

Condition 54 (Deliveries)

1. *Vehicles and delivery strategy*

Nissan have a single distribution centre located in Lutterworth to service all UK retail dealerships. All stock for the proposed new dealership at Reading will be supplied directly from our distribution centre and no third-party stock deliveries will be made to the premises.

For this dealership Nissan will service using a 7.5 ton LGV with tail lift. All stock will be in parts cages and stock will be offloaded via the tail lift immediately adjacent to the loading bay shutter door located in the service yard.

To maintain efficient use of transport lorries servicing the dealership will also contain stock for servicing other Nissan dealerships on the same trip.

2. *Timing of deliveries*

The frequency and timing of deliveries will be determined by the trading pattern of the dealership at the time of year. To increase the efficiency of our deliveries, they will be shared with other dealerships (primarily Nissan dealerships).

Servicing will generally be scheduled for weekdays and Saturday mornings. Typical weekday trading hours will be 8.00am to 6.00pm and the dealership will ordinarily be occupied between the hours of 7:30am and 8.30pm. Deliveries could be made at any time within this period though it is probable that this dealership will be serviced prior to the dealerships' trading.

3. *Access and unloading*

The service access route will be as designed by the site developer.

In order to minimise the impact on the retail park car park, the gates to the service yard will be opened as part of the dealership opening procedure on any day when there is a scheduled delivery in order to permit the delivery lorry unimpeded access and to minimise the likelihood of the delivery lorry needing to wait in the retail park car park. The service yard has been designed to allow the lorry to fully manoeuvre within the confines of the service yard therefore negating the need for it to reverse within the public accessible areas on either entering or leaving the service yard.

The vehicles are live unloaded (i.e. the delivery lorry will wait whilst the stock is offloaded) and so the trailer will not be detached from the tractor unit.

A Standard Operating Procedure will be in place to require the dealership management to open the service yard gates on scheduled delivery days and ensure the yard is maintained clear of obstructions which may inhibit the safe manoeuvring of the delivery lorry.