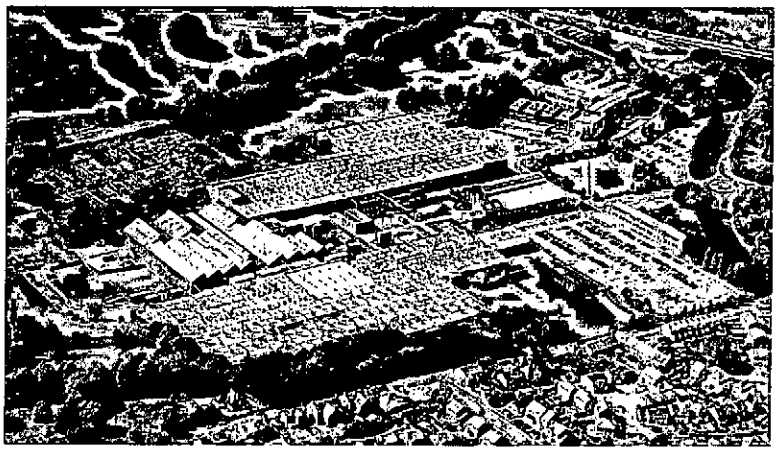
HPK/2012 454

Design and Access Statement

On behalf of:
Federal-Mogul Ltd

02 NOV 2012

In respect of:
Federal-Mogul Plant
Hayfield Road
Chapel-en-le-Frith



Date:
September 2012

Reference:
JB/RP/07198/R009m

DPP
Abbey Business Centre, 53 Fountain Street, Manchester, M2 2AN
Tel: 0161 247 8555

Contents

1.0 Introduction and Background 2
2.0 Development Proposals 5
3.0 Planning Policy 10
4.0 Design 11
5.0 Access 14
6.0 Conclusion 16

1.0 Introduction and Background

1.1 This statement has been prepared on behalf of Federal-Mogul in support of a planning application for the rationalisation and modernisation of their existing manufacturing plant in Chapel-en-le-Frith. This statement does not seek to address the principle of development; this is separately addressed in the Planning & Regeneration Statement which sets out the planning merits of the case.

1.2 Federal-Mogul is a multi-national corporation with a presence in over 30 countries, currently employing circa 43,000 people. The Chapel site develops and manufactures friction brake products (brake pads and linings) that are sold world-wide, making a significant contribution to UK exports. Locally Federal-Mogul employs over 450 people. This application forms part of the £10m investment programme for the modernisation of the manufacturing plant which aims to bring production facilities up to a world class standard.

Site Location and Use

1.3 The application site falls within the Chapel West Ward of Chapel-en-le-Firth on Hayfields Road. The site is currently occupied by the Federal-Mogul manufacturing plant and covers an area of approximately 8.5 hectares. The site is bounded to the north by an agricultural holding, east by Hayfield Road and part of the existing Federal-Mogul site (to be released for future redevelopment), south by open greenspace and to the west by open fields and allotments.

