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Federal-Mogul Friction Products Manufacturing Plant,
Chapel-en-le-Frith

Transport Statement

Federal-Mogul

July 2012

QM

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1 Introduction

1.1 OVERVIEW

1.1.1 WSP Property and Development (WSP) have been commissioned by Federal-Mogul to provide specialist transportation advice in support of the proposed redevelopment of the Federal-Mogul Manufacturing Plant, Chapel-en-le-Frith.

1.1.2 The redevelopment proposals comprise the modernisation and rationalisation of the existing factory to bring production facilities up to world class standards. The redevelopment proposals will not result in the intensification of the use or output of the factory, with permanent staff numbers remaining at existing levels. Further details on the redevelopment proposals are provided in Chapter 3 of this report.

1.1.3 The scope of this report has been discussed and agreed with Derbyshire County Council (DCC) with copies of relevant correspondence provided in **Appendix A**. DCC state that on the basis that the application will only involve the modernisation and rationalisation of existing factory buildings and is unlikely to result in an increase in vehicle movements or increase in staff numbers, a transport statement including the planning background, existing conditions and proposed development would be sufficient to support the planning application.

1.2 PLANNING BACKGROUND

1.2.1 Federal Mogul produced an Interim Planning Statement (adopted in May 2011) in response to existing development pressures for planning policy guidance to manage the holistic redevelopment of land owned by Federal-Mogul.

1.2.2 The interim planning statement seeks to assist the short term modernisation programme of the Federal-Mogul plant and environment, which is the subject of this Transport Statement, and to grasp the longer term opportunity for comprehensive redevelopment of land that will become surplus to requirement.

1.2.3 The Planning Statement is a non-statutory planning document that partially departs from the existing adopted Local Plan policy for the site. The Planning Statement has been subject to public consultation and assists the Council in determining future planning applications as a material consideration until such time the Core Strategy and future Allocations DPDs are adopted.

1.2.4 The redevelopment proposals fall within the area identified as Zone A in the Interim Planning Statement, which is described as follows:-

'Zone A (7.9 hectares) will form the modernised and rationalised Federal-Mogul plant. Selective demolition of existing buildings and relocation of the facilities will be undertaken and replacement car park for that lost within Zone B redevelopment. The remaining buildings, including the Technical Centre, will be retained and modernised including new cladding to the main buildings, new plant machinery and the relocation external plant machinery to the rear of the site.'

1.2.5 In relation to the transport and access for Zone A, the Interim Planning Statement states that:-

'Main access to the site will be retained off the roundabout on Hayfield Road and a central spine road. New circulation and turning facilities will be formed. A secondary access is proposed to the north of the Technical Centre onto Hayfield Road. This will only serve the Technical Centre and would not allow HGV access. Multiple access points north of the roundabout on Hayfield Road should be avoided due to the 40mph speed limit. Any access proposals will be subject to the findings of any subsequent scoping report, transportation analysis or technical appraisal.'

1.2.6 The proposed access arrangements accord with the Interim Planning Statement and are discussed in greater detail in Chapter 3 later.

1.3 STRUCTURE OF REPORT

1.3.1 The structure of the report is set out as follows:-

- Chapter 2 – describes in detail the site location and existing operation of the site along with the existing access and car parking arrangements;
- Chapter 3 – describes the redevelopment proposals including the proposed access and car parking arrangements; and
- Chapter 4 – provides a summary and conclusion to the report.

1.3.2 This Transport Statement has been prepared solely in connection with the proposed development stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2 Existing Conditions

2.1 SITE LOCATION AND EXISTING OPERATION OF SITE

2.1.1 The site is located to the north of Chapel-en-le-Frith, off the A624 Hayfield Road, Derbyshire. The location of the site is shown in **Figure 2.1** below:-



Figure 2.1 – Site Location

2.1.2 The Chapel site develops and manufactures friction products (brake pads and linings) that are sold world-wide. Locally Federal-Mogul employs in the region of 452 permanent staff and 52 temporary staff.

