

BASSET DOWN GOLF CLUB – ADVENTURE GOLF COURSE & PADEL COURTS

TRANSPORT STATEMENT

BASSET DOWN COMPLEX LTD & PADEL4ALL

20 JANUARY 2026



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1.0 Introduction

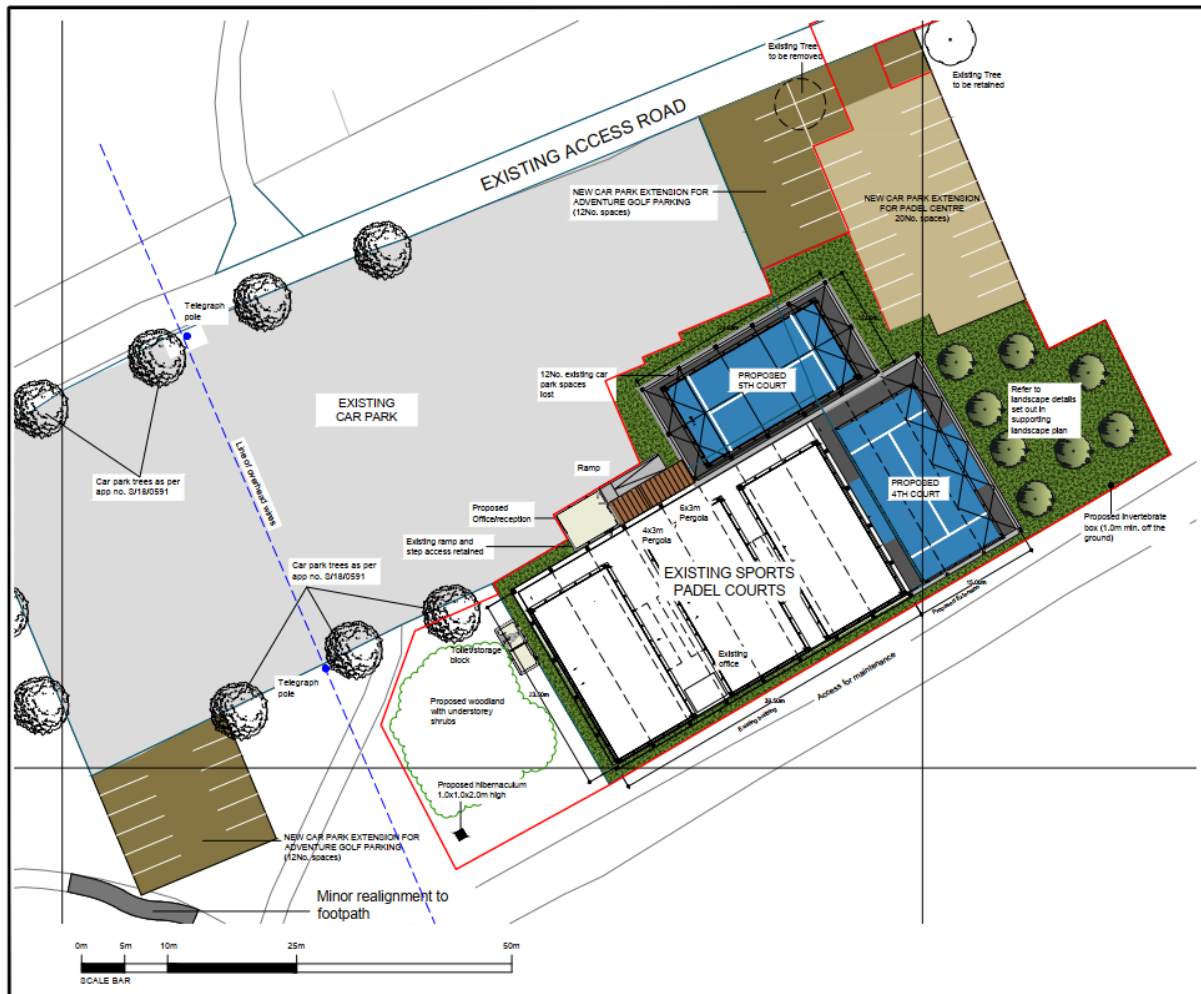
Project Overview

- 1.1. Abley Letchford have been instructed by Basset Down Complex Ltd and Padel4all to provide transport and highways advice with regards to two proposed applications. These are as follows:
 - The proposed conversion of part of the existing practice chipping and putting area of the site into an 18 hole adventure mini golf facility.
 - Provision of two additional Padel Courts (these compliment the original three padel courts which were approved and constructed under planning permission 21/00546/FUL)
- 1.2. The adventure golf facility will be located to the west of the existing car park, whilst the two new Padel Courts will be located to the east and north of the three existing Padel Courts.
- 1.3. Parking resources will be shared between these new uses as well as the existing golf facilities on the site. Additionally, the use of the Clubhouse and changing facilities will also be shared between users. The latter stages of this report focus upon the respective parking requirements for each land use, the current performance of the car park
- 1.4. Figure 1 shows the location of the proposed Adventure Golf facility in the context of the existing site, whilst Figure 2 shows the location of the additional two Padel Courts in relation to the three existing courts and their setting within the existing car park.

Figure 1: Site Location – Adventure Golf Course



Figure 2: Site Location – Padel Courts



Bassett Down Golf Complex Location

- 1.5. Bassett Down Golf Complex is situated west of Swindon, approximately 1.4 miles south of Junction 16 of the M4 motorway. It is bound on its eastern side by Hay Lane from which access to the highway network is formed by way of a priority junction. This routes south towards Broad Hinton and Marlborough.
- 1.6. The majority of the Golf Course site is located within the boundary of Wiltshire Council (WC), however some parts of the site, including the access, are located within the jurisdiction of Swindon Borough Council (SBC). Previous applications have received comments from both authorities, although Wiltshire Council has acted as the lead planning authority.

Planning History

- 1.7. The existing facility has permission for use as an 18 hole golf course, 18 hole footgolf, 9 hole 'crazy' footgolf course, 20 bay driving range and 3 Padel Tennis courts.



- 1.8. In 2018, planning permission was granted (application reference: 18/03038/FUL) for an extension to the Clubhouse.
- 1.9. In 2021, planning permission was granted (application reference: 21/00546/FUL) which proposed the construction of three padel tennis courts.

Purpose of Report

- 1.10. This Transport Statement (TS) has been prepared to provide evidence the impact of the development proposals from a highways and transport perspective. The TS focuses on the operation of the existing site access and parking facilities as currently arranged and whether amendments are required to meet the needs of the two sets of proposals.

