

BIKE PARK WALES, ENVIRONMENTAL STATEMENT
VOL1. CHAPTER 4

DEVELOPMENT DESCRIPTION

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4 DEVELOPMENT DESCRIPTION

4.1 Introduction

- 4.1.1 This chapter describes the proposed development that has been assessed in the ES. It identifies the individual development components, provides a schedule of the construction activities that will be required, and details how the development will operate. The background and requirement for the development is addressed in Chapter 5.

4.2 Development Components

- 4.2.1 The proposed development will replace part of the development that was previously granted planning permission at BikePark Wales in 2020 via permission P/19/0073. Development approved in that permission included 36 camping pods and 5 chalets, a of shower and toilet block, play and picnic area, new car parking areas to accommodate an additional 150 parking spaces, an overflow car park to accommodate an additional 46 car parking spaces, trail maintenance yard, highway access routes, ground profile works, drainage, infrastructure and landscape works. Following the grant of the permission part of the approved development has been implemented, in the form of the additional parking areas and the associated access routes required to access them, and bike washing facilities. The remaining development has yet to be implemented, and now needs to be amended to ensure that the development is delivered reflects the operational requirements of BikePark Wales and meets its ambition to remain the premier mountain bike destination in the UK.

- 4.2.2 The proposed development consists of the following

- 29 camping pods, which will replace the 36 pods previously approved.
- A changing village, which will replace the shower and toilet block previously approved.
- A bike storage area, consisting of a series of containers that will replace existing site structures.
- A workshop for vehicle maintenance, and which was not included in the previous permission.
- Redesign of the children's play area to accommodate the vehicle workshop.
- Bike wash facilities, which are now proposed in an updated location.
- Appropriate landscape, highway and drainage design will be provided as part of the above the works, but the approach remains unchanged from that previously granted planning permission.

- 4.2.3 Each of these development components is described below.

Accommodation Pods

- 4.2.4 A total of 29 accommodation pods are now proposed. This is less than originally approved 36 pods, as it is proposed to increase the quality of the pods being provided, with each pod afforded greater

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site space and privacy, and better internal living spaces and facilities. The pods are key to enabling BikePark Wales to meet growing demand (particularly in the family market) and will supplement the local B&B offer and the 5 chalets that are approved on site under planning permission P/19/0073. The pods would be in the same area of the Park as the originally proposed pods; sited in a woodland environment that would screen views of them from the wider Park and surrounding landscape.

- 4.2.5 The 29 pods vary in type, with sleeping accommodation provided via 21 camping pods and 3 shepherd huts and ancillary uses catered for with 2 toilet pods, 2 linen pods where bedding will be kept, and 1 workshop pod where guest can maintain their bikes. Unlike the previously approved pods, each pod type will have a consistent appearance and material treatment to ensure synergy, but will vary subtly in form to signify their different uses. Each pod would be clad in black timber with black metal sheet roofs, which would create a modern architectural appearance that is also sensitive to woodland environment they would be located in. The black appearance of the pods would also be in keeping with the BikePark Wales brand. Each of the pod types would be modest in scale, as outlined below:

Table 4.1: Pod dimensions

Development Type	Height	Width	Length
Camping pods	3.6 metres	3 metres	4.85 metres
Shepherds huts	3.91 metres	3.05 metres	4.85 metres
Linen pod	3.27 metres	3.55 metres	4.55 metres
Toilet pods	3.35 metres	3.05 metres	4.85 metres
Workshop pod	3.62 metres	3.35 metres	4.85 metres

Changing Village and Shipping Containers

- 4.2.7 Given the increase in visitor numbers to the Park, additional shower, toilet and changing facilities are essential. Planning permission P/19/0073, including a toilet and shower block, but it is now intended to deliver a changing village, which will include WCs and showers in a better indoor/outdoor environment that will provide a better visitor experience and be easier to clean and maintain. The changing village would be located in roughly the same area of the site as the previously proposed shower block, though slightly further north. This would ensure that it is easy to access for guests staying in the pods and wider visitors to the Park. The changing village would be located within the context of the site's existing visitor centre and would have a timber cladding appearance that is consistent with those buildings, albeit it would have a more functional finish befitting its status as functional building. The roof to the changing village would be polycarb.

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- 4.2.8 Immediately adjacent to the changing village it is proposed to place a series of shipping containers that will be used for guests staying on the site to store bikes. To ensure they have a consistent appearance to the changing village they will be wrapped in the same timber cladding as the changing village to ensure that they appear as one structure. A green roof and solar panels are proposed to be included on top of the containers. Details of the scale of the changing village and shipping containers are below by individual unit and where appropriate, combined:

Table 4.2: Changing Village and Shipping Containers dimensions

Development Type	Height	Width	Length
Changing Village	2.47 metres	6.2 metres	6.68 metres
Containers	2.98 metres	6.2 metres	9.85 metres
Combined Changing village and Containers			16.53 metres

Vehicle Workshop

- 4.2.9 A vehicle workshop is proposed in the north of the site, in an area that was previously allocated for a children's play area. The workshop is proposed to provide a place for BikePark Wales to maintain vehicles with protection from the elements. The workshop will replace the existing outdoor maintenance area and will serve to improve the visual appearance of the Park and the connections between the existing visitor centre area, the new pod accommodation and parking areas. The building would be functional in appearance, consisting of a steel frame and finish that would be coloured green for the elevations and grey for the roof. The scale of the building is outlined below:

Table 4.3: Vehicle Workshop dimensions

Development Type	Height	Width	Length
Vehicle Workshop	3.53 metres	6 metres	9.7 metres

Children's Natural Play area

- 4.2.10 One of the main aims of BikePark Wales is to appeal to the family leisure and tourism market. Therefore, a small natural playground was included in permission P/19/0073. The play area is to be retained, but in light of the need for a vehicle workshop (refer above), it is necessary to reduce its size. The proposed park would still be sizeable in coverage and equipment and would help to soften views of the wider Park, with its natural appearance and associated planting.