2.1.3 The existing site comprises five main factory buildings, a Technical Centre and associated car parking. The Technical Centre is located to the north of the site and provides offices, research and development facilities which is of global importance to Federal-Mogul's operations.

2.1.4 A breakdown of the existing gross floor areas on site are provided below:-

- Factory Buildings – 42,150 sq. m
- Technical Centre – 5,000 sq. m

2.1.5 Two main parking areas are provided, one to the front of the site adjacent to the A624 Hayfield Road and one to the southeast of the site, as shown on **Figure 2.2** below:-

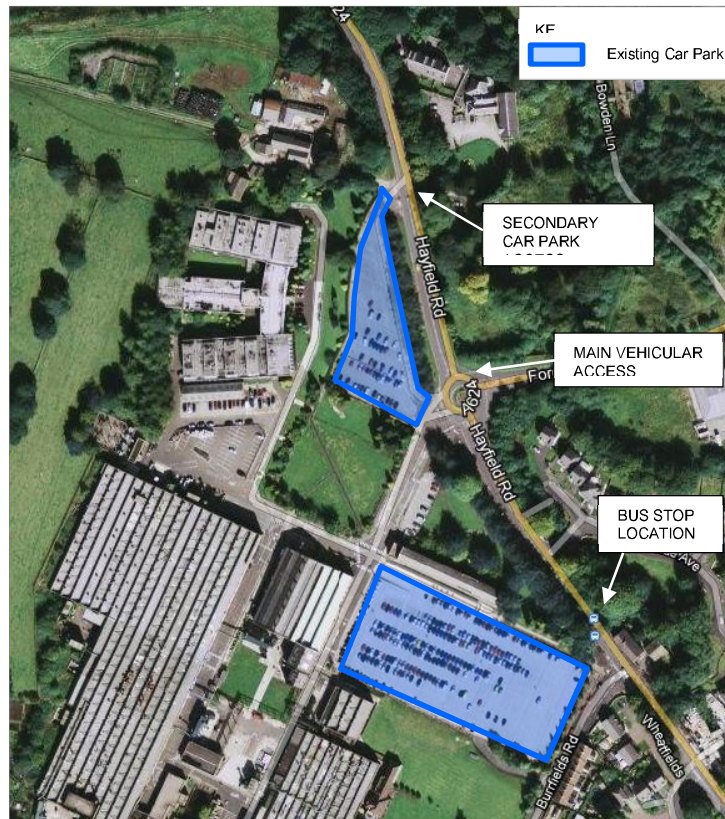


Figure 2.2 – Existing Car Park and Access Locations

2.1.6 A total of 514 spaces are currently provided on site, 127 in the car park to the front of the site and 387 in the car park to the southeast of the site. However, only the car park to the southeast of the site is currently available for use by employees with access to the car park at the front of the site restricted through the use of barriers, as shown on **Plates 2.1** and **2.2** below.



Plate 2.1 – Southern Access to Car Park



Plate 2.2 – Northern Access to Car Park

2.1.7 Federal-Mogul undertook a survey of the car park on 21st July 2011 which recorded a maximum of 270 cars parked on-site. However, Federal-Mogul confirmed that 30 members of staff were absent due to holiday which, assuming that all of these travel by car and do not car share, equates to a maximum parking demand on site of 300 cars.

2.2 LOCAL HIGHWAY NETWORK

2.2.1 The A624 Hayfield Road is located to the east of the site and provides a link between Chapel-en-le-Frith to the south and Hayfield to the north.

2.2.2 In the vicinity of the site, the A624 Hayfield Road has a carriageway width of approximately 8m and is subject to a 40mph speed limit. A footway and street lighting is provided on the eastern side of the A624 Hayfield Road.

2.2.3 Bus Stops are provided on the A624 Hayfield Road approximately 140m to the south of the main vehicular access. These bus stops are served by service numbers 62, 69A 189 and 190. The most frequent of these services is 189 and 190 which run between Buxton to Whaley Bridge via upper end, peak forest, Chapel-en-le-Frith and Chinley. Combined services 189 and 190 operate at a frequency of 1 bus per hour in each direction.

