

**High Speed Two is the Government's planned new, high speed railway. HS2 Ltd is the company responsible for designing and building the railway, and for making recommendations to the Government.**

This factsheet is to update you about the proposal for East Midlands Hub Station. It explains:

- where we are proposing to locate the station, and how this has changed since the consultation in 2013;
- what the benefits of this station location would be, and where you would be able to travel to from this station;
- how to find more information about the route and the project; and
- how to get in touch with us.

### The route towards Leeds and the North East

The Phase 2b eastern leg would form approximately 123 miles (198km) of new railway and would begin north-east of Birmingham at the Phase One junction near Marston. The eastern leg would include the proposed East Midlands Hub station at Toton and would terminate at an integrated station in Leeds city centre. It would also provide a connection to the existing network at Clay Cross to allow trains to serve Chesterfield and Sheffield, as well as a connection to the East Coast Main Line via the existing rail network at Church Fenton, south of York.

### The station

The station would be a new development, using existing railway land in the East Midlands. It would include four high speed platforms and four platforms for conventional services. There would also be two fast lines through the middle of the station for non-stopping services. The platforms would be on a raised viaduct approximately 5m to 8m above ground level, with the station entrance and forecourt located to the east raised above the existing ground level. The station would be alongside an existing rail freight yard, north of Long Eaton, just over a mile from junction 25 of the M1, between Nottingham and Derby.

The station would enable opportunities to create a transport hub which will act as a gateway to the East Midlands.

### Between July 2013 and January 2014

HS2 Ltd consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond.

### In November 2015

The Government announced its intention to bring forward the delivery of the Phase Two route between the West Midlands and Crewe, known as Phase 2a.

### In November 2016

The Government announced proposals for the remainder of the Phase Two route, known as Phase 2b.



■ Artist's impression of the proposed East Midlands Hub (aerial view)

## Changes to the station since 2013

The station configuration has changed as a result of the responses from the 2013 public consultation held by HS2 Ltd.

During the process to select the station location, HS2 Ltd engaged with relevant local authorities. We continue to work with regional stakeholders to ensure that the benefits of the station are maximised, and to look at ways of reducing impacts on the local area.

The station would remain broadly in the same location; however, it would now be located approximately 150m south of the location proposed in 2013. This is due to engineering constraints in the surrounding area.

The station would be raised on a viaduct approximately 5m to 8m above ground level as a result of the changes proposed immediately south in Long Eaton, where the route would be raised onto a viaduct. The station boundary has also been consolidated to reflect the changes made since the consultation in 2013.

For more information about changes to the Phase 2b route since 2013, please see the [Summary of Route Refinements](#) document.

## Key impacts of the station

This section highlights the key impacts from the preferred route. For further information about these impacts, please review the [Sustainability Statement](#).

Near the East Midlands Hub, impacts on landscape and townscape character would be relatively low, given the existing context of railway and brownfield land.

In response to the 2013 consultation we have proposed to raise the route on to a viaduct through Long Eaton to avoid major disruption to the local highways and severance of the town, in addition to mitigating flooding risk. As a result, residents to the south of the station would experience visual impacts from the viaduct carrying the HS2 mainline.

We are consulting on two options for the route through Long Eaton. One option involves raising the route through Long Eaton on viaduct up to a height of 17m to address concerns over disruption to the local highways and creation of a physical barrier across the town, in addition to mitigating flooding risk. As a result, residents to the south of the station would experience visual impacts from the viaduct carrying the HS2 mainline.

The alternative option on which we are consulting involves a route through Long Eaton up to a height of 4m. Further work would be required to understand how we could best maintain local connections across the HS2 corridor.

For the purpose of design development and appraisal, we have incorporated the viaduct option into the scheme at this stage because this option would reduce impacts on the local highways network, reduce the interactions between HS2 and the existing network and would help to address concerns over the interaction between HS2 and the floodplain in this area.

