

Construction Management
Statement
June 2026



Highwood

Hitchwood Lane, Preston, Hitchin

Ms Susan Boyle

Document History

JOB NUMBER: 6393/2026
DOCUMENT REF: 6393-EAS-H-CMS-Highwood
REVISIONS: C – Contractor Comments

Revision	Comments	By	Checked	Authorised	Date
A	Client Issue	JM	PE	PE	05/03/2026
B	HCC Comments	JM	PE	PE	07/04/2026
C	Contractor Comments	JM	TH	PE	08/06/2026

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The content of this report is based on information available as of June 2026, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

- 1.1 This Construction Management Statement has been prepared by EAS Transport Planning Limited on behalf of Ms Susan Boyle (hereinafter referred to as the 'client' or 'developer') regarding the proposed development of a new dwelling at Highwood, Hitchwood Lane, Preston, Hitchin (hereinafter, the 'site').

The Site

- 1.2 The site is located at Highwood, Hitchwood Lane, Preston, Hitchin, Hertfordshire, SG4 7RY.
- 1.3 North Hertfordshire District Council ('NHDC') is therefore the Local Planning Authority ('LPA'), whereas Hertfordshire County Council ('HCC') manage the local roads as the Local Highway Authority ('LHA').
- 1.4 A map showing the location of the site is contained at **Appendix A**.

The Scheme

- 1.5 The proposed development comprises the demolishing of an existing barn (which includes planning consent under NHDC planning reference 23/01910/PNQ for the change of its use into residential use class C3), and the construction of a replacement dwelling, as approved under NHDC planning reference 24/02882/FP.
- 1.6 Access into the site is proposed to be retained in line with existing arrangements, via an existing secondary access off the private path which leads to the wider site known as Highwood, and accessible off Hitchwood Lane, to the south-east of the village of Preston.
- 1.7 This Construction Management Statement ('CMS') has been prepared in support of the discharge process for planning Condition 5 of planning consent 24/02882/FP, which reads as follows:

"No development shall commence until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority, including elements of the CLOCS standards as set out in the Highway Authority's Construction Management template. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Statement shall include details of:

- a) Access arrangements to the site.*
- b) Traffic management requirements.*
- c) Construction and storage compounds (including areas designated for car parking, loading /unloading and turning areas).*
- d) Siting and details of wheel washing facilities.*
- e) Cleaning of site entrances, site tracks and the adjacent public highway.*
- f) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times.*
- g) Provision of sufficient on-site parking prior to commencement of construction activities.*
- h) Post construction restoration / reinstatement of the working areas and temporary access to the public highway.*

- i) *Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding which must be kept within the site boundary, pedestrian routes and remaining road width for vehicle movements.*

Reason

In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018)."

1.8 The approved site master plan is contained at **Appendix B**.

1.9 A separate CMS was submitted by the architects working on this scheme in October 2025, but this condition was not discharged, following an objection from the LHA.

1.10 Following the above, an earlier revision of this CMS was also commented upon by HCC, as follows:

"Access arrangements for construction vehicles

1. Narrow width of Hitchwood Lane

- *Hitchwood Lane is a single-track or sub-standard width route in several sections, where two-way vehicle flow cannot be maintained, particularly for larger construction vehicles.*
- *The CMS must explain how two-way movement will be managed, including:*
 - *Use of temporary passing places*
 - *Traffic marshal escorting procedures*
 - *Proposed time restricted movements to avoid peak periods*
 - *How conflict between construction traffic and general traffic will be minimised*

2. Speed environment - 60mph limit

- *Hitchwood Lane is subject to the national speed limit (60mph).*
- *Consideration should be given to whether a Temporary Traffic Regulation Order (TTRO) is required to reduce vehicle speeds where construction traffic movements may increase risk.*
- *Applicant must confirm whether a TTRO is proposed and provide justification and indicative plans.*

3. Vehicle types and volumes

- *More detail is required on expected construction traffic volumes, broken down by over vehicle type, including:*
 - *HGVs/rigid vehicles*
 - *LGVs*
 - *Staff/contractor vehicles*

- *Delivery schedules and peak periods*
- *A weekly or monthly forecast table should be included in the CMS.*

Appendix C - Construction vehicle routing

- *The proposed routing must be amended to ensure construction traffic:*
 - *Continues along the A602, and*
 - *Uses the roundabout to access London Road, rather than making turning movements at locations not suitable for larger vehicles.*

This routing amendment is required to ensure safe manoeuvring and to reduce potential conflict on the local network."

Site Management

- 1.11 This report has been prepared in support of the planning condition discharge process for the development described above. This report will be enhanced with further details by the working team and will remain a live document through the development process, until the site is occupied.
- 1.12 The main Works Contractor has not yet been appointed. Their contact details are therefore not yet available.
- 1.13 The contact details of the Works Contractor's Site Manager will be included within this report, once the main Works Contractor is appointed.

Objectives of this Report

- 1.14 The objectives and sub-objectives of this CMS are to:
 - minimise risks to vulnerable road users (including pedestrians and cyclists);
 - reduce inconvenience to the neighbours;
 - ensure that no modes of traffic are impeded by construction at the site; particularly of pedestrians, and cyclists;
 - minimise the impact of construction traffic on the local road network and in particular:
 - promote efficient operations through minimising delivery trips;
 - ensure that deliveries to site occur outside of peak and sensitive periods;
 - encourage construction workers to travel to site by non-car travel modes (where possible); and
 - inform on-going development and delivery of the CMS with construction contractors.
- 1.15 This CMS has been prepared to provide guidance to the developers during the early phases of the scheme development. Once a main Works Contractor is appointed, they are to take ownership of this document, and update it as necessary for the sustainable, safe, and efficient development of the works processes.

Report Structure

- 1.16 This CMS is prepared in line with HCC's Highways Development Management Guidance, as well as guidance on Construction Logistics Plans. Guidance information is also included on the Construction Logistics and Community Safety ('CLOCS') webpage.
- 1.17 The remainder of this CMS is set out under the following structure:
- Section 2 – Reviews the applicable Policy;
 - Section 3 – Local Considerations and Challenges;
 - Section 4 – Construction Programme;
 - Section 5 – Vehicle Routing and Site Access; and
 - Section 6 – Strategies to Reduce Impacts.

2 Policy and Legal Context

- 2.1 This section reviews the national and regional policy framework regarding construction logistics. In this regard, the main policy elements regarding construction logistics are focused within the Traffic Management Act and the North Herts Local Plan. Additional guidance from the Freight Transport Association is also discussed herein.

National Policy, Legislation and Guidance

- 2.2 The National Planning Policy Framework ('NPPF', 2024) promotes the use of sustainable transport, safe road design, and the efficient and sustainable delivery of goods and supplies throughout the UK. The NPPF sets out the long-term strategy for spatial sustainable development.
- 2.3 The Traffic Management Act (2004) makes 'provision in relation to the management of road networks: to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways use may be impeded by construction activities and identifies appropriate charges for any extended occupation. It sets out the responsibility of local authorities to manage their transport networks through efficient use to avoid traffic congestion.
- 2.4 Designing for Deliveries (2006) by the Freight Transport Association provides specifications for delivery vehicle sizes, turning radii and clearance requirements necessary to ensure safe and efficient access to construction sites.

North Hertfordshire Local Plan

- 2.5 The North Hertfordshire Local Plan 2011-2031 was adopted in November 2022.
- 2.6 Paragraph 9.1 of this document states:

"National guidance states that planning should achieve high quality and inclusive design for all development. Development proposals should consider the potential for minimising their impact on the environment both during construction and throughout the life of the development whilst creating development that responds to and enhances its surroundings..."

- 2.7 Paragraph 9.7 continues:

"... A vegetation condition survey should be undertaken to ascertain what plants within and adjoining the site, which would be affected by development, are worthy of retention and what protection measures should be put in place during construction. The British Standard BS5837: Trees in relation to design, demolition and construction – recommendations sets out guidance on tree retention, effect of trees on design considerations and means of protecting trees during construction."

- 2.8 Policy D4 on 'Air Quality' states:

"Planning permission will be granted provided that development proposals:

- j) Give consideration to the potential or actual impact on local air quality, both during the demolition/ construction phase and as a result of its final occupation and use; ...”

2.9 Policy NE4 ‘Biodiversity and geological sites’ reads:

“... The acceptability of approach(es) to avoidance, mitigation and compensation will be commensurate with the status of the asset(s) likely to be affected by the application; Compensation is unlikely to be an appropriate solution for proposals affecting nationally or internationally designated sites other than in the most exceptional circumstances.

- c) Include appropriate measures to manage construction impacts by demonstrating how existing wildlife habitats supporting protected or priority species will be retained, safeguarded and managed during construction; ...”

3 Local Considerations and Challenges

- 3.1 This section outlines the local context of the site, including the considerations and challenges that developing this site will entail.

The Development

- 3.2 The scheme comprises the redevelopment of an existing structure which includes planning permission for conversion into residential use, as a replacement dwelling unit.
- 3.3 No changes to the wider site access arrangements are proposed as part of the scheme, as this access is shared with other parts of the wider site. The wider site access is located over 200 metres to the west of the development site.
- 3.4 The site master plans are contained at **Appendix B**.

Local Access

- 3.5 This main vehicular access is circa 15 metres wide where it meets Hitchwood Lane, narrowing to circa 6 metres as the road passes through an existing gate. The access road then maintains this width for approximately 190 metres where it opens up and connects to the existing dwelling and the proposed development.
- 3.6 Pedestrian access is also taken from the same wider site access. The low traffic volumes permit the safe sharing of this path.
- 3.7 The development site is bound to the north, west, and east by undeveloped land, whereas a further dwelling is present to the south of the development site. This latter dwelling is set outside the development site.
- 3.8 The wider site is located to the east of the village of Preston, Hitchin, in Hertfordshire, to the west of Hitchwood Lane, from where the wider site gains access.
- 3.9 The junction of Hitchwood Lane with School Lane and St Albans Highway is present circa 150 metres to the north of the wider site access.
- 3.10 A location plan is contained at **Appendix A**.
- 3.11 School Lane forms the main road through the village of Preston. To the south, Hitchwood Lane offers access to a variety of villages, including Easthall, St Pauls Walden and Rush Green, whereas St Albans Highway runs north towards Hitchin, via the hamlets of St Ippolyts and Gosmore.
- 3.12 Vehicular traffic speeds within the area are unrestricted, or restricted to the national speed limit of single carriageways, i.e. to 60 miles per hour.
- 3.13 The site is therefore set within an area where traffic is mostly uncontrolled, apart from the limited width of the same carriageways. However local considerations, such as the routing of traffic through nearby built-up areas and other local traffic restrictions apply.
- 3.14 The local area of Poynders End and Preston is mostly accessible via the A1(M) and the A602 major local routes, located to the north of the site. These roads provide quick access

to the north, west and east of the site, including Hitchin, Luton, and Stevenage respectively. Access to Greater London, located to the south of the site is also quickest via the A1(M) route. The rural road classified as the B556 provides a secondary, southbound route towards Welwyn Garden City and nearby rural areas.

Local Considerations

- 3.15 Heavy Goods Vehicle ('HGV') movements will only occur during periods when construction noise is permitted within the village (which most likely will be between 08:00 and 18:00 on weekdays, as well as between 08:00 and 13:00 on Saturdays, only. The local working time limitations can be updated in due course by NHDC and is most likely also related to the school times operated at nearby sensitive sites.
- 3.16 Construction deliveries will also be minimised during network peak travel hours (08:00 to 09:00 in the morning and 17:00 to 18:00 in the afternoon), to avoid having construction traffic meeting general traffic along the rural roads around the site.
- 3.17 Deliveries to the site will be timed so that HGV movements at the site do not occur outside of these hours, as much as possible.
- 3.18 It is not expected that the scheme will generate a significant number of construction deliveries, as the development constitutes a single dwelling.
- 3.19 All the deliveries will also operate on a managed booking schedule, which will be managed by the site manager on site. It is expected that these deliveries will be very low in number.

Public Transport – Bus and Rail

- 3.20 The nearest pair of bus stops are available in the village of Preston, as well as along the route into the site from the north. As such, there may be instances where construction traffic meets a local bus approaching in the opposite direction.
- 3.21 These bus stops offer access to the 88 bus route that runs east to west between Luton and Hitchin. The route operates 6 services in each direction throughout the day Monday to Friday, with 4 services in each direction running throughout the day on Saturday. As such, the chance of a construction vehicle meeting a bus remains low.
- 3.22 Whilst the percentage of construction staff using the bus to get to the site is expected to be low, it remains an option worth advertising to staff by Site Management.
- 3.23 Hitchin Rail Station is located approximately 5 kilometres north of the site. The station is situated on the East Coast Main Line and provides frequent direct access to a host of local and regional destinations, including services to London King's Cross, Brighton, Horsham, Peterborough, Letchworth Garden City, and Cambridge.

Active Travel – Walking and Cycling

- 3.24 A (permissive) footpath (Preston 2) runs along the northern boundary of the site, albeit this does not route through the site itself, and construction traffic within the site does not create any impact to pedestrians along this part of route, as all activity is proposed to the south of this area.

- 3.25 Footpath Preston 2 terminates near the junction of Hitchwood Lane with School Lane and St Albans Highway, to the north of the site.
- 3.26 Naturally, users of the footpath would be slightly impacted by the small number of additional construction traffic trips routing on Hitchwood Lane, which is already part of the highway, and therefore subject to all types of road traffic.
- 3.27 There are no formal or informal crossing points along Hitchwood Lane, within the vicinity of the site, although the footpath does offer access to other routes that allow users to access the village.
- 3.28 The towns of Hitchin and Stevenage can be accessed within a 25-minute and 30-minute cycle respectively using a variety of roads and Bridleways. It is accepted that cycling on rural roads may be challenging for most people, due to unrestricted speed limits.

