

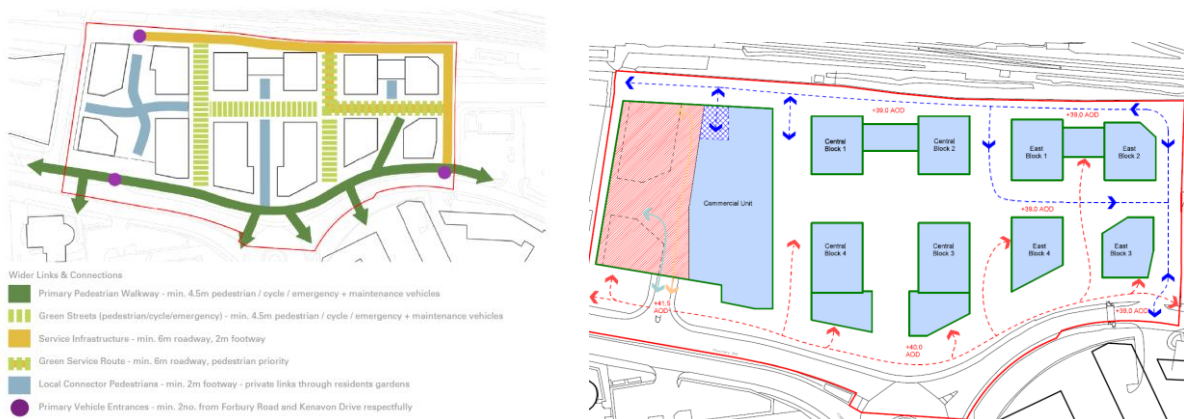
Memo

From: Transport Development Control
To: Jonathan Markwell Jonathan.Markwell@reading.gov.uk
Date: 8 July 2026
Re: Transport Development Control response to the Updated Design Codes in connection with the development proposals at Forbury Retail Park (Ref. PL/25/1706).

The updated Design Codes document has been reviewed; however, it is considered that the following matters have not been adequately addressed and require further clarification and/or justification before the application can be fully assessed from a transport and highways perspective.

Discrepancies within the Design Code and Parameter Plans

The Design Code sets out a clear hierarchy of vehicle, cycle, and pedestrian routes linking the site with Reading Town Centre and surrounding areas. It is indicated that the servicing route will be located to the north and a series of Green Streets will be provided within the site for pedestrian/cycle/emergency/maintenance movement only.



The Green Streets will provide access for pedestrian/cycle/emergency access. However, given that these routes are to be 4.5m in width, there is no indication of any access control to prevent general vehicle traffic from abusing the internal routes. The Design Codes have been updated in response to the comments from the Natural Environment Officer, Transport Development Control and Thames Valley Police, however, it does not appear that the applicant has commented on this point.

Section 6.3 sets out the separation distances between blocks; however, the Design Code must go further to guarantee that the specified minimum widths for all key movement and landscape corridors, including service routes, primary pedestrian/cycle routes, and landscaped spaces, can be successfully delivered without compromising their intended functions. There appears to be inconsistencies within the Design Codes regarding the allocation and widths of some of the routes within the site which needs to be clarified. The diagram for the eastern square illustrates the vehicular and service route with a minimum width of 6m + 2m footway. However, this conflicts with the diagram in 5.2.7 which indicates that this route is a primary route for cycle/pedestrian/emergency and maintenance route with a width of 4.5m (opposed to 6m + 2m footway). The diagram in 5.2.4 also indicates that the service route (routed around the eastern square) is two-way (as indicated by the directional arrows). The Design Codes have been updated but it does not appear that the applicant has commented on this point.

5.2.4 Eastern Square



5.2.7 Green Streets



The diagram in 5.2.4 indicates that the eastern square will function as a primary pedestrian/cycle route, while also accommodating a service access route. However, it is not clear how both functions will operate within the same space without compromising pedestrian/cycling safety and servicing requirements. The Design Codes have been updated but it does not appear that the applicant has commented on this point.

The Design Code (Section 5.2.5) identifies a stepped access connecting the Western Courtyard to the Green Streets (between Blocks WB2/WB3 and CB1/CB2), which would not provide an inclusive or accessible route. The reliance on steps at this location creates a barrier for wheelchair users, people with limited mobility, pushchairs, and those who rely on level or gently graded paths. Therefore, an alternative level or ramped route must be provided. The Design Codes have been updated but it does not appear that the applicant has commented on this point.

The Design Code states that the cycle stores associated with Blocks WB1, WB2, WB3, and WB4 will be provided at ground-floor level with direct access to street level. However, it is unclear whether these facilities will be provided for each block to ensure that they are conveniently located for all residents, particularly for those in the blocks that are more remote from the proposed store entrances. The Design Codes have been updated but it does not appear that the applicant has addressed this point.

The Design Code should ensure that all Blocks are provided with designated servicing areas/bay to prevent service routes and pedestrian/cycling route from being obstructed. The updated Design Code states that refuse and recycling bins located within basement stores will be consolidated by a refuse management company and transferred to ground level for collection along the servicing route. Whilst this approach is noted, insufficient detail has been provided within the Design Codes regarding waste collection. Clarification is therefore required as to where refuse and recycling bins will be temporarily stored on collection days prior to collection. The applicant should demonstrate that adequate space is available for the presentation of bins and that their temporary placement will not obstruct the servicing route, pedestrian movement, emergency access, or the safe operation of the site.

The Design Code (Section 6.9) states that servicing for Blocks WB3 and WB4 should be accessed from the south. However, no servicing access/route is illustrated to the south on the Parameter Plan 14 - Proposed Servicing and Access. The Design Codes have been updated but it does not appear that the applicant has addressed this point.

The Design Code states that servicing for Block CB3 and CB4 should be accessed from basement level below the plot. However, no servicing access/route is illustrated into on the Parameter Plan 14 - Proposed Servicing and Access. The Design Codes have been updated but it does not appear that the applicant has addressed this point.

The Design Code states that servicing for Blocks EB1 and EB2 should be accessed from the servicing route to the north with servicing entrances to be located along the northern elevation of the buildings. Whilst the Design Code (Section 5.3 Links and Connections) identifies that a 6m roadway and 2m footway service route will be provided to the north, it does not indicate that any service area/delivery bay will be located along the service route for these blocks. There are concerns that the service route will be blocked by delivery/service vehicles accessing these blocks. The Design Codes have been updated but it does not appear that the applicant has addressed this point.

The Design Code states that servicing for Block EB3 should be accessed from the east. However, the design code does not indicate that any service area/delivery bay will be located along the service route. There are concerns that the service route will be blocked by delivery/service vehicles accessing this block. The Design Codes have been updated but it does not appear that the applicant has addressed this point.

The Highway Authority requests that additional and/or revised information and plans are submitted to address the points raised above prior to determination of the application. At this stage, the information provided is insufficient to allow a robust assessment of the development's highway and transport impacts.

