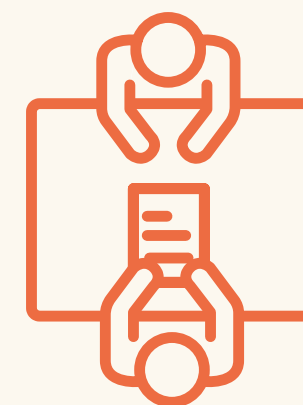




FLINT STREET



DESIGN AND ACCESS STATEMENT

May 2026



S2 ESTATES



EXECUTIVE SUMMARY



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EXECUTIVE SUMMARY

This Design & Access Statement has been prepared by JTP on behalf of S2 Estates in support of a full detailed planning application and is submitted to Reading Borough Council (RBC) for the redevelopment of Reading Police Station. The description of development is as below:

"Full planning permission for the demolition of the existing building and the erection of a residential-led mixed-use development comprising Use Class C3 residential units, with Use Class E and Sui Generis on the ground floor and with some elements at lower ground floor, plus public realm, hard and soft landscaping, access and servicing arrangements, cycle parking, and other associated works."

This Design & Access Statement should be read in conjunction with the application drawings and other submitted documents as detailed in the planning statement.



KEY BENEFITS



205
NEW
HOMES



**NET ZERO
STANDARD**



**SUSTAINABLE
DEVELOPMENT**

c.1850 M²



**ACTIVE
GROUND
FLOOR**

10 MINUTES



FROM TRAIN STATION



**NEW PEDESTRIAN
CONNECTIONS**

**c.280 M²
RESIDENTIAL
AMENITY**



**30%
AFFORDABLE
HOMES**



01 THE SITE

The Site

WIDER CONTEXT

Located at the former Reading Police Station site, the site sits along the southern edge of Reading Town Centre. Adjacent to the site runs the Inner Distribution Road (IDR) which is a dual carriageway which encircles Reading Town Centre. Surrounding the site is a mix of residential neighbourhoods and commercial mixed-uses such as The Oracle which is East of the site along Castle Street and Broad Street Mall which is north of the site. Reading Train Station which is 15 minute walk north of the site provides direct links to Central London whilst also connection London to the west, south coast, Midlands and beyond.

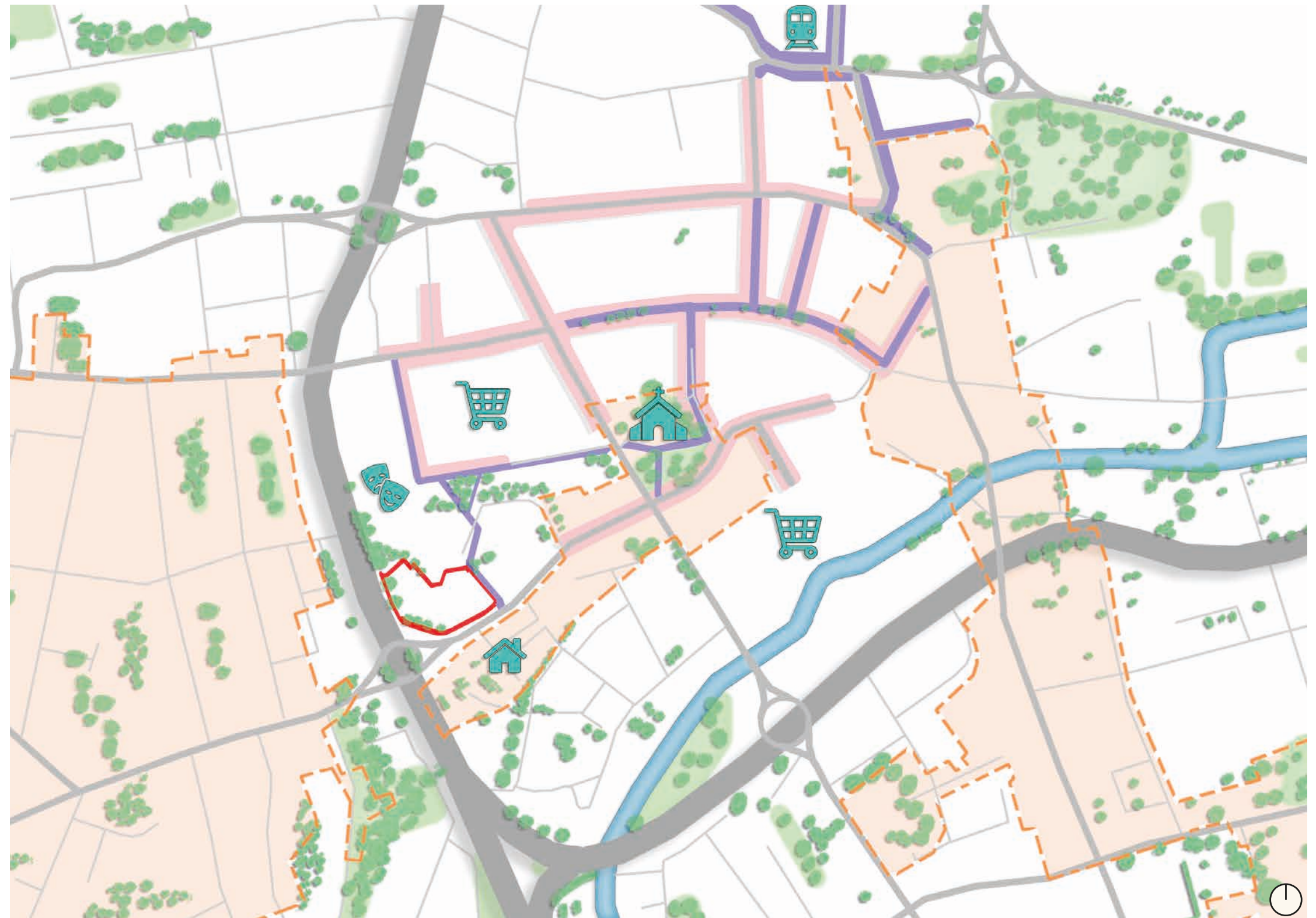


Site location plan

KEY FEATURES

Key

-  Site boundary
-  Buildings of interest
-  Conservation area
-  Green spaces/soft landscape
-  High street
-  Pedestrian ways
-  Major ring road
-  Vehicular routes
-  Minor vehicular routes
-  River
-  Existing trees
-  Hexagon Theatre
-  Adjacent Residential
-  Shopping Centres
-  Reading Minster
-  Train Station



