

# **Toton HS2 Hub Station Area Plan**

**Erewash Borough Council**

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## **1. Introduction**

1.0 This Area Plan has been developed by Erewash Borough Council in consultation with Broxtowe Borough Council in order to maximise the benefits of an HS2 Hub Station at Toton.

### **1.1 HS2**

1.1.1 HS2 is the Government's proposed high speed rail network to link London with major cities in the Midlands and the North. HS2 Phase 1, from London to Birmingham, is the subject of a hybrid bill currently before Parliament to authorise its finance and construction. In July 2013 HS2 Ltd, the company set up by the Department of Transport to deliver HS2, published its preferred line of route and station locations for Phase 2. That consultation envisaged a Y-shaped network north of Birmingham, with a western leg extending to Manchester and an eastern leg extending to Leeds with intermediate stations in the East Midlands and South Yorkshire.

1.1.2 The preferred line of route proposed the HS2 line emerging from a tunnel through Red Hill north of Ratcliffe on Soar power station, across the Trent Valley on a viaduct, and through Long Eaton along the current low level rail corridor to Toton sidings. The East Midlands Hub Station was proposed at Toton sidings itself, with the line then following the M1 corridor north.

1.1.3 In June 2015 the Secretary of State for Transport announced that the full Y-network will be progressed, and in July 2015 the Chairman of HS2 Ltd announced that Toton was still the preferred location of the East Midlands Hub Station. This Area Plan has consequently been produced on the assumption that those proposals will go ahead as announced.

### **1.2 Scope of Area Plan**

1.2.1 This Area Plan relates primarily to the area within 5km of the proposed Hub Station. This is the area expected to be most highly influenced by the creation of the Hub Station, and the area of most interest to Erewash and Broxtowe Borough Councils. There will be additional effects further afield which may need to be addressed by other plans.

## 2. **Economic Impacts**

2.0 One of the main purposes of HS2 as stated by the Government is to rebalance the national economy by bringing greater prosperity to the Midlands and the North. In practical terms this prosperity is expected to take the form of new jobs e.g. in the rail industry, from the increased competitiveness of local industries, from inward investment by new businesses, and from the increased expenditure in the local economy from those new jobs. However, those benefits can not be taken for granted, and the following land use planning measures are proposed to help secure them.

### 2.1 **Rail Industry**

2.1.1 The construction, maintenance and operation of HS2 will generate thousands of new jobs. In addition new uses of the classic rail network, made possible by the transfer of long distance passenger services to HS2, also have the potential to generate further rail related jobs. The East Midlands is expected to be a major beneficiary of these jobs through the expansion of the existing cluster of rail businesses in the Derby area. The plan area also supports existing rail businesses, especially at the rail linked sites at Mark Street, Sandiacre and Toton sidings, which could also benefit from these business opportunities.

2.1.2 The proposed HS2 line of route would sever the existing classic rail links from the Erewash Valley line to both Mark Street, Sandiacre and Toton sidings, frustrating the ability of the local area to realise rail industry benefits. Fortunately, there is an alternative rail linked site available at Stanton Ironworks. The retention of the rail spur from the Erewash Valley line to that site is supported by the Erewash Core Strategy, as is the provision of at least 10ha of general industry. This site offers a realistic relocation option for businesses at Mark Street, Sandiacre and Toton Sidings that require a rail link, retaining the locally skilled workforce. There is also potential for additional firms to co-locate here to create a new rail industry cluster.

**Employment Proposal 1 – A Rail Park be located around the rail spur at Stanton Ironworks, providing relocation and co-location options for local and new rail industry businesses.**

### 2.2 **Local Industry**

2.2.1 The local area includes a significant number of manufacturing businesses, e.g. the internationally important quality upholstery industry based in Long Eaton. A central part of the Government's vision for the rebalancing of the national economy and for the economic growth of the country as a whole is a more competitive, export lead manufacturing sector, and the improved profile and access that HS2 would provide could help these local industries to access new markets.

2.2.2 The proposed HS2 line of route along the low level rail corridor through Long Eaton is affecting key industrial areas in the town through temporary uncertainty e.g. over land take for the new railway, the impacts of construction, and long term impacts on local access. However, the area around Mark Street, Sandiacre provides a relocation and expansion opportunity within the NG10 postcode, enabling Long Eaton businesses to retain their skilled local workforce, proximity to supply chains, and association with the international profile of the town.