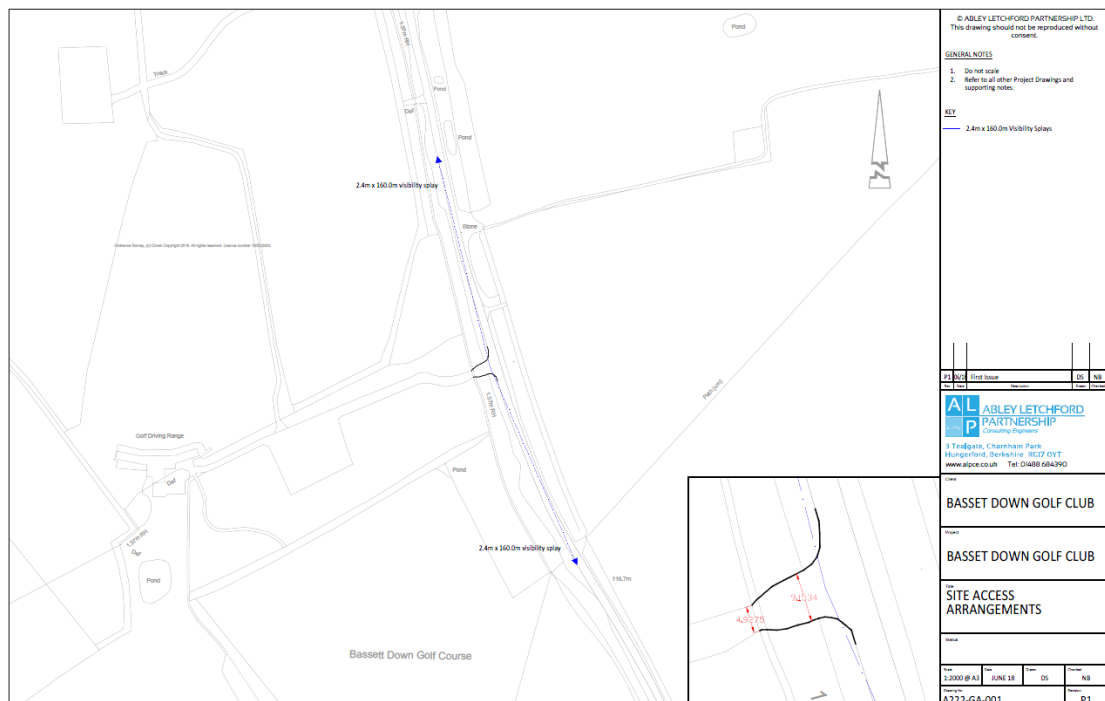
2.0 Site Access Arrangement

- 2.1. Alterations to the vehicular access to the site, to support the Golf Club proposals were approved as part of planning permission N/04/03520/FUL. The access arrangements were not identified as an issue when permission was granted in 2018 for the Clubhouse improvements or for the application for the original three Padel courts in 2021.

Site Access Arrangements

- 2.2. The site access to the Golf Complex is a priority junction on Hay Lane. The next access point to the north of the site is located approximately 390 metres from the entrance, and the next access point to the south is roughly 350 metres away. There is sufficient separation between these access points to ensure safe and efficient movement.
- 2.3. Hay Lane, in the vicinity of the site access, is a single carriageway road with a 50-mph speed limit. Based on the standards outlined in DMRB CD 109 Table 2.10, a road with a 50-mph speed limit requires visibility distance of 160 metres from a setback of 2.4 metres from the stop line.
- 2.4. Drawing A222-GA-001, attached as Appendix A to this report, demonstrates that such visibility splays can be achieved without obstruction from the existing golf club access in both directions. Figure 3 below illustrates an extract of the site access drawing.

Figure 3: Drawing A222-GA-001 – Site Access Arrangements



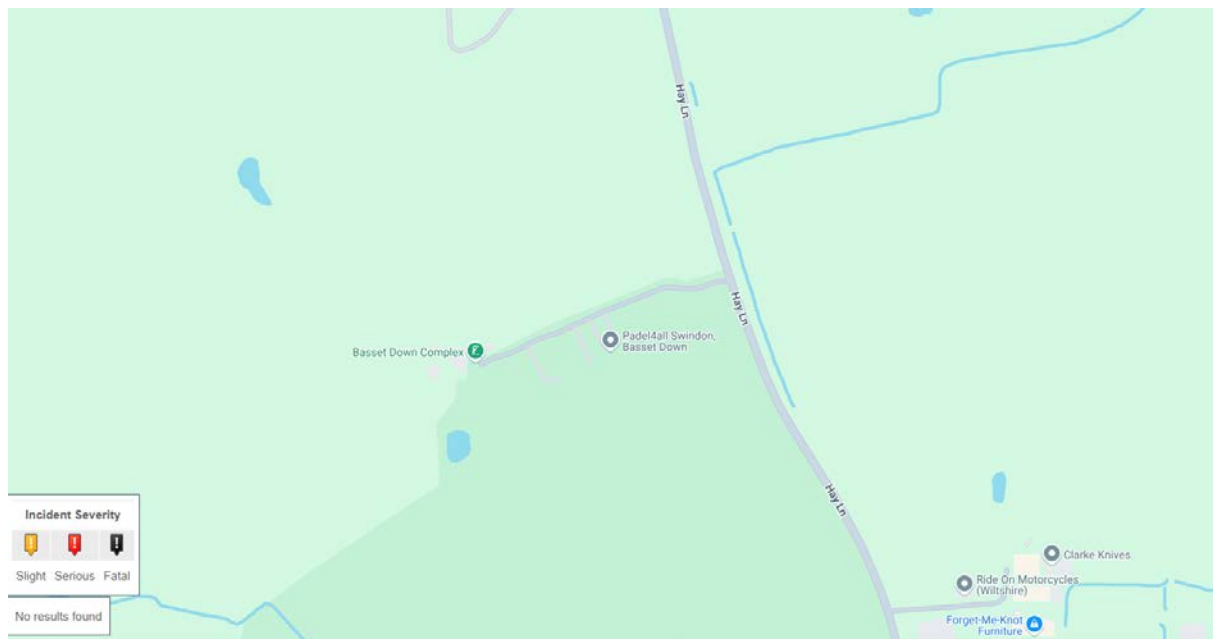
- 2.5. There is an existing verge within the highway land, measuring 2 to 3 metres in width, adjacent to the road and in front of a line of trees on the western side of Hay Lane in both directions from the access. The visibility splay requirements can therefore be met without impacting these trees.

- 2.6. The existing access is approximately 9.0 metres wide for the first 15 metres back from the junction with Hay Lane, the access road then narrows to approximately 7.0 metres wide. The site access road width provides sufficient space for HGVs to pass one another.
- 2.7. The existing accessway is therefore of adequate size to handle the modest increase in vehicle movements and the types of vehicles anticipated with the future operation of the site, without causing any adverse impact on traffic flow along Hay Lane.

Accident Analysis

- 2.8. A review of latest available accident data (which goes to 2024) has been undertaken for the five years (from 2020 to 2024) in the vicinity of the site access and along a 500-metre stretch of Hay Lane using CrashMap data. Figure 4 below illustrates the location of any accidents that have occurred in the area during this period.

Figure 4: Accident Analysis Study Area



- 2.9. The figure shows that there has been no accidents within the study area in the past five years.
- 2.10. Crashmap website facility is able to provide accident data as far back as 1999. A review of all available accident data, highlighted that over the 24 years of available accident data, only 1 accident occurred at the entrance to the golf club site. The accident occurred in October 2011 and involved a driver turning right out of the Golf Club site and subsequently colliding with a motorcyclist travelling northbound on Hay Lane. The accident resulted in only slight injuries to the motorcyclist.
- 2.11. Based on the number and severity of accidents that have occurred within the study area, the existing junction arrangement and operation does not raise any significant safety concerns.



Summary

- 2.12. The existing site access arrangements provide appropriate visibility in line with the 50 mph speed limit on this section of Hay Lane. The access dimensions are sufficient to accommodate the expected volume and types of vehicles traveling to and from the site, with minimal impact on the operation of Hay Lane. This has been demonstrated during previous construction works, which involved significantly higher levels of HGV movements than anticipated under these proposals, and which operated without any safety concerns.
- 2.13. A review of accident data shows no incidents have occurred at the site access in the past five years, and only one accident has occurred since 2005 when the Golf Club began operations. Therefore, it is determined that the existing site access arrangements are suitable to accommodate the modest increased traffic expected with the proposed developments.

