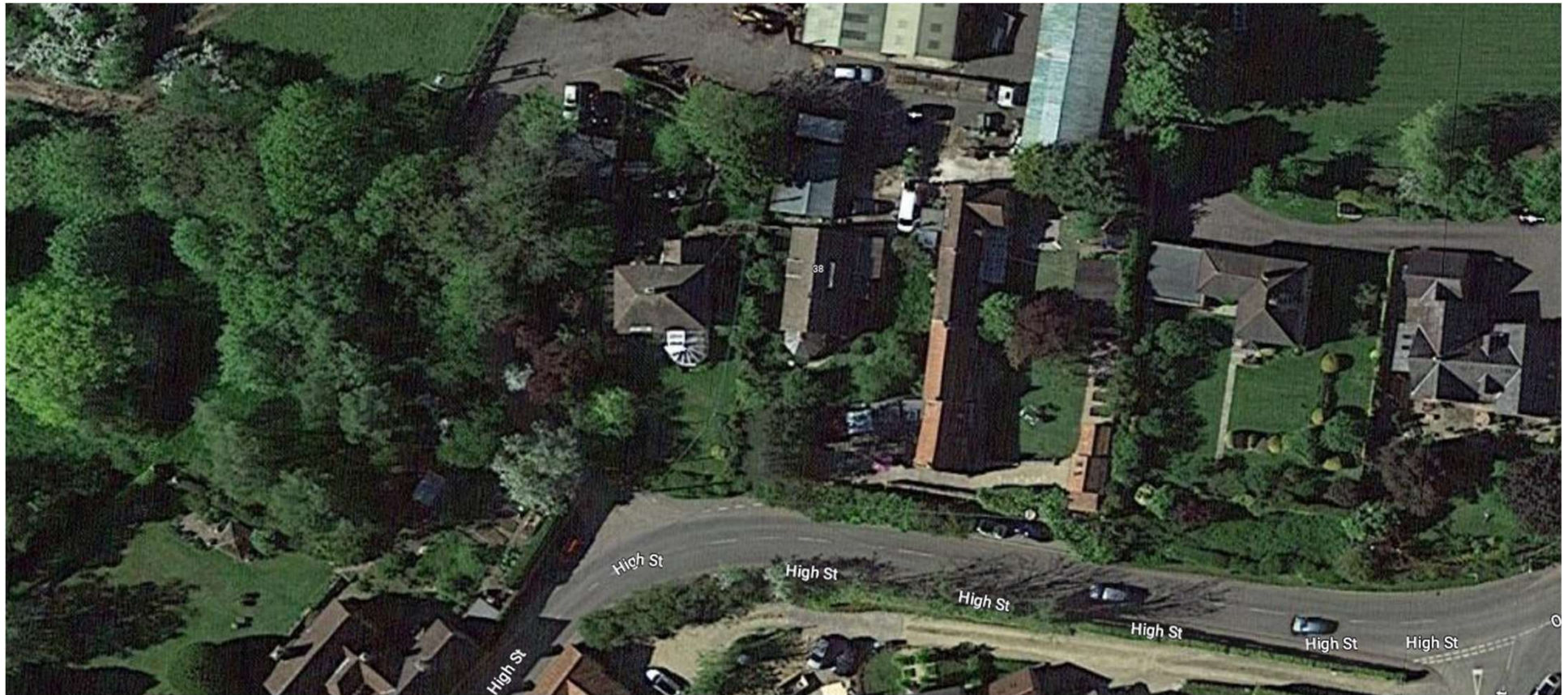


8838 – Construction Management Plan

Replacement Dwelling

38 High Street, Braunston, Oakham



RIBA 
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Company Biography

HSSP Architects Ltd was established in 1966 and is a professional Company which has always prided itself on its quality service and client relationship. Based in Melton Mowbray, Leicestershire we work throughout the East Midlands and UK

Issue Record

Revision	Date	By	Checked	Admin	Note
-	1st Dec 2023	MFB	RJC	MF	First Issue

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0.0 Executive Summary

This Construction Management Plan relates to a replacement dwelling on the site of 38 High Street Braunston (2023/0571/FUL)

The document has been produced to support a Discharge of Conditions application relating to Condition 4 of 2023/0571/FUL.

