. A few respondents describe the current process as frustratingly slow, and call for this to be addressed as a matter of urgency, especially for homeowners in need of immediate support.
- 5.5.24 In contrast, a few respondents positively comment on the process, stating that suggestions provided in previous consultation responses have been incorporated into the current scheme and that applying to the scheme is a manageable procedure.
- 5.5.25 A small number of respondents support the implementation timescale of the proposed scheme. One respondent welcomes the availability of the scheme prior to the announcement of the final HS2 Phase 2b route.
- 5.5.26 In contrast, some respondents provide suggestions about the proposed scheme’s timescale. Due to the length of the HS2 project, respondents feel that it is not possible to estimate the impact or extent of disruption that would be caused. Therefore, they argue that the scheme should be accessible after the proposed work is completed. One respondent suggests the scheme should be accessible until 2040, whilst another suggests it should be guaranteed for all residents for up to 10 years after completion.
- 5.5.27 Respondents suggest a need for an independent review process to be incorporated into the process to improve transparency, assist homeowners and help evaluate the appeals of unsuccessful applications. A few respondents call for an independent appeals process so that they can receive an independent review of their application. Several respondents are also concerned that homeowners could be subject to unfair or bias processes if there is not an independent review system.

“The valuation of their property would be subject to re-valuation by HS2 appointed Surveyors, and again there is a clear conflict of interest here.” Individual response

5.5.28 Other comments on the Need to Sell scheme

- 5.5.29 A small number of respondents comment that there should be provisions and compensation allowances made for those who have inherited homes, equal to the amount the deceased would have benefited from during a sale of their property i.e. at an unblighted value. Other suggestions are that the scheme needs to be flexible and allow for some applications to be considered on a case-by-case basis, as currently it can be too restrictive. A few suggest that front line property owners should be able to access other schemes, such as the Express Purchase scheme. A few respondents suggest that other criteria such as age or noise levels from construction in particular locations should be taken into account.

5.6 Comments on the Rural Support Zone

- 5.6.1 This section captures comments on the general principles and proposed operation of the Rural Support Zone, as well as the proposed width of the scheme boundary (i.e. up to 120m). Discussion of the rural/urban boundaries can be found in chapters 6 to 10.
- 5.6.2 There are 357 respondents commented on the principles of the Rural Support Zone (RSZ), not including comments are on the proposed boundaries which are covered in chapters 6 to 10. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this scheme.
- 5.6.3 Several respondents who express a view on the scheme as a whole believe that the compensation provided would be insufficient to cover the 'years of disruption' these communities would face. They argue that the compensation provided would be negligible when compared to the real financial loss these residents would face in falling house prices and rising mortgage rates. Respondents also raise concerns about the timing of the compensation. They feel that having to wait to receive compensation has left them in a state of 'limbo'.
- 5.6.4 A few respondents believe that the Government and HS2 Ltd have not provided enough information on the working of the proposed Rural Support Zone to be able to comment effectively. They express concerns about receiving conflicted information on the boundaries and the technicalities of the scheme, and request further clarification.

5.6.5 Boundaries

- 5.6.6 Many respondents comment on the proposed boundaries for the Rural Support Zone. A few respondents, including Warrington Borough Council, express support for the proposed boundaries. This support is mostly presented alongside support for the other compensation schemes on offer, such as the Homeowner Payment and Cash Offer. However, most respondents oppose the currently proposed boundaries, and believe that they would prevent residents from receiving the compensation they deserve.
- 5.6.7 Many respondents who oppose the Rural Support Zone proposals, including Leeds City Council, argue that distance is an arbitrary measurement when judging the potential effects of a project such as HS2. Respondents say that setting such distances would be too rigid a system to use. A few respondents present specific situations, where neighbours would receive different levels of compensation despite there being very little difference in how the two properties are affected.
- 5.6.8 Several respondents express the view that further consideration should be given to the proposed locations of service depots and rolling stock depots when determining the boundary of the Rural Support Zone. They are concerned that the operation of the depots and the infrastructure needed to support them would increase blight on surrounding properties. Respondents argue that an arbitrary distance would be insufficient, and that 'significant extension and revision' would be required to mitigate the effects of a depot.

"The RSZ does not take account of any of the associated infrastructure and support works required to facilitate the HS2, yet in the case of the rolling stock depot the impact on properties in the surrounding area will be considerably beyond the current 120m zone."

Individual response

- 5.6.9 Similarly, some respondents raise concerns that the proposed boundary for the Rural Support Zone would not adequately consider variations in the height of the line at different points along the route. A common complaint is that near proposed raised embankments and viaducts, potential noise and visual impacts would be more severe and carry further. A few respondents suggest that embankments would also increase footprint of the line. Cheshire East Council and Leeds City Council argue that areas where the land is flatter would allow noise to carry further, and exacerbate any effects on the visual landscape. Respondents argue that the RSZ boundaries should account for these issues, rather than being a fixed distance.
- 5.6.10 Several respondents raise concerns that the proposed boundary for the Rural Support Zone would create an unfair discrepancy between urban and rural areas. Respondents argue that urban and rural residents would suffer similar levels of noise, disruption and inconvenience, but would not receive the same compensation. This, respondents say, would be unfair to those who miss out. They request that the same level of compensation is available along the whole route.

“The huge differentials between rural and urban areas seem unfair- those in the Rural Support Zone can get full compensation from Day 1 irrespective of short and long term impact, yet those in the urban zone have to wait until 2034.” Maggie Throup, Member of Parliament for Erewash

- 5.6.11 A few respondents, including Leeds City Council, suggest that HS2 Ltd and the Government need to clarify the distinction between rural and urban further. They believe that a definition of ‘rural area’ or ‘urban area’ would allow claimants to better understand what compensation applies to them, and more easily understand why they have been placed in a particular zone.
- 5.6.12 A few respondents believe that the Government and HS2 Ltd have deliberately drawn the boundaries of the Rural Support Zone to exclude as many residents as possible from receiving compensation. They argue that the zone is narrowed where the blight is highest.
- 5.6.13 Many respondents suggest the proposed Rural Support Zone should be enlarged. Antoinette Sandbach, Member of Parliament for Eddisbury, and Doncaster Metropolitan Borough Council argue that they welcome the principle of a Rural Support Zone, but that it should be expanded to provide the necessary benefits to local residents. They believe that the proposed 120m limit is insufficient to provide adequate compensation to all those affected by HS2. Many of those arguing for a zone extension do so in vague terms, stating that the zone should be ‘significantly bigger’ to encompass more properties that would be blighted by HS2.
- 5.6.14 Some respondents make suggestions for the size of the Rural Support Zone. Proposed boundaries range from 200m to 1km from the tracks, with many respondents arguing for upwards of 600m to be encompassed by these new boundaries. This reflects the belief of many respondents that rural areas would be more adversely affected by HS2 due to their wide-open character allowing for potential noise and visual effects to spread further.

“The Rural Support Zone should be extended to 500 metres from the route to allow those who are closest to it, to freely choose to re-locate” Individual response

- 5.6.15 Several respondents argue that the boundaries of the Rural Support Zone should be extended to cover specific locations along the route. The most common example is the village of Crofton, which some respondents believe should be incorporated into the RSZ in its entirety. They feel that this would ensure all properties in affected areas are treated fairly, and avoid communities and streets being split into different zones.

5.6.16 Several respondents raise questions about how the distance between the proposed track and the boundary of the RSZ would be determined. Leeds City Council, among others, argues that the 60m distance should be measured from the closest related piece of infrastructure (embankments, depots) rather than from the centre of the track. A few respondents argue that their properties are well within 120m of development on HS2, but not within 120m from the centre of the tracks, which would exclude them from the RSZ. Other respondents argue that a property should be included in the RSZ if any part of it lies within the 120m boundary. They object to the idea that a property could straddle the boundary yet not qualify for compensation.

5.6.17 Considerations

5.6.18 Many respondents argue that there are additional considerations HS2 Ltd and the Government should consider when establishing the Rural Support Zone. The most commonly cited is noise and vibration. Respondents argue that the rural zone should be extended to encompass any property with perceived unsafe noise levels. Others fear that the potential impact of noise on rural areas has been underestimated. They believe that with little background noise and no buildings between their properties and the source, noise would be a blight over a far wider area than the RSZ. One respondent argues that additional compensation should be made available to those properties that experience noise blight.

5.6.19 The potential impact of HS2 on the landscape is another concern for many respondents, including Cheshire East Council. They do not feel that the Rural Support Zone appreciates the impact HS2 would have on the landscape. Where there are open fields and countryside, Church Fenton Action Group argues, communities would instead be isolated from one another by tracks, something they do not feel is adequately compensated for in the RSZ.

5.6.20 Several respondents raise concerns over the potential impact HS2 and the proposed Rural Support Zone could have on communities. A common complaint is that HS2 Ltd has underestimated the effect HS2 would have on local rural communities. For example, one organisation believes that the perceived low levels of compensation available, coupled with potential construction disruption, would split communities. Others argue that the arbitrary boundary of the RSZ would divide communities, with some properties receiving aid and some missing out.

“It takes no account of Community Cohesion or Individual Circumstances of Any of the properties affected in this location” Individual response

- 5.6.21 Several respondents suggest that the potential for air pollution and dust or dirt is not adequately considered by the proposed Rural Support Zone. Some suggest that the RSZ would only compensate for the effects on property value, while ignoring the potential effects on residents' quality of life. They feel that the proposed zone is inadequate to protect properties from these effects, and argue that those outside the zone would be equally affected, but uncompensated.
- 5.6.22 The potential effects of traffic and transport are a concern for many commenting on the Rural Support Zone. They argue that the proposed RSZ would only compensate for specific aspects of blight, and would deny the compensation they feel would be required for construction-related impacts. Marr Parish Council and several others say they would be severely blighted by construction traffic and the closing of public services, with no compensation.
- 5.6.23 Some respondents do not believe that the proposed Rural Support Zone would adequately compensate them for the effect HS2 would have on their futures. These respondents say that the RSZ would not offer them the opportunities they need to secure their future, or to regain the investments they have made into property in the area.
- 5.6.24 Respondents believe that the proposed compensation scheme does not consider that properties near proposed tunnel portals might be affected by construction disruption including air, noise and light pollution and traffic congestion, as well as anticipated property blight. A few respondents link these perceived impacts to local residents' health and community cohesion. Respondents also believe that HS2 Ltd should consider noise impacts when the scheme is in operation.

"I live in close proximity to the proposed tunnel entrance/exit. On the current compensation scheme my property is not within the RSZ and yet I will be severely blighted by HS2." Individual response

5.6.25 Voluntary Purchase Scheme

- 5.6.26 There are very few comments on the proposed Voluntary Purchase Scheme. A few respondents are supportive. However, others express concern about the amount of compensation offered through the scheme. Several respondents argue that the scheme needs to be at least as generous as that offered at the outset of HS1, which they believe offered 'home-loss payment and moving costs' for all those affected. Others say that the scheme should offer not only the market value for the property but an extra 10% compensation. One respondent argues that the Heathrow expansion compensation offers 25% in addition to the value of the property, and criticises the proposed voluntary purchase scheme for not being as generous or fair.

- 5.6.27 Several respondents argue that the Voluntary Purchase Scheme should go further to cover the cost of legal and moving fees. They say that it would be unreasonable to expect residents to have to pay the cost of moving, when they are being 'forced out of their properties'.
- 5.6.28 Some respondents raise concerns that the Voluntary Purchase Scheme would not compensate all of those who would be affected by HS2. SOWHAT, and others, suggest that all homes that would suffer some measure of blight, no matter the distance from the track, should be allowed to take advantage of the scheme. A few suggest that blight should be measured by the 'loss in market value' to a property, as distance is seen as too arbitrary.
- 5.6.29 Some respondents want to see the Voluntary Purchase Scheme extended to cover urban areas, as well as rural. They argue that the impact on urban areas 'is felt just as much' as in their rural counterparts. Antoinette Sandbach, Member of Parliament for Eddisbury, argues that the House of Lords has suggested the extension of the VPS into Camden to compensate for noise blight, and asserts this should be extended to all urban areas that are to be affected, to ensure fair and equal compensation.

5.6.30 Cash Offer

- 5.6.31 Few respondents comment on the proposed cash offer aspect of the scheme. Those who do often raise concerns about the proposed 10% limit imposed on the Cash Offer to residents. They feel that 10% of a property's value would not reflect the levels of blight caused by HS2 and argue for it to be removed. Several respondents propose new suggestions for the Cash Offer, with MAPA HS2 Action suggesting that an additional amount of £10,000 should be paid to every resident, as compensation for stress, loss of amenities and the potential disruption caused.
- 5.6.32 A few respondents object to the proposal that these payments would be capped at £100k. They argue that this would unfairly penalise those who have more expensive properties, stopping them from receiving the compensation they would deserve.
- 5.6.33 There are several objections, including from the Central Association of Agricultural Valuers, to the proposed method of measuring the Cash Offer. Respondents argue that the Cash Offer should be a flat sum, not a percentage of the property value. They suggest that the blight and disturbance would be the same for all in the Rural Support Zone, and question why some residents would receive greater compensation based on the value of their house.

- 5.6.34 Several respondents raise concerns that accepting the proposed Cash Offer would exclude residents from receiving any other form of compensation. Several argue that a respondent's situation might change over time and that they should be able to apply for the Voluntary Purchase Scheme after having received the Cash Offer. Their proposal is to deduct the Cash Offer payment from the purchase price offered under the VPS, allowing for greater flexibility for residents in how they receive compensation and not locking them into one scheme.

5.7 Comments on Rent Back

- 5.7.1 There are 37 respondents who specifically comment on the proposed Rent Back scheme. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this scheme.
- 5.7.2 The Council of Mortgage Lenders express support for the Rent Back scheme, without qualification. A small number of other respondents express support for the scheme with caveats, which are detailed below.
- 5.7.3 A few respondents, including Craig Tracey, Member of Parliament for North Warwickshire and Bedworth, and Church Fenton Action Group, suggest that there should be more flexibility on the rental period and price to cover changes of circumstances and different situations. Respondents express concerns about the proposed six-month period and open market rent levels, and suggest that a longer rental period or incremental rents could provide more flexibility.

"Rent back should be available for longer than an initial 6 month period to give security and stability to those trying to relocate. There should be a period of below market value rent, particularly for retired people, where they were not paying a mortgage and the market rental value of their property may be too great for their means. In this case the rental value should be discounted for a period and rise to full market rent in increments."
Church Fenton Action Group

- 5.7.4 Craig Tracey, Member of Parliament for North Warwickshire and Bedworth, believes it would be unfair for HS2 Ltd to set a 'lettable standard' that is higher than for a normal landlord or property owner. He argues that this could make applicants financially dependent on HS2 buying their property. Leeds City Council request that HS2 Ltd ensures properties left unoccupied do not fall into disrepair.
- 5.7.5 One respondent thinks HS2 Ltd should not be allowed to make any profit from the Rent Back scheme.

5.8 Comments on Homeowner Payment

- 5.8.1 There are 284 respondents who mention the Homeowner Payment scheme. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this scheme.
- 5.8.2 Most respondents express criticism. A few respondents express general support, typically attaching a caveat. A few respondents provide reasons for support, such as the scheme potentially benefiting those living near the proposed line and tunnels, and potentially reducing impacts on community cohesion. Caveats are discussed under the relevant headings below.
- 5.8.3 Some respondents emphasise the need for flexibility in the proposed scheme, both in terms of the boundaries and the payment, or suggest that compensation should be assessed and delivered on a case-by-case basis, considering a greater number of factors than distance from the proposed line.

"I think we should have individual assessments of compensation when it is proven that we will actually be losing a minimum of £10000 of the value of our property due to HS2 being built" Individual response

5.8.4 Boundaries

- 5.8.5 Many respondents, including various MPs and action groups, argue that the proposed boundaries would be too narrow, inappropriate and/or arbitrary.

"It seems that the positioning of the zones is entirely arbitrary." Individual response

- 5.8.6 Some respondents say that distance from the proposed line would not be suitable as a rule for all cases, as there would be many factors that contribute to blight and perceived impacts. A few respondents suggest that the compensation boundaries should take account of topography, geographical features and existing infrastructure and buildings, which they say would affect the distance over which an impact is experienced.
- 5.8.7 Some respondents feel that the proposed limits of 120m and 300m would be inadequate, arguing that property blight and other impacts would still be significant at greater distances. A few respondents express particular concern for properties just outside the proposed boundaries.
- 5.8.8 Some respondents believe that it would not be appropriate that in the case of adjoining or neighbouring properties, some would be included within a homeowner payment band while others would be excluded. They argue this would amount to different levels of compensation being awarded for similar levels of impact. A few respondents say that if a property would extend across different zones, it would be impacted and blighted as per the closest point and should be compensated accordingly.

- 5.8.9 Many respondents, including various organisations, feel that the boundaries of all bands should be extended. Their reasons for this include catering for additional properties that would experience blight and other impacts, increased track width, and associated infrastructure and construction, such as rolling stock depots, viaducts and tunnel portals.