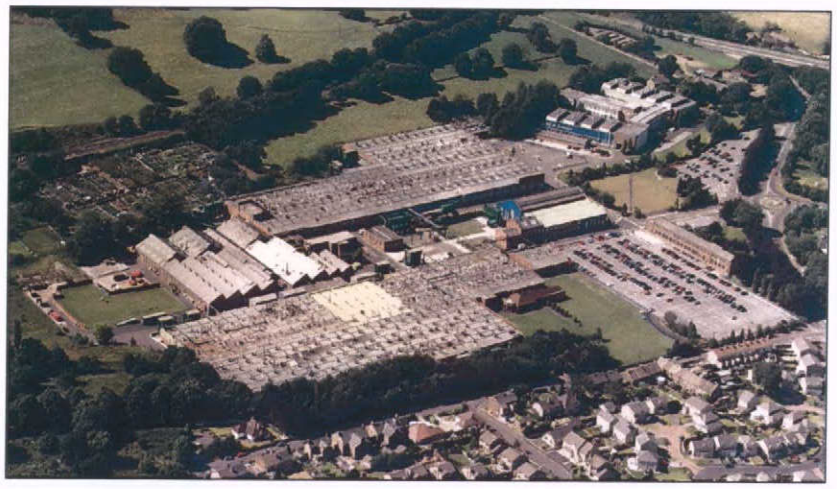


Figure 1 - Aerial view of Federal-Mogul site

1.4 The production plant is characterised by a range of steel framed units with brick and sheet metal cladding and north light roofs. The technical centre, built in 1958, to the north of the site provides offices, research and development facilities and is a three storey building of concrete and steel frame construction. The current external appearance of the site is tired and the units and plant machinery present a non-uniformed appearance. The plants external appearance is out of keeping with the current best practice advocated by Federal-Mogul in its plants worldwide.



Figure 2 - Photographs of external plant and existing buildings

Existing Site Access

1.5 Vehicular access to the site is currently taken off the roundabout with Hayfields Road and Foresters Way with pedestrian access taken off Hayfields Road.



Figure 3 - Existing Site Access

Federal-Mogul Interim Planning Statement

1.6 The Federal-Mogul Interim Planning Statement (IPS) was adopted by the Council in

May 2011 following public consultation in 2010 and 2011. The IPS specifically seeks to assist the short term modernisation programme of the Federal-Mogul plant and to grasp the longer term opportunity for the comprehensive redevelopment of land that is to become surplus to Federal-Mogul's requirement. The application site falls within Development Zones A and B as identified in the IPS (see figure 3).

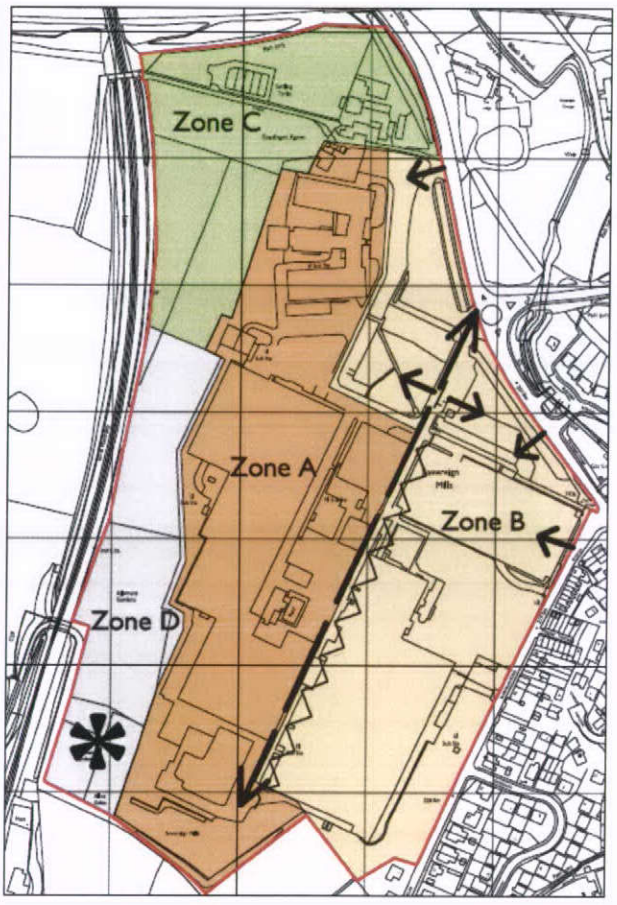


Figure 4 - IPS Development Zones

2.0 Development Proposals

2.1 This application seeks full planning permission for the modernisation and rationalisation of the existing Ferodo plant. The modernisation programme is a £10m investment which will help to bring production facilities up to world class standard. The proposals will bring about economic investment into the town's largest employer helping to secure the continued operation of the plant and hundreds of local jobs.

