



# Property Consultation, March 2017

## MAPA

Measham, Appleby,  
Packington & Austrey

HS2 Action

# Property Consultation response submitted on behalf of Measham, Appleby, Packington & Austrey (MAPA) HS2 Action

*Initial public meeting attended by over 350 people*

*190 subscribers to email list*

*439 Facebook members*

*1075 people attended the HS2 consultation event in Appleby*

This group was formed in response to the route change from Austrey to Packington ('The route around Measham') announced in November 2016.

Due to a high level of public concern a meeting was held in Measham on 13th December. This was attended by over 350 people and agreed to submit a response to this property consultation.

A follow-up meeting to formally set up the organisation was held on 4th January 2017, again with a high turnout. A formal constitution was adopted and can be found on our website [www.mapahs2action.org.uk](http://www.mapahs2action.org.uk).

The committee was elected and includes representatives of the Parish Councils of all 4 villages affected.

The group has an email supporters' list of 190 people, 439 people supporting its Facebook page and an active Twitter feed.

The committee has met regularly in person and has also had discussions via email. The Parish Council representatives ensure the approach is representative of the broader population and we have regularly communicated with our supporters and sought press coverage for our approach and findings.

Chair: Sonia Liff  
Secretary: Alison Cooper  
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# MAPA Compensation Considerations

## MAPA RESPONSE

HS2 Ltd has asked the following questions, to which this paper is the formal response of MAPA

### 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?

### MAPA ANSWER TO QUESTION 1

In developing route options, HS2 Ltd has stated that their aim was to avoid key environmental features whilst also attempting to avoid communities. The proposed route alongside Measham and in the surrounding areas has not achieved those aims, therefore realistic and fair compensation is required.

The following compensation package would reflect current and reasonable practices especially as identified recently where places which were flooded in the UK had to make way for dams and lakes and where loss of amenities, homes etc. were to be experienced.

- HS2 Ltd should note that the compensation paid out to local residents when the A42/M42 was constructed was a wider reaching package and offered to more residents than HS2's current proposals. This is in the context of the M42 construction phase being shorter, the impact on residents of the road less and the benefits being far greater than HS2.
- In addition we are aware of compensation packages that are in place for Heathrow Airport Expansion. Houses under the scheme are being purchased at a far more reasonable and fair rate than currently published by HS2 and the government. It is our belief that those packages involve up to 125% of pre-blight value, plus additional compensation for stamp duty, legal fees and moving costs.
- The use of an arbitrary geographic distance to set the limit of compensation is questionable and distance alone does not determine the magnitude of the impacts of HS2.
- The government's view is that properties will largely recover their loss in value after the railway is running. Blight is (on this view) a traditional problem. This is wrong due to the extended period before HS2 is running, current property owners cannot sell at unblighted values if the government does not intervene. This situation is totally unfair and the figures set out below in compensation for this loss in such a rural setting must be afforded.
- Migration to rural areas by those wishing to live in a quiet and rural environment do not expect, or would their intention be, to live within the sight and sound of a high speed railway line. Therefore the ongoing and deleterious situation regarding house prices and the community at large will suffer for the foreseeable future and once again must be compensated for by a reasonable and fair minded government.

The minimum considered as being appropriate for the rural (Measham, Appleby Magna, Packington & Austrey) areas now being affected by HS2 would be:

### **Blight**

- The effect of blight is to impose large losses on current owners who sell before the railway is operational (other than those covered by statutory arrangements.) The years between the announcement and running is too long for the great majority of current owners to endure and must be compensated for.
- For rural areas the impact of HS2 on blight is averaged over properties ranging from being on the line to those 12.5km away.
- The average overall reduction in price estimated by CBRE (Based on HS2 commissioned report) is more like 12.1% for rural post codes. CBRE's blight study analysis confirms that on the assumption that blight is more intense relatively near to the line, the result implies both high levels of blight and blight impacting on properties several kilometres from the line.
- The loss mentioned within reports regarding other high speed rail installations, including that from CBRE blight study analysis one can find that the total losses equates to 27.7% if all losses (house, amenity, and other related costs) were sustained within 1km of the line. The HS2 compensation is totally unfair and adequate compensation to recognise this major loss should be part of the compensation scheme.

