



Proposed Ground Floor: Parking

Car Parking Key:

- Parking Route / Areas
- Accessible Parking



Proposed Ground Floor: Cycle Storage

Cycle Storage Key:

- Residential cycle storage

	2-Tier	Sheffield	Total Spaces
Building 1	14	4	18
Building 2	22	3	25
Building 3	22	6	28

6.1 Car Parking, Cycle Storage and Refuse Servicing

6.1.1 Car Parking

With the removal of the podium, parking has now been reduced from 42 parking spaces to 14. This was agreed following discussions between the design team and RBC at the September pre-app meeting and subsequent correspondence. Of the parking spaces provided, 6 will be for residents parking all of which will be accessible spaces. Three of these will be located directly adjacent to the central garden within the gated area. The remaining 3 spaces will be located at the north of the site, opposite Building 3. Eight parking spaces will be allocated for use by the Royal Meteorological Society (104 Oxford Road), who retain the right to on-site parking. Three of the 8 spaces will be accessible spaces and will be located to the north of the site along with the standard spaces for building residents.

The movement of parking and access to the rear of the site is a significant improvement from the existing building which a boundary separating the frontage from the rest of Oxford Road. The front of Building 1 is now activated along the main elevation of the scheme and thus providing a beneficial link between the site and the surrounding neighbourhood which will deliver a new area of public realm along Oxford Road.

All spaces will be provided with active or passive electric vehicle charging facilities to promote electric car use where private car travel is required.

The Transport Statement will provide analysis as to why this car parking provision for future residents is suitable and will not have a material impact on the local highway network and on-street parking bays.

For further details, refer to Caneparo Associates’ Transport Assessment.

6.1.2 Cycle Parking

Cycle Parking will be provided in accordance with the Reading Borough Council’s cycle parking standards. Cycle parking for the development will be provided at secured storage rooms at ground floor level in each building. Double stackers and Sheffield stands will be used to store cycles and sufficient clear height has been ensured to accommodate the bike stands.

A total of 71 cycle spaces will be provided.

Short-stay cycle stands will also be provided directly adjacent



Residents route at Ground Level

to the main entrance on Oxford Road for easy access by visitors.

For further details, refer to Caneparo Associates' Transport Assessment.

6.2 Site Layout, Access and Circulation

6.2.1 Residents Access

Primary access to all buildings will be via the main entrance on Oxford Road. Residents of Buildings 1 and 2 can travel to their apartments directly through internal doors off of the main reception. Residents of Buildings 2 and 3 will travel from the main reception through the central garden to dedicated reception spaces in each building at the north of the site.

Buildings 1 and 2 will have secondary stair cores for fire egress, with a secondary lift also in Building 2. These will serve ground to third floors in both buildings.

Key:

- Primary core access
- Primary core access
- Metal railings & access gate (with fob access)
- Access route between buildings
- Residents vehicle access from Eaton Place
- Residents access on foot from Eaton Place



Proposed Ground Floor: Refuse Storage and Loading

Refuse Storage and Loading Key:

- Residential refuse
- Refuse collection area
- Loading Area

6.2.2 Servicing

Deliveries will come from the north of the site at Eaton Place at a curbside holding space. Larger vehicles required for moving or bulky deliveries will be able to access via the gate at the west of the site and stop for a short period of time at the northwest corner of Building 1

6.2.3 Refuse

Secure and sheltered dedicated refuse stores will be provided within each building at ground floor, in accordance with the requirements set out by Reading Borough Council. Building 3 will have a larger store that can accommodate the storage of bins from all buildings.

Residential refuse storage consists of 14 x 1,100L Bins. Collection will be carried out on Eaton Place, to the north of the development.

Refuse collections will take place from the single yellow line section of kerbside adjacent to the development on Eaton Place. Bins will be transported from the holding space as part of the Building 3 refuse store to the truck at curbside.

For further details, refer to Caneparo Associates' Servicing and Waste Management Plan.

6.2.4 Gated Access

The central garden and some parking spaces will be enclosed by metal railings and vehicle gate. The vehicle gate will be for access to restrict entry to residents only. Residents on foot coming from the north of the site can also access through this gate.



1 Bed Flat to M4(3) Wheelchair Accessible Standard



1 Bed Flat to M4(3) Wheelchair Accessible Standard

6.3 Wheelchair Accessible Apartments

National Housing Standard requires 10% of the apartments are adaptable to Approved Document: M4(3) Wheelchair Accessible Dwellings Standard. All other apartments are designed to M4(2).

As shown in the diagram on the next page, 12 accessible apartments are located in Buildings 1 and 2 on first and second floors. This equates to 10% of the total development.

All residential entrances will provide flush threshold compliant to Part M external access standard. Wheelchair users can access the apartments through adequately sized passenger lifts. Larger tri-cycles can be stored in the dedicated residential cycle stores on the ground floor of each building. All communal corridors are at least 1.5m wide allowing sufficient turning radius for wheelchair access.

