



**West Berkshire Local Plan Review 2022-2039**  
**Proposed Submission Representation Form**

**Ref:**

*(For official use only)*

|   |  |
|---|--|
| <b>Please complete online or return this form to:</b> | <b>Online:</b> <a href="http://consult.westberks.gov.uk/kse">http://consult.westberks.gov.uk/kse</a>           |
|   | <b>By email:</b> <a href="mailto:planningpolicy@westberks.gov.uk">planningpolicy@westberks.gov.uk</a>          |
|   | <b>By post:</b> Planning Policy, Development and Regulation, Council Offices, Market Street, Newbury, RG14 5LD |
| <b>Return by:</b>                                     | <b>4:30pm on Friday 3 March 2023</b>   |

This form has two parts:

- Part A - Your details: need only be completed once
- Part B - Your representation(s): please fill in a separate sheet for each representation you wish to make

**PART A: Your Details**

*Please note the following:*

- *We cannot register your representation without your details.*
- *Representations cannot be kept confidential and will be available for public scrutiny, however, your contact details will not be published.*
- *All information will be sent for examination by an independent inspector*
- *All personal data will be handled in line with the Council's Privacy Policy on the Development Plan. You can view the Council's privacy notices at <http://info.westberks.gov.uk/privacynotices>*

|   | <b>Your details</b>                                       | <b>Agent's details (if applicable)</b> |
|---|---|--|
| Title:                                      | Mr.   |  |
| First Name:*                                | Patrick   |  |
| Last Name:*                                 | Gurner  |  |
| Job title<br>(where relevant):              | Director  |  |
| Organisation<br>(where relevant):           | PSPconsulting   |  |
| Address*<br><i>Please include postcode:</i> | 16 Ledborough Lane,<br>Beaconsfield,<br>Bucks.<br>HP9 2PZ |  |
| Email address:*                             | [REDACTED]  |  |
| Telephone number:                           | [REDACTED]  |  |

\*Mandatory field

## Part B – Your Representation

**Please use a separate sheet for each representation**

The accompanying guidance note available at: <https://www.westberks.gov.uk/lpr-proposed-submission-consultation> will assist you in making representations.

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| Your name or organisation (and client if you are an agent): | Patrick Gurner PSPconsulting<br>On behalf of Beftonforth Ltd |
|---|--|

**Please indicate which part of the Local Plan Review this representation relates to:**

|                    |                      |
|--------------------|----------------------|
| Section/paragraph: |                      |
| Policy:            | SP1 Spatial Strategy |
| Appendix:          |                      |
| Policies Map:      |                      |
| Other:             |                      |

### 1. Legally Compliant

*Please see the guidance notes for an explanation of what 'legally compliant' means.*

**Do you consider the Local Plan Review is legally compliant?**

Yes

No

*Please give reasons for your answer:*

All as set out in detail in the Local Plan Review Documentation

## 2. Soundness

Please see the guidance notes for an explanation of what 'soundness' means.

### Do you consider the Local Plan Review is sound?

The soundness of the LPR should be assessed against the following criteria from the National Planning Policy Framework (NPPF)

Please tick all that apply:

| NPPF criteria   | Yes | No       |
|---|-----|----------|
| <b>Positively Prepared:</b> The plan provides a strategy which, as a minimum, seeks to meet the area's objectively assessed need and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where practical to do so and is consistent with achieving sustainable development |     | <b>V</b> |
| <b>Justified:</b> the plan is an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence   |     | <b>V</b> |
| <b>Effective:</b> the plan is deliverable over the plan period and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground  |     | <b>V</b> |
| <b>Consistent with national policy:</b> the plan should enable the delivery of sustainable development in accordance with the policies of the NPPF  |     | <b>V</b> |

Please give reasons for your answer:

Please refer to Section 3 and Section 4 of the accompanying statement prepared by PSP on behalf of Beftonforth Ltd – Ref PER109 Dated March 2023.

## 3. Complies with the Duty to Co-operate

Please see the guidance note for an explanation of what 'Duty to Cooperate' means.

### Do you consider the Local Plan Review complies with the Duty to Co-operate?

Yes

**V**

No

Please give reasons for your answer:

All as set out in detail in the Local Plan Review Documentation

#### 4. Proposed Changes

**Please set out what change(s) you consider necessary to make the Local Plan Review legally compliant or sound, having regard to the tests you have identified above (Please note that non-compliance with the duty to co-operate is incapable of modification at examination).**

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**If your representation is seeking a change, do you consider it necessary to participate at the examination hearing session(s)?**

Yes

No

*If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:*

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*Please note the Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.*

#### 6. Notification of Progress of the Local Plan Review

**Do you wish to be notified of any of the following?**

*Please tick all that apply:*

*Tick*

|   |                                     |
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| The submission of the Local Plan Review for Independent Examination                   | <input checked="" type="checkbox"/> |
| The publication of the report of the Inspector appointed to carry out the examination | <input checked="" type="checkbox"/> |
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| <b>Signature</b> | <b>Patrick Gurner</b> | <b>Date</b> | <b>1<sup>st</sup> March 2023</b> |
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**Please indicate which part of the Local Plan Review this representation relates to:**

|                    |                                  |
|--------------------|----------------------------------|
| Section/paragraph: |                                  |
| Policy:            | SP5 Responding to Climate Change |
| Appendix:          |                                  |
| Policies Map:      |                                  |
| Other:             |                                  |

### 1. Legally Compliant

*Please see the guidance notes for an explanation of what 'legally compliant' means.*

**Do you consider the Local Plan Review is legally compliant?**

Yes

No

*Please give reasons for your answer:*

All as set out in detail in the Local Plan Review Documentation



## 2. Soundness

Please see the guidance notes for an explanation of what 'soundness' means.

### Do you consider the Local Plan Review is sound?

The soundness of the LPR should be assessed against the following criteria from the National Planning Policy Framework (NPPF)

Please tick all that apply:

| NPPF criteria   | Yes | No       |
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Please give reasons for your answer:

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## 3. Complies with the Duty to Co-operate

Please see the guidance note for an explanation of what 'Duty to Cooperate' means.

### Do you consider the Local Plan Review complies with the Duty to Co-operate?

Yes

**V**

No

Please give reasons for your answer:



All as set out in detail in the Local Plan Review Documentation

#### 4. Proposed Changes

**Please set out what change(s) you consider necessary to make the Local Plan Review legally compliant or sound, having regard to the tests you have identified above (Please note that non-compliance with the duty to co-operate is incapable of modification at examination).**

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**If your representation is seeking a change, do you consider it necessary to participate at the examination hearing session(s)?**

Yes

No

*If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:*

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**Do you wish to be notified of any of the following?**

*Please tick all that apply:*

*Tick*

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|                    |                |
|--------------------|----------------|
| Section/paragraph: |                |
| Policy:            | SP23 Transport |
| Appendix:          |                |
| Policies Map:      |                |
| Other:             |                |

### 1. Legally Compliant

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*Please give reasons for your answer:*

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*Please tick all that apply:*

*Tick*

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| Section/paragraph: | SP23 Supporting Text |
| Policy:            |                      |
| Appendix:          |                      |
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|---|---|--|
| Title:                                      | Mr.   |  |
| First Name:*                                | Patrick   |  |
| Last Name:*                                 | Gurner  |  |
| Job title<br>(where relevant):              | Director  |  |
| Organisation<br>(where relevant):           | PSPconsulting   |  |
| Address*<br><i>Please include postcode:</i> | 16 Ledborough Lane,<br>Beaconsfield,<br>Bucks.<br>HP9 2PZ |  |
| Email address:*                             | [REDACTED]  |  |
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|---|--|

**Please indicate which part of the Local Plan Review this representation relates to:**

|                    |                               |
|--------------------|-------------------------------|
| Section/paragraph: |                               |
| Policy:            | DM42 Transport Infrastructure |
| Appendix:          |                               |
| Policies Map:      |                               |
| Other:             |                               |

**1. Legally Compliant**

*Please see the guidance notes for an explanation of what 'legally compliant' means.*

**Do you consider the Local Plan Review is legally compliant?**

Yes

No

*Please give reasons for your answer:*

All as set out in detail in the Local Plan Review Documentation

## 2. Soundness

Please see the guidance notes for an explanation of what ‘soundness’ means.

### Do you consider the Local Plan Review is sound?

The soundness of the LPR should be assessed against the following criteria from the National Planning Policy Framework (NPPF)

Please tick all that apply:

| NPPF criteria   | Yes | No       |
|---|-----|----------|
| <b>Positively Prepared:</b> The plan provides a strategy which, as a minimum, seeks to meet the area’s objectively assessed need and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where practical to do so and is consistent with achieving sustainable development |     | <b>V</b> |
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Please give reasons for your answer:

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## 3. Complies with the Duty to Co-operate

Please see the guidance note for an explanation of what ‘Duty to Cooperate’ means.

