

Construction Environmental Management Plan – BikePark Wales Trail Uplift Road Surfacing

Project Details and Purpose of CEMP

Project Description

BikePark Wales have produced this Construction Environmental Management Plan (CEMP) which is to be submitted for approval by Merthyr Tydfil County Borough Council (MTCBC), as required by Policy EnW4 (Environmental Protection) of the Merthyr Tydfil Replacement Local Development Plan. This CEMP relates solely to the works proposed to surface the uplift road at BikePark Wales.

The application site (the Proposed Development) is located on the hillside to the west of the BikePark Wales buildings and facilities on land leased from Natural Resources Wales.

BikePark Wales is located to the west of Abercanaid and the A470. The site is accessible from the A470 via a private road.

The Proposed Development is to apply a new tarmac surface to an existing road used for the 'uplift' of the operation at BikePark Wales where minibuses with trailers transport riders to the top of the hill and the start of the mountain bike trails.

Purpose of the CEMP

Under the extant planning permission, a CEMP is required to be prepared and submitted to MTCBC for approval for the development.

This CEMP covers the following basic CEMP Requirements;

- General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Biodiversity Management: details of sensitive habitat clearance and contingency measures in the event that great crested newt(s) are discovered during construction.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

This CEMP specifically relates to the proposed works associated with the surfacing of the existing uplift road at BikePark Wales. It has been prepared to identify the measures that will be implemented to mitigate against any significant environmental impacts of the preparation and construction works.

The successful management of construction-related environmental issues during the works will be delivered through the implementation of the CEMP. The level of detail provided by this document will allow it to be formally assessed by MTCBC and approved to allow for the planning application to proceed to committee without delay.

The document also informs consultees and other stakeholders about the relevant CEMP requirements for the works.

The CEMP will be a live working document, subject to constant updating as the works are progressed. Each section is to be reviewed and updated as and when necessary and is subject to review dependent on phasing and project iteration, as well as supporting documents composed by the Principal Contractor regarding site-specific management upon project setup.

Once this CEMP is approved by MTCBC, any changes to the approach outlined within this document must be reviewed with the Local Planning Authority (LPA) and all other relevant parties. This process must be undertaken prior to carrying out any amended procedures.

The CEMP will be adopted by BikePark Wales, however, the document may need amendment upon commencement dependent on operational or construction changes.

Development Description & Wider Site Setting

The Proposed Development site consists of an existing wide road made from compacted aggregates that runs from the bottom to the top of the mountain bike park. The road is used for forestry purposes as well as for the uplift route for the minibuses and trailers operated by BikePark Wales to transport riders to the start of the trails. The site is bounded by the surrounding Gethin woodland managed by NRW and BPW.

The site is being used as a Mountain Bike Park that is classed as Sui Generis under the Use Classes Order 1987 (as amended). With the wider forest outside the bike park managed by Natural Resources Wales with a lease agreement in place safeguarding the 'core area' of the woodland from commercial timber production and switching focus to supporting the mountain bike park operation and managing and improving biodiversity of the woodland.

General Site Management

Details of the construction programme including timetable:

The construction programme will begin soon after planning determination, it is subject to contractors availability but anticipated that it would begin in July – September.

The build Programme is 5 weeks.

There is no phasing of the works.

The schedule of road surfacing is as follows:

- Week 1 – Site set up, signage, barriers, water control, and mobilisation of plant
- Week 2-4 – Laying of Tarmac Surface
- Week 5 – Finishing details, snagging and demobilisation.

Details of Site Clearance:

The works take place on top of an existing and in use road. The works are to apply a surface layer of tarmacadam.

There are no clearance works associated with this project.

Soil Management:

The project involves adding a surface layer of Tarmacadam to an existing stone road so there is no soil stripping in relation to this proposal.

Ecology and Lighting

Due to ecological sensitivities the works will be carried out during daylight hours only.

PRoW

Prior to works commencing the PRoW team will be consulted to discuss appropriate management of the PRoW interactions.

Site Plan – Existing Road to Surface in Red and Site Storage Compound Highlighted



Surface Water and Foul Water Management during Construction

BikePark Wales will ensure water management measures are in place, pertaining to surface water and foul water during the construction of the site.

All personnel onsite will be made aware of the below standard good practice measures and will be instructed to implement them through site inductions.

The works take place on an existing roadway with functional existing and maintained drainage in place. Additional control measures will be applied to mitigate and manage any run-off during the laying period.

Surface Water

The first aim is to create a construction window that minimises presence of surface water. The chosen period is mid-summer to minimise the likelihood of precipitation, and the laying of tarmac will not commence during heavy rainfall. Tarmac has a fast-setting time so working during dry periods will mitigate the impacts of surface water leaching.

During construction, surface water will be managed through the existing drainage systems in situ for the road.

The existing side drains are to be set back from the surfacing works. The tarmac surfacing does not run out to the side ditches; there is a buffer zone along the road edges.

Mitigation measures during construction comprise measures to prevent runoff carrying sedimentation or construction materials into local watercourses via the use of bunds and interceptors including straw bales and silt fencing (see Pollution Prevention below).

Foul Water

The construction team have full access to the existing welfare, toilet and shower facilities at BikePark Wales.

Due to the nature of the construction work taking place, it is not anticipated that further foul water treatment will be needed during the construction works for activities arising. If foul water is found to be generated, this will be kept on site in septic tanks and removed for dedicated treatment to a local water treatment site.

Source Containment

Most pollution incidents are avoidable. Careful planning of construction operations, responsible waste management and suitable anti-pollution measures reduce the risk of spillage, along with simple precautions to deal with any potential spillages. The costs of cleaning up a pollution incident can be very high, and the consequences of a prosecution for environmental offences are likely to be serious. Any work carried out in or near watercourses will be regarded as high risk.