### **All Residents**

- An one-off financial payment of not less than £5k for the stress, loss of local amenities, transport disruption caused by road closures including the massive deterioration to the quality of the country life and general environment for those in all of the zoned areas.
- In respect of all residents (including tenants), and all other occupants who would not have to move as a result of the line but whose quiet enjoyment of their home would be detrimentally affected by the construction and operation of HS2, a package of financial compensation and not just physical compensatory measures should be included in the scheme to mitigate the effects
- Regarding the mental and physical stress experienced by those affected in all of the zoned areas compensation should be set at not less than £5k in addition to compensation mentioned in this response.

## Homeowner Safeguarded, Rural Support & Payment Zones

- HS2 should offer residents in all published zoned areas the chance to sell their homes for full value, as of November 2016, including inflation rather than focusing on repeated and failed attempts to sell due to blight across the whole area affected.
- All zoned area payments currently published be tripled.
- Compensation should depend on loss in market value FOR ALL ZONED AREAS due to HS2 having occurred, which is how the blight actually manifests itself. This is fairer, simpler and would apply equally across rural areas, according to the nature and degree of loss.
- Loss of property value including inflation as experienced from mid November 2016 - not as from Royal Assent
- Compensation to be made available to all 'banded' (zoned) areas (not just those in the immediate vicinity of the track), for immediate start and to continue for 2 years from the completion of the project
- Full compensation (the unblighted value of the home, solicitors, estate agents, stamp duty and removal costs), plus a disturbance allowance for a minimum of 12 weeks from the sale of property - set at not less than £15k

## Tenants Compensation

- A reasonable sum for the loss of rented accommodation (based on rental value), and tenants' relocation costs.
- Compensation should be paid to all businesses regardless of size or tenure

## Need To Sell

- For all homeowners within the existing zoned areas, the 'need to sell' criteria should not be restricted as is current. HS2 and the Government should support and grant the application of any homeowner within existing zoned areas wishing to sell without any criteria being applied.
- The criteria set by HS2 and Government regarding the need to sell based on a limited number of factors is neither reasonable, equitable nor fair when one takes into account the affects that the line brings.
- The set criteria needs to be extended and broadened to allow for the realities of life such as; divorce, age, job relocation within the life of the project, need to move in the event of family loss and other related family experiences.
- The extended factors identified above must cover all zoned areas not just those in the immediate vicinity of the line.

## COMMUNITY FUND

- No additional inward investment is planned to stimulate growth in and around the Measham area, which will now lead to stagnation and decline exacerbated by HS2, none of which has been considered in the consultation for adequate and fair compensation.
- HS2 to the east with the A42/M42 transport corridor to the west creates an island around Measham & Appleby Magna which will negatively impact on the future of the whole area. The people of these areas should be offered full compensation for the loss of community, amenities, rights of way and the ongoing blight that will be experienced through this isolation. The allowance for this should be not be less than the equivalent of £15k per resident.

If the Government fails to agree the previous then a compromise would need to be agreed and the following compromise is considered to be the minimum acceptable:

1. **The current zoned area compensation as currently published be doubled and to reflect true costs.**
2. **HS2 should offer residents in all published zoned areas the chance to sell their homes for full value, as of November 2016, including inflation rather than focusing on repeated and failed attempts to sell due to blight across the whole area affected.**
3. **An additional one-off financial payment of £10k for the stress, loss of local amenities, and transport disruption for all within the zoned areas.**
4. **Compensation for tenants set at 3 months rental for loss of rented accommodation and reasonable relocation costs.**
5. **The set criteria needs to be extended and broadened to allow for the realities of life such as; divorce, age, job relocation within the life of the project, need to move in the event of family loss and other related family experiences.**
6. **All of the above to be applied immediately.**