

Application Number and Registration Date	MO/2018/1848 (Detailed) 26-Oct-2018
Applicant	Shell UK Retail
Case Officer	David Webb
Amendments /amplifications	
Committee Date	7 August 2019
Ward(s)	Brockham, Betchworth & Buckland
Proposal	Demolish existing sales building and remove linked canopy and LPG enclosure, erect new single storey sales building, gated timber fenced compound area with bins and plant units. Provide 12 No. new customer parking bays.
Site Description	Buckland Garage, Reigate Road, Buckland, Betchworth, Surrey, RH3 7ED

RECOMMENDATION: Approve subject to conditions

Summary

The application site is located on the northern side of Reigate Road, Buckland and is adjacent to Tranquil Dale, a residential cul-de-sac to the north-west. The site is a fuel filling station with a food/retail store along the northern boundary.

Permission is sought for the replacement of the current sales building and fuel pump canopy with a larger sales building, a replacement pump canopy and associated plant and delivery trolley enclosure, following the removal of the existing car washing enclosure and LPG storage tanks which are located on the north-eastern and eastern boundaries respectively. Permission is also sought for the re-arrangement of hard and soft landscaping of the site to provide addition 12no. new car parking spaces. The location and number of fuel pumps and current access arrangements would remain unchanged.

The principle of the replacement sales building and canopy structure is considered acceptable. The replacement landscaping/tree planting and loss of trees along the northern boundary is also considered acceptable in this case and the Tree Officer confirms the acceptance of the loss of the unprotected trees.

The 12no new parking spaces, including 1no electric charging socket is considered appropriate to the site. The Highway Authority have raised no objections subject to conditions regarding the implementation of the approved plans, the electric vehicle fast charging socket and the submission of a Construction Transport Management Plan.

The plant machinery and air conditioning units have been relocated through negotiation to the eastern elevation which is the furthest from nearby residents which is now considered acceptable in neighbour amenity terms.

The proposals are therefore recommended for approval subject to conditions as set out in the below report.

1. Development Plan

- 1.1. Metropolitan Green Belt
- 1.2. Area of Great Landscape Value
- 1.3. Flood zone 2

2. Relevant Planning History

MO/91/1337	Redevelopment of existing garage. Construction of brick sales building with 50.2m ² selling area under pitched roof of 107m ² (1151ft ²). Petrol forecourt with four pump islands under pitched overhead canopy of 351.5m ² (3784ft ²). Car wash of 48m ² (516ft ²) under pitched roof brick building. Vac and bin facilities, two staff car parking bays and three flood lights.	Approved with conditions 16-Oct-1992
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3. Description of Development

- 3.1. The application site is located on the northern side of Reigate Road (A25) in Buckland. The site is a fuel filling station and food retail store with a canopy over the 8no. fuel pumps.



Figure 1 – Location of site

- 3.2. The current application seeks permission for a new sales building to provide improved storage, office and toilet facilities. The proposed sales building would have a sales area of about 270m² which is an increase in area of 150m² (or 125%) when compared to the original building, The new building would also replace a detached bin store and detached car washing enclosure
- 3.3. Currently along the northern and eastern boundaries are belts of trees. The eastern tree belt would remain and would be enhanced through additional planting. The trees along the northern boundary would be removed for the length of the proposed replacement building, and more planting would be introduced in the north-west corner of the site closest to neighbouring properties in Tranquil Dale. A replacement boundary fence is proposed along the northern boundary between no's 24 and 25 Tranquil Dale and the new sales building.
- 3.4. There are no plans to alter the access or egress arrangements or change the number and location of the fuel pumps.