Please note that the overall construction site will cover both the replacement dwelling (2023/0571/FUL) and 4 new dwellings to the North (2023/0497/FUL)

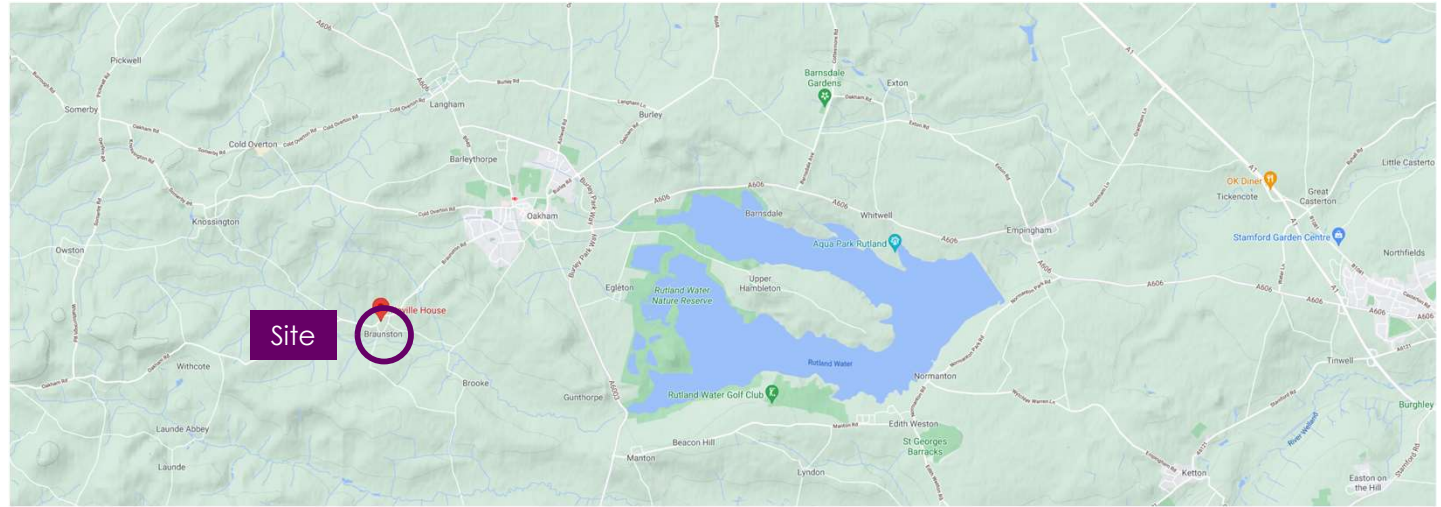


Aerial Photograph illustrating Site Location

1.0 Site Assessment

1.1 Site location

- Off the High Street Braunston, near Oakham.
- Oakham, the nearest district or local centre, is 3km NE.
- Easy access to A1 corridor facilitating access to Peterborough and Grantham.
- Leicester. 24km West
Stamford. 18km East
Peterborough Approx. 30km to South East.
- The site is an existing residential plot on Braunston High Street flanked by residential plots.
- The majority of the site is not visible from the public realm save for the dwelling itself due to the surrounding vegetation and the site levels.
- The site is accessed via an existing route (West of the site) off the High Street. The access also serves two other residential dwellings. No.36 is currently occupied while No.40 is vacant.



Site location South West of Oakham



Aerial view of 36 High Street Braunston and the site to the North

1.0 Site Assessment

1.3 Site context

Wider context

- Located within the County of Rutland.
- Area typified by agricultural land and woodlands.

1.4 Local context

- No direct views of the site from the High Street due to the established vegetation, site levels and distance from the highway.
- The tarmacked access is a public bridleway with several dwellings having right of access over it.
- There are several paddocks / fields that also have right of access off the tarmacked access.
- Residential dwellings & gardens to the East and West.
- There is a telegraph pole to the RHS of the entrance.
- There are overhead electrical cables over the entrance.



