

# Planning Committee

## High Speed Two – Exceptional Hardship Scheme - Consultation

20 May 2010

### Report of Head of Development Control and Major Developments

#### PURPOSE OF REPORT

To notify members of the Councils response to a consultation exercise relating to the proposed high speed rail route, exceptional hardship scheme.

This report is public
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#### Recommendations

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That members of the planning committee note and endorse the Councils response as set out in the appended letter to HS2 Ltd dated 6 May 2010

#### Introduction

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The Government have published proposals for high speed rail and issued Exceptional Hardship Scheme consultation. The scheme proposed is a voluntary purchase scheme to protect the interests of residential owner-occupiers whose properties may be affected by the recommended high speed rail link between London and the West Midlands.

This consultation process is underway and ends on the 20<sup>th</sup> May 2010. In light of this timescale a consultation response has been prepared and returned on behalf of Cherwell District Council. This was to ensure affected parishes could be informed of the Councils view. The consultation was prepared in consultation with the Head of Regeneration and Estates and both the Leader of the Council and Portfolio Holder, Planning and Housing.

#### Background Information

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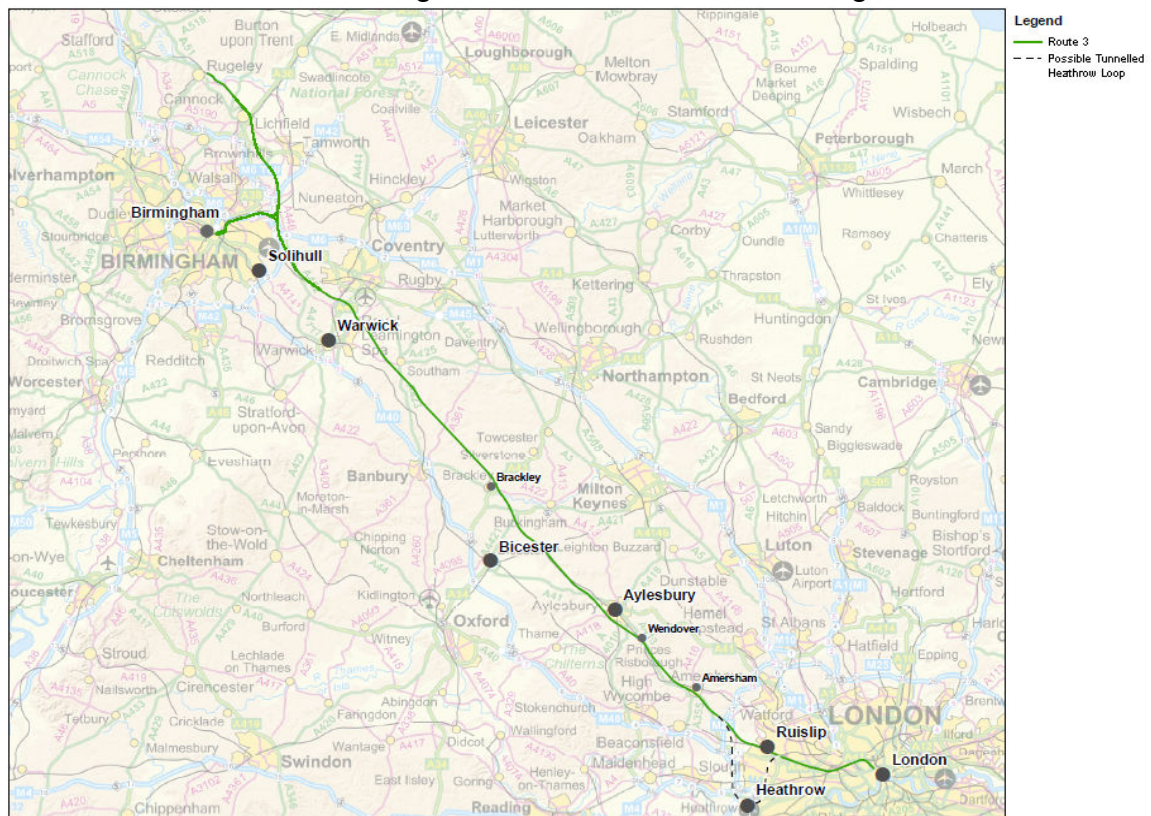
The Government has published proposals for high speed rail in Britain, with a detailed recommended route option for the first part between London and Birmingham.

The recommended route is on the map embedded within the report. High

speed trains would go from London Euston, through a Crossrail Interchange station at Old Oak Common in West London, to an interchange station near Birmingham Airport and the NEC, and on to a new Birmingham station. A section of the recommended route crosses Oxfordshire, to the East of Bicester.

It is important to note that the Government has not committed to building any route yet. No final decision will be taken on the route before members of the public have a chance to offer their views in a formal public consultation, starting this Autumn.

The overall aim of the project is to increase national rail capacity. Without this line, by 2033 the average long distance West Coast Mainline train would be 80% full – meaning very severe overcrowding at peak times. Apart from delivering much faster journeys, HS2 would release capacity on the West Coast Mainline, enhancing commuter, suburban and freight services.



#### Recommended Route

The consultation on the exceptional hardship scheme sought views with regard to measures to protect the interests of residential owner-occupiers of properties the value of which may be seriously affected by the preferred route option for the new high speed rail route between London and Birmingham who can demonstrate that they have urgent need to sell their properties.

## **Key Issues for Consideration/Reasons for Decision and Options**

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The Council's comments are set out in the attached letter dated 6 May 2010. The letter sets out support for a robust and well developed scheme, but raises issues with the proposal including scope of, and who would benefit from such a scheme.

## **Implications**

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**Financial:** No direct financial implications to Cherwell District Council with regard to the consultation process for the exceptional hardship scheme.  
Comments checked by Eric Meadows, Service Accountant 01295 221556

**Risk Management:** None  
Comments checked by Rosemary Watts, Risk and Insurance Manager 01295 221560

## **Wards Affected**

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All

## **Document Information**

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**Background Papers** – High Speed Two - Exceptional Hardship Scheme consultation – March 2010 and Letter Cherwell District Council to HS2 Ltd dated 6 May 2010 appended.

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