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Bike Wash Facilities

- 4.2.11 A small bike wash facility was previously included in permission P/19/0073 to be delivered at the northern edge of the original visitor centre building. It is now proposed to be located alongside the access track to its north east. The was facilities would include timber screens, hardstanding and water supply for bike washing. Appropriate receptors are to be included to catch any oil spillage.

Proposed Drainage

- 4.2.12 The proposed development would not amend the drainage design approach previously approved under permission P/19/0073 and the related SAB approval. Foul connections from the changing village discharge to the existing treatment plant, while the camping pods would be served by the approved new sealed foul water treatment plant. Surface water from the proposed development would also not alter the previous surface water drainage design, with the changing village discharging to ground via a swale and soakaway system and the pods discharging direct to ground to reduce the need for excavations for soakaways in the woodland area and protect the tree root system.

Proposed Landscape

- 4.2.13 The proposed landscape design would be subject to minor amendments to that originally approved under permission P/19/0073 to reflect the updated proposals. However, the overall approach around location of new planting to screen views of the development and assimilate the development into the landscape would remain the same, as would the choice of planting species and maintenance arrangements.

Proposed Access and Parking

- 4.2.14 The proposed development would not increase vehicle numbers beyond that assessed in permission P/19/0073. The development does not therefore include amendments to the parking areas and vehicle routes included in permission P/19/0073. Associated levels of this infrastructure would also remain the same. There would be localised variation of some pedestrian routes to accommodate the updated proposals.

4.3 Construction Phase

Construction hours

- 4.3.1 Construction hours will predominantly be Monday to Friday (08:00-18:00). Where weekend works are required they will be undertaken on Sat (08:00-13:00). No construction activities are anticipated on a Sunday. The hours of construction will be agreed in time via a Construction Environmental Management Plan.

Construction activities

- 4.3.2 The exact construction method for the proposed development is not known. However, the below are considered to be the likely activities for each of the development components:

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Table 4.4: Overview of likely construction activities

Infrastructure	Construction Actions
Roads	- New roads will be reduced in depth of around 400mm with new clean stone being added. - The excess material will be stockpiled and reused as required. The renewal of existing roads will involve a “scrape” of around 100-200mm with new clean stone added to suit proposed site levels. - The ditches will be cut after the road has been over filled (in width) to allow the ditches to be constructed at the required depth on level to suit the new road layouts and levels.
Accommodation pods	- These will be delivered flat packed and will be carried by hand or by quad bike to their location in the woodland. - The camping pods and lodges will have a stone base with timber runners to house the pods on top. - The levels works will involve limited excavation and as such that the stone base will be finished to around 150mm above existing ground levels. The base will be surrounded in a timber edge.
Changing village	- The shower block will be constructed on-site as a timber framed building with all materials delivered directly to build location by lorry. - This will be a raft foundation and the footprint of the block will be reduced to around 750mm to allow the raft and a stone blanket to be constructed.
Utilities	- Excavate service trenches, typically 1100 mm deep and 500mm wide for laying of cable ducts and water pipes which will be backfilled with arisings. - Low light way finding bollards and power feeder boxes will also be installed on site.
Landscape works	- Clear site (where required) - Treat with herbicide (where required) - Plant feathered and standard trees in pits. - Planting of shrub and tree whips/transplants - Maintenance (5 years)

Construction Vehicles

- 4.3.3 The exact number of construction vehicles is not yet known. To minimise the number of construction vehicles entering and leaving the site, the site-wide cut and fill strategy is based on avoiding the export of material. Construction vehicles will therefore be associated with the import of materials required to deliver the proposed development. This number will be relatively low and will be short-term in nature. It is therefore not considered that construction vehicles will have a material change on the local highway network.

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- 4.3.4 All construction vehicles (including HGVs) will enter the site via the main site access direct from the A470. To manage their impact it is proposed that a Construction Traffic Management plan will be in operation. As a minimum, this will include details of the routes of construction traffic, temporary signage including the proposed location of warning signs, delivery timetables, the location of wheel washing facilities on site, staff car sharing methods and the location of the construction compound and staff parking area on the site.

4.4 Operational Details

Opening Hours

- 4.4.1 BikePark Wales's opening times are seasonal. Between April and September (Summer) the site is open and operational between 9am and 6pm (7 days a week) and some days is open until 9pm (depending on light). Between October and March (Winter) the site is open between 9am and 5pm (7 days a week).
- 4.4.2 The proposals will not alter these hours. However the addition of on site accommodation will mean that there would now be overnight visitors on the site. These visitors would be located in the accommodation area.

Development Operation

The typical activity that occurs on site is based on visitor movement. This consists of visitors arriving at the site by private vehicle, entering the visitor centre to purchase uplift passes, equipment or food and beverages, taking the uplift vehicles to the top of the bike trails and descending the trails. The process is repeated throughout the day. Other activities consist of deliveries and refuse/ recycling collection, which occur throughout the day / week as required. The proposed development would not change this, and these activities would remain the core operational activities that take place at the site. The proposed development would, however, result in overnight activity at the site in the accommodation area. This would consist of visitors using the accommodation areas for rest, to prepare food and beverages and accessing the wash facilities.