

07 ACCESS

INCLUSIVE ENVIRONMENTS

The Design and Access Statement details how inclusive design principles shape the development, prioritising older and disabled users, adherence to best practice, and robust long-term management. The scheme is designed to create a safe, accessible, and welcoming environment where all users can move independently without barriers, separation, or special treatment.

The principles adopted in the proposed scheme will ensure that the built environment is safe, accessible and welcoming to all. All new developments should be convenient to use and welcoming with no disabling barriers. Everyone should be able to move around the development independently, without undue effort, separation or special treatment. The proposed development therefore is designed to be:

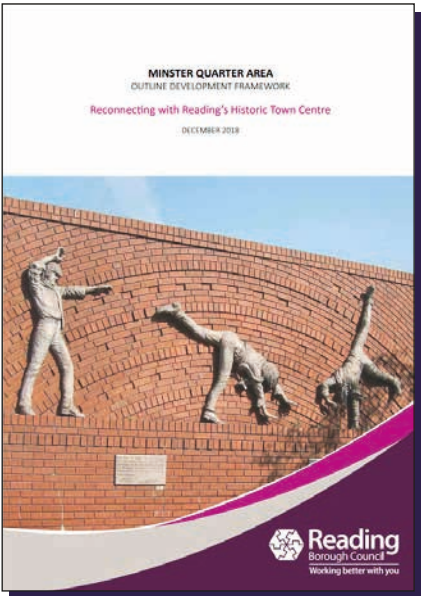
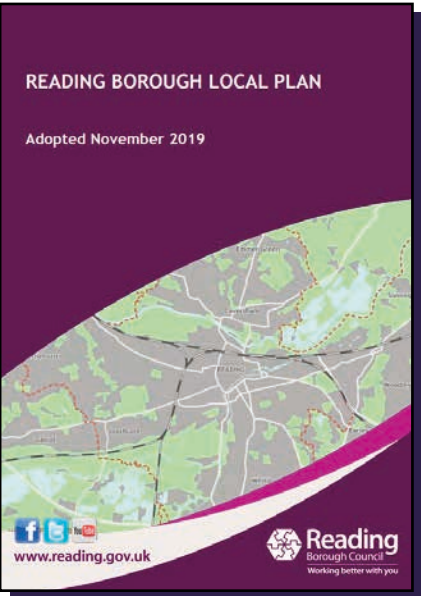
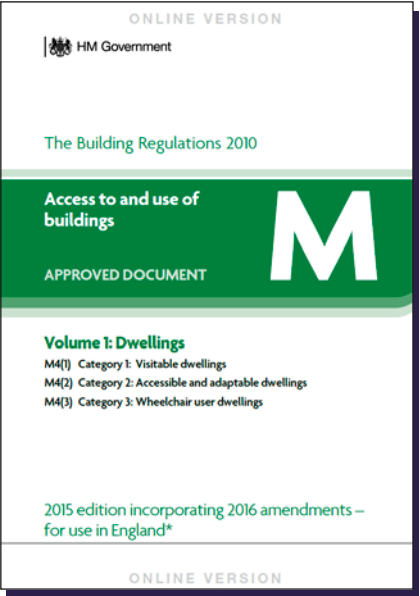
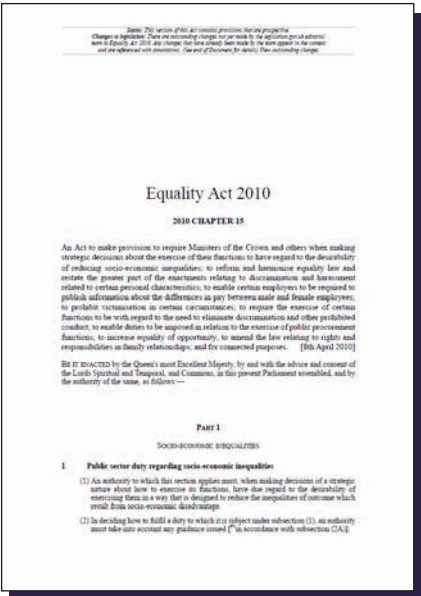
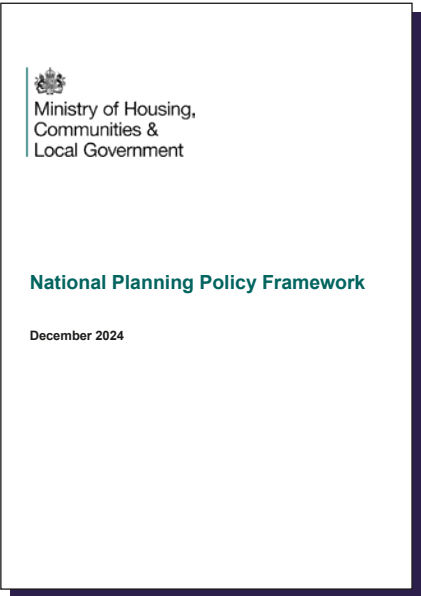
- Welcoming and barrier-free
- Inclusive and easy to use for all
- Legible, supporting clear movement and wayfinding
- Adaptable to respond to changing needs over time
- Flexible to accommodate different users and uses