**Employment Proposal 2 – An Industrial Park be located around Mark Street, Sandiacre, providing relocation and expansion opportunities for local manufacturing industries.**

2.2.4 The construction of the HS2 line alongside the industrial estates at Manor House Road, Meadow Lane and New Tythe Street offers the opportunity for some outdated accommodation to be redeveloped and reconfigured more efficiently to support the competitiveness of modern businesses. As the HS2 line here will be at high level, descending from the 15m high viaduct crossing the Trent Valley, this reconfiguration could include innovative use of space under the elevated rail line, including parking, storage and incubator units in 21<sup>st</sup> Century railway arches.

**Employment Proposal 3 – The industrial areas along side the HS2 line through Long Eaton be redeveloped for modern employment use, including through innovative use of the space under the railway lines.**

2.3 Inward Investment

2.3.1 The financial and business service sectors of London and the South East have been the main growth sectors of the national economy for the past 50 years. However, It is generally acknowledged that the economy of that area is overheating, with wages and property prices at a premium. Improved transport links to London and the South East can enable the relocation of jobs from that area, especially back-office functions, whilst preserving the face to face management and marketing contacts that are central to the success of the financial and business services operating model. The availability of graduate recruits from the Nottingham area in particular has proved attractive to firms such as Experian, Capital One and Eon, and securing further growth for the area in these commercial parts of the service sector appears achievable.

2.3.2 The most attractive location for businesses relying on the connectivity produced by HS2 will be adjacent the Hub Station itself. Broxtowe Borough Council in their emerging Toton Strategic Location for Growth Masterplan are proposing a business park immediately to the east of the proposed station site at Toton Fields that could accommodate at least 18,000sqm of commercial floorspace. This land is available for development now and should be the primary focus of inward investment planning. Should the rail uses at Toton sidings be re-located, a further 10ha business park with capacity for some 40,000sqm of additional commercial floorspace could be delivered alongside

a comprehensive flood water management solution for the Erewash Valley. It is important that this long term option is not sterilised. Though the ultimate scale of inward investment growth can not be known at this time, it is not considered appropriate at this time to unduly constrain it.

**Employment Proposal 4 – Land east of the hub station at Toton Fields to be targeted for employment inward investment opportunities, with land west of the hub station at Toton sidings being reserved for further employment inward investment to be delivered jointly with a comprehensive flood water management system for the Erewash Valley.**

## 2.4 General Local Economy

2.4.1 New businesses will generate supply chain demand for goods and services, whilst new employees will also spend more money in the local economy. This is often referred to as the multiplier effect, and can result in every new job created by a direct investment being matched by similar growth in the wider local economy.

2.4.2 The effects of local economic growth are likely to be focussed on existing town district and local centres, with their concentration of retail and service floorspace. Long Eaton Town Centre, Stapleford District Centre and Sandiacre Local Centre lie equidistant from the proposed Hub Station and could experience the greatest benefits. Because these centres are also the hub of local transport networks, they will act as gateways to the Hub Station itself. Programs of investment in each of these centres to raise the quality of their offer will be required if they are to realise this potential.

**Employment Proposal 5 – Investment Programs for Long Eaton Town Centre, Stapleford District Centre, and Sandiacre Local Centre to be developed to raise them to the status of HS2 national network gateways.**

## 2.5 Delivery

2.5.1 The delivery of the above employment proposals will require coordinated expertise to achieve the required developments in a timely manner. It is considered that this could best be achieved through the establishment of a publicly owned development company, either by HS2 Ltd or by the D2N2 Local Enterprise Partnership or by a consortium of local authorities.

**Employment Proposal 6 – That a development company be formed to take forward these proposals.**



### **3. Transport Connections**

3.0 The pattern of economic development opportunities described above depends on appropriate transport connections to and around the Hub Station.

#### **3.1 HS2 Line**

3.1.1 The HS2 line itself is a significant transport route that has the potential, if poorly designed, to sever existing transport connections. The impacts on currently rail linked sites have been noted above, but the other major impact is potentially on Long Eaton itself.

