

Servicing Management Plan

Site: 31 Barkham Ride, Barkham
Prepared by: DM
Approved by: DM
Date: 1 December 2025

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1.0 Servicing Management

- 1.1 The purpose of the Servicing Management Plan is to ensure that delivery and servicing activity associated with the proposed mobile homes can take place in a safe, efficient and sustainable manner. The Servicing Management Plan will be issued to residents and will inform them of the appropriate measures, including scheduling deliveries outside of the network peak hours where practicable and encouragement to synchronise deliveries where appropriate.
- 1.2 It will also alert residents to the fact that they are not permitted to order goods using larger HGV's. All deliveries will only be permitted via smaller LGVS, which mirrors the existing arrangement for the existing mobile homes to the east. Currently residents are aware that they are not permitted to order goods using larger HGVs under any circumstances.

Service Vehicle Access

- 1.3 Delivery vehicles will momentarily park adjacent to the respective mobile home to undertake any loading/unloading activities. Alternatively if possible, they will make use of the dedicated hardstanding for each home.
- 1.4 As delivery vehicles will be stationary for a very brief period of time, this will not cause an obstruction to passing vehicle movement.
- 1.5 Refuse collection vehicles will be undertaken via a smaller vehicle operated by the council, as is the case for the existing mobile home park to the east. All residents will be provided with suitable refuse bins upon moving into the park, with the potential for replacements should the need arise. Residents will be made aware of the protocol upon moving into their home. Swept path analysis of a refuse vehicle accessing and navigating around the site is contained within **Appendix A**. This vehicle is identical to the vehicle currently in use for the mobile homes to the east.
- 1.6 The refuse vehicle measures 6.7 metres in length, and is larger than typical transit type vans (Amazon/DHL) as well as food delivery vehicles (Tesco/Ocado). On this basis, this will be the maximum size of vehicle permitted on site.

Use of Gate at Entrance

- 1.7 The current park owner seeks to ensure the gate to the park is closed from 7pm to 7am. Residents have fobs and there is a button that can be used to open the gates. The park management is seeking to trial a scheme whereby the gates are closed all the time so that residents use their fobs during the day. Deliveries will need to call the resident to ask for the gate to be opened. This is to offer greater security during the day and stopping cold calling. The button on the gate will remain for emergencies.
- 1.8 The closure of the gate during the day alongside signage alerting drivers to a restriction on HGV access will aid in ensuring that no access for larger vehicles will be possible.

Servicing Management Strategy

- 1.9 In order to enforce the delivery and servicing strategy of the park, the following measures will be introduced:
 - ▶ Delivery Scheduling: Residents will be encouraged to schedule routine deliveries outside of the network peak hours where practicable;

- ▶ Synchronising Deliveries: Where appropriate, residents will be encouraged to synchronise deliveries from common suppliers with other residents within the park. This will assist in reducing the number of deliveries to the park whilst simultaneously reducing the economic and environmental costs associated with goods vehicle deliveries;
- ▶ Enforcement: If a driver does not comply with the delivery access restrictions (as witnessed by Estate Management or residents) the supplier will be informed of the vehicle registration;
- ▶ Accommodating Special Deliveries: Any special deliveries to the park such as oversized items will not be permitted within the park via large HGV vehicles. Residents will make the supplier aware that no HGVs of 10 metres in length and above are permitted within the park and that deliveries must be made by smaller vehicles;
- ▶ The delivery time and duration will be negotiated with the Estate Management office to minimise the impact upon the routine daily servicing requirements of the development. Out of peak deliveries will be encouraged for such deliveries where possible; and
- ▶ Considerate servicing during the nighttime periods to minimise transfer of noise to nearby buildings and residential areas.

2.0 Management and Communication Strategy

Management and Communication

- 2.1 The Servicing Management Plan will be issued to the residents of the park, who will bear the responsibility of the measures regarding the Delivery and Servicing Management upon signing the tenancy. Overall control will be held by the owner of the park, who ultimately owns the freehold of the park whilst residents only own their mobile homes themselves.
- 2.2 The person responsible for management of this Plan is as follows:
 - ▶ Name = Tommy Roberts
 - ▶ Email address = a1robertsproperties@gmail.com
 - ▶ Contact number = 01189 730 999

Monitoring

- 2.3 The Delivery and Servicing Management Plan will be closely monitored in order to determine its efficiency and highlight any potential changes to Delivery and Servicing regime that would ultimately benefit the occupiers of the park.
- 2.4 Observations will occur in order to observe loading/unloading activity first-hand and gain an understanding of where delivery drivers tend to park vehicles to exercise said load/unloading activity.

Review

- 2.5 Upon receipt of the necessary information, it is the onus of the park management team to determine particular trends and pattern in deliveries. This gives park management an opportunity to deliver more efficient delivery and servicing activities in the future.
- 2.6 The outcome and conclusions of the review will be communicated by the park management team to the individual occupiers of the mobile homes.

Appendix A

Swept Path of a Refuse Vehicle



Path (um)

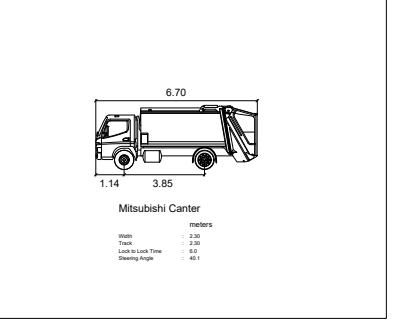


Co Const & Ward Bay



Notes

- All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
- This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
- 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 6mph / reversing 6mph.
- Vehicle specification of vehicle used for tracking derived from the 'FUSO - Canter 7C15 LHD' specification document.



E	Sixth Issue	WMC	DM	DM	01/12/2025
D	Fifth Issue	GL	DM	DM	26/06/2025
C	Fourth Issue	GL	DM	DM	29/01/2025
B	Third Issue	GL	DM	DM	16/01/2025
A	Second Issue	GL	DM	DM	24/12/2024
-	First Issue	GL	DM	DM	20/12/2024
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

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Client:
A1 Roberts PropertiesProject:
Barkham Ride, BarkhamTitle:
Swept Path Analysis
Refuse Vehicle

Scale: 1:1000 (@ A3)

Drawing: 2301002-TK001

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