3.0 Traffic Generation and Parking Profile

Introduction

- 3.1. This section sets out the anticipated additional vehicle trips for the proposed development based on the anticipated operation of the adventure mini golf course and operation of the existing Padel courts. The existing Golf Complex has a total of 150 car parking spaces available for use by the public. This can be seen from Figure 5 below.

Figure 5: Plan of Available on Site Parking



Trip Generation of Adventure Golf

- 3.2. The maximum number of vehicle trips the adventure golf course would generate is limited based on the operational considerations of how the proposed facility will be run. The key operational factors include the following:
- One group per hole at a time.
 - Each hole is expected to take approximately 5 minutes, meaning a full round of 18 holes will last around 90 minutes.
 - Users will be required to book a timeslot, with each timeslot starting in 5-minute intervals, similar to the current operation of the foot-golf course on the site.
 - The first time slot will begin at 10:00, and the course will close 1 hour after dusk. The last booking will reflect this occurring 90 minutes before this time.
- 3.3. Based on these factors, the maximum number of visitor groups on the adventure golf course at any one time would be 18.



- 3.4. The primary user groups for the 18-hole adventure mini golf course will consist of families and groups of friends. These users are likely to travel together as part of a shared leisure experience, typically arriving at the site by car. It is anticipated that visitors will travel in a single vehicle and arrive at the site up to 15 minutes before their scheduled time slot. Upon completion of their game, it is expected that visitors will depart approximately 15 minutes afterward. Resulting in each group being on site for an average of two hours.
- 3.5. A vehicle trip generation analysis, based on this, has been conducted to assess the maximum number of vehicles that would be generated for the adventure golf course. A parking accumulation analysis has also been undertaken to identify the maximum number of spaces required. Table 1 below outlines the arrivals, departures, and parking accumulation for the predicted vehicle generation for each hour period.

Table 1: Proposed Vehicle Generation of Adventure Golf

Hour Period	Arrivals	Departures	Parking Accumulation
00:00 - 08:00	0	0	0
08:00 - 09:00	0	0	0
09:00 - 10:00	3	0	3
10:00 - 11:00	12	0	15
11:00 - 12:00	12	3	24
12:00 - 13:00	12	12	24
13:00 - 14:00	12	12	24
14:00 - 15:00	12	12	24
15:00 - 16:00	12	12	24
16:00 - 17:00	12	12	24
17:00 - 18:00	12	12	24
18:00 - 19:00	6	12	18
19:00 - 20:00	0	12	6
20:00 - 21:00	0	6	0
21:00 - 22:00	0	0	0

- 3.6. Upon reviewing the vehicle trip generation, a total of 105 vehicle trips, arriving at approximately 5-minute intervals would be generated throughout the day, when the adventure golf course is at 100% occupancy. The maximum number of parking spaces required would be 24. In any given hour, a maximum of 24 vehicle two-way movements would be generated.

Trip Generation of Padel Courts

- 3.7. Neither Swindon or Wiltshire Councils have a parking standard for Padel Courts or indeed Tennis Courts. The previous application in 2021 (Application Reference: 21/00546/FUL), determined that each court should provide four parking spaces, and therefore 12 spaces in total.



- 3.8. This is appropriate given that at most a Padel court can accommodate a doubles game (and therefore four players on court at any one time). Providing four spaces per court allows for each player to drive separately (which will often not be the case), and indeed a number of games will not be doubles. This robust parking provision therefore also allows for some overlap between those leaving and those next on court.

Existing Parking Survey Analysis

- 3.9. To quantify if the existing publicly accessible car park, with a total of 150 spaces, can accommodate the demand generated by the two new development proposals, a parking survey was conducted. The survey took place on the 17th and 18th of August 2024, recording vehicle arrivals and departures at the Bassett Down Golf Complex in 15-minute intervals. The survey was carried out from 8 a.m. to 10 p.m. on a weekend to capture car park occupancy during peak periods.
- 3.10. The survey was undertaken in the height of summer at a weekend, when people have more leisure time and are more inclined to undertake outdoor recreation. A weather report for the day is included in Appendix B. The weather was fine and dry, with little wind. Therefore, it was a day when use of the facilities at the complex can be considered to be high.
- 3.11. Table 2 below sets out the total number of vehicles that arrived and departed the car park each hour along with the parking accumulation and occupancy percentage that was recorded on the busiest day (Sunday).

Table 2: Existing Parking Accumulation Profile Peak Day (Sunday)

Hour Period	Arrivals	Departures	Parking Accumulation	Occupancy Percentage
00:00 - 08:00	34	0	34	23%
08:00 - 09:00	30	4	60	40%
09:00 - 10:00	57	22	95	63%
10:00 - 11:00	46	26	115	77%
11:00 - 12:00	38	53	100	67%
12:00 - 13:00	65	38	127	85%
13:00 - 14:00	63	40	150	100%
14:00 - 15:00	38	35	153	102%
15:00 - 16:00	38	57	134	90%
16:00 - 17:00	24	71	87	58%
17:00 - 18:00	25	53	59	40%
18:00 - 19:00	14	30	43	29%
19:00 - 20:00	0	26	17	12%
20:00 - 21:00	1	18	0	0%
21:00 - 22:00	0	0	0	0%



- 3.12. The parking survey identified that the car park's busiest period occurred between 2 p.m. and 3 p.m., with a maximum of 153 cars on site. The car park is therefore just about operating at its full capacity, with an excess of three vehicles during the one particularly peak hour. During such periods cars tend to park on the grass verge on the northern side of the access road. It is however noted that this is not available to be used during wet and inclement weather. A detailed breakdown of the parking accumulation every 15 minutes is provided in Appendix B.
- 3.13. The conclusion that is reached, is that the car park is already operating at capacity during the very busiest periods. Therefore, any car parking required for new developments proposed on the site will need to provide additional parking in line with its individual needs.

Car Park Layout

- 3.14. Based on the calculations set out in paragraphs 3.2 – 3.8, the Adventure Golf facility will require 24 parking spaces and the two Padel Courts will require 8 parking spaces in total. Space for an additional 32 parking spaces therefore needs to be identified.
- 3.15. The proposed layout of the new Padel Courts and car park are shown in the drawing included in **Appendix C**.
- 3.16. The provision of the additional two Padel Courts will result in the loss of 12 parking spaces, from the original 150 spaces. Therefore in reality space for an additional 44 parking spaces is required.
- 3.17. The plans in Appendix C show that 12 additional spaces are to be provided to the south of the existing car park at its western end, and a further 32 spaces are to be added at the eastern extent of the existing car park. Together this makes the 44 additional spaces required. This will ensure that the new facilities 'wash their own face' in terms of meeting parking demand.



4.0 Conclusion

- 4.1. Able Letchford has been appointed by Basset Down Golf Complex & Padel4all to provide transport and highways advice regarding the proposed 18-hole adventure mini golf course and two additional Padel Courts proposed at Basset Down Golf Club.

