

Site: Water Tower, Park Lane, Reading
Prepared by: OB
Approved by: EU
Date: 5 May 2026

1.0 Introduction

1.1 This Highways Technical Note has been prepared on behalf of Greene King to respond to comments issued by Reading Borough Council (RBC) in connection with the proposed construction of a new front patio incorporating covered pergolas, picket fencing, raised planters and new surface finishes, together with the re-opening of an existing doorway at The Water Tower, Park Lane, Reading (planning reference PL/26/0257).

1.2 The Highway Officer at RBC has provided the following comments:

"Having reviewed the submitted plans, the Highway Authority is unable to form a full assessment at this stage due to insufficient information regarding the proposed loss of on site parking and the implications for vehicle circulation within the site.

The proposal involves enclosing and resurfacing part of the existing car park for use as an external seating area. From the plans provided, it is not clear:

- ▶ *How many parking spaces will be lost, retained, or reconfigured.*
- ▶ *Whether the remaining number of spaces will continue to meet the parking demand associated with the pub's operation.*
- ▶ *Whether any disabled parking bays will be affected or relocated.*
- ▶ *Whether the required manoeuvring distances will be maintained to ensure all spaces are easily accessible.*

The enclosure of part of the car park and the introduction of new structures and planters appear likely to alter current access and manoeuvring arrangements. However, it is unclear whether vehicles will still be able to circulate safely through the remaining car park area and how delivery and servicing vehicles will retain adequate turning space.

If there is a loss of parking spaces within the site, the applicant should provide a parking demand justification, including information on typical usage levels, peak periods, and how displaced parking (if any) will be managed. This information is necessary to assess whether the loss of spaces will lead to increased on street parking or pose a potential risk to highway safety.

At this stage, due to the lack of clarity regarding parking provision and internal circulation, the Highway Authority is unable to provide a definitive recommendation."

1.3 This note addresses the comments provided by RBC.

2.0 Response to Highway Officer Comments

Parking Provision

2.1 The proposals will reduce the total number of parking spaces within the car park from 30 to 26, while retaining the two existing disabled parking bays. The car park will be reconfigured into two separate areas, each served by an existing access. One parking area will be accessed from Firs Road and will provide 22 spaces, including the two disabled bays, which will be relocated slightly west to accommodate an enlarged patio area. The second parking area will be accessed from Park Lane and will provide four spaces. No changes are proposed to the existing access points. The existing parking layout is included at **Appendix A**, and the proposed parking layout is included at **Appendix B**.

Parking Demand

- 2.2 To assess whether the remaining number of parking spaces would continue to meet the parking demand associated with the pub's operation, a parking accumulation survey was undertaken within the existing car park. The survey was carried out on Friday 17th April 2026 between 18:00 and 23:00, Saturday 18th April 2026 between 18:00 and 23:00, and Sunday 19th April 2026 between 12:00 and 16:00. Vehicle movements entering and exiting the car park were recorded at 15-minute intervals to determine parking occupancy levels. At the start of the surveys, 17 vehicles were parked in the car park on both Friday 17th April 2026 and Saturday 18th April 2026, while 5 vehicles were parked at the commencement of the survey on Sunday 19th April 2026.
- 2.3 The survey company identified 32 parking spaces on site. However, there are in fact 30 spaces, as the hatched areas were incorrectly assumed to be usable parking spaces. The parking accumulation figures have therefore been adjusted to reflect the correct provision of 30 spaces, which is considered a robust basis for assessment. The amended survey results are summarised in Tables 2.1, 2.2 and 2.3, with the full survey data provided in **Appendix C**. These tables also demonstrate the anticipated parking occupancy based on the proposed provision of 26 spaces.

Time	The Water Tower				
	Inbound	Outbound	Number Parked	Existing Parking Occupancy	Proposed Parking Occupancy
18:00 -19:00	18	15	20	67%	77%
19:00 – 20:00	16	17	19	63%	73%
20:00 – 21:00	7	11	15	50%	58%
21:00 – 22:00	6	5	16	53%	62%
22:00 – 23:00	4	7	13	43%	50%

Table 2.1: Existing Car Parking – Parking Accumulation Survey Friday 17th April 2026

Time	The Water Tower				
	Inbound	Outbound	Number Parked	Existing Parking Occupancy	Proposed Parking Occupancy
18:00 -19:00	16	9	24	80%	92%
19:00 – 20:00	14	13	25	83%	96%
20:00 – 21:00	4	10	19	63%	73%
21:00 – 22:00	8	13	14	47%	54%
22:00 – 23:00	0	3	11	37%	42%

Table 2.2: Existing Car Parking – Parking Accumulation Saturday 18th April 2026

Time	The Water Tower				
	Inbound	Outbound	Number Parked	Existing Parking Occupancy	Proposed Parking Occupancy
12:00 – 13:00	24	3	26	87%	100%
13:00 – 14:00	15	17	24	80%	92%
14:00 – 15:00	18	23	19	63%	73%
15:00 – 16:00	14	16	17	57%	65%

Table 2.3: Existing Car Parking – Parking Accumulation Sunday 19th April 2026

- 2.4 Tables 2.1, 2.2 and 2.3 demonstrate that the existing car park did not reach capacity at any point during the surveyed periods, with the highest recorded occupancy being 87% between 12:00 and 13:00. Following the removal of four parking spaces, this peak period would result in the car park operating at full capacity, with all parking still able to be accommodated on site. At no other time would capacity be reached or exceeded with the proposed level of parking provision. Notwithstanding this, the section below considers whether sufficient on-street capacity is available to accommodate a modest level of overspill parking associated with the pub if required.

On-Street Parking

- 2.5 To assess the potential impact of the proposals on on-street parking, an assessment of existing on-street parking occupancy levels (or 'stress') in the vicinity of the site was undertaken. This was informed by manual parking surveys carried out in accordance with the Lambeth Council Parking Survey Guidance Note (Lambeth Council, 2009). The surveys were undertaken at 20:00 on Friday 17th April 2026, 20:00 on Saturday 18th April 2026, and 14:00 on Sunday 19th April 2026. The full survey results are provided in **Appendix C**.

- 2.6 A summary of the surveyed roads are as follows and illustrated on Figure 2.2:

- ▶ Park Lane
- ▶ Halls Road
- ▶ Langley Hill
- ▶ Langley Hill Close
- ▶ Firs Road
- ▶ Alder Drive
- ▶ Boundary Close

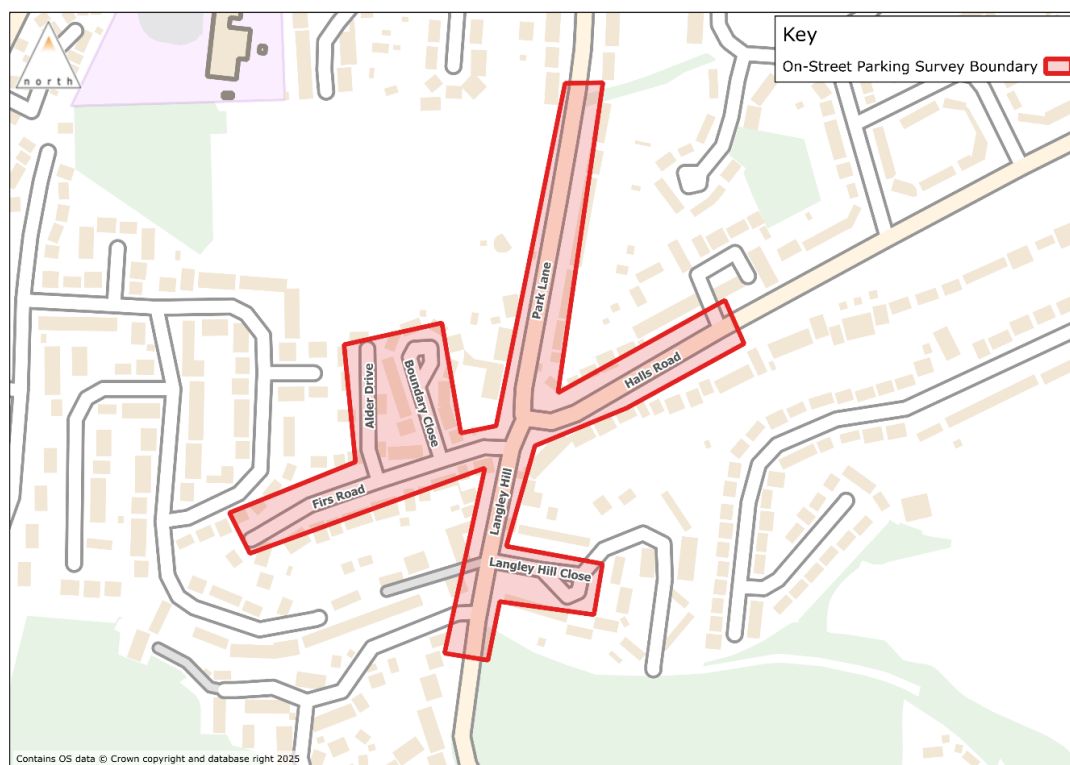


Figure 2.1 – On-Street Parking Survey Area

- 2.7 The number of existing parking spaces in the survey area were identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any spaces or lengths of kerb shorter than 5 metres, along with crossovers, have been eliminated from available kerb space, in accordance with guidance.
- 2.8 The results of the on-street parking surveys are summarised in Tables 2.4, 2.5 and 2.6 below.

Road Name	No. Parking Spaces	No. Parked Vehicles	Parking Stress %
Park Lane	7	2	29%
Halls Road	15	0	0%
Langley Hill	0	0	-
Langley Hill Close	8	4	50%
Firs Road	13	0	0%
Alder Drive	19	14	74%
Boundary Close	13	9	69%
Total	75	29	39%

Table 2.4 – On-Street Parking Survey 20:00 Friday 17th April 2026

Road Name	No. Parking Spaces	No. Parked Vehicles	Parking Stress %
Park Lane	7	2	29%
Halls Road	15	1	7%
Langley Hill	0	0	-
Langley Hill Close	8	5	63%
Firs Road	13	0	0
Alder Drive	19	15	79%
Boundary Close	13	6	46%
Total	75	29	39%

Table 2.5 – On-Street Parking Survey 20:00 Saturday 18th April 2026

Road Name	No. Parking Spaces	No. Parked Vehicles	Parking Stress %
Park Lane	7	4	57%
Halls Road	15	1	7%
Langley Hill	0	0	-
Langley Hill Close	8	3	38%
Firs Road	13	1	8%
Alder Drive	19	11	58%
Boundary Close	13	8	62%
Total	75	28	37%

Table 2.6 – On-Street Parking Survey 14:00 Sunday 19th April 2026

- 2.9 Tables 2.4, 2.5 and 2.6 demonstrate that the parking stress on streets surrounding the site remains low during the peak operating periods of the pub. The proposed reduction in parking provision from 30 to 26 spaces is not anticipated to result in a significant impact on local on-street parking. This is because existing demand for parking on-site does not exceed the proposed capacity of 26 spaces. Furthermore, parking stress levels on surrounding streets near The Water Tower are low, and any modest increase in on-street parking demand is unlikely to have a material effect on local parking conditions.

Swept Path Analysis

- 2.10 Swept path analysis has been undertaken for the proposed car park layout, which demonstrates that the car park is fully manoeuvrable by cars and that all parking spaces are accessible under the proposed arrangement. This includes sufficient space for cars to circulate the western car park. The swept path analysis drawings are provided in **Appendix D**.

