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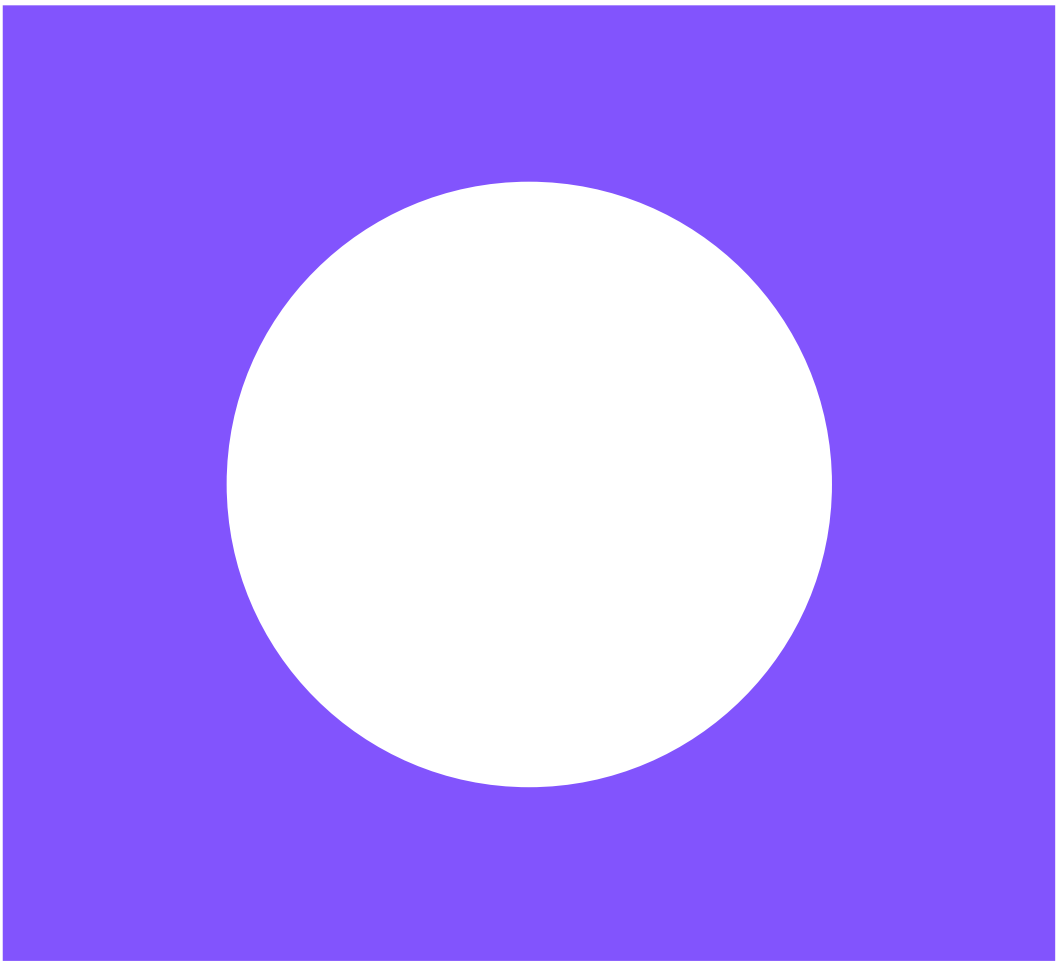

Construction Traffic Management Plan

Cefn Dryscoed DAF

January 2026

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Construction Traffic Management Plan

Cefn Dryscoed DAF

January 2026

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	27/01/2026	S P Williams I Biskup	K Morris J Eddies	P Roy Choudhury	First Issue

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Contents

1 Introduction

This Construction Traffic Management Plan (CTMP) has been prepared by Mott MacDonald Bentley on behalf of Dwr Cymru Welsh Water (DCWW) to demonstrate the likely generation and routing of traffic associated with the proposed works at Cefn Drycoed Water Treatment Works (WTW) (hereafter referred to as 'the site').

The WTW is currently owned and operated by DCWW and is situated near the village of Pontneddfechan, partially within the boundary of the county of Powys and within the administrative boundary of the Bannau Brycheiniog National Park Authority (BBNPA).

