

EAST MIDLANDS HS2 GROWTH STRATEGY
WORLD CLASS - LOCALLY DRIVEN

Final Draft Text
August 31st 2017

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Foreword

In September 2016 we published our Emerging Growth Strategy which described our initial ideas for using HS2 connectivity to drive our long term economic growth rate to above the UK average, equivalent to an additional 74,000 jobs and £4 billion of GVA by 2043.

This document takes our work several steps further, and sets out clear and deliverable plans for how we can work with Government and local communities to deliver this economic prize – consistent with the Midlands Engine initiative and the Government's emerging Industrial Strategy.

For local people and businesses across the East Midlands, HS2 will mean:

- *More job and training opportunities - and the chance to earn higher wages;*
- *More trade and investment;*
- *More housing opportunities;*
- *More trains, less over-crowding and much quicker journey times to key destinations; and*
- *Better local transport connections for both work and leisure*

Our Growth Strategy has been developed within in a wider spatial context that will use HS2 to enhance towns and cities across the East Midlands and maximise the potential of key assets like East Midlands Airport and the East Midlands Gateway Freight Interchange.

The HS2 Hub Station at Toton in Nottinghamshire will be the most connected station on the high speed network outside of London. To capitalise on this super-connectivity we have exciting proposals for a high quality 'Toton Innovation Village' linked to our university sector, capable of delivering up to 10,000 high quality jobs, new community facilities and a range of new housing opportunities. It will be an inspiring 21st Century Gateway to the East Midlands and a destination in its own right, and form the centrepiece of a network of 'garden village' developments that will include the nearby Stanton and Chetwynd Barracks sites.

We have developed a pragmatic, step by step approach to integrating the Hub Station into national, regional and local transport networks. This will relieve existing congestion and spread the benefits of HS2 to surrounding cities, towns and villages, as well as a link to East Midlands Airport and key strategic development sites.

The Maintenance Depot at Staveley and the ability to serve Chesterfield with high speed trains will have a transformational impact on the Derbyshire economy. We have set out a comprehensive approach to integrating Chesterfield station and associated development areas into the town, and accelerating the regeneration of the Staveley corridor and key surrounding sites.

Informing all our work is a clear recognition of the needs of people – current and future generations. Key to this in the early stages will be implementing our comprehensive skills and supply chain strategy, making sure that our young people and businesses can benefit from the economic opportunities that lie ahead.

We have set out a clear and well evidenced approach to delivery. We recognise that not everything can happen at once and that some hard choices will have to be made. We have commissioned independent assessments of the costs of key interventions and the value of the resulting development that has informed a business case for investment, which is set out in a separate document. We are keen to establish powerful locally led development vehicles that can realise the potential we have identified.

In conclusion, we have set out a bold yet pragmatic vision for using HS2 to boost economic growth across the East Midlands. We now need a commitment from Government to work in partnership with us to make our vision a reality.

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Executive Summary

Our Growth strategy is structured around the three themes of People, Place and Connectivity, with a clear focus on Delivery.

People

People are at the heart of our Growth Strategy. For local people across the East Midlands HS2 will mean more jobs and training opportunities, the chance to earn higher wages and more housing choice. But these benefits will not be delivered without continuing local leadership and collective action.

We have set out a coherent economic strategy consistent with the Midlands Engine initiative and the Government's Industrial Strategy that builds on our existing strengths in manufacturing, technology and high value services and which will help to shift our long term economic growth rate to above the UK average.

We have developed a comprehensive skills & supply chain strategy and action plan based around five key themes: inspiring our young people; building further education capacity; harnessing the power of our universities; supporting individuals; and ensuring our businesses are 'HS2 ready'. Our three immediate priorities are:

- Establishing a co-ordinated approach to business support that will help local SMEs benefit from HS2 related contract and supply chain opportunities;
- Establishing a rail industry 'innovation group' through Rail Forum East Midlands; and
- Developing a comprehensive HS2 awareness campaign aimed at raising the ambition of people and businesses to make the most of HS2.

Underpinning our approach is an understanding that the nature of work will continue to change rapidly as a result of new technology, and that the requirements and aspirations of the future workforce are likely to be different to our own.

Place

Great place-making will be key to realising the opportunities that HS2 connectivity will create. Our proposals are ambitious, but build upon existing market strengths and add value to the attractive mix of urban and rural environments that already characterises the East Midlands. We have also sought to reflect the needs and aspirations of future generations in the scale and form of proposed development and by incorporating sustainable transport choices.

Within a strategic context set by Midlands Engine and Midlands Connect initiatives, we have identified two 'Growth Zones' which relate directly to the benefits of HS2 connectivity and complement existing assets across the East Midlands.

The **East Midlands Hub Growth Zone** is related to the area around the Hub Station at Toton itself. Here we are proposing the development of a network of mixed use 'garden villages' which will attract and retain high quality jobs and talented people and complement our wider growth story. Central will be the development of a high quality 'Innovation Village' at the Hub Station itself with the potential

to create up to 10,000 new jobs and a range of new housing choices. It will be an inspiring 21st Century Gateway to the East Midlands and a destination in its own right, and together with the developments proposed for Stanton and the Chetwynd Barracks site form the centrepiece of a thriving ‘network’ of garden villages’.

Chesterfield and Staveley will be at the heart of the **North Derbyshire Growth Zone** but activity will focus on the wider Derbyshire growth story. We will use HS2 to complement existing rail services and transform links between Chesterfield station and the town, opening up regeneration opportunities and creating an attractive gateway to the Peak District National Park. The Staveley depot will be the heart of the mixed use regeneration of the wider corridor and in the short term could also provide a construction base for HS2.

Connectivity

The Hub Station at Toton will already be the most connected on the high speed network outside of London. Whilst the development adjacent to the Hub Station will be crucial, our early work confirmed that much of the wider economic potential of HS2 will be dependent on the extent to which we can connect economic opportunities across the East Midlands into the high speed network. In particular the city centres of Derby, Leicester and Nottingham, East Midlands Airport, and sites that exist in the towns and villages surrounding both the Hub Station and Chesterfield.

Our analysis has demonstrated which modes of transport will serve different markets most effectively – national, regional, sub-regional and local. Based on this we have set out a comprehensive, step by step approach to connectivity which will maximise transport choice for future generations, as well as tackling congestion issues that exist today.

Key to this will be safeguarding the ability to extend public transport accessibility in the scope of the Government’s Phase 2b Hybrid Bill, and planning now for a phased approach to delivery of highway improvements starting in Road Investment Strategy period 2 (RIS2).

Whilst we are confident that the measures we have identified can deliver positive outcomes, more detailed design work will be required to secure the capital funding necessary for delivery. Further work on the design and phasing of key interventions will therefore be undertaken with transport modelling developed in partnership with Midlands Connect, the outcome of which will also help to scope the necessary provisions of the Phase 2b Hybrid Bill.

Delivery

We have undertaken a number of technical studies to understand the costs and benefits of various scales and rates of development to inform the development of an initial outline business case for our proposals, consistent with Treasury requirements, which is set out in a separate document. This work will evolve and become more granular as our growth proposition matures.

We have set out the key moves necessary to deliver our proposals for people, place and connectivity and highlighted the immediate issues that we need Government support to progress. In particular:

- Provision within the scope of the Phase 2b Hybrid Bill and Environmental Impact Statement to accommodate our vision for the Hub Station, including a classic compatible link, a northern station concourse and public transport overbridge, local road access and enhancements to Trent Junctions;
- Financial and technical support from Highways England and HS2 Ltd to take forward Phase 1 of the East Midlands Gateway Connectivity Plan;
- Provision within RIS2 for the development of a major scheme to address existing and future challenges on the A52 between Derby and Nottingham;
- Financial and technical support from DCLG and the Homes & Communities Agency (HCA) to develop the concept of a 'network of garden villages' within the East Midland Hub Growth Zone, including land assembly;
- Financial and technical support from Network Rail, HS2 Ltd and HS2 Growth Partnership to work collaboratively on the relocation of rail sidings and depot adjacent to the Hub Station;
- Designation of the Staveley Infrastructure Maintenance Depot (IMD) site as a construction base for the construction of Phase 2b of HS2;
- financial support for the delivery of the early phases of the Chesterfield & Staveley Regeneration Route;
- Provision for both Sheffield HS2 classic compatible services to stop at Chesterfield Station; and
- Financial and technical support for the establishment of a 'shadow delivery body' to take forward both the East Midlands Hub and Northern Derbyshire Growth Zones.

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Section 1 - People

Summary

People are at the heart of our Growth Strategy. For local people across the East Midlands HS2 will mean more job and training opportunities, the chance to earn higher wages and more housing choice. But these benefits will not be delivered without continuing local leadership and collective action.

We have set out a coherent economic strategy consistent with the Midlands Engine initiative and the Government's Industrial Strategy that builds on our existing strengths in manufacturing, technology and high value services – and which will help to shift our long term economic growth rate to above the UK average.

We have developed a comprehensive skills & supply chain strategy and action plan based around five key themes: inspiring our young people; building further education capacity; harnessing the power of our universities; supporting individuals; and ensuring our businesses are 'HS2 ready'. Our three immediate priorities are:

- Establishing a co-ordinated approach to business support that will help local SMEs benefit from HS2 related contract and supply chain opportunities;
- Establishing a rail industry 'innovation group' through Rail Forum East Midlands; and
- Developing a comprehensive HS2 awareness campaign aimed at raising the ambition of people and businesses to make the most of HS2.

Underpinning our approach is an understanding that the nature of work will continue to change rapidly as a result of new technology, and that the requirements and aspirations of the future workforce are likely to be different to our own.

1.1 The Economic Prize

HS2 will provide major opportunities for businesses in the East Midlands to expand their horizons and to trade and compete in wider markets. Similarly, high speed rail will connect the people of the East Midlands to new work, learning and leisure opportunities whilst opening up the region to new visitors.

Independent research commissioned from KPMG by HS2 Ltd suggested that an East Midlands Hub Station could have the greatest economic uplift of any of the proposed HS2 stations. Our own work has confirmed this assessment. This potential reflects the ability of HS2 to radically improve connectivity between the local economies of the East Midlands with those across the UK but also our own inherent and enduring economic strengths.

We have undertaken a comprehensive 'Economic Opportunities Assessment', underpinned by independent analysis from Cambridge Econometrics, to determine the best approach for maximising local growth opportunities - focussing on the D2N2 and Leicester & Leicestershire LEP areas. This combined area already comprises 3.15 million people, over 100,000 businesses and £65 billion of GVA.

We have gone back to first principles and looked at the drivers that are likely to shape economic

growth over the coming decades. From this we have set out a strategy for how we can use HS2 to deliver a more productive and resilient economy.

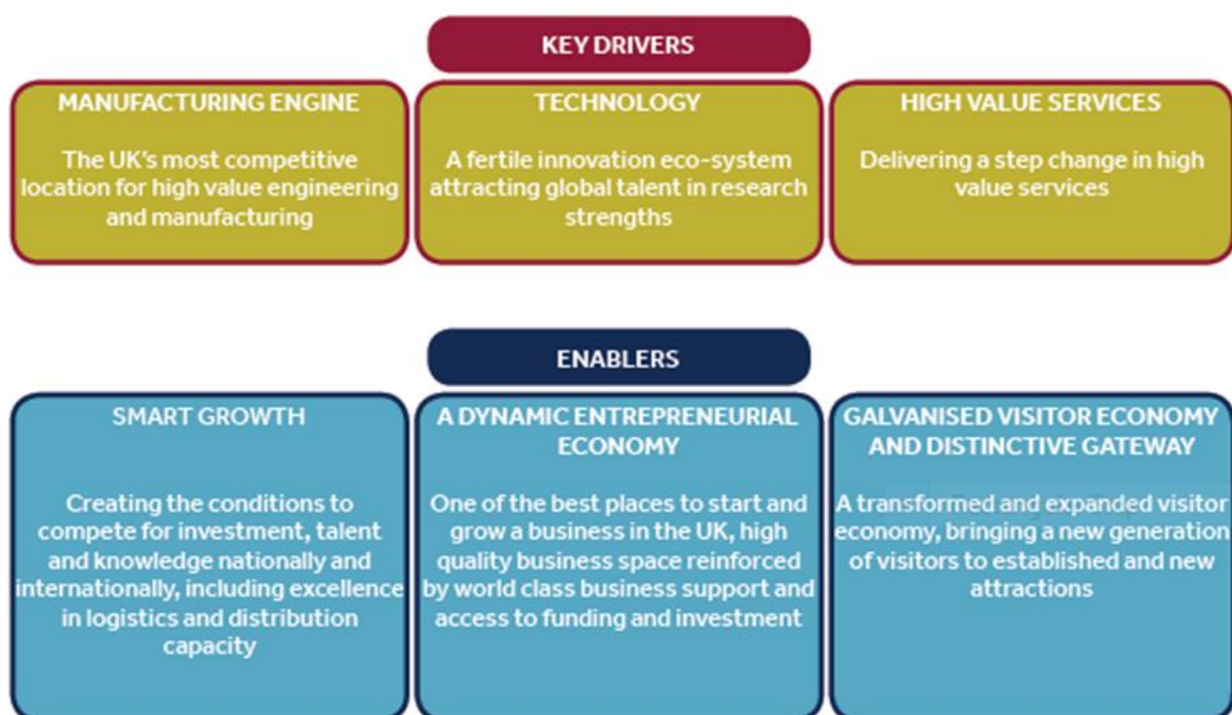
Our analysis suggests that by targeting some of our key sectors that can benefit from HS2 connectivity, in particular manufacturing, technology and high value services, we can boost employment growth from just below to above the projected UK trend - equivalent to an additional 74,000 jobs and almost £4 billion of GVA by 2043 – helping to close the gaps in our economy post Brexit.

