

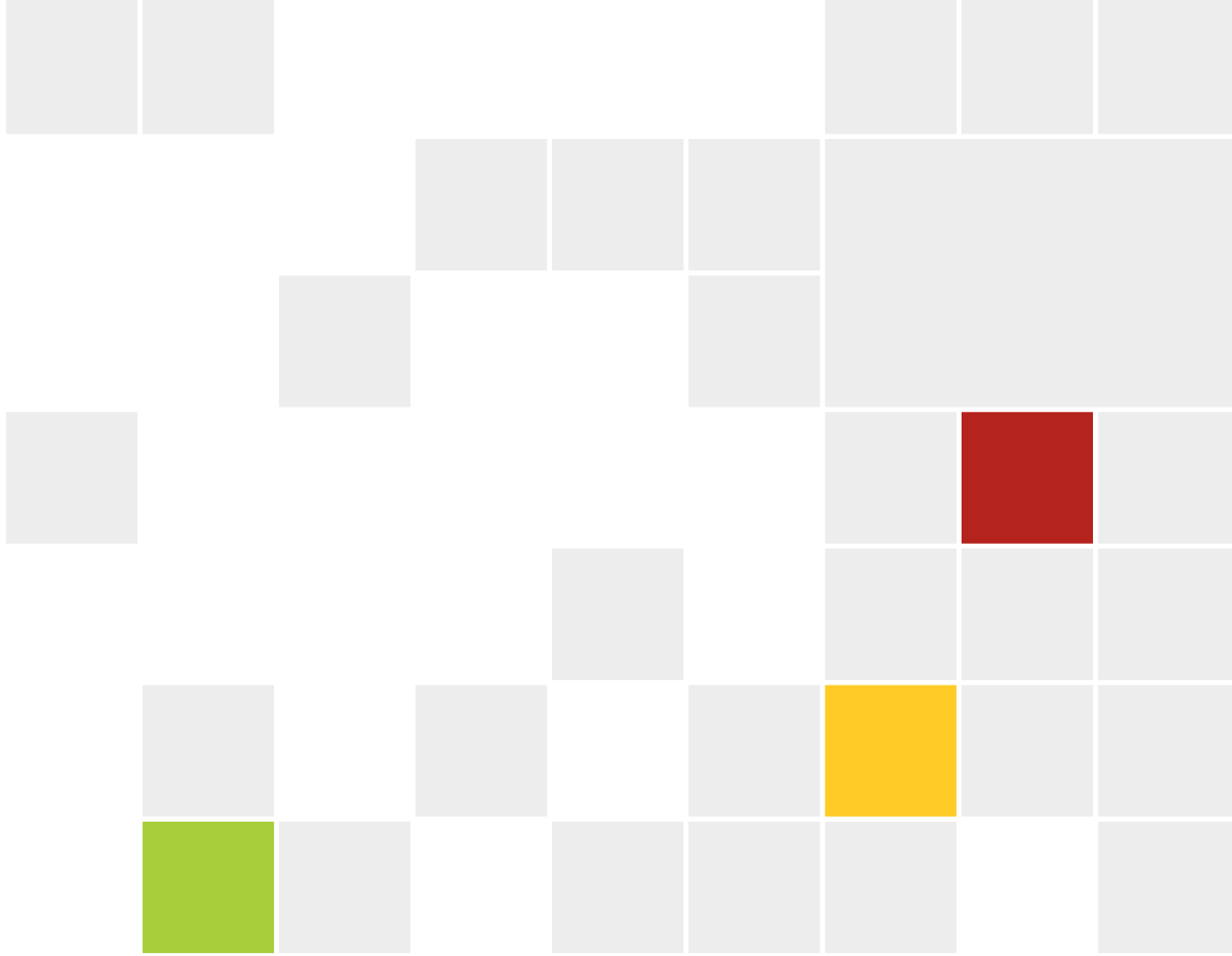
Gas Holder Site, Reading

Statement of Community Involvement

April 2019

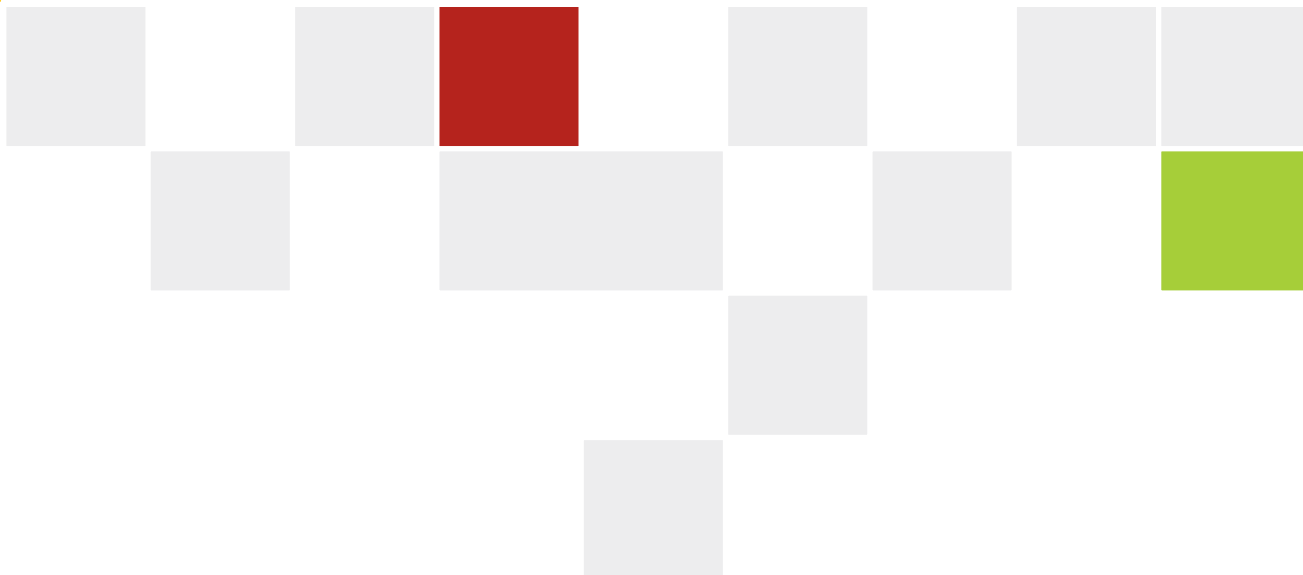


Boyer



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Statement of Community Involvement



Boyer

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1. INTRODUCTION

- 1.1 This Statement of Community Involvement (SCI) has been prepared by Boyer on behalf of Danescroft (Kenavon Drive Project Management) LLP ('Danescroft') in support of a full planning application relating to the Gas Holder Site at Alexander Turner Close, Reading. It sets out the public engagement undertaken prior to the planning application submission, the responses received and how the proposals have evolved in response to the comments.
- 1.2 The application seeks full planning permission for "*Demolition of existing buildings and Gas Holder and the erection of new buildings ranging between 2 and 9 storeys in height, providing 130 residential units (Class C3) with associated access, car parking, landscaping and open space*".
- 1.3 This report seeks to demonstrate how Danescroft have sought to actively engage with the local community and key stakeholders from the outset in accordance with Reading Borough Council's adopted Statement of Community Involvement (2014) and national planning guidance.
- 1.4 The Gas Holder site is currently operated by SGN as an operational depot as part of their gas infrastructure. SGN is a UK gas distribution company which manages the network that distributes natural and green gas to 5.9 million homes and businesses across Scotland and the south of England.
- 1.5 Danescroft is a property development company specialising in residential-led development. It works with landowners, local authorities and stakeholder groups to maximise the development potential and value of a variety of brownfield and greenfield opportunities. Danescroft has a particular focus on complex brownfield sites and so is working with SGN to help them enable the redevelopment of the Gas Holder site to help meet local housing needs.

2. COMMUNITY INVOLVEMENT

Planning Policy

- 2.1 Paragraph 40 of the National Planning Policy Framework (NPPF) (2019) recommends that Local Authorities should encourage applicants (who are not already required to do so by law) to engage with the local community and with statutory and non-statutory consultees before submitting applications.
- 2.2 The Localism Act 2011 sets out three additions to the 1990 Planning Act (S.61W, S.61X and S.61Y of the Localism Act 2011) on consultation, namely:
- A duty to consult: There is a new requirement for developers to carry out pre-submission consultation for planning applications where the proposal is of a description in a specified development order.
 - A duty to respond: The Act outlines the duty of the person carrying out the consultation to take into account any responses it generates.
 - Power to make supplementary provisions: Sets out further provisions which could be made through development orders - these would create a strong requirement to consult, to respond to comments received and to prepare a statement detailing how consultation has been completed.
- 2.3 The Department for Communities and Local Government's "*A Plain English guide to the Localism Act*" describes the main measures of the Localism Act. Page 13 states:
- "To further strengthen the role of local communities in planning, the Act introduces a new requirement for developers to consult local communities before submitting planning applications for certain developments. This gives local people a chance to comment when there is still genuine scope to make changes to proposals."*
- 2.4 Planning Practice Guidance (PPG) also states that:
- "Pre-application engagement with the community is encouraged where it will add value to the process and the outcome." (Paragraph 010; Reference ID: 20-010-20150326)*
- 2.5 Reading Borough Council's Statement of Community Involvement (SCI) (2014) forms the basis for carrying out consultations on planning policy documents and guiding developers in undertaking pre-application consultation. The SCI emphasizes engagement with the local community from the outset, stating that:
- "It can result in an improved scheme which takes the needs of the existing community into account, and a better relationship between the developer and the community that carries through the application process and beyond. This is particularly the case for proposals that are sensitive or of a significant scale."*

- 2.6 For all residential developments resulting in a net increase of more than 50 homes, the SCI sets out a series of measures which should be taken by developers as part of a project plan for pre-application involvement and consultation.
- 2.7 The community engagement strategy for the Gas Holder site was designed with reference to the principles set out in paragraph 7.5 of the Council's SCI and discussed and agreed with Officers as part of the pre-application process.
- 2.8 The local community and other statutory and non-statutory stakeholders have been involved wherever possible in the pre-application planning process and have had multiple opportunities to provide their views and influence the development proposals.

3. COMMUNITY ENGAGEMENT

Public Exhibition 1 – 9 July 2018

- 3.1 A public exhibition was held on Monday 9 July 2018 for local residents, political representatives, interest groups and other members of the public. The exhibition was held between 17:00 and 20:30 at the Kennet Walk Community Centre, close to the Gas Holder site. The exhibition was held at an early stage of the design process to inform people about the initial sketch proposals considered for the site and to provide further details of the preferred sketch before progressing the detailed design further.
- 3.2 Approximately 1,000 invitation leaflets were distributed to properties throughout the local area ahead of the exhibition (**Appendix 1**). The leaflets contained details of the date, time and location of the exhibition, as well as an overview of Danescroft's vision for the redevelopment of the site following the planned removal of the Gas Holder. Residents who were unable to attend the exhibition on the day were invited to request a copy of the exhibition boards via email from readinggasholder@boyerplanning.co.uk.
- 3.3 A copy of the invitation leaflet was also sent by email to 17 local interest groups, inviting them to circulate amongst their members and come along to give their views on the initial proposals. Recipients included:
- *New Town Primary School;*
 - *Berkshire Local Nature Partnership;*
 - *Kennet and Avon Canal Trust;*
 - *Reading Civic Society;*
 - *Reading Conservation Area Advisory Committee;*
 - *Newtown GLOBE (Go Local on a Better Environment);*
 - *Newtown NAG (Neighbourhood Action Group);*
 - *Caversham and District Residents' Association;*
 - *Caversham GLOBE; and*
 - *Thames Valley LEP (Local Enterprise Partnership)*
- 3.4 Quarter page adverts were also placed in both The Reading Chronicle and the Reading Midweek (free paper) advertising the exhibition (**Appendix 2**). The Reading Chronicle is read by c. 8,000 people in print every week and covers a wide geographic area incorporating Reading and its environs, including Woodley, Winnersh and Twyford to the east.
- 3.5 Local councillors were also invited to an informal drop-in session to preview the exhibition between 16:00 and 17:00 and also provided with a copy of the invitation leaflet being distributed to local properties for reference (**Appendix 3**). Along with local ward members and members of the Planning Committee in Reading Borough, members from the neighbouring ward of Bulmershe and Whitegates in Wokingham Borough were also invited given the proximity of the Gas Holder site to the Borough boundary.

- 3.6 Seven exhibition boards were displayed at the consultation event itself (**Appendix 4**), covering the following topics:
- *Welcome and introduction;*
 - *Background context;*
 - *Site and surrounding area;*
 - *Constraints and opportunities;*
 - *Design development;*
 - *Preliminary proposals; and*
 - *Precedents and next steps*
- 3.7 Members of the project team were also available at the exhibition to answer questions, including representatives from Danescroft, ColladoCollins (architects), Boyer (planning), Stuart Michael Associates (highways, flood risk, drainage, air quality and noise), Montagu Evans (heritage) and WSP (ground conditions and contamination).
- 3.8 In total, 20 people attended the exhibition, which included two local councillors, local residents (including several who live immediately adjacent to the Gas Holder site) and representatives from local interest groups, including Reading Civic Society.
- 3.9 Feedback questionnaires (**Appendix 5**) were provided at the exhibition to be completed on the day and posted in the comments box at the exhibition, or alternatively to be taken away and either posted back or scanned and sent via email to the address provided.
- 3.10 A copy of the exhibition boards and feedback questionnaire was also subsequently sent to 13 people who requested copies having been unable to attend the event itself. Copies were also sent to all local councillors who were invited to the member preview but were not able to attend.
- 3.11 In total five feedback questionnaires were completed and handed in on the day, with a further two questionnaires returned via email. Three written responses were also received via email outlining residents' views on the initial proposals.
- 3.12 In order to allow time for comments to be considered as part of the evolving design process, responses were requested by Wednesday 1 August 2018, although comments received after this date were still taken into consideration wherever possible.

Public Exhibition 2 – 24th and 25th January 2019

- 3.13 A second public exhibition was held on Thursday 24 and Friday 25 January for local residents, political representatives, interest groups and other members of the public. The exhibition was held between 16.30 and 20.30 on both days, at the same venue as the first exhibition, the Kennet Walk Community Centre, close to the Gas Holder site.
- 3.14 The exhibition was held at a later stage of the design process to explain the work which had been undertaken to date and to show how the scheme had progressed since the previous exhibition.

- 3.15 Approximately 1,000 invitation leaflets were distributed to properties throughout the local area ahead of the exhibition. The leaflets contained details of the date, time and location of the exhibition, as well as an overview of Danescroft's vision for the redevelopment of the site following the planned removal of the Gas Holder. Residents who were unable to attend the exhibition were invited to request a copy of the exhibition boards via email.
- 3.16 A copy of the invitation leaflet was also sent, by email, to 17 local interest groups, inviting them to circulate amongst their members and attend the event to share their views on the proposal. Recipients included:
- *New Town Primary School;*
 - *Berkshire Local Nature Partnership;*
 - *Kennet and Avon Canal Trust;*
 - *Reading Civic Society;*
 - *Reading Conservation Area Advisory Committee;*
 - *Newtown GLOBE (Go Local on a Better Environment);*
 - *Newtown NAG (Neighbourhood Action Group);*
 - *Caversham and District Residents' Association;*
 - *Caversham GLOBE; and*
 - *Thames Valley LEP (Local Enterprise Partnership)*
- 3.17 Eleven exhibition boards were displayed at the consultation event (**Appendix 6**), covering the following topics:
- *Welcome and Timeline;*
 - *Development Context;*
 - *Site and Surrounding Area;*
 - *Removal of the Existing Gas Holder;*
 - *Constraints and Opportunities;*
 - *Design Development part 1;*
 - *Design Development part 2;*
 - *Proposed Scheme part 1;*
 - *Proposed Scheme part 2;*
 - *Proposed Scheme part 3; and*
 - *Landscape Proposals*
- 3.18 Members of the project team were also available at the exhibition to answer questions, including representatives from Danescroft, CollarDoCollins (architects), Boyer (planning), Stuart Michael Associates (highways, flood risk, drainage, air quality and noise) and Montagu Evans (heritage).
- 3.19 In total, 44 people attended the exhibition, which included 3 local councillors, local residents (including several who live immediately adjacent to the Gas Holder site) and representatives from local interest groups, including Berkshire Industrial Heritage Group and the Reading Conservation Area Advisory Committee.

- 3.20 Feedback questionnaires (**Appendix 7**) were provided at the exhibition to be completed on the day and posted in the comments box at the exhibition, or alternatively to be taken away and either posted back or scanned and sent via email to the address provided.
- 3.21 A copy of the exhibition boards and feedback questionnaire were also subsequently sent to 6 people who requested copies having been unable to attend the event itself.
- 3.22 In total 23 feedback questionnaires were completed and handed in on the day, with a further 2 questionnaires returned via post and 3 by email. 4 written responses were also received via email outlining resident's views on the proposals. This included a written response from the Kingsmead Residents Association.
- 3.23 In order to allow time for comments to be considered as part of the evolving design process, responses were requested by Friday 8 February, although comments received after this date were still taken into consideration wherever possible.

Photographs of the Second Public Exhibition



Pre-Application Engagement with Reading Borough Council (RBC)

- 3.24 A total of five meetings were held with Reading Borough Council (RBC) as part of the pre-application process on 4 June 2018, 25 July 2018, 18 October 2019, 7 November and 29 January 2019.
- 3.25 Meetings were attended by a variety of Officers from RBC and members of the consultant team depending upon the issues to be discussed. Topics of discussion included highways, landscaping and trees, ecology, ground conditions, flood risk, heritage and townscape.
- 3.26 The design of the proposed development has evolved to respond to comments received during the pre-application engagement meetings with RBC and accordingly Officer's feedback has also evolved during the course of our engagement with them. A summary of the most recent feedback from RBC is set out below:
- *RBC acknowledged the positive evolution of the scheme and the work undertaken to date to explore various options for the development of this site;*
 - *Officers supported the warehouse architecture proposed;*
 - *Officers raised concerns regarding the scale of the tallest element of the proposals and recommended limiting the maximum height to 9 storeys;*
 - *Officers supported an articulated roofscape rather than a flat roof scheme;*
 - *Officers recommended the depth of the proposed balconies is reduced;*
 - *Officers supported the detailing of the architecture but recommended that further consideration was given to the base of Building B;*
 - *Officers recommended further activation of the street adjacent to Building A through additional points of access for these dwellings;*
 - *Officers were content that the benefits of the proposed development would outweigh the retention of the water tower;*
 - *Officers noted that a robust viability assessment would be required to support any future planning application;*
 - *Officers supported the indicative landscape proposals and the visuals prepared to illustrate these;*
 - *Officers identified that a green roof on the proposed decked car park would be preferable to a brown roof;*
 - *Officers were content with the ecological principles proposed as part of the development;*
 - *Officers sought additional public access to the river edge; and*
 - *Officers supported the indicative playspace proposals*

Pre-Application Engagement with Design South East (DSE)

- 3.27 As part of the pre-application engagement undertaken with RBC the applicants were invited to present the proposals for the site to Design South East (DSE).
- 3.28 A site visit and subsequent presentation with DSE was held on 28 June 2018. As well as the DSE Panel, Danescroft, ColladoCollins (architects) and Boyer (planning) were in attendance.
- 3.29 A summary of the feedback provided by DSE is set out below:

- *DSE recognised that the site has highly positive qualities and the potential for a successful housing development;*
- *It was considered that an optimum solution had not yet been identified;*
- *It was recommended that further options should be explored to fully consider the potential of the site;*
- *The density/height of the proposals were not a concern;*
- *It was recommended that further work should be undertaken to create a greater sense of place;*
- *It was recommended that a clearer hierarchy of building heights across the site was further developed;*
- *Consideration should be given to how a memory of the Gas Holder could be retained;*
- *Further consideration should be given to landscaping;*
- *The relationship between the river and the site should be given further consideration; and*
- *A vision to inform the building design proposed should be developed.*

Pre-Application Engagement with Local Ward Councillors

- 3.30 Two meetings were held with the three local Ward Councillors, namely Councillor Page, Councillor Rowland and Councillor Ayub, in relation to the proposed development on 27 September 2018 and 21 January 2019. These meetings were attended by Danescroft, ColladoCollins (architects) and Boyer (planning).
- 3.31 At both meetings Members were provided with an overview of the current proposals for the proposed development, the public engagement undertaken to date and an overview of the evolution of the design.
- 3.32 A summary of Member feedback is set out below:
- *Preference for car parking to be hidden – roof over decked parking area suggested;*
 - *Noted the importance of future management if roads are not adopted;*
 - *Recommended acknowledging the heritage of the site through notice boards etc;*
 - *Support the warehouse architecture proposed and the inclusion of balconies;*
 - *Noted the importance of articulating the end elevations of the proposed buildings;*
 - *Stressed the importance of finding a solution to the existing footbridge arrangements;*
 - *Highlighted their support for public access to the river frontage;*
 - *Supported the principle of green space fronting the River;*
 - *Supported the design and scale of the proposed development presented at the first meeting. Expressed their preference for the initial design rather than the design presented at the second meeting, which had been designed to address Officers' comments;*
 - *Expressed their preference for articulated roofscapes rather than flat roof buildings;*
 - *Recommended that if the provision of affordable housing was proposed to be less than policy requirements owing to viability then these should all be social rented tenure; and*
 - *Noted the importance of giving consideration to the construction strategy for the site.*

Pre-Application Engagement with the Environment Agency

- 3.33 Two meetings with the Environment Agency (EA) were held as part of the pre-application process on 17 September 2018 and 14 November 2018.
- 3.34 The first meeting related to ground conditions and land contamination matters, whilst the second related to landscape and ecological principles. The first meeting was attended by Danescroft, WSP (ground conditions) and Boyer (planning), whilst the second meeting was attended by Danescroft, Farrer Huxley Associates (landscaping), Greenspace Ecological Solutions (ecology) and Boyer (planning).
- 3.35 The meetings provided an opportunity to share the initial findings of site investigations works and an overview of the proposed development and any relevant mitigation measures.
- 3.36 A summary of the comments provided by the EA in relation to ground conditions and land contamination matters are set out below:
- *The EA confirmed that given adjacent development there was no reason why the principle of development in this location would be an issue;*
 - *Following the identification of chlorinated solvents in a borehole the EA confirmed that additional monitoring may be required;*
 - *The EA confirmed that the outline remediation strategy is reasonable but will need to be substantiated by further investigation and assessments;*
 - *It was anticipated that remediation for this site would be similar to the adjacent sites;*
 - *The EA confirmed that soakaways may be feasible if areas of uncontaminated land are identified within the site; and*
 - *The EA confirmed that appropriate conditions will need to be placed on any future planning permission for this site.*
- 3.37 A summary of the comments provided by the EA in relation to landscape and ecology matters are set out below:
- *The EA confirmed that a 10m corridor from the river edge was their ideal position. This should be a wildlife corridor and not a manicured landscape;*
 - *The EA confirmed that informal access to the river frontage through mown paths or permeable surfaces should be considered;*
 - *The EA confirmed that planting species should be local native and be used to create a variety of habitats;*
 - *The EA confirmed that opportunities for ecological enhancements should be considered and incorporated wherever possible;*
 - *The EA noted that a Landscape and Ecological Management Plan should be included with any future submission and all maintenance must be included in perpetuity;*
 - *The EA confirmed that they would be supportive of measures to soften the existing river edge although acknowledged the contamination risks of removing the existing concrete;*
 - *The EA noted that pond dipping opportunities would not be supported owing to the inability of users to get out of the River in the event they were to fall in;*

- *The EA supported informal areas to view the river; and*
- *The EA confirmed that the emerging proposals were encouraging.*

4. SUMMARY OF RESPONSES

Public Exhibition 1

4.1 Whilst at the exhibition, comments made orally to members of the project team can broadly be summarised as follows:

- *General support for the redevelopment of the site;*
- *Some nostalgia evident for the Gas Holder itself, but the majority of people accepted that it would need to be removed, and that a 'Kings Cross' style residential proposal would not be appropriate and/or viable here;*
- *Consensus that Sketch 6 (two separate apartment buildings and a terrace of housing) was preferred out of the options suggested;*
- *Generally positive response to the precedents presented, particularly the suggestion of red brick to reflect surroundings, plus a suggestion to incorporate some steel elements as a reference to the existing gas holder;*
- *Support for the relocation of the existing SGN depot, although some queried where it would relocate to;*
- *Mixed feelings on vehicular access – Kennet Walk residents supported access via the Robert Parker Road / Alexander Turner Close, but some residents there had concerns about potential rat-running through the private parking areas;*
- *Some initial concerns regarding the height of the 11 storey building, but most were appeased when advised that this would be no higher than the existing gas holder;*
- *Desire for sufficient parking and, perhaps more importantly, proper parking controls to avoid commuter/on-road parking;*
- *Desire to see the site's gas holder history reflected in some way as part of the development (building names, public art, amenity space etc.);*
- *Support for the reconfiguration of the existing access and/or the creation of a new access to the existing footbridge if it could be delivered, but it was accepted that this was outside the control of SGN or the developer; and*
- *Positive feedback about the level of information presented.*

Feedback Questionnaires

4.2 It should be noted that although all responses received to date have been reviewed and summarised below, not every respondent opted to provide comments on all of the questions on the feedback form. As such, the number of respondents varies for each question.

