

J. ALLCOCK & SONS LTD.,
Incorporating
WELLINGTON RUBBER CO. LTD

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Transport Statement

The proposed use relating to this site comprises the following categories:-

B1 Business – uses which can be carried out in a residential area without detriment to its amenity. This class is formed of three parts:

B1(a) Offices - Other than a use within

B1(c) Industrial processes

Uses B2 and B8 remain valid.

B2 General Industrial - Use for industrial process other than one falling within class E(g) (*previously class B1*) (excluding incineration purposes, chemical treatment or landfill or hazardous waste)

B8 Storage or Distribution - This class includes open air storage.
Eg) (iii) industrial processes. The materials are not toxic.

In context, the application relates to a sorting process which grades salvaged rubber materials and processes the materials back into a useable form for other industrial processes forming the customer base of the operations. The process is carried out at ambient temperatures by a mechanical sieving process where graded product is fed into hopper chutes and guided into bags. Some minor spillage occurs during the work and it is accepted in the raw material presented for the process that in the salvage operation undesirable materials such as paper or plastics are also removed. Around 12 tonnes of material are processed through the system per day and approximately 30 kgs of non toxic materials are removed and bagged up for either local authority collection or by approved contractor to landfill, licenses attached.

There are a number of relevant categories applicable to the work but the main category of B2, B8 and Eg (iii) which eludes to processes, appears to cover what is carried out in this operation.

Waste Management Strategy

The nature of the work is to recover and re-use materials for re-use in the creation of other products by others. The business strategic objective is arguably one of waste management. This works by contracting to receive quality bagged material at an agreed volume and condition in order that it may be simply sieved and graded through a screening process which sorts it into a ready to use condition for customers' onward processes and thereby reduce the burden of supply from new, by recovering perfectly useable materials for a variety of rubber goods applications thereby obviating the need to import new raw materials from source.

The site produces normal office waste as well from other locations other than the one which is the subject of this application and it too is sorted and stored in line with local authority requirements. A landfill disposal contract by means of a skip, which is recovered every 7 to 10 days or as needed, is also facilitated on site for joint usage by all the other similar operations running on the site. Licensed operators dispose of such waste in strict compliance with applicable regulations, documents attached.

Transport Statement

Existing Site Information

This work first started in the 1920's and has continued to this day utilising local labour and amenities enabling free movement of goods, services people and equipment largely by road and rail.

There is a strong public transport service network able to provide virtual door to door services in the locality by both bus and rail. Of the 23 strong workforce fewer than 6 rely on parking facilities on site, the remainder either share transport, are dropped off, cycle or walk. For example Ashburys Station on the A6010 off Pottery Lane, is just a few minutes' walk and there is a bus stop on Pottery Lane at the end of Ambrose Street, so there are an abundance of options and therefore the demand for car parking is relatively low.

TRAFFIC PLAN FOR WORKFORCE

		Car	Bike	Drop Off	Walk/ Public transport
DIRECTORS	3	3			
OFFICE STAFF	4	1		1	2
LEADING HANDS	5	1	1	1	2
JA OPERATIVES	7		3	1	3
WRC OPERATIVES	3	2			1
TOTALS	22	7	4	3	8

Site Visitors

Provision for two site visitors and mobility within one of these spaces is included in the yard parking facilities.

Heavy Transportation

There are approx. 4 HGV drops per week split between Openshaw and West Gorton. Prior to the acquisition of Wellington Rubber these volumes were handled at Ambrose Street to where they will be returned once the refurbishment is completed so that both operations can be efficiently housed. There are a further 14 visits by customers, 3 of which are by HGV and the balance are smaller commercial vehicles to collect the graded product. Loading periods vary up to 1 hour for a 24 pallet consignment.

Air Quality Management Area (AQMA)

The processes themselves are non toxic and add no pollutants to the local surroundings. Transport is monitored and non compliant vehicle issues would be taken up with the operators and if necessary reported.

Characteristics of the Existing Site

The A6010 is at the termination of Ambrose Street. It is a busy main route with, at times heavy traffic usage, even so there are cycle lanes and there have been no reported staff incidents travelling to work or any incidents involving the movement of goods on or off site.

Transport Implications of Construction Traffic

Temporary accommodation will be required during the construction phase, however there is ample space on the south sector of the site to allow safe off road parking and provide set down for materials required to complete the proposed works. It will not disrupt other interests in the locality.