2.3 EXISTING ACCESS ARRANGEMENTS

2.3.1 The main vehicular access to the site is provided from a four arm roundabout on the A624 Hayfield Road and provides access to the main factory buildings, car parking areas and Technical Centre. This access is currently controlled by security barriers.

2.3.2 A secondary access is provided to the north of the site which serves the car park to the front of the site. This access is located adjacent to the existing farm access which creates a non-standard junction arrangement with an extremely large bell-mouth.

2.3.3 The locations of the existing accesses are shown on **Figure 2.2** above and detailed on **Plates 2.3** and **2.4** below.



Plate 2.3 – Main Vehicular Site Access



Plate 2.4 – Secondary Vehicular Site Access

2.4 ROAD SAFETY

2.4.1 Personal injury accident data has been obtained for the local highway network for the most recently available five-year period ending 28th February 2011. A plan showing the location of the accidents in the vicinity of the site, obtained from DCC, is presented in **Appendix B**.

2.4.2 For the five year period, only two accidents occurred at the main roundabout site access and no accidents occurred at the northern car park site access. The accidents which occurred at the main roundabout site access are summarised below:-

-
- Accident Ref. B00319/09 – involved a car travelling east to west colliding with a pedal cyclist travelling northwest to southeast. The accident was of slight severity and occurred in dry, light conditions; and
 - Accident Ref. B00515/09 – involved only one vehicle which was travelling north to south. The accident was of slight severity and occurred in wet, dark conditions.

2.4.3 As only two accidents occurred at the site access junction over the five-year period and given that there appears to be no common factor which links the causes of the accidents at the junction, the existing accident record does not therefore represent a material concern in the context of the proposed development.

3 Proposed Development

3.1 OVERVIEW

3.1.1 The planning application is for the modernisation and rationalisation of the existing factory to bring production facilities up to world class standards. The proposals will not result in the intensification of the use or output of the factory and permanent staff numbers will remain as existing. The redevelopment proposals are summarised below:-

- New oxidiser units;
- Relocation of existing dust plants;
- Amendments to the access arrangements and internal vehicular circulation routes (see below for further details);
- Amendments to the car park facilities (see below for further details);
- Relocation of operations from buildings east of spine road

3.1.2 The proposals will result in the existing operations within buildings east of the application site (shown as area B on **Figure 2.1**) being relocated to retained buildings west of the internal spine road (shown as area A on **Figure 2.1**). Subsequently the buildings, main car park and surplus land will then be released for future development for a mix of uses. However, the demolition of these buildings and future redevelopment of this part of the site does not form part of this planning application.

3.1.3 The redevelopment proposals will create a more competitive and cost effective production facility. The physical transformation of the retained plant will see lower noise and odour emissions and tackle historic site contamination issues.

3.2 PROPOSED CAR PARK ARRANGEMENTS

3.2.1 Redevelopment proposals involve removal of the main car park to the south of the site and it's replacement with new car park facilities to north of the site.

3.2.2 In addition, the existing car park at the front of the site will be reopened and the two parking areas will be designed to operate as one entity. The proposed car park will provide approximately 291 spaces.

3.2.3 The redevelopment proposals will therefore provide a level of parking just under the existing parking demand. However, the redevelopment proposals and associated improvements to productivity / efficiency will result in a reduction in approximately 40 temporary members of staff which will reduce the existing parking demand on-site. Having regard to this, the proposed level of parking is considered to be more than sufficient for the required demand.

3.3 PROPOSED ACCESS AND INTERNAL CIRCULATION ARRANGEMENTS

3.3.1 The main vehicular access to the site will be retained off the roundabout on Hayfield Road with the central spine road providing access to the main car park and factory buildings.

3.3.2 On-site observations indicate that this junction operates satisfactorily with no significant congestion issues occurring during peak periods. As the proposed development will not result in a material change in the level of traffic generated by the site, then the access will continue to operate satisfactorily with the redevelopment proposals in place.

3.3.3 The existing northern access to the car park will be replaced with a new consolidated access which will serve both the farm and Technical Centre. The Technical Centre is located to the north of the site and will be accessed solely by VIP's. Federal-Mogul has confirmed that the Technical Centre will generate an average of five VIP vehicle movements a day. The proposed access arrangements are shown on drawing number 1078/GA/01 presented in **Appendix C**.