Delivery and Servicing Arrangement

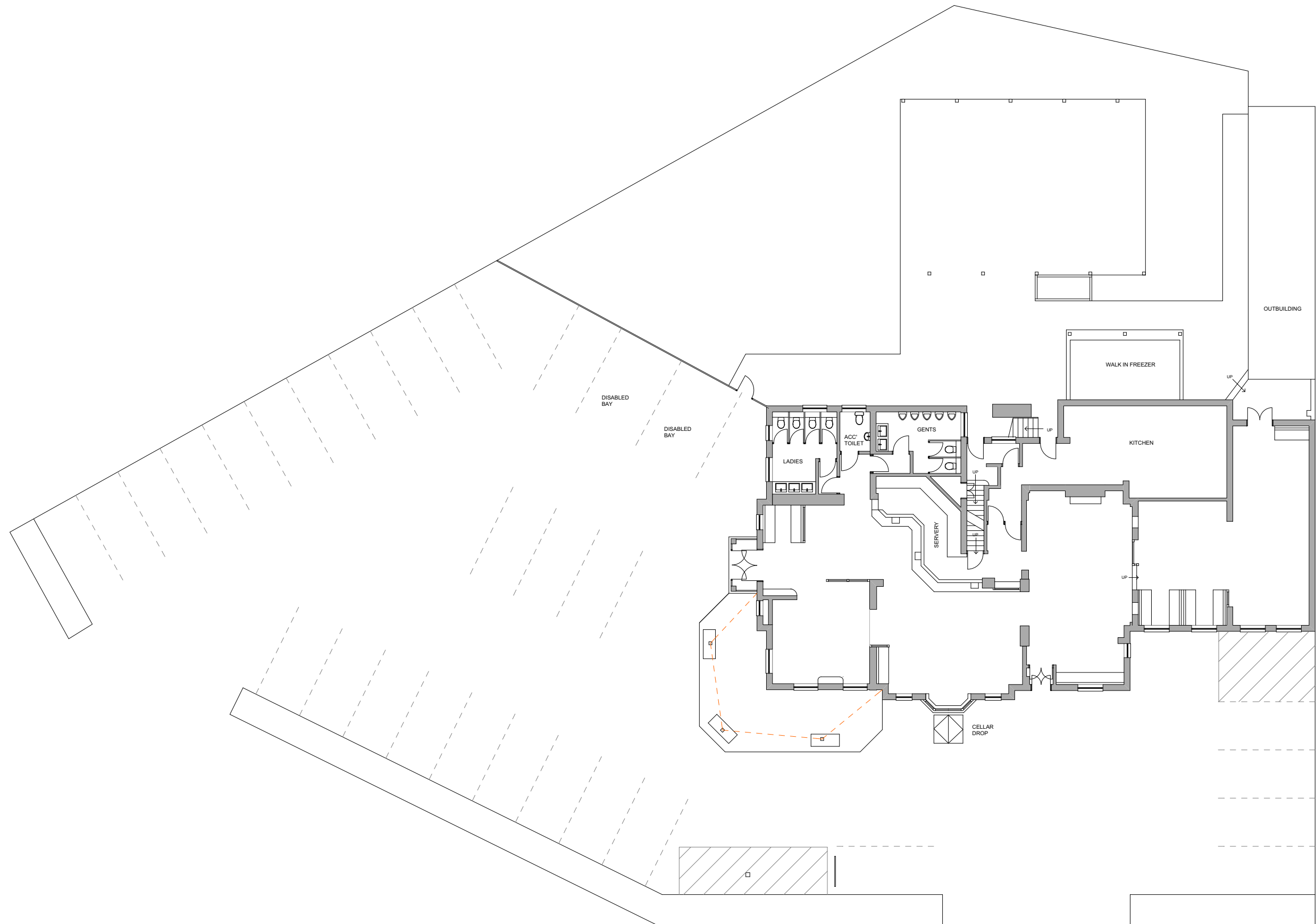
- 2.11 As per the existing arrangement, deliveries will be carried out outside of opening hours and will utilise the parking areas for on-site parking and turning. Deliveries typically take place on Thursday and Friday mornings, outside trading hours. Dray deliveries involve a lorry reversing into the eastern side of the car park via Park Lane to access the cellar drop, while food deliveries and refuse collection are undertaken via the western side of the car park from Firs Road. At these times, the car park is not in use by customers, allowing vehicles to manoeuvre using the full extent of the parking area. On this basis, the proposed layout will not adversely affect the site's delivery or servicing arrangements.

3.0 Summary and Conclusion

- 3.1 In conclusion, this Highways Technical Note has been prepared to respond to the comments made by the local highway authority in relation to the proposed development at the Water Tower, Park Lane, Reading. This Highways Technical Note has illustrated that:
- ▶ The proposals would reduce on-site parking provision from 30 to 26 spaces, while retaining the two existing disabled parking bays and the current access arrangements from Firs Road and Park Lane.
 - ▶ Parking accumulation surveys demonstrate that the existing car park does not reach capacity during peak periods. With the proposed reduction, parking would only reach full capacity during the Sunday lunchtime peak, with all demand still accommodated on site.
 - ▶ On-street parking surveys show that parking stress on surrounding streets is low during peak operating periods, and any limited overspill parking is unlikely to have a material impact on local parking conditions or highway safety.
 - ▶ Swept path analysis confirms that the proposed car park layout remains fully manoeuvrable and that all parking spaces are accessible.
 - ▶ Delivery and servicing arrangements would remain unchanged, with all deliveries undertaken outside opening hours and sufficient space retained for on-site manoeuvring.
- 3.2 Overall, the proposed development is not expected to result in any unacceptable highways or parking impacts and is therefore considered acceptable from a transport and highway perspective.

Appendix A

Existing Parking Arrangement



SITE PLAN AS EXISTING

REV A- 21/4/26 NOTES ADDED



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e-mail: jane@arcdesign.co.uk

CLIENT
GREENE KING

PROJECT
THE WATER TOWER
READING

DRAWING
SITE PLAN AS EXISTING

DATE JANUARY 2026

SCALE 1:100 @ A1

DRAWN BY JLC

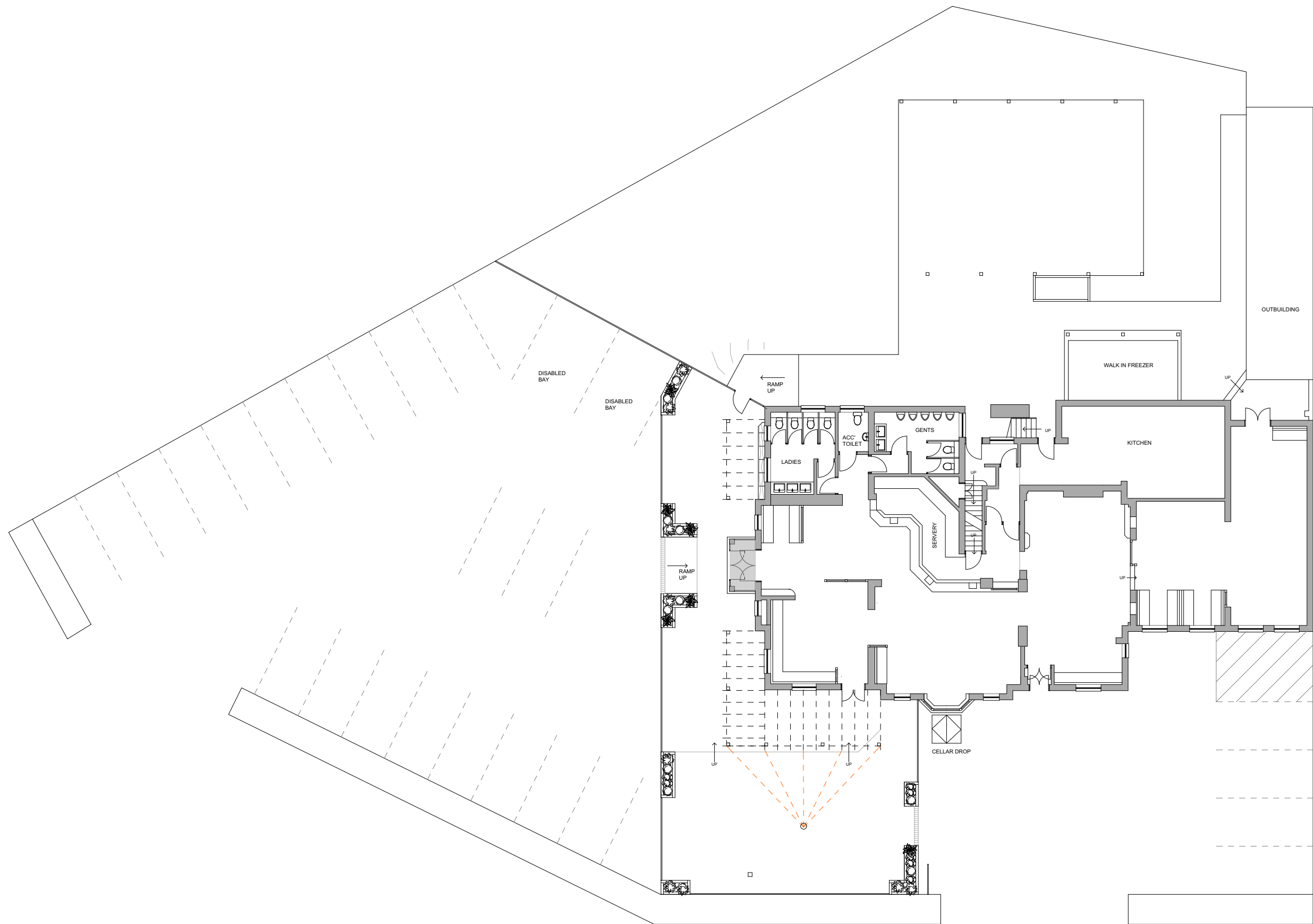
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and schedule of works.

Appendix B

Proposed Parking Arrangements



PROPOSED PARKING LAYOUT



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CLIENT
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PROJECT
THE WATER TOWER
READING

DRAWING
PROPOSED PARKING LAYOUT

DATE	JANUARY 2026
SCALE	1:100 @ A1
DRAWN BY	JLC
PROJECT NO	GK 353
DRAWING NO	07

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Appendix C

Parking Surveys

THE WATER TOWER,
PARK LANE,
TILEHURST,
READING, RG31 4DU.