Accessibility at Flint Street serves a broad user group, including wheelchair users and individuals with varied mobility or accessibility requirements. The proposals seek to integrate inclusive access standards from inception, embedding them in core design rather than treating them as afterthoughts.

The development is informed by national, regional, and local policy and guidance, including:

- National Planning Policy Framework (Revised Dec 2024)
- The Equality Act 2010
- The Building Regulations Approved Document Part M (2015 edition, Incorporating 2016 amendments)
- The Reading Borough Local Plan (Adopted November 2019), including: Policy CC6: Accessibility and the Intensity of Development, Policy CC7: Design and the Public Realm, Policy EN7: Local Green Space and Public Open Space, Policy EN10: Access to Open Space, Policy H5: Standards For New Housing, Policy H6: Affordable Housing, Policy H10: Private and Communal Outdoor Space, Policy OU1: New and Existing Community Facilities

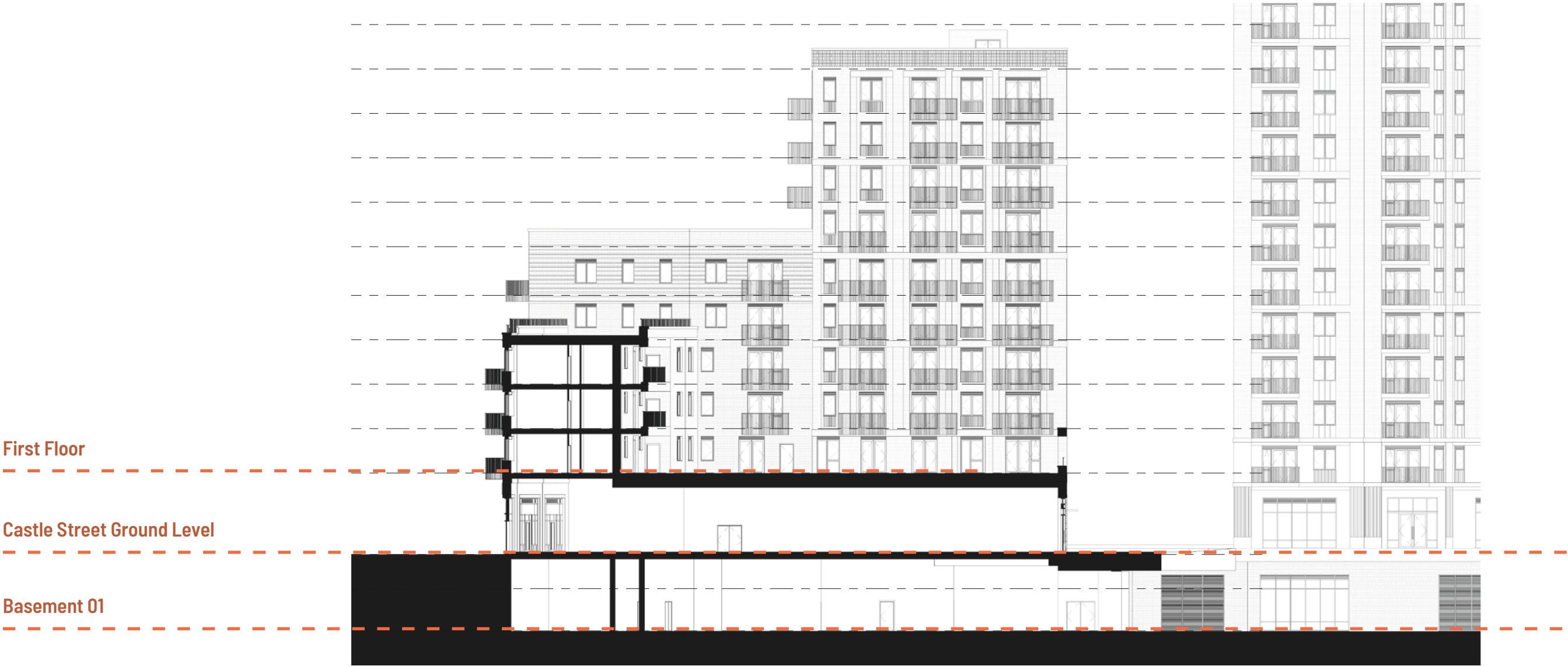
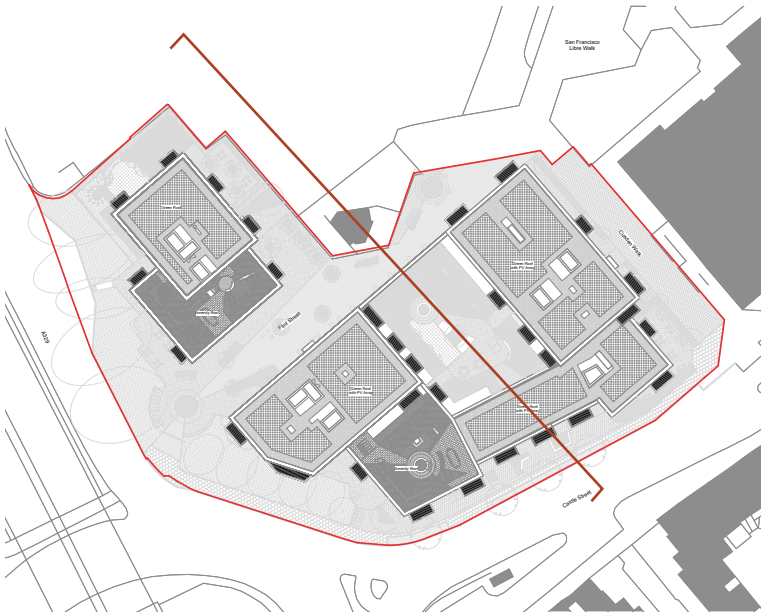
- Reading Borough Minster Quarter Development Framework (Part 1) SPD, Policy 2.1: Public Realm Led Development Framework, Policy 2.2: Development Framework Rationale



