

## Scoping Note: Great Wolf Lodge, Chesterton

Project: Great Wolf Lodge  
Prepared by: David Lewis  
Approved by: Phil Bell  
Date: 25 April 2019



Cargo Works, 1-2 Hatfields  
London  
SE1 9PG

Tel: 020 8065 5210  
www.motion.co.uk

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CONFIDENTIAL FOR PRE-APPLICATION DISCUSSIONS

### 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 hotel and indoor family resort at a site in Chesterton near Bicester.
- 1.2 The site is situated to the south of the A4095 to the east of Chesterton. The site currently forms part of the Bicester Golf Course and Hotel site that benefits from one vehicle access from the A4095 which operates as the service route to the golf course and a second vehicle access from Green Lane, that operates as the main customer/ visitor access to the golf course.
- 1.3 The current development proposals comprise the redevelopment of 9 holes of the existing 18 holes of the golf course and construction of a 500-bedroom hotel and indoor family resort. Vehicle access to the hotel would be taken from a new priority junction access from the A4095.
- 1.4 This Scoping Note considers the scope of Transport Assessment that will be prepared to support a forthcoming outline planning application in relation to the development proposals. This Note considers the planning history of the site, provides details of the highway network in the vicinity of the site, the development proposals, the expected trip attraction of the development proposals and the methodology of the Transport Assessment including the scope of junctions to be assessed

### 2.0 Baseline Information

#### *Site History*

- 2.1 The site currently forms part of the golf course of Bicester Hotel Golf and Spa and comprises 9-holes of the existing golf course. A site location plan is attached at [Figure 2.1](#).
- 2.2 Planning permission was granted in February 2016 for an extension to the existing hotel at Bicester Hotel Golf and Spa (Planning Ref:15/01068/F). The extension would provide an additional 60 bedrooms, increasing the overall capacity of the hotel to 112 bedrooms. The consented extension to Bicester Hotel Golf and Spa is not affected by the current proposals and it is assumed that consented extension is to be implemented.

#### *Local Highway Network*

- 2.3 The site is located approximately 500 metre west of Chesterton village and fronts the A4095 to the north and the M40 to the west. The A4095 connects east through Chesterton Village towards Bicester and links to the Vendee Drive which connects east to the A41 Oxford Road. The A41 Oxford Road connects north to Bicester town centre, east towards Aylesbury and south to the M40 Junction 9. West of the site, the A4095 connects to the B430 at Middleton Stoney which links south to the A34 and north to the A43 and M40 Junction 10.
- 2.4 The Transport Assessment supporting the planning application will provide a detailed review of the vehicle, access routes to the site along with the sustainable transport infrastructure in the vicinity of the site including cycle and pedestrian routes and public transport opportunities.

### 3.0 Development Proposals

- 3.1 The current development proposals are for the construction of a new hotel and leisure resort at the site current occupied by part of the golf course of Bicester Hotel Golf and Spa. An indicative site layout of the current scheme is attached at [Appendix A](#) of this Scoping Note.
- 3.2 The proposed hotel will comprise 500 bedrooms along with associated restaurants, dining facilities and meeting rooms. The resort is aimed at families, in particular those with younger children and the resort includes an indoor waterpark which will solely be open to guests of the hotel.
- 3.3 The resort will also include a family entertainment centre (FEC) which will include facilities such as a games arcade, mini-golf course, climbing wall and rope course.
- 3.4 Vehicle access to the resort will be gained via a new priority junction access, with right turn ghost island, from the A4095. Visibility splays at the access are in accordance with DMRB guidance based on the recorded 85<sup>th</sup> percentile speeds on the A4095. To the east of the site access 85<sup>th</sup> percentile speeds of 49mph were recorded and to the west of the site access 85<sup>th</sup> percentile speeds of 66mph were recorded. On that basis, and in accord with DMRB, visibility splays of 144 metres and 239 metres, at a set-back of 4.5 metres are provided and these are shown on Drawing 1803047-03, attached at [Appendix B](#).
- 3.5 It is expected that there will be in the order of 420-450 full time equivalent (FTE) staff employed at the site. However, the maximum number of staff on the site, at any one time, is expected to be up to 200 staff during peak periods.
- 3.6 The development would have the effect of reducing the golf course associated with Bicester Hotel Golf and Spa from an 18-hole golf course to a 9-hole golf course.
- 3.7 Cherwell District Council and Oxfordshire County Council do not have adopted car parking standards for the proposed land use. On that basis the proposed parking provision for the hotel has been developed with consideration of the expected parking demand and to meet the needs of the development. A total of 1,000 car parking spaces will be provided for visitors and staff.
- 3.8 It is proposed that a dedicated shuttle bus service is provided between the site and the local rail station. It is considered that a dedicated resort shuttle bus is the most appropriate method for providing a convenient connection between the site and the station. Further details of the shuttle bus service will be provided within the Transport Assessment supporting the planning application.

### 4.0 Transport Assessment Methodology

- 4.1 The planning application will be support by a Transport Assessment which will consider the effect of the development proposals on the highway network local to the site. This section of the Scoping Note details key parameters of the assessment of the development proposals including the scope of junctions to be assessed, committed developments, traffic growth and trip attraction.

#### *Trip Attraction*

- 4.2 The TRICS database was reviewed to assess hotel sites for the purpose of assessing the expected trip attraction of the development proposals. However, the hotel sites included within the TRICS database comprise hotels such as Travelodge, Premier Inn, Holiday Inn and Thistle branded hotels which are not comparable to the proposed hotel as they do not provide comparable facilities to the development proposals and do not cater for the same market/ users as the development. On that basis it is concluded that the hotel trip data available from the TRICS database does not provide an appropriate comparison for the development proposals.
- 4.3 In order to assess the trip attraction of the site reference has been made to surveys undertaken in 2016 at three existing Great Wolf Lodges in the United States in 2016 which are considered the most comparable source of data to the proposed hotel. The three existing surveyed sites are as follows:

- ▶ Concord, North Carolina – 402 Guestrooms;
- ▶ Grapevine, Texas – 605 Guestrooms; and
- ▶ Garden Grove, California – 608 Guestrooms.