4. Consultations

- 4.1. **SCC Highways:** Following queries from SCC additional plans have been received regarding delivery arrangements for fuel and food, the Highway Authority's latest response states:

'The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends conditions be imposed in any permission granted (see conditions 12, 13 and 14)

4.2. **MVDC Environmental Health:** No objection but recommends conditions requiring the following:

- An assessment of the acoustic impact arising from the operation of all internally and externally located plant should be submitted
- An external lighting scheme should be submitted for the approval by the Local Planning Authority
- Delivery hours for fuel and sales building
- A contamination condition regarding any unexpected finds during the development

4.3. **Surrey CC Countryside Access:** *'The site is adjacent to Buckland Public Footpath No. 471. We are aware that the public footpath suffers from litter which we believe blows onto it from the Service Station forecourt. This is unsightly and may be hazardous to public users (photo attached) as well as wildlife. Litter in ditches can also cause drainage issues. This problem may be due to the fact that the current bin store is located on the east side of the buildings and that on site bins are apparently open, allowing litter to be blown out of them. We are concerned that any increase in capacity could cause greater litter problems, and while we note the relocation of the bin store to the west side of the site, would ask that sealed bins are provided for customers to use for litter disposal.*

The view from the public footpath into the Garage is currently screened by trees and shrubs growing on the eastern boundary of the site. There does not appear to be any proposal in the available documents that suggests this will change, but would like it noted that we do consider this a benefit to the path so hope it will be retained.

We are always keen to work with developers to improve local facilities for the community and would therefore invite the applicant to include surface improvements to the path in their proposals. We will be pleased to discuss this with them if they are willing to consider this.'

4.4. **MVDC Tree Officer:** *'The proposals would result in the loss of 8 trees including 6 maturing Field Maples along the rear northern boundary of the site. The Maples are healthy and relatively low in height making them less visible than the surrounding mature trees to the east and north of the site. The main function of the Maples is screening for the immediately adjacent homes in Tranquil Dale (No's 24 and 25) although, the trees would also tend to shade the gardens of 24 and 25 significantly.*

Because of the mature tree backdrop the loss of the Maples would be less notable in the street scene and the level of harm would not be significant. For these reasons the loss of those trees may be reasonable in the context of acceptable development. Replacement tree planting would compensate and could offer enhancements to the landscape.'

4.5. Mole Valley Access Group: No objection

5. Representations

5.1. 57 representations from 34 separate addresses and 6no. from the three nearby Parish Councils were received raising the following summarised concerns:

Buckland Parish Council (summarised comments)

- Inappropriate development in the Green Belt
- Adverse impact on village's visual amenities from persistent marketing paraphernalia and temporary signage. MVDC should consider banning additional signage

Officer comment: Advertisement consent is needed for the above mentioned marketing as well as signage. A condition banning adverts would not be considered reasonable.

- Highway safety, requests SCC Highways reassess the proposal

Officer comment: SCC Highways have considered and reassessed the proposal against the most recent plans submitted and raise no objections to the development subject to recommended conditions.

- If minded to approve to impose conditions
 - (i) restrict operation of the site to no more than the current opening hours of 0600-2300;
 - (ii) limit all deliveries to the currently conditioned fuel delivery window of 0800-2100 on weekdays and 1000-2100 on Sundays;
 - (iii) uphold the current condition that states 'No storage of equipment or materials shall take place within the curtilage of the site otherwise than within the buildings';
 - (iv) require the applicant, prior to re-opening the site, to secure MVDC written approval of a Management Plan; such plan to contain sufficient operational detail to ensure the local community can rely on the applicant to operate the site in a way that respects the rights of local residents and gives due regard to the site's rural Green Belt location. Council asks MVDC to consult with Council prior to approving a Management Plan to provide an opportunity for the local community to influence its content;

Officer comment: There are six tests that Planning Conditions must meet before they can be attached to a planning permission. These are:

- *Must be necessary*
- *Relevant to Planning and;*
- *to the development to be permitted;*
- *Enforceable;*
- *Precise and;*
- *reasonable in all other respects*

Recommended condition IV above, would not meet the six tests for imposing a planning condition as it is not deemed precise, enforceable or reasonable, however this can be added as an Informative (Informative 2).

- Requests vent pipes be moved to minimise visual impact.

- Requests all illumination to be switched off when the site is not open.

Officer comment: a lighting scheme is recommended to be submitted as a planning condition

- Further comments were submitted with reference to the Environmental Health premise licence application, these referred to litter, anti-social behaviour and crime.

Officer comment: Permission is unlikely to create a significant gain in the amount of litter associated with the site. Given the scale of the proposal, which is essentially a replacement shop, it was not deemed necessary to consult Surrey Police on the application to consider anti-social behaviour and crime.

- Marketing paraphernalia

Officer comment: Advertisements require separate consent.