View of existing vehicular entrance looking North West from High Street



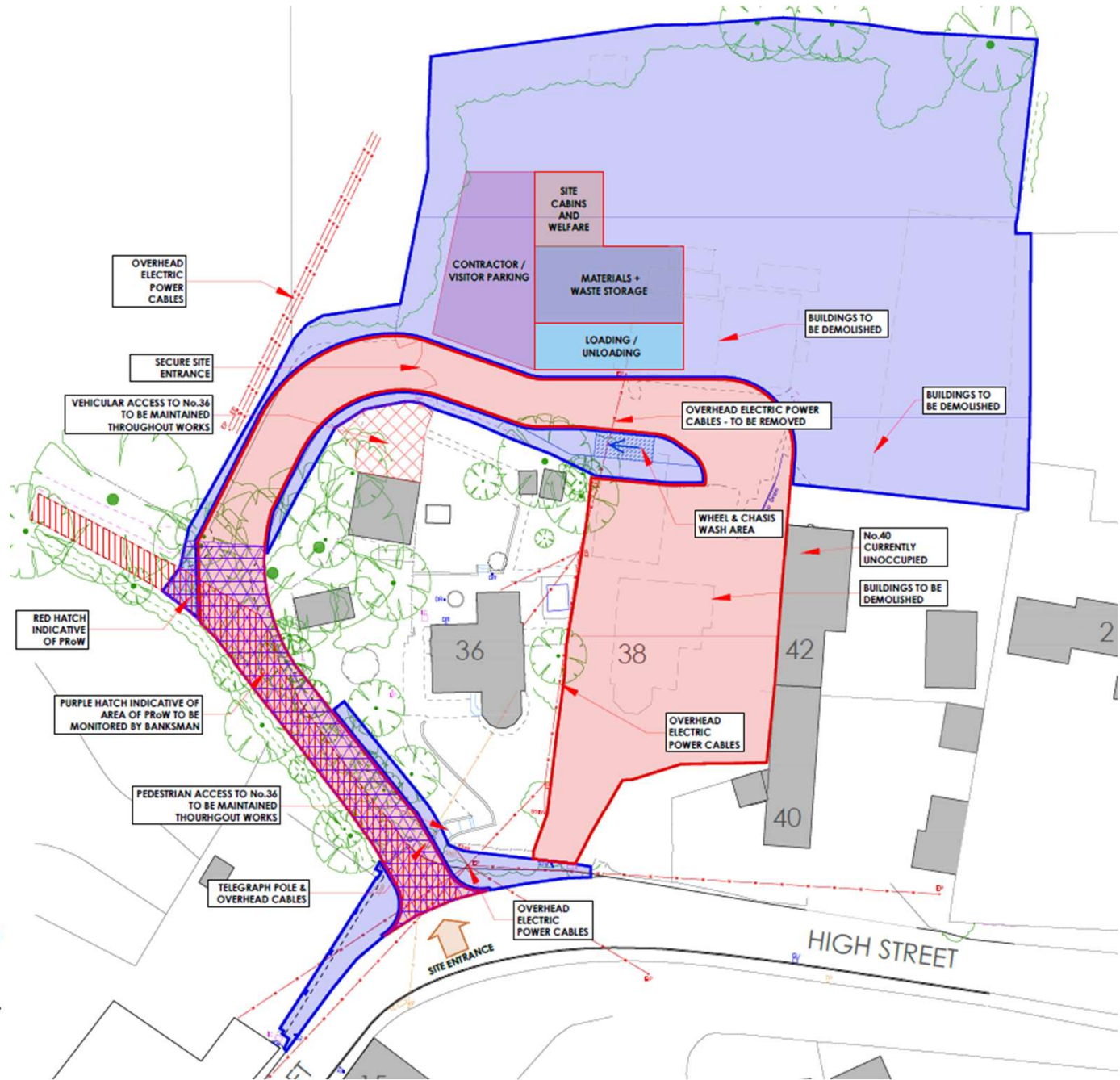
View of existing vehicular entrance looking West along High Street

