

CASE FILE LIST

Case: AP2-057.

Title: AP2-057 Free Hale and Hale Barns from HGVs - Petitioner.

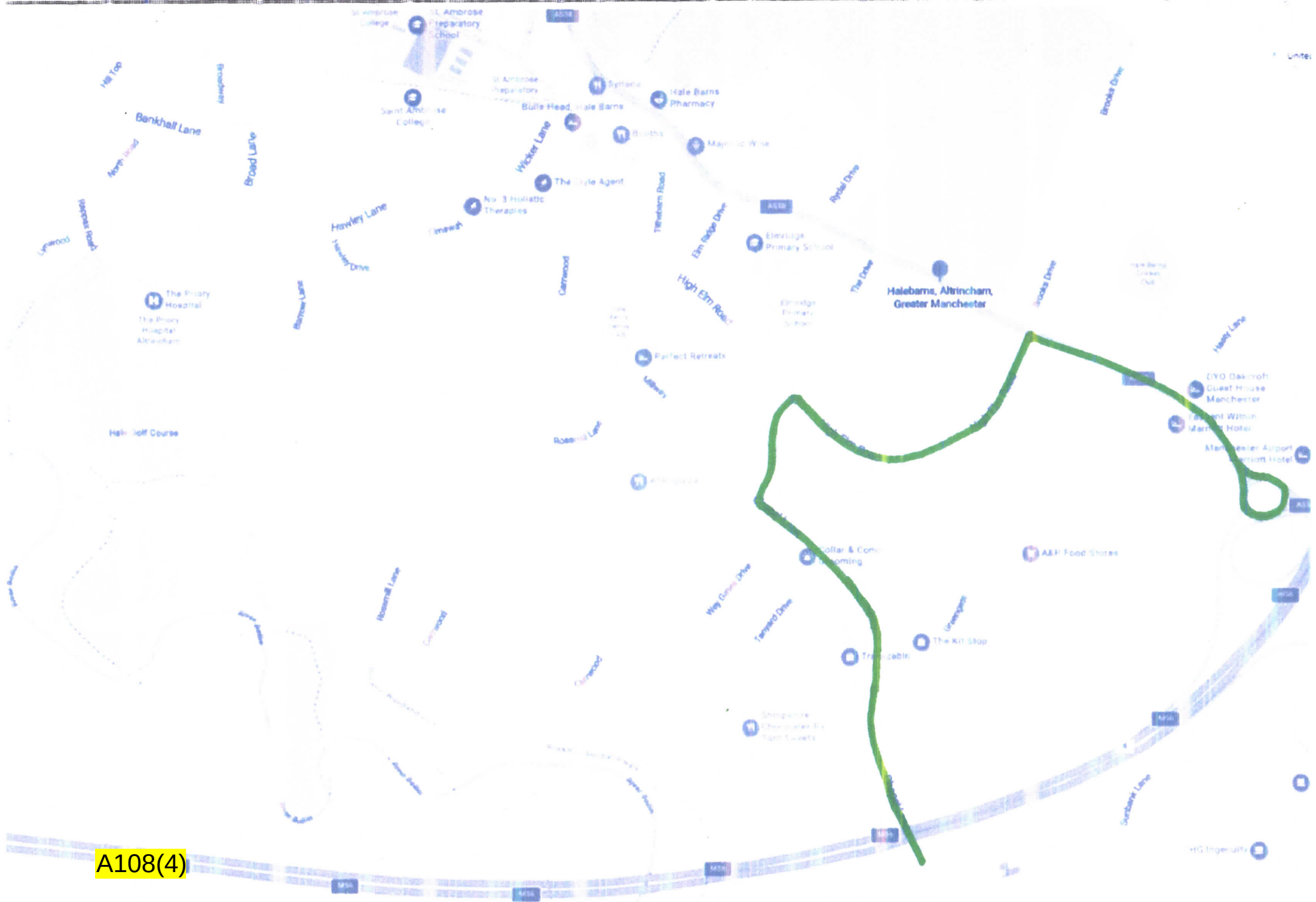
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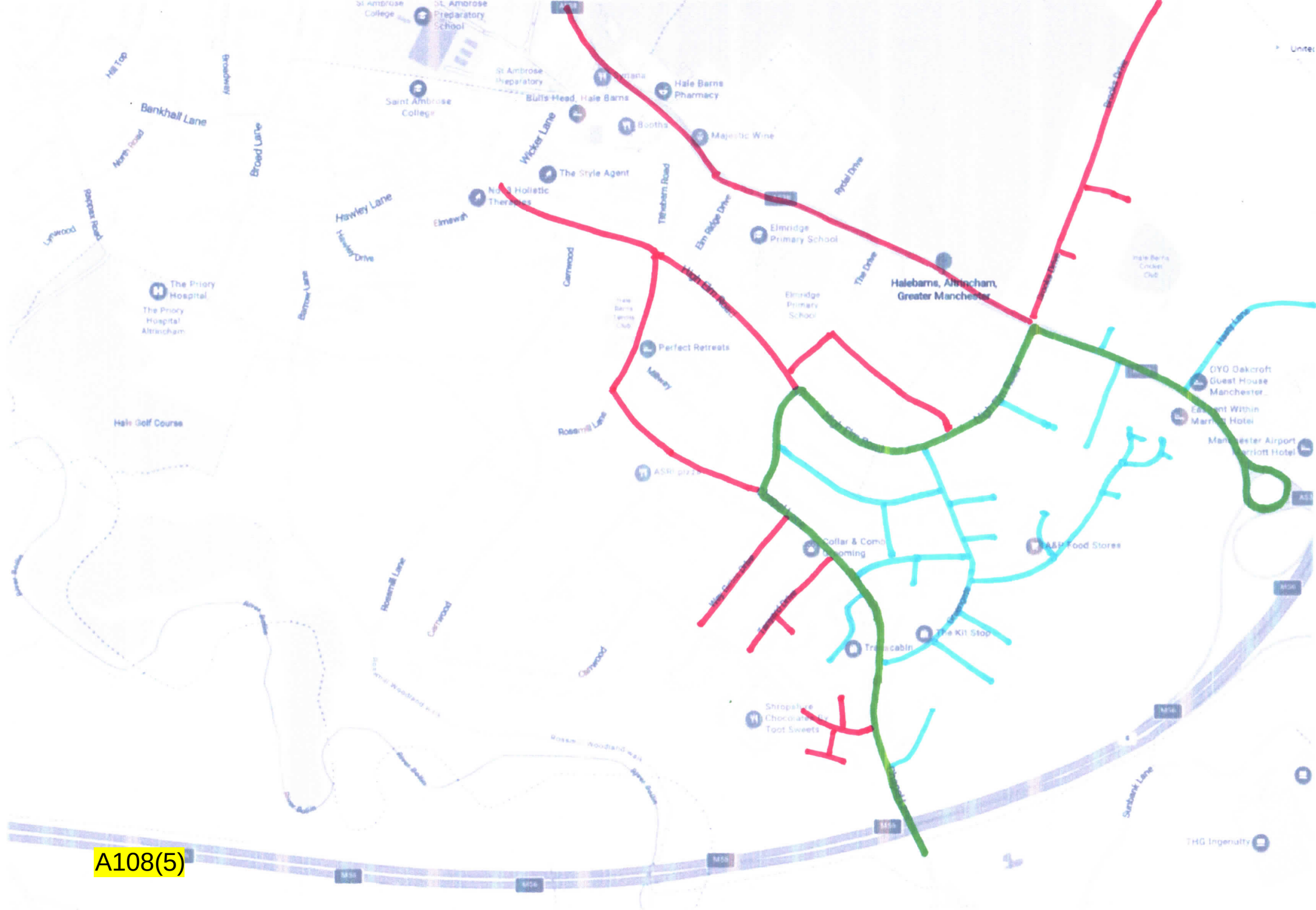


