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The government has confirmed its preferred route for the new high speed train, HS2, but plans have been met with very mixed feelings from locals and dignitaries across the area.

While Broxtowe Borough Council and Nottinghamshire County Council have welcomed plans, Nuthall councillor Phillip Owen said he had 'grave concerns' and Dave Brock, a member of the DH Lawrence Society in Eastwood said proposals would be a 'violation of the countryside'.

The high speed train - which will run from London to Leeds and Manchester - will run alongside the M1 and is planned to cut through Nuthall.

Nuthall councillor Phillip Owen said: "I have had a number of residents contact me with serious reservations.

"From my perspective we take all the pain and see very little gain."

About ten houses are planned to be demolished in Nuthall to make way for the train.

"Homeowners are receiving letters saying their house might be required, but they're not being told a definite. They are being left in limbo," said Coun Owen.

"Their lives have been put on hold for two years now. They are not being given compensation because that's still to be agreed. It's grossly unfair.



"And there are many other houses that will be affected by the noise that will get no compensation at all", he added.

In Nuthall's neighbouring village, Strelley, a 'cut and cover tunnel' is proposed, meaning everything on the surface will be removed.

Coun Owen, who represents Nuthall on both the borough and county council,

added: "This will go very close to Strelley Hall which dates back several hundred years.

"Associated buildings are likely to be demolished and the associated park land, which is a mature landscape."

Kimberley councillor Richard Robinson said the plan was good news, but he had

concerns over the impact it could potentially have on securing a tram line through the Eastwood and Kimberley area.

"Whilst the news is very good for the prosperity of the East Midlands, we must ensure that construction is planned carefully and al-

High-Speed facts

The project will cut Birmingham to London journey times from 1hr 21 minutes to 49 minutes. The initial plan is for a new railway line between London and the West Midlands carrying 400m-long (1,300ft) trains with as many as 1,100 seats per train. They would operate at speeds of up to 250mph - faster than any current operating speed in Europe - and would run as often as 14 times per hour in each direction.

This would be followed by a V-shaped second phase taking services from Birmingham to Manchester and Leeds. The Department for Transport says there will be almost 15,000 seats an hour on trains between London and the cities of Birmingham, Manchester and Leeds - treble the current capacity. The first phase of the £56bn railway is due to open in December 2026, with trains to travel at

high speed between London and Birmingham before continuing on the existing West Coast Main Line

The onward legs to Manchester and Leeds could start being built in the middle of the next decade, with the line open by 2032-33. An estimated 74,000 jobs could be created and £4 billion added to the East Midlands economy by 2042, if the region can capitalise on the selection of Toton as the site for the new station.

Photo: Chris Pugh/Alamy