Application No: HPK/2019/0376
Location: Land to south of Waterswallows Road, Buxton.
Proposal: Full application for the retrospective use of part of redundant quarry as a haulage park for up to 150 trailer units.
Applicant: Lomas Distribution
Agent: AJS Architecture and Emery Planning
Parish/ward: Wormhill and Green Fairfield Parish
Date registered 19/08/2019

If you have a question about this report please contact: Chris Johnston, christopher.johnston@highpeak.gov.uk 01538 395400 extension 4123

REFERRAL
The application has been referred to the Development Control Committee as it is a retrospective development and a major application.

1.0 SUMMARY OF RECOMMENDATION
Approve, subject to conditions.

2.0 DESCRIPTION OF THE SITE AND ITS SURROUNDINGS
2.1 The site is the northern part of a former quarry which has not been restored and has the appearance of a disused quarry before being used as a parking area for HGV trailers. It is immediately to the south of Waterswallows Road and a short distance to the north-east of Buxton. It is opposite Waterswallows Industrial Park on the north side of the road and the site access is nearly opposite the industrial estate main entrance. A household recycling centre is directly to the north of the site and Lomas Distribution headquarters and HGV park is to the north-west, both within the industrial park. The rest of the quarry lies to the south. Hardybarn Lane, a country lane, runs along the side of the site to the east and open land and fields lies to the other side of this, within a “Local Wildlife Site”. To the west lies land which also formed part of the quarry and is now occupied by industrial uses and to the south of this is a narrow body of water designated as a Site of Special Scientific Interest.

2.2 There are vegetation bunds along the whole northern perimeter of the site either side of the access, parallel with the road, which have been provided for the screening of the site.
2.3 As the site is outside of the development boundaries of the Borough it is classed in the High Peak Local Plan as being within the countryside of the Borough. The site or any other part of the quarry does not fall within any of the Local Plan development allocations. The application site has an area of 3.9 hectares.

3.0 DESCRIPTION OF THE PROPOSAL

3.1 This is a full planning application for the retention of the use of the site as an HGV/haulage park for Lomas Distribution, which would store up to 150 HGV vehicles and trailer units on the flat and open parts of the site where no further development is required as there are existing “3 level gravel bases” in the parking areas. The recent use of the site for this purpose is unauthorised and commenced in May 2019. A full planning application is therefore needed to retrospectively authorise and retain the new haulage parking use.

3.2 The recent use of the quarry site is part of an expansion plan by Lomas Distribution, a large logistic and distribution company specializing in the transport of aggregates, liquids and bulk powders and who have a headquarters on the other side of the road where vehicle repairs and servicing are undertaken. There are further haulage parks at the headquarters and at Hillhead, Harpur Hill (75 vehicles) and Dew Pond Lane, Fairfield (15 vehicles). The company also operates on adjacent land to the west of the site (“former Goodwin and Forbes site”). Lomas Distribution is a major haulier of Tarmac resulting in approximately 30,000 two-way HGV trips each year (i.e. 60,000 total trips) between Waterswallows Industrial Estate and Tarmac’s Buxton Cement and Lime Plants. Other key clients include Cemex, Hanson and Veolia. The reason for the use of the land by Lomas is given as “Lomas Distribution has an essential requirement for additional vehicle parking to meet demand in the longer term. The company has seen a significant expansion of its haulage contracts and there was a requirement to increase its fleet of vehicles substantially to meet the need.”

3.3 The Planning Statement provides justification for why this site has been chosen for the additional parking needs of the company, consideration of expansion of the other two local Lomas Distribution sites and the use of other nearby industrial estates and the reasons why these options have been discounted. This issue is further elaborated on in the “Comments” section of this Committee report.

3.4 The site plan provided shows the parking would take place in three levelled areas separated by raised land banks. There are also two areas within the site reserved for previously approved electricity sub-stations.

3.5 As well as the site drawings and Planning Statement, the application is accompanied by a Phase 1 Ecology Survey Report.