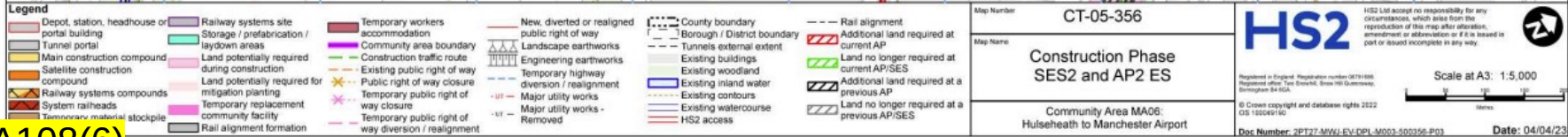
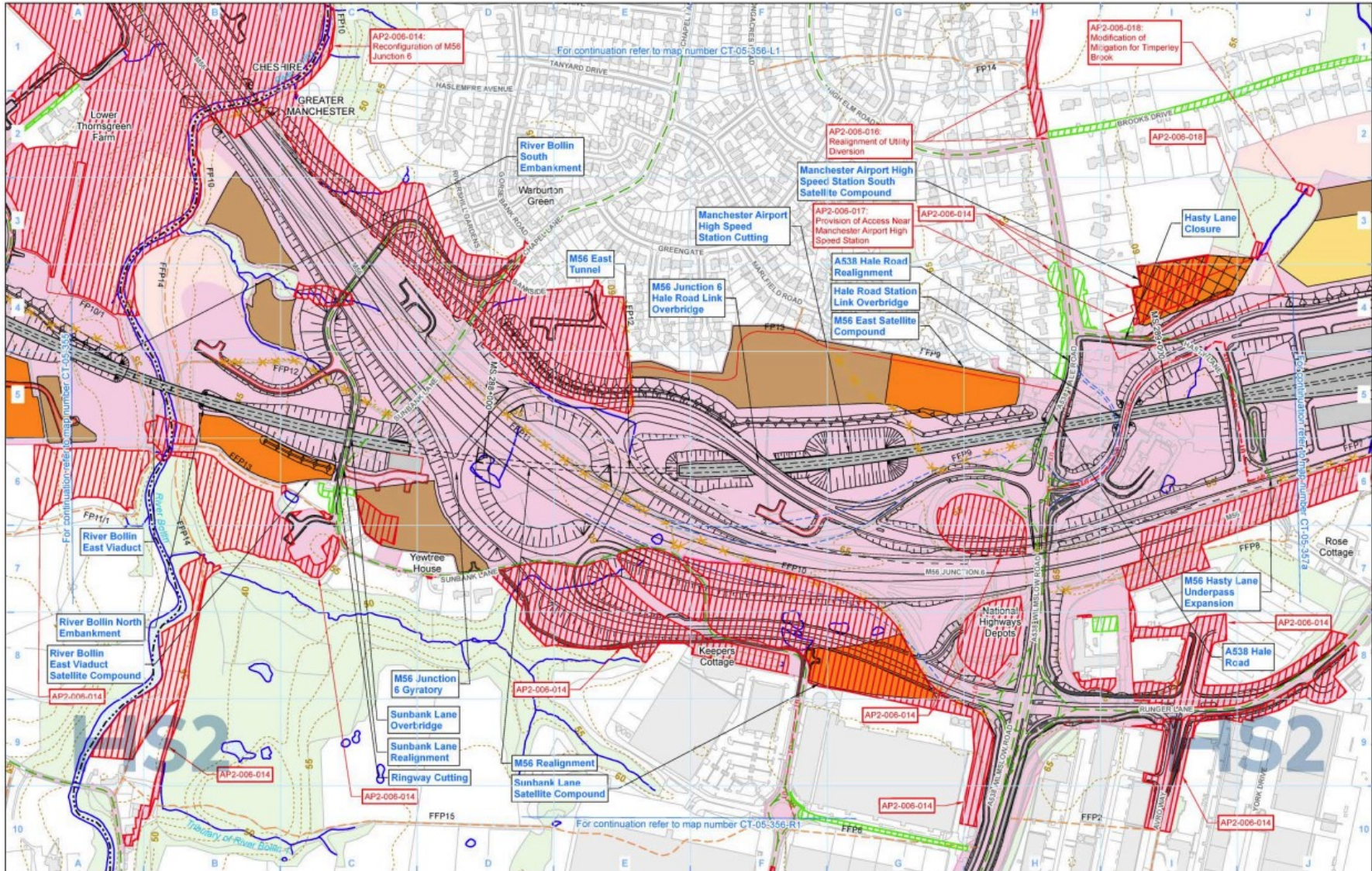