2.2 The proposed works are as follows, further details on these are provided from paragraph 2.3 onwards:

- External improvements to the western production plant including new windows with painted frames (Blocks L, N and S);
- Relocation of existing Dust Plants from the eastern production plant (Block B) to the retained western production plant (Block L);
- Two new Regenerative Thermal Oxidizers (RTO) to the west of Block L;
- New car parking areas for staff providing 291 spaces close to the existing site entrance;
- New security lodge controlling access in and out of the site;
- Security barriers and turnstiles restricting access into the site;
- New boundary perimeter fence;
- New access junction off Hayfield Road providing visitor access to the Technical Centre.
- Demolition of Block E;
- Demolition of the garage to the south of the Tech Centre (Block U);

External Elevation Improvements

2.3 The retained blocks (excluding the Technical Centre) will have the existing windows and doors replaced – the majority of which will be like for like. The existing areas of the buildings which are painted will be re-painted white.

Relocation of Dust Plants

2.4 Five existing dust plants will be relocated from the existing eastern production plant

to the retained and modernised western area of the production plant (Blocks C and L). The proposed relocation of these dust plants is highlighted in figure 6; in summary two will be located to the south of Block C with one to the east, along with one to the east of Block L and two to the north.

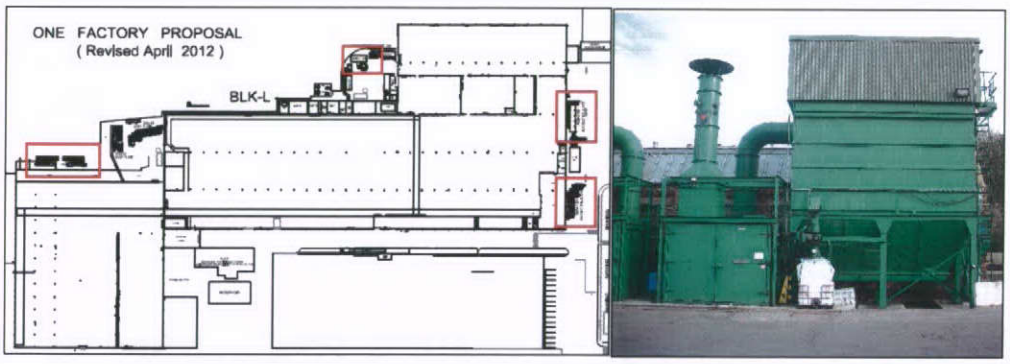


Figure 5 - Proposed relocated/new dust plants and photo of existing dust plant

Regenerative Thermal Oxidisers (RTO)

2.5 One new RTOs will be installed and one existing RTO will be relocated to the west of blocks C and L as identified in figure 5. These RTOs will be used to reduce odour and air emissions from the plant.

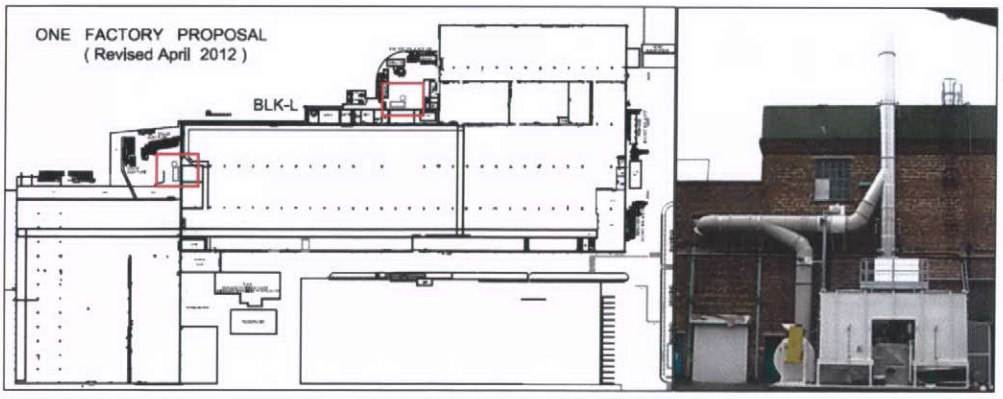


Figure 6 - Proposed location of new and relocated RTO and example photo of RTO

New Car Parking Areas

2.6 Two new parking areas for staff will be created. The first, to the north eastern boundary of the application site providing 234 spaces and will replace the existing staff car park to the east of the application site. Part of this site is already laid out