“Expand the affected area. As previously mentioned, the blighted area will be much greater than in the proposal.” Individual response

- 5.8.10 Respondents suggest alternative distances between 200m and 240m as preferable boundaries for Zone 1. For Zone 2, respondents’ alternative suggestions include distances between 270m and 500m. Respondents’ suggestions for Zone 3 boundaries vary between 330m and 1,000m. Commenting on the overall scheme, respondents’ suggestions for alternative boundaries cite distances between 360m and 1,000m. Some respondents who argue the boundaries should be extended mention specific locations of concern, such as Crewe, Long Eaton and Trowell, and provide detailed suggestions as to how these boundaries should be modified. As these comments are made in conjunction with comments on the RSZ, further detail can be found in Chapters 6, 8 and 9 respectively.
- 5.8.11 A few respondents, including Anna Soubry, Member of Parliament for Broxtowe, are dissatisfied with the urban-rural distinction proposed for this scheme. Some respondents believe certain areas are incorrectly categorised as urban, and a few say the proposed boundaries would not extend far enough into rural areas. A small number of respondents argue that eligibility for compensation under this proposed scheme should extend to urban areas.

“Quite frankly the fact that Homeowner payment (zones 1 - 3) Rural Support Zone all stop on the edge of our town, and starts again as it enters 'open' countryside, is disgraceful, as the majority of the new proposed line actually goes through open green land, farm land in some instances and park land, flood plain.” Individual response

- 5.8.12 The Residents’ Environmental Protection Association and HS2 Action Alliance are concerned about the perceived exclusion of properties around tunnel portals and construction sites from the proposed Homeowner Payment scheme. Both organisations provide suggestions for changes to the application of the proposed scheme.

5.8.13 Considerations

- 5.8.14 Many respondents, including various organisations, highlight perceived impacts of the proposed HS2 scheme which they believe should be considered relevant to the Homeowner Payment scheme. These include construction impacts (e.g. disruption, dust, land subsidence and traffic) and long term impacts that would be physical (e.g. noise, visual impacts and loss of amenity) or social (e.g. quality of life, financial well-being and life plans).

“Also there is no mention of any compensation for the years of noise, dust and general inconvenience that will be suffered by the local residents.” Individual response

5.8.15 A small number of respondents emphasise cumulative impacts that local residents would experience due to properties’ proximity to multiple transport infrastructure links, including the M42. Respondents say that the proposed Homeowner Payment scheme does not sufficiently consider these perceived added impacts. They believe that the HOP zones should take into account other infrastructure (projects) to more suitably acknowledge the blight residents would face, and compensate them accordingly.

5.8.16 Some respondents believe the proposed scheme would not consider the various perceived impacts of proposed rolling stock depots, viaducts and embankments, and the proposed mitigation thereof. A couple of respondents emphasise that raising a viaduct would increase the impact on nearby properties.

5.8.17 Payments

5.8.18 Many respondents, including the Residents’ Environmental Protection Association and HS2 Action Alliance, argue that the payments available under the proposed scheme would be inadequate. Some respondents highlight particular reasons for this perceived inadequacy, such as potential and realised losses in property value, impacts from the development and operation of HS2, the timespan over which impacts would be experienced, and the cost of mitigation measures that homeowners would need to invest in.

“The compensation bands proposed are too narrow, the values too small and the fixed sum approach does not reflect the wide variety of property types and market values affected...” Individual response

5.8.19 Many respondents believe that the proposed compensation amounts for specific payment bands are inadequate. This is most common for band 3, although bands 1 and 2 are also criticised by some respondents.

5.8.20 Many respondents say that the payments should be proportionate to ‘unblighted’ property values, and the blight, impacts and losses experienced, as opposed to a fixed amount related to distance from the line. Some respondents believe that the proposed fixed nature of the payments would lead to an unfair situation in which different homeowners would receive equal payments, despite significantly different financial losses.

5.8.21 One respondent believes that increased payments would incentivise people to remain in the area.

- 5.8.22 Several respondents make specific suggestions for an alternative Homeowner Payment scheme. These include suggestions for the amount to be awarded relative to the value of a property, its distance from the proposed line, and combinations of these. A few respondents suggest alternative fixed minimum and maximum payments per property.
- 5.8.23 A small number of respondents are concerned about the relationship between inflation and the fixed nature of the proposed payments. They feel that the proposed payments should increase with inflation between now and the point of project completion or compensation payment.
- 5.8.24 A few respondents argue that payments under the proposed scheme would be too high for properties that are close to existing rail infrastructure.

5.8.25 Process

- 5.8.26 A small number of respondents, including The National Trust, argue that in the interest of fairness the scheme should not be limited to owner-occupiers, and should include businesses, tenants and landlords.

“The majority of The National Trust tenants do not hold an ‘owner occupier’s interest’ as defined by the Home Owner Payment Scheme. This situation would create an unfair schism within the community, with some of the community able to claim via the Home Owner Payment Scheme and some not. All of the residents will be facing the same disruption and damage to their community, which should be fairly and equitably compensated.” The National Trust

- 5.8.27 A few respondents are concerned about the perceived need for homeowners to reimburse the payment they received if their property is subsequently sold. They argue that homeowners would have endured the impacts of the proposed project, and should therefore be allowed to retain the compensation.
- 5.8.28 Some respondents seek further clarity or information on the proposed Homeowner Payment Scheme, mostly asking questions about how it would be implemented. Questions also ask about eligibility of particular types of properties.
- 5.8.29 Antoinette Sandbach, Member of Parliament for Eddisbury, acknowledges that the Homeowner Payment scheme is intended to share the benefits of the railway, not address blight. However, she believes that people would see it as compensation for blight, and those who are negatively impacted by the proposed project would not feel they are sharing in the benefits.

5.8.30 Timescale

- 5.8.31 A small number of respondents are concerned about a perceived depreciation in value of compensation due to delay in payment under this scheme. Some suggest that the timescale should be accelerated, others suggest that payments take the delay into account.

“If the homeowner payments are to continue for Phase 2b of HS2 then they should be index linked to make sure that the payments rise in line with inflation.” Antoinette Sandbach, Member of Parliament for Eddisbury

5.8.32 Comments on the timescale reflect differences in understanding of when these compensation payments would be available. A few respondents say that they were given varying answers by HS2 Ltd in this regard. One respondent is concerned that despite the application deadline for the Phase 2b route in 2034, the funding for this scheme would run out before people are ready to apply.

5.8.33 Other comments and suggestions

5.8.34 A few respondents make additional suggestions to alter the Homeowner Payment scheme. One respondent suggests that automatic lump sum compensation should be given to all households within a five-mile radius on route confirmation, alongside extending the eligibility areas for other schemes of compensation to the same distance. Another respondent suggests creating a new first tier of £50,000 for those 120m from the route. They believe that this would be easier to administer and thereby lower bureaucracy and subsequent costs for HS2 Ltd and ultimately the taxpayer.

5.9 Comments on atypical properties and special circumstances

5.9.1 There are 15 respondents who comment on HS2 Ltd’s proposals for atypical properties and special circumstances. Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on these proposals.

5.9.2 The Council of Mortgage Lenders expresses support for these proposals without qualification. It also suggests that where atypical properties have a mortgage attached to them, the lender is involved in the compensation process.

5.9.3 A few respondents request that their situation merits consideration under these proposals. Their arguments are summarised above (sections 5.4.29 - 45).

5.9.4 A small number of respondents request clarification on HS2 Ltd’s proposals for atypical properties and special circumstances. Requests include examples of what constitutes a special circumstance, eligibility regarding businesses and eligibility regarding changes to the route.

5.10 Comments on measures for properties above deep tunnels

- 5.10.1 There are 100 respondents who comment on the proposed measures for properties above deep tunnels. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this scheme.
- 5.10.2 Roughly half of these respondents argue that the proposed compensation for property owners residing above deep tunnels would be inadequate or unfair, claiming they are not currently eligible for any other scheme. Respondents request that compensation for residents of properties above tunnels is reviewed and increased. A few respondents comment that between the announcement and completion of the HS2 proposals, these properties would be blighted, which they say justifies including them in the compensation schemes. Some feel homeowners above tunnels would be treated unfairly in relation to others.
- 5.10.3 Some respondents dispute that residents of properties above deep tunnels would not be affected, arguing that property prices would be affected regardless of the final and actual extent of blight. One respondent argues that the construction of proposed tunnels would produce noise and vibration, potentially damaging properties and reducing their values.
- 5.10.4 A few respondents ask that residents' investment and life plans should be taken into consideration in relation to compensation, describing how the perceived blight and lack of compensation is affecting them.
- 5.10.5 A few respondents raise concerns about property damage, which they assert would be more likely to occur in areas affected by former mining activity and/or flood risk.
- 5.10.6 Some respondents express concern about the potential impacts of noise and vibration from the operation of HS2 trains in proposed tunnels, and argue that this should be factored into the compensation proposals. Some describe specific concerns about individual properties, discussing particular impacts or talking more generally about quality of life, while others mention practical concerns like insurance. Some respondents state that safety entrances into the tunnels would need to be considered, and that homeowners near entrances should be compensated.

"Speaking of insurance, I'd like to know how HS2 plans to ensure that all homeowners in this category are adequately covered for buildings insurance, and that the construction of this will not impact the price customers have to pay for their home insurance. Residents are going to have to declare the significant works happening under their property and this will impact insurance prices significantly." Individual response

- 5.10.7 A few respondents argue that more information is needed in regard to the potential impact the deep tunnelling could have on properties. Others ask for more information about the scheme, saying they are unsure if they are eligible for compensation.

“The definition of ‘deep tunnels’ is vague - reference is made to TBMs but this needs clarification to enable the boundaries between tunnelled sections and the Rural Support Zone to be better identified.” Leeds City Council

- 5.10.8 Many who comment on the deep tunnel proposals suggest that settlement deeds and reimbursement for any damage to properties should be extended to properties near deep tunnel entrances, in addition to properties directly above tunnels.
- 5.10.9 A few respondents suggest that all properties above deep tunnels should be surveyed, not just those considered to be most at risk of damage. Some respondents specify that these surveys should be carried out by an independent surveyor, and that HS2 Ltd should pay for their costs.
- 5.10.10 One respondent argues that there should be an immediate fund available for homeowners to address any structural or cosmetic problems caused during the construction of HS2, claiming that tunnelling under properties could damage the foundations.

Chapter 6: Responses in answer to question 2a – proposed boundary of the RSZ north of Crewe

6.1 Introduction

6.1.1 This chapter provides a qualitative summary of responses to question 2a in the consultation response form, which asks about the proposed boundary of the Rural Support Zone to the north of Crewe.

6.1.2 Question 2a asks:

“What are your views on the proposed boundary of the Rural Support Zone (RSZ) at the southern end of the Western Leg (to the north of Crewe)?”

6.1.3 There are 66 respondents who make specific comments on the proposed Rural Support Zone boundary north of Crewe. This includes responses to question 2a as well as issues raised by respondents that did not follow the structure of the consultation questions, but were deemed relevant to the question.

6.1.4 For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix C.

6.2 Comments on the proposed RSZ north of Crewe

6.2.1 Many respondents to question 2a address issues outside the scope of the question, or indicate that they have no opinion on the proposals. As stated above, there are 66 respondents who make specific comments on the proposed Rural Support Zone boundary north of Crewe. Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on this proposed boundary.

6.2.2 Most respondents do not explicitly state support or opposition to the proposals; only a few specifically state that they support the proposals and a similar number express opposition. A few respondents support the proposed boundary with the caveat that the rules of the RSZ are not applied so strictly that individuals would be unfairly disadvantaged.

6.2.3 Some respondents believe that the proposed Rural Support Zone boundary north of Crewe would be arbitrary or has been drawn to reduce or avoid compensation. Respondents’ claims apply to the proposed boundaries either side of the line north of Parkers Road, which they say are not equal as properties one side are eligible, while on the other side they are not. Respondents question whether the potential impacts would actually differ depending on which side of the proposed line they occur.

“The compensation line stops at the Parkers Road bridge in Crewe, yet on the other side it stops a few hundred yards before this. Why? How is this fair? How can the effect of HS2 be different for residents who are the same distance from the same line but on the opposite side?” Individual response

- 6.2.4 A few respondents make general requests for extending the proposed boundary north of Crewe. Others give specific suggestions. A few suggest extending it to include properties north of Parkers Road. Other respondents, including Crewe Town Council and Cheshire East Council, suggest that the boundary should start at the northern tunnel portal on both sides of the route.
- 6.2.5 Some respondents express concern about the distinction between urban and rural areas. A few respondents highlight the perceived ambiguity of categorising suburban areas, while others believe that properties on the edge of an urban area can be as affected as those in rural areas. Some respondents specifically believe this part of Crewe is rural in nature and should be classified as such.

“A clear distinction should be made when defining urban, suburban and rural areas, as the simple dichotomy of urban and rural is too narrow when outlining the potential influence HS2 will have.” Individual response

- 6.2.6 Some respondents highlight potential impacts which they believe should be considered in relation to the Rural Support Zone boundary north of Crewe. These includes potential noise, visual impacts, property blight and construction disruption.
- 6.2.7 A few respondents request specific information about whether specific land or properties north of Crewe would be eligible for compensation, and if so, which zone applies.

Chapter 7: Responses in answer to question 2b – proposed boundary of the RSZ in southern Manchester

7.1 Introduction

7.1.1 This chapter provides a qualitative summary of responses to question 2b in the consultation response form, which asks about the proposed boundary of the Rural Support Zone in south Manchester.

7.1.2 Question 2b asks:

“What are your views on the proposed boundary of the RSZ in southern Manchester on the Western Leg?”

7.1.3 There are 27 respondents who make specific comments on the proposed Rural Support Zone boundary in southern Manchester. This includes responses to question 2b as well as issues raised by respondents that did not follow the structure of the consultation questions, but were deemed relevant to the question.

7.1.4 For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix C.

7.2 Comments on the proposed RSZ in southern Manchester

7.2.1 Many respondents to question 2b address issues outside the scope of the question, or indicate that they have no opinion on the proposals. As stated above, there are 27 specific comments on the proposed Rural Support Zone boundary in southern Manchester. Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on this proposed boundary.

7.2.2 A few respondents express their general support for the proposals, with slightly more expressing general opposition. In both cases, these respondents do not further qualify their reason for support or opposition.

7.2.3 A small number of respondents suggest that the proposed Rural Support Zone should be extended. Most of these comments do not provide a specific distance. One suggestion is that the zone should be increased by half a mile.

7.2.4 A few respondents believe that the proposed Rural Support Zone boundary in southern Manchester has been drawn to reduce or avoid compensation.

7.2.5 A few respondents highlight the potential uncertainty, disruption and blight homeowners might face in the area of southern Manchester.

Chapter 8: Responses in answer to question 2c – proposed boundary of the RSZ in south Long Eaton

8.1 Introduction

8.1.1 This chapter provides a qualitative summary of responses to question 2c in the consultation response form, which asks about the proposed boundary of the Rural Support Zone in south Long Eaton.

8.1.2 Question 2c asks:

“What are your views on the proposed boundary of the RSZ in south Long Eaton, on the Eastern Leg?”

8.1.3 There are 86 respondents who make specific comments on the proposed Rural Support Zone boundary in south Long Eaton. This includes responses to Question 2c in addition to issues raised by respondents that did not follow the structure of the consultation questions, but were deemed relevant to the question.

8.1.4 For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix C.

8.2 Comments on the proposed RSZ in south Long Eaton

8.2.1 Many respondents to question 2c address issues outside the scope of the question, or indicate that they have no opinion on the proposals. As stated above, there are 86 comments specifically on the proposed Rural Support Zone boundary in south Long Eaton. Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on this proposed boundary.

8.2.2 A few respondents, including Kaylee Transfers Ltd, express their general support for the boundary in south Long Eaton, without further qualification. In contrast, several respondents express their opposition to this boundary. A few respondents do so without providing reasons.

- 8.2.3 Some respondents express concern around the urban/rural distinction with regards to the boundary in south Long Eaton, and a few request that the zone is extended. Some respondents highlight the potential ambiguity between urban and rural in suburban areas, in some cases specifically referring to an area south-east of the proposed line known as Trent Meadows. Respondents argue that the area has a rural character thanks to its green spaces and wetlands and are concerned that the proposed route could cut the area off from the rest of Long Eaton. Some respondents, including Derbyshire County Council go on to suggest that the proposed Rural Support Zone is extended to include Trent Meadows.

“Derbyshire County Council asks for properties in the Newbery Avenue/Owen Avenue (off Trent Lane) to be included in the rural support zone. This site has open fields on two sides and is somewhat detached from the rest of the town so there is a strong case for rural designation.” Derbyshire County Council

- 8.2.4 A few respondents suggest other areas that should be included within the Rural Support Zone. Some argue that the whole of south Long Eaton should be encompassed by the zone, citing its proximity to green space. Others, including Ludford Close Residents’ Group, say the zone should include Ludford Close, citing its proximity to the proposed route.
- 8.2.5 A small number of respondents believe that the proposed Rural Support Zone boundary in south Long Eaton would be arbitrary or has been drawn to reduce or avoid compensation. A few respondents make general requests or suggestions for extending the Rural Support Zone in south Long Eaton.
- 8.2.6 A few respondents, including Derbyshire County Council, express concern about HS2 Ltd’s statement that urban areas like Long Eaton would be expected to benefit from the scheme. Some respondents argue that potential impacts of the construction period would outweigh the potential benefits from living near the proposed station in Toton. Others question the connectivity of the proposed Toton station for local residents.

