PROPOSED TREATMENT AND RECYCLING SCHEME RONDIN ROAD MANCHESTER

TRAFFIC AND HIGHWAY STATEMENT

October 2011

P Casey Enviro Ltd

Turner • Lowe • Associates TRAFFIC ENGINEERING CONSULTANTS

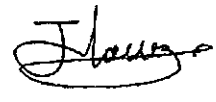
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October 2011

P Casey Enviro Ltd

Job. No.	**070602**
Authorised By:	**J. Lowe**
Position:	**Partner**
Signed:	
Date:	**12 June 2007**

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1. Introduction

1.1 This Statement supports a planning application on behalf of P Casey Enviro Ltd for a proposed development on Rondin Road. Ardwick. Manchester.

1.2 The proposed development would consist of a Treatment and Recycling Plant on waste land (formerly Railway sidings) at the end on Rondin Road (western section).

1.3 Rondin Road was originally constructed from the A635 Ashton Old Road to Gorton Lane, running underneath the railway line via a bridge with limited headroom. The eastern section was never adopted and is not available for accessing the development site.

1.4 The proposed development site therefore sits on the south western side of the railway line accessed from the end of the adopted section of Rondin Road and Ashton Old Road.

1.5 This Statement addresses the likely traffic and highway effects of the proposal.

2. Surrounding Highway Network Details

2.1 The site is located on Rondin Road, just to the east of the Manchester Inner Ring Road (A6010) and the City Centre. Although originally constructed as a through road to Gorton Lane it is now a cul-de-sac off the A635 Ashton Old Road.

2.2 The A635 and the Inner Ring Road provide exceptional access to the surrounding region. The junction of the A635 Ashton Old Road with Rondin Road is a priority junction with ghost island right turn lane. The junction operates well with the other users of Rondin Road.

2.3 Rondin Road is a standard Industrial Estate access road around 7.3 m wide.

2.4 There are no residential properties on, or near, Rondin Road.

3. Proposed Access Arrangements

3.1 The development would use the site's existing access, which is effectively the end of the current carriageway. The original through road construction would be utilised wherever possible.

3.2 The commercial vehicles visiting the site would, in the main, be 10.5 m tipper lorries. Computer generated plots of such vehicles arriving and departing are shown on the attached Drawing No: 111001 / 01. As can be seen with a slight amendment to the access utilising the wide footway that has been provided at this point, such vehicles would be able to enter and leave the site, and pass each other at the access point, with ease. A pedestrian route into the site could also be maintained.

3.3 There would be a Wheel Cleaning facility on the exit from the site.

4. Traffic Effects of the Proposed Development

4.1 The proposed facility is planned to handle up to 100,000 tonnes of material a year under its proposed Waste Management License. It is envisaged that of the 100,000 tonnes, 70,000 tonnes will be soils, timber, aggregates, hardcore and some metal, of which 65,000 tonnes can be recycled, The remaining 30,000 tonnes will be imported special construction materials and waste that will require treatment before recycling and 27,500 tonnes should be capable of reuse

4.2 Of the 100,000 tonnes handled, 92,500 tonnes (92.5%) should be capable of re-use with only 7,500 tonnes (7.5%) having to go to landfill.

4.3 The 100,000 tonnes of material would be transported to / from the site, in the main, via 20 tonne payload tipper lorries. Wherever possible lorries bringing unprocessed material to the site would also transport sorted materials way from the site, but for this exercise it has been assumed that the material would be brought to the site by vehicles that left empty and then the sorted material would be transported from the site by vehicles that arrived empty to give an absolute worst case.

4.4 There may be instances, however, where skip lorries and other medium commercial vehicles bring material to the site. To provide a true worst case assessment an average payload of 10 tonnes has been used in this assessment.

4.5 The 100.000 tones would therefore equate to 20,000 vehicles per year (10000 laden vehicles bringing material in that leave empty and 10000 vehicles that arrive empty and leave loaded although this would be exceptional as whilst small vehicles may bring materials to the site, processed materials will usually be exported in 20 tonne vehicles).

4.6 This would equate to 400 vehicles per week (assuming a 50 week year), or 72 vehicles per day (assuming a 5.5 day week).

4.7 The site will be open 24 hours a day to receive material that may be created by construction projects etc. There will be no processing of materials outside of the hours of 07.00 – 20.00 Monday to Friday and 07.00 – 13.00 Saturday, which is when the majority of deliveries and exporting of sorted material will occur. Ignoring the night time deliveries, the 72 arrivals and departures a day would equate to around 5 vehicles per hour.

4.8 In this worst case scenario, some of the vehicles would be medium goods / skip vehicles. If all the deliveries were made by tipper lorries, then there would only be 2-3 vehicles per hour.

4.9 With traffic having two arrival and departure directions on Ashton Old Road (with arrivals from the west having the Inner Ring Road providing further choices), this traffic (2-3 vehicles per hour on Ashton Old Road to the east and west of Rondin Road) will be un-noticeable both on Ronin Road (which is already used by industrial traffic) and the classified highway network (which carries many thousands of vehicles per day).