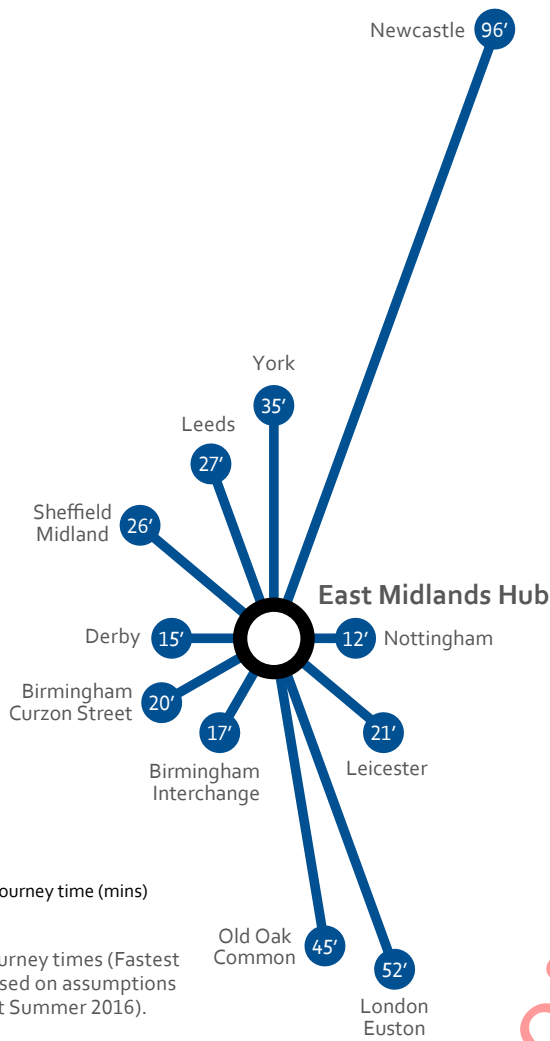
The Secretary of State has not currently expressed a preference for either alignment. We invite comments from stakeholders on both options to help him make a decision on the route through this area. Following any decision, further development and engagement will be required to understand all local preferences and to ensure that the design for the route in this area balances concerns over permeability, visual impacts, and flooding.

### Who are HS2 Ltd?

We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway.

We also have an important role in making sure that if you're affected by the Government's plans, you understand what to expect (and when), and how we can help.

Out of date as of 17 July 2017



## Contact us at HS2

If you have any questions about this leaflet, please get in touch. You can contact our helpdesk on:

T: 020 7944 4908

E: [hszenquiries@hs2.org.uk](mailto:hszenquiries@hs2.org.uk)

For the latest documents including route plans and profile maps visit:

[www.gov.uk/hs2](http://www.gov.uk/hs2)

## Benefits

HS2 could support a significant amount of additional development around the East Midlands Hub Station, which could in turn give rise to around 1,600 jobs and 150 to 800 housing units.

A portion of the site is designated Green Belt land. Following the announcement of the initial preferred route and station preferences, including the HS2 East Midlands Hub Station at Toton in January 2013, there are plans to release the land as a strategic location for growth.

People in the area could access HS2 services through the East Midlands Hub Station at Toton, benefiting from faster, more frequent services to London, Birmingham, South Yorkshire and Leeds.

Car parking will be provided from a dedicated connection to the A52, allowing access to the M1 and onwards to East Midlands Airport.

In addition, connectivity would be provided to the Nottingham Express Transit (NET) network, as well as heavy rail connections to Derby, Nottingham and Leicester and to other stations in the region. Access via cycling and walking would also be provided.

HS2 Ltd will continue to work with stakeholders, including Network Rail and Highways England, to develop the station proposals to ensure that the benefits of the station are maximised and to look at ways of reducing the impacts in the local area.

## Construction

We are extremely aware of the issues that building a new railway presents to those who live nearby. We take our responsibilities very seriously. We are committed to reducing disruption to communities, businesses and the environment.

As part of the hybrid Bill process, a number of mechanisms will be introduced to control the environmental impacts of Phase 2b. For example on Phase One, Environmental Minimum Requirements are a key element of the Government's overall strategy for ensuring that impacts which have been assessed in the Phase One Environmental Statement are not exceeded unless under certain circumstances.

Information papers on construction for Phase One can be found at the following link:

[www.gov.uk/government/publications/hs2-information-papers-construction](http://www.gov.uk/government/publications/hs2-information-papers-construction)

