

Construction Environmental Management Plan – BikePark Wales Trail and Access Track Construction

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 as part of the expansion of the mountain bike trail network and uplift tracks of 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 comprises of a set of mountain bike trails and uplift access tracks that will complement and expand upon the existing mountain bike trail network at BikePark Wales.

Purpose of the CEMP

As part of the planning application for that extension of trails, a CEMP has been considered by consultees as being required. As such, this documents has been prepared and submitted pre-determination to be submitted to MTCBC for consideration.

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 expansion of the trail network 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. With the exception of implementing unforeseen emergency procedures, this process must be undertaken prior to carrying out any amended procedures.

An Environmental Aspects and Impacts Register should also be used alongside this document whilst undertaking the works. This will be used by BikePark Wales to: Record all sensitive environmental features that have the potential to be affected by the works associated with the Proposed Development, assess the severity of each impact on the relevant feature.

This should be updated regularly where new aspects and impacts come to light.

The CEMP will be adopted by BikePark Wales, however, the document may need amendment upon commencement, dependent on operational or construction changes, and for which approval would be sought (as above).

Development Description & Wider Site Setting

The Proposed Development site consists of narrow trail and track corridors which are sited across a large area of mixed woodland (both coniferous and broadleaf) with small open spaces, tracks and rides throughout. Parts of the site are designated as Ancient Semi Natural Woodland and others as Sites of Importance for Nature Conservation (SINCS). The site slopes west to east and comprises a mix of open and wooded areas with existing forestry management infrastructure and bike trails. The site is bounded to the west and North by the wider productive forest managed by NRW and to the south by neighbouring grazed farmland. The wider area includes a mix of woodland types on the valley sides above the River Taff, which lays at the bottom of the valley and is the main watershed for the Merthyr Valley. The A470 road runs north-west to south-east of the site to the east, and the settlements of Abercanaid and Pentrebach are found to the east, with industrial, retail, pubic and residential spaces present.

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 trail corridors managed by Natural Resources Wales with a lease agreement in place (subject to the planning consent approval associated with this trail application) 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 upon planning determination, it is anticipated that this would be the end of March with construction beginning in May 2024. The trails will be constructed over approximately 4-5 years.

The preliminary schedule of trail and track construction is as follows:

- Trail 3 – 1st May – 28th May 24
- Uplift Track Shortcut – 1st May – 31st May 24
- Trail 24 – 29th May – 2nd July 24
- Uplift Track Extension – June 3rd – 5th July 24
- Trail 11 – 03rd July – 05th November 24
- Trail 5 – 06th Nov – 11th March 25
- Trail 9 – 12th March – 06th May 25
- Trail 6 – 07th May – 17th June 25
- Trail 14 – 18th June – 23rd Sept 25
- Trail 10 – 24th Sep – 25th Nov 25
- Trail 4 – 26th Nov – 23rd Dec 25
- Trail 21 – 24th Dec – 10th Feb 26
- Trail 22 – 11th Feb – 17th Mar 26
- Climbing Trail 1 – 11th Feb – 17th Feb 26
- Climbing Trail 2 – 18th Feb – 3rd Mar 26
- Trail 7 – 18th Mar – 21st Apr 26
- Climbing Trail 3 – 18th Mar – 2nd Apr 26
- Trail 12 – 22nd Apr – 02nd Jun 26
- Climbing Trail 4 – 22nd Apr – 5th Jun 26
- Trail 20 – 03rd Jun – 07th Jul 26
- Climbing Trail 5 – 8th Jun – 19th Jun 26
- Trail 1 – 08th Jul – 01st Dec 26
- Climbing Trail 6 – 8th Jul – 13th Jul 26
- Climbing Trail 7 – 13th Jun – 24th Jul 26
- Climbing Trail 8 – 27th Jul – 29th Jul 26
- Climbing Trail 9 – 30th Jul – 14th Aug 26
- Trail 17 – 02nd Dec – 05 Jan 27
- Trail 15 – 06th Jan – 30th Mar 27
- Trail 8 – 31st Mar – 18th May 27
- Trail 2 – 19th May – 15th Jun 27
- Trail 25 – 16th Jun – 27th Jul 27
- Trail 18 – 28th Jul – 17th Aug 27
- Trail 16 – 18th Aug – 02nd Nov 27
- Trail 27 – 03rd Nov – 07th Dec 27
- Trail 23 – 08th Dec – 21st Dec 27
- Trail 13 – 22nd Dec – 26th Sep 28
- Trail 26 – 27th Sep – 14th Nov 28

Details of Site Clearance;

Due to the typically organic nature of mountain bike trails and the desire to ride through woodland and around trees, there are only a relatively small number of mature conifer trees required to be felled to deliver the scheme.