Our approach is consistent with the emerging Midlands Engine Agenda and will help to deliver key aspects of the Government's Industrial Strategy – in particular by helping to re-balance the economy, increasing productivity, promote innovation and support export growth.

For more information about the analysis underpinning our economic strategy please visit: <http://www.emcouncils.gov.uk/HS2>

Economic Growth	Baseline	Matching UK Trend	Our Economic Vision
Net Employment Growth (FTE)	172,000	184,000	246,000
GVA Uplift above Baseline	-	£0.38 billion	£3.99 billion

Source: Cambridge Econometrics



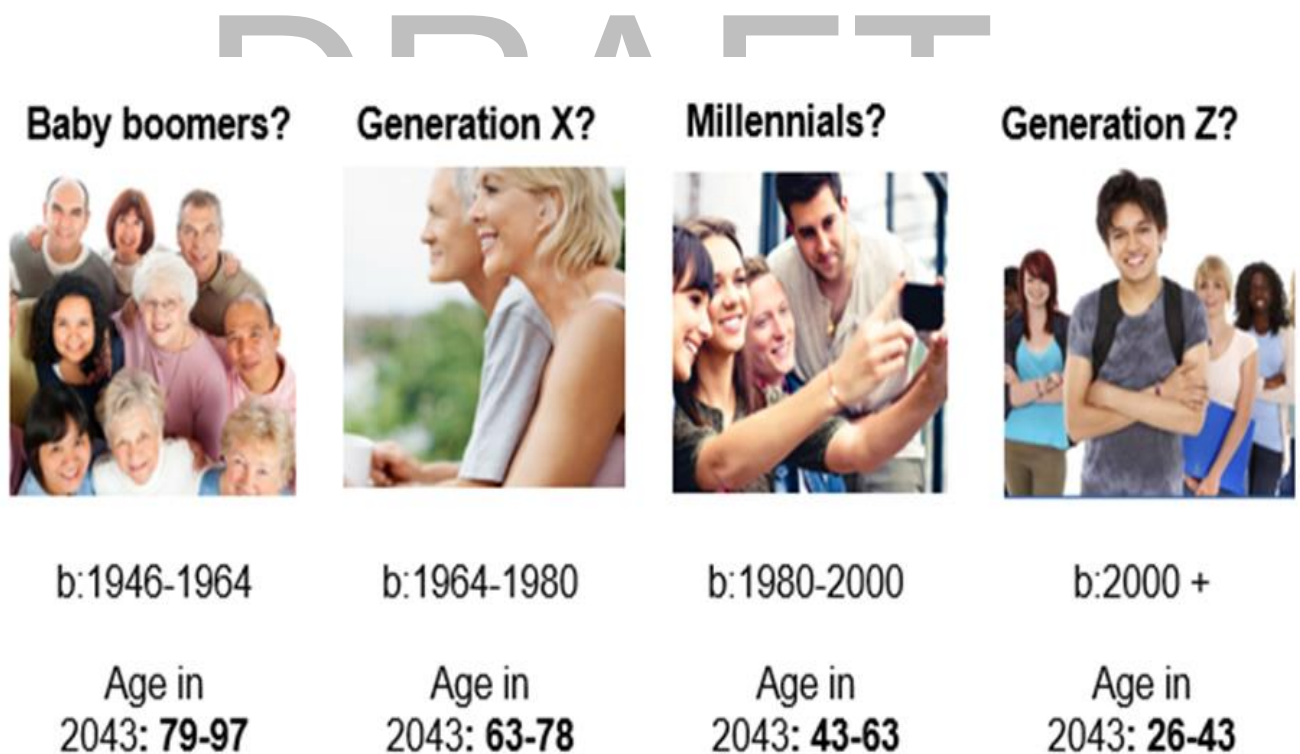
1.2 The Changing Nature of Work

We understand that we are planning for HS2 over a 25 year time horizon, and that the nature of work is changing fast. Looking back over the last 25 years we can see how information technology and the rise of the internet has radically changed many people's working lives. This pace of technological change will continue and even accelerate over the coming decades – and it will impact on all aspects of the economy, not just the service sector.

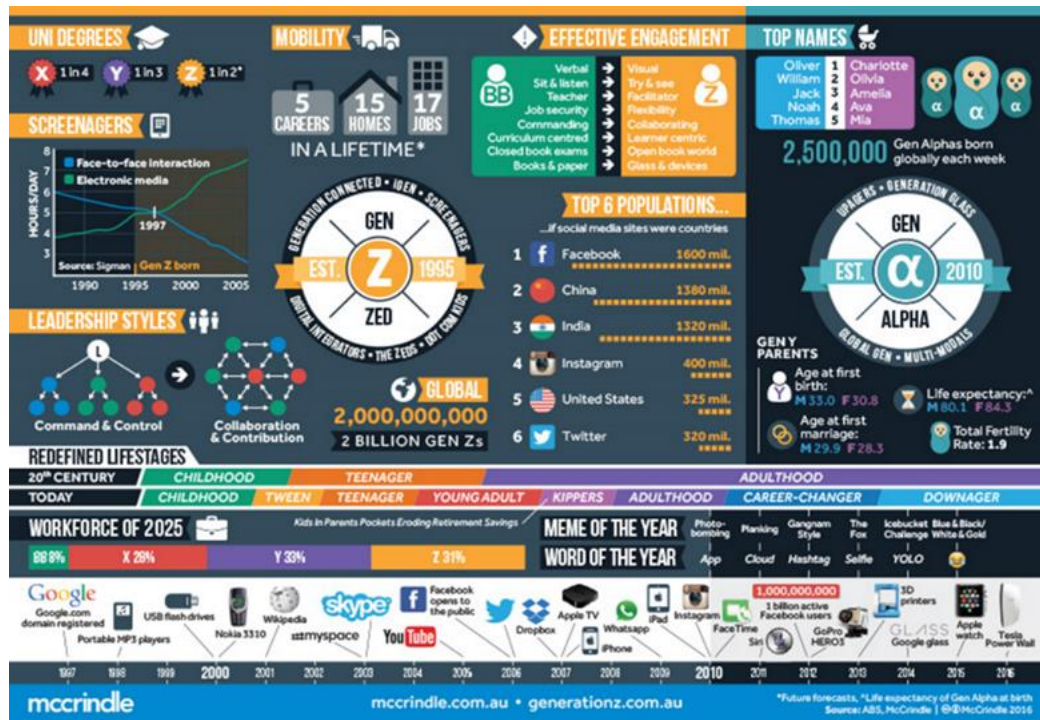
Whilst we cannot anticipate all the changes that may happen, our plans for making the most of HS2 must be forward looking and flexible and try not to use the solutions of the past to meet the challenges of the future.

Crucial to success is understanding who we are planning for – and how they are likely to want to live their lives.

The core workforce we are planning for are children now at school – the so called 'Generation Z'. This is the first generation of 'digital natives' - people who have grown up with digital technology and are comfortable using it for all manner of everyday tasks. Research suggests Generation Z will have very different experience of work to their parents - with up to 5 different careers, 15 homes and 17 jobs over a working lifetime. They are likely to be more entrepreneurial and collaborative than previous generations and less interested in owning a car or a house.



This perspective has underpinned our thinking about how we can use HS2 to drive future prosperity across the East Midlands, and in particular how we should plan for places future generations will want to live, work and play. It has also influenced our comprehensive plans to ensure our young people have the work skills necessary to make the most of the opportunities that lie ahead.



1.3 Our Skills & Supply Chain Strategy

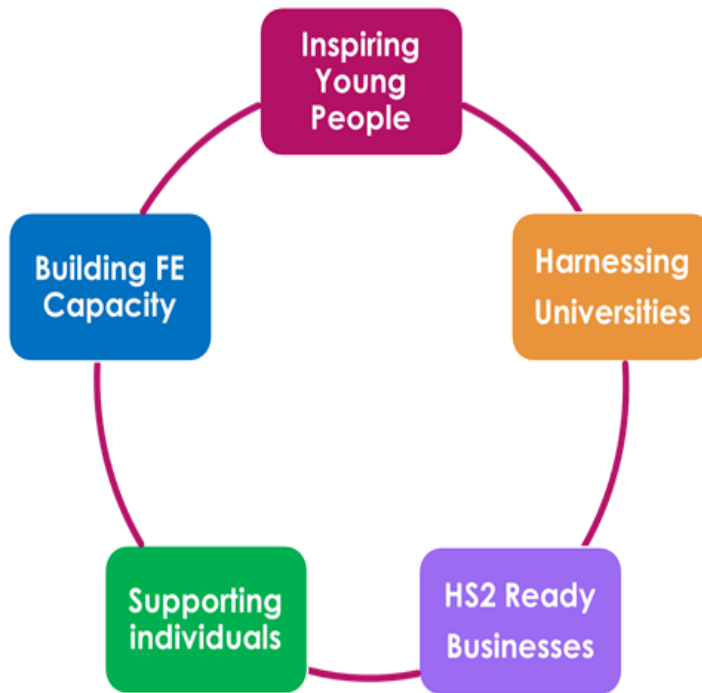
The delivery of HS2 will be transformational for the East Midlands economy. Through the build phase and once operational, it will bring new opportunities for those that live and work across the D2N2 and Leicester & Leicestershire LEP areas.

These opportunities will be about more than just the construction of a new railway. The enhanced connectivity it brings will transform the geography of competition and agglomeration amongst businesses, will open up new marketplaces and catchment areas and will attract inward investment to the region from across the UK and overseas.

Opportunities will vary over time, and will be both direct and indirect. They begin now, as contracts are awarded for the construction of Phase 1 from London to Birmingham, and they stretch to beyond the projected 2033 completion date. The establishment of the National College for High Speed Rail presents a major opportunity, particularly for the development of the Staveley Infrastructure Maintenance Depot.

To ensure local people and companies can benefit from HS2 investment and the growth it will bring, we have worked with businesses, trade bodies and training providers to develop a comprehensive skills and supply chain strategy built around five key elements.

Within each of these elements, we have set out a clear action plan which is summarised below. Key to this will be to avoid adding further complexity to existing provision for skills and business support. Instead the approach will be wherever possible to refocus existing support and funding on activities that will help deliver to the Growth Strategy – rather than create new structures or programmes and complement the strategically driven approach to skills envisaged by the Midlands Engine.



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Inspiring our Young People

Action	Key Partners	Resources	Timescales
Programme of engagement covering the entirety of a young person's education	D2N2, LLEP, Councils, HS2 Ltd, Private Sector	Refocussing existing resources	Short-medium
Ensure teachers & careers advisors are provided with information about relevant career opportunities	Schools, Private Sector	Some additional administrative costs. Using existing business networks	Short – Medium
Develop a unified '#EM33' HS2 business/school engagement programme	Private Sector, Careers & Skills Company, LEP Skills Boards	Refocussing existing resources	Short

Harnessing Universities

Action	Key Partners	Resources	Timescales
EM Universities to develop HS2 programmes of engagement with business	Universities, LEP Skills Boards, Research Councils, Innovate UK	Leveraging existing resources	Short
Establish a Rail Industry Innovation Group through Rail Forum East Midlands (RFEM)	Universities, RFEM, Network Rail and industry bodies	Administrative costs only	Immediate
Support Hub Station 'Innovation Village', and significant HE links at Chesterfield Station	Universities, East Midland HS2 Delivery Boards	Refocussing existing consultancy spend	Immediate

Develop a university based 'Rail Innovation Centre'	Universities, LEPs	New funding required	Short
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HS2 Ready Businesses			
Action	Key Partners	Resources	Timescales
Develop an '#EM33' HS2 awareness campaign aimed at businesses	LEPs, Councils, Chamber	New funding required	Immediate
Establish dedicated HS2 supply chain support for businesses	LEPs, Private Sector, Midlands Engine Supply Chain Initiative	New funding required for additional 1 FTE Officer	Immediate
Promote SME collaboration through business support activity	LEPs, Private Sector	ERDF underspend	Immediate
Establish web resource for businesses to identify HS2 Specific opportunities	LEP Growth Hubs, HS2 Ltd	Additional support for Growth Hubs required	Immediate

Supporting Individuals			
Action	Key Partners	Resources	Timescales
Develop a public facing '#EM33' awareness campaign	LEPs, Councils, Chamber	New funding required	Immediate