Site Layout

UNDERSTANDING THE PROPOSED LEVELS

The proposed site levels respond to the existing basement, street and pavement levels, and the topography. As outlined in the site chapter, the Basement 01 mezzanine level has been removed to increase floor-to-floor height, allowing servicing and plant to be accommodated below ground. This enables the retention and reuse of the existing access road beneath San Francisco Libre Walk, which will serve the proposed basement-level servicing.



PEDESTRIAN MOVEMENT

The pedestrian strategy creates a clear and legible network of routes, improving connections between Castle Street, Flint Street, and San Francisco Libre Walk. Residential lobbies and cores are positioned along these routes, supporting active frontages and clear access points, and creating a safe and well-connected environment.

Key

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Pedestrian Route

Stair and Lift Core

Residential Lobby

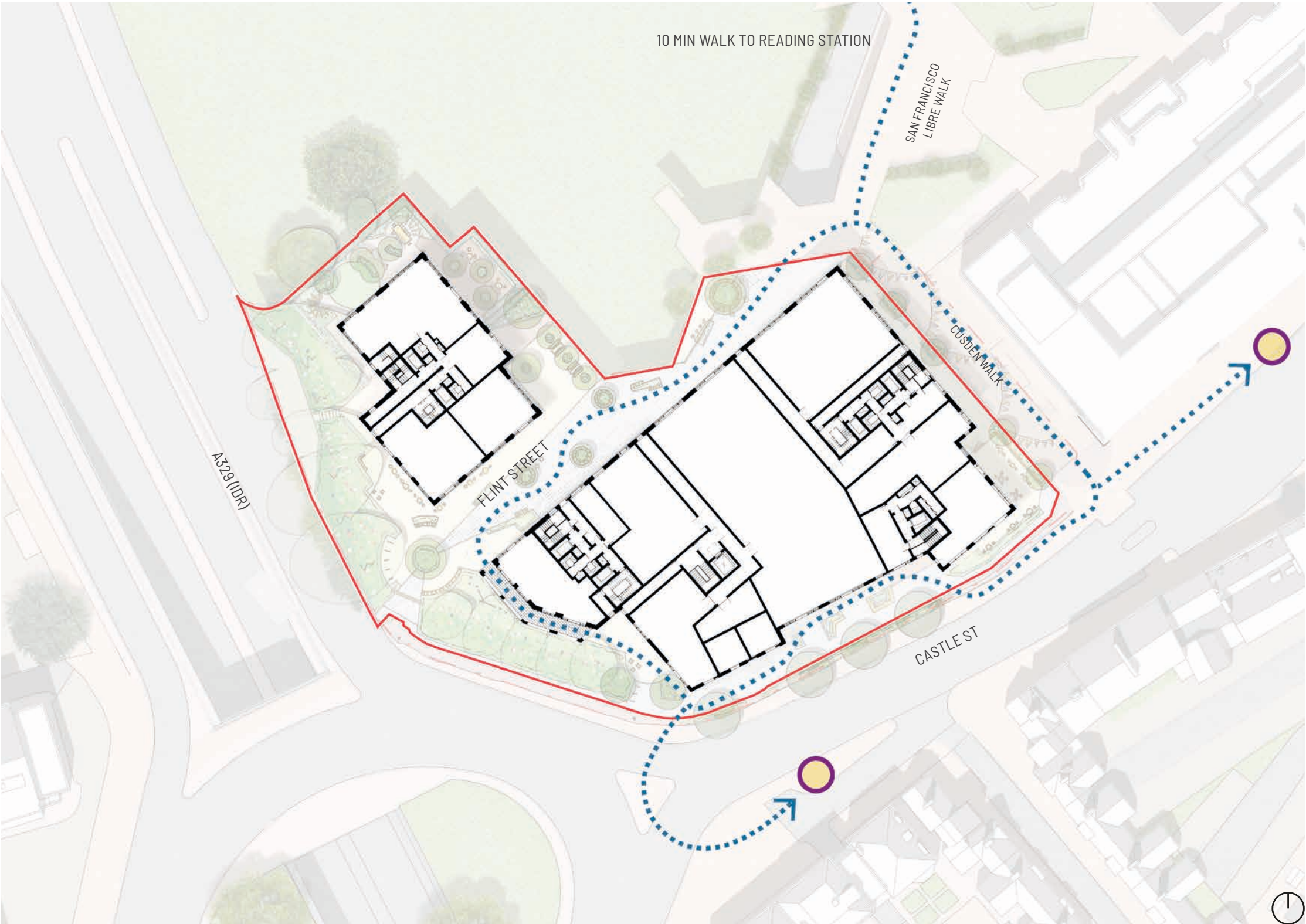


Ground Floor Pedestrian Movement Plan

Access

PUBLIC TRANSPORT ACCESSIBILITY

The site benefits from strong public transport connectivity, with nearby bus stops along Castle Street and the A329 providing frequent local services, and Reading Station within a short walk. Clear pedestrian routes connect the site to these key nodes, ensuring legible, convenient access and supporting sustainable travel choices.



Key

-  Bus Stop
-  Pedestrian Route

Ground Floor Public Transport Accessibility Plan

BASEMENT FLOOR PLAN

KEY CHANGES

Basement servicing has been selected as the preferred option due to its positive impact on the ground floor public realm. A service lift connects the basement and ground floor to support the commercial units.