Construction Staff Access

- 3.29 All vehicular access during the construction phase will be undertaken via the wider site access, off Hitchwood Lane.
- 3.30 Where car or van journeys do occur, construction workers would be instructed to use formal car parks within the site. Parking on site will be managed by the main Works Contractor, within dedicated operational vehicle areas and staff parking areas. Construction staff will be ordered not to park on the public highway, and plenty of space remains available within the site for parking, which are significantly closer to the construction areas.
- 3.31 It would be expected that there would be high rates of car-sharing, as is common in the construction industry. Any construction workers travelling to and from the site by private car or van will do so most likely outside of the network peak hours (which are between 08:00 and 09:00 as well as between 17:00 and 18:00).
- 3.32 Measures to promote sustainable transport use among construction workers are discussed in Chapter 6 of this report.

Other Considerations - Public Relations

- 3.33 A Site Manager will be available on site. They will ensure that the residents are informed of progress and predicted timeframes. The Site Manager will mitigate and resolve any issues that may arise between the community and the development process. This CMS acts an initial strategy for mitigating potential issues.
- 3.34 Contact details for the Site Manager will be displayed on the site hoardings to facilitate communication. Any difficulties encountered or complaints received will be logged through use of a 24-hour manned telephone line and actioned accordingly.
- 3.35 Regular community meetings are proposed to be organised by the Site Manager, which would deal with potential issues such as construction vehicle congestion.

4 Construction Programme

- 4.1 As a Works Contractor has not yet been appointed, a preliminary construction programme is not yet available. The following sections therefore explain the expected construction work, understood to be required within each phase of work.
- 4.2 During the 'Site setup and demolition' phase to the 'Fit-out, testing and commissioning' phase, materials, and equipment will be securely stored within the site.

Site Setup and Preliminary Phase

- 4.3 Due to the rural nature of the site, it is expected that the work area boundary will be hoarded off for the duration of the demolition and the construction work phases. Works will be managed within the site, and construction vehicles will be able to drive in and out of the site in forward gear.
- 4.4 Site setup will comprise the installation of site boundary hoardings, and the formation of an informal spaces for vehicle stopping areas.
- 4.5 Welfare facilities and storage areas will also be set up within a central location on site during this phase.

Demolition Phase

- 4.6 Once the site setup and preliminary phase is completed, demolition and site clearance works will commence by the selected Works Contractor.
- 4.7 In this phase, construction vehicles, such as a tipper vehicle, will be able to enter the site in forward gear, and park within to be loaded directly with demolition waste. After turning within the site, construction vehicles will leave the site again in forward gear.

Sub-Structure Excavation and Piling

- 4.8 It is understood that no major excavation or basement work will be required on site, apart for the introduction of new footings.
- 4.9 It is assumed at this preliminary stage that piling work may also be required. The quantum of trips generated by the introduction of these structural elements will therefore be limited.

Super-Structure

- 4.10 The structure, where possible will be constructed from traditional block and brick construction, which will be brought to site by lorry and unloaded in the designated loading area.
- 4.11 The rural nature of the site will require an element of on-site storage, to reduce trips for unplanned work which may be required.

Façade and Cladding

- 4.12 The façade contractor will be instructed to design the façade to be delivered and installed in consolidated loads, reducing the number of deliveries required.

Fit-Out, Testing, and Commissioning

- 4.13 This sub-contractor will, where possible, consider utilising Design for Manufacture and Assembly ('DfMA') principles with components manufactured and amalgamated off site, allowing quick installation, reduced time required on site and the number of deliveries.

5 Vehicle Routing and Site Access

- 5.1 The following section reviews site access and egress, as well as construction vehicle routing arrangements.

Context Maps

- 5.2 The following maps show the area around the development site:
- **Appendix C** shows vehicle routing to the site taking account of local constraints; and
 - **Appendix D** shows a site boundary plan.
- 5.3 Access in and out of the site will therefore be strictly managed by the Works Contractor to limit the impacts on the neighbouring areas.

Vehicle Routing

- 5.4 The site lies to the east of the village of Preston, which construction traffic should avoid routing through at all times, both due to the narrow nature of rural lanes and the occasional residential use of these same streets (which is incompatible with construction traffic), as well as other rural lanes, some of which are less than 4.1 metres wide.
- 5.5 Due to the narrow nature of the local highway, it is proposed to use smaller HGVs, typically up to 8 or 9 metres in length to serve the site, albeit it is worth noting that being a public highway, all types of road-legal heavy vehicles are currently permitted to access the site.
- 5.6 The largest vehicles accessing the site will therefore be a small tipper or a flatbed vehicle.
- 5.7 Suppliers will be made aware of this requirement, when any materials or equipment is being ordered to be delivered to the site.
- 5.8 It is noted in Section 7 below that the number of daily servicing trips to complete the single dwelling is expected to be very low, with a maximum of two HGV visits per day during peak periods of construction. As such, it is considered that any off-site traffic management would be completely unnecessary, given that this level of trips is well within the daily variation of trips levels outside the site.
- 5.9 The use of temporary passing places and traffic marshal escorts are not considered to be necessary in this case. Similarly, no Temporary Traffic Regulation Order ('TTRO') is being proposed to be adopted.
- 5.10 In any case, HGV drivers will be made aware of existing narrow roads, and will be advised to use smaller vehicles where possible, and drivers to give way to any oncoming traffic when accessing or leaving the site via narrow roads.
- 5.11 Should any oncoming traffic be noted approaching, HGV drivers will wait in a wider area of the highway, allowing enough space for the oncoming traffic to go through, and allow smaller vehicles to manoeuvre through, whilst they wait.
- 5.12 Construction traffic will access the site via the wider site access, off Hitchwood Lane.

- 5.13 All construction traffic is therefore expected to route via the Strategic Road Network ('SRN'), to the east of the site, when approaching the site, with the closest section of this being Junction 8 of the A1(M), also known as Corey's Mill Interchange. This junction is set immediately to the north-west of Stevenage and links the A1(M) with the A602 and other local roads.
- 5.14 Considering the proximity of the A602 to the north of the site, the most direct site access and egress routes into and out of the site, are as follows:
- Approach from all directions – via A1(M), turning into west onto the A602, prior to turning left (southbound) off the A602 at the roundabout of this road (known locally as Stevenage Road) with the B656 London Road, A602 Park Way, B656 Hitchin Hill, and Gosmore Road; continue circa 2.6 kilometres on B656 prior to turning right (west) onto Little Almshoe Road towards Preston and Poynders End; continue left (south) onto St Albans Highway and then Hitchwood Lane until reaching the site access, from where the construction site can be accessed via a left turn; or
 - Egress from the site to all directions – similar routes as explained above, but in reverse.
- 5.15 Suppliers and staff will be made aware of these construction traffic routes in advance of arriving by vehicle.
- 5.16 In any case, large vehicles visiting the site will always be scheduled to arrive at least 1 hour apart, with suppliers being informed when the site is clear to take a delivery, whenever a vehicular visit is expected at the site.

Construction Traffic Access

- 5.17 It is proposed that, in order to gain access to the site, all construction traffic will enter the site via the wider site access point on Hitchwood Lane.
- 5.18 The construction site will therefore be served by rigid construction vehicles, typically up to 12m in length, albeit it would be expected that most vehicles would be smaller than this.
- 5.19 There is sufficient hardstanding space within the site area in which to house HGVs for loading and unloading during all the phases of the work. Vehicles will also be able to turn within the site, ensuring that access and egress is completed by all vehicles in a forward gear.
- 5.20 Should any large vehicles be required to access the site, special arrangements shall be made by the Works Contractor with HCC. At this stage, it is not envisioned that vehicles larger than a 12-metre rigid lorry will need to enter the site.
- 5.21 Swept Path Analysis showing the largest construction vehicles accessing the site, including the junctions beyond the A602 are contained at **Appendix E**.
- 5.22 A condition survey of the construction route between the A602 and the site will be undertaken prior to the start of the construction works on site, and again at the end of the works. Any damage to the carriageway or the footway would be reinstated following the construction phase, as part of the works related with the development. Considering the limited number of construction trips, this is considered to be unlikely.

- 5.23 The Site Manager (or their appointee) will be present on site at all operational times (i.e. weekdays between 08:00 and 18:00, and on Saturdays between 08:00 and 13:00), and will log vehicles accessing and leaving the site. Construction vehicles will therefore enter the wider site in forward gear, and be loaded or unloaded within.
- 5.24 Signage alerting cyclists and drivers of the construction works will also be set on the carriageway edge on either side of the site approach.

The Construction Site

- 5.25 The arrangement of the Construction Site will be decided upon by the main Works Contractor. However, a preliminary arrangement is proposed within this document for early discussion.
- 5.26 This preliminary proposal is shown within the Site Boundary Plan, contained at **Appendix D**.
- 5.27 As the Works Contractor is not yet appointed, it is possible that the particular vehicles used for site deliveries and removals could vary in size, but these details are yet to be defined. Therefore, if this is required, this part of the CMS will be updated once the contractor is confirmed.
- 5.28 Hoarding around the works area will be set up prior as part of the Site Setup phase, controlling access into and egress from the site.
- 5.29 A Site Boundary Plan showing the proposed arrangement of the site area, is contained at **Appendix D**.

6 Strategies to Reduce Impacts

6.1 This section identifies mitigation strategies for potential negative highways impacts of construction traffic with respect to:

- enhance the safety of and protect vulnerable road users; and
- increase the efficiency of construction traffic movements, and reduce congestion, particularly during the peak periods.

Noise, Vibration, and Dust Impacts

6.2 A strategy will be prepared by the appointed Contractor to minimise potential impact by the scheme on neighbouring areas.

6.3 Noise and Vibration control measures shall include:

- plant which is considered to introduce the risk of potential noise effects to be limited to working between 08:30 and 17:00, and on weekends, permitted between 09.00 and 13.00 (or in line with approved working hours, discussed above);
- breaker usage to be limited to only where necessary; where practicable concrete slabs to be cut, drilled, and burst;
- all fixed plant is to be kept within the demise of the site, in order to reduce potential effects on neighbouring landscape and is to be acoustically enclosed, where possible;
- if required, hoarding is to be installed around the site boundary to minimise noise emitted when loading;
- structural elements, such as rebar (steel reinforcement for concrete), or any other materials, will be cut to the required lengths prior to site delivery to minimise any necessary site trimming and subject to site conditions and requirements;
- hydraulic or pneumatic shears will be used in preference to angle grinders when trimming rebar where practicable; and
- all HGV movements associated with the worksite will only take place during normal working hours, unless otherwise agreed and approved by the LPA.

6.4 Dust Control measures include:

- skips to be covered when not in use;
- cutting equipment to be used with water suppressant, and/or a suitable extraction system;
- no burning of waste wood or other materials shall be carried out on site;
- the stockpiling of dust generating materials on site will be undertaken within skips, as well as covered when not in use, and minimised as much as possible;
- immediate clean-up of spillages of dusty materials in place;
- wet brushing techniques will be used for cleaning;
- all mobile vehicles should comply with the local environmental standards;

- no vehicle idling (unless required for the vehicle's operation, e.g. concrete wagon); and
- use of mains or battery powered plant where practicable.

Measures Influencing Construction Vehicles and Deliveries

- 6.5 The Applicant will report any incidents to the Construction Site Manager, as part of the works monitoring processes.
- 6.6 The Applicant will communicate the designated routes that have been outlined in Section 5 above to all potential contractors and sub-contractors, explaining the importance of adherence to these prior to deliveries commencing. Contractors will be required to ensure vehicles visiting the site can comply with these routes.
- 6.7 The choice of the final contractor will be made, with preference towards the most local, which will limit the travel time to ensure remains punctual. This will also reduce the total number of delivery vehicles required to attend the site. Although, if HGV movements are identified as a particular problem, scheduling of deliveries can be altered.
- 6.8 Construction vehicles will not be allowed to wait on adjoining roads, and no designated hold off area is being organised for the site. Instead, initial smart scheduling to avoid overlaps of deliveries will be used. Communication between personnel at the site, and drivers will ensure deliveries do not overlap unfavourably and that occur 'just in time.'
- 6.9 The Site Manager (or their appointee) will be stationed at the interfaces of the construction site when HGVs are accessing or egressing from the site to ensure the safety of all road users.

Measures to Encourage Sustainable Freight

- 6.10 There are no navigable waterways or rail freight centres near to the site, preventing the possibility of freight delivery by water or rail.

Material Procurement Measures

- 6.11 Contractors will be instructed to utilise DfMA principles when procuring materials. This will reduce the requirement for deliveries to site and total time on site for the construction. The responses of potential contractors to these requests can be considered when selecting contractors to use, to limit potential impacts.
- 6.12 Contractors will be encouraged to consider planning for reuse of materials when procuring and scheduling construction. For instance, piles removed during foundation excavation can be reused for substructure works, and soil or earth removed can be used for landscaping purposes later. This means materials can be provided at a negative cost, i.e., through saving on waste collection and processing costs. Any waste or hazardous waste will be stored appropriately and removed by suitably certified waste carriers.
- 6.13 Smart procurement through planning the procurement of materials as early as possible in the construction planning process will be suggested to potential contractors. The benefits of reduced HGV movements and faster construction will be communicated.

Material and Plant Storage

- 6.14 All demolition and construction materials, as well as any plant being retained on site, will be securely stored.
- 6.15 Material and plant pollution impacts will be managed in accordance with best practices.
- 6.16 Any demolition materials are to be deposited directly within skips placed within the site boundary, or within awaiting tipper vehicles, parked within the site. Any brickwork and concrete demolition material awaiting transportation from the site will be watered regularly to reduce airborne dust pollution.
- 6.17 Construction traffic monitoring will be required throughout the course of the construction scheme.
- 6.18 The appointed Works Contractor will manage site storage areas, updating this CMS as part of their site management procedures.

Site Enclosure and Access

- 6.19 Security hoardings will be placed along the frontage of the premises, positioned fully within the site boundary.
- 6.20 Hoarding along the works site frontage, will be installed within the site, providing site security and protecting any passers-by from and site impacts.
- 6.21 The extent of this hoarding is shown within the Boundary Plan, contained at **Appendix D**.
- 6.22 Information on site management and licensing conditions are to be included at the wider site access, informing passers-by of contact details and essential licensing information for the scheme. Contact details for the Site Manager and emergency contact information will also be displayed.
- 6.23 This information will aid the ability of the residents and other members of the public to communicate with and understand the development process, improving community engagement and reducing potential conflict.
- 6.24 Any dust or debris falling outside the site will be cleaned as quickly as possible, and at least on a once daily basis.
- 6.25 The gate into the site will be securely locked at the end of each working day. Further details on the management of the site access are also stated above within this document.
- 6.26 A log of all vehicles entering and leaving the site will be retained as part of the full CMS process by the Site Manager (or their appointee).
- 6.27 Access to and egress from the site will be made only via the routes stated above.