CAR PARK ACCUMULATION SURVEY
ON STREET PARKING STRESS SURVEY

RESULTS
PARKED VEHICLE LOCATION PLANS
PARKING RESTRICTION PLANS

APRIL 2026



BENCHMARK DATA COLLECTION

THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - PARKING ACCUMULATION SURVEY - FRIDAY 17th APRIL 2026

TIME 15 MINUTES COMMENCING	THE WATER TOWER CAR PARK							OCCUPANCY %
	INBOUND VEHICLES ACCESS A	INBOUND VEHICLES ACCESS B	INBOUND VEHICLES TOTAL	OUTBOUND VEHICLES EXIT A	OUTBOUND VEHICLES EXIT B	OUTBOUND VEHICLES TOTAL	NUMBER PARKED AT END OF 15 MIN PERIOD	
17:59	-	-	-	-	-	-	17	53
18:00	1	1	2	3	2	5	14	44
18:15	1	4	5	2	3	5	14	44
18:30	2	2	4	0	4	4	14	44
18:45	4	3	7	0	1	1	20	63
19:00	3	1	4	1	3	4	20	63
19:15	1	2	3	0	3	3	20	63
19:30	1	1	2	2	0	2	20	63
19:45	4	3	7	5	3	8	19	59
20:00	1	0	1	1	0	1	19	59
20:15	2	0	2	2	0	2	19	59
20:30	3	1	4	4	2	6	17	53
20:45	0	0	0	0	2	2	15	47
21:00	0	2	2	0	1	1	16	50
21:15	2	0	2	0	1	1	17	53
21:30	0	0	0	0	1	1	16	50
21:45	1	1	2	0	2	2	16	50
22:00	0	0	0	0	2	2	14	44
22:15	1	0	1	0	2	2	13	41
22:30	0	1	1	1	2	3	11	34
22:45	1	1	2	0	0	0	13	41
TOTAL	28	23	51	21	34	55	-	-

Car park capacity = 32 spaces (including 3 disabled spaces)

THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - PARKING ACCUMULATION SURVEY - SATURDAY 18th APRIL 2026

TIME 15 MINUTES COMMENCING	THE WATER TOWER CAR PARK							OCCUPANCY %
	INBOUND VEHICLES ACCESS A	INBOUND VEHICLES ACCESS B	INBOUND VEHICLES TOTAL	OUTBOUND VEHICLES EXIT A	OUTBOUND VEHICLES EXIT B	OUTBOUND VEHICLES TOTAL	NUMBER PARKED AT END OF 15 MIN PERIOD	
17:59	-	-	-	-	-	-	17	53
18:00	1	0	1	0	1	1	17	53
18:15	3	2	5	1	1	2	20	63
18:30	6	0	6	2	2	4	22	69
18:45	3	1	4	1	1	2	24	75
19:00	3	2	5	2	2	4	25	78
19:15	0	2	2	0	2	2	25	78
19:30	2	0	2	2	2	4	23	72
19:45	3	2	5	2	1	3	25	78
20:00	2	1	3	1	4	5	23	72
20:15	1	0	1	0	2	2	22	69
20:30	0	0	0	1	0	1	21	66
20:45	0	0	0	0	2	2	19	59
21:00	2	2	4	3	4	7	16	50
21:15	1	1	2	1	1	2	16	50
21:30	0	2	2	0	2	2	16	50
21:45	0	0	0	1	1	2	14	44
22:00	0	0	0	0	1	1	13	41
22:15	0	0	0	0	0	0	13	41
22:30	0	0	0	0	1	1	12	38
22:45	0	0	0	0	1	1	11	34
TOTAL	27	15	42	17	31	48	-	-

Car park capacity = 32 spaces (including 3 disabled spaces)

THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - PARKING ACCUMULATION SURVEY - SUNDAY 17th APRIL 2026

TIME 15 MINUTES COMMENCING	THE WATER TOWER CAR PARK							OCCUPANCY %
	INBOUND VEHICLES ACCESS A	INBOUND VEHICLES ACCESS B	INBOUND VEHICLES TOTAL	OUTBOUND VEHICLES EXIT A	OUTBOUND VEHICLES EXIT B	OUTBOUND VEHICLES TOTAL	NUMBER PARKED AT END OF 15 MIN PERIOD	
11:59	-	-	-	-	-	-	5	16
12:00	2	0	2	0	0	0	7	22
12:15	1	1	2	0	0	0	9	28
12:30	12	0	12	1	0	1	20	63
12:45	5	3	8	1	1	2	26	81
13:00	2	2	4	0	2	2	28	88
13:15	3	1	4	0	1	1	31	97
13:30	1	0	1	1	2	3	29	91
13:45	2	4	6	3	8	11	24	75
14:00	4	2	6	1	1	2	28	88
14:15	2	3	5	3	5	8	25	78
14:30	4	2	6	3	3	6	25	78
14:45	1	0	1	1	6	7	19	59
15:00	1	1	2	1	5	6	15	47
15:15	2	1	3	2	2	4	14	44
15:30	2	1	3	1	0	1	16	50
15:45	4	2	6	2	3	5	17	53
TOTAL	48	23	71	20	39	59	-	-

Car park capacity = 32 spaces (including 3 disabled spaces)

THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - PARKING ACCUMULATION SURVEY - CAR PARK ACCESS LOCATION PLAN



THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - PARKING STRESS SURVEY**FRIDAY 17/04/2026 - 20:00**

ON STREET PARKING					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
PARK LANE	519	49.8	7	2	29
HALLS ROAD	344.8	94.3	15	0	0
LANGLEY HILL	281.5	0	0	0	-
LANGLEY HILL CLOSE	195.8	39.3	8	4	50
FIRS ROAD	328.8	85.9	13	0	0
ALDER DRIVE	227.1	107.4	19	14	74
BOUNDARY CLOSE	272.1	65.9	13	9	69
TOTAL	2169.1	442.6	75	29	39

THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - PARKING STRESS SURVEY**SATURDAY 18/04/2026 - 20:00**

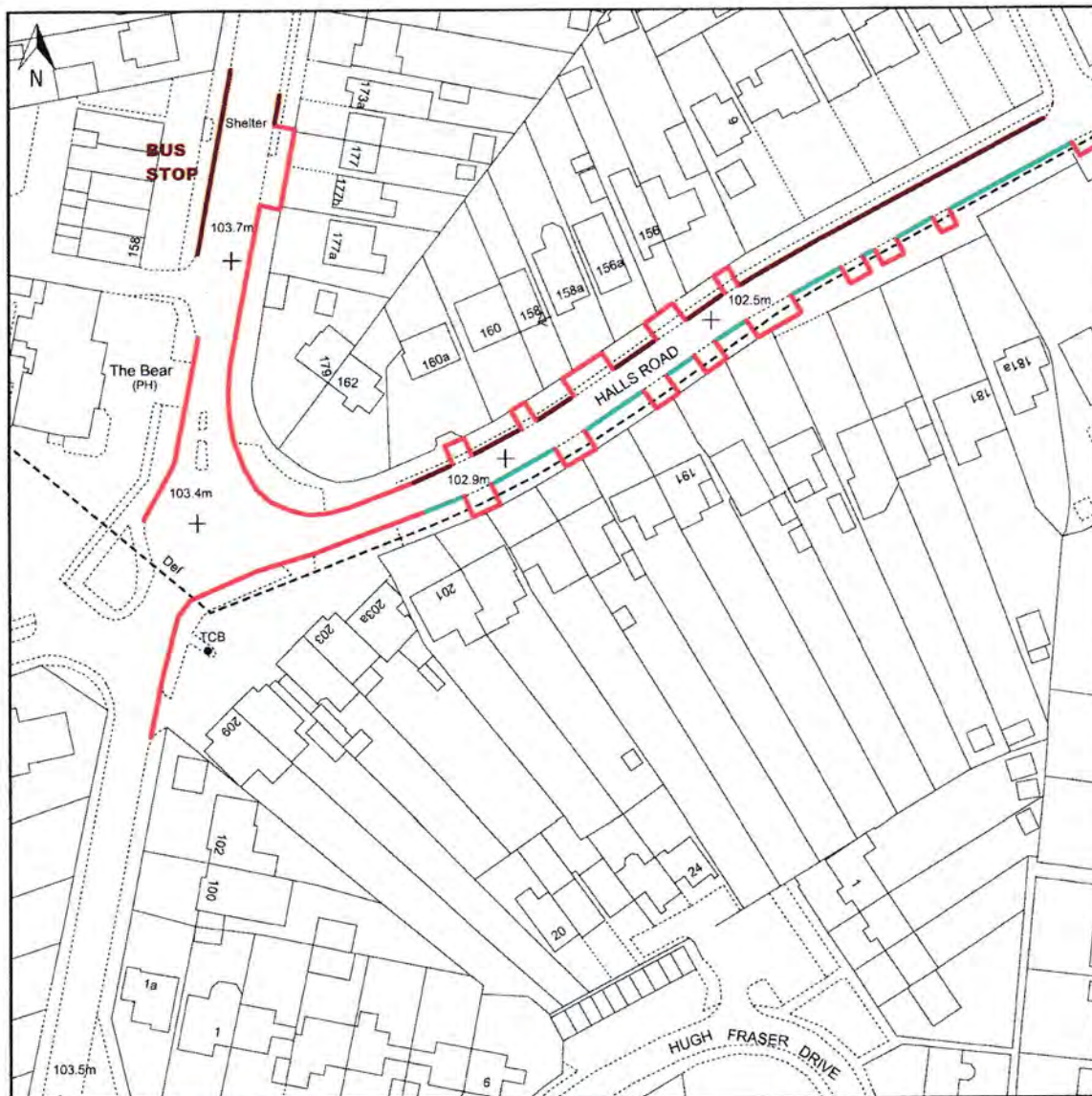
ON STREET PARKING					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
PARK LANE	519	49.8	7	2	29
HALLS ROAD	344.8	94.3	15	1	7
LANGLEY HILL	281.5	0	0	0	-
LANGLEY HILL CLOSE	195.8	39.3	8	5	63
FIRS ROAD	328.8	85.9	13	0	0
ALDER DRIVE	227.1	107.4	19	15	79
BOUNDARY CLOSE	272.1	65.9	13	6	46
TOTAL	2169.1	442.6	75	29	39

THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - PARKING STRESS SURVEY**SUNDAY 19/04/2026 - 14:00**

ON STREET PARKING					
ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF PARKING SPACES (5 m)	NUMBER OF VEHICLES PARKED	PARKING STRESS %
PARK LANE	519	49.8	7	4	57
HALLS ROAD	344.8	94.3	15	1	7
LANGLEY HILL	281.5	0	0	0	-
LANGLEY HILL CLOSE	195.8	39.3	8	3	38
FIRS ROAD	328.8	85.9	13	1	8
ALDER DRIVE	227.1	107.4	19	11	58
BOUNDARY CLOSE	272.1	65.9	13	8	62
TOTAL	2169.1	442.6	75	28	37