All deliveries for both residential and commercial units are proposed to take place at the basement level. Refuse storage and collection will also be located and managed at this level.

Further coordination is required to ensure structural and service elements do not reduce the clear headroom needed for service vehicles or cause conflicts with vehicle tracking.

Due to reduced parking demand at the basement level, provision is limited to four standard spaces for police use and eight accessible bays.



Sitewide Basement Plan

Access

CYCLE ACCESSIBILITY AND PARKING

The scheme provides convenient cycle parking via secure, well-located cycle stores in the basement, for both residential and non-residential uses. These can be accessed via the internal lifts, or via the secure access into the basement from the north east.

Key

Residential Cycle Store

Non-Residential Cycle Store



Sitewide Basement Cycle Accessibility and Parking Plan

Access

VEHICLE ACCESSIBILITY AND PARKING

Vehicle access to the basement parking spaces is straightforward and easy to navigate.

This design ensures safe vehicle circulation and keeps public areas around the buildings free from traffic, creating a pleasant and secure environment for pedestrians.

Key

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Vehicle Route

Police Parking

Accessible Parking



Sitewide Basement Vehicle Accessibilty and Parking Plan

Access

RESIDENTIAL DELIVERY STRATEGY

The delivery strategy is integrated within the basement with a clear route for vehicles to access a dedicated loading and servicing bay. From there, deliveries are distributed to the relevant building parcel rooms. This approach minimises disruption at street level while ensuring safe, practical, and well-managed servicing for residents.