Embed the '#EM33' HS2 awareness across job centre and council employment support programmes	DWP, Councils, voluntary sector	Refocussing employment support programmes	Medium
Establish an EM HS2 Delivery Charter to encourage recruitment from 'hard to reach' groups	Private Sector, Councils, DWP	Administrative costs only	Medium – Long

Building FE Capacity			
Action	Key Partners	Resources	Timescales
Embed '#EM33' activity into new 'T' and relevant 'A' levels	FE Providers, LEPs, Councils	Refocussing existing resources and future Local Growth Fund	Short – medium
Develop strategic relationship between FE sector and National College for High Speed Rail (NCHSR)	FE Providers, private training providers, National Collage for High Speed Rail (NCHSR)	Using existing forums and relationships	Immediate
Develop world leading capability for Building Information Management (BIM) linked to Staveley IMD	FE Providers, Councils	Funding required to recruit additional BIM expert	Short- medium
Support the development of 'Shared Apprentice Schemes' across key HS2 related job roles/disciplines	FE Providers, LEPS, Councils	Additional funding required	Short

1.4 Next Steps

Within our strategic approach we have identified three immediate priorities. These to be taken forward largely with existing resources, but will require strong local leadership to be successful:

- Establishing a co-ordinated approach to business support that will help local SMEs benefit from HS2 related contract and supply chain opportunities, to be driven by D2N2, LLLEP and the private sector;
- Establishing a 'rail industry innovation group' through Rail Forum East Midlands to help drive innovation within our thriving SME rail engineering sector; and
- Developing a comprehensive HS2 awareness campaign aimed at raising the ambition of people and businesses to make the most of HS2, provisionally entitled '#EM33', to be driven by East Midlands Chamber of Commerce, D2N2 and LLLEP and supported by councils;

Over the longer term, we would expect mainstream Government funding for skills and business support activity to be refocussed around our priorities. For more information about our skills and supply chain strategy, please visit: <http://www.emcouncils.gov.uk/HS2>

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Section 2 - Place

Summary

Great place-making will be key to realising the opportunities that HS2 connectivity will create. Our proposals are ambitious, but build upon existing market strengths and add value to the attractive mix of urban and rural environments that already characterises the East Midlands. We have also sought to reflect the needs and aspirations of future generations in the scale and form of proposed development and by incorporating sustainable transport choices.

Our Growth Strategy has been developed within in a wider spatial context that will use HS2 to enhance opportunities in towns and cities across the East Midlands and in key assets like East Midlands Airport and the East Midlands Gateway Freight Interchange. To drive this, we have identified two 'Growth Zones' which relate directly to the benefits of HS2 connectivity.

The **East Midlands Hub Growth Zone** is related to the area around the Hub Station at Toton. Here we are proposing the development of a network of mixed use 'garden villages' which will attract and retain high quality jobs and talented people. Central will be the development of a high quality 'Innovation Village' at the Hub Station in Toton itself with the potential to create up to 10,000 new jobs and a range of new housing choices. It will be an inspiring 21st Century Gateway to the East Midlands and a destination in its own right, and together with the developments proposed for Stanton and the Chetwynd Barracks site, form the centrepiece of a thriving 'network of garden villages'.

Chesterfield and Staveley will be at the heart of the **North Derbyshire Growth Zone** but activity will focus on the wider Derbyshire growth story. We will use HS2 to complement existing rail services and transform links between Chesterfield station and the town, opening up regeneration opportunities and creating an attractive gateway to the Peak District National Park. The Staveley Depot will be the heart of the mixed use regeneration of the wider corridor and in the short term could also provide a construction base for HS2.

2.1 East Midlands Context

Our Growth Strategy has been developed within in a wider spatial context that also seeks to use HS2 to enhance existing regional and national assets across the East Midlands. In particular the area spanning the D2N2 and Leicester & Leicestershire LEP areas which already comprise 3.15 million people, over 100,000 businesses and generate £65 billion of GVA. Key opportunities for growth include:

- **Derby:** a city of world class automotive, rail and aerospace technology sectors. Home to Rolls Royce, Bombardier and Toyota and a thriving network of highly specialised manufacturing SMEs.
- **Leicester:** a vibrant, diverse city with a strong record of SME formation and major growth potential. Home to the National Space Centre and a burgeoning space technology sector.
- **Nottingham:** a city of thriving business services, biotech and leisure sectors and flagship companies like Experian and Boots, underpinned by world class public transport and local

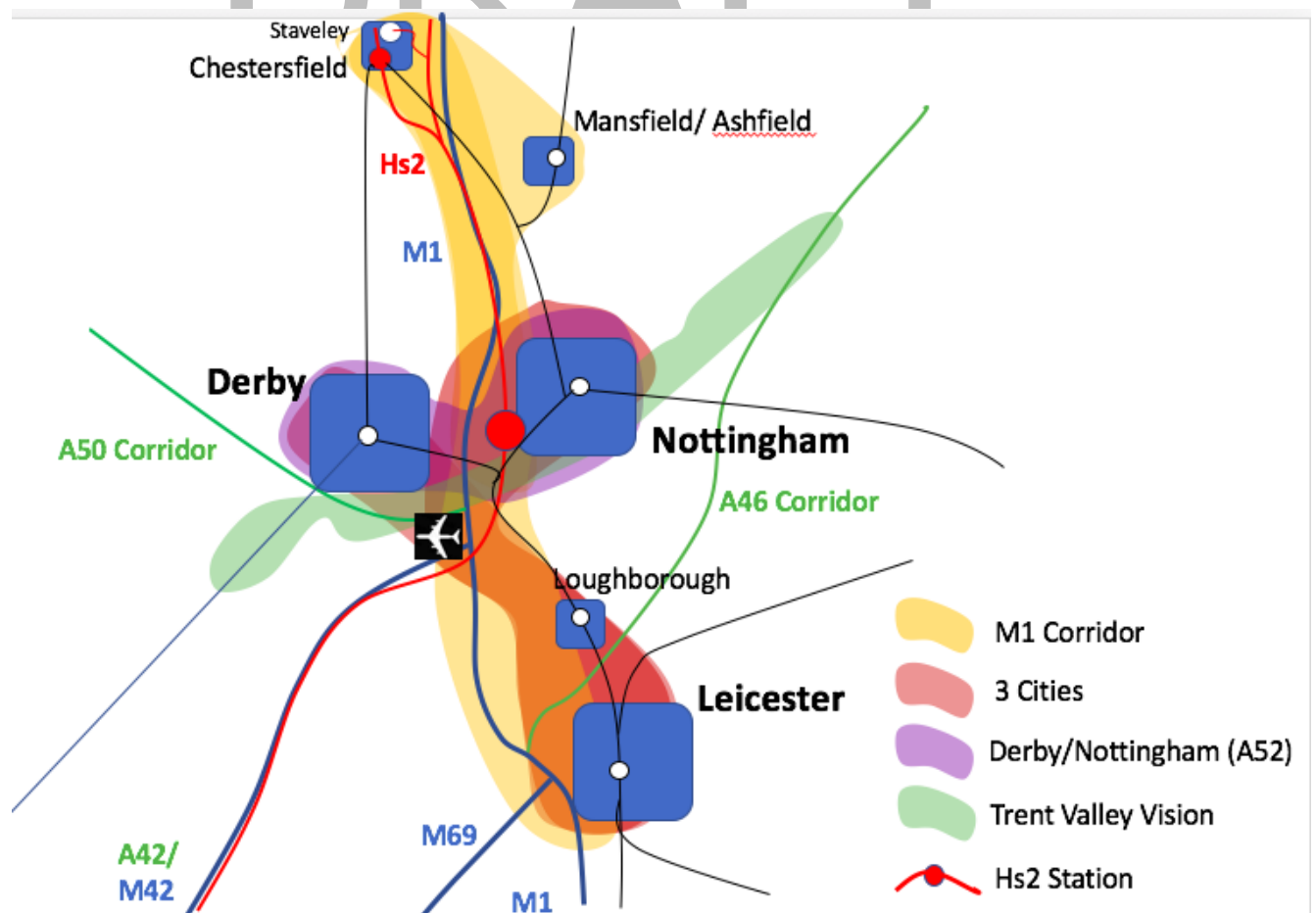
energy systems.

- **East Midlands Airport and Gateway:** the biggest freight airport outside of London and home to DHL. The new East Midlands Gateway Freight Interchange will generate thousands of new jobs.
- **Loughborough:** a national centre for sport and sports science. The Loughborough University Science and Enterprise Park forms part of a recently designated Enterprise Zone.
- **Peak District National Park and Derwent Valley Mills World Heritage Site:** the most visited national park in England adjacent to the cradle of the industrial revolution.
- **Chesterfield:** an historic and well connected rail town with a strong engineering economy
- **Mansfield/Ashfield:** key regional service centres with strengths in manufacturing and logistics

There are also a range of growth and regeneration opportunities along **the A52 corridor between Derby and Nottingham:** Castle Ward, Pride Park and Raynesway on the Derby side and the Nottingham Enterprise Zones sites; Alliance Boots in Beeston, Beeston Business Park and the Nottingham Science Park.

Within this strategic context we have identified two 'Growth Zones' which relate directly to the benefits of HS2 connectivity which we believe will drive HS2 related growth across the wider sub area:

- East Midlands Hub Growth Zone
- Northern Derbyshire Growth Zone



2.2 East Midlands Hub Growth Zone

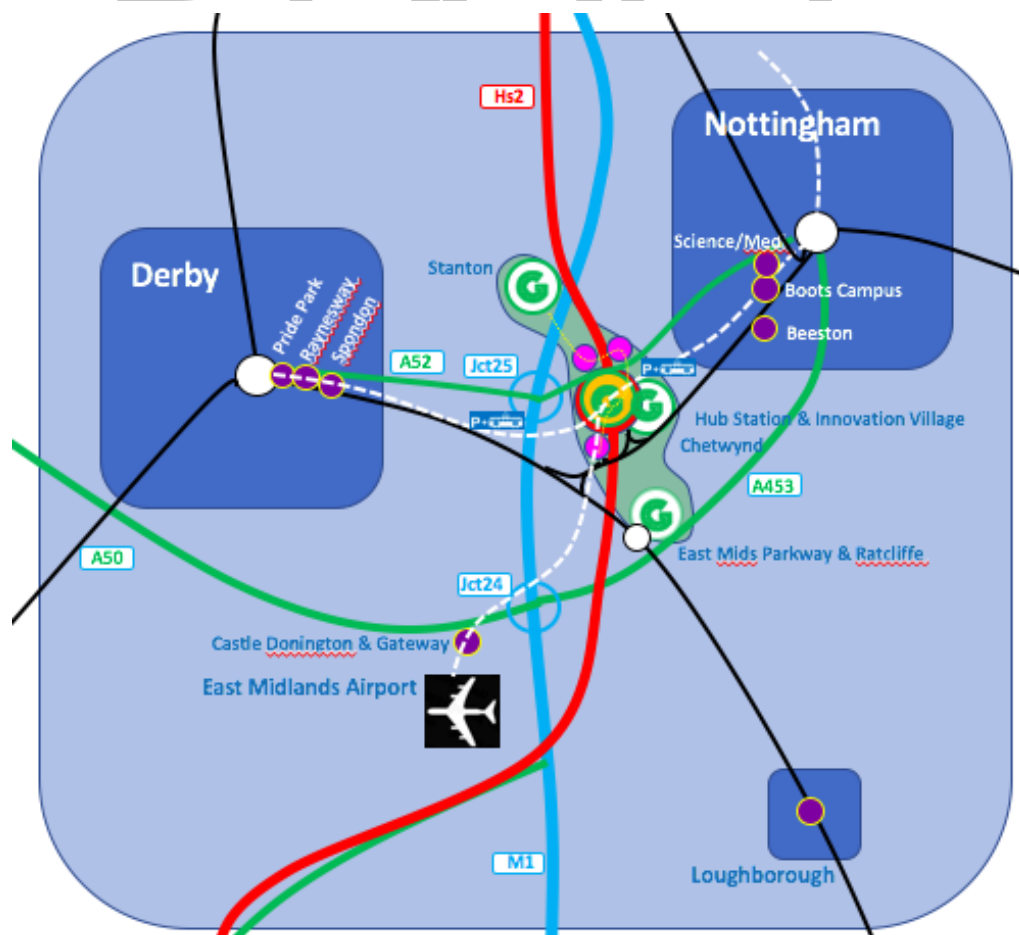
Our Growth Vision

The Growth Zone encompasses the Hub Station site at Toton, the former ironworks site at Stanton and Chetwynd Barracks. The core area encompasses Broxtowe and Erewash Borough Councils, Derbyshire and Nottinghamshire County Councils.

Our vision is based on the development of a network of mixed use 'garden villages' that will incorporate the very latest innovations in land remediation, environmental standards, together with advances in sustainable drainage, localised energy and public transport. Enhanced connectivity by sustainable modes of transport will ensure the development of pedestrian orientated streets and spaces which will be attractive to both local people and investors.

The developments will complement the adjacent city centre offer and help to drive major improvements to existing places such as Long Eaton and Stapleford.

