



Highway Planning Ltd

Highways & Transportation Consultants

**BILLINGBEAR PARK,
THE STRAIGHT MILE,
WOKINGHAM
RG40 5SJ**

BILLINGBEAR PARK GOLF COURSE

TRANSPORT STATEMENT

NOVEMBER 2025

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Billingbear Park Golf Course to provide highway advice in respect of development proposals at the Billingbear Park site, the Straight Mile, Wokingham.
- 1.2 The proposals have been the subject of pre-application discussions with the Royal Borough of Windsor & Maidenhead. The comments received have been taken into account in the preparation of the final proposals.
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the east side of The Straight Mile and to the south of the M4 motorway. The site has a vehicular access to The Straight Mile and comprises a public pay-and-play golf course with 2 courses.
- 2.2 The Straight Mile is part of a network of local distributor roads that link Twyford and Wokingham. In the vicinity of the site The Straight Mile is on a straight alignment which rises to cross the M4 motorway. The



National speed limit is in force and the road has a rural character with no footways or street lighting.

2.3 The site has a wide bellmouth access onto The Straight Mile. Driver visibility is unobstructed due to the straight alignment of the main carriageway. The highway authority has confirmed that there have been no injury accidents at the site access within the most recent 10 year period.

2.4 The proposed development comprises the provision of 5 courts for racquet sports (padel and pickle), putting course, golf simulator building and an extension to the club house. The existing car park will be marked out.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway authority provided pre-application comments on a previous draft scheme that included:

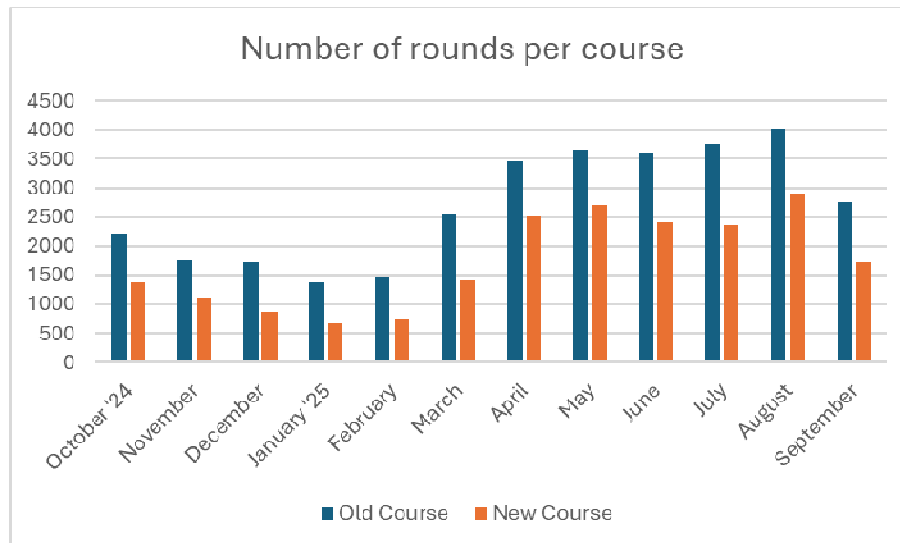
- 6 golf simulators
- 5 racquet sport courts
- 10 bay driving range
- Clubhouse extension

3.2 The highway authority did not raise any fundamental objections and confirmed that the proposed parking provision of 109 spaces would “...in principle, appear sufficient.” Additional information relating to the possible usage of the new facilities was requested as part of any planning application submission. These comments help to define the highway considerations for the current proposals.



Existing conditions

- 3.3 The site operates 2 9-hole courses on a pay-and-play basis. Tee times are booked via the club's website (or in person at the clubhouse). The clubhouse offers a limited range of food and can be booked for functions. The existing car park is unmarked and is served by the access onto The Straight Mile.
- 3.4 There are 4 full-time greenkeepers, 2 staff for the clubhouse (2 in the morning and 2 in the afternoon) and 1 part-time handyman.
- 3.5 The following graph illustrates the current booking activity at the club:



- 3.6 During the busiest month (August 2025) there were a total of 6908 rounds booked over the 2 courses.

Parking considerations

- 3.7 The adopted parking standards are set out within the Council's Parking Strategy document. There are no specific parking standards for golf facilities or racquet sports. The standards require these activities to



have an “individual assessment” to ascertain what level of parking is appropriate.