Wheel Washing Stations

- 6.28 Wheel wash stations will be installed near the access point into the construction site, to clean up the vehicle wheels prior to the vehicle proceeding towards the site exit.
- 6.29 This station is shown on the Site Boundary Plan, contained at **Appendix D**.

- 6.30 The station will comprise of a hard standing area with a power-wash system and scrubbing tools installed nearby. The system is to be operated by a site operative, who will clean the vehicle and its wheels from any detritus.
- 6.31 The hard-standing area will be bunded and drained at its lowest points, with the resulting captured and collected through a temporary appropriate drain network linking into the construction site.
- 6.32 It will not be acceptable to drain any slurry overspill out of the development site access into the remain areas of the wider site, or especially onto the public highway during this cleaning process (albeit this is located over 200 metres away from this area).
- 6.33 All site traffic will be required to slowly drive into and out of the wheel wash area, and wait for the vehicle to drain after cleaning, prior to proceeding towards the site egress point.
- 6.34 The Site Manager (or their appointee) will ensure all wheels are deemed to be appropriately clean before setting off, making use of washing facilities, if necessary, to prevent detritus building up on the highway or footway.
- 6.35 Site operatives will also be responsible for ensuring surfaces in the vicinity of the access remain clean.
- 6.36 Roads used for construction traffic routing will be regularly inspected for any deposits of soil or other debris by construction vehicles. If required, roads will be cleaned by mechanical sweepers, or manually by traffic marshals.
- 6.37 Any off-site cleaning is to be undertaken in a timely manner, and whenever reasonably requested by the HCC officers.

Other Site Measures

- 6.38 Where travel by personal vehicle is necessary, car or van sharing will be encouraged, which is normal practice among construction workers. Further, most construction personnel will arrive and depart from the site outside of traditional network peak hours.
- 6.39 Regardless, traffic associated with the construction will be monitored by the Works Contractor's appointed Site Manager. Should evidence of negative transport impact arise, the Site Manager will liaise with HCC to agree any necessary mitigation measures.
- 6.40 Access for the emergency services on Hitchwood Lane will not be impeded at any time.
- 6.41 The implementation, monitoring, and any necessary review of this CMS will be the responsibility of the appointed Works Contractor.
- 6.42 Any complaints, including comments made to the Site Manager, specifically about the works should be directed to the appointed Works Contractor and their Site Manager. Their contact details will remain available at the main construction site access point for the duration of the works.

7 Estimated Vehicle Movements

- 7.1 It would generally be expected that the number of construction vehicle trips for such the construction of this single dwelling are expected to be very low.
- 7.2 It is also worth adding that the number of servicing vehicle visits to the site, covering the work under NHDC planning consent 24/02882/FP is expected to be low in number.

Construction Trip Assumptions

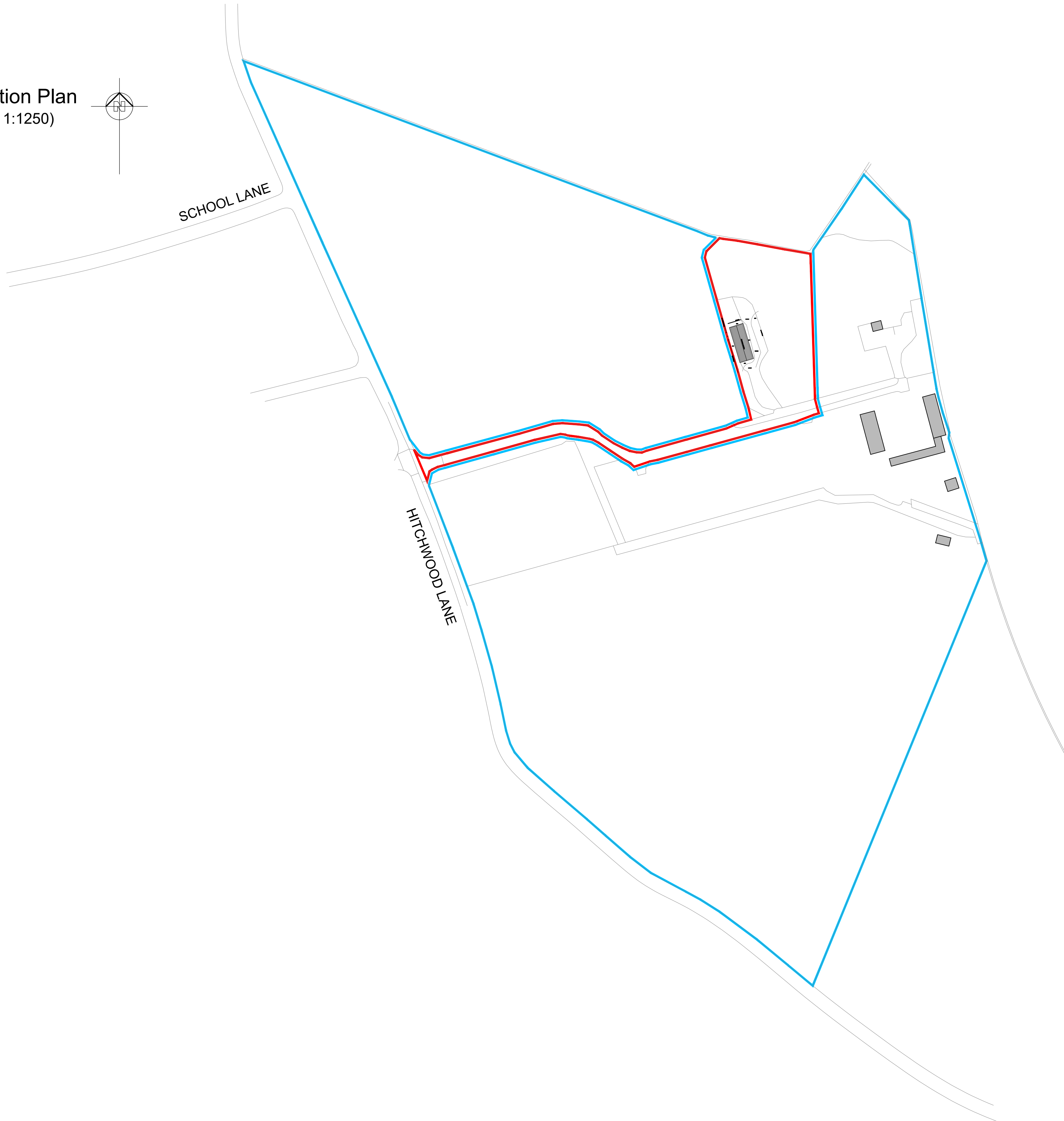
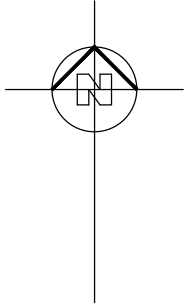
- 7.3 The number of construction vehicle trips were therefore discussed with the Works Contractor selected for the scheme. A summary of the trips is set out below:
- LGVs – these are less common in the early stages of the build, but increase during the second fix stages, when there are more trades on site:
 - most small deliveries and trips to the merchants will make up the majority of the construction visits to and from the site;
 - typically, these will generate 2 to 3 site visits per week;
 - this includes some finishing and furnishing deliveries;
 - HGVs including large rigid vehicles (typically 2- or 3-axle lorries) - no articulated vehicles are planned to visit site; the nature of the site and the volumes of materials needed, make these unnecessary; rigid lorries however are unavoidable, as these used by the majority of suppliers:
 - highest volumes of HGVs will be at the start of the works with muck lorries and aggregate deliveries say 8 to 10 visits per week (1 to 2 visits per day) in the first 6 weeks; this includes around 3 to 4 muck away visits, and 2 concrete lorries will be needed for foundations in second or third week;
 - these then drop down to 1 or 2 visits per week (0 to 1 visits per day) for the rest of the programme; to include:
 - block and beam and masonry deliveries;
 - roof truss timbers and roofing materials;
 - some plasterboard and 2nd fit item deliveries; and
 - scaffolders would only make up 2 to 3 visits in total.
- 7.4 On this basis, we can therefore expect up to 2 HGV deliveries per day in the first 6 weeks, followed by up to 2 per week in the following stages.
- 7.5 Up to 3 smaller LGV visits per week would be expected in the latter phases.
- 7.6 This level of trip generation is considered to completely insignificant on the local highway network, and well within the daily variation of local trips.
- 7.7 The full discussion is contained in **Appendix F**.

Appendices

Appendix: A - Location Plan
Appendix: B - Approved Plans
Appendix: C - Routing Map
Appendix: D - Construction Site Boundary Plan
Appendix: E - Swept Path Analysis
Appendix: F - Works Contractor Trip Discussion

Appendix: A - Location Plan

Location Plan
(Scale 1:1250)



NOTES:

Do Not Scale. (scaling permitted for planning purposes)

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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Rev	Date	Description
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- Key**
- Site Location
 - Land in Same Ownership



PLANNING

Project Title

Highwood
Hitchwood Lane
Hitchin
SG4 7RY

Drawing Description

Existing Drawings
Location Plan

Scale	Drawn by
1:1250 @ A1	
Date	Checked by
Apr 2024	

CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060
2 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102
4th Floor, 99 Charterhouse Street London EC1M 6HR	0203 597 6112

CANTERBURY	LONDON	HARPENDEN
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Drawing Number	Revision
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30757A_01_101

Appendix: B - Approved Plans

NOTES:

Do Not Scale. (scaling permitted for planning purposes)

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

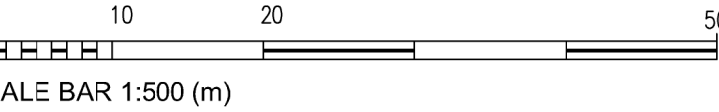
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For all specialist work, see relevant drawings.

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Rev	Date	Description
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- Key
- Site Location
 - Land in Same Ownership



