



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/A**

May 2025

REPORT CONTROL SHEET

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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 3.1)

(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 3.4) 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 3.6.

(f) noise mitigation measures;

This is detailed in detailed in Chapter 3, Section 3.6.

(h) Details of temporary lighting;

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

(i) Details of enclosure of working areas;

This is detailed in Chapter 3, Section 3.2

(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 3.8

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 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.

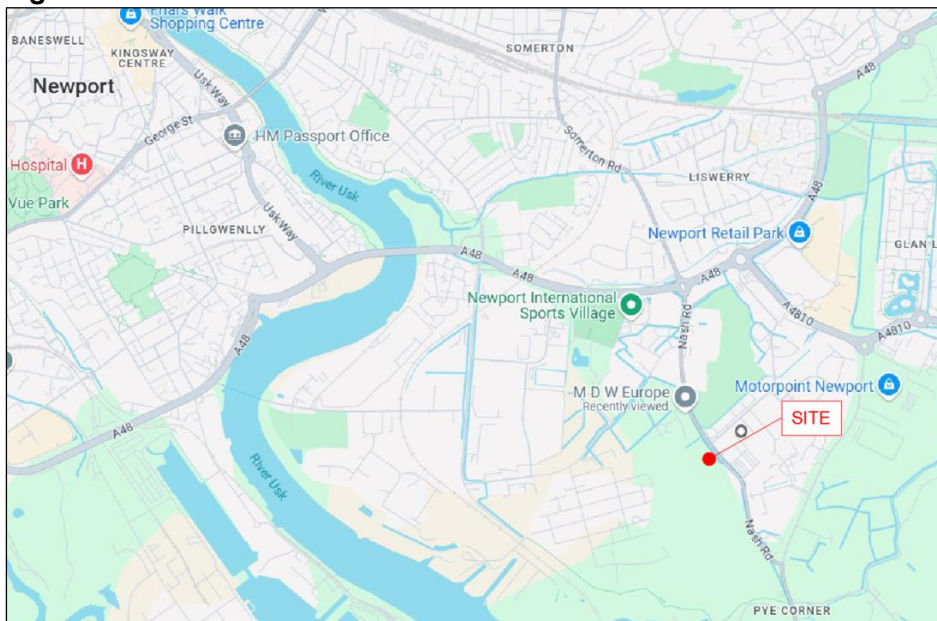
- 1.4.3 Chapter 4 provides details regarding strategic and local routing of construction vehicles.

2 SITE CONTEXT

2.1 The Site

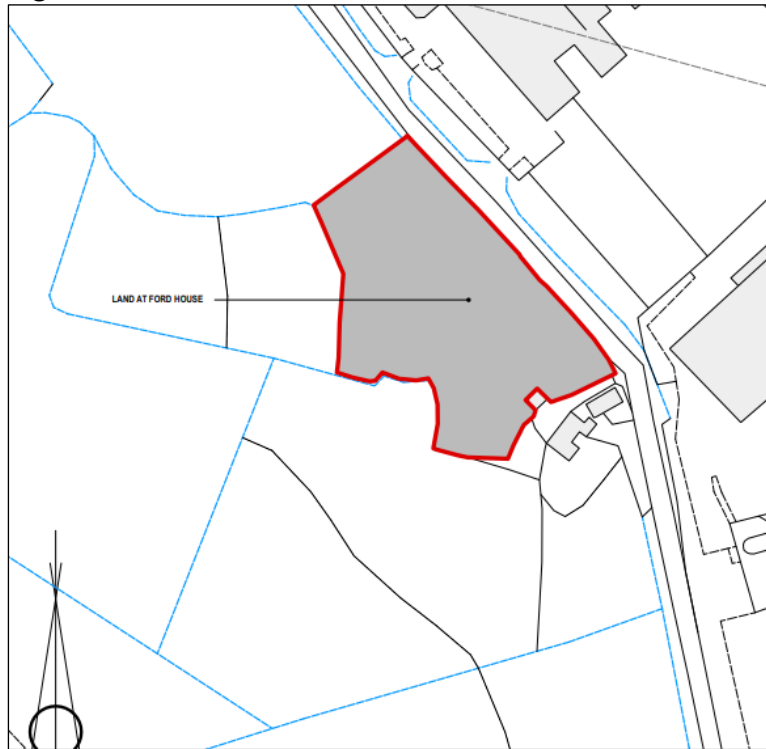
- 2.1.1 The site is located on Nash Road, at a distance of 115 metres southeast of the Nash Road/Lee Way junction and approximately five kilometres from Newport city centre.
- 2.1.2 The site is currently unoccupied and covered with dense vegetation.
- 2.1.3 The wider site is close to rectangular in shape, 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.