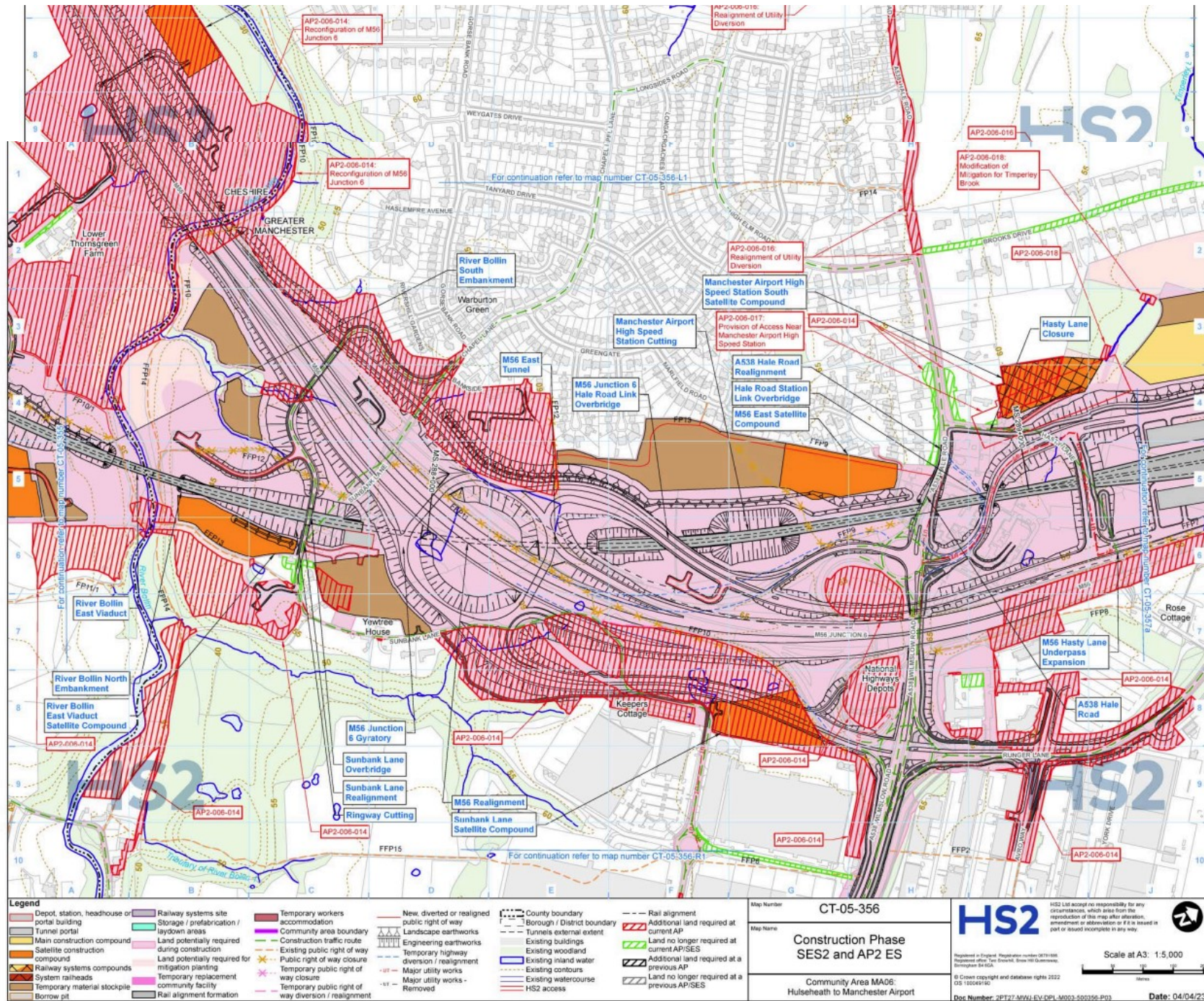