Question 1 – How did you find out about the exhibition?

4.3 Out of 7 respondents 4 people heard of the event through leaflets, 2 from an email and one on the community website.

Question 2 – Do you support the relocation of the existing SNG depot and the redevelopment of the site?

- 4.4 4 out of the 7 respondents answered that yes, they do support the relocation of the existing SNG depot and the redevelopment of the site. 1 respondent answered yes, but only on the condition that the relocated SNG depot be fitted with solar panels, and 2 respondents answered no.

Question 3 – What are your first impressions of the preliminary proposals?

- 4.5 The comments received can be summarised as follows:

- *The development would be a definite improvement to the riverside area;*
- *The development will provide a great opportunity for extended moorings;*
- *There is a big emphasis on housing development in the proposal, when the Newton area is already densely populated and really needs more public open space;*
- *The timing of the development appears to sync up with the nearby Toys R Us development. This will generate additional heavy traffic;*
- *The proposal doesn't consider how busy Kenavon Drive already is and doesn't acknowledge that Oscar Wilde and Robert Parker Road are currently private;*
- *As much as the Gas Holder is liked, it is recognised that it will be costly to safely maintain and there is a need for brownfield development; and*
- *The legacy of the Gasholder must not be lost in the development.*

Question 4 – What particular elements of the preliminary proposals do you like and why?

- 4.6 The positive comments received can be summarised as follows:

- *The heritage map provides good information regarding potential plans to capture information about the Gas Holder and to include some reuse and reference to it in the development;*
- *The proposals seem well thought out. Areas of greenspace are included and undercroft parking is being used to free up more space for this;*
- *The design appears suitable for the site and the necessary housing in the area;*
- *There is good access along the north side of the river; and*
- *There is good intent to provide a linear park along the waterside pathway. However, if this is not included as part of the build it will never get done. Maybe it should be provided before first occupation?*

- 4.7 Some further constructive comments were received in response to this question which are summarised below:

- *The next plans need to indicate the height of the main building against the existing steel structure. This will help understanding of how high 5 floors actually is;*

- *More detail is needed about the Iconic Gateway structure view from the train and river. A photo needs to be provided showing the view of the site from these approaches. This will enable concept review; and*
- *The suggested pitch roof factory block is not suitable, instead it needs to blend in with the Newtown Victorian riverside build and Kenavon style.*

Question 5 – Do you have any further comments, questions or concerns you would like to let us know?

4.8 The comments received can be summarised below:

- *The map used on the display board should show the horseshoe bridge and should also show a realistic pedestrian and cycle route from Kenavon Drive to Forbury Road;*
- *Please consider the use of visible structural ironwork to reflect the history of the site. If you could incorporate parts of the gasholder that would be even better;*
- *Trees and hedges should be used as a noise buffer on the railway side;*
- *The proposed East Reading Mass Rapid Transit Scheme will spoil views from north-facing flat windows (and provide no benefit to residents). This is an unwanted scheme among East Reading residents;*
- *Please include as many green areas as possible. This should extend to the gardens of flats, which should have grass and beds, not just patios;*
- *The green areas in the development should incorporate fruit trees;*
- *Concern about the safety of having emergency vehicle access down Kenavon Drive, given: meridian, Toys R Us development, temp. Car park and Kenavon walk;*
- *The pedestrian access should be extended along the bank completely to the Thames – this is something which would have huge local support;*
- *The example illustrations of housing, shown in the exhibition, look cheap and poorly built, with low visual appeal. The housing built on the site needs to be built to high design standards. It should also be designed to have a low environmental impact; and*
- *Opportunities should be taken to enhance the biodiversity and conservation value of the Kennet riverside,*

Question 6 – What is your postcode?

4.9 6 of the 7 respondents live in the RG1 postcode area. The other respondent lives in the RG2 postcode area.

Email Responses

4.10 Three email comments were also received relating to the preliminary proposals. The comments are shown below:

- *'The gas holder is a significant part of Reading's history and an icon of East Reading. I love seeing the holder and would be devastated by its removal, as would many of my neighbours and friends. If you need to redevelop it, please consider the Kings Cross development which has retained the structure and built housing inside the structure – sensitively and creatively'*
- *'I was unable to attend the presentation last night regarding the above project. I have sort of got used to having the Framework around but recognise it is badly corroded and has to go – also a bit of a waste of ground space. I would prefer the site to be dedicated to Affordable and Social Housing. Not sure that a high price enclave at the end of the lane is desirable. There should be a public access waterside ribbon park, going under the bridges linking to Thames side, and not waterside mansions, blocking access, and definitely no boat marina.'*
- *'I've just read about the future development of households where the gas towers are currently in East Reading. I wondered if you'd considered doing something similar to what Jonathon Tuckey and Wilkinson Eyre have done? (Link included to the Kings Cross development).'*

Public Exhibition 2

4.11 Comments made orally to members of the project team whilst at the public exhibition are summarised below:

- *General support for the redevelopment of the site;*
- *Some nostalgia evident for the Gas Holder itself, but an acceptance of the need for regeneration of this site;*
- *Generally a positive response to the architecture proposed;*
- *Some suggestion that a more modern design could have been considered in this location;*
- *Mixed responses about the level of car parking to be provided at the site. Some attendees considered it was an over provision given the sustainable location of the site, whilst others thought more should be provided;*
- *A desire for more information regarding the proposed construction strategy particularly in respect of construction traffic;*
- *Some concern regarding the existing access to the site and the potential impact of additional traffic on the local area;*
- *A desire to see the site's gas holder history reflected in some way as part of the development (building names, public art, amenity space etc.);*
- *Positive feedback about the landscape proposals and the incorporation of new playspaces; and*
- *A desire to see a greater level of access along the river frontage.*

Feedback Questionnaires

- 4.12 It should be noted that although all responses received to date have been reviewed and summarised below, not every respondent opted to provide comments on all of the questions on the feedback form. As such, the number of respondents varies for each question.

Question 1 – How did you find out about the exhibition?

- 4.13 Out of 28 respondents 11 heard of the event through email, 6 through leaflets, 3 from social media, 2 through word of mouth and 5 through other methods.

Question 2 – What is your interest in the area?

- 4.14 23 of the respondents were local residents, whilst 1 respondent worked in the area. The remaining respondents had a mixture of interests in the area including an interest in planning and redevelopment in Reading and a heritage interest in the site.

Question 3 – Do you support the relocation of the existing SGN depot and the redevelopment of the site?

- 4.15 14 of the 28 respondents answered yes, they do support the relocation of the existing SNG depot and the redevelopment of the site. 5 respondents answered no and 9 said they didn't know.

Question 4 – Do you support the design, appearance and materials of the proposed development?

- 4.16 The comments received can be summarised as follows:

- *The overall scheme in relation to the size of the site is well planned;*
- *The design seems to be sympathetic and takes into account the existing buildings;*
- *The industrial type of building is in keeping with the local Victorian area;*
- *The development looks very nice – far better than the existing Gas Holder; and*
- *The design is good, it will change the outlook of Reading.*

- 4.17 Some further constructive comments were received in response to this question, which are summarised below:

- *Concern over the risk of increased on street parking, particularly on Robert Parker Road;*
- *Fear of the private road, which runs parallel to Robert Parker Road, seeing increased through-traffic;*
- *Dislike of the 'warehouse' design, particularly the balconies;*
- *Number of homes is different to Bellway's update during the Kingsmead development (2016-2017) and emerging Local Plan;*
- *Number of homes proposed will have an adverse impact on utilities, local services and facilities;*
- *Concern that the number of homes proposed will create a 'concrete jungle';*
- *Concern regarding construction traffic and impact on existing roads and residents; and*

- *Desire to see a greater amount of community facilities and green space.*

Question 5 – What particular elements of the proposals do you like and why?

4.18 The positive comments received can be summarised as follows:

- *The proposal acknowledges the site's history;*
- *The materials and design of the proposed building are good;*
- *The proposal is effective re-use of the land;*
- *The landscaping will be good for pedestrians; and*
- *The removal of the gas holder is appreciated.*

4.19 Some further constructive comments were received in response to this question which are summarised below:

- *The proposed tall flats will ruin the skyline;*
- *There are too many houses and cars proposed, without any associated road regeneration; and*
- *Concern regarding the lack of community facilities proposed particularly for social gatherings.*

Question 6 – Do you support the landscaping proposals for the site?

4.20 16 respondents answered yes and said they do support the landscaping proposals for the site. 4 of the respondents answered no, they do not support the landscaping proposals and 7 said they did not know.

Question 7 – Do you have any other comments on the proposed development that you would like to share with us?

4.21 The comments received can be summarised below:

- *Concern about the additional traffic that this development could bring to the area;*
- *Concerns about construction traffic and the management of this;*
- *Adequate parking needs to be provided to ensure that new residents do not have to park on adjacent estates;*
- *Efforts should be made to ensure continuous riverside access under the bridge;*
- *Concerns about impact on existing utilities, services and facilities;*
- *The development should be made as environmentally friendly as possible;*
- *Concern that the scale of the development will cause privacy issues for residents and the local school; and*
- *Concerns about increased flood risk and levels of tarmacking proposed.*

Email Responses

4.22 Four written responses were also received by email following the public exhibition including a response from the Kingsmead Resident Association. The comments received are set out below:

- *'I cannot attend the exhibition, but would like to email in support of any scheme at this site which removes the current eyesore and uses the land for housing.'*
- *'For the record, I would like to cast my opinion, as maybe representative of many Newtown residents. The presented concept is generally acceptable, seeing that the area is to be developed with high density housing, to meet RBC ambitions and needs. The scheme needs more closely defining in planning but to me the concept is ok. The question of a landmark building for rail passengers is interesting but is it to be anonymous? Maybe a Welcome to Reading on the facing frontage, or something in flashing neon??? I anticipate noise suppression from the rail track into the rear face of the building will be fully addressed. Will there be roof access to residents?*

I would like to see the car park covered in some way to reduce impact of gleaming hot metal.

My main input and interest will be on the Waterside park and path. The quality of a riverside walk with adequate access from Gas Works Road direction, and the footbridge.

Not necessary a sheet piled bank, but a sloping green bank with a walkway on wooden staging. This would segregate the walkway from the residential space, that should not be unnecessarily open to the wandering public.

I think it is also VERY important that there should be a Council policy determined to install a waterside walkway under the bridges on the north Kennet bank, through to the Coal Wood pathways. Having that policy, the walkway should be built whilst the contractors are still on site. Once off site, access will only be from barge and will never be built. The developer should be contracted to use the 106 and CIL monies to build the walkways, before the landscape is beautified. The community will need to push for this at planning, and it would be useful if the developers could pre-empt by proposals.'

- *'I would like to record an opinion on the concept design for this site.*

I would question the need for high density parking on site as an unavoidable planning need. You indicated a near 1:1 proportion of car parking space to dwellings.

In the Hexagon Quarter, the design concept has adopted a near exclusion of car parking, on the basis that town centre dwelling should encourage walking and public transport. There is an opportunity for a development of a stage pick up point at Coal Wood on the new MRT to absorb as promised the needs of Newtown and Kennet access to the station. As the cost bracket of the dwellings will be upper band it will primarily attract only

London commuters who should need little access to cars, under the same directives applied to the Hexagon Quarter. The reduction of parking provision would enable extra housing to be provided. The need for personal parking space needs to be consistently applied across all the RCAAP area.

The second issue is the concept that the developer has to provide outside recreation space for each dwelling, either by enclosed garden space, restricted access public space or by outside balcony.

I consider the provision of scaffold hung steel balconies is obtrusive and spoils an overall building design. What directive requires a dwelling to have a 2m wider rear garden space hanging off the side of a building? Alternative provision of Juliet balcony doors should be considered. I do not agree that Juliet doors provide a safety issue for children that an open balcony does not. This needs further thought.'

- **Gas works site –Feedback and Questions**

1. The Council Plan 2017 states that the Gasholder site has been earmarked for development of 46-70 dwellings. The latest proposal is for double this amount so it not in line with the intentions of the current local plan.

This has implications, not previously considered in the local plan, on the following:

- a. Construction traffic and volume during clearing and construction:*

Please note that the Kingsmead development, including the access road to the gasholder site, was built on the premise that the gasholder site would not be more than 70 dwellings.

There are great concerns amongst residents about the amount of construction traffic that will have to go through what currently is a very winding and narrow road.

The amount of piling that has to be done for an 11 story building is substantial and will require very large and heavy vehicles on a road that is not built to sustain this kind of traffic.

Considering the road is already inaccessible by a car if someone parked in an unfortunate place and position this poses a major risk to pavements (if vehicles have to mount curbs to pass) and a danger to residents.

Considering the number of families living in the Kingsmead area the amount and scale of anticipated construction traffic is of particular concern for parents and we have not seen any proposals for mitigating risks to people and property.

b. Commuter traffic and volume after completion & the impact of no MRT:

Both the Kenavon Drive site (Toys R' Us and Homebase site) & the gasholder sites were proposed in the Local plan under the premise that the MRT scheme would be approved and under construction at the same time or shortly after the housing developments.

This was meant to help alleviate some of the pressure on cemetery junction and the city centre traffic in Reading.

As we know, MRT has now been refused twice at Wokingham's planning committee delaying or perhaps even blocking the MRT scheme.

This will have significant impact on the already horrendous traffic situation at Forbury Road Roundabout, Kings Road and cemetery junction.

In addition, the Kingsmead development and its roads were built on the premise that no more than 70 dwellings would be built at the gasholder site so this will have implications for Kingsmead residents as well as Kennet Walk residents as it will significantly increase the traffic at peak times on Robert Parker Road, Oscar Wilde Road and Kenavon Drive.

While we are aware that traffic will be a consideration for the council this should still be considered by the developers as this will be a main concern for residents raised with councillors.

c. Use of community facilities (schools, nurseries, doctors' offices etc.):

We couldn't find any information about how the development will address additional amenities for the community. Could you please advise where to find this as well as the plans for CIL

d. The size of land to be tarmacked (drainage) & the weight on the land:

There are major concerns among the residents about the increase in flood risk due to the substantial size of the site.

As mentioned the Local Plan states that the site should have green spaces. The current development is going to cover the ground quite substantially, adding a substantial amount of weight which will impact the flood risk.

The Kingsmead development has been built on the premise that the gasholder site will be a smaller development so the flood risk assessment has not taken into account that the gasholder site will be having the impact it will have under the current proposal

How has this been assessed and how will any damage to the existing Kingsmead development be mitigated?

e. Infrastructure concerns:

The Kingsmead development has been built on the premise that the gasholder site will be a small 70 dwellings max. development. This includes consideration for infrastructure like drainage and piping.

What considerations have been made to ensure the impact on the already strained drainage for the Kingsmead site will not be impacted by the increase in size of the gasholder development?

2. The council plan also makes reference in several areas within the document, including the gasholder site, about open space.

The current proposal for the site has very limited open space in its proposal. This is due to the high number of dwellings which results in a high amount of parking needed. As it stands the site will be consisting of buildings and a large tarmacked area for parking with a few scattered green spots.

3. What is the developers plan for minimising pollution and the danger of contamination of neighbouring areas from both the cleaning of the site, the construction and the final development (additional volume of cars)? This has not been made clear on the boards or the website

4. The gasholder plans assume one car per household which is unrealistic as there are already more than one car per household in Kingsmead and it is a known fact that UK households have more than one car, this includes the south-east region:

<https://www.express.co.uk/life-style/cars/912000/two-cars-household-soar-LV-insurance-competition-holiday-commuting-family-trip>

<https://www.statista.com/statistics/314912/average-number-of-cars-per-household-in-england/>

The plans also do not plan for visitor parking which could have impact on the Kingsmead development which has a few (but not near enough) visitor spaces.

5. A few residents have criticised the design which is not in line with the surrounding communities.

6. Residents living close to the proposed new development raised privacy concerns not just for adjacent housing but also the surrounding schools. How will this be addressed and have the schools had sufficient chance to consult?

Thoughts for how this could be improved:

- The site needs to be smaller as originally planned. While we are aware that the substantial costs of clearing the site make a smaller development not viable these clearing costs should be put on SNG or an arrangement with the council needs to happen to reduce the costs of de-contamination*
- More information needs to be given about how issues like flooding, road erosion, increase in traffic, amenities etc. will be mitigated*
- The council should adopt Kennet Walk as a council road and allow for a through-way to the site from both Kennet Walk and Robert Parker Road*

5. RESPONSE TO CONSULTATION FEEDBACK

- 5.1 The consultation feedback received to date as detailed above were varied in their attitude towards the proposals. The main concerns, which arose, related to highways matters, the design of the development and the potential impact on local facilities and services. These areas of concern are considered in more detail below.

Design of Development

- 5.2 In terms of the principle of development, respondents generally agreed that the site needed redeveloping, as it could not viably be retained in its current form and a new use would help regenerate the existing vacant space.
- 5.3 A number of respondents did note in their questionnaire responses that the quantum of development proposed on the site differs from that set out in the submission version of the emerging RBC Local Plan.
- 5.4 Draft Policy CR13d of the submission version of the emerging RBC Local Plan relates specifically to the Gas Holder site and sets out an indicative potential of 46 – 70 dwellings for this site. However, Paragraph 5.4.23 explicitly states as clarification that these are “*figures for indicative development capacity*”. It goes on to note that “*development capacity can vary significantly on high density town centre sites, and these figures are therefore an indication only*”.
- 5.5 As well as only being an emerging planning policy document, which does not therefore carry full weight in decision taking, the emerging RBC Local Plan is therefore also explicit in confirming that the 46 – 70 dwelling figure set out for this site is indicative and not prescriptive and clarifies that these figures can vary significantly on these types of site.
- 5.6 To undertake any form of redevelopment on the Gas Holder site there are significant costs associated with remediating the site. These costs are borne by the applicant and significantly impact the quantum of development required on the site in order to deliver the regeneration aspirations of the Council and the local community.
- 5.7 The indicative potential of 46 – 70 dwellings for this site set out in the emerging RBC Local Plan would result is not viable for delivery. This quantum of development cannot therefore be achieved on this site because of the significant ground costs.
- 5.8 The level of development proposed on the Gas Holder site therefore represents the minimum quantum of development necessary to unlock this degenerating site and will ensure that the most efficient use is made of this brownfield land. This accords with national and local planning policies and as demonstrated through the technical supporting documentation which accompanies this planning application would not adversely impact the character, amenities or appearance of the local area.

- 5.9 Respondents to the questionnaire and attendees of the exhibition voiced varying opinions in respect of the proposed architecture for the development. A number of respondents did however, support the warehouse vernacular proposed and considered that this was an appropriate response to the riverside setting of the site.
- 5.10 The design also seeks to acknowledge the industrial heritage of the site through the proposed architecture as well as through proposed landscaping and sculptural features. Furthermore, the refined palette of materials proposed for the development also assists in successfully marrying the existing developments of New Town and the more modern Kingsmead development.
- 5.11 Since the second public exhibition the proposed development has also been revised to take into account feedback received from members of the public and the Local Planning Authority.
- 5.12 This includes a revised approach to scale and massing for the proposed development particularly in respect of Block B. At the second exhibition, Block B comprised a part 11 and part 8 storey building. The revised scheme for Block B now incorporates a 9 storey element which has been designed as a split block broken into distinct elements each with individual characteristics.
- 5.13 In addition, more publically accessible routes adjacent to the river edge have been incorporated which will provide further permeability throughout the scheme. The depth of the proposed balconies has also been reduced. This not only contributes towards simplifying the architectural design of the development but ensures that there are more than sufficient separation distances between the proposed dwellings as well as existing residential properties and New Town primary school.
- 5.14 Overall, the design of the proposed development is therefore considered to be an appropriate response to the site and its local context.

Highways

- 5.15 Based on the questionnaire responses and the questions asked at the exhibition, one of the key concerns raised by attendees related to traffic and car parking.
- 5.16 In respect of car parking provision at the site, RBC have an adopted '*Revised Parking Standards and Design Supplementary Planning Document (SPD)*'. This document divides the Borough into a four zone system based on which parking provision requirements are calculated.
- 5.17 The Gas Holder site lies within Zone 2 (the Primary Core Area) and car parking provision at the site has been designed to meet the requirements of the SPD in respect of Zone 2 requirements.

- 5.18 The SPD notes however that *“should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result”*.
- 5.19 In total 127 car parking spaces will be provided as part of the proposed development. This is 20.4 fewer car parking spaces than is required under the Zone 2 requirements set out in the SPD.
- 5.20 However, this has been discussed with the Highways Officer during the course of pre-application engagement who have confirmed that they accept the proposed level of provision in principle.
- 5.21 Accordingly the Transport Assessment submitted with this planning application demonstrates that there would be no adverse impact to highways safety as a result of this minor under provision particularly given the sustainable location of the site.
- 5.22 Furthermore, it is also proposed that a management company would be set up for the entire site. This would ensure that car parking within the site is managed from the initial occupation of the development. In addition, if RBC adopt the main spine road then they would also be able to manage car parking along Robert Parker Road.
- 5.23 With regards to the proposed site access there is no alternative other than to access the site via Robert Parker Road. Whilst the concerns of attendees regarding congestion on this road are noted, the Transport Assessment submitted with this application demonstrates that the level of movements anticipated during peak and off peak periods would not adversely impact the highways network.
- 5.24 Finally, with regards to Construction Management, it is anticipated that a Construction Management condition will be applied to any planning permission for this site. Subsequently full details of the proposed construction methods and management will be submitted to the Local Planning Authority once a contractor has been appointed for the development. However, a draft Construction Management Plan has been prepared and is submitted with this planning application in order to provide an overview of the anticipated works and managements methods which will be employed.
- 5.25 Overall, it can therefore be seen that consideration has already been given to the management of the construction period for this development. Work will continue in this regard and the applicant will ensure that they have an on-going dialogue with the Local Planning Authority and existing residents in respect of this.
- 5.26 Overall, whilst traffic and car parking matters were therefore the predominate issue in feedback responses from the public consultation undertaken as demonstrated above these are all matters which have been given careful consideration by the applicant.

- 5.27 Car provision at the site has been designed to meet the requirements of the Local Planning Authority whilst also taking into account the sustainable location of the development. A Transport Assessment has been prepared which considers the impact of the development on the wider highways network and demonstrates that there would be no unacceptable adverse impact. Furthermore, a draft Construction Management Plan has been prepared to identify the likely measures which will be adopted to limit the impact of construction.
- 5.28 With appropriate management measures it is therefore, considered that the proposed development will not result in any unacceptable adverse impacts on the highways network.

Flood Risk

- 5.29 The feedback received following the public exhibition included a number of comments concerned about the potential increased flood risk associated with the redevelopment of the site as a result of the level of hardstanding proposed.
- 5.30 The site is situated within Flood Zone 2/3 and a Flood Risk Assessment has been prepared and accompanies this planning application. This demonstrates that with suitable mitigation measures including raising the proposed site levels there would be no unacceptable adverse flood risk as a result of the proposed development
- 5.31 Furthermore, the existing site comprises entirely of hardstanding with the exception of the site boundaries where some existing vegetation exists.
- 5.32 As a result of the proposed development the amount of hardstanding covering the site will be significantly reduced through the introduction of new landscaped spaces. Furthermore, porous pavements utilised within the open parking areas will further improve the situation compared to the existing position.
- 5.33 Overall, it can therefore be demonstrated that as a result of the proposed development the level of hardstanding on the site would be decreased when compared to the existing situation and there would be greater flood risk management measures in place to ensure there is no adverse impact on existing or future residents.

Contamination

- 5.34 Some of the comments received in response to the public exhibition raised concerns regarding the potential for contamination from the redevelopment of the site.
- 5.35 As would be expected, given the previous industrial nature of this site, initial ground investigations have identified that there are existing ground contaminants, which will need to be remediated as part of any redevelopment of this site.
- 5.36 The levels of ground contamination identified are consistent with those previously identified and remediated as part of the wider redevelopment of this area, including the recent Kingsmead development, which was also located on a historic industrial site.

- 5.37 The applicant has developed a remediation strategy which is included as one of the technical documents within this submission. This sets out the proposed measures to contain and remediate the identified contamination.
- 5.38 In developing the remediation strategy the applicant has engaged in pre-application discussions with the Environment Agency (EA) who have already confirmed that the outline remediation strategy is reasonable. The EA will also be consulted as statutory consultee on this planning application.
- 5.39 The remediation strategy developed by the applicant will ensure that there is no adverse impact on surrounding land uses as a result of contamination. The proposed development will remediate the existing ground contaminants in a similar fashion to the remediation already carried out on neighbouring sites. The applicant has ensured that the strategy developed is acceptable to the EA who we will continue to actively engage with as part of the redevelopment of this site.

Local Facilities and Services

- 5.40 Based on the questionnaire responses and the questions asked at the exhibition, a number of attendees also had some concerns surrounding the impact of the proposed development on local facilities and the provision of local services.
- 5.41 RBC adopted their Community Infrastructure Levy (CIL) in April 2015. All residential development across the Borough which is liable to pay CIL is required to pay £120 per sq m of chargeable floorspace. The chargeable floorspace within the proposed development is 13,104.20 sq m. This would result in a CIL payment of approximately £1.5 million (before indexation).
- 5.42 The money received by RBC through CIL is used by the Council to support and manage the impacts of development by funding new infrastructure or by making improvements to existing infrastructure. This can include road improvement schemes, open space improvements or new schools.
- 5.43 By requiring each liable development to make a contribution towards infrastructure in this manner the Council are able to co-ordinate the delivery of infrastructure in a holistic manner. The Council are therefore, able to pool contributions from a number of sites in order to deliver a larger piece of infrastructure, which a single site would be unable to deliver in isolation.
- 5.44 The delivery of new community facilities or school places will therefore, be co-ordinated by RBC who will be in receipt of the CIL payment of approximately £1.5 million (before indexation) from this development and will be able to allocate these resources accordingly.

