



CONSTRUCTION TRAFFIC MANAGEMENT PLAN
PROPOSED OPEN STORAGE SPACE AND LOCK-UP BUILDING
LAND AT NASH ROAD, NEWPORT

On Behalf Of: **MDW (Europe) Ltd**
Report Reference: **25/605/CTEMP/D**

July 2025

REPORT CONTROL SHEET

Magna Ref. 25/605/CTEMP/D

July 2025

Revision	Status	Date	Initials of Author
A	CLIENT DRAFT	13/05/2025	KI/AP
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1 INTRODUCTION

1.1 Purpose Of Report

1.1.1 Magna Transport Planning Ltd has been appointed to prepare a Construction Traffic and Environmental Management Plan (CTEMP) in relation to the proposed open storage space and storage/lock-up building located at Nash Road, Newport.

1.1.2 The planning application for this development (ref: 24/0294) was refused in May 2024. The appeal decision from March 2025 granted planning permission, subject to conditions. Condition 6 of this stated:

A) No development shall commence until a Construction Traffic and Environmental Management Plan has been submitted to and approved in writing by the local planning authority. The approved plan shall be adhered to throughout the construction period. The plan shall provide for:

(a) Construction traffic routes, including provision for access to the site;

This item is covered in Chapter 4 and Chapter 3 (Section 3.2)

(b) Details of loading and unloading of plant and materials;

This item is covered in Appendices 2 and 3

(c) Details of street sweeping/street cleansing/wheel wash facilities;

This item is covered in Chapter 3 (Section 3.5) and Appendix 2

(d) Hours of working;

This is detailed in Chapter 1, Section 1.3.

(e) Dust suppression measures;

This is detailed in detailed in Chapter 3, Section 3.7.

(f) noise mitigation measures;

This is detailed in detailed in Chapter 3, Section 3.7.

(h) Details of temporary lighting;

This is detailed in detailed in Chapter 3, Section 3.8.

(i) Details of enclosure of working areas;

This is detailed in Chapter 3, Section 3.3

(j) A drainage strategy to operate, setting out controls of contamination, including controls to surface water run-off, water pumping, storage of fuels and hazardous materials, spill response plans and pollution control measures.

This is detailed in Chapter 3, Section 3.9

Reason: In the interests of highway safety, safeguarding of the living conditions of neighbouring occupants and to prevent pollution of the environment, in accordance with LDP Policies GP2, GP4, GP7 and T4.

1.1.3 In addition to the elements within Condition 6, the Highway Authority requested to include the following additional items within the CTEMP:

- **Vehicle size, frequency and duration of vehicle movements**

This is detailed in detailed in Chapter 4, Section 4.1.

- **Phasing, with Phase 1 to include construction of the new access (to base level at least) whilst using the existing access in parallel. Phase 2 to close the existing access and the use the new access to continue with the construction programme**

This is detailed in detailed in Chapter 3, Section 3.1.

- **Details of temporary surfacing in areas where HGVs load/turn**

This is detailed in detailed in Chapter 3, Section 3.3 and Appendices 2 and 3.

- **Details on wheel-washing – how and when these are used**

This is detailed in detailed in Chapter 3, Section 3.5.

1.1.4 This CTEMP has been prepared to discharge Condition 6 and is intended to form the basis for the management of the delivery movement of vehicles associated with the construction of the proposed development. This CTEMP sets out how the traffic will be managed during the construction process and identifies best practice measures.

1.2 Development Proposal

1.2.1 The proposed development is for a steel framed 'lock up' building, area of hardstanding for open storage together with landscaping and associated works. The site will be used as an overflow storage for empty skips which cannot be kept at the existing MDW Limited site further northwest on Nash Road. These empty roller skips stored within the existing hardcore storage area.

1.2.2 The approved site plan is provided in Appendix 1.

1.3 Construction Working Hours

1.3.1 The construction working hours would be:

- Monday to Friday 8am to 6pm; and Saturday 8am to 1pm

1.3.2 No construction works will occur on Sundays, Bank or Public Holidays.

1.4 CTEMP Structure

1.4.1 Chapter 2 outlines the site context.

1.4.2 Chapter 3 provides the construction methodology.

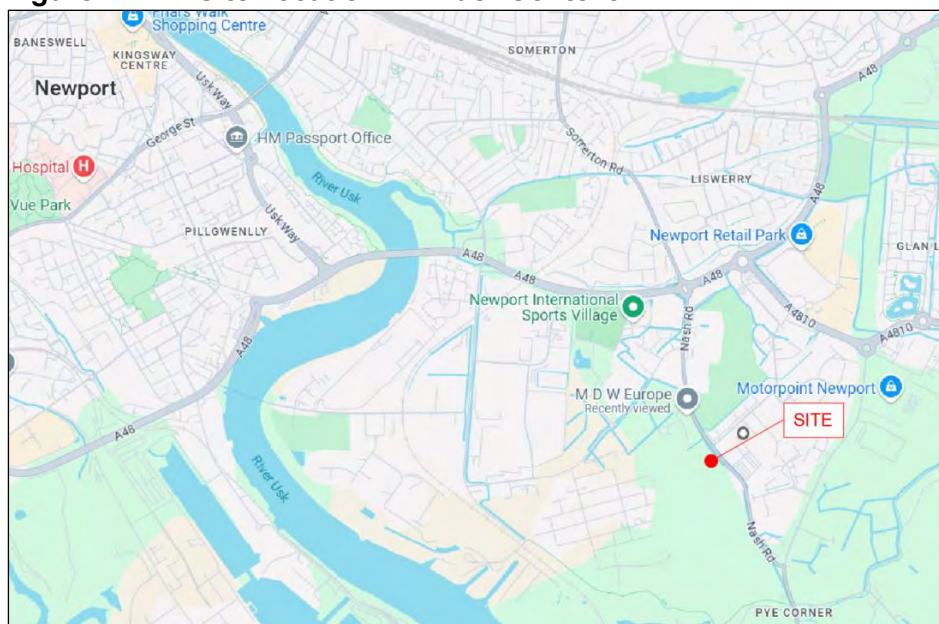
1.4.3 Chapter 4 provides details regarding strategic and local routing of construction vehicles.