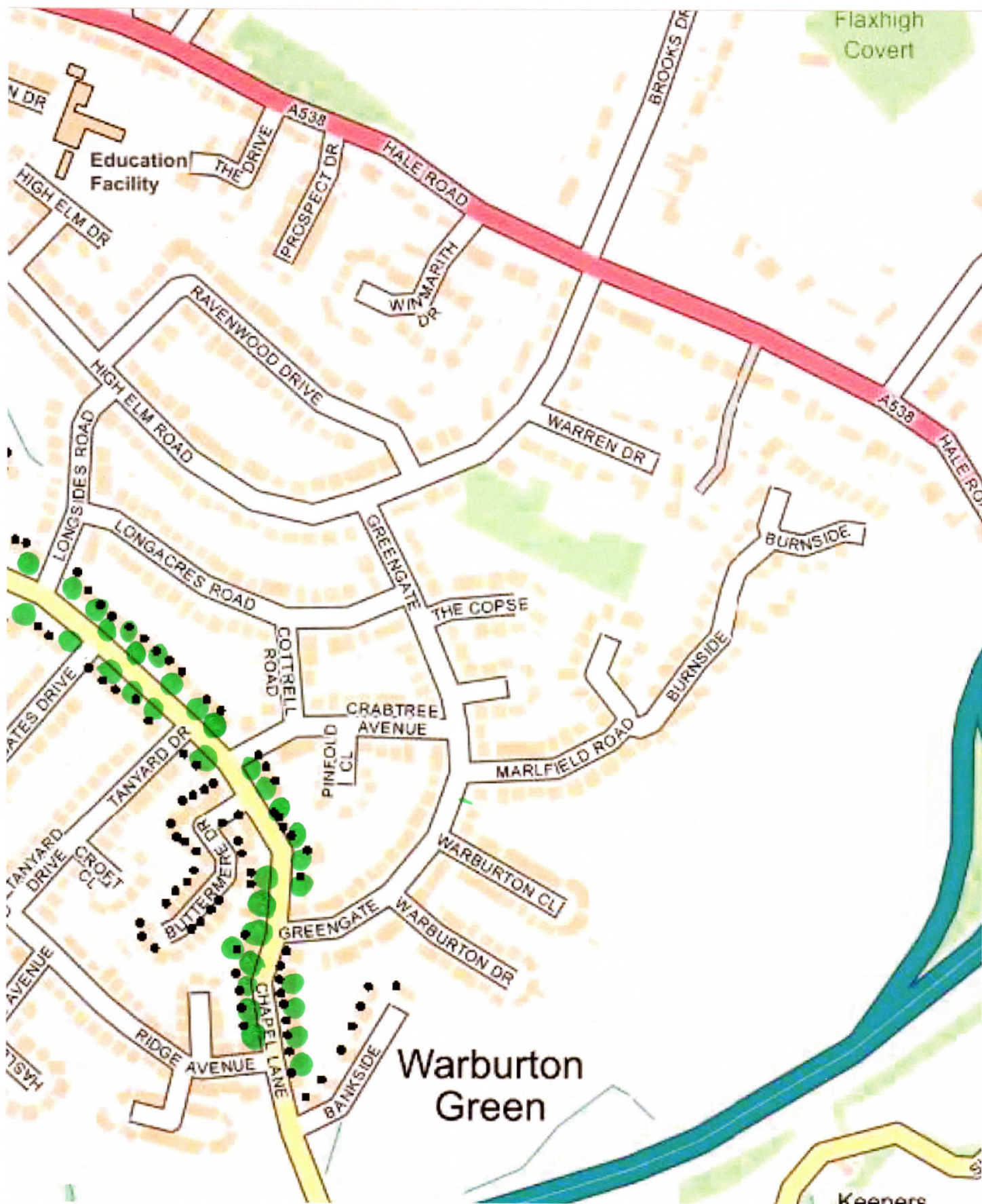
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