

Construction Traffic Management Plan



GREAT WOLF LODGE

Construction & Traffic Management Plan

Great Wolf Lodge Project

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1.0 Introduction

Scope of works

The scope of works for this project involves the construction of the following:

- A large hotel complex, consisting of approximately 500 bedrooms
- A Family entertainment building, housing a range of amenities, leisure activities and dining areas
- An indoor water park, consisting of multiple slides, a wave pool, lazy river and family relaxation space
- A car park and new access arrangement onto the site
- A large, landscaped area complete with reconfigured public right of way

The scheme comprises the reconfiguration of the existing golf course (back nine) for the inclusion of the Proposed Development. The existing hotel (and leisure / spa facilities) will remain as will the front nine holes of the course.

The construction works will involve remediation of existing ground, foundations and suspended ground floor slab, multiple frame solutions (including Reinforced concrete frame, steel frame and pre-cast elements), façade, roofing, fit out activities and external hard and soft landscaping.

The Applicant (Great Lakes UK Limited) and their Contractors will observe and comply with all the restrictions, limitations specifications and standards contained in and implied by the Council and the Considerate Contractors Code of Practice.

Any changes to this methodology will be submitted to the Council for approval, but the aspiration will remain that the works will be undertaken in a sequence that seeks to minimise impact on those that could be affected by the project delivery.

This CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

Please note that this CMP is limited to the construction activities and does not deal with the Great Wolf Lodge scheme in terms of its operation post completion of construction.

Purpose of this document

This document has been written to provide clarity on our proposed construction methodologies in relation to the requirements set out in planning condition 25 in the approved planning application referenced 19/02550/F. This document does overlap in part with submissions made as part of other conditions. This document does not replace the construction management plan submitted previously, rather this document provides further clarity with regard to construction traffic management. This document should therefore be read in conjunction with the construction management plan previously submitted.

2.0 Site Location

The Application Site is identified by the redline on the image below, which lies within the administrative area of Cherwell District Council is located approximately 500m to the west of the centre of Chesterton village and within Chesterton. It is bounded by the Bicester Hotel Golf and Spa (including buildings and front nine holes) to the South and East, the A4095 to the East and North and the M40 to the West as identified in the image below.