PLANNING

Project Title

Highwood
Hitchwood Lane
Hitchin
SG4 7RY

Drawing Description

Proposed Drawings
Site Plan At 1/500

Scale	Drawn by
1:500 @ A1	
Date	Checked by
Apr 2024	

CLAGUE ARCHITECTS

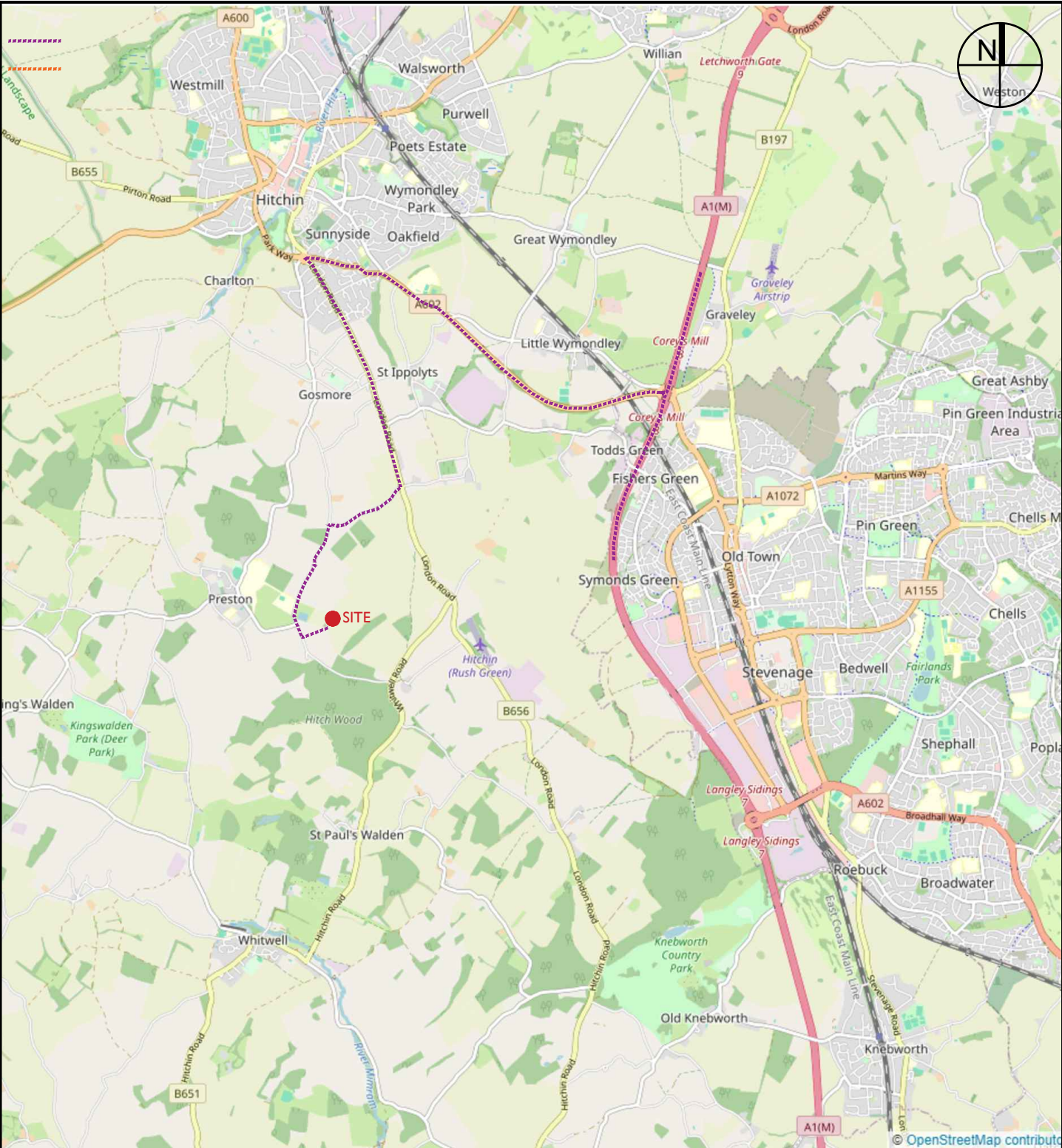
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CANTERBURY	LONDON	HARPENDEN
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Drawing Number	Revision
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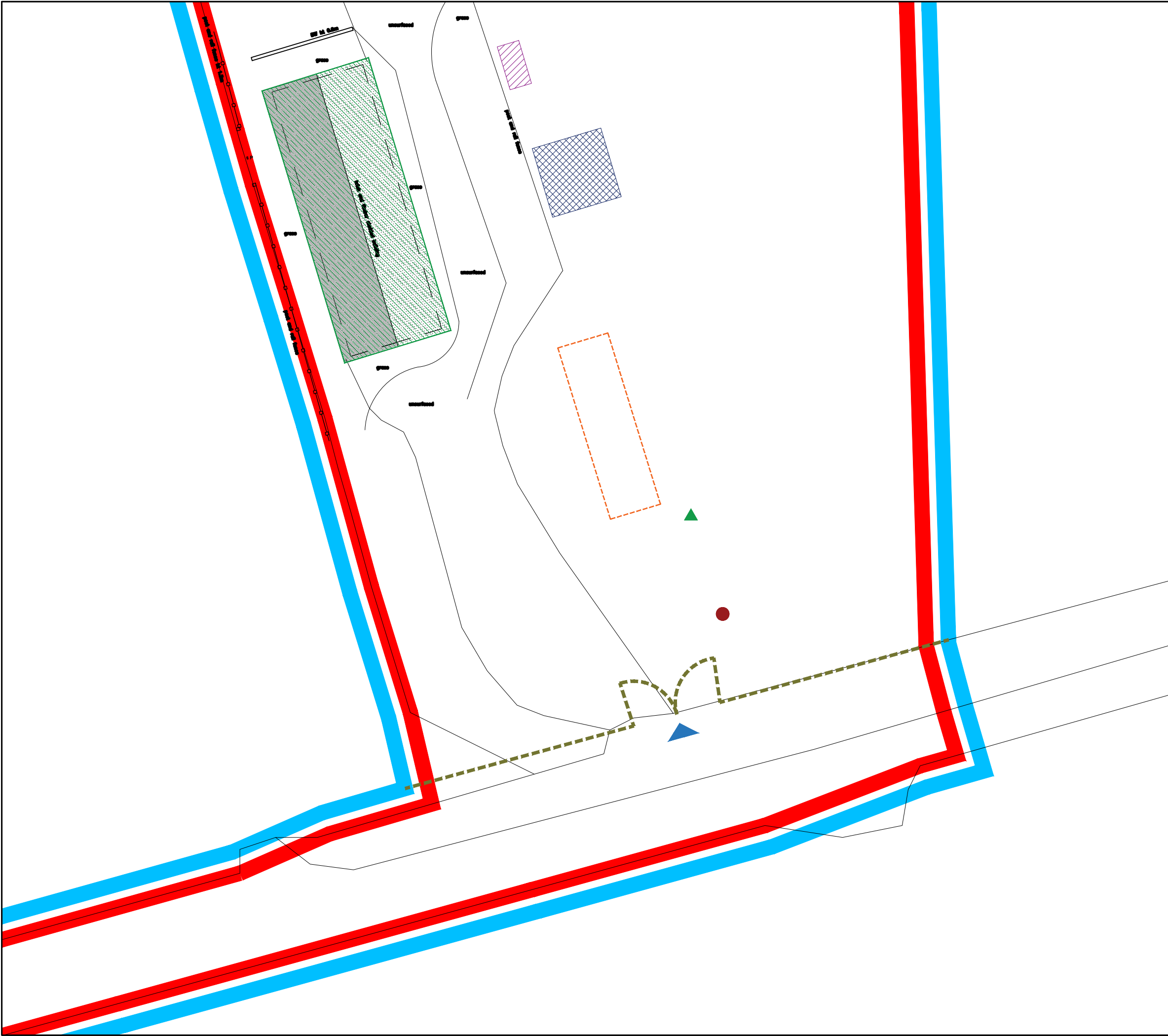
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Appendix: C - Routing Map



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ARCHITECT:		SCALE @ A3: NTS		DESIGN-DRAWN: JM		DATE: 03/03/2026	
CLAGUE ARCHITECTS		PROJECT No: 6593		DRAWING No: SK01 Rev A			

Appendix: D - Construction Site Boundary Plan



KEY:

DEVELOPMENT SITE

UNDEVELOPED PART OF WIDER SITE

SITE HOARDING

WELFARE AREA

STORAGE AREA

NEW STRUCTURES

DEVELOPMENT SITE ACCESS

SERVICING VEHICLE POSITION

TRAFFIC MARSHAL

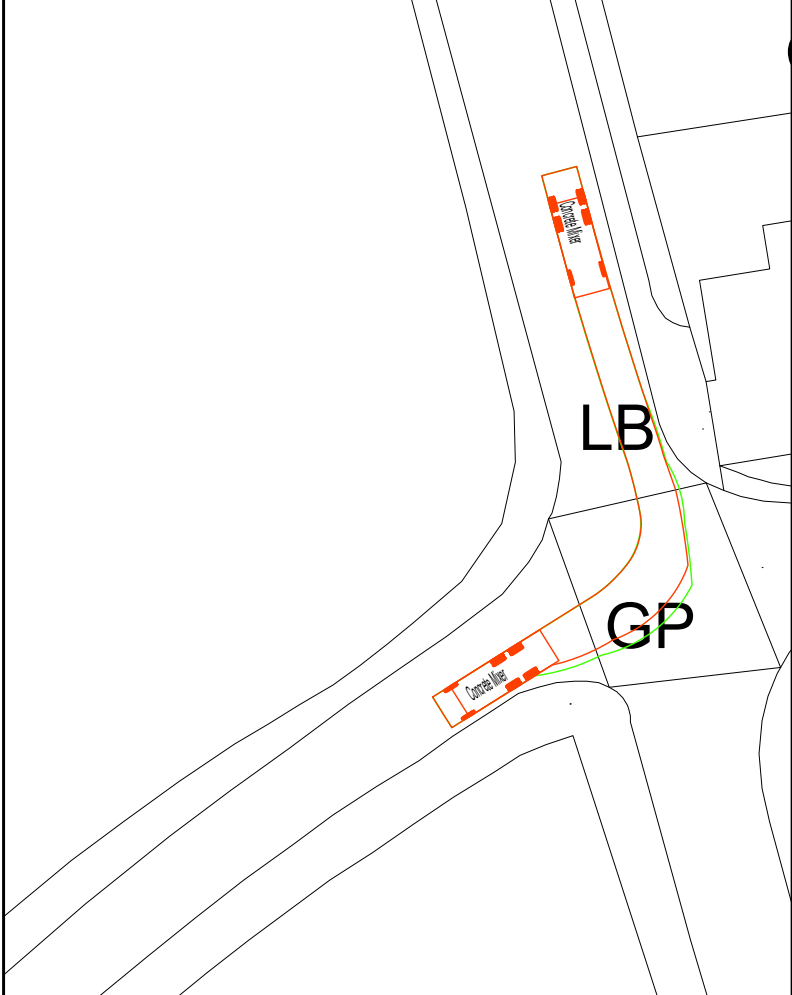
WHEELWASH FACILITY

N

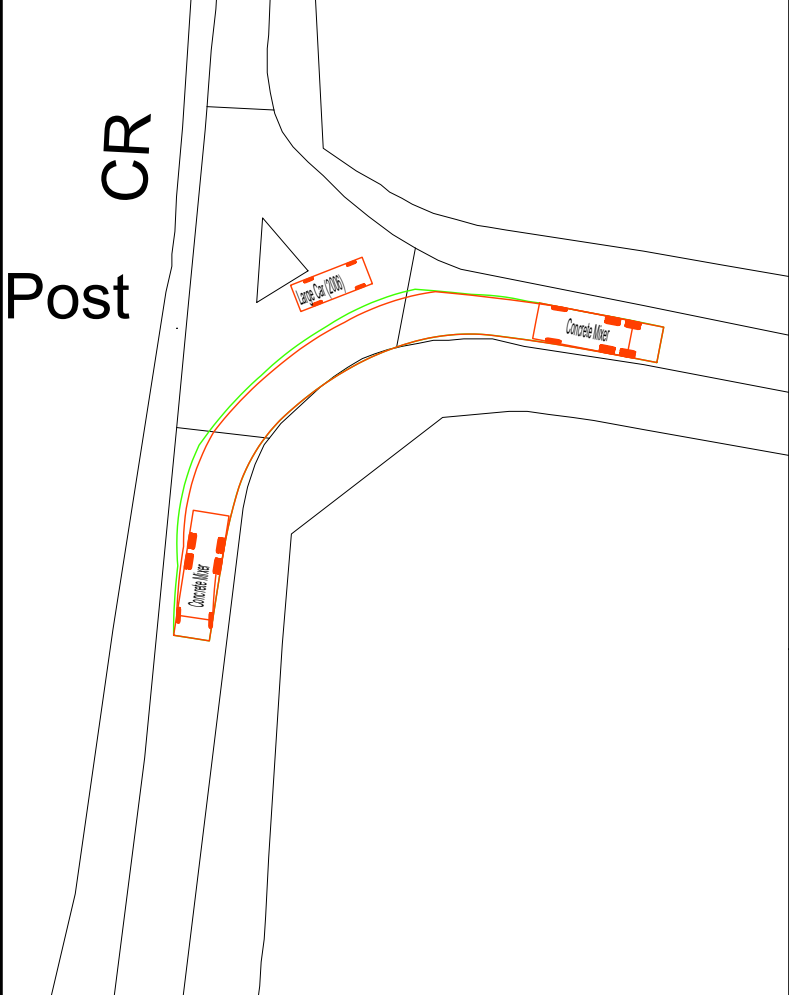
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PROJECT:					
HITCHWOOD LANE, PRESTON, HITCHIN					
TITLE:					
SITE BOUNDARY PLAN					
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PROJECT No: 6593			DRAWING No: SK02		