2 SITE CONTEXT

2.1 The Site

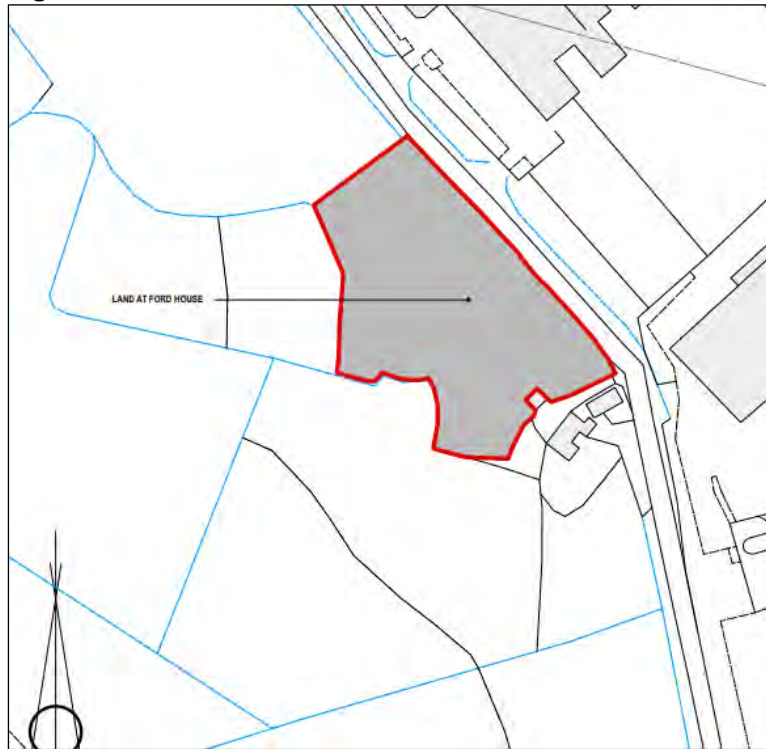
- 2.1.1 The site is located on Nash Road, at a distance of 115 metres southeast of the Nash Road/Lee Way junction and approximately five kilometres from Newport city centre.
- 2.1.2 The site is currently unoccupied and covered with dense vegetation.
- 2.1.3 The wider site is close to rectangular in shape, with Nash Road along its northeast boundary, MDW Limited transportation company site on the northwest, container storage site on the southeast and arable fields on the southwest.
- 2.1.4 Site location in its wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



- 2.1.5 The site location in its local context is shown in Figure 2B.

Figure 2B Site Location in Local Context



2.2 Local Access

Highways

- 2.2.1 The proposed site access will be located on Nash Road, at a distance of 115 metres southeast of the Nash Road/Lee Way junction. It will be in the form of a bell-mouth, with 10 metres kerb radii on both sides. The construction site access gate as well as the future site access gate will be set back 12m from the nearside edge of the carriageway.
- 2.2.2 Nash Road is a single carriageway, subject to a 40 mph speed limit. It runs in northeast-southeast direction. The road alignment along the site boundary is straight, with a bend approximately 150 metres to the south.

Public Transport

- 2.2.3 The closest bus stops on Nash Road are located around 500 metres to the northwest or 800 metres to the southeast and served only by a school bus.

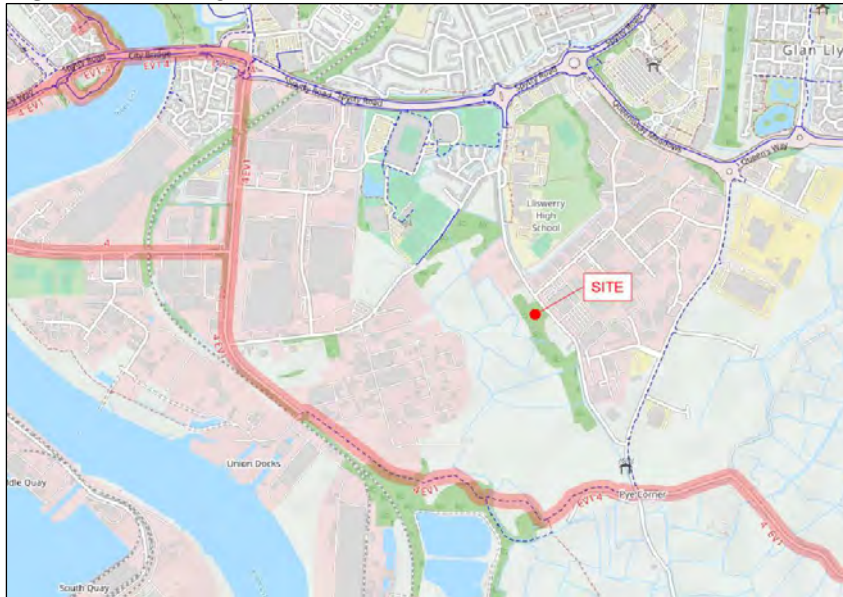
Walking and Cycling

- 2.2.4 Nash Road does not benefit from footways, which means walking is not a feasible option to access the site. There are multiple cycle routes present in the site vicinity

which makes the site accessible on the bike, providing construction operatives realistic alternative to private car use.

2.2.5 The local cycle routes are shown in Figure 2C.

Figure 2D Cycle Network



3 CONSTRUCTION METHODOLOGY

3.1 Construction Phasing Strategy

- 3.1.1 The construction works will be undertaken in a phased manner to ensure safe and efficient delivery of the site while maintaining practical site access throughout the build period.

Phase 1 – New Access and Enabling Works Only

- 3.1.2 In line with discussions with the Highway Authority, Phase 1 will involve the construction of the new site access to base level, following the grant of the necessary highway licence.
- 3.1.3 During this period, only enabling works — such as site clearance, initial groundworks, and service installations — will be undertaken. These early-stage activities will be carried out using the existing site access under carefully managed and time-limited conditions. An application for the required licence will be submitted at the earliest opportunity to avoid any programme delays.
- 3.1.4 During Phase 1, the site gates will be opened by the security team just before the vehicle arrives, so that the HGVs do not have to wait on the highway. As such, all vehicle movements will be supervised by qualified banksmen to ensure the continued safety of the public highway.
- 3.1.5 An indicative Phase 1 site setup plan is provided in Appendix 2.

Phase 2 – Full Construction via New Access Only

- 3.1.6 Phase 2 will commence once the new access has been completed to base level and is fully operational. At this point, the existing access will be permanently closed to construction traffic, and all subsequent construction activity — including structural works and deliveries — will utilise the new access only. An indicative Phase 2 site setup plan is provided in Appendix 3.
- 3.1.7 This strategy limits the use of the existing access to a defined and early stage of the build, addressing the Highway Authority's concerns about its long-term use and ensuring safe and policy-compliant access arrangements throughout the development.

- 3.1.8 During Phase 2, site access gates (which are set back from the highway by 12 metres) will remain secured when not in use, and all vehicle movements will be supervised by qualified banksmen to ensure the continued safety of the public highway.

3.2 Construction Access to Site

- 3.2.1 The existing site access will be utilised for Phase 1 construction, whilst the new site access (constructed to base level) will be utilised for Phase 2 construction.
- 3.2.2 During the construction site working hours, the site gates during Phase 1 will be opened by the security team just before the vehicle arrives, so that the vehicles do not have to wait on the highway. During Phase 2, given that the site gates are set back from the highway, the gates will be secured at all times.
- 3.2.3 Qualified traffic marshals will be stationed on Nash Road during the manoeuvring of construction vehicles to ensure the safety of all road users.