- 5.45 In addition, to the CIL payment identified above the applicant will also enter into a S106 Legal Agreement with RBC to secure the proposed affordable housing for the development and also site specific financial contributions such as the contribution towards improvements to the existing footbridge. These are matters, which are not secured by CIL and are therefore, dealt with via a separate mechanism.
- 5.46 The combination of CIL and S106 contributions will therefore, ensure that RBC are able to deliver sufficient community facilities and services in light of the proposed development.

6. SUMMARY & CONCLUSIONS

- 6.1 This statement accompanies a full planning application at the existing Gas Holder site for:
- 6.2 *“Demolition of existing buildings and Gas Holder and the erection of new buildings ranging between 2 and 9 storeys in height, providing 130 residential units (Class C3) with associated access, car parking, landscaping and open space”.*
- 6.3 The proposed development has been the subject of extensive pre-application discussions with Officers at RBC. This has included specific liaison with the Council's Highways, Landscape, Tree, Ecology, Leisure and Heritage Officers.
- 6.4 Meetings have also been held with local Ward Members, Design South East and the Environment Agency during the course of the pre-application process.
- 6.5 In order to ensure that the local community were made aware of the development proposals prior to the application submission, and to provide an opportunity for the community to influence and input into the emerging scheme, two public exhibitions have been held.
- 6.6 The feedback from these exhibitions has directly informed the proposals and aspects of the scheme have been revised accordingly. All of the responses received have been reviewed and recorded.
- 6.7 Overall the development proposals received a positive response from the local community. In particular the delivery of new riverside access, the provision of new public open space and the principle of regeneration this site were strongly supported by respondents.
- 6.8 A number of respondents did raise concerns regarding various aspects of the proposed development, predominately these related to highways issues including parking provision, the long term impact on the highways network of the development and the impact of construction vehicles. Other matters raised include the number of homes proposed, the design of the development and the potential impact on local facilities and services. As highlighted above these are all matters which have been addressed as part of the preparation of the planning application and are addressed in detail in the documentation which supports the application. This includes the Planning Statement, Design and Access Statement and technical reports including a Transport Assessment.
- 6.9 In conclusion, Danescroft has sought to keep local residents and stakeholders informed on their proposals for the site and have provided numerous opportunities for public engagement. The application submission responds to matters raised through this process in order to provide a sustainable development that responds to the needs of both the existing and future local residents.

APPENDIX 1 – PUBLIC CONSULTATION INVITATION LEAFLET

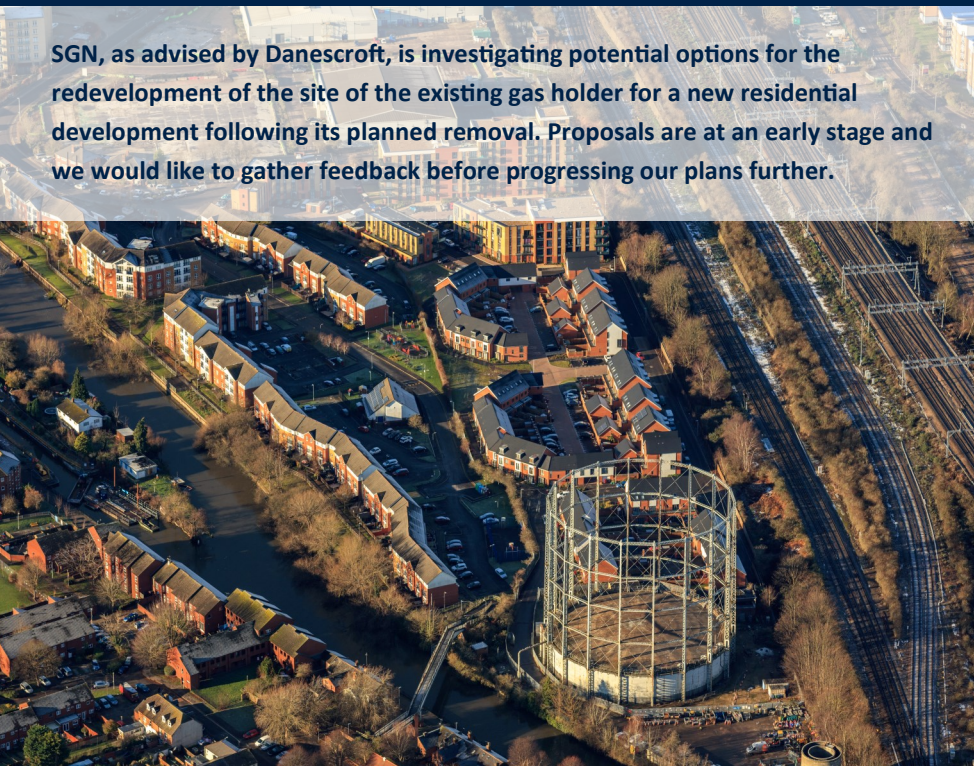
PUBLIC EXHIBITION

Gas Holder, near Kenavon Drive, Reading



DANESCROFT

SGN, as advised by Danescroft, is investigating potential options for the redevelopment of the site of the existing gas holder for a new residential development following its planned removal. Proposals are at an early stage and we would like to gather feedback before progressing our plans further.



Please join us

Venue: Kennet Walk Community Centre
Kenavon Drive
Reading
RG1 3GD

Date: Monday 9th July 2018

Time: 5:00pm to 8:30pm

Members of the project team will be available to answer your questions, so please come along and let us know your views.

If you are unable to attend on the day, a copy of the exhibition boards and questionnaire can be provided following the exhibition upon request, please email:

readinggasholder@boyerplanning.co.uk

Our vision is to:

- Remediate and redevelop the site following the planned removal of the gas holder to provide new housing to help meet local needs;
- Deliver up to 130 high quality new homes, including 1, 2 and 3 bedroom houses and apartments with allocated car parking;
- Create a focal point to mark the 'gateway' into Reading via river and rail, continuing the rejuvenation of this part of Reading;
- Provide new open space and amenity space along the banks of the River Kennet; and
- Respect existing residential amenity and privacy and through sensitive layout design and detailing.



APPENDIX 2 – NEWSPAPER ADVERT

PUBLIC EXHIBITION

Gas Holder, near Kenavon Drive, Reading

Please join us and give us your feedback on the initial development proposals for new homes on the site following the planned removal of the gas holder

Venue: Kennet Walk Community Centre
Kenavon Drive
Reading
RG1 3GD

Date: Monday 9th July 2018

Time: 5:00pm to 8:30pm

readinggasholder@boyerplanning.co.uk



SGN Your gas. Our network.

DANESCROFT

APPENDIX 3 – LETTERS TO COUNCILLORS

Wednesday 27 June 2018
Our Ref: 17.1003/7.02/ET

Councillor Services
Civic Offices
Bridge Street
Reading
RG1 2LU

Crowthorne House
Nine Mile Ride
Wokingham
Berkshire
RG40 3GZ

T 01344 753220

F 01344 753221

Sent by email

Dear Councillor

SGN Gas Holder, near Kenavon Drive, Reading

I write on behalf of SGN Commercial Services Limited ('SGN'), as advised by Danescroft (Kenavon Drive Project Management) LLP ('Danescroft'), in respect of their Gas Holder site at the end of Robert Parker Road / Alexander Turner Close, near Kenavon Drive, Reading.

As you may be aware, SGN and Danescroft have recently begun pre-application discussions with Officers regarding the proposed redevelopment of the site for residential use following the planned removal of the gas holder. Proposals are at an early stage and we would like to gather feedback from the local community before progressing our plans further.

We are therefore holding a public exhibition to seek views on our vision and preliminary proposals for the site between 5:00pm and 8:30pm on Monday 9th July 2018 at the Kennet Walk Community Centre, Kenavon Drive, Reading, RG1 3GD. Enclosed with this letter is a copy of the invitation leaflet that will be delivered to local residents and businesses in the vicinity of the site from tomorrow for reference.

We would also like the opportunity to explain our proposals to local ward councillors and members of the Planning Applications Committee and answer any questions you may have regarding our initial design options. My clients will therefore be hosting an informal drop in session for councillors on **Monday 9th July 2018 from 4:00pm to 5:00pm at the Kennet Walk Community Centre**, immediately prior to the public exhibition. I hope that this time is convenient for you and that you are able to come along. If you have any questions in the meantime please do not hesitate to contact me.

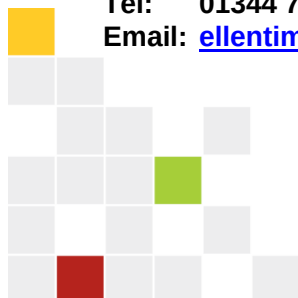
Yours faithfully



Ellen Timmins MRTPI
Principal Planner

Tel: 01344 753 090

Email: ellentimmins@boyerplanning.co.uk



Wednesday 27 June 2018
Our Ref: 17.1003/7.02/ET

Councillor Services
Wokingham Borough Council
Shute End
Wokingham
Berkshire
RG40 1BN

Crowthorne House
Nine Mile Ride
Wokingham
Berkshire
RG40 3GZ

T 01344 753220

F 01344 753221

Sent by email

Dear Councillor

SGN Gas Holder, near Kenavon Drive, Reading

I write on behalf of SGN Commercial Services Limited ('SGN'), as advised by Danescroft (Kenavon Drive Project Management) LLP ('Danescroft'), in respect of their Gas Holder site at the end of Robert Parker Road / Alexander Turner Close, near Kenavon Drive, Reading.

SGN and Danescroft have recently begun pre-application discussions with Officers at Reading Borough Council regarding the proposed redevelopment of the site for residential use following the planned removal of the gas holder. Proposals are at an early stage and we would like to gather feedback from the local community before progressing our plans further.

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Yours faithfully



Ellen Timmins MRTPI
Principal Planner

Tel: 01344 753 090
Email: ellentimmins@boyerplanning.co.uk



APPENDIX 4 – PUBLIC EXHIBITION 1 BOARDS

SGN GAS HOLDER | READING



Welcome

Thank you for visiting this public consultation about our plans for the redevelopment of the gas holder site.

This consultation provides an overview of the evolving proposals, prior to the submission of a full planning application towards the end of 2018.

Our plans are at an early stage and the feedback received will inform our final development proposal.

Please ask a member of the team if you have any questions and let us know what you think by completing our feedback questionnaire.

Thank you for coming.



Bird's eye view of the site, looking west towards Reading town centre

Background

Following years of investment in upgrading gas networks and technology infrastructure, gas is now more efficiently stored in underground pipework and gas holders are no longer needed.

It is not sustainable for SGN to keep redundant gas holders in a safe and visually acceptable condition long-term. SGN is committed to dismantling 50% of its gas holders by 2021 and to redeveloping the land they sit on for uses that are more beneficial to the local community, such as housing.

The remaining gasholder near Kenavon Drive was built in 1916 and is frame-guided. The first gasholders of this particular type were first constructed from 1892 and so the Reading example is a late addition. While the remaining gasholder is noted as being a prominent local structure, it has limited intrinsic heritage interest.

The gasholder was decommissioned a number of years ago and the site is now used as a depot by SGN. The depot will not be relocated until a viable option is found for the site’s redevelopment.

Reading Borough needs 699 new homes per year between 2013 and 2036 (16,077 in total). Sites for new development are limited and so there is a heavy reliance on previously developed land (‘brownfield sites’).

The area around Kenavon Drive, including the gas holder site, is therefore identified as a ‘Major Opportunity Area’ (MOA) for future development in both adopted and emerging planning policy. The Council’s vision for the MOA is for a new community at the eastern fringes of the centre, which includes the redevelopment of the gas holder site for residential use.

Site Location within the extract from the draft Reading Borough Local Plan:

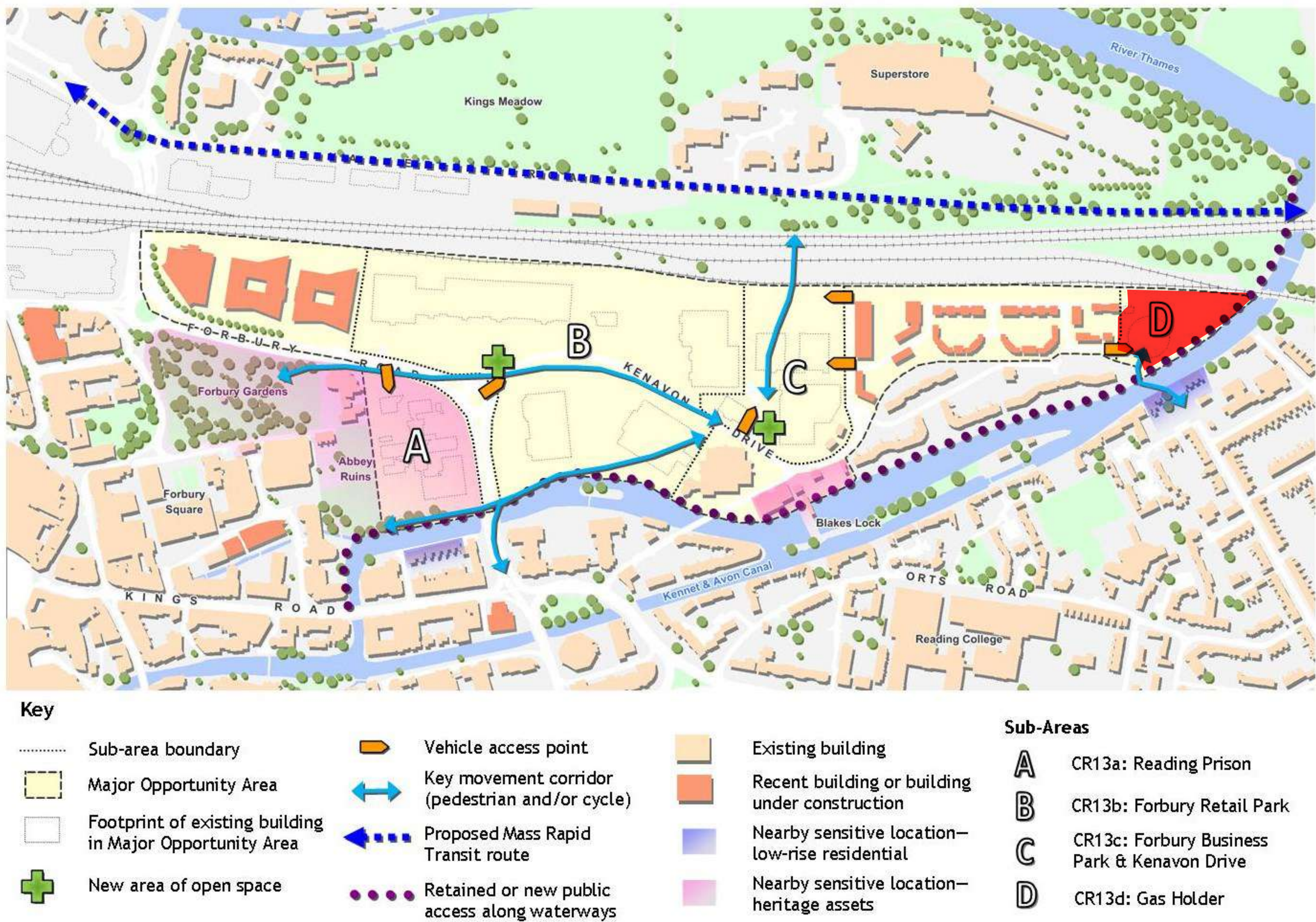
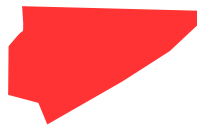


Figure 5.5: East Side Major Opportunity Area Strategy © Crown Copyright. All rights reserved. Reading Borough Council. Account No. 100019672. 2016

SGN GAS HOLDER | READING

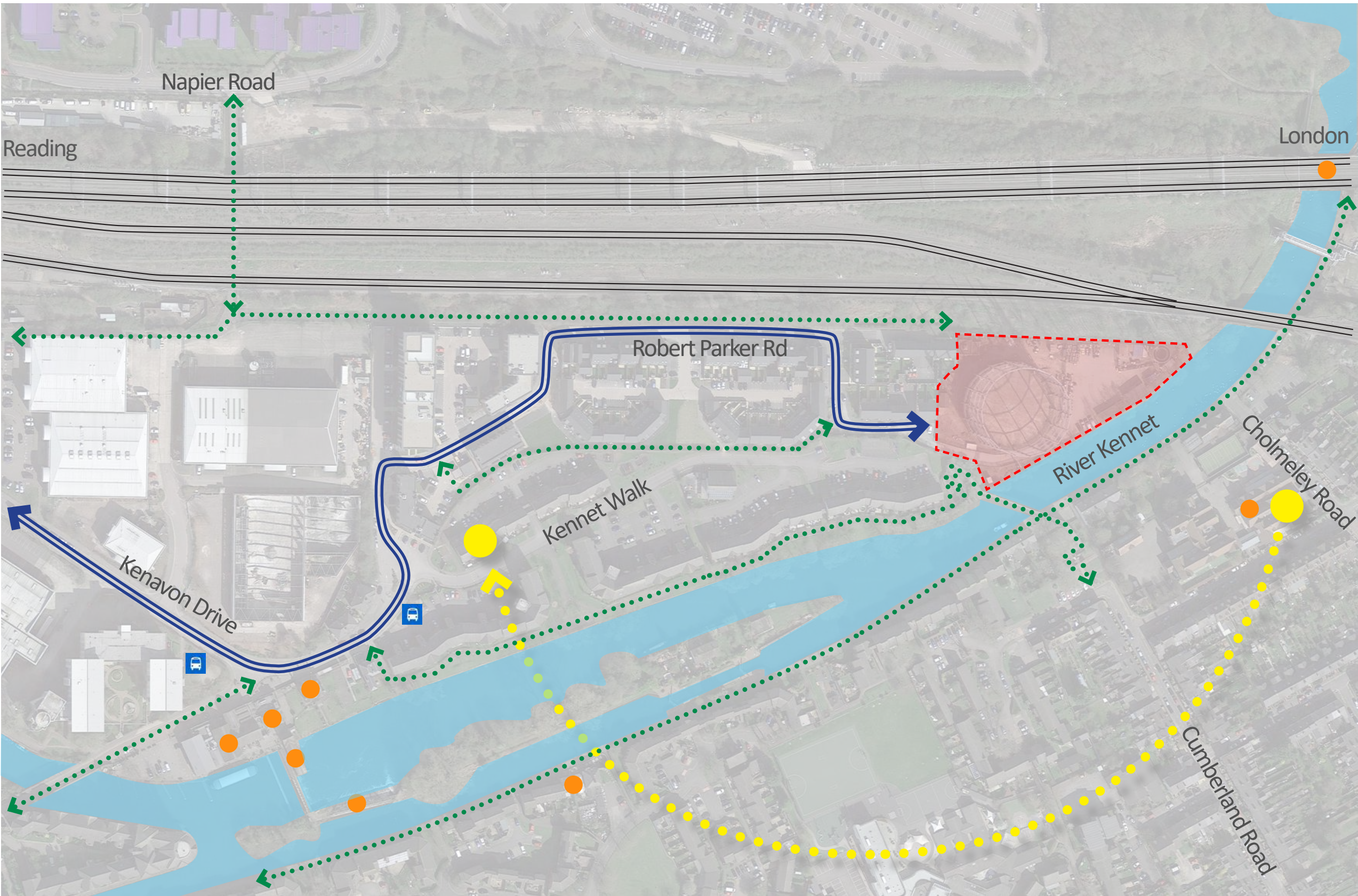
Site and Surrounding Area

The gas holder site is located just east of Reading town centre on the junction where the railway lines towards London Waterloo and London Paddington meet the mouth of the River Kennet. The site is within a 20 minute walk from Reading Station and is less than a 10 minute walk to the closest bus services.

The site is occupied by the existing 33m high gas holder, some ancillary buildings, a water tower and an area of hardstanding.

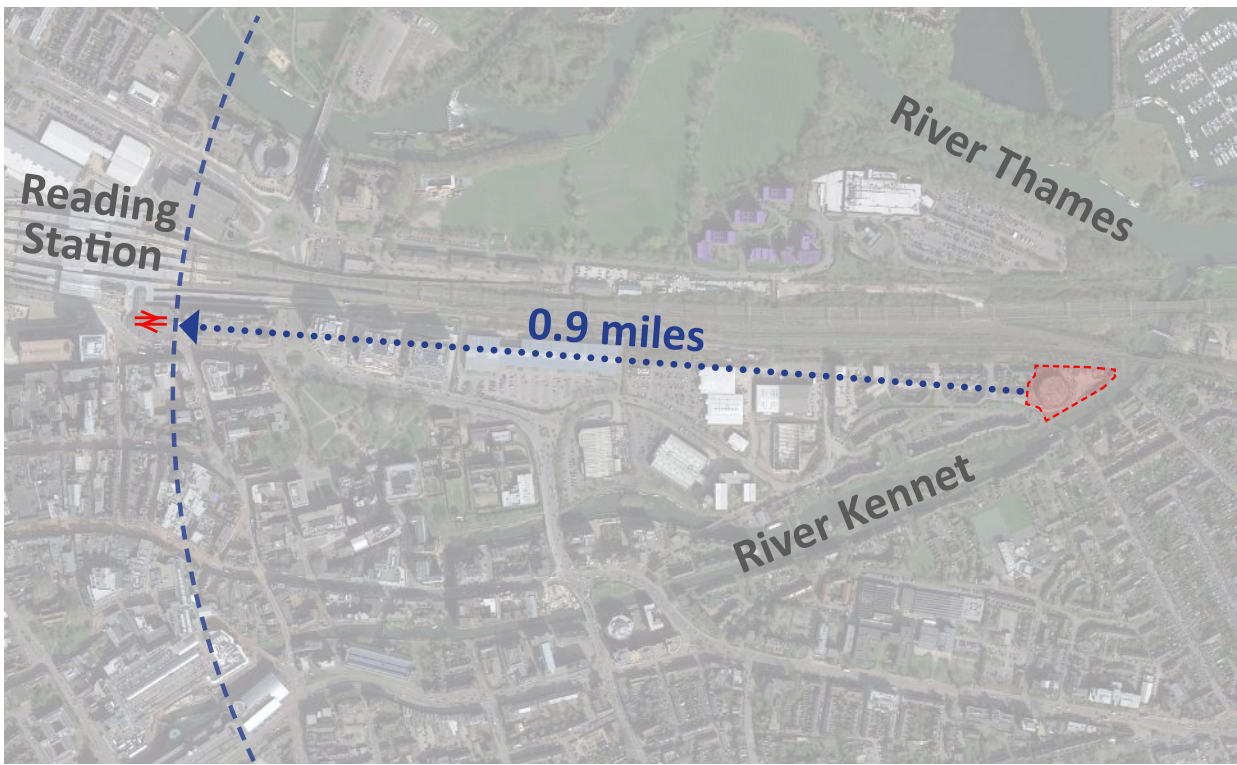
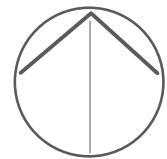
The site is owned and operated by SGN, however the gas holder has been taken out of service and so is no longer in use. The gas holder occupies the majority of the site and the existing buildings and hardstanding remain in use as a depot for SGN, where vehicles and materials are stored.

Redevelopment for residential occupation will require a level of remediation to be undertaken which would be beneficial to the environment.