“The assertion that the economic benefits of living in an urban area close to the proposed Toton hub will sufficiently offset any blight or hardship experienced is hard to believe.”
Individual response

- 8.2.7 In relation to concerns about construction, a few respondents believe the proposed compensation scheme should consider its impact in south Long Eaton. Respondents highlight specific perceived impacts including noise, property damage and construction traffic on local roads.

- 8.2.8 Other respondents highlight the potential long-term impacts of the operation of the railway. Their comments often focus on the proposed viaduct in Long Eaton, with concerns about visual impacts, noise and property blight. A small number of respondents express concerns about local homeowners losing the investment potential of their properties.
- 8.2.9 In relation to traffic, Webro Limited and Long Eaton Chamber of Trade express concern that potential access issues for industry during the construction period are not being considered.

Chapter 9: Responses in answer to question 2d – proposed boundary of the RSZ north of Trowell

9.1 Introduction

9.1.1 This chapter provides a qualitative summary of responses to question 2d in the consultation response form, which asks about the proposed boundary of the Rural Support Zone north of Trowell.

9.1.2 Question 2d asks:

“What are your views on the proposed boundary of the RSZ north of Trowell, on the Eastern Leg (west of Nottingham)?”

9.1.3 There are 87 respondents who make specific comments on the proposed Rural Support Zone boundary north of Trowell. This includes responses to question 2d in addition to issues raised by respondents that did not follow the structure of the consultation questions, but were deemed relevant to the question.

9.1.4 For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix C.

9.2 Comments on the proposed RSZ north of Trowell

9.2.1 Many respondents to question 2d address issues outside the scope of the question, or indicate that they have no opinion on the proposals. As stated above, there are 87 respondents who comment specifically on the proposed Rural Support Zone boundary north of Trowell. Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on this proposed boundary.

9.2.2 Some respondents express their general opposition to the proposed boundary north of Trowell. In contrast, a few respondents express their general support for the proposed boundary. In both cases, these respondents do not supply reasons for their support or opposition.

9.2.3 Around half of those who comment on the proposed RSZ boundary north of Trowell, including Trowell Parish Council and Anna Soubry, Member of Parliament for Broxtowe, express concern about HS2 Ltd’s proposal to designate Trowell as an urban instead of rural area. Respondents argue that Trowell should be classed as rural because of the green space surrounding the settlement, previous designations as ‘Village of The Year’ and the nature of its community facilities.

“For most residents, the aspect they see from their homes is that of open fields. The village also has a church, a public house (The Festival Inn), garden centres, a church hall, a parish hall, a post office, newsagent and general store. For a village of just over 1,000 households it has a thriving community spirit.” Trowell Parish Council

- 9.2.4 Other respondents believe that the absence of urban features, such as a built-up environment, a high street, or frequent public transport, would underscore claims that Trowell is predominantly rural. In relation to this, some respondents dispute HS2 Ltd’s argument that urban areas like Trowell would be expected to benefit from the scheme. Respondents say that the distance from Trowell to the proposed East Midlands Hub station at Toton would be considerable, while potential journey time savings would be limited. Other respondents believe that the potential sound and visual impacts of the proposed viaduct would outweigh the benefits of the proximity to the proposed station at Toton.
- 9.2.5 Nearby to Trowell, Maggie Throup, Member of Parliament for Erewash, for example, believes that the RSZ should apply to the Erewash Valley and Stanton Gate, as she believes they are sufficiently rural communities which should be compensated.
- 9.2.6 In addition to querying the urban/rural classification of Trowell, some respondents, including Anna Soubry, Member of Parliament for Broxtowe, explicitly suggest moving the boundary to include Trowell within the RSZ. Some respondents make general suggestions to extend the zone north of Trowell.
- 9.2.7 Some respondents believe that the proposed RSZ north of Trowell should consider the height of the line at the proposed viaduct. Respondents highlight the potential increased visual and noise impacts of a viaduct compared to ground level tracks. Some respondents link these impacts to potential property blight in the area.

“In addition, there does not appear to have been any consideration for compensation for those properties that will have direct sight, as well as very close proximity, to the raised sections of line e.g. 60 feet high viaduct section as it passes through the village of Trowell.”
Individual response

- 9.2.8 A few respondents believe that HS2 Ltd should consider potential construction disruption in Trowell. They argue that potential impacts would include noise, dust and construction traffic. A few respondents highlight the potential cumulative impact on Trowell from the proposed scheme and recent works on the M1 motorway. Respondents say that it would be unfair for Trowell residents to ‘suffer’ for a second time.

9.2.9 A small number of respondents believe that the proposed RSZ boundary north of Trowell is arbitrary or has been drawn to reduce or avoid compensation. Their comments often focus on the proposed viaduct and its perceived impacts across a further distance.

Chapter 10: Responses in answer to question 2e – proposed boundary of the RSZ south east of Leeds

10.1 Introduction

10.1.1 This chapter provides a qualitative summary of responses to question 2e in the consultation response form, which asks about the proposed boundary of the Rural Support Zone south east of Leeds.

10.1.2 Question 2e asks:

“What are your views on the proposed boundary of the RSZ south east of Leeds, on the Eastern Leg?”

10.1.3 There are 132 respondents who make specific comments on the proposed Rural Support Zone boundary south east of Leeds. This includes responses to question 2e in addition to issues raised by respondents that did not follow the structure of the consultation questions, but were deemed relevant to the question.

10.1.4 For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix C.

10.2 Comments on the proposed RSZ south east of Leeds

10.2.1 Many respondents to question 2e address issues outside the scope of the question, or indicate that they have no opinion on the proposals. As stated above, there are 132 respondents who comment on the proposed Rural Support Zone boundary south east of Leeds. Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to the total number of comments made on this proposed boundary.

10.2.2 Several respondents express their general opposition. In contrast, some others express general support for the proposed boundary.

10.2.3 A few respondents believe that the proposed Rural Support Zone boundary south east of Leeds is arbitrary or has been drawn to reduce or avoid compensation. These comments are often in relation to properties close to the Woodlesford tunnel portal, which respondents claim would not be included in any of the proposed compensation zones.

10.2.4 Respondents also express concern about HS2 Ltd’s proposal to designate Woodlesford as an urban instead of rural area. The councillors for Rothwell Ward on Leeds City Council believe the canal-side location makes Woodlesford as rural as other nearby areas.

- 10.2.5 A small number of respondents suggest extending the Rural Support Zone in general, or suggest that it is extended to include properties up to 240m, or half a mile, from the proposed line.
- 10.2.6 A few respondents disagree with HS2 Ltd's statement that urban areas like Woodlesford would be expected to benefit from the scheme, citing the scheme's perceived inaccessibility.

Chapter 11: Responses in answer to question 3 - Need to Sell's 'no prior knowledge' criterion

11.1 Introduction

11.1.1 This chapter provides a qualitative summary of responses to question 3 in the consultation response form, which asks about the Need to Sell scheme's 'no prior knowledge' criterion.

11.1.2 Question 3 asks:

'Do you have any comments on the current operation of the 'no prior knowledge' criterion in relation to the Need to Sell scheme? Do you believe changes should be made to this criterion and, if so, what changes should be made and why?'

11.1.3 There are 456 respondents who provide specific comments on the 'no prior knowledge' criterion. This includes responses to question 3 in addition to issues raised by respondents that did not follow the structure of the consultation questions, but were deemed relevant to the question.

11.1.4 For a detailed, quantitative breakdown of the number of respondents raising each issue, the reader can refer to Appendix C.

11.1.5 This section provides a qualitative summary of the issues respondents raise in response to question 3. Comments on the Need to Sell scheme not in relation to the 'no prior knowledge' criterion are reported in section 5.7.

11.2 Comments on Need to Sell's 'no prior knowledge' criterion

11.2.1 As stated above, there are 456 respondents who provide specific comments on the 'no prior knowledge' criterion. Where the following paragraphs refer to 'many', 'some', or 'a few' respondents, these terms should be understood in relation to the total number of comments made on this proposed boundary.

11.2.2 Many respondents express opposition to the proposed criterion, saying that it would be unfair and arguing that the criterion should be removed. Some respondents say that the proposed criterion is an attempt by the Government to prevent compensation being paid to homeowners, and one argues that preventing people with prior knowledge from the scheme would be immoral.

11.2.3 In contrast, several respondents express support for the proposed 'no prior knowledge' criterion, saying they understand the rationale behind it and arguing that it would prevent possible fraudulent activities. A few respondents say their reason for supporting this proposal is that there would be other adequate means to ensure that affected homeowners with legitimate reasons to sell could do so.

"I believe the operation of the "no prior knowledge" criterion should be maintained in order to ensure fairness, transparency and value for money for those of us who fulfil the criterion." Individual response

- 11.2.4 Some respondents support the proposed criterion with caveats. A few voice concerns that uncertainty about the final HS2 route could unfairly exclude homeowners from compensation.
- 11.2.5 The most common concern about the proposed 'no prior knowledge' criterion is the potential effect of uncertainty about the eventual route. Several respondents suggest that route refinements can considerably change potential impacts on properties. A few respondents provide examples of situations where revisions to the route have made a material difference to the potential impacts on an individual property.

"The 'no prior knowledge' criterion should certainly be removed in the case of people who have bought a property with prior knowledge of HS2 but then the route plans have changed significantly (such as the route going from a cutting into a viaduct, or the announcement that a spoil dump or rolling stock depot is to be located close to the property)." Antoinette Sandbach, Member of Parliament for Eddisbury

- 11.2.6 Many respondents raise concerns about how the proposed criterion would affect the property market. They argue that a 'no prior knowledge' condition would prevent people from selling their houses, effectively leaving them trapped in unsellable properties. Others believe that the criterion would create a disincentive to prospective buyers, and that the inability to attract new buyers to affected areas would affect communities and exacerbate blight.
- 11.2.7 Respondents also detail worries about the how the proposed criterion would apply when people wish to sell their home as a consequence of changes in personal circumstances. Several respondents argue that some older homeowners may seek or need to move before the construction of the proposed line has been completed. Another respondent argues that the 'realities of life' should be considered, such as divorce, age, and career changes.
- 11.2.8 Many respondents suggest that flexibility would be needed in regards to people's eligibility for 'no prior knowledge', and that its application should be reviewed on a case-by-case basis.
- 11.2.9 Many respondents argue that the timescales for the proposed 'no prior knowledge' criterion ought to be reconsidered. They say that the proposed route refinements should inform the scheme's timescales. Other respondents suggest timing should be irrelevant, as all homeowners should qualify.

“I feel that now the preferred proposed routes have been confirmed and are going ahead the cut off point for 'no prior knowledge' should be November 2016 regardless of whether the 2013 proposals have been changed or not.” Individual response

- 11.2.10 Several respondents argue that publicity and information on the proposed ‘no prior knowledge’ criterion has been insufficient. Some say that in order for homeowners to have ‘prior knowledge’ they would need adequate communications from HS2 Ltd, which they claim has not always happened. Others say the term ‘no prior knowledge’ is not precise enough and could be open to manipulation. They suggest that a clearer definition would ensure the process was fair.
- 11.2.11 Several respondents say they agree with the proposed ‘no prior knowledge’ criterion, arguing it would prevent exploitation and opportunism. They argue that it would be an adequate measure to stop profit-driven speculation with affected properties, while ensuring that genuinely affected local residents would be compensated.
- 11.2.12 A few respondents argue that prior knowledge should be allowed if no profit is made on the property, as long as any suspected improprieties are addressed.

“The scheme does not need to be excluded from those with prior knowledge, so long as the property is being offered for sale at a price no higher than that paid since the route announcement. Any suspicion of fraud could be investigated, but this shouldn’t stop the scheme being open to all affected residents.” Church Fenton Parish Council

- 11.2.13 One respondent suggests that review periods should be built into the phases of the HS2 project, in order to ascertain the properties and individuals that are affected. Another respondent says that the proposed ‘no prior knowledge’ element should not be used until the HS2 route is finalised.
- 11.2.14 One respondent expresses concern that owners of temporary buildings, specifically mobile homes, would not qualify for the proposed ‘no prior knowledge’ criterion and the associated Need to Sell scheme.

Chapter 12: Responses which did not address the consultation questions

12.1 Introduction

- 12.1.1 This chapter covers issues raised in responses to the property consultation which are not related to the questions posed. Any comments in these responses that were specific to consultation questions are captured in the chapters above (5-11).
- 12.1.2 Across the consultation questions, there are 1,078 respondents who comment on HS2 generally, or otherwise raise issues outside the scope of the current consultation. Where the following paragraphs refer to ‘many’, ‘some’, or ‘a few’ respondents, these terms should be understood in relation to this total number of respondents.
- 12.1.3 This section consists of five sub-sections relating to themes arising that do not directly address the consultation questions. These themes are:
- comments on statutory compensation (section 12.2);
 - comments on the Exceptional Hardship Scheme (section 12.3);
 - comments on the consultation process and communications from HS2 (section 12.4);
 - comments on perceived impacts of the proposed Phase 2b route (section 12.5); and
 - overall comments on the project and the proposed route (section 12.6).

12.2 Comments on statutory compensation

12.2.1 Safeguarded zone

- 12.2.2 Some respondents believe the safeguarded zone’s proposed 60m boundary is arbitrary and requires flexibility. A few of these respondents believe that safeguarding parts of a settlement would create severance and rural isolation. Others are concerned that properties with existing rural isolation would be particularly affected by the safeguarding boundaries.

“Properties situated in quiet rural locations with relatively few neighbours are disproportionately affected by a scheme such as HS2 and an arbitrary boundary of 60 metres for the safe guarded area fails to take into account individual circumstances.”

Individual response

- 12.2.3 Some respondents suggest more specific extensions to the safeguarding zone. A few respondents, including Stanton-by-Dale Parish Council, suggest extending the safeguarding zone to cover Stanton Gate. They highlight the potential cumulative impacts of the motorway realignment and the proposed HS2 scheme upon this settlement. Similarly, Maggie Throup, Member of Parliament for Erewash, suggests extending the safeguarded zone through Long Eaton to account for the proposed viaduct.
- 12.2.4 Some respondents request more information about whether individual properties would be safeguarded, and if so, whether they would be demolished. A few respondents express concerns about the perceived uncertainty of the proposed route. Others query whether minor route changes would change the amount of statutory compensation affected homeowners would be entitled to.
- 12.2.5 A few respondents suggest that the proposed safeguarding zone would affect local economies. Cheshire East Council cites the example of a proposed housing development in Crewe that would be safeguarded due to a change to a tunnel portal. Similarly, Maggie Throup, Member of Parliament for Erewash, says the perceived uncertainty of the route would affect local businesses' ability to plan.

12.2.6 Home-loss payment

- 12.2.7 A few respondents believe that the proposed home-loss payment of 10% would be inadequate to compensate for potential disruption and stress. Other respondents express concerns about the home-loss payment cap of £58k. Respondents believe that this would unfairly disadvantage those who own more expensive properties.

12.2.8 Part 1 Compensation

- 12.2.9 A small number of respondents express concern about Part 1 Compensation. One criticism is regarding the timescale, arguing that the opening of the proposed scheme is too far away for residents to wait for. HS2 Action Alliance suggests that Part 1 Compensation is 'topped-up' to reflect property value loss.

12.3 Comments on the Exceptional Hardship Scheme

- 12.3.1 HS2 Action Alliance is concerned about the perceived omission of health and mobility rules from the proposed Exceptional Hardship Scheme and says that if the scheme is reintroduced, this should be addressed.
- 12.3.2 Antoinette Sandbach, Member of Parliament for Eddisbury, expresses disappointment about a specific compensation case under this scheme, which she believes took too long to resolve.
- 12.3.3 HS2 Action Alliance believes that a Property Bond would be more suitable than this scheme as it would allow the property market to behave normally.

12.4 Comments on the consultation process and communications from HS2 Ltd

- 12.4.1 Some respondents express criticism of the consultation process. Some complain that the process was vague, lacking detail on the project or compensation proposals. Several respondents assert that they have not been directly contacted or offered assistance in regards to the compensation and assistance schemes. Others state that they only received standardised leaflets or letters which they say were not adequate. A few respondents criticise public information events held to support the consultation, arguing that they were inadequate in relaying useful information.
- 12.4.2 In contrast, some respondents express support for the consultation process, saying they are pleased to have been consulted about the property compensation schemes and proposed route refinements.
- 12.4.3 Many respondents make requests about the consultation process, with several requesting personalised responses to their queries, rather than generic ones. Some request a special liaison contact for their areas. One respondent comments that affected community members would value face-to-face contact.

“In addition we think our residents would value the opportunity to have face to face discussions rather than having to make their applications in writing.” Trafford Council

- 12.4.4 Some respondents provide suggestions about the process, arguing that there should be better engagement with the communities affected by HS2. A few suggest that HS2 Ltd staff should be better informed so they can assist at events and respond to queries, complaining that there is insufficient information readily available. One respondent argues that proposed individual compensation settlements should be replaced with a holistic solution.

“HS2 should offer an online portal for individuals to communicate and keep both parties informed of the process. The chosen conveyancing company could also regularly communicate with the householder and 2, HS2, this would be cost effective, timely and improve communication as this is very poor and you are often provided with inaccurate responses over the telephone to HS2” Individual response

- 12.4.5 Many respondents criticise the consultation documentation, describing it as confusing and badly written. They say it lacks plain English as well as simple headings. A few respondents believe that the consultation documentation was deliberately made inaccessible, to dissuade people from objecting to the proposals.