### Do you consider the Local Plan Review complies with the Duty to Co-operate?

Yes

**V**

No

Please give reasons for your answer:

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#### 4. Proposed Changes

**Please set out what change(s) you consider necessary to make the Local Plan Review legally compliant or sound, having regard to the tests you have identified above (Please note that non-compliance with the duty to co-operate is incapable of modification at examination).**

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No

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**Do you wish to be notified of any of the following?**

*Please tick all that apply:*

*Tick*

|   |                                     |
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| Title:                                      | Mr.   |  |
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**Please indicate which part of the Local Plan Review this representation relates to:**

|                    |                      |
|--------------------|----------------------|
| Section/paragraph: | DM42 Supporting Text |
| Policy:            |                      |
| Appendix:          |                      |
| Policies Map:      |                      |
| Other:             |                      |

### 1. Legally Compliant

*Please see the guidance notes for an explanation of what 'legally compliant' means.*

**Do you consider the Local Plan Review is legally compliant?**

Yes

No

*Please give reasons for your answer:*

All as set out in detail in the Local Plan Review Documentation

## 2. Soundness

Please see the guidance notes for an explanation of what 'soundness' means.

### Do you consider the Local Plan Review is sound?

The soundness of the LPR should be assessed against the following criteria from the National Planning Policy Framework (NPPF)

Please tick all that apply:

| NPPF criteria   | Yes | No       |
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Please give reasons for your answer:

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## 3. Complies with the Duty to Co-operate

Please see the guidance note for an explanation of what 'Duty to Cooperate' means.

### Do you consider the Local Plan Review complies with the Duty to Co-operate?

Yes

**V**

No

Please give reasons for your answer:

All as set out in detail in the Local Plan Review Documentation

#### 4. Proposed Changes

**Please set out what change(s) you consider necessary to make the Local Plan Review legally compliant or sound, having regard to the tests you have identified above (Please note that non-compliance with the duty to co-operate is incapable of modification at examination).**

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*Please tick all that apply:*

*Tick*

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**Please indicate which part of the Local Plan Review this representation relates to:**

|                    |                                     |
|--------------------|-------------------------------------|
| Section/paragraph: |                                     |
| Policy:            | DM43 Theale Rail-road Transfer Site |
| Appendix:          |                                     |
| Policies Map:      |                                     |
| Other:             |                                     |

### 1. Legally Compliant

*Please see the guidance notes for an explanation of what 'legally compliant' means.*

**Do you consider the Local Plan Review is legally compliant?**

Yes

No

*Please give reasons for your answer:*

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## 2. Soundness

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Yes

**V**

No

Please give reasons for your answer:



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**PSP**

**PSP Consulting  
16 Ledborough Lane  
Beaconsfield  
HP9 2PZ**

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**BEFTONFORTH LTD RESPONSE  
TO  
WEST BERKS REGULATION 19  
PROPOSED SUBMISSION DRAFT LOCAL PLAN**

**PSP REF PER109**

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**MARCH 2023**

**Prepared for and on behalf of:**

**Beftonforth Limited  
Unit 9, Barnwell Road  
Oundle  
Peterborough  
PE8 5PB**

## Document Review Sheet

This document has been prepared for the sole use of Beftonforth Limited. Its contents should not be relied upon by others without the written authority of PSPconsulting. If any unauthorised third party makes use of this report they do so at their own risk and PSPconsulting owe them no duty of care or skill.

## Document Status

| Rev | Date       | Description                          | Author | Issue |
|-----|------------|--------------------------------------|--------|-------|
| 00  | 19/02/2023 | First Draft issue for comment        | PG     | PG    |
| 01  | 26/02/2023 | Second Draft Issue for final comment | PG     | PG    |
| 02  | 01/03/2023 | Final Issue                          | PG     | PG    |

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| 4. Required Changes to make the Plan Sound              | 17          |

**APPENDICES:**

**Appendix A** – Guy Bates NR letter May 2022

**Appendix B** – Guy Bates NR letter November 2022

**DRAWINGS:**

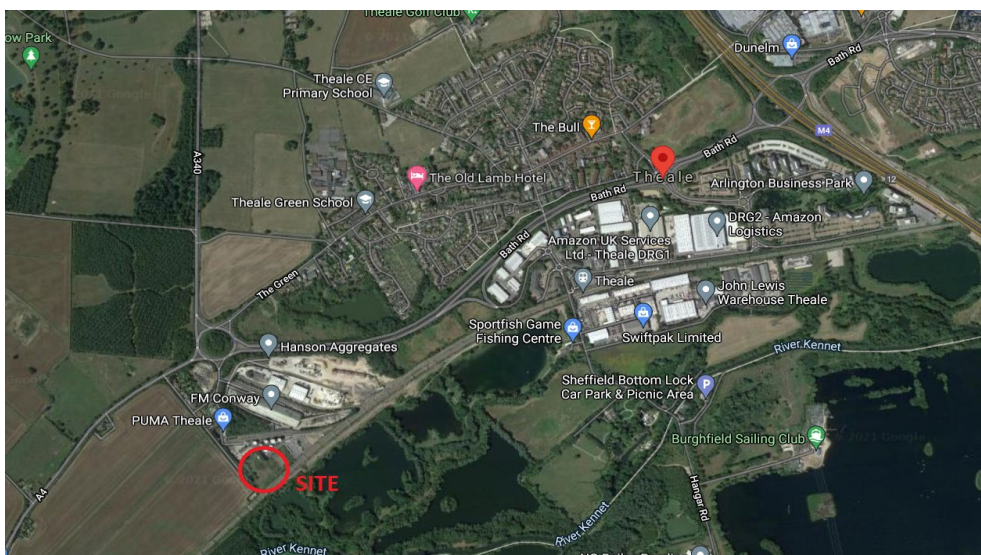
**2422-100** Proposed Access Road - Overall Layout

**2422-105** Rail Sidings

## BEFTONFORTH LTD RESPONSE TO WEST BERKS REGULATION 19 PROPOSED SUBMISSION DRAFT LOCAL PLAN

### SECTION 1 - INTRODUCTION

1. PSPconsulting (PSP) are appointed by Beftonforth Limited (Beftonforth) to give highways and transport planning advice in relation to their land which forms part of the Theale Railhead.
2. The Beftonforth land is the last parcel of land within the Theale Railhead to come forward for development under Development Plan Saved Policy ECON.7. Across the period 2021 and 2022, PSP have designed the new access road to the Beftonforth land, required by Saved Policy ECON.7, and PSP have provided support and advice with respect to West Berks review of the Minerals & Waste Local Plan.
3. PSP are now instructed to prepare this response, on behalf of Beftonforth, in relation to the West Berks Proposed Submission Draft Local Plan. Beftonforth fully support the continued identification of the Theale Railhead under Draft Policy DM43 ‘Theale Rail-Road Transfer Site’ and as shown on the Draft Policies Map. However, Beftonforth consider the removal of the positive provisions relating to the potential for growth of the Theale Railhead is not consistent with National or Local Policy and the Proposed Submission Draft Local Plan has therefore not been Positively Prepared and is Unsound.
4. The Beftonforth land (circled below), lies between the Puma Energy Oil Depot and the mainline railway. The Beftonforth land has been derelict for many years and was formerly a builder’s yard.



## SECTION 2 - BACKGROUND

5. The current Development Plan for West Berkshire includes the Core Strategy (2006–2016) which was adopted in 2012 and the 1991-2006 Local Plan Saved Policies, set out in the Council’s September 2007 Written Statement. The 1991-2006 Local Plan was adopted in 2002.

6. Saved Policy ECON.7 ‘Safeguarding Rail-based Industry at Theale’ is detailed on page 79 of the Written Statement (extract below). Saved Policy ECON.7 includes the Beftonforth land, which is described below as a builder’s yard, house and paddock.

West Berkshire District Local Plan  
Saved Policies

Amended September 2007

Economy

### 4.11 SAFEGUARDING RAIL-BASED INDUSTRY AT THEALE

4.11.1 The rail site at Wigmore Lane, Theale, is defined to include that area served by the rail link, i.e. the cement works, the coated stone treatment and distribution plant and the oil depot. These uses were permitted by the Secretary of State for the purpose of transferring goods from rail to road. It is this special use which needs to be protected due to the shortage of appropriate sites for such facilities across West Berkshire. The builders yard, house and paddock to the south of Wigmore Lane has now been included within this policy so as to provide a further opportunity for rail-served development. Any development of this site should be subject to satisfactory road access, this access should be contained within the existing rail site and not from outside.

4.11.2 Part of the site has been identified under the Berkshire Waste Local Plan as a preferred area for road to rail transfer operations, plus major recycling facilities which could include difficult and metal wastes. It is considered that these uses conform to the road to rail transfer designation, given the opportunity to transport such wastes, by rail from the site. Care must also be taken to ensure that mitigation measures are employed to limit impacts such as noise, dust and smell from waste transfer activities.

4.11.3 Policy T8 in the Structure Plan encourages road to rail transfer sites, subject to environmental and transport considerations. Any extension to the area designated under policy ECON.7 would therefore be subject to the following factors: (a) a demonstrated need for expansion of the rail-based industries; (b) the scale and intensity of the proposed development and its wider environmental impact; (c) its impact upon the existing residential properties which are in proximity, in particular, in terms of noise, traffic and visual intrusion; (d) the scale and nature of environmental and landscape improvements; (e) the provision of satisfactory access.

