New Business Planner
Direct Rail Services
Kingmoor Dept.
Carlisle
CA3 9NZ
21/11/2013

**G.D.F Rail transportation topics to consider from a DRS standpoint**

1) **Decision has been made that the vast majority of materials to be delivered by rail and final site selection will determined the required design of rail sidings.**
2) **The rail design will need to be multi-functional firstly for construction, followed by waste to be deposited and a "worker/staff" transportation solution including a station.**
3) **Could any potential rail infrastructure requirements form a partnership with new build?**
4) **The existing rail line between Thursby and Maryport has many options to branch off to a GDF facility and land/space either side of the A596 between these two points appear to be plentiful.**
5) **If a site South of Maryport is chosen, then there are some historical rail lines, many of which have still got a track bed, could be resurrected.**
6) **Line resurrection that could be for both GDF and new build is the line from Sellafield to Egremont via Beckermet then ultimately on to Corkickle.**
7) **Once the line departs St Bees then it is almost impossible to divert the rail line inland due to the structure of the ground.**
8) **The line between St Bees and Sellafield and also between Harrington and Parton are susceptible to flooding and occasional landslip.**
9) **True community benefit would provide a rail solution for the project but equally provide new stations and rail access to towns and villages that have be isolated from it since Dr Beeching, namely Cockermouth and Egremont.**

**I sincerely hope this assists in any formative plans you may consider when searching for a location to site the GDF.**

**Kind Regards**

**Eddie Pollock**

**REDACTED REDACTED**