Appendix: E - Swept Path Analysis

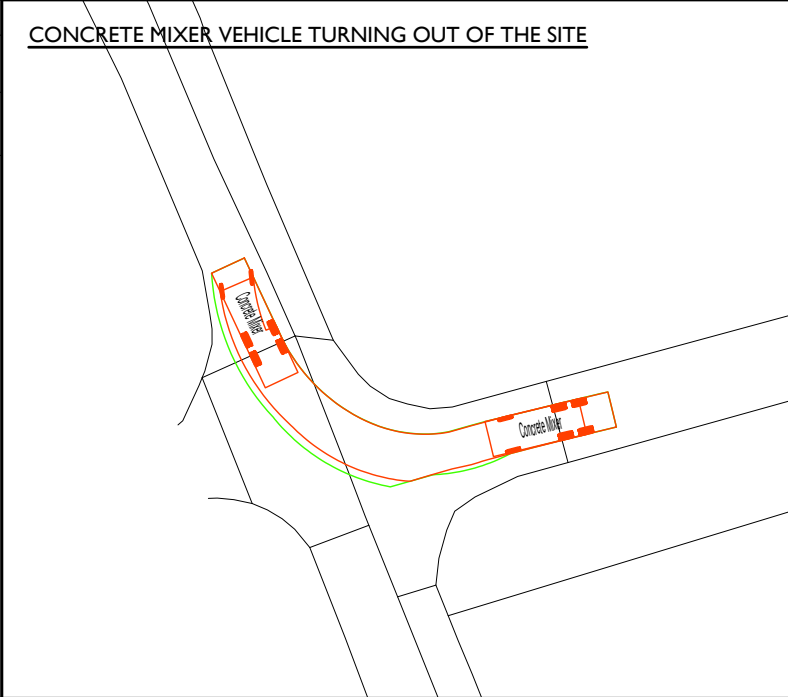
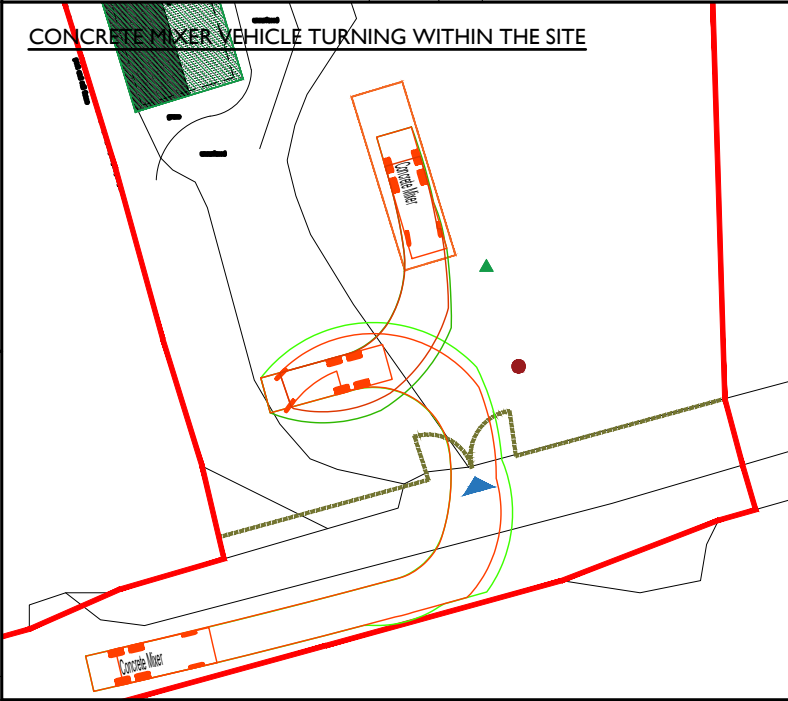
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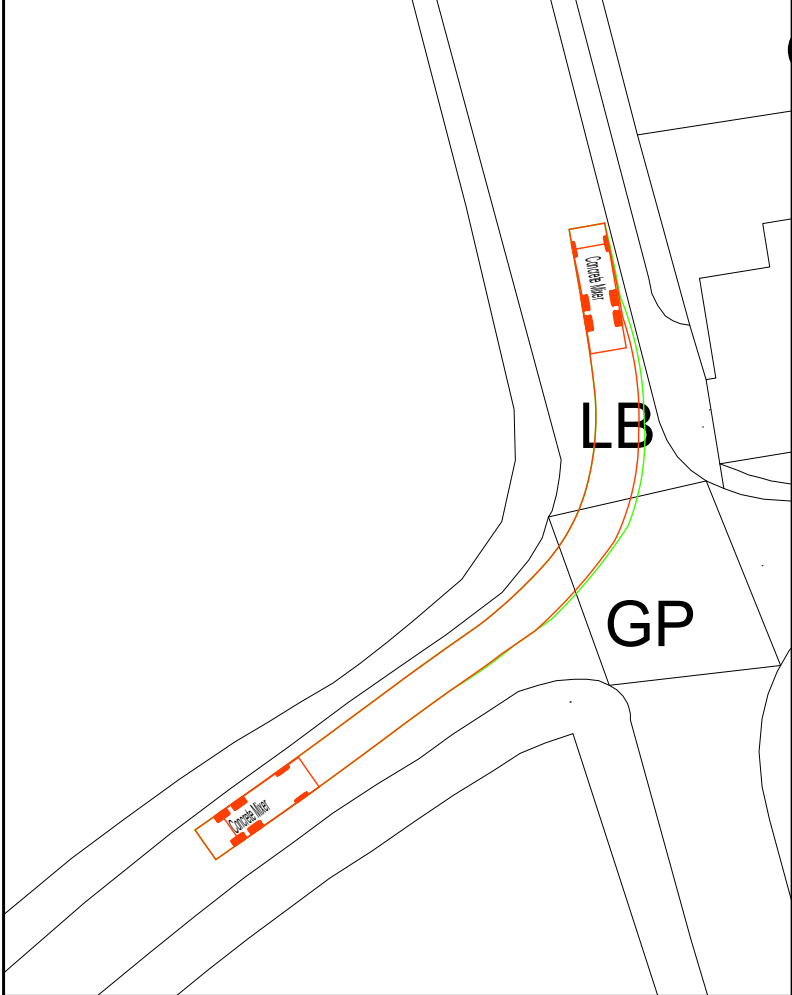
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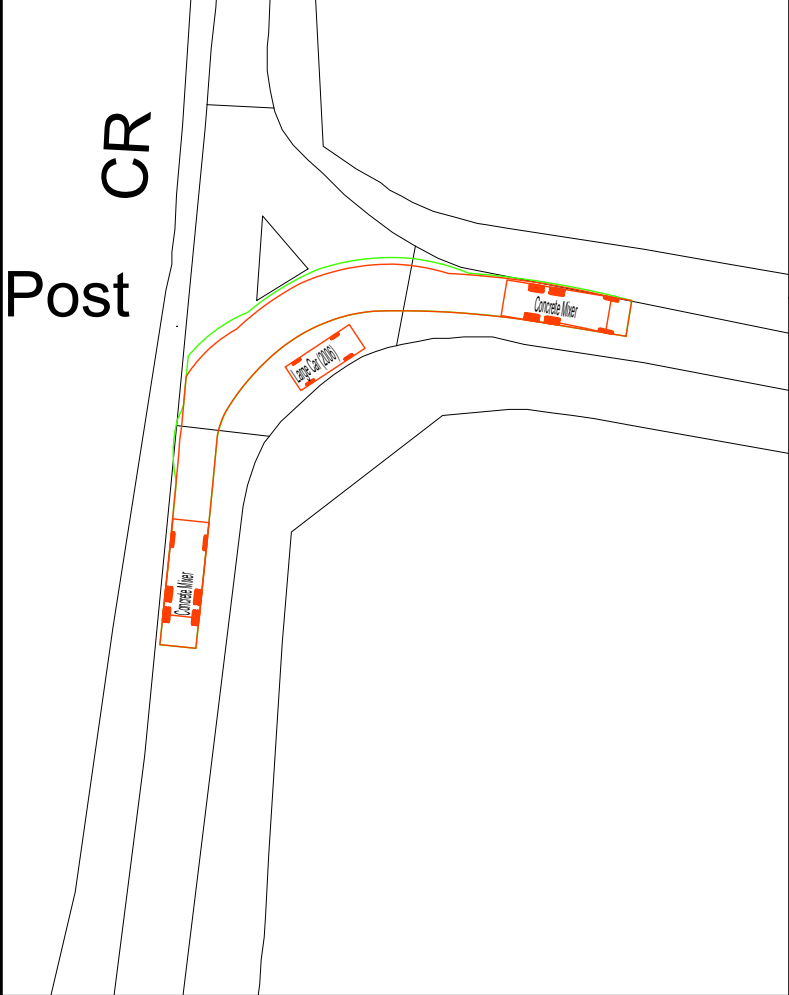
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CONCRETE MIXER VEHICLE TURNING OUT OF LITTLE ALMSHOE ROAD