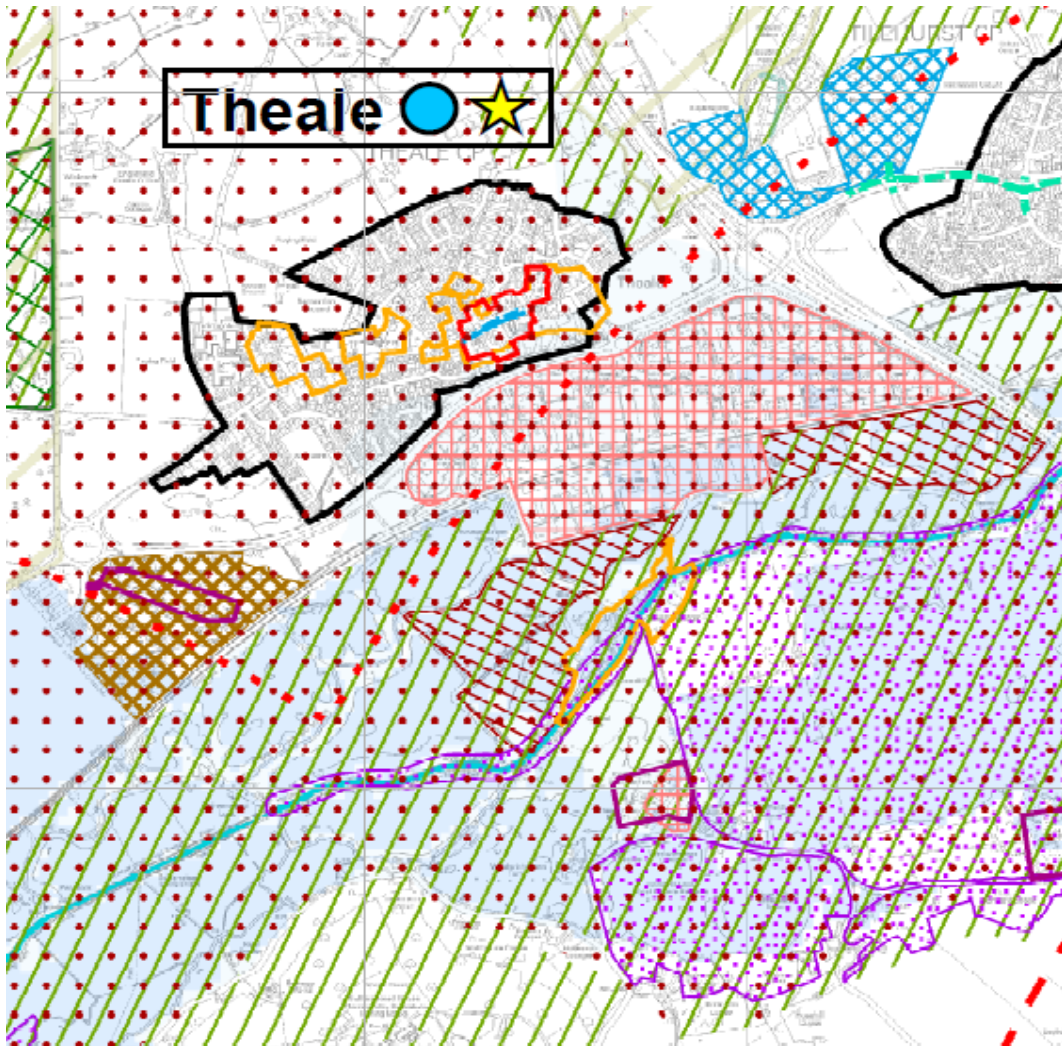
**POLICY ECON.7** The rail site at Theale should be reserved solely for those industries which require and need a permanent and proven rail link coupled with access to the primary road network.

7. Saved Policy ECON.7 states that *“any development of this site [ie the Beftonforth land] should be subject to satisfactory road access, this access should be contained from within the existing rail site and not from outside”*. This comment is a reference to the unsuitability of using the existing access to the Beftonforth land along Wigmore Lane in front of the existing residential properties. The properties are close to the road, the road width is narrow and the road surface is not in a good condition.

8. The extract below from the Core Strategy Proposals Map shows:

- the access to the Theale Railhead, and the Wigmore Lane residential properties, from the primary road network at the A4 roundabout;

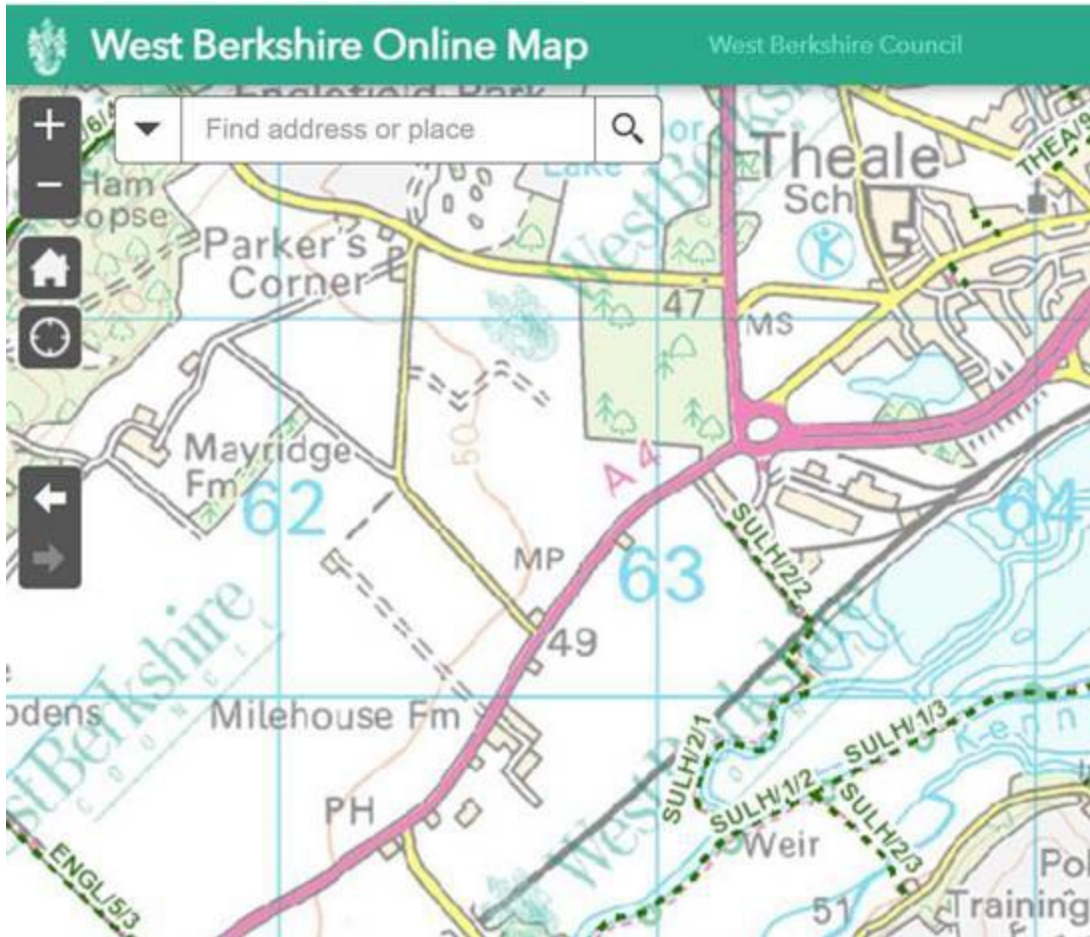
- the Theale Railhead cross-hatched in brown;
- the Theale Protected Employment Area cross-hatched in red; and
- the existing residential properties fronting Wigmore Lane, to the west of the Railhead and to the south of the A4.



### ***Public Rights of Way***

9. The extract below from the West Berkshire Online Public Rights of Way Map shows public footpath SULH/2/2 with Theale FP19 running along the southern section of Wigmore Lane to the railway line. The West Berkshire Highway Records Team have confirmed that this section of Wigmore Lane is not publicly maintained highway.





10. The Beftonforth land is the last remaining undeveloped parcel of land within the Theale Railhead and Beftonforth have been working with Network Rail to bring forward the delivery of a new access road and a new rail sidings to serve the Beftonforth land. Following early discussions between Network Rail, Beftonforth and Puma Energy, PSP were instructed to work with Network Rail and Puma Energy to prepare the design of a new access road, consistent with the requirements of Saved Policy ECON.7.

11. PSP have subsequently prepared two new access road designs, running through the Puma Energy site to the Beftonforth land, to avoid passing in front of the Wigmore Lane residential properties. Both of these designs are agreed with Network Rail and Puma Energy, and are shown illustratively on enclosed **Drawing 2422/100**.

- The first access road design incorporates Wigmore Lane (south) and this was the subject of the Prior Approval application (21/02298/PAD56) to West Berks in September 2021; and
- The second access road design is off-set from Wigmore Lane (south) and runs behind a Network Rail security fence. This access road can be delivered under



Network Rail's statutory powers and does not need any approval from West Berks.

12. With a suitable new access road designed and agreed with Network Rail and with Puma Energy, Network Rail instructed their Engineering Team to look at the new rail sidings to serve the Beftonforth land. The proposed rail sidings are shown illustratively on enclosed **Drawing 2422-105**. Approximately 300m of new rail sidings are proposed on the Beftonforth land, situated parallel and adjacent to the existing mainline railway.

13. It is expected that the new rail sidings will be used to import aggregates and Network Rail Operational Division have confirmed that the Beftonforth land would have a likely maximum capacity of 375,000 tonnes of aggregates per annum. Puma Energy have agreed that the new rail sidings can run along the edge of their operational area, currently used for lorry parking.