4.4 The traffic surveys were undertaken over the Veteran Day weekend, which is a Federal Holiday in the United States comparable to a bank holiday weekend in the United Kingdom. On that basis the surveys are considered to represent a peak period for occupation of the hotel. Based on the surveyed traffic flows at the three hotels, trip rates per bedroom have been established for the weekday morning, mid-day and evening peak periods, as well as a Saturday mid-day peak period and are summarised in Table 4.1 below.

	Vehicle Trip Rate (per hotel room)		
	In	Out	Total
Weekday Morning Peak (0800-0900)	0.131	0.094	0.225
Weekday Evening Peak (1700-1800)	0.132	0.176	0.308
Saturday Peak (1300-1400)	0.244	0.251	0.495
Weekday Daily (0700-1900)	1.834	2.121	3.955
Saturday Daily (0700-1900)	2.459	3.062	5.522

Table 4.1 Expected Trip Rates per Hotel Room

4.5 The calculated trip rates set out at Table 4.1 have been applied to the proposed 500-bedroom proposed hotel in order to assess the expected vehicle trips and these are summarised at Table 4.2 below.

	Vehicle Trips		
	In	Out	Total
Weekday Morning Peak (0800-0900)	66	47	113
Weekday Evening Peak (1700-1800)	66	88	154
Saturday Peak (1300-1400)	122	125	247
Weekday Daily (0700-1900)	917	1061	1,977
Saturday Daily (0700-1900)	1,230	1,531	2,761

- 4.6 The trip attraction analysis demonstrates that trips associated with the proposed hotel are distributed throughout the day, in particular on weekdays, and the proposed hotel would not attract a significant number of trips during the weekday morning, mid-day or evening peak periods. The peak period in terms of arrivals and departures at the site is expected to be the Saturday midday period between 1pm and 2pm.

#### *Trip Distribution*

- 4.7 In order to assess the distribution of vehicle trips on the highway network local to the site, reference has been made to the expected catchment area of visitors to the site. Based on information provided by the applicant they expect that visitors to the hotel will be drawn from a catchment area encompassing a 125-mile drive of the site.
- 4.8 [Figure 4.1](#), attached, shows the expected catchment area of visitors to the hotel. Based on the expected catchment area, visitor vehicle trips have been distributed based on the basis of population within the catchment and the likely routing of vehicles to and from the application site, based on the primary road network and online vehicle routing tools. [Figure 4.2](#), attached, shows expected distribution of vehicles on the local road network.
- 4.9 Based on the trip attraction set out at Table 4.2 and the distribution presented at [Figure 4.3](#), [Figures 4.4 to 4.5](#) show the distributed traffic flows during the weekday morning, weekday evening and Saturday peak periods on the road network local to the site.

#### *Scope of Assessment*

- 4.10 The trip attraction analysis presented at Table 4.2 demonstrates that during weekdays the trips associated with the hotel are distributed throughout the day and would not result in a significant number of trips, in particular during the weekday morning peak hour.
- 4.11 It is generally accepted that the scope of assessment of the local road network would comprise junctions where a development is expected to result in an increase of 30 vehicles or more during a peak hour. On that basis the change in change in vehicle trips shown at [Figures 4.3 to 4.5](#) the Transport Assessment will consider the effect of the development during the weekday morning, weekday evening and Saturday peak periods at the following scope of junctions:
- ▶ Site Access/ A4095 priority junction;
  - ▶ A4095/ B430 priority crossroads;
  - ▶ B430/ B430 Roundabout (north of A34 interchange);
  - ▶ A4095/ Vendee Drive priority junction; and,
  - ▶ Vendee Drive/ A41 Oxford Road roundabout.
- 4.12 For the weekday morning and evening peak periods at the Vendee Drive/ A41 Oxford Road junction it is proposed that baseline traffic data is taken from the Transport Assessment supporting the recently approved planning application at Bicester Office Park. This traffic data was provided from the Bicester Transport Model and include relevant committed development traffic flows. For the other junctions within the scope and for the Saturday peak period at the Vendee Drive/ A41 junction, it is proposed that baseline traffic surveys are undertaken in order to determine existing vehicle movements on the local highway network.
- 4.13 Based on the expected trip attraction and distribution of trips presented at [Figures 4.3 to 4.5](#), the development is not expected to result in a significant change in trips at either M40 Junction 9 or 10 and therefore detailed capacity assessment of the operation of these junctions is not considered necessary to support the planning application.