3.6 The application and details attached to it - including the plans, supporting documents, representations made by residents and the responses from consultees - can be found on the Council’s website at:-
4.0 RELEVANT PLANNING HISTORY

The most recent planning applications relating to the site including the wider quarry area are as follows:

HPK/2016/0509/HPK/2017/0084: Installation of gas fuelled 20mw short term operating reserve electivity generation facility (amendment to planning permission) – Approved 21 April 2017

HPK/2016/0509: 20 megawatt short term operating reserve electricity generation installation of land forming part of former Waterswallows Quarry – Approved 3 November 2016

HPK/2016/0511 - 20 megawatt short term operating reserve electricity generation installation of land forming part of former Waterswallows Quarry – Approved 3 November 2016


HPK/2007/0547: Change of use of redundant quarry to leisure (diving) facilities – Approved 8 October 2007

HPK/2008/0629: Form 50 space car park for leisure facility – Refused 16 December 2008

HPK/0003/5789: Retention of coating plant facilities, importation of stone of exhaustion of reserves and erection of replacement office and weighbridge – Withdrawn 10 March 1998

5.0 PLANNING POLICIES RELEVANT TO THE DECISION

Adopted High Peak Local Plan 2016

S1 – Sustainable Development Principles
S1a – Presumption in Favour of Sustainable Development
S2 – Settlement Hierarchy
S4 - Maintaining and Enhancing an Economic Base
S7 – Buxton sub area strategy
EQ2 – Landscape Character
EQ3 – Rural Development
EQ5 – Biodiversity
EQ6 – Design and Place Making
EQ9 – Trees, Woodland and Hedgerows
E1 – New Employment Development
6.0 CONSULTATIONS

Site Notice: 18.11.2019
Press Notice: 19.9.2019
Neighbours: 18.11.2019

Neighbours

6.1 Six representations have been received, three supporting the application, one objecting to the application and the other two neither supporting or objecting. The representations can be read on the public file. The letters of support highlight the economic and employment advantages to the area. The other letters raise the following issues:

- The new use should replace the applicant’s Tongue Lane site which is causing traffic problems and affecting local residents
- The expansion will cause increased air and noise pollution on Fairfield Road
- No proposals to protect and enhance landscape quality
- The proposal will not contribute to the local economy or employment levels as no new jobs appear to be created according to the planning application form
- The site is close to an SSSI and no ecology survey details have been submitted
- Lack of other assessments undertaken i.e. relating to impacts on traffic, air quality, noise, landscape, ground conditions and drainage.

Consultees

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<tr>
<th>Consultee</th>
<th>Comment</th>
<th>Officer response</th>
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<tr>
<td>Wormhill and Green Fairfield Parish Council</td>
<td>No objection but do have concerns with regard to traffic crossing over the highway into and out of the lorry park. The PC have received reports of mud on the road from the vehicles using the site</td>
<td>Issue of traffic addressed in report. A wheel washer can be installed by way of a planning permission.</td>
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</table>
| **HPBC Regeneration Team** | The proposal is to rationalise land use for a local logistics company, Lomas Distribution. The availability of space for HGV is difficult to obtain within the area and an alternative location would be extremely difficult to source.

The logistics industry is a fundamental and essential part of the districts economy & supply chain, supporting our quarry, manufacturing, agriculture and retail businesses. In addition, it should be noted that the logistics industry supports well paid local jobs and contributes significantly to the |  |
| **HPBC- Environmental Health** | Comments to be reported at the meeting |  |
| **DCC – Local Minerals Planning Authority** | Comments awaited and will be reported at the meeting |  |
| **DCC - Local Highways Authority** | No objection subject to conditions. Whilst the proposed use is considered likely to generate more traffic than that generated by the former quarry, it is considered that appropriate exit visibility is achievable in both directions onto Waterswallows Road. Due to the existing ground conditions within the site, it is likely that dust and/or materials will be discharged on to Waterswallows Road at least in the immediate proximity of the access. Therefore the first 15m of the access/site entrance should be constructed of a hard bound material and there should also be a wheel wash facility located at the access to help prevent such materials being deposited on to the highway. | Refer to traffic and highway safety section of the report. |
| **Derbyshire Wildlife Trust** | No objection subject to ecology enhancements including the pond which can be achieved via conditions. | Refer to the Impact on the Ecological Value of the Site section of the report. |
| **Severn Trent Water** | No objection subject to drainage condition. | Refer to Other Points section of the report. |
7.0 POLICY AND MATERIAL CONSIDERATIONS AND PLANNING BALANCE

Planning policies

7.1 The determination of a planning application is to be made pursuant to section 38(6) of the Planning and Compulsory Purchase Act 2004, which is to be read in conjunction with section 70(2) of the Town and Country Planning Act 1990.

