



Meeting note

File reference	TR050003
Status	Final
Author	Wragge Lawrence Graham & Co LLP
Date	23 September 2014
Meeting with	Goodman Shepherd (UK) Limited and Network Rail
Venue	Network Rail Offices, Derby
Attendees	Steve Dale (SD) – Network Rail Phil Lynch (PL) – Jacobs for Network Rail Nick Gallop (NG) – Intermodality for Goodman Shepherd Steve Lee (SL) – Goodman Shepherd Andrew Thomas (AT) – Wragge Lawrence Graham & Co LLP Mark Wilson (MW) – Planning Inspectorate (PINS)
Meeting objectives	Project introduction and update meeting
Circulation	All above

Summary of key points discussed and advice given:

NG explained the background to the EMIP project and Network Rail's unconstrained long range growth forecasts, which take account of the aggregated quantum of SRFI proposals, including EMIP.

NG noted that outside of the EMIP proposals, Network Rail is undertaking a wider study to develop proposals for the wider upgrade of the rail network in the East Midlands, to provide additional capacity to deal with the forecast growth in passenger and freight traffic over the next 30 years. Network Rail anticipates undertaking public consultation on its proposals by the end of 2014.

NG, SD and PL noted that Network Rail is currently progressing a programme to upgrade the Derby to Stoke Line, which is unconnected with the EMIP proposals, but which presents an opportunity to identify synergies with EMIP as far as possible. The upgrade will create additional capacity on the route for more passenger and freight trains, with the route being available around the clock (currently the route is typically open between around 6am and 10pm). The route is therefore expected to carry extra traffic, regardless of the EMIP project.

AT described the Development Consent Order process for the benefit of Network Rail.

NG noted that the EMIP proposals provide for main line connections in both directions of travel, to maximise the opportunities for rail freight services to and from the site.

Trains will be able to travel southwards from EMIP towards East Midlands Parkway without having to “run round” on route.

NG described how the rail freight interchange would operate. Reception sidings and handling sidings will be capable of taking full-length (775m) freight trains, avoiding the need for trains to be split across multiple handling sidings as occurs at all other inland SRFI at present.

SD/PL explained that Network Rail's emphasis is to minimise disruption to passenger traffic. Signalling and main line connections will be kept as simple as possible to expedite train movements on and off site. Network Rail can provide signalling control over the main line reception sidings, again to help expedite the movement of trains on and off the network. MW noted that the Development Consent Order should make clear who has the benefit of the powers.

SD noted that workstreams being undertaken by NR on EMIP for Goodman Shepherd are looking at the interfaces with the NR infrastructure, in terms of route capability, level crossings, engineering and maintenance access. SD commented that Network Rail Investment Panel approval was currently being sought for the next phase of these workstreams [which has since been confirmed].

PL described the Governance for Railway Investment Projects (GRIP) process. NR will supply its report on the GRIP workstreams in February/March 2015, to input into Goodman Shepherd's Development Consent Order application.

MW noted that the EIA scoping opinion would be issued shortly. It was agreed that a site visit would be arranged and that an outreach meeting between PINS and interested local authorities would be pursued.

The programme for the next phase of NR inputs will be firmed up in the near future with a view to all aspects being settled by March 2015 [programme has since been confirmed by NR].

MW stated that PINS would like to see a draft of the Development Consent Order six weeks before submission.

Specific decisions / follow up required?