Key features plan

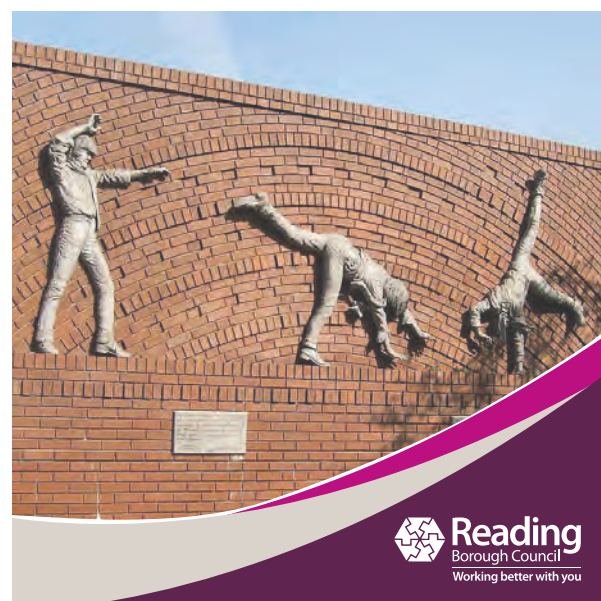
The Site

PLANNING CONTEXT

NPPF notes:

“Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics.”

MINSTER QUARTER AREA
OUTLINE DEVELOPMENT FRAMEWORK
Reconnecting with Reading’s Historic Town Centre
DECEMBER 2018



Paragraph 135 specifically addresses design expectations as part of new development proposals:

Planning policies and decisions should ensure that developments:

(a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

(b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

(d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

(e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

(f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of

amenity for existing and future users
51 ; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 137 continues:

“Applicants should, where applicable, provide sufficient information to demonstrate how their proposals will meet the design expectations set out in local and national policy, and should work closely with those affected by their proposals to evolve designs that take account of the views of the community.”

Accordingly the following principles are adopted to avoid prejudicing future development:

- Separation distances
- Aspect / Building Footprints
- Habitable façades
- Public realm

For each, absent a local standard we have promoted the general principles adopted within the Minster Quarter Outline Development Framework (2018).

This document notes it’s intended purpose and scope:

“The purpose of this document is to set out a framework and principles for promoting the development of the area to ensure a co-ordinated, high quality, comprehensive development creating a multi-purpose urban quarter in Central Reading. This framework interprets relevant policies in the Council’s existing and emerging local plans and offers further detailed guidance on how the area could be developed.

“It indicates one possible way of developing the site in accordance with those planning policies, subject to further more detailed consideration. However, the site could be developed in different ways. This framework does not prevent alternative layouts and forms of development subject to demonstrating compliance with relevant planning policies.”

The Site

LOCAL POLICY CONTEXT

Reading Local Plan (2019)

Land uses

Office Core

The office core is largely focused around the station to ensure accessibility by means of travel other than the car.

Primary Shopping Area

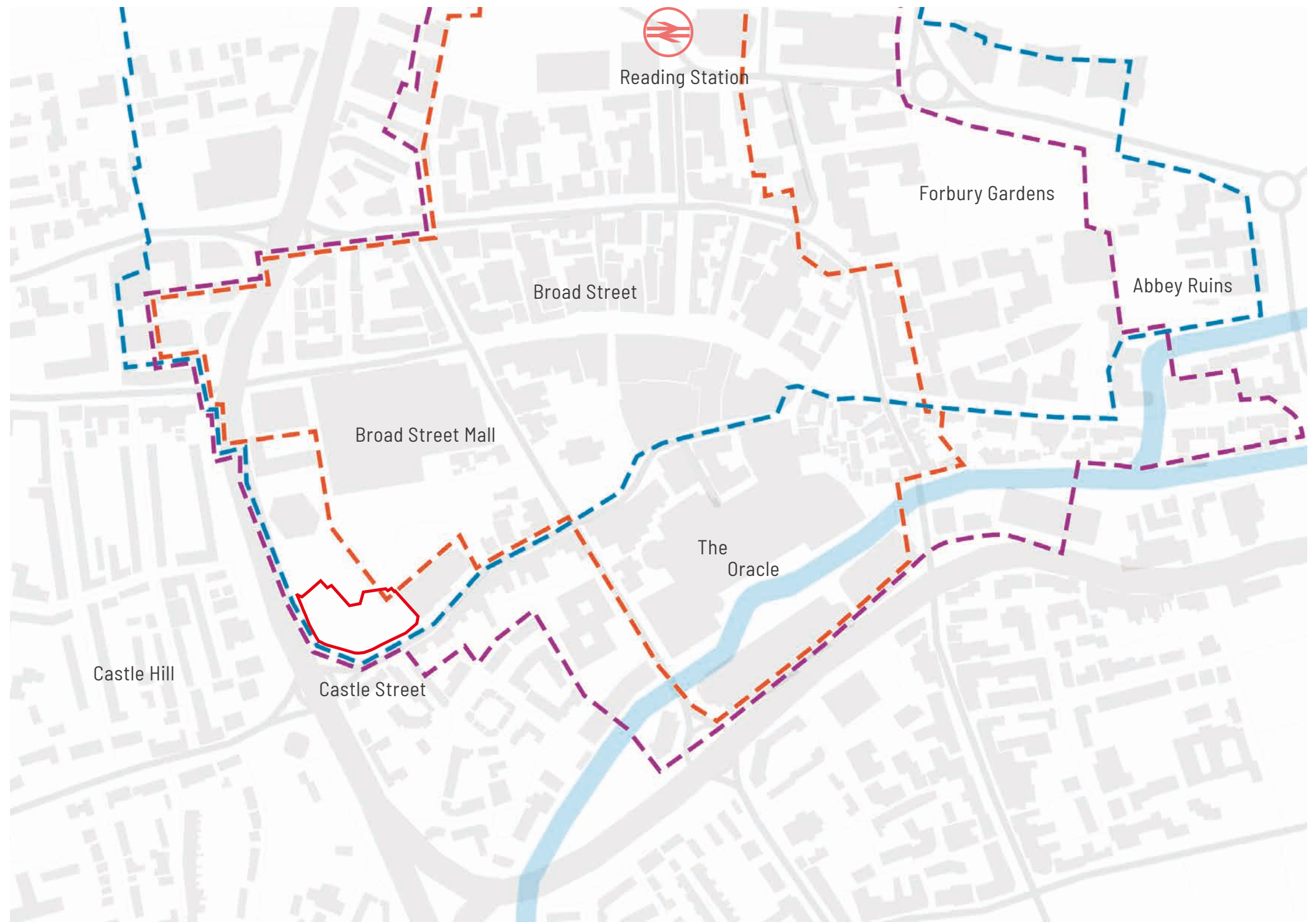
A hub of retails including Broad Street, the Oracle and the Broad Street Mall and has the highest levels of footfall. It is not expected to change significantly and kept as compact as possible.