14. During the course of the preparation of the access road and rail sidings designs, Beftonforth met with Network Rail and the Englefield Estate to discuss the opportunities for expanding rail use at the Theale Railhead to include an intermodal rail freight facility.

15. As Network Rail explain in their response to the Submission Draft Local Plan, rail freight contributes to the economy and plays a significant role in modal shift, reducing congestion and carbon emissions, and supporting long-term sustainable growth. Future freight growth forecasting identifies significant continued growth of rail freight and it is anticipated that the Government will set a rail freight growth target to be factored in to Network Rail's strategic planning framework. It is Network Rail and the Government's intention to increase the use of rail freight to assist in achieving national decarbonisation targets and deliver net-zero.

16. The Spring 2022 Rail Industry Review of potential Intermodal Rail Freight Interchange sites is summarised in the Network Rail response to the Submission Draft Local Plan. From an original long list of over 600 sites across the UK, the search for suitable locations identified only four sites within the Southeast of England and of these four sites, the land west of Wigmore Lane has been identified as the only site capable of serving the western part of the region. Network Rail has thus been in discussions with the Englefield Estate, the owners of the land west of Wigmore Lane to investigate the potential the land offers to secure modal shift from road to rail and meet the identified demand for further rail served development in this area.

17. Network Rail, the Englefield Estate and Beftonforth have agreed to work together to ensure that any rail-based development of the Beftonforth land, and

particularly the design of the new rail sidings, will not prejudice or preclude the opportunity to extend the rail sidings westwards into the land west of Wigmore Lane.

The following joint statement is agreed between the parties:

*It is confirmed that Network Rail, Beftonforth and Englefield Estate have been liaising with regard to the Beftonforth proposals and Network Rail's identification of the potential that land west of Wigmore Lane offers for expansion. It is understood by all parties that growth of the existing Theale Rail-Road Transfer Site will require close working between the three parties and that connection to the main line for land west of Wigmore Lane would ideally be taken via the Beftonforth Land.*

*All parties are committed to working jointly to ensure that development of the Beftonforth land is brought forward for rail freight use in accordance with the current Development Plan and that the potential for the future growth of rail freight provision at Theale on land west of Wigmore Lane is safeguarded and protected.*

*There is agreement that the provision for future rail expansion must be taken into consideration and all siding designs on the Beftonforth land will not fetter further rail connections to the west (land west of Wigmore Lane).*

*Network Rail and the Englefield Estate are making their own representations to the Local Plan Review which, amongst other things, reflect the above position.*

**SECTION 3 - POLICY REVIEW INCLUDING DRAFT POLICIES DM43 AND DM42*****National Planning Policy Framework (NPPF July 2021)***

18. The National Planning Policy Framework (NPPF) has a presumption in favour of sustainable development at its heart. Of particular relevance to the potential for growth in rail use at the Theale Railhead, Beftonforth have highlighted below particular elements of National Policy which support the Government's intention to increase the use of rail freight to assist in achieving national decarbonisation targets and deliver net-zero.

- At NPPF paragraph 106(c), planning policies should:  
*“identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;”*
- At NPPF paragraph 106(e) planning policies are also required to:  
*“provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy...”*
- Footnote 44 on page 31 confirms that:  
*“Policies for large scale facilities should, where necessary, be developed through collaboration between strategic policy-making authorities and other relevant bodies. Examples of such facilities include ports, airports, interchanges for rail freight, ....” [our underlining].*
- NPPF paragraph 83 is clear that in the context of building a strong, competitive economy:  
*“Planning policies and decisions should recognise and address the specific locational requirement of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”* [our underlining].
- At NPPF paragraph 152 In the context of meeting the challenge of climate change, the planning system should help to:  
*“shape places in ways that contribute to radical reductions in greenhouse gas emissions...”*.
- And NPPF paragraph 153 requires that:  
*“Plans should take a proactive approach to mitigating and adapting to climate change...”*.

- Similarly, NPPF paragraph 154 confirms that new development should be planned in ways that:

*“can help reduce greenhouse gas emissions...”.*

19. The consultation on the December 2022 proposed updates to the NPPF, which run to March 2023, do not propose any material change to the NPPF paragraphs quoted above.

20. The Planning Practice Guidance (PPG) on Climate Change gives advice at paragraph 003 on *“How the challenges of climate change can be addressed through the Local Plan”*. The Guidance states that *“there are many opportunities to integrate climate change mitigation and adaptation objectives into the Local Plan. Sustainability appraisal can be used to help shape appropriate strategies in line with the statutory duty on climate change and ambition in the Climate Change Act 2008.*

*Examples of mitigating climate change by reducing emissions:*

- *Reducing the need to travel and providing for sustainable transport;”*

***Draft Policies SP1 ‘Spatial Strategy’; SP5 ‘Responding to Climate Change; and SP23 ‘Transport’***

21. Consistent with the above National Policy advice, Beftonforth consider that the following Draft Local Plan Policies should be amended as below:

- Draft Policy SP1 ‘Spatial Strategy’ should be extended to include opportunities to increase and expand the provision for the movement of freight by sustainable means.
- Draft Policy SP5 ‘Responding to Climate Change’ listed criteria should also include an item to demonstrate how opportunities to secure the sustainable movement of freight have been maximised and secured.
- Draft Policy SP23 ‘Transport’ should similarly include a requirement for development that generates a transport impact to demonstrate that all options to secure modal shift from road to more sustainable transport means have been explored.
- The Supporting Text to Draft Policy SP23 should include a new paragraph encouraging modal shift for the movement of freight from road to rail.

***Draft Policy DM43 Theale Rail-road Transfer Site***

22. The Theale Railhead site is identified on the currently adopted West Berkshire Core Strategy Policies Map under Saved Policy ECON.7 ‘Safeguarding Rail-Based Industry at Theale’, and has been more recently confirmed in the adopted

Minerals & Waste Local Plan (December 2022) under Policy 9 and the associated Policies Map. The Theale Railhead is a key rail freight site serving the region and the continued identification of this site on the Submission Draft Local Plan Policies Map and by Draft Policy DM43 ‘Theale Rail-Road Transfer Site’ is fully supported.

23. However, Beftonforth consider the removal of the positive provisions relating to the potential for growth of the Theale Railhead, contained in Saved Policy ECON.7 and Regulation 18 Draft Policy DC31, is not consistent with National or Local Policy and the Regulation 19 Proposed Submission Draft Local Plan has therefore not been Positively Prepared and is Unsound, for the reasons set out below.

24. Appendix 7 of the Submission Draft Local Plan presents a schedule of policies to be superseded or deleted and Saved Policy ECON.7 ‘Safeguarding Rail-Based Industry at Theale’ is to be replaced by Draft Policy DM43 ‘Theale Rail-road Transfer Site’. Draft Development Management Policy DM43 is reproduced below:

#### Policy DM43

##### Theale Rail-road Transfer Site

The rail-road transfer site at Theale is reserved solely for those industries which require a rail-road transfer facility and access to the highway network.

Redevelopment for any uses not expressly for this purpose will not be permitted.

25. Saved Policy ECON.7, and supporting lower case text, are reproduced in Section 2 above. The first sentence of Draft Policy DM43 is equivalent to Saved Policy ECON.7. There is no second sentence in Saved Policy ECON.7.

26. The lower case text from Saved Policy ECON.7, paragraph 4.11.1, explains that transferring goods from rail to road is a *“special use which needs to be protected due to the shortage of appropriate sites for such facilities across West Berkshire”*.

27. Paragraph 4.11.3 then embraces the prospect of extending the Theale Railhead and states that *“any extension to the area designated under Policy ECON.7 would therefore be subject to the following factors: (a) a demonstrated need for expansion of the rail-based industries; (b) the scale and intensity of the proposed development and its wider environmental impact; (c) its impact upon the existing residential properties which are in proximity, in particular, in terms of noise, traffic and visual intrusion; (d) the scale and nature of environmental and landscape improvements; (e) the provision of satisfactory access”*.

28. In moving forward from Saved Policy ECON.7, the December 2020 Regulation 18 Draft Local Plan includes the Theale Railhead site under Draft Policy DC31, with the same policy wording as Draft Policy DM43 above. However, the Regulation 18 draft Local Plan at paragraph 12.12 states that *“Theale is the only location which offers road-rail transfer facilities in the area. As a result, it is important to the local economy that this continues to be protected and grows”*. This is a helpful acknowledgement of the potential for growth of the Theale Railhead consistent with National and Local Policy, however, this paragraph has been omitted from the Regulation 19 Draft Local Plan.

29. Unfortunately, neither the Regulation 18 Draft Local Plan nor the Regulation 19 Draft Local Plan, bring forward paragraph 4.11.3 from Saved Policy ECON.7. The dropping of paragraph 4.11.3 is, in itself, a fundamental omission, and this is compounded by the removal of the Theale Railhead ‘protected and grows’ paragraph 12.12 between the Regulation 18 and the Regulation 19 versions of the Draft Plan.