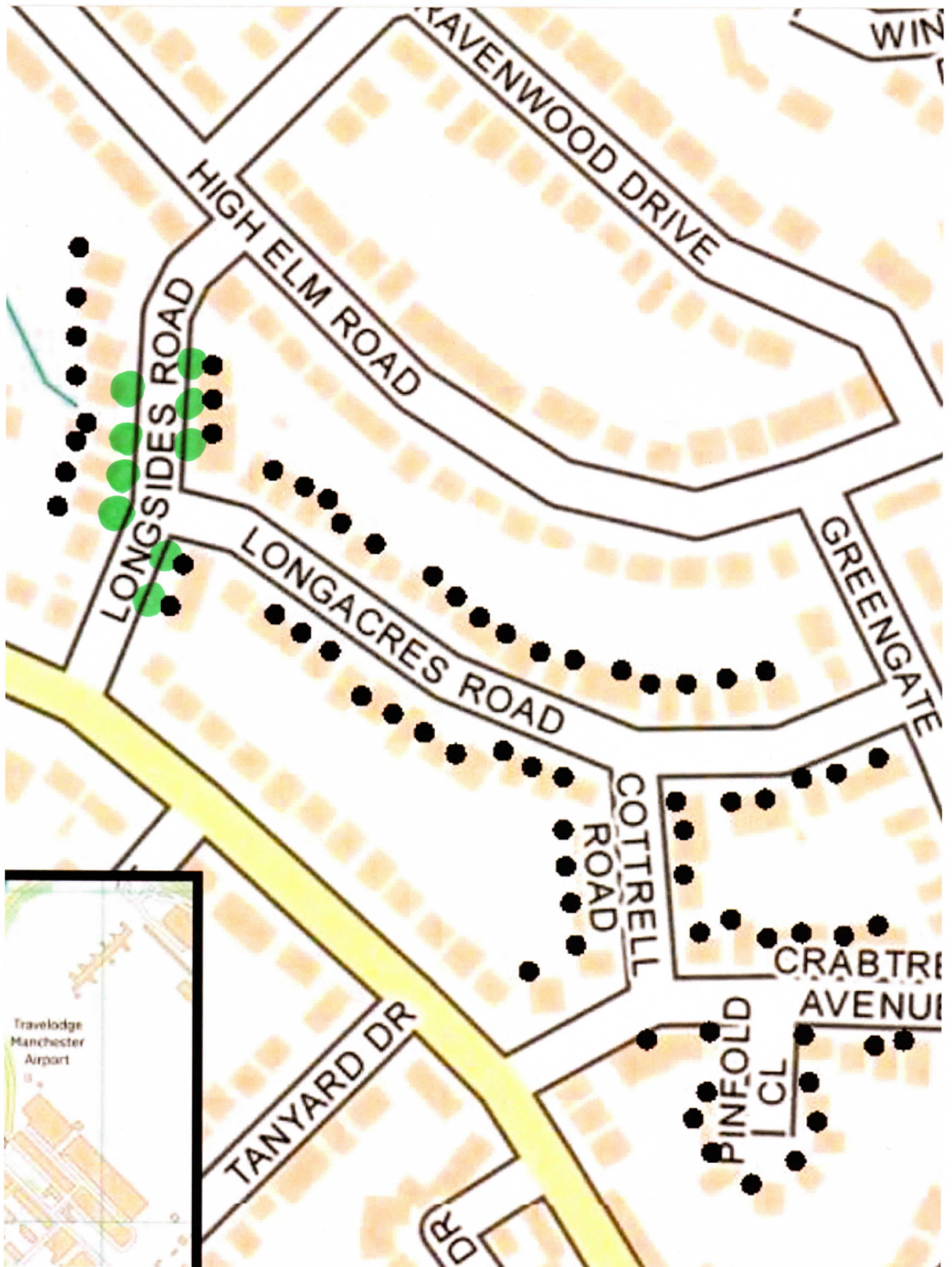