The CTMP has been structured as follows:

- Section 2 provides a description of the proposed development and the timescale for the construction period.
- Section 3 describes the constraints to movements.
- Section 4 describes the liaison/consultation both undertaken and proposed with interested parties.
- Section 5 identifies measures to control the impact of HGVs.

2 The proposal

2.1 Description of works

The proposed works entail the construction of a new dissolved air floatation (DAF) building at Cefn Dryscoed Water Treatment Works (WTW) to house the installation of three new DAF tanks, DAF Motor Control Centre, flocculators, balancing tanks, and other processing and ancillary equipment, the installation of new electrical cabling, distribution boards, PLC and instrumentation, pipelines to connect the new DAF building to the existing WTW and to connect the existing raw water main to the DAF plant including associated chambers and ducts for chemical dosing and electrical cabling, as well as a new stone wall, fencing, drainage, soft landscaping, access track and temporary enabling works

2.2 Timescales

The Pre-application Consultation (PAC) is scheduled for February 2026. Planning submission scheduled for June 2026 with planning approval anticipated in September 2026.

The construction start date is estimated to be July 2027 with an overall construction period of approximately one year and 3 months, ending in October 2028. Estimated start and end dates of key construction activities are shown in Table 2.1.

Table 2.1: Estimated start and end dates of key construction activities

Activity	Start	Finish
Access haul road and compound	July 2027	August 2027
Drainage and pipework	Sept 2027	May 2028
Building foundation	Aug 2027	Oct 2027
Building construction	Jan 2028	May 2028
Installation of mechanical and electrical equipment	Nov 2027	May 2028
Commissioning	March 2028	July 2028
Landscaping	June 2028	July 2028
Demobilisation	July 2028	Sept 2028

2.3 HGV Routes & Access Strategy

The site is likely to be accessed via A465, through Glynneath via B4242 High Street, Aberdare Road and Pontneathvaughan Road to Pontneddfechan village. From the village, construction traffic will utilise Ystradfellte Road towards an unclassified road connecting the Ystradfellte Road with the site.