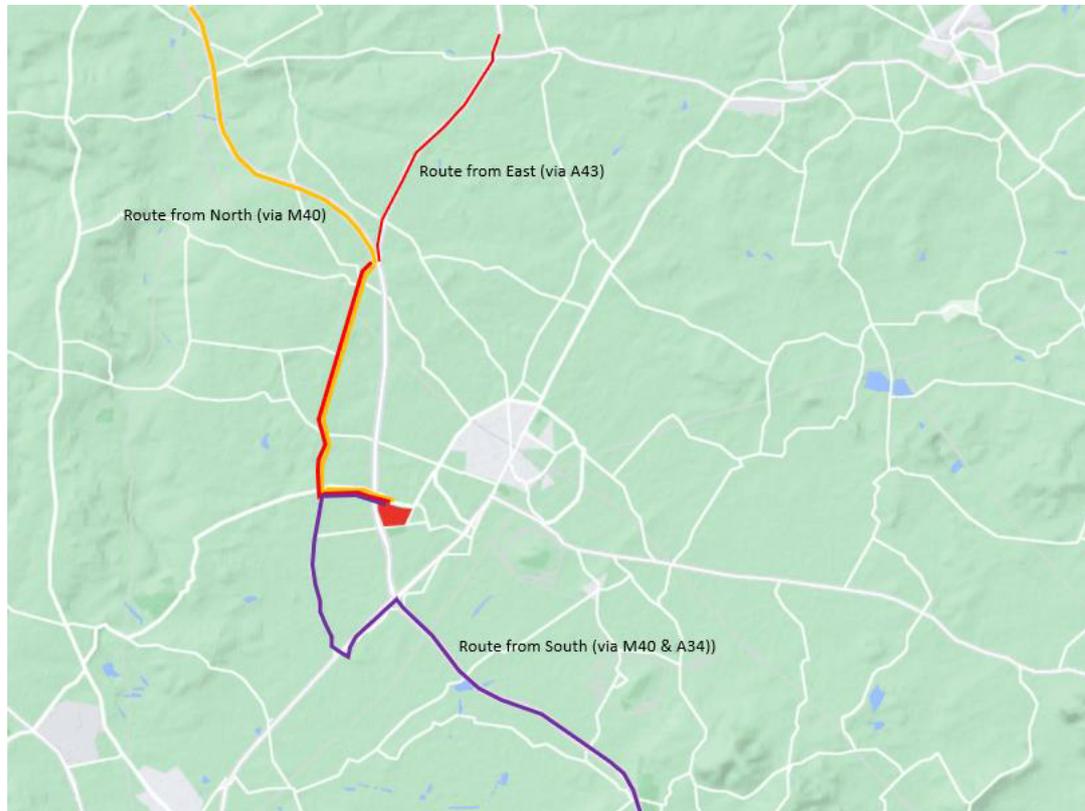


The Site currently accommodates part of the Bicester Golf Course with the front 9 holes and a Driving Range, Hotel and Spa and Nursery to the South of the Site, as noted on the above map. It should be noted that the Bicester Hotel Golf and Spa and associated facilities will remain open and operational throughout the works and will be adequately screened off from the building works.

The Site will have road access from the A4095, where a new entrance will be created as part of the proposed enabling works. This new entrance will be used during the construction works and will thereafter form part of the permanent entrance to the new development/resort.

3.0 Construction Traffic Routes

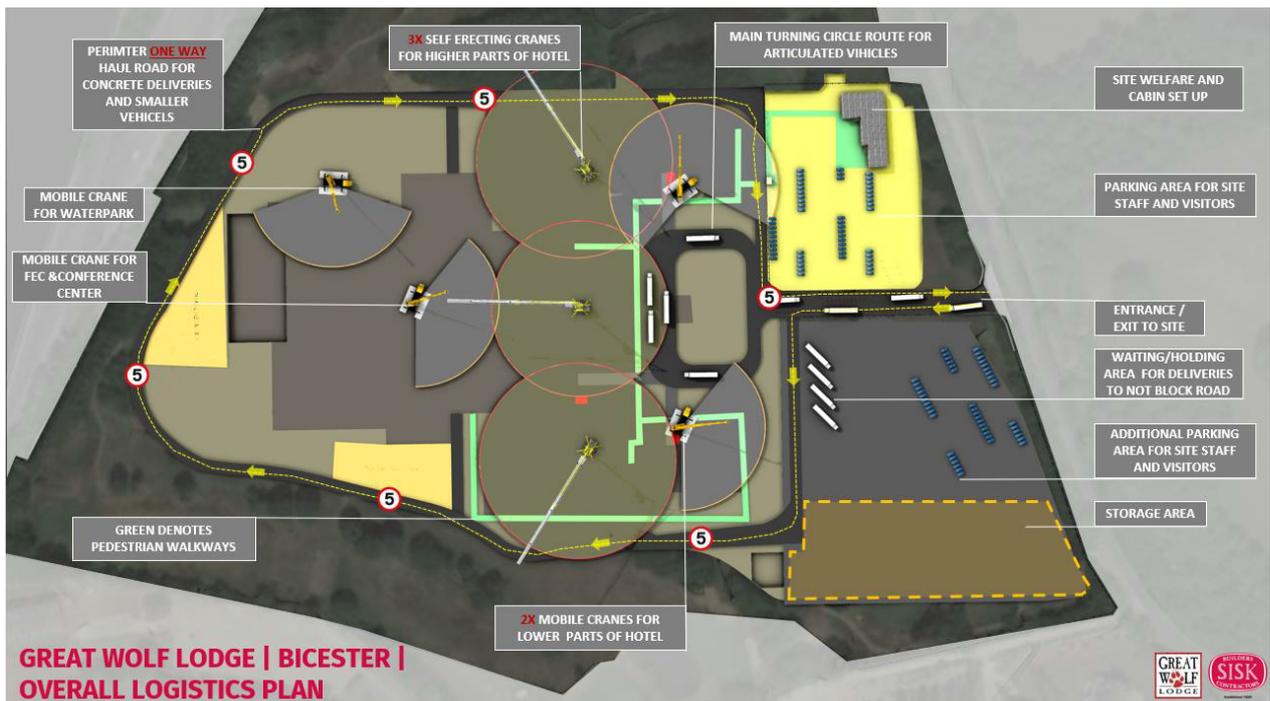
As part of our planning on this project we have identified 3 routes from which main construction traffic will travel. These routes take into account the need to avoid towns and villages around the project and also takes into account the suitability of roads to be used when accessing the project. The below image shows the routes for which construction traffic will be instructed to take.