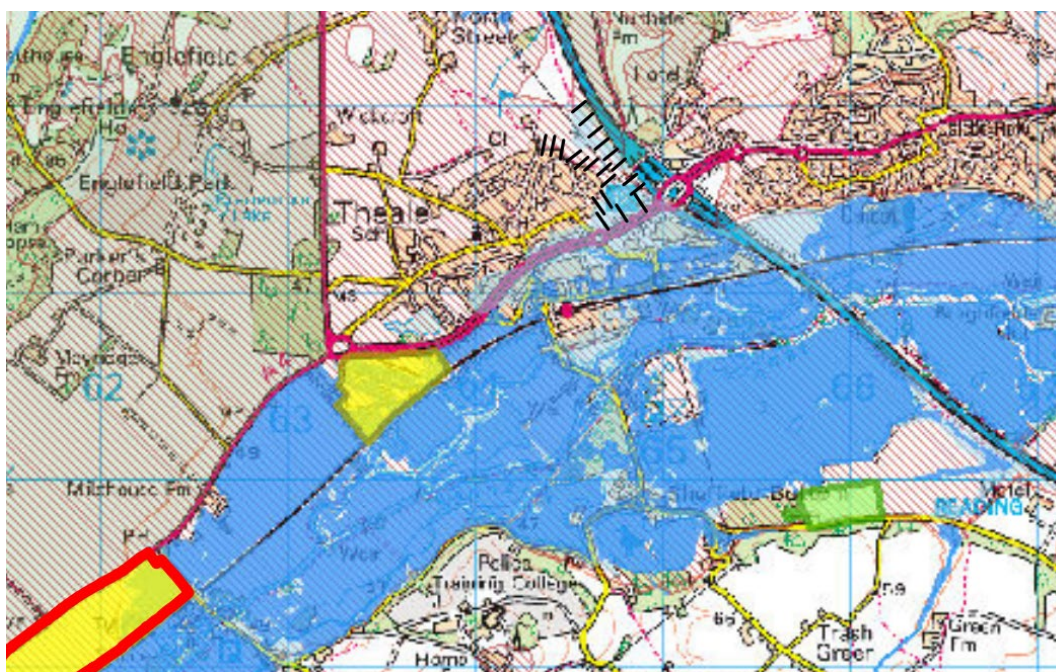
30. The removal of these growth provisions, which are entirely consistent with current National and Local Policy, demonstrates that the Regulation 19 Draft Local Plan has not been positively prepared; in fact, it has been negatively prepared. Draft Policy DM43 is thus fundamentally Unsound. The Council have, unreasonably and without evidence or justification, removed statements that should properly have been brought forward into the Regulation 19 Draft Local Plan and as a result this would close down the opportunities for the growth of inherently sustainable and policy compliant rail-road development at Theale.

31. The **West Berks Minerals & Waste Local Plan** (MWLP), adopted in December 2022, recognises the strategic importance of the existing railhead sites within the District, which are safeguarded under MWLP Policy 9. The MWLP ‘Vision’ is *“to plan for the delivery of mineral resources and waste management capacity in locations which meet the needs of West Berkshire in the most sustainable way, and taking into account climate change”*. This of course applies equally to freight as it does to minerals and waste.

32. The MWLP notes at paragraph 4.8 that the NPPF *“has a presumption in favour of sustainable development at its heart. Therefore, the Council’s plan is based upon this principle as demonstrated by the vision, objectives and policies of the plan”*. This leads directly to MWLP Policy 22 ‘Transport’ which confirms that *“Sustainable modes of transport will be encouraged, in particular the use of rail and/or water where this is practicable and aligned to other policies in the plan”*.

33. The MWLP contemplates growth in the use of rail transport at paragraph 5.57 *“While there may be some scope for growth, the level of growth is partly constrained by the capacity on the rail network itself and providing new siding sites can be very costly”*. The logical conclusion of this statement is that expanding existing rail sidings sites, such as the Theale Railhead, is sustainable and cost effective.

34. Following the adoption of the MWLP in December 2022, the West Berks Policies Map was updated and an extract of the December 2022 Policies Map for Theale is below:



35. The West Berks Consultation **Draft Local Transport Plan (LTP4)** was published in the second week of February for public consultation until the 22<sup>nd</sup> March 2023. To support sustainable growth, Draft LTP4 at paragraph 5.12 identifies *“four objectives to support sustainable growth, including carbon neutral development which means new development should not add to current carbon challenge”*. And at paragraph 5.13, *“The movement of people, goods and services in and through the district is vital to the economy and the LTP aims to protect and enhance strategic connectivity. Alongside this the LTP will support improving freight, including the transition to more sustainable modes and the management of freight in and through urban centres .....”*.

36. The Draft LTP4 Strategic Connections Strategy identifies enhancements to improve ‘sustainable access for all’; ‘decarbonising transport’; and ‘support sustainable growth’. One of two enhancements to support sustainable growth



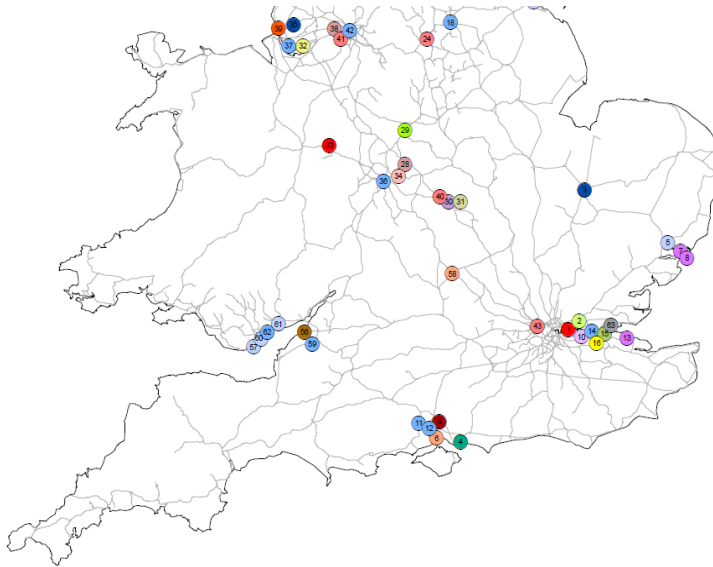
includes the Theale Strategic Rail Freight Depot. Rail freight provides a faster, greener, safer and more efficient way of transporting goods than by road. Movement of freight by rail contributes to the economy and plays a big part in reducing congestion and carbon emissions.

37. The Draft LTP4 Strategic Rail Freight Depot is consistent with the Draft Strategic Investment Plan for the South East; initially published for public consultation in June 2022, with a final draft of the Strategic Investment Plan approved in November 2022. The Strategic Investment Plan sets out proposals for strategic transport investment for the next 30 years. The Theale Strategic Rail Freight Terminal is identified at Ref O18 in the extract from the Strategic Investment Plan below:

| Map Ref. | Intervention                           | Implementation Timeframe | Project stage | Next step(s)      | Scheme promoters | Key delivery partners | Potential TfSE Role |
|----------|--|--------------------------|---------------|-------------------|------------------|-----------------------|---------------------|
| O18      | Theale Strategic Rail Freight Terminal | Short                    | Pre-SOBC      | Feasibility Study | ↓                | 1,2,5,6,7,8           | B, D, F             |

38. Network Rail are an active member of the Partnership Board who are responsible for the preparation of the above Strategic Investment Plan. As explained in their representations to the Regulation 19 Proposed Submission Draft Local Plan, Network Rail have identified for some time the opportunity for an intermodal interchange/strategic rail freight depot at Theale. The locational advantage (ie the 'gap' to be filled) is clearly illustrated by the extract below from Network Rail's map of Intermodal Rail Terminals.

39. Network Rail representations explain that their operational and technical assessments have identified the land to the west of Wigmore Lane as the most appropriate site to expand rail freight and rail-road transfer operations. Network Rail have confirmed that there are no alternative sites in Theale or in West Berkshire, or in this part of the region, that could accommodate an intermodal interchange/strategic rail freight depot.



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40. In summary, Beftonforth firmly believe that the Regulation 19 Proposed Submission Draft Local Plan must include the opportunity for the expansion of rail-road transfer facilities at Theale. With respect to Draft Policy DM43, to ensure consistency with National and Local Policy, the Regulation 18 paragraph 12.12 should be reinstated and Saved Policy ECON.7 paragraph 4.11.3 should be brought forward and included in the Submission Draft Local Plan. Without these changes Draft Policy DM43 is Unsound. With the above changes, Draft Policy DM43 would be Sound.

41. As set out in Section 4 of these representations, the Required Changes to the Regulation 19 Proposed Submission Draft Local Plan, to make the Plan Sound, have been agreed with Network Rail and the Englefield Estate.

42. It could, of course, reasonably be argued that the current drafting within the Regulation 19 Proposed Submission Draft Local Plan does not prevent the growth of the Theale Railhead and paragraph 4.9 of the Submission Draft Local Plan is clear that “..... transport linkages, by rail and road are vital”. Beftonforth understand, from First Plan discussions with Officers, that any perceived changes in emphasis with regard to support for the growth of the Theale Railhead were not intentional. However, the removal of references to growth and the failure to expressly identify and support the potential for growth of rail freight at Theale, if not corrected, is considered to make this part of the Submission Draft Local Plan Unsound.

43. The failure to expressly identify and support the potential for growth of rail freight at the Theale Railhead has significant implications for the November 2022

Local Plan Review Sustainability Appraisal, which considers Draft Policy DM43 at Appendix 6.