3.3 Enclosure of Working Areas

- 3.3.1 The site setup plans (Appendices 2 and 3) show the hoarding line, and details of loading/unloading area. The swept path assessment is provided in Appendices 4 and 5 for Phase 1 and Phase 2 respectively.
- 3.3.2 All working areas within the site will be securely enclosed to ensure the safety of the public and construction operatives, and to minimise environmental impact.
- 3.3.3 Heras-type fencing (or similar secure temporary fencing) will be installed along the perimeter of the working areas. The fencing will be maintained in good condition throughout the construction period and repositioned as required in line with the phasing of works.
- 3.3.4 Where construction activities are in close proximity to the public highway, or any third-party land, hoarding or mesh screening will be erected to prevent dust, debris, and noise escape.
- 3.3.5 Construction materials, plant, and equipment will be stored securely within the enclosed areas to prevent unauthorised access. All working areas will be clearly demarcated, with warning signage where necessary.

3.3.6 All on-site areas used for HGV loading, unloading and turning will be provided with a minimum 150mm layer of compacted crushed stone or Type 1 sub-base material. This temporary surfacing will ensure a stable surface under heavy vehicles, prevent rutting and significantly reduce the risk of mud being carried onto the highway.

3.4 Use of Banksman

3.4.1 The vehicles will only enter and exit under the supervision of the qualified traffic marshals who will present by the site entrance and Nash Road to ensure the safety of other road users during construction.

3.4.2 The banksman's responsibilities will include:

- Controlling access to the site and coordinating vehicle arrivals to avoid queuing on the public highway.
- Stopping traffic temporarily, where required, to facilitate safe reversing manoeuvres into the site.
- Guiding drivers during all reversing movements in accordance with best practice and industry safety standards.
- Ensuring the safety of pedestrians and other road users during each manoeuvre.

3.4.3 These arrangements will remain in place for the duration of the works to ensure highway safety is maintained at all times.

3.5 Wheel Washing

3.5.1 A dedicated wheel washing facility will be provided within the site boundary, comprising an industrial pressure washer (at 2700 psi minimum). A specification of similar pressure washer is provided in Appendix 6. This facility will be positioned to ensure that all construction vehicles, particularly HGVs and plant, must pass through it prior to exiting the site.

Operation of the wheel wash

- The facility will be checked daily and maintained in good working order throughout the construction period.

- All vehicles must use the wheel wash before exiting the site at all times, with particular emphasis during excavation, earthworks and wet weather conditions when the risk of mud track-out is greatest.
- Qualified banksmen will ensure compliance by supervising all departing vehicles and will monitor the site access and surrounding highway at least twice daily (once in the morning and once in the afternoon) to check for any mud or debris accumulation. All inspections and actions will be recorded in the site log.

3.5.2 Once the new site access comes into use, the location of the wheel washing facility will be reviewed and repositioned as necessary to ensure it remains effective and is used by all vehicles exiting the site.

3.5.3 The location of wheel washing facility during Phases 1 and 2 are illustrated on site setup plans provided in Appendices 2 and 3 respectively.

Road sweeper regime

3.5.4 A mechanical road sweeper will be deployed at least once every two days, or more frequently during periods of heavy vehicle movements, wet weather or when inspections identify that additional cleaning is needed. The sweeper will target the site entrance and the immediate section of Nash Road to prevent any build-up of mud or debris.

Emergency response plan:

3.5.5 An emergency response procedure will be in place to deal with any unforeseen instances where mud or debris is tracked onto the public highway despite routine measures. This will include the immediate deployment of additional road sweeping equipment and, if required, the introduction of temporary traffic management to safeguard other highway users until the issue is resolved.

3.5.6 All water used in the wheel washing process will be appropriately intercepted and treated on-site to prevent uncontrolled discharge to the public highway or local drainage infrastructure.

3.5.7 These combined measures will ensure that best practice is followed at all times, maintaining highway cleanliness, safeguarding road safety, and protecting the amenity of neighbouring occupiers.

3.6 Waste Management

- 3.6.1 Waste transported to and from the site would follow the Duty of Care requirements for ensuring waste is transported by registered carriers, taken to appropriately licensed sites and for completing and keeping appropriate waste transfer documentation.
- 3.6.2 The Site Manager will be required to maintain documented evidence that these requirements are being met, including a register of carriers, disposal sites (including transfer stations) and relevant licensing details for each waste stream. These will be made available to the Contracts Manager and any relevant statutory bodies for inspection as required.
- 3.6.3 Waste contractors that remove waste from site will be registered with the Environment Agency. The production, reuse and recycling of waste on site will be monitored and reported on a monthly basis to be able to identify trends in waste creation, and to identify opportunities for reducing waste or increasing the rate of recycling where possible.

3.7 Control of Noise, Dirt and Dust on the Public Highway

- 3.7.1 An on-site wheel washing facility will be erected, in the form of a pressure washing station.
- 3.7.2 The Contractor will ensure that site access road is regularly swept, and at the request of the Council.
- 3.7.3 The Contractor's written safe systems of work procedures will contain control measures to minimise dust and disturbance that may affect the health of anyone.
- Disc cutters to be fitted with dust suppression or removal
 - Wood dust to be controlled by machining in the open air whenever practicable or by using local dust collection equipment in a well-ventilated room (mechanically vented if required)
 - All works to be cleaned and damped down as the work progresses
- 3.7.4 The dust suppression measures during construction phase are provided below:
- Avoid scabbling (roughening of concrete surfaces) if possible;

- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;

3.7.5 The measures to reduce trackout that will be implemented are as follows:

- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use;
- Avoid dry sweeping of large areas;
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;
- Record all inspections of haul routes and any subsequent action in a site logbook; and
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). Where this is not possible it is recommended, other water suppression measures will be in place to reduce trackout.

3.7.6 Other more general measures of mitigation that could be undertaken to further reduce the impact of demolition noise on NSRs are as follows:

- Switch off equipment not in use;
- Use rubber linings in chutes and dumpers to reduce impact noise;
- Minimize drop height of materials; and
- Situating plant away from NSRs where practicable.

3.7.7 The Contractor will ensure that there is no unnecessary revving of engines when any machinery is in use.

3.7.8 The Contractor will monitor noise levels in accordance with the guidance presented in BS 7445: Description and measurement of environmental noise.

3.7.9 The control of noise shall be undertaken in accordance with the guidance contained in BS 5228 -1; 2009 Code of practice for noise and vibration control on construction and open sites – Noise.

3.7.10 The Contractor will ensure that the measurement and assessment of ground borne vibration will be undertaken in accordance with the guidance contained in BS 5228 2; 'Code of practice for noise and vibration control on construction sites and open sites'.

3.7.11 Machinery without white alarm will be required to switch off reversing alarm and use traffic coordinators to manage any risks.

3.7.12 Noise and dust levels will be monitored on a regular basis.

3.8 Floodlighting

3.8.1 Short term floodlighting will be used around the site welfare locations and the site parking facilities and during the winter months along main internal routes.

3.8.2 The lights will be timer controlled and or PIR activated to minimise nuisance, the direction of the floodlighting will be directed away from occupied properties and site boundaries; and where possible in a downward direction. This will ensure that the existing dwellings to the south of the site are not impacted by the lighting.