CONCRETE MIXER VEHICLE TURNING OUT OF ST ALBANS HIGHWAY

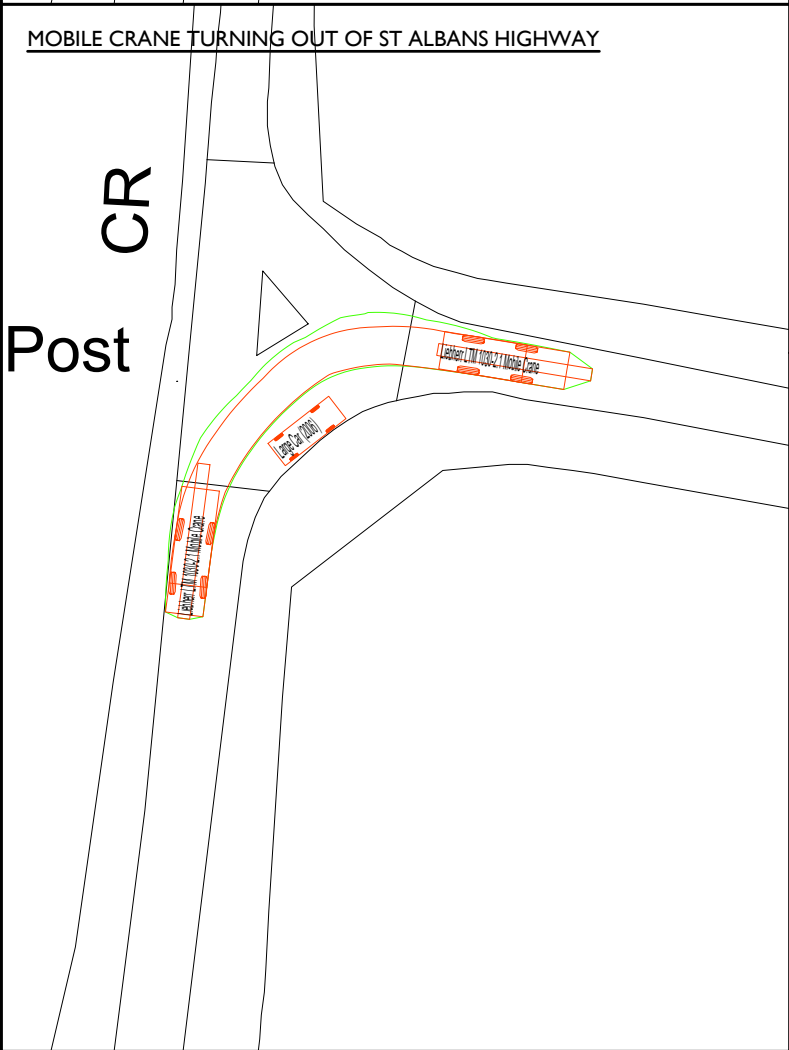
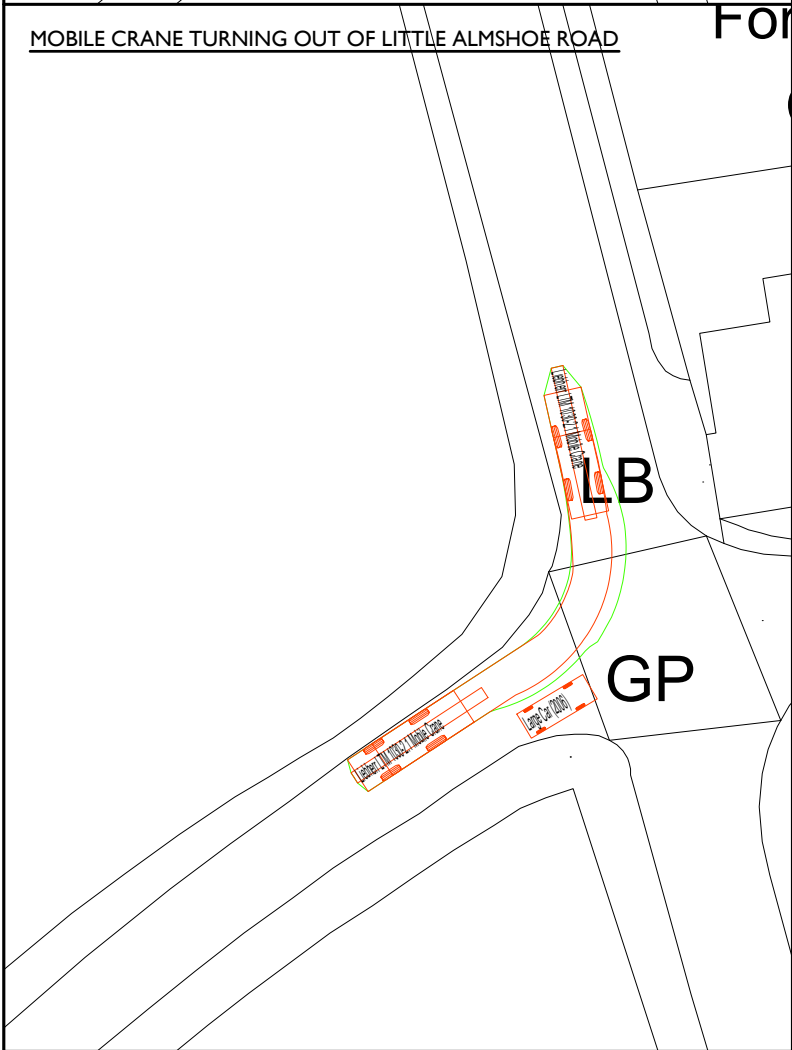
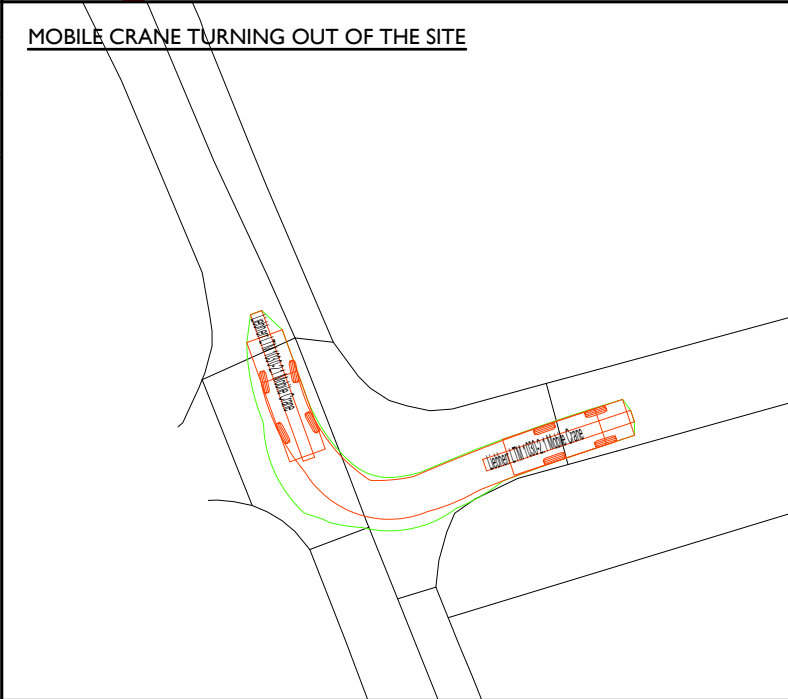
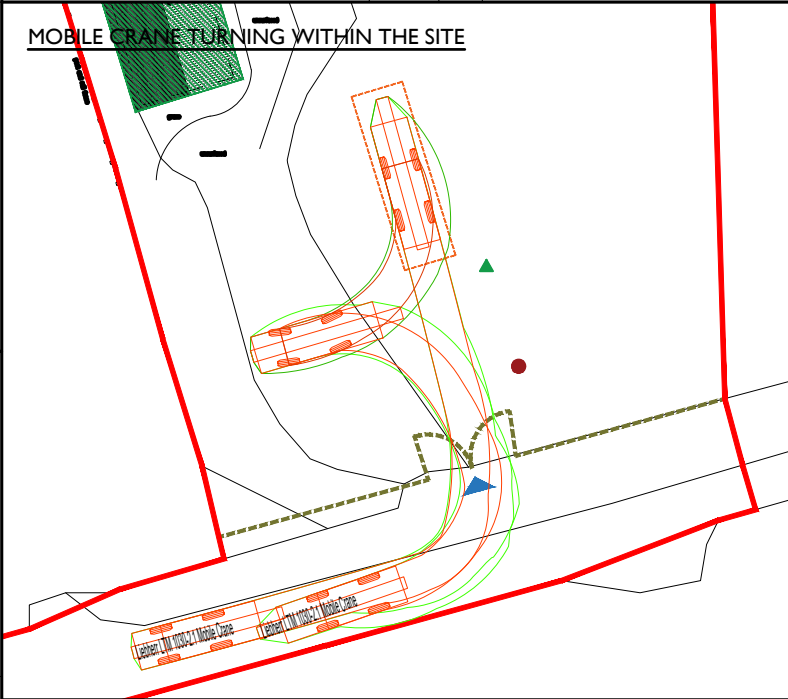
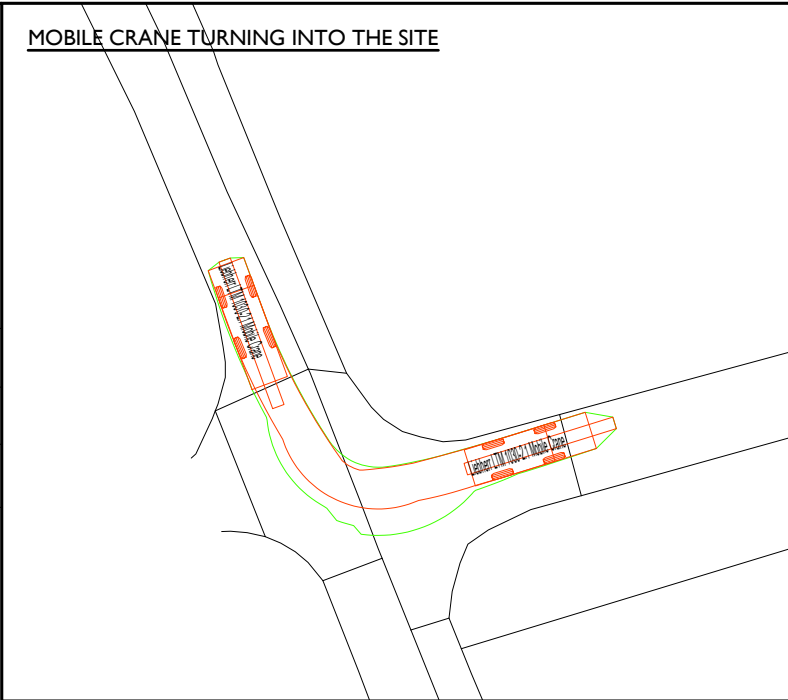
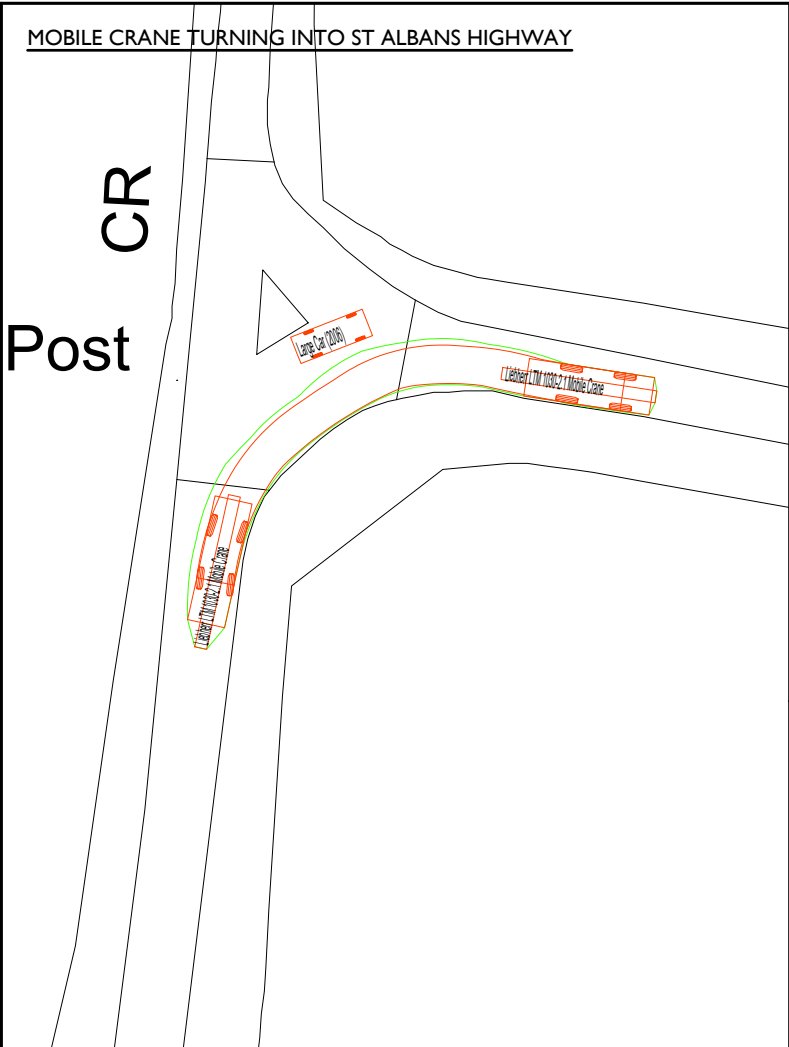
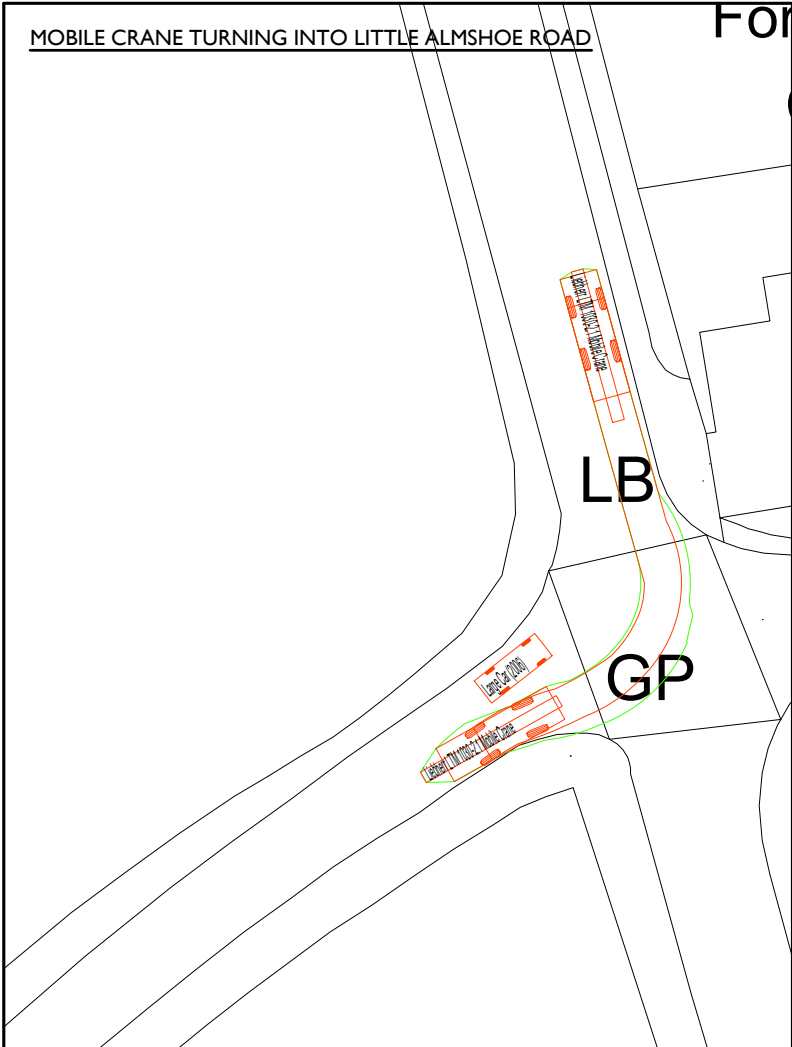