44. The Sustainability Appraisal does not take account of or consider the potential for the growth of the Theale Railhead and therefore does not weigh the environmental advantages the increased movement of freight by rail offers and does not identify the positive effects that growth of the Theale Railhead would have on greenhouse gas emissions, sustainable transport and the local economy. It is Beftonforth's view that the growth of the Theale Railhead should have been considered within the Sustainability Appraisal, addressing a wider range of Sustainability Appraisal objectives and more effectively supporting the delivery of sustainable development in West Berkshire.

45. The NPPF is also clear in the context of preparing and reviewing plans and confirms at paragraph 31 that: *"the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take account relevant market signals"*. It is thus a significant omission from the Sustainability Appraisal that increased use of rail freight and growth of the Theale Railhead has been omitted.

46. **Appendix A** contains a letter from Guy Bates, Head of Freight Development at Network Rail, to the Chief Executive at West Berks (dated the 22<sup>nd</sup> May 2022) and **Appendix B** contains a letter from Guy Bates to Beftonforth dated the 11<sup>th</sup> November 2022, both letters emphasising the sustainability credentials of rail freight and the importance of delivering rail freight development at Theale.

47. In Section 3 of their representations submitted on behalf of the Englefield Estate, consultants, First Plan, have prepared a comprehensive review of the Planning Policy Context and Evidence Base for the Regulation 19 Proposed Submission Draft Local Plan, and Beftonforth support and commend this review to the Council.

#### ***Draft Policy DM42 Transport Infrastructure***

48. Section 12 of the Proposed Submission Draft Local Plan covers Development Management Policies 'Fostering Economic Growth & Supporting Local Communities'. Draft Policy DM42 'Transport Infrastructure' is below:

## Policy DM42

### Transport Infrastructure

Proposals for new development will be expected to demonstrate the type and level of travel activity likely to be generated. In order to assist in tackling the climate emergency, this travel activity will be expected to be minimised by the design of developments that support low levels of travel with a focus on local journeys that can be made sustainably. Developments will be required to be supported through a range of infrastructure associated with different transport modes. New development will only be supported where the relevant transport infrastructure is delivered in a timely manner. Where required, new developed will be expected to make a contribution to the provision or improvement of a range of transport infrastructure. This transport infrastructure will specifically, but not exclusively, include the following:

- a. Connections and improvements to local pedestrian, cycle and equestrian networks, including access to public transport routes;
- b. Walking, cycling and equestrian infrastructure identified in relevant Local Cycling and Walking Infrastructure Plans;
- c. Secure cycle and motorcycle parking;
- d. Improvements to passenger facilities across a range of transport interchanges;
- e. Provision of real time passenger information at bus stops along key bus routes;
- f. New or improved passenger transport services;
- g. Improvements to the safety and operational capacity of the local road network;
- h. Works to allow the re-use of former railway line alignments as walking, cycling, and equestrian routes; and
- i. Provision of electric vehicle charging points and associated infrastructure.

49. The Supporting Text to Draft Policy DM42 (paragraph 12.95) explains that *“the development and delivery of transport infrastructure will need to contribute to the aims of Policy SP23 and relevant Council strategies and plans, such as the West Berkshire Environment Strategy, July 2020 and the Local Transport Plan. There is a need for development to assist in the provision of deliverable measures that will contribute towards modal shift to sustainable modes of travel for residents and employees of both new development, and if possible, for existing communities”*.

50. Beftonforth consider that the movement of people and goods by rail is a fundamental omission from Draft Transport Policy DM42, placing this draft policy in conflict with the December 2022 adopted Minerals & Waste Local Plan Transport Policy 22 (December 2022) and National and Regional Transport Policy objectives. The Draft Policy DM42 should recognise that measures which contribute towards modal shift to sustainable modes of travel, including by rail, apply equally to the movement of goods, as well as for residents and employees. Appropriately, Submission Draft Local Plan paragraph 4.9 recognises that *“..... transport linkages, by rail and road are vital”*.

51. Draft Policy DM42 should thus be extended to emphasise the importance of moving people and goods by rail, by including a new item:

*j. measures to improve the movement of people and goods by rail.*

52. In addition, the wording of Draft DM42 Supporting Text paragraph 12.95 should also be extended, by adding *including the movement of goods*.

53. In Beftonforth’s opinion, without the above changes Draft Policy DM42 is Unsound. With the above changes, Draft Policy DM42 would be Sound and would be in line with adopted Minerals & Waste Local Plan Transport Policy 22 (December 2022).

54. As explained in Section 4 of these representations, the Required Changes to the Regulation 19 Submission Draft Local Plan, to make the Plan Sound, have been agreed with Network Rail and the Englefield Estate.

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**SECTION 4 - REQUIRED CHANGES TO MAKE THE PLAN SOUND**

55. With reference to **Response Form Question 2**, in the absence of any wording in the Regulation 19 Submission Draft Local Plan expressly supporting the growth of the Theale Railhead, and with wider omissions with respect to the Spatial Strategy, Climate Change Policy and Transport Policies, the Submission Draft Local Plan is not considered to meet the tests of Soundness for the reasons identified above and summarised below:

56. The **Submission Draft Local Plan is not positively prepared** since it does not respond to identified need and it does not facilitate sustainable development in accordance with National and Regional Policy.

57. The **Submission Draft Local Plan is not justified** since it fails to deliver an appropriate strategy taking into account reasonable alternatives and based on proportionate evidence. The approach of not including either policy or supporting text to identify and support the growth of rail freight at Theale is not the most appropriate strategy when considered against the reasonable alternatives.

58. There is no clear audit trail as to why this approach has been adopted and changed from the adopted Development Plan and from earlier stages of the current Local Plan Review. The Sustainability Appraisal fails to consider the increased use of rail freight consistent with National and Local Policy, when the evidence points to the need to support the growth in rail freight provision. The Sound approach and reasonable alternative would be to provide supporting text which supports the growth of rail freight at Theale and to have this expressed within the Policy itself.

59. The **Submission Draft Local Plan is not Consistent with National Policy** in particular with regard to: promoting a sustainable pattern of development; meeting the challenge of climate change; supporting sustainable transport (including supporting modal shift of freight from road to rail, wherever possible, to reduce emissions from the freight sector); considering the specific locational requirements of different sectors in suitably accessible locations. The lack of consistency with National Policy is both in terms of site-specific considerations of the Theale Rail-Road Transfer Site under Policy DM43 and supporting text and more generally in respect of: Spatial Strategy Policy SP1, Climate Change Policy SP5, and Transport and Transport Infrastructure Policies SP23 and DM42.

***Changes required to make the West Berkshire Regulation 19 Proposed Submission Draft Local Plan Sound***

60. With reference to **Response Form Question 4** changes have been identified below which are considered necessary to make the Submission Draft Local Plan Sound. The changes are required to ensure that the Submission Draft Local Plan is positively prepared, justified, and consistent with National Policy.

61. To address the concerns raised in these representations with regard to Soundness, and specifically the failure of the Submission Draft Local Plan to appropriately identify and support modal shift in the context of the movement of freight, changes are sought below with respect to spatial strategy, climate change and transport policies. Additionally, in site specific terms, express support for growth of the Rail-Road Transfer Site at Theale is sought. The specific changes required to make the plan ‘Sound’ are shown below in red underline or strike through.

62. It is confirmed that the schedule of required changes set out below, has been jointly drafted and agreed between Network Rail, Beftonforth and the Englefield Estate.

**Schedule of Required Changes**

**(a) Policy SP1, Spatial Strategy (Page 17, third para)**

“Demand for travel will be managed, and accessibility to sustainable transport opportunities increased through improving choice for transport modes. Opportunities to increase and expand provision of the movement of freight by sustainable means will be supported. Existing community infrastructure will be protected and where appropriate enhanced. Infrastructure requirements will be set out in the Infrastructure Delivery Plan (IDP)”

**(b) Policy SP5, Responding to Climate Change**

“The principles of climate change.....Depending on the nature and scale of proposals, development will be expected to satisfy the following criteria:

- a. To withstand...
- b. To take advantage....
- c. To achieve net zero....
- d. To achieve the highest...
- e. To generate and ...
- f. To provide for sustainable forms of vehicular and personal transport...
- g. To demonstrate how opportunities to secure the sustainable movement of freight have been maximised and secured.



-gh To enable....

**(c) Policy SP23, Transport**

“Development that generates a transport impact will be required to:

- Minimise the impact of all forms of travel.....
- Improve and promote opportunities for....
- Improve travel choice and facilitate sustainable....
- Demonstrate that all options to secure modal shift from road to more sustainable transport means have been explored.
- Demonstrate good access.....”

**(d) Policy SP23 Supporting Text (new paragraph 7.50)**

“7.49 The Council has established a preferred Freight Route Network (FRN) for West Berkshire.....of their proposed development.

7.50 Encouraging modal shift from road to more sustainable modes of transport in the freight sector is a key element in helping to meet local Climate Emergency target of carbon neutrality by 2030 and reducing HGV road miles. In the West Berkshire area opportunities in this context primarily comprise sustainable freight transportation by rail and expansion of or addition to existing facilities will be supported. Rail freight enables the efficient movement of goods to/from ports, quarries and distributions centres, helping reduce the need for HGVs on roads. On average rail freight trains emit around a quarter of the CO<sub>2</sub> equivalent emissions of HGVs per tonne mile travelled. All development that generates significant HGV movements will be required to show that all practicable means have been explored to make use of rail as opposed to road for the transport of goods.

