



Active
Travel
England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: PL/25/1706
Our Ref: ATE/26/00205/OUT
Date: 10/08/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: *Jonathan Appleby - Reading Borough Council*
To: *Jonathan Markwell - Reading Borough Council*

Application Ref: **PL/25/1706**

Site Address: **FORBURY RETAIL PARK, KENAVON DRIVE, READING, RG1 3HS**

Description of development: *Outline application with all matters reserved with the exception of access, for site redevelopment involving the demolition of all existing structures & a residential-led mixed use proposal for up to 700 residential units (Class C3) & up to 3,000 sqm (GEA) of commercial uses (Class E), together with various associated works including replacement pedestrian and vehicle access routes, open spaces, hard & soft landscaping & sewer works, partial basement excavation, up to 130 basement level car parking spaces, up to 53 separate car parking spaces for Class E uses, up to 600 cycle parking spaces & servicing facilities. This application is accompanied by an Environmental Statement.*

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Conditional approval: ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

ATE welcomes the applicant response to this application.

ATE is happy to provide an approval recommendation for this application subject to the conditions outlined in this response.

ATE recommends the use of the following condition wording. This has come from the applicant through the LPA in an email dated 07/08/2026 (which ATE requests is uploaded to the planning portal):

A. Prior to first occupation of the development, a Detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Detailed Travel Plan shall include measures to encourage travel by sustainable modes, modal share targets, and arrangements for implementation and monitoring of cycle parking,. This monitoring shall include an annual survey of cycle parking occupancy, and include measures to provide additional cycle parking if required.

B. If cycle parking capacity is observed at maximum capacity, these measures will be implemented in accordance with the Detailed Travel Plan."

ATE additionally supports the implementation of the following conditions which address other concerns previously raised:

A. The development shall safeguard the provision of a future raised-table crossing and associated cycle route connection across the eastern access road, enabling the route to connect into adjoining land to the east should that land come forward for development. No part of the development shall prejudice the future delivery of such a connection"

B. In the event that planning permission is granted for development on the land immediately to the east which provides for a connection to the approved cycle route prior to commencement of the phase of development containing the eastern access road, a scheme for the delivery of a raised-table crossing and associated cycle route connection to the application site boundary shall be submitted to and approved in writing by the Local Planning Authority.

C. If part B is triggered the approved scheme shall thereafter be implemented prior to the occupation of the phase of development containing the eastern access road in accordance with the approved details unless otherwise agreed in writing.

"Prior to the first occupation of the development, detailed designs of the pedestrian and cycle routes within the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall include route alignments, widths, crossing facilities, surfacing, and measures to ensure safe, direct and convenient access for pedestrians and cyclists throughout the development and to the surrounding highway network. The approved scheme shall be implemented prior to first occupation of the development and retained thereafter."

“Prior to first occupation of the development, details shall be submitted to and approved in writing by the Local Planning Authority demonstrating that pedestrian, cycle and servicing routes have been designed to accord with the minimum widths set out within the approved Design Code, including a minimum 3.0m width for primary cycle routes, a minimum 4.5m width for Green Streets and a minimum 6.0m servicing route with associated footways where indicated on the approved parameter plans. The approved scheme shall thereafter be retained.”

“Prior to first occupation of the development, details of the access strategy for pedestrians to the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate the provision of safe, direct and inclusive routes for the development. The approved scheme shall be implemented prior to first occupation and retained thereafter”

“Prior to first occupation of each residential block, details of the cycle stores serving that block, including their location, capacity and layout, shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking facilities shall be provided prior to first occupation of the relevant block and thereafter retained”