

Delivery Servicing Plan:

- 1 All deliveries to site will be in accordance with the Delivery and Servicing plan.
- 2 All Deliveries will be registered prior to departure with the designated Delivery and Servicing Planning Manager. (DSPM)
- 3 The DSPM will coordinate all deliveries to arrive in specific windows sufficient to allow the full arrival, unloading and departure of HGV's before the following vehicle arrives. No stacking will be permitted on the site or surrounding area. In the event of unforeseen delays, the M4 Reading Moto Services will be the designated temporary holding area.

Estimated HGV Loads, quantity and on site durations

Day	Load	Vehicle Type	Qty	Duration (/unit)
1	Site Plant/Welfare	HGV	1	1 hour
2	Ground Protection	HGV	2	1 hour
3	Materials	HGV	2	1 hour
4	Materials	HGV	2	1 hour
5	Construction Plant	HGV	2	1 hour
6	Crane	HGV	1	Retained on site.
20	Crane	HGV	1	1 hour
21	Site Plant/Welfare	HGV	1	1hour

There will be an expected 12 HGV vehicles used for off-loading and loading plant, machinery and materials.

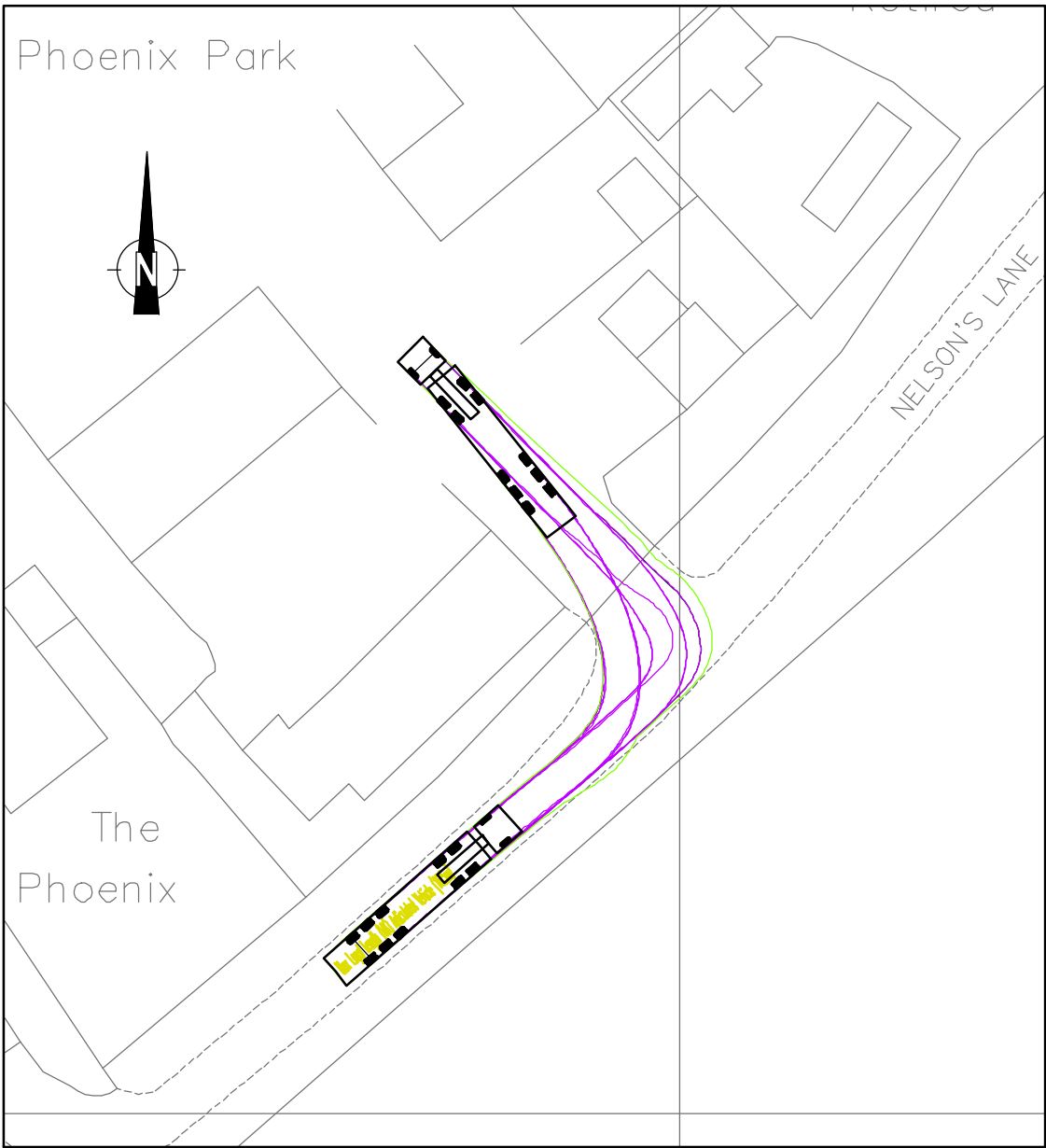
- 4 All HGV's used will be members of FORS, (Fleet Operators Recognition Scheme).
- 5 Site entry and exit for all deliveries will be managed by the main contractor, a Constructionline Gold Member, prioritising precision, efficiency and safety throughout the project and will utilise trained banksmen to ensure the safe management and manoeuvring of vehicles.
- 6 All vehicles will be issued with the clear instruction for access to the site via the A321, heading East onto Pound Lane, East onto Nelson's Lane, and turning left into Phoenix Park. All vehicles will be instructed to turn right on exit, West on Nelson's Lane and West onto Pound Lane to reach the A321.
- 7 Deliveries will be logged in a delivery booking system (TBC)
- 8 Estimated peak delivery in one day will be 3 HGV's with a total of approximately 12 over a period of 30 days of site build operations.
- 9 All personal vehicles will be supplied with a designated temporary car parking area: to remove congestion, improve safety and to prioritise the safe loading and unloading of plant, machinery and material.
- 10 Adequate space is provided for HGVs to enter and leave the application site in forward gear. Refer to drawings HGV Swept Path Analysis (7283.001) and Vehicle Turning Area (51689 P1 04 v1).