Signage will be placed at strategic positions as indicated in the image below, which will aid in the prevention of construction traffic from travelling along routes through local villages or towns. We will also provide signage along the designated routes to and from the M40 motorway junctions 9 and 10 to the site, to ensure that construction traffic is directed along the prescribed routes. Instructions will be issued to all suppliers to the project to outline the routes into site, ensuring that all drivers are suitably briefed on routes to site and access arrangements prior to arriving on site. These routes will be mandated during our onsite induction process, which every operative working on site will be required to attend.



Once onto the A4095 vehicles will enter and exit the site through the new entrance. This will allow all vehicles to be controlled at the single point of entry. Once onto the spine road cars and vans will be able to turn right into the site car park, with delivery vehicles carrying straight on to the gatehouse, where a vehicle Marshall will process the vehicle and direct it to the correct location. Should multiple vehicles arrive on site at the same time we will make use of the large car park as a holding area whilst awaiting off load or processing. This plan ensures the least disruption to other road users and local stakeholders as no vehicles will be required to park on the road at any time and vehicles will have no need to reverse either off the main road or back onto the main road.



Vehicles departing the site shall only be permitted to turn left onto the A4095 heading towards the M40 bridge. The exit shall be coned and signed accordingly to encourage this route of exit

We will create a barrier system which directs traffic left out of site and doesn't allow vehicles to turn left into site (see below sketch). We will also have a gate person who will manage vehicles entering and leaving the site to ensure they follow the correct routes.

Enforcement will be through the site disciplinary system, whereby a breach of the traffic management procedure results in a warning and a second breach will result in exclusion from site. We are not able to issue penalty notices on public highways. This is for the preserve of the authorities (i.e. police or highways)

The site CCTV system will cover the site entrance and so will act as a secondary identification tool, in addition to the gate person controlling the entrance. Should persons be found to turn right out of site then on the CCTV system they will be subject to the disciplinary system outlined above.



4.0 Contamination and hazardous materials

Contamination of the existing ground and the presence of hazardous material has been explored and reported on in a geo-environmental assessment carried out by CGL (document reference CG/39017). This report identified very little in the way of contamination to the site, with made ground not being encountered in any of the boreholes or trial pits carried out.

Based on the findings from the ground investigation carried out, no additional testing or control measures are deemed as being required and the soil is planned to be removed from site as inert soil. Soils will be reused on site where possible, this will be controlled by the implementation of a materials management plan (MMP), which will be signed off by a CL:Aire Qualified Independent Assessor. There is also the potential to utilise soil stabilisation as part of the formation underneath car parks and road areas, which will also reduce the amount of soil being removed. Any soils removed from site will be done so by a registered contractor and will be controlled using waste transfer notes.

5.0 Location for the loading and unloading of plant and materials

The logistics plan included in appendix A.1 outlines location of vehicle holding/loading areas, crane loading areas and material laydown areas, all of which are confined within the site boundary. The site will operate a delivery management system which will ensure that deliveries are scheduled to prevent a backlog of vehicles on the surrounding highways. This is supplemented by holding bays within the site to accommodate any unloading delays or issues which may arise.

6.0 Construction and delivery hours

Construction and delivery hours have been set in line with condition 19 of the approved planning permission. They are as follows:

Monday-Friday 08:00-18:00

Saturday 08:00-13:00

Works associated with the Proposed Development may occur on a Sunday and / or bank holidays in exceptional circumstances and with prior agreement with the local authority (except in emergencies).