3.3.4 The level of major road visibility from the northern site access is 99m to the left and achievable to the exit of the roundabout to the right, measured from a minor arm setback distance of 2.4m.

3.3.5 This visibility distance to the left is measured to the centre line of the road which is considered appropriate as vehicles are unlikely to be overtaking at this location due to the bend in the road. The level of visibility to the left is slightly below the level of visibility required for a road with a 40mph speed limit, as set out in the Design Manual for Roads and Bridges (DMRB). However, this access will serve the Technical Centre and will be accessed solely by VIP's which, based on information provided by Federal Mogul, will generate an average of five vehicle movements a day.

3.3.6 The redevelopment proposals will therefore result in a reduction in the use of this access compared to the existing situation should Federal-Mogul ever decide to reopen the car park access to the front of the site. Having regard to this and the general improvements to the layout of the access, the proposed access arrangements will provide significant benefit over the existing situation.

3.3.7 Barrier control systems in place to control vehicular access to various areas within the site and will be controlled by a swipe card / intercom system.

3.3.8 Entry to the main car park is located well within the site so as to avoid the potential for blocking back to the public highway. In addition, to help limit HGV / general employee conflict at the site access and internal to the site, HGV's are held back from departing the site through the use of a traffic sign control system internal to the site.

4 Summary and Conclusions

4.1.1 WSP have been commissioned by Federal-Mogul to provide specialist transportation advice in support of the proposed redevelopment of the Sovereign Mills, Ferodo Manufacturing Plant, Chapel-en-le-Frith.

4.1.2 The redevelopment proposals comprise the modernisation and rationalisation of the existing factory to bring production facilities up to world class standards. The redevelopment proposals will not result in the intensification of the use or output of the factory, with permanent staff numbers remaining at existing levels.

4.1.3 Federal Mogul produced an Interim Planning Statement (adopted in May 2011) in response to existing development pressures for planning policy guidance to manage the holistic redevelopment of land owned by Federal Mogul. The proposed development and access arrangements accord with the Interim Planning Statement.

4.1.4 The personal-injury accident record for the most recent five year period on the local highway network has been considered. There are no material road safety issues at the site accesses or the local highway network in the vicinity of the site.

4.1.5 The main vehicular access to the site will be retained off the roundabout on Hayfield Road with the central spine road providing access to the main car park and factory buildings.

4.1.6 On-site observations indicate that this junction operates satisfactorily with no significant congestion issues occurring during peak periods. As the proposed development will not result in a material change in the level of traffic generated by the site, then the access will continue to operate satisfactorily with the redevelopment proposals in place.

4.1.7 The existing northern access to the car park will be replaced with a new consolidated access which will serve both the farm and Technical Centre. Visibility has been found to be satisfactory from this access.

4.1.8 The proposed level of parking has been assessed and has been found to be adequate having regard to the existing operational demand.

4.1.9 Having regard to the information presented in this report it is concluded that there are no overriding reasons preventing the planning authority from recognising that the proposals are acceptable with regard to the transportation elements of the development.

Appendices, Figures & Tables

Appendix A Correspondence

Todd, Peter

From: Edwards,Paul (Environmental Services) <Paul.Edwards@derbyshire.gov.uk>
Sent: 18 August 2011 11:05
To: Todd, Peter
Cc: Turkington,Ian (Environmental Services)
Subject: Federal Mogul, Hayfield Road, Chapel-en-le-Frith

Peter,

I refer to your email which was received at this office on 3 August 2011.

On the basis that the submitted information indicates that the proposed redevelopment will involve the modernisation and rationalisation of existing factory buildings, unlikely to result in an increase in vehicle movements or increase in staff numbers, a transport statement including the planning background, existing conditions and proposed development would be considered necessary in support of a planning application.

It would appear from the submitted details that there will be an overall reduction in car parking within the site from around 380 spaces to around 270 spaces for the overall site. As there will be no change in staff numbers, the number of spaces will need to be justified and may need to be supported by a travel plan.