Site analysis diagram

- Site boundary
- Listed buildings / structures
- Main vehicular route
- Pedestrian / cycle route
- Railway
- Bus stop
- Sun path
- Water



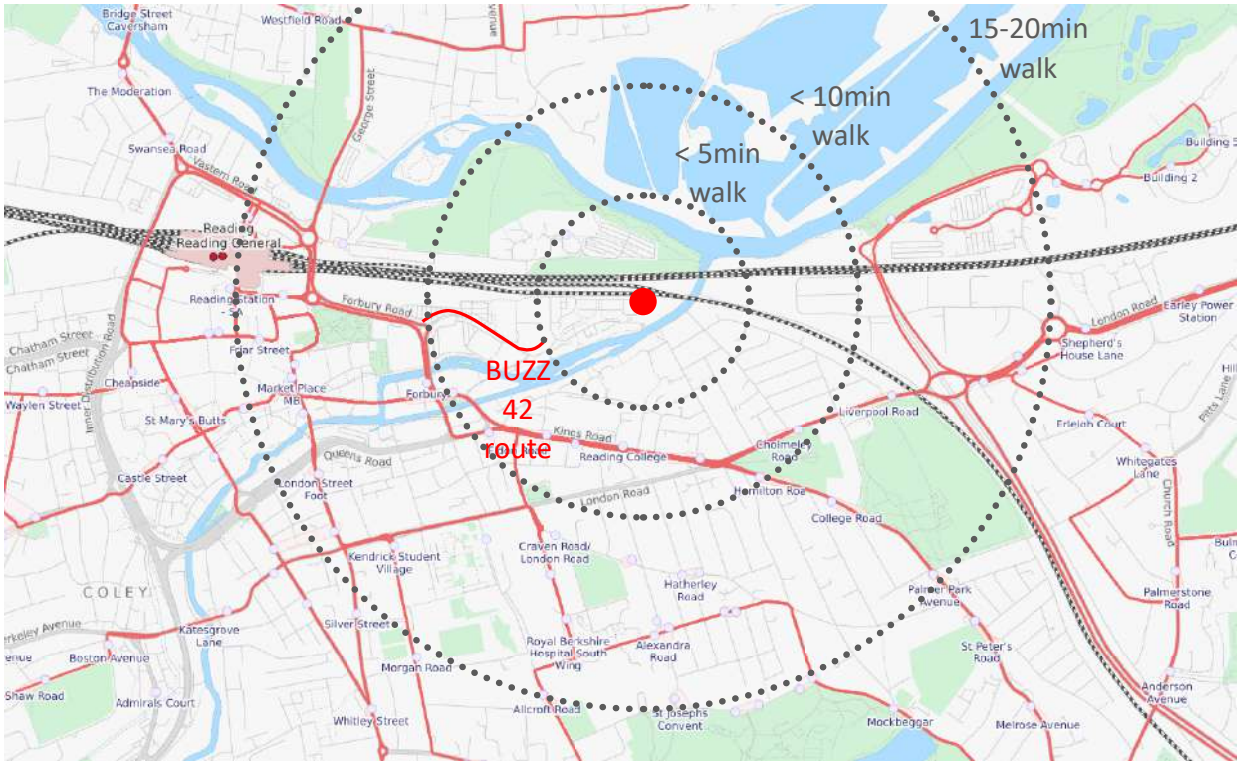
Aerial view of wider context



View of the Kenavon Drive development



View looking north from the footpath along the River Kennet



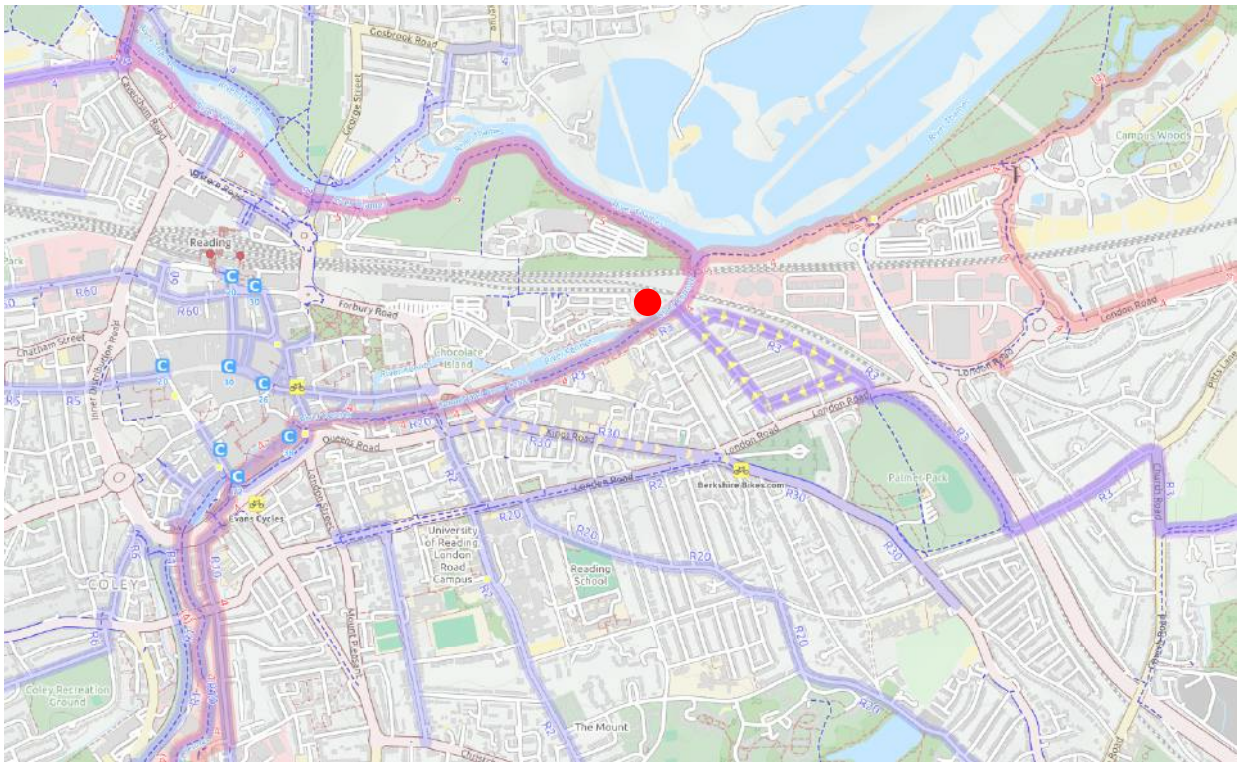
Public transport map



View of the Kenavon Drive development



View of Kennet walk development



Cycling map



View access to the bridge link from Kennet Walk

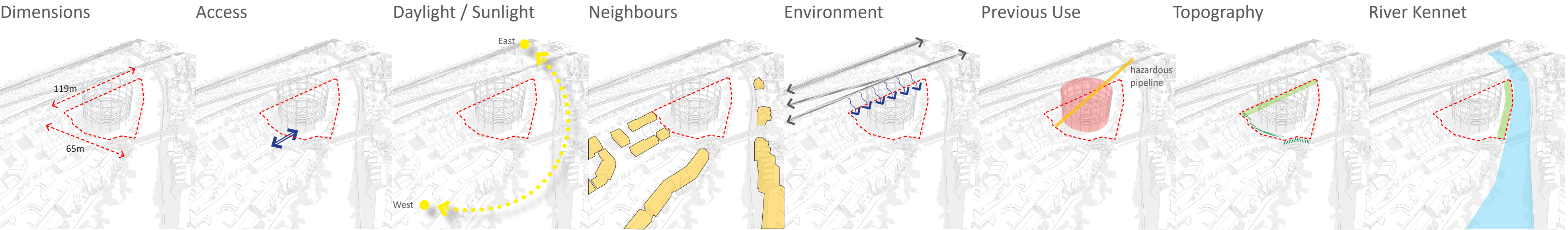
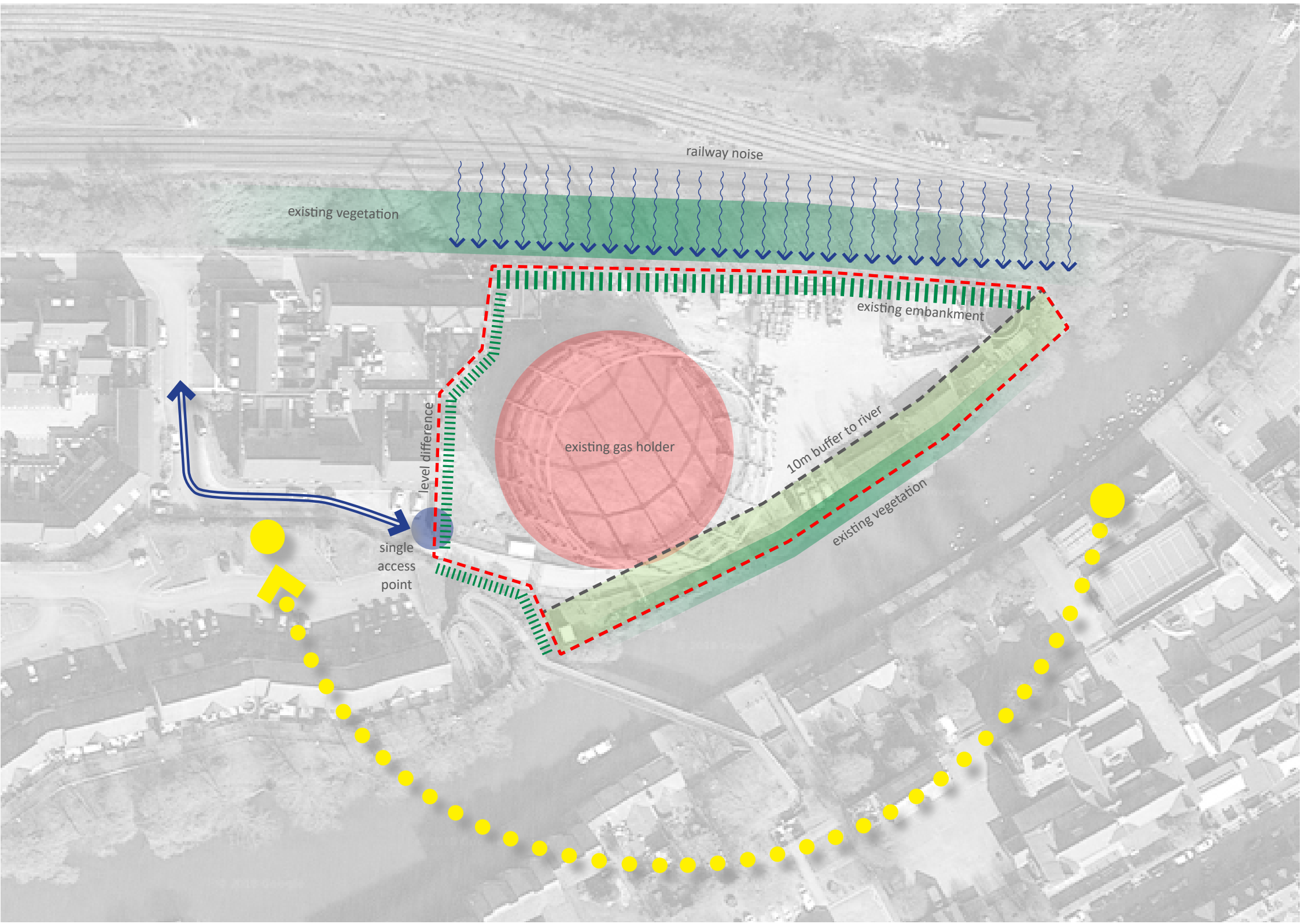


View of the existing bridge from the River Kennet

Constraints

The site’s triangular shape and boundaries adjoining the railway line, River Kennet and existing low to mid rise development present physical and environmental constraints that need to be carefully considered as part of the design process, and also allow only one point of access to the site.

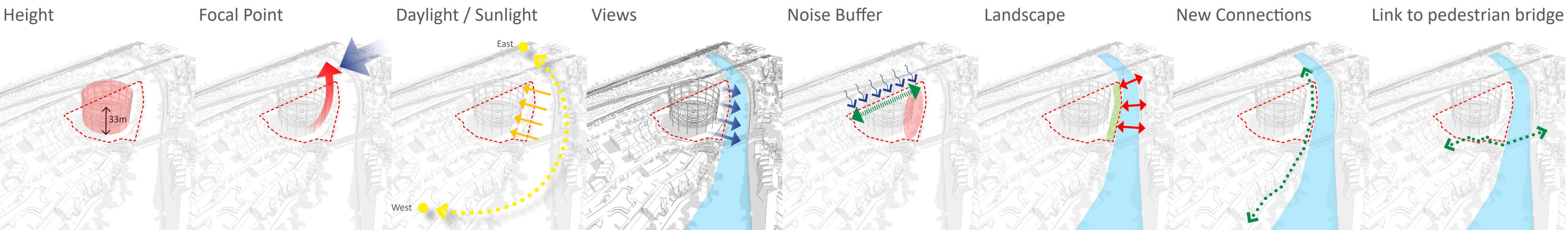
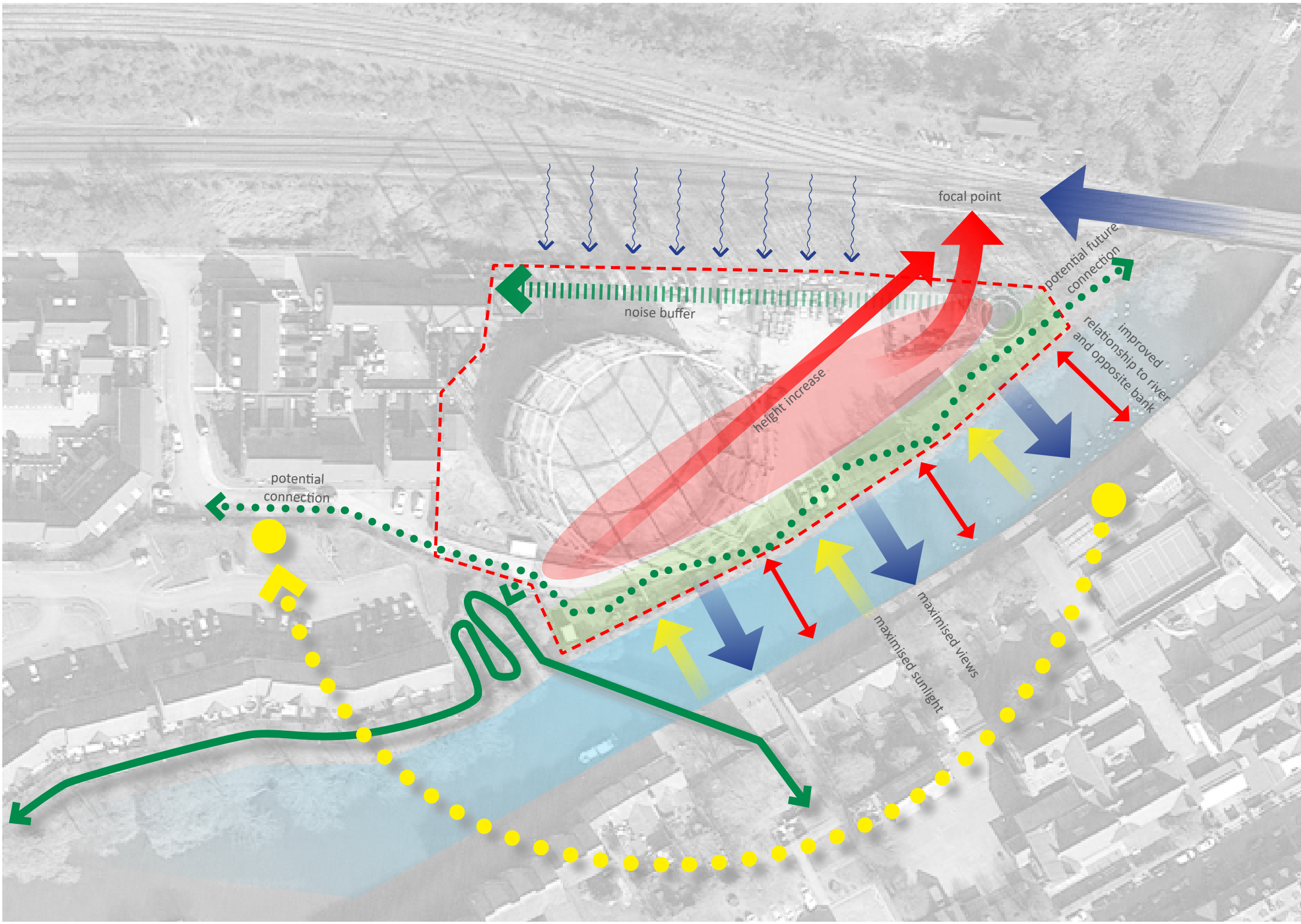
Given the current/former use, parts of the site are known to be contaminated and there are also a number of buried structures and services. This will require remediation measures and restricts the possible locations of any future development and the height of any development above the foundations of the existing gas holder to a maximum of 5 storeys.



Opportunities

The site has a prominent location on the approach to Reading via river and rail, and the scale of the existing gas holder offers an opportunity to create new high quality architecture at this ‘gateway’ location.

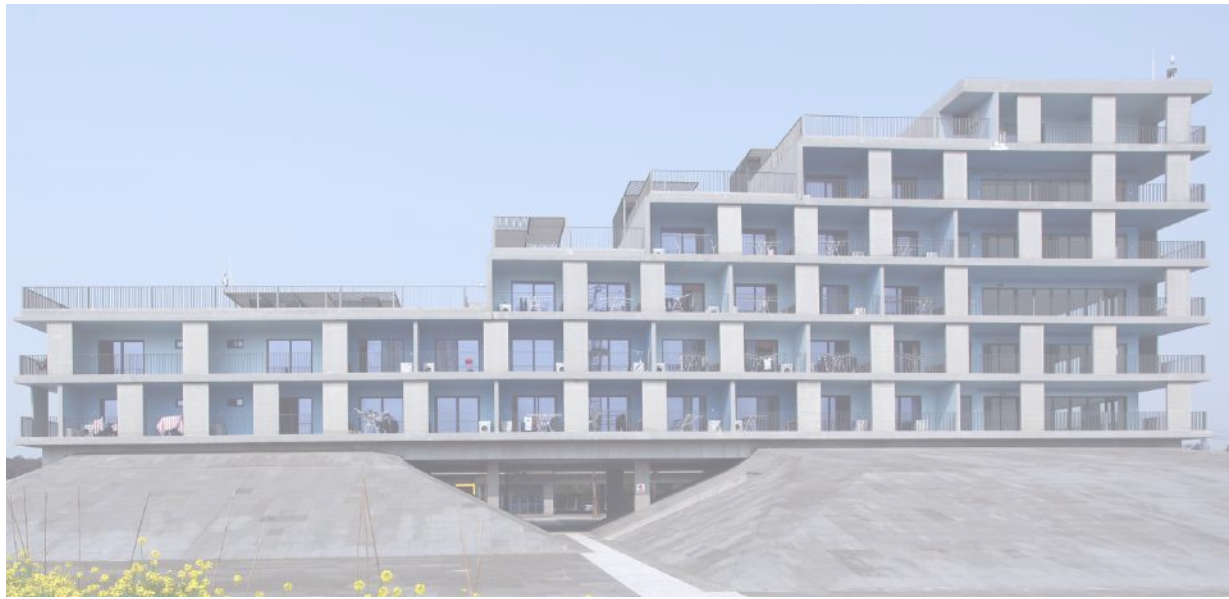
The site’s longest boundary directly fronts the River Kennet to the south, maximising views, daylight and sunlight, and would also offer views towards Caversham Lakes to the north-east. The redevelopment of the site would offer an opportunity to provide a noise buffer to the railway line, whilst opening up the waterfront to the public by providing new amenity space and biodiversity enhancements.



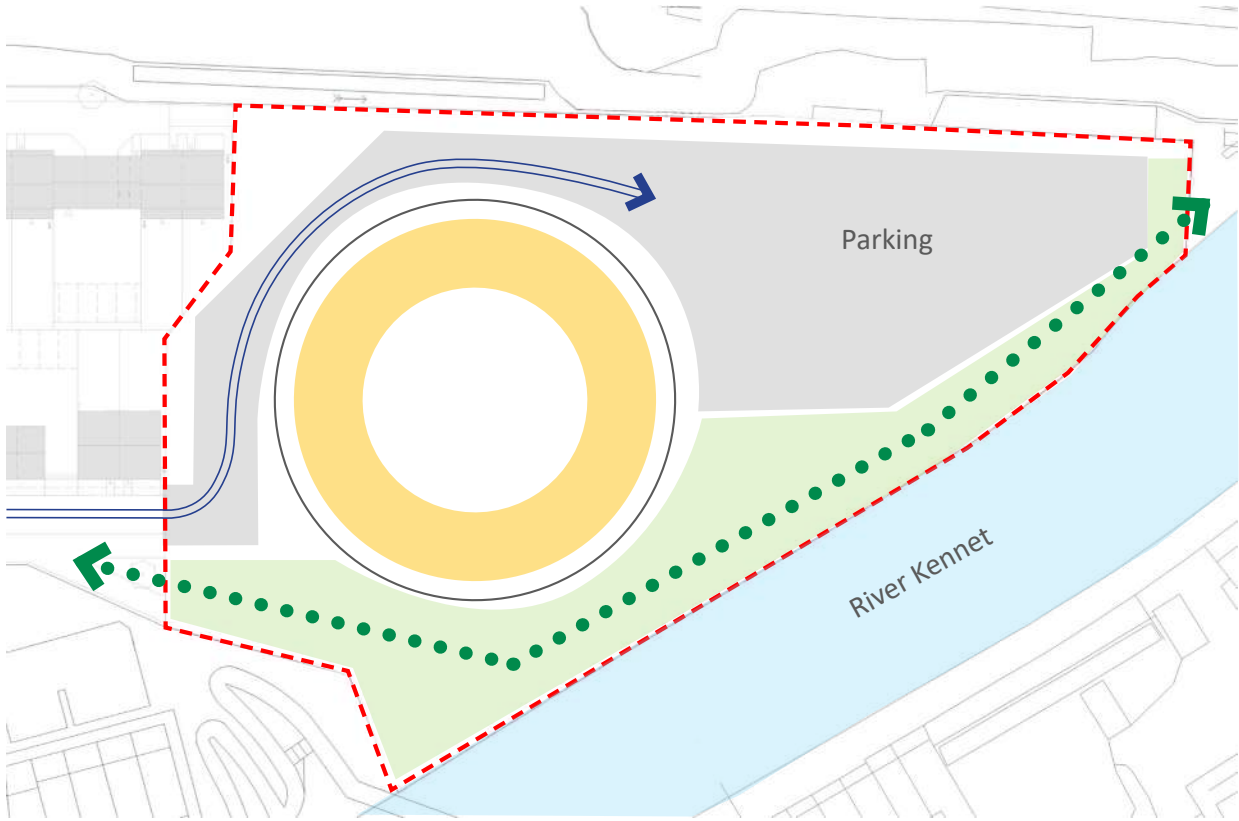
Design Development

Following the initial site analysis, several different layout and massing options were prepared to investigate how the site could potentially be redeveloped.

Once these were tested against all the identified opportunities, constraints and policy aspirations for the site, Sketch 6 emerged as the preferred layout for further design development.

