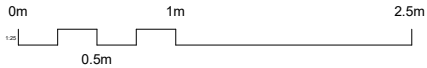
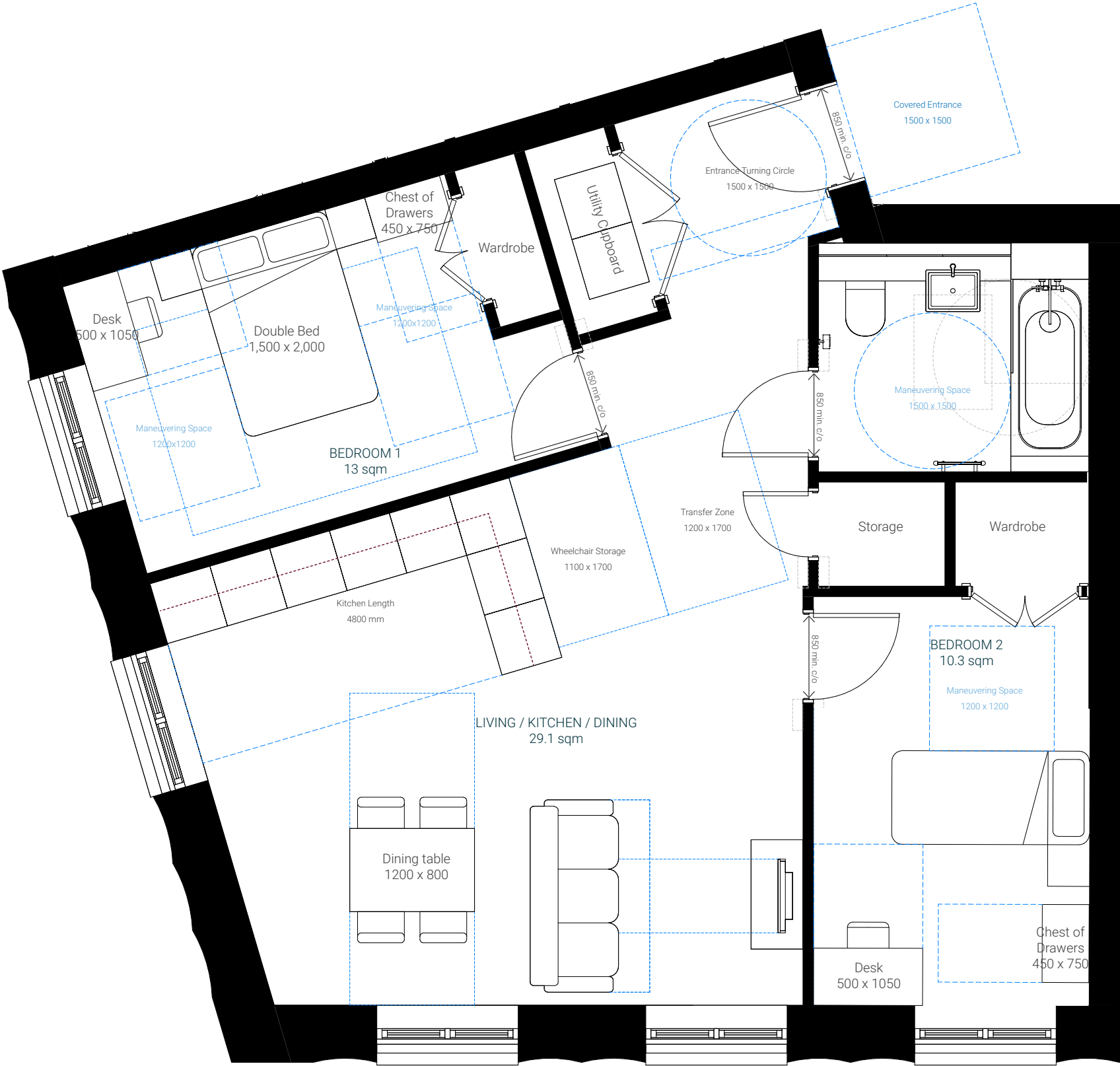
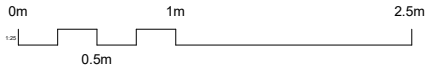




6.9.6 Typical M4(3) apartment - 1 bed 2 person  
56 sq m



6.9.7 Typical M4(3) apartment - 2 bed 3 person  
70 sq m



## 6.10 Introduction

The aim of this section is to set out the key technical elements of the proposal and should be read in conjunction with the reports referenced here.