Internal room spaces and circulation allowance are designed to Wheelchair Accessible Unit standards specified in Reading Local Plan Guidance and National Housing Standards. Refer to 8.0 Design Access Statement for details.

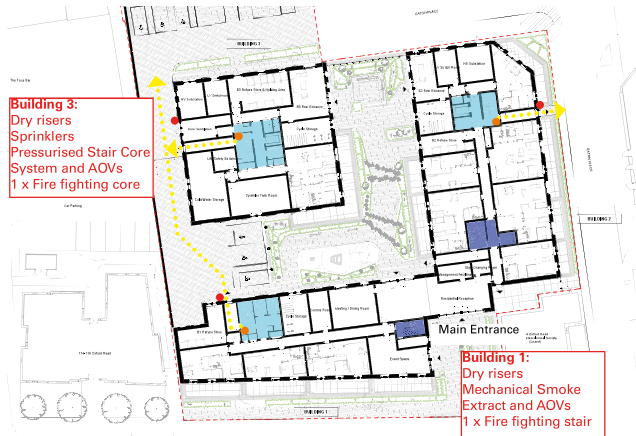


Proposed M4(3) Accessible Apartments on First and Second Floors



Plant and tank rooms are designed to accommodate Mechanical Smoke Extract, AOVs and sprinklers for refuse areas

Firefighting route at Ground Level



Building 3:
Dry risers
Sprinklers
Pressurised Stair Core System and AOVs
1 x Fire fighting core

Building 2:
Dry risers
Mechanical Smoke Extract and AOVs
1 x Fire fighting stair

Building 1:
Dry risers
Mechanical Smoke Extract and AOVs
1 x Fire fighting stair

Key:

- Primary core access
- Secondary core access
- Plant rooms
- Dry Riser
- Dry Riser Inlet

- Firefighting access route
- Fire egress route

6.4 Access of Emergency Services

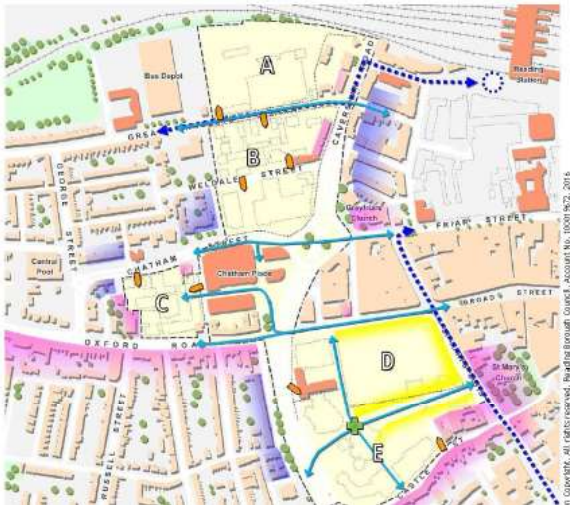
Diagram to the left indicates locations for fire engines to park and gain access to the proposed buildings. In the event of an emergency a fire engine can access via vehicle entrance gate to the west of the site. Access control at the gate will be overridden in the event of an emergency

6.5 Fire Safety & Engineering Solutions

Plant and tank rooms are designed to accommodate Mechanical Smoke Extract, AOVs and sprinklers for refuse areas.

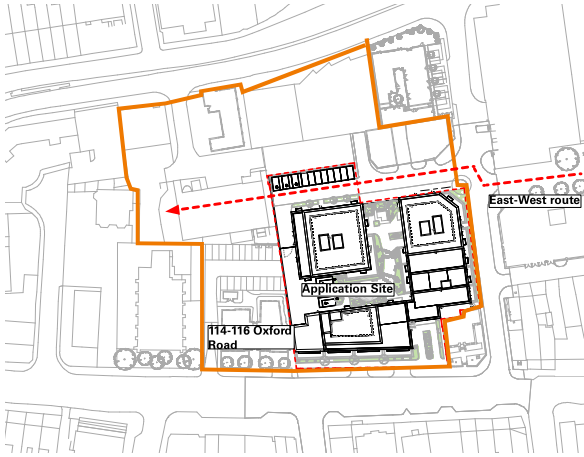
Buildings 1 and 2 include Dry risers, mechanical smoke extract and AOVs, as well as secondary escape stairs.

Building 3 includes Dry risers, a pressurised stair core system and AOVs, sprinklers and a Fire fighting core.



7.1 Enabling Adjacent Development

As noted in the council plan for the area, our scheme incorporates a potential pedestrian route through to the site to the west of our site, should the site's future redevelopment require this route.





7.1 Enabling Adjacent Development

The development of our site in no way inhibits the potential redevelopment of adjacent sites. We have superimposed the recently submitted development plans for 115 Chatham Street onto our site plan and this illustrates how our schemes marry well together.