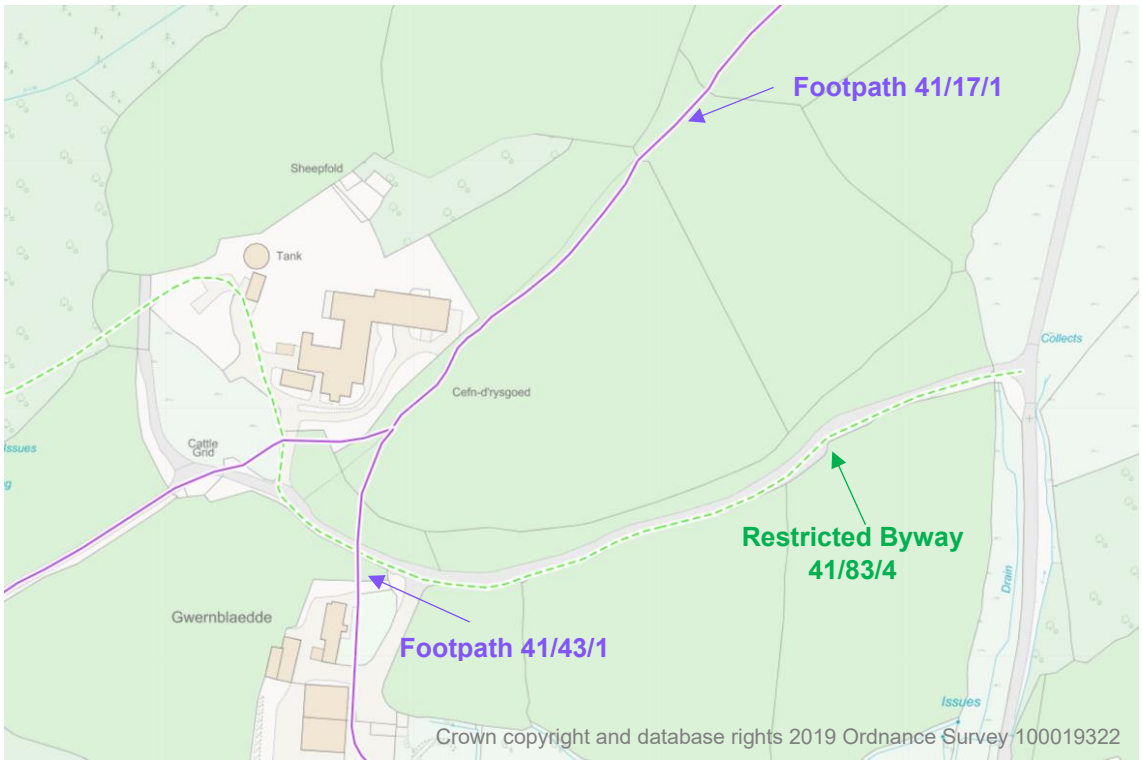
2.4 Public Rights of Way

There are three Public Rights of Way (PRoW) identified in proximity to the proposed works:

- Footpath 41/17/1
- Footpath 41/43/1
- Restricted Byway 41/83/4

Their exact locations are shown on the figure below.

Figure 2.1: PRoWs in proximity to the proposed works



Source: Breacon Beacons National Park; Rights of Way - Rights of Way | Brecon Beacons National Park

Disclaimer: The precise line of a right of way can only be determined by reference to the Definitive Map (1:10000 scale). The Brecon Beacons National Park Authority accepts no responsibility for any error or inaccuracy which may arise from the transposition of the Definitive Map to a different scale.

2.5 Profile of car / HGV generation

Table 2.2 outlines the standard HGV vehicle types anticipated to be operating on the public roads to facilitate the construction of the proposed works.

Table 2.2: Vehicle types

Vehicle Type	Description	Activity
Tractor & Trailer	Tractor and Plant Trailer	Used for transportation of associated plant, equipment and materials to locations.
Crane	32t Flatbed (Crane)	Used for delivery and collection of the site welfare cabins, generators and fuel tanks. Movement of small plant, equipment and materials.
Trucks & Lorry	32t Beavertail	Used for transportation of associated plant to locations.
Trucks & Lorry	32t Concrete Mixer Truck	Used to import concrete for the foundations, with high numbers accessing the site during some concrete pours.
Trucks & Lorry	26t Tipper Truck	Used to deliver aggregates such as stone / sand to cable route.
Trucks & Lorry	32t Tipper Truck	Used to deliver aggregates such as stone / sand to cable route.
Articulated Trailer	Articulated Vehicles (44T)	Used to deliver key materials (duct / pipes etc) to the construction compounds or direct to locations where materials are incorporated into the works.
Articulated Trailer	Articulated Vehicles (low loader 44T)	Used to deliver and collect site machinery such as excavators, roto-telehandlers as necessary. Site

Vehicle Type	Description	Activity
		machinery will move under its own power to suitable loading and offloading locations.
Crane	Mobile Cranes	Used for offloading containers / materials needing larger reach than standard lorry mounted cranes.

2.6 Vehicle movements

HGV's will be the most noticeable traffic movements on the public highway due to their overall size and limited speeds. Average deliveries / day are shown below to provide context on movement breakdown. The 10mph speed limit will be applied on the haul roads within the proposed site.

Table 2.3: Indicative average deliveries

Material / Vehicle	Expected Volume	Transport Movements	Programme	Duration	Average number of single movements	Comments
Aggregate	5000t	250	July 27 to Aug 27	2 months	14 per day	Temporary road/compound, perm aggregates for building / pipework trenches.
Concrete	650m3	92	Aug 27 to Nov 27	4 months	11 per week	
DAF equipment	161	12	Nov 27 to Jan 28	3 months	2 per week	Allowance for tanks plus pipework and walkways.
Pipework	620m	25	Aug 27 to Jan 28	6 months	2 per week	
Steel building frame	50t	3	Jan 28	1 month	1 week	
Building masonry	650	26	Jan 28 to April 28	4 months	6 per week	Double skin block with masonry cladding.
Site traffic (cars/vans)	N/A	624	July 27 to July 28	12 months	12 per week	Peak will be 12 vehicles travelling to/from site per day.
Waste disposal	6500t	325	July 27 to Aug 28	13 months	Variable for the duration of the construction programme	Temporary stone and surplus excavated material.

