



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

I thought you would be interested to know the results of last December's Judicial Review into certain aspects of the HS2 scheme that were announced this morning.

The judgement has ruled in favour of the government in nine out of the 10 areas of challenge. Please see below for full details.

The government has said that it now plans to push on with the legislation required for the scheme with construction likely to start in 2017.

Given that the HS2 project enjoys cross-party support in parliament, it appears that it will now go ahead.

The only objection that was upheld regards the consultation on compensation for affected property owners. The government has already announced that it will rerun this consultation.

This means that the uncertainty regarding exactly what compensation you will be entitled to continues.

You can read the official Department of Transport press release [here](#).

Judicial review challenges rejected

- dismissed challenges to the fairness and lawfulness of the 2011 consultation on HS2 strategy and the phase one route
- rejected challenges that the government was required to comply with the Strategic Environmental Assessment (SEA) Directive
- dismissed challenges that the government failed to comply with the Habitats Directive
- dismissed the challenge that the hybrid bill process could not comply with the Environmental Assessment Directive
- dismissed the challenge that the government is required to present the environmental impacts of the entire Y network to Parliament alongside the phase one bill
- dismissed challenges that the government has failed to comply with the Public Sector Equality Duty
- dismissed challenges that the Secretary of State's decisions on Euston, the HS1 link, and the Heathrow spur were irrational



- dismissed the challenge that the Secretary of State has fettered his discretion, and predetermined the outcome of future aviation strategy
- dismissed the challenge that the government failed to properly consider the proposed route alternative submitted by the Aylesbury Park Golf Club claimants in response to the 2011 consultation

Judicial Review challenge upheld

- upheld the challenge that the consultation process was unfair, because not enough information was provided to consultees and the criteria by which compensation options were considered were not adequately explained - he also found that the government had not fully considered HS2 Action Alliance’s

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 HS2 timetable

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
25 October 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
28 January 2013	HS2 Y-Route to Manchester and Leeds published (phase 2)
31 January 2013	Consultation on the area to be Safeguarded and Discretionary Compensation Schemes closes
Spring 2013	Estimated date for issue of Safeguarding directions (phase 1)
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
2015	Phase 2 engineering design and environmental impact assessment, preparation of second hybrid bill
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