APPENDICES

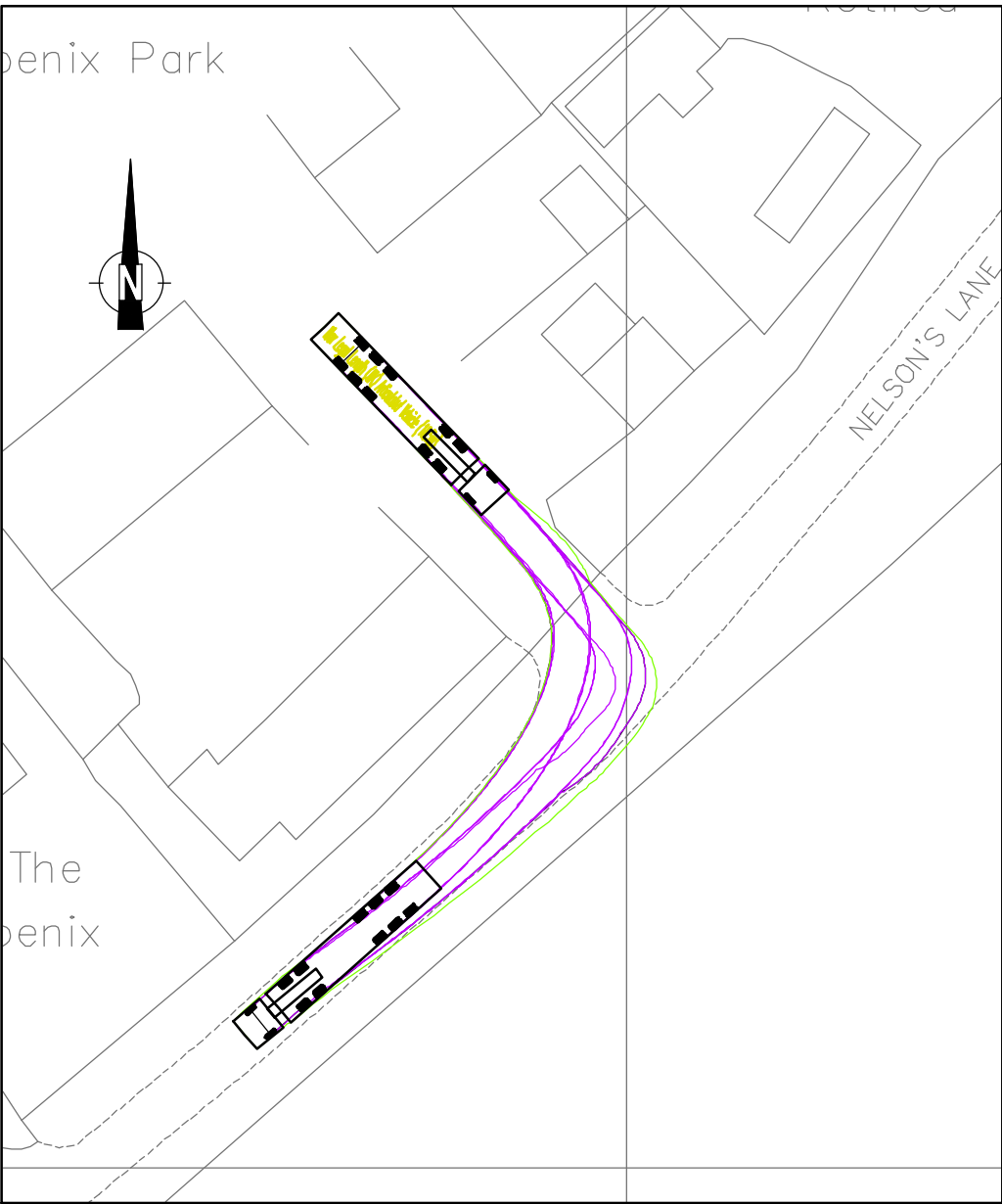
Appendix 1 – HGV Swept Path Analysis (7283.001)

Appendix 2 – Vehicle Turning Area (51689 P1 04 v1)

Appendix 1 – HGV Swept Path Analysis (7283.001)



1) ARTICULATED 16.5m HGV VEHICLE SWEPT PATH –
ENTER SITE IN FORWARD GEAR, LEFT TURN IN



2) ARTICULATED 16.5m HGV VEHICLE SWEPT PATH –
EXIT SITE IN FORWARD GEAR, RIGHT TURN OUT ONTO NELSON'S LANE

KEY:

VEHICLE DETAILS
(Tracking Speed 16kph)

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.881m
Min Body Ground Clearance 0.211m
Max Track Width 2.500m
Lock to lock time 8.00s
Kerb to Kerb Turning Radius 6.530m

WHEEL TRACK (PURPLE)
BODY OVERHANG (GREEN)