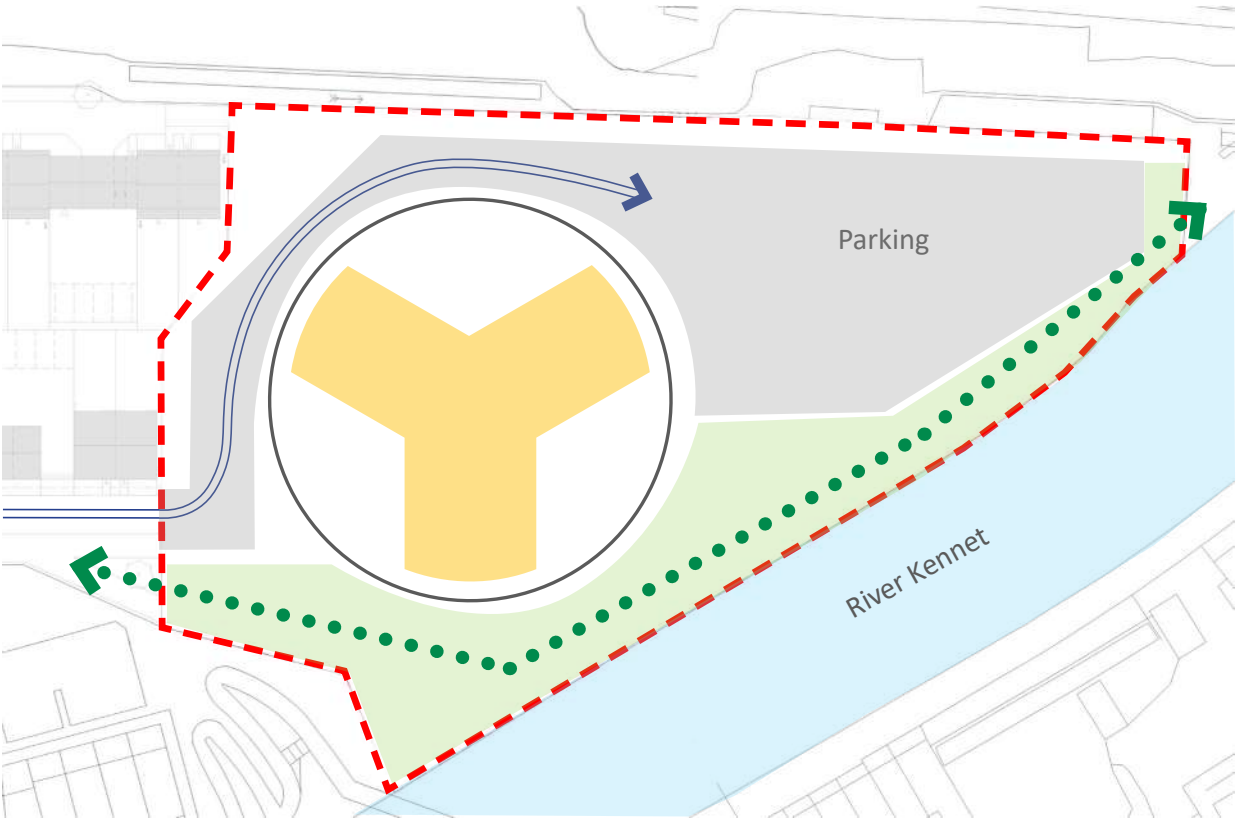


Sketch 1



- Pros:
- direct reference to gas holder structure
- Cons:
- overall scale of the building in the wider context
 - overlooking issues with gardens to the west
 - inappropriate relationship of parking to river
 - layout incompatible with ground conditions and underground structures

Sketch 2



- Pros:
- direct reference to gas holder structure
- Cons:
- overall scale of the building in the wider context
 - inappropriate relationship of parking to river
 - inability to easily provide affordable housing due to single core
 - layout incompatible with ground conditions and underground structures

Sketch 3



- Pros:
- reduced overall stepped height and massing
 - all units benefit from river aspect
- Cons:
- large surface car park on river frontage
 - noise issues due to proximity to railway
 - poor relationship of the building with the river

Sketch 4



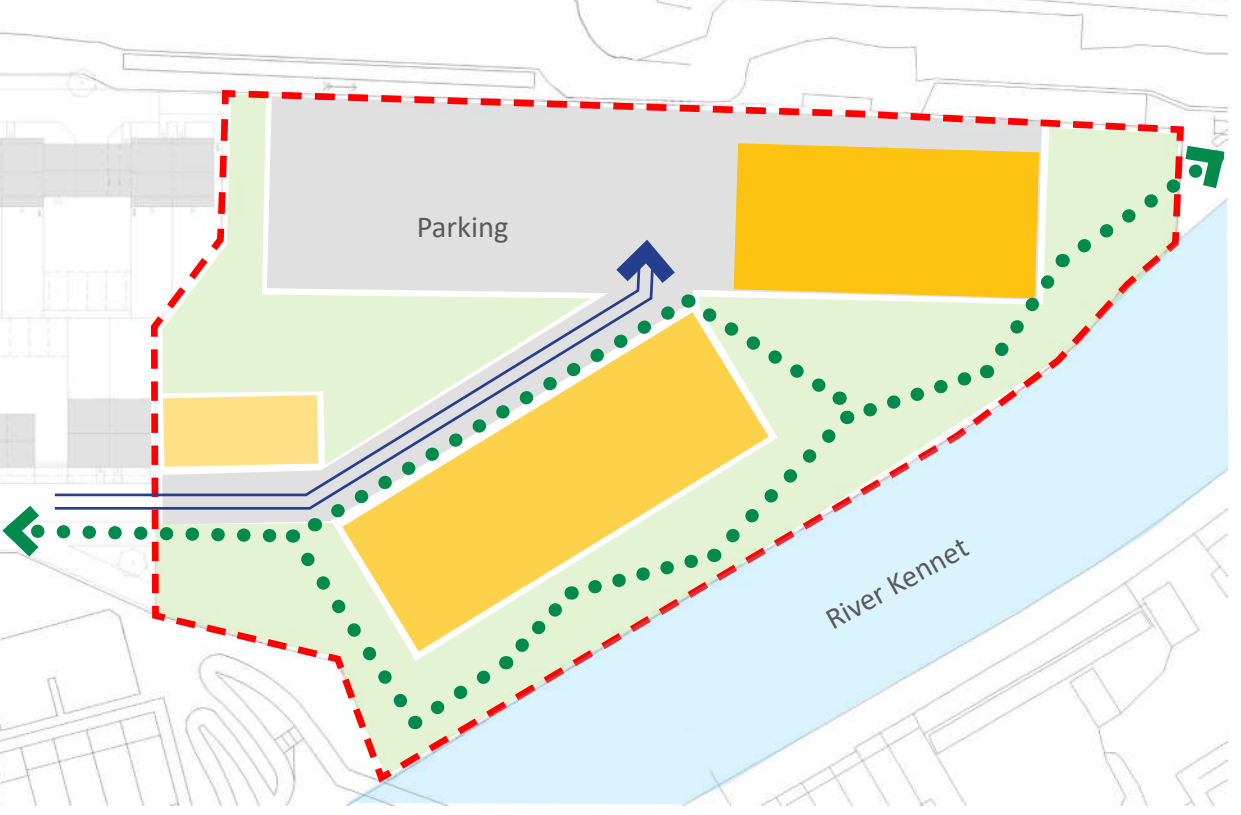
- Pros:
- positive relationship with the river
 - all units benefit from river aspect
- Cons:
- poor relationship with parking and buildings to the west
 - narrow linear (semi) public space on river

Sketch 5



- Pros:
- increased opportunity for landscaping
 - reduced height of block facing low rise buildings to the west
- Cons:
- site layout with parking/servicing from central space inbetween the two buildings
 - relationship of the tall building with the listed context to the south of the river

Sketch 6



- Pros:
- positive response to immediate context and river frontage - extension of street
 - generates amenity space and focal point between residential blocks
 - undercroft car parking partially hidden by buildings
- Cons:
- potential noise issues for units within eastern block without suitable mitigation measures

KEY:

Proposed footprint

Vehicular access

Pedestrian access

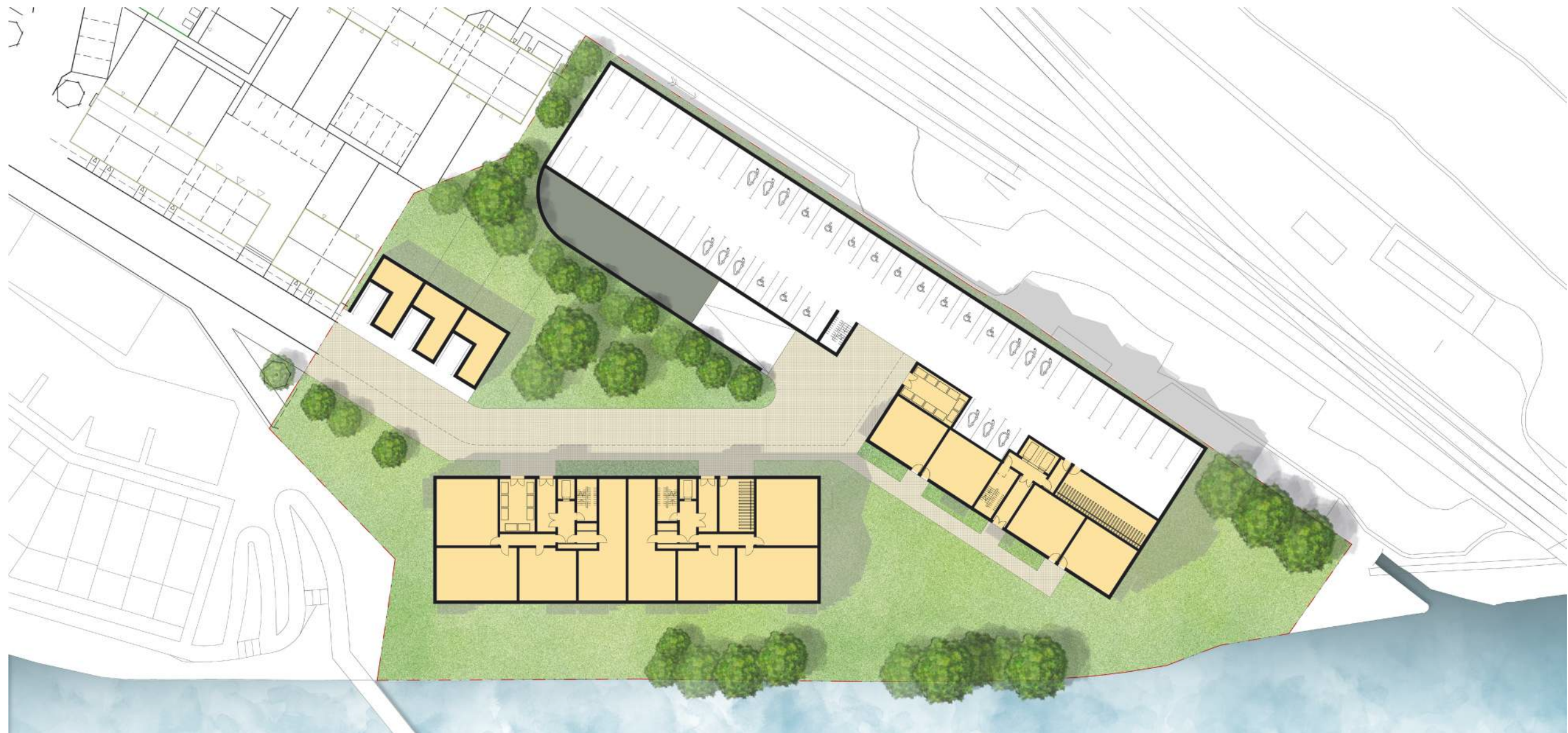
Green spaces

River

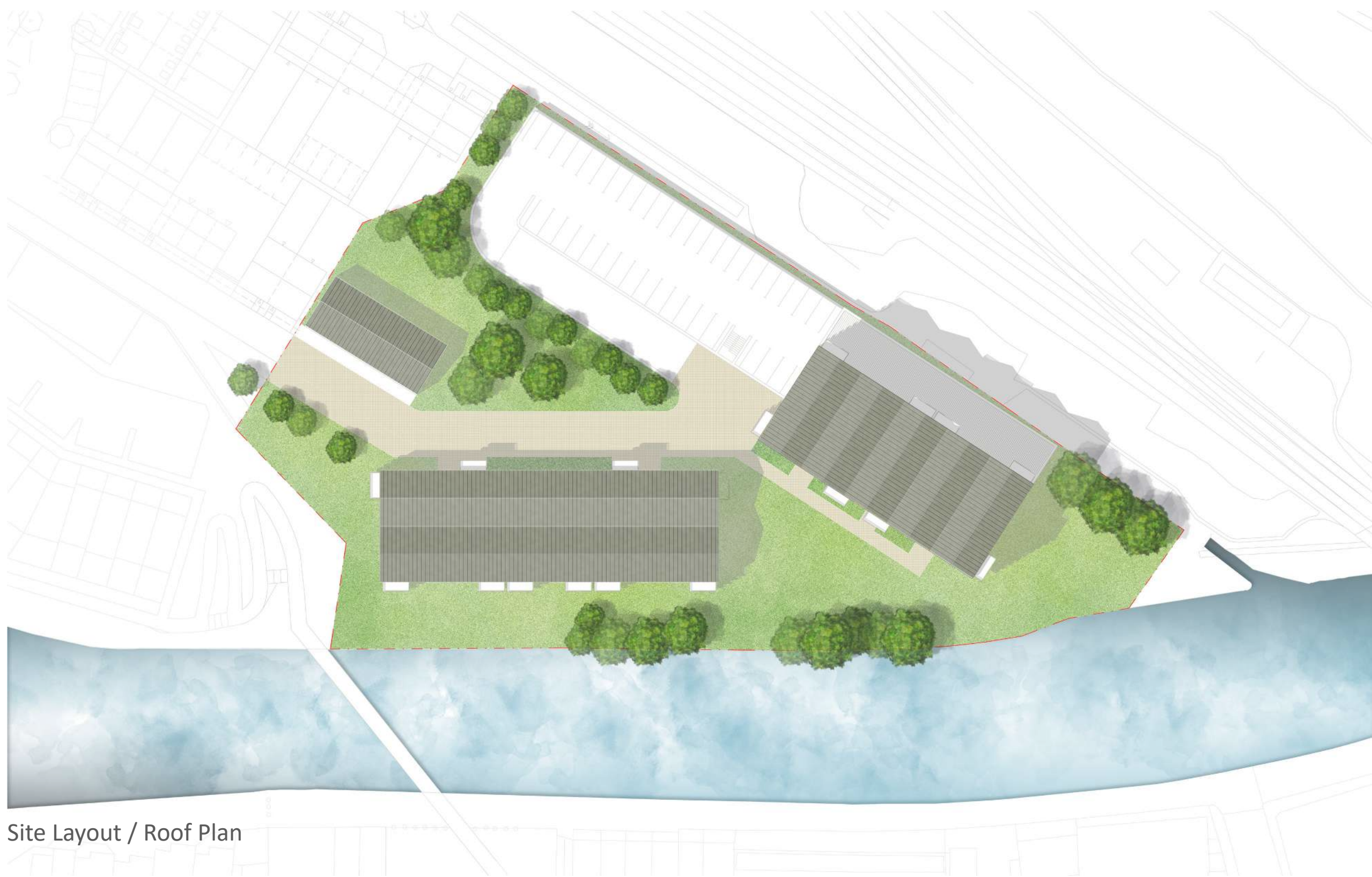
Preliminary Proposals

Our preliminary proposals include approximately 130 new homes, incorporating a mix of 1, 2 and 3 bedroom homes. The layout provides a welcoming journey home into the site, with a tree-lined access road and short terrace of houses to help integrate the development with the existing houses along Alexander Turner Close. It includes:

- Two separate apartment blocks to create a visual break and allow for a physical and visual connection between the site and the river
- Placing a lower building along the river edge to create a positive relationship with the river and opposite bank, whilst maintaining an appropriate buffer to the waterfront and respecting existing residential amenity to the west
- Placing a taller building at the sharpest point of the site to mark the gateway into Reading
- Placing parking between the new buildings and the railway to the north and in undercroft areas adjoining the railway embankment to minimise its visual impact
- Maximising opportunities for landscaping



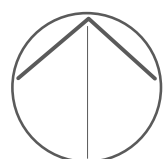
Site Layout / Ground Floor Plan



Site Layout / Roof Plan



Concept Model



Precedents

Our proposals are at an early stage, but these precedents are intended to give an idea of the intended character and quality of the final development based on other examples of waterside developments, building massing and form, roofscape and façade treatments which have informed our preliminary proposals.



Brentford Lock, Duggan Morris



Kenavon Drive, PRP



Regents Canalside, Squire and Partners



Dujardin Mews, Karakusevic Carson Architects



HMP Gloucester, Fielden Clegg Bradley Studios



Keybridge House, Allies and Morrison

Next Steps

We will be continuing to work up the design of our proposals over the coming months and would welcome your feedback on our initial plans. It is intended to submit a full planning application to Reading Borough Council towards the end of 2018. Please complete a feedback questionnaire and post it in the box provided, or post to:

Reading Gas Holder consultation
c/o Boyer
Crowthorne House
Nine Mile Ride
Wokingham
Berkshire
RG40 3GZ

Comments and completed questionnaires can also be emailed to readinggasholder@boyerplanning.co.uk

We look forward to hearing from you.

APPENDIX 5 – FEEDBACK QUESTIONNAIRE 1

Feedback Questionnaire

Gas Holder, near Kenavon Drive, Reading

Thank you for attending today's exhibition, please complete the questionnaire below to give us your thoughts on our initial development proposals for the site.

Please leave your completed questionnaire with us on your way out. You can also return it later by sending it to:

readinggasholder@boyerplanning.co.uk or **Reading Gas Holder consultation**
c/o Boyer
Crowthorne House
Nine Mile Ride
Wokingham
Berkshire
RG40 3GZ

Q1. How did you find out about the exhibition?

Leaflet	Email	Newspaper Advert	Word of Mouth	Other
☐	☐	☐	☐	☐

Q2. Do you support the relocation of the existing SGN depot and the redevelopment of the site?

Yes	No	Don't Know
☐	☐	☐

Q3. What are your first impressions of the preliminary proposals?

[illegible]

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[illegible][illegible][illegible]

Deadline for responses: **Wednesday 1st August 2018**

APPENDIX 6 – PUBLIC EXHIBITION 2 BOARDS

Welcome

Thank you for visiting this public consultation about our plans for the redevelopment of the gas holder site.

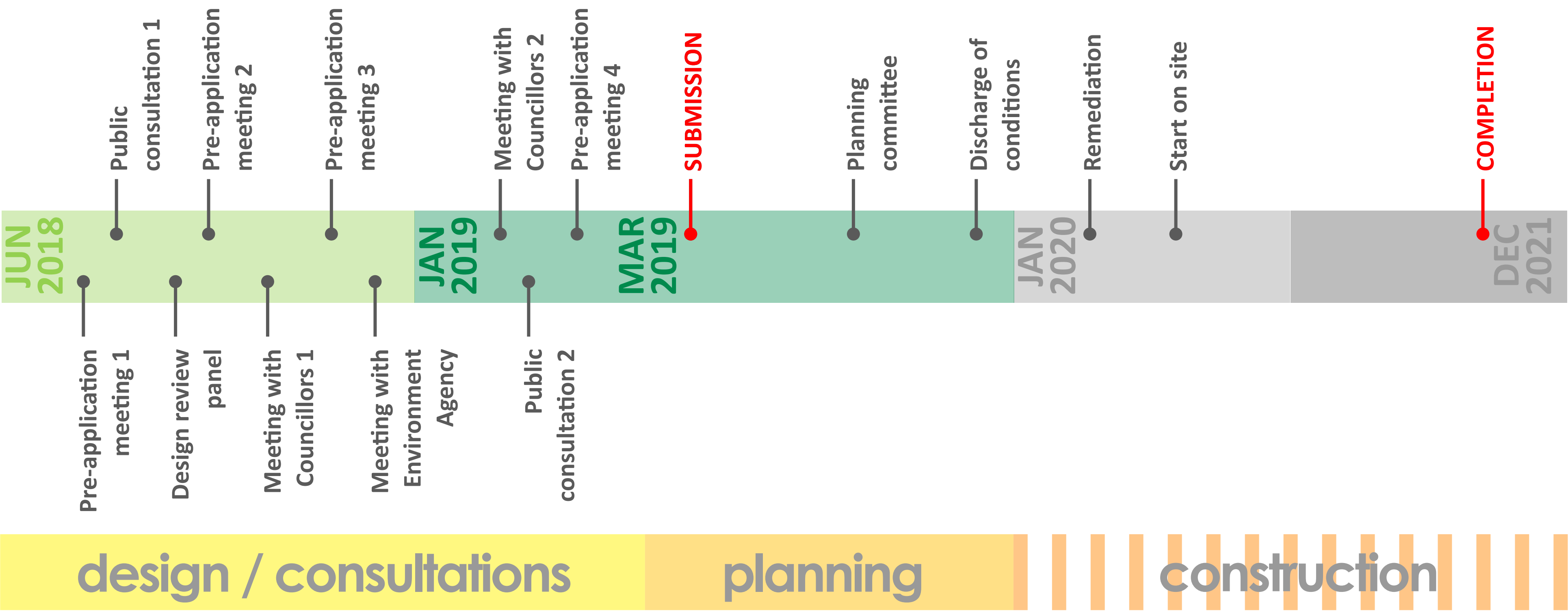
This is the second public consultation we have held. This consultation provides an overview of the evolving proposals, prior to the submission of a full planning application in spring 2019.

The proposals have been through a rigorous design and consultation process, and the feedback received at this consultation will help us to refine the scheme and inform our final development proposals.

Please ask a member of the team if you have any questions and let us know what you think by completing our feedback questionnaire.



Timeline



Next Steps

We will be continuing to work up the design of our proposals over the coming months and would welcome your feedback on our plans. Please complete a feedback questionnaire and post it in the box provided, or post to:

Reading Gas Holder consultation
c/o Boyer
Crowthorne House
Nine Mile Ride
Wokingham
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RG40 3GZ

Comments and completed questionnaires can also be emailed to:

readinggasholder@boyerplanning.co.uk

We look forward to hearing from you.

Development Context

Following years of investment in upgrading gas networks and technology infrastructure, gas is now more efficiently stored in underground pipework and gas holders are no longer needed. It is not sustainable for SGN to keep redundant gas holders in a safe and visually acceptable condition long-term. SGN is committed to dismantling 50% of its gas holders by 2021 and to redeveloping the land they sit on for uses that are more beneficial to the local community, such as housing.

The remaining gas holder near Kenavon Drive was built in 1916 and is frame-guided. The first gas holders of this particular type were first constructed from 1892 and so the Reading example is a late example. While the remaining gas holder is recognised as being a prominent local structure, it has limited intrinsic architectural or technological interest. The gas holder was decommissioned a number of years ago and the site is now used as a depot by SGN. There is no prospect of the gas holder being brought back into use. The depot will not be relocated until a viable option is found for the site’s redevelopment.

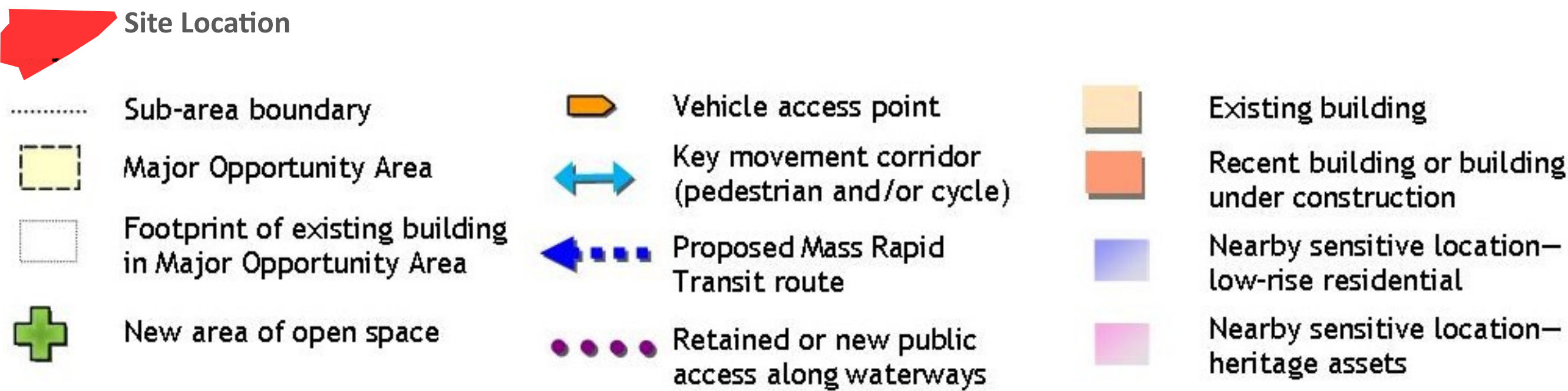
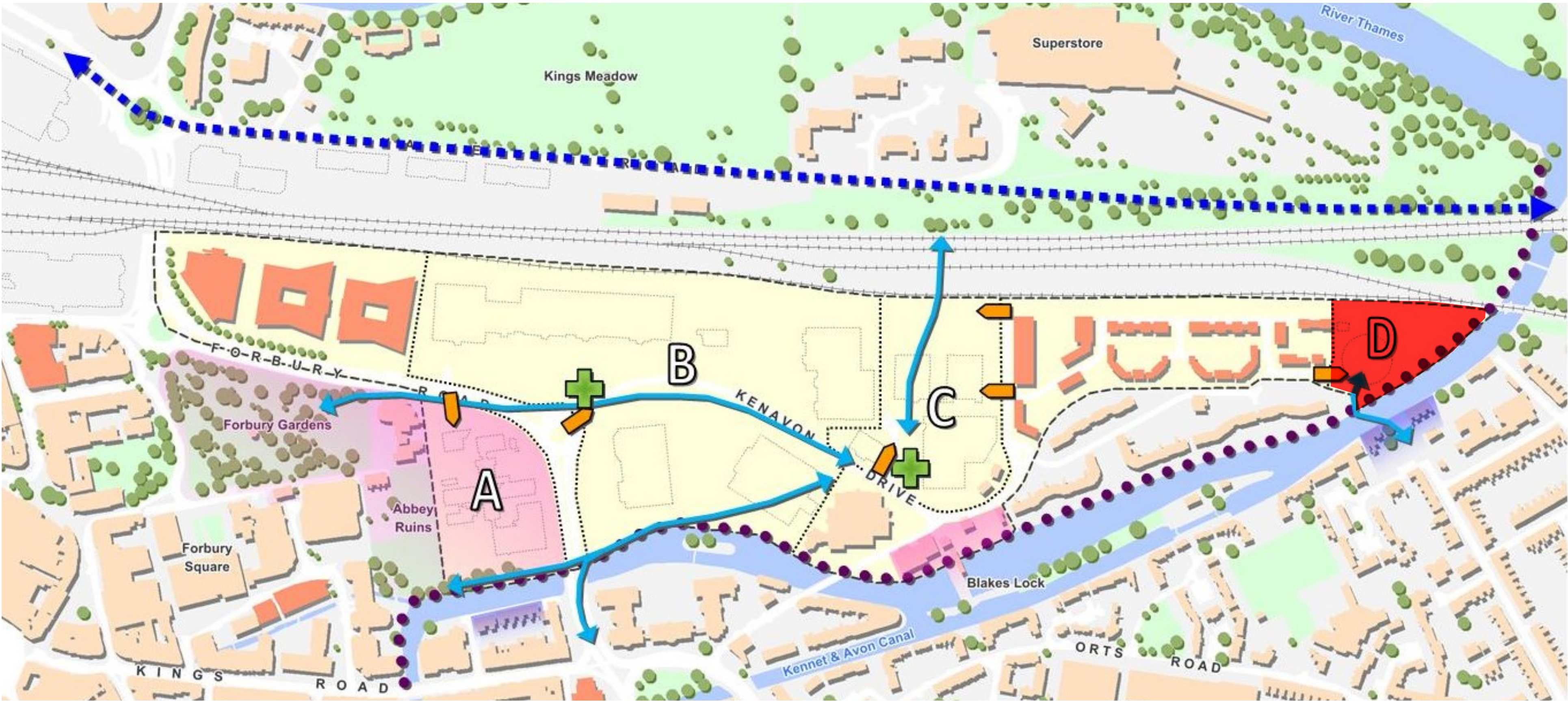
Reading Borough needs 699 new homes per year between 2013 and 2036 (16,077 in total). Sites for new development are limited and so there is a heavy reliance on previously developed land (‘brownfield sites’). The area around Kenavon Drive, including the gas holder site, is therefore identified as a ‘Major Opportunity Area’ (MOA) for future development in both adopted and emerging planning policy. The Council’s vision for the MOA is for a new community at the eastern fringes of the centre, which includes the redevelopment of the gas holder site for residential use.