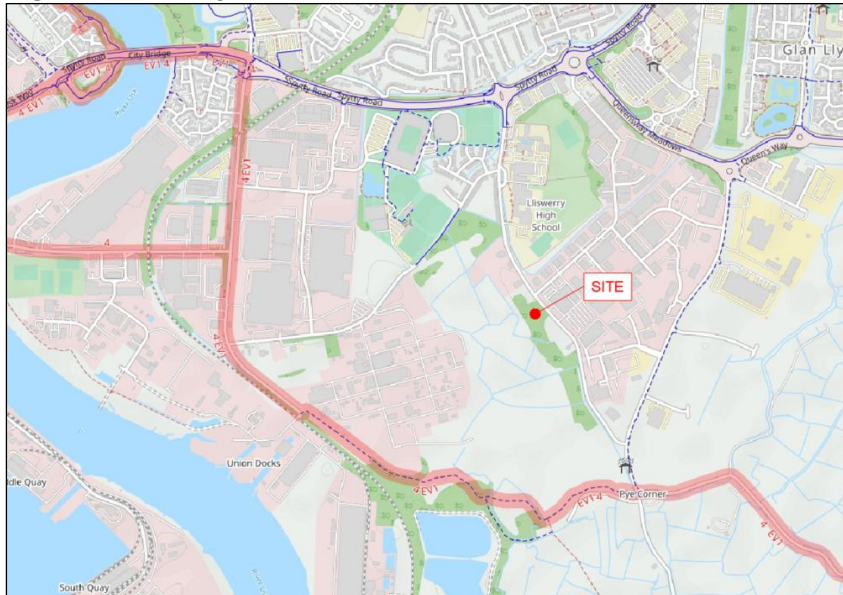
Walking and Cycling

- 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 Access to Site

- 3.1.1 Existing site access will be used during construction phase.
- 3.1.2 During the construction site working hours, the site gates will be open all the time and guarded via security team.
- 3.1.3 Qualified traffic marshals will be stationed on Nash Road during the manoeuvring of construction vehicles to ensure the safety of all road users.

3.2 Enclosure of Working Areas

- 3.2.1 An indicative site setup plan is provided in Appendix 2. This shows the hoarding line, and details of loading/unloading area. The swept path assessment is provided in Appendix 3.
- 3.2.2 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.
- 3.2.3 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.
- 3.2.4 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.
- 3.2.5 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 Use of Banksman

- 3.3.1 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.
- 3.3.2 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.

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

3.4 Wheel Washing

3.4.1 Wheel cleaning will be carried out in the form of a high-pressure hose and manual jet wash system. All construction vehicles, particularly HGVs and plant, will have their wheels and chassis cleaned prior to exiting the site to ensure no mud or debris is transferred onto the surrounding highways.

3.4.2 Water used in the wheel washing process will be intercepted on-site via appropriate drainage measures to prevent runoff from entering the public highway or nearby gullies.

3.4.3 The site entrance and immediate section of highway will be monitored daily, and a road sweeper will be deployed as needed to remove any deposits. These measures will help to ensure highway cleanliness and avoid any inconvenience or safety concerns for other road users.

3.5 Waste Management

3.5.1 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.

3.5.2 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.

- 3.5.3 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.

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

- 3.6.1 An on-site wheel washing facility will be erected, in the form of a pressure washing station.

- 3.6.2 The Contractor will ensure that site access road is regularly swept, and at the request of the Council.

- 3.6.3 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

- 3.6.4 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;

- 3.6.5 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.

3.6.6 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.

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

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

3.6.9 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.

3.6.10 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'.

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

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

3.7 Floodlighting

- 3.7.1 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.
- 3.7.2 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.
- 3.7.3 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.