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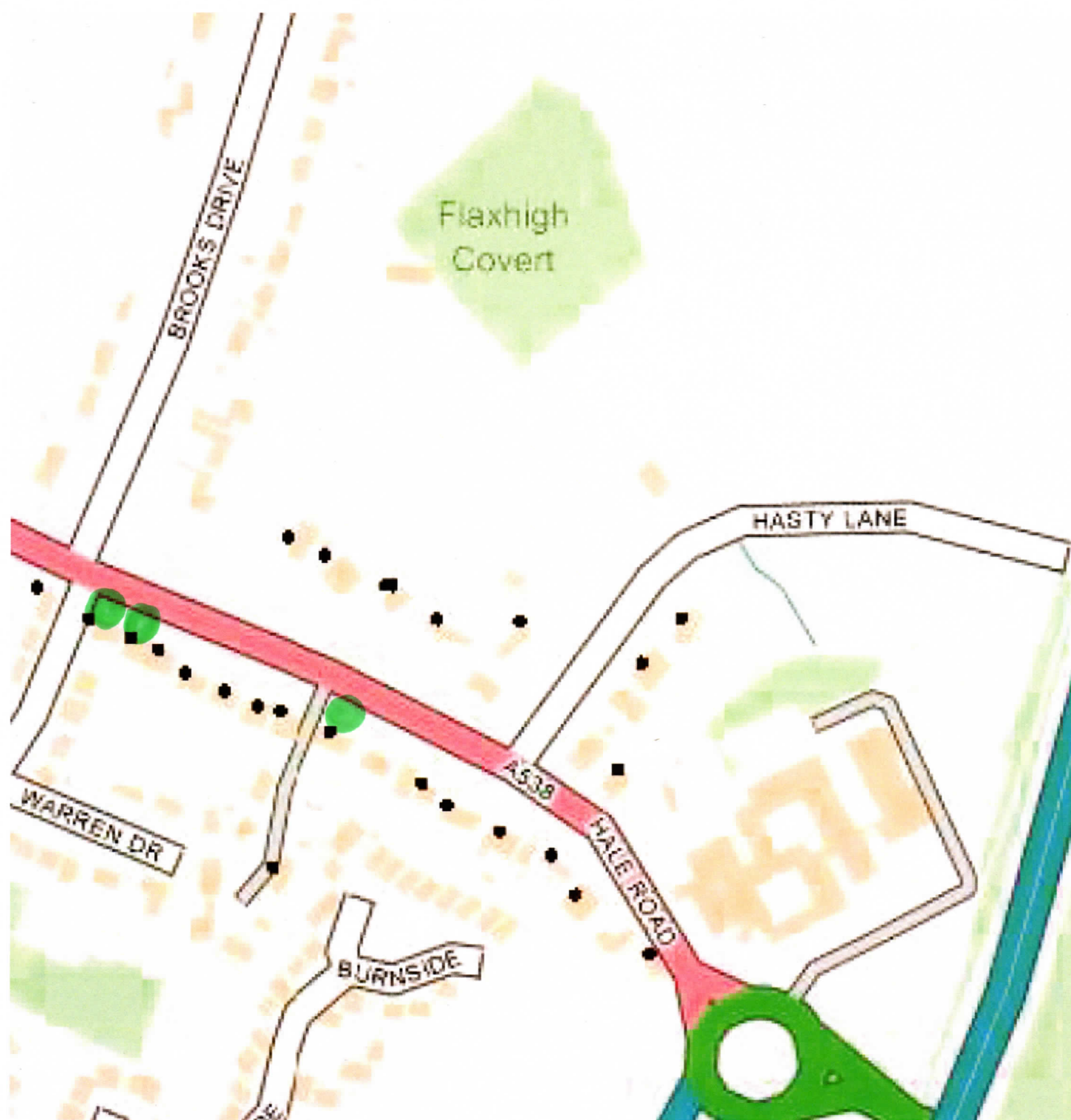