Central Core

As the main location for other main town centre uses, the leisure offer needs to expand to offer arts and cultural provision, sport and recreation facilities, restaurants and evening uses that continue to provide 18-hour welcome.

Key

-  Primary Shopping Area
-  Central Core
-  Office Core



Reading Local Plan (2019) Proposals Map

The Site

LAND USE

Reading Local Plan (2019)

Land uses

A Mix of Uses

"A key theme that underpins the [Land use] strategy is a mix of uses across the central area, both vertically and horizontally". Getting an appropriate mix of types, sizes and tenure will be of great importance for housing development.

A place to live for the long-term

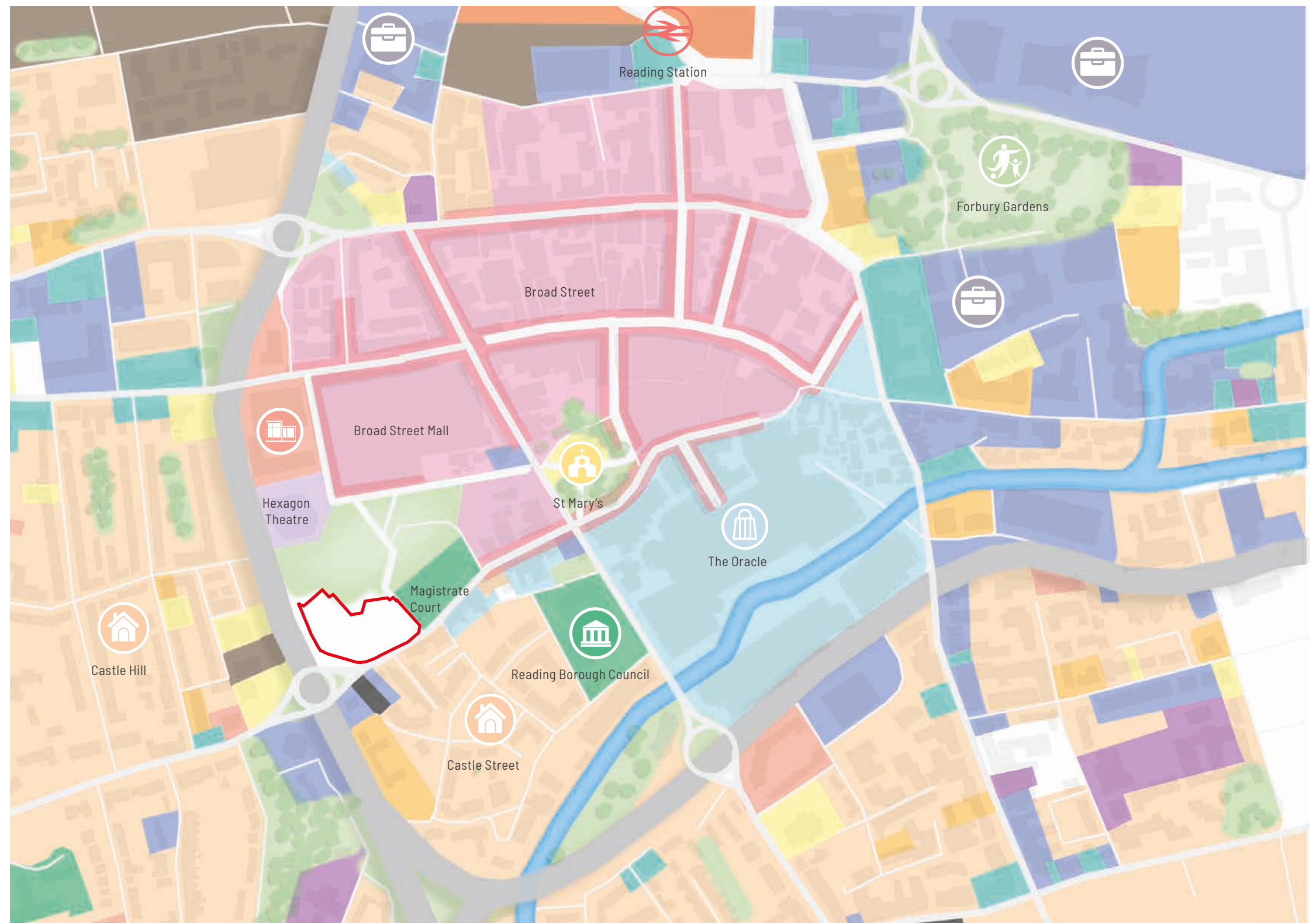
Providing the essential uses and services to allow the centre to be seen as a place for the long-term tenancy. Providing increased community facilities to support growing residential developments. (5.2.6)

Accessible workplace

Commercial developments are largely focused around the station to ensure great accessibility by means of travel by public transportation and by foot.

Key

 Site boundary	
 Mixed use	 Community
 Primary frontages	 Religious
 Retail	 Hotels / lodges
 Food/beverage	 Transport
 Commercial	 Theatre
 Civic	 Education
 Residential	 Green space