THE WATER TOWER, PARK LANE, TILEHURST, READING, RG31 4DU - AREA OF PARKING STRESS SURVEY





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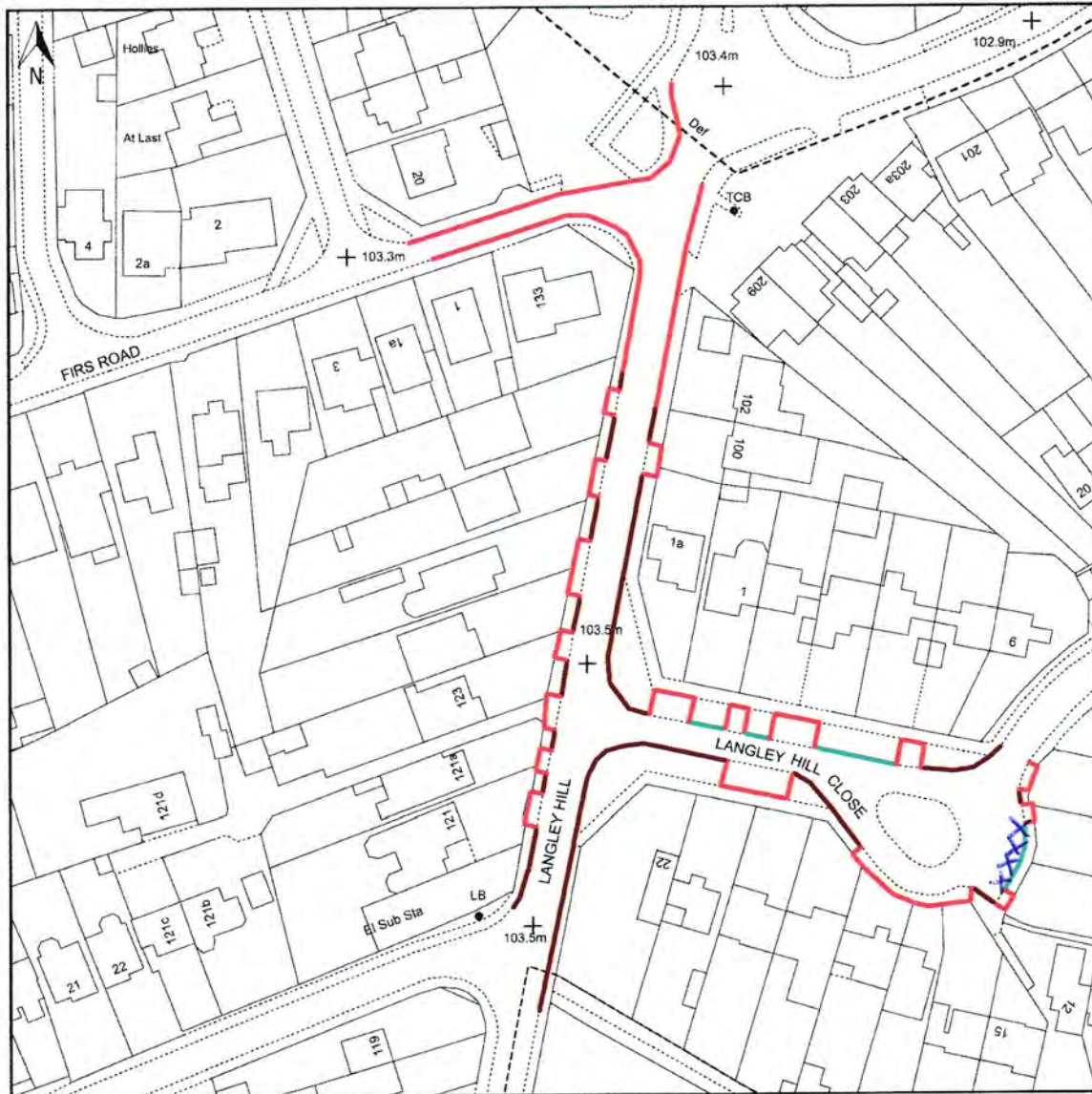
PARKED VEHICLE LOCATIONS

FRIDAY 17/04/2026 - 20:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

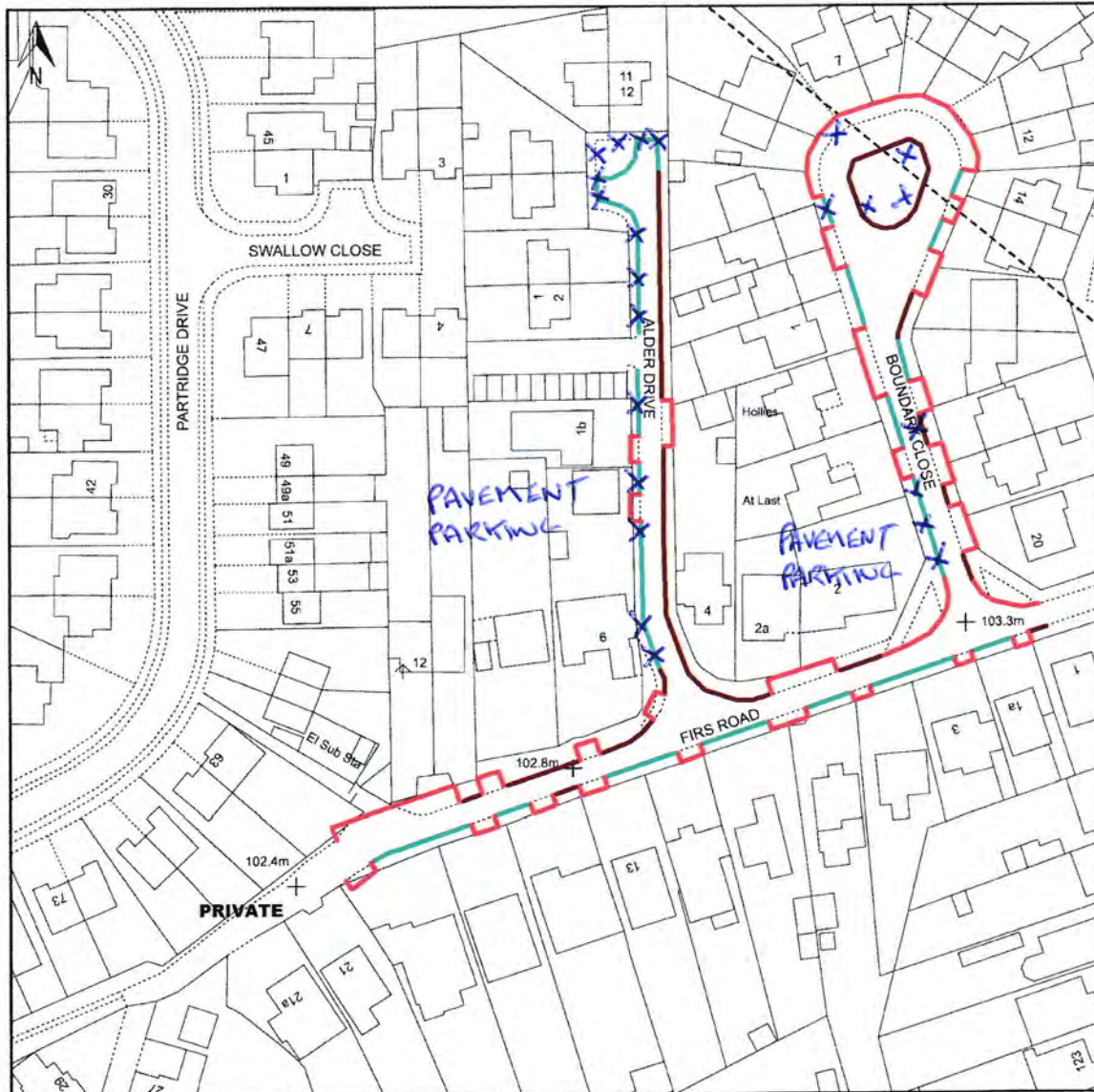
DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

Scale: 1:1250

Paper Size: A4

PARKED VEHICLE LOCATIONS

FRIDAY 17/04/2026 - 20:00



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0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

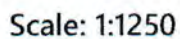
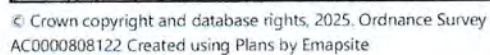
ALL MEASUREMENTS IN METRES