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Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Concrete Mixer
Overall Length 8.360m
Overall Width 2.390m
Overall Body Height 4.027m
Min Body Ground Clearance 0.358m
Max Track Width 2.413m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.210m

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ARCHITECT: CLAGUE ARCHITECTS					
PROJECT: HITCHWOOD LANE, PRESTON, HITCHIN					
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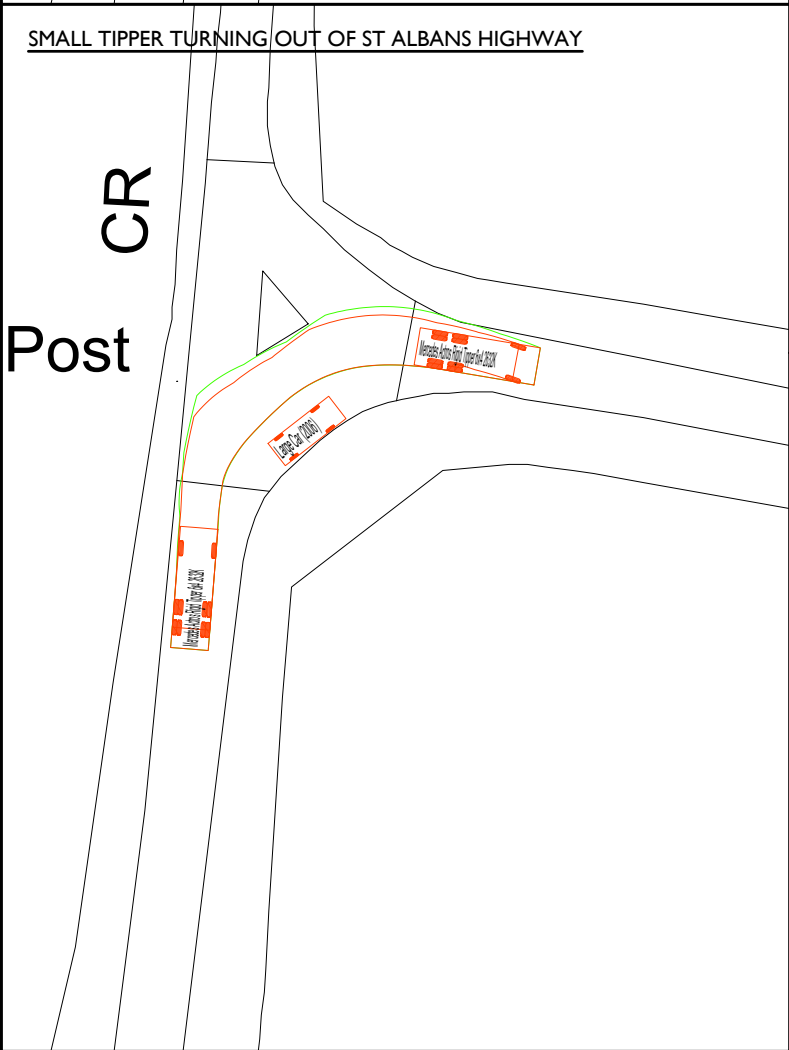
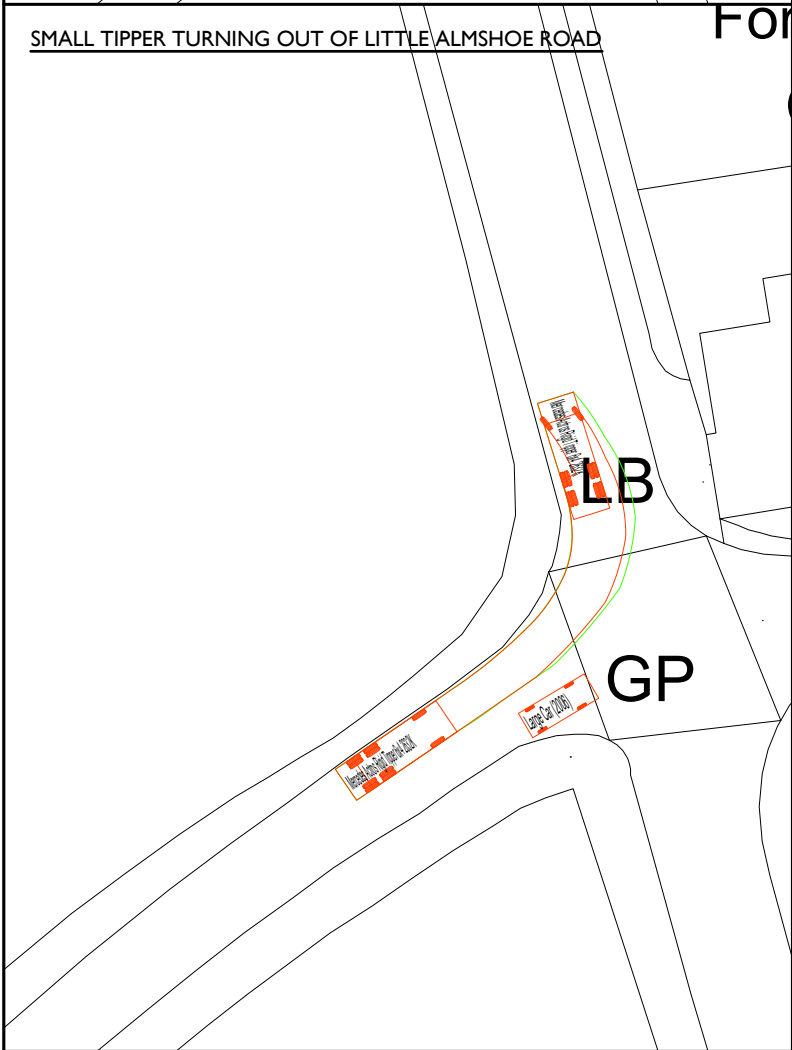
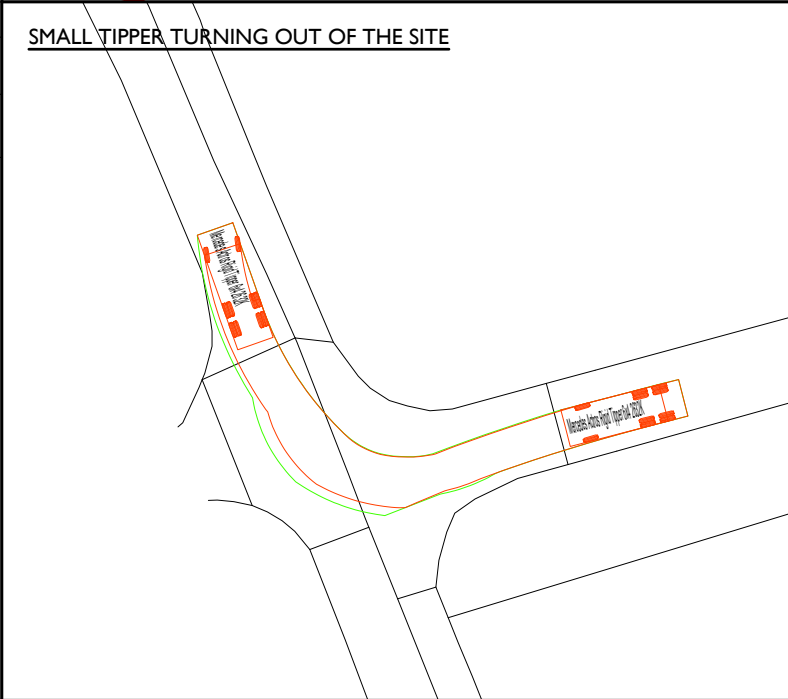
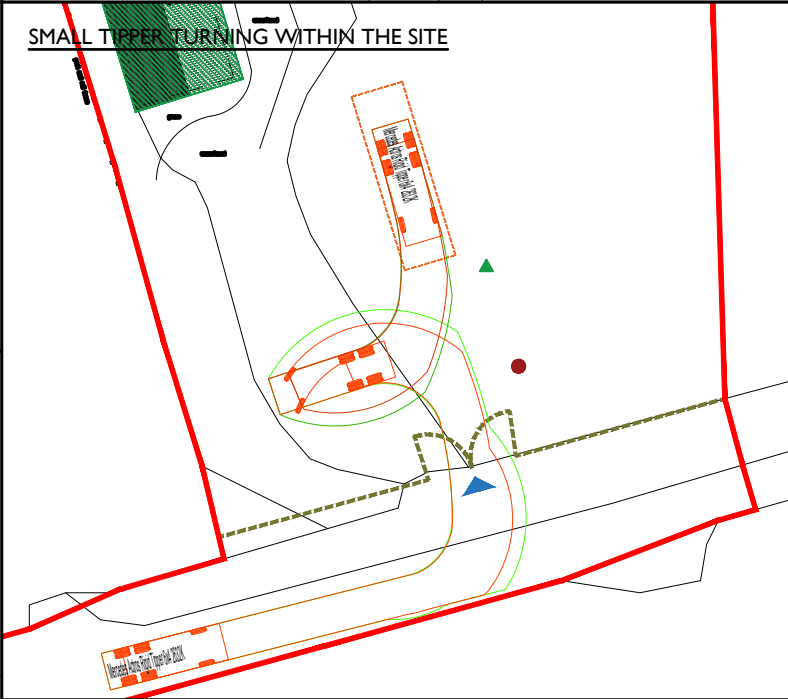
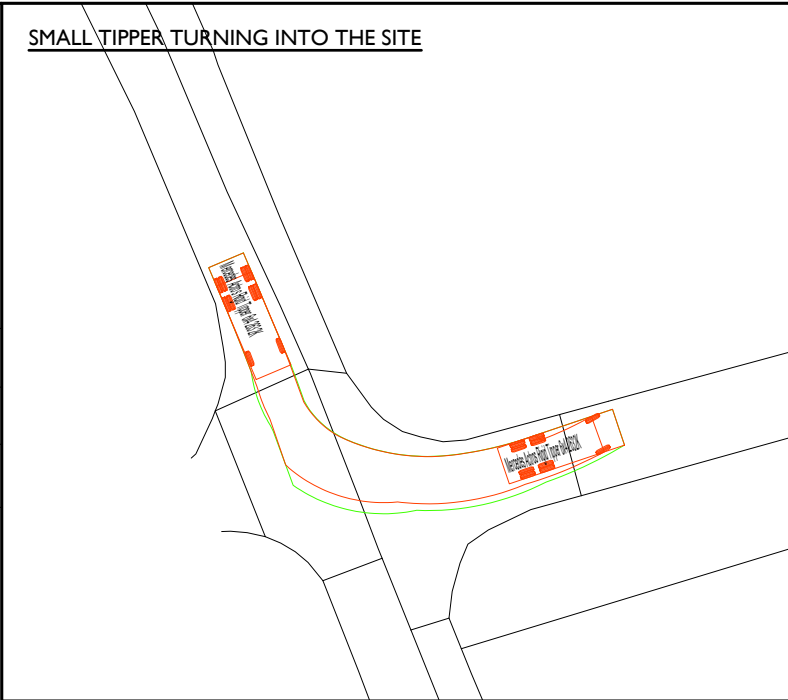
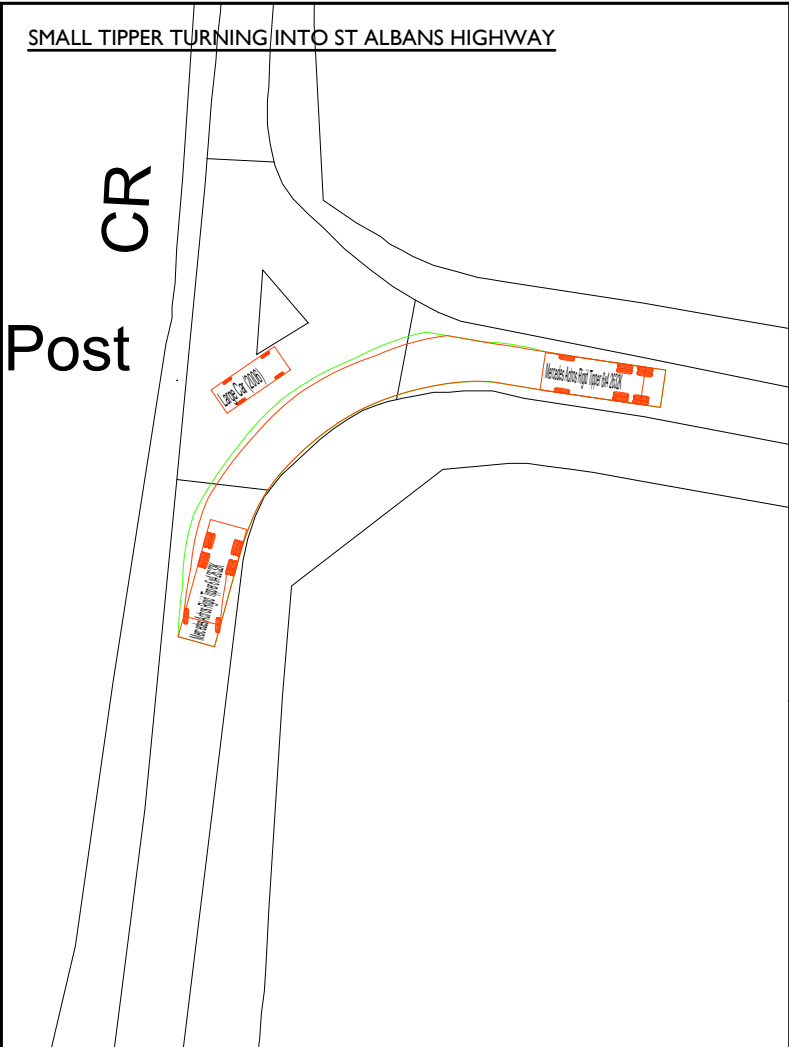
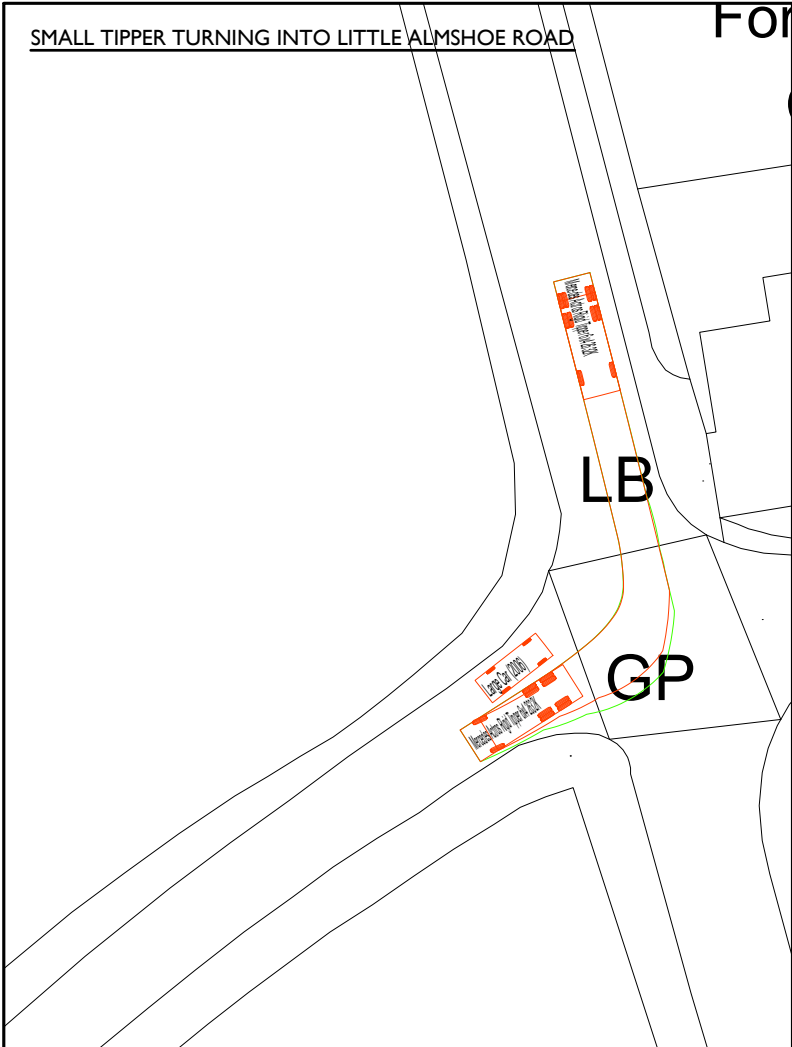


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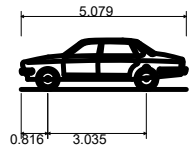
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Overall Width 1.872m
Overall Body Height 1.525m
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Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Liebherr LTM 1030-2.1 Mobile Crane
Overall Length 10.310m
Overall Width 2.500m
Overall Body Height 3.600m
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Track Width 2.500m
Lock to lock time 4.00s
Wall to Wall Turning Radius 7.820m

