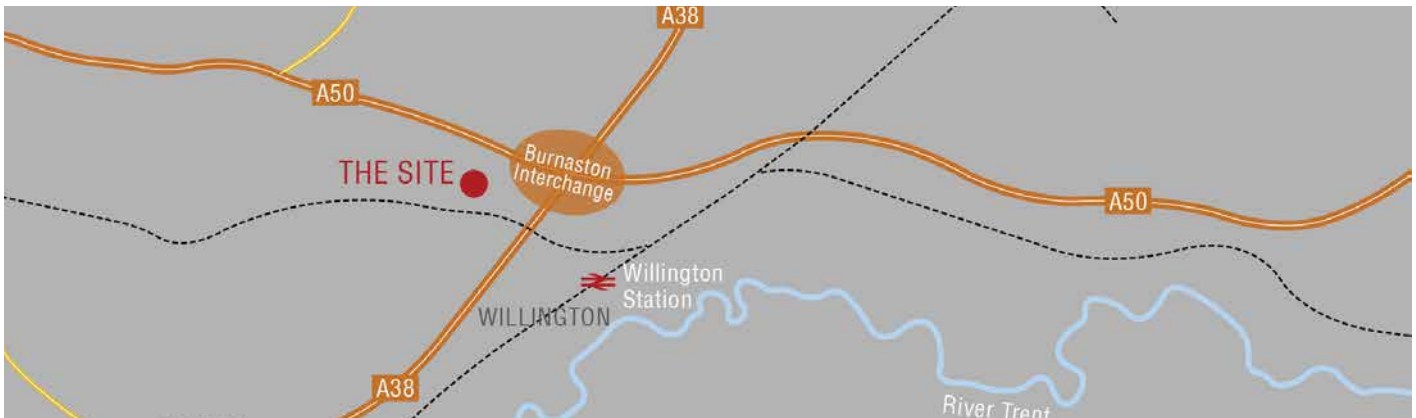


# East Midlands Intermodal Park, South Derbyshire

## Proposals for a Strategic Rail Freight Interchange

Newsletter: Issue 1 (May 2014)



### Welcome +

This newsletter announces the start of Goodman Shepherd's consultation on its proposals for the East Midlands Intermodal Park (EMIP) in South Derbyshire. Goodman Shepherd is proposing to develop a Strategic Rail Freight Interchange; a logistics facility that will allow goods to be moved between the rail and road networks to support businesses in the region and across the UK.

EMIP would be connected to the existing rail and road network via a proposed new spur off the adjoining railway line into the development and a new junction off the existing A50/A38 Burnaston Interchange.

This newsletter provides details of the proposals and initial options, as well as how you can find out more and have your say.

### The site +

The site, which is owned by Etwall Land Ltd, is approximately 255 hectares (630 acres) located to the south west of Derby. It is bordered by the Burnaston Interchange (A50/A38) to the north, Carriers Road (A5132) to the south and is flanked by the A38 to the east and Egginton Road/Etwall Road to the west. The main Stoke-on-Trent to Derby railway line runs through the centre of the site.

There is currently a waste water treatment facility on site, a composting facility, an existing flood attenuation pond, three houses and overhead electricity lines supported by steel lattice pylons across the north of the land. Parts of the site have been subject to previous gravel extraction which has been filled in through licensed waste tipping. In the past the majority of the land has been used for intensive sewage sludge recycling and as such is unsuitable for growing crops direct for human consumption. As a consequence the land is used to grow crops for biofuels or animal feed uses only.

### Stage 1 consultation +

The first stage of consultation on EMIP has been launched and will run until **Friday 18th July 2014**. We are holding a series of public information days during June – see inside for details.





# East Midlands Intermodal Park, South Derbyshire

## Proposals for a Strategic Rail Freight Interchange

### The proposals +

EMIP would include:

- An 'intermodal' terminal to move goods between rail and road, which would include container handling equipment and storage facilities
- Railway sidings and a rail-head shunt with a connection to the existing railway line
- Up to 557,400sqm (6 million sqft) of units for the distribution industry
- A new road access to the site off the A38/A50 intersection to serve the new development
- Internal roads within the development site and parking and servicing areas
- Access for the public via new public footways and cycleways
- A mix of new green spaces and landscaping.

### Why do we need Strategic Rail Freight Facilities (SRFIs) in the UK?

SRFIs form a network of gateways to rail and intermodal freight services, at strategic locations where main road and rail networks intersect. They play a key role in a more sustainable approach to transport in the UK helping to shift freight away from roads to rail. Rail transport has a range of benefits, providing a more efficient, cost-effective and sustainable way to move large volumes of freight. This in turn can help to reduce road congestion and carbon emissions, at a national level, and contribute to economic growth.

