

# East Midlands HS2 Hub





*The arrival of HS2 services to the East Midlands HS2 Hub will act as a catalyst to economic growth across the region, particularly within the core city centres, established employment areas and highly accessible development locations.*





# East Midlands HS2 Growth Strategy: The Opportunity

## HS2 Growth Zone

HS2 will radically improve intra-regional accessibility, acting as a catalyst to the future economic trajectory of the region

Outside of London, Toton will become the most connected station on the HS2 rail network, acting as a new gateway to the East Midlands and a unique destination in its own right. The new network will transform inter-regional connectivity, with greatly reduced journey times to London (51 minutes), Birmingham (19 minutes) and a range of core cities across the North including Sheffield, Leeds, York and Newcastle.

The arrival of HS2 services to the East Midlands Hub at Toton in 2033 offers the potential to boost economic growth across the region and support the creation of up to 74,000 new jobs.

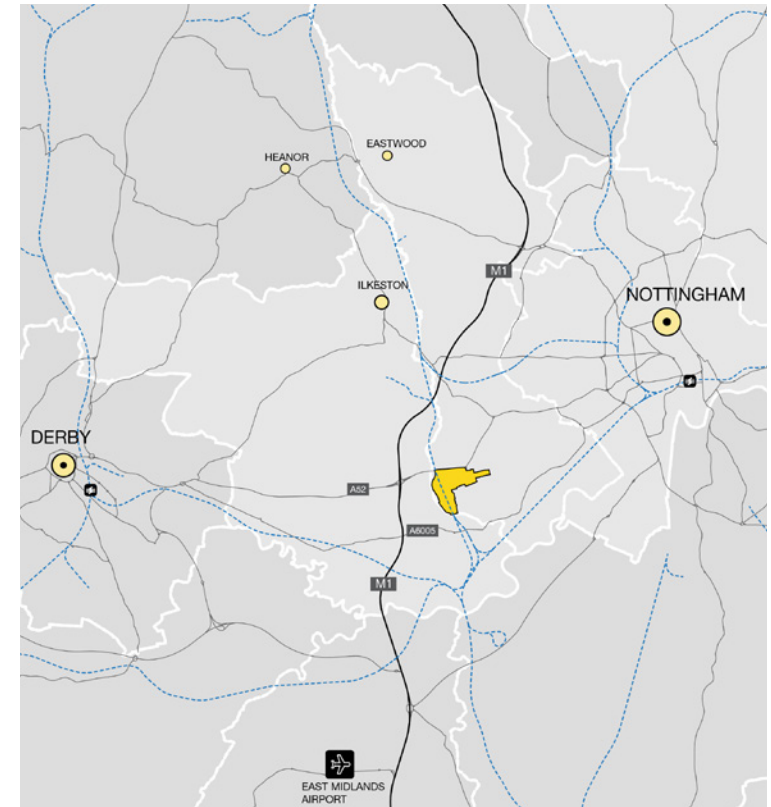
The East Midlands Hub Station at Toton will benefit from exceptional regional and local connectivity HS2 Hub, this transport infrastructure investment will ensure that the wider region is able to benefit from the HS2 Hub Station, acting as a catalyst to local economic growth.

## HS2 Hub Innovation Campus

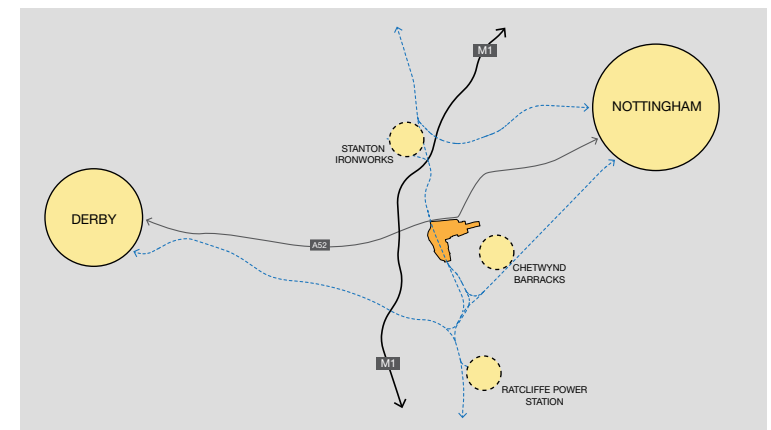
Our vision for the HS2 Hub site at Toton is to deliver a research and development-led Innovation Campus, which capitalises on the unrivaled national, regional and local connectivity presented at the site.