### *Future Years Assessment & Committed Development*

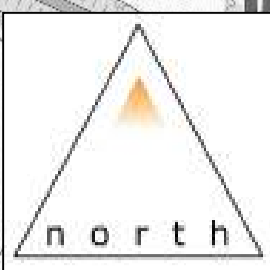
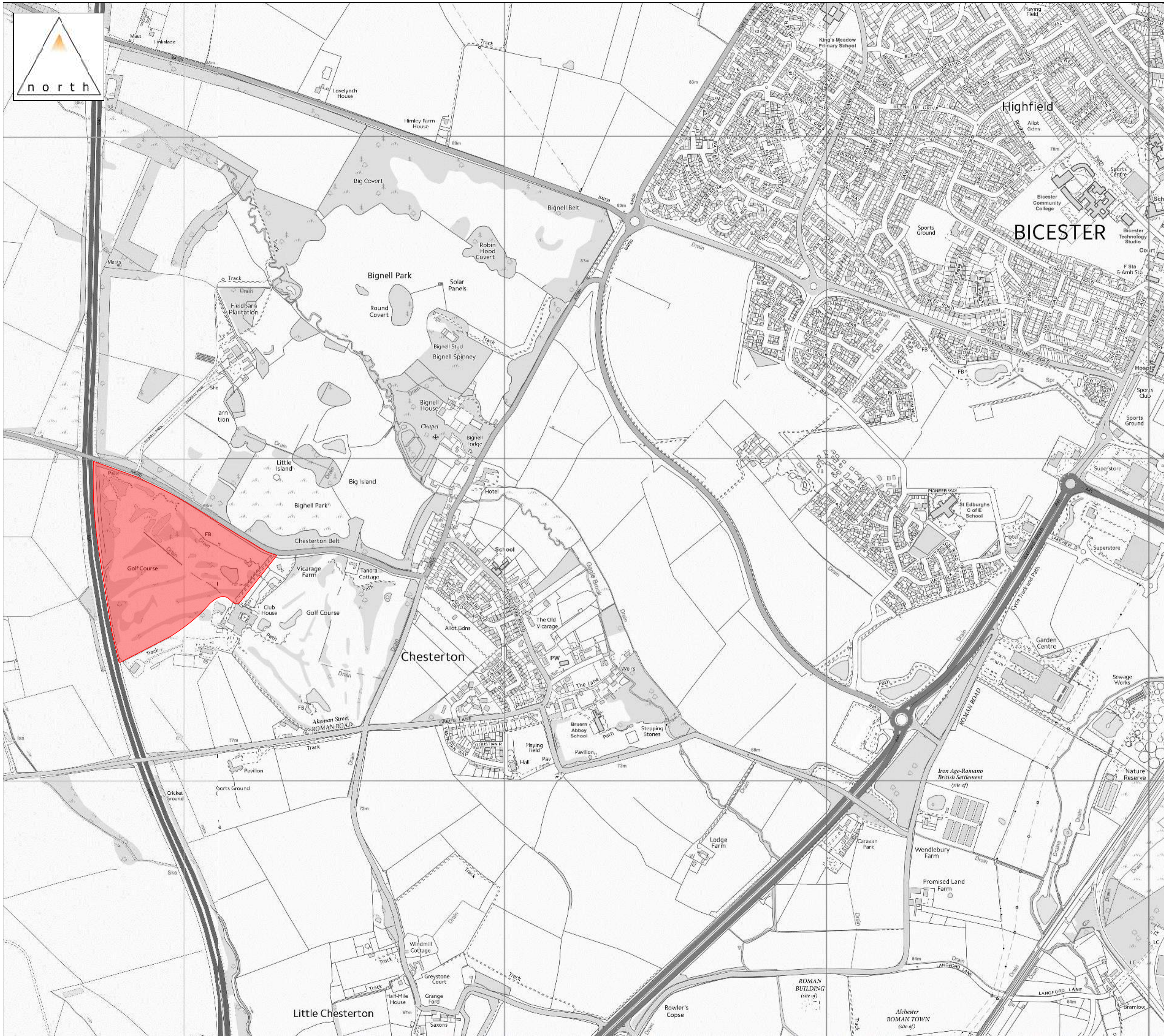
- 4.14 It is expected that a planning application will be submitted in autumn 2019 and the Transport Assessment will consider a future assessment year of 5 year after submission of the planning application, hence 2024.
- 4.15 For the weekday morning and evening peak periods at the Vendee Drive/ A41 Oxford Road junction it is proposed that baseline traffic data is taken from the Transport Assessment supporting the recently approved planning application at Bicester Office Park. This traffic data was provided from the Bicester Transport Model and include relevant committed development traffic flows and future traffic growth forecasts.
- 4.16 For the other junctions within the scope of assessment and for the Saturday peak period at the Vendee Drive/ A41 junction, forecast traffic for the future assessment year of 2024 will be determined by applying traffic growth factors derived from TEMPRO. In addition to TEMPRO growth factors, the future year assessment will consider committed developments in the vicinity of the site. It is proposed that the following committed developments will be considered as part of the Transport Assessment:
- ▶ Bicester Office Park;
  - ▶ Bicester Gateway Retail Park;
  - ▶ Kingsmere; and
  - ▶ Graven Hill.
- 4.17 Expected trip generation and distribution of trips associated with each of the committed developments will be extracted from the Transport Assessments submitted alongside each of the approved planning applications.
- 4.18 It is noted that the Kingsmere development is part built out and therefore traffic flows associated with part of the development will already be on the highway network and included within the surveyed traffic flows. For the purpose of assessing outstanding consented development, consideration will be given to the remaining elements of the Kingsmere development which are yet to be constructed.
- 4.19 Traffic growth factors derived from TEMPRO include assessment of traffic growth as a result of expected committed developments in the local area. To this extent, applying by TEMPRO growth factors and including traffic associated identified committed developments to baseline traffic flows will result in double-counting of likely traffic growth on the highway network and over-estimate future year traffic flows. On that basis traffic growth factors derived from TEMPRO will be adjusted, on the basis of the consented development proposals being considered separately, in order to minimise the likelihood of double-counting of likely traffic growth.
- 4.20 Capacity modelling for the junctions will be undertaken using the industry standard package for modelling each junction type; PICADY for priority junctions and ARCADY for roundabout junctions.