- SCC Rights of Way comments should be incorporated

Officer comment: the screening along the eastern boundary, referred to in those comments, is to be retained and in places enhanced.

- Comments by Buckland Parish Council on the Environmental Health Licencing application should be taken into consideration in this planning application.

Officer comment: the comments to the licencing team are not planning considerations as both are separate regimes and must be treated as such. The Parish Council's response to this planning application are referred to above.

- Replacement fencing should be at least equivalent to the current fencing

Officer comment: the replacement fencing is to be submitted as per condition 11

Betchworth Parish Council

- Adverse effect on local businesses

Brockham Parish Council

- Will affect local businesses
- Resident amenity

Officer Comment: Addressed in Officer Report

- Road safety

Officer Comment: Addressed in Officer Report

5.2. Letters of representation from residents:

- Entrance dangerous

Officer comment: SCC Highways have considered the proposal and have raised no objection.

- Removal of trees
- Out of character

- Impact upon residents in Tranquil Dale
- Increase in size against Green Belt rules
- Bins/ducting and sewer vent pipe near residential properties
- Increased traffic
- Impact on local businesses

Officer comment: Market forces are not a material planning consideration.

- Replacement post and rail fence indicated on the plans along the northern boundary will expose neighbours to noise

Officer comment: Details of a suitable replacement of the current boarded fence is recommended as a condition (condition 11).

- Light pollution from the new building's external lighting

Officer comment: A lighting scheme has been recommended as a condition by the Environmental Health team to be submitted (condition 8).

- Inaccuracies in the plans, it would not be possible to access the proposed AC units due to their location near the rear boundary, boundary fencing on existing plan PLG2 is wrongly positioned and no refuse store shown on plan PLG3

Officer comment: The proposed plans have been amended since this representation was received. Details of the replacement fencing is to be submitted by condition (condition 11), if a bin store is required details are required to be submitted and approved by condition. The AC units have been moved to the eastern elevation and can be accessed.

- The proposal would endanger and disturb wildlife who live in the hedgerows and trees on the perimeter of the site

Officer comment: Only trees along the northern boundary are to be removed, the substantial mature trees along the eastern boundary are to be retained and addition planting provided. An informative reminding the applicant of their responsibility in line with the Wildlife and Countryside Act 1981 is recommended (Informative 1).

- Site is located in a flooding area

Officer comment – The site is located within flood zone 2

6. Main Planning Policies

6.1. Government Guidance

National Planning Policy Framework 2019 (NPPF)

Section 6 - Building a strong, competitive economy

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

Section 13 – Protecting Green Belt land

6.2. Mole Valley Core Strategy

CS13: Landscape Character

CS14 – Townscape, Urban Design and the Historic Environment

6.3. Mole Valley Local Plan

ENV22 – General Development Control Criteria

ENV23 – Respect for setting

ENV24 - Density of Development and the Space about Buildings

RUD19 – Re-use and adaptation of rural buildings

MOV2 – The Movement Implications of Development

MOV5 – Parking Standards

7. Main Planning Issues

7.1. The main planning issues for consideration are the principle of the development within the Green Belt, proposed design, neighbouring amenities,

Green Belt

7.2. Development in the Green Belt is inappropriate unless it falls into one of the categories set out in paragraph 145 of the National Planning Policy Framework (NPPF). Of specific relevance to this scheme is :

- limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

7.3. The proposal would be the partial redevelopment of the land which would continue in its current use.

7.4. The sales building on the site would be replaced with a larger building and the fuel pump canopy would be replaced with a flat roofed canopy. The above stated exception stipulates that the proposed development should not have a greater impact upon the openness of the Green Belt.

Openness

7.5. As stated above, the sales building would increase in scale compared to the existing building and the fuel pump canopy's volume would decrease, this is outlined in the below table:

	Floorspace	Percentage change	Volume	Percentage change
Existing buildings	120m ²		545m ³	
Existing fuel pump canopy roof			773m ³	
Proposed buildings	270m ²	125%	1286m ³	135%
Proposed fuel pump canopy roof			239m ³	- 69%
Percentage difference in volume				16%

7.6. When seen in the round, it is acknowledged that the sales building is greater in scale, the proposed structures would represent a 16% increase in volume on the site compared to the current structures. However, the NPPF does not measure openness in numerical terms and the visual openness of the Green Belt should be assessed.