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PARKED VEHICLE LOCATIONS

FRIDAY 17/04/2026 - 20:00

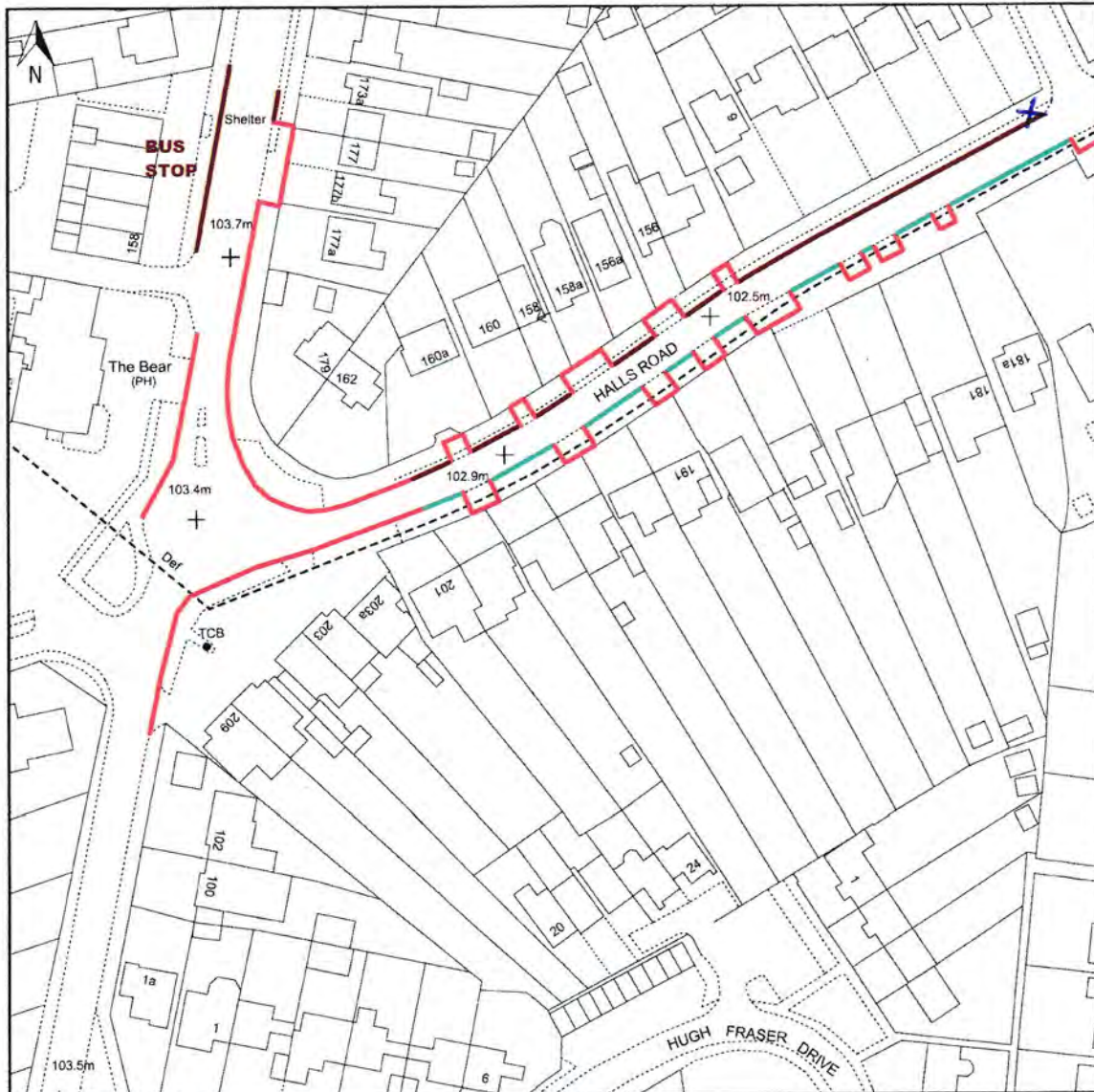


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PARKED VEHICLE LOCATIONS

FRIDAY 17/04/2026 - 20:00

- DBH DISABLED BADGE HOLDER**
ALL MEASUREMENTS IN METRES



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Scale: 1:1250

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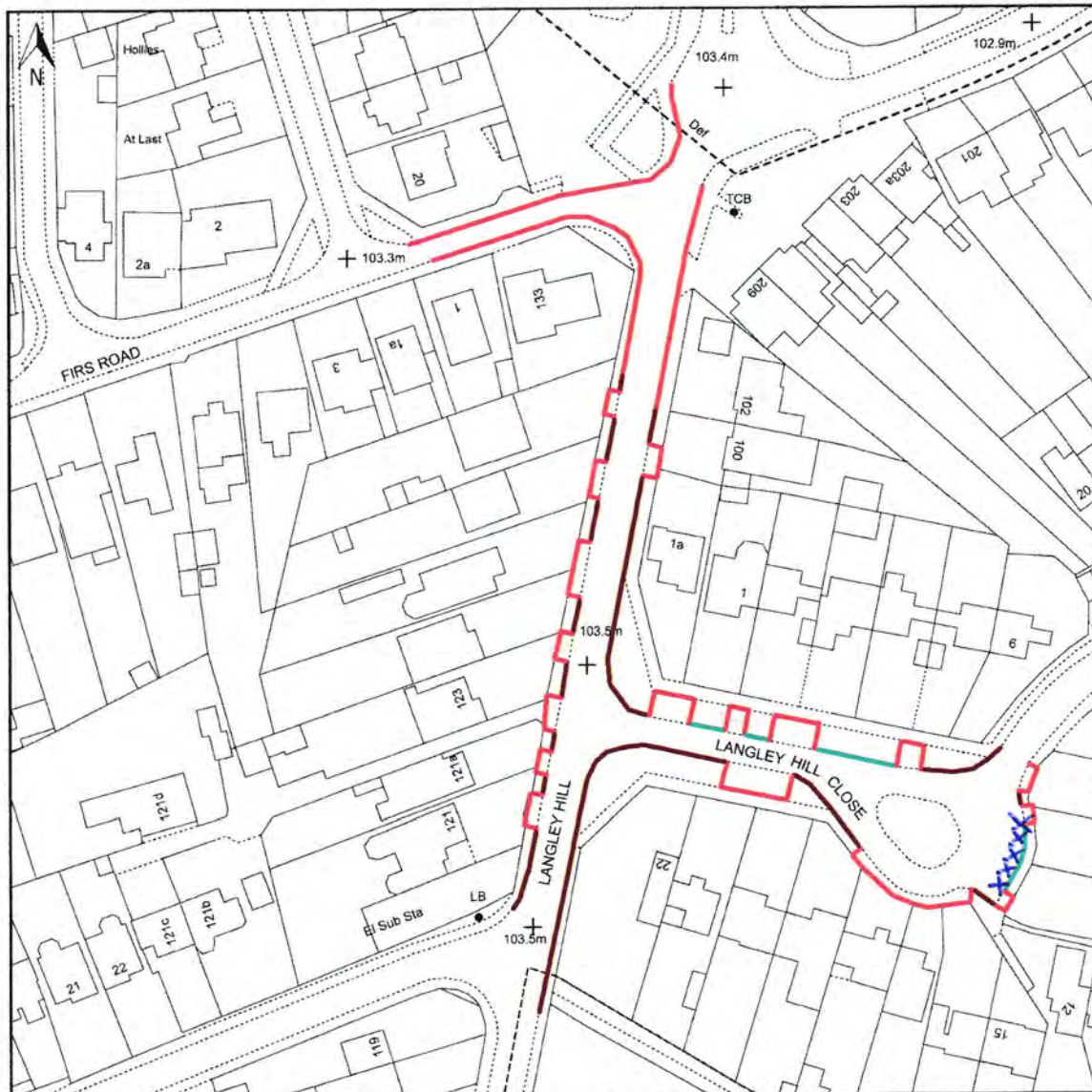
PARKED VEHICLE LOCATIONS

SATURDAY 18/04/2026 - 20:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ⌈ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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AC0000808122 Created using Plans by Emapi

0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

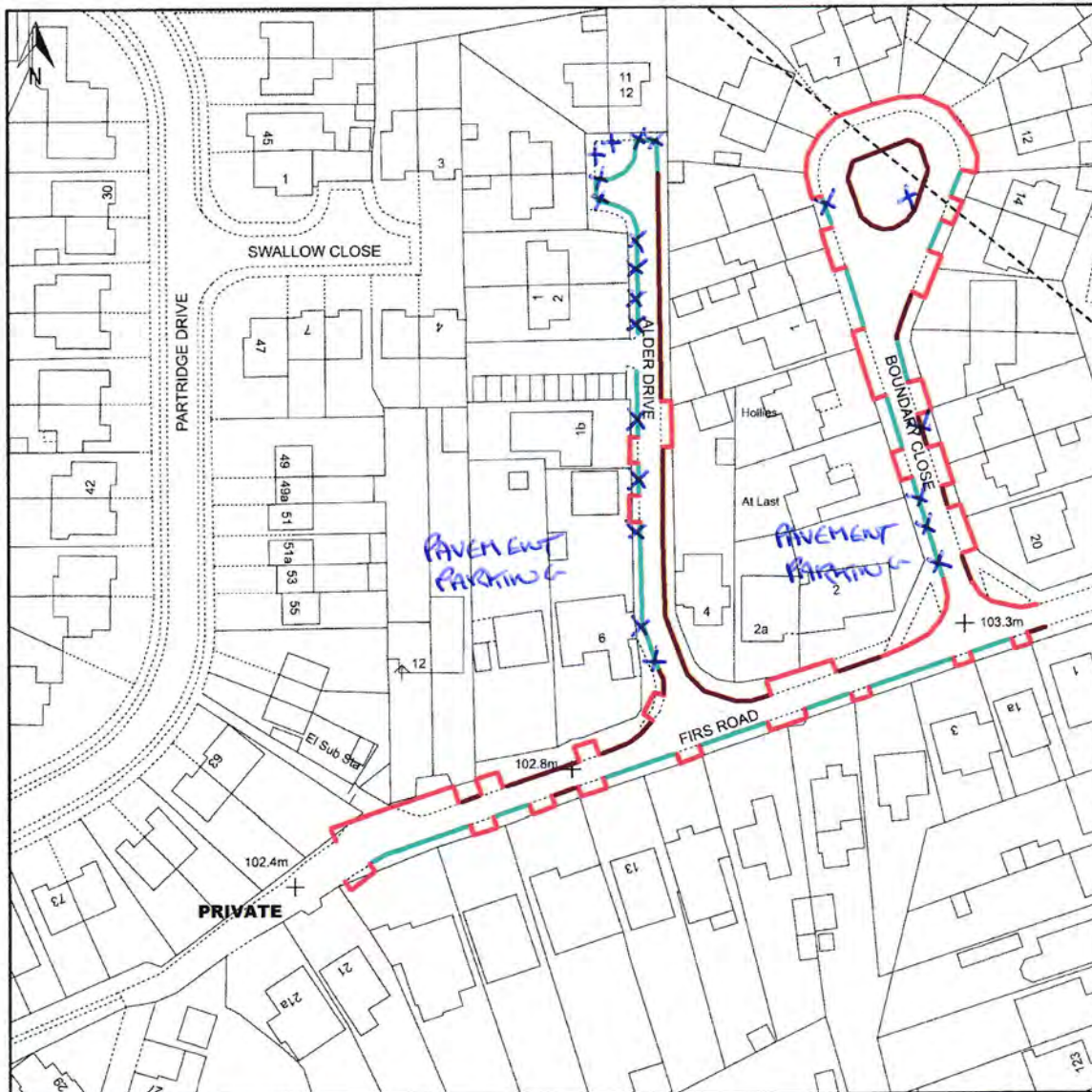
ALL MEASUREMENTS IN METRES

Scale: 1:1250

Paper Size: A4

PARKED VEHICLE LOCATIONS

SATURDAY 18/04/2026 - 20:00



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AC0000808122 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER

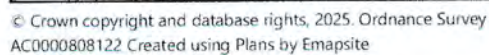
ALL MEASUREMENTS IN METRES

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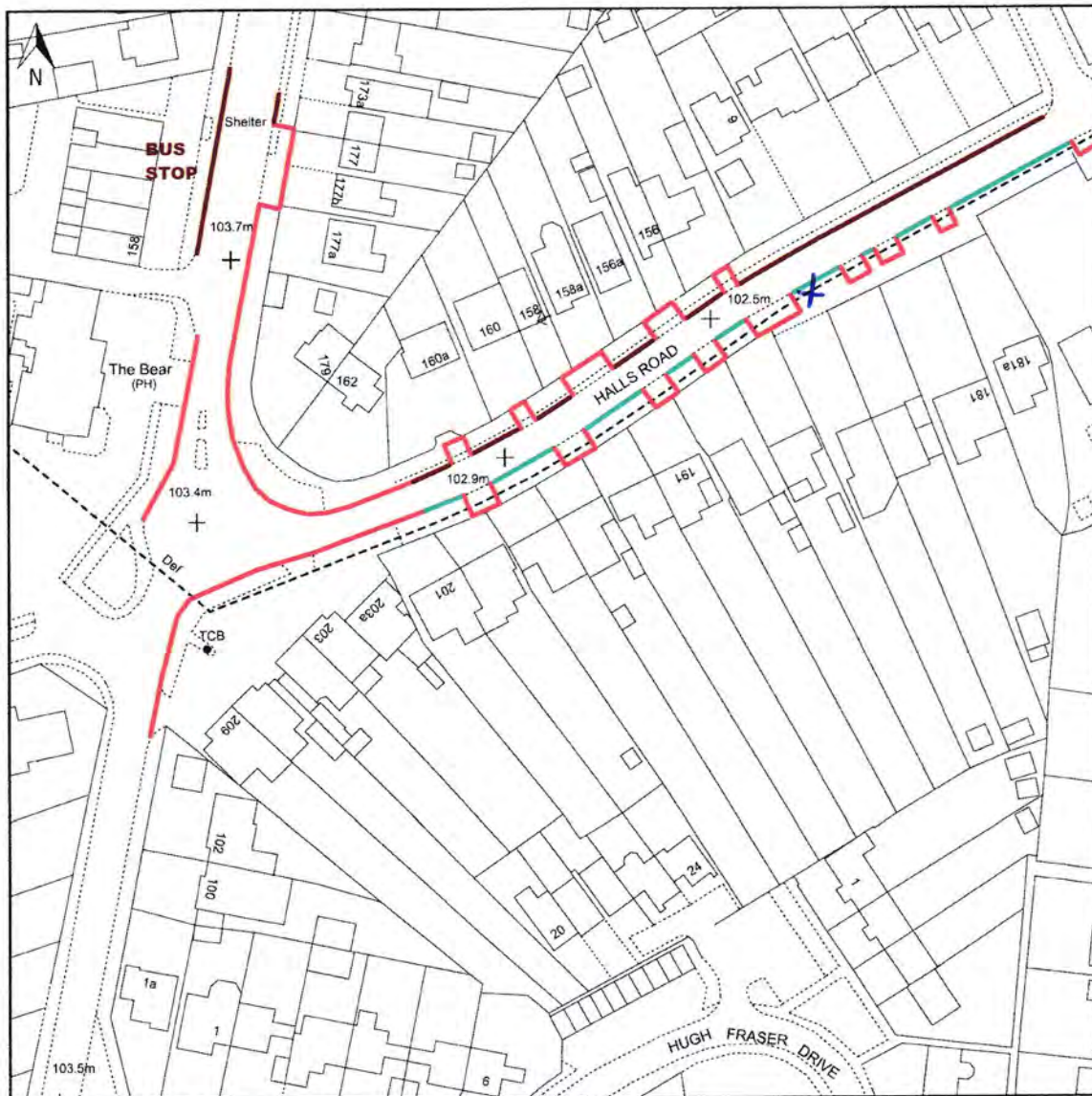
PARKED VEHICLE LOCATIONS