~~7.50~~7.51 Transport Assessments.....

**(e) Policy DM42, Transport Infrastructure**

“Proposals for new development will be expected to demonstrate the type and level of travel activity likely to be generated. In order to assist in tackling the climate emergency, this travel activity will be expected to be minimised by design of developments that support low levels of travel with a focus on local journeys that can be made sustainably and that support more sustainable freight distribution practices. Development which encourages modal shift of goods and people to more sustainable forms of transport will be supported. Developments will be required to be supported by a range of infrastructure associated with different transport modes. New development will only be supported where the relevant transport infrastructure is delivered in a timely manner. Where required....”

- a. Connections and improvements ....
- b. Walking, cycling and ....
- c. Secure cycle and ....
- d. Improvements to ....
- e. Provision of real ....
- f. New or improved ....
- g. Improvements to ....
- h. Works to ....
- i. Provision of electric vehicle charging points and associated infrastructure;  
and
- j. Measures to improve the movement of people and goods by rail.

**(f) Policy DM42, Supporting Text (paragraph 12.95)**

12.95 The development and delivery of transport infrastructure will need to contribute to the aims of Policy SP23 and.....Transport Plan. There is a need for development to assist in the provision of deliverable measures that will contribute towards modal shift to sustainable modes for travel for residents and employees of both new, and if possible, for existing communities and towards modal shift to sustainable modes for the transport of freight.

**(g) Policy DM43, Theale Rail-road Transfer Site**

“The rail-road transfer site at Theale is reserved solely for those industries which require a rail-road transfer facility and access to the highway network.

Redevelopment for any uses not expressly for this purpose will not be permitted.

Expansion of the Theale Site to provide further rail-road transfer, in particular for the transshipment of consumer goods, will be supported subject to other policies in the Local Plan.”

**(h) Policy DM43, Supporting Text (para 12.101 and new para 12.102)**

12.100 The rail-road transfer site at Wigmore Lane, Theale, is an important infrastructure facility within the District allowing for the transfer of goods from rail to road. The facility is primarily an aggregates terminal and the Minerals and Waste Local Plan (2022-2037) safeguards the site to ensure the supply of minerals and the continued export of minerals from the District by road. Any non-mineral and waste development on the site would need to comply with Policy 9 of the Minerals and Waste Local Plan

12.101 Nonetheless, transport of consumer goods by rail continues to be important

for the local economy and West Berkshire and Reading are a significant consumer market. Theale is the only location which offers road-rail transfer facilities in the area and there is an identified shortage of appropriate sites for such facilities across West Berkshire and the South East. ¶The Theale Site should be protected for those industries which require a rail-road transfer facility and access to the network. The growth and expansion of the Theale Site to support additional and diversified transport of goods by rail will be supported in principle. Land west of Wigmore Lane is in particular identified as having the potential to accommodate expansion of the existing facility and meet identified need for the transport of consumer goods by rail. National Local Plan and Local Transport Plan policies support modal shift from road to more sustainable means of transport subject to environmental and transport considerations.

12.102 Any extension to the area designated under Policy DM43 would be subject to other policies in the Local Plan and the following factors: (a) a demonstrated need for the expansion of the road-rail transfer site; (b) the scale and intensity of the proposed development and its wider environmental impact; (c) its impact upon existing residential properties which are in proximity, in particular in terms of noise, traffic and visual intrusion; (d) the scale and nature of environmental and landscape improvements; (e) the provision of satisfactory access.

12.1023 The extent of the rail-road transfer site is defined on the Policies Map.

Prepared by **PSP**consulting on behalf of  
Beftonforth Ltd  
March 2023



Nigel Lynn  
Chief Executive  
West Berkshire Council

Guy Bates  
Head of Freight Development Network  
Operations

[REDACTED]

5 May 2022

Dear Mr Lynn

**21/02298/PAD56 | Application for prior approval under Schedule 2, Part 18, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015: Provision of an improved access road off Wigmore Lane. | Land at Wigmore Lane Theale Reading West Berkshire**

I write to you regarding the above application for Prior Approval which will allow for the provision of an access road for us to utilise the Wigmore Lane site in Theale for the provision of rail freight activities.

Prior Approval application reference 21/02298/PAD56

The application was validated on 8/9/2021. Following comments made on the application we provided revised drawings and additional information on the 10/12/21. This related to flood risk, drainage, and public rights of way.

The Planning Officer [REDACTED] re-consulted on the new information taking the deadline for the application to the 17/2/22. [REDACTED] also provided us a list of conditions she was looking to impose which we agreed with.

But on 8/3/22 we were advised that the Highways team requested another condition requiring the adoption of the access road; this we cannot accept. We have provided the reasons why along with a solicitor's letter setting this out. We are now awaiting a response from the Council's legal team which were led to believe was being sought back in early March.

We fully understand the need to ensure that any future development is acceptable and the stretch in resource being experienced by the majorities of Local Planning Authorities now, but we are unable to progress this site without the required infrastructure.

Rail Freight

Rail freight is vital to Britain's economic success. It contributes to the economy and plays a big part in reducing congestion and carbon emissions. Rail freight provides a faster, greener, safer and more efficient way of transporting goods than roads. It is an indispensable part of the British economy, and an essential component in supporting economic recovery and long-term sustainable growth.

This has been recognised by West Berkshire within your Transport Freight Strategy and within the development plan policies. Wigmore Lane, Theale is identified as a rail freight site and is protected by Policy ECON 7.

OFFICIAL

I bring this to your attention so that you are mindful of the delays in processing this application which are hindering the progression and possibility the viability of progressing this project.



Guy Bates  
Head of Freight Development, Network Operations

OFFICIAL



Beftonforth Limited  
Unit 9 Oundle Marina  
Barnwell Road  
Oundle  
Northamptonshire  
PE8 5PB

Date: 11 November 2022

Re: Bath Cottage, Wigmore Lane, Theale – prospective additional rail freight facility

Dear Sir / Madam,

We understand that Beftonforth Limited are keen to re-develop their landholding adjacent to our existing multi-user rail freight terminal complex at Theale. We have had extensive dialogue with them around potential layout options that could serve to address understood market demand for further facilities in this area.

We are supportive of Beftonforth's ambition and have identified operationally suitable options for their delivery of the necessary sidings infrastructure for a facility on their land and the connection of same into our existing sidings infrastructure.

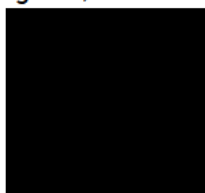
Given the finite number of rail freight sites nationwide and in line with government policy objectives around achieving net-zero carbon emissions by 2050; Network Rail is wholly supportive of the development of facilities on third party owned rail served sites to maximise modal shift; enabling goods to pass by rail in lieu of long-haul HGV movements.

The realisation of an additional facility at Theale and the associated potential rail freight traffics is in line with this objective and reflects an increasingly common practice nationwide. We have facilitated significant new-to-rail volumes from the re-development of a number of formerly dormant rail freight sites in our ownership nationwide in the past decade.

By way of illustration of the modal shift potential, a single typical contemporary bulk materials freight train serving a facility such as those above would displace some 70+ HGVs from national and regional trunk roads. Cumulatively, the rail operations envisaged at Wigmore Lane could displace tens of thousands of lorry miles per year.

I look forward to working with Beftonforth Limited in support of their rail freight facility development ambitions.