## 5.0 Summary

- 5.1 Motion has been instructed by Great Wolf Resorts to advise on highways and transport matters associated with development proposals of a hotel and indoor family resort at a site in Chesterton near Bicester.
- 5.2 The site is situated to the south of the A4095 to the east of Chesterton. The site currently forms part of the Bicester Golf Course and Hotel site which benefits from one vehicle access from the A4095 which operates as the service route to the golf course and a second vehicle access from Green Lane, which operates as the main customer/ visitor access to the golf course.
- 5.3 The current development proposals comprise the redevelopment of 9 of the existing 18 holes of the golf course and construction of a 500-bedroom hotel and indoor family resort. Vehicle access to the hotel would be taken from a new priority junction access from the A4095.

- 5.4 The expected trip attraction of the site will be assessed utilising surveys at three existing Great Wolf properties in the United States, in addition to our understating of UK travel patterns and local knowledge. This is considered the most comparable data to the proposed hotel and resort.
- 5.5 On the basis of the expected trip generation and distribution set out within this Note, it is proposed that the scope of the Transport Assessment will consider the weekday morning, evening and Saturday mid-day peak periods and it is proposed that the following scope of junctions are included within the scope of the Transport Assessment and assessed through junction capacity modelling:
- ▶ Site Access/ A4095 priority junction;
  - ▶ A4095/ B430 priority crossroads;
  - ▶ B430/ B430 Roundabout (north of A34 interchange)
  - ▶ A4095/ Vendee Drive priority junction; and,
  - ▶ Vendee Drive/ A41 Oxford Road roundabout.
- 5.6 This Scoping Note has set out the scope and methodology of the Transport Assessment that will be prepared to support a forthcoming outline planning application in relation to the development proposals. In addition to the Transport Assessment, a Framework Travel Plan will be submitted alongside the planning application.

Figures

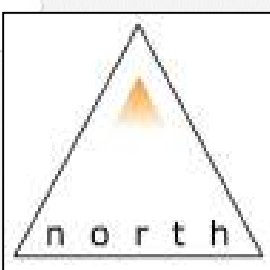
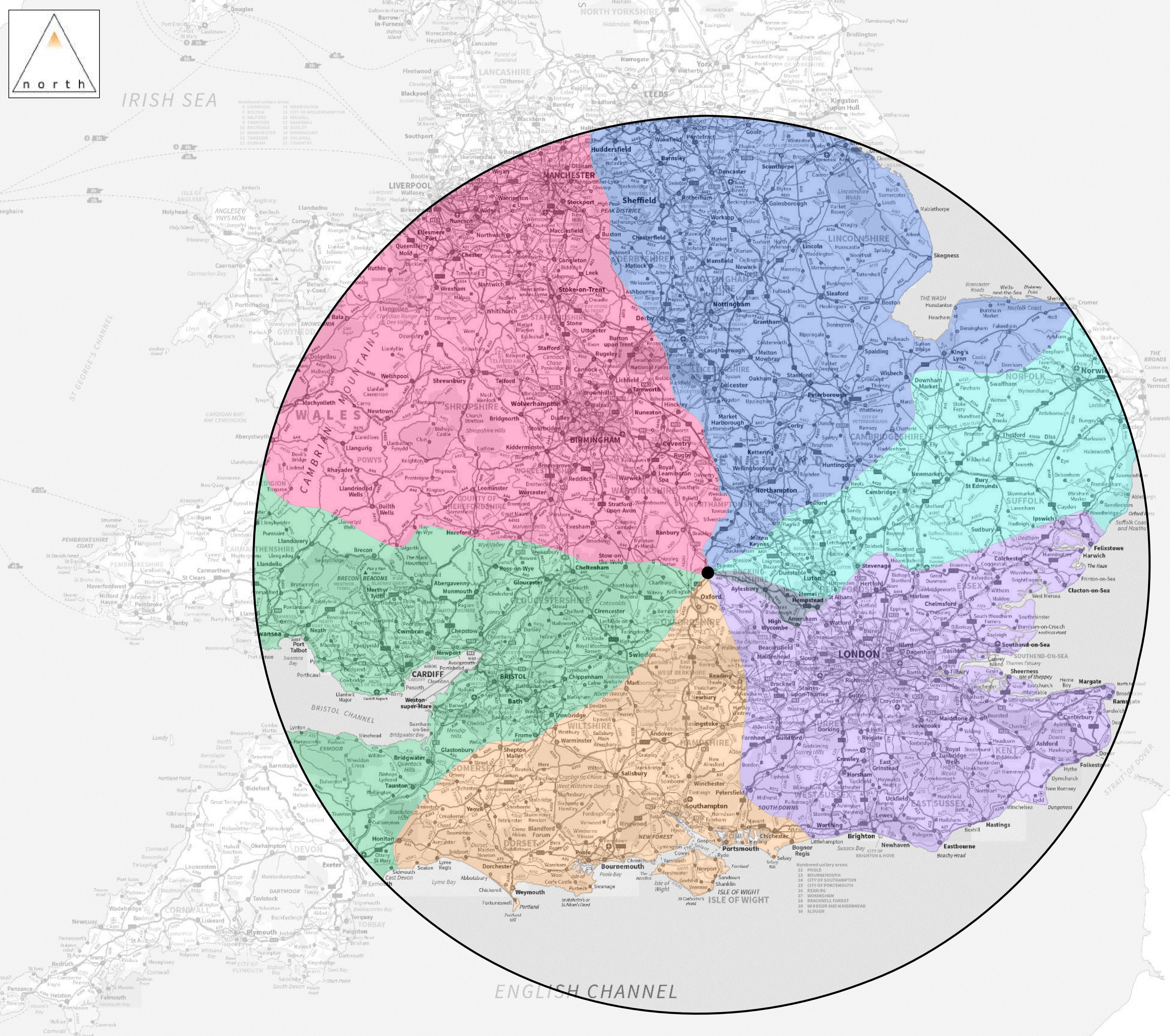