7.2 Section 38(6) requires the Local Planning Authority to determine planning applications in accordance with the development plan, unless there are material considerations which 'indicate otherwise'. Section 70(2) provides that in determining applications the Local Planning Authority "shall have regard to the provisions of the Development Plan, so far as material to the application and to any other material considerations." The Development Plan currently consists of the High Peak Local Plan 2016.

7.3 The policies contained in the Framework as supplemented by the National Planning Policy Guidance (NPPG) are also a material consideration in the determination of this application.

Principle of development

7.4 Adopted Local Plan Policy S1a establishes a 'Presumption in Favour of Sustainable Development' as contained within the National Planning Policy Framework (the Framework) where: (1) planning applications that accord with policies within the Local Plan will be approved without delay and (2) where there are no relevant policies or they are out of date, the Council will grant planning permission unless material considerations indicate otherwise considering:—

I. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or,

II. Specific policies in that Framework indicate that development should be restricted.

7.5 The Framework seeks to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

7.6 The High Peak Local Plan was adopted in April 2016. The Plan sets out the spatial vision and strategy for High Peak up to 2031. The strategic objectives of the Local Plan are grouped under three key themes which underpin the Local Plan which are protecting Peak District character,
enhancing prosperity and promoting healthy and sustainable communities. Policy S1 reflects these strategic objectives and aims to balance the need to make adequate provision for homes, jobs and services with the need to protect and enhance High Peak’s considerable natural and heritage assets in the most sustainable way.

7.7 The Spatial Strategy is key to delivering the overall vision for High Peak and seeks to achieve this through the three overarching themes outlined above. Policy S2 Settlement Hierarchy forms a basis for taking forward the principles of the Plan’s spatial strategy. It provides a framework to manage development in a sustainable way and to promote development in areas where services and facilities are available. The policy defines the settlement hierarchy for the plan area and the broad approach to development within each tier of the hierarchy. Development will be focused in market towns, with a moderate scale of development in larger villages. Outside these settlements development, smaller villages will be limited. In other rural areas, areas outside defined settlement boundaries “development will be strictly limited to that which has an essential need to be located in the countryside”.

7.8 The plan whilst allowing for some development in the countryside seeks to focus business and industrial development within settlements and has a more restrictive approach the countryside development in order to protect landscape character.

7.9 Policy S4 Maintaining an Economic Base and policy E1 New Employment Development seek to promote economic development. Policy S4 supports the expansion of existing businesses. In the countryside new development should be in accordance with policy EQ3. Policy E1 focuses employment development to sustainable locations, supports the development of the employment land allocations (policy E2) and Primary Employment Zones (policy E3) and development in accordance with EQ3 Rural Development.

7.10 Policy EQ3 Rural Development relates to rural development and reflects policy S2 in its restrictive approach to development in the countryside. It states in the countryside the Council will strictly control development to protect landscape character whilst facilitating sustainable rural development. This will be achieved by “supporting rural employment development in the form of home working, commercial enterprises and live-work units where a rural location can be justified” and “ensuring all development is of a high quality design and protects or enhances landscape character and the setting of the Peak District National Park”.

7.11 The design and appearance of any new development in the countryside is key to protecting the Peak District character. Policy EQ2 Landscape Character states that new development should be sympathetic to landscape character and protect or enhance the character, appearance and local distinctiveness of the landscape.
7.12 Policy EQ6 Design and Place Making emphasises the need for high quality, well designed development that reflects landscape character. EQ9 Trees, woodlands and hedgerows requires new development to provide landscaping where appropriate.

7.13 The application is for the use of part of a quarry site for the parking and storage of up to 150 haulage trailers and vehicles belonging to Lomas Distribution, which has its company headquarters on the other side of the road from the site. As this use has already occurred, the application seeks retrospective permission in order to retain the new use of the site. Despite the site being part of a former quarry and also adjacent to existing and allocated industrial/business zones, the quarry itself is not included in these allocations and as it is also outside the development boundaries drawn around towns and village, it is therefore deemed to be in the countryside.