Key



Delivery Vehicle Route



Delivery Route



Loading/Servicing Bay



Residential Parcel Room



Sitewide Basement Residential Delivery Plan

Access

RETAIL SERVICING STRATEGY

The basement includes a dedicated loading bay for retail servicing.

Goods are efficiently distributed from the non-residential service core to individual retail units via internal service routes at the podium level.

Key



Service Vehicle Route



Service Route



Loading/Servicing Bay



Retail Core & Service Lift



Sitewide Basement Retail Servicing Plan

Access

RETAIL SERVICING STRATEGY

At ground (podium) level, retail units are serviced via the dedicated service corridors with retail units accessed internally with the two Block B non-residential unit accessed externally via Flint Street.

Key

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Service Route

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External Trolley Access

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Retail Core & Service Lift

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Retail units

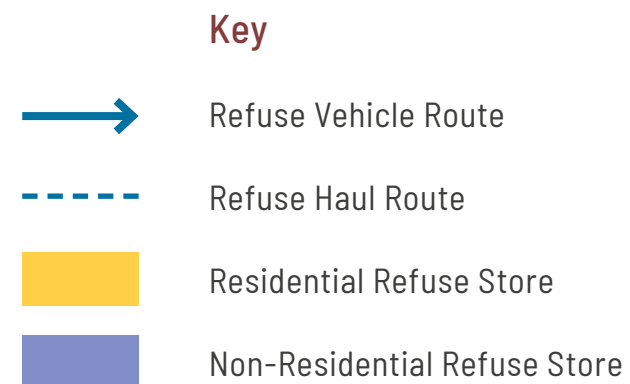


Sitewide Ground Floor Retail Servicing Plan

Access

REFUSE STRATEGY

Refuse is managed within the basement, with dedicated stores located close to cores for convenient resident access. A clear vehicle route allows for efficient collection, with refuse moved via defined internal haul routes to minimise disruption.



Basement Sitewide Plan

Sitewide Basement Refuse Plan

Access

FIRE STRATEGY

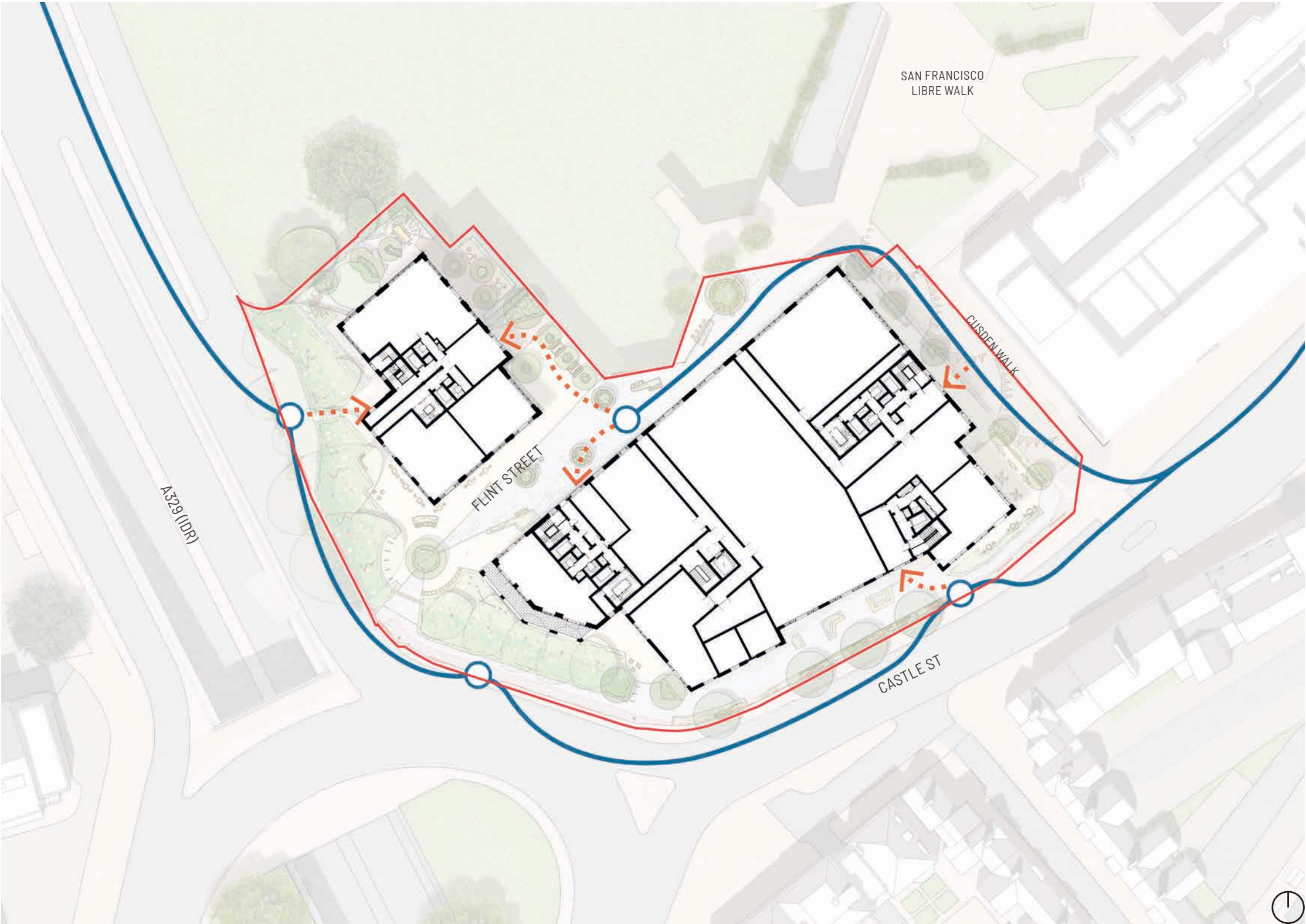
The surrounding landscape accommodates a clear fire tender route from Castle Street, along Cusden Walk and up to Block B on Flint Street, where adequate space is provided for a turning head. An existing bay along the IDR can also be used to access Block B via the servicing core if required.