3.8.3 All lighting will be low energy and will be specified to ensure there is no light spillage that may impact surrounding properties or ecology within/to the site perimeter.

3.9 Drainage Strategy During Construction

3.9.1 Appropriate drainage measures will be implemented throughout the construction phase to prevent surface water runoff and potential contamination of local watercourses or drainage infrastructure.

3.9.2 Temporary measures will be used to control runoff and silt, such as straw bale barriers, silt fencing, or settlement areas, depending on site conditions and weather. These will be monitored and maintained regularly to ensure effective operation.

3.9.3 All fuels, oils, and other potentially hazardous materials will be stored in designated areas with suitable containment, such as bunded pallets or tanks. These areas will be located away from any surface water drains or watercourses.

3.9.4 Basic spill response procedures will be in place, with spill kits provided on site and staff made aware of emergency protocols. No discharge of untreated water will occur without appropriate control and, where necessary, prior approval from the relevant authority.

4 VEHICLE TYPE, FREQUENCY AND ROUTING

4.1 Vehicle Type and Frequency

4.1.1 The construction programme will generate a range of vehicle movements, primarily comprising light vans, rigid HGVs and occasional articulated lorries to transport materials, plant and skips to and from the site.

4.1.2 Based on the anticipated build activities, the likely construction vehicle types will include:

- Rigid HGVs such as flatbed lorries – typical dimensions 10m (L) x 2.5m (W) x 3.6m (H) – for delivery of construction materials and removal of waste;
- Concrete mixers – typical dimensions 8.4m (L) x 2.4m (W) x 4.0m (H) – during the construction of the hardstanding; and
- Light vans and smaller delivery vehicles – typical dimensions 7.2m (L) x 2.2m (W) x 2.5m (H) – for tools, fittings and site welfare supplies.

4.1.3 Swept path of a largest vehicle i.e., flatbed lorry has been undertaken (as provided in Appendices 4 and 5).

4.1.4 The expected vehicle frequency for each phase is as follows:

- **Phase 1** (approx. 2–3 months): Primarily site preparation, earthworks and installation of the new access to base level. This will attract an estimated 2 to 3 HGVs per day, and up to 2 car/light vans for site welfare and supervision.
- **Phase 2** (approx. 5–6 months): Main construction works for the lock-up building, surfacing works, final landscaping and closing the existing access. This phase may attract an estimated 5 to 6 HGV per day (during typical activity days) and up to 12 to 15 HGV per day (during peak activity days), and up to 3 light vans depending on contractor numbers and material drop-offs.

4.1.5 Vehicle movements will generally occur from Monday to Friday 09:00–14:30 and Saturday 09:00–13:00., this avoiding local peak commuter times and school opening and closing hours, where practicable, with each vehicle being on site for no more than 20 minutes.

4.1.6 Deliveries will be coordinated through a booking system to prevent multiple vehicles arriving simultaneously and to ensure there is no queuing on the public highway.

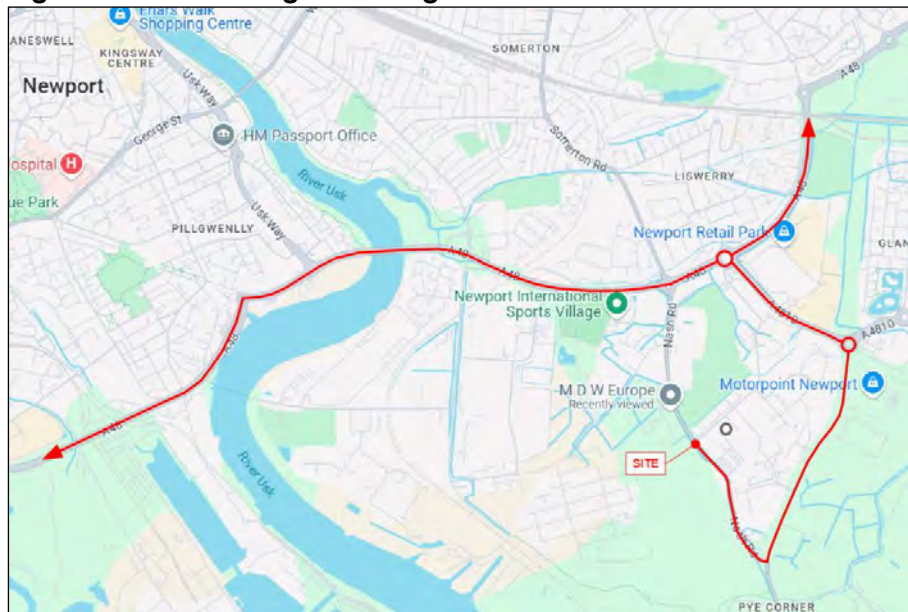
4.1.7 All construction vehicles will access the site via the approved routing shown in the strategic routing plan in Section 4.2 below, and will adhere to the agreed construction phasing, with the existing access only used in parallel during Phase 1 and permanently closed once Phase 2 commences in full.

4.2 Strategic Routing

4.2.1 Figure 4A shows the strategic routes proposed for during the construction. All these routes follow the primary A-roads or national strategic road network.

4.2.2 Construction vehicles will be entering and exiting the site from/to the southeast along Nash Road and Meadows Road to the A4810 and A48. A48 provides further connectivity to the east and west and the M4.

Figure 4A Strategic Routing



Appendix 1. APPROVED SITE PLAN

SITE / BUILDING STATISTICS	
8194 sqm	Site Area sq.m

Storage Area (Open Surface Storage for Vehicles and Equipment):
Proposed Type 1 Permeable Sub Base Stone
Free draining surface

Existing Storage Area / Hardcore Area
NB STORAGE OF EMPTY SKIPS ONLY:
NO MATERIALS / REFUSE STORED ON SITE

A minimum distance 5 metre wide Landscape Zone
**NO EXCAVATION OR CONSTRUCTION WORKS WITHIN THIS
NATURAL VEGETATION ZONE**

k e y .