2.7 Employee & Visitor Parking

Provision will be made within the site compounds for the parking of construction worker and visitor vehicles.

The maximum number of persons working on site at any time is estimated to be 20 persons.

3 Constraints to movement

Several constraints to movement have been identified to date. These include but are not limited to:

- Users of an unclassified road connecting the Ystradfellte Road with the site, also designated as a restricted byway 41/83/4, including the landowner and the PRoW users.
- Users of Footpaths 41/17/1 and Footpath 41/43/1.
- Other road users along Ystradfellte Road, including the users of the diverted Footpath.

4 Consultation

4.1 Liaison with the Local Authority, Parish Councils and residents

Consultation was undertaken with Bannau Brycheiniog National Park Rights of Way Officer to seek advice on management of the PRoW identified in the area. The following was agreed:

- The Footpath 41/17/1 will be temporarily closed from its intersection with the Restricted Byway 41/83/4 up to its intersection with Ystradfellte Road in order to prevent the users of the footpath to cross the construction site. A footpath diversion will be provided alongside Ystradfellte Road. Any potential intersection of a diverted footpath with the construction traffic will be managed by signage.
- The northern most section of the Footpath 41/43/1 (north from the Restricted Byway 41/83/4 will be temporarily closed. (Note: this section of footpath is no longer visible on the ground)
- The Restricted Byway 41/83/1 will be kept open for users. The unclassified road will be used as the construction access route to the proposed works. Interfaces with pedestrians will be managed by signage.

4.2 Local businesses

Consultation will be undertaken with the landowner who owns the nearby farm and utilises the unclassified road that will be used as the main construction access route.

Measures will be put in place in agreement with the landowner to ensure minimum disruption to day to day activities.

5 Measures to control HGV movements

5.1 The provision of signage on the designated route

A number of strategically located road signs will be erected on the road network for the duration of the construction period. The location of the signage will be agreed with the local highway authority and will direct HGV's to the designated routes.

5.2 Supplier engagement

Prior to works on site, suppliers, hauliers and sub-contractors will be engaged by the site management team to communicate agreed control measures and routes to be taken along with any constraints on the route.

5.3 Agreed hours of operation

The environmental impact of traffic in terms of visual impact, noise, vibration and emissions is greatest outside traditional working hours when base network flows are low. The majority of vehicle movements will be during normal working hours, between 07:00 and 1900 on weekdays. Only in exceptional circumstances will these hours of operation be exceeded. i.e. for major equipment delivery or larger concrete pours. Working hours are as specified in the table below.

Table 5.1: Working hours

	March to September	October to February
Monday to Saturday inc Bank Holidays	07:00 to 19:00	07:30 to 18:00
Sunday	07:00 to 18:00	08:00 to 17:00

The level of traffic generation is not expected to result in significant environmental impacts. The Contractor will brief all employees & visitors about safe and courteous driving to and from the site during site inductions.

5.4 Wheel cleaning measures

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the working area and onto the public highway. Access point coming off the unclassified road onto Ystradfellte Road will have a Dry Wheel Wash or equivalent system in place to remove dirt lodged behind wheels and in the chassis. If considered necessary, the Ystradfellte Road shall be kept clean by utilising a mechanical road sweeper.

5.5 High Voltage Crossing Points

Where overhead or underground high voltage crossing points are identified, the following mitigation will be implemented, especially during the construction of access tracks.

For Overhead Lines (OHL), GS6 Barriers shall be installed as per the below arrangement.