There are two approaches to this felling dependant on where they fall in the programme.

Due to the determination date and anticipated construction start in May 24, it will fall within the bird nesting season so the first step will be for a suitably qualified officer from NRW and/or an independent ecologist to perform an inspection of the trees and trail and track area (for the elements that are scheduled to be built within that season) to check for the presence of bird nests. If no active nests are identified, felling may commence immediately following the results being communicated.

If active nests are found along the trail route or in any trees identified for felling (or adjacent to those), the works in this area are to be postponed until it has been confirmed that the birds are no longer using the nest. Any exclusion zones for protected species will be applied to the works and adhered to.

After the first bird nesting season of 2024 – subsequent trails within the programme may be constructed with any required felling and clearance along the routes taking place during the winter months and completed prior to bird nesting season.

The next consideration is ground and scrub clearance and ground nesting birds. Again, the method adopted moving forwards depends on when the trail falls within the programme. The methods adopted are either to fully construct the trail outside of bird nesting season, or to conduct the preparatory site clearance using an excavator (or strimmer first for sensitive habitats – see sensitive habitat section) outside of bird nesting season to clear the trail corridor ahead of construction so that it is no longer suitable for ground nesting birds.

In year one due to the date of planning determination it will be necessary to conduct some ground clearance on the trails within bird nesting season

If habitats suitable for nesting birds are removed within the bird breeding season, then this may occur, but only under direct ecological supervision and following a check by a suitably qualified ecologist.

In the unlikely event that a nesting bird is found onsite during works, the nest will be protected and allowed to progress. No works will occur in this area until the nest become inactive/chicks have fledged. The exclusion zone and fledging time will vary depending on species and so liaison with the ecologist will ensure that appropriate measures are taken. The range of trails on the site within the consent allows for flexibility should works require to be halted due to bird nesting.

If a nest is found on the fringes of the proposed route, the organic nature of mountain bike trails will allow for micro siting to increase the distance from the nest site in agreement with the ecologist (assuming not a protected species with large exclusion zone).

To minimise impact upon any potential reptiles in the vicinity of the trail corridors, any sensitive habitat along the trail corridor will be cut along a centre line to no more than 150mm vegetation height, and then cut from the centre line working out to the edges allowing any reptiles to sense the disturbance and travel outside of the corridor. Once the full corridor width has been reduced to 150mm a second pass to bring closer to ground level may be conducted.

Habitat piles are created along the periphery of the trail corridors from any cleared vegetation to provide a natural place for displacement.

Consideration for Unknown Workings

The site is located on a historical area for coal mining. A coal mining assessment and report has been conducted by IG consultants, as well as a further site visit and summary letter of conclusions, and all known shafts and addits by the coal authority have been deemed an acceptable distance from the work sites.

Whilst low risk it is feasible that unknown workings could be uncovered during site clearance and a contractor watching brief will be implemented during this work as recommended by coal mining risk reporting.

If any ground appears to suggest coal addits or is otherwise suspect, then a suitably qualified consultant would be employed to assess the risk potential. Any recommended further works required to stabilise the working area would then be carried out, prior to further development in the identified area of risk.

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

Surface Water

During construction, surface water will be managed through developing appropriate drainage as part of the initial project start up to manage sheet-flow drainage that is anticipated from the construction of access tracks or within the trail corridor from the trail itself.

Surface water drainage is a key element of trail design and construction; a dry trail is a good trail. The aim is always to maintain the natural runoff of the hillside wherever possible. Without appropriate measures water may follow the trail and can build momentum and volume.

The following measures are deployed on the trail itself to manage and reduce run off:

- **Outsloping of the Trail** – trails are benched into the slope and are cut with a shallow out slope (3-5%) so that rain and water can sheet over the land and directly over the trail maintaining its existing path of travel. A trail maintenance team perform a task known as ‘deberming’ which reinstates the out slope if it starts to be lost due to a build-up of leaves on the outside edge or wear.
- **Grade Reversals** – these are reversals in the grade of a trail. Bike trails are generally ‘benched’ or cut into a side slope and descend the hill. If a trail continuously descended, then it would be possible for water to follow the trail and build volume and speed, instead trails especially those of lower difficulty grades have regular reversals in grade. Whilst they overall descend the hillside, they will have a short break where they go back uphill before going downhill again. This is repeated at regular intervals, every 10-30 metres or so and regularly sheds and prevents any build-up of water.
- **Grips** – similar to grade reversals, these are small depressions across the width of the trail surface to shed any surface water, but these are added whilst the trail continues to descend. These are used little and often to shed water at regular intervals and prevent build up.
- **Culverts** – where a trail crosses an existing flow of water, a twin walled poly pipe with header walls of minimum 300mm diameter is used to allow the water to pass under the trail surface unimpeded.
- **Catchment and Settlement Pits** – where culverts are used to allow an existing flow of water to pass under the trails, a settlement pit is used where appropriate on the top side of the culvert pipe to collect and allow any sediment to settle. Low side of the pipe it will be assessed if the water already sheds to vegetated ground and therefore disperses naturally, or whether any additional measures are required to slow the flow of water, such as settlement pits, stone dams and swales.