7.7. The current fuel pump canopy and sales building have tiled pitched roofs which is typical of fuel forecourts of its age (shown in figure 2).



Figure 2 – Existing fuel pump canopy and sales building

7.8. The proposal is to modernise the site and remove the tiled roofs (figure 3). This as a result would reduce the overall height (by approximately 2m) and therefore the visual bulk of the site despite the increase on the footprint of the sales building. It should be noted that the built form remains within the existing envelope of the site and does not encroach into “open” Green Belt land.



Figure 3 – Proposed fuel pump canopy and sales building

- 7.9. To conclude therefore, in terms of Green Belt, on balance, the proposal is considered to fall within the final bullet point of para 145 and would not result in an greater impact on the openness of the Green Belt than the existing development.

Impact on the character of the area

- 7.10. Paragraph 127 of the Framework states (inter-alia), that developments should function well and add to the overall quality of the area, be visually attractive as a result of good architecture, layout and appropriate and effective landscaping, be sympathetic to local character and history, establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live.
- 7.11. The proposal is for replacements of the existing structures, whilst it is acknowledged that the sales building would be increased in size, in both width and depth, the reduction in overall height of the sales building and the pump canopy is considered to successfully reduce the overall bulk, and therefore, prominence of the site's structures. This is considered to be a result of good architecture.
- 7.12. As a result of the above, on balance, the proposal is considered to comply with policies ENV22, ENV23 of the Local Plan, policy CS14 of the Core Strategy as well as the advice contained within the Framework.

Highway Impact

- 7.13. The NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*
- 7.14. The proposals include additional parking spaces for 12no vehicles. SCC Highway Authority have raised no objection to the proposal but have recommended conditions covering the implementation of the approved layout plans (condition 13), the installation of an electric fast charge socket (condition 14) and for the submission of a Construction Transport Management Plan (condition 12).
- 7.15. Concerns have been raised in representations that the entrance and egress from the site onto the A25 is dangerous and additional traffic using the application site would make the situation worse. SCC Highway Authority have considered these representations and during the processing of the application requested additional information regarding the increase in traffic generation from the new sales building and plans showing where delivery vehicles would manoeuvre and park during deliveries, in the event that all of the parking spaces were full.
- 7.16. These details were provided by the applicant and SCC have acknowledged that the access arrangements to and from the site are not ideal. However the additional traffic data received shows that the increase in trips would not be significant to the point that they would make the existing situation significantly worse or give rise to an unacceptable impact on highway safety. It is important to acknowledge that the highways movements being considered are those arising as a result of the proposal i.e. the increase in sales area and not the principle of movement associated with the permitted use. Alternative vehicle entrance and existing arrangements have also been considered by the Highway Authority but these would have negative consequences in terms of highway safety and are not therefore considered feasible. As a result the Highway Authority have raised no objection and the proposal is considered to comply with policies MOV2 and MOV5 and does not conflict with the advice set out in the NPPF.

Neighbouring amenity

7.17. The nearest neighbouring properties are located to the north-west in Tranquil Dale (shown below).



Figure 4 – showing relationship of site to neighbouring residential properties

7.18. Policy ENV22 states that a proposal should '*not significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking or its overshadowing or overpowering effect, noise, traffic or other adverse environmental impact.*'

7.19. Due to the proximity to nos.24 and 25 Tranquil Dale, concerns were raised in representations regarding the plant machinery at the rear of the new sales building, the location of the delivery trolley store structure and the delivery access door into the store room.

7.20. The proposal also includes the removal of 8 trees along the northern boundary of the site which have been raised as a concern due to the visual screening and noise benefits that the trees have to Tranquil Dale properties.

7.21. During the course of processing the planning application, officers have successfully negotiated the repositioning of the delivery trolley store structure and the entrance door for deliveries (original location pointed to in blue above –figure 4) to the eastern elevation (pointed to by green arrow in figure 4), away from Tranquil Dale residential properties. Further negotiations have secured the relocation of the plant and machinery, including air conditioning condensers, away from the nos.24 and 25 Tranquil Dale to the eastern elevation. And finally the introduction of an increase in replacement trees and planting along the eastern boundary (to be secured by Condition 10) as well as in the north-west

corner of the site closest to neighbouring properties in Tranquil Dale (outlined below in figure 5).