Site Access Arrangement

- 4.2. The site access is via a priority junction with Hay Lane, an unclassified road with a 50 mph speed limit. Visibility splays appropriate to this speed limit can be achieved in both directions without obstruction.
- 4.3. No accidents have occurred at the entrance to the golf club within the past five years, and only one minor accident has been recorded since the facility has been operational. There are no safety concerns at the junction.
- 4.4. The existing access is suitable to handle the type and volume of traffic anticipated from the proposed developments, with capacity to accommodate the expected modest increase in traffic.

Traffic Generation and Parking Profile

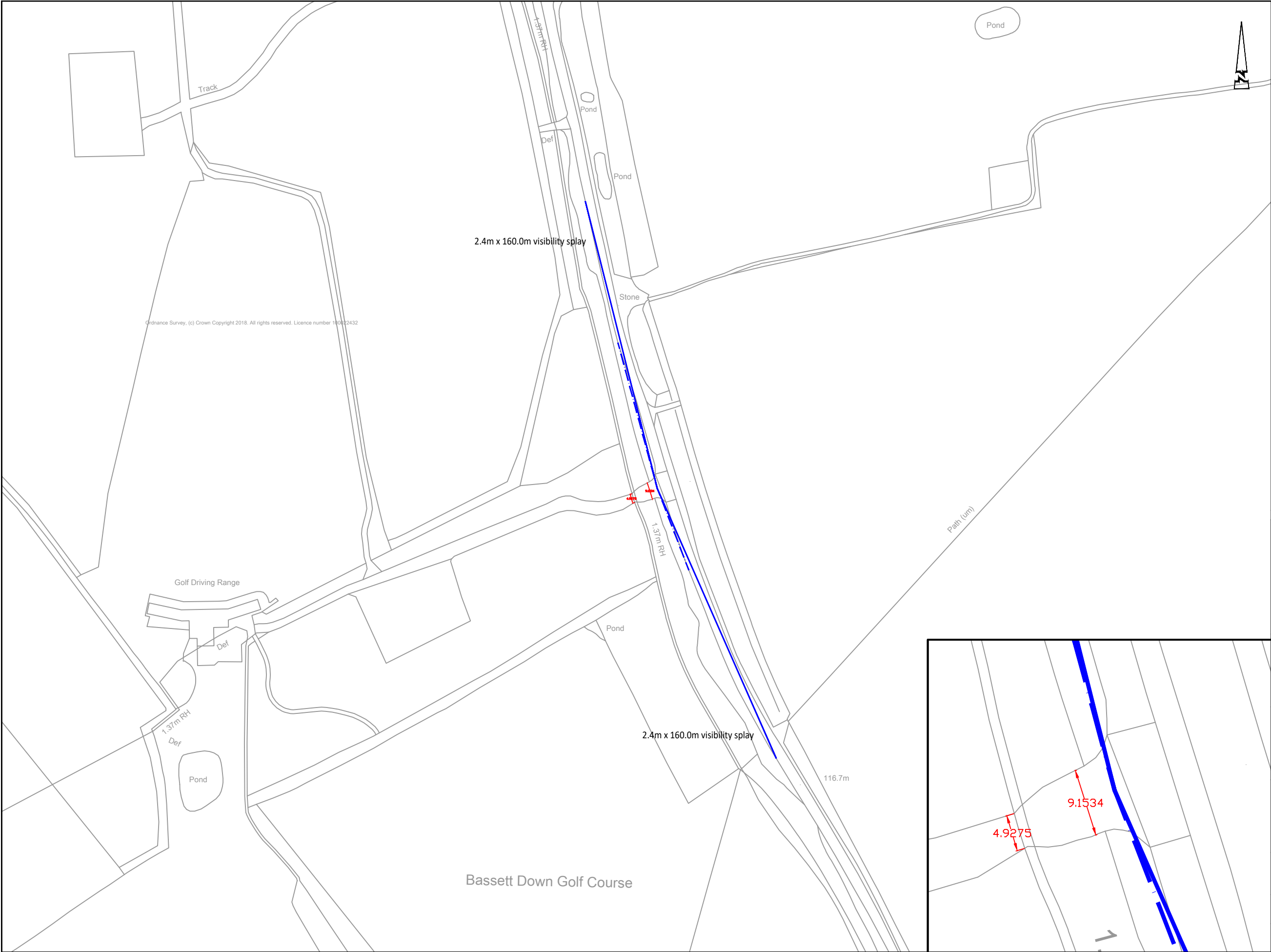
- 4.5. A parking survey conducted on a busy summer weekend day shows that the current peak demand occupies 153 spaces. The two proposed developments are expected to generate a peak parking demand of up to 32 additional spaces required.
- 4.6. The site currently has 150 parking spaces. The site is therefore already at peak times already operating at maximum parking occupancy. The drawings within Appendix C therefore show how the additional 32 spaces can be provided, as well as relocating 12 spaces that will be lost as a result of adding the fourth and fifth Padel courts.
- 4.7. The proposals have therefore shown how the scheme can meet its own needs from a transport and parking perspective and therefore will not result in an adverse impact either in terms of safety within the site itself or impact the operation of the adjoining highway network.



Appendices



Appendix A - Site Access Drawing



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GENERAL NOTES

- Do not scale
- Refer to all other Project Drawings and supporting notes.

KEY

- 2.4m x 160.0m Visibility Splays
- Tangential Visibility Splays

P1	09.24	FIRST ISSUE	PR	NB
Rev	Date	Description	Drawn	Checked

AL

P

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Client

BASSET DOWN GOLF CLUB

Project

**ADVENTURE GOLF
BASSET DOWN GOLF CLUB**

Title

SITE ACCESS DIMENSIONS

Status

FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A3	SEPT 2024	PR	NB

Drawing No	Revision
HD085-GA-001	P1



Appendix B - Car Park Survey

Saturday	Arrivals	Departures	Parking Accumulation	Parking Occupancy
00:00 - 08:00	22	0	22	15%
08:00 - 08:15	7	0	29	19%
08:15 - 08:30	4	1	32	21%
08:30 - 08:45	10	1	41	27%
08:45 - 09:00	9	0	50	33%
09:00 - 09:15	8	0	58	39%
09:15 - 09:30	11	6	63	42%
09:30 - 09:45	8	7	64	43%
09:45 - 10:00	10	8	66	44%
10:00 - 10:15	17	1	82	55%
10:15 - 10:30	12	5	89	59%
10:30 - 10:45	8	1	96	64%
10:45 - 11:00	10	10	96	64%
11:00 - 11:15	5	9	92	61%
11:15 - 11:30	7	8	91	61%
11:30 - 11:45	9	12	88	59%
11:45 - 12:00	15	8	95	63%
12:00 - 12:15	11	13	93	62%
12:15 - 12:30	8	15	86	57%
12:30 - 12:45	8	10	84	56%
12:45 - 13:00	9	9	84	56%
13:00 - 13:15	13	13	84	56%
13:15 - 13:30	15	7	92	61%
13:30 - 13:45	10	13	89	59%
13:45 - 14:00	16	5	100	67%
14:00 - 14:15	5	6	99	66%
14:15 - 14:30	5	12	92	61%
14:30 - 14:45	4	8	88	59%
14:45 - 15:00	9	10	87	58%
15:00 - 15:15	5	11	81	54%
15:15 - 15:30	8	6	83	55%
15:30 - 15:45	5	9	79	53%
15:45 - 16:00	4	19	64	43%
16:00 - 16:15	4	7	61	41%
16:15 - 16:30	7	5	63	42%
16:30 - 16:45	5	7	61	41%
16:45 - 17:00	4	14	51	34%
17:00 - 17:15	9	10	50	33%
17:15 - 17:30	3	10	43	29%
17:30 - 17:45	3	6	40	27%
17:45 - 18:00	9	6	43	29%
18:00 - 18:15	4	0	47	31%
18:15 - 18:30	3	6	44	29%
18:30 - 18:45	4	8	40	27%
18:45 - 19:00	14	10	44	29%
19:00 - 19:15	13	4	53	35%
19:15 - 19:30	13	10	56	37%
19:30 - 19:45	2	3	55	37%
19:45 - 20:00	2	5	52	35%
20:00 - 20:15	0	10	42	28%
20:15 - 20:30	1	5	38	25%
20:30 - 20:45	1	4	35	23%
20:45 - 21:00	0	1	34	23%
21:00 - 21:15	1	2	33	22%
21:15 - 21:30	1	2	32	21%
21:30 - 21:45	0	2	30	20%
21:45 - 22:00	0	2	28	19%
				100%

