

CONSTRUCTION MANAGEMENT PLAN

Installation of Padel and Pickleball Courts

Billingbear Park Golf Course

The Straight Mile, Wokingham, Berkshire, RG40 5SJ

Application #260394

Document Title	Construction Management Plan – Billingbear Park Golf Course Padel & Pickleball Courts
Prepared For	Billingbear Park Golf Course (Client: Gregg Blainey, Manager)
Prepared By	Sovereign Sports Limited, 100 High Street, Wouldham, Rochester, Kent, ME1 3UW
Site Address	Billingbear Park Golf Course, The Straight Mile, Wokingham, Berkshire, RG40 5SJ
Local Planning Authority	Wokingham Borough Council
Purpose	Submitted to discharge the pre-commencement Construction Management Details condition
Revision	1
Date	18 August 2026

Contents

1. Introduction
 2. Continuity of Golf Course Operations During Construction
 3. Construction Vehicle Route To and From the Strategic Highway Network
 4. HGV Loading, Unloading and Turning Arrangements Within the Site
 5. Welfare Facilities and Site Operative Parking Area
 6. Anticipated Numbers of Site Staff and Construction Vehicles
 7. Coexistence With Ongoing Golf Course Operations
 8. Working Hours and Communication
 9. Environmental Controls Summary
 10. Swept Path Analysis
- Appendix A — Site Setup Plan and Swept Path Analysis
- Appendix B — Referenced Supporting Documents

1. Introduction

1.1 Purpose of this Plan

This Construction Management Plan (CMP) is submitted by Sovereign Sports Limited on behalf of the Client, Billingbear Park Golf Course, to discharge the pre-commencement planning condition requiring Construction Management Details for the installation of new padel and pickleball courts (Project Ref: QR25.01.016) at Billingbear Park Golf Course, The Straight Mile, Wokingham, Berkshire, RG40 5SJ.

This document consolidates and supersedes previously circulated construction environment and traffic information into a single document, as requested by Wokingham Borough Council, and directly addresses each matter raised in the Council's request dated in relation to this condition: continuity of golf course operations, the construction vehicle route to and from the strategic highway network, HGV loading/unloading/turning arrangements, the welfare and site operative parking area, anticipated peak staff and vehicle numbers, and the measures for safe coexistence between construction activity and the ongoing operation of the golf course.

This CMP should be read alongside the Site Setup Plan (Appendix A, which includes the swept path analysis for the largest anticipated construction vehicle), and the supporting Construction Environment Management Plan (CEMP), Construction Environment Statement (CMS) and Method Statement & Risk Assessment (RAMS) prepared by Sovereign Sports Limited, referenced in Appendix B.

1.2 Site Location and Description

Billingbear Park Golf Course is located off The Straight Mile (B3018), Wokingham, Berkshire, RG40 5SJ. The works area is currently flat grass with a small mound at its southern edge, situated to the east of the existing golf course car park. The overall site boundary within which construction activity, compound and welfare facilities will be contained measures approximately 11,855 sqm, as shown on the Site Setup Plan at Appendix A.

1.3 Project Description and Programme

The project comprises the installation of 3no. padel courts and 2no. pickleball courts, together with associated fencing, drainage, surfacing, landscaping and access paths, as approved. Works include vegetation and topsoil strip, subsoil grading, placement of foundation stone, installation of kerbs/ring beams/fencing, and asphalt/synthetic surfacing.

The anticipated construction duration is 12 weeks. Site working hours are restricted to 08:00–17:00 Monday to Friday and 08:00–13:00 Saturday, with no work on Sundays or Public Holidays; weekend working will only take place where requested and agreed with the Club and is acceptable to neighbouring residents. Deliveries will be restricted to 08:00–15:00 Monday to Friday and 08:00–11:00 Saturday, keeping the heaviest vehicle movements within the working day and away from the site's quietest access periods.

2. Continuity of Golf Course Operations During Construction

Billingbear Park Golf Course will remain fully open and operational throughout the entire 12-week construction period. The golf course, clubhouse, existing car park and all other club facilities will continue to trade as normal for members, pay-and-play visitors and the general public. The golf course will not close, in whole or in part, for any period of the works.

Because the site remains open to the public and club users throughout construction, the measures set out in Section 7 of this Plan (safe pedestrian access, avoidance of conflict during busy periods, and keeping the

access drive and entrance clear) have been developed specifically to allow construction activity to safely coexist with continued golf course operation.