- 12.4.6 Several respondents suggest that images and maps in the consultation documentation are inaccurate, with the scales difficult to understand. They also complain that the scale of maps would make it difficult to identify locations, and that vertical profiles on the maps are difficult to interpret. A few respondents suggest that recently proposed developments are missing from maps. One respondent comments that certain affected groups, such as significant businesses, are omitted from the document.
- 12.4.7 A small number of respondents make suggestions about the consultation documentation, proposing that all information is consolidated into one document and that the literature mentions all the proposed changes. One respondent suggests that HS2 Ltd should offer an online portal in order to keep all parties informed of the process.
- 12.4.8 A few respondents request more information about compensation schemes available for communities along the proposed 2b route.
- 12.4.9 Some respondents criticise events held by HS2 Ltd, arguing that they were understaffed and were more like presentations than ‘proper consultation’. One respondent provides an example of a question to which they could not get a satisfactory answer from HS2 Ltd staff at a consultation event.
- 12.4.10 Several respondents request more information about the details and potential impact of HS2, listing topics they are concerned about including the environment, site explorations, the train timetable, potential noise, visual and vibration impacts. A small number of respondents request more information about potential impacts on local businesses, saying this is currently lacking.
- 12.4.11 One respondent requests more information about the proposed construction programme, in order to provide information to council tenants.

“We should like information on/confirmation of the following: Although construction will not start for several years, there will need to be site exploration, particularly if the tunnel goes ahead. When is the site exploration likely to take place? What will be involved in this stage.” Individual response

- 12.4.12 A few respondents argue that the perceived lack of information has prevented them from submitting an informed response. Others suggest that the perceived lack of detail of the designs makes evaluating potential impacts of HS2 difficult.
- 12.4.13 A small number of respondents request further engagement in the consultation process. They argue that there should be better publicity about the proposed compensation schemes, especially in regards to the time between the 2013 and 2016 revised route announcements.

12.5 Comments on perceived impacts of the proposed Phase 2b route

- 12.5.1 One concern expressed by several residents is the potential impact of the proposed Phase 2b route on the ecology and biodiversity of the local countryside. Respondents say that the Government and HS2 Ltd have ‘complete disregard’ for conservation and preservation of the ecosystem. Rudheath Parish Council expresses concern about potential impacts of HS2 on foraging and flight paths of wildlife in protected conservation areas. Respondents argue that the potential destruction of habitats and the local ecology could not be compensated for.

“The Government Manifesto promised to restore and protect natural wildlife habitats, yet is destroying ancient hill villages, wildlife areas of deer, otters & buzzards” Individual response

- 12.5.2 Some respondents express concern about the proposals’ impact on local roads, especially potential impacts associated with construction traffic, including congestion. Respondents also argue that potential closures of footpaths and roadways during construction would inconvenience local residents and businesses. Several respondents insist that HS2 Ltd and the Government should provide support to owners of properties affected by construction works, to ensure access is adequate once construction has completed.
- 12.5.3 Several respondents are concerned about potential visual impacts associated with HS2. Respondents worry that the proposed route would harm what they call an ‘exceptional landscape’.
- 12.5.4 A few respondents suggest ways to mitigate potential visual impacts, such as grassed embankments, to disguise the proposed line and allow it to blend in with the local scenery more easily.

“Also compensation should be offered at the start of construction to allow for the tree screening that would then begin to mature as the build continues” Barkston Ash Parish Council

- 12.5.5 Several respondents are concerned about potential impacts from noise and vibration. Respondents argue that noise would be especially impactful in villages, whose residents are used to a tranquil environment.
- 12.5.6 Some respondents suggest ways in which potential noise impacts from HS2 could be mitigated. They argue that the Government could fund triple glazing for all affected residents, which respondents say is done for those affected by Heathrow Airport. Several respondents suggest tree planting or building the track in a cutting to reduce potential noise impacts.

“The migration schemes should go beyond a monetary payment to actual helming provided for specifics to mitigate the scheme such as sound proofing, improved double glazing, screening in gardens, air conditioning (and compensation for running costs) to allow residents to take advantage of sound proofing in hot weather.” Individual response

- 12.5.7 A few respondents express concern about potential safety and security impacts. Specific safety risks raised relate to pedestrian safety, injury on the proposed line, flooding of tunnels, poisonous gas build-up in tunnels, methane gas explosions, disturbance of toxic landfill during construction, and geological instability.
- 12.5.8 Some respondents argue that the potential impact of HS2 on local waterways has not been fully considered. One respondent suggests that the proposed line’s construction should allow for the ‘free passage and natural flow of water’, to avoid any impact on the local groundwater and canals.
- 12.5.9 Some respondents express concern about potential impacts on local communities, such as Crofton and Ashley. A few respondents argue that local communities are being sacrificed to save the Government money.
- 12.5.10 One local landowner believes that further mitigation is required to offset the perceived impacts of HS2. They suggest that HS2 Ltd works with them to ensure consistent implementation of mitigation measures and solutions.

12.6 Overall comments on the project and the proposed route

- 12.6.1 Many respondents used their consultation response to express opinions on the overall HS2 project and the parallel consultation on the proposed Phase 2b route refinements.
- 12.6.2 Many respondents who express a position on the overall HS2 project, state opposition, including various stakeholders across a number of sectors. Respondents’ reasons for overall opposition include environmental impacts, high costs, lack of value for money, limited scope of benefit, impacts on local communities, and reduced need for business travel. Some respondents believe that greater compensation needs to be awarded generally, arguing it is not possible to fully mitigate for potential impacts.
- 12.6.3 Some respondents are opposed to parts of the proposed route for HS2 or to proposed route refinements, due to perceived impacts and costs. A few respondents suggest that alternative routes would have a lesser impact.
- 12.6.4 A comparatively small number of respondents express support for the HS2 project and/or the proposed route refinements. Some see it as a welcome infrastructure improvement project, which they say would provide employment and economic benefit, local investment, reduce traffic congestion, create opportunities for regeneration, and improve connectivity.

- 12.6.5 Some respondents support the project with caveats. These caveats include potential negative social and financial impacts on local communities, the provision of appropriate compensation, and the timescales for operation being brought forward.

12.6.6 Alternatives

- 12.6.7 Many respondents suggest that the funds allocated to HS2 should be spent on other priorities. Suggestions include investment in improving existing transport infrastructure, alternative train technology designs, and investment in other public services such as the NHS.
- 12.6.8 A few respondents suggest preferred alternative rail and transport options, such as Northern Powerhouse Rail (NPR), different fast train lines between different areas, trams, and cycle lanes.
- 12.6.9 A few respondents argue that the proposed route should be redirected elsewhere or underground.

12.6.10 Policy and process

- 12.6.11 Some respondents believe that HS2 Ltd could have taken a different approach to engagement, to better understand ecological, community, business and residential opportunities.
- 12.6.12 A small number of respondents comment on the Northern Powerhouse concept and cite investments, development and upgrades that they believe are necessary to realise this.

12.6.13 Project concerns

- 12.6.14 Some respondents express concern about the potential cost and perceived lack of benefits of the overall project and also refer to the costs associated with route refinements. They believe the overall project is too expensive, a waste of public funds, and that costs are likely to exceed the budget.
- 12.6.15 A few respondents say that local communities and those who would be negatively affected by the project would not share in the financial benefits.
- 12.6.16 A few respondents question the accuracy of the cost estimates for the project. A small number of respondents believe that the cost of compensation has not been factored in to the current representations of project cost, and that this could lead to a significant increase in expenditure.
- 12.6.17 A few respondents believe that HS2 would be an unaffordable service for many people. Respondents question whether there would be enough demand for services from northern cities to London. One respondent believes that emptier trains would increase ticket prices, which would further reduce demand. Another respondent is concerned that on completion the line would be privatised, requiring further subsidy from public funds and leading to further increases in ticket prices.

12.6.18 One respondent questions how HS2 would be supplied with power, claiming that national electrical supply is at capacity and would have limited ability to provide for a new high speed rail network.

Appendix A Participating organisations and elected representatives

A1 Table A1 lists the names of all the organisations that submitted responses to the consultation. They are listed by sector, and alphabetically within each sector. Organisations have not been listed if they indicated that their response should be treated as confidential. Responses submitted by solicitors or agents acting on behalf of an organisation have been regarded as confidential in cases where there was no specific request for confidentiality. It cannot be fully assured that all organisations have been accurately categorised as not all respondents classified themselves. Categorisation of responses was carried out separately from coding and did not affect the way in which coding is carried out.

Table A1 *Respondents by sector*

Action groups
Bramley HS2 Action Group
Church Fenton Action Group
Crofton Against HS2
HS2 Action Alliance
HS2 Blackwell Campaign
MAPA (Measham, Appleby, Packington & Austrey) HS2 Action
Packington HS2 Response Team
REPA
SOWHAT

Businesses (local, regional, national or international)
Access Underwater Ltd
Blooming Business Services
Blue Granary Wharf (Leeds) Management Company Ltd
C P Motors
Clayton & Frickley Farms
F & M Steed Limited

Frickley Estate and Clayton & Frickley Farms
Kaylee Transfers Ltd
King Street Energy (Cheshire) Ltd
Long Eaton Chamber of Trade
Macnett
Rivers Meet café and crafts
Springbank Nurseries
Strelley Systems Ltd.
The Central Association of Agricultural Valuers (CAAV)
The Warehouse Studios
Webro (Long Eaton) Limited

Elected representatives
Anna Soubry MP - Member of Parliament for Broxtowe
Antoinette Sandbach MP - Member of Parliament for Eddisbury
Councillor for Shakerley Ward, Cheshire West and Chester Council
Councillors for Rothwell Ward, Leeds City Council
Craig Tracey MP - Member of Parliament for North Warwickshire and Bedworth
Maggie Throup MP - Member of Parliament for Erewash
Yvette Cooper MP - Member of Parliament for Normanton, Pontefract and Castleford

Local Government
Ashley Parish Council
Barkston Ash Parish Council
Barnburgh & Harlington Parish Council
Cheshire East Council
Cheshire West and Chester Council

Church Fenton Parish Council
Clayton Parish Council
Clayton with Frickley Parish Council
Crewe Town Council
Croft Parish Council
Crofton Parish Council
Culceth and Glazebury Parish Council
Derbyshire County Council
Doncaster Council
High Legh Parish Council
High Melton Parish Council
Hooton Pagnell Parish Council
Joint Rural Parishes
Leeds City Council
Leicestershire County Council
Lostock Gralam Parish Council
Marr Parish
Measham Parish Council
North Yorkshire County Council
Parochial Church Council
Rudheath Parish Council
Stanton-by-Dale Parish Council
Trafford Council
Trowell Parish Council
Warrington Borough Council

Real estate, housing associations or property-related organisations

Council of Mortgage Lenders

Curzon Coaker Trust

Hooton Pagnell Estate

M & G UK PLP

Wakefield and District Housing Limited

Statutory agencies

The National Trust

Transport, infrastructure or utility organisation

Network Rail

Appendix B Consultation process and detailed methodology

Consultation process

- B1 The High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation 2016 was managed by HS2 Ltd on behalf of the Department for Transport (DfT). Dialogue by Design was commissioned by HS2 Ltd to set up response channels for this consultation, including a consultation webform, email and Freepost address, and to receive, collate, analyse and report on responses to the consultation made via the response channels.
- B2 The HS2 Crewe to Manchester, West Midlands to Leeds Route Refinement Consultation 2016 ran in parallel with this consultation and a similar report is available.
- B3 This report summarises the responses to the Property Consultation 2016 which were received via the three response channels. A separate report summarises responses to the Route Refinement Consultation. Readers may wish to consider both reports in order to obtain a full overview of respondents' views on the latest proposals by HS2 Ltd.
- B4 HS2 Ltd and the DfT produced a number of documents and maps to enable respondents to provide informed responses to the Route Refinement Consultation:
- High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation 2016 – a consultation document providing the public and stakeholders with an opportunity to review and comment on the proposed property compensation and assistance schemes for people affected by the plans to compensate and assist property owners affected by HS2;
 - a factsheet providing summary information about the schemes being consulted upon, schemes already available, and how to access further information;
 - a consultation response form and diversity monitoring form; and
 - a series of map books, technical reports and factsheets providing further information on the Phase 2b route
- B5 All documents were available to download from www.gov.uk and to order in hardcopy through the HS2 Helpdesk. Documentation relating to both consultations was sent to council offices, libraries and Citizens Advice Bureaus along the proposed Phase 2b route with a request that they were made available for public view. Documents were also available to take away at the associated public information events.
- B6 Local authorities and parish councils were offered, or able to request, briefings following the launch of the consultations.
- B7 HS2 Ltd and the DfT raised awareness of the consultation process in a number of ways. Once the consultation had been launched, HS2 Ltd commissioned Royal Mail to send a letter and a leaflet to addresses up to 1km each side of the proposed line of route.

- B8** Letters were also sent to local authority, parish council and Citizens Advice Bureau offices along the proposed Phase 2b line of route as well as statutory organisations and other stakeholders to inform them of the launch of the two consultations.
- B9** HS2 Ltd placed advertisements in newspapers distributed along the Phase 2b route to raise awareness of the consultations and public information events.

Public events

- B10** As part of the consultation, HS2 Ltd held 36 information and community events in locations across the proposed Phase 2b route during January and February 2017. Almost 20,000 people came to the events to speak to the project team and find out more about HS2. The events provided an opportunity for members of the public to view relevant maps and documents and to speak with appropriately qualified members of staff about how the consultation proposals might apply to them.

Table B1 *List of information events*

Venue	Location	Date	Time	Attendance
Crewe Alexandra Football Club	Crewe	05 January 2017	12pm-8pm	1,181
Wincham Hall Hotel	Lostock Gralam	06 January 2017	12pm-8pm	796
The Rose Centre (Lowton Civic Hall)	Lowton	07 January 2017	10am-5pm	986
Culcheth Sports Club	Culcheth	10 January 2017	12pm-8pm	556
Best Western Cresta Court Hotel	Altrincham	11 January 2017	12pm-8pm	1,336
Manchester Central	Manchester City Centre	12 January 2017	12pm-8pm	531
Polesworth Memorial Hall	Polesworth	14 January 2017	10am-5pm	420
Best Western Yew Lodge Hotel	Kegworth	16 January 2017	12pm-8pm	813
Kingsbury Community and Youth Centre	Kingsbury	17 January 2017	12pm-8pm	320
Best Western Appleby Park Hotel	Measham	18 January 2017	12pm-8pm	1,045
Blackburn Hall	Woodlesford	21 January 2017	10am-5pm	570
Thorpe Park Hotel & Spa	Garforth	23 January 2017	12pm-8pm	373
Royal Armouries Museum	Hunslet	24 January 2017	12pm-8pm	253
Scarthingwell Golf Course	Church Fenton	25 January 2017	12pm-8pm	223

Trowell Parish Hall	Trowell	27 January 2017	12pm-8pm	1,133
West Park Leisure Centre	Long Eaton	28 January 2017	10am-5pm	2,201
The Postmill Centre	Hilcote	02 February 2017	12pm-8pm	828
The Speedwell Rooms	Staveley	03 February 2017	12pm-8pm	567
Bainbridge Hall	Bolsover	04 February 2017	10am-5pm	398
Best Western Plus Aston Hall Hotel	Aston	08 February 2017	12pm-8pm	1,277
Best Western Consort Hotel	Bramley	09 February 2017	12pm-8pm	557
Best Western Plus Pastures Hotel	Mexborough	10 February 2017	12pm-8pm	618
Burntwood Court Hotel	Hemsworth	16 February 2017	12pm-8pm	490
The Winsford Academy	Winsford	18 February 2017	10am-5pm	261
Cedar Court Hotel	Crofton	20 February 2017	12pm-8pm	521
Normanton Golf Club at The Hatfeild Hall	Normanton	21 February 2017	12pm-8pm	160
The Met Hotel Leeds	Leeds City Centre	22 February 2017	12pm-8pm	140
Culcheth Sports Club	Culcheth	24 February 2017	12pm-8pm	377
William Hulme's Grammar School	Manchester South	25 February 2017	10am-5pm	603

Detailed methodology

Data receipt and digitisation

- B11 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).
- B12 Submissions were received in a number of formats: online response forms (via the webform); paper response forms, letters and emails. There were also variations to these formats, such as completed response forms with letters or reports attached.
- B13 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 webform were processed by data entry staff in order to prepare for import into the Dialogue by Design analysis database.

- B14 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 webform

- B15 Online submissions were captured via the consultation webform and then imported into the analysis database on a regular basis throughout the consultation period.
- B16 While the consultation was open, webform 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

- B17 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

- B18 A Freepost address operated for the duration of the consultation for respondents to submit hard-copy consultation responses. Upon receipt, letters and paper-based response forms were logged and given a unique reference number. They were then scanned and imported into the data analysis system.
- B19 At the data entry stage, all printed submissions, 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.
- B20 The transcription process was quality controlled by a transcription supervisor, 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).
- B21 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%.

Responses submitted to HS2 Ltd or the DfT

B22 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.

