

Project: Great Wolf Lodge, Chesterton  
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### 1.0 Introduction

- 1.1 Motion has been instructed by Great Wolf Resorts (the parent company of Great Wolf Lodge) to advise on highways and transport matters associated with development proposals for a new family resort at a site in Chesterton near Bicester.
- 1.2 A planning application was submitted to Cherwell District Council (CDC) in November 2019 (Planning Ref: 19/02550/F) for:
- “Redevelopment of part of golf course to provide new leisure resort (sui generis) incorporating waterpark, family entertainment centre, hotel, conferencing facilities and restaurants with associated access, parking and landscaping.”*
- 1.3 Following submission of the planning application comments have been provided by the Chesterton Parish Council (CPC) in respect of the submitted planning application including a letter provided by Paul Basham Associates (PBA). This Technical Note has been prepared in response to the comments from the CPC and PBA and provides further details in relation to the sustainability of the site, walking and cycling improvements, shuttle bus provision, the proposed site access and the impact of the development proposals on the wider highway network. It sits alongside and as an appendix to the letter prepared by DP9.

### 2.0 Response to Chesterton Parish Council Comments

#### *Accessibility and Shuttle Bus Service*

- 2.1 The proposed development will provide improvements to the existing infrastructure for pedestrians and cyclists with the locality of the site. Following discussion with Oxfordshire County Council (OCC) it is now proposed to provide additional sections of footway adjacent to both the A4095 and Green Lane in the vicinity of the site and this is detailed at Paragraphs 2.8 to 2.10 below.
- 2.2 It is proposed that shuttle bus services for both staff and guests will connect the site with both Bicester train stations and Bicester town centre. Motion are in discussions with Officers at OCC regarding details of the proposed shuttle bus services associated with the development. Motion consider that a dedicated shuttle bus service is the most appropriate method of delivering bus connectivity to the site and it is proposed that the provision of the shuttle bus service is secured, in perpetuity, through a S106 obligation.
- 2.3 A Framework Travel Plan has been submitted alongside the planning application and it is acknowledged that a final Travel Plan will be secured by Planning Condition.
- 2.4 The measures proposed as part of the development, including the new foot/cycleway, shuttle bus service and travel plan, mean that the development accords with the NPPF and local planning policy with regard to the delivery of sustainable development.

#### *Site Access Junction*

- 2.5 It is proposed that the development is accessed via a new priority junction, with right turn ghost island, from the A4095. The layout of the site access junction, including the visibility splays achieved, have been designed with reference to the Design Manual for Roads and Bridges guidance and scaled plans were provided as part of the Transport Assessment which allow geometries of the junction to be measured. OCC have reviewed the design of the site access junction and have confirmed that the design is acceptable.
- 2.6 It is not a requirement of OCC to provide a Road Safety Audit at the planning stage and a Road Safety Audit will be undertaken as part of the detailed design of the highway works, should planning consent be granted.

- 2.7 The Transport Assessment includes detailed junction capacity modelling of the site access junction based on the proposed geometries and this demonstrates that the junction will operate within capacity during all peak periods and that the proposed right turning lane is sufficient to accommodate vehicle turning right into the site and there would be negligible queuing or vehicle delay.