It is unclear as to how the car parks will operate and if there will be a one way system with barriers controlling ingress and egress. It will be crucial that vehicles can enter the site unimpeded to prevent the risk of vehicles queuing/blocking the roundabout on Hayfield Road.

Given that the proposals are likely to include modifications to vehicular accesses to the site, application drawings should clearly show maximum achievable visibility splays based on 2.4m minor road distances from all existing and modified access points.

If you have any queries regarding the above comments or require any further information please do not hesitate to contact me.

Paul Edwards
Development Control North
Derbyshire County Council
01629 538662

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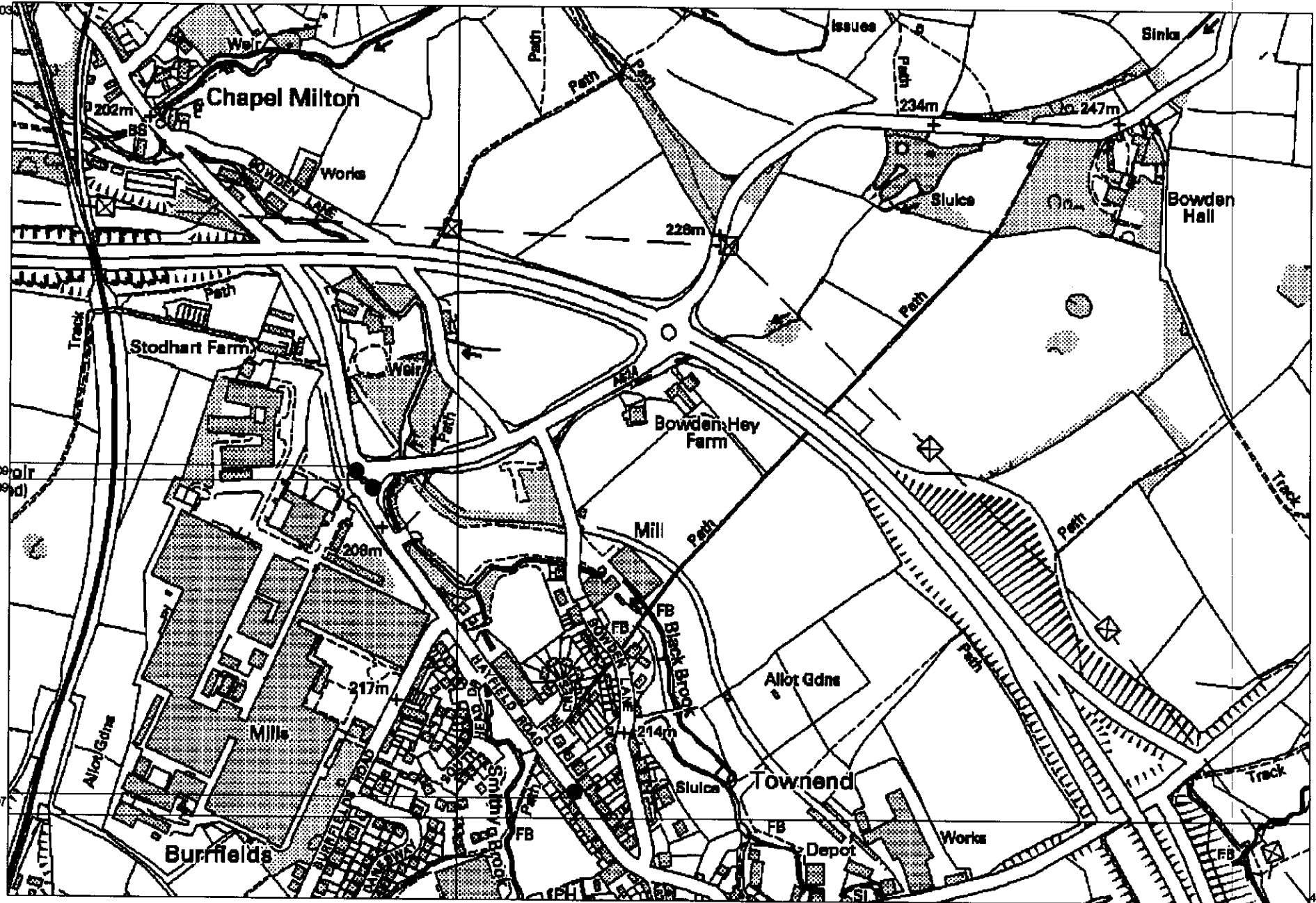
Appendix B Road Safety