3.8 Drainage Strategy During Construction

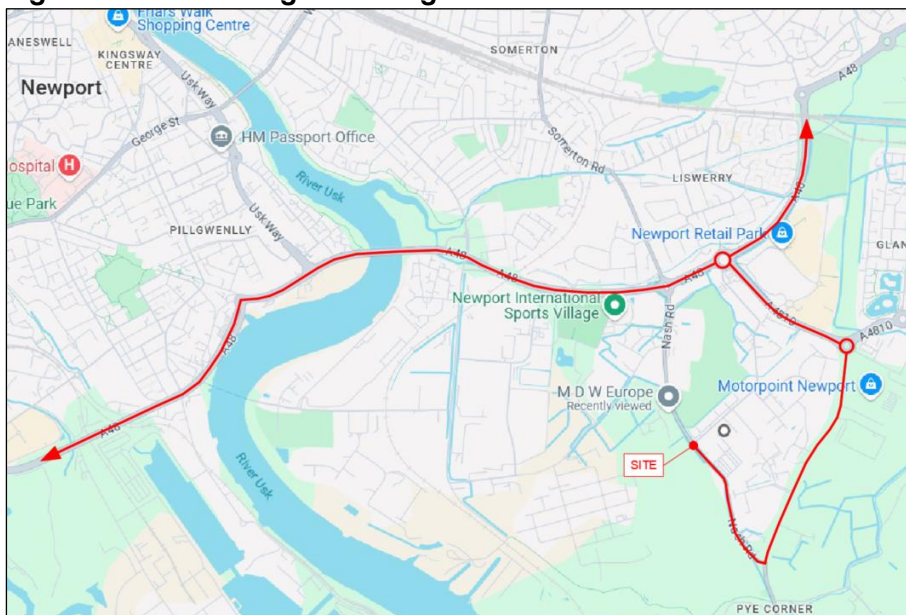
- 3.8.1 Appropriate drainage measures will be implemented throughout the construction phase to prevent surface water runoff and potential contamination of local watercourses or drainage infrastructure.
- 3.8.2 Temporary measures will be used to control runoff and silt, such as straw bale barriers, silt fencing, or settlement areas, depending on site conditions and weather. These will be monitored and maintained regularly to ensure effective operation.
- 3.8.3 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.
- 3.8.4 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 ROUTING AND ACCESS

4.1 Strategic Routing

- 4.1.1 Figure 4A shows the strategic routes proposed for during the construction. All these routes follow the primary A-roads or national strategic road network.
- 4.1.2 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

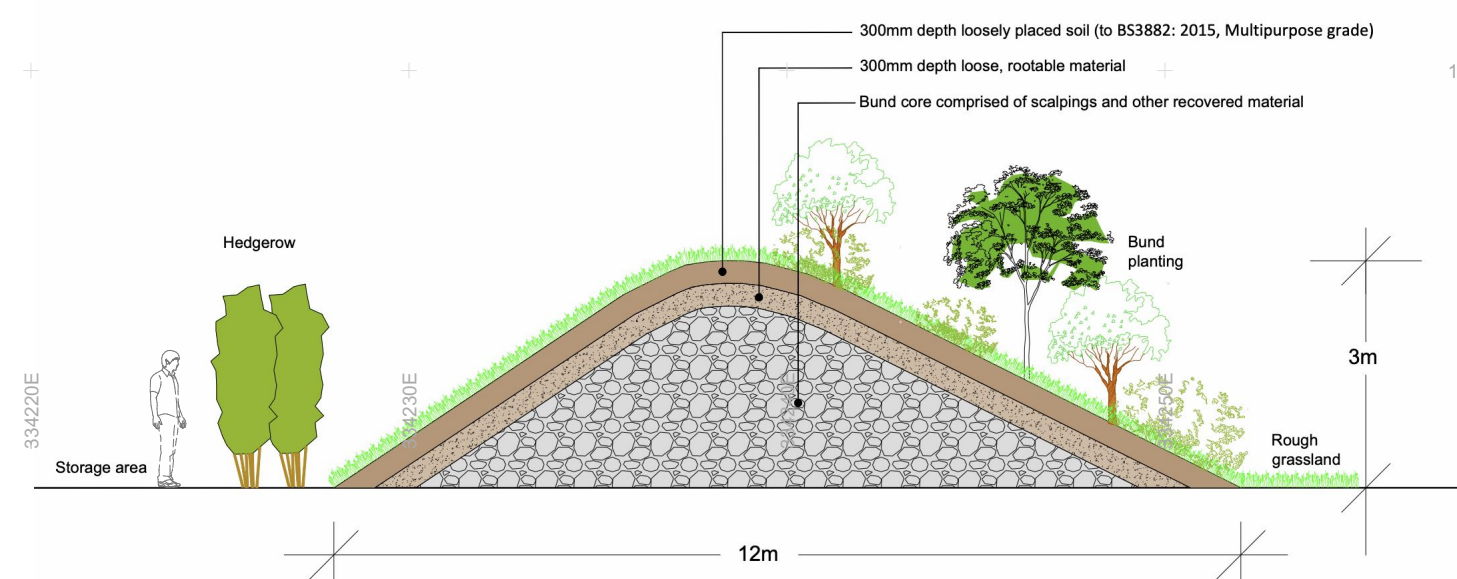
Existing Storage Area / Hardcore Area
NB STORAGE OF EMPTY SKIPS ONLY:
NO MATERIALS / REFUSE STORED ON SITE