#### *Public Rights of Way*

- 2.8 The Transport Assessment submitted alongside the planning application include details of proposals to divert the existing Public Right of Way (PRoW) 161/06 and the provision of a new shared foot/cycleway from the site access to Chesterton.
- 2.9 Following discussions with OCC it is now proposed that an additional stretch of footway of circa 370 metres in length along the A4095 west of the proposed site access junction, either side of the motorway overbridge, to connect with PRoW 161/11 to the west. This provides a betterment to the existing connection between PRoW 161/06 and PRoW 161/11, providing pedestrians with a footway, where they are currently required to walk within the grass verge to connect between PRoW 161/06 and PRoW 161/11. The proposed extended footway is shown on Drawing 1803047-03, attached at [Appendix A](#).
- 2.10 In addition, it is proposed to provide a new section of footway of circa 400 metres in length on Green Lane, either side of its junction with The Hale, from the southern end of PRoW 161/06 east to connect with the existing footway within Chesterton. The proposal provides a betterment over existing facilities for pedestrians providing a footway connection from the southern end of PRoW 161/06 to Chesterton, where pedestrians are currently required to walk within the grass verge. The proposed footway is shown on Drawing 1803047-15, attached at [Appendix B](#).
- 2.11 The letter from PBA states that existing PRoW 161/06, which is proposed to be diverted, is well used by local residents, although provides no evidence of the usage of the PRoW. Motion undertook surveys of the usage of the PRoW on Thursday 23<sup>rd</sup> August and Saturday 25<sup>th</sup> August 2018, which was a bank holiday weekend and therefore considered a peak period of leisure usage of the PRoW and usage of the golf course.
- 2.12 The surveys covered 7am to 9pm on both of the days and surveyed people entering the PRoW from both the southern end, at the access to Bicester Hotel Golf & Spa and at the northern end from the A4095. The surveys recorded the number of people utilising the PRoW and people were questioned on why they were utilising the PRoW.
- 2.13 Across both days no-one was surveyed entering or exiting the PRoW from the northern access from the A4095. On the Thursday, 4 people were surveyed walking to the PRoW from the Green Lane. All of the people surveyed were walking to Bicester Hotel Golf & Spa; 2 as staff and 2 visiting the gym. On Saturday 3 people were surveyed walking to the PRoW from the Green Lane. All of the people survey were walking to the Bicester Hotel Golf & Spa; 1 as staff and 2 visiting the café.
- 2.14 It is therefore evident that existing use of the PRoW is very low, with all usage associated with route between Green Lane and Bicester Hotel Golf & Spa, which would be unaffected by the proposed diversion. It is evident that the proposed provision of a new section of footway from the southern end of PRoW to Chesterton would provide a betterment to all the surveyed users of the PRoW.
- 2.15 It is therefore concluded that the proposed new footway and shared foot/cycleways detailed on Drawings 1803047-03 and 1803047-15 provide a betterment over existing conditions for pedestrians and cyclists and provide improved connectivity between PRoW 161/06, 161/11 and Chesterton to the betterment of access to the site and for local residents and future users of the proposed development.

*Impact on Highway Network.*

- 2.16 The letter from PBA states that CPC have concerns about the extent to which committed developments have been included within the assessment, although provides no specific details over which committed development they consider have been omitted from the analysis. The assessment presented within the submitted Transport Assessment has been based on traffic data from the Bicester Transport Model (BTM), maintained by OCC and includes consideration of traffic associated with planned and committed developments in Bicester.
- 2.17 In addition to the traffic data from the BTM, the assessment has also made consideration of further developments, as advised by OCC, which are not included within the BTM such as Heyford Park Phase 2, BSA Chesterton, Alchester Park residential development, Audley Gardens residential development and the extension of the Bicester Hotel Golf and Spa. The assessment of committed developments and future baseline traffic flows is considered robust and has been agreed with Officers at OCC.
- 2.18 In respect of the effect of the development on the A4095/ Vendee Drive junction, the Transport Assessment demonstrates that the development would not result in a material effect on the operation of the junction. Whilst it is acknowledged that the Ratio of Flow to Capacity (RFC) of one movement at the junction will marginally exceed a theoretical threshold of 0.85 RFC, the development does not result in a material change in the RFC or the junction or expected queuing and OCC have confirmed in their response to the planning application that *"this this minor theoretical exceedance is not considered to justify improvement measures"*.
- 2.19 Motion are in ongoing discussions with OCC regarding the effect of the Great Wolf development on the B430/B4030 junction in Middleton Stoney. It is highlighted that the proposed Great Wolf development will not have a material change in vehicle movements at this junction, in particular in comparison with baseline traffic flows and traffic associated with planned and committed development such as Heyford Park.
- 2.20 The analysis presented within the Transport Assessment demonstrates that the Great Wolf development will result in an increase of just 34 vehicle trips at this junction during the morning peak hour and 46 vehicles during the evening peak hour. This is equivalent to less than one additional vehicle movement per minute during the morning and evening peak hours. The change in traffic flow at the B430/ B4030 junction as a result of the Great Wolf development is just 1.6% in the morning peak hour and 2.5% in the evening peak hour.
- 2.21 It is highlighted that the consented Heyford Park development (Planning Ref: 10/01642) will result in an additional 552 vehicle trips through the junction during the morning peak hour and 540 trips through the junction during the evening peak hour. In addition, the planned, but not consented, expansion of Heyford Park (Planning Ref: 18/00825) will result in a further 329 vehicle at the junction during the morning peak hour and an additional 272 vehicles at the during the evening peak hour. In total the two phases of the Heyford Park development will result in an additional 881 vehicle at the junction during the morning peak hour and an additional 812 vehicles at the during the evening peak hour.
- 2.22 It is evident that the change in vehicle movements at the junction as a result of the Great Wolf development is not material, in particular when compared to the baseline traffic flows at the junction and the change in traffic as a result of other committed and planned developments.
- 2.23 Notwithstanding the immaterial impact of the development proposals on the B430/B4030 junction, Motion are in discussions with OCC regarding the potential a contribution, secured by S106 obligation, to mitigation works at the junction.