Late submissions

B23 The consultation period ended at 23:45 on 9 March 2017. As households in some areas were given an extended deadline of 3 May 2017, Dialogue by Design continued to accept responses after the consultation close date. Late responses were not logged until after the extended deadline passed. All responses are summarised in this report.

Verification of submissions

B24 At the end of the consultation period, once any misdirected responses had been transferred from the DfT and HS2 Ltd to Dialogue by Design, a duplicates check was carried out on responses entered into the database. Where responses were exactly the same, one (or more if necessary) was removed and not processed.

B25 If responses were recorded as being from the same organisation they were also checked to see whether the same response had been sent by different individuals from the same organisation.

B26 Although the verification process identified and removed exact duplicate submissions sent by the same person in different formats, the process did not seek to remove identical submissions from different respondents.

Development of an analytical framework

B27 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 on.

B28 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 discussed the initial framework with representatives from HS2 Ltd. Their feedback was used as part of the finalisation of the coding framework.

B29 A three-tier approach was taken to coding, starting with high-level themes (including question-specific themes for each proposed route refinement), splitting into sub-themes and then specific codes. Table B2 provides a full list of the top-level themes used and Table B3 provides an extract from the coding framework showing the use of themes, sub-themes and codes. The full coding framework will be available in Appendix C of the final version of this report.

Table B2 *List of themes from coding framework*

Theme
Assistance and compensation
Atypical properties and special circumstances

Cash Offer
Deep tunnel specific measures
Exceptional Hardship Scheme
Express Purchase
Extended Homeowner Protection Zone
Homeowner Payment
Need to Sell
Rent Back
RSZ North of Crewe
RSZ North of Trowell
RSZ Route-wide
RSZ South east of Leeds
RSZ Southern Manchester
Statutory Compensation
Voluntary Purchase Scheme
Consultation Process
General
Other

Table B3 *Extract from the coding framework*

Theme	Sub-theme	Code
Assistance and Compensation	All schemes (proposals)	Adequate/support
		Inadequate/oppose
		Support with caveats
	Boundaries	Distance is arbitrary/wider affected area
		Extend (no specified distance)
		Extend (specified distance)

	Compensation	Alternative suggestions
		Increase (not specified)
		Increase (specified amount/%)
	Considerations	Air quality, dust and dirt
		Blight (existing)
		Blight (potential)
		Community

B30 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 language⁴ codes since this allows analysts to suggest refinements and additional issues, and aids quality control and external verification.

Implementation of the analysis framework

B31 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.

B32 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 responses that did not directly address the consultation questions, were coded using the same framework.

B33 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.

B34 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 checking a sample of responses and providing

⁴ 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.

feedback to Dialogue by Design. Dialogue by Design responded to this feedback and applied any necessary changes to the coding.

Responses by question

- B35 Respondents could answer any number of the nine questions that were included in the High Speed Two Phase 2b: Crewe to Manchester and West Midlands to Leeds Property Consultation 2016 – Response Form. Table 3 shows a count of how many responses were received to each question. Responses that did not address the consultation questions directly, for example emails or letters that did not follow the structure of the response form, are also included in the table.
- B36 The coding framework was used to capture all comments on each route refinement, across all questions, so that comments could be consistently reported on regardless of where they were made. Responses addressing a particular route refinement have been summarised in the chapter relating to that route refinement. All responses that did not address the consultation questions directly were also coded and summarised in the appropriate chapter. This means that the total number of responses to a given question is not the same as the total number of respondents who addressed that particular route refinement. could answer any of the three set questions that were included in the response form for this consultation. Table B4 shows a count of how many consultees provided responses to each question.

Table B4 Responses by question

Question number	Question text	Total
1	The Government believes the proposed schemes outlined in the Property Consultation document provide a comprehensive package of assistance and compensation to communities along or near the preferred Phase 2b section of HS2. Are there any factors which you think should be considered to make the proposed schemes more suitable for the preferred Phase 2b section of HS2? Can you suggest any ideas you may have to improve the package of compensation and assistance schemes for the preferred Phase 2b section of HS2?	1,717
2a	a. What are your views on the proposed boundary of the Rural Support Zone (RSZ) at the southern end of the Western Leg (to the north of Crewe)?	446
2b	b. What are your views on the proposed boundary of the RSZ in southern Manchester on the Western Leg?	348
2c	c. What are your views on the proposed boundary of the RSZ in south Long Eaton, on the Eastern Leg?	383
2d	d. What are your views on the proposed boundary of the RSZ north of Trowell, on the Eastern Leg (west of Nottingham)?	387
2e	e. What are your views on the proposed boundary of the RSZ south east of Leeds, on the Eastern Leg?	574
3	Do you have any comments on the current operation of the 'no prior knowledge' criterion in relation to the Need to Sell scheme? Do you believe changes should be made to this criterion and, if so, what changes should be made and why?	723
	Responses not addressing the consultation questions directly	344

Appendix C Codes by theme

C1 The themes and codes from the coding framework are listed below in Table C1 and Table C2 respectively. Table C2 also notes the frequency with which each code was applied across the consultation as a whole.

Table C1 *Coding framework themes*

Theme
Assistance and compensation
Atypical properties and special circumstances
Cash Offer
Deep tunnel specific measures
Exceptional Hardship Scheme
Express Purchase
Extended Homeowner Protection Zone
Homeowner Payment
Need to Sell
Rent Back
RSZ North of Crewe
RSZ North of Trowell
RSZ Route-wide
RSZ South east of Leeds
RSZ Southern Manchester
Statutory Compensation
Voluntary Purchase Scheme
Consultation Process
General
Other
Locations

Table C2 *Codes by theme*

Assistance and Compensation	Frequency
AC - All schemes (proposals) - adequate/support	12
AC - All schemes (proposals) - inadequate/oppose	756
AC - All schemes (proposals) - support with caveat(s)	29
AC - Boundaries - general support	1
AC - Boundaries - 25% rule - support with caveat	1
AC - Boundaries - alternative - suggestions	22
AC - Boundaries - considerations - depot	68
AC - Boundaries - considerations - height of line	179
AC - Boundaries - considerations - other route specifics	9
AC - Boundaries - considerations - stations	4
AC - Boundaries - considerations - topography	36
AC - Boundaries - considerations - tunnel portals	54
AC - Boundaries - distance is arbitrary/wider affected area	568
AC - Boundaries - drawn to reduce/avoid compensation	28
AC - Boundaries - extend (from edge, not centre of track)	39
AC - Boundaries - extend (include if property spans boundary)	14
AC - Boundaries - extend (no specified distance)	172
AC - Boundaries - extend (specified distance)	69
AC - Boundaries - extend (specified location)	77
AC - Boundaries - urban/rural distinction - concerns	51
AC - Compensation - alternative suggestions	199
AC - Compensation - increase (not specified)	232

AC - Compensation - increase (specified amount/%)	58
AC - Compensation - legal/moving fees	93
AC - Compensation - property bond	40
AC - Compensation - reflect inflation/future changes in value	51
AC - Compensation - reflect loss in value	334
AC - Compensation - unblighted/pre-announcement value	93
AC - Considerations - agriculture	27
AC - Considerations - air quality, dust and dirt	167
AC - Considerations - blight (existing)	353
AC - Considerations - blight (potential)	560
AC - Considerations - community	298
AC - Considerations - construction/disruption	442
AC - Considerations - cultural heritage	45
AC - Considerations - cumulative impact	44
AC - Considerations - disability	7
AC - Considerations - health	141
AC - Considerations - help to buy/ part-ownership	14
AC - Considerations - investment/life plans	194
AC - Considerations - light pollution	45
AC - Considerations - mortgages/re-mortgaging	62
AC - Considerations - non-residential buildings	3
AC - Considerations - property damage	46
AC - Considerations - quality of life	339
AC - Considerations - route uncertainty/changes	77
AC - Considerations - route uncertainty/would not have purchased property	21

AC - Considerations - socio-economic	121
AC - Considerations - sound, noise and vibration	677
AC - Considerations - traffic/transport	279
AC - Considerations - type/size of building	27
AC - Considerations - urban areas will not benefit	11
AC - Considerations - visual/landscape	408
AC - Considerations - water resources and flood risk	23
AC - Considerations - waterways	7
AC - Criteria - landlords	44
AC - Criteria - second homes	3
AC - Criteria - tenants	47
AC - More info needed - other	7
AC - More info needed - respondents' zone/eligibility	36
AC - Principle - freedom to move/ability to sell	128
AC - Principle - full/fair (impacts must be compensated)	214
AC - Principle - polluter pays/residents should not subsidise	98
AC - Principle - relocation to similar property/area	97
AC - Principle - stay in home/area	62
AC - Process - independent appeals/review	86
AC - Process - need for flexibility/case by case	88
AC - Process - other suggestions	10
AC - Process - should be quicker/simpler	32
AC - Process - should be transferable	2
AC - Process - timescale/concern	42
AC - Process - timescale/suggestion	51

AC - Process - timescale/support	3
AC - Process - valuation/concerns	40
AC - Process - valuation/suggestion	24
AC - Process - valuation/support	1
Atypical properties and special circumstances	
AP - Support	1
AP - Clarification needed	6
AP - Request eligibility	9
AP - Suggestions	2
Consultation Process	
CP - Consultation - criticism	127
CP - Consultation - support	12
CP - Consultation - comment	24
CP - Consultation - criticism	34
CP - Consultation - request	85
CP - Consultation - suggestion	37
CP - Consultation - support	1
CP - Consultation form - criticism	4
CP - Documentation - criticism	62
CP - Documentation - criticism	5
CP - Documentation - maps - criticism	22
CP - Documentation - suggestion	5
CP - Events - criticism	41

CP - Events - support	1
CP - Events - comment / reference	37
CP - Events - comment/reference	14
CP - Figures/estimates - inadequate/incorrect	1
CP - Further assessment/research required	1
CP - Information - insufficient/inadequate	2
CP - Information/detail request	9
CP - More info - consideration of alternatives (e.g. Property Bond)	2
CP - More info - documentation	4
CP - More info - infrastructure and mitigation	1
CP - More info - operation of existing schemes	2
CP - More info - potential impact	35
CP - Process request - further engagement	14
CP - Request detail/information	23
CP - Request for further information	2
Deep tunnel specific measures	
DT - Compensation - inadequate/increase	74
DT - Compensation - insurance	1
DT - Considerations - blight (existing)	5
DT - Considerations - blight (potential)	37
DT - Considerations - community	1
DT - Considerations - general/proximity concerns	9
DT - Considerations - investment/life plans	25
DT - Considerations - property damage	14

DT - Considerations - quality of life	1
DT - Considerations - safety entrances	40
DT - Considerations - socio-economic	1
DT - Considerations - sound, noise and vibration	33
DT - Considerations - traffic/transport	1
DT - Considerations - water resources and flood risk	2
DT - More info needed - potential impact	4
DT - More info needed - respondents' zone/eligibility	10
DT - Purchase of subsoil rights - oppose	3
DT - Settlement deeds - should include portals	49
DT - Survey - all above tunnels	1
DT - Survey - concerns	28
DT - Survey - should be independent	1
DT - Survey - should include portals	45
DT - Survey - support with caveat	27
DT - Timescale	1
Exceptional Hardship Scheme	
EH - Inadequate/concerns	7
EH - Criteria - too restrictive	1
EH - Process - should be quicker/simpler	1
EH - Suggestion	1
Express Purchase	
EP - Compensation - 10% - inadequate/increase	4

EP - Compensation - reflect loss in value	2
EP - Considerations - construction/disruption	1
EP - Criteria - other comments/suggestions	5
EP - Criteria - properties above tunnels	1
EP - Criteria - tenants	8
EP - Criteria - too restrictive	12
EP - Home loss payment too low	1
EP - More information needed	1
EP - Process - should be quicker/simpler	4
EP - Scheme - inadequate	5
EP - Scheme - support	2
EP - Support with caveat	5
Extended Homeowner Protection Zone	
EZ - General - support	1
EZ - Boundary - distance is arbitrary/wider affected area	4
EZ - General support	6
EZ - General support with caveat	3
EZ - More info needed - respondents' zone/eligibility	1
EZ - Suggestions	12
General	
GE - Alternative - Design and Route suggestions	14
GE - Alternative - HS3 design & route	2
GE - Alternative - HSUK	1

GE - Alternative - improve existing rail service	4
GE - Alternative - improve existing rail services	47
GE - Alternative - improve existing transport system	4
GE - Alternative - improve other infrastructure	7
GE - Alternative - NHS	1
GE - Alternative - public services	33
GE - Alternative - public spending	5
GE - Alternative - suggestion	5
GE - Alternative - suggestions	9
GE - Alternative - unspecified	5
GE - Alternative suggestion	14
GE - Benefits - connectivity/travel time	2
GE - Benefits - to the North (general)	1
GE - Concern - cost/benefit	35
GE - Concern - economic benefits	1
GE - Concern - feasibility/sustainability	2
GE - Concern - future developments	1
GE - Impacts - access	75
GE - Impacts - agriculture/greenbelt comment	11
GE - Impacts - air quality, dust and dirt	83
GE - Impacts - community	73
GE - Impacts - construction/disruption	34
GE - Impacts - cultural heritage	30
GE - Impacts - cumulative impacts	3
GE - Impacts - ecology/biodiversity	110

GE - Impacts - health	7
GE - Impacts - heritage/character	4
GE - Impacts - light pollution	2
GE - Impacts - local business/economy	1
GE - Impacts - property damage	5
GE - Impacts - property value/saleability	188
GE - Impacts - quality of life	46
GE - Impacts - schools	1
GE - Impacts - socio-economic	31
GE - Impacts - sound, noise and vibration	105
GE - Impacts - subsoil/subsidence	24
GE - Impacts - traffic/transport	55
GE - Impacts - visual/landscape	130
GE - Impacts - waterways	20
GE - Mitigation - construction/disruption	3
GE - Mitigation - ecology/biodiversity	5
GE - Mitigation - environment/pollution	1
GE - Mitigation - general	21
GE - Mitigation - landscape/visual	2
GE - Mitigation - local economy/employment	7
GE - Mitigation - noise	1
GE - Mitigation - sound, noise and vibration	67
GE - Mitigation - traffic/transport	8
GE - Mitigation - visual/landscape	12
GE - Mitigation - waterways	1

GE - Neutral	1
GE - Opposition	179
GE - Opposition - cost	75
GE - Opposition - environment	3
GE - Opposition - impact on people	10
GE - Opposition - impacts	83
GE - Opposition - inappropriate for UK	3
GE - Opposition - insufficient benefits	144
GE - Opposition - outdated	6
GE - Opposition - unnecessary	44
GE - Opposition - unpopular	2
GE - Opposition - vanity/political propaganda project	6
GE - Opposition - white elephant	8
GE - Opposition to HS2 line (Phase 2b)	1
GE - Policy - avoid residences	1
GE - Policy - challenge need / business case	4
GE - Policy - challenge need/business case	20
GE - Policy - fairness / equality	1
GE - Policy - HS2 decision making - challenge / criticise	5
GE - Policy - HS2 decision making - challenge/criticise	32
GE - Policy - Northern Powerhouse (rail) comments	2
GE - Support	10
GE - Support - economic benefit	9
GE - Support - useful	3
GE - Support with caveats	8

Homeowner Payment	
HP - Boundaries - general opposition	23
HP - Boundaries - considerations - depot	5
HP - Boundaries - considerations - height of line	24
HP - Boundaries - considerations - topography	15
HP - Boundaries - distance is arbitrary/wider affected area	64
HP - Boundaries - dwellings/land between boundaries	9
HP - Boundaries - extend (above/ near tunnels)	2
HP - Boundaries - extend (above/near tunnels)	5
HP - Boundaries - extend (from edge, not centre of track)	10
HP - Boundaries - extend (include if property spans boundary)	3
HP - Boundaries - extend (no specified distance)	40
HP - Boundaries - extend (not specified distance)	8
HP - Boundaries - extend (specified distance)	28
HP - Boundaries - extend (specified location)	14
HP - Boundaries - question/oppose bands	7
HP - Boundaries - urban/rural distinction - concerns	7
HP - Considerations - air quality, dust and dirt	8
HP - Considerations - already impacted by infrastructure	1
HP - Considerations - areas will not benefit	1
HP - Considerations - blight (existing)	27
HP - Considerations - blight (potential)	38
HP - Considerations - community	11
HP - Considerations - construction/disruption	29

HP - Considerations - cumulative impacts	6
HP - Considerations - health	4
HP - Considerations - investment/life plans	7
HP - Considerations - light pollution	2
HP - Considerations - quality of life	17
HP - Considerations - sound, noise and vibration	47
HP - Considerations - traffic/transport	12
HP - Considerations - visual/landscape	34
HP - Criteria - not just owner occupiers	1
HP - Criteria - tenants	5
HP - General - support with caveat	7
HP - More info needed - interaction with other schemes	3
HP - More info needed - respondents' zone/eligibility	6
HP - Payments - insufficient (general, no band specified)	86
HP - Payments - support/sufficient	1
HP - Payments - Band 1 insufficient	14
HP - Payments - Band 2 insufficient	21
HP - Payments - Band 3 insufficient	48
HP - Payments - increase (not specified)	16
HP - Payments - increase (specified amount/%)	13
HP - Payments - reflect inflation/future changes in value	24
HP - Payments - reflect loss in value	46
HP - Payments - should be proportionate to value	17
HP - Payments - too generous	1
HP - Process - interaction with other schemes	1