Sunday	Arrivals	Departures	Parking Accumulation	Parking Occupancy
00:00 - 08:00	34	0	34	23%
08:00 - 08:15	10	0	44	29%
08:15 - 08:30	4	4	44	29%
08:30 - 08:45	6	0	50	33%
08:45 - 09:00	10	0	60	40%
09:00 - 09:15	9	5	64	43%
09:15 - 09:30	14	2	76	51%
09:30 - 09:45	12	10	78	52%
09:45 - 10:00	22	5	95	63%
10:00 - 10:15	11	11	95	63%
10:15 - 10:30	10	1	104	69%
10:30 - 10:45	9	6	107	71%
10:45 - 11:00	16	8	115	77%
11:00 - 11:15	8	21	102	68%
11:15 - 11:30	6	12	96	64%
11:30 - 11:45	9	9	96	64%
11:45 - 12:00	15	11	100	67%
12:00 - 12:15	9	19	90	60%
12:15 - 12:30	17	7	100	67%
12:30 - 12:45	16	9	107	71%
12:45 - 13:00	23	3	127	85%
13:00 - 13:15	20	15	132	88%
13:15 - 13:30	17	7	142	95%
13:30 - 13:45	13	5	150	100%
13:45 - 14:00	13	13	150	100%
14:00 - 14:15	3	7	146	97%
14:15 - 14:30	12	3	155	103%
14:30 - 14:45	10	16	149	99%
14:45 - 15:00	13	9	153	102%
15:00 - 15:15	12	18	147	98%
15:15 - 15:30	9	11	145	97%
15:30 - 15:45	5	19	131	87%
15:45 - 16:00	12	9	134	89%
16:00 - 16:15	8	19	123	82%
16:15 - 16:30	8	32	99	66%
16:30 - 16:45	3	10	92	61%
16:45 - 17:00	5	10	87	58%
17:00 - 17:15	3	8	82	55%
17:15 - 17:30	4	17	69	46%
17:30 - 17:45	8	16	61	41%
17:45 - 18:00	10	12	59	39%
18:00 - 18:15	7	8	58	39%
18:15 - 18:30	5	6	57	38%
18:30 - 18:45	0	9	48	32%
18:45 - 19:00	2	7	43	29%
19:00 - 19:15	0	15	28	19%
19:15 - 19:30	0	2	26	17%
19:30 - 19:45	0	3	23	15%
19:45 - 20:00	0	6	17	11%
20:00 - 20:15	1	7	11	7%
20:15 - 20:30	0	7	4	3%
20:30 - 20:45	0	4	0	0%
20:45 - 21:00	0	0	0	0%
21:00 - 21:15	0	0	0	0%
21:15 - 21:30	0	0	0	0%
21:30 - 21:45	0	0	0	0%
21:45 - 22:00	0	0	0	0%
				100%



Basset Down Golf Complex, Swindon - Manual Traffic Survey: Saturday, 17 August 2024

Produced by Streetwise Services Ltd.

Site 1 Car Park Access

TIME	Entry						Exit					
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
8:00 - 08:1	7	0	0	0	0	7	0	0	0	0	0	0
8:15 - 08:3	4	0	0	0	0	4	1	0	0	0	0	1
8:30 - 08:4	10	0	0	0	0	10	1	0	0	0	0	1
8:45 - 09:0	9	0	0	0	0	9	0	0	0	0	0	0
Hourly Tot	30	0	0	0	0	30	2	0	0	0	0	2
9:00 - 09:1	8	0	0	0	0	8	0	0	0	0	0	0
9:15 - 09:3	10	1	0	0	0	11	5	1	0	0	0	6
9:30 - 09:4	7	1	0	0	0	8	7	0	0	0	0	7
9:45 - 10:0	9	1	0	0	0	10	7	1	0	0	0	8
Hourly Tot	34	3	0	0	0	37	19	2	0	0	0	21
10:00 - 10:1	16	1	0	0	0	17	1	0	0	0	0	1
10:15 - 10:3	11	1	0	0	0	12	5	0	0	0	0	5
10:30 - 10:4	6	2	0	0	0	8	1	0	0	0	0	1
10:45 - 11:0	9	1	0	0	0	10	10	0	0	0	0	10
Hourly Tot	42	5	0	0	0	47	17	0	0	0	0	17
11:00 - 11:1	5	0	0	0	0	5	8	1	0	0	0	9
11:15 - 11:3	7	0	0	0	0	7	8	0	0	0	0	8
11:30 - 11:4	8	1	0	0	0	9	12	0	0	0	0	12
11:45 - 12:0	15	0	0	0	0	15	6	2	0	0	0	8
Hourly Tot	35	1	0	0	0	36	34	3	0	0	0	37
12:00 - 12:1	9	2	0	0	0	11	13	0	0	0	0	13
12:15 - 12:3	8	0	0	0	0	8	14	1	0	0	0	15
12:30 - 12:4	8	0	0	0	0	8	9	1	0	0	0	10
12:45 - 13:0	8	1	0	0	0	9	8	1	0	0	0	9
Hourly Tot	33	3	0	0	0	36	44	3	0	0	0	47
13:00 - 13:1	12	1	0	0	0	13	12	1	0	0	0	13
13:15 - 13:3	14	1	0	0	0	15	7	0	0	0	0	7
13:30 - 13:4	10	0	0	0	0	10	12	1	0	0	0	13
13:45 - 14:0	16	0	0	0	0	16	3	2	0	0	0	5
Hourly Tot	52	2	0	0	0	54	34	4	0	0	0	38
14:00 - 14:1	5	0	0	0	0	5	6	0	0	0	0	6
14:15 - 14:3	5	0	0	0	0	5	11	1	0	0	0	12
14:30 - 14:4	4	0	0	0	0	4	7	1	0	0	0	8
14:45 - 15:0	8	1	0	0	0	9	10	0	0	0	0	10
Hourly Tot	22	1	0	0	0	23	34	2	0	0	0	36
15:00 - 15:1	5	0	0	0	0	5	11	0	0	0	0	11
15:15 - 15:3	6	2	0	0	0	8	6	0	0	0	0	6
15:30 - 15:4	5	0	0	0	0	5	9	0	0	0	0	9
15:45 - 16:0	4	0	0	0	0	4	18	1	0	0	0	19
Hourly Tot	20	2	0	0	0	22	44	1	0	0	0	45
16:00 - 16:1	4	0	0	0	0	4	7	0	0	0	0	7
16:15 - 16:3	6	1	0	0	0	7	5	0	0	0	0	5
16:30 - 16:4	5	0	0	0	0	5	7	0	0	0	0	7
16:45 - 17:0	4	0	0	0	0	4	13	1	0	0	0	14
Hourly Tot	19	1	0	0	0	20	32	1	0	0	0	33
17:00 - 17:1	9	0	0	0	0	9	10	0	0	0	0	10
17:15 - 17:3	3	0	0	0	0	3	10	0	0	0	0	10
17:30 - 17:4	3	0	0	0	0	3	5	1	0	0	0	6
17:45 - 18:0	8	1	0	0	0	9	6	0	0	0	0	6
Hourly Tot	23	1	0	0	0	24	31	1	0	0	0	32
18:00 - 18:1	4	0	0	0	0	4	0	0	0	0	0	0
18:15 - 18:3	3	0	0	0	0	3	6	0	0	0	0	6
18:30 - 18:4	4	0	0	0	0	4	8	0	0	0	0	8
18:45 - 19:0	14	0	0	0	0	14	10	0	0	0	0	10
Hourly Tot	25	0	0	0	0	25	24	0	0	0	0	24
19:00 - 19:1	13	0	0	0	0	13	3	1	0	0	0	4
19:15 - 19:3	13	0	0	0	0	13	9	1	0	0	0	10
19:30 - 19:4	2	0	0	0	0	2	3	0	0	0	0	3
19:45 - 20:0	2	0	0	0	0	2	4	1	0	0	0	5
Hourly Tot	30	0	0	0	0	30	19	3	0	0	0	22
20:00 - 20:1	0	0	0	0	0	0	10	0	0	0	0	10
20:15 - 20:3	1	0	0	0	0	1	5	0	0	0	0	5
20:30 - 20:4	0	0	1	0	0	1	3	0	1	0	0	4
20:45 - 21:0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Tot	1	0	1	0	0	2	19	0	1	0	0	20
21:00 - 21:1	1	0	0	0	0	1	2	0	0	0	0	2
21:15 - 21:3	1	0	0	0	0	1	2	0	0	0	0	2
21:30 - 21:4	0	0	0	0	0	0	2	0	0	0	0	2
21:45 - 22:0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Tot	2	0	0	0	0	2	8	0	0	0	0	8
Session Tot	368	19	1	0	0	388	361	20	1	0	0	382