View from south bank of River Kennet



Historical aerial view, 1932



- Sub-Areas**
- A CR13a: Reading Prison
 - B CR13b: Forbury Retail Park
 - C CR13c: Forbury Business Park & Kenavon Drive
 - D CR13d: Gas Holder

Extract from RBC Local Plan (Figure 5.5: East Side Major Opportunity Area)

SGN GAS HOLDER | READING

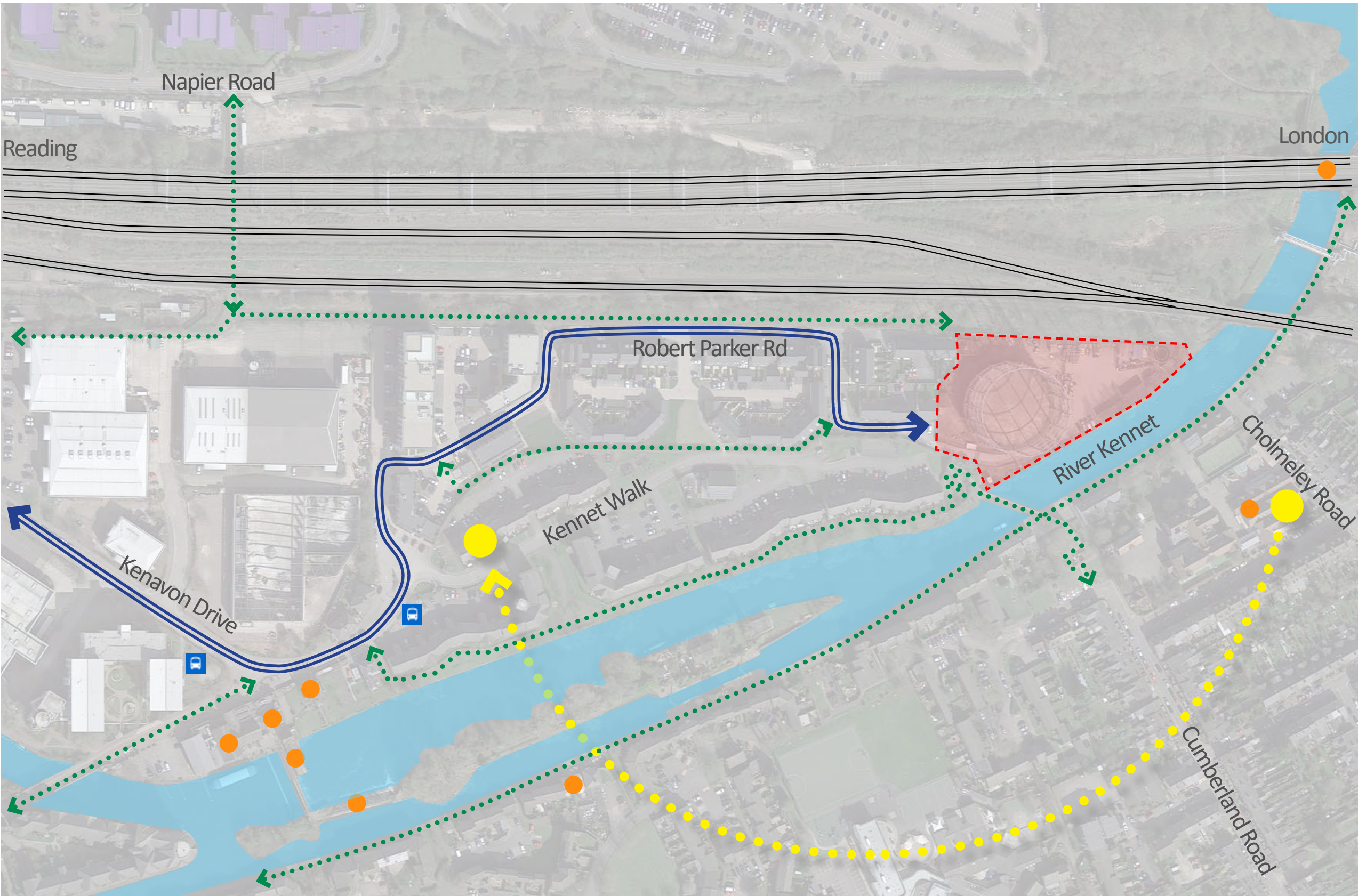
Site and Surrounding Area

The gas holder site is located just east of Reading town centre on the junction where the railway lines towards London Waterloo and London Paddington meet the mouth of the River Kennet. The site is within a 20 minute walk from Reading Station and is less than a 10 minute walk to the closest bus services.

The site is occupied by the existing 33m high gas holder, some ancillary buildings, a water tower and an area of hardstanding.

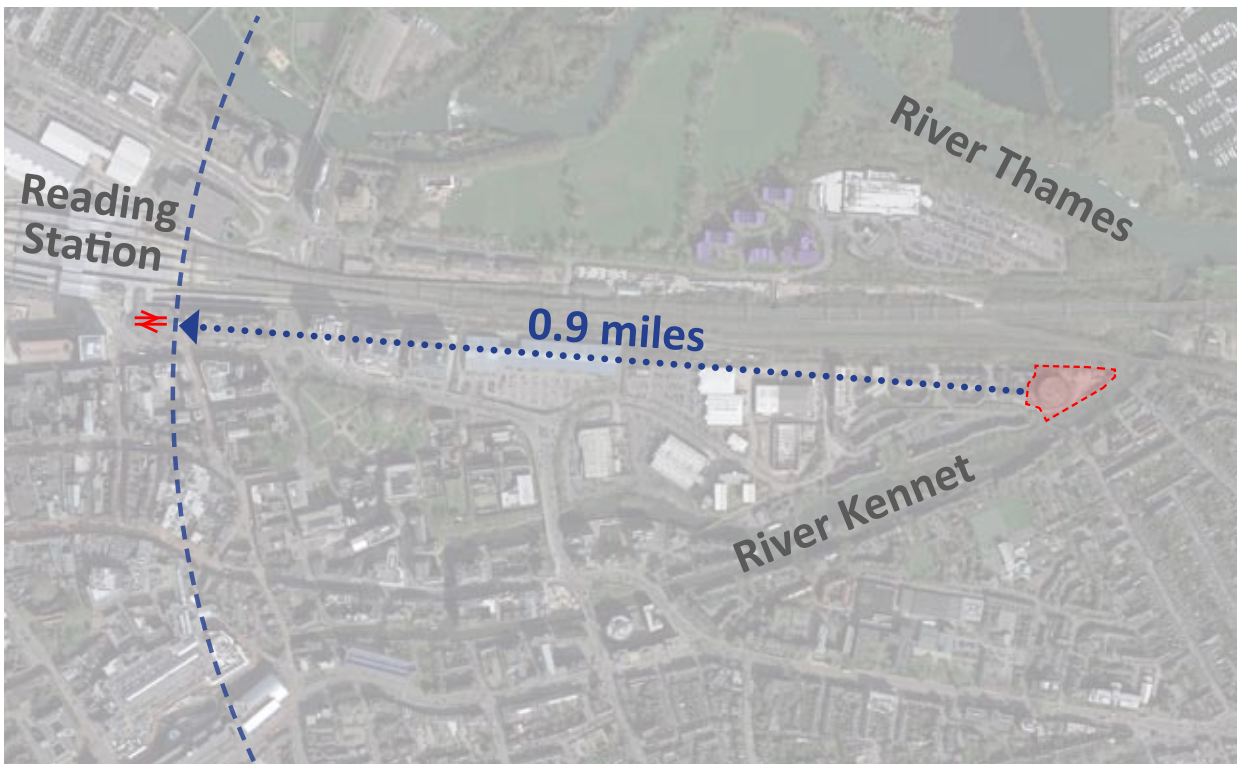
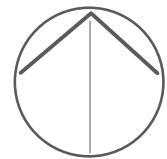
The site is owned and operated by SGN, however the gas holder has been taken out of service and so is no longer in use. The gas holder occupies the majority of the site and the existing buildings and hardstanding remain in use as a depot for SGN, where vehicles and materials are stored.

Redevelopment for residential use will require a level of remediation to be undertaken which would be beneficial to the environment.



Site analysis diagram

- Site boundary
- Listed buildings / structures
- Main vehicular route
- Pedestrian / cycle route
- Railway
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- Water



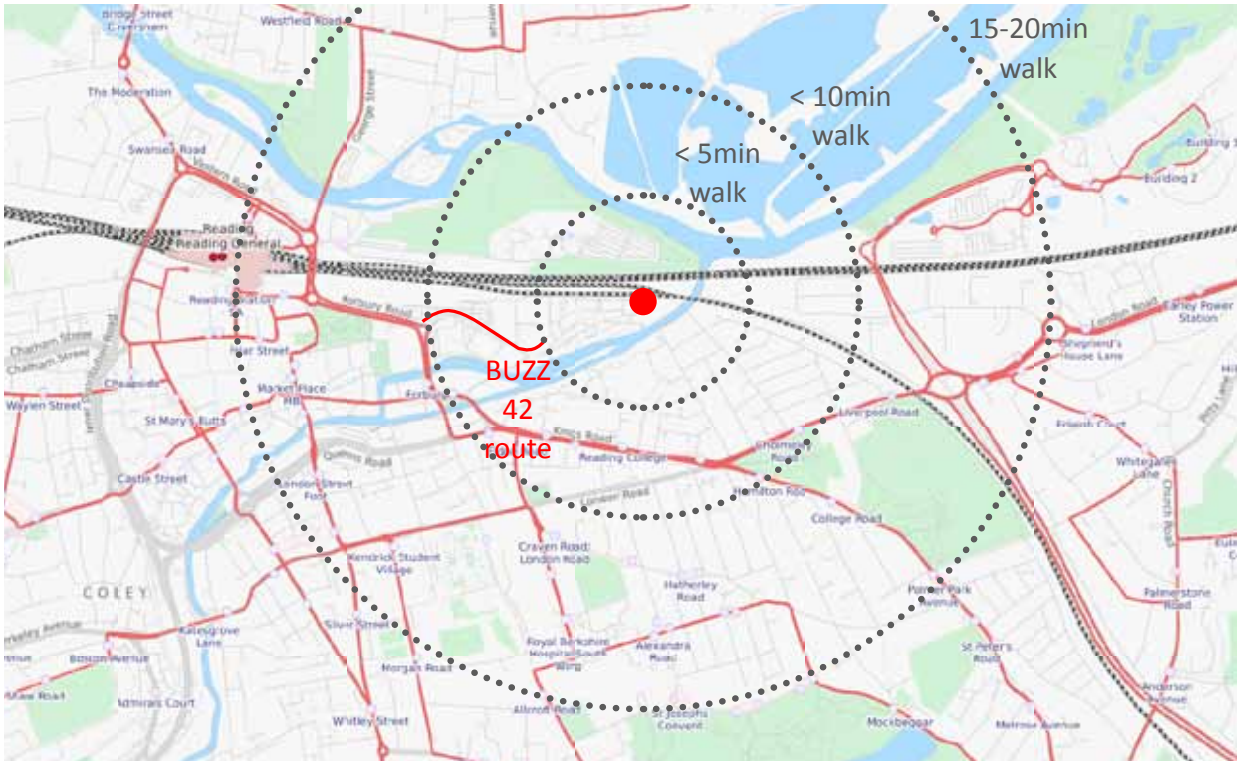
Aerial view of wider context



View of the Kenavon Drive development



View looking north from the footpath along the River Kennet



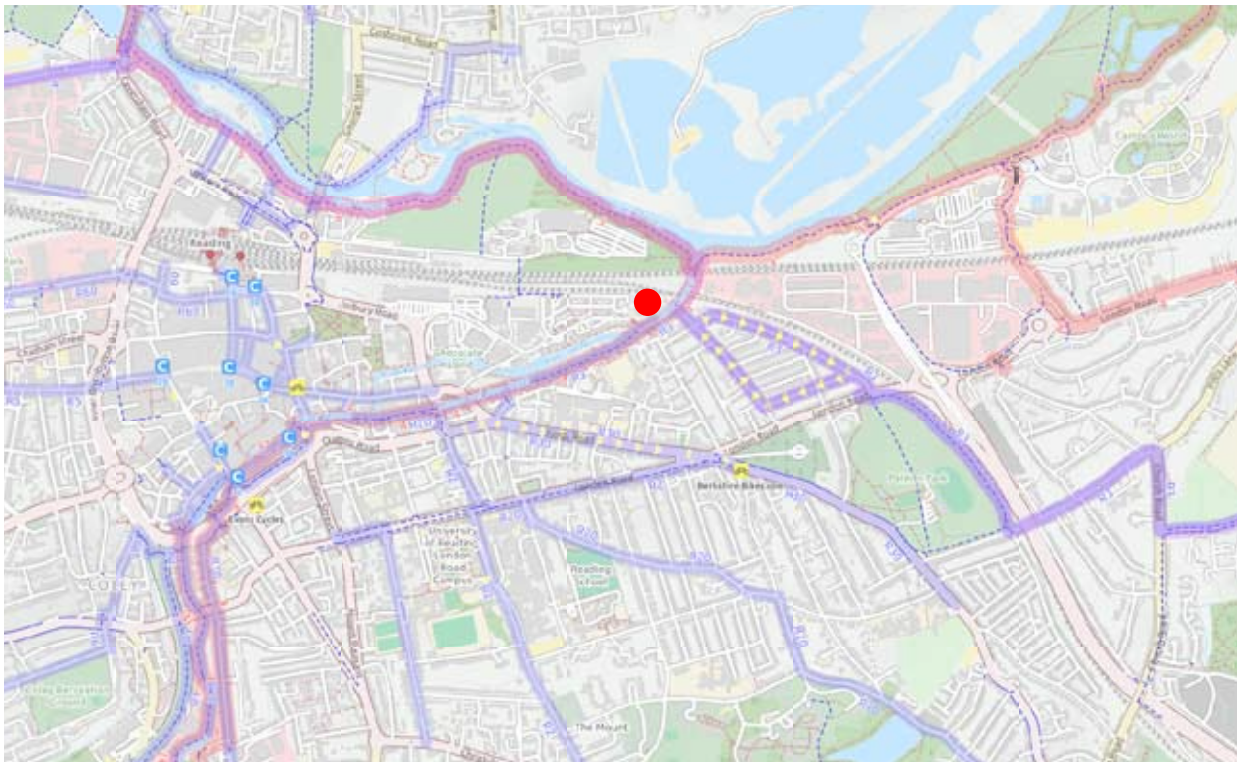
Public transport map



View of the Kenavon Drive development



View of Kennet walk development



Cycling map



View access to the bridge link from Kennet Walk



View of the existing bridge from the River Kennet

Removal of Existing Gas Holder

Following a full assessment of the heritage, economics, engineering and design challenges and opportunities that come with exploring removal of the existing gas holder, the overwhelming conclusion has been that the retention of the gas holder would prejudice viable development.

The gas holder is a late example of its type and does not represent technical innovation, nor does it exhibit decorative detailing. Furthermore, the gas holder is not identified as having any special interest following Historic England’s (2002) survey of 150 sites, it is not statutory or locally listed, does not sit in a conservation area and its historic context has been lost through redevelopment of the former gasworks. The gas holder is now isolated within a new residential setting, where it is a prominent but contrasting feature.

The summary in engineering and economic terms has been that any redevelopment on the location of the gas holder would be limited in scale, and that the retention for re-inclusion would be prohibitively expensive as the costs wouldn’t be offset by inherent values attainable in this location. If it was to be left untouched, it would require repair and upkeep, but importantly would prejudice the redevelopment of the site.



Existing gas holder No. 4



Notwithstanding the above, a new building on the existing footprint of the gas holder would be overbearing upon its neighbours and render the balance of the site very difficult to resolve well. Given the required parking provision for the site, there is a risk of the site becoming dominated by car parking which is not in line with architectural vision for this important site. Furthermore, as a result of the retention of the gas holder a number of significant enhancements would be denied, including access to the river, open space, affordable housing and ecological enhancements.

On the other hand, the following benefits come with the removal of the gas holder:

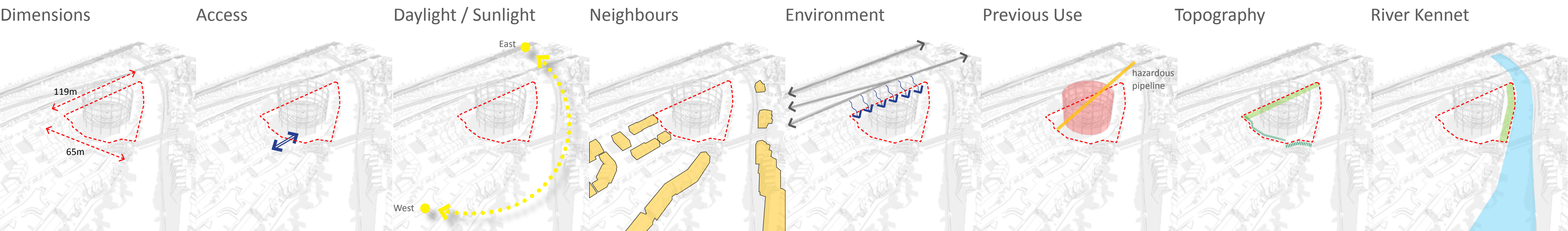
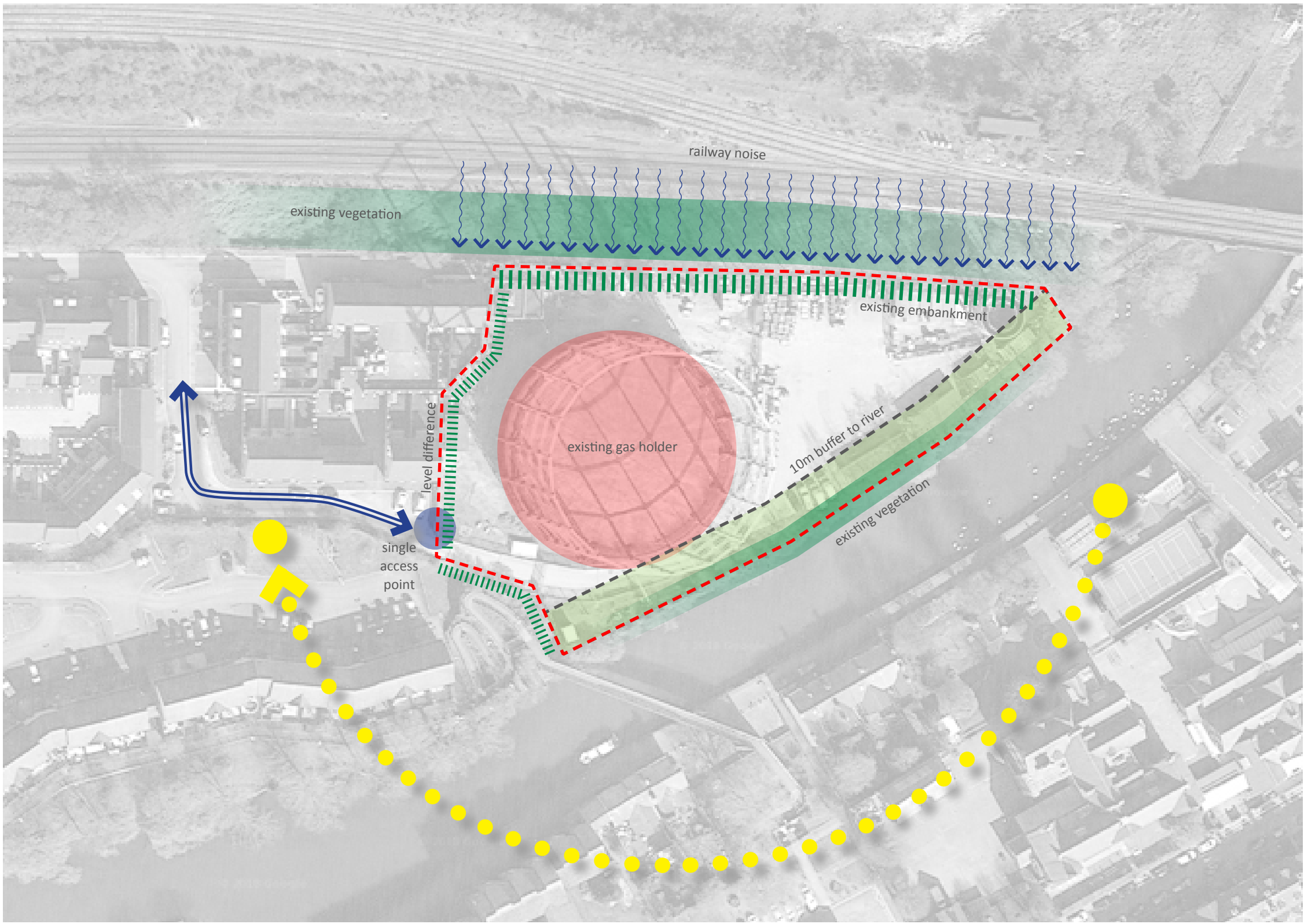
- Enabling a layout that allows for the most efficient use of this brownfield site
- A greater number of good quality units in range of types, sizes and tenures
- Strong landscape design with large open space and ecology improvements
- Potential enhancement of the connection to the existing pedestrian bridge
- Good massing relationship with the adjacent developments with minimal, if any, impact in terms of privacy and overshadowing
- Potential for quality architecture and a new focal point at this important gateway location



Views long Kennet Walk and the river illustrating the impact of the existing structure and if it was infilled for development

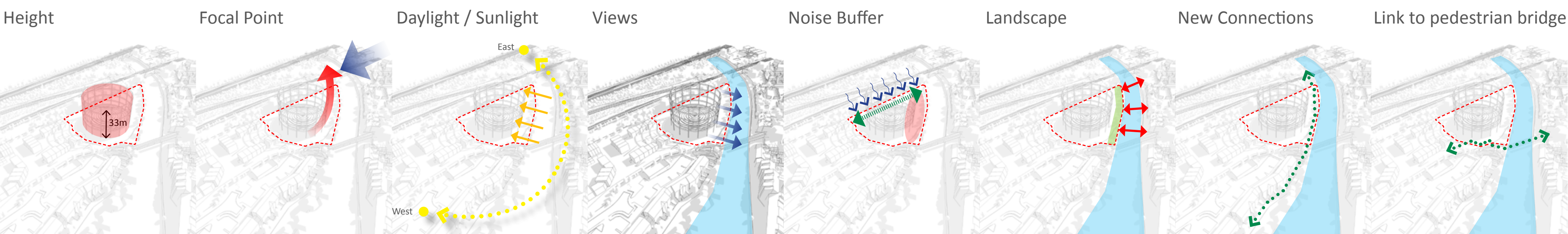
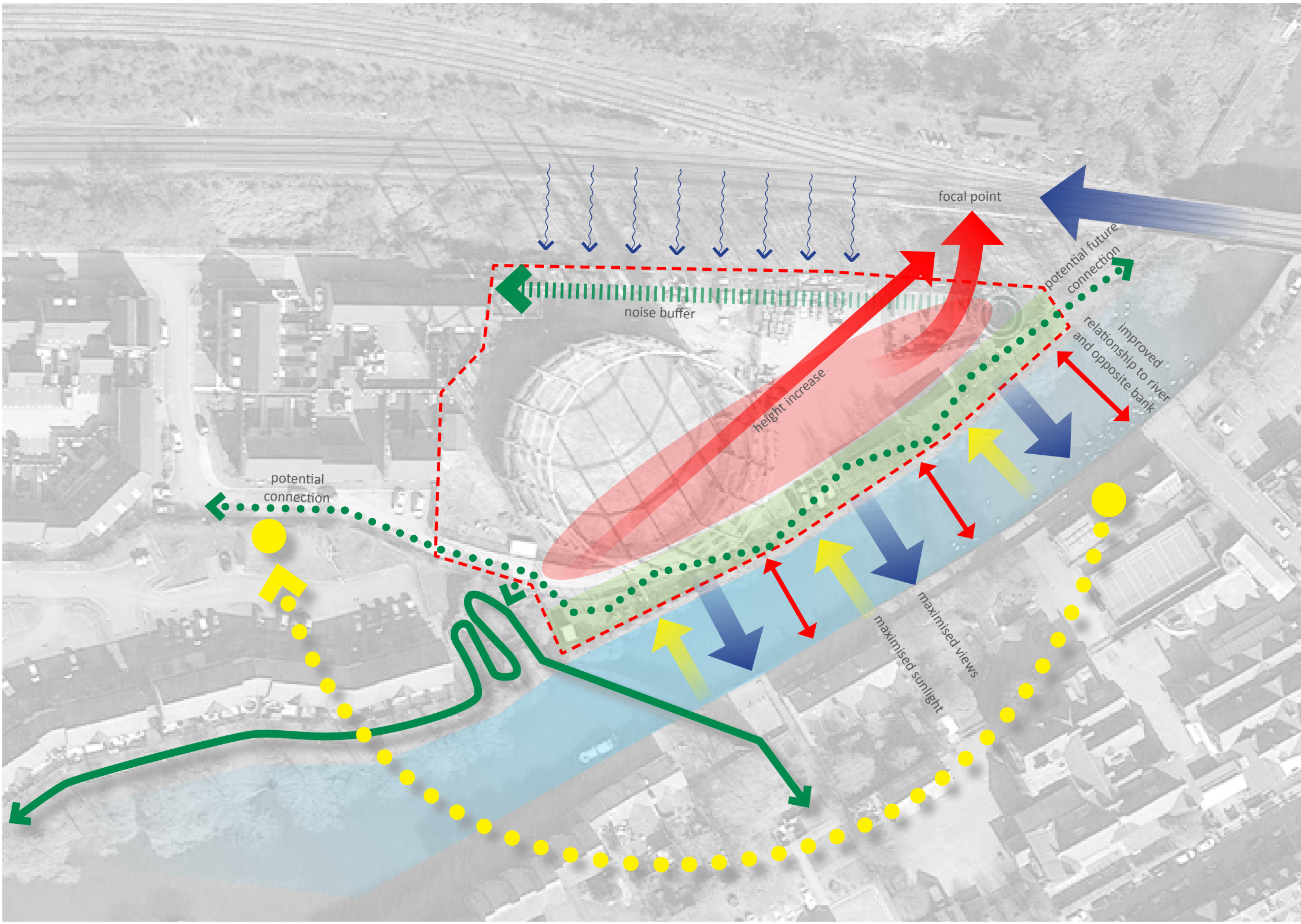
Constraints

The site’s triangular shape and boundaries adjoining the railway line, River Kennet and existing low to mid rise development present physical and environmental constraints that need to be carefully considered as part of the design process, and also allow only one point of access to the site. Given the current and former use, parts of the site are known to be contaminated and there are also a number of buried structures and services. This will require remediation measures and restricts the possible locations of any future development and the height of any development above the foundations of the existing gas holder to a maximum of 5 storeys.