Figure 5.1: GS6 Barrier Arrangement - Establishing a Safety Zone

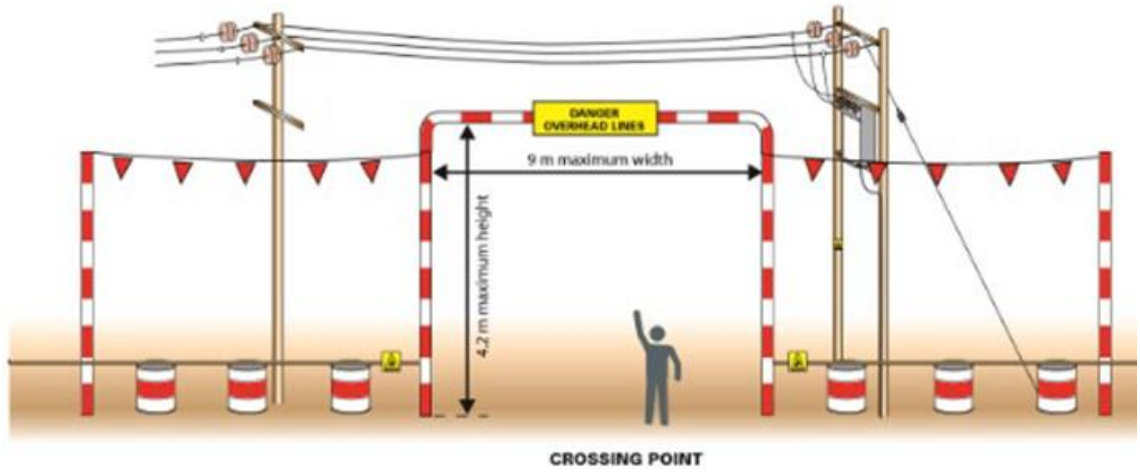


Figure 5.2: Typical passageway through barriers

Source: Insert Notes or Source: HSE Guidance note GS6

For underground services identified, Marker Posts will be offset from the identified position using a Cable Avoidance Tool (CAT) and Generator. This should be prior to any construction activity and comply with HSG47.

5.6 Training & Induction Process

As part of the implementation of this CTMP, a comprehensive induction will be carried out for all personnel involved in the project. The objective of this program is to ensure that all staff, subcontractors, and delivery drivers are fully aware of the traffic management protocols and their roles in maintaining safety and minimizing disruption to the local community and road network. The induction will include:

- An overview of the CTMP objectives and key measures.

- Clear instructions on site access and egress route, including designated haul roads and delivery points.
- Speed limits, site-specific restrictions, and protocols for interacting with the general public and road users.
- Emergency response procedures, including communication channels for reporting incidents or hazards.
- The importance of adhering to road safety and environmental regulations, with emphasis on reducing noise, dust, and traffic delays.
- Regular toolbox talks briefings will be conducted to reinforce key traffic management principles and address any site-specific updates or lessons learned. Topics will include:
  - Changes to traffic routes or restrictions as construction progresses.
  - Practical demonstrations on safe vehicle movements, such as reversing, use of banksmen, and turning circles.

All drivers operating vehicles on or near the site will be required to:

- Hold the appropriate driving licenses and certifications (e.g., CPCS for plant operators).
- Demonstrate familiarity with site traffic routes and safe operating procedures.
- Attend refresher sessions if changes to the CTMP necessitate updates to vehicle operations.

5.7 Restrictions on deliveries, waste collection or storage

Ensuring the safe transportation of materials and equipment to and from the construction site is a key priority for this project. All loads will be appropriately sheeted (where necessary) and securely fastened to prevent any materials from falling, spilling, or becoming dislodged during transit, thereby safeguarding both site workers and the general public.

5.7.1 Load Securing Procedures

All vehicles transporting materials to and from the construction site will comply with legal and regulatory requirements for load securing, as outlined in the Health and Safety Executive (HSE) guidelines and the Road Traffic Act. The following practices will be adhered to:

- Secure Load Requirements: All loads must be fully secured using appropriate tie-downs, straps, or other suitable securing equipment. This includes ensuring that any loose materials, tools, or equipment are properly contained and cannot shift or fall off during transit.
- Load Weight and Distribution: Each load will be correctly distributed across the vehicle to ensure that it does not exceed the vehicle's weight limit and remains stable during transportation. Where necessary, load distribution will be adjusted to prevent overloading of any single section of the vehicle.

5.7.2 Sheeting of Loads

In addition to securing loads, materials that are subject to weather conditions or have the potential to cause dust or debris spillage will be adequately sheeted to prevent contamination and ensure road safety. This will involve the use of tarpaulins or covers for any loose materials such as soil, aggregates, or construction debris. These covers will be tightly fastened to the vehicle to prevent wind or motion from dislodging the covering.