2.0 Site During Construction

2.1 Site Management

Site Management Plan

- KEY**
- SITE AREA
 - SITE CABINS AND WELFARE
 - CONTRACTOR / VISITOR PARKING
 - MATERIALS STORAGE
 - LOADING / UNLOADING
 - AREA OF PrOw TO BE MONITORED BY BANKSMAN
 - EXTENT OF PrOw AFFECTED BY WORKS
 - VEHICULAR ACCESS TO No.36. TO BE MAINTAINED.
 - SITE ACCESS FROM HIGH ST.



2.0 Site During Construction

2.2 Parking for site operatives and visitors

All contractors and visitors are to park in the designated parking area only – as indicated on the Site Management Plan on Page 7.

No vehicles will be allowed to park on the High St. or the PRoW (Bridleway) at any time.

Access across the PRoW (Bridleway) is to be maintained at all times. The Prow provides access to a number of fields and paddocks to the West.

Vehicular and pedestrian access is required to No.36 High St. throughout the construction period. Neither access should be blocked at any time.

2.3 Loading & Unloading of plant and materials

Loading & Unloading of plant and materials is to be undertaken in the designated area only – as indicated on the Site Management Plan on Page 7.

No loading or unloading will be allowed on the High Street or the PRoW.

All vehicles will turn around on site and depart via the same route (in a forward-facing direction).

2.4 Storage of Plant and material

Storage of plant and materials in the designated area only – as indicated on the Site Management Plan on Page 7.

2.5 Wheel Washing Facilities

Wheel Washing Facilities are to be provided and employed as required – as indicated on the Site

Management Plan on Page 7. Wheel washing will be located on stoned ground and of commensurate size & specification with the small scale of development proposed.

Waste water discharged from the wheel washing system shall be stored and disposed of on site and will not be discharged into the sewerage system.

2.6 Construction Traffic Routes

The majority of construction traffic will arrive and leave via the High Street / Oakham Road to the North East. This should minimise any perceived disruption to the main village.

Some construction traffic will access the site via Krossington Road / the Wisp to the West, when coming from / going toward Leicester. Vehicles employing this route should be kept to a minimum if practicable – to minimise any perceived disruption to the main village.

All construction / site traffic will enter via the section of PRoW off the high street. All vehicles will turn around on site and depart via the same route (in a forward-facing direction).

Site personnel, visitors and deliveries restricted to site opening hours 7am to 6pm Monday to Friday.

2.7 Management of the existing bridleway / PRoW

The section of PRoW to be upgraded and serving as the main entrance route to the construction site is to be managed by site personnel / banksman.

Larger vehicle movements are to be scheduled

and carefully monitored by site personnel / banksman ensuring that the PRoW can be safely employed by all.

Appropriate signage will be employed to ensure those visiting / working on the site are aware that there may be two-way traffic on this section of road. All traffic will be subject to a site speed limit of 10 mph once they have departed from the highway, to further ensure the safe use of the PRoW by all.

2.8 Site Compound and Welfare provisions

The site compound and on-site welfare will be laid out as shown on the Site Management Plan on Page 7. This area will and the site as a whole will be securely fenced off and maintained in a clean and tidy order throughout the project.

2.9 General

Heras fencing will be supplied to ensure that no unauthorised persons enter the site, signage will be displayed advising members of the public to stay off site. The site will be secured at the end of every working day. All excavations will be protected and fenced.

Waste skips will be provided by a licenced contractor and positioned so as to not present an on-site risk.

Due care and consideration will be given to all adjacent properties and users of the PRoW during the construction phase.