The works will utilise existing trackways and new access tracks whilst constructing the trail network extension. The nature of the works means that treatment for surface water discharge will not be required at the site. It is anticipated that the only generated flows are from surface runoff and will not require treatment, beyond the containment of silt/dirt.

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 are employees of BikePark Wales and as such have full access to the existing welfare, toilet and shower facilities.

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/excavation 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.

All personnel on site will be made aware of all of the best practice measures and will be instructed to implement them.

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.
- All wash down of vehicles and equipment will take place in designated areas and wash water will be prevented from passing untreated into watercourses and will comply with best guidance and available information.

Small Tools & Equipment Fuelling

Teams performing tasks involving fuelling small tools (brushcutters, chainsaws, wacker plates) will initially fuel in the compound each morning on a non-permeable surface and with a spill pad underneath the equipment. Should the tool or equipment require refuelling whilst being used on the trail this shall only be conducted on a fuel and oil absorbent pad and away from watercourses. All site access ATV's carry a pollution spill kit and additional pads as required.

Vehicle / Fuel Containment

All fuels will be stored in fully bunded fuel tanks within the site compound area and the plant storage area. Due to the small plant used for trail construction and the more remote locations metal 20 litre jerry cans will be used to distribute to the plant where it is not possible to fuel at roadside. These will be inspected for leakages and any containers identified to have small leaks disposed of and replaced.

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.

All plant and equipment are owned and operated by BikePark Wales and as such will not leave site or track on the public highway and therefore all mud and debris will remain in the work area.

Chemicals and Material Storage for Spill Containment

Any chemicals and other construction materials will be stored and contained in areas where they will not be easily mobilised to reach the water. It is not anticipated that chemicals will be utilised on the site as trail building does not require chemicals for construction, 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 trail crew 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.

Sensitive Habitat Clearance:

To minimise impact upon any potential reptiles in the vicinity of the trail corridors, any sensitive habitat along the trail corridor will be cut along a centre line to no shorter than 150mm vegetation height, and then cut from the centre line working out to the edges allowing any reptiles to sense the disturbance and travel outside of the corridor. Once the full corridor width has been reduced to 150mm a second pass to bring closer to ground level may be conducted.

Habitat piles are to be created from any cleared vegetation along the periphery of the trail corridors and outside any working areas, to provide a natural shelter for any displaced reptiles and amphibians.

Additional Mitigation Measures:

All working areas should be maintained to the narrowest possible width.

Within the specifications allowed, the trails will be engineered to avoid areas of particular botanical richness, and swathes will instead be cut through dense bracken where feasible.

Compaction of ground either side of the trail will be avoided, or where not possible a shallow soft strip of topsoil (and its seedbank) will occur and this material stockpiled alongside the working area in a linear bund. That stockpile to be restored behind the area of trackside working, as plant progresses, and the risk of compaction is no longer present. The woodland flora seed bank is often short lived, as such it should be recovered as soon as possible.

New trails should maintain a suitable distance from those existing, where possible, maintaining undisturbed vegetation between them and where possible utilise existing sections of trails where safe to do so. This will maintain wildlife friendly strips between trails, as suitable buffers from any disturbance.

Woodland working in the site will include the creation of gaps when dangerous trees nearby are removed, rather than wholesale clearance as is currently practiced.

Ancient Semi Natural Woodland

The Ancient and Semi-Natural Woodland (ASNW) designation, present across part of the development site, is a highly protected habitat and additional concern and care for woodland features, of trees and ground flora composition, should be had in these areas to avoid any harm.

Intervening bike tracks are to only be between existing trees, at a suitable distance to avoid any risks of significant impacts to root protection zones (commensurate protection for the young trees present).

Those measures already proposed to safeguard other areas during construction would be considered, otherwise, adequate for these areas too. Specifically:

- Top soil stripping, stockpiling and relaying, as required
- Minimising impacts to areas of vegetation (other than bracken)
- Targeting the disturbance of stands of bracken as part of construction and trail routes within the site.
- Various run-off and pollution controls.

Contingency Measures for Discovery of Great Crested Newt(s):

Enforce the immediate cessation of construction activities in the event that great crested newts are discovered.

Implement measures to safeguard great crested newts and their habitat, including temporary exclusion fencing to prevent access to construction areas.