- Key
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Fire Service Route

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Fire Vehicle Route



Ground Floor Sitewide Plan

Sitewide Ground Floor Fire Strategy Plan

Access

SECURE BY DESIGN

We have been in active dialogue with a Secured by Design officer to ensure our proposals comply with Secured by Design principles. An initial meeting was held on the 1st April 2026 to discuss the design proposals and continued engagement will progress throughout the project.

Layout of Movement Routes

Vehicular, cycle and pedestrian routes have been designed to ensure that they are visually open, direct, well used and they do not undermine the defensible space of neighbourhoods. They will be integrated and assist easy, intuitive wayfinding by increasing activity and natural surveillance.

Communal Areas

Communal areas have been designed to allow natural surveillance from nearby dwellings and non-residential uses with safe and accessible routes for users to come and go. Boundaries between public and private space will be clearly defined and open spaces will have features designed into the proposal which prevent unauthorised vehicular access.

Dwelling Boundaries

Access to private residential areas will be clearly defined and secured with fob access as required to ensure safety and security for all residents.

Layout and Orientated Dwellings

Homes have been designed to incorporate a mix of dwellings, enabling greater potential for homes to be occupied throughout the day.

Car Parking

Parking is provided within a secure parking area with controlled access and CCTV monitoring.

Street Lighting

Please refer to the landscape and public realm chapter for detail on how the lighting strategy has been designed to improve security and surveillance.

Entrance Design

Both shopfronts and residential entrances have been designed with accessibility and safety in mind. All entrances are level access with any ramping dealt with internally, they are clearly

framed to announce them within the streetscape, and a place for signage has been considered for every entrance.

Further detail regarding the front doors, windows, elevation detailing to avoid climbing and CCTV strategy will be considered in more detail as the scheme progresses with continued engagement with the Secured by Design Officer.

Entrance design principles

Canopy Over Residential Entrances For Both Additional Protection And Visual Pronunciation

Level Access Into Entrances Off Street Level

Allocated Space For Unit Numbers, For Ease Of Navigation

Coloured Glazed Effect Framing Entrance For Visual Pronunciation

Signage On Fascia Or Drop Signage Along Curtain Glazing

Access

ACCESSIBLE HOMES STRATEGY - M4(3) HOMES

8% of the homes delivered within the scheme are designed to comply with the requirements of Approved Document M: Access to and Use of Buildings for wheelchair user dwellings (M4(3)). Located within Block A, the M4(3) homes provide generous and functional internal environments, including increased door widths, wider circulation routes, and adequate turning and manoeuvring spaces throughout. Key features include accessible entrance zones, suitably sized rooms with clear access zones, provision for wheelchair storage and transfer, and private amenity spaces capable of accommodating wheelchair turning.