01/01/2006 to 28/02/2011

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B000356/07



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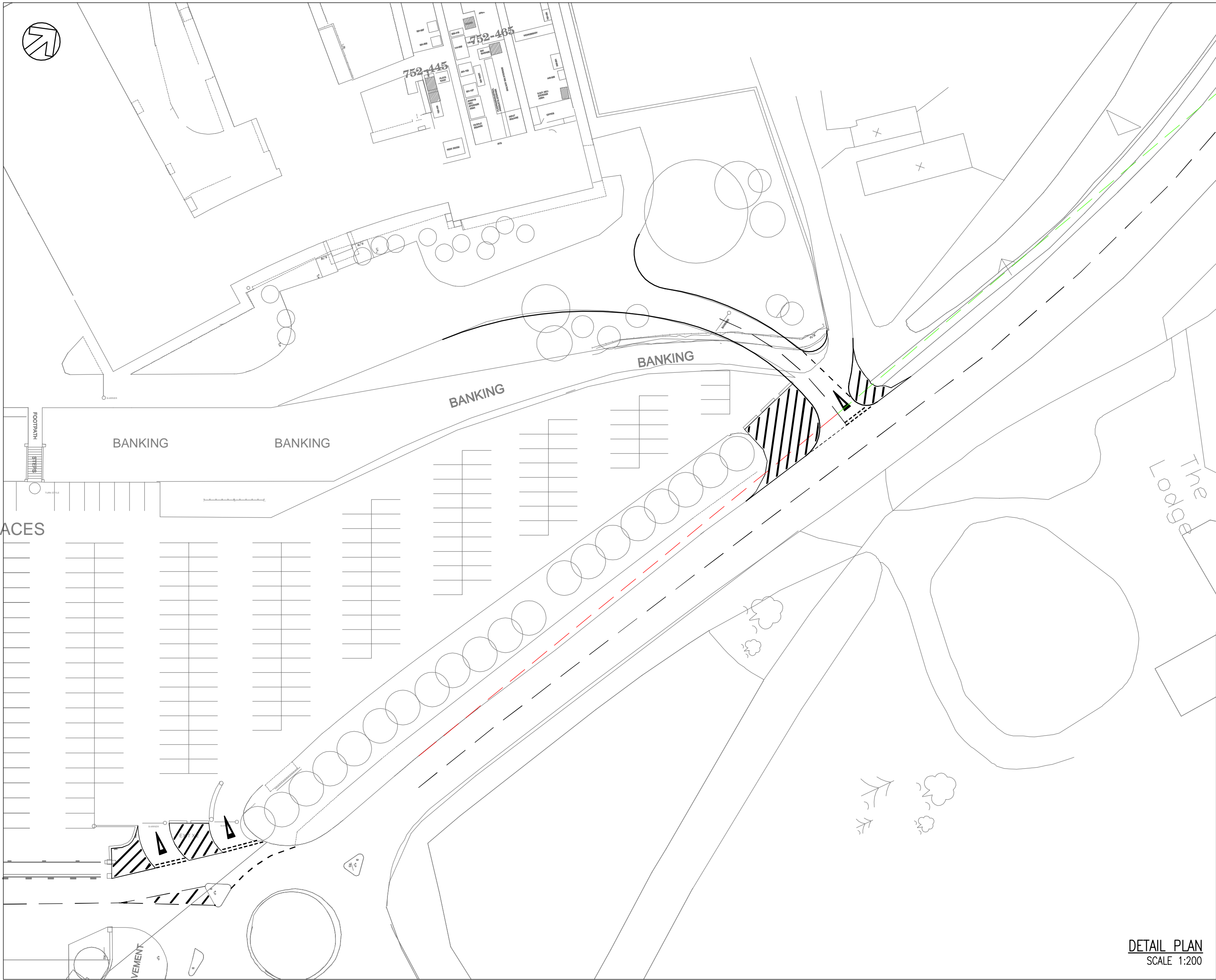
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Appendix C Proposed Access Arrangements