Central Reading Land Use Plan

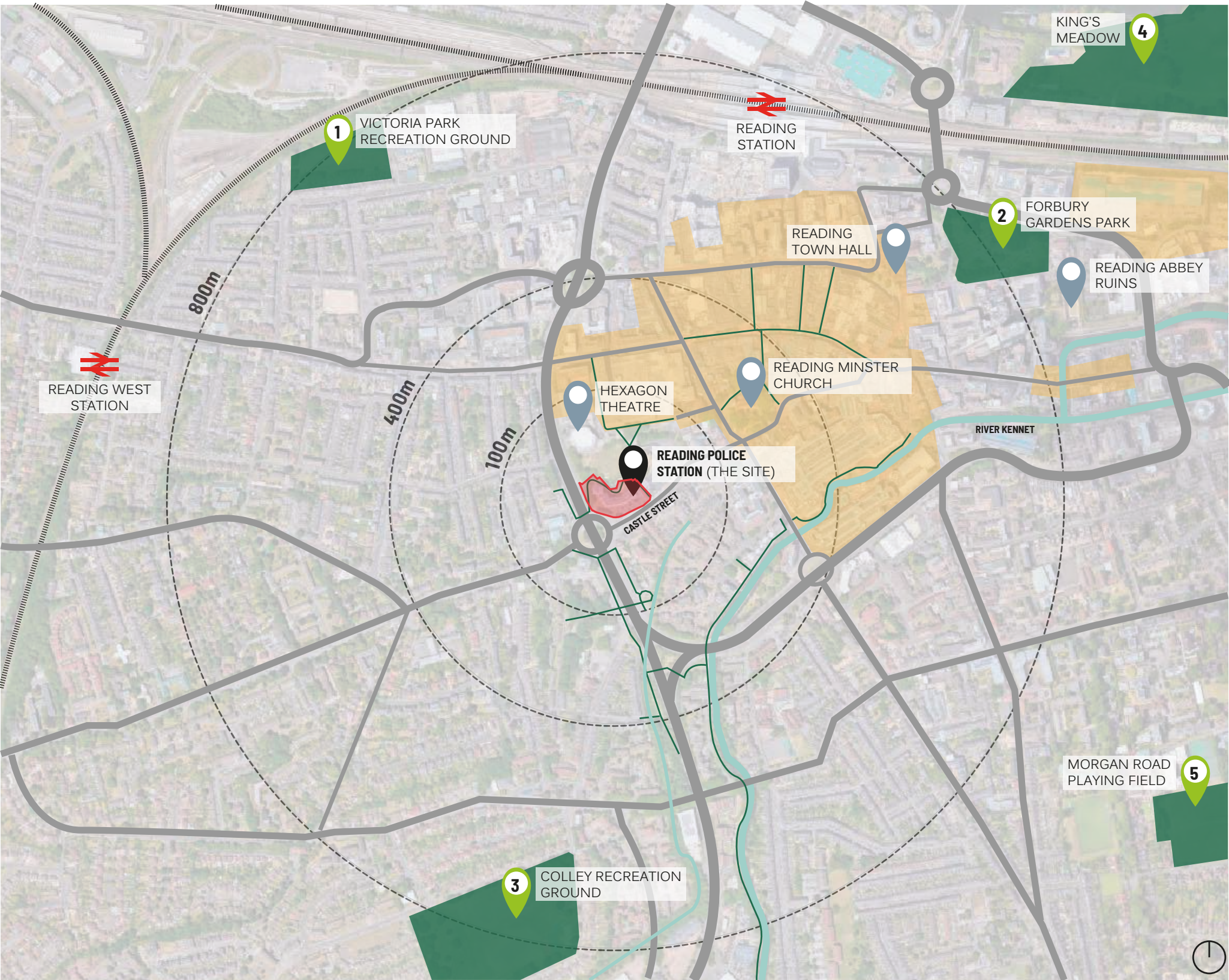
The Site

WALKABLE AMENITIES

The site benefits from excellent connectivity and accessibility. It lies within easy walking distance of Reading Station, a major transport hub, and integrates seamlessly into the established pedestrian network via adjacent routes including Cusden Walk and San-Francisco Libre Walk. The town centre is located approximately 400 metres from the site. In addition, the site is well-served by local green spaces, being within 800 metres of Victoria Park Recreation Ground, Colley Recreation Ground, and Forbury Garden Park—all of which provide a variety of recreational facilities and landscaped areas

Open Space		Attributes
1	Victoria Park Recreation Ground	
2	Forbury Gardens Park	
3	Colley Recreation Ground	
4	King's Meadow	
5	Morgan Road Playing Field	

Facilities / attributes key			
	Playing fields / Significant open grass area		Formal play area
	Sport facilities (e.g. Tennis Court / MUGA)		Gardens
			Fitness equipment
			Historic features



Surrounding Open Space

The Site

READING'S TALL BUILDINGS ZONES

Reading Local Plan (2019)

Policies and designations applicable to the site:

- Site identified for development or change
- Major Opportunity Area (West Side Major Opportunity Area, CR12)
- Area of archaeological potential
- Tall buildings cluster (CR10)

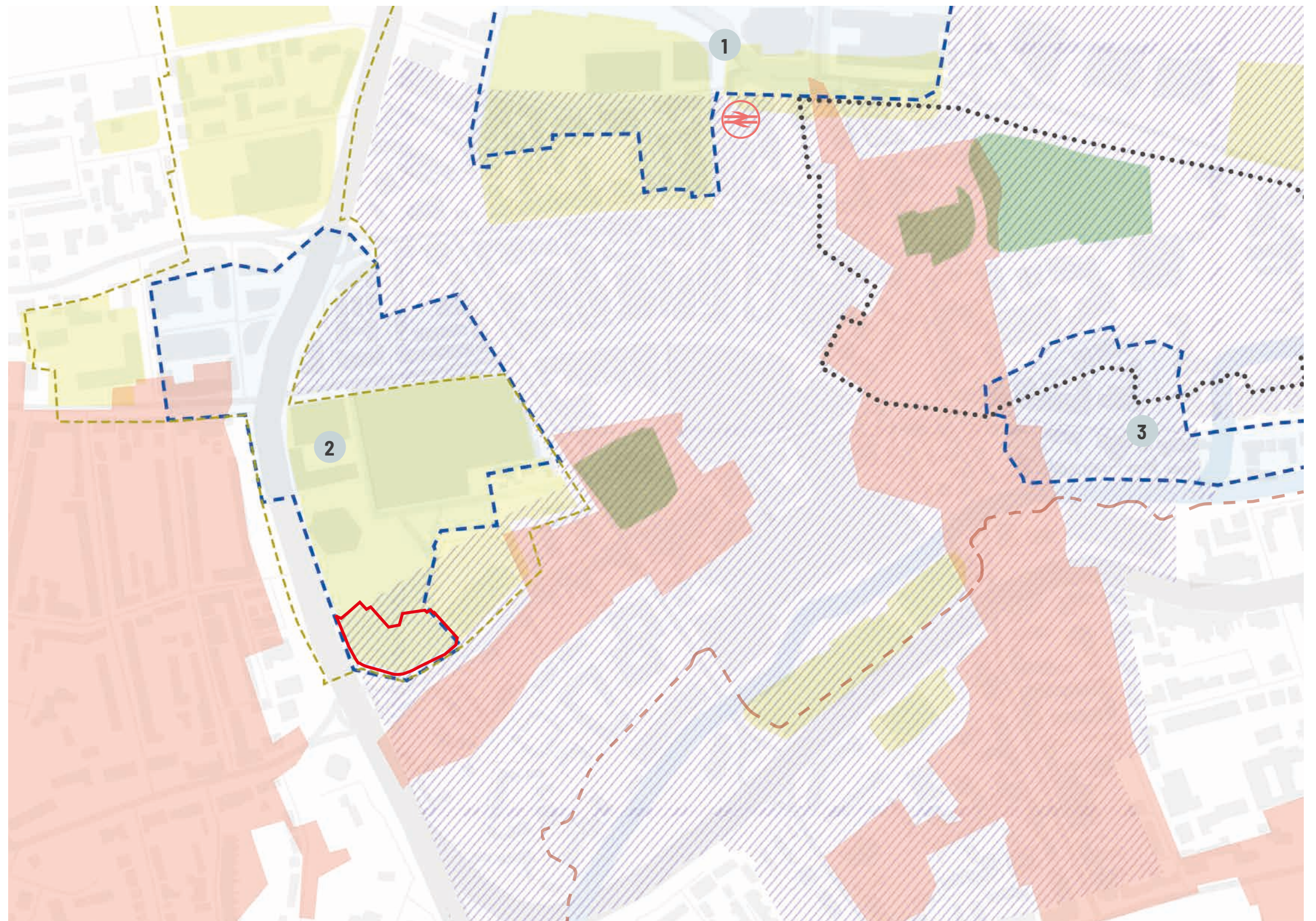
- 1 Station Cluster
- 2 Western Cluster
- 3 Eastern Cluster