Example of an existing SRFI



### Benefits +

- EMIP would enable the region's businesses to efficiently and sustainably transport goods across the UK by rail, encouraging a modal shift away from road-based freight movements
- It represents a significant investment in the area which could boost the region's infrastructure capacity for rail and road freight. This could provide a catalyst to the local economy and help industry in the area to thrive, particularly manufacturing and exporting businesses
- It could offer existing businesses in the area the opportunity to transport goods by rail as well as attracting new businesses to the site itself
- It is estimated that EMIP could deliver up to 7,000 new jobs locally when the site is fully developed as well as temporary jobs during the construction process
- It has the potential to deliver a range of community benefits including investment in training, local transport enhancements and an improvement in the current local drainage arrangements

### About us +

Proposals for the East Midlands Intermodal Park are being progressed by a partnership between Goodman and Shepherd Group.

Goodman is a global integrated property company that owns, develops and manages industrial property and business space: [www.goodman.com](http://www.goodman.com)

Shepherd Group is a leading UK business in construction, engineering and manufacturing: [www.shepherd-group.com](http://www.shepherd-group.com)

The development team has extensive experience in successfully developing large-scale infrastructure projects.



# East Midlands Intermodal Park, South Derbyshire

## Proposals for a Strategic Rail Freight Interchange

### The Options +

We have prepared three outline masterplan options for this stage of consultation. Each plan takes into consideration the site constraints and opportunities and focuses on the different options for the rail access and layout of buildings. We welcome views on the preferred masterplan option and other comments on the design of the proposals.

All options include an intermodal facility at the heart of the development and road access via the Burnaston Interchange. There would be no access to local roads for HGVs and cars. Local access would only be for public transport, pedestrians, cycles and the emergency services.

The following issues were considered for each option:

- The positioning of the rail headshunt in different parts of the site

- The potential for rail connected buildings
- The proximity of new buildings and infrastructure to existing residential properties
- The impact on the existing invessel composting facility operated by Biffa Waste Services
- The provision of additional green space within the site and the retention of existing trees
- Improvements to the existing drainage arrangements within the site, including provision for watercourses and balancing ponds
- The connection between the site and the existing railway line

### Option A +

Option A provides a centrally located intermodal facility alongside a curved rail head-shunt within the eastern part of the site, capable of accommodating full-length trains.

The buildings range from 21,800sqm (235,000sqft) up to 92,900sqm (1 million sqft) with the ability to provide cross-docking (where loading docks are positioned on both sides of the building) where appropriate. There would be an opportunity for distribution units to be directly rail linked adjacent to the central intermodal facility and in the eastern part of the site.





## Option B +

Option B provides a centrally located intermodal facility with a western rail head-shunt that would run parallel to Egginton Road. A bridge/underpass within the site would be required to provide controlled local access between the site and Egginton Road.

The buildings would be of a similar size to Option A, with the potential for direct rail connectivity to the west of the site.



## Option C +

This option is similar to Option A in terms of the layout of the intermodal facilities and associated buildings. However, it differs because the eastern head-shunt would be aligned around the existing watercourses and ponds.





# East Midlands Intermodal Park, South Derbyshire

## Proposals for a Strategic Rail Freight Interchange

### The planning process and community consultation +

Due to the project's potential importance in helping meet Government policy objectives to shift freight to rail, EMIP meets the criteria for a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. Rather than going through the local authority like most planning applications, EMIP requires a Development Consent Order (DCO). Further information on the national infrastructure planning process can be found at <http://infrastructure.planningportal.gov.uk>

Before we submit our DCO application, we are required to undertake statutory consultation with the local community, key stakeholders and statutory consultees. We plan to undertake this statutory consultation on our 'Preferred Proposals' later this year.

However, we believe it is important to consult at an early stage. We have been discussing the potential for a rail freight facility at the site with local stakeholders since early 2012, which has helped us to better understand the constraints and opportunities at the site. We are also undertaking non-statutory consultation with the local community, key stakeholders and statutory consultees on the initial options we have developed for EMIP. This Stage 1 consultation on our 'Masterplan Options' will close on Friday 18th July 2014.