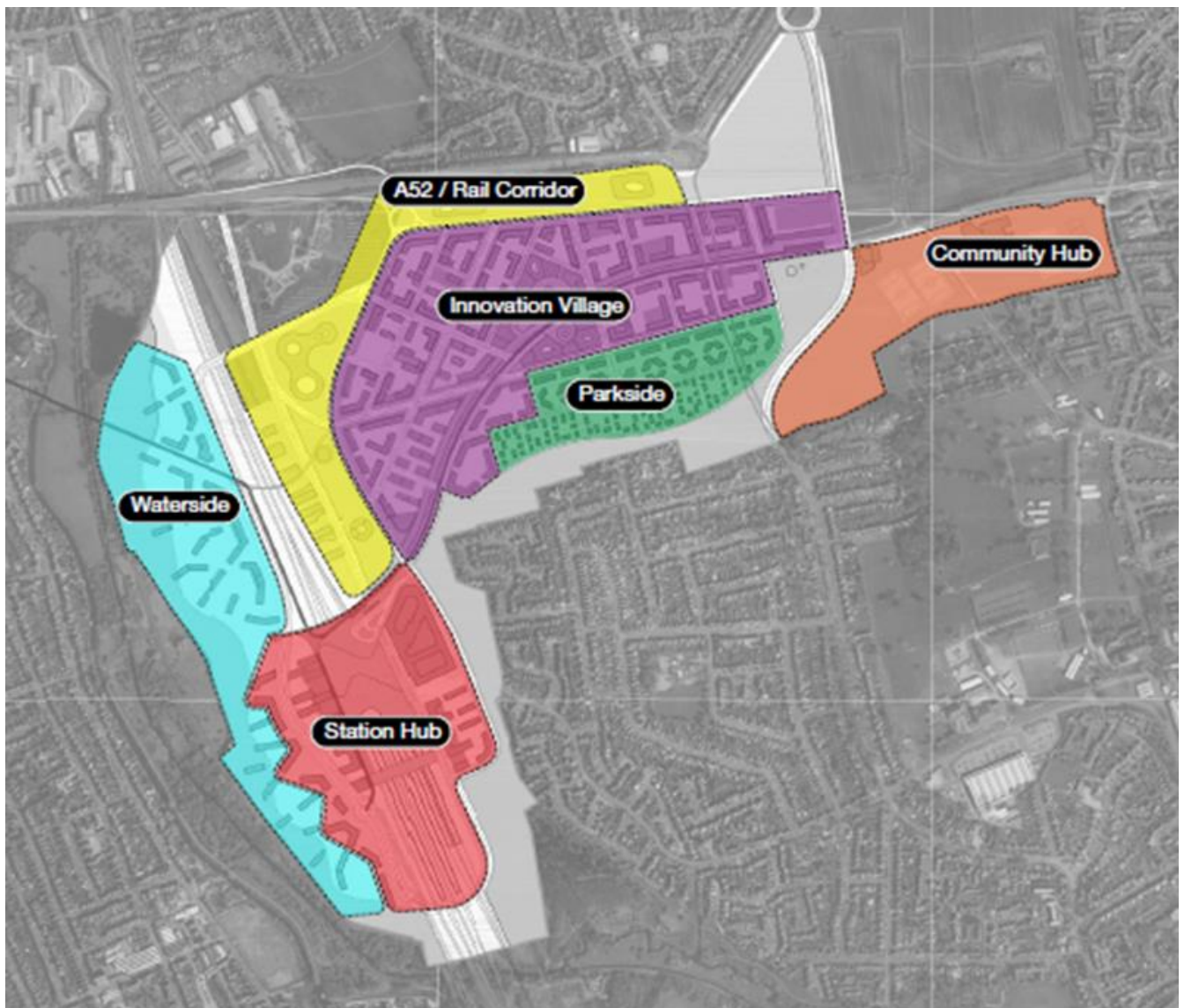
Central will be the development of a high quality 'Innovation Village' at the Hub Station in Toton itself with the potential to create up to 10,000 new jobs and a range of new housing choices. The concept of a 'Toton Innovation Village' follows research undertaken looking at trends in business locations away from city centres and the need for a much more dynamic mix of uses that recognises the changing needs and desires of 'Generation Z'. It is also consistent with the long term aspirations of the university sector within the region which has actively contributed to our thinking.



Toton Area (Hub Station) Development Framework

We have worked with councils, local partners and the Toton Neighbourhood Planning Forum to develop a long term non-statutory 'development framework' for the Hub Station Growth Area in Toton to inform the review of local plans and future investment decisions. The development framework recognises a series of distinct character areas and sets out development principles for each.

Station Hub: The core development area is clustered to the east and west of the Hub 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.





The Hub Station and surrounding area

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. This development area is located on a plateau which is at a significantly lower level than the main development site to the east. New buildings will typically be taller (up to 6-8 storeys) which will allow the development to act as a marker in the context of the rail corridor, without appearing incongruous within the wider development

Toton Innovation Village: This mixed use corridor runs through the heart of the site, connecting the HS2 station and areas to the west following the tram corridor towards Toton Lane NET station in the east.

This dynamic space will be characterised not only by the diversity of uses but also a green boulevard and sustainable transport corridor, and will include a mixture of medium density workspace including apartment based residential development.



The Toton Innovation Village looking towards the Hub Station

The 'Innovation Village' is roughly equidistant between the city centres of Nottingham and Derby and is intended to be anchored by a university based research and development centre. To the south, links

to Leicester, East Midlands Airport, East Midlands Gateway Freight Interchange and the Enterprise Zone sites in Loughborough will drive further opportunities.

To achieve the scale of development and sense of place envisaged will require major investment in land assembly/management and infrastructure. Making the right moves now will provide much needed capacity to unlock and absorb growth and provide resilience in a currently stressed local network. It will also require higher densities than those currently subject of an extant Outline Planning Consent for the site and this will need careful consideration by Broxtowe Borough Council as the Local Planning Authority.

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. This area will offer the potential to accommodate distinctive gateway buildings, acting as markers along both the A52 and HS2 corridors.

Waterside: Development parcels along the Erewash River / Canal corridor are considered an appropriate mix of uses including residential. Building heights will step down from around six storeys adjacent to the rail corridor, to around three 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 area, with a series of 'green fingers' leading into the development site. This open space will serve a variety of functions including, recreation, flood mitigation and ecological habitat. The orientation of buildings within this corridor should support this landscape strategy, and open up views of the canal / river corridor from higher ground to the east of the HS2 line.

Parkside: Generous green corridors are proposed as a buffer between the planned new development and existing residential communities. Lower density areas broadly reflecting established residential areas of Toton will front onto these spaces, with a typical height of two to three 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.

- **Neighbourhood Centres:** These centres will be located at highly accessible positions within the development, and will allow the vast majority of the site area to be located within an easy five minute walking catchment of local facilities.
- **HS2 Hub:** This facility will serve HS2 passengers along with residents and workers based in the lower western section of the site. It is envisaged that cafés, restaurants and local retail facilities will be integrated within the main station concourse and spill out onto the adjoining public plaza. This area also becomes a new cross-roads within a more resilient local road network offering better connections between Sandiacre/Stapleford and Long Eaton. This will further enhance the vitality and vibrancy of the area whilst ensuring surrounding communities can access the services on offer by a full range of transport choices.
- **Toton Innovation Village Centre:** Located at the heart of the development, a cluster of local retail, leisure and hospitality facilities will be clustered in and around a central square.

Facilities such as a hotel, gym, business centre and resource centre may also be attracted to this central, pedestrian orientated space.

- **Community Hub:** A site to the west of the Toton Lane NET Station has been identified for the relocation of the George Spencer Academy, along with a site for a new primary school, a leisure centre and health facility. These new community infrastructure buildings will be developed in a green landscape setting, with good pedestrian and cycle links to local neighbourhoods and public transport hubs. The level of retail development (including restaurants / cafés) will be controlled to a level which provides for the needs of local residents, employees and passengers, and avoid competition with existing local centres.

The Universities of Derby, Nottingham and Nottingham Trent are fully supportive of the HS2 Growth Strategy; we have a long history of working together to re-balance economy and believe that this investment has the potential to be transformative.

To maximise the value derived from this investment, the Universities are in a strong position to build on our established partnership, for example, by working together to shape the proposed ‘Innovation Village’ located at the East Midlands Hub Station at Toton.

The active involvement of the Universities at an early stage in defining the proposed ‘Innovation Village’ means that we can develop an integrated strategy for research, teaching and business interaction aligned with HS2 investment.

The ‘world-class’ connectivity afforded by the East Midlands Hub Station at Toton will support the diffusion of these opportunities and position the East Midlands as a stronger, resilient and more productive economy

Green Infrastructure: From a place making perspective, the HS2 Hub site will be designed to integrate with its surrounding natural environments. In total around 16 hectares of open space are proposed within the development site.

- **River / Canal Corridor:** The Erewash river and canal corridor runs to the east of the site, and provides an area of high amenity value. To the north, the opportunity exists to enhance the network of footpaths and cycleways leading up to the strategic Stanton Iron Works site and beyond. To the south, new pedestrian and cycle links will connect the site to the Attenborough Nature Reserve and the Trent Valley. This will include opportunities to reinstate new routes beneath the HS2 / classic rail line to the south of the station, and also to reduce the risk of flooding associated with this section of the river. More generally, the opportunity to enhance the character of the river and canal corridor would provide further amenity and ecological benefits. This may include enhancements to the Sandiacre Locks Conservation Area and measures to introduce more variety, diverse habitats and interest to the river ‘channel’.
- **Toton Horseshoe:** A landscaped corridor is proposed to wrap around the existing Toton residential area. This will provide a buffer between planned new development and the local

residential areas, encompass existing areas of maturing woodland, and create a new connection through to the redeveloped Chetwynd Barracks to the east.

- **Green Boulevard:** A new green spine is planned to run through the heart of the new development. This route will connect the eastern and western sections of the site via a new pedestrian link across the HS2 corridor and a new plaza at the station entrance. The boulevard, a wide green space, integrating a small existing watercourse running and will run through the heart of the Innovation Village, connecting to the area of protected Green Belt land to the north east.
- **Local Amenity Open Space:** In addition to the strategic green infrastructure highlighted above, a network of local amenity spaces will be integrated across the new development. These will include both formal and informal recreation areas and play space for the enjoyment of residents, employees and visitors alike.

Associated 'Garden Village' Developments

Chetwynd Barracks: The MoD site at Chetwynd will become available for development from 2020 and will be designed and developed as an integral part of the Hub Station Growth area. The development will provide a predominantly residential area that will be linked directly to the 'Community Hub' north of the existing Toton Lane. Like the main Hub Station, 'Innovation Village and Community Hub, Chetwynd will be subject to the policies of the emerging Broxtowe Local Plan and of Nottinghamshire County Council as the Local Highway/Transport Authority and Local Education Authority.

Stanton: The Hub Station Growth Zone also includes the former iron works at Stanton where additional employment opportunities will be realised alongside up to 2,000 homes which will serve to complement the proposals for the Hub Station and Innovation Village. This site falls within Erewash Borough Council and Derbyshire County Council administrative areas. This site is subject of a separate Supplementary Planning Document published by Erewash Borough Council and the proposals outlined in the Growth Strategy are consistent with this.

Radcliffe Power Station Site: Within the wider area there may also be further growth opportunities to be explored as part of the HS2 Growth Strategy including Radcliffe Power Station. Whilst this is not anticipated to be decommissioned before 2025, its location adjacent to the existing East Midlands Parkway station and an existing railhead, means that the site has potential to create a transport orientated mixed use development around the station and a possible location for rail related development. This site falls within Rushcliffe Borough Council and Nottinghamshire County Council administrative areas.

Derby: There are already proposals to develop up to 2,000 new homes as part of the 'Infinity Garden Village' development which spans the boundary between the city of Derby and South Derbyshire District Council. In addition, there is potential for major mixed use development on the former Courtaulds site at Spondon on the east side of Derby.

Leicestershire: There are emerging proposals for major housing development in North West Leicestershire linked to employment growth at East Midlands Airport and the East Midlands Gateway Freight Interchange.

2.3 Northern Derbyshire Growth Zone

Our Growth Vision

The Growth Zone is focussed on the Borough of Chesterfield within the county of Derbyshire and includes the areas around the existing railway station and the proposed Infrastructure Maintenance Depot (IMD) at Staveley east of the town centre also proposed as a construction base for HS2.