Neighbouring conditions

- Conservation Area (EN1, EN3)
- Classified Highway Network (TR3)
- Cycle Routes (TR4)

Key

- Site identified for development
- Major Opportunity Area
- Tall buildings cluster
- Area of archaeological potential
- Abbey Quarter
- Green Space and Public Open Space
- Conservation area
- Classified Highway Network
- TR4 Cycle Route

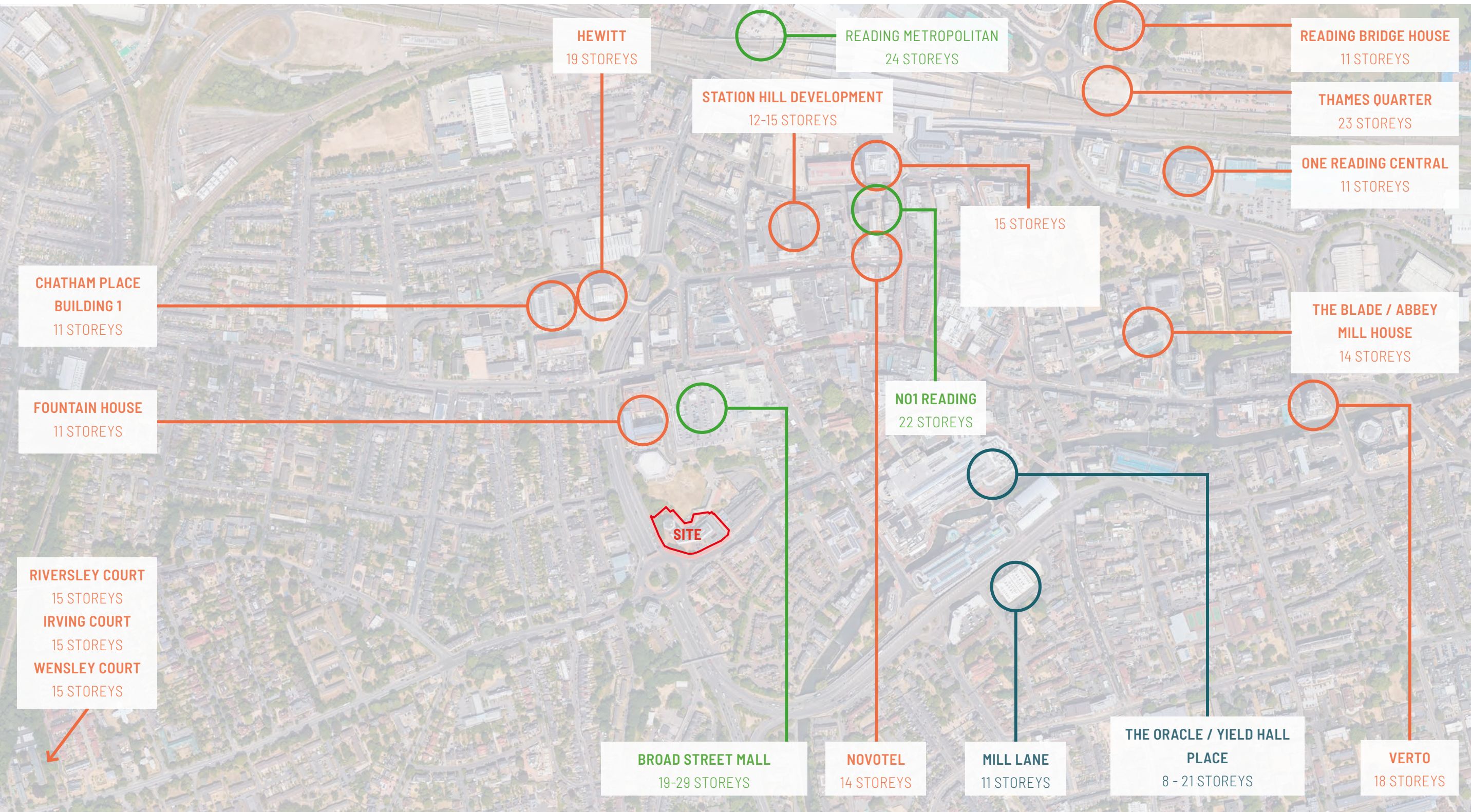


Reading Local Plan (2019) Proposals Map

The Site

READING'S TALL BUILDINGS

APPROVED BUILT UNDER CONSULTATION



Plan showing approved, built and under consultation projects in Reading

The Site

READING'S WEST SIDE OPPORTUNITY AREA

The site is located within Reading's West Side Major Opportunity Area. In 2018, Reading Borough Council set out its plans for the Minster Quarter which is located within the Opportunity Area. The plan on the right shows the illustrative development framework.

The key themes are:

- Reconnecting with Reading's Historic Town Centre
- New direct pedestrian routes
- Unified public realm



Minster Quarter Development framework masterplan

The Site

DEVELOPMENT/APPROVED LOCAL SCALE & HEIGHT

The site is located in the south west corner of the Minster Quarter development framework masterplan. The site lies partly within Tier 1, within which buildings of medium height, in relation to local context are acceptable, and partly within Tier 2 where taller (local) elements of roofscape are indicated up to 12 storeys.

Consented schemes within the local context have exceeded the Development Framework guidelines. Notably, Broad Street Mall has received planning consent for a development of up to 30 storeys including plant levels, exceeding the framework by 10 storeys.



- Tier 1:** General Building Form Zone
Medium building height in relation to local context
- Tier 2:** Tall Buildings and Roofscape Zone
Taller (local) elements of roofscape;Up to 12 storeys
- Tier 3:** Landmark Zone (Tall Building Policy)
Height beyond 12 storeys
- Tier 4:** Indicative Height consented at Broad Street Mall
Height up to 30 storeys including plant level



Minster Quarter Development framework masterplan

HERITAGE ANALYSIS



1600s

Reading began life as an Anglo-Saxon settlement near St Marys Butts, and during this time, the Site was mostly farmland, located along Caftell Street, later referred to as Castle Street, which was one of the key routes leading to St Mary's Butts.



1790s

During the 18th century, the north and South sides of Castle Street began to develop, with residential and commercial properties lining the road, creating a busy shopping street that served Readings growing population. A few passageways crossed the Site, connecting Castle Street to Hosier Lane to the north.