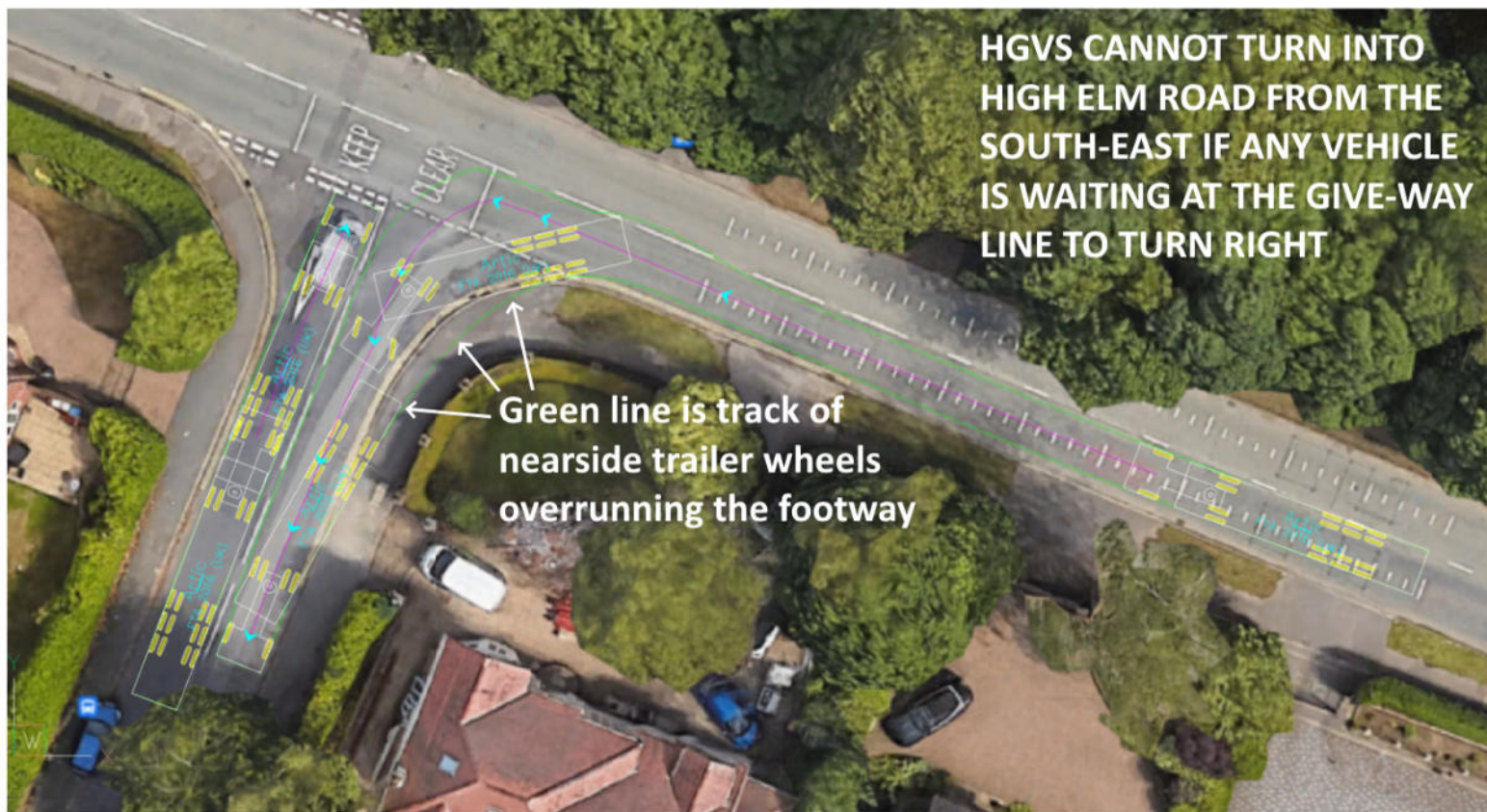






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Examples of Swept Path Assessments of an articulated HGV in and out of High Elm Road to and from the A538

HS2 Route and Construction

Peter Waterson <peter@watersons.net>

Wed 13/09/2023 11:03

To:OC <OC@altsale.org>;

Cc:nathan.evans@trafford.gov.uk <nathan.evans@trafford.gov.uk>; Peter Waterson <peter@watersons.net>;

Dear Oliver.

I have been asked to comment on the general impact on the property market of the proposed HS2 route and recent construction traffic plan, specifically in the Hale Barns area.

Since HS2 was first announced, and the route through Hale Barns became clear, there has been an impact on the Hale Barns property market and therefore prices.

Notwithstanding general house price inflation, Hale Barns has been lagging behind Hale, Altrincham and Bowdon as a consequence of reduced demand in Hale Barns. However, the market reaction has been inconsistent, as the 'noise' around HS2 rises and falls.

Principally, the locations where buyers have resisted purchasing in Hale Barns are naturally the locations where HS2 is coming right through, top of Hale Road near the Marriot, Hasty Lane, and Sunbank Lane, where many properties have been the subject of Compulsory Purchase Orders, but then there are the properties that are one step down from CPO in terms of distance from the proposed line, and those that do not benefit from any meaningful compensation, that buyers are resisting purchasing. This includes Brooks Drive, Burnside, Hale Road towards High Elm Road, Warburton Drive, Warburton Close, and Rivershill Gardens, among others.

We have had many instances where buyers have withdrawn from a purchase on finding out more about HS2, although often these buyers are replaced with a new buyer who may 'take a view'. However, often these buyers may only 'take a view' at a lower price.

This has also included roads that are not really impacted at all, it is just that for some buyers, Hale Barns has become an area that they will not consider it at all, regardless of the proximity of HS2 to a given property.

Typically, for buyers that are still willing to buy in Hale Barns, the middle section High Elm Road and Greengate, down to Chapel Lane and Carrwood has not really been affected much at all.

However, the most recent announcement of the construction traffic route, which will occupy this middle section, estimated at 800 heavy goods vehicles a day for 5 years plus, in a completely residential area, is going to affect demand further, and specifically within this otherwise relatively unaffected area. This route plan will almost certainly add an extra layer of buyer resistance for the whole of Hale Barns, not just the fringe areas where the route itself goes.

Any reduction in demand and increase in sellers wanting to sell (because of HS2 or otherwise) is inevitably going to result in prices falling, notwithstanding general market forces.

If you imagine that you own a house on say Longsides Drive, and you need to sell for whatever reason, 2 years in to the 5 year construction traffic impact, you are going to have to sell your property for whatever price you can get, to make sure that the property sells.

I already have some investor clients thinking that they may buy up 'distressed sale' properties in Hale Barns as the prices fall, in the hope of significant gains when HS2 is complete, obviously playing the long game.

I hope that the above gives some insight in to the impact of HS2 to the property market in Hale Barns. Please let me know if you need any more information from me.

Kind Regards

Peter Waterson

Peter R. Waterson

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Peter Waterson



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