for car parking but is not currently utilised, the rest of this is occupied by a grassed area and a group of trees. The grassed area is on the perforated slab that used to occupy Block Q building that was demolished in 2002 – figure 7 shows the topsoil being placed over the perforated slab following the demolition. The car park will be created by removing the layer of top soil from this plot and using the foundations of this former building. The access into and out of this car park will be taken from the existing internal road off the Hayfields Road roundabout. Access to the car park will be restricted using security barriers.



Figure 7 - Topsoil being placed over perforated slab (2002)

2.7 The second new area of car parking will be created in the area that is currently occupied by a garage which will be demolished to the south of the Technical Centre. Access to the car park will be taken through the plant site from the existing Hayfield Road roundabout access.

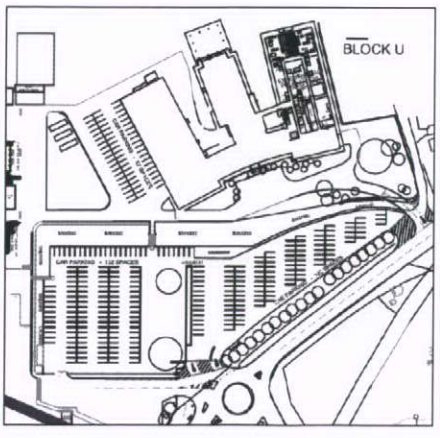


Figure 8 - New Staff Car Park Layout

New Security Lodge

2.8 A security lodge with barriers is proposed within the application site to control access and vehicular movements around the manufacturing plant site. This security lodge would replace the existing lodge which is to be demolished and would create the main access into the manufacturing plant and will control visitor and HGV vehicle access into the plant. The security lodge would be a Portakabin construction with additional glazing to provide good visibility for the security operator.

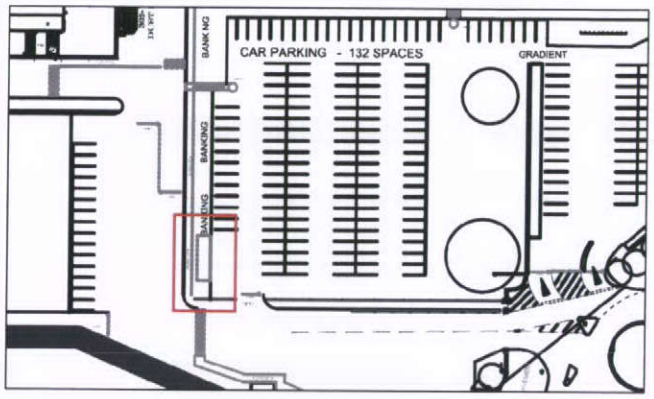


Figure 9 - Security Lodge Location

Security Barriers and Turnstiles

2.9 Barriers will be installed across the site to restrict vehicular access into the site and also to control vehicular movements around the site particularly between employee shift changes. Two turnstiles will also be introduced to restrict pedestrian access between the main car park and manufacturing plant.