To minimise disruption in the local area, we have considered both the routing to and from the Site, as well as the process for the efficient management of deliveries. To reduce our impact on the local traffic network at peak hours, we propose to amend the site operating procedures to restrict deliveries via the site booking system (MSite or similar). The system requires all deliveries to be pre-authorised and only allows scheduled deliveries to be received and restricted to allocated timeslots. We will allocate a maximum of twelve deliveries in any one-hour period during peak hours. All deliveries will follow the routes agreed in this CTMP both to and from the Site. The proposed logistics strategy provides for vehicles to leave the A4095 highway, without queuing, and turn directly into the Site for processing through security before being directed either to the final point of delivery or separate large holding area.

Based on the above, we consider that the number of vehicular movements associated with deliveries to the Site at peak hours will be minimal (a maximum of twelve delivery vehicles per hour during peak hours) and any impact on the local road network would be, at worst case, nominal.

7.0 Noise control methodologies

Sisk will ensure that all works are carried out in accordance with BS 5228-1:2009+A1:2014 (Particularly sections 4,6,7 & 8).

- Section 4 community relations
- Section 6 Neighbourhood nuisance
- Section 7 Project Supervision
- Section 8 control of noise

All onsite works will employ “best practicable means” to minimise the effects of noise and vibration. We will ensure that all reasonable means to manage and reduce noise and vibration that can be practicably applied will be implemented.

Where practicable, the following measures to minimise noise and vibration will be adopted:

- Modern, quiet and well-maintained equipment on site (all equipment will comply with EC directives and UK Regulations set out in annex A of BS 5228: part 1).
- We will use electrically powered equipment run from a mains electricity supply at all times. If at any time mains supply is not available, we will use “super silent” generators, positioned to minimise any noise disturbance and will consider the use of a generator enclosure. All portable traffic signals and or pumps will be electrically operated.
- Use of screws instead of nails will be implemented wherever possible i.e. erecting hoarding etc.
- Careful handling of materials and waste such as lowering rather than dropping.
- The use of forklifts and other vehicles will be minimised through the use of offsite panel systems for brickwork.
- The extensive use of cranes to minimise vehicle movements.
- Site management will ensure that unnecessary noise such as engine idling is prohibited, any vehicles will have exhaust silencers etc.
- The site will employ a one-way system to reduce the amount of vehicle reversing warning beacons.
- Site working hours will be strictly complied with.

The distance between noise and vibration receptors will be (where possible) maximised.

Noise receptors

We have identified 2 categories of noise receptors at the Great Wolf Lodge project, these being residential receptors and Bicester hotel and golf course. Both receptors are of a significant distance from the works and therefore are not deemed to be at risk of significant noise pollution. We will carry out regular hand held monitoring during the works to ensure that this remains the case.

Noise Limits

The suitability of specific noise limits is highly dependent upon the individual situation. The factors to be considered include:

- The characteristics of the noise and its likely effect on neighbours
- Baseline ambient noise levels
- The nature and duration of the work creating the noise.

Irrespective of BS5228 suggesting levels of 75dB a working day, we will apply best practicable means for noise control to reduce the average noise from the site to be well below this level.

Vibration Limits

Appropriate levels of vibration will be considered for the following:

- Occupiers and users of nearby buildings
- Local infrastructure ie sewers tunnels etc
- The site is an “island” site and therefore has no adjoining properties however we are mindful of the local stakeholders

We are aware that people's response to vibration is accentuated by the fear of building damage. Suitable guidance on vibration levels which may cause building damage can be found in BS735: Part 2:2009. This problem is best addressed by:

- Liaison with affected parties
- Conferring and setting times that vibratory works may take place
- Monitoring vibration to reassure neighbours as to the relative levels of vibration compared with any building effect (BS7385: Part 2).

8.0 Measures to control dust

We will follow good environmental practice to control these emissions and comply with environmental legislation and prevent where possible problems and complaints. The following site controls will be adopted to minimise and eliminate pollution for the Great Wolf Resort project construction activities, including.

Suitable wheel wash facilities will be provided when required but especially during the ground remediation phase of the project.

