

Q Is the railhead really needed and is it needed on that site in view of similar developments at East Midlands Airport and Barton-under-Needwood?

A Goodman Shepherd are aware of the other proposals but they do not build speculatively - there has to be a demand. The units are built in a bespoke way to suit each occupier. It was confirmed that this development has nothing to do with Toyota and was not sited there because of Toyota.

Q Who employs you?

A Goodman Shepherd.

Q Can't you think of a better name than an Intermodal Park?

A We have tried to think of different names to reflect this type of development. A previous development was called an inland port.

Q Before the planning consultation are draft plans drawn up and will the public be consulted on these?

A It is always difficult to know when to go live in the process. It will be a pre-submission consultation. This is when plans are drawn up and we ask the public how we could make them better and then the subsequent application will address these issues.

Q Do you know that there is enough spare rail capacity on that line?

A Network Rail will be consulted. When the previous proposals were being drawn up there were paths available but commuters always take precedent over freight and it is not known whether there is still capacity.

Q Is it your intention to consult other Parish Councils in the area?

A A letter was sent to the local parish councils asking if they would like a briefing. Etwall was the first parish council to reply.

Q Egginton Heath was the site of a Civil War battle. Have you taken this into consideration?

A I had not realised this but a desk top study will be done before the application is made.

Q Tell us more about the Steering Group.

A I envisage that this will be established by the end of October/beginning of November, comprising of perhaps the Chairman and Clerk of the agreed Parish Councils and one of the ward members of the County Council. It is anticipated that it will follow a format similar to the Toyota Steering Committee. Those involved would not have to support the proposal but just be able to advise on how, where and who should be involved in the consultation using their local knowledge.

Q Where is the demand for this warehousing going to come from? We do not want to see empty warehouses with “to let” signs in 20 years’ time.

A We will not build anything with a “to let” sign. All units will be bespoke buildings. The project is not reliant on Toyota being part of it but Derbyshire is the only Toyota plant worldwide which does not have a rail connection.

Q How long will the leases on the buildings be?

A Some clients will buy the freehold but usually a lease would be for a minimum of 25 years.

Q Will the project be Government funded?

A No all of the funding will come from Goodman and Shepherd.

Q Will there be manufacturing on the site as well?

A It is not just warehousing, there will be some manufacturing as well. The most successful developments offer a little of everything.

Q Is the site classified as green-field or brown-field?

A This is difficult to answer. Some of it is green, some brown and some white.

Q Will it be a prerequisite that businesses will have to use the rail link or could there be road to road traffic?

A Potentially some could be road to road traffic. Some could use East Midlands Airport. Companies want flexibility for present as well as future demand. The rail links add to the cost of the rental so companies are less likely to want to pay this for a road to road business. If they just wanted a road to road business it would be cheaper to go elsewhere.

The meeting closed at 7.15 pm.