3.8 The proposed new facilities are:

- Clubhouse extension
- 6 bay golf simulator building
- Putting course
- 3 x padel courts
- 2 x pickle courts

3.9 The clubhouse extension will replace the existing “temporary” covered area and will not generate a demand for additional parking in its own right. It will create a larger indoor space for functions but these take place when the courses are not in use.

3.10 The putting course will compliment the main golfing activities and will be unlikely to generate additional visitors in its own right.

3.11 The remaining uses (golf simulators and racquet courts) will generate a demand for additional car parking. The golf simulator will have a natural overlap with the primary golfing activities. Each simulator bay can accommodate up to 4 players but it is likely that the significant majority of sessions will be for 2 players. The simulators can be used by single players. Typically, a player will simulate playing an 18-hole course with a single payer taking 45 to 60 minutes and 2 players taking 2+hours (source: www.golfsimulatoradvisor.com).

3.12 A worst-case scenario is where the 6 simulator bays are occupied by 6 x 4 persons = 24 persons. This is very unlikely to occur. If each player arrives in his/her own car then that equates to 24 cars.



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- 3.13 The padel/pickle courts can be used for doubles games with each court accommodating 4 players. It is likely that a percentage of games will be played as singles. As a worst-case the full use of the courts for doubles games will generate 20 persons and if they all arrive in their own cars then that generates 20 vehicles.
- 3.14 When combined with the golf simulator building the new facilities could generate a demand for 44 parking spaces on a worst-case basis.
- 3.15 In reality, the actual level of new parking demand will be materially less due to fewer 4-person games on the simulators and a higher percentage of singles games for the padel and pickle courts.
- 3.16 The pre-application submissions included a 10-bay driving range. The use of a driving range is often on a first come, first served basis as opposed to a formal booking system. Parking demand can be high, depending on the facilities provided. The highway authority was of the opinion that the 109 parking spaces that were being identified as part of the draft scheme would have been sufficient “in principle”. The current proposals do not include the driving range but do include the putting course which is unlikely to generate parking demand.
- 3.17 The current proposals include the creation of 8 additional parking spaces for staff and the formalising of the main car parking to create 125 parking spaces. At present, the car park is unlined and vehicles are often not parked efficiently. This significantly reduces the practical capacity of the car park.
- 3.18 The creation of 24 spaces (8 staff + 16 extra) over and above what the highway authority considered sufficient during the pre-application stage and with the removal of the driving range is a material improvement on the existing parking facilities and this will mitigate the additional parking demand that the proposed facilities could generate.



3.19 The clubhouse is used as a venue for parties and weddings. This is not a regular activity and tends to take place in the evening when the use of the golf courses, and therefore parking demand, is low. To date, the Golf Club has not experienced any issues with car parking when weddings or parties have been held.

3.20 The site is not close to public transport services and the majority of visitors arrive by car. As activities such as golfing, padel and pickle tennis are enjoyed with a playing partner the use of car sharing has the potential to be convenient and social and this will assist in reducing car parking demand. This will be actively encouraged by the Golf Club. Paragraph 14.4.13 of the Borough Local Plan (2022) states,

“A Travel Plan can be utilised to manage the travel demands of occupiers and visitors, employing measures to control the number of private vehicle trips to a site and influence a shift to sustainable transport choices for site users. The Council will require a Travel Plan from development proposals that generate significant traffic and a Travel Statement from smaller scale developments, in accordance with good practice guidance from the Department for Transport.”

3.21 The above is echoed in paragraph 118 of the NPPF which states,

“All developments that will generate significant amounts of movement should be required to provide a travel plan...”

3.22 The proposed additional facilities will not generate **significant traffic** and therefore a travel plan is not required.

3.23 The club has 2 EV charging spaces at present and this will be increased to 4 spaces as part of the proposals.



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- 3.24 The level of additional traffic movements that the new facilities will generate will be modest compared to the existing activity that is generated by the golf courses. The existing access has adequate geometry and unobstructed driver visibility and will accommodate the additional traffic movements without resulting in an adverse impact to highway safety.

4.0 CONCLUSIONS

- 4.1 Billingbear Park Golf Course is an established and well respected public golfing facility. It is accessed from The Straight Mile and is served by a large parking area.
- 4.2 The proposed additional facilities will compliment the golfing activities with the potential for visitors to combine the use of different elements. The formalisation of the car park will increase its capacity to ensure that the risk of congestion within the car park and an impact on the highway being minimised.
- 4.3 The level of additional traffic activity that will be generated can be accommodated by the existing access arrangements without resulting in an unacceptable impact on highway safety.