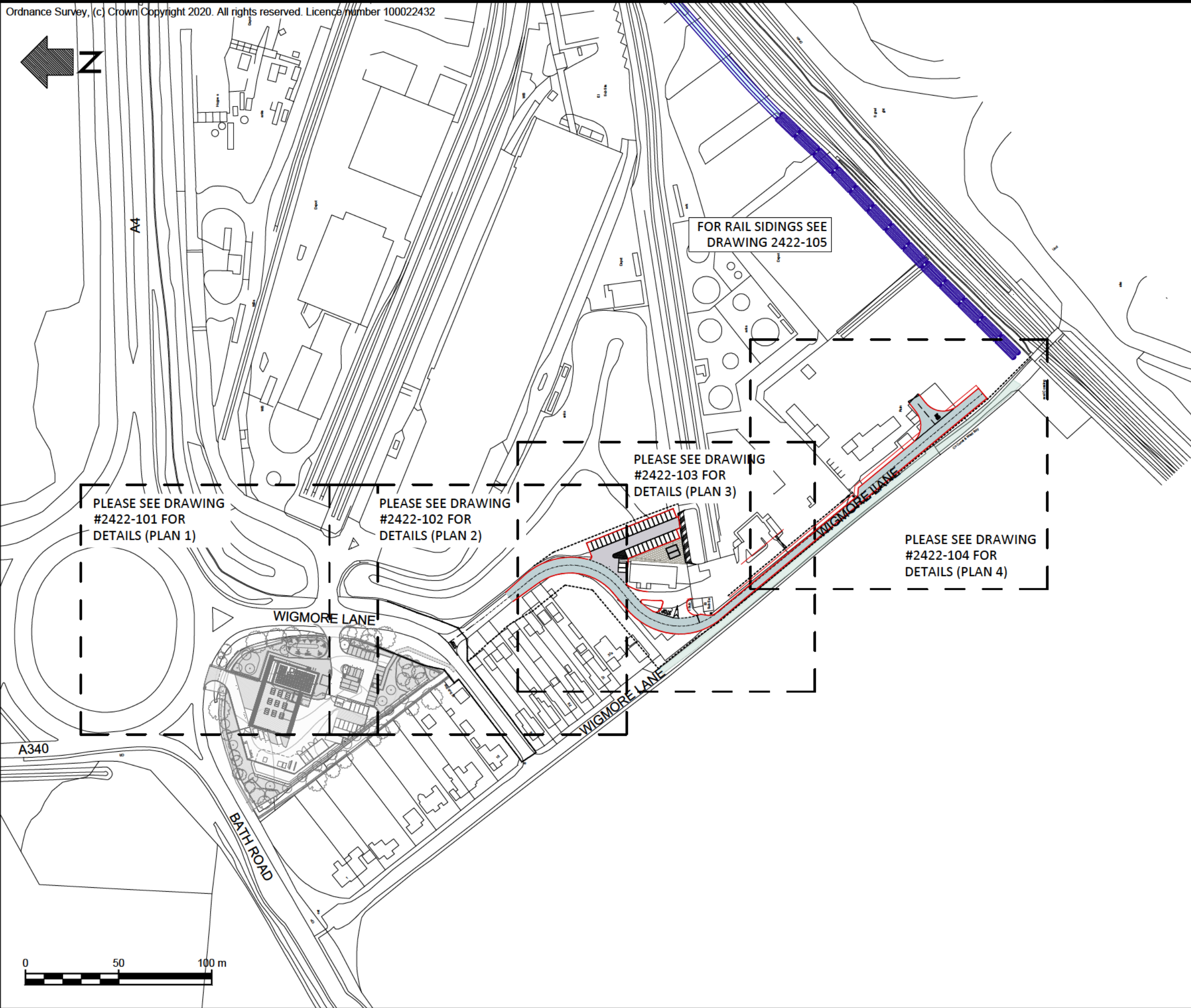
Regards,



Guy Bates  
Head of Freight Development – Network Rail







**LEGEND**

- ADOPTED HIGHWAY
- PROPOSED KERB LINE
- EXISTING WIGMORE LANE
- RAIL SIDINGS

| Rev | Date     | Description                                 | Dm | Chk | App |
|-----|----------|---|----|-----|-----|
| E   | 24/10/22 | SIGNAL CONTROL SECTION ADDED                | AS | PG  | PG  |
| D   | 08/07/22 | PROPOSED ACCESS ROAD MOVED NORTH ON NR LAND | AS | PG  | PG  |
| C   | 11/11/21 | UPDATE FOLLOWING HIGHWAYS COMMENTS          | AS | PG  | PG  |
| B   | 26/08/21 | LAYOUT UPDATED                              | AS | PG  | PG  |
| A   | 08/07/21 | SHEETS DISPLAYED                            | AS | PG  | PG  |
| -   | 06/05/21 | ORIGINAL ISSUE                              | AS | PG  | PG  |

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info@cad-precision.com

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Drawing produced on behalf of:

**PSP consulting**

M: +44 7887 701715  
E: Patrick.Gurner@pspconsulting.co.uk

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|----------------------------|----------------------|
| Client                     | WORKING ON BEHALF OF |
| <b>BEFTONFORTH LIMITED</b> |                      |

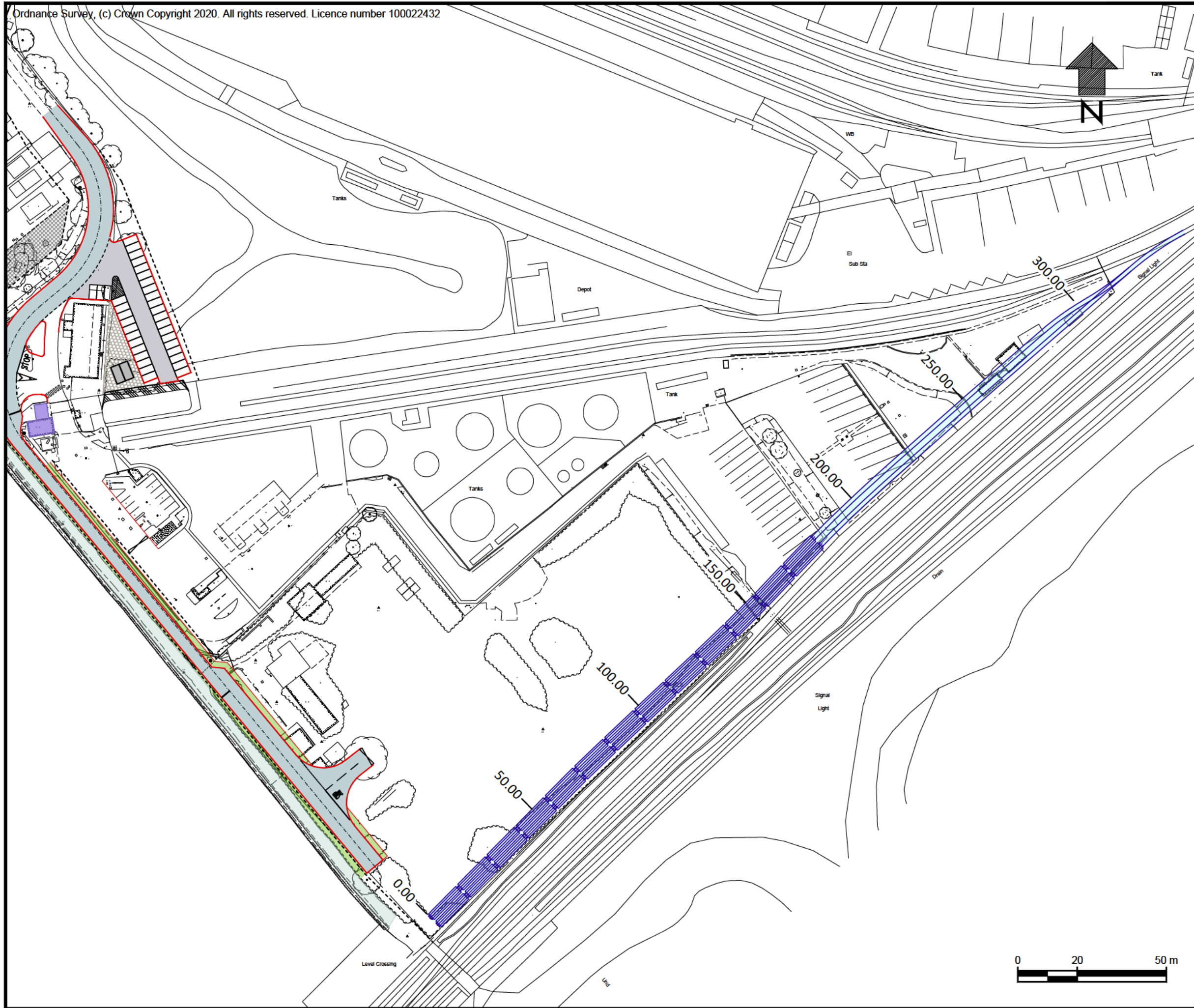
|         |                      |
|---------|----------------------|
| Project | WIGMORE LANE, THEALE |
|---------|----------------------|

|               |                |
|---------------|----------------|
| Drawing Title | OVERALL LAYOUT |
|---------------|----------------|

Drawing Status  
**FOR INFORMATION**

|             |          |          |        |      |
|-------------|----------|----------|--------|------|
| Drawn       | Designed | Date     | Scale  | Size |
| AS          | PG       | MAY 2021 | 1:2000 | A3   |
| Drawing No. | 2422-100 |          |        | Rev  |
|             |          |          |        | E    |





**LEGEND**

- ADOPTED HIGHWAY
- PROPOSED KERB LINE
- RAIL SIDINGS

| Rev | Date     | Description                                 | Dm | Chk | App |
|-----|----------|---|----|-----|-----|
| E   | 24/10/22 | SIGNAL CONTROL SECTION ADDED                | AS | PG  | PG  |
| D   | 08/07/22 | PROPOSED ACCESS ROAD MOVED NORTH ON NR LAND | AS | PG  | PG  |
| C   | 11/11/21 | UPDATE FOLLOWING HIGHWAYS COMMENTS          | AS | PG  | PG  |
| B   | 26/08/21 | LAYOUT UPDATED                              | AS | PG  | PG  |
| A   | 08/07/21 | M NOR AMENDMENTS                            | AS | PG  | PG  |
| -   | 14/06/21 | ORIGINAL ISSUE                              | AS | PG  | PG  |

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info@cad-precision.com

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Drawing produced on behalf of:

**PSP consulting**

M: +44 7887 701715  
E: Patrick.Gurner@pspconsulting.co.uk

Client WORKING ON BEHALF OF

**BEFTONFORTH LIMITED**

Project WIGMORE LANE, THEALE

Drawing Title RAIL SIDINGS LAYOUT

Drawing Status **FOR INFORMATION**

|                      |             |               |              |         |
|----------------------|-------------|---------------|--------------|---------|
| Drawn AS             | Designed PG | Date JUN 2021 | Scale 1:1250 | Size A3 |
| Drawing No. 2422-105 |             |               |              | Rev E   |