1870s

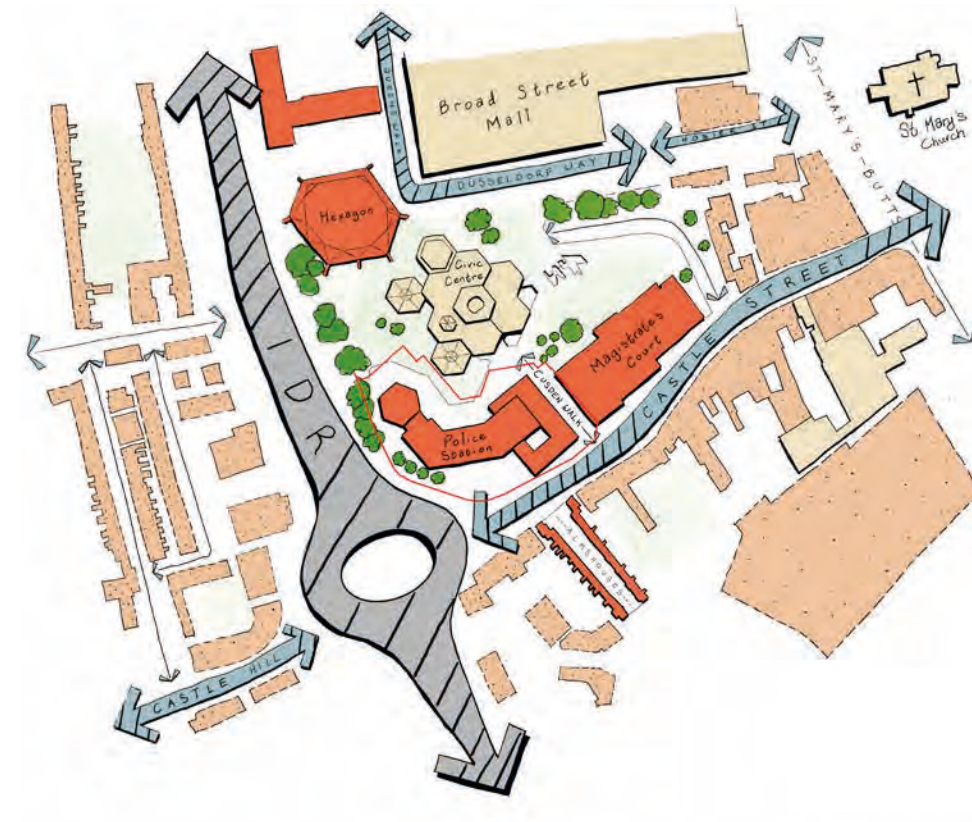
The 19th century saw large amounts of industrial expansion with a coach manufacturing workshop called William Vincent Ltd., often known as Vincent of Reading, operating on part of the Site. This British coachbuilder was founded in 1805 making carriages, but in 1899 they made their first car body and later made bodies for commercial vehicles.

HERITAGE ANALYSIS



1900s

Reading's population continued to grow, and its urban centre became more dense, with terrace housing beginning to line new streets. A residential street called Flint Street was located on the eastern side of the Site, which connected to further routes that linked Hosier Street to Castle Street.



1980s

The introduction of Inner Distribution Road (IDR) in 1960 transformed the town centre and removed a large number of the historic streets and buildings. The new buildings on and around the Site have much larger footprints and follow a rigid, grid layout, which greatly contrasts the original, organic street patterns.

The Site

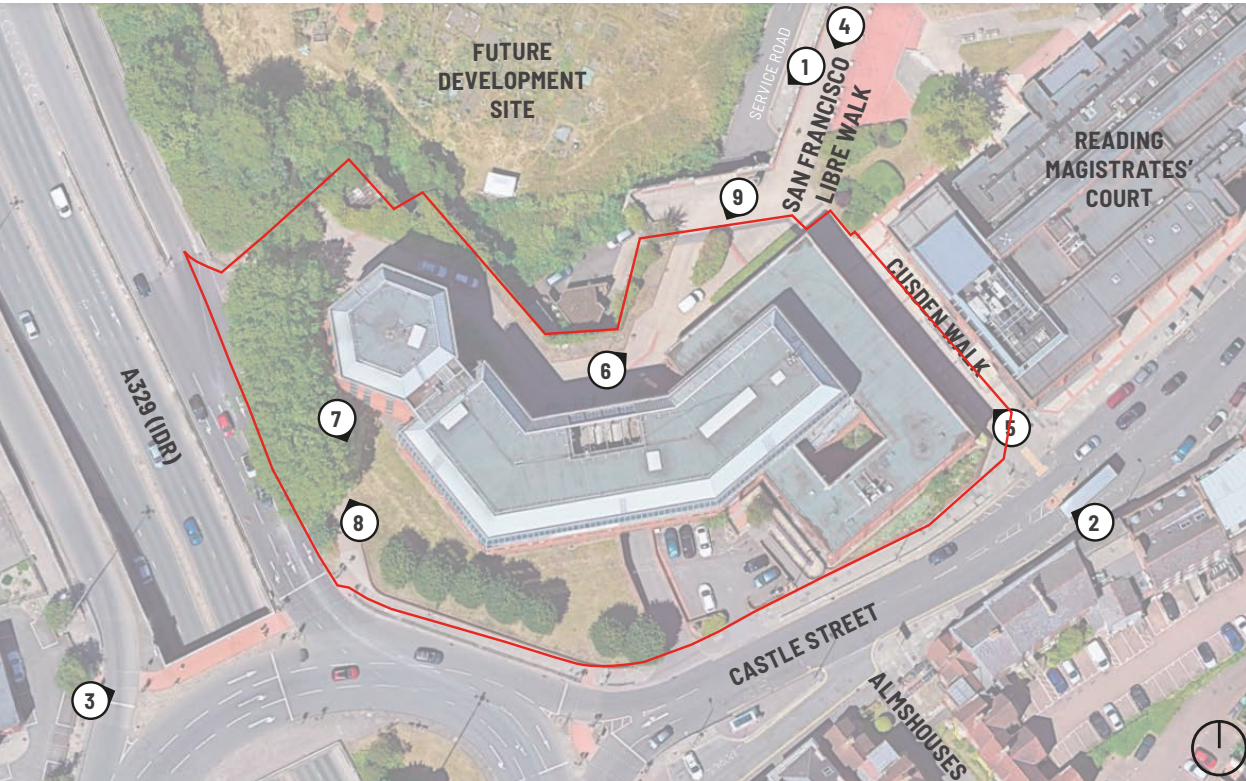
SITE CONTEXT

The site is bordered by Reading Magistrates’ Court to the east, the A329 to the west, Castle Street to the south, and land allocated for future development to the north.