HP - Process - need for flexibility/case by case	5
HP - Process - other comments/suggestions	3
HP - Timescale - not available soon enough	17
Locations	
LO - Ackworth	1
LO - Advanced Manufacturing Research Centre (Sheffield/Rotheram)	1
LO - Agden Bridge	7
LO - Aire and Calder Navigation	3
LO - Aire Valley	2
LO - Alfreton	3
LO - Altofts	6
LO - Anglers Country Park	1
LO - Appleby	9
LO - Appleby Magna	6
LO - Applegarth Manor	1
LO - Arden House	13
LO - Arksey	1
LO - Ashby	1
LO - Ashby-de-la-Zouch	6
LO - Ashley	14
LO - Ashley Farm	6
LO - Aston	12
LO - Aston Hall	1
LO - Attenborough Nature Reserve SSSI	2

LO - Austrey	9
LO - Bamburgh	3
LO - Bamfurlong	3
LO - Banburgh	1
LO - Banner Cross, Sheffield	1
LO - Barkston Ash	3
LO - Barlborough	3
LO - Barnburgh	86
LO - Barnsley	4
LO - Bayleys Hatch	1
LO - Beeston	1
LO - Belvedere	1
LO - Bewdley	1
LO - Billinge	2
LO - Birchmoor	3
LO - Bird's Hill	1
LO - Birkwood Garden and Leisure Centre	1
LO - Birmingham	11
LO - Blackburn Hall	1
LO - Blackwell	29
LO - Bollin Valley	13
LO - Bolsover	2
LO - Bolsover Woodhouse	1
LO - Bostock	7
LO - Bostock Estate	1

LO - Bostock Green	4
LO - Bostock Marina	6
LO - Bottom Boat	1
LO - Boundary Brook	1
LO - Bowdon	1
LO - Bradford	3
LO - Bradley	1
LO - Braithwell Common	1
LO - Bramley	15
LO - Breaston	2
LO - Breedon on the Hill	1
LO - Bridge Farm	1
LO - Bridgen	1
LO - Bridgewater Canal	1
LO - Brierly	1
LO - Broadlands Estate	9
LO - Broken Cross	1
LO - Broxtowe	1
LO - Bucklow Hill	15
LO - Burnside	1
LO - Bury Farm	1
LO - Caike Abbey	1
LO - Camden	5
LO - Cascades Estate	2
LO - Castleford	5

LO - Cedar Court	1
LO - Cheshire	36
LO - Cheshire Business Park	1
LO - Cheshire East	2
LO - Cheshire Plain	1
LO - Cheshire West	1
LO - Cheshire, Middle	1
LO - Chester	2
LO - Chesterfield	5
LO - Chesterfield Canal	4
LO - Chiltern	1
LO - Chilwell	1
LO - Church Fenton	27
LO - Clay Cross	2
LO - Clayton	22
LO - Clumpcliffe	4
LO - Cold Hiendley	2
LO - Colton	1
LO - Conisbrough	4
LO - Cookes Meadow	1
LO - Coppenhall	1
LO - Coppenhall Moss	2
LO - Cornwall	1
LO - Cossall	1
LO - Cotswolds	1

LO - Craggs	1
LO - Cresta Court	1
LO - Crewe	43
LO - Crich	1
LO - Croft	2
LO - Crofton	91
LO - Crofton, New	12
LO - Cudworth	1
LO - Culcheth	4
LO - Dearne Valley	5
LO - Denaby	2
LO - Denton Island	1
LO - Derby	11
LO - Derbyshire	14
LO - Dereham	1
LO - Didsbury	3
LO - Doe Hill Country Park	4
LO - Doncaster	85
LO - Doncaster Sheffield Airport	1
LO - Dordon	1
LO - Dover Lock	1
LO - Dunham Massey	1
LO - East Coast main line	1
LO - East Midlands	2
LO - East Midlands Airport	3

LO - East Midlands Hub	6
LO - Eddisbury	3
LO - Elmey Moor	1
LO - Erewash	4
LO - Erewash Canal	2
LO - Erewash Valley	5
LO - Farm - Ashley Farm	7
LO - Farm - Bank Farm	1
LO - Farm - Geenhays Farm	1
LO - Farm - Hare Farm Park	1
LO - Farm - Heatleyheath Farm	7
LO - Farm - Lower House Farm	7
LO - Finningley	1
LO - Fitzwilliam	1
LO - Footpath - Nantwich Circular Walk	2
LO - Footpath - Trans Pennine Trail	3
LO - Frickley	3
LO - Gadbrook Business Park	1
LO - Garforth	41
LO - Gilwiskaw Brook	1
LO - Glasgow	1
LO - Glazebrook	1
LO - Golborne	5
LO - Goole	3
LO - Great Houghton	1

LO - Greenside Park	1
LO - Grimethorpe	1
LO - Hale	1
LO - Hale Barns	2
LO - Hamburgh	1
LO - Hardwick Estate	1
LO - Harlington	61
LO - Hartford	1
LO - Hartley Homes	1
LO - Havercroft	1
LO - Healey Mills	1
LO - Heather	2
LO - Heathrow	23
LO - Hellaby	1
LO - Hemsworth	1
LO - Hickleton	8
LO - High Legh	4
LO - High Melton	11
LO - Hilcote	4
LO - Hillcote	3
LO - Hillingdon	1
LO - Hinkley	1
LO - Hockley	2
LO - Holinfare	1
LO - Hollins Green	4

LO - Holly Tree Farm	1
LO - Hooton Pagnell	14
LO - Hopley House	1
LO - Horbury	1
LO - Hucknall	1
LO - Hull	2
LO - Huthwaite	2
LO - Ilkeston	3
LO - Ironstile Farm	1
LO - Kegworth	11
LO - Kenyon	1
LO - Kettlebrook	1
LO - Kilbourne	1
LO - Killamarsh	3
LO - Kings Cross	1
LO - Kingsbury	8
LO - Kinsley	1
LO - Kirkthorpe	2
LO - Knottingley	4
LO - Knustford	1
LO - Knutsford	16
LO - Lancashire	1
LO - Lawton	1
LO - Leeds	101
LO - Leeds Country Way	2

LO - Leicester	1
LO - Leicestershire	6
LO - Leicestershire, North West	1
LO - Leighton	2
LO - Linden Grove	1
LO - Little Bollington	6
LO - Liverpool	7
LO - London	44
LO - Long Eaton	60
LO - Lostock	1
LO - Lostock Gralam	12
LO - Lostock Green	11
LO - Loughborough	1
LO - Lower House Farm	6
LO - Lowton	7
LO - LS26 (area code)	1
LO - Lymm	3
LO - Magecroft	1
LO - Maltby	1
LO - Maltings	1
LO - Manchester	38
LO - Manchester Airport	16
LO - Manchester Ship Canal	4
LO - Marr	1
LO - Meadowhall	60

LO - Measham	49
LO - Mersey	1
LO - Mersey Estuary	1
LO - Methley	50
LO - Mexborough	29
LO - Middlewich	8
LO - Midland Main Line	2
LO - Midlands	1
LO - Millington	2
LO - Millington Hall	13
LO - Morton	4
LO - Moss Bridge Farm	1
LO - New Crofton	8
LO - New Packington	1
LO - Newcastle	1
LO - Newcastle-under-Lyme	1
LO - Newlands Hall	1
LO - Newmanton	1
LO - Newton	64
LO - Newton Burg	1
LO - Newton Burgoland	1
LO - Newton Fields Estate	3
LO - Newton Regis	1
LO - No Mans Heath	2
LO - Normanton	6

LO - North Midlands	1
LO - North Warwickshire	2
LO - North Yorkshire	1
LO - Northwich	11
LO - Nostell	1
LO - Nostell Priory	1
LO - Nottingham	17
LO - Nottingham Canal	6
LO - Nuneaton	1
LO - Nuthall	6
LO - Oak Common	1
LO - Oakthorpe	1
LO - Old Blackwell	10
LO - Oulton	58
LO - Packington	34
LO - Parkers Bridge	1
LO - PC-02-102	7
LO - PC-02-103	1
LO - PC-02-104	1
LO - PC-02-106	2
LO - PC-02-107	1
LO - PC-02-112	2
LO - PC-02-113	2
LO - PC-02-114	3
LO - PC-02-115	2

LO - PC-02-118	3
LO - PC-02-202	1
LO - PC-02-208	1
LO - PC-02-216	1
LO - PC-02-217	1
LO - PC-02-218	1
LO - PC-02-223	1
LO - PC-02-230	1
LO - PC-02-233	1
LO - PC-02-238	2
LO - PC-02-244	1
LO - Pear Tree Farm Cottages	3
LO - Pennines	5
LO - Peover Estate	4
LO - Piccadilly	1
LO - Piccadilly Station	1
LO - Pickmere	2
LO - Pinxton	1
LO - Polesworth	3
LO - Pontefract	2
LO - Pooley	1
LO - Pooley County Park	1
LO - Potters Row	1
LO - Preston	1
LO - Radcliffe Power Station	1

LO - Ravenfield	1
LO - Rawmarsh	1
LO - Rhostherne	13
LO - River - River Dane	1
LO - River - River Dearne	2
LO - River - River Don	3
LO - River - River Mease	1
LO - River Aire	5
LO - River Calder	1
LO - River Erewash	1
LO - River Mease	2
LO - River Mersey	1
LO - Rixton-with-Glazebrook	1
LO - Road - A1	7
LO - Road - A413	1
LO - Road - A42	21
LO - Road - A444	3
LO - Road - A453	1
LO - Road - A5	1
LO - Road - A50	2
LO - Road - A511	1
LO - Road - A512	1
LO - Road - A52	3
LO - Road - A530	7
LO - Road - A533	2

LO - Road - A54	2
LO - Road - A556	31
LO - Road - A56	4
LO - Road - A57	4
LO - Road - A580	2
LO - Road - A6005	2
LO - Road - A6007	3
LO - Road - A607	1
LO - Road - A609	4
LO - Road - A631	1
LO - Road - A638	3
LO - Road - Aberford Road	3
LO - Road - Abney Crescent	1
LO - Road - Adair Street/Travis Street	1
LO - Road - Agden Brow	2
LO - Road - Aitchison Road	1
LO - Road - Alfreton Road	1
LO - Road - Alton Hill	1
LO - Road - Appleby	1
LO - Road - Appleby Hill	1
LO - Road - Arnfield Road	1
LO - Road - Ashby Road	3
LO - Road - Atherstone Road	6
LO - Road - Avill Road	1
LO - Road - Avon Road	1

LO - Road - Aysgarth Avenue	4
LO - Road - B4116	1
LO - Road - B5010	1
LO - Road - B6002	1
LO - Road - B6067	1
LO - Road - Bateman Road	1
LO - Road - Bernard Street	11
LO - Road - Bessell Lane	2
LO - Road - Betley Street	1
LO - Road - Birkwood Road	1
LO - Road - Bleasedale Road	3
LO - Road - Bonsall Street	1
LO - Road - Bonstall Street	3
LO - Road - Bosworth Road	3
LO - Road - Bowland Croft	3
LO - Road - Bradfield Road	4
LO - Road - Brook Road	1
LO - Road - Broughton Road	5
LO - Road - Bulverthorpe Lane	1
LO - Road - Burton Road	1
LO - Road - Buttermere Drive	3
LO - Road - Calverley Road	3
LO - Road - Carey Road	1
LO - Road - Charlton Avenue	1
LO - Road - Cherry Tree Road	1

LO - Road - Clive Green Lane	4
LO - Road - Coalpit Lane	1
LO - Road - Colonsay Close	1
LO - Road - Conway Close	1
LO - Road - Conway Street	1
LO - Road - Cookes Lane	1
LO - Road - Cookes Meadow	1
LO - Road - Cooks Lane	1
LO - Road - Corkscrew Lane	1
LO - Road - Cottage Lane	1
LO - Road - Cragg Lane	1
LO - Road - Dart Road	1
LO - Road - Dene Road	1
LO - Road - Derby Lane	1
LO - Road - Derby Road	2
LO - Road - Derbyshire Avenue	2
LO - Road - Dingle Lane	1
LO - Road - Don View Row	1
LO - Road - Doncaster Road	4
LO - Road - Dovedale Close	1
LO - Road - Eccleshall Road	1
LO - Road - Egerton Road	1
LO - Road - Epsom Drive	1
LO - Road - Eshald Lane	10
LO - Road - Eshald Place	4

LO - Road - Fir Tree Drive	1
LO - Road - Flash Lane	1
LO - Road - Fleet Lane	17
LO - Road - Ford Lane	1
LO - Road - Freasley Lane	1
LO - Road - Frederick Street	1
LO - Road - Furlong Close	1
LO - Road - Gallows Lane	2
LO - Road - Glaziers Lane	2
LO - Road - Green Field Road	1
LO - Road - Green Lane	1
LO - Road - Green View	1
LO - Road - Greenfield Road	1
LO - Road - Haddon Road	3
LO - Road - Harefield Drive	1
LO - Road - Harris Road	1
LO - Road - Hasweswater Avenue	2
LO - Road - Haweswater Avenue	1
LO - Road - Haynes Avenue	2
LO - Road - Heather Lane	1
LO - Road - Heyrod Street	1
LO - Road - High Street (Measham)	1
LO - Road - High Street (Mexborough)	1
LO - Road - Holme Road	1
LO - Road - Hothershall Close	2

LO - Road - Hungate Lane	2
LO - Road - Huntingdon Way	1
LO - Road - Ilkeston Road	1
LO - Road - Iona Drive	1
LO - Road - Jinney Moor Lane	3
LO - Road - Junction Road	2
LO - Road - Kegworth Ring Road	1
LO - Road - Kelvin Close	1
LO - Road - Kent's Lane	2
LO - Road - Ladybarn Lane	2
LO - Road - Leicester Road	3
LO - Road - Lenton Lane	1
LO - Road - Lenton Street	1
LO - Road - Lily Lane	1
LO - Road - Longmoor Lane	1
LO - Road - Ludford Close	1
LO - Road - Lynwood Avenue	1
LO - Road - M1	50
LO - Road - M11	1
LO - Road - M18	33
LO - Road - M42	18
LO - Road - M56	17
LO - Road - M6	23
LO - Road - M62	10
LO - Road - Magecroft	1

LO - Road - Main Street (Long Eaton)	1
LO - Road - Mauldeth Road	1
LO - Road - Meadow Lane	5
LO - Road - Measham Road	1
LO - Road - Medow Lane	1
LO - Road - Melton Hill Lane	1
LO - Road - Melton Mill Lane	2
LO - Road - Methley Lane	4
LO - Road - Middlewich Road	1
LO - Road - Midland Avenue	1
LO - Road - Morthern Road	1
LO - Road - New Street	1
LO - Road - New Tythe Street	7
LO - Road - Newberry Avenue	11
LO - Road - Newbery	1
LO - Road - Newmarket Lane	5
LO - Road - Newton Lane	1
LO - Road - No Mans Heath Road	1
LO - Road - North Street	6
LO - Road - Nottingham Road	11
LO - Road - Oak Street	1
LO - Road - Odstone Lane	1
LO - Road - Orton Hill	1
LO - Road - Orton Lane	1
LO - Road - Ottery Road	1

LO - Road - Overwoods Road	1
LO - Road - Owen Avenue	12
LO - Road - Paddock Lane	7
LO - Road - Padstow Close	1
LO - Road - Palatine Road	2
LO - Road - Parkers Road	11
LO - Road - Parrs Wood Road	1
LO - Road - Parsonage Road	1
LO - Road - Pasture Lane	1
LO - Road - Perry Fields	4
LO - Road - Pit Lane	3
LO - Road - Pooley Lane	1
LO - Road - Rectory Road	1
LO - Road - Redhill Farm Track	1
LO - Road - Repton Road	1
LO - Road - Robin Lane	3
LO - Road - Roe House Lane	1
LO - Road - Rosegarth Avenue	1
LO - Road - Rydal Mount	2
LO - Road - Saint Chad's Road	1
LO - Road - Salt Street	1
LO - Road - Sandwath Drive	5
LO - Road - Sandy Lane	1
LO - Road - Satingley Lane	1
LO - Road - Saw Wells Lane	1

LO - Road - Shireoak Road	1
LO - Road - Sibson Drive	1
LO - Road - Smithfield Avenue	1
LO - Road - Snarestone Road	1
LO - Road - Spath Road	1
LO - Road - Springhill Drive	1
LO - Road - Springhill Grove	1
LO - Road - St Helens Lane	1
LO - Road - Stapleford Road	1
LO - Road - Station Road	3
LO - Road - Stour Road	1
LO - Road - Stubbs Lane	1
LO - Road - Swebstone Road	1
LO - Road - Swillington Lane	1
LO - Road - Sycamore Crescent	1
LO - Road - Sydney Street	3
LO - Road - Tamar Road	1
LO - Road - Tamworth Road	1
LO - Road - Teign Road	1
LO - Road - The Locks	1
LO - Road - Tiree Close	2
LO - Road - Torridge Road	1
LO - Road - Town Street	1
LO - Road - Travis Street	1
LO - Road - Trent Lane	3