Legend:  
▶ Site Location

Great Wolf,  
 Bicester  
**Figure 2.1 Site Location Plan**  
*Not to Scale*



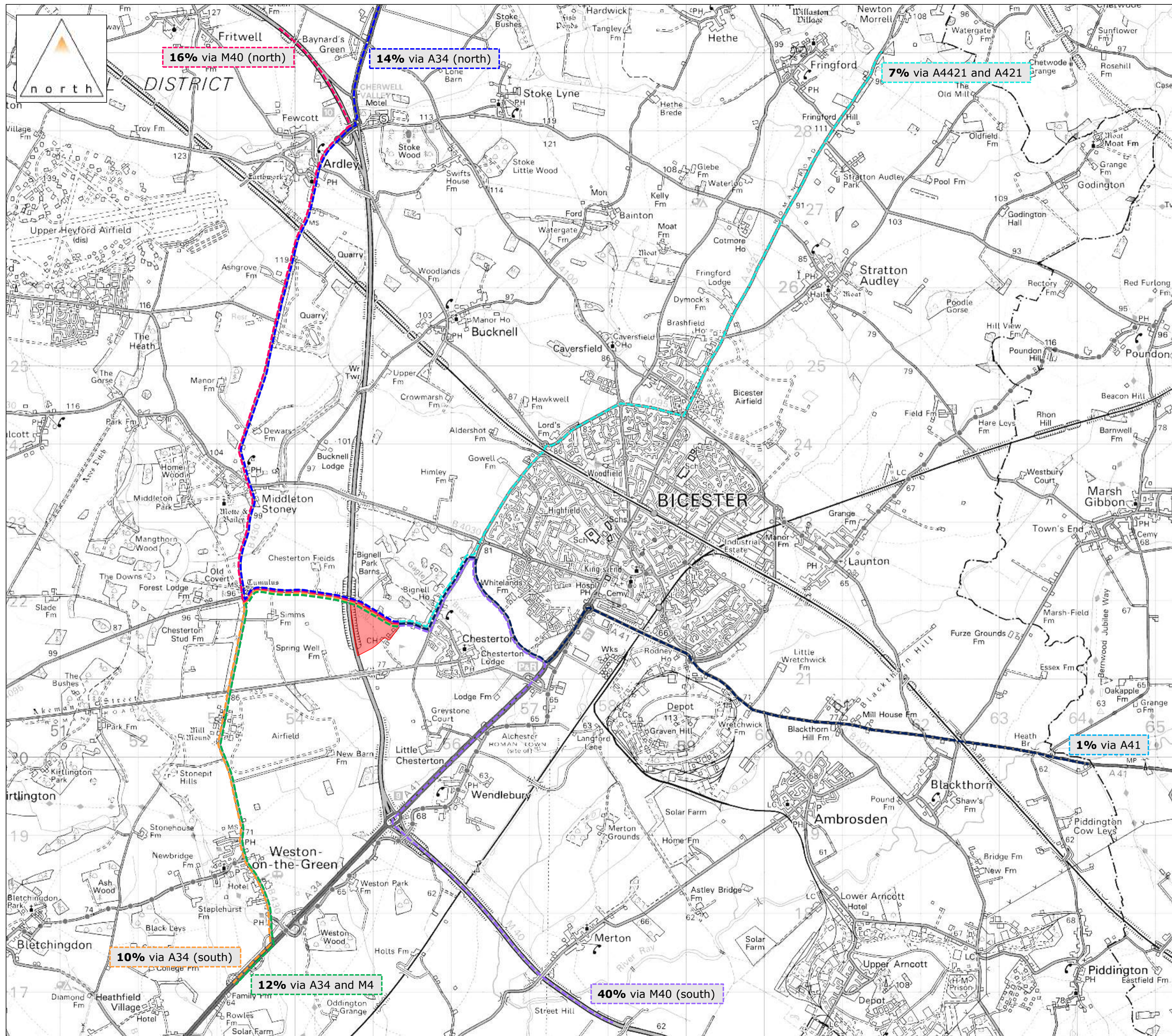




Legend:  
 ● Bicester  
 ○ 125 mile radius

Great Wolf,  
 Bicester  
**Figure 4.1 Visitor Catchment**  
 Not to Scale

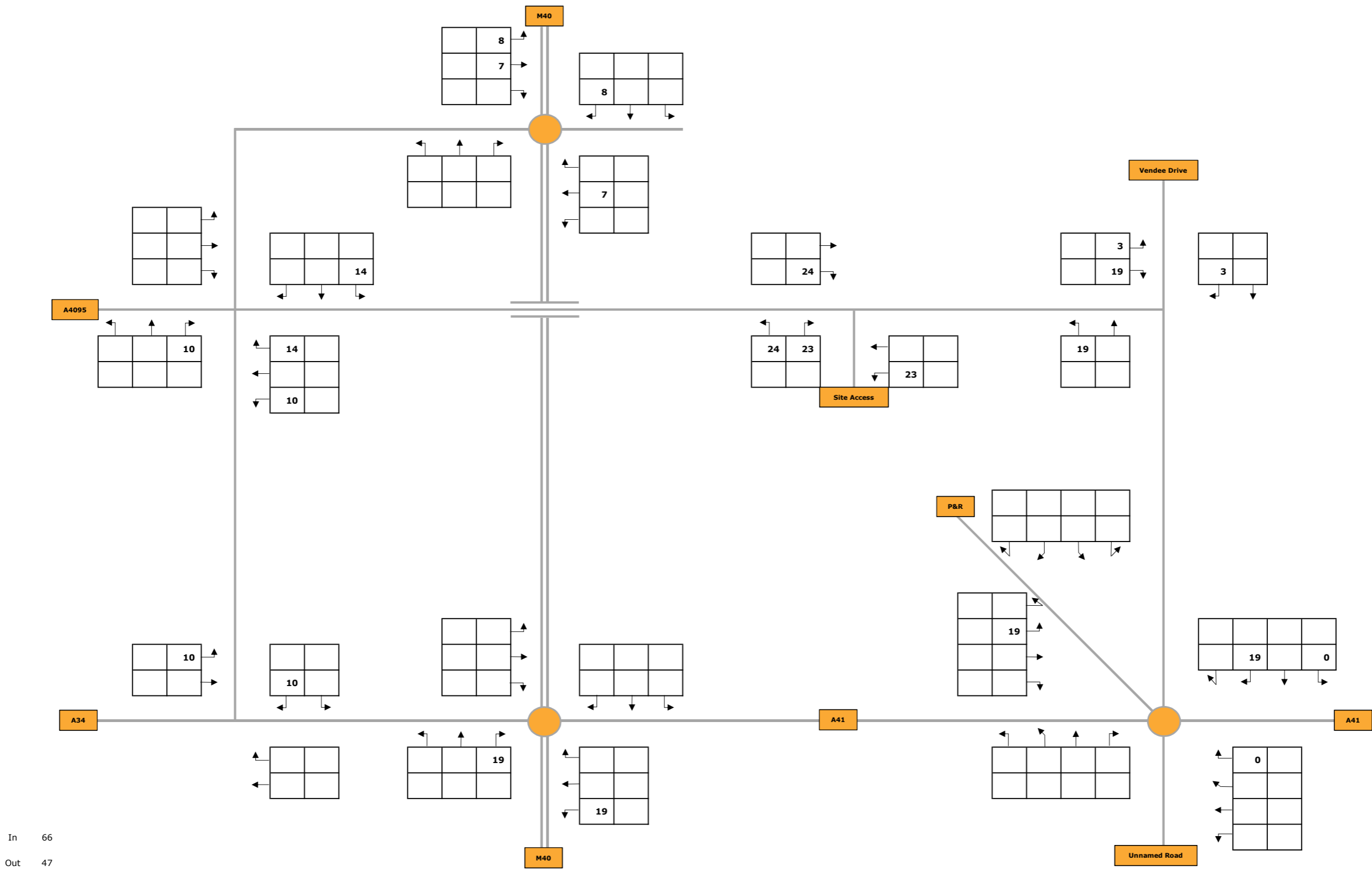




Legend:  
▶ Site Location

Great Wolf,  
