

Date: 31 March 2026
Application: 260394



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 260394

Applicant: -

Site Address: Billingbear Park Golf Course, The Straight Mile, Wokingham, RG40 5SJ

Parish: St. Nicholas, Hurst

Grid Reference: Easting - 482150, Northing - 172474

Type of Development: Major All other developments

Proposal: Full application for phased leisure development comprising the erection of padel tennis courts and pickleball courts, formation of an outdoor putting course, erection of a simulator building, and erection of an extension to the existing clubhouse following demolition of the existing marquee, with associated alterations to car parking, access/paths, external lighting, and hard and soft landscaping.

Case Officer: Marcus Hillman

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 260394. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **2 April 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	260394
Address:	Billingbear Park Golf Course, The Straight Mile, Wokingham, RG40 5SJ.		
Proposal:	Full application for phased leisure development comprising the erection of padel tennis courts and pickleball courts, formation of an outdoor putting course, erection of a simulator building, and erection of an extension to the existing clubhouse following demolition of the existing marquee, with associated alterations to car parking, access/paths, external lighting, and hard and soft landscaping.		
Type of Development:	Major All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

The applicant proposes to develop part of the Billingbear Park Golf Course to a phased leisure developments with pickleball courts, pedal tennis courts and putting course. While all the proposed leisure facilities are sited within the RBWM, the site access and the parking area are fallen with the WBC boundary. The existing 5m wide site access onto The Straight Mile is to be utilised.

Despite two pre-app consultations (25/90048/PREAPP and 25/90163/PREAPP) have been carried out with RBWM, it is disappointed that the WBC has not been consulted in the pre-apps and the WBC Highways have no access to the details of the pre-app responses. This proposal is, therefore, commented on its own merit.

The Highways have no objection to sustainability given the site is retained as Use Class F2(c).

Access

The existing 5m wide site access onto The Straight Mile is to be utilised. The Highways, therefore, assume the existing visibility splays can be fully retained.

This access has accommodated two-way movements and will likely be acceptable subject to the clarification on the change of site capacity. Widening or improvement of access might be required if necessary.

Shall there be any change to the configuration of the existing access, visibility splays of the site access to the nearside kerb of both directions shall be assessed with the actual 85th percentile speed of the road.

Though Highways can assume that the existing access and manoeuvring of fire tender will be fully retained, as the proposed footprint of clubhouse is increased, the applicant may be expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of the building. The council has adopted the following dimensions for fire tenders:



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

Similarly, the Highways assume the existing commercial waste collection remain suitable for this proposal. Subject to the extended needs of waste collection for the social space, swept path for the proposed refuse collection vehicle may have to be submitted.

Subject to the actual details proposed, a framework Delivery and Servicing Plan may need to be submitted to ensure efficient delivery of goods, and access by service and emergency vehicles as required in Paragraph 117 of NPPF.

Operations of the site

It is noted that the existing two golf courses will be retained, and the opening hours remain the same.

The applicant shall clarify if the proposed facilities will have the same opening hours as the existing golf courses, and whether there will be booking system to control the number of users on-site.

Traffic Impacts

In paragraph 3.14, it is suggested that the new facilities could generate a demand of 44 inbound traffic in the worst-case scenario, resulting in a two-way traffic of up to 88 vehicles. This cannot be considered as insignificant impacts to the local highway network.

The applicant is expected to assess the increases in trip generation of the proposal during the peak hours of the proposed operations and that of the wider highways network. The applicant may wish to apply the observed trip rates of other comparable sites, or to apply first principles assessment.

Meanwhile, the application form suggests that the numbers of staff will increase from 4.5 no. full-time equivalent staff to 7.5 no. full-time equivalent staff, which is different from paragraph 3.4 of the Transport Statement for 6.5 no. existing full-time equivalent staff. Clarification is required. The applicant is expected to clarify the details on the changes in existing and proposed staff numbers and shift patterns, and the changes in general operations.

Parking and Cycling Provisions

The proposed parking and cycling provisions are expected to comply with the RBWM standards. This will subject to further comments from RBWM.

However, the existing utilisation of the parking area has not been provided. The worst-case scenario proposed by the applicant suggests that the new facilities could result in a temporary parking demand for up to 44 arrival cars (i.e. 88 cars between two sessions), the Highways are uncertain if the additional parking demand can be accommodated within the proposed car parking arrangement. A Parking Management Plan shall also be submitted.

Paragraph 3.19 also suggests that the clubhouse is used as a venue for parties and weddings, and no parking issue had been arisen. It is uncertain if the site facilities will open to public or reserved as part of the clubhouse event. Due to the additional parking demand and the current details provided, the Highways are uncertain if the proposed parking provision will still be sufficient when parties and weddings are held.

Construction Management Plan

The proposed site is located between the existing car park and existing golf courses. As such, it will be necessary to submit a framework Construction Management Plan if existing activities at Billingbear Park Golf Course are to be continued during the construction period.

The full Construction Management Plan will be secured via planning conditions.

Conditions & Reasons (if required)

Date:	20/4/2026	Signed:	JP
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