SATURDAY 18/04/2026 - 20:00



SATURDAY 18/04/2026 - 20:00

- DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES



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AC0000808122 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ⌈ DROPPED KERB

DBH DISABLED BADGE HOLDER

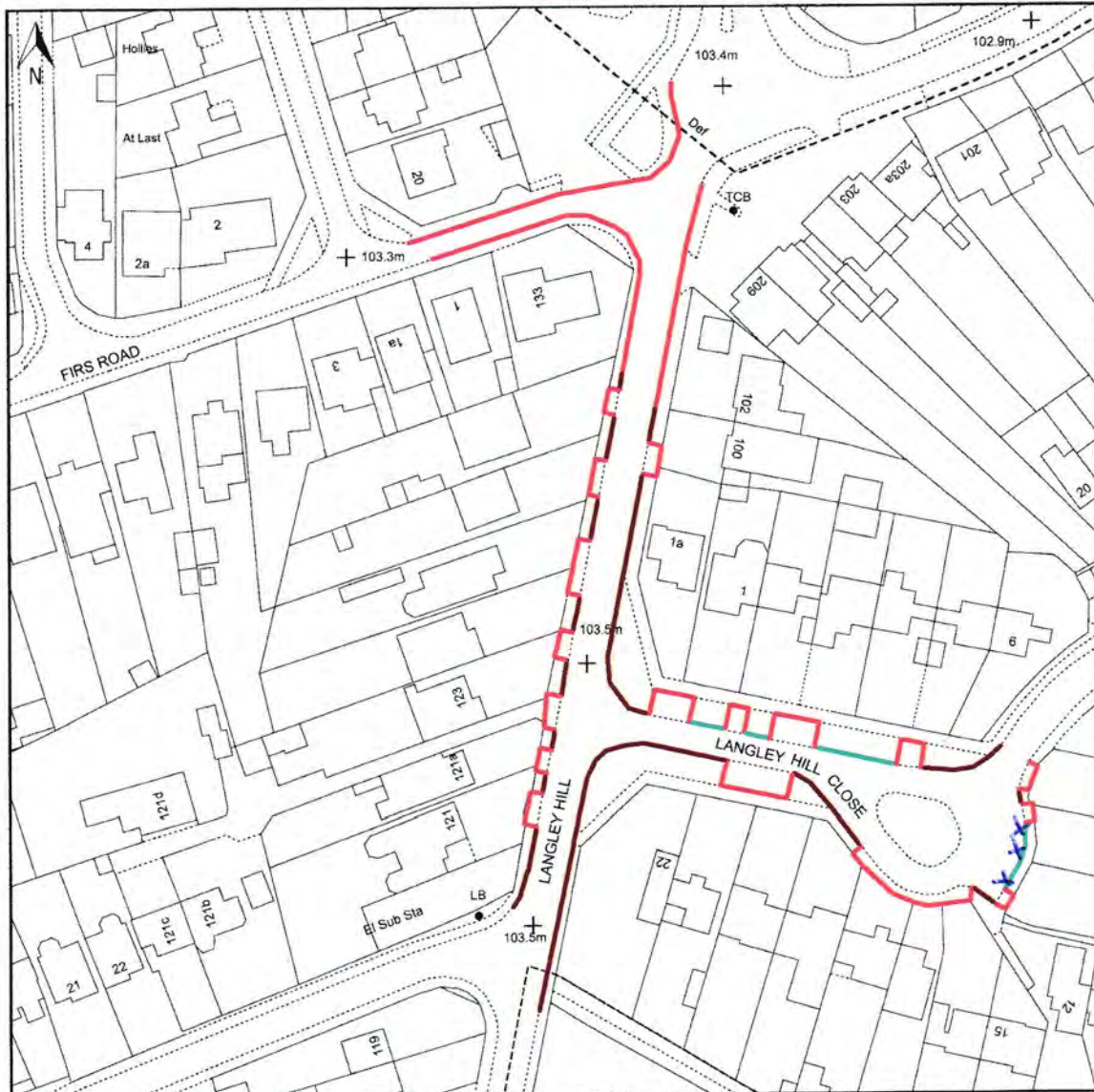
ALL MEASUREMENTS IN METRES

Scale: 1:1250

Paper Size: A4

PARKED VEHICLE LOCATIONS

SUNDAY 19/04/2026 - 14:00



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AC0000808122 Created using Plans by Emapsite

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Scale: 1:1250

Paper Size: A4

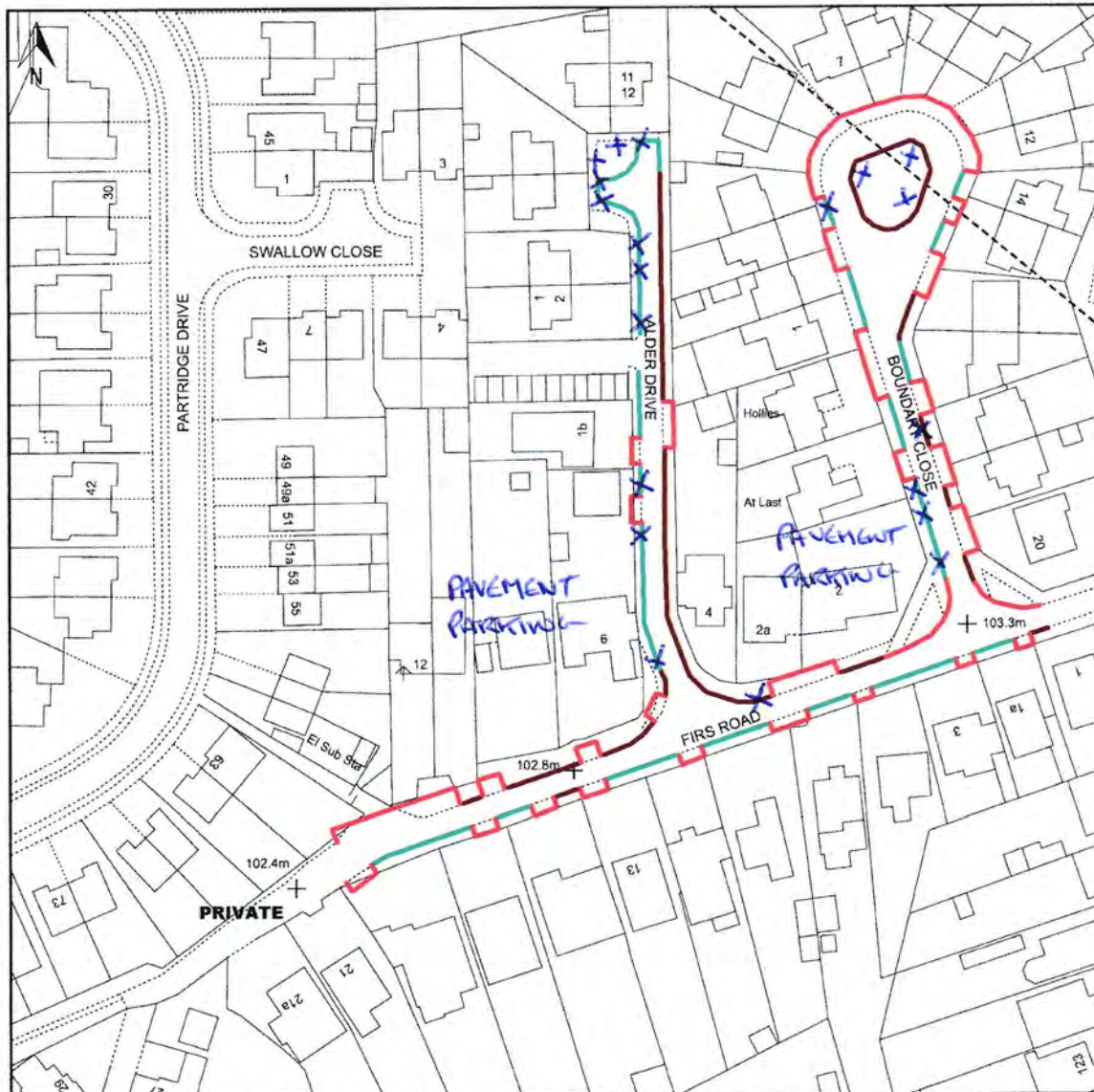
PARKED VEHICLE LOCATIONS

SUNDAY 19/04/2026 - 14:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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AC0000808122 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌┐ DROPPED KERB

Scale: 1:1250

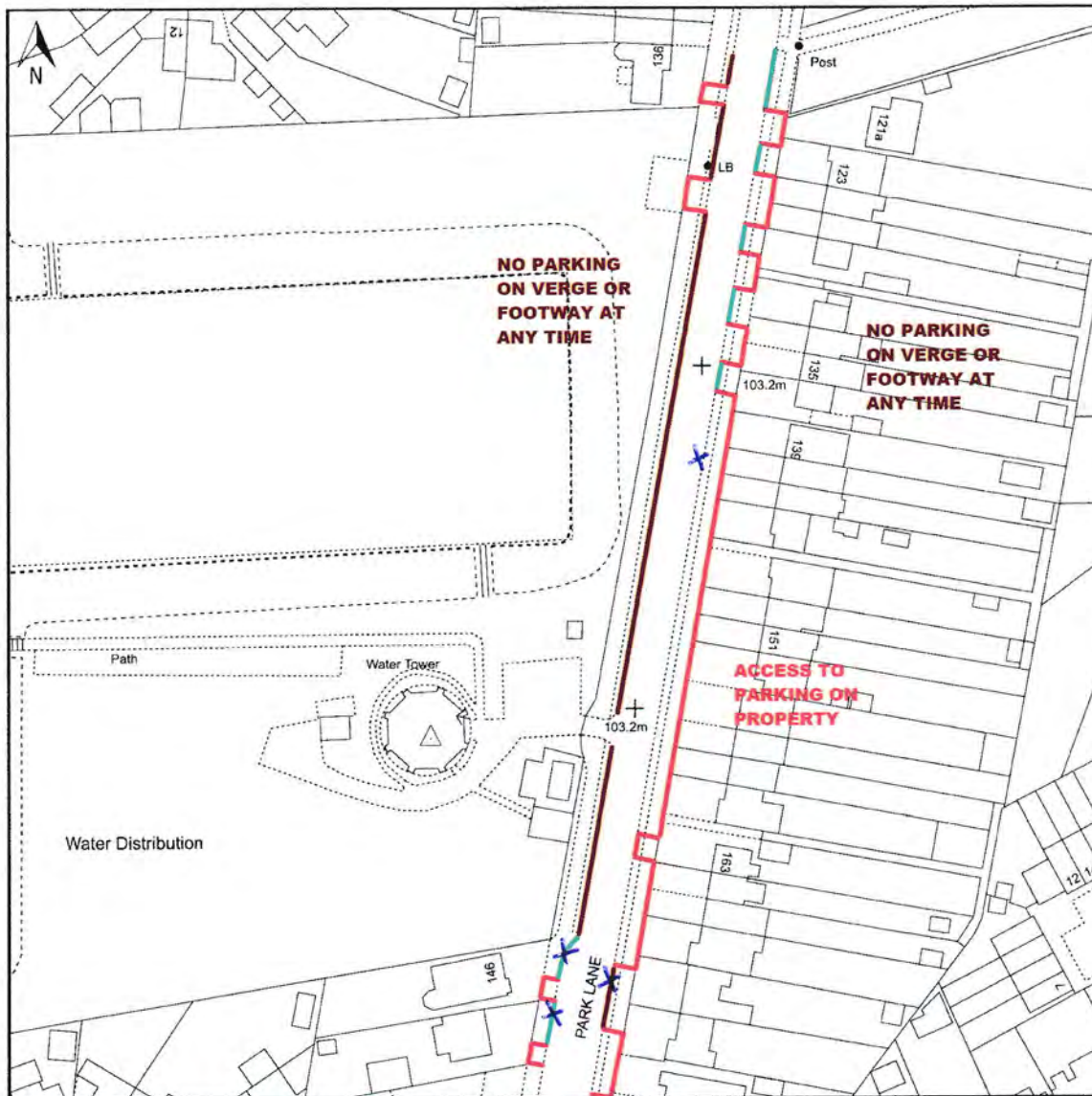
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PARKED VEHICLE LOCATIONS