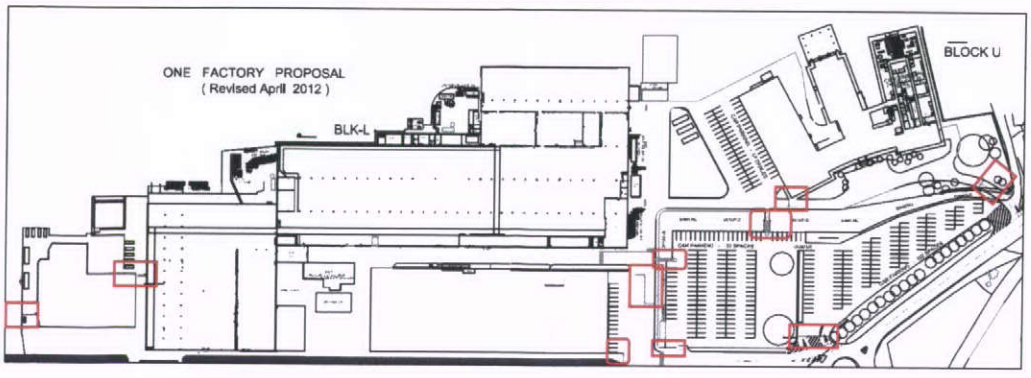


Figure 10 - Location of proposed barriers and turnstiles

New Boundary Perimeter Fence

2.10 A new fence is proposed which will mark out the new boundary of the manufacturing plant site and help to restrict access into the site.

Visitor Access

2.11 A new two way visitor access road and amended road junction will be created with Hayfields Road to the north of the application site. The junction that will be amended already exists and currently provides vehicular access to the agricultural holding to the north of the application site. The access to the agricultural holding will be retained.

2.12 The new access road/junction will join with the current access road outside the technical centre and will allow vehicles to enter and exit the site without going through the main entrance. This access road will only be used by 'VIP visitors' such as senior Federal-Mogul staff visiting the site and customers, the access road will not be open for use by staff or delivery vehicles and will be controlled with barriers across the road which would be controlled by the central security lodge.

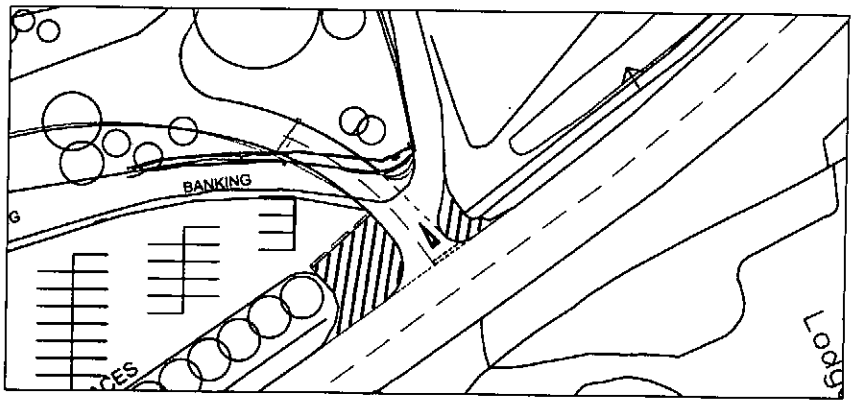


Figure 11 - Amended road junction and new access road

Demolition Works

2.13 The modernisation works also include the demolition of blocks R and E to the east of Block L and the garage immediately south of the Technical Centre. The site of the former Block E and the adjacent land will be landscaped.

3.0 Planning Policy

3.1 The following design and access focused Development Plan Policies are considered relevant to this application.

- Policy GD4 – Character, Form and Design
- Policy GD7 – Crime Prevention
- Policy GD8 – Access Needs
- Policy BC1 – External Materials
- Policy OC5 – Development Conspicuous from the Peak District National Park
- Policy TR5 – Access, Parking and Design

4.0 Design

4.1 This section provides details of the proposed development in terms of its use, amount, layout, scale, appearance and access. The scheme is then assessed against the identified policies in order to assess whether the design objectives have been met.

Use

4.2 The application does not seek to alter the use of the application site which will continue to be used for the manufacturing of friction brake products (Use Class B2). The modernisation programme, of which this application forms part of, will help create a more competitive and cost effective productions facility at the site whilst helping to lower noise and odour emissions ensuring that the proposals do not harm the residential amenity of dwellings to the north and east of the application site. Therefore, the continued operation of this use on the site is considered entirely appropriate.

Amount

4.3 Given the wide variety of works proposed within this planning application, the proposed amount of development has been summarised below;

- 5 relocated dust plants;
- 1 new Regenerative Thermal Oxidisers;
- Creation of 291 staff and visitor parking spaces;
- 1 new security lodge;
- 10 new security barriers;
- 2 new turnstiles controlling access to the site from the staff car park;
- New boundary perimeter fences;
- 1 amended road junction and 1 new internal access road;
- Demolition of 3 buildings.