Wheel wash facilities will be located at the main entrance to the site during the groundworks and bulk excavation works to site. Once the haul roads and car parks have been constructed this will be kept clean and clear of mud utilising regular road sweeping to remove the need for a wheel wash. The below extract from our logistics plan has been highlighted with the position of the two wheel washes we plan to implement.

Below is an image of a city wheel wash we are planning to utilise. This type of wheel wash reduces the amount of water required as the raised tracks remove a lot of the heavy dirt and debris prior to a final spray with water.



We will ensure that as soon as possible permanent hardstanding is constructed to minimise dirt adhering to the wheels of vehicles leaving site.

We plan to construct our perimeter haul road and car parks, which will act as our one-way haul road around site, as soon as possible. This activity will allow us to control dust and dirt on a single road, utilising sweeping, cleaning and damping down operations. This road maintenance will be managed by our dedicated logistic team and we aim to keep this road as clean and free from dust and dirt as a public highway, therefore minimising the potential for dust and dirt to be trafficked off site.

We will ensure that carriageways around the site are kept clean during the works

Over and above the measures stated above we shall carry out sweeping of the carriageways around site when required and will ensure that any instance of mud on the carriageway is removed and cleaned as soon as it is discovered or reported to us.

Suitable arrestment techniques, to minimise dust and dirt being blown off the site

During works which produce dust on site we shall implement a hierarchy of dust control, with removal of dust at source being at the top of the hierarchy.

1	Removal at source Methods: - Dust Extraction - Vacuums instead of sweeping	
2	Damping at source Methods: - Wetting down at source - built in water systems	
3	Personal/Collective protection Methods: - PPE (personal) - Localised Screen (Collective)	

All temporary access routes will be dampened as required to minimise dust

Temporary access routes will be dampened using trailer mounted water sprayers and backpack mounted water sprayers, where required. We will also utilise road sweepers to the central entrance road to keep the dust to a minimum. A vehicular road sweeper will be utilised around the adjoining public highways, when required in order to remove any mud that has emanated from site traffic

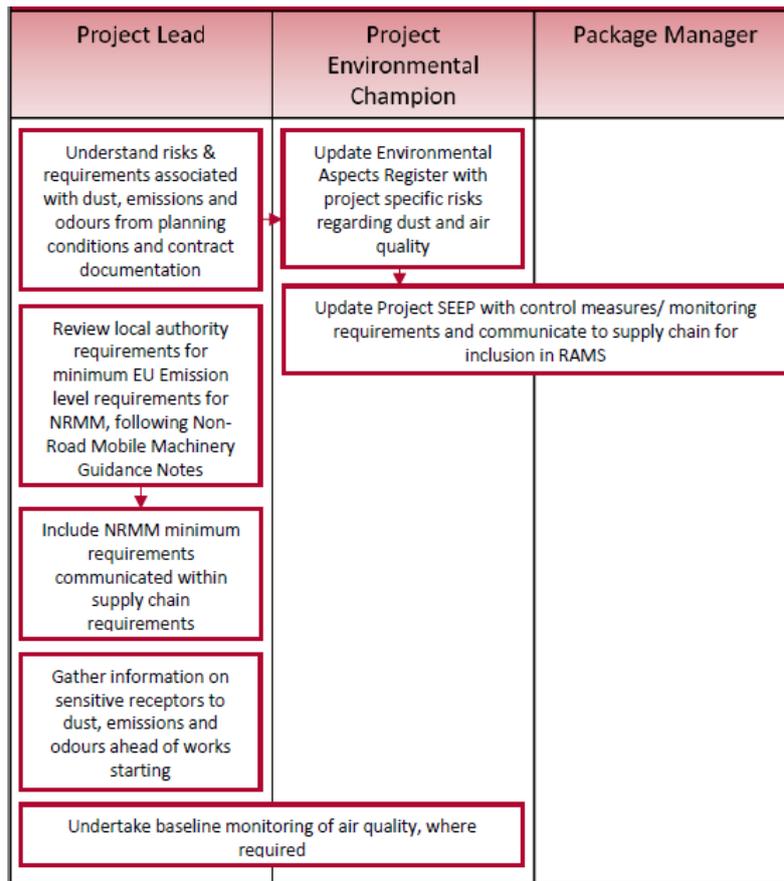
Any stockpiles of soil will be covered or damped down to minimise dust.