 Bicester  
 Figure 4.2 Trip Distribution  
 Not to Scale



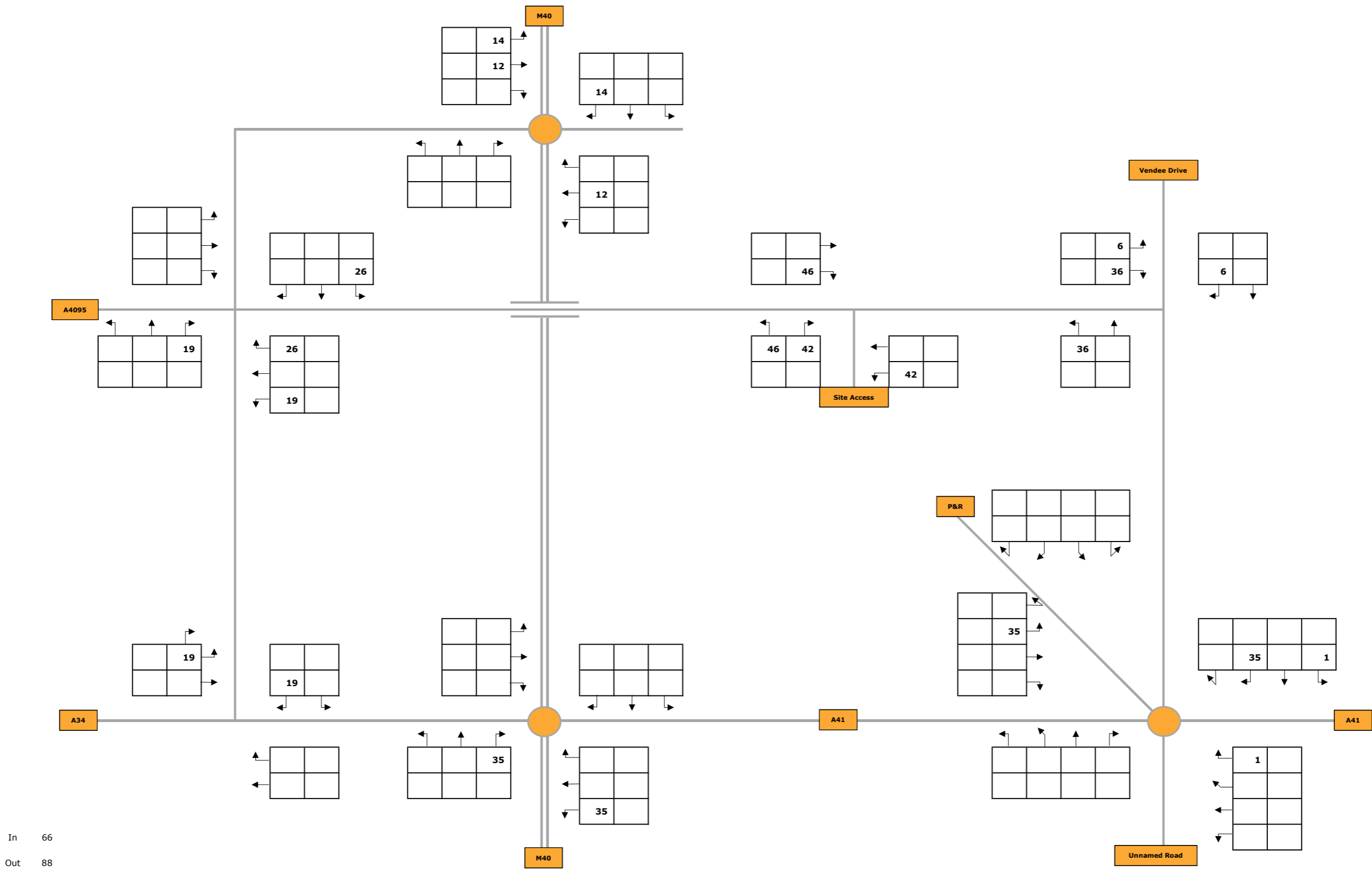


In 66  
Out 47

Figure 4.3 - Weekday Morning Peak Hour Flows

Great Wolf, Bicester



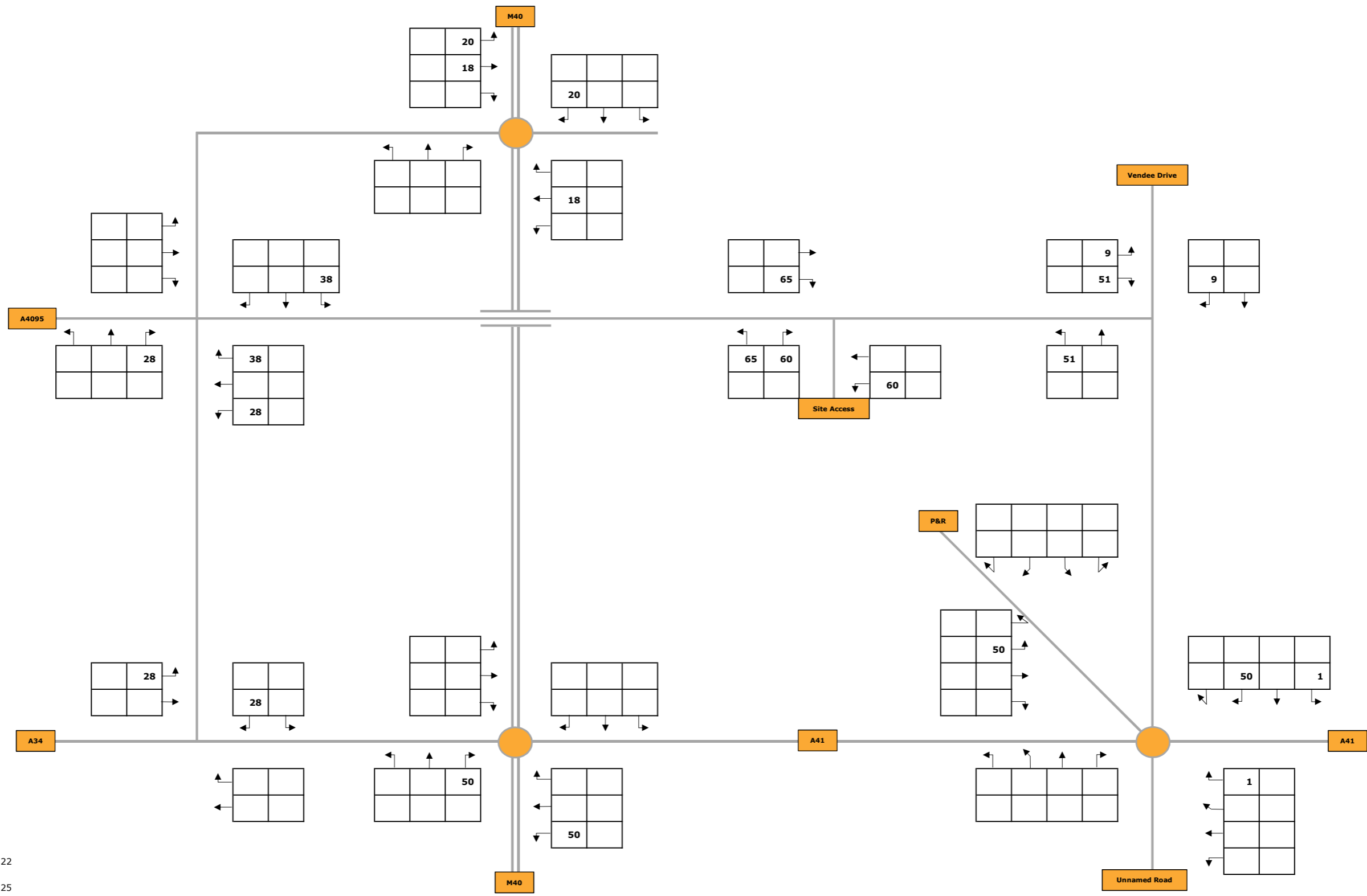


In 66  
Out 88

Figure 4.4 - Weekday Evening Peak Hour Flows

Great Wolf, Bicester





In 122  
 Out 125

Figure 4.5 - Saturday Peak Hour Flows

Great Wolf, Bicester

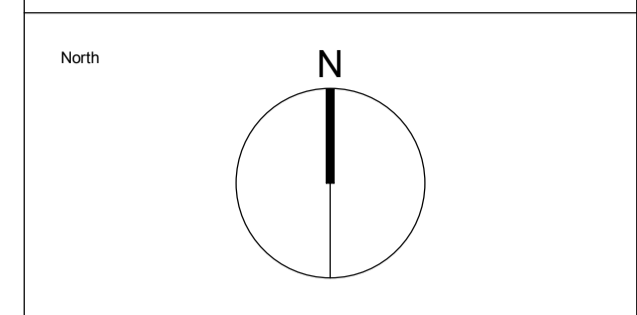


## Appendix A

Draft Site Masterplan



Keyplan



Notes:  
 1. Do not scale  
 2. Contractor to Check all dimensions and report omissions and errors to the Architect  
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No.	Revision	Date	Initial	Chk'd