7.14 Policy EQ3 ‘Rural Development’ resists new development in general in the countryside but does allow employment-related development on previously developed land. In terms of whether the quarry is deemed to be “previously developed land” (or “brownfield”), the NPPF definition excludes “land that has been developed for minerals extraction (i.e. quarries) or waste disposal by landfill, where provision for restoration has been made through development management procedures”. The quarry does not appear to have been restored since being decommissioned (in the late 1990s). However, Derbyshire County Council, as local planning authority for minerals development, decide on approvals relating to quarry developments and applying planning conditions which require the restoration of quarry sites after the completion of quarrying operations. Officers are currently awaiting comments from the County Council in respect of any restoration conditions in relation to this particular site and the outcome of this will be reported at the meeting.

7.15 If no restoration conditions have been applied to the quarry, including the application site, the site could arguably be “brownfield” or “previously developed land” and therefore the use of the site as a haulage park would in principle comply with Policy EQ3 and the principle of the new use would therefore be deemed to be acceptable.

7.16 If restoration conditions have been applied to the site by DCC i.e. to restore the quarry site following the completion of quarrying operations, the site would not be deemed to be “previously developed land” and therefore the change of use of land to a haulage park would be deemed to be contrary to the policy. It would therefore need to be established if there are any significant benefits with the new use of the quarry or any other material planning considerations which would be considered to outweigh the policy and its intention in preserving the countryside. After all, Section 38(6) requires the Local Planning Authority to determine planning applications in accordance with the development plan, unless there are material considerations which ‘indicate otherwise’.
7.17 The new use of the site for haulage parking purposes is part of the expansion of a major distribution company based in the Borough. The Council’s Regeneration Section note that “the logistics industry is a fundamental and essential part of the districts economy & supply chain, supporting our quarrying, manufacturing, and agriculture and retail businesses. In addition, it should be noted that the logistics industry supports well paid local jobs and contributes significantly to the national/local economy through tax, business rates and employee re-spend.” Therefore the expansion of the company within the Borough has potential significant economic and employment benefits for the local area which must be taken into consideration in the final decision as part of the “Planning Balance”. Although the particular change of use of the site is not directly leading to more staff being employed, it is clearly associated with the expansion of the business and the operational needs of the business which in turn leads to the growth or stabilisation of the local economy and therefore further employment opportunities.

7.18 However, this benefit needs to be balanced with the impacts on the environment. The site is in the countryside and not within the confines of an existing employment zone and there are also areas of ecological interest nearby (such as an SSSI). It needs to be established if there are any other more suitable sites in this part of the Borough which are, for example, within the allocated employment zones, within the development boundaries or sites which can be deemed to be brownfield. The Planning Statement gives the details of the three other local sites currently occupied by the company, Lomas Distribution. The company occupies land on the other side of the road within an Employment Zone where the headquarters are based and where vehicles are serviced and repaired. The other two sites are in Fairfield on the eastern edge of Buxton and Harpur Hill to the south of the town. Both these sites have been discounted due to the nearby presence of residential areas which would be further affected by traffic and noise. The Planning Statement also explains that the expansion of either of these two sites would also be likely to lead to an increase in traffic through the middle of Buxton. The quarry site, meanwhile has the advantage of having no adjacent residential areas and due to its location, vehicles can access the A6 (2.0 kilometres away) without needing to pass through residential areas. The current headquarters site is located in an employment zone where there is no spare capacity for expansion. The land occupied by Lomas Distribution to the west of the application, could be considered but this is also part of the overall Waterswallows quarry outside of the development boundaries and is therefore a no more suitable site than the new site.

7.19 Furthermore, the Council’s Regeneration Section has commented that the availability of space for HGV is difficult to obtain within the area and an alternative location would be extremely difficult to source. It is also considered that if such a site was available in a different part of the Borough to where the other Lomas sites are located, this could potentially increase the number of vehicle movements caused by the distribution company. The advantage with the quarry site is that it is adjacent to the company headquarters and where the vehicles will be repaired and serviced, potentially
leading to more connecting journeys and therefore less traffic and emissions affecting other parts of the Borough.

7.20 Overall, although further comments are awaited from the County Council concerned any restoration conditions on the land, Officers consider that it has been adequately demonstrated that no more suitable site exists in this part of the Borough for the expansion of the distribution company operations than the quarry site brought into use for this purpose. However, the key issue to now consider is whether or not the economic advantages of the change of use of the site outweigh any environmental harms identified.