REFER TO DRG NO LH01 - 02 FOR
DETAILS OF LOCK UP BUILDING

A minimum of 5 metre wide Natural Vegetation Zone
NO EXCAVATION OR CONSTRUCTION WORKS WITHIN THIS NATURAL VEGETATION ZONE
Provide new site access point as illustrated

Storage Area (Open Surface Storage for Vehicles and Equipment):
Proposed Type 1 Permeable Sub Base Stone
Free draining surface

Proposed Swale - refer to Sustainable Drainage Approving Body (SAB) Pre Application Report prepared by Bear Consultants

Roller Skips on permeable surface (Dims: 6m x 2.4m each)

— Gates and fence line set back 12metres from carriageway

Existing Earth Bund

Permeable Surface

Remove existing Vehicular Access and Gates

— New Palisade Security Fencing (Blue line)
Site Boundary Line

Nash Road

Public Footpath

Proposed Drainage - refer to Sustainable Drainage Approving Body (SAB) Pre Application Report ref P0462w0001 prepared by Bear Consultants for details

Proposed Hedge Row (Replacing existing hedgerow)

3m high Bund with outside slope at 1:3 and inside slope at 1:1.5. Bund built with min. 300mm loosely laid soil at the bund surface with min 300mm depth of non compacted, rootable material beneath
See Section A-A

Application Boundary

LAND AT FORD HOUSE

location plan
scale 1:1250

Project: FORD HOUSE
LEEWAY
LEEWAY INDUSTRIAL ESTATE
NEWPORT
NP19 4QZ

Drawing Title: SITE PLAN / LOCATION PLAN

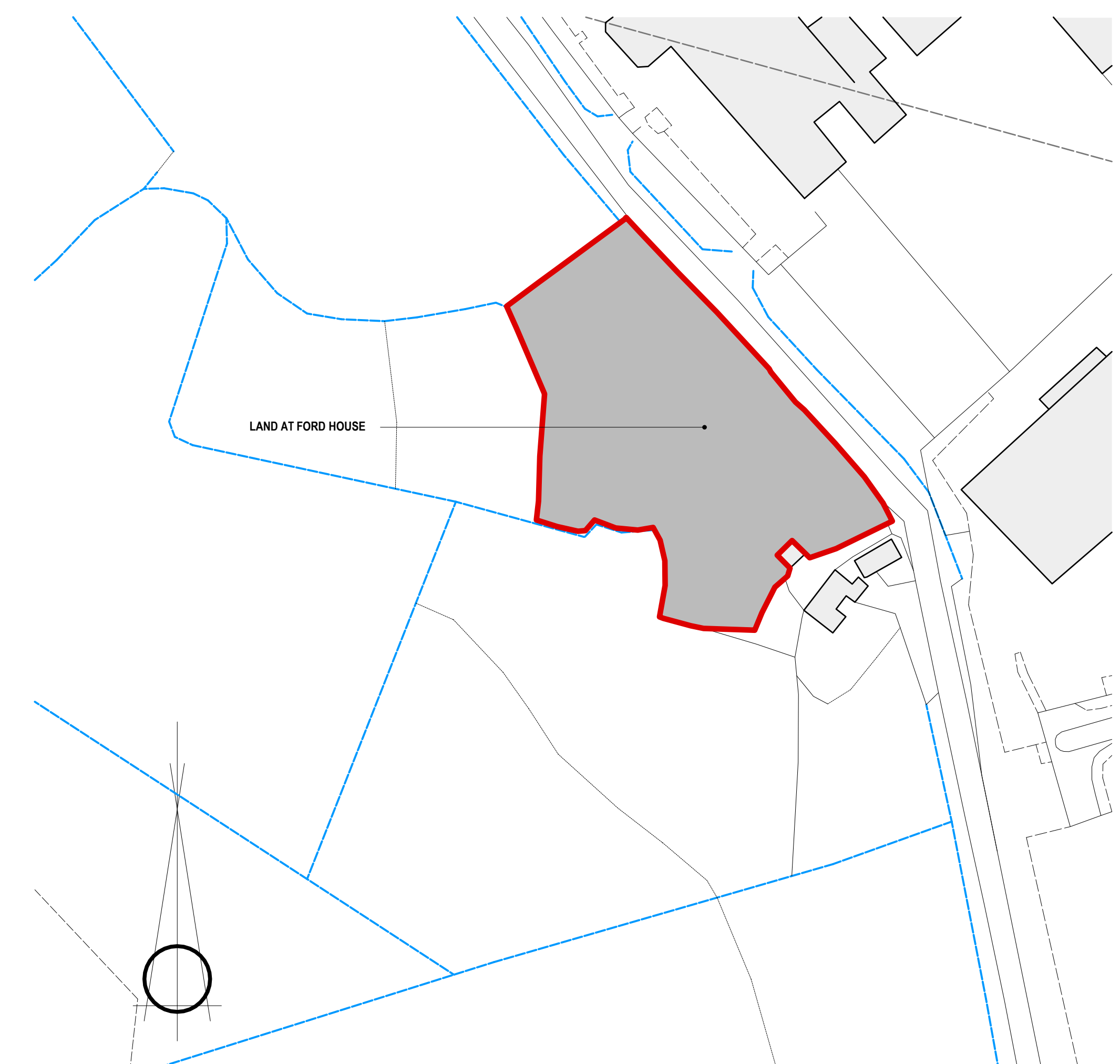
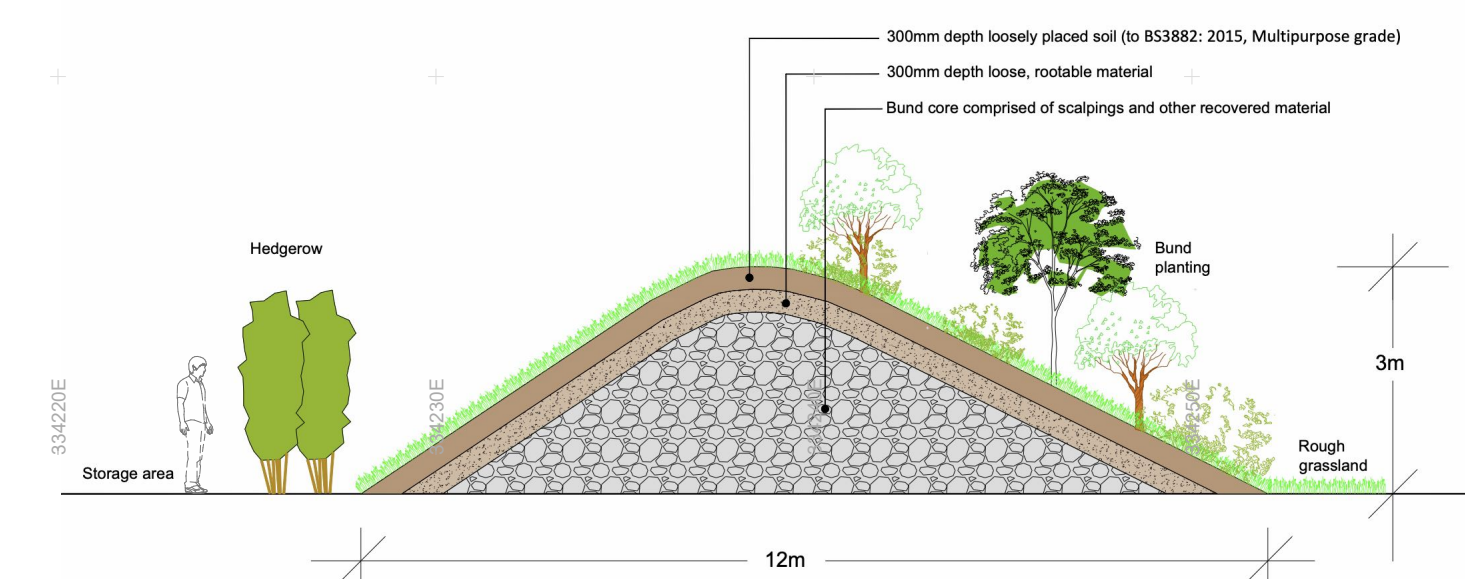
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Date: MAY 2022