The main public realm sits at street level, accessible from Castle Street and the wider pedestrian network. Much of this space is positioned on podium, with a basement level below, accessed via a lower-level service road.

The site benefits from strong pedestrian connections, including Cusden Walk, San Francisco Libre Walk, and a well-used informal path along the northern edge that links to a signalised crossing at the south-west corner.

Mature trees buffer the south-west boundary, while views open up towards Reading Minster Church from the rear of the site.



Site Aerial

Existing Site Photos



Rear. Existing service road access to basement



View from pedestrian crossing on Castle Street



View from signalised crossing



View from San Francisco Libre Walk



View down Cusden Walk



View from site towards Reading Minster Church



Existing trees along the site frontage interfacing with roundabout



Existing trees and pedestrian pathway along Western boundary



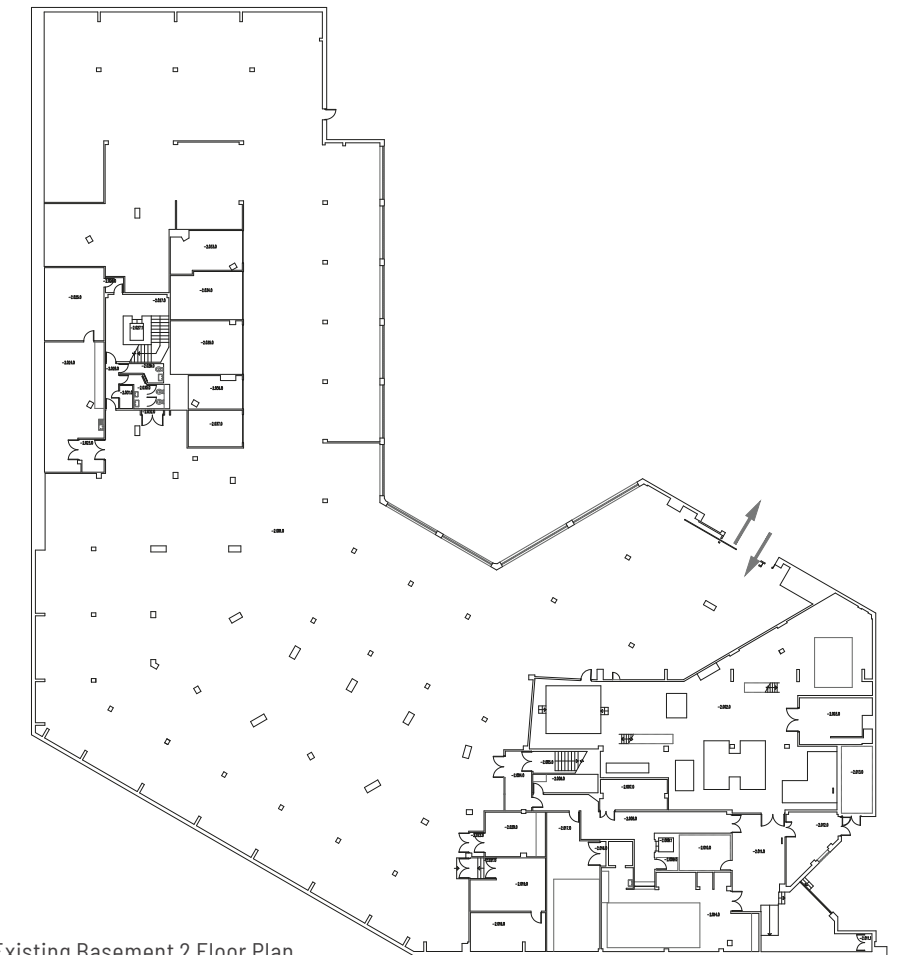
Existing pedestrian pathways along rear of site connecting to San Francisco Libre Walk

The Site

THE EXISTING BUILDING

Existing Basement Level

The footprint, unsafe condition, and structure of the existing building on the site make it unfeasible and inappropriate for viable residential use. However, there are opportunities to reuse elements of the existing building following its demolition, as part of the construction process for the proposals. The next set of pages outline the areas of demolition and potential opportunities to retain some of the existing structure and materials.