In at start					
CAR	LGV	OGV1	OGV2	BUS	TOTAL
21	1	0	0	0	22

Spaces
TOTAL
150

Occupancy					
CAR	LGV	OGV1	OGV2	BUS	TOTAL
28	1	0	0	0	29
31	1	0	0	0	32
40	1	0	0	0	41
49	1	0	0	0	50
57	1	0	0	0	58
62	1	0	0	0	63
62	2	0	0	0	64
64	2	0	0	0	66
79	3	0	0	0	82
85	4	0	0	0	89
90	6	0	0	0	96
89	7	0	0	0	96
86	6	0	0	0	92
85	6	0	0	0	91
81	7	0	0	0	88
90	5	0	0	0	95
86	7	0	0	0	93
80	6	0	0	0	86
79	5	0	0	0	84
79	5	0	0	0	84
79	5	0	0	0	84
86	6	0	0	0	92
84	5	0	0	0	89
97	3	0	0	0	100
96	3	0	0	0	99
90	2	0	0	0	92
87	1	0	0	0	88
85	2	0	0	0	87
79	2	0	0	0	81
79	4	0	0	0	83
75	4	0	0	0	79
61	3	0	0	0	64
58	3	0	0	0	61
59	4	0	0	0	63
57	4	0	0	0	61
48	3	0	0	0	51
47	3	0	0	0	50
40	3	0	0	0	43
38	2	0	0	0	40
40	3	0	0	0	43
44	3	0	0	0	47
41	3	0	0	0	44
37	3	0	0	0	40
41	3	0	0	0	44
51	2	0	0	0	53
55	1	0	0	0	56
54	1	0	0	0	55
52	0	0	0	0	52
42	0	0	0	0	42
38	0	0	0	0	38
35	0	0	0	0	35
34	0	0	0	0	34
33	0	0	0	0	33
32	0	0	0	0	32
30	0	0	0	0	30
28	0	0	0	0	28
MAX	97	7	0	0	100

TOTAL
19.3%
21.3%
27.3%
33.3%
38.7%
42.0%
42.7%
44.0%
54.7%
59.3%
64.0%
64.0%
61.3%
60.7%
58.7%
63.3%
62.0%
57.3%
56.0%
56.0%
56.0%
56.0%
61.3%
59.3%
66.7%
66.0%
61.3%
58.7%
58.0%
54.0%
55.3%
52.7%
42.7%
40.7%
42.0%
40.7%
34.0%
33.3%
28.7%
26.7%
28.7%
31.3%
29.3%
26.7%
29.3%
35.3%
37.3%
36.7%
34.7%
28.0%
25.3%
23.3%
22.7%
22.0%
21.3%
20.0%
18.7%
66.7%