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JOB TITLE

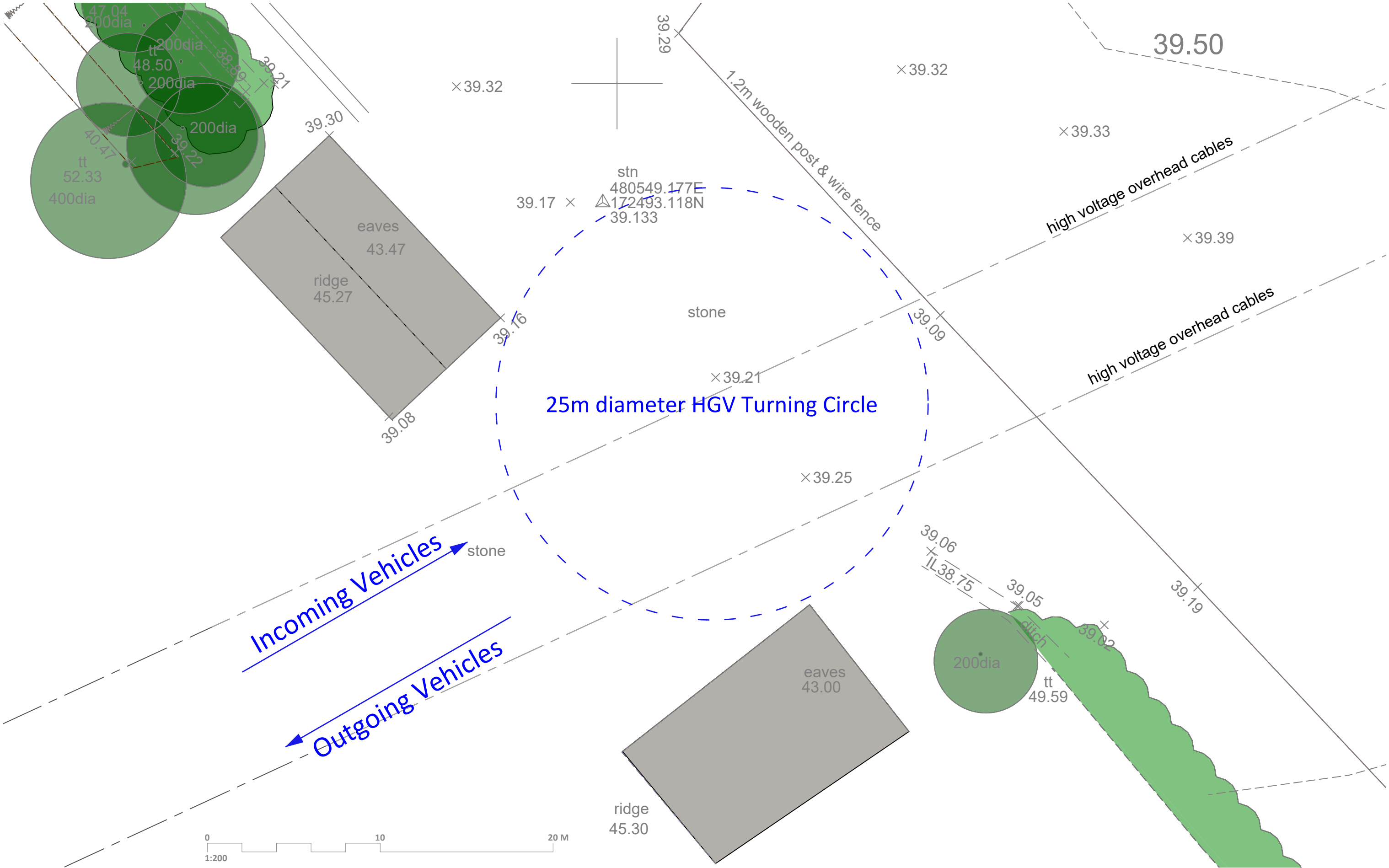
PHOENIX PARK,
READING

DRAWING TITLE

HGV VEHICLE SWEPT PATHS
(EXISTING ACCESS ONTO NELSON'S LANE)

-	-						
ST	Rev	Description			Drn	Chk	Date
REVISIONS							
Preliminary	✓	Approval		Tender		Const.	
DRAWING STATUS							
DATE		DRAWN		CHECKED		SCALE	
JULY 2025		JGP		DLW		1:500 ©A1	
DRAWING No.				REV		STATUS	
7283.001							
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Appendix 2 – Vehicle Turning Area (51689 P1 04 v1)



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The proposal presented here is subject to review by specialist consultants, and is to be read in conjunction with all relevant specialist's drawings and information where available. Any discrepancies between this and any other consultant's drawings and information should be reported to Pro Vision immediately.

ISSUE	DATE	DESCRIPTION	DRAWN	CHECKED
V1	11.07.25	...	MH	RD

CLIENT:	Ratesu Ltd	
PROJECT:	Phoenix Park	
DRAWING:	Vehicle Turning Area Plan	1:200
NUMBER:	51689-XX-P1-04	A3
ISSUE:	v1	11.07.25