4.4 Given that the scale of the proposed modernisation will result in a reduction of floorspace and area that the plant occupies, the amount of development proposed is

considered entirely appropriate to this site. Although the amount of floorspace occupied by the plant will fall, there will be no change in the production levels of the facility.

Layout

4.5 The proposed layout has been largely influenced by the existing site layout with the proposals including the retention of Blocks C and L, the technical centre and existing site access. Therefore, the proposals do not seek to significantly amend the layout of the application site.

4.6 The new security lodge has been located specifically to control incoming and outgoing vehicular traffic away from the Hayfields Road roundabout whilst providing an area of car parking for visitors to the site. The internal road layout remains largely unaltered whilst allowing the creation of a one way system around the site to ensure safe access around the site.

4.7 The layout of the proposals have been designed to ensure that the manufacturing plant is safe and secure through the creation of barrier controlled vehicular access, dedicated security lodge, turnstiles within the car park to restrict pedestrian access to the site and boundary fencing to limit access points into the site. This is entirely in accordance with the principles of Local Plan Policy GD7.

4.8 The new staff car park has been located to ensure easy for the staff access off Hayfields Road and also to prevent any conflicts between servicing vehicles moving around the plant site. The new internal road that will be used for VIP access only has been located to utilise an existing road junction with Hayfields Road and provide access to the area of car parking outside the existing vehicular entrance. The relocated dust plants and the new RTOs have been located based on operational requirements and also to ensure that these are not visible from the application site entrance.

4.9 Although the proposals do not significantly amend the layout of the application site, the siting of the new car park, plant equipment and security lodge is considered entirely appropriate to the site in accordance with Local Plan Policy GD4.

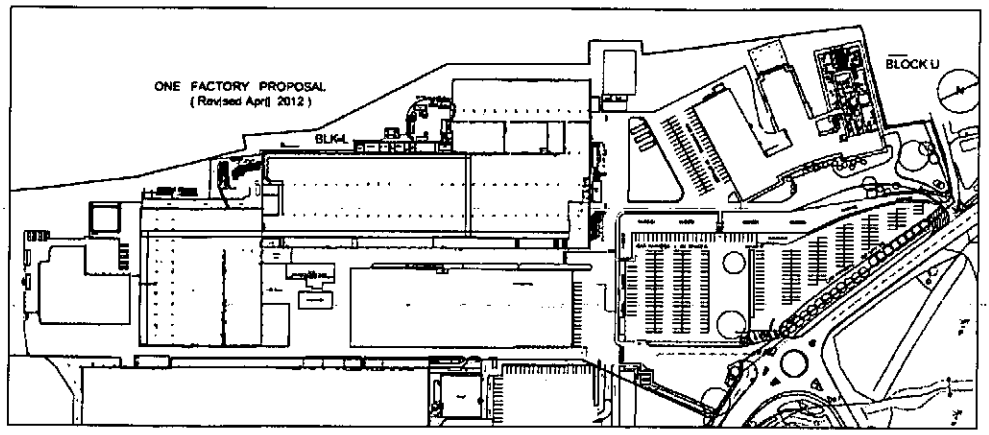


Figure 12 - Proposed Site Layout

Scale

4.10 The proposals do not increase the height or scale of buildings on the site. Therefore, the proposals are sympathetic to the character of the area and will not result in a detrimental effect on the visual qualities of the local area in accordance with Local Plan Policy GD4.

Appearance

4.11 The alteration to the appearance of the site will come through minor external alterations to the façades of the retained blocks. The design rationale behind these improvements is to revitalise and modernise the existing buildings improving the dated and deteriorating elevational treatments which is supported by the principles of Local Plan Policy GD4.