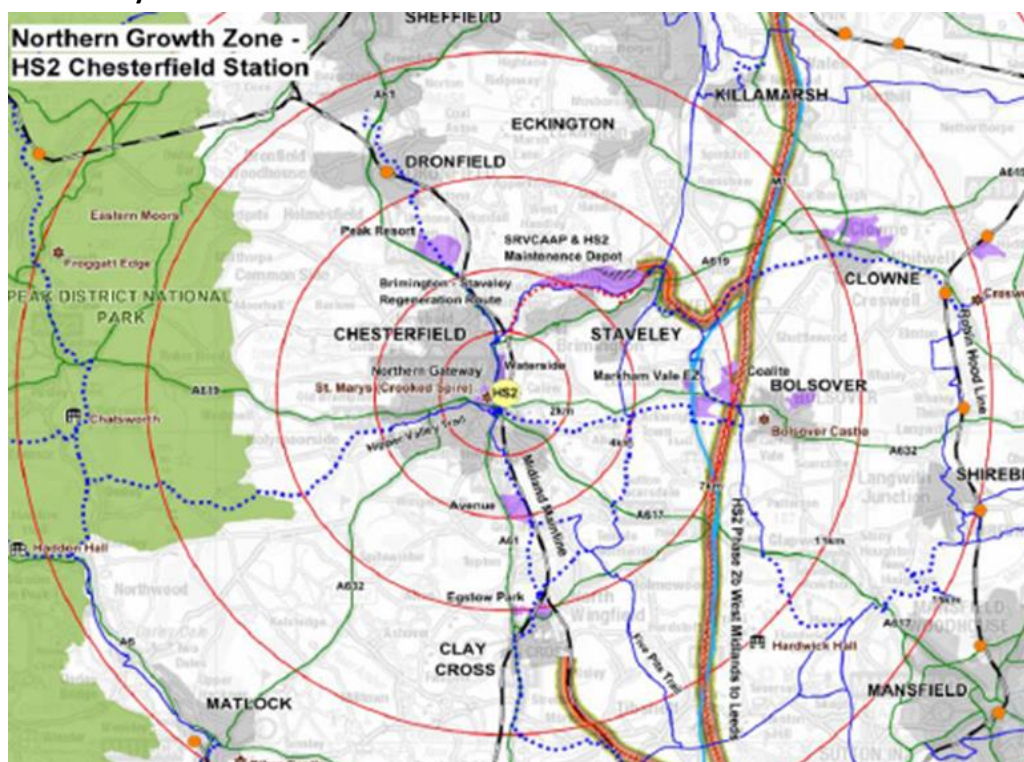
Our ambitions for Chesterfield and Staveley are set in the context of a growth story for the wider northern Derbyshire area that build on existing strengths in the tourism, construction and engineering, higher and further education and professional services. Key complementary investments include the 'Peak Resort' development that will combine a unique combination of tourism and HE/FE education and training.

HS2 will bring Chesterfield within 108 minutes from London. Plans for Chesterfield will transform the relationship between the rail station, the town centre and major regeneration opportunities, and enable the station to become an attractive gateway to the town itself, the surrounding Peak District National Park and other key heritage assets - particularly for international visitors. Proposals include a scalable housing and commercial investment proposition that will be accelerated to welcome HS2 through investment in enabling infrastructure.

The proposed IMD is set within a wider masterplan for the Staveley corridor that will deliver significant levels of housing and job growth and provide a focus for the local rail engineering sector, including the development of a rail industry 'centre of excellence' linked to the High Speed Rail College. In the shorter term, there is an ambition for the Staveley site to be used for a base for the construction of the majority of Phase 2b of HS2.

Construction of early phases of the Chesterfield & Staveley Regeneration Route will enable key brownfield regeneration sites to be developed and wider benefits to the A61 Corridor and the Markham Vale Enterprise Zone.

Northern Derbyshire Growth Zone



Underpinning the vision will be a strong focus on inclusive growth linked to our wider skills and supply chain strategy, making sure that local communities and local businesses can benefit from the investment that HS2 will bring.

Chesterfield & Staveley Development Framework

We will enable this growth in the number and quality of jobs by re-shaping and transforming our places through infrastructure-led development. Those places will be allowed to flourish and cater for our changing communities, as well as providing for new communities and retaining those such as graduates who will have a much wider lifestyle choices as a result.

Chesterfield Station

At Chesterfield station, we will bring forward development and infrastructure in tandem to provide a high quality gateway experience for those using the station. 'Platform 4' will provide a modern and attractive platform across the A61 with well-designed public realm that will serve to bring the station into the town centre, as well as allowing far greater accessibility to public transport. Unused and under-used land around the station will be developed and linked to the adjacent Waterside development to provide a mixed-use 'urban village' fit for future generations to live, work and play.



Remodelled links between Chesterfield station and the town

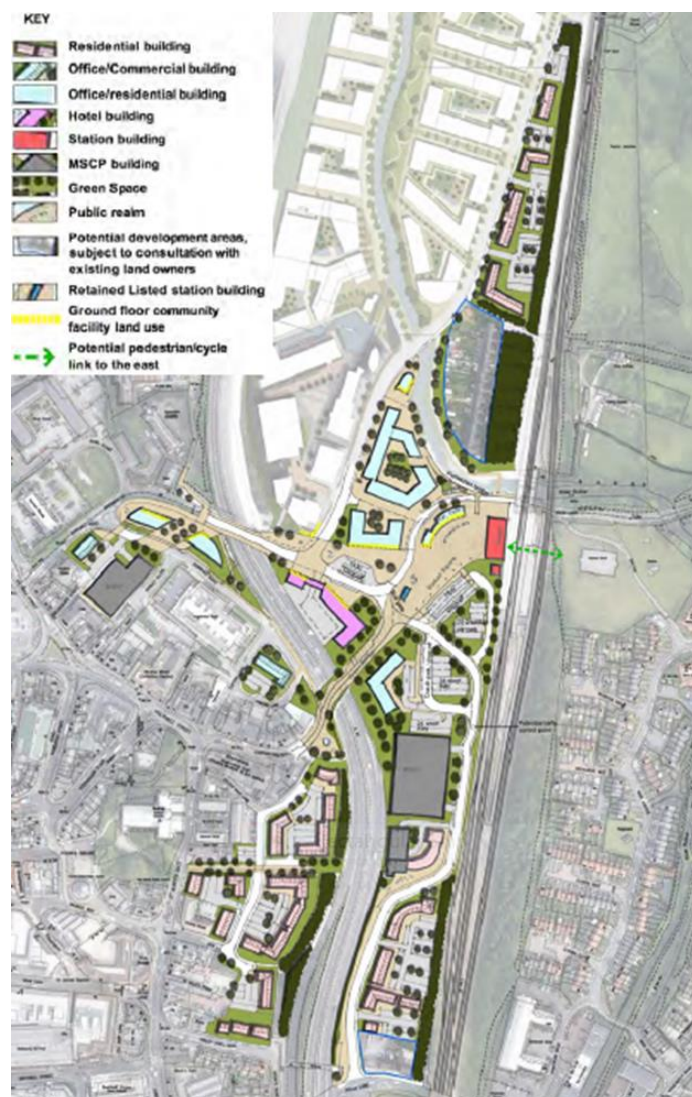
The infrastructure provided to improve access to the station for HS2 services will also allow us to accelerate our ambition for the wider **town centre**. By taking traffic out of the historic core of the town, we can enhance the visitor experience and bring forward new opportunities for residential

development with a wide and flexible mix of tenures. This will ensure far greater vibrancy within the town, which will expand to include the station area, and support the wider ambitions for growth in our key sectors.

Staveley

The proposed Infrastructure Maintenance Depot (IMD) at Staveley provides a significant opportunity to bring forward a much wider strategic development on this 150 hectare brownfield site. Through investing in infrastructure in particular local road access, we can open up not just the depot site but a whole new sustainable community of around 1,500 homes and many hundreds of new jobs.

By phasing the development, we will also be able to offer a well located construction base for HS2, bringing investment and jobs to the area well in advance of the maintenance depot. Over the longer term, we believe there is the potential to develop the area around the infrastructure maintenance depot at as rail industry 'centre of excellence' linked to the High Speed Rail College and the New Rail centre at Barrow Hill Roundhouse.



The wider Chesterfield Station area Masterplan

Characterising development at all these sites will be an approach to place-making for the future. This is led by consideration of how our communities of the future will want to live and work rather than being based on historic development models.

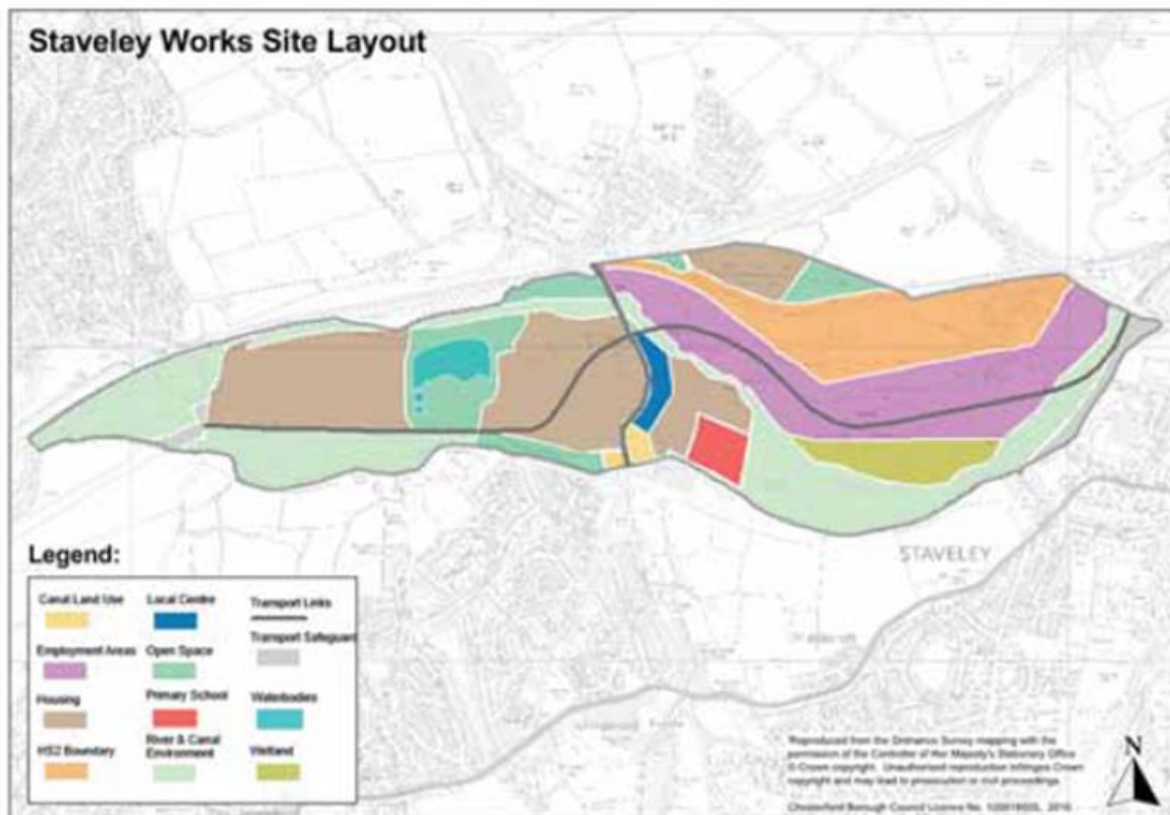
We will use the investment in infrastructure to develop places and homes that anticipate our changing population, putting in place flexible models in order to meet future demand. This will include providing a far better choice for older people with homes that meet current and future care needs. We will make the most of the expanding higher education offer to enable quality student accommodation, and develop places in which our graduates want to stay, live, earn and spend.

2.4 Next Steps

Our proposals for the Hub Station and Northern Derbyshire Growth Zones are long term and ambitious. Whilst the proposed development will lead to an uplift in land values and economic and social benefits, it will also require investment in local and strategic infrastructure and land remediation and assembly.

We have undertaken technical work to understand likely infrastructure and land costs and development trajectories that could be delivered to inform an initial outline business case assessment consistent with the Treasury's 'Green Book'. This work will continue to develop as our plans mature.

Further detail on delivery is contained in Section 4.



Strategic outline masterplan for the Staveley corridor

Section 3 - Connectivity

Summary

The Hub Station at Toton will already be the most connected on the high speed network outside of London. Whilst the development adjacent to Hub Station will be crucial, our early work confirmed that much of the wider economic potential of HS2 will be dependent on the extent to which we can connect economic opportunities across the East Midlands into the high speed network. In particular the city centres of Derby, Leicester and Nottingham, East Midlands Airport, and sites that exist in the towns and villages surrounding both the Hub Station and Chesterfield.

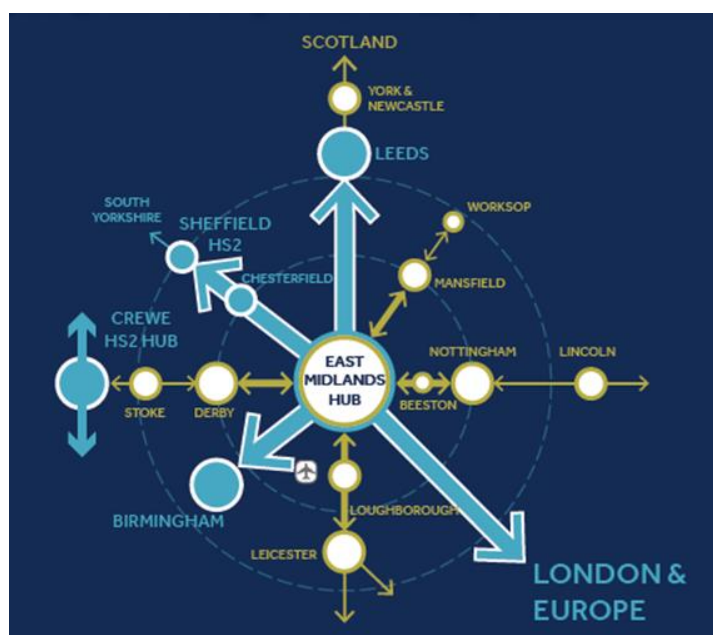
Our analysis has demonstrated which modes of transport will serve different markets most effectively – national, regional, sub-regional and local. Based on this we have set out a comprehensive, step by step approach to connectivity which will maximise transport choice for future generations, as well as tackling congestion issues that exist today.

