



October 2012 update

There have been a number of interesting recent developments regarding HS2 that I thought you might like to be aware of. As ever, if Knight Frank's specialist HS2 team can be of any help, do please get in touch.

James Del Mar, head of Knight Frank's HS2 team

New Transport Minister passes responsibility for HS2

The Department of Transport continues to resemble a merry-go-round with yet another new Secretary of State for Transport announced in David Cameron's last cabinet reshuffle. Patrick McLoughlin follows Justine Greening and Philip Hammond, who were both strong advocates of HS2. Mr McLoughlin also claims he is committed to the project, but the following extract from MP David Lidington's blog suggests he is slightly less enthusiastic than his predecessors, or perhaps just wants to keep such a controversial scheme at arm's length, especially now that he has the West Coast Mainline franchise fiasco to sort out.

"As you may be aware, I recently wrote to the Secretary of State for Transport to express my constituents concerns that as Simon Burns, a Minister in the Department for Transport, was replying to letters from MPs and Parliamentary Questions rather than him he would no longer be aware of their concerns regarding HS2.

I have since spoken to Mr Burns who has explained to me that although both Philip Hammond and Justine Greening decided to retain personal responsibility for the HS2 brief it would now be his responsibility rather than the Secretary of State's.

The Secretary of State as in all other government departments retains overall responsibility for all projects being handled by his department and the policies it introduces and Mr Burns assured me that the Secretary of State would continue to take a close interest in HS2."

Yet more route uncertainty as Heathrow expansion plan debated

An article in the [Daily Telegraph](#) earlier this week reported that Patrick McLoughlin has "signalled" that the route of HS2 could be diverted towards Heathrow if the government's aviation inquiry recommends that the west London airport be expanded. Although this would be good news for those with properties on the current route, the lack of commitment towards a final route is frustrating and just blights an even larger section of the property market, especially as the inquiry is not due to report its findings until 2015. Given the groundwork that HS2 Ltd will have put into developing the current route by then, it is debatable how much enthusiasm there will really be for changing the route.



HS2 timetable continues to slip

Following conversations with those connected to HS2 it looks likely that, as we expected, the route will not be “safeguarded” until spring 2013. We are still hopeful that the consultation into the five or seven discretionary compensation schemes will start in the middle of this month. Even so, the whole scheme looks like it will be about 18 months behind the original schedule, which only adds to the uncertainty for all concerned.

Treat HS2 purchase rumours with caution

There is some speculation in certain quarters that HS2 Ltd has already approached some property owners regarding a pre-emptive purchase of their land before the official acquisition process starts. As far as we are aware HS2 Ltd has neither the mandate nor the funds to do this.

Knight Frank recruits HS2 compensation expert

Ever since the proposal for HS2 was first announced Knight Frank has tried to provide potentially affected property owners with informative and unbiased advice. I am therefore delighted to announce that we have recruited a new team member who will be bolstering our HS2 service even more. Nick Rushton has just completed an MSc in Rural Estate Management at the Royal Agricultural College where his dissertation analysed the shortcomings of the HS2 discretionary compensation packages. Please get in touch with Nick if you would like to find out more.

Knight Frank and HS2

Knight Frank has set up a dedicated HS2 team to help those affected. The team has over 100 years’ combined experience dealing with other major infrastructure schemes such as the Channel Tunnel Rail Link (HS1), the M25 and Stansted Airport. Unlike some other property consultants Knight Frank works only for affected property owners, not HS2 Ltd or the government, and therefore has no conflicts of interest.

Please contact the team on the numbers below. More details and the latest scheme updates are also available at www.knightfrank.co.uk/hs2 and you can follow us on Twitter at www.twitter.com/knighfrankhs2

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Current official HS2 timetable

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| 10 January 2012 | HS2 approved by Transport minister Justine Greening |
| Spring 2012 | Government receives HS2 Ltd advice on phase 2 (Birmingham to Manchester and Leeds) route options |
| Spring 2012 | Engagement programme along phase 1 (London-to-Birmingham) route on Environmental Impact Assessment issues |
| After Summer recess in September 2012 | Consultation with statutory bodies on the safeguarding zone and Public consultation on property compensation proposals for phase 1 |
| Autumn 2012 | Engagement programme on phase 2 preferred route, to discuss local views and concerns |
| 3 December 2012 | Eight-day judicial review opens |
| Spring 2013 | Consultation on draft Environmental Statement for phase 1 including design refinements |
| End of 2013 | Introduction of a hybrid bill to provide necessary powers to construct and operate phase 1 of the railway |
| Early 2014 | Consultation on preferred route for phase 2 |
| Late 2014 | Government's announcement of the chosen route for phase 2 |
| 2015 | Target date for Royal Assent for the Hybrid Bill, containing legal powers to construct HS2 |
| 2017-2025 | Construction period (starts and ends at different times and at different points along the route) |
| 2024-2026 | Commissioning and testing |
| 2026 | Phase 1 line opens to passengers |

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