Site 1 Car Park Access

In at start					
CAR	LGV	OGV1	OGV2	BUS	TOTAL
31	3	0	0	0	34

Spaces
TOTAL
150

TIME	Entry						Exit					
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
08:00 - 08:15	9	1	0	0	0	10	0	0	0	0	0	0
08:15 - 08:30	4	0	0	0	0	4	4	0	0	0	0	4
08:30 - 08:45	5	1	0	0	0	6	0	0	0	0	0	0
08:45 - 09:00	10	0	0	0	0	10	0	0	0	0	0	0
Hourly Total	28	2	0	0	0	30	4	0	0	0	0	4
09:00 - 09:15	8	1	0	0	0	9	5	0	0	0	0	5
09:15 - 09:30	14	0	0	0	0	14	1	1	0	0	0	2
09:30 - 09:45	12	0	0	0	0	12	10	0	0	0	0	10
09:45 - 10:00	22	0	0	0	0	22	4	1	0	0	0	5
Hourly Total	56	1	0	0	0	57	20	2	0	0	0	22
10:00 - 10:15	11	0	0	0	0	11	11	0	0	0	0	11
10:15 - 10:30	9	1	0	0	0	10	1	0	0	0	0	1
10:30 - 10:45	9	0	0	0	0	9	6	0	0	0	0	6
10:45 - 11:00	15	1	0	0	0	16	8	0	0	0	0	8
Hourly Total	44	2	0	0	0	46	26	0	0	0	0	26
11:00 - 11:15	8	0	0	0	0	8	20	1	0	0	0	21
11:15 - 11:30	6	0	0	0	0	6	12	0	0	0	0	12
11:30 - 11:45	9	0	0	0	0	9	7	2	0	0	0	9
11:45 - 12:00	13	2	0	0	0	15	9	2	0	0	0	11
Hourly Total	36	2	0	0	0	38	48	5	0	0	0	53
12:00 - 12:15	9	0	0	0	0	9	18	1	0	0	0	19
12:15 - 12:30	16	1	0	0	0	17	6	1	0	0	0	7
12:30 - 12:45	16	0	0	0	0	16	9	0	0	0	0	9
12:45 - 13:00	23	0	0	0	0	23	3	0	0	0	0	3
Hourly Total	64	1	0	0	0	65	36	2	0	0	0	38
13:00 - 13:15	20	0	0	0	0	20	14	1	0	0	0	15
13:15 - 13:30	17	0	0	0	0	17	7	0	0	0	0	7
13:30 - 13:45	13	0	0	0	0	13	5	0	0	0	0	5
13:45 - 14:00	13	0	0	0	0	13	13	0	0	0	0	13
Hourly Total	63	0	0	0	0	63	39	1	0	0	0	40
14:00 - 14:15	3	0	0	0	0	3	7	0	0	0	0	7
14:15 - 14:30	11	0	1	0	0	12	3	0	0	0	0	3
14:30 - 14:45	10	0	0	0	0	10	16	0	0	0	0	16
14:45 - 15:00	12	1	0	0	0	13	9	0	0	0	0	9
Hourly Total	36	1	1	0	0	38	35	0	0	0	0	35
15:00 - 15:15	12	0	0	0	0	12	17	1	0	0	0	18
15:15 - 15:30	8	1	0	0	0	9	11	0	0	0	0	11
15:30 - 15:45	5	0	0	0	0	5	19	0	0	0	0	19
15:45 - 16:00	12	0	0	0	0	12	9	0	0	0	0	9
Hourly Total	37	1	0	0	0	38	56	1	0	0	0	57
16:00 - 16:15	7	1	0	0	0	8	18	1	0	0	0	19
16:15 - 16:30	6	2	0	0	0	8	31	1	0	0	0	32
16:30 - 16:45	3	0	0	0	0	3	10	0	0	0	0	10
16:45 - 17:00	5	0	0	0	0	5	9	0	1	0	0	10
Hourly Total	21	3	0	0	0	24	68	2	1	0	0	71
17:00 - 17:15	3	0	0	0	0	3	8	0	0	0	0	8
17:15 - 17:30	4	0	0	0	0	4	17	0	0	0	0	17
17:30 - 17:45	7	1	0	0	0	8	15	1	0	0	0	16
17:45 - 18:00	10	0	0	0	0	10	11	1	0	0	0	12
Hourly Total	24	1	0	0	0	25	51	2	0	0	0	53
18:00 - 18:15	6	1	0	0	0	7	8	0	0	0	0	8
18:15 - 18:30	5	0	0	0	0	5	6	0	0	0	0	6
18:30 - 18:45	0	0	0	0	0	0	8	1	0	0	0	9
18:45 - 19:00	2	0	0	0	0	2	7	0	0	0	0	7
Hourly Total	13	1	0	0	0	14	29	1	0	0	0	30
19:00 - 19:15	0	0	0	0	0	0	15	0	0	0	0	15
19:15 - 19:30	0	0	0	0	0	0	2	0	0	0	0	2
19:30 - 19:45	0	0	0	0	0	0	2	1	0	0	0	3
19:45 - 20:00	0	0	0	0	0	0	6	0	0	0	0	6
Hourly Total	0	0	0	0	0	0	25	1	0	0	0	26
20:00 - 20:15	1	0	0	0	0	1	6	1	0	0	0	7
20:15 - 20:30	0	0	0	0	0	0	7	0	0	0	0	7
20:30 - 20:45	0	0	0	0	0	0	4	0	0	0	0	4
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1	17	1	0	0	0	18
21:00 - 21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
Session Tot	423	15	1	0	0	439	454	18	1	0	0	473

Occupancy					
CAR	LGV	OGV1	OGV2	BUS	TOTAL
40	4	0	0	0	44
40	4	0	0	0	44
45	5	0	0	0	50
55	5	0	0	0	60
58	6	0	0	0	64
71	5	0	0	0	76
73	5	0	0	0	78
91	4	0	0	0	95
91	4	0	0	0	95
99	5	0	0	0	104
102	5	0	0	0	107
109	6	0	0	0	115
97	5	0	0	0	102
91	5	0	0	0	96
93	3	0	0	0	96
97	3	0	0	0	100
88	2	0	0	0	90
98	2	0	0	0	100
105	2	0	0	0	107
125	2	0	0	0	127
131	1	0	0	0	132
141	1	0	0	0	142
149	1	0	0	0	150
149	1	0	0	0	150
145	1	0	0	0	146
153	1	1	0	0	155
147	1	1	0	0	149
150	2	1	0	0	153
145	1	1	0	0	147
142	2	1	0	0	145
128	2	1	0	0	131
131	2	1	0	0	134
120	2	1	0	0	123
95	3	1	0	0	99
88	3	1	0	0	92
84	3	0	0	0	87
79	3	0	0	0	82
66	3	0	0	0	69
58	3	0	0	0	61
57	2	0	0	0	59
55	3	0	0	0	58
54	3	0	0	0	57
46	2	0	0	0	48
41	2	0	0	0	43
26	2	0	0	0	28
24	2	0	0	0	26
22	1	0	0	0	23
16	1	0	0	0	17
11	0	0	0	0	11
4	0	0	0	0	4
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
MAX	153	6	1	0	155

TOTAL
29.3%
29.3%
33.3%
40.0%
42.7%
50.7%
52.0%
63.3%
63.3%
69.3%
71.3%
76.7%
68.0%
64.0%
64.0%
66.7%
60.0%
66.7%
71.3%
84.7%
88.0%
94.7%
100.0%
100.0%
97.3%
103.3%
99.3%
102.0%
98.0%
96.7%
87.3%
89.3%
82.0%
66.0%
61.3%
58.0%
54.7%
46.0%
40.7%
39.3%
38.7%
38.0%
32.0%
28.7%
18.7%
17.3%
15.3%
11.3%
7.3%
2.7%
0.0%
0.0%
0.0%
0.0%
103.3%



Past Weather in Swindon, England, United Kingdom — August 2024

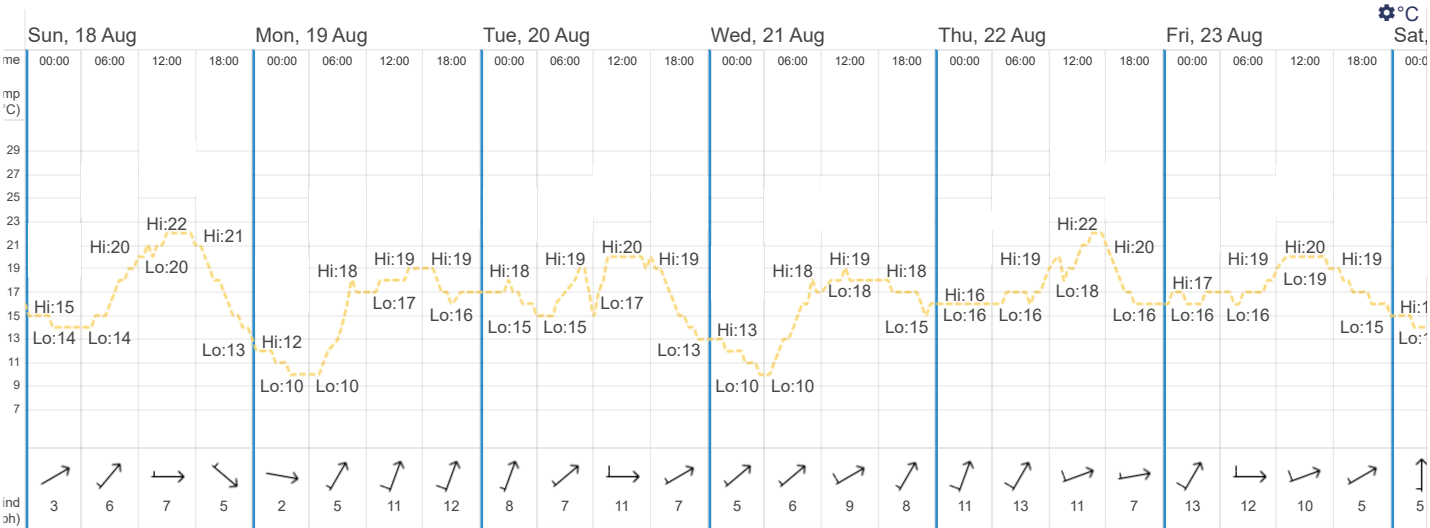
Time/General Weather Time Zone DST Changes Sun & Moon