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

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



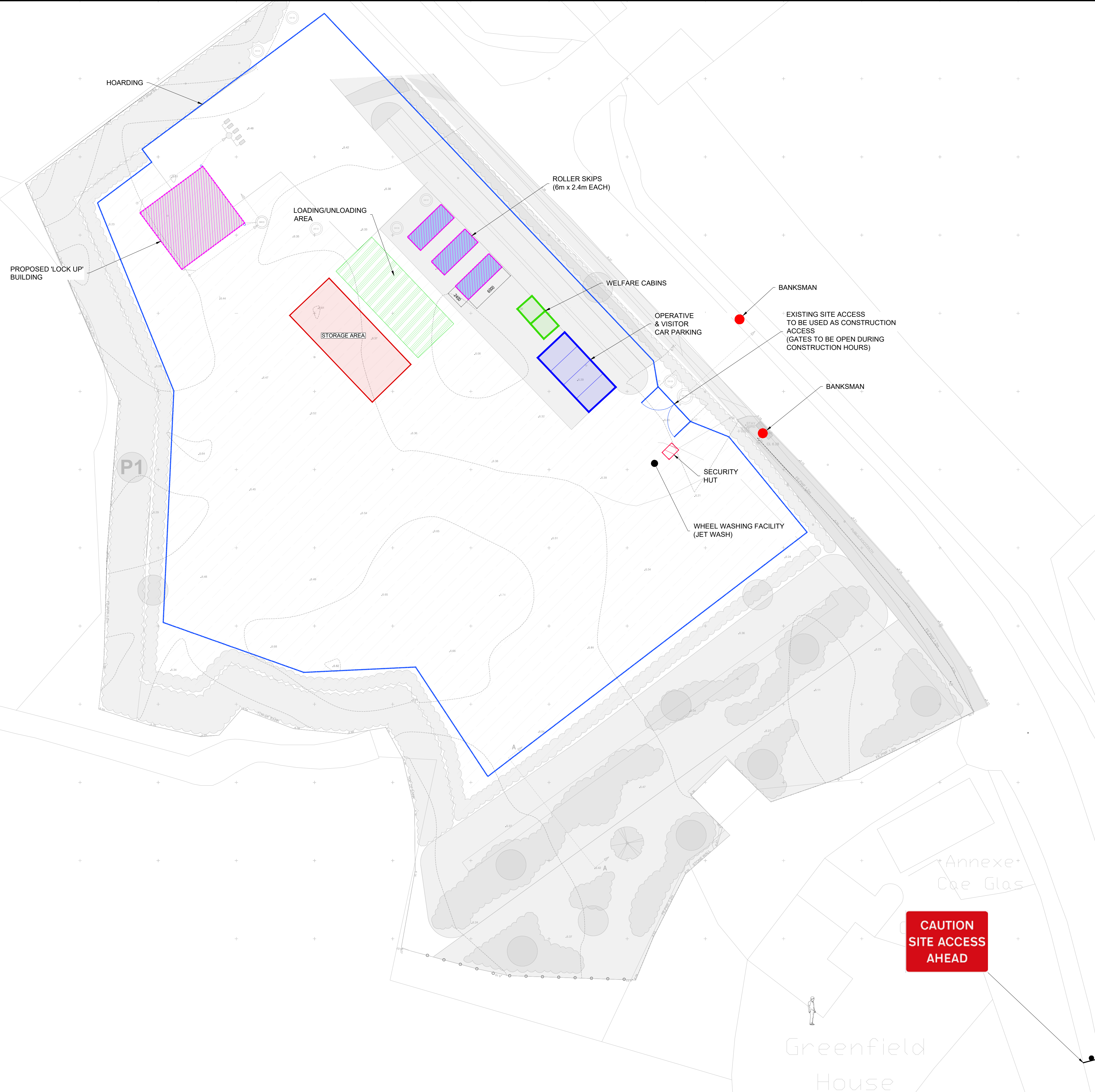
GD
ENVIRONMENTAL



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REV A: VEHICLE ACCESS ALTERED DATE 29 11 2023
REV B: DRAINAGE DETAILS ADDED DATE 30 12 2023
REV C: GROUND / LANDSCAPING / GATES INFO ADDED 26 09 2023
REV D: LANDSCAPE AMENDED 16 11 2023
REV E: LANDSCAPE AMENDED 18 03 2024