3. Construction Vehicle Route to and From the Strategic Highway Network

3.1 Route Description

The nearest point of the strategic road network is M4 Junction 10, which connects directly to the A329(M), a grade-separated primary route linking the M4 to Wokingham and Bracknell. All construction traffic will be routed via M4 Junction 10 and the A329(M), using the Wokingham exit, and will avoid Wokingham and Bracknell town centres in their entirety. The route to be used for all construction traffic (deliveries, plant movements and site operative vans) is as follows:

- 1. Leave the M4 at Junction 10 and join the A329(M) signposted Wokingham/Bracknell.
- 2. Leave the A329(M) at the Wokingham exit and follow the signs for Binfield.
- 3. At the traffic lights (Travel Lodge), turn left.
- 4. At the Binfield Kitchen roundabout, turn left, then proceed straight across the following roundabout.
- 5. At the Warren Pub/Citroen garage roundabout, turn right onto The Straight Mile (B3018).
- 6. Continue along The Straight Mile towards the M4 overbridge – Billingbear Park Golf Course is located on the right-hand side, immediately before the bridge, and the site access is taken directly off the B3018 into the golf course car park, with an immediate turn east into the compound/works area.

This route uses the A329(M) (a grade-separated primary distributor managed by Wokingham Borough Council) and the B3018 classified road for the entirety of the journey between the strategic road network and the site. It does not pass through Wokingham town centre, Bracknell town centre, or any predominantly residential street network; the only frontage development passed is the mixed commercial/residential edge of Binfield along the B3408/Amen Corner corridor, which the route crosses briefly via signalised junctions and roundabouts designed for through traffic.

Drivers will be required to follow this route as a condition of engagement, and it will be issued in writing to all haulage and delivery contractors, along with the Site Manager's and Banksman's contact details, prior to any vehicle movements to site.

4. HGV Loading, Unloading and Turning Arrangements Within the Site

4.1 Site Compound and Access

The Site Setup Plan at Appendix A shows the compound arrangement: a security-fenced compound (2m high temporary fencing with appropriate signage) containing the welfare facilities and materials storage, a dedicated contractor parking area, and a wheel washing area, located to the east of the existing car park, with an inward-opening compound gate.

All vehicles will access the site from the B3018 into the existing car park, then turn immediately east into the compound. Prior to any delivery arriving, drivers are required to call ahead so that a banksman can meet the vehicle on the public highway and escort it into the site at walking pace, with banksmen positioned at the front and rear of the vehicle. Where pedestrians are encountered, the vehicle will be brought to a stop to allow them to pass before proceeding.

4.2 Turning and Egress

The compound and internal access route have been designed so that the largest anticipated construction vehicle can enter, turn and leave the site in a forward gear at all times, with no reversing required onto or from the public highway. This is demonstrated by the swept path analysis included in Appendix A and summarised in Section 10 of this Plan.

4.3 Wheel Washing and Housekeeping

A dedicated wheel washing area is provided within the compound, shown on the Site Setup Plan. All vehicles will be washed down prior to exiting the site to prevent mud, debris or other contamination being carried onto the access route or the public highway. Water bowsers and pressure washers will additionally be used to suppress dust, and the access route will be swept and power-washed as required.

5. Welfare Facilities and Site Operative Parking Area

The Site Setup Plan at Appendix A shows the dedicated contractor parking area and the combined compound/welfare area (materials and storage), both located within the security-fenced compound to the east of the existing car park. This area accommodates the site cabin/welfare unit, materials storage, and parking for site operative vehicles for the full duration of the works, and has been sized to accommodate the peak vehicle and staffing numbers set out in Section 6 below, without any need for contractor vehicles to park within, or otherwise encroach upon, the golf course's existing public car park.

6. Anticipated Numbers of Site Staff and Construction Vehicles

The table below sets out the anticipated peak staffing and vehicle numbers during the busiest phase of construction (base stone, kerb/ring beam, and surfacing works).

Item	Peak Anticipated Number	Notes
Site operatives on site at any one time	Maximum of 7	Busiest phase of the works
Vehicles parked within the compound at any one time	Maximum of 6	Includes operative vans and site plant transporters
Site operative vans (daily)	Typically 1–2 MWB vans	Carrying operatives and small tools, daily throughout the build
HGV deliveries (base stone, asphalt, concrete)	8-wheel rigid lorries, intermittent	Concentrated during specific delivery phases, not continuous/daily
Main plant on site	13-tonne excavator; 2-tonne roller; 1.4-tonne Avant loader	Stored within the compound when not in use, on level ground with attachments lowered

7. Coexistence with Ongoing Golf Course Operations

As set out in Section 2, the golf course will remain fully open throughout construction. The following measures ensure construction activity can safely coexist with continued golf course, car park and clubhouse use.