Existing Basement 2 Floor Plan

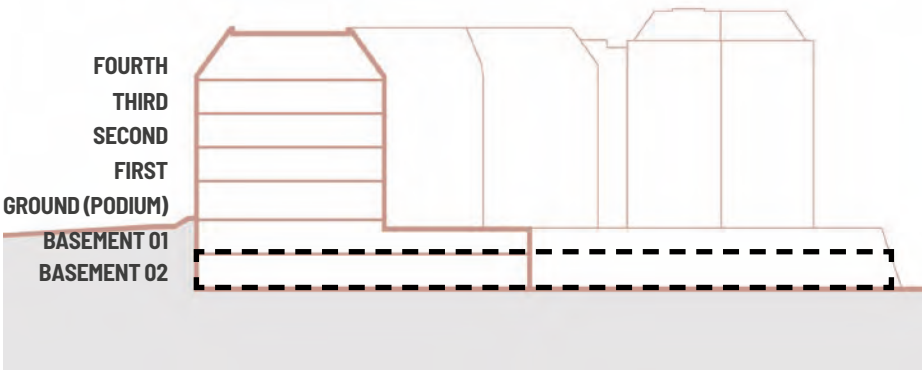


THE EXISTING BUILDING

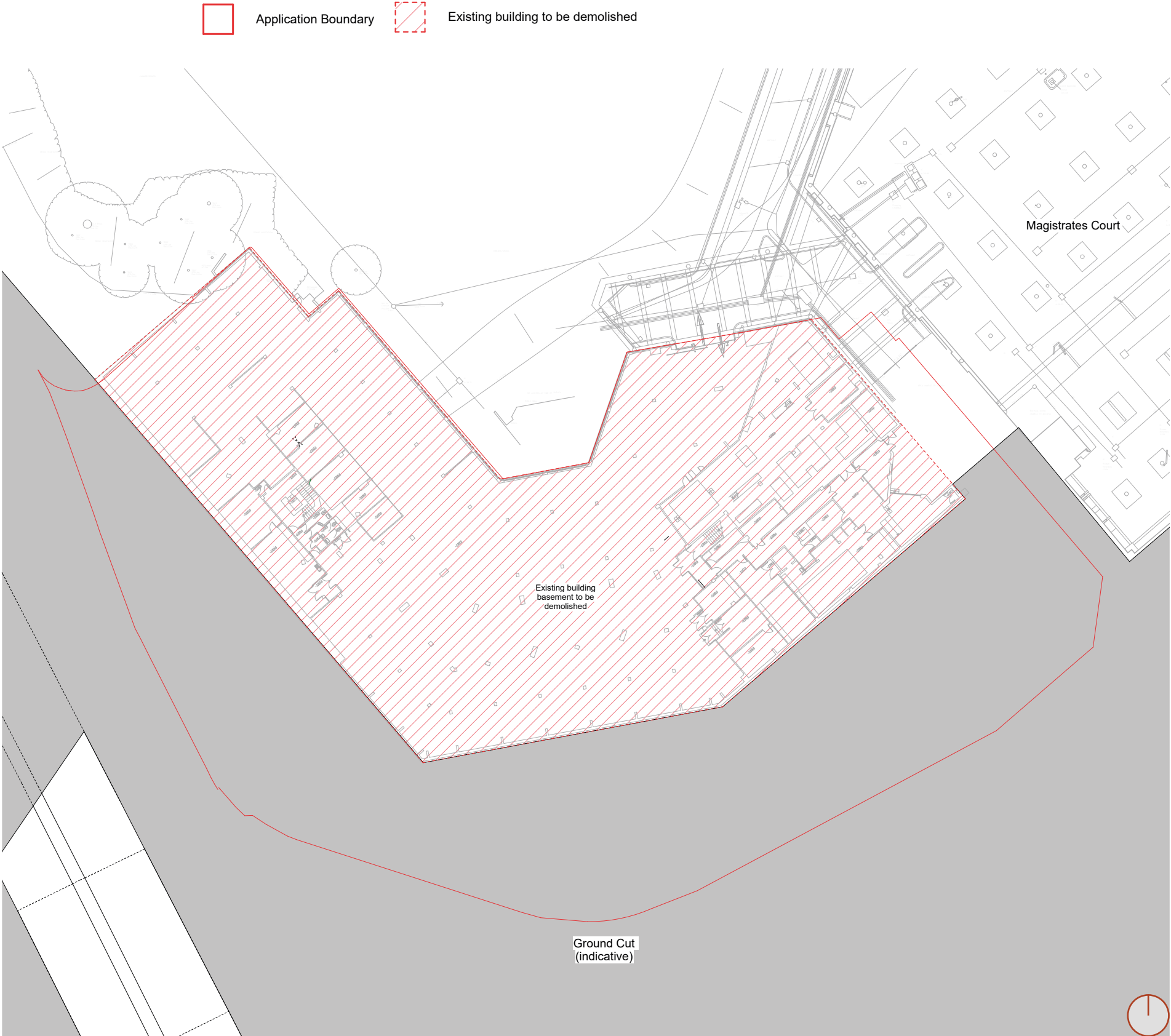
Basement (Below-Podium) Level

The existing police station is proposed for full demolition both above and below the existing podium. The extent of removal has been carefully defined in response to site boundaries, adjacent conditions, and level changes. The existing ‘basement’ possesses two levels of predominantly parking, below a ‘podium’ level

The removal of the existing basement structure allows the extent of below-podium footprint to be increased, without having to excavate a full new ‘basement’ level beneath the podium. Where possible, existing structure and materials will be investigated for re-use within the proposals and supported by a pre-demolition audit, to understand where retention and reuse may be most feasible.



Illustrative Section through existing building



Basement (Lower Level 02) Demolition Plan

The Site

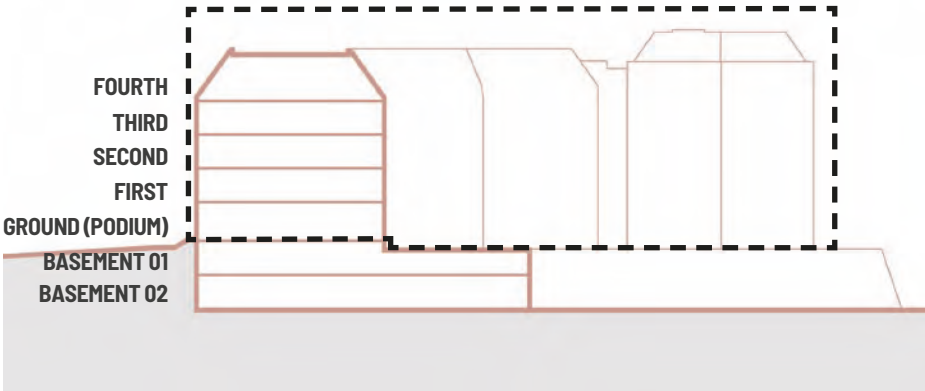
THE EXISTING BUILDING

Ground Floor (Podium) Level and Above

The ground floor level aligns with the existing levels along Castle Street, Cusden Walk, and along San Francisco Libre Walk. The adjacent diagram indicates that the public realm on the existing podium (also the ‘roof’ of the basement below) is to be demolished within the red line boundary to facilitate new and more appropriate structure, servicing and drainage systems, as well as the opportunity for enhanced landscape and public realm interventions.

Along the south and west boundaries of the site, existing external works related to the Police Station (including ramps, stairs, raised planters, and car parking) are to be removed to enable the comprehensive reconfiguration of the public realm and site to maximise opportunities for public realm.

Existing trees are to be retained where possible, as detailed within the landscape section in this DAS, as well as the Arboricultural Impact Assessment submitted in support of the application.



Illustrative Section through existing building



The Site

EXISTING CONSIDERATIONS

The site is defined by a series of existing constraints and opportunities that shape its development potential. Key vehicular and pedestrian routes frame the edges of the site, with Castle Street acting as a primary frontage and movement corridor. Mature trees and areas of existing landscape provide a green buffer, while adjacent listed buildings and conservation areas establish a sensitive historic context. Acoustic and environmental conditions, particularly along major roads, further influence the site's edge conditions.

Key

- Site boundary
- - - Existing vehicular access
- - - Existing pedestrian routes
- ~ Noise and pollution
- Existing trees
- Listed buildings
- Conservation area
- Existing buildings
- Existing vehicular roads
- Existing green space
- Visual screen from main road
- Existing podium
- Existing Adjacent Frontages
- ➔ Key View



Existing considerations

The Site

FUTURE CONSIDERATIONS

Given the context of the Minster Quarter site and indicative massing set out as part of the development framework, proposals must also consider any potential future relationships with surrounding buildings, pedestrian connections, and vehicle routes. The framework sets out the aspiration for strengthening east-west and north-south movement around the site, linking Castle Street to the Town Centre.

Key

- Site boundary
- - -> Existing vehicular access
- - -> Future pedestrian routes
- ~ Noise and pollution
- Existing trees
- Listed buildings
- Conservation area
- Existing buildings
- Existing vehicular roads
- Future green space
- Visual screen from main road
- Future podium
- Future Adjacent Frontages
- ➔ Key View
- Minster Quarter Development Framework