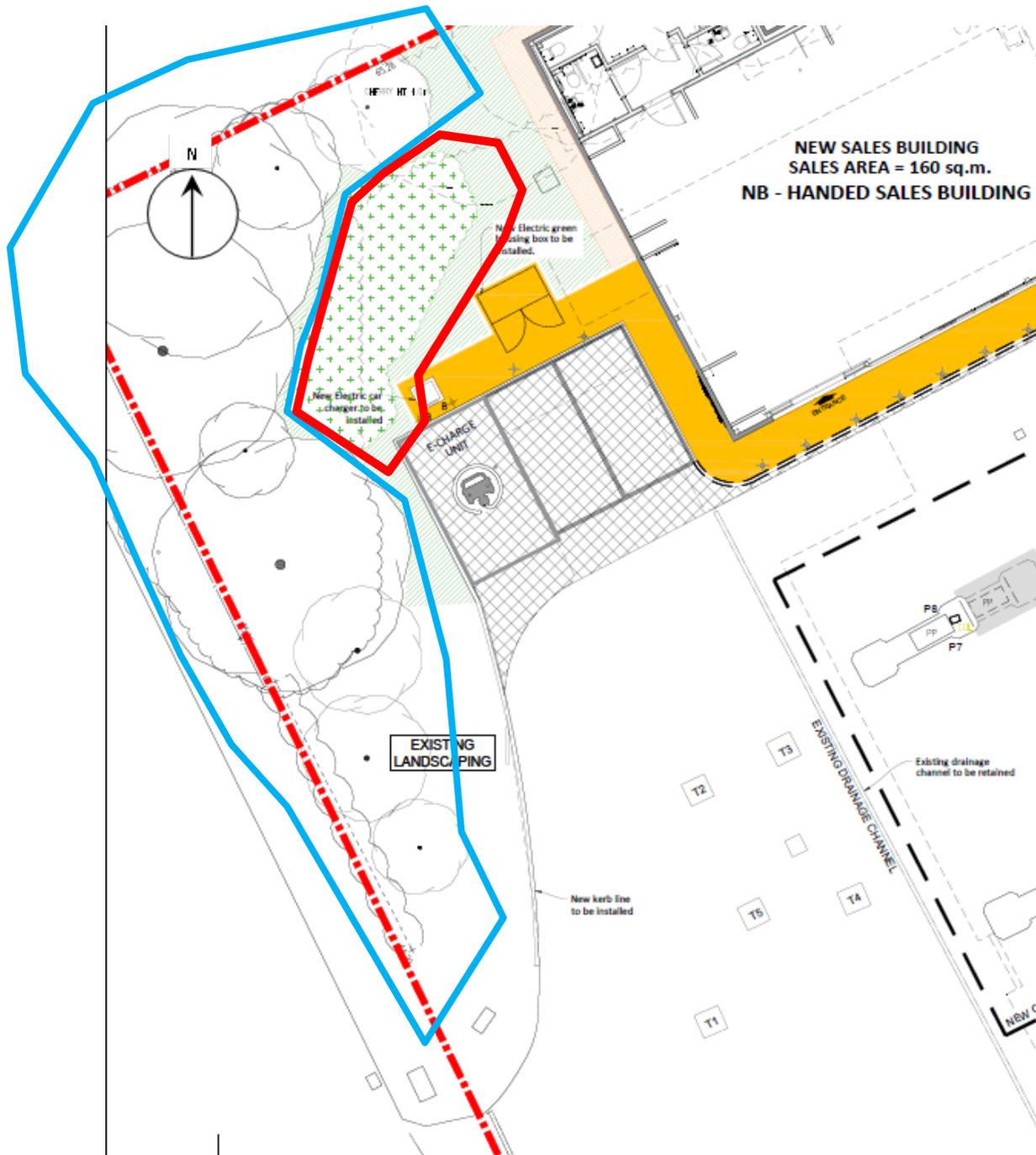


Figure 5 – Area outlined in blue shows existing soft landscaping to be retained area in red is the area of additional