SUNDAY 19/04/2026 - 14:00

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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AC0000808122 Created using Plans by Emapsite

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- ACCEPTABLE PARKING
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- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

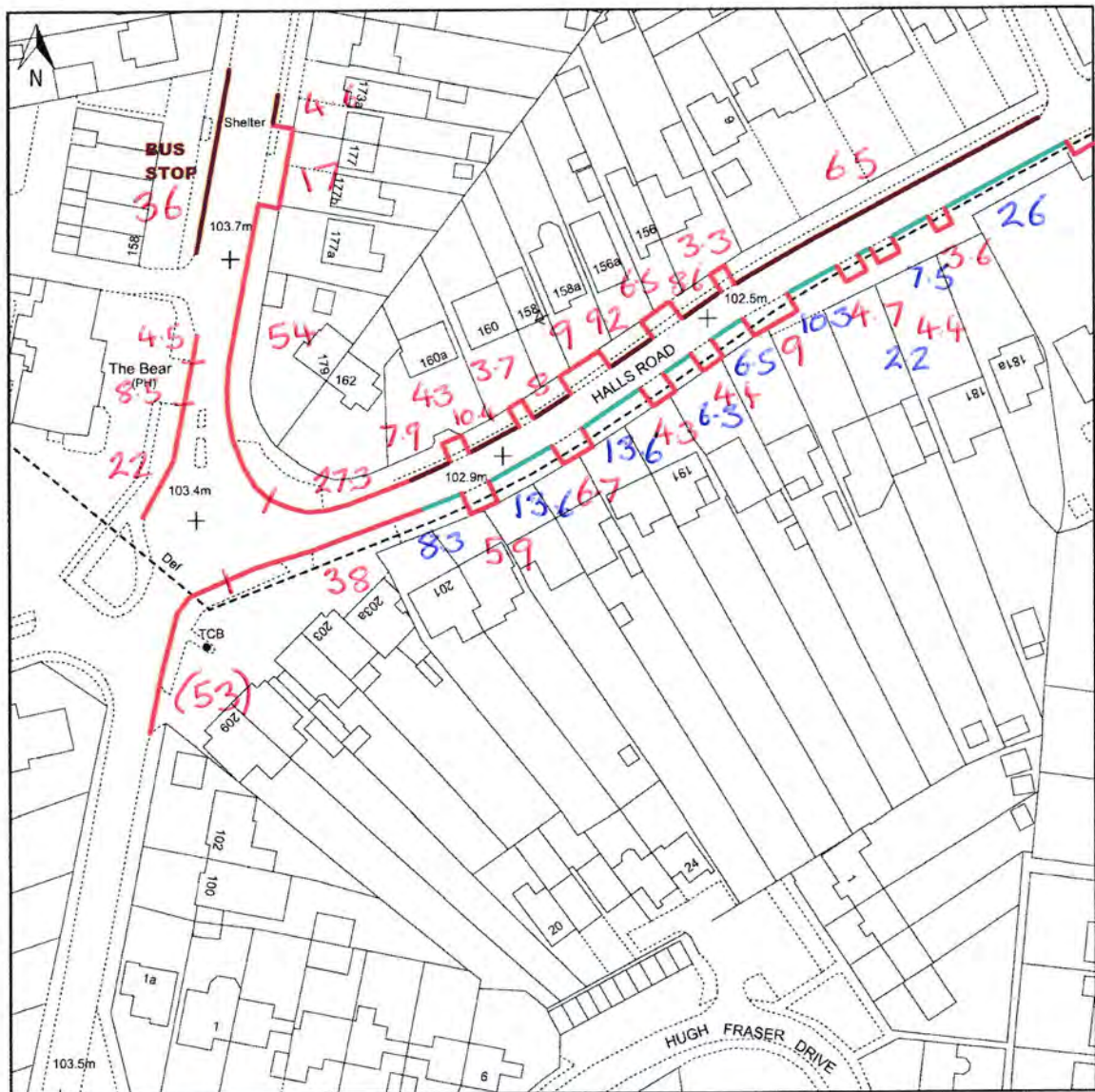
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ALL MEASUREMENTS IN METRES

Scale: 1:1250

Paper Size: A4

PARKED VEHICLE LOCATIONS

SUNDAY 19/04/2026 - 14:00



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AC0000808122 Created using Plans by Emapsite

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Scale: 1:1250

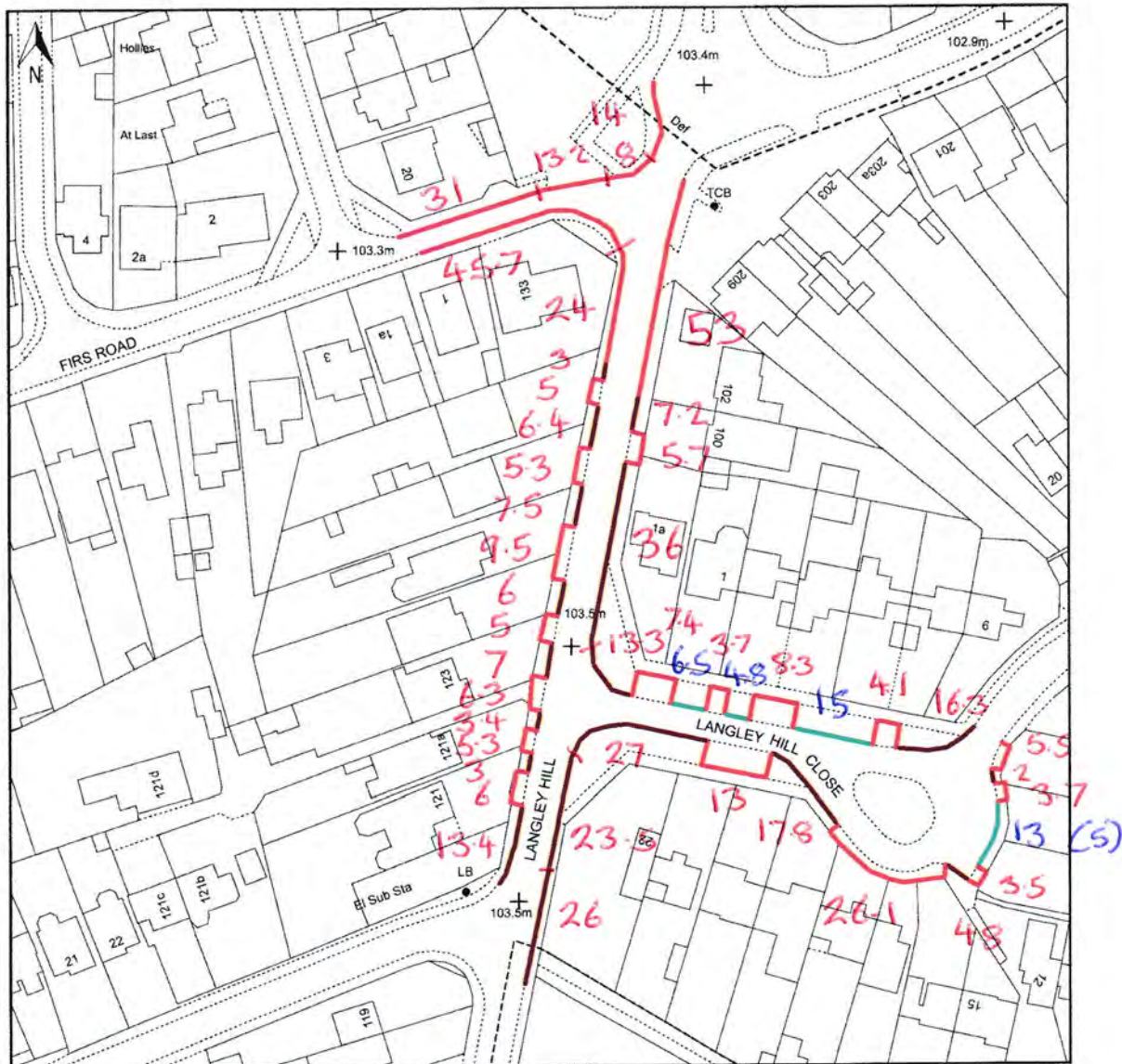
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PARKING RESTRICTIONS

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌┐ DROPPED KERB

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



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AC0000808122 Created using Plans by Emapsite

0m 20m 40m 60m 80m 100m

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

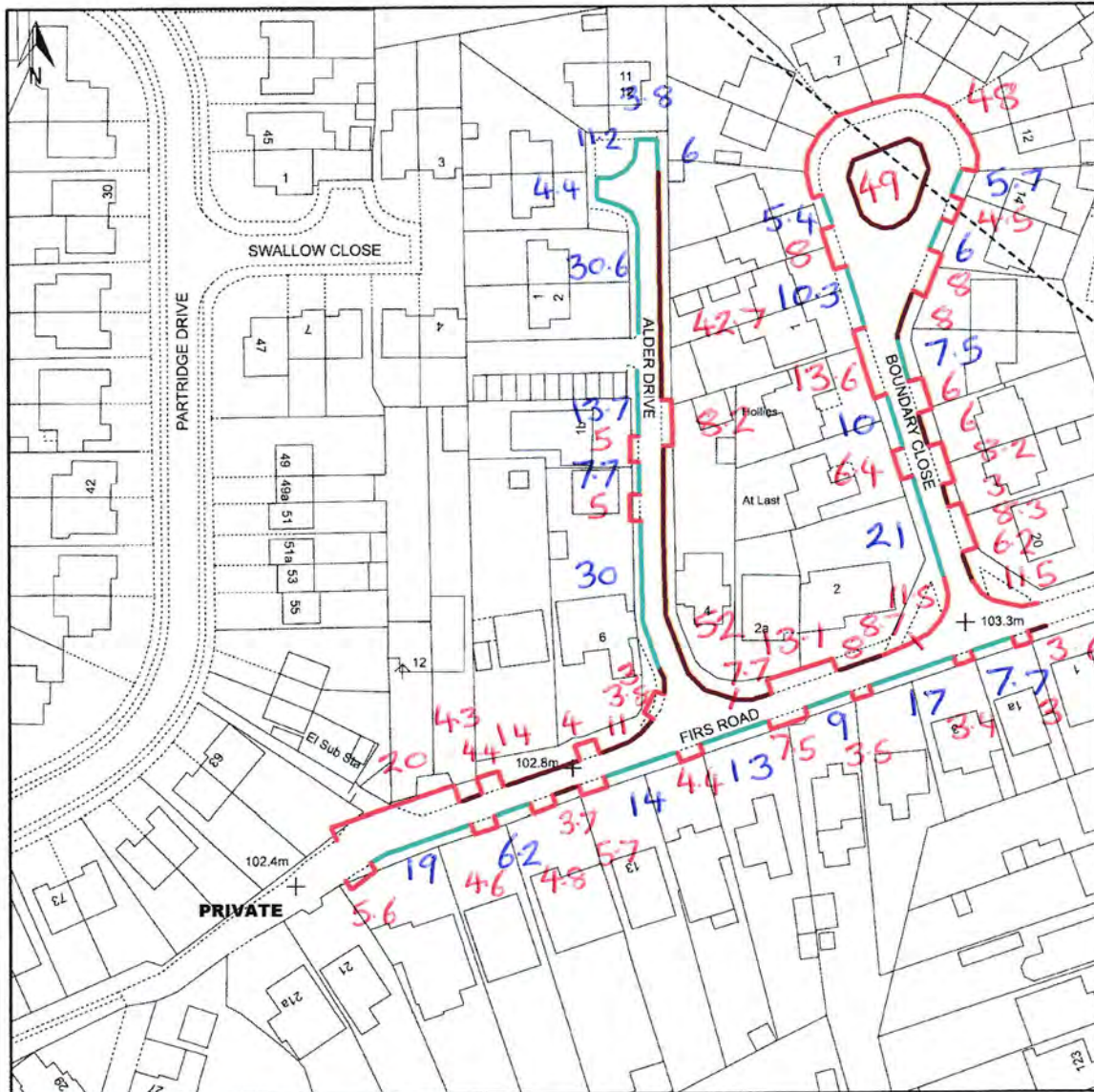
DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES

Scale: 1:1250

Paper Size: A4

PARKING RESTRICTIONS



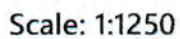
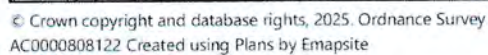
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌┐ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

Scale: 1:1250

Paper Size: A4

PARKING RESTRICTIONS



Paper Size: A4

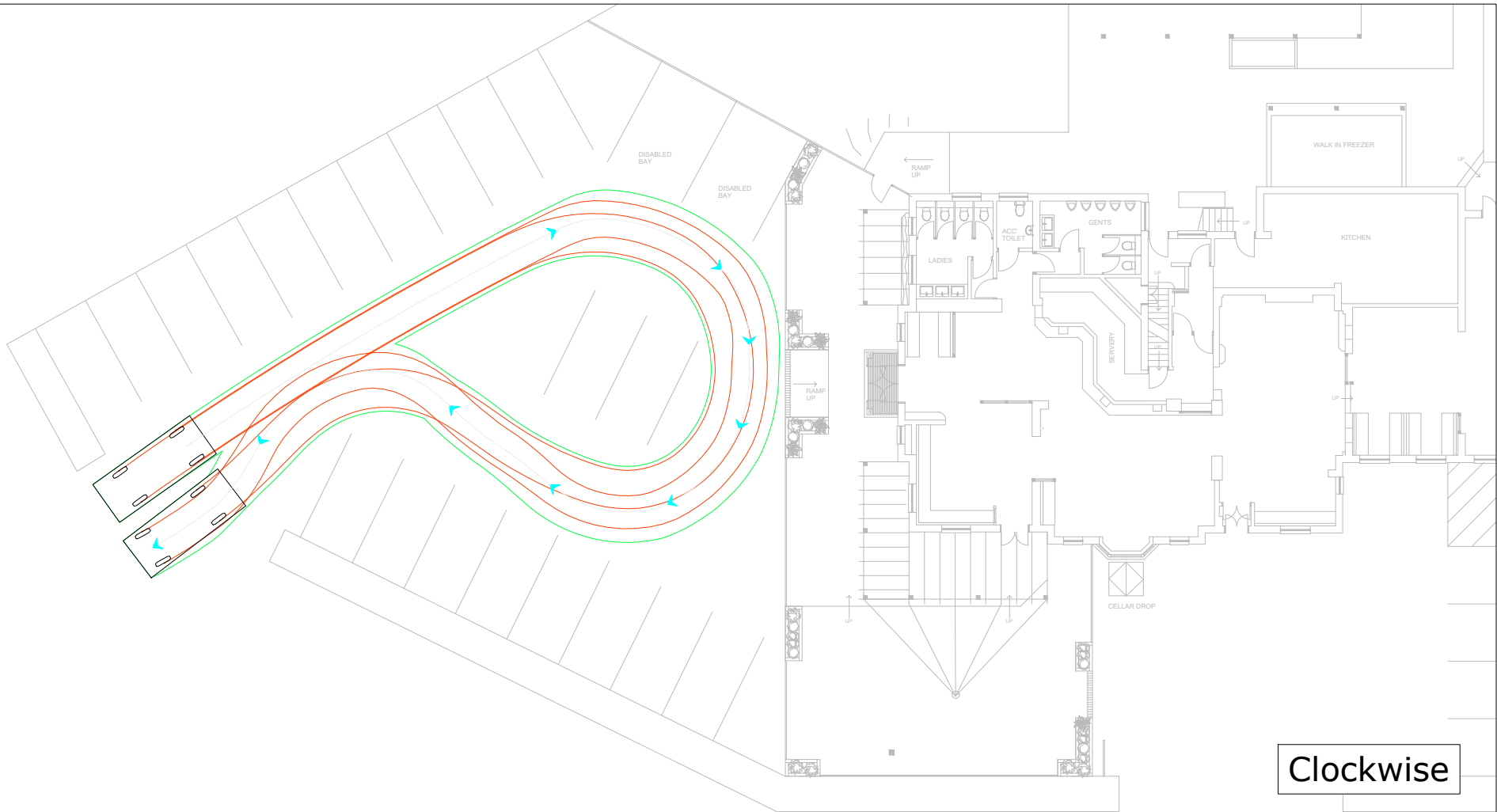
PARKING RESTRICTIONS

- DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

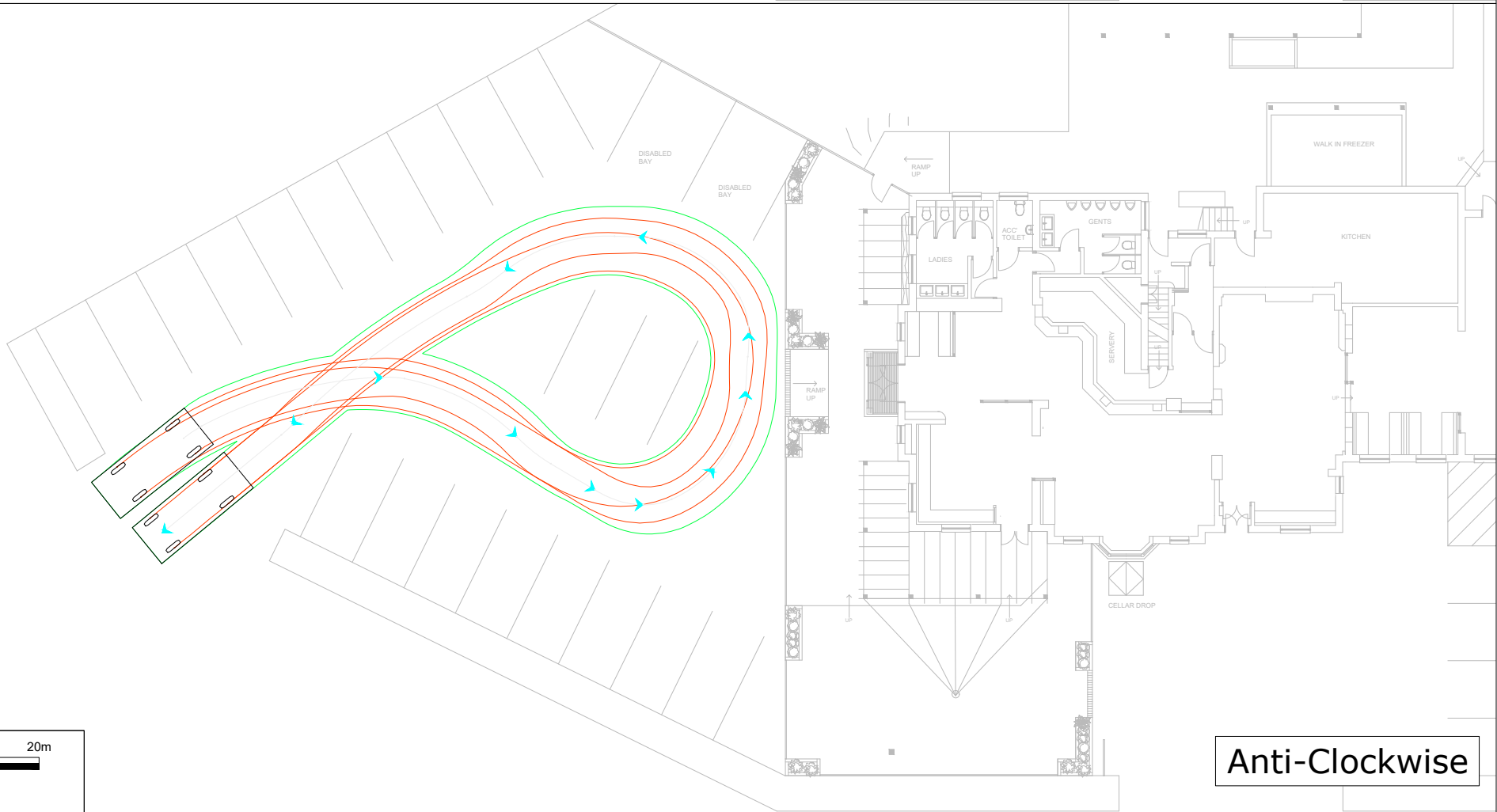
Appendix D

Swept Path Analysis

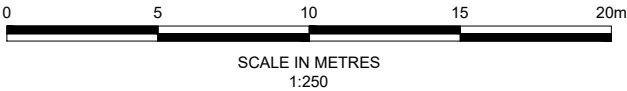
C:\Users\obarkwith\Motion\StaffSite - Gkread 2603089\Drawings\2603089-TK01A [Car].dwg



Clockwise

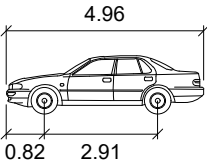


Anti-Clockwise



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Jaguar XF Saloon

	metres
Width	: 1.94
Track	: 1.60
Lock to Lock Time	: 4.0
Steering Angle	: 35.0

A	Updated Site Layout	OB	EU	PB	29/04/2026
-	First Issue	OB	EU	PB	23/04/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Guildford - Reading - London
www.motion.co.uk

Client:
Greene King plc

Project:
Water Tower, Park Lane, Reading

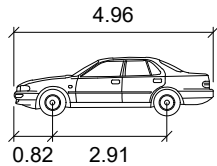
Title:
Swept Path Analysis
Large Car

Scale: 1:250 (@ A3)

Drawing: 2603089-TK01 Revision: A



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Jaguar XF Saloon

	metres
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A	Updated Site Layout	OB	EU	PB	29/04/2026
-	First Issue	OB	EU	PB	23/04/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

Greene King plc

Project:

Water Tower, Park Lane, Reading

Title:

Swept Path Analysis
Large Car

Scale: 1:200 (@ A3)

Drawing: 2603089-TK02 Revision: A