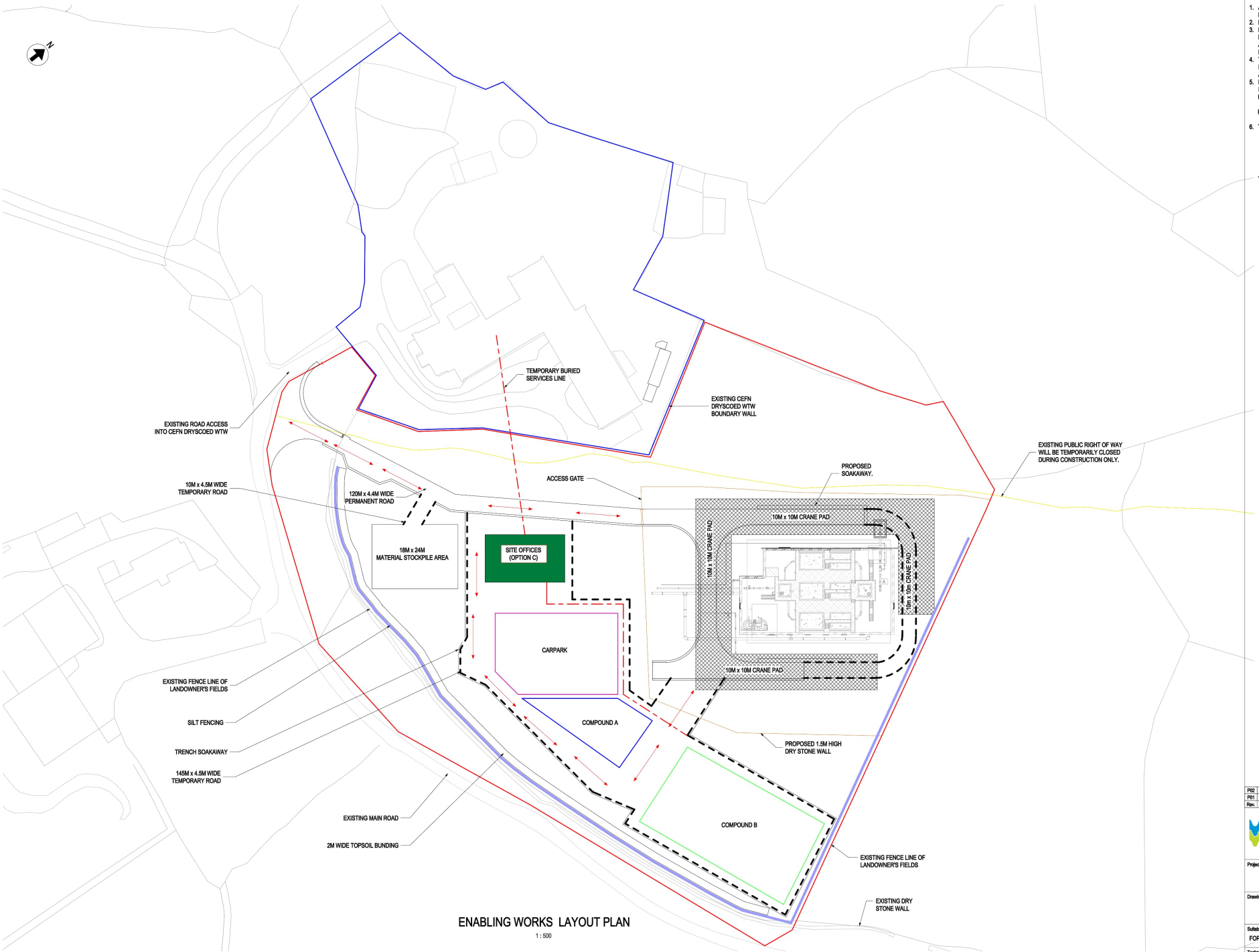
5.7.3 Inspection and Compliance

Before each journey, the driver will carry out a visual inspection of the load to confirm that it is adequately secured and sheeted. This will entail checking that all straps, tarpaulins, and other securing methods are properly fastened. Verifying that the load does not protrude beyond the

vehicle’s body unless legally allowed, and that no sharp edges or hazardous materials are exposed.