The impact on the character and appearance of the countryside and rural landscape.

7.21 Although the quarry is classed as being in the countryside by virtue of it being outside the development boundaries, there are existing industrial developments to the north and west and the remainder of the quarry site lies to the south. There are open fields and copses of trees to the east. However, the land on three sides of the application site does not contribute positively to the character and appearance of the surrounding countryside in this part of the Borough. The quarry itself has the appearance of a disused quarry with large areas of hardstanding and no apparent restoration and does not contribute positively to the character and appearance of the countryside. The site is screened from Waterswallows Road by the presence of land bank which has some vegetation. Views into the site from the main road are restricted to glimpses through the access between the bunds. The bund extends along Hardybarn Lane about halfway along the eastern side boundary. The site is visible from a stretch of Hardybarn Lane close to the south-east corner of the site.

7.22 The site is reasonably well screened from long-range views from the north, south and west by the remainder of the existing quarry and industrial development. It is also, in part, screened from long-range views from the east by the presence of a wooded hill or mound in the field on the east side of Harbybarn Lane. The presence of up to 150 HGV trailers would increase the prominence of the site and the visual impact of the development in the area. In the event that any restoration conditions as part of the mineral operations have not, and cannot be secured, it is considered necessary to provide enhanced landscaping of the site to protect the countryside from further visual intrusion. Whilst the site is part of an unattractive disused quarry, both short and long range views across the landscape, should be addressed.

7.23 In order to minimise any further visual harm, it is considered reasonable to provide additional screen landscaping on the perimeters and within the site via a landscaping scheme which can be achieved by way of a planning condition. As mentioned, there is a section of the site next to Hardybarn Lane which does not have a screen bund and the indicative site plan shows HGV trailers parked up against the road-side boundary. This edge of the site would benefit from some tree or hedge screening.
7.24 The indicative site plan also shows the presence of trailers parked right up to the Waterswallows Road edge immediately to the west of the site access. However, there is a bund with trees in this location. The applicant’s agent has admitted this is error in the drawing and intends to submit a revised plan showing the removal of trailers from this area, to be submitted before the Committee meeting.

Impact on residential amenity

7.25 With regard to noise and other forms of pollution, the comments of the Environmental Health Section are awaited and will be reported at the meeting. It is noted there are no residential areas adjacent to the site as this is mainly an industrial and quarrying area.

Impact on the ecological value of the area

7.26 An Ecology Survey was undertaken by a qualified Ecologist appointed by the applicant and a report was subsequently submitted after the application was submitted. Derbyshire Wildlife Trust have inspected the report and comment that although the site is close to an SSSI to the west (a pond within the neighbouring part of the quarry) and there is nearby local wildlife interests to the east, there are no designations within the site itself. However, due to the presence of nearby ponds which are adjacent to the site, there is potential for Great Crested Newts to be present, although as a quarry with limited vegetation, the conditions for the newts are described as “sub-optimal”. Nevertheless, although the new use would not significantly harm the newts, there is a requirement under planning policies to enhance the level of biodiversity of a site via development proposals. This can be achieved by improvements to one of the ponds adjacent to the edge of the site by way of a planning condition. DWT also outline some botanical interest on both the perimeter bunds and the earth mounds within the site which can be managed to achieve enhancements, also achieved via a suitable planning condition.

Traffic and Highway Safety

7.27 Derbyshire County Council (DCC) as local highways authority consider the new use as a haulage park will lead to an increase in vehicle movements in relation to the former use of the site as part of a quarry. However, the quality of the access and adjoining road is considered sufficient in terms of layout and design to accommodate the increase in large vehicle movements. The level of visibility at the access is good.

7.28 However, there have been apparent complaints in the local area about mud from the quarry being deposited onto the road by the vehicles and DCC consider a condition is needed to install wheel washing facilities at the entrance to the site (also used as the exit). Overall it is considered that the use of the site for HGV parking does not give rise to any highway safety concerns and therefore complies with Policy CF6.

Other Matters
7.29 Severn Trent Water do not object to the new haulage park use but require details of foul and surface water drainage. It is considered necessary to attach a condition requiring the current details of surface water drainage on the site so that this can be assessed and established if any further surface water drainage works are needed. If further works are needed, the planning condition will require such works within an appropriate time-scale.