## 6.11 Pedestrian access strategy

The site's accessible and sustainable location on the edge of Reading Town Centre provides an opportunity to tie the site's layout into the existing network, including the River Thames Towpath.

The internal layout of the site is designed to allow ease of passage into the site for pedestrians and cyclists, allowing connection onto Norman Place and, in turn, the River Thames Tow Path.

The development proposes to create a new shared foot/cycleway to accommodate both pedestrians and cyclists, along the eastern edge of Norman Place and through to the River Thames. This improves connectivity between the Thames Path (NCN5), Reading Town Centre and Reading Railway Station. The proposal improves the existing situation and provides cyclists with an alternative to cycling on the carriageway of Norman Place.

### 6.11.1 Moving in and Out

It is proposed that there will be a servicing bay between the Active Travel route on Norman Place and the proposed residential building. This will be provide a space for service vehicles as part of the moving in and out strategy. Access to the residential cores is via the car park directly mitigating the need for removals through the Front of House areas.

### 6.11.2 Proposed public realm

Tree planting adds character and softens the pavement along Vastern Road. The footpath is also widened considerably to assist with pedestrian movement.

Please refer to Stantec's Transport Statement Report for further details.



## 6.12 Vehicular access strategy

The following strategy has been developed by Stantec, the schemes Transport Consultant.

The development of Waterfront Square has been created in line with the national and local policies in the context of transport, as part of the detailed planning application. The proposed development is residential in nature and has been designed to integrate into the existing transport network.

The development specifically meets the requirements of local plans, including:

- The LTP3 and emerging LTP4 promote more active and sustainable travel in Reading;
- To promote greater levels of active travel as part of the LCWIP;
- Supplying more cycle parking than is required will encourage a further increase in cycling; and
- Public realm enhancements to help encourage walking and cycling through environmental improvements.

### 6.12.1 Cycle Parking

There will be 136 bicycle parking spaces provided to encourage cycling; this meets the minimum number of bicycle parking spaces required for the residential development. These will be a mixture of two-tier stackers and Sheffield Stands, which will be provided as 126 within two-tier stackers and 10 within 5 Sheffield Stands.

There will be seven Sheffield stands in the public realm, five to the north of the building near the cycle paths and two near the southern entrance of the building, providing 14 visitor parking spaces.

### 6.12.2 Vehicle Parking

Vehicles are able to access the proposed undercroft car park from Norman Place. This has been located close to where the existing car park access was and allows for two vehicles to pass on entering/exiting the car park.