LO - Road - Trowell Grove	1
LO - Road - Ullswater Road	2
LO - Road - Walton Hill	1
LO - Road - Warmingham Road	1
LO - Road - Warton Lane	1
LO - Road - Wasdale Grove	2
LO - Road - Wellington Street	1
LO - Road - Wentworth Drive	1
LO - Road - West End Street	1
LO - Road - Westfield Lane	1
LO - Road - Westmoreland Road	1
LO - Road - Wharfdale Avenue	3
LO - Road - Wigshaw Lane	1
LO - Road - Willesey Woodside	1
LO - Road - Wilmslow Road	1
LO - Road - Windmill Way	1
LO - Road - Woodhouse Way	1
LO - Road - Worksop Road	3
LO - Rochdale	1
LO - Roots Nurseries	2
LO - Rostherne	4
LO - Rotherham	10
LO - Rothwell	48
LO - Rudheath	4
LO - Ryhill	2

LO - Salt street	1
LO - Sandbach	2
LO - Sandiacre	16
LO - Sandwath Estate	2
LO - Sawley	1
LO - SC-02-107	1
LO - Selston	2
LO - Sharlston	7
LO - Shaw Brook	1
LO - Sheffield	96
LO - Sheffield Midland	2
LO - Shimmer Estate	12
LO - Shipley Park	1
LO - Sir John Moore School	1
LO - Smith Wood	1
LO - Snarestone	1
LO - Somerset	1
LO - South Emsall	1
LO - South Heath	1
LO - South Hiendly	1
LO - South Kirkby	2
LO - South Normanton	7
LO - South Yorkshire	6
LO - South Yorkshire Navigational Canal	1
LO - Sprotbrough	2

LO - St. Aidan's	1
LO - Staffordshire	4
LO - Staffordshire, South	1
LO - Stainsby	1
LO - Stanhorne	1
LO - Stanley	2
LO - Stansted	1
LO - Stanthorne	12
LO - Stanthorne Mill	1
LO - Stanton Gate	7
LO - Stanton Ironworks	1
LO - Stapleford	15
LO - Staveley	1
LO - Staveley Town	1
LO - Stone	1
LO - Stonebroom	1
LO - Stourton	4
LO - Stratford	1
LO - Strelley	5
LO - Strelley Hall	1
LO - Swadlincote	1
LO - Swillington	69
LO - Swillington Farm	2
LO - Swinton	1
LO - Tabley	1

LO - Tamworth	10
LO - Tappers Harker	2
LO - Tatton	4
LO - Tatton Estate	14
LO - Thornton	1
LO - Thurcroft	4
LO - Tibshelf	9
LO - Toton	23
LO - Toton Sidings	1
LO - Toton Station	4
LO - Trafford	8
LO - Trent	1
LO - Trent Meadows	4
LO - Trowell	67
LO - Trowell Grove	1
LO - Trowell Park	3
LO - Twycross Zoo	1
LO - Upton	1
LO - Valley - Dearne Valley	12
LO - Valley - Erewash Valley	4
LO - Wade Brook	1
LO - Wakefield	20
LO - Wales	1
LO - Wales (Yorkshire)	1
LO - Walton	3

LO - Warburton	8
LO - Warmfield	1
LO - Warmingham	1
LO - Warrington	8
LO - Warwickshire	1
LO - Warwickshire, North	4
LO - Water Haigh Woodland Park	11
LO - Watford	1
LO - Wath upon Dearne	1
LO - West Coast Mainline	5
LO - West Midlands	31
LO - West Park Leisure Centre	1
LO - West Yorkshire	4
LO - Whatcoft	1
LO - Whatcroft	2
LO - Whateley	1
LO - Whiston	1
LO - Wickersley	2
LO - Wigan	5
LO - Wilnecote	1
LO - Wimboldsley	23
LO - Wincham Hall Hotel	1
LO - Windmill Hill	1
LO - Windsford	3
LO - Winsford	13

LO - Winsford Industrial Estate	7
LO - Withington	1
LO - WL-AN-01-01	2
LO - Wolverhampton	1
LO - Woodall	3
LO - Woodhouse Park	1
LO - Woodlesford	129
LO - Woodlesford Park	1
LO - Woodlesford Primary School	1
LO - Woodlesford Station	6
LO - Worksop	1
LO - Worthing	1
LO - Wythenshawe	1
LO - York	1
LO - Yorkshire	8
LO - Yorkshire, South	27
LO - Yorkshire, West	4
Need to Sell	
NS - General - ineffective/unfair	94
NS - General - support	2
NS - General - support with caveat	27
NS - Criteria - above tunnels	9
NS - Criteria - elderly/disability/health	23
NS - Criteria - landlords/should apply	14

NS - Criteria - landlords/should not apply	1
NS - Criteria - oppose need to prove	13
NS - Criteria - other comments/suggestions	32
NS - Criteria - tenants	2
NS - Criteria - want to sell/all affected	202
NS - Criteria (1) Type - not just owner occupiers	1
NS - Criteria (1) Type - oppose £34800 limit	1
NS - Criteria (2) Location - comments/suggestions	10
NS - Criteria (2) Location - oppose/concerns	34
NS - Criteria (2) Location - support	8
NS - Criteria (3) Effort to Sell - comments/suggestions	9
NS - Criteria (3) Effort to Sell - oppose/concerns	34
NS - Criteria (4) No prior knowledge - comments/suggestions	3
NS - Criteria (5) Compelling reason - comments/suggestions	72
NS - Criteria (5) Compelling reason - oppose/concerns	168
NS - More info needed - do not understand	63
NS - More info needed - respondents' zone/eligibility	3
NS - NPK - oppose	115
NS - NPK - oppose	14
NS - NPK - support	43
NS - NPK - support	1
NS - NPK - support with caveat(s)	34
NS - NPK - concerns/change of circumstances	71
NS - NPK - concerns/property market/ability to sell	100
NS - NPK - concerns/publicity/information	41

NS - NPK - concerns/route uncertainty	141
NS - NPK - concerns/temporary buildings	1
NS - NPK - concerns/timescale	27
NS - NPK - positive/prevents exploitation/opportunism	33
NS - NPK - suggestion/allow prior knowledge if no profit	12
NS - NPK - suggestion/allow prior knowledge if no/reasonable profit	8
NS - NPK - suggestion/flexibility needed (case by case)	65
NS - NPK - suggestion/other	23
NS - NPK - suggestion/publicity/information	12
NS - NPK - suggestion/timescale	65
NS - Other comments/suggestions	5
NS - Process - complicated/should be simpler	23
NS - Process - independent appeals/review	38
NS - Process - interaction with other schemes	1
NS - Process - need for flexibility/case by case	16
NS - Process - other comments/suggestions	14
NS - Process - positive comments	2
NS - Process - should be quicker/simpler	22
NS - Process - timescale/suggestion	27
NS - Process - timescale/support	2
NS - Respondent's circumstances/property	1
NS - Scheme - inadequate	5
NS - Scheme - too restrictive	49
NS - Valuation	8

Cash Offer	
OF - Support	5
OF - Boundary - extend (specified distance)	9
OF - Compensation - £100k limit - oppose	4
OF - Compensation - 10% limit - inadequate/concerns	21
OF - Compensation - 10% limit - remove	11
OF - Compensation - increase (not specified)	7
OF - Compensation - increase (specified amount/%)	9
OF - Compensation - reflect loss in value	7
OF - Criteria - all blighted	2
OF - Criteria - allow option to apply for VP	13
OF - Criteria - not just owner occupiers	1
OF - More info needed - interaction with other schemes	1
OF - Other comment	2
OF - Principle - concerns	1
OF - Process - interaction with other schemes	3
Othre comments	
OT - Confidentiality request	1
OT - Context / intro to response	28
OT - Context to organisation/response	256
OT - Level of public opposition	18
OT - No comment	301
OT - Other project/compensation scheme	58
OT - Other reports/documentation	28

OT - Quote documentation	9
OT - Refer to attachment	85
OT - Refer to HS1	27
OT - Refer to Hybrid Bill	4
OT - Refer to other project/compensation scheme	17
OT - Refer to other question response	121
OT - Refer to other stakeholder/organisation	74
OT - Refer to previous consultation	31
OT - Refer to previous response/correspondence	11
OT - Reference Government	13
OT - Reference HS2 documentation	23
OT - Reference other documentation	32
OT - Reference other response	2
OT - Reference to Member of Parliament	1
OT - Respondent's circumstances/property	413
OT - Summary/stating of HS2 proposals	2
RSZ North of Crewe	
RA - Boundary - general opposition	14
RA - Boundary - general opposition	1
RA - Boundary - general support	5
RA - Boundary - general support with caveat	8
RA - Boundary - distance is arbitrary/wider affected area	7
RA - Boundary - drawn to reduce/avoid compensation	3
RA - Boundary - extend (no specified distance)	11

RA - Boundary - extend (specified distance)	1
RA - Boundary - extend (specified location)	14
RA - Boundary - reduce (specified location)	1
RA - Boundary - urban/rural distinction - concerns	15
RA - Considerations - air quality, dust and dirt	1
RA - Considerations - area will not benefit	1
RA - Considerations - blight (potential)	5
RA - Considerations - construction/disruption	4
RA - Considerations - cumulative impact	1
RA - Considerations - investment/life plans	1
RA - Considerations - sound, noise and vibration	13
RA - Considerations - traffic/transport	4
RA - Considerations - urban areas will not benefit	1
RA - Considerations - visual/landscape	3
RA - Mitigation - sound, noise and vibration	3
RA - More info needed - respondent's zone/eligibility	5
RSZ Southern Manchester	
RB - Boundary - general opposition	12
RB - Boundary - general support	4
RB - Boundary - general support with caveat	1
RB - Boundary - drawn to reduce/avoid compensation	2
RB - Boundary - extend (no specified distance)	8
RB - Boundary - extend (specified distance)	1
RB - Considerations - blight (potential)	2

RSZ South Long Eaton	
RC - Boundary - general opposition	23
RC - Boundary - general support	7
RC - Boundary - general support with caveat	1
RC - Boundary - considerations - height of line	6
RC - Boundary - distance is arbitrary/wider affected area	6
RC - Boundary - drawn to reduce/avoid compensation	5
RC - Boundary - extend (no specified distance)	11
RC - Boundary - extend (specified distance)	2
RC - Boundary - extend (specified location)	27
RC - Boundary - urban/rural distinction - concerns	23
RC - Considerations - air quality, dust and dirt	1
RC - Considerations - area will not benefit	7
RC - Considerations - blight (existing)	1
RC - Considerations - blight (potential)	15
RC - Considerations - community	5
RC - Considerations - construction/disruption	12
RC - Considerations - health	3
RC - Considerations - investment/life plans	3
RC - Considerations - light pollution	1
RC - Considerations - property damage	3
RC - Considerations - socio-economic	2
RC - Considerations - sound, noise and vibration	13
RC - Considerations - traffic/transport	9

RC - Considerations - visual/landscape	8
RC - More info needed - respondents' zone/eligibility	2
RSZ North of Trowell	
RD - Boundary - general opposition	16
RD - Boundary - general support	5
RD - Boundary - considerations - height of line	20
RD - Boundary - distance is arbitrary/wider affected area	4
RD - Boundary - drawn to reduce/avoid compensation	5
RD - Boundary - extend (no specified distance)	14
RD - Boundary - extend (specified distance)	2
RD - Boundary - extend (specified location)	27
RD - Boundary - urban/rural distinction - concerns	41
RD - Considerations - air quality, dust and dirt	5
RD - Considerations - area will not benefit	15
RD - Considerations - blight (existing)	2
RD - Considerations - blight (potential)	16
RD - Considerations - community	2
RD - Considerations - community/disruption	5
RD - Considerations - construction/disruption	8
RD - Considerations - cumulative impacts	6
RD - Considerations - ecology/biodiversity	1
RD - Considerations - flood risk	1
RD - Considerations - health	2
RD - Considerations - investment/life plans	1

RD - Considerations - quality of life	4
RD - Considerations - sound, noise and vibration	14
RD - Considerations - traffic/transport	11
RD - Considerations - visual/landscape	8
RSZ South east of Leeds	
RE - Boundary - general opposition	37
RE - Boundary - general support	6
RE - Boundary - considerations - depots	3
RE - Boundary - considerations - height of the line	6
RE - Boundary - considerations - other route specifics	5
RE - Boundary - distance is arbitrary/wider affected area	25
RE - Boundary - drawn to reduce/avoid compensation	6
RE - Boundary - extend (from edge, not centre of track)	1
RE - Boundary - extend (include if property spans boundary)	2
RE - Boundary - extend (no specified distance)	19
RE - Boundary - extend (specified distance)	7
RE - Boundary - extend (specified location)	51
RE - Boundary - include above tunnels/unfair	6
RE - Boundary - urban/rural distinction - concerns	5
RE - Boundary - urban/rural distinction - support	1
RE - Considerations - air quality, dust and dirt	9
RE - Considerations - area will not benefit	3
RE - Considerations - blight (existing)	9
RE - Considerations - blight (potential)	44

RE - Considerations - community	4
RE - Considerations - construction/disruption	44
RE - Considerations - health	3
RE - Considerations - investment/life plans	1
RE - Considerations - light pollution	6
RE - Considerations - property damage	12
RE - Considerations - quality of life	3
RE - Considerations - socio-economic	3
RE - Considerations - sound, noise and vibration	24
RE - Considerations - traffic/transport	14
RE - Considerations - visual/landscape	10
RSZ Route-wide	
RS - Boundary - general opposition	36
RS - Boundary - general support	3
RS - Boundary - general support with caveat	3
RS - Boundary - alternative suggestions	4
RS - Boundary - considerations - depot	21
RS - Boundary - considerations - height of line	28
RS - Boundary - considerations - other route specifics	4
RS - Boundary - considerations - splitting communities	3
RS - Boundary - considerations - topography	24
RS - Boundary - distance is arbitrary/wider affecte area	43
RS - Boundary - distance is arbitrary/wider affected area	98
RS - Boundary - drawn to reduce/avoid compensation	6

RS - Boundary - extend (above/near tunnels)	1
RS - Boundary - extend (from edge, not centre of track)	9
RS - Boundary - extend (include if property spans boundary)	7
RS - Boundary - extend (no specified distance)	103
RS - Boundary - extend (specified distance)	53
RS - Boundary - extend (specified location)	46
RS - Boundary - extend/too narrow	8
RS - Boundary - flexibility needed (case by case)	1
RS - Boundary - urban/rural distinction - concerns	45
RS - Boundary - urban/rural distinction - suggestions	3
RS - Boundary - urban/rural distinction - support	2
RS - Considerations - air quality, dust and dirt	10
RS - Considerations - blight (existing)	1
RS - Considerations - blight (potential)	44
RS - Considerations - community	30
RS - Considerations - community/disruption	2
RS - Considerations - construction/disruption	16
RS - Considerations - cumulative impacts	12
RS - Considerations - health	2
RS - Considerations - height of line	2
RS - Considerations - investment/life plans	8
RS - Considerations - light pollution	1
RS - Considerations - quality of life	13
RS - Considerations - socio-economic	2
RS - Considerations - sound, noise and vibration	67

RS - Considerations - traffic/transport	18
RS - Considerations - urban areas will not benefit	5
RS - Considerations - visual/landscape	48
RS - Mitigation - sound, noise and vibration	1
RS - More info needed - respondent's zone/eligibility	1
RS - More information needed	2
RS - Respondent's circumstances/property	2
RS - Schemes - additional payments	5
RS - Schemes - insufficient payment	21
RS - Schemes - interaction with other schemes	1
RS - Schemes - not available soon enough	3
Rent-back	
RT - General - support	1
RT - General - support with caveat	4
RT - Building standards - concerns	2
RT - Concerns/change of circumstances	1
RT - General - concerns/change of circumstances	3
RT - More info required	2
RT - Scheme - inadequate	3
RT - Scheme - rental period	15
RT - Scheme - rental price	12
RT - Specific location	1
Statutory Compensation	

SC - Boundary - distance is arbitrary/wider affected area	2
SC - Boundary - extend (include if property spans boundary)	5
SC - Boundary - extend (no specified distance)	18
SC - Boundary - extend (specified location)	15
SC - Boundary - urban/rural - concerns	3
SC - Considerations - community	12
SC - Considerations - route uncertainty	3
SC - Considerations - socio-economic	3
SC - Criteria - include properties above tunnels	34
SC - Demolition - concerns	3
SC - Home loss payment - £58k cap inadequate/increase	5
SC - Home-loss payment - 10% inadequate/increase	14
SC - Include properties above tunnels	5
SC - More info needed - property loss/impact	11
SC - Part 1 Compensation - inadequate/concerns	6
SC - Process - other suggestion	1
SC - Tenants' compensation - inadequate/increase	2
Voluntary Purchase Scheme	
VP - General - support	3
VP - General - support with caveat	4
VP - Boundaries - extend (no specific distance)	4
VP - Boundaries - extend (no specified distance)	3
VP - Boundaries - extend (specified distance)	7
VP - Boundaries - extend to urban areas	3

VP - Compensation - increase (not specified)	8
VP - Compensation - increase (specified amount/%)	8
VP - Compensation - legal/moving fees	9
VP - Criteria - all blighted	5
VP - Criteria - extend to urban areas	1
VP - Criteria - tenants	2
VP - General - other suggestions	1
VP - More info needed	1
VP - Scheme - interaction with other schemes	3

Appendix D Glossary of terms

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.