No.	Revision	Date	Initial	Chk'd

**WIP**

**EPR Architects**  
 30 Millbank, London SW1P 4DU  
 +44(0)20 73271600  
 www.epr.co.uk

Great Wolf Resort Bicester  
 Green Lane, Chesterton, Bicester, Oxfordshire,  
 OX26 1TE

Draft Site Plan Layout Arrangement

Scale @A1	Status	Suitability	Revision
1 : 1250	Preliminary	S2	-

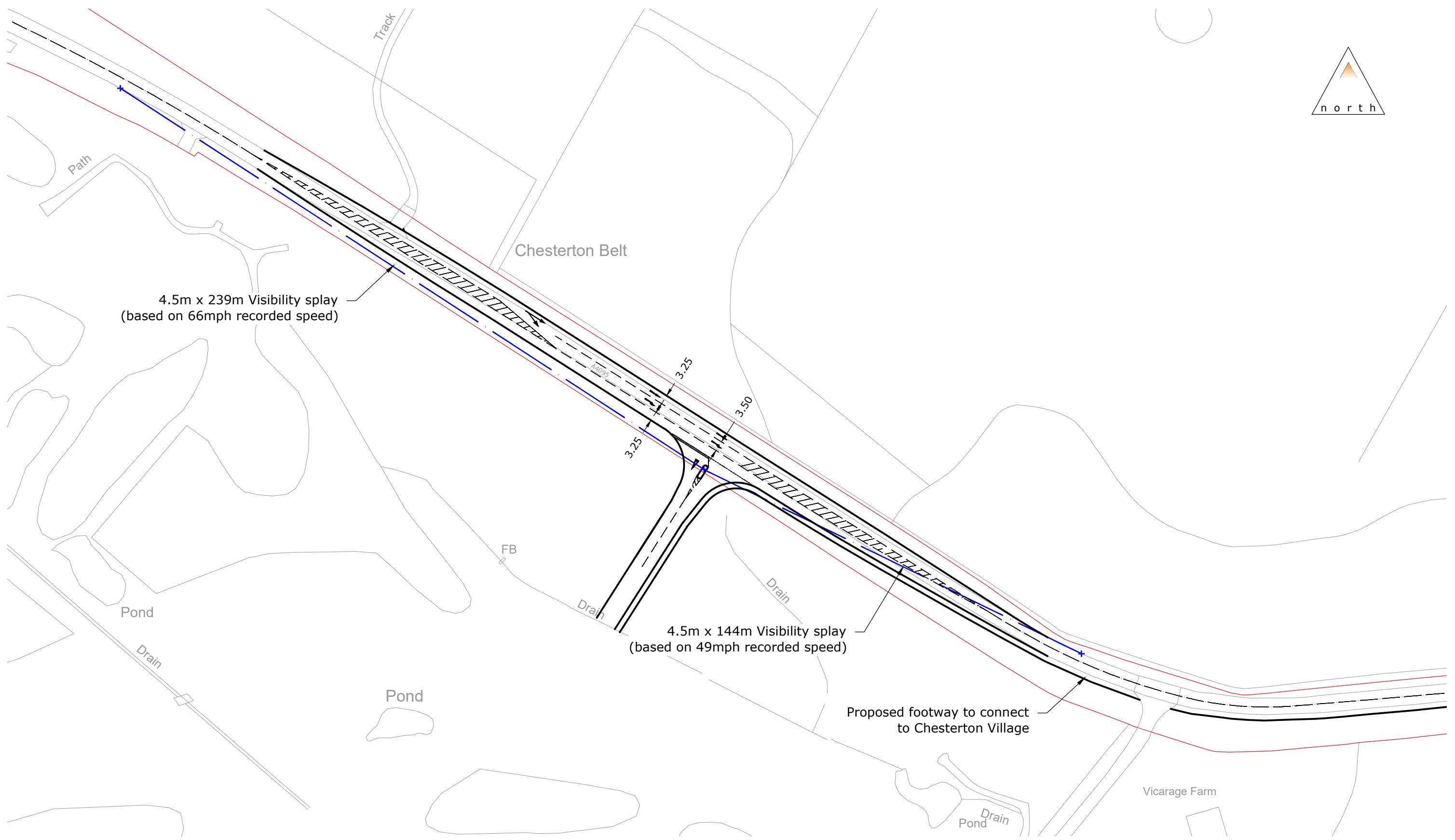
Project Code	Originator	Zone	Level	Type	Role	Class	Number
10875 - EPR - 00 - XX - DR - A - 01-0021							

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## Appendix B

Proposed Site Access Junction





4.5m x 239m Visibility splay  
(based on 66mph recorded speed)

4.5m x 144m Visibility splay  
(based on 49mph recorded speed)

Proposed footway to connect  
to Chesterton Village

Legend:  
Highway Boundary ———



84 North Street  
Guildford  
Surrey  
GU1 4AU  
T: 01483 531 300

Cargo Works  
1-2 Hatfields  
London  
SE1 9PG  
T: 020 8065 5208

www.motion.co.uk

Project:  
Great Wolf Resort, Bicester

Title:  
Proposed Access Arrangement

Scale: 1:1250 (@ A3)

Notes:

Drawing: <b>1803047-03</b>	Revision: <b>A</b>
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