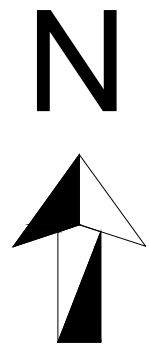
Rev: E

Drawing No: LH01 - 01 REV E

REV A: VEHICLE ACCESS ALTERED DATE 29 1 2023
REV B: DRAINAGE DETAILS ADDED DATE 34 2 2023
REV C: BUND / LANDSCAPING / GATES INFO ADDED 26 9 2023
REV D: LANDSCAPE AMENDED 18 11 2023
REV E: LANDSCAPE AMENDED 18 03 2024



Appendix 2. PHASE 1 – CONSTRUCTION SITE SETUP



HOARDING

OBTAIN LICENCE FOR TEMPORARY
ACCESS IN EXACT LOCATION AS
APPROVED AND BUILD ACCESS TO
BASE LEVEL

ROLLER SKIPS
(6m x 2.4m EACH)

WELFARE CABINS

OPERATIVE
& VISITOR
CAR PARKING

BANKSMAN

EXISTING SITE ACCESS
TO BE USED AS CONSTRUCTION
ACCESS FOR ENABLING WORKS ONLY
(GATES TO BE OPEN DURING
CONSTRUCTION HOURS)

BANKSMAN

SECURITY
HUT

PROPOSED 'LOCK UP'
BUILDING

LOADING/UNLOADING
AREA

STORAGE AREA

150mm LAYER OF
COMPACTED CRUSHED
STONE OR TYPE 1
SUB-BASE MATERIAL

WHEEL WASHING FACILITY
(JET WASH)

CAUTION
SITE ACCESS
AHEAD

A	15.07.25	AMENDED AFTER NCC COMMENTS	KI	AP	AP
-	13.05.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drm	Chk	App

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client

Project
LAND OFF NASH ROAD,
NEWPORT

Drawing Title
SITE SETUP
- PHASE 1

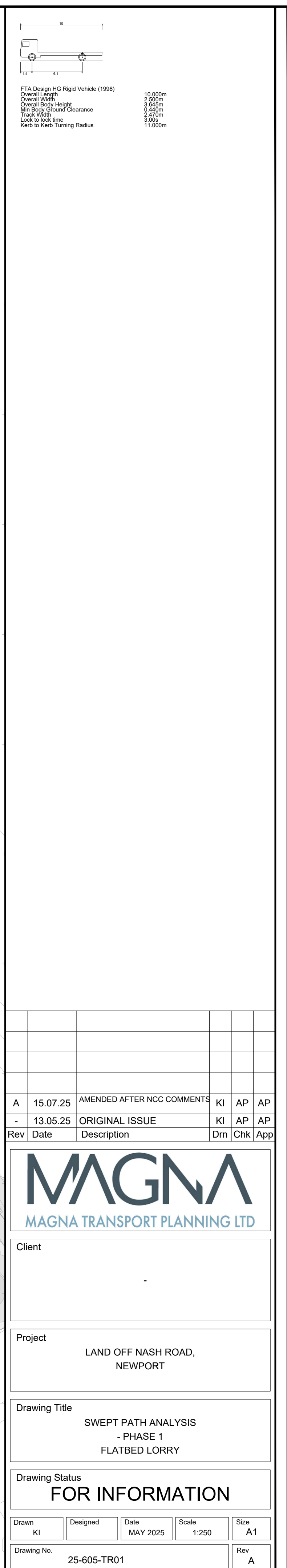
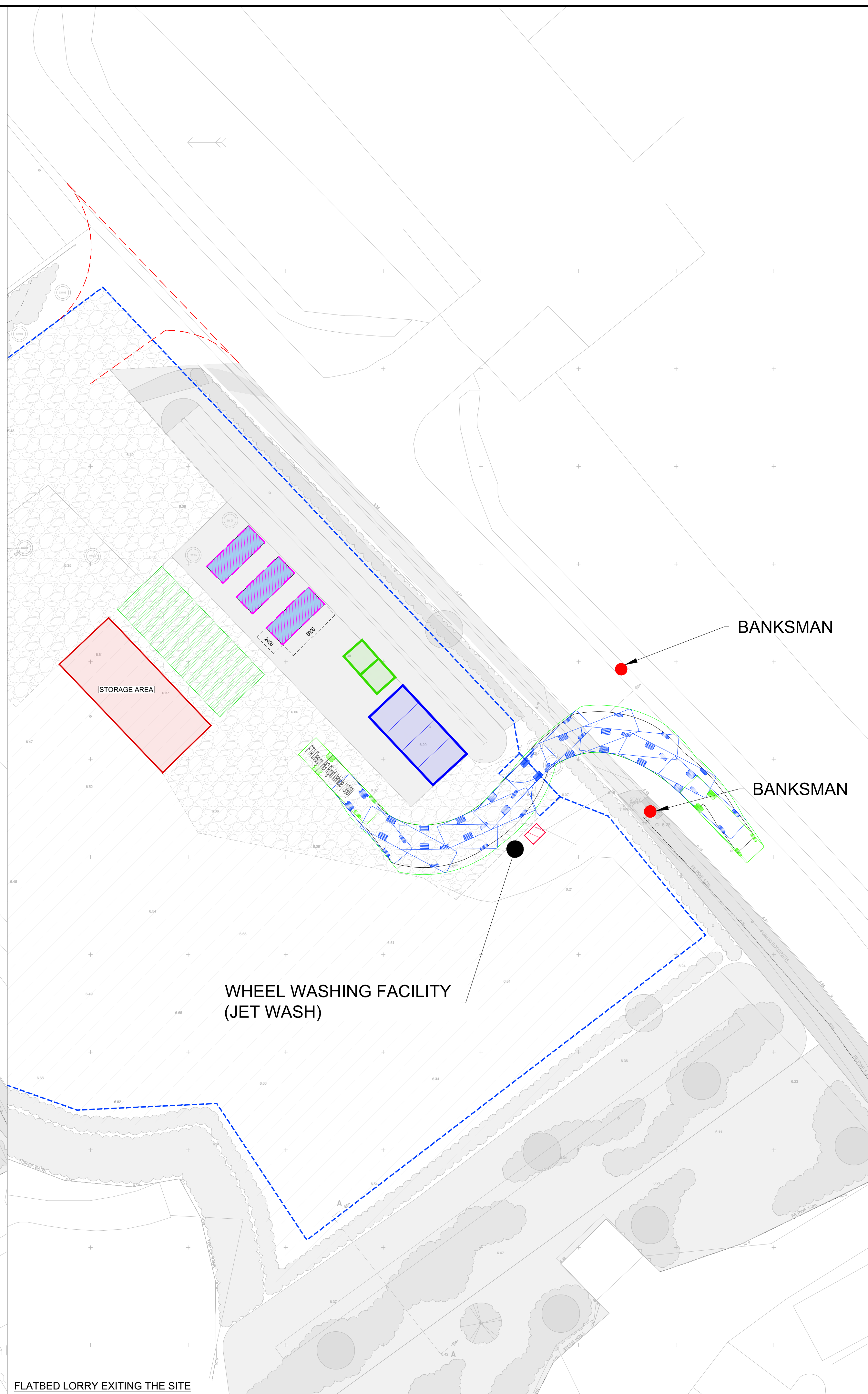
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FOR INFORMATION