7.1 Safe Pedestrian Access Between the Car Park and Golf Course Facilities

The compound is located to the east of the existing car park, and construction vehicles will only travel the short distance between the car park entrance and the compound gate. Pedestrian routes between the car park and the clubhouse/golf facilities will be kept open and clear at all times. Where the vehicle access route crosses or runs alongside a pedestrian route, temporary barriers and clear signage will be used to segregate pedestrians from the vehicle route, and all site traffic will be escorted at walking pace by banksmen positioned at the front and rear of the vehicle, who will stop the vehicle to allow pedestrians to pass before it proceeds. Site inductions will reinforce this procedure with all operatives and delivery drivers.

7.2 Avoiding Conflicts Between Construction Traffic and Site Users, Including During Tournaments and Busy Events

No fixed programme of golf tournaments or major club events has been confirmed for the construction period at the time of writing. Golf club activity is nonetheless generally busiest on weekends and in good weather, and the following measures apply as a matter of standing practice for the duration of the works:

- Deliveries and HGV movements will be programmed, where practicable, for weekday mornings and outside the club's known busiest tee-time periods, avoiding Saturday deliveries where possible.
- The Site Manager will maintain regular communication with the Client (Club Manager) and will check the Club's events/competition diary on a rolling weekly basis; any tournament, competition or other significant club event notified to the Site Manager will result in deliveries, HGV movements and noisy activities being rescheduled to avoid that date, or held to a reduced level, by agreement with the Client.
- Weekend working will only be undertaken on an as-requested basis where required and acceptable to the Club and neighbouring residents, and will not be scheduled to coincide with known competition days.
- Banksmen will control all vehicle movements at walking pace at all times, ensuring site users (players, visitors, and their vehicles) are not put at risk regardless of how busy the car park or access route is at the time.

7.3 Keeping the Access Drive and Entrance Route Clear; Arrangements for Waiting Vehicles

The access drive and entrance route between the existing car park and the public highway (The Straight Mile) will not be used for parking, loading, or waiting by construction vehicles at any time. Specifically:

- All delivery drivers are required to telephone the Site Manager or Banksman in advance of arrival. Vehicles will not be dispatched to approach the site access until the compound and banksman escort are confirmed ready to receive them.
- If a delivery vehicle arrives before the site is ready, it will be held away from the site (e.g. at the driver's last convenient stopping point off the local road network, or by delaying departure from the supplier's yard) rather than waiting on The Straight Mile, in the car park, or on the access drive.
- No construction vehicle will queue, park or idle on the access drive or entrance route at any time; each vehicle is escorted directly from the public highway to the compound, and directly from the compound back to the public highway, in a single continuous, banksman-controlled movement.
- The compound has sufficient capacity (Section 5) to receive and hold vehicles once on-site, removing the need for vehicles to wait on the shared access route while previous deliveries are unloaded.

- Delivery hours are restricted to 08:00–15:00 Monday to Friday and 08:00–11:00 Saturday (Section 1.3), keeping HGV movements within a predictable window that the Client and site users can plan around.

8. Working Hours and Communication

Working hours and delivery hours are set out in Section 1.3. Good communication will be maintained with car park and club facility users, the general public and neighbours before and during the works. Any complaints will be recorded and taken seriously, with the Site Manager holding a meeting with the complainant where necessary to discuss and agree corrective action, consistent with the procedure set out in the CEMP (Appendix B).

9. Environmental Controls Summary

Full environmental controls (erosion and sediment, water quality, air quality/dust, noise, hazardous substances, contaminated soil, waste management, flora and fauna, and cultural heritage) are set out in detail in the Construction Environment Management Plan (Appendix B). In summary:

- Dust: water bowsers and pressure washers will be used to suppress dust, stockpiles will be avoided or minimised in duration, and vehicles will be cleaned before leaving site.
- Noise: noise-generating activities are confined to standard working hours (08:00–18:00 Monday–Friday, 08:00–13:00 Saturday); no work will take place at night.
- Waste: all waste will be separated (wood, plastic, metal) and recycled where possible, with waste transfer notes retained; receptacles inspected daily and emptied weekly.
- Materials and plant storage: all materials and plant are stored within the security-fenced compound on level ground; no fill material will be imported other than certified, tested aggregates.