Appendix 2. CONSTRUCTION SITE SETUP



MAGNA
MAGNA TRANSPORT PLANNING LTD

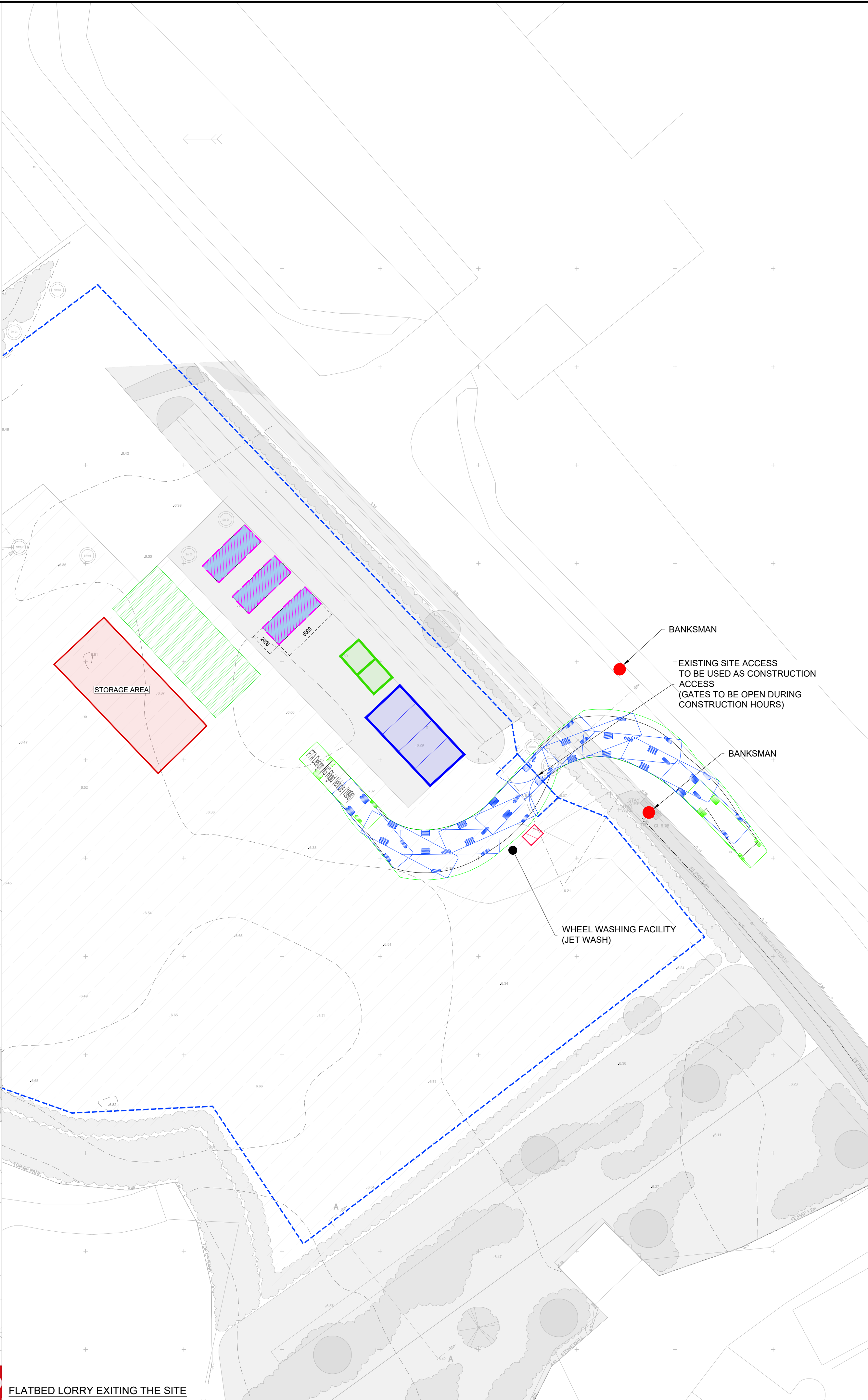
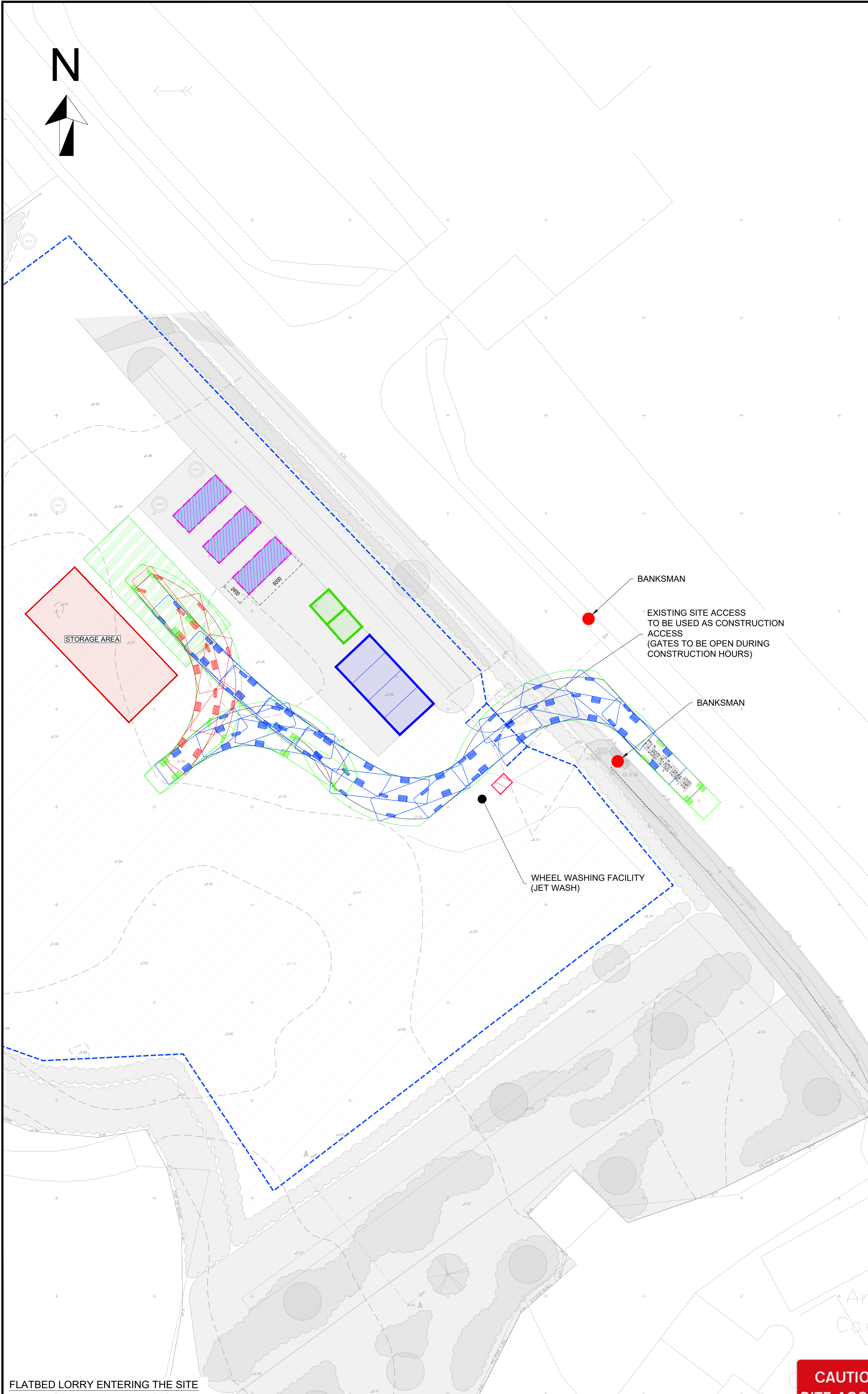
Project	LAND OFF NASH ROAD, NEWPORT
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Drawing Status

FOR INFORMATION

PLOT DATE: 14 May 2025 17:12:06

Appendix 3. SWEPT PATH ASSESSMENT



FTA Design HG Rigid Vehicle (1998)