A series of public information days will be held during this period where members of the project team will be on hand to answer your questions and you will have an opportunity to comment on our masterplan options by completing a questionnaire. These will take place on:

Date	Venue
Monday, 16 June 2014 3pm – 7pm	Repton Village Hall, Askew Grove, Repton, DE65 6GR
Wednesday, 18 June 2014 3.30pm – 6.30pm	Hilton Village Hall, Peacroft Lane, Hilton, DE65 5GH
Thursday, 19 June 2014 2pm – 8pm	Mickleover Country Park Social Club, Off Merlin Way, Derby, DE3 0UJ
Friday, 20 June 2014 4pm – 8pm	Egginton Memorial Hall, Egginton, DE65 6HP
Saturday, 21 June 2014 10am – 4pm	The Old School, 42 Castleway, Willington, Derby, DE65 6BT
Monday, 23 June 2014 10am – 2pm	The Council House, Corporation Street, Derby, DE1 2FS
Tuesday, 24 June 2014 4pm – 8pm	Burton Town Hall (Dove Room), King Edward Place, Burton-upon-Trent, DE14 2EB
Wednesday, 25 June 2014 10am – 4pm	Swadlincote Town Hall, The Delph, Swadlincote, DE11 0AH
Saturday, 28 June 2014 10am – 4pm	John Port School (Examination Centre), Main Street, Etwall, DE65 6LU

For full details of how you can make your views known during our Stage 1 consultation, please see the back page of this newsletter. If you would like to see a copy of our full Consultation Plan for the EMIP project, this can be downloaded from the project website at [www.emipark.co.uk](http://www.emipark.co.uk)

application to the Planning Inspectorate (PINS), who will carry out a detailed examination of the proposals before making a recommendation on whether the project should be approved. The final decision will be made by the Secretary of State for Transport.

Following our Stage 2 statutory consultation on our 'Preferred Proposals' later this year, we will then submit our DCO



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### Next Steps +

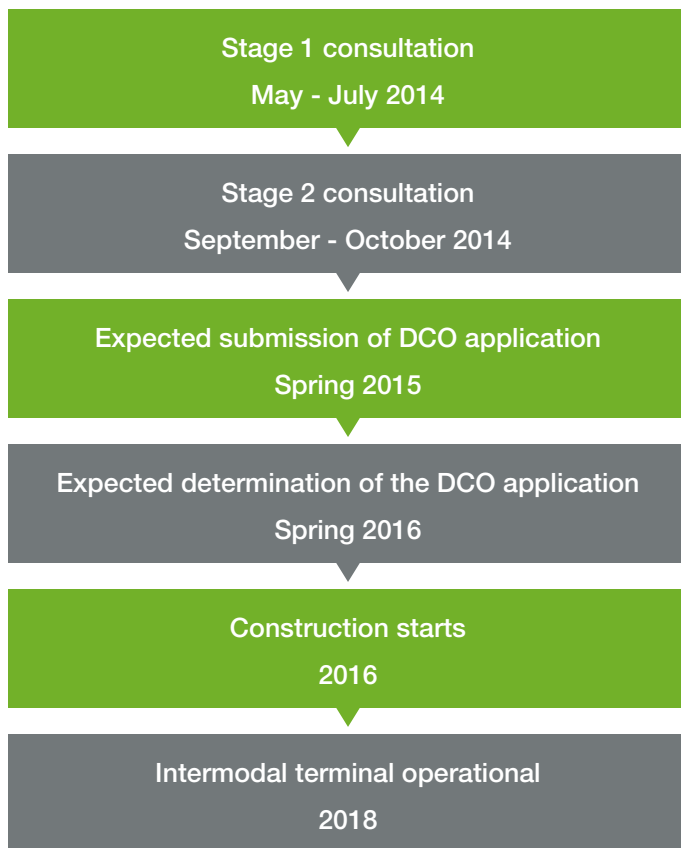
### Environmental Impact Assessment +

As part of the development of our DCO application we are undertaking an Environmental Impact Assessment (EIA) that looks at the potential effects on the land and surrounding areas that would require mitigation.

We will be publishing Preliminary Environmental Information during the Stage 2 statutory consultation on our Preferred Proposals later this year. Further details of the scoping for the EIA will be available on the project website [www.emipark.co.uk](http://www.emipark.co.uk)

### Timeline +

The anticipated timeline set out below is subject to change.



### Making your views known:

There are a number of ways that you can find out more about the EMIP project and/or let us know your views by responding to our Stage 1 consultation on the 'Masterplan Options':

Please ensure that you let us have your views on our 'Masterplan Options' by **Friday 18th July 2014**.

**Visit:** One of our public information days – see inside for details of dates, venues and opening times

**Telephone:** Freephone 0800 170 1418 during office hours\*

**Write to:** FREEPOST EMIP CONSULTATION\*

**Website:** [www.emipark.co.uk](http://www.emipark.co.uk)\*

**Email:** [info@emipark.co.uk](mailto:info@emipark.co.uk)\*

\*These contact details will put you in touch with PPS Group, who are managing the consultation for Goodman Shepherd.