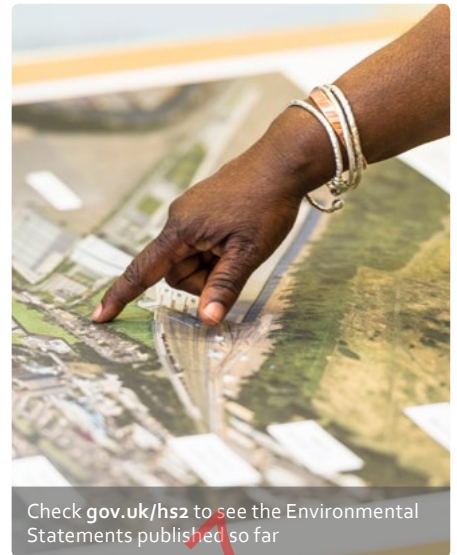
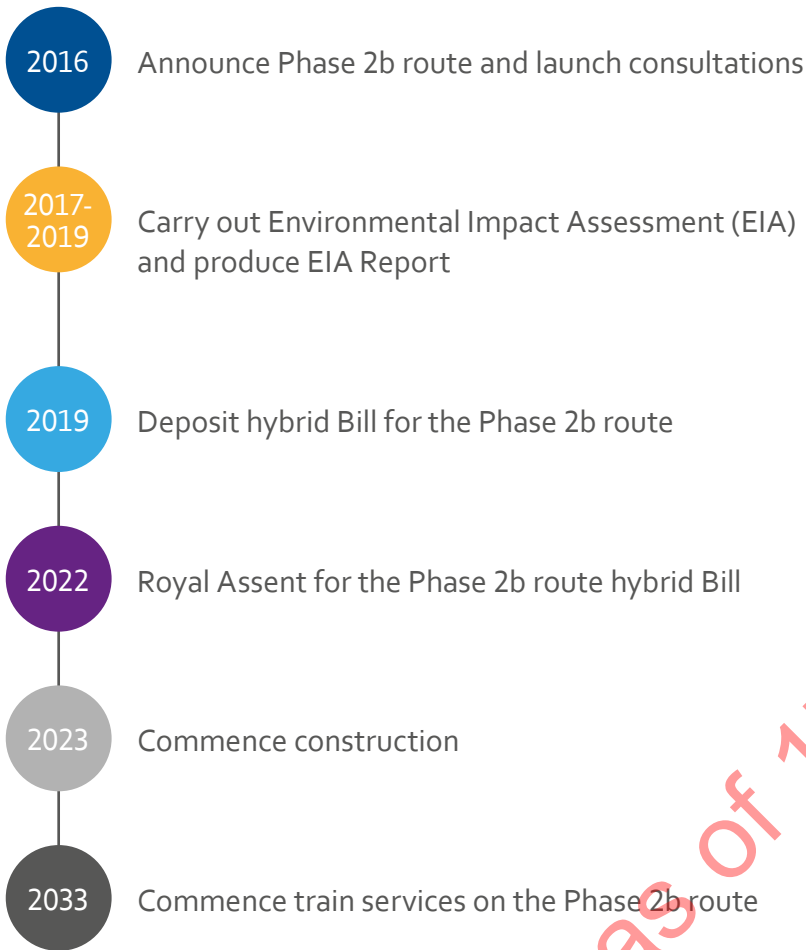


For questions about HS2, call our  
Community Relations team on 020 7944 4908

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## Next steps

This graphic shows what would happen between now and when trains start running on Phase Two.



Presenting a hybrid Bill to Parliament is how the Government gets permission to build the railway, and provides the opportunity for everyone's comments to be heard. Construction can only begin with Parliament's approval.

We will also carry out an Environmental Impact Assessment (EIA) to understand how the project would affect the environment and local communities, and what we can do about it. Further work will be done to mitigate the impact of the railway as the design develops.

To find out more about the documents mentioned in this factsheet, visit [www.gov.uk/hs2](http://www.gov.uk/hs2)

## Keeping you informed

We are committed to keeping you informed via various channels



### Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. You can read it by visiting:

[www.gov.uk/government/publications/hs2-residents-charter](http://www.gov.uk/government/publications/hs2-residents-charter)

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. The first of the Residents' Commissioner's reports is published at:

[www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015](http://www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015)

You can contact the Commissioner at:

[residentscommissioner@hs2.org.uk](mailto:residentscommissioner@hs2.org.uk)

### Project updates

For more information about Phase Two, visit

[www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester](http://www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester)

And for details of events in your area, visit

[www.gov.uk/government/collections/hs2-events](http://www.gov.uk/government/collections/hs2-events)

#### Contact us

HS2 Helpdesk

Tel: 020 7944 4908

Email: [hs2enquiries@hs2.org.uk](mailto:hs2enquiries@hs2.org.uk)

### Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

[www.gov.uk/government/collections/hs2-property](http://www.gov.uk/government/collections/hs2-property)

You can also find out if you're eligible for compensation at:

[www.gov.uk/claim-compensation-if-affected-by-hs2](http://www.gov.uk/claim-compensation-if-affected-by-hs2)

### Jobs and skills

To see what jobs are available on HS2 at the moment, check our careers page:

<http://careers.hs2.org.uk>

If you're a student wondering what careers in STEM subjects are like, check out articles and have a look around our Plotr World:

[www.plotr.co.uk/careers/worlds/hs2](http://www.plotr.co.uk/careers/worlds/hs2)

And if you're a business wondering how to get involved with HS2, have a look at our guides and updates on:

[www.gov.uk/hs2](http://www.gov.uk/hs2) – search for *HS2 business*

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