3.1.2 Level crossings are not compatible with the safe or effective operation of a high speed line, and consequently a surface level high speed line along the Long Eaton low level corridor would close the existing level crossings at Station Road and Main Street. Due to the short distance between the streets running alongside the low level corridor (Bonsall Street – New Tythe Street to the east and Cross Street – Main Street to the west) there is insufficient distance for access ramps to either bridge new roads over the line or tunnel them under it. Due to the taller gauge of high speed trains and their overhead power lines, the existing Nottingham Road bridge would have to be raised which, given that the gradients here are already close to the maximum acceptable, would require a new s-shaped structure with the access ramps running first alongside the line before turning over it. The same applies to the three current footbridges, which could well require access ramps over 50m long along both sides of the track to meet modern standards, which is unlikely to encourage their use, and would be particularly problematic for the operation of National Cycle Route 6 along Station Street, the main cycle link between Nottingham and Derby. The net effect would be to sever the Grange Park area of Long Eaton from its own town centre, which would harm the very town centre which should have most to gain from HS2.

3.1.3 The ideal solution would be to tunnel the HS2 line under Long Eaton, enabling improved access across the town. However, as Long Eaton lies in the floodplain of the River Trent, such a tunnel would have to span the whole floodplain to be itself safe from flooding, e.g. from Red Hill to Toton. Given the very high cost of tunnelling works and the Government's reluctance to fund them as illustrated by the debate over tunnelling under East Midlands Airport, this option does not appear feasible.

3.1.4 The second best option would be to run the HS2 line through Long Eaton on a raised line. This would allow existing connections along Nottingham Road, Station Road and Main Street to be improved above existing levels for commercial traffic, cars, cyclists and pedestrians. A raised line would be more visible, but would offer positive design opportunities to add to the design character of Long Eaton, including through the use of vegetated embankments, open viaducts and contemporary railway arch employment space.

**Transport Proposal 1 – Elevate the HS2 line through Long Eaton along the low level corridor.**

3.2 HS2 Station

- 3.2.1 The indicative station design supporting HS2 Ltd's preferred line of route suggests a HS2 hub station with a single point of access to a public concourse on its eastern side. Though it is understood that a single point of access offers a simple mode of operation, such a configuration would not enable the Toton sidings site to the west of the station to benefit from its location. A secondary western access appears necessary to avoid sterilising the potential of the Toton sidings site, and as discussed below would also open up opportunities for improved access to Long Eaton.

**Transport Proposal 2 – Provide a secondary western access to the Toton HS2 Hub Station.**

3.3 Classic Rail

- 3.3.1 The indicative station design supporting HS2 Ltd's preferred line of route suggests a four platform classic station located to the east of the HS2 Hub Station to enable connecting rail services. Utilising the existing high level line through Long Eaton this would allow accessibility to Nottingham, Leicester and with some alterations to Trent junction, Derby. The preferred line of route is less clear about connections northwards up the Erewash Valley line, but this is considered important along with other classic rail enhancements to provide options for direct rail access to Ashfield and Mansfield.

**Transport Proposal 3 – Serve the Toton Classic Rail Station via the Long Eaton high level line and northwards via the Erewash Valley line to Ashfield and Mansfield.**

- 3.3.2 The provision of classic rail lines to the east of the HS2 line at Toton raises the potential of an interconnection between the southbound high speed deceleration line and the classic lines. This connection would allow classic compatible trains to run on the high speed line from Leeds to the Toton HS2 Hub Station and then onto the classic lines to Nottingham, Leicester or Derby. If points across the high speed line were not acceptable, then a similar link could be provided to the northbound deceleration line by adding a third line to the raised line through the high level corridor, bringing this down behind Manor House Road to utilise the points access to Trent junction currently serving the existing low level line. The missing eastern chord would have to be replaced for such a network to allow direct classic compatible services from Nottingham northwards onto the high speed line.

**Transport Proposal 4 – Provide classic compatible connections between Trent Junction and the HS2 line.**

### 3.4 NET Tram

- 3.4.1 The NET 2 tram line to Toton Lane park and ride is currently nearing completion. A simple extension of this line westwards would provide tram access between the HS2 Hub Station and Beeston, Nottingham University, Nottingham University Science Park, Queens Medical Centre and the proposed Medipark, NG2 business park, and Nottingham city centre.