There are appropriate separation distances between the two sites of 23.7m and the vehicular servicing routes work well together. The development of the Chatham Street site has no impact on the proposed future pedestrian route to the west, towards the Face Bar site.

8.0 Design and Access Statement

8.1 Summary

Squire and Partners LLP and the applicant have achieved excellent standards of accessibility through consideration of inclusive design from the conception of the project and the consideration of the needs of all users.

All aspects of the building are designed to ensure an inclusive and enjoyable environment for everybody, regardless of abilities. Our aim is to empower the building's users, and not to discriminate against anyone.

This access statement recognises that disability will be a part of most peoples life to a lesser or greater degree, either now or at some point in the future. This Access Statement has therefore been prepared in support of the planning application which has been submitted for Eaton Court, Reading, on behalf of the client.

The purpose of this statement is to outline Squire and Partners LLP overall holistic approach to inclusive design within the scheme in accordance with the relevant local and national planning guidance, along with how the different access principles will be implemented into the scheme and managed.

8.2 Pedestrian Access

The scheme will provide a safe, legible and high quality environment that will be easy to use for as wide a range of people as possible without undue effort, special treatment or separation.

The site will benefit from simple access to rail stations, buses and roads for taxis and cars. In addition, level pedestrian access is provided on the site and around the site. Collectively, these transport modes provide the site with a large public transport catchment area which benefits from excellent accessibility.

The development proposals will continue this existing good level of accessibility to the mobility impaired, in line with requirements set out in National Guidance and Reading Borough Local Plan.

The pavement along Oxford Road is relatively flat but gently slopes down from West to East of the site. All main entrances will have step free access from the adjacent pavements through doors designed to suit wheelchair access requirements.

All main cores to each building are fitted with wheelchair accessible lifts that provide level access to all floors and all escape stairs will have allocated space for disabled refuge as outlined in Part B Building Regulations.

The following documents have been referred to in the development of the scheme:

- Relevant British Standards
- Part M of the Building Regulations
- Part B of the Building Regulations
- Reading Borough Local Plan 2019
- Wheelchair Housing Design Guide

The Reading Local Plan has been reviewed carefully with regards to mobility impaired access and policies have been accounted for in the design.

8.3 Trains, Buses and Cycle Services

The site is served by Reading train station and local bus stations. All buses operating around the site have wheelchair access, designated priority seating and wheelchair spaces. Various bus lines departing from Oxford Road connect the Site extremely well to the immediate vicinity.

Most of the daily activities are accessible within 10 minutes walking radius from the site. This includes supermarket, restaurants, cafes, banks and GP surgery.

Cycling is moderately popular in the area and recommended by the council. Nearby Oxford Road and Russell Street are frequently used by cyclists.

Parking
Public transport in this area of Reading is of very good standard and therefore no off-street parking is sought. The development provide overall 14 parking spaces. Residents will be provided with a 10% disabled parking allowance of 6 oversized compliant parking spaces.

Cycle spaces for each building are provided in excess of Reading Local Plan requirement. One store is provided at each building and are located with direct access from the building or via the doors off of the central garden on Ground Floor.

8.4 Access to and around the building

Access via entrance/exit along Oxford Road will be level with the pavement. Pavement surfacing will meet Reading's requirements and an appropriate level of external lighting will be provided in open spaces which is to be addressed in the detailed design stages.

Access into the Building
- Flush thresholds are provided into all ground floor areas
- Flush thresholds are provided from all ground floor main lobbies to the residential cores.
- Handrails to ramps and stairs provided are suitably detailed in line with Part M
- Minimum clear width to ramps (1.5m - where necessary to meet external pavement falls) and stairs (1.2m) will be provided

Within the Building - Access to Homes
The residential entrance lobbies are provided with adequate space to manoeuvre as required under Part M Building Regulations. All common corridors are a minimum of 1.5m wide and flush thresholds are provided to all lobbies, lifts and unit entrance doors. All unit sizes have been designed with the space requirements of National Housing Standards and Part M in mind and all floors are served by adequately sized lifts for wheelchair users.

Within the Building - Ancillary Spaces
All service corridors are a minimum of 1.2m clear width. Refuse stores are all located at ground level and provided with flush thresholds via access pavement from the building and to the outside through the main gate.

8.5 Communications and Controls

This will be addressed during the detailed design stages. Generally signage will be clear, legible and consistent and consideration will be given to provide auditory signals for the visually impaired and visual signals for the auditory impaired. All fire alarms will be both visual and auditory in line with Part B of the building regulations.

Evacuation and means of escape
In the event of an emergency, evacuation from all buildings is by stairwell and a protected refuge for the mobility impaired is provided at each fire fighting core. Fire fighting core design has been evaluated by Fire Consultant and M&E Engineer.