Overall Length 10,000mm

Overall Width 2,500mm

Overall Body Height 3,500mm

Min Body Ground Clearance 6,440mm

Track Width 2,470mm

Lock to lock time 3,000s

Kerb to Kerb Turning Radius 11,000mm

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

MAGNA

MAGNA TRANSPORT PLANNING LTD

Client

Project

LAND OFF NASH ROAD, NEWPORT

Drawing Title

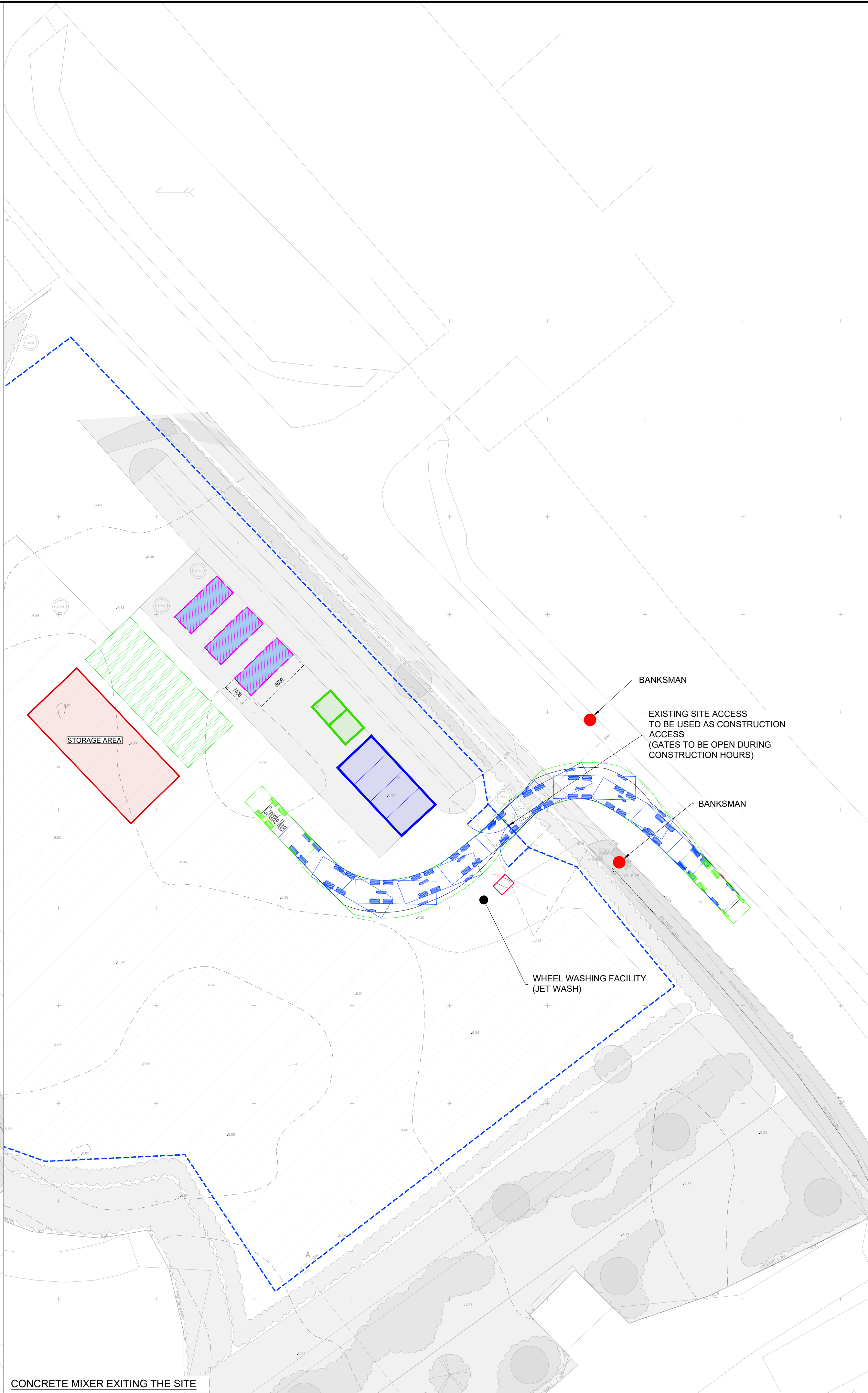
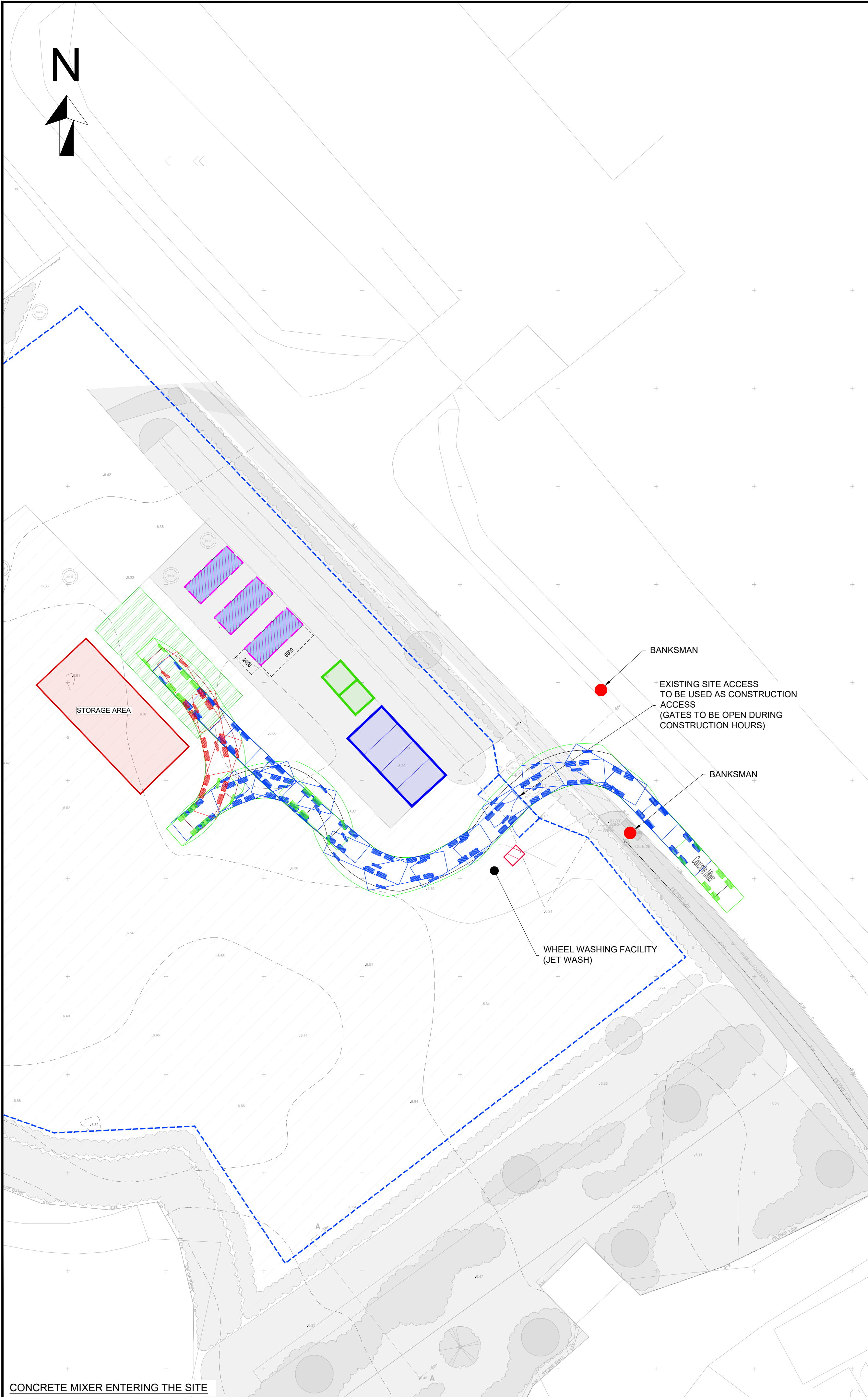
SWEPT PATH ANALYSIS
FLATBED LORRY

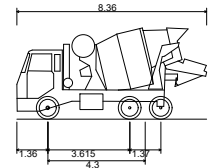
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FOR INFORMATION

Drawn	Designed	Date	Scale	Size
KI		MAY 2025	1:250	A1

Drawing No.	Rev
25-605-TR01	-





Concrete Mixer	8.300m
Overall Length	2.350m
Overall Width	2.077m
Min Body Height	0.356m
Max Tyre Width	0.412m
Lock to lock time	8.00s
Min to Max Turning Radius	6.210m

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



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Client

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Project

LAND OFF NASH ROAD,
NEWPORT

Drawing Title

SWEPT PATH ANALYSIS
CONCRETE MIXER

Drawing Status

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
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Drawing No.	Rev
25-605-TR02	-