10. Swept Path Analysis

A swept path analysis has been carried out for the largest vehicle anticipated during the construction phase (an 8-wheel rigid/large tipper lorry, the largest delivery vehicle identified for base stone, asphalt and concrete deliveries). The analysis, reproduced in full in Appendix A, demonstrates that this vehicle can enter the site from The Straight Mile, manoeuvre within the compound area, and leave the site back onto The Straight Mile entirely in a forward gear, with no reversing manoeuvre required onto or off the public highway.

Appendix A — Site Setup Plan and Swept Path Analysis

The drawing below shows the site boundary, compound security fencing, contractor parking, compound/welfare area, wheel washing area, the inward-opening compound gate, and the access route into and out of the site from the public highway (The Straight Mile), together with the swept path analysis for the largest anticipated site vehicle (STNE4, large tipper), confirming forward entry and forward exit.

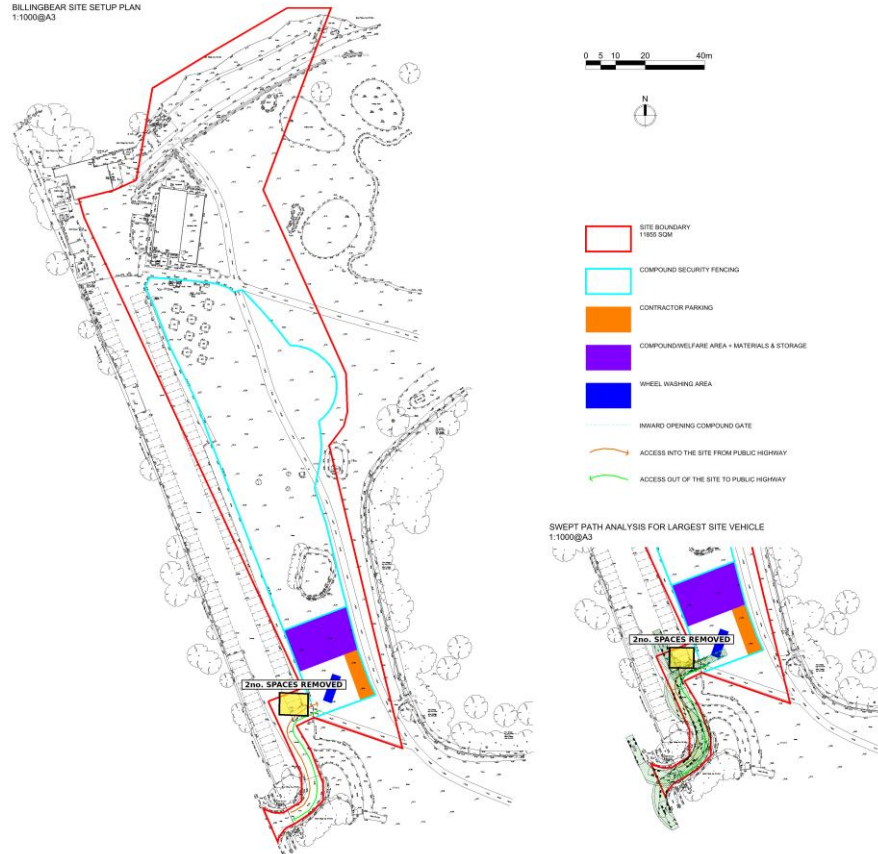


Figure 1 — Billingbear Site Setup Plan (1:1000@A3), including Swept Path Analysis for the Largest Site Vehicle

Note: the area highlighted in yellow indicates 2no. existing car park spaces adjacent to the compound gate that will be removed for the duration of the construction phase, to keep this area clear for delivery vehicles accessing the site.

Appendix B — Referenced Supporting Documents

The following documents, prepared by Sovereign Sports Limited, provide further supporting detail to this Construction Management Plan and are submitted alongside it:

- Billingbear Padel & Pickleball Courts – Construction Environment Management Plan (CEMP), Project Ref QR25.01.016 (incorporates the Method Statement & Risk Assessment (RAMS) and Site Layout Plan as its own appendices).
- Billingbear Padel Courts – Construction Environment Statement (CMS), Project Ref QR25.01.016.
- Method Statement & Risk Assessment (RAMS) — Billingbear Park Golf Course, The Straight Mile, Wokingham, Berkshire, RG40 5SJ.

Note: the site address is Billingbear Park Golf Course, The Straight Mile, Wokingham, Berkshire, RG40 5SJ. An earlier reference to "Surrey" in one of the supporting documents was a typographical error; the correct county is Berkshire, as stated throughout this Plan.