Appendices

A. Enabling Works Layout Plan



ENABLING WORKS LAYOUT PLAN

1 : 500

1:500 0 25m 50m

A1h

NOTES:

1. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES (mm) UNLESS NOTED OTHERWISE.
2. NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.
3. DRAWING FOR PLANNING APPLICATION TO BANNAU BRYCHEINIOG (BRECON BEACONS) NATIONAL PARK AUTHORITY ONLY. NOT TO BE USED FOR ANY OTHER PURPOSE.
4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH INFORMATION PROVIDED AS PART OF THE PLANNING APPLICATION FOR THE WORKS.
5. REFER TO THE FOLLOWING DRAWINGS FOR MORE INFORMATION:
   B17545-123532-12-ZZ-DR-CA-PN1201 - PROPOSED WORKS SITE LAYOUT
   B17545-123532-12-ZZ-DR-CA-PN1202 - PROPOSED CROSS SITE ELEVATIONS
6. TOTAL AREA OF TEMP ROAD/COMPOUND
   600m2
   1325m2
   575m2
   2380m2
   452m2
   360m2
   TOTAL = 5672m2

Rev.	Date	BIM.	Description	Chk.	App.	Iss Date.
P02	14.01.26	DAP	FOR INFORMATION	KM	PRC	26.01.26
P01	15.05.25	GS	FOR INFORMATION	KM	GLC	16.05.25

Capital Delivery
Cynghrair Cyflawni

Project Name.
CEFN DRYSCOED DAF

Drawing Title.
ENABLING WORKS LAYOUT PLAN

Suitability. FOR INFORMATION
Suitability Code. S2

Technician. GS
Originator. LC
Date. 25.04.25

Internal Project Number. DC24MB00A
Scale. AS SHOWN
Rev. P02

Drawing Number. B17545-123532-12- XX-DR-CA-PN1203

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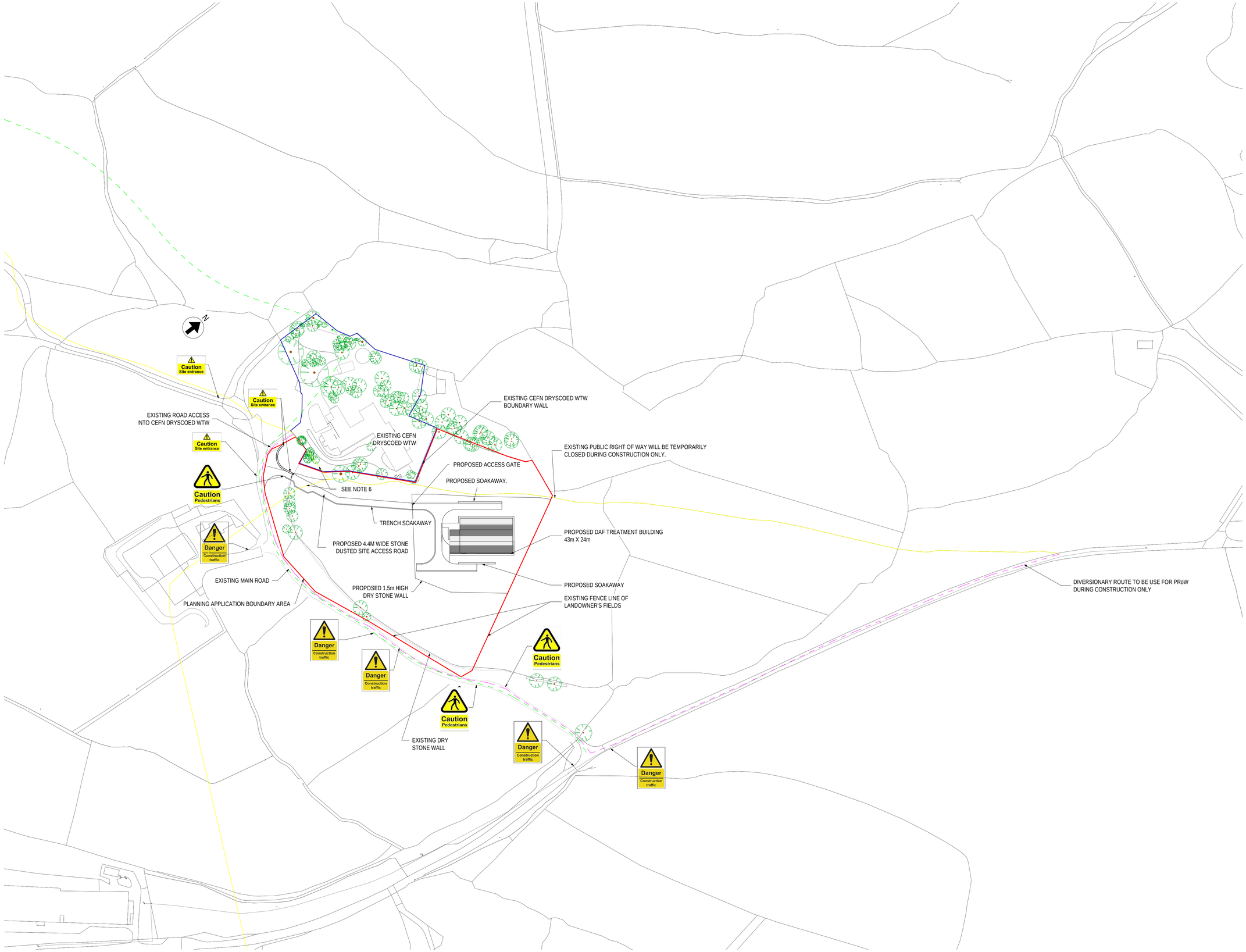
Dwr Cymru Cyf gives this information as to the position of its underground apparatus by way of general guidance only on the strict understanding that it is based on the best information available and no warranty as to its correctness is relied upon in the event of excavations or other works made in the vicinity of the company's apparatus and any onus of locating the apparatus before carrying out any excavations rests entirely on you. It must be understood that the furnishing of the information is entirely without prejudice to the provision of the New Roads and Streetworks Act 1991 and of the Company's right to be compensated for any damage to its apparatus.