Weather Today Weather Hourly 14 Day Forecast Yesterday/Past Weather Climate (Averages)

Currently: 17 °C. Partly sunny. (Weather station: Brize Norton, United Kingdom). See more current weather

Select month: August 2024

August 2024 Weather in Swindon — Graph



Tuesday, 20 August 2024, 18:00 — 00:00

19 / 13 °C
Passing clouds.

Humidity: 61%
Barometer: 1013 mbar

WSW
Wind: 6.836 mph

Thu, 1 Aug | Fri, 2 Aug | Sat, 3 Aug | Sun, 4 Aug | Mon, 5 Aug | Tue, 6 Aug | Wed, 7 Aug | Thu, 8 Aug | Fri, 9 Aug | Sat, 10 Aug | Sun, 11 Aug | Mon, 12 Aug | Tue, 13 Aug | Wed, 14 Aug | Thu, 15 Aug | Fri, 16 Aug | Sat, 17 Aug | Sun, 18 Aug | Mon, 19 Aug | Tue, 20 Aug | Wed, 21 Aug | Thu, 22 Aug | Fri, 23 Aug | Sat, 24 Aug | Sun, 25 Aug | Mon, 26 Aug | Tue, 27 Aug | Wed, 28 Aug | Thu, 29 Aug | Fri, 30 Aug | Sat, 31 Aug

[See weather overview](#)

High & Low Weather Summary for August 2024

	Temperature	Humidity	Pressure
High	28 °C (1 Aug, 13:50)	100% (2 Aug, 03:20)	1025 mbar (2 Aug, 03:20)
Low	8 °C (30 Aug, 05:20)	36% (13 Aug, 15:50)	995 mbar (23 Aug, 05:20)
Average	18 °C	73%	1013 mbar
* Reported 1 Aug 00:20 — 31 Aug 23:50, Swindon. Weather by CustomWeather, © 2024			

Note: Actual official high and low records may vary slightly from our data, if they occurred in-between our weather recording intervals... [More about our weather records](#)

Swindon Weather History for 18 August 2024

Show weather for: 18 August 2024

00:50		15 °C	Clear.	3 mph	→	77%	1013 mbar	16 km
01:50		15 °C	Clear.	2 mph	→	77%	1013 mbar	16 km
02:20		15 °C	Clear.	2 mph	↗	77%	1013 mbar	16 km
02:50		14 °C	Clear.	2 mph	↗	82%	1012 mbar	16 km
03:20		14 °C	Clear.	3 mph	↗	82%	1012 mbar	16 km
03:50		14 °C	Clear.	3 mph	↗	82%	1013 mbar	16 km
04:20		14 °C	Clear.	2 mph	↗	82%	1012 mbar	16 km
04:50		14 °C	Clear.	3 mph	↗	82%	1012 mbar	16 km
05:20		14 °C	Clear.	2 mph	↗	88%	1012 mbar	16 km
05:50		14 °C	Clear.	3 mph	↗	88%	1012 mbar	16 km
06:20		14 °C	Sunny.	2 mph	↗	88%	1012 mbar	16 km
06:50		14 °C	Sunny.	5 mph	↗	88%	1013 mbar	16 km
07:20		15 °C	Overcast.	5 mph	↗	82%	1013 mbar	N/A
07:50		15 °C	Sunny.	5 mph	↗	82%	1013 mbar	16 km
08:20		15 °C	Sunny.	7 mph	↗	82%	1013 mbar	16 km
08:50		16 °C	Broken clouds.	6 mph	↗	77%	1013 mbar	N/A
09:20		17 °C	Scattered clouds.	7 mph	→	73%	1014 mbar	N/A
09:50		18 °C	Scattered clouds.	8 mph	→	64%	1014 mbar	N/A
10:20		18 °C	Scattered clouds.	7 mph	→	60%	1014 mbar	N/A
10:50		19 °C	Passing clouds.	7 mph	→	56%	1014 mbar	N/A
11:20		19 °C	Passing clouds.	7 mph	↘	52%	1014 mbar	N/A
11:50		20 °C	Passing clouds.	8 mph	↗	49%	1014 mbar	N/A
12:20		20 °C	Passing clouds.	8 mph	↘	49%	1014 mbar	N/A
12:50		21 °C	Passing clouds.	6 mph	↗	46%	1014 mbar	N/A
13:20		20 °C	Passing clouds.	7 mph	↗	49%	1014 mbar	N/A
13:50		21 °C	Passing clouds.	6 mph	→	46%	1015 mbar	N/A
14:20		21 °C	Passing clouds.	8 mph	→	46%	1015 mbar	N/A
14:50		22 °C	Passing clouds.	8 mph	→	44%	1015 mbar	N/A
15:20		22 °C	Partly sunny.	7 mph	→	44%	1015 mbar	N/A
15:50		22 °C	Passing clouds.	7 mph	↗	47%	1015 mbar	N/A
16:20		22 °C	Passing clouds.	8 mph	→	44%	1015 mbar	N/A

17:50		21 °C	Scattered clouds.	7 mph	→	50%	1015 mbar	N/A
18:20		21 °C	Scattered clouds.	7 mph	↘	50%	1015 mbar	N/A
18:50		20 °C	Passing clouds.	7 mph	↘	53%	1016 mbar	N/A
19:20		19 °C	Passing clouds.	8 mph	↘	56%	1016 mbar	N/A
19:50		18 °C	Passing clouds.	7 mph	↘	60%	1016 mbar	N/A
20:20		18 °C	Passing clouds.	7 mph	↘	60%	1017 mbar	N/A
20:50		17 °C	Passing clouds.	5 mph	↘	59%	1017 mbar	N/A
21:20		16 °C	Passing clouds.	3 mph	↘	68%	1017 mbar	N/A
21:50		15 °C	Clear.	2 mph	→	68%	1018 mbar	16 km
22:20		15 °C	Clear.	2 mph	↗	68%	1018 mbar	16 km
22:50		14 °C	Clear.	2 mph	↗	72%	1018 mbar	16 km
23:20		14 °C	Clear.	3 mph	→	72%	1018 mbar	16 km
23:50		13 °C	Clear.	2 mph	↗	77%	1018 mbar	16 km
Weather by CustomWeather, © 2024								

[See weather overview](#) >



Appendix C - Site and Car Park Layout

Transport
Development Planning
Sustainable
Deliver
Trusted
Enable
Site Appraisal
Hydrology
Highways
Civil Engineering
Successful
Travel Planning
Support
Drainage
Dynamic
Masterplanning
Flood Risk Assessment
Infrastructure Design

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