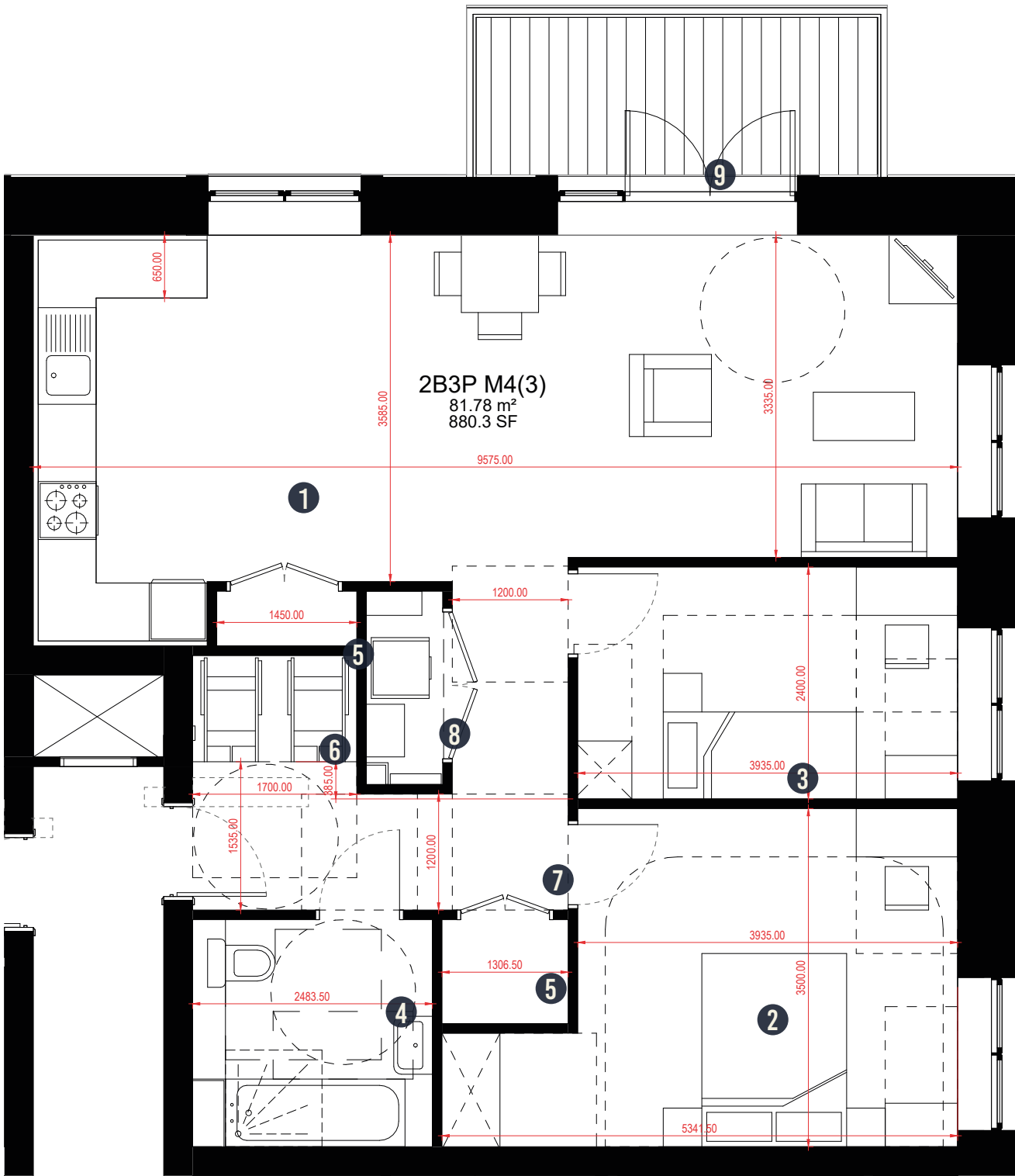
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- 1B2P M4(3) Apartment
- 2B3P M4(3) Apartment



Example of 2B3P M4(3)

- 1 Living/kitchen/dining: 34.3m²
- 2 Principal double bedroom: 15.4m²
- 3 Secondary single bedroom: 9.4m²
- 4 Bathroom: 5.8m²
- 5 Storage: 2.7m²
- 6 Wheelchair Storage Space: 1.9m²
- 7 Corridor: 8m²
- 8 Utility cupboard storage: 1.6m²
- 9 Outdoor Amenity: 6.8m²