Key to this will be safeguarding the ability to extend public transport accessibility in the scope of the Government's Phase 2b Hybrid Bill, and planning now for a phased approach to delivery of highway improvements starting in RIS2.

Whilst we are confident that the measures we have identified can deliver positive outcomes, more detailed design work will be required to secure the capital funding necessary for delivery. Further work on the design and phasing of key interventions will therefore be undertaken with transport modelling developed in partnership with Midlands Connect, the outcome of which will also help to scope the necessary provisions of the Phase 2b Hybrid Bill.

3.1 National Context

HS2 will help to transform the position of our towns and cities within the UK and Midlands, making our local economies more competitive.



Midlands Connect

The Midlands Connect Strategy described how the HS2 stations at Birmingham Curzon Street, UK Central and East Midlands will form the 'hub' of the of the UK's high speed rail network. Together with classic compatible connectivity at Chesterfield, Crewe and Stoke stations, this will unlock economic growth across the Midlands - provided we get the local connectivity right.

Through Midlands Connect we are taking forward a body of technical work to define and develop the local strategic connections that will maximise economic growth opportunities. Through the wider Midlands Engine initiative we are promoting the transformational benefits of HS2 to national and international investors.

For more information about Midlands Connect and the Midlands Engine, please visit: <https://www.midlandsconnect.uk/>

HS2 East

Our work through the HS2 East partnership has demonstrated that the Eastern Leg of HS2 between Birmingham to Leeds via the East Midlands Hub Station has the best business case of any part of the proposed network - with a benefit to cost ratio of over 5 to 1.

However, the economic impact of the Eastern Leg extends further than Leeds. The proposed 'classic compatible' link to the East Coast Main Line will enable high speed rail services to serve the North East of England and Scotland – linking six of the UK's top ten cities and 20% of national GVA. This will result in 'agglomeration' impacts of over £700 million GVA and some major journey time savings:

- Leeds to Glasgow: reduction of 90 minutes
- Sheffield to Edinburgh: reduction of 90 minutes
- Newcastle to Birmingham: reduction of 85 minutes

Together the Eastern Leg of HS2 and an enhanced East Coast Main Line provide the obvious route for reducing journey times from Scotland to London towards the three hour mark – the point at which rail becomes competitive with air travel.

For further information about HS2 East, please visit: <http://www.hs2east.co.uk/>

3.2 Our strategic approach

Connecting key centres of population and development opportunities across the East Midlands to the high speed network will be key to realising the wider economic potential that HS2 connectivity brings.

Our analysis has demonstrated which modes of transport will serve different markets most effectively. Only by developing a comprehensive 'multi-modal' approach to connectivity can we deliver the transport choice required by future generations and start to tackle some of the congestion issues that exist today.

We also acknowledge that not everything can, or indeed should, happen at once. We have therefore set out a phased approach to improving connectivity, at least some of which can be delivered before HS2 becomes fully operational.

Heavy Rail	Primary Market
Mass Transit Strategy	Regional
Bus Connectivity	Sub-Regional & Local
Taxi Connectivity	Sub-Regional & Local
Walking & Cycling	Local and Very Local
Park & Ride	Sub-Regional & Local
Highway	Sub-Regional & Local

3.3 Rail

Rail will be the most effective mode for accessing the Hub Station from surrounding city and town centres. It will also link the East Midlands with the major city-regions across the rest of the UK – not least by the HS2 network itself.

HS2 Services

The latest service specification published by HS2 Ltd indicates that the East Midlands Hub Station will be the best connected on the high speed network outside of London, with seven HS2 services per hour in both directions.

Impressive though this level of connectivity is, we believe there is scope for further improvements.

Through our work on the HS2 East Partnership we believe there is a strong economic case for the Eastern Leg of HS2 and the East Coast Main Line forming the primary route for serving Scotland, not least because it would link the financial centres of Leeds and Edinburgh and the conurbations of the North East – also a key objective of Transport for the North. For further information on HS2 East, please visit: <http://www.hs2east.co.uk/>

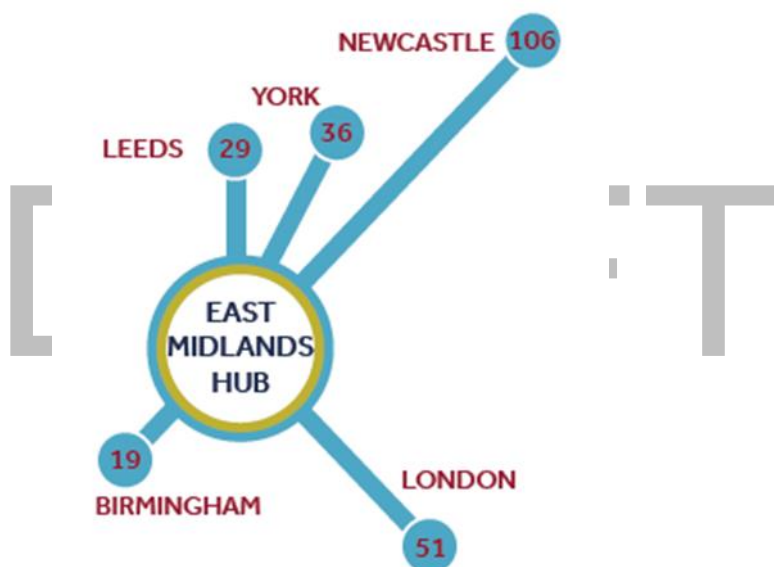
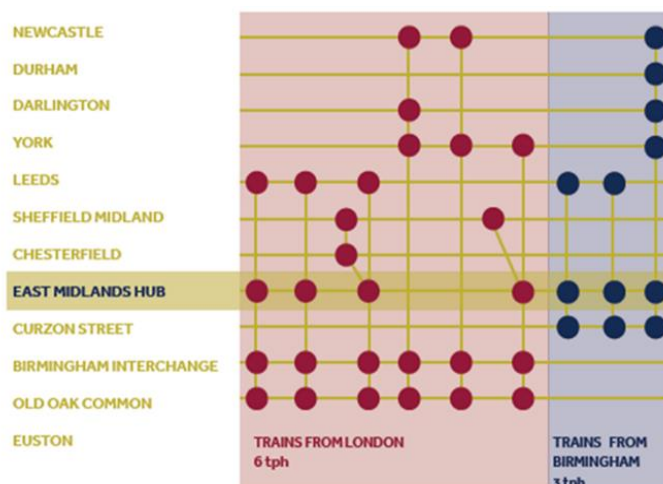
The scale of growth proposed in Chesterfield as described in Section Two makes a compelling case for both Sheffield trains stopping at Chesterfield Station rather than just one per hour.

Classic Compatible Services

It is clear that although the Eastern Leg of HS2 will be designed to accommodate up to 18 trains per hour (in line with the rest of the network), the current service pattern only currently envisages nine. There is therefore scope to run additional services on at least part of the Eastern Leg. Working with both Midlands Connect and Transport for the North we believe there is a business case for two additional ‘classic compatible’ trains per hour linking Leicester and Leeds/Manchester, which would transform rail connectivity between the East Midlands and the Northern Powerhouse.

For this to be deliverable, there would need to be a ‘classic compatible’ connection between HS2 and an electrified Midland Main Line at or around the Hub Station. HS2 Ltd have developed an indicative design for how this could be delivered. Although further work will be required, we believe we have sufficient economic evidence now for the Secretary of State to make at least ‘passive provision’ for such a link in the scope of the Phase 2b Hybrid Bill.

Proposed HS2 Service Pattern for the Eastern Leg



Classic Services

In addition to the two 'classic compatible' services, working through Midlands Connect we have identified an additional 11 'classic services' that could serve the Hub Station. These would be a mixture of 'shuttle services', fast and semi-fast services and stopping services. In total, this would mean the Hub Station would be served by 20 trains per hour in both directions – an outstanding level of connectivity

HS2 Hub Station Indicative Train Service Specification (ITSS)

The service specification for the Hub Station is consistent with the wider Midlands Connect ITSS which supports the Midlands Connect Strategy published in March 2017.

The Maid Marian Line

In addition, we believe there is the potential to develop a new service linking the East Midlands Hub Station at Toton with Mansfield /Ashfield via the adaption on an existing freight line, known as the Maid Marian Line. This direct link would facilitate greater connectivity for residents and businesses to HS2 services supporting economic regeneration in the towns and contributing to the wider Nottinghamshire growth story. We are working with Network Rail to understand any implications for the wider Midlands Connect ITSS.

Capacity at Trent Junctions

A key constraint to the delivery of the Midlands Connect ITSS is the capacity of Trent Junctions south of Nottingham. We understand that HS2 Ltd will need to make some improvements to Trent Junctions to accommodate the HS2 Core proposition - although these on their own will not be sufficient to accommodate the Midlands Connect ITSS. There is a clear operational case for avoiding multiple engineering works on this congested section of railway infrastructure – with a single enhancement scheme being the clearly favoured option. Based on our initial work with Network Rail, we believe there is a sufficient economic case now for the Secretary of State to make at least ‘passive provision’ for an enhanced scheme in the scope of the Phase 2b Hybrid Bill.

HS2 Services	
London - Leeds	Birmingham - Leeds
London - Leeds	Birmingham - Newcastle
London - Chesterfield - Sheffield - Leeds	
Birmingham - Leeds	London - Sheffield - York
Classic Compatible Services	
Leicester - Leeds	Leicester - Manchester
Shuttle Services	
Nottingham - EM Hub	Derby - EM Hub
Fast and Semi-fast Services	
Leicester - Crewe	Crewe - EM Hub
London - Manchester	Crewe - EM Hub

Stopping Services	
Leicester - Lincoln	Nottingham - Leeds
Leicester - Nottingham	Leicester - Derby
Norwich - Liverpool	Newark Castle - Matlock

3.4 Mass Transit Extensions

The success of the Nottingham Express Transit (NET) has demonstrated the potential of mass transit to reduce congestion, increase transport choice and connect people to jobs and services. It will therefore be a key element of the connectivity strategy for maximising the economic benefits of the HS2 Hub Station. Given the technical challenges and the scale of investment required we recognise the importance of taking a phased approach to delivery.

Extending NET to the Hub Station

The first phase would be to extend the tram from the park and ride site at Toton Lane to the Hub Station – a distance of around one mile. This will connect the Hub Station to key locations such as the Queens Medical Centre, the University campus and the Enterprise Zone, and complement the heavy rail service to Nottingham City Centre. This link will need to be in place when the Hub Station becomes operational to serve the Nottingham Enterprise Zone sites and to establish the principle tram access in the public's mind.

Extending Connectivity over the Hub Station

Our work has highlighted a number of options for extending connectivity to the west of the Hub Station towards Derby and East Midlands Airport which would have significant economic benefits. These could be delivered by bus rapid transit (BRT), tram-train as well as by NET extensions. Further work will be required to determine the optimum routes and modes. These options would require a link over the Hub Station (similar to the arrangement at Nottingham Station), which would be costly to retro-fit. We have therefore included a public transport overbridge into our proposals for the Hub Station. At this stage, it is unlikely that this on its own will require provision for further land take in the Phase 2b Hybrid Bill, however it may impact on the required Environmental Impact Statement.

Options to Derby

There are two main options for connecting Derby. The first would follow the route of the A52. This would be fast – but not as fast as the classic rail service from Derby Station. It would be direct, but serve a limited population catchment. The relatively high cost of developing this as a tram route would appear to make it unviable - although it could have potential as a route for a lower cost form of BRT.

The second option would run to the south of the A52 and link the Hub Station with Long Eaton, and

then on to Breaston, Borrowash, Spondon, Pride Park and Derby Station. It would be slower, but serve a much larger population catchment. It would be cheaper to develop as a tram route, but could impact on the proposed canal restoration project. It could be developed in phases, the first comprising a NET extension to a park and ride site west of the M1.