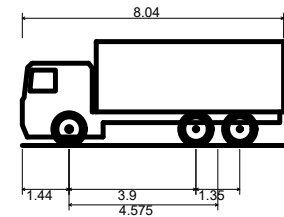
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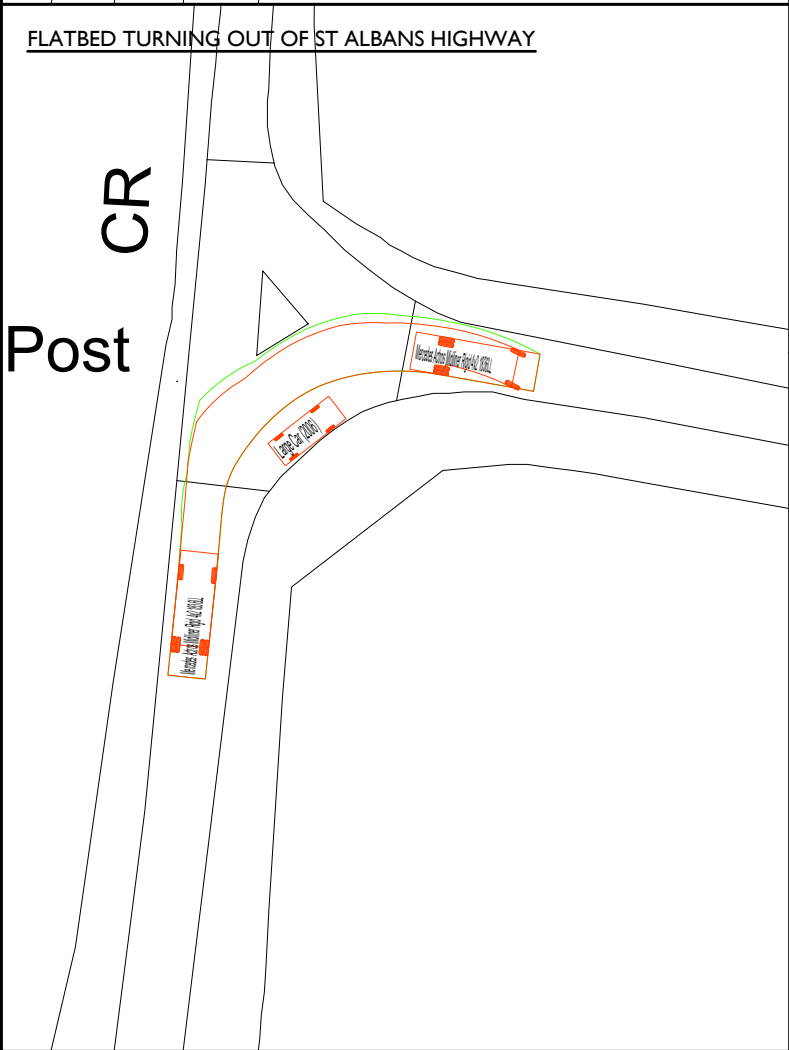
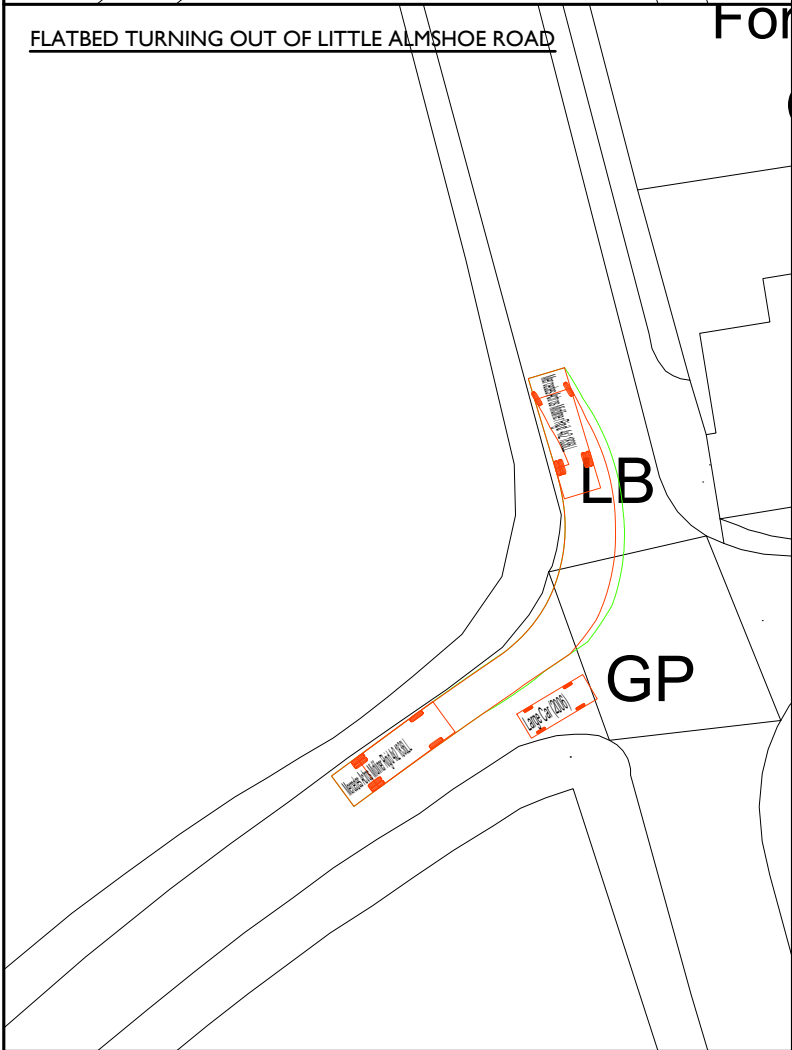
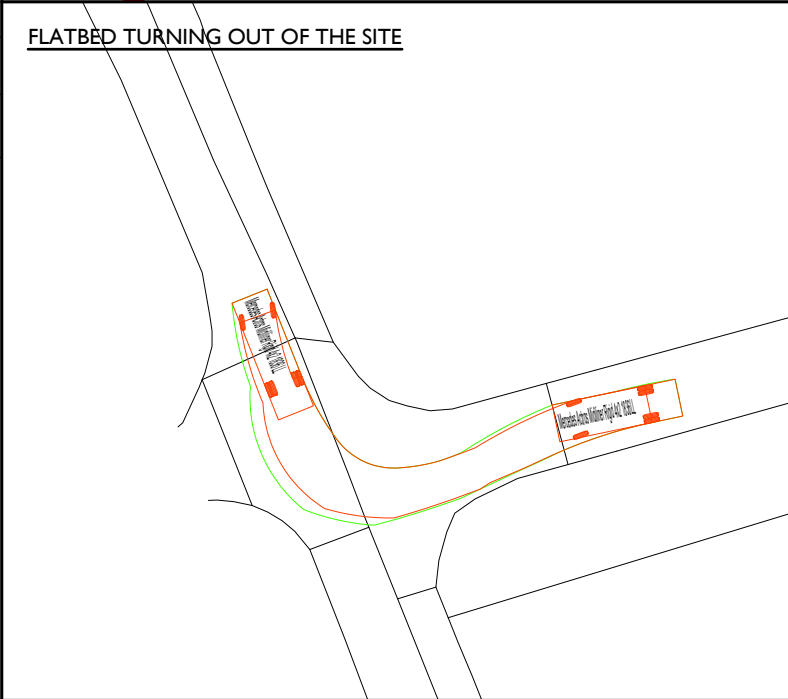
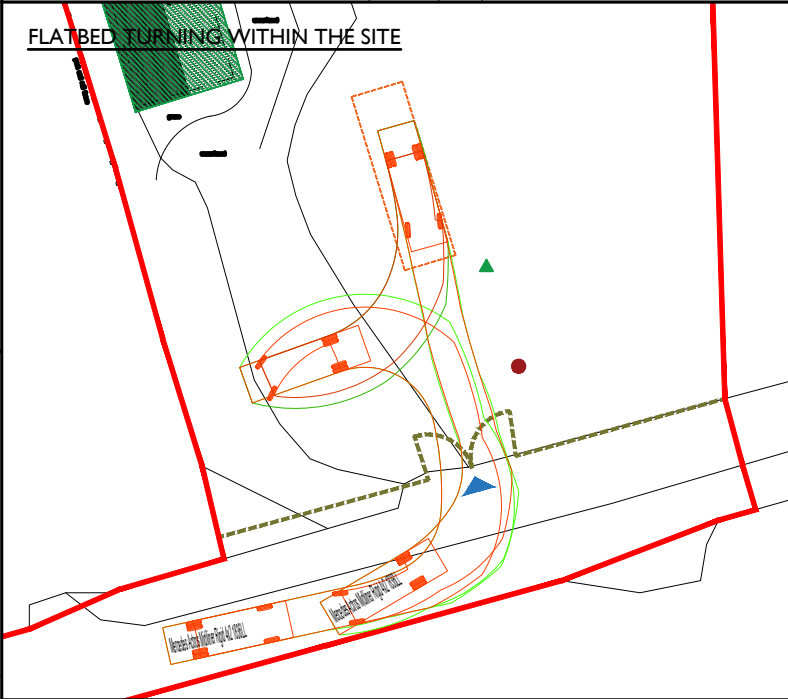
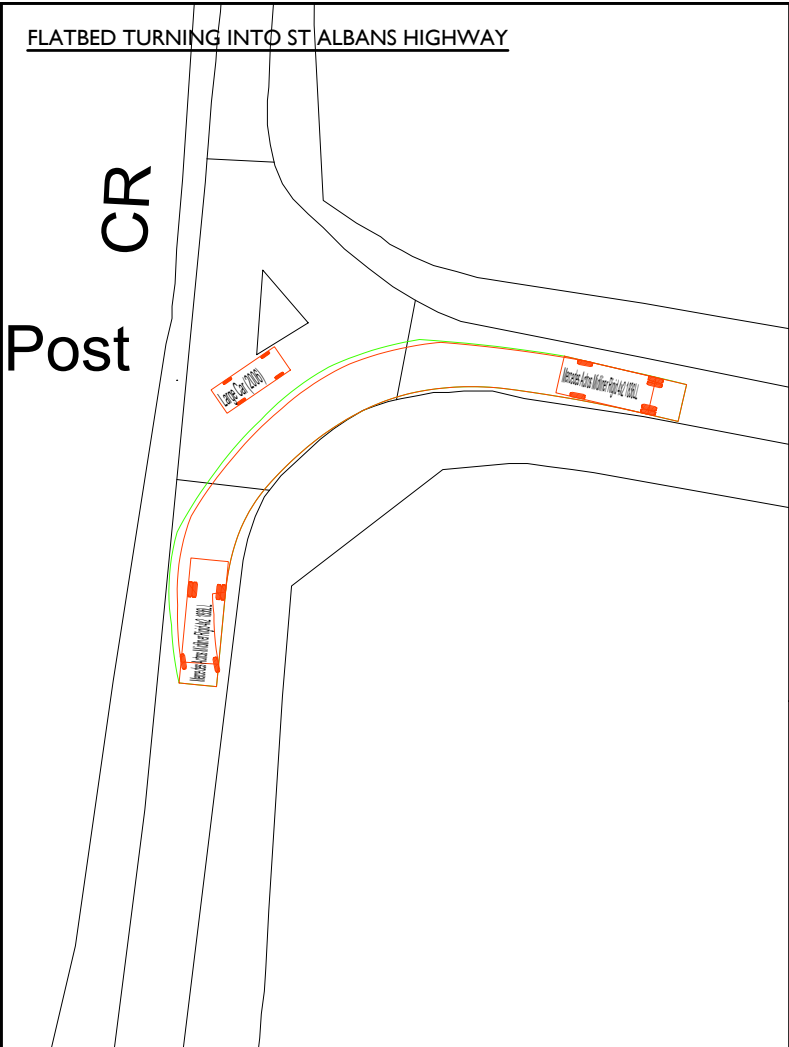
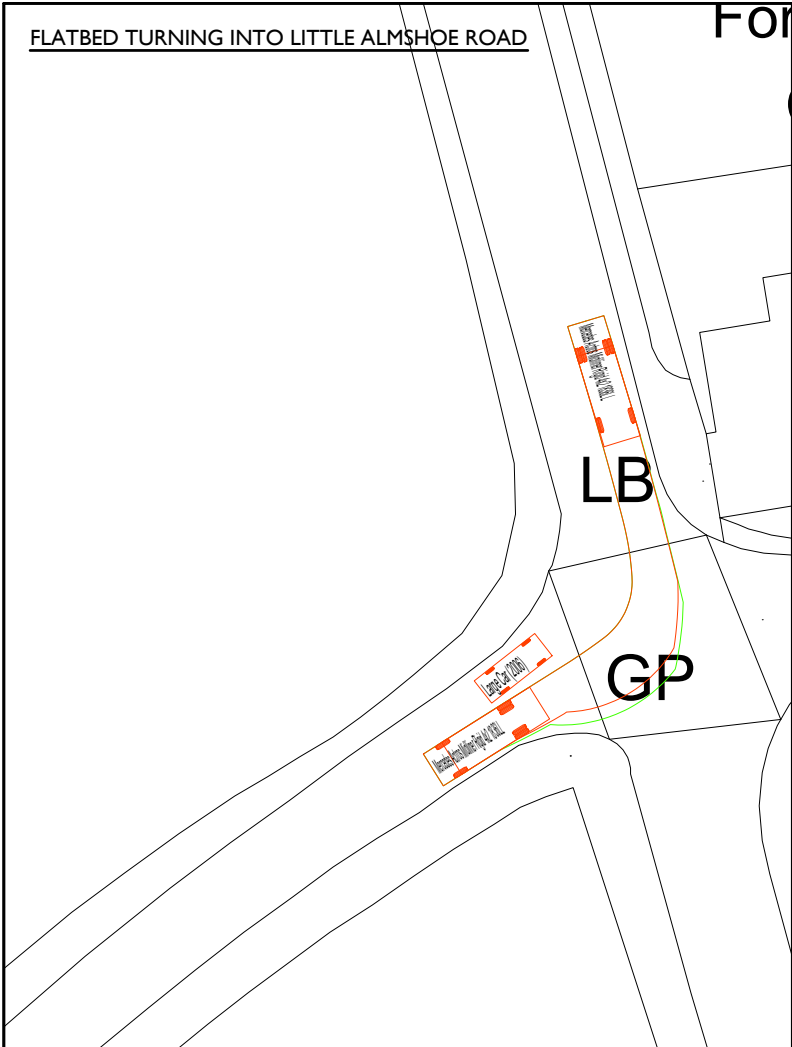


Large Car (2006)
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Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

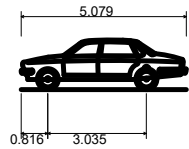


Mercedes Actros Rigid Tipper 6x4 2632K
Overall Length 8.040m
Overall Width 2.490m
Overall Body Height 3.191m
Min Body Ground Clearance 0.257m
Track Width 2.490m
Lock to lock time 5.00s
Wall to Wall Turning Radius 8.750m

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CLAGUE ARCHITECTS					
PROJECT:					
HITCHWOOD LANE, PRESTON, HITCHIN					
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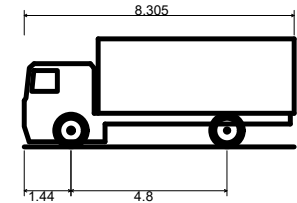


TRACKING VEHICLE:



Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m



Mercedes Actros Midliner Rigid 4x2 1836LL
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius

8.305m
2.494m
3.322m
0.158m
2.494m
5.00s
9.500m

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CLIENT:

ARCHITECT: CLAGUE ARCHITECTS

PROJECT: HITCHWOOD LANE,
PRESTON, HITCHIN

TITLE: SWEEPED PATH ANALYSIS OF A
FLATBED TURNING IN AND OUT
OF THE A602, HITCHWOOD LANE, AND THE SITE

SCALE @ A3: 1 : 500	DESIGN-DRAWN: JM	DATE: 02/04/2026
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PROJECT No: 6593	DRAWING No: SK03.7
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Appendix: F - Works Contractor Trip Discussion

From: Tom Hollinshead <tom.hollinshead@djhandsons.co.uk>
Sent: 04 June 2026 16:32
To: Joseph Mercieca
Cc: Clare Butterworth
Subject: RE: Chicken Shed - Preston

Hi Joe

Hopefully this will help but let me know if you need anything more when im back (Monday 15th onwards)

The following is an outline of our prediction re the above project. As this is a relatively small development, we don't envisage the need for large numbers of vehicles.

Staff/ Contractor Vehicles

- Throughout the programme there will be a steady number of vans and cars on site. Numbers will be around 2-3 per day on average but there will be a few periods when this will increase to 4-5. This is mostly likely during the second fix stages when multiple trades will be on site together.
- These vans will mostly arrive early around 7.30 onwards and leave around 4.30.
- There will be the odd movement during the day to visit the shops etc but generally just the start and end of the working day.
- Senior management will visit site around 2-3 times per week, but this will tend to be only one car.

LGVs

- Small deliveries and trips to the merchants will make up the majority of these visits.
- We aim to keep these down to a minimum but would still expect 2-3 of them per week on average
- These are less common in the early stages of the build but this balanced out later in the second fix stages when there are more trades on site.

HGVs/rigid vehicles

- It would be our intention not to have any articulated vehicles visit site. The nature of the site and the volumes of materials needed, mean that we can reduce load sizes and omit the need for vehicles of this nature.
- Ridged lorries however are unavoidable.
- The vast majority of all our materials and plant will come on ridges.
- Highest volumes being at the start of the works with muck lorries and aggregate deliveries say 8-10 in the first 6wks and then drop down to 1 or 2 per week for the rest of the programme
- Concrete lorries will need to be along in the first couple of weeks as we look to dig and pour the foundation

- We would expect 3-4 muck away
- 2 concrete lorries in the 2nd/3rd weeks
- Block and beam and masonry deliveries
- The roof truss timbers will also need to come on these trucks, along with roofing materials
- Plasterboard and 2nd fit items are normally on JGC=vs these days.
- The only other lorries will be the scaffolders but they would only make up 2-3 visits total.

Kind Regards

Tom Hollinshead, BSc (Hons)
Senior Contracts Manager

Phone: 01327 222760

Mobile: 07803 834756

Email: tom.hollinshead@djhandsons.co.uk



D J Hutchings & Sons Ltd

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Registered Address: Unit 5 Selby Barns, Caswell Road, Towcester, NN12 8AL
 Registration Number: 10577115

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From: Joseph Mercieca <Joseph.Mercieca@eastp.co.uk>
Sent: 04 June 2026 11:24
To: Tom Hollinshead <tom.hollinshead@djhandsons.co.uk>
Cc: Clare Butterworth <ClareButterworth@clague.co.uk>
Subject: Re: Chicken Shed - Preston

Hi Tom,

Apologies I did not answer your call yesterday, as I was in another meeting.

If you can write a line or two on each comment in Clare's below email dated 21 May 2026 at 17:14, then we can pass your comments to the officers. A bullet form description would also work nicely.