2.0 Site During Construction

2.10 Site Surface Water Strategy

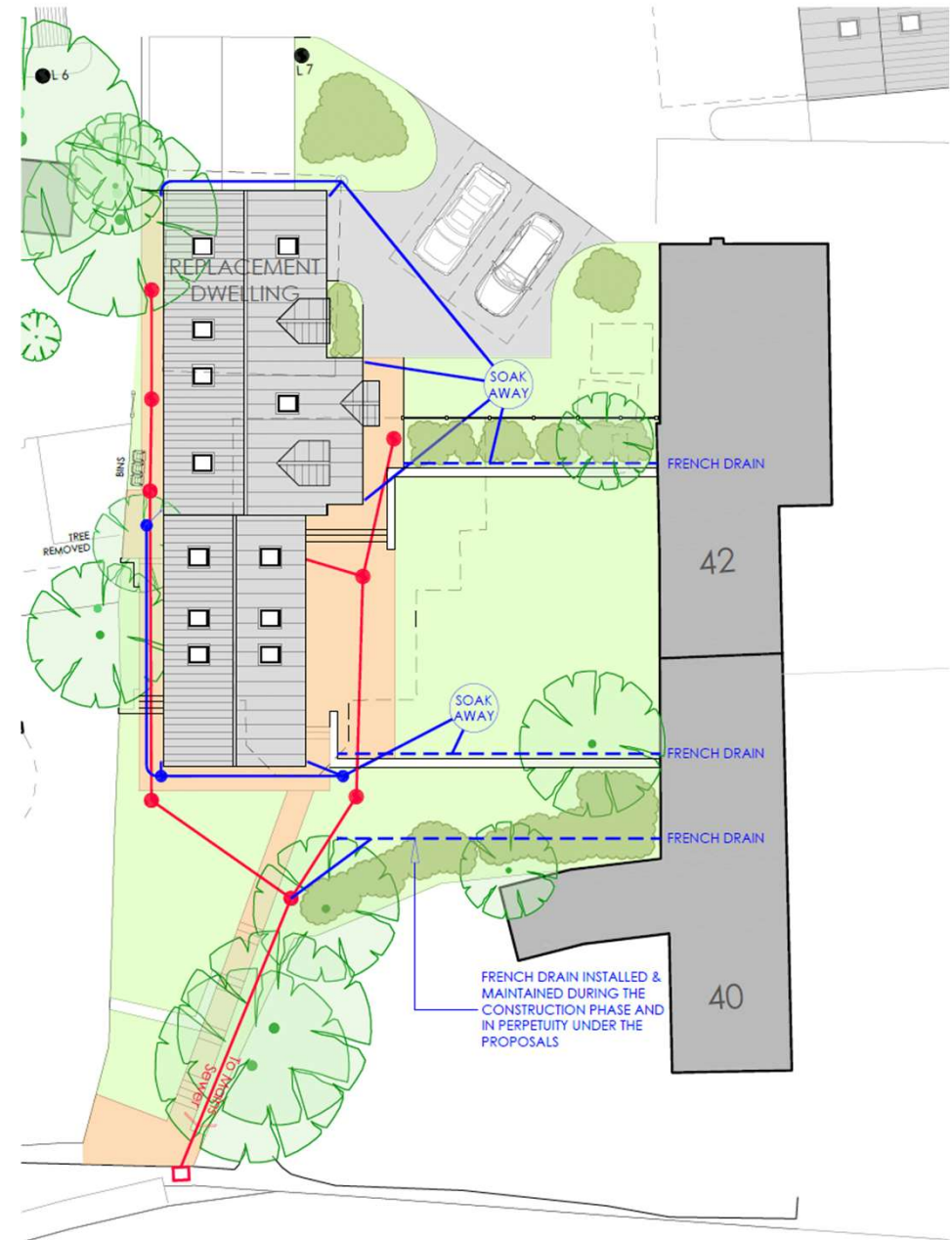
Site Surface Water Strategy Plan

The site slopes towards High Street – the lower areas being residential garden and hence being already permeable areas.

It is not expected that the demolition works or construction works will generate surface water run off causing problems off site.

The proposed drainage strategy links into existing drainage serving the existing building.

Establishment of French drains across the site at the various changes in levels at an early stage in the construction programme will provide betterment over the existing situation before demolition works.



Proposed site Plan & drainage strategy