Stockpiled soils or aggregates will be covered or damped down in the case of aggregates or sealed in the case of soils to prevent any dust being produced.

As the site works progress, we will identify any construction activities that are likely to cause dust or pollution problems and take action to eliminate or minimise any impact.

Environmental risk assessments will be prepared for all activities in order to assess the likelihood and impact and therefore the required mitigation methods.

Specific roles with specific responsibilities will be allocated to named individuals within the project team once the team is appointed. This will include specific responsibilities for the project lead, the project environmental champion and package managers. The table below extracted from our environmental procedures guide sets these out. (See below)



9.0 Recycling and disposing of waste

Waste will in the first instance be reduced by means of less packaging and excess material (by means of pre-cutting materials to reduce waste). Where site waste is produced it will be segregated in an off-site waste facility, which aims to recycle 95% of all waste.

We will comply with the Sisk waste management guidance notes (attached in appendix A.2) during the production of a site-specific waste management plan.

10.0 Parking of vehicles (site operatives and visitors) & Golf Club access

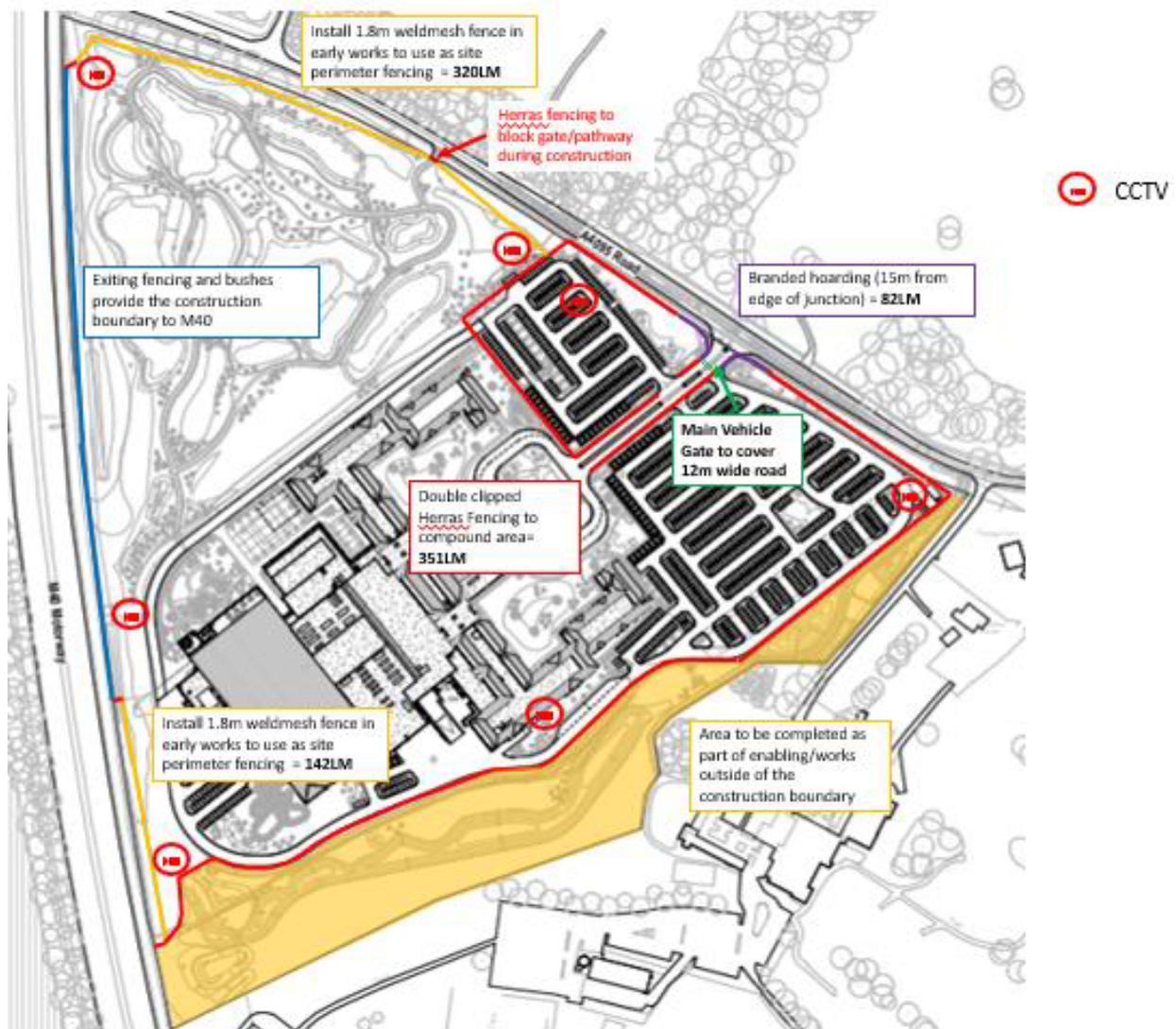
All parking of both Sisk and Sub-contract operatives, staff and visitor will be within the confines of the site. We will utilise the smaller of the two car parks for our welfare and parking, with the larger car park being used as overflow parking as well as storage and delivery vehicle holding bays where required.