Opportunities

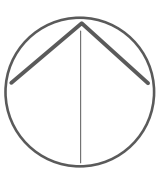
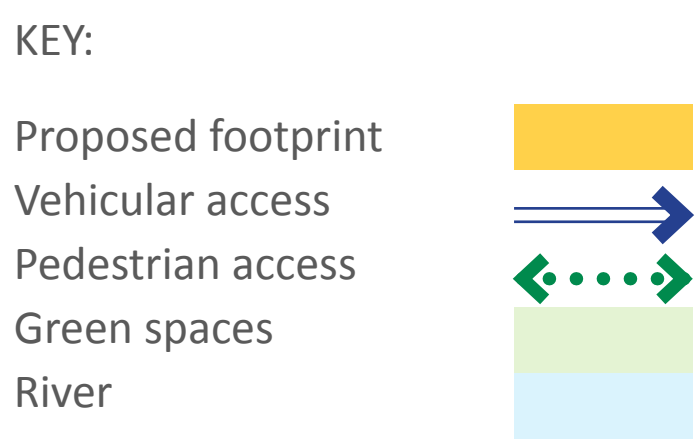
The site has a prominent location on the approach to Reading via river and rail, and the scale of the existing gas holder offers an opportunity to create a new high quality feature at this ‘gateway’ location. The site offers views towards Caversham Lakes to the north-east, and fronting the River Kennet to the south the site offers the opportunity to maximise views, daylight and sunlight to the development. The redevelopment of the site would offer an opportunity to provide a noise buffer to the railway line, whilst opening up the currently inaccessible site and waterfront by providing new amenity space with landscape and biodiversity enhancements. The scheme would also look to contribute towards improved connectivity of the area with a potential new link to the existing pedestrian bridge.



Design Development

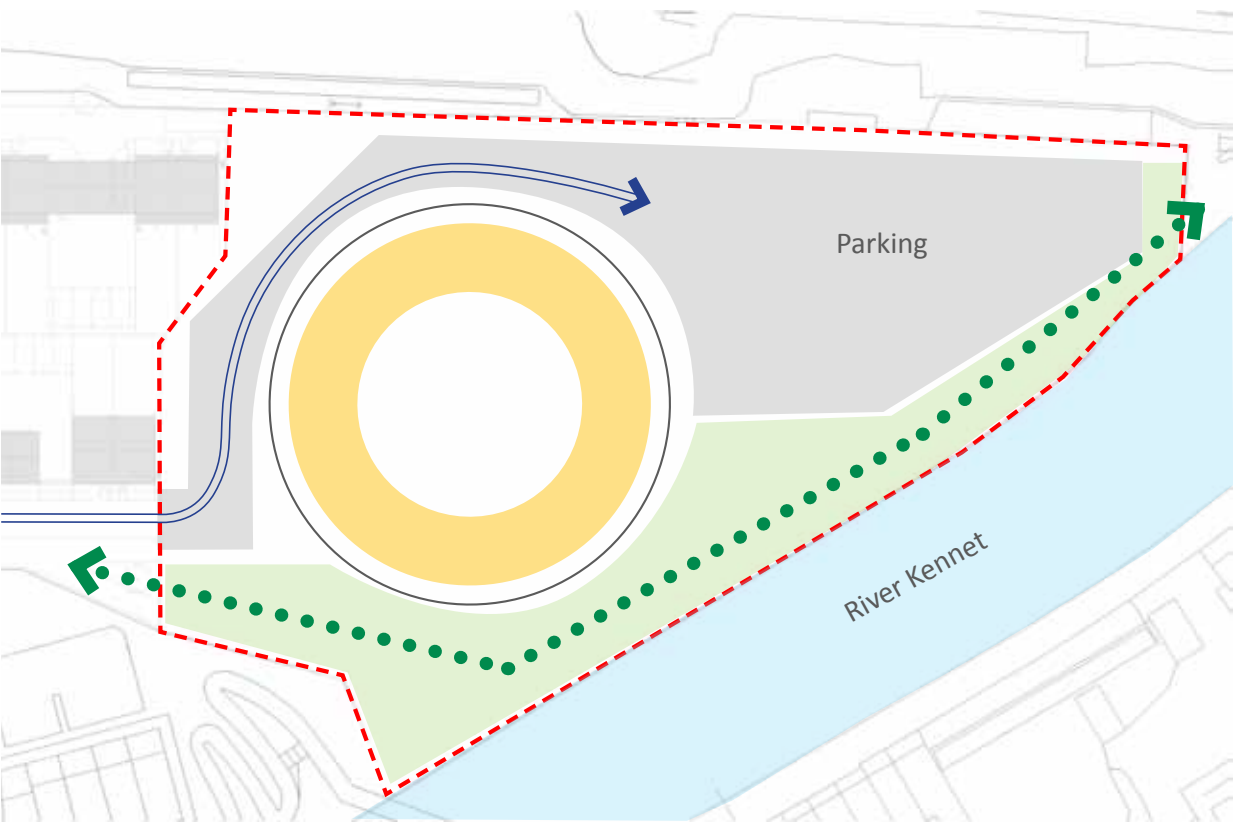
Following our initial site analysis, several different layout and massing options were prepared to investigate how the site could potentially be redeveloped.

Once these were tested against all of the identified opportunities, constraints and policy aspirations for the site, Sketch 6 emerged as the preferred layout for further design development.



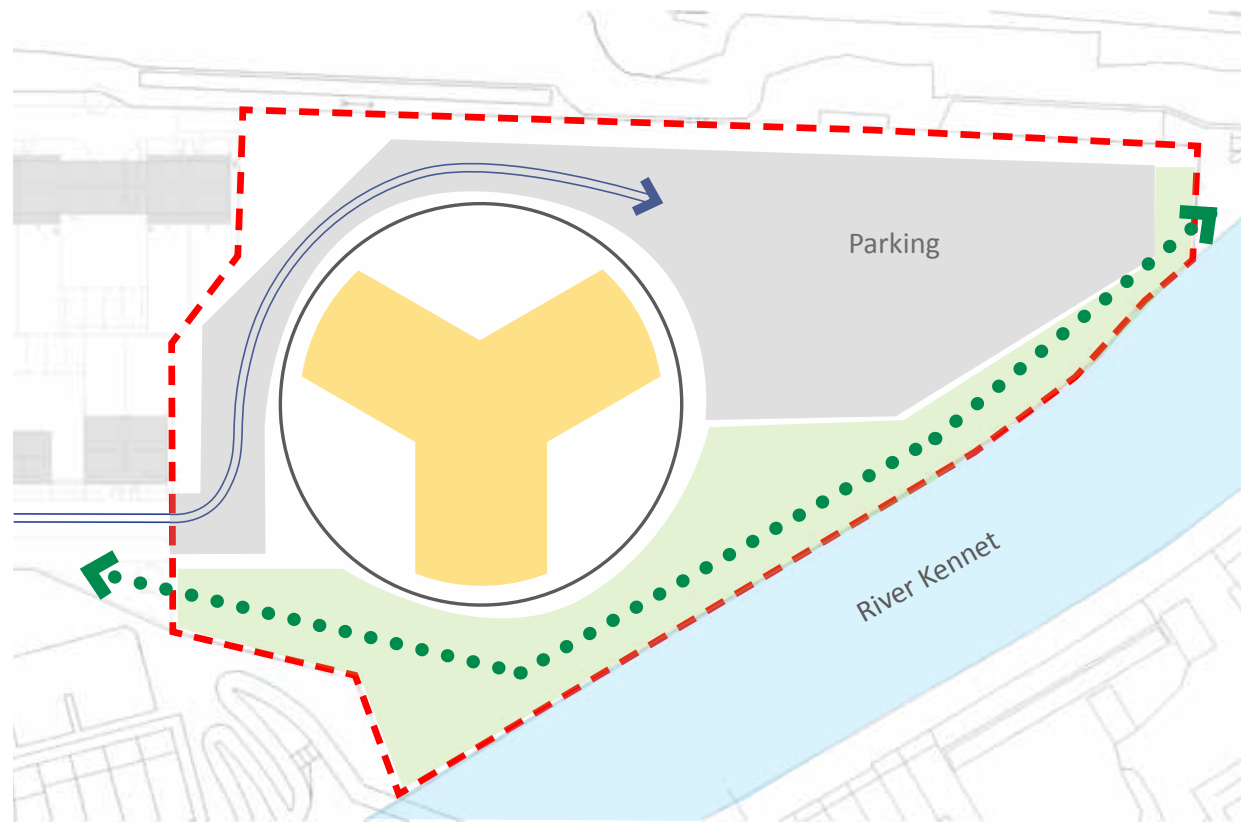
Local inspiration (materiality & details)

Sketch 1



- Pros:
- direct reference to gas holder structure
- Cons:
- overall scale of the building in the wider context
 - overlooking issues with gardens to the west
 - inappropriate relationship of parking to river
 - layout incompatible with ground conditions and underground structures

Sketch 2



- Pros:
- direct reference to gas holder structure
- Cons:
- overall scale of the building in the wider context
 - inappropriate relationship of parking to river
 - inability to easily provide affordable housing due to single core
 - layout incompatible with ground conditions and underground structures

Sketch 3



- Pros:
- reduced overall stepped height and massing
 - all units benefit from river aspect
- Cons:
- large surface car park on river frontage
 - noise issues due to proximity to railway
 - poor relationship of the building with the river

Sketch 4



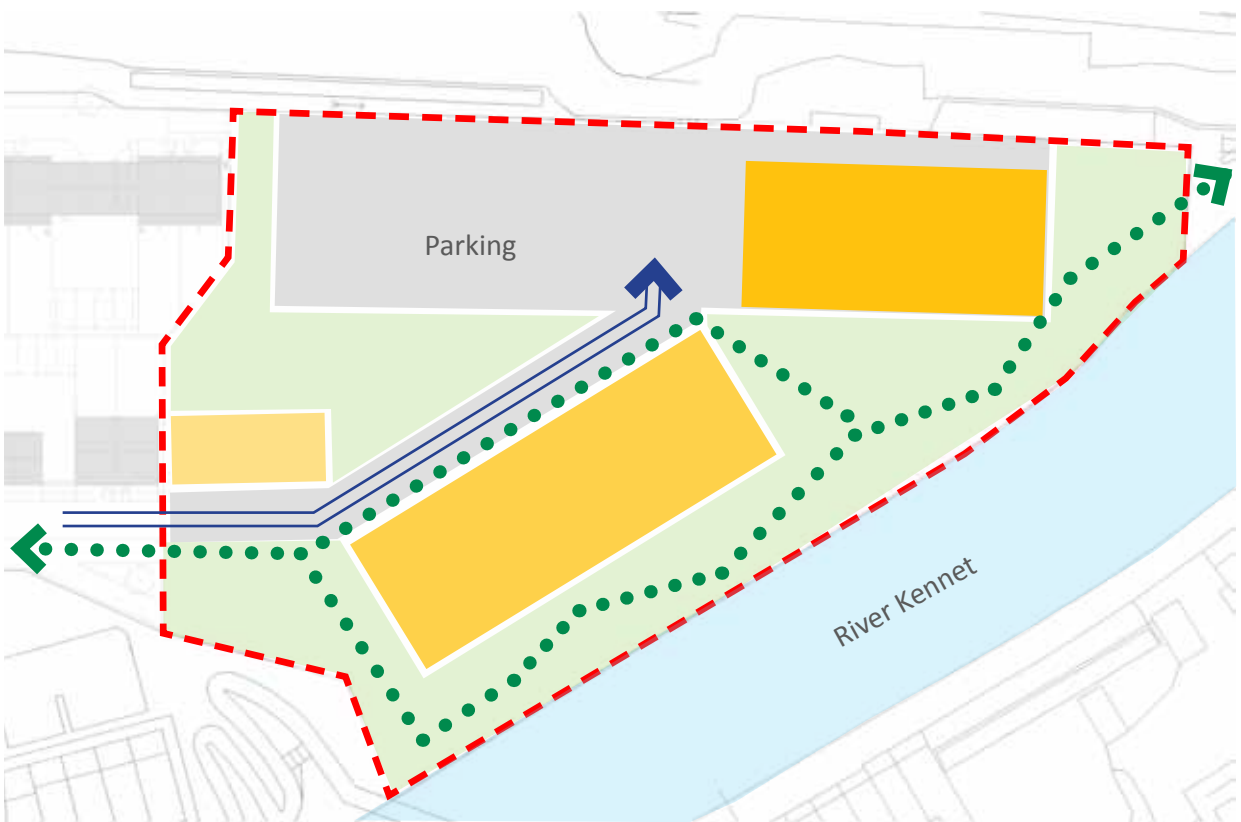
- Pros:
- positive relationship with the river
 - all units benefit from river aspect
- Cons:
- poor relationship with parking and buildings to the west
 - narrow linear (semi) public space on river

Sketch 5



- Pros:
- increased opportunity for landscaping
 - reduced height of block facing low rise buildings to the west
- Cons:
- site layout with parking/servicing from central space inbetween the two buildings
 - relationship of the tall building with the listed context to the south of the river

Sketch 6



- Pros:
- positive response to immediate context and river frontage - extension of street
 - generates amenity space and focal point between residential blocks
 - undercroft car parking partially hidden by buildings
- Cons:
- potential noise issues for units within eastern block without suitable mitigation measures



Modern inspiration - precedents of buildings inspired by industrial heritage

Design Development



View from south bank of river Kennet (pre-application 2)



View from trainline, looking east (pre-application 2)



Example of detailing (pre-application 2)

The scheme has been through a thorough design and consultation process, with the site layout and massing evolving as a result.

Since our last consultation, the proposed terrace of houses has been extended to enhance the link to the adjacent development and also complete the central “street”.

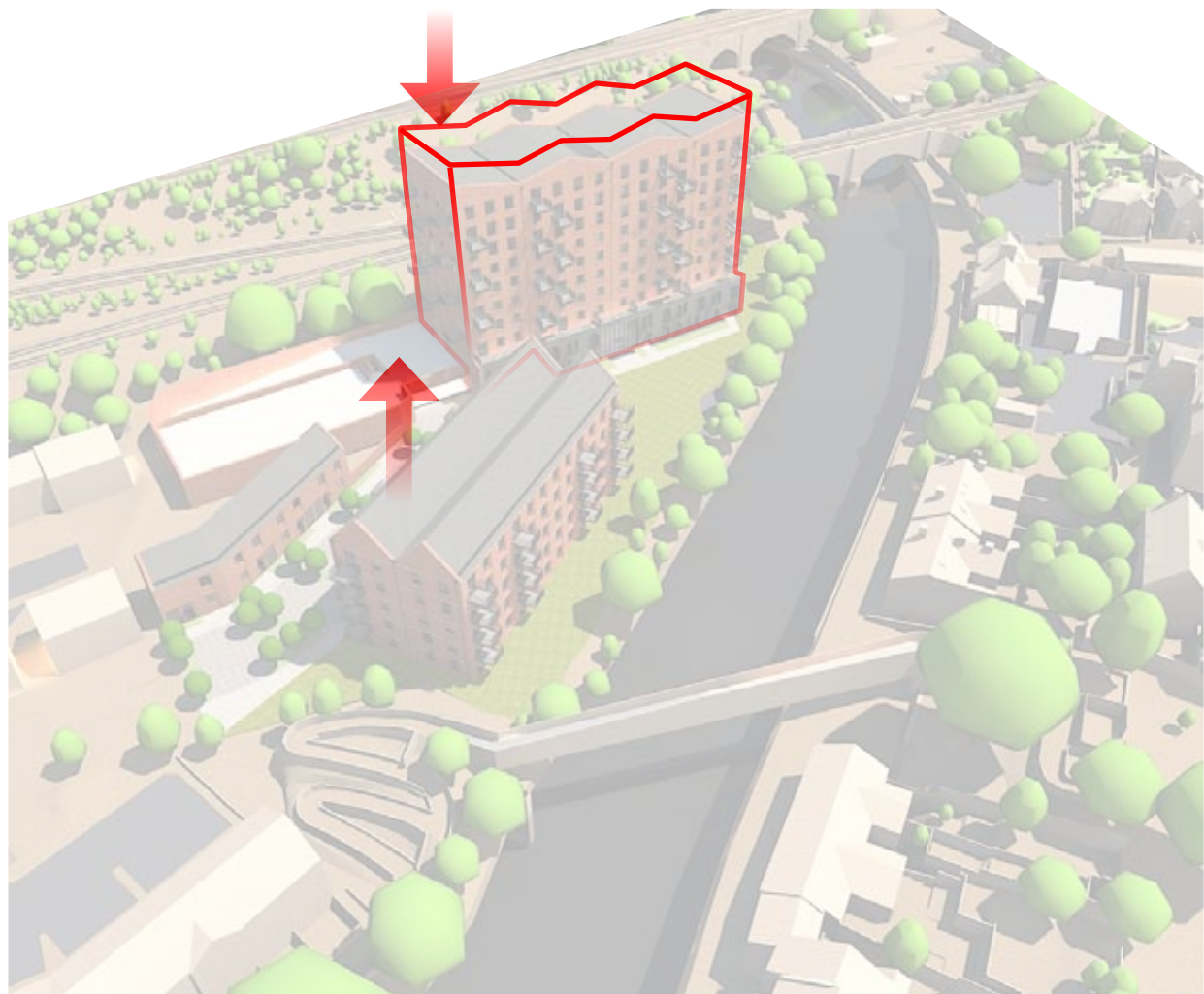
Block A has been raised to 5 storeys to create a better transition between the small scale buildings to the west and the taller gateway building to the east.

In response to consultation feedback, Block B was reduced in height, however, upon further review, it was felt necessary to completely redesign the building as a split block. Dividing the volume into two elements in plan, height and elevation treatment creates smaller individual volumes, more opportunities for facade variation and in turn reduces the perceived scale of the building as a whole.

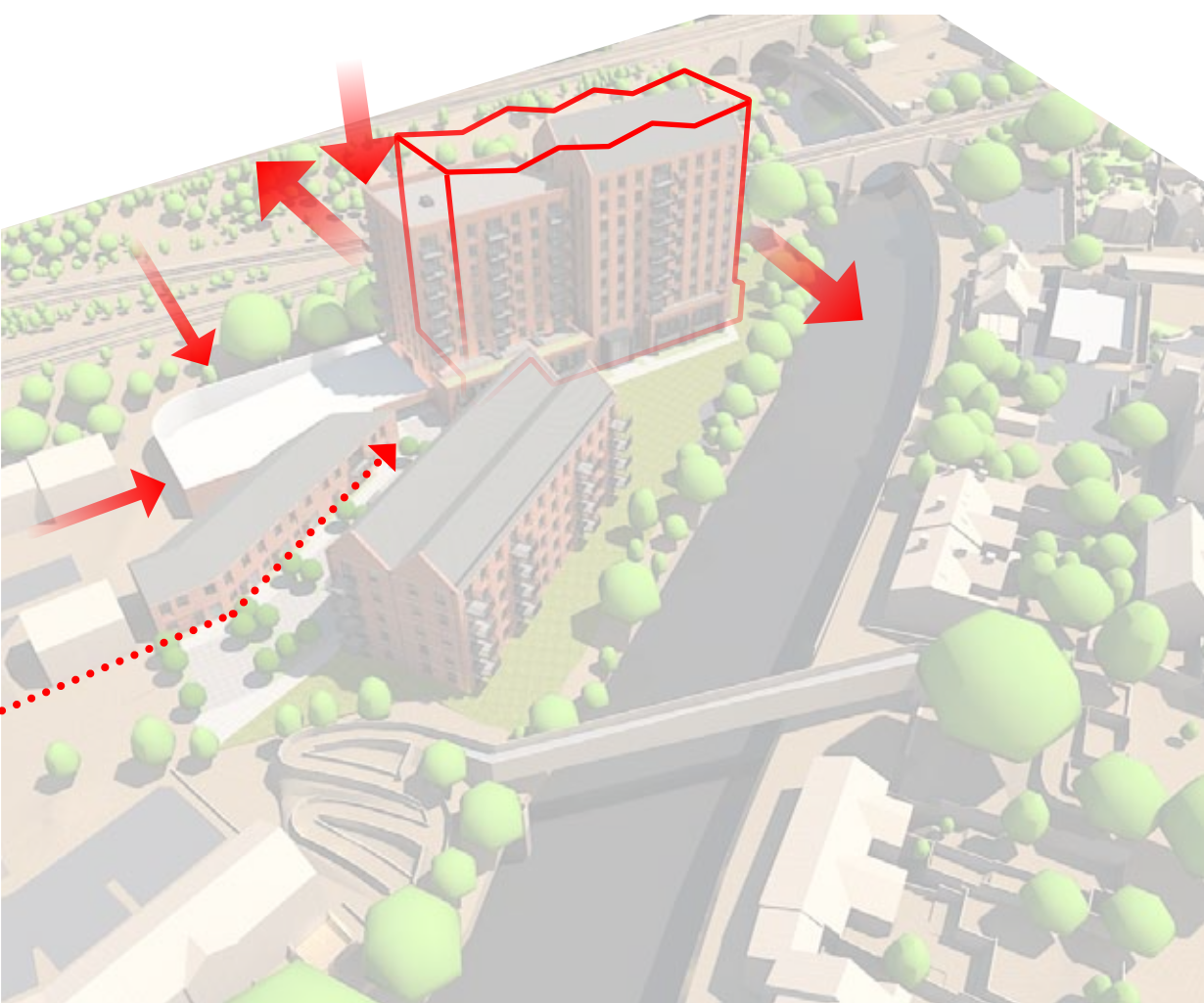
The appearance was also developed further, reflecting local inspiration and the industrial heritage of the site to create high quality buildings with local materials and rich detailing.