Plant and Spill Containment

Containment measures to ensure spill control will be implemented for site plant vehicles. All plant will be well maintained to limit leakage from engines or hydraulic systems. Pumps and other similar equipment will be placed on drip trays with refuelling undertaken following strict procedures for spill control.

This includes the following:

- Refuelling of vehicles and other plant to only be carried out within a designated area or, where that is not possible, under the supervision of a supervisor and away from any watercourses.
- Vehicles will not be left unattended during refuelling.
- All plant and vehicles to hold a spill kit in/on the vehicle for rapid response, with additional materials held within the vehicle compound.
- Only well-maintained equipment and vehicles to be permitted on site. All plant and equipment are to be regularly inspected with inspection reports available throughout the project to ensure they remain fit for purpose.
- Any item of plant that leaks fuel or oil onto any surface will be considered unfit for use and will be repaired immediately or removed from site.
- Any spillages of contaminating liquids or other materials will be reported to the site manager immediately. Stocks of oil absorbent materials will be kept onsite to deal with small spillages.
- Fuel is stored in a modern double bunded container in the vehicle compound with drip trays and containment. Appropriate bunding will be used for any fuel or chemical container on the wider site, ensuring containment at source to prevent spillages.

Vehicle / Fuel Containment

All fuels will be stored in fully bunded fuel tanks within the site compound area.

Fuel/oil spillage kits will be available at both the re-fuelling areas, and within each item of operational plant. All plant operators will be fully trained on the emergency application of these kits should an accidental spillage occur.

Chemicals and Material Storage for Spill Containment

Any chemicals will be stored and contained in the site compound where they will not be easily mobilised to reach the water.

The tarmacadam has a chemical element until it has set, this will not be stored on site. It is brought onto site in eight-wheel tarmac wagons who will retain the material until ready to lay onto the road under suitable weather conditions. Once laid it is then compacted and sets.

Aside from tarmac, it is not anticipated that chemicals will be utilised on the site other than the oils and fluids required for plant and vehicles. Procedures for the use of specific materials will be developed to reduce the risk of accidental release and ensure that water quality is appropriately protected, using bunds to ensure containment and separating chemicals appropriately on-site using Guidance for Pollution Prevention principles.

A combination of material characterisation and removal, where appropriate, prior to stockpiling and construction control measures would be employed on site in order to ensure that the risk to off-site receptors is minimised as far as is practicable.

All hazardous materials will be used, stored, and transported in a safe manner. All personnel involved with hazardous materials handling will be made aware of the associated environmental hazards and risks and will be appropriately trained in routine activities and emergency actions/responses.

An up-to-date list of any hazardous materials onsite will be prepared, specifying their location.

All hazardous materials will be kept in adequate conditions of containment, within the compound and securely protected from contact by non-authorised personnel, including trespassers and vandals. The quantities of hazardous material stored at any one time will be minimised.

Control of Substances Hazardous to Health (COSHH) assessments will be held onsite for all hazardous materials. These give advice on the type of storage required for the, i.e., bunded areas, and storage of flammable products in locked cabinets to prevent reactivity and containment in the event of a leak/spill.

Storage tanks and pipelines containing or transporting hazardous materials will be above ground and will have leakage / spill identification and controls in place. Leaking or empty drums or other containers will be removed from the site immediately.

Above ground tanks, drum storages and pipelines that contain hazardous materials will have properly designed secondary containment. The primary storage container itself will be of sufficient strength and structural integrity to ensure that in normal circumstances it is unlikely to leak or burst.

All hazardous materials will be used in line with manufacturers' instructions.

Pollution Prevention Plan

The laying period will be managed around any precipitation with work on halt during downpours to prevent the likelihood of water run off from the tarmacadam before it has set, and by selecting the drier months of the year to manage the risk.

In addition, hay bales and silt fence will be applied within the existing road drainage to capture any disturbance as well as pollution 'noodles' to contain and collect any spill.

During construction, responsive actions will be needed should there be any extreme changes in climate, such as periods of intense rainfall or extremely dry weather; and any other factors that may cause an increase in run-off. This will include halt of works, reinforcement of existing measures, or the further roll-out of those additional standard or new management measures.

Regarding other forms of pollution: all plant and machinery on site will carry an appropriate spill kit to ensure that if a pollution incident occurs then these kits will prevent contaminants from entering the adjacent waterbody. Contractors using such machines will be trained in how to use spill kits appropriately.

In the event of a spill on site from transport, construction or other development-associated activities, a site-wide emergency spill procedure will be followed. The "Source, Pathway, Receptor" model will be considered, and efforts made by site to ensure that spills are prevented from entering pathways.

A sufficient volume of spill kits (containing spill granules, bunds and containment equipment) will be available on the site, and staff will be trained in how to use them effectively to ensure that materials are contained and can be safely removed from site via a waste contractor.

In the event of a minor spill, containment will occur using on-site spill equipment and this will be removed by using a licenced waste contractor. In the event of a major spill occurring that could contaminate the nearby water course or other receptors in the area beyond the capability of site containment, NRW will be informed, and an appropriate contractor used to support the removal and containment of spilled material in order to prevent further contamination and the need for further compensation considered.

ROLES AND RESPONSIBILITIES

This section aims to identify the persons responsible for:

- 1) Installation of physical protection measures during construction;
This will be the contractor works manager with a checking role performed by BPW.
- 2) Regular inspection and maintain of physical protection measures and monitoring of working practices during construction.
This will be the contractor works manager with a checking role performed by BPW.

Bike Park Wales is responsible for ensuring that all management and maintenance requirements are met, Furthermore, they are responsible for reviewing the management plans based on evidence gathered during regular inspections.