### 3.0 Summary

- 3.1 This Technical Note has been prepared in response to the comments from the CPC and PBA and provides further details in relation to the sustainability of the site, walking and cycling improvements, shuttle bus provision, the proposed site access and the impact of the development proposals on the wider highway network
- 3.2 In summary this Technical Note demonstrates that:
- ▶ The measures proposed as part of the development, including the new foot/cycleway, shuttle bus service and travel plan, mean that the development accords with the NPPF and local planning policy with regard to the delivery of sustainable development;
  - ▶ It is proposed that shuttle bus services will be provided for both staff and guests that will connect the site with both Bicester train stations and Bicester town centre. Motion are in discussions with Officers at Oxfordshire County Council (OCC) regarding details of the proposed shuttle bus services associated with the development. Motion consider that a dedicated shuttle bus service is the most appropriate method of delivering bus connectivity to the site and it is proposed that the provision of the shuttle bus service is secured, in perpetuity, through a S106 obligation;
  - ▶ The layout of the site access junction, including the visibility splays achieved, have been designed with reference to the Design Manual for Roads and Bridges guidance and has been agreed with OCC;
  - ▶ In addition to the provision of a new foot/cycleway identified in the Transport Assessment, it is proposed that two additional sections of footway are provided on the A4095 and Green Lane which will provide connections from the existing PRoW 161/06 to PRoW/11 west of the site and to existing footway in Chesterton south-east of the site. The proposed footways provide an enhancement over existing conditions and provide improved connectivity between the existing PRoWs and Chesterton to the betterment of local residents and future users of the proposed development;
  - ▶ Surveys have demonstrated existing use of the PRoW is very low, with all usage associated with route between Green Lane and Bicester Hotel Golf & Spa, which would be unaffected by the proposed diversion. The proposed new section of footway from the southern end of PRoW to Chesterton would provide a betterment to all the surveyed users of the PRoW;
  - ▶ The Transport Assessment has provided a robust assessment of future baseline traffic and traffic associated with committed developments on the local road network and the methodology set out in the Transport Assessment has been agreed with OCC;
  - ▶ The development would not have a material effect on the operation of the A4095/ Vendee Drive roundabout and no highways works are considered necessary at this junction and this is agreed with OCC; and,
  - ▶ The change in vehicle trips at the B430/B4030 junction is not material, in particular when compared to the baseline traffic flows at the junction and the change in traffic as a result of other committed and planned developments. Notwithstanding the immaterial impact of the development proposals on the B430/B4030 junction, Motion are in discussions with OCC regarding the potential a contribution, secured by S106 obligation, to mitigation works at the junction.
- 3.3 It is therefore concluded that the comments raised by CPC and PBA do not identify any material impacts associated with the proposed development and that, subject to agreement on appropriate S106 obligations and planning conditions, the development should not be resisted or refused on transport grounds.

Appendix A

Drawing 1803047-03



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Legend:

Highway Boundary —



84 North Street  
Guildford  
Surrey  
GU1 4AU

Cargo Works  
1-2 Hatfields  
London  
SE1 9PG

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Project:  
Great Wolf Resort, Bicester

Title:  
Proposed Access Arrangement

Scale: 1:1250 (@ A3)

Notes:

Drawing:  
1803047-03

Revision:  
F

Appendix B

Drawing 1803047-15



Legend:

Highway Boundary



84 North Street  
Guildford  
Surrey  
GU1 4AU

Cargo Works  
1-2 Hatfields  
London  
SE1 9PG

T: 01483 531 300

T: 020 8065 5208

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Project:  
Great Wolf Resort, Bicester

Title:  
Proposed Footway

Scale: 1:1000 (@ A3)

Notes:

Drawing:  
**1803047-15**

Revision:  
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