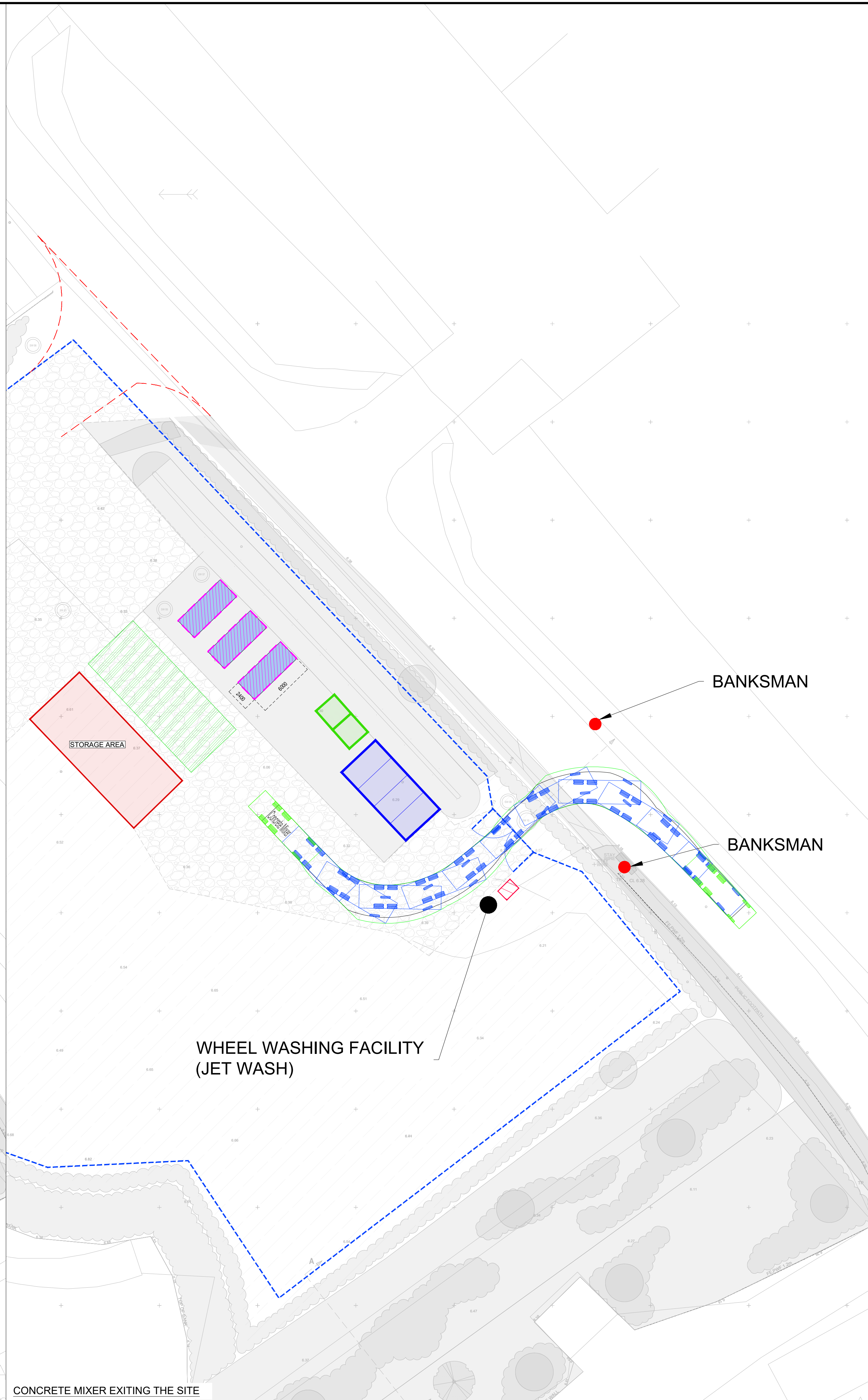
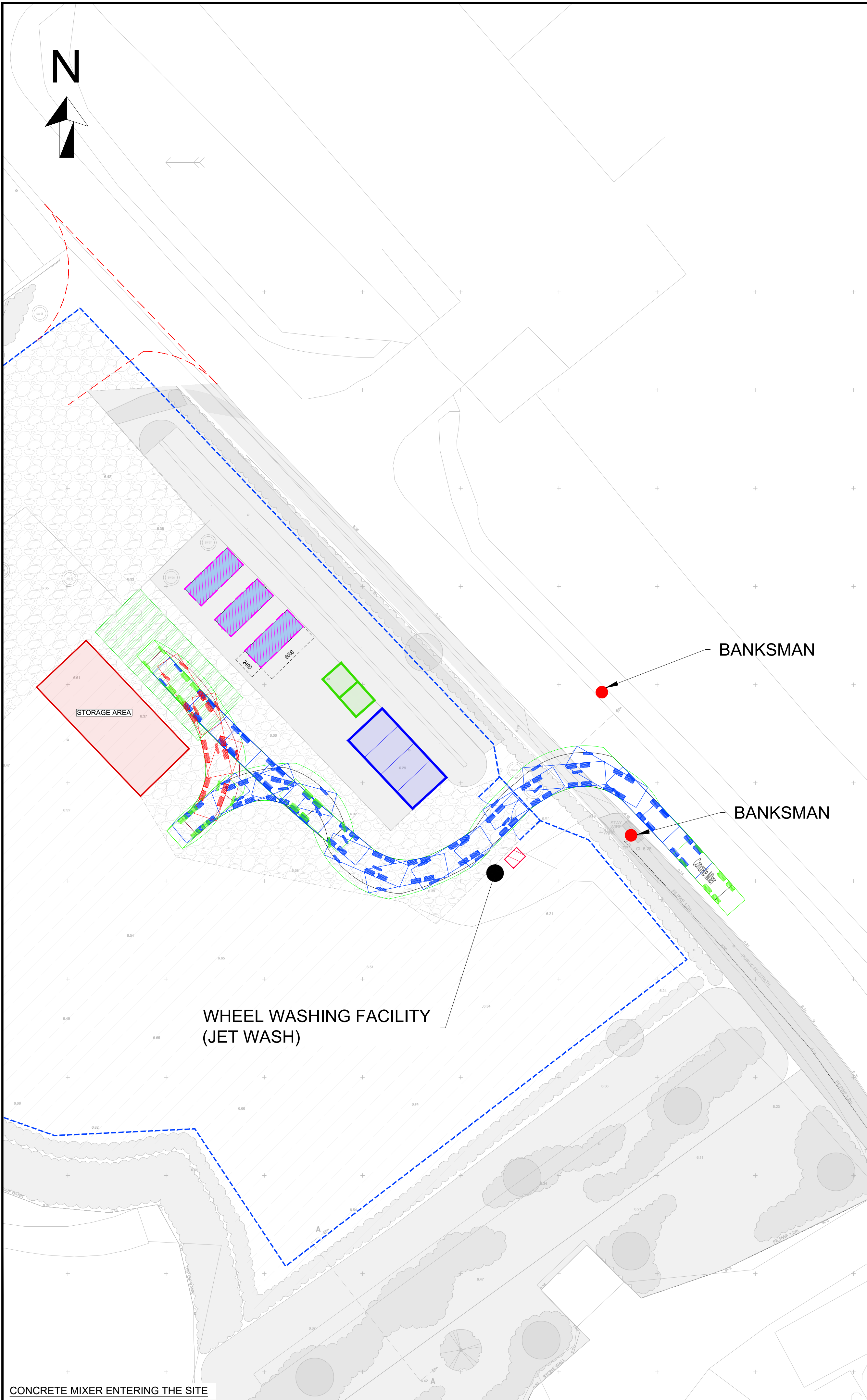
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Drawing No. 25-605-SK01	Rev A			