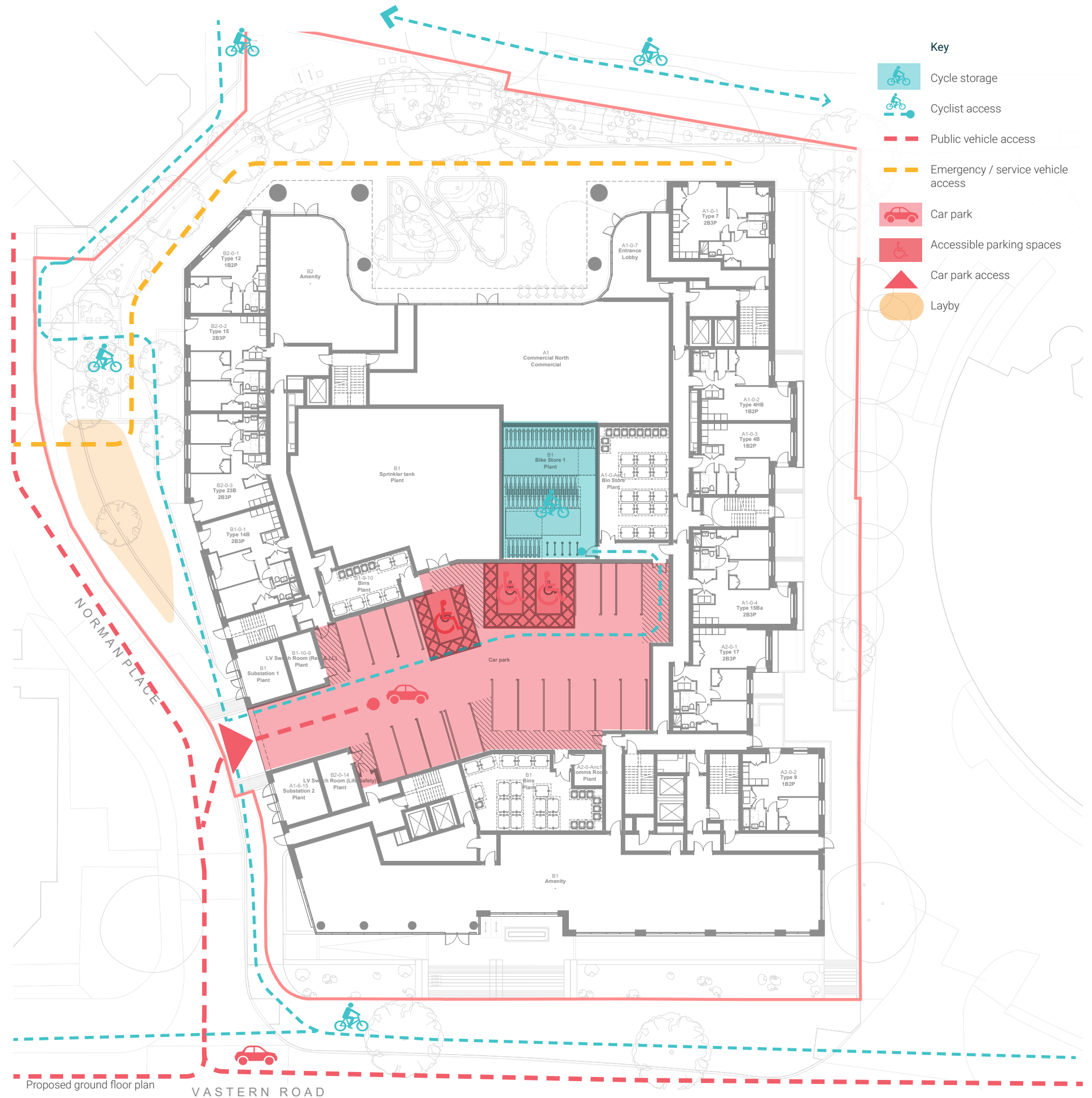
The site is located in Zone 2 of Reading, although it is on the boundary of Zone 1 and is close to transport nodes. It is deemed suitable to provide less than the minimum required under RBC parking standards for Zone 2 as the site is located in a very accessible area with access to active travel routes, public transport nodes and local facilities within walking and cycling distance.

Based on RBC parking standards, 5% of the total capacity should be allocated to accessible spaces or three spaces, whichever is greater; as such, there will be three accessible spaces provided.

All of the parking spaces will be equipped with an EV charging point.

Two car club spaces will be provided on-site, in line with Reading Parking Standards 2011.

Please refer to Stantec's Transport Statement Report for further details.



### 6.13 Waste strategy

It is proposed that servicing and delivery will take place in a new delivery and servicing bay located between the proposed shared foot/cycleway and the building. This will accommodate the presentation of bins for collection along Norman Place. The estate management team will present the bins. For deliveries, a 7.5t panel van is able to pull into and out of the servicing bay.

The estate management team will be responsible for presenting any refuse for collection and managing the area to allow for smooth and consistent operation.

Please refer to Stantec's Transport Statement Report for further details.



6.14 Fire strategy

The following strategy has been provided by the Fire Consultant, Hoare Lea and should be read in conjunction with the more detailed Fire engineering Stage 2 Report and associated Fire Statement Form.

The fire safety measures outlined are considered to satisfy the functional requirements of Part B(Fire Safety) of Schedule 1 to the Building Regulations 2010 (as amended) and using the guidance of BS 9991; however has incorporated the relevant amendments of Approved Document B 2022 and Approved Document B 2024 as necessary.

Where fire safety aspects deviate from the above guidance, these are clearly defined in the fire strategy report.

Given the building is connected at Ground floor level the development is considered as a single building. The height of the building is measured as 31.5m from the Ground floor access level to the topmost occupied floor.

The building as a whole will be provided with seven means of escape stairs; arranged such that all upper storeys of the building are able to access a minimum of two means of escape stairs.

Waterfront Square is proposed to be provided with 4 firefighting shafts as highlighted on the diagram opposite.

Vehicle access to the firefighting shaft is illustrated, access from the façade to the firefighting shaft is to be within 18m distance from the closest road where fire service vehicles can access.

Please refer to Hoare Lea's Fire Statement Report for further details.



**Introduction**

**Context**

**Design process**

**Design response**

**Landscape proposals**

**Technical**

**7.0 Appendices**