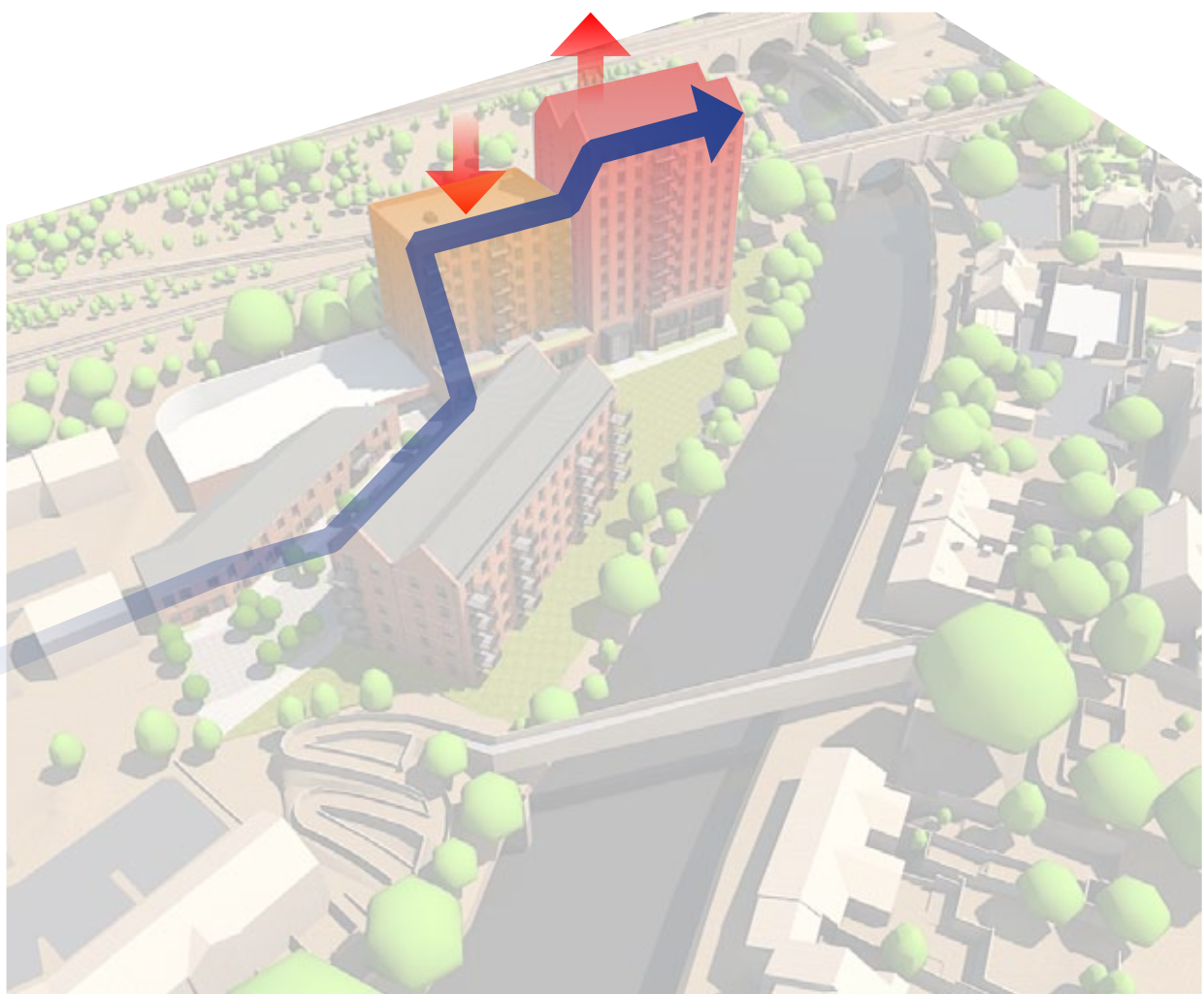
Previous massing (as shown at pre-application 3)



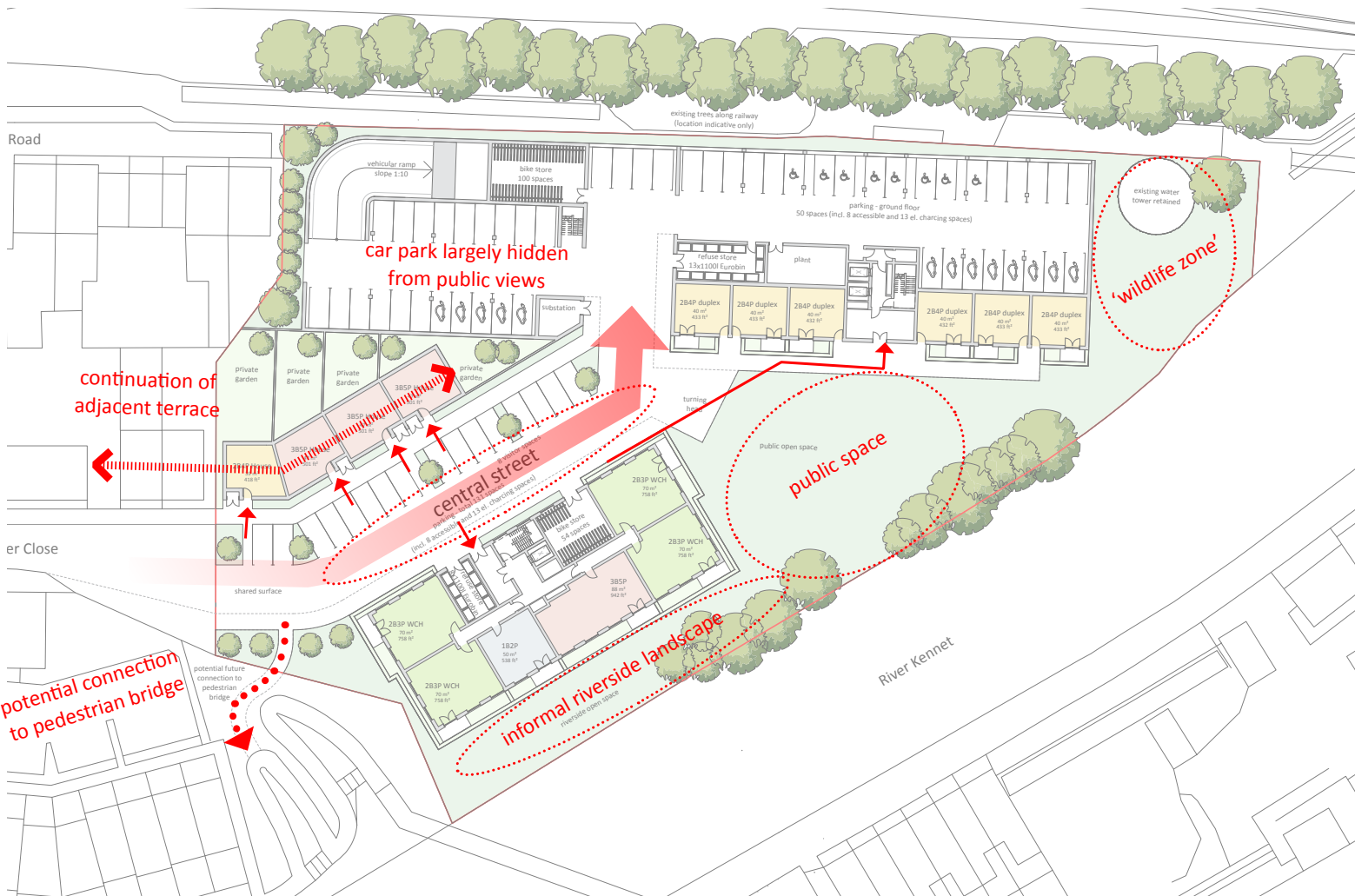
Initial reduction in height to Block B



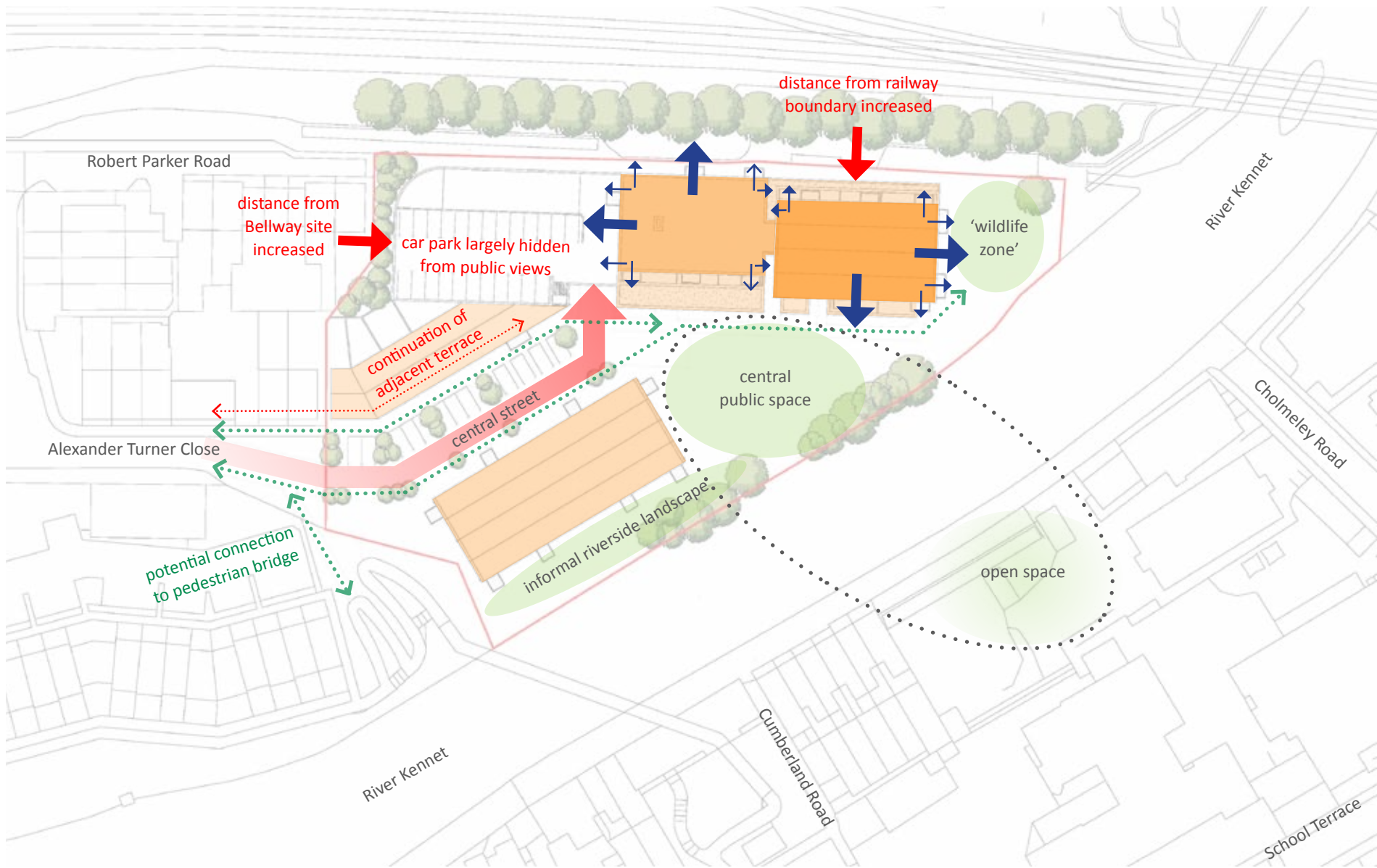
Full redesign of houses and Block B



Current development proposals



Previous site plan / ground floor plan

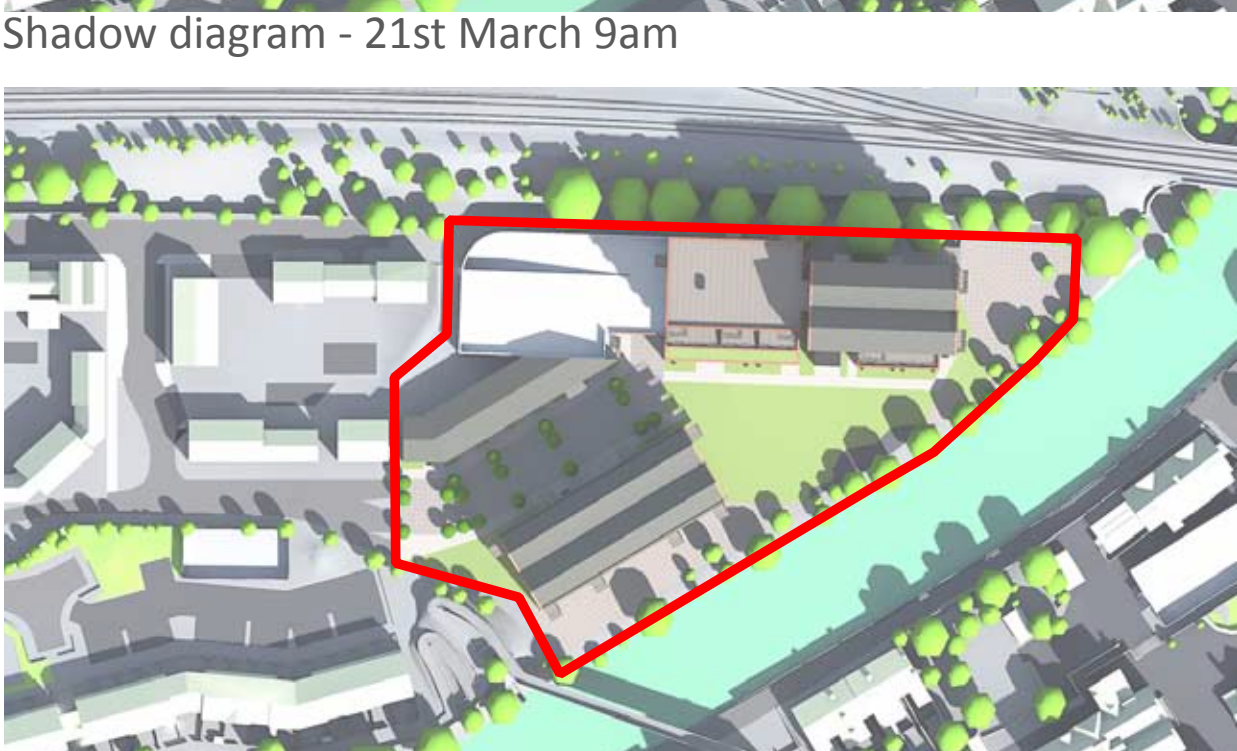
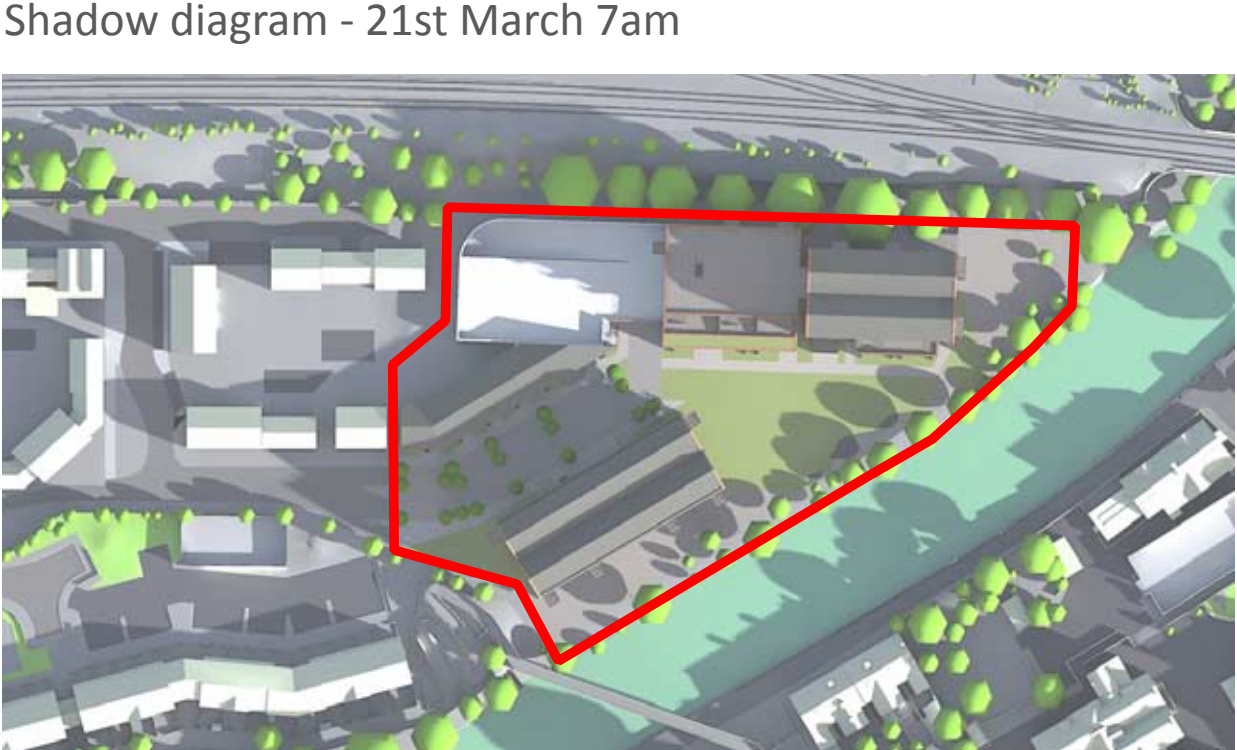


Current site plan diagram

Proposed Scheme

Our current proposals comprise 129 new homes, in a mix of 1, 2 and 3 bedroom units. The layout provides a welcoming journey into the site, with a tree-lined access road and short terrace of houses to help integrate the development with the existing houses along Alexander Turner Close. It includes:

- Two separate apartment blocks to allow for a physical and visual connection between the site and the river
- Placing parking between the new buildings and the railway to the north to minimise its visual impact
- Placing a lower building along the river edge to create a positive relationship with the river and opposite bank, whilst maintaining an appropriate buffer to the waterfront
- Placing a taller building at the sharpest point of the site to mark the gateway into Reading and minimise impact on existing properties
- Maximising opportunities for landscaping and creating public and/or semi-public spaces and areas of open space



View of main public space, looking west

Proposed Scheme

The scheme has been designed to reflect the industrial heritage of the site, and whilst it presents a contemporary architecture it draws its inspiration from the surrounding area, historic buildings in Reading and buildings such as historic factories and warehouses.

The proposed group of buildings is arranged in such a way that the massing rises from the west as a continuation of the existing terrace, to the east where the increased scale marks the gateway into Reading. Whilst the buildings are new, the idea of workers cottages culminating in a factory in the distance comes to mind.

Each building is distinct in character but the whole scheme is designed to form a family of buildings with similar materials, form and style but varied in detail and approach to how materials are applied. The prevailing material is red brick, complimented by details in various other shades and metal detailing.



View of informal riverside landscape in front of Block A, looking east



- 1B2P - 50m2
- 2B4P - 70m2
- 3B5P - 87m2

Block A - typical floor plan



Block A - south elevation



View of central street on approach from Alexander Turner Close, looking east



Block A - elevation detail

Proposed Scheme



View from train approaching Reading, looking west



View from train leaving for London, looking east



View from south bank of the River Kennet, looking east



Block B - elevation detail (west)



Block B - elevation detail (east)

Landscape Proposals

The landscape is looking to celebrate the natural and industrial heritage of the site whilst offering opportunities for existing and new residents to come together and to explore the river and railway landscape in an informal, ecologically rich setting.

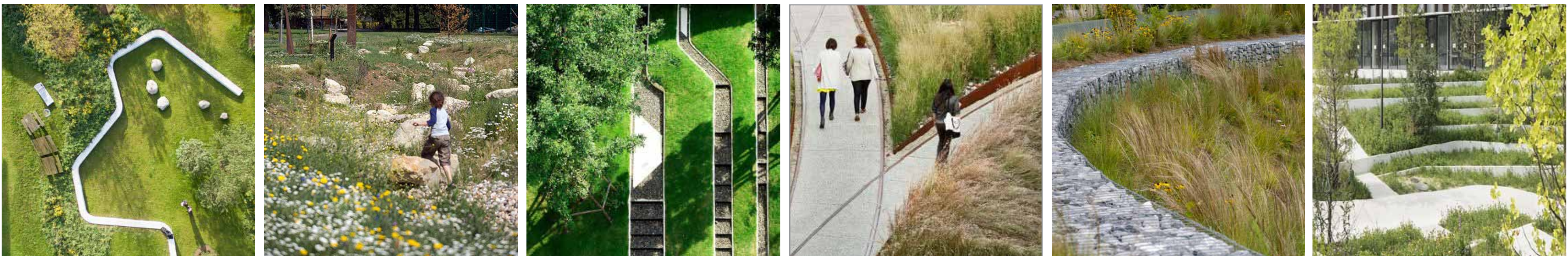
Landscape principles and objectives

- Confluence between Urban & Natural
- Emphasising the River
- Bring Communities Together
- Green Connection

The landscape proposals are aimed at providing a space for the whole family to enjoy. Glimpses of the industrial heritage can be explored and discovered through the landscape. Plants and trees are softening the landscape and adding important biodiversity benefits and habitat for wildlife. Informal play opportunities are provided in the form of playable walls and edges, natural play equipment and playful sculptures.



Illustrative view



Illustrative Masterplan

- 1. Gas holder entrance**
Green entrance with gabion walls and signage. Planted views to River Kennet. Opportunity for a sculpture with links to the site's heritage to provide a focal point as you enter the site.
- 2. Street**
Shared space with pedestrian priority landscape. Street trees breaking up parking and providing greenness. Railway paths lead you into the public open space.
- 3. Community gardens**
Soft, natural public open space with informal play set in planted areas. Stepped gabion walls with sheltered riverfront seating. Opportunity for a playful sculpture with links to the site's heritage to provide a second wayfinding element.
- 4. Potential viewing platform**
Access to views along the River and informal seating.
- 5. Nature corner**
Steps down to the corner of the site where nature and wildlife is at the heart of the landscape. Opportunity for a playful sculpture with links to the site's heritage to provide a third wayfinding element to discover.
- 6. Riverfront**
Natural, biodiverse and ecologically rich riverfront landscape. Managed access for public. Area 'reserved for nature'.
- 7. Planted buffer to Block B**
- 8. Green turning space for refuse, fire and emergency**
- 9. Private gardens**



APPENDIX 7 – FEEDBACK QUESTIONNAIRE 2

FEEDBACK QUESTIONNAIRE

Gas Holder, near Kenavon Drive, Reading

Thank you for attending today's exhibition, please complete the questionnaire below and give us your thoughts on our development proposals for the site.

Please leave your completed questionnaire with us on your way out. You can also return it later by sending it to:

readinggasholder@boyerplanning.co.uk or Reading Gas Holder Consultation
c/o Boyer
Crowthorne House
Nine Mile Ride
Wokingham
Berkshire
RG40 3GZ

Deadline for Responses:

Friday 8th February

Q1. How did you find out about the exhibition?

Leaflet	Email	Social Media	Word of Mouth	Other
☐	☐	☐	☐	☐

Q2. What is your interest in the area? (Please tick all that apply)

☐ I am a local resident	☐ I am a Local Councillor
☐ I am a prospective resident	☐ I work in the local area

Other (please specify)

Q3. Do you support the relocation of the existing SGN depot and the redevelopment of the site?

Yes	No	Don't Know
☐	☐	☐

FEEDBACK QUESTIONNAIRE

Q3. Do you support the design, appearance and materials of the proposed development?

Q4. What particular elements of the proposals do you like and why?

Q5. Do you support the landscaping proposals for the site?

Yes

☐

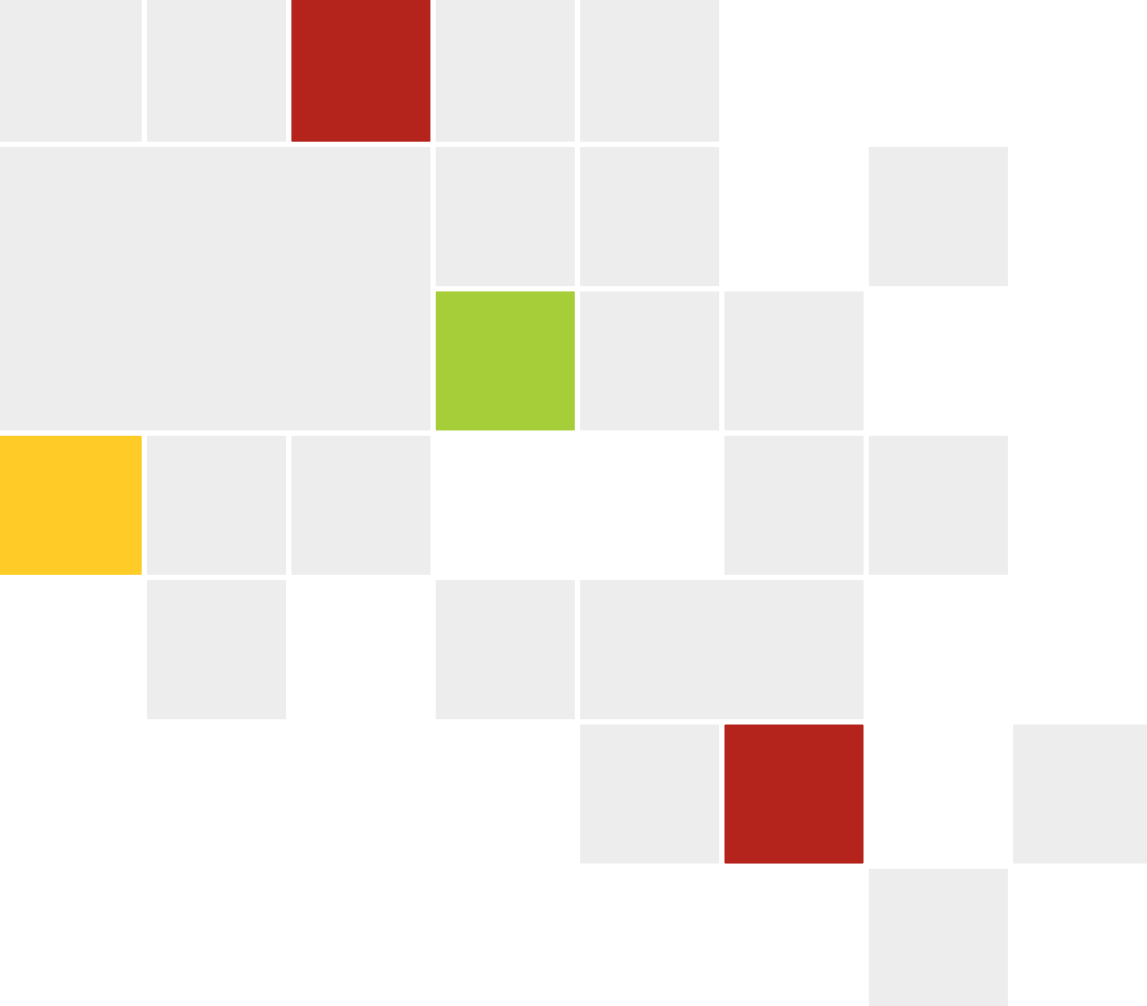
No

☐

Don't Know

☐

Q6. Do you have any other comments on the proposed development that you would like to share with us?



Boyer

Crowthorne House, Nine Mile Ride, Wokingham, RG40 3GZ | 01344 753 220
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