The HS2 Hub site has the potential to deliver:

- Around 10,000 new, R&D focused high value employment opportunities;
- A range of new housing choices supported by community infrastructure including schools, health and leisure facilities, open space and shops; and
- 45ha of open space
- A network of integrated green and open spaces, pedestrian routes and cycleways
- A resilient and sustainable mobility network, providing more travel choice and less road congestion
- Enhanced vibrancy of surrounding local centres such as Long Eaton, Stapleford and Sandiacre
- A local, regional and national asset



HS2 Hub Station Site Location Plan



East Midlands Hub Growth Zone and Garden Villages

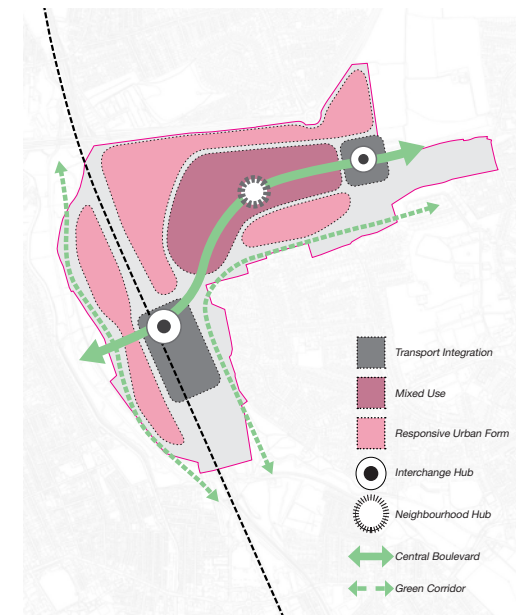




Illustrative Masterplan



Neighbourhood hubs



Masterplan framework - urban design principles



# Toton Area (Hub Station): Development Framework

## Vision: Innovation Campus

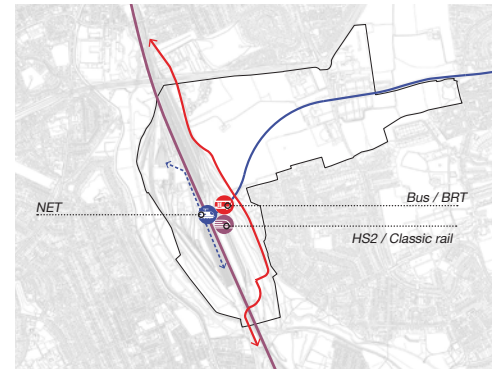
A new Innovation Campus at Toton provides the opportunity to complement and extend Enterprise Zone opportunities across the region. Based on the analysis of global best practice and consultation with a wide group of stakeholders, the proposed Vision for the East Midlands HS2 Hub Development Framework is as follows:

- **A World Class Transport Hub:** The site will act as a highly effective HS2 hub, transforming accessibility for communities across the region. An exceptional supporting transport network will provide fast, reliable, sustainable and attractive access to the proposed HS2 Hub Station;
- **An Economic Growth Pole:** The site will become a regionally significant economic hub, connected to the D2N2 City Region, delivering up to 10,000 high quality, knowledge based jobs with a key focus on Research & Development;
- **A Mixed Use Innovation Campus:** The Development Framework sets out a vision for a dynamic, mixed-use community, with residential, hotel and community facilities combining to create an attractive, vibrant and holistic urban neighbourhood.

## Urban Design Principles

The following urban design principles underpin the Development Framework:

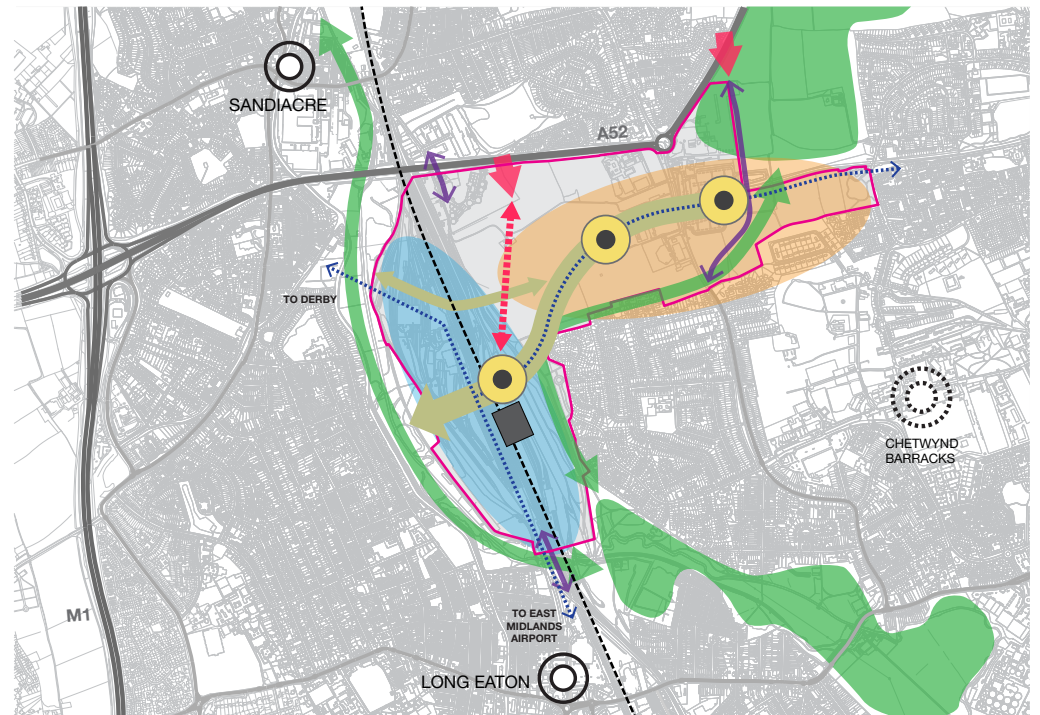
- **Mixed Use:** Employment and research facilities will be clustered around HS2 Hub Station, integrated within a mixed-use corridor linking the Station with Toton Lane and larger free standing plots adjacent the A52 and rail corridors, together with a range of new housing choice.
- **Transport Integration:** A multi-modal transport interchange linked to the HS2 Hub Station will become a focal point within the public transport network, supporting enhanced classic rail, tram and bus services.
- **Green Infrastructure Network:** The Development Framework integrates and connects with adjoining green infrastructure, to create an area wide strategic biodiversity network.
- **Responsive Urban Form:** A clear, legible and responsive urban form that will respond to the site's topography and context.
- **Community Facilities:** Local retail, cafés, restaurants and community facilities should be clustered within a series of centres that are easily accessible to residents, employees and visitors (passengers) to the area.