#### **Transport Proposal 5 – Extend NET Tram from Toton Lane to Toton Hub Station.**

### 3.5 Strategic Highways

- 3.5.1 HS2 Ltd's preferred line of route envisages a link road to a new junction on the A52. This is considered essential to provide the primary means of road access to the Hub Station, and avoid additional congestion through local areas including Long Eaton, Stapleford, Sandiacre and Toton.
- 3.5.2 The indicative station design supporting HS2 Ltd's preferred line of route suggests the provision of a multi-storey car park at the terminus of the link road to the A52. This is the appropriate location for such a car park, and a multi-storey structure backing on to the steep valley side under Toton is the right design solution for such a site.

#### **Transport Proposal 6 – Provide access to Toton Hub Station directly from the A52, terminating at a multi-storey car park to serve the station.**

### 3.6 Local Roads

- 3.6.1 HS2 Ltd's preferred line of route shows the existing road link along Bessell Lane under the A52 providing local access to the HS2 Hub Station. This link to the B5010 is considered important to provide local access to both Stapleford and Sandiacre without having to take a longer diversion onto the A52 strategic highway, especially for walking and cycling journeys which could not realistically resort to the A52. However, an additional link to Long Eaton is also required for the same reasons. Taking the HS2 line over the A6005 Nottingham Road as proposed above provides the opportunity for a new link road from Nottingham Road immediately east of the HS2 line, an option not currently possible due to the access ramps for the Nottingham Road bridge. This north-south link road would not only provide local access from Long Eaton to the HS2 Hub Station, but would also allow for new through bus routes linking, for example:
- Derby, Chaddesden, Spondon, Borrowash, Draycott, Breaston and Long Eaton via the HS2 Hub Station to Stapleford, Nottingham University, Queens Medical Centre, Nottingham Trent University and Nottingham Victoria.
  - Nottingham Broadmarsh, Medipark, Nottingham Science Park, Beeston and Long Eaton, via HS2 Hub Station to Sandiacre, Risley, Borrowash, Spondon, Chaddesden and Derby.
  - Ilkeston, Trowell and Stapleford via HS2 Hub Station to Long Eaton, Sawley, Castle Donington and East Midlands Airport.

- 3.6.2 To prevent this new link between the A6005 and the B5010 becoming a rat run, a bus gate could be added at the HS2 Hub Station public concourse.

**Transport Proposal 7 – Provide a north-south link road between the A6005, the B5010 and the HS2 Hub Station public concourse to provide local vehicular, walking and cycling access to the Hub Station and to facilitate through bus services.**

- 3.6.3 The HS2 Ltd preferred line of route not only severs the existing rail link to Toton sidings, it also severs the road link to that site. An alternative road link is available from Long Eaton by extending Midland Street northwards and is required to avoid sterilising that site. Long Eaton Green would need to be comprehensively remodelled, including a review of both roundabouts and the role of Trent Street, with the opportunity taken to restore some of its historic green character. To avoid overloading the green with access traffic, parking to serve the Hub Station from this route could be restricted.

**Transport Proposal 8 – Extend Midland Street to provide a replacement access to the Toton sidings site and remodel Long Eaton Green to improve its traffic flow, safety, and local character.**

### 3.7 Walking & Cycling

- 3.7.1 As mentioned above, the local access routes along Bessell Lane and new access road from Nottingham Road would provide walking and cycling access to the Hub Station. Subject to the opening of a second western public access to the Hub Station and closure of the sidings themselves, so would the extension of Midland Street. Such routes would be attractive to walkers and cyclists because they would be direct, and offer the security of passive observation from passing traffic, especially after dark. As they would be relatively long, straight and pass through otherwise undeveloped areas, their attractiveness could be further enhanced through pavement design, cycle lanes where justified and landscaping e.g. through the provision of planted avenues.

**Transport Proposal 9 – Local access roads including Bessell Lane, the new access road from Nottingham Road, and the extension of Midland Street to be designed with pedestrians and cyclists in mind.**

- 3.7.2 National Cycle Route 67 provides an off-road walking and cycling route along the Erewash Canal to the west of the proposed Hub Station. The route already links Sandiacre and Sawley to Long Eaton, though could be greatly enhanced as an off-road walking and cycling spine with a new bridge at Britannia Road and a replacement bridge at Broad Street to allow interconnectivity with National Cycle Route 6. An improved link north of Royal Avenue to the proposed northern extension of Midland Street would then provide high quality walking and cycling access from all these areas directly to the Hub Station.

**Transport Proposal 10 – Link National Cycle Route 6 along the Erewash Canal directly to the HS2 Hub Station western access, and improve local access to National Cycle Route 6 with new and replacement canal bridges.**