Options to East Midlands Airport and the East Midlands Gateway Rail Freight Interchange

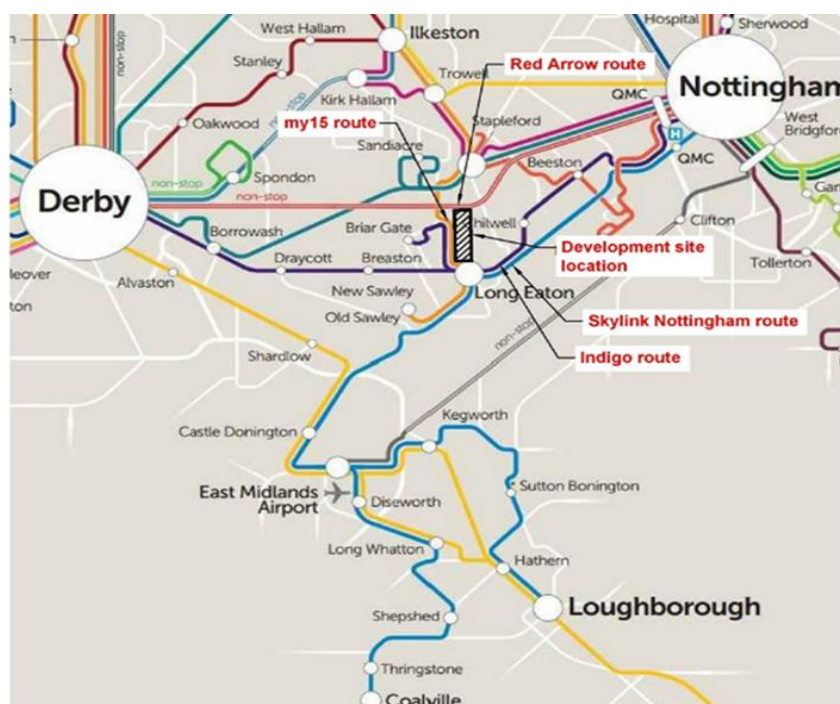
There are a number of potential routes to the airport. Following the rail corridor south from the Hub Station before heading west is likely to be the quickest and would limit environmental impacts on Long Eaton town centre. It also has potential for a tram-train solution should this become a viable technology in the UK. The scale of employment growth proposed at East Midlands Gateway, the potential for a 'Free Trade Zone' around the airport, as well as the projected growth in air passenger numbers means such a link could have significant economic benefits.

3.5 Bus & Taxi

Bus travel will continue to be the backbone of the local public transport for many people. There is already a comprehensive network of bus routes and services across the sub-region which could be developed to serve the Hub Station from a wide range of locations.

The key challenge for operators from a commercial perspective will be to ensure that the Hub Station does not become a 'terminus' destination. Buses (and taxis) must therefore be able to pass through the Hub Station to also serve surrounding communities across the wider sub-region. Our proposed configuration of local road links between the Hub Station and Long Eaton, Stapleford, Sandiacre and Toton, as well as access from the A52, would enable a commercially viable network of bus services to be established.

For Chesterfield, a new road link into the south of the station complex for buses and taxis will provide a through route that will integrate the existing station into local public transport networks more effectively



Options for bus services serving the Hub Station

3.6 Cycling & Walking

Every rail passenger is a pedestrian at the point of boarding a train. Making the Hub Station and the immediate surrounding environment pedestrian friendly will make travel by train more attractive and help to drive patronage.

It is also important that local people in surrounding communities have safe and attractive routes for walking and cycling – not just to the Hub Station but also to and within the proposed Innovation Village. Cycling and walking are likely to become more attractive options to future generations as public attitudes to travel continue to change. This trend has been reflected in the core design principles we have established that will underpin future development on the Hub Station site.

For Chesterfield, we have set out proposals known as 'Platform 4' for enhancing pedestrian and public transport accessibility between the Station and the town centre over the A61 dual carriage way.



Proposed pedestrian to and across the Hub Station development site.

3.7 Park & Ride

A well-coordinated and managed park & ride strategy can help to reduce the impacts of congestion and provide viable transport choices for local communities.

There are opportunities to develop park and ride facilities serving the Hub Station in tandem with a phased roll out of an extended mass transit system. The existing park & ride site at Toton Lane (1,300 spaces) linked to the tram will be retained, albeit in modified form. In addition to a multi-storey car park at the Hub Station itself (1,300 spaces proposed), there is an opportunity to develop an additional

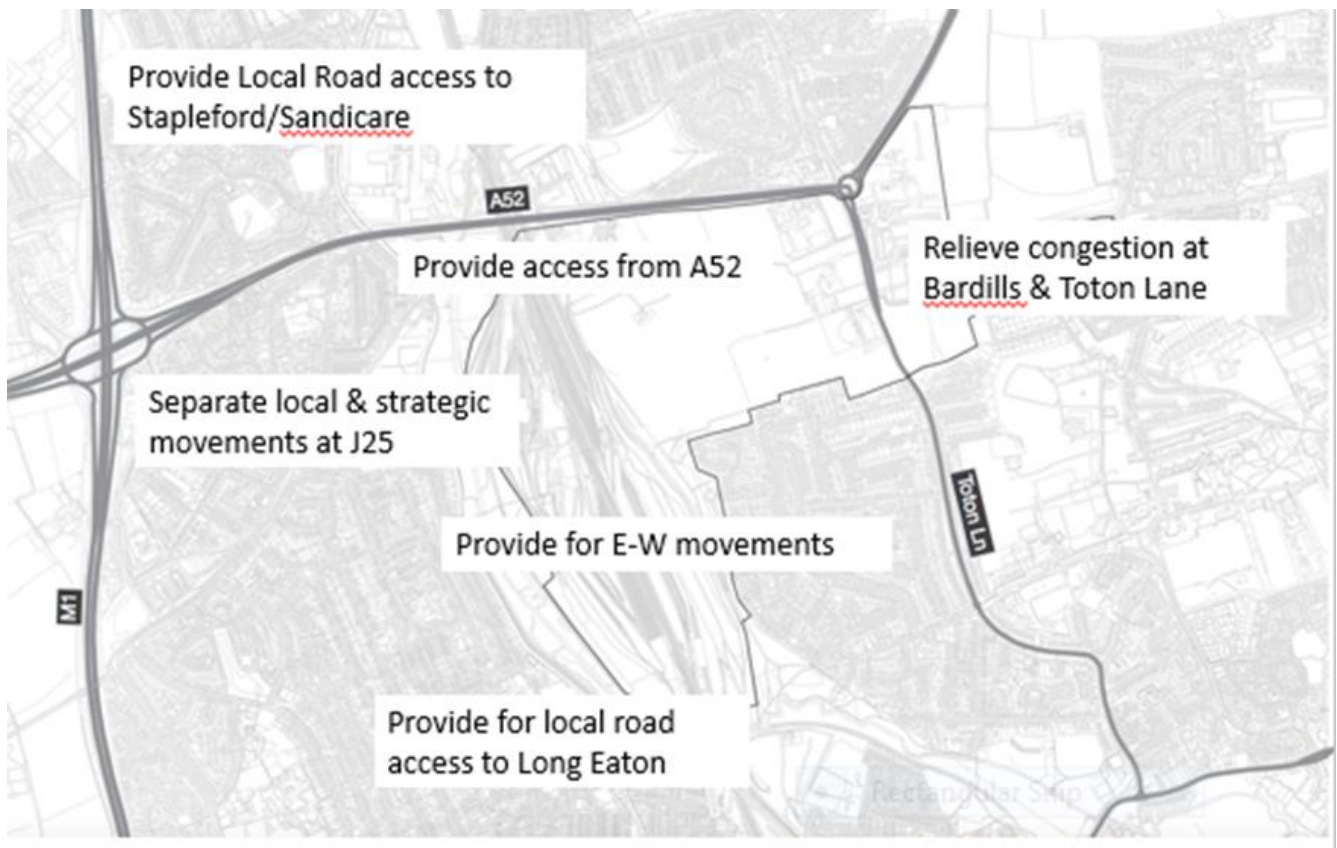
parking facility of a similar size west of M1 Junction 25 linked to a first phase extension of the tram over the Hub Station.

This would give a third car park option and the ability to manage travel demand to the Hub Station site in a more flexible manner - as well as an ability to reduce pressure on M1 Junction 25.

On the Derby side of the A52, there are options for park and ride sites on east side of Derby as part of a mass transit system linking Pride Park and Derby Station to the City Centre, which could ultimately connect to the Hub Station.

3.8 Strategic & Local Road Access

Despite the focus on public transport, cycling and walking, access by private car will still be important, and a 1,300 space multi-storey car park is proposed at the Hub Station. However this will require a highway solution that must also address a number of existing challenges.



Access from the A52 and M1

Access from the strategic road network into the Hub Station Site will be critical. Our technical work has suggested that a single access from the A52 into the site for all movements is unlikely to be deliverable. Whilst an engineering solution could be developed, it would be very expensive, environmentally damaging and take up valuable land that could be better used for economic development purposes.

As a result, a phased approach is proposed comprising the following key moves:

1. A new 'at grade' junction on the A52 east of the Bardills Roundabout linked to a new Toton Lane, which would provide access from Nottingham to the east of the Hub Station site and support the early phases of development of the 'Innovation Village';
2. A new 'off set' junction on the A52 to the west of the M1 which would remove local movements from M1 Junction 25 and provide a more direct route under the motorway into Long Eaton;
3. A new 'grade separated' junction on the A52 to the north of the Hub Station to provide access from Derby and the M1 – which has the potential to make use of the construction access required by HS2 Ltd to build the Hub Station;

Concept A52 Access Strategy

Work in Progress: Not to Scale



Our technical work suggests there is scope to deliver key moves 1) and 2) in advance of the Hub Station opening. The scale of existing problems and likely future traffic growth on the A52 corridor suggests that there is already a strong case for Highways England working with Midlands Connect and local partners to make a proposal for major scheme funding in RIS 2 – which would also contribute to a comprehensive connectivity strategy for the Hub Station.

A direct link to the Hub Station from the north through 3) will be linked to the construction of the station itself by HS2 Ltd and may be able to make use of any temporary construction access required by HS2 Ltd.

Finally there is the potential to establish a Park & Ride site west of the M1 linked to a tram extension and the proposed 'off-set' junction on the A52. This would provide a further car parking option for the Hub Station and help to manage movements through M1 Junction 25.

Local Road Access

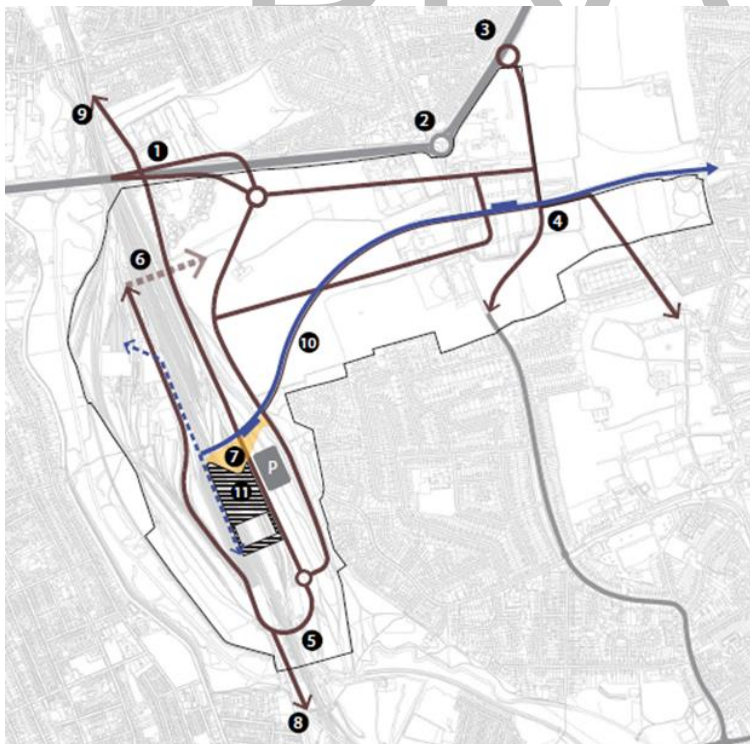
As described above, local road access to the Hub Station from Long Eaton, Stapleford, Sandiacre and Toton will be important to secure commercially viable bus and coach services and taxis – as well as safe cycle routes. We have developed a proposal for local access that can be integrated into the design of the Hub Station and which will complement the proposed strategic links. Key to this will be the development of a local road link running under the HS2 and classic rail tracks to the south of the Hub Station.

3.9 Next Steps

We are clear that whilst all the individual elements of our connectivity strategy will have positive outcomes, the real benefits will only be achieved by taking an integrated approach to scheme development and delivery.

We will therefore develop our proposals further through a project joint funded by Midlands Connect, East Midlands partners, HS2 Ltd and Highways England known as the East Midlands Gateways Connectivity Plan. Phase 1 will use transport modelling to optimise the package of interventions and develop business cases for individual schemes capable of securing capital investment. Phase 2 will examine connectivity issues over a wider strategic area including the long term future of the M1.

Further detail on delivery is contained in Section 4.



1. New A52 access
2. Remodelled Bardills roundabout
3. New Bardills roundabout
4. New Toton Lane
5. HS2 underpass
6. HS2 overpass
7. Pedestrian / NET link / Bus Interchange & Station Car Park
8. Local link to Long Eaton
9. Local link to Sandiacre
10. NET extension & option to extend to EMA / Derby
11. Station Concourse

Section 4 - Delivery

Summary

We have undertaken a number of technical studies to understand the costs and benefits of various scales and rates of development to inform the development of an initial outlines business case for our proposals consistent with Treasury requirements, which is set out in a separate document. This work will evolve and become more granular as our growth proposition mature.