4.10 This level of use will fluctuate throughout the year but higher flows at certain times would be matched by lower flows at others to maintain the 5 vehicle per hour average (or less depending on the percentage of tipper lorries that are used).

4.11 There will also be some light vehicle traffic but that will be un-noticeable compared to the existing use of the surrounding highways.

5. Conclusions

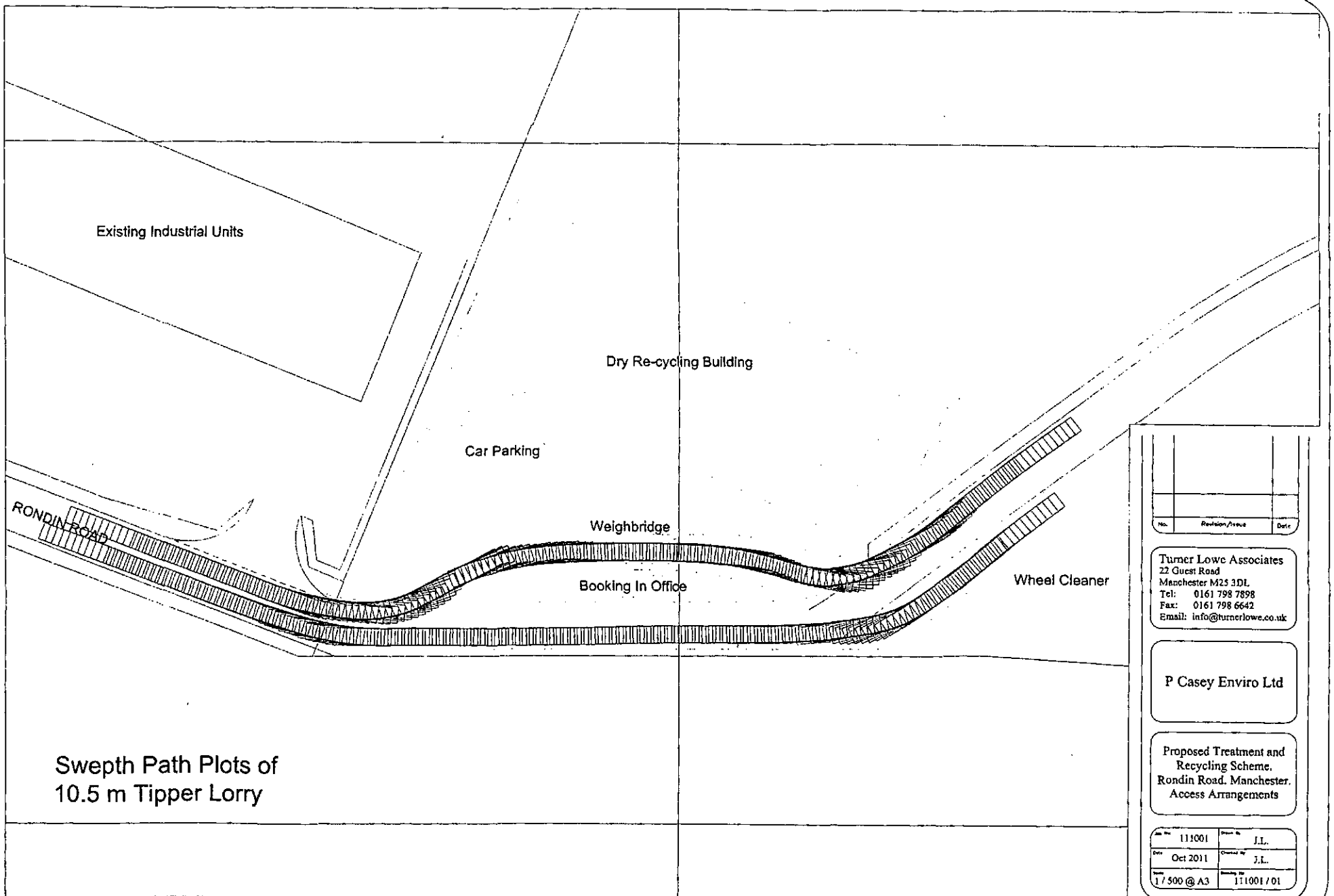
5.1 The proposed development will enable a vast amount of material to be recycled close to the centre of Manchester reducing landfill and long distance travel to facilities elsewhere.

5.2 The site has a good standard access onto the classified road network. The imported material will be transported by vehicles using only classified roads and Rondin Road which is an industrial estate road with no residential properties nearby

5.3 The additional traffic will consist of around 2 - 3 commercial vehicles per hour and some light vehicle traffic during the working day and Saturday morning..

5.4 Wheel cleaning facilities will be provided on the site to ensue there is no depositing of materials onto the highway.

5.5 It is concluded that the proposed development will not have any material adverse highway or traffic effects.



Swepth Path Plots of
10.5 m Tipper Lorry

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Proposed Treatment and Recycling Scheme, Rondin Road, Manchester, Access Arrangements

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