PLOT DATE: 15 July 2025 15:11:41

Appendix 3. PHASE 2 – CONSTRUCTION SITE SETUP

Appendix 4. PHASE 1 - SWEPT PATH ASSESSMENT





A	15.07.25	AMENDED AFTER NCC COMMENTS	KI	AP	AP
-	13.05.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drm	Chk	App

Client

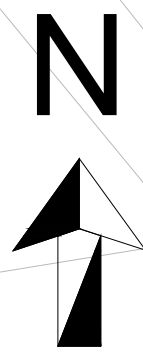
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SWEPT PATH ANALYSIS
- PHASE 1
CONCRETE MIXER

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Drawing No. 25-605-TR02				Rev A

PLOT DATE: 15 July 2025 15:13:39

Appendix 5. PHASE 2 - SWEPT PATH ASSESSMENT



WHEEL WASHING FACILITY
(JET WASH)

BANKSMAN

BANKSMAN

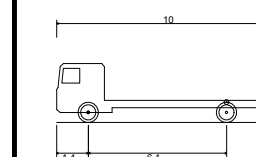
FLATBED LORRY ENTERING THE SITE

WHEEL WASHING FACILITY
(JET WASH)

BANKSMAN

BANKSMAN

FLATBED LORRY EXITING THE SITE



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.00m
Overall Width 2.50m
Overall Body Height 2.50m
Min Body Ground Clearance 0.44m
Track Width 2.50m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.00m

Rev	Date	Description	Drn	Chk	App
-	15.07.25	ORIGINAL ISSUE	KI	AP	AP

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client
-

Project
LAND OFF NASH ROAD,
NEWPORT

Drawing Title
SWEEP PATH ANALYSIS
- PHASE 2
FLATBED LORRY

Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date JUL 2025	Scale 1:250	Size A1
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Drawing No. 25-605-TR11	Rev -
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PLOT DATE: 15 July 2025 15:17:37



WHEEL WASHING FACILITY
(JET WASH)

BANKSMAN

BANKSMAN

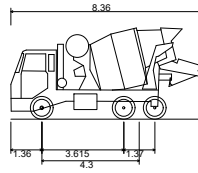
CONCRETE MIXER ENTERING THE SITE

WHEEL WASHING FACILITY
(JET WASH)

BANKSMAN

BANKSMAN

CONCRETE MIXER EXITING THE SITE



Concrete Mixer
Overall Length 8.300m
Overall Width 2.350m
Overall Body Height 2.070m
Min Body Ground Clearance 0.358m
Max Tyre Width 2.412m
Lock to lock time 8.00s
Kern to Kern Turning Radius 6.210m

8.300m
2.350m
2.070m
0.358m
2.412m
8.00s
6.210m

-	15.07.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drm	Chk	App

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client

Project

LAND OFF NASH ROAD,
NEWPORT

Drawing Title

SWEPT PATH ANALYSIS
- PHASE 2
CONCRETE MIXER

Drawing Status

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
KI		JUL 2025	1:250	A1
Drawing No.	25-605-TR12			Rev
				-

PLOT DATE: 15 July 2025 15:17:01

Appendix 6. PRESSURE WASHER SPECIFICATION

TORRENTISS 2755PSI, 190 BAR, 13L/MIN INDUSTRIAL 7HP PETROL PRESSURE WASHER - STAINLESS STEEL FRAME



CHEMICAL
APPLICATION



6-8
HOURS/DAY



SOFT GRIP
EASY PULL ACTION



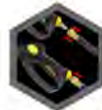
TURBO
NOZZLE



THERMAL
PROTECTION



QUICK RELEASE
NOZZLES (5)



QUICK RELEASE
GUN - LANCE - HOSE



LOW OIL
ALERT

WHY BUY?

DELIVERS POWERFUL 2755PSI CLEANING PERFORMANCE
POWERED BY 13HP PETROL ENGINE WITH ECO-FECTIV TECHNOLOGY
ENSURING LOW NOISE AND EMISSIONS
THERMAL PROTECTION VALVE AND LOW OIL ALERT WORK TO PROTECT
THE MACHINE DURING USE
TRIPLEX PUMP ALLOWS FOR SUCTION FROM SEPARATE IBC OR BARREL
COMPACT SIZE, THE TORRENT 3 FITS INTO MOST SMALL VANS

FEATURES

- ROBUST FRAME
- LOW NOISE AND EMISSIONS
- ADJUSTABLE FLOW AND PRESSURE
- 13" PUNCTURE PROOF WHEELS
- ECO-FECTIV TECHNOLOGY
- QUICK RELEASE GUN, LANCE & 10M HOSE KIT

SPECIFICATION

PRESSURE	2755
FLOW(L/MIN)	13
PUMP TYPE	TRIPLEX
UNLOADER	SEPARATE HEAVY DUTY
INLET FILTER	YES
THERMAL PROTECTION VALVE	YES
OIL SIGHTGLASS	YES
CHEMICAL INJECTION	YES
ENGINE BRAND	LONCIN ECO-FECTIV
DISPLACEMENT(CC)	212 (7HP)
STARTING SYSTEM	RECOIL STARTER
FRAME FINISH	STAINLESS STEEL
WHEEL	13" PUNCTURE PROOF
HIGH PRESSURE HOSE SYSTEM	10M QUICK RELEASE
GUN AND LANCE KIT	YES
DIMENSION(CM)	58*54*49
NOZZLE	5 QR NOZZLES (00, 150, 250, 400 & CHEMICAL)



Item No.	Description
TORRENTISS	13L/min Industrial 7HP Petrol Pressure Washer - Stainless Steel Frame



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