Public transport connectivity



Integrated green structure



Masterplan conceptual framework



# Innovation Campus

## Illustrative Masterplan

The illustrative masterplan proposes a dynamic approach which allows for a higher degree of integration between workspace and residential uses, whilst creating an engaging urban environment which will assist in attracting and retaining the talented workers and residents of the future. A series of character areas will promote a genuinely dynamic, vibrant mixed use.



Phasing diagram

## Station Hub

The core development area is clustered to the east and west of the new HS2 station. Anchored by key multi modal transport infrastructure (including HS2 and Classic rail facilities, NET / bus interchange facilities and central car parking facilities).

The primary land use in this area will be workspace development, set within a high quality urban development context. Hotel and residential accommodation may also be appropriate at this central location, and the area's public realm will be animated by cafés, restaurants and small scale retail outlets serving passengers, employees and residents.

A new public space will be created adjacent to the main station concourse. This will provide a high quality east-west pedestrian connection across the HS2 lines, and support interchange between a range of transport modes.

## Innovation Campus

This mixed use district runs through the heart of the site, connecting the HS2 station in the west to the Toton Lane NET station in the east.

The corridor will be connected by a green boulevard and transport corridor, and will contain a mixture of medium density workspace and apartment based residential.

Active ground floor uses will enliven the area's public realm, with a particular focus on a new neighbourhood centre, midway between the HS2 station and Toton Lane NET stop.

Typically, buildings along this corridor will be between 3 and 5 storeys in height.





### A52 / Trackside Corridor

A series of larger development sites have been identified along the A52 and rail corridors towards the north of the site, offering the potential to accommodate larger workplace developments or research institutions.

Alternatively, these parcels could be subdivided to provide additional residential land, depending upon long term market conditions and requirements.

Development within this area of the plan will typically be between 2 and 4 storeys, and offer the potential to accommodate as distinctive gateway buildings, acting as markers along both the A52 and HS2 corridors.



### Waterside

Development parcels along the Erewash Canal / River corridor are considered most appropriate for a mix of uses including residential uses.

Building heights will step down from around 6 storeys adjacent to the rail corridor, to around 3 storeys in areas closer to the river / canal corridor, respecting the domestic scale of buildings to the west.

The landscaped environment of the river / canal corridor will be brought into the residential area, with a series of 'green fingers' leading into the development site. This open space will serve a variety of functions including:

- Recreational open space;
- Flood mitigation; and
- Ecological habitat



### Parkside

Generous green corridors are proposed as a buffer between the planned new development and existing residential communities.

Lower density areas of residential development will front onto these spaces, with a typical height of 2 to 3 storeys, open landscaped space and site topography ensuring that the amenity of existing local residents are protected.

New footpaths and cycleways will integrate the site with its surrounding context, and enable residents of existing neighbourhoods to access facilities and transport hubs within the new development site. It should be noted that new vehicular connections to these neighbourhoods are not proposed.



### Community Hub

A new community hub is proposed to the east of the development site. Clustered around the Toton Lane NET station, land has been identified for:

- A new school which could be a replacement site for the George Spencer Academy (currently operating on a split site either side of the A52);
- A new Leisure Centre;
- A health Centre;
- Local retail facilities; and
- A decked car park facility.

The Community Hub will supplement the two other neighbourhood facilities located within the Innovation Campus and at the HS2 Station Hub.





BDP.