Dwr Cymru Cyf has no duty to identify private apparatus and the information as to the position of the private apparatus is given by way of general guidance only on the strict understanding that it is based on the best information available and no warranty as to the correctness is relied upon. Not all private apparatus is identified but their presence should be anticipated.

B. Traffic Management Layout Plan



1:1250 0 62.5m 125m

TRAFFIC MANAGEMENT LAYOUT PLAN

1 : 1250

A1h

NOTES:

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   B17545-123532-12-ZZ-DR-CA-PN1202 - PROPOSED CROSS SITE ELEVATIONS
   B17545-123532-12-XX-DR-CA-PN1203 - ENABLING WORKS LAYOUT PLAN
6. THE EXISTING PUBLIC RIGHT OF WAYS AND BYWAY ROUTES ON THIS DRAWING ARE BASED ON THE BRECON BEACONS RIGHT OF WAY EXPLORER MAP (HTTPS://RIGHTSOFWAY.BEACONS-NPA.GOV.UK/). IT SHOULD BE NOTED THAT THESE PUBLIC RIGHT OF WAYS ROUTES MAY BE INACCURATE AS THEY DO NOT LEAD TO ANY PATH IN SOME LOCATIONS, SUCH AS AT THE HIGHWAYS JUNCTION AREA.

KEY :

- DCWW LAND BOUNDARY
- AREA OF PLANNING BOUNDARY
- EXISTING PUBLIC RIGHT OF WAY (PRoW)
- BYWAY ROUTE
- TEMPORARY DIVERSIONARY ROUTE FOR PRoW

Rev.	Date	BIM.	Description	Chk.	App.	Iss Date.
P02	12.02.26	DAP	FOR INFORMATION	KM	PRC	12.02.26
P01	14.01.26	DAP	FOR INFORMATION	KM	PRC	26.01.26

Capital Delivery
Cynghrair Cyflawni

Project Name.
CEFN DRYSCOED DAF

Drawing Title.
TRAFFIC MANAGEMENT LAYOUT PLAN

Suitability. FOR INFORMATION
Suitability Code. S2

Technician. GS
Originator. LC
Date. 08.01.26

Internal Project Number. DC24M800A
Scale. AS SHOWN
Rev. P02

Drawing Number. B17545-123532-14- ZZ-DR-NA-EI1221

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