8. Conclusion and Planning balance

8.1 Although the site is located in the countryside, it comprises part of a redundant quarry and has the appearance of a redundant quarry which does not contribute positively to the appearance of this part of the countryside. If it was established to be a “greenfield site” due to conditions to restore the quarry after quarrying had finished, then the formation of a haulage park use would be contrary to Policy EQ3 which seeks to protect the character and appearance of the countryside and allow only appropriate uses which benefit and are essential to the rural area.

8.2 However, there has been no apparent restoration and the site still appears to be a redundant quarry. Furthermore, the new use is in conjunction with the expansion of a large business which brings significant economic and employment benefits to the area. There are considered to be no other more suitable sites in the area which can accommodate the new use and this particular quarry site has the benefit of being located next to the company headquarters and vehicle servicing yard, a convenient arrangement which will potentially reduce HGV distances travelled to and from the site and which has good access to the A6 without leading to significantly increased traffic through residential areas. In this case, there would be no apparent conflict, in principle, with Policy EQ3.

8.3 The National Planning Policy Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives; an economic objective, a social objective and an environmental objective and that all three objectives are interdependent.

8.4 With regard to the above, the use of part of a redundant quarry site as a haulage yard for up to 150 trailers and vehicles as part of the expansion of operations of an existing large distribution business based in the Buxton area, would, in this particular case, provide significant local economic and employment benefits but without leading to any significant social or environmental harm. With the safeguard of conditions which amongst other matters would achieve landscape and ecological enhancements, the economic benefits are considered to outweigh the limited environmental harms (with the social impacts being ‘neutral’ due to the site not being in a residential area).
8.5 Overall, and on balance, the new use of part of the quarry site as a haulage yard for a nearby existing large business is considered to be a sustainable form of development under the terms of the NPPF and relevant Local Plan Policies.

9. RECOMMENDATIONS

A. That DELEGATED AUTHORITY be granted to the Head of Development Services and the Chair of the Development Control Committee, to APPROVE the application, subject to the receipt of comments by Derbyshire County Council (Mineral Planning Authority) and the Environmental Health Officer, and the following conditions:

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<tr>
<th>Condition number</th>
<th>Brief description</th>
<th>Comment</th>
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<tr>
<td>AP01</td>
<td>Approved Plans</td>
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<tr>
<td>NSTD</td>
<td>Limit number of stationary vehicles including trailers on site to 150 at any one time</td>
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<tr>
<td>NSTD</td>
<td>Restriction of use to Lomas Distribution</td>
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<tr>
<td>NSTD</td>
<td>Landscaping scheme to include additional planting adjacent to the eastern boundary and within the site to be submitted, agreed and implemented in the next available planting season following the date of the decision.</td>
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<tr>
<td>LA02</td>
<td>Landscaping scheme to be carried out and maintained.</td>
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<tr>
<td>NSTD</td>
<td>Vegetation management of the earth banks and bunding in order to achieve ecological enhancements to be submitted and approved and implemented within an appropriate time-scale</td>
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<tr>
<td>NSTD</td>
<td>Improvements to pond to achieve ecological enhancements to be submitted and approved and implemented within an appropriate time-scale</td>
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<td>NSTD</td>
<td>Any details of lighting to be submitted to and approved by LPA</td>
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<tr>
<td>NSTD</td>
<td>Surface water drainage details to be submitted to and approved by the LPA</td>
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<td>NSTD</td>
<td>The surfacing of the first 15m of the ...</td>
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<td><strong>access road</strong></td>
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<td><strong>NSTD</strong></td>
<td>Visibilty splays shall be kept clear</td>
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<td><strong>NSTD</strong></td>
<td>Wheel washing facilities details to be submitted and installed at the site access.</td>
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<td><strong>NSTD</strong></td>
<td>Any further conditions recommended by HPBC Environmental Health</td>
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<tr>
<td><strong>NSTD</strong></td>
<td>Any conditions recommended by Derbyshire County Council as Mineral Planning Authority</td>
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B. In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Operations Manager – Development Services has delegated authority to do so in consultation with the Chairman of the Development Control Committee, provided that the changes do not exceed the substantive nature of the Committee’s decision.