There is potential for significant employment and housing development across the East Midlands Hub and Derbyshire Growth Zones. This will make a significant contribution to the Government's rebalancing agenda and provide an impetus for growth across the wider East Midlands where there is potential to deliver an additional 74,000 jobs and £4 billion of GVA above trend.

We have set out the key moves necessary to deliver our proposals for people, place and connectivity and highlighted the immediate measures necessary to safeguard future opportunities. Detailed proposals are set out in appendix 1.

We are keen to work with Government to develop propositions for powerful locally led development bodies that can deliver our ambitions for the Hub Station and Northern Derbyshire Growth Zones and contribute to the wider East Midlands vision for HS2.

4.1 Developing an Investible Proposition

Realising our vision for growth will require a combination of strong leadership and clear decision making. To inform this we have undertaken a comprehensive programme of technical work to inform our thinking and provide the evidence base for this Growth Strategy, including:

- Comprehensive non-statutory development frameworks covering the East Midlands Hub and Northern Derbyshire Growth Zone;
- A number of concept studies to assess the options for key infrastructure moves, including relocation of the existing rail depots at Toton, strategic highway access and mass transit extensions;
- A Development Infrastructure Funding (DIF) Study to understand the costs and benefits of different scales and rates of development; and
- A funding and delivery mechanisms study to identify options for forward funding of key infrastructure and delivery vehicles.

This information has been used to construct an initial outline 'business case' document for our proposals consistent with the Treasury's 'Green Book' guidance and will provide the basis for an ongoing dialogue with Government and HS2 Ltd. This work will evolve and become more granular over time as our growth proposition matures.

Some of the major infrastructure investments will be subject to a separate business case through other

established Government programmes such as the Roads Investment Strategy (RIS). This still requires a high-level case to be made through the Growth Strategy, as well as effective co-ordination of planning, funding and delivery with other Growth Strategy interventions.

4.2 Key Moves

The work we have undertaken to date has identified a series of key moves that will be required to implement the Growth Strategy, including a number of immediate actions which will be necessary to safeguard future opportunities. Further detail on these and the necessary enabling measures by Government and its delivery bodies is set out in Appendix 1.

People

Our immediate priorities can be delivered largely within existing resources with strong local leadership from the LEPs and the East Midlands Chamber of Commerce and comprise:

- Establishing a **co-ordinated approach to business support** that will help local SMEs benefit from HS2 related contract and supply chain opportunities;
- Establishing a **‘rail industry innovation group’** through Rail Forum East Midlands; and
- Developing a **comprehensive HS2 awareness campaign** aimed at raising the ambition of people and businesses to make the most of HS2.

Over the longer term, we would expect mainstream Government funding for skills and business support activity to be refocussed around our priorities and complement the strategic approach to skills envisaged by the Midlands Engine.

Place

For the **East Midlands Hub Growth Zone** there are a number of planning, land assembly, remediation and infrastructure issues that will need to be addressed to enable our vision of a ‘network of garden villages’ to be delivered in full. In the immediate short term, it will be vital to ensure that existing planning consent for the Lime Rise development close to the Hub Station can contribute positively to the delivery of our growth vision.

In addition, there is a need for further work with the relevant organisations on options for relocating of the rail siding and depot activity, and the electricity sub-station to locations outside of the Hub Station site, and on the expansion and relocation of existing school provision to a better location within the site.

Elsewhere, we are keen to take forward further work with the Ministry of Defence and the Homes and Communities Agency to ensure that the re-development of the Chetwynd Barracks can actively contribute to our vision for a ‘network of garden villages’.

In the **Northern Derbyshire Growth Zone** the key priority in Chesterfield will be the delivery of proposals to transform pedestrian and public transport connectivity between the rail station and the town. For Staveley, the early priorities will be to confirm the depot site as a construction base for HS2 and to secure the first phases of the Chesterfield and Staveley Regeneration Route, including the

provision of improved public transport and pedestrian links necessary to deliver the wider Staveley masterplan.

Connectivity

Our immediate priority is to safeguard the potential to secure **a classic compatible link** at the Hub Station and for **enhanced capacity at Trent Junctions** capable of delivering the Midlands Connect ITSS. These will require the scope of the Phase 2b Hybrid Bill, which is due to be considered by Ministers in the autumn of 2017, to include provision for the necessary land take.

The **public transport overbridge** and **local road connections** proposed for the Hub Station will impact on the Hybrid Bill and, the associated Environmental Impact Statement, and will need to be incorporated into the emerging Hub Station design commissioned by HS2 Ltd.

We will need to confirm support from Highways England and HS2 Ltd to take forward the first phase of the **East Midlands Gateways Connectivity Plan** with Midlands Connect. This work will optimise the package of interventions proposed to serve the Hub Station and develop business cases for individual schemes capable of securing capital investment. However we believe we have a sufficient case now for Highways England to identify funding in RIS2 to develop a **major scheme on the A52/M1 J25** that address existing congestion issues and contributes to the wider solution for accessing the Hub Station.

4.3 Proposals for Delivery Bodies

The geographic and political context for the area around the Hub Station is complex, spanning a number of local planning authorities, local transport authorities and local enterprise partnerships. Our work to date has highlighted a range of potential delivery and funding mechanisms that would help to enable development, in particular options for Tax Increment Financing (Tif). But these will require a strategic approach to investment over a number of administrative areas to be effective.

There is a local appetite to establish **a powerful delivery body** that could work at a scale to drive forward our growth vision for a network of garden villages. There are a range of options, including the potential for the kind of 'locally-led development corporation' envisaged by the Neighbourhood Planning Act 2017.

We would like to work with Government over the coming months to develop a proposition for a delivery body for the Hub Station Growth Zone that could begin to operate in 'shadow form' with initial seed-corn funding from 2018 onwards.

For the Chesterfield and Staveley, the geography is less complex with the key moves all within the administrative area of Chesterfield Borough Council. Here a **local development company** solution may be more appropriate, which can also contribute to the delivery of the wider Derbyshire growth story.

It will be important to ensure that development in both Growth Zones continues to contribute to the wider East Midlands vision for HS2 under the auspices of the East Midlands HS2 Strategic Board.

4.4 Mitigation

Whilst the HS2 has the potential to bring great benefits to the East Midlands, the scale of the new infrastructure involved will also result in some negative impacts – particularly in the short term. Although the line of route has been designed to minimise impact on environmental assets, challenges remain in a number of locations in Derbyshire, Leicestershire and Nottinghamshire.

Similarly, where the line passes through urban areas, for example Long Eaton, some existing businesses will have to re-locate to alternative premises. Whilst the Government has put in place a compensation scheme to deal to assist those directly affected, councils are keen to ensure the jobs and investment are retained in the local area wherever possible.

The East Midlands HS2 Strategic Board has established a ‘mitigation sub-group’ to work with DfT and HS2 Ltd to help develop detailed designs for key structures that will minimise and mitigate the environmental impacts of the line, and look to ensure that existing businesses can continue to thrive. As work starts on the development of the Phase 2b Hybrid Bill, it will be important to ensure that councils are able to inform the detail of the Government’s proposals on both an individual and collective basis.

4.5 Phasing of Delivery

This growth strategy demonstrated the scale, complexity and interdependencies between programmes involving a range of partner agencies. Many of these programmes involve major schemes that take many years to develop and deliver. Although HS2 Phase 2b is not due to become fully operational until 2033, the lead in times are such that key decisions on what might be included within the Hybrid Bill and accompanying Environment Statement will actually be taken during the coming months. With appropriate funding and collaboration a number of key moves can be implemented in the short term.

Although the development may reach maturity in 2043, by the time HS2 opens there will in fact already be a new place (the ‘Innovation Village’) emerging around the station to welcome the first passengers. For this to be achieved, the delivery partners will need to build momentum over the next 12 months and it is recognised this will require dedicated resource and governance.

2017-2022	Hybrid bill development, business case development (RIS2/CP6), land strategy and delivery body; early phases of development
2022-2027	Early infrastructure development and key moves (e.g. depot relocation), next phases of development
2027- 2033	HS2 construction & completion/testing
2033	HS2 becomes fully operational – local economic development builds momentum
2033-43	Development to maturity

The evidence base underpinning the growth strategy provides a clear indication of the growth potential and promotes a range of key infrastructure concepts and moves. However, in order to take these forward and in particular promote some of them for possible inclusion in the Hybrid Bill, the partners are clear that more detailed studies and analysis will be required and these will need to be developed in tandem with the work being undertaken for the railway.

This highlights the need to establish a dedicated team and for further resources to commission and manage the work programme for the East Midlands HS2 Strategic Board.

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Appendix I: Enabling Measures by Government and its Delivery Bodies

1	<p>High level Ministerial endorsement of the East Midlands HS2 Growth Strategy, including through:</p> <ul style="list-style-type: none"> • Funding the establishment of a 'shadow delivery body' to start implementing the Growth Strategy locally and to establish a viable mechanism for capturing a proportion of development value necessary for infrastructure delivery.; and • Promotion by Government and its delivery bodies of key development opportunities set out in the Growth Strategy to national and international investors consistent with the Midlands Engine initiative.
2	<p>Support from DCLG for the concept of a '<i>Network of Garden Villages</i>' around the Hub Station by:</p> <ul style="list-style-type: none"> • Empowering the HCA to establish a strategic land strategy that will facilitate enabling infrastructure and subsequently to bring forward early phases of development; and; • Using of other funding including the current Housing Infrastructure Fund (HIF) to help bring forward early phase infrastructure.
3	<p>Support from DfT and its delivery bodies for the implementation of early connectivity priorities related to the Hub Station, through</p> <p>Ensuring Highways England and HS2 Ltd contribute gap funding towards the East Midlands Gateway Connectivity Plan Phase 1 Study;</p> <ul style="list-style-type: none"> • Funding the delivery phases 1a/b of the A52 Access Strategy to enable the initial phases of the Toton 'Innovation Village' to commence before 2022; and • Identifying funding in the next Road Investment Strategy (RIS2) to develop a major scheme to address capacity at M1 Junction 25 and access the Hub Station from the A52 (phases 2 &3 of the A52 Access Strategy) – also making the necessary provisions within the Phase 2b Hybrid Bill & Environmental Statement.
4	<p>DfT/HS2 Ltd to ensure that the Phase 2b Hybrid Bill and accompanying Environmental Statement make provision at and around the Hub Station for:</p> <ul style="list-style-type: none"> • Capacity improvements to classic rail connectivity to the south and north of Toton HS2 station, including Trent Junctions; optimising the integration of classic and HSR services and including a 'classic compatible link' to transform connectivity between Leicester and the north of England. • An integrated station design including moving the station concourse north to better connect with tram and Public Transport interchange with an integrated deck connecting east/west over the HS2 trace to better integrate the Toton station into the heart of the new place – the Toton Innovation Village. This would include provision of a second transfer deck to the south of the main concourse to provide improve capacity and interchange between services. • Fully integrated public transport interchange and walking routes connecting surrounding communities to promote sustainable travel, reduce the need for car parking and

	<p>thereby, make best use of land and local assets including the tram as means of linking Park & Ride facilities with the station.</p> <ul style="list-style-type: none"> • North/ South connectivity through the site to connect Long Eaton and Stapleford and to enable local communities to access the station by all modes. • A clear car parking strategy with a decked car park at the station (premium) complemented by NET based Park and Ride. • Provision for 3 bridges as follows: <ul style="list-style-type: none"> - Integrated with concourse deck to create east/west route for tram and sustainable transport links between east and west development areas and to Long Eaton, airport and Derby; - Multi-modal bridge south of A52 to enable resilience in the local network connections to the western development area; and - Pedestrian bridge at mid-point between the above to connect new communities. • Provision for an underpass under the Network Rail and HS2 lines to the south of the concourse to enable links between Stapleford, Long Eaton and the station by various modes and in particular Public Transport but as a secondary primary access connecting east and west development areas within the Innovation Village.
5	Separately to ensure the Phase 2b Hybrid Bill and accompanying Environmental Statement make specific provision to deliver the NET tram extension from the existing Toton Park & Ride to the Hs2 Station consistent with the provisions set out above.
6	DfT/HS2 Ltd to designate Staveley as a major construction hub/railhead for the construction of Phase 2b in addition to the establishment of the Infrastructure Maintenance Depot.
7	Government to make a contribution towards the delivery of the Chesterfield/Staveley Regeneration Route to unlock early development and growth in the corridor.
8	Further financial and technical support from Network Rail, HS2 Ltd and HS2 Growth Partnership to work collaboratively on the relocation of the DBS Depot and Network Rail Sidings to enable development, growth and transport connections through the Hub Station area.
9	DfT/HS2 Ltd to amend the HS2 Indicative Train Service Specification (ITSS) to ensure that both Sheffield HS2 classic compatible services stop at Chesterfield.
10	Commitment from DfT/HS2 Ltd to at least partially open of the Hub Station at Toton by 2030 rather than 2033, to generate additional passenger revenue and accelerate the delivery of the Toton Innovation Village.