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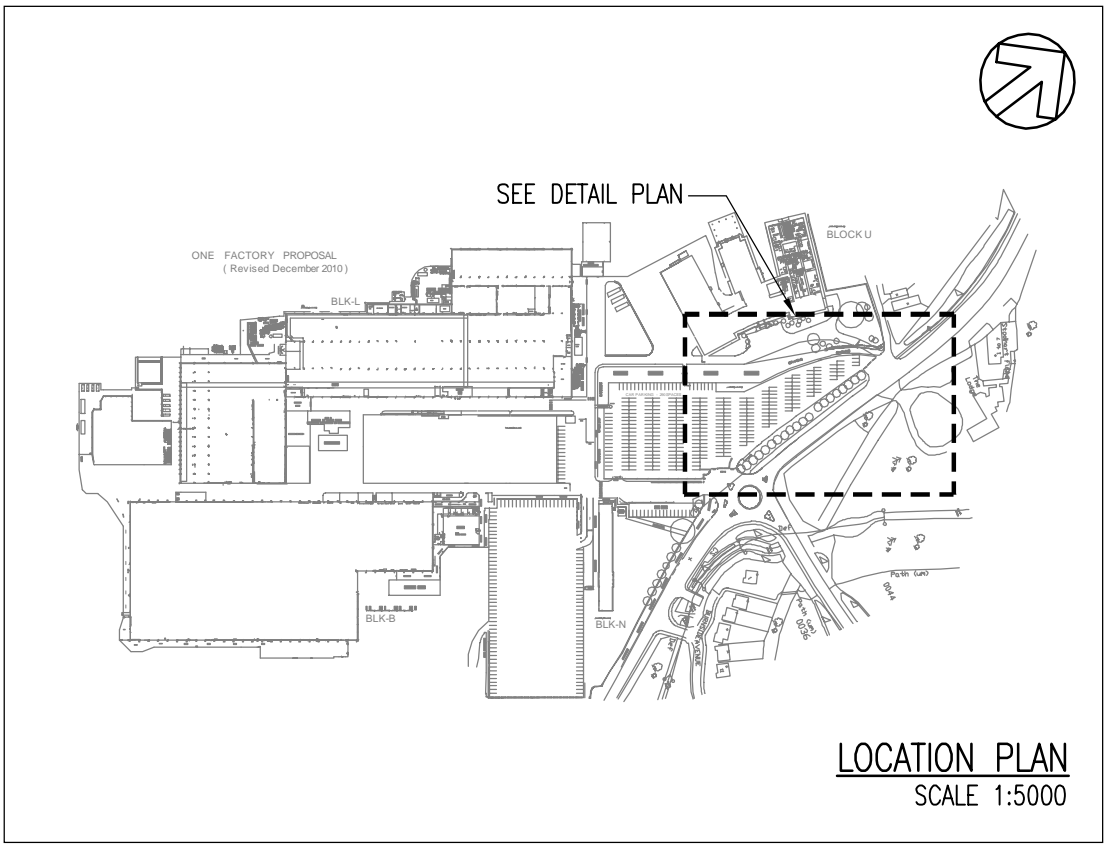


KEY

- 2.4M X 99.4M VISIBILITY SPLAY TO THE LEFT
- 2.4M X 90M VISIBILITY SPLAY TO THE RIGHT

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ARCHITECT:	

PROJECT:	FEDERAL-MOGUL FRICTION PRODUCTS LTD
TITLE:	PROPOSED ACCESS ARRANGEMENTS

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CAD FILE:	1078-GA-01	DESIGN-DRAWN:	SJD	DATE:	August 2011
PROJECT No:	11191078	DRAWING No:	1078/GA/01	REV:	A
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