If great crested newts are identified within the work zone, consult with ecological expert and NRW to develop a mitigation plan for great crested newts, which may include relocation to suitable nearby habitats.

Conduct regular monitoring for great crested newts throughout the construction phase to detect any new populations or movements.

Adjust construction activities and schedules as necessary to minimise impacts on great crested newts and ensure compliance with legal requirements.

Pollution Prevention Plan

During construction, soil erosion on the site will predominantly be a risk because of vegetation clearance and the movement of large construction vehicles, especially for works close to the stream in the south-east corner of the site. Once trails and adjacent vegetation have established, including run-off measures, no further impacts would be expected.

The consequence of any increased soil erosion at the site may result in damage to mature, in situ trees, an increase in the time taken for newly planted trees to grow, or a failure for them to grow at all, harm to ground flora (smothering or other), in addition to the potential pollution of nearby waterbodies via run off.

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 or erosion (such as cumulative tree felling). This will include reinforcement of existing measures, or the further roll-out of those additional standard or new management measures.

The retention of areas of ground cover vegetation in all possible areas is to be prioritised to avoid potential impacts from erosion. Silt fencing, or other similar pollution control measures, including hay bales, will be installed where appropriate to control in any potential areas of significant run-off. In particular, those controls would be installed by the edges of any streams or watercourses downstream and in the same catchment of working areas, where there is a potential risk and no other suitably mitigating factors (such as intervening vegetation).

Those working areas explicitly being anywhere soil erosion may potentially occur locally because of the felling, vegetation clearance, or other works planned at the site, and potential silt or other waterborne pollution transport is not already adequately mitigated by existing vegetation and topography.

The above proposed management measures will be implemented prior to works commencing to prevent the any decline in water quality. They should be left in place until permanent management measures have established (i.e. physical trail measures, and vegetation is established where necessary).

During construction, in order to control soil erosion at the site, tree felling and vegetation clearance will be managed appropriately to minimise impact on the soil structure. Additionally, there will be no large vehicular access to unstable track or ground to prevent accelerated erosion.

Ongoing post-development erosion as a result of trail use by bikes and walkers is advised to be managed through the use of vegetated bunding, and to encourage the use of the designated pathway/trail only, at

least until permanent vegetation has reestablished. Planting of tussocky (or encouraging) species and structural diversity will aid this by both stabilising bunds/banks and discouraging unauthorised access/trespass. Together, these measures would allow areas potentially impacted during construction to naturally recover.

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. As part of auditing, a “spill drill” will take place on site, checking that staff members are aware of how to find, operate and contain a spill on site using site equipment and further measures to be taken if needed.

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.

Fire Risk, Prevention and Evacuation Plan

At specific times in the season subject to local weather patterns, fire risk in the woodland is heightened. This tends to be early Spring if there is a period of dry/hot weather due to the dead and dry bracken and other brash materials on site and the window prior to green growth of the late spring and summer. Long dry spells throughout the summer can also create similar conditions as plants and soils dry out.

Fire risk is covered in the company risk assessments. Across the wider woodland outside of the construction sites measures have been taken by the landlords to create firebreaks to reduce the risk of fire encroachment onto the site.

These breaks are managed to reduce or remove the fuel source that would allow a fire to travel across the area.

Within the trail corridor construction area preventative measures are achieved through careful removal of vegetation and the fuel source, by following the risk assessments and storing fuels carefully.

In the unlikely instance that a fire is ignited within the work site, workers are to retreat down the trail corridor. Small, ignited fires may be tackled by trained staff members using fire beaters, and extinguishers which are held on each vehicle on site. If the site is not controlled by this measure staff are to retreat and call the fire service and NRW for immediate response.

Roles and Responsibilities

This section aims to identify the persons responsible for:

- 1) Compliance with legal consent relating to nature conservation;
- 2) Installation of physical protection measures during construction;
- 3) Regular inspection and maintain of physical protection measures and monitoring of working practices during construction;
- 4) Provision of training and information about the importance of the 'Wildlife Protections Zones' to all construction personnel on site.

Bike Park Wales will be responsible for the compliance with legal consent relating to nature conservation, following advice from the retained ecologist.

Bike Park Wales in liaison with the contractor, will be responsible for the regular inspection and maintenance of physical protection measures and monitoring of working practices during construction.

Bike Park Wales will be responsible for the provision of training and information about the importance of the 'Wildlife Protections Zones' to all construction personnel on site.

BikePark Wales will appoint an Ecological Clerk of Works (ECoW) to provide the provision of training and information about the importance of the 'Wildlife Protections Zones' to all construction personnel on site.

The client will be responsible for monitoring communications between all relevant parties to the project ensuring that all environmental matters to the project are discussed and managed.

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 and, if necessary, make the appropriate changes to the plans to ensure continued functionality of the woodland.