Sample 2B3P M4(3) Apartment



08 SUMMARY

**KEY
BENEFITS**



**205
NEW
HOMES**



**NET ZERO
STANDARD**



**SUSTAINABLE
DEVELOPMENT**

10 MINUTES



FROM TRAIN STATION



**NEW PEDESTRIAN
CONNECTIONS**

c.1850 M²



**ACTIVE
GROUND
FLOOR**

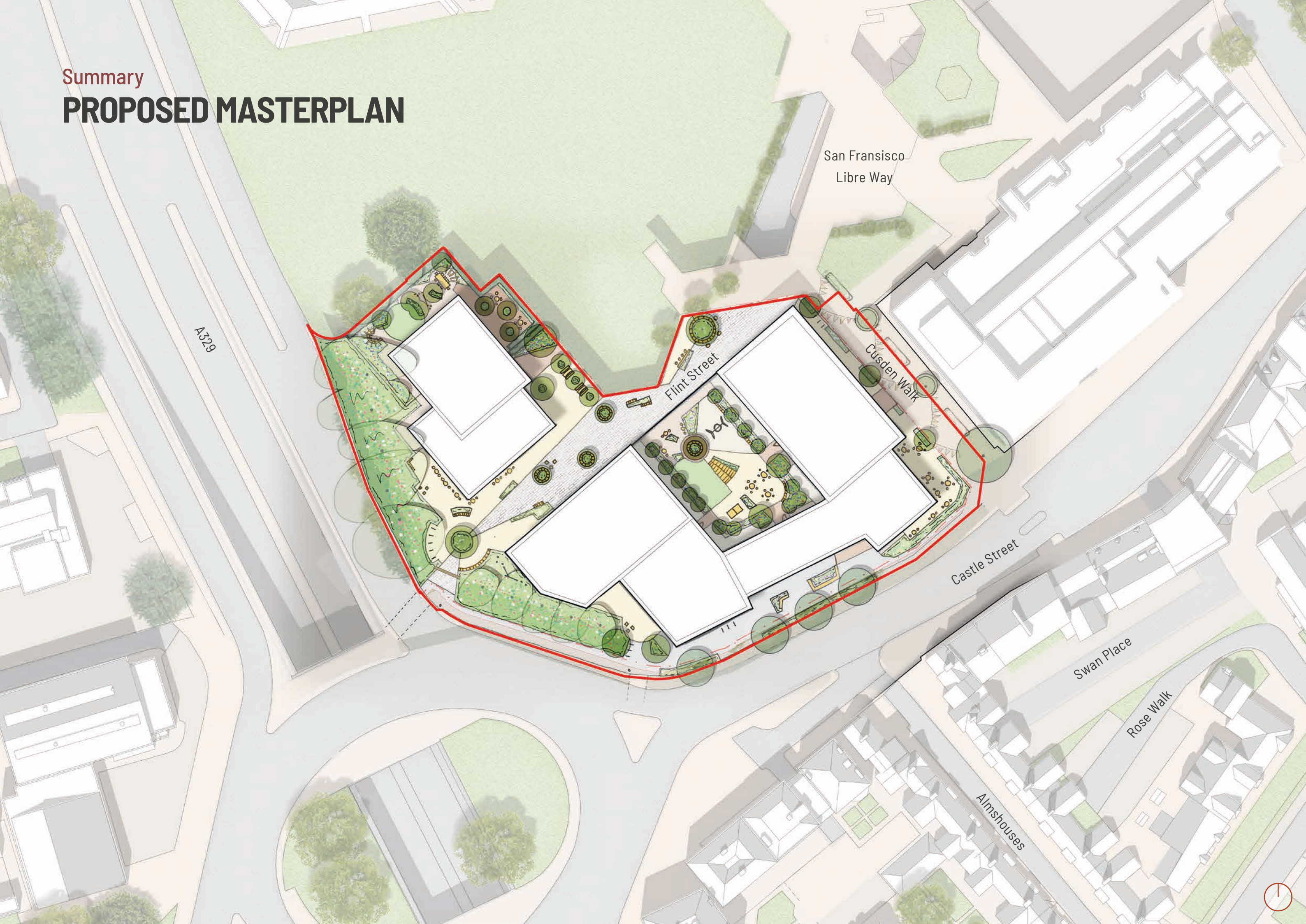
**c.280 M²
RESIDENTIAL
AMENITY**



**30%
AFFORDABLE
HOMES**

Summary

PROPOSED MASTERPLAN





FLINT STREET