For the duration of these works, public access to the Bicester Hotel Golf and Spa will remain. This access is separate from access to the site and there shall be a physical barrier between the construction site and the Golf Course.

11.0 Hoarding & Site Security

Maintaining a secure site is important for a number of reasons but most importantly to protect third parties from entering the building and harming themselves or causing damage to the building. The site shall be fenced to all sides, utilising either Heras fencing, permanent fencing or solid hoarding. The below plan outlines the proposed fencing arrangement for the site.

The perimeter hoarding will be supplemented by a 24-hour monitored CCTV system, which will monitor the site and inform a remote centre of any intrusion or issue. The CCTV camera locations can be seen on the below fencing plan, marked with the red camera icon.



The off site highways works and 278 works are excluded from this plan and will be controlled with localised control and fencing.

12.0 Maintaining good public relations, consultation and liaison

During the works we will engage with local residents and business regularly. We plan to undertake the below strategies to keep local stakeholders informed and consulted at every stage of the project:

- Project pre-start introduction meeting, with key members of the delivery team in attendance. This meeting will be a drop-in session, in which local residents and business can ask questions of team and get a generally overview of the project and works being undertaken at each stage of the project.
- 6 monthly local stakeholder question and answer sessions, to allows for in person questions to asked of key members of the project team.
- A monthly update will be posted to the dedicated great wolf website ([Home - Great Wolf Lodge \(greatwolfuk.co.uk\)](http://Home - Great Wolf Lodge (greatwolfuk.co.uk))), outlining the works undertaken to date, upcoming works in the month ahead and any issues raised with solutions and resolutions identified. This update will also highlight any potential disruption in the area due to the works well in advance, for example any large loads being moved that may impact of traffic or any road closures, lane closures or planned utility disruptions. This will ensure that local residents and businesses are kept informed of the progress of the project as well as any activities which may affect them in the month ahead.
- A single point of contact within the site team who will deal with any local stakeholder complaints and will engage with the parish council on matters associated with the project.

We also note that access to the neighbouring properties and golf club will be maintained at all time, in particular the properties located on the small lane to the south of the project.

13.0 Provision for emergency vehicles

During the works emergency vehicle provision will be maintained at all times, be this within the boundary of the site itself or associated with any road or utility works being undertaken outside the perimeter of the site.

Within the site boundary a circular road will be maintained for access at all times, which will be designated as one way, this will allow for emergency vehicles to utilise two routes in the case of an emergency. An out of hours emergency provision will be maintained through our cctv security, use of an emergency file (holding all necessary information on access routes, services shut off valves or switches and firefighting or first aid provision) and regular dialog with the emergency services.

During works outside of the site boundary routes for emergency vehicles will be maintained, either through the roadworks themselves or by means of keeping a lane open for emergency access. Regular liaison with the emergency services will also be held to ensure that they are informed of works being undertaken and any restriction or change to emergency provision or routes is known.