4.12 Overall the proposals will improve the external appearance of the existing buildings through the introduction of the replacement windows and doors and will help to improve key views of the site from Hayfields Road through the relocation/removal of existing plant equipment. Therefore the proposals are considered to be of a sympathetic design that will not have a detrimental impact on the visual qualities of the local area in accordance with Local Plan Policies GD4, BC1 and OC5.

5.0 Access

5.1 The main vehicular access into the site will be retained off the Hayfield Road/Foresters Way roundabout with staff accessing the new staff car park by turning right from the existing internal access road through a security controlled barrier. Delivery and visitor vehicles will continue along the internal access road to the new security lodge and barrier controlled entrance. In line with current arrangements at the site vehicular access into and out of the consolidated manufacturing site will be restricted by a series of barriers and traffic lights which will be controlled from within the new security lodge. A one way system for vehicles will be put in place to ensure safe vehicle movement around the site.

5.2 The new car parking areas will provide 291 spaces. The main area of car parking to be created will be immediately west of Hayfield Road and will partly be created using the existing unused car park that fronts onto Hayfield Road. The existing access into the main car park from Hayfield Road will remain closed with access instead being taken from the internal road. Another area of car parking will be created for visitors/staff on the site of the existing garage building which will be demolished. This will be accessed using the internal road layout off the Hayfield Road roundabout. The level of parking provided is below the maximum parking standards set out in Appendix 1 of the High Peak Local Plan and in accordance with Local Plan Policy TR5.

5.3 A new vehicular access into the site will be created off Hayfields Road to the north of the application site through the creation of a new internal road and amendments to the existing junction arrangements which currently provides access to the agricultural holding to the north of the application site. This access will only be used by 'VIP visitors' such as senior Federal-Mogul staff visiting the site and customers, the access road will not be open for use by staff or delivery vehicles and will be controlled with barriers across the road which would be controlled by the central security lodge.

5.4 Pedestrian access into the site will be gained from a new footpath from Hayfield Road to the south east of the main vehicle access (see figure 14 below). Pedestrian access from the staff car park will be gained through two security controlled turnstiles to the south and west of the car park. Pedestrian access around the site will be along marked footpaths along the internal roads. Level access will be provided across the site ensuring that access needs of all people are catered for in accordance with Local

Plan Policy GD8.

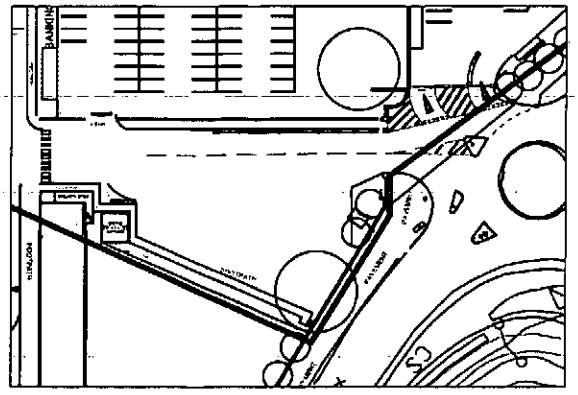


Figure 13 - Location of new footpath and car park access arrangement

5.5 The new access arrangements and car parking layout will therefore ensure that there is safe provision for access and egress by pedestrians, cyclists, public transport users and the private car in accordance with Local Plan Policy TR5. In addition to this the internal access arrangements will ensure safe servicing access and manoeuvring round the site avoiding conflict between service vehicles, pedestrians and cars.

6.0 Conclusion

6.1 This application forms part of the £10m investment programme for the modernisation of the manufacturing plant which aims to bring production facilities up to a world class standard. The site is currently occupied by the Federal-Mogul manufacturing plant.

6.2 The proposals include a number of minor works which will help to consolidate the existing plant onto this site and modernise the retained plant to create a world class facility. The proposals will retain the existing industrial use on the site and will not increase the scale of the industrial process or the buildings. The proposed layout will help to ensure that access into and around the site continue to be controlled by a central security lodge.

6.3 The new access arrangements and car parking layout will ensure that there is safe provision for access and egress by pedestrians, cyclists, public transport users and the private car.