Cash offer – A Government proposal for owner-occupiers within the rural support zone who do not choose to sell property of the Government. 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).

Compensation code - A collective term for the principles, derived from Acts of Parliament and case law, relating to compensation for compulsory acquisition. The measures available have developed over the years through a mixture of statute, case law and established practice. Where land is compulsorily acquired, compensation is based on the principle of equivalence, meaning that a person should be no worse off, and no better off, in financial terms after the acquisition than they were before.

Deep tunnel - These are constructed using a tunnel boring machine (TBM) or are mined. Modern TBMs typically consist of the rotating cutting wheel, called a cutter head, followed by a main bearing, a thrust system and trailing support mechanisms. TBMs have the advantages of limiting the disturbance to the surrounding ground and producing a smooth tunnel wall. This significantly reduces the cost of lining longer tunnels, and makes them suitable for use in heavily urbanised areas.

Department for Transport (DfT) – DfT works with its agencies and partners to support the transport network that helps the UK's businesses and gets people and goods travelling around the country. The DfT plans and invests in transport infrastructure to keep the UK on the move. DfT is a ministerial department, supported by 19 agencies and public bodies, including High Speed Two Limited.

Phase 2b Exceptional hardship scheme – Introduced in 2013 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 – An offer under which the Government streamlines some of the rules that normally apply to Statutory Blight claims in the safeguarded area, making it more straightforward for eligible owner-occupiers to sell their property to the Government under a blight notice.

Extended homeowner protection zone - The areas that were previously safeguarded by the Secretary of State, which are no longer, but which have on a discretionary basis retained the benefit of being able to apply for express purchase or serve a blight notice until 25 June 2019.

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.

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 2a - The proposed first part of the Phase Two high speed railway; the line of the route between the West Midlands and Crewe. A separate hybrid Bill is to be introduced into Parliament in 2017 with the aim of obtaining statutory authority through Royal Assent in 2019. This will enable us to open the Phase 2a section in 2027, rather than 2033 as originally planned, bringing benefits to the North sooner.

High Speed Two (HS2) preferred Phase 2b route - The preferred Phase 2b route from Crewe to Manchester in the west and Birmingham to Leeds in the east, with connections onto the existing network. The November 2016 announcement confirms the Phase 2b route, subject to the current public consultation on route refinements. It is anticipated that the remainder of the 2b route will be confirmed, alongside the launch of our package of property compensation and assistance schemes for Phase 2b, in 2017. A hybrid Bill for this section of the route is expected to be presented to Parliament at the end of 2019. The Phase 2b railway is planned to begin operation in 2033.

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 Scheme - Available after Royal Assent for a Phase 2b Bill, a Government scheme for a payment for eligible owner-occupiers between 120m and 300m from the railway in rural areas, with the exception of those adjacent to deep tunnel areas. The scheme will pay a lump-sum cash payment of between £7,500 and £22,500, depending on a property's proximity to the route.

Home-loss payment - If an individual is required to vacate their home for the construction of HS2, they may be entitled to receive 'home-loss payment'. If an individual owns their home (either freehold or with a lease with more than three years still to run), they will be entitled to a sum equal to 10 per cent of its value, subject to a current minimum payment of £5,800 and a current maximum of £58,000. This applies to all eligible properties subject to compulsory purchase. If the interest is other than an owner's interest, then the payment is a specified statutory amount (currently £5,800).

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 property owners, enabling 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.

Part 1 compensation - Compensation which may be claimed under the Land Compensation Act 1973 if the value of your property goes down because of the physical effects of the use of the railway. This can be claimed after the railway has been in public use for one year.

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.

The property consultation - The Property Consultation 2016 undertaken by the Government and HS2 Ltd on the Government's property compensation and assistance scheme proposals for the preferred Phase 2b HS2 route (Crewe to Manchester and West Midlands to Leeds).

The property consultation document - A document published by the Government, which seeks the views of the public, in particular those along or near the preferred Phase 2b section of the proposal to implement long-term property compensation and assistance schemes based upon those implemented for Phase One and 2a.

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.

Rural support zone - The rural support zone (RSZ) is the area outside the safeguarded area and up to 120m from the centre line of the HS2 railway in rural areas. A choice of two discretionary schemes is available in the RSZ. The application process is the same for both. You do not need to choose an option until your property has been valued.

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.

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'.

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.

Statutory Blight - A legal term which refers to land in certain specific situations (principally, in the case of HS2, land and property that is included within the area safeguarded under 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'.

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

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

Appendix E Equality and Diversity monitoring

- E1 As part of the consultation, respondents were asked to complete an equalities and diversity monitoring form through the consultation webform or on a printed response form. For confidentiality and data protection purposes, these forms were collected separately from consultation responses.
- E2 It is also important to note that this consultation ran at the same time as the Phase 2b Route Refinement Consultation, and that some respondents could have completed only one equalities and diversities monitoring form despite submitting to multiple consultations. As a result of these factors, the equalities and diversity monitoring forms of both consultations have been analysed together and reported on in each Consultation Summary Report.
- E3 The forms did not ask for contact details and therefore cannot be linked to individual consultation responses. For this reason we are also unable to confirm with certainty that those who completed the diversity form also responded to the consultation. Completing the form was voluntary. We received 5,788 diversity monitoring forms, compared to 8,975 consultation responses across both consultations. For these reasons the results presented below are only indicative and do not fully represent a complete description of respondents. In addition, as respondents often left the form completed blank or partially filled out the form, the total figure for the tables below is different in each case.
- E4 Where no respondents selected one of the given options on the form, it is not displayed in the results. A copy of the paper response form, which includes all possible options for each question, can be found in Appendix F. A breakdown of the results is presented below:

National Identity

Question 1 asked 'How would you describe your national identity?'

National identity	Count of responses
British	2,541
English	891
Northern Irish	4
Scottish	20
Welsh	11
Prefer not to say	146
Other	25

Respondents who selected 'Other' identified as Irish (6), European (9), Spanish (1), German (2), South African (2), Indian (1), Italian (1) and Yorkshire (1).

Ethnicity

Question 2 asked 'How would you describe your ethnicity?'

Ethnicity	Count of responses
Asian - Pakistani	4
Asian - Bangladeshi	1
Asian - Chinese	4
Other Asian background	2
Asian - Indian	11
Black - African	1
Black - Caribbean	1
Other Black background	1
Asian and White	4
Other Mixed background	1
White - English	3,199
White - Northern Irish	3
White - Gypsy or Irish Traveller	1
White - Scottish	44
White - Irish	15
White - Welsh	29
Other White background	46
Prefer not to say	191

Among the 46 respondents who selected 'other white background', respondents identified as follows: British (25), European (6), Yorkshire (3), German (2), South African (2), Jewish (1), Polish (1), Italian (1).

The two respondents who selected 'other Asian background' identified as Sri Lankan.

The respondent who selected 'other black background' identified as black British.

The respondent who selected 'other mixed background' identified as white, black Caribbean, south American and white European.

Disability

Question 3 asked 'Do you consider yourself to be a disabled person?'

Disability	Count of responses
Yes	201
No	3,125
Prefer not to say	235

Among the 201 respondents who answered yes to this question, 92 further specified their disability as mobility, 31 as a hearing impairment, 6 as learning difficulties, 8 as a visual impairment, 11 as mental ill health, one as a manual dexterity impairment and 8 as 'other'. Some respondents specified more than one of these disabilities.

Gender

Question 4 asked 'What is your gender?'

Gender	Count of responses
Female	1,629
Male	1,762
Prefer not to say	173

Religion and belief

Question 5 asked 'What is your religion or belief?'

Religion and belief	Count of responses
Buddhist	10
Christian	2,012
Hindu	8
Jewish	7
Muslim	7
Sikh	5
None	847

Prefer not to say	457
Other	49

Of the 49 respondents who answered 'other', respondents identified as follows: Atheist (9), Yogi/Yogini (3), Catholic (4), Church of England (3), Agnostic (2), Humanist (2), pagan (2), Quaker (2), spiritual (2). A few other answers were given by single respondents.

Marriage and Civil Partnerships

Question 6 asked 'Are you married or in a civil partnership?'

Married or in a civil partnership	Count of responses
Yes	2,429
No	719
Prefer not to say	343

Age

Question 7 asked 'What is your age?'

Age	Count of responses
Under 16	14
16-24	86
25-29	90
30-34	202
35-39	251
40-44	269
45-49	349
50-54	392
55-59	352
60-64	391
65+	885
Prefer not to say	270

Sexual orientation

Question 8 asked 'What is your Sexual Orientation?'

Sexual orientation	Count of responses
Bisexual	24
Gay man	13
Gay women	6
Heterosexual / straight	2,760
Prefer not to say	546

Appendix F Equality and Diversity monitoring form



High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds

Route Refinement Consultation 2016

About you

As part of our commitment to considering diversity in the delivery of HS2 we want to understand who is responding to our consultations.

Information you give us will help us improve future engagement activities.

November 2016

Page 1 of 4

Completing this form is voluntary and is not a requirement for your response to be accepted. The form will not be linked to the information you have provided in your response or your name and we won't share the information with anyone else. We will use this information to provide a summary of the types of people who responded to this consultation. This summary will not identify individuals who have provided information.

Please complete the information below and return this form with your response, either by email to route2b@dialoguebydesign.co.uk or by post, using the Freepost address below.

FREEPOST HS2 PHASE 2B ROUTE REFINEMENT CONSULTATION

Please note: no additional address information is required and you do not need a stamp. Please use capital letters.

Q1. How would you describe your national identity?

<input type="checkbox"/> British	<input type="checkbox"/> Scottish	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> English	<input type="checkbox"/> Welsh	
<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Other (please specify) _____	

Q2. How would you describe your ethnicity?

Asian

<input type="checkbox"/> Bangladeshi	<input type="checkbox"/> Chinese	<input type="checkbox"/> Indian
<input type="checkbox"/> Pakistani	<input type="checkbox"/> Other Asian background (please specify) _____	

Black

<input type="checkbox"/> African	<input type="checkbox"/> Caribbean
<input type="checkbox"/> Other Black background (please specify) _____	

Mixed ethnic background

<input type="checkbox"/> Asian and White	<input type="checkbox"/> Black African and White	<input type="checkbox"/> Black Caribbean and White
<input type="checkbox"/> Other Mixed background (please specify) _____		

White

<input type="checkbox"/> English	<input type="checkbox"/> Gypsy or Irish Traveller	<input type="checkbox"/> Irish
<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Scottish	<input type="checkbox"/> Welsh
<input type="checkbox"/> Other White background (please specify) _____		
<input type="checkbox"/> Prefer not to say		



Q3. Do you consider yourself to be a disabled person?

The Equality Act 2010 defines a disabled person as someone with a physical or mental impairment, which has a substantial and long-term adverse effect on the person's ability to carry out normal day-to-day activities.

- Yes No Prefer not to say

Into which category or categories does your disability fall?
(please tick as many as apply)

- Hearing impairment Mobility Speech impairment
 Visual impairment Mental ill health Manual dexterity
 Learning difficulties (where a person learns in a different way i.e. someone who is dyslexic) Prefer not to say
 Other (please specify) _____

Q4. What is your gender?

- Male Female Prefer not to say

Q5. What is your religion or belief?

- Buddhist Christian Hindu
 Jewish Muslim Sikh
 None Prefer not to say
 Other (please specify) _____

Q6. Are you married or in a civil partnership?

- Yes No Prefer not to say

Q7. What is your age?

- Under 16 35-39 55-59
 16-24 40-44 60-64
 25-29 45-49 65+
 30-34 50-54 Prefer not to say



Q8. What is your sexual orientation?

- Bisexual Gay man Gay woman
- Heterosexual/straight Prefer not to say

Data Protection

All information supplied will be held by HS2 Ltd and will remain secure and confidential and will not be associated with other details provided in your response. The data will not be passed on to any third parties or used for marketing purposes in accordance with the Data Protection Act 1998.



Appendix G Consultation response form



High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation 2016 Response form

This consultation seeks your views on the Property Consultation document.

This consultation will close at 23:45 on 9 March 2017

For more information please visit www.gov.uk/hs2 or call 020 7944 4908

Please respond to us by using one of the methods below:

Online

property2b.dialoguebydesign.net

By email

property2b@dialoguebydesign.co.uk

By post

FREEPOST HS2 PHASE 2B PROPERTY CONSULTATION

A separate consultation is also being undertaken on the changes which are being proposed to the Phase 2b route. There are separate response mechanisms for this consultation.

Please refer to the High Speed Two (HS2) website (www.gov.uk/hs2) for more details about the route refinement consultation and how to respond.

November 2016

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D2A

High Speed Two Phase 2b: Crewe to Manchester, West Midlands to Leeds

Property Consultation

The questions on which the Government is seeking your views are set out below. In each case, the Government is interested in your views on its proposals, as well as any additional evidence you feel it should consider.

Please write your response clearly in black ink, within the boxes and, if applicable, attach additional evidence to the response form, clearly stating the question to which it refers.

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act (DPA) 1998, and the Environmental Information Regulations 2004).

If you want information that you provide to be treated as confidential please tick the box below.

Please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals with, amongst other things, obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Limited.

The Department for Transport and HS2 Limited will process your personal data in accordance with the DPA 1998, and in the majority of circumstances, this will mean that your personal data will not be disclosed to third parties.

I wish my response to be treated as confidential.

Please write your reasons below. Please attach additional pages as required.

PART ONE

Information about you

It is important to give us your name to ensure your response is included. Your email address will be used to inform you of the outcomes of the consultation.

Your contact details

First name
Surname
Address
Postcode
Email

Are you responding on behalf of an organisation or group?

Yes	No
-----	----

If yes, please state the name of your organisation:

--

Please note: if you are providing a response on behalf of an organisation or group, the name and details of the organisation or group may be subject to publication or appear in the final report.

What category of organisation or group are you representing?

Please tick one box that applies.

- Academic (includes universities and other academic institutions)
- Action group (includes rail and action groups specifically campaigning on the high speed rail network proposals)
- Business (local, regional, national or international)
- Elected representative (includes MPs, MEPs, and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)
- Local government (includes county councils, district councils, parish and town councils and local partnerships)
- Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)
- Statutory agency
- Real estate, housing associations or property-related organisations
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- Other
- Prefer not to say

Please tell us whom the organisation or group represents and, where applicable, how you assembled the views of members.

Please write in the box below. Please attach additional pages as required.



PART TWO

Consultation questions

The HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation document provides information about the compensation and assistance schemes the Government is proposing to introduce along the Phase 2b route. These schemes are based on those currently operating on Phase One and 2a are designed to provide assistance to affected communities and businesses located on or near the route.

The Secretary of State for Transport is seeking views on the questions listed below in the same order as they are listed in the consultation document. In each case, the Secretary of State for Transport is interested in your views and whether or not you support the proposals, and why, as well as any additional evidence that you feel the Secretary of State should consider in reaching his decision.

Before answering any of the questions, please read the consultation document: 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation' which can be found at: www.gov.uk/hs2

Question 1

(Part A of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation 2016' document).

The Government believes the proposed schemes outlined in the Property Consultation document provide a comprehensive package of assistance and compensation to communities along or near the preferred Phase 2b section of HS2. Are there any factors which you think should be considered to make the proposed schemes more suitable for the preferred Phase 2b section of HS2? Can you suggest any ideas you may have to improve the package of compensation and assistance schemes for the preferred Phase 2b section of HS2?

Please provide as much detail as possible in the box below. Please attach additional pages as required.

Question 2

(Part A of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation 2016' document).

The following questions relate to the proposed rural and urban boundaries along the preferred Phase 2b section of HS2. See map on page 7 of the Property Consultation document for an outline of the five proposed rural/urban boundaries along the preferred Phase 2b route.

Please provide as much detail as possible in the boxes below. Please attach additional pages as required.

Western Leg:

- a. What are your views on the proposed boundary of the Rural Support Zone (RSZ) at the southern end of the Western Leg (to the north of Crewe)?

- b. What are your views on the proposed boundary of the RSZ in southern Manchester on the Western Leg?



Eastern Leg:

c. What are your views on the proposed boundary of the RSZ in south Long Eaton, on the Eastern Leg?

d. What are your views on the proposed boundary of the RSZ north of Trowell, on the Eastern Leg (west of Nottingham)?

e. What are your views on the proposed boundary of the RSZ south east of Leeds, on the Eastern Leg?



Question 3

(Part B of the 'HS2 Phase 2b: Crewe to Manchester, West Midlands to Leeds Property Consultation 2016' document).

Do you have any comments on the current operation of the 'no prior knowledge' criterion in relation to the Need to Sell scheme? Do you believe changes should be made to this criterion and, if so, what changes should be made and why?

Please provide as much detail as possible in the box below. Please attach additional pages as required.

PART THREE

Submitting your response

Thank you for completing the response form. Please send it to the Freepost address below.

FREEPOST HS2 PHASE 2B PROPERTY CONSULTATION

Please note: no additional address information is required and you do not need a stamp. Please use capital letters.

Or email your response to property2b@dialoguebydesign.co.uk

This consultation will close at 23:45 on 9 March 2017. Please ensure you send your response by this date.

Please only use the response mechanisms described in this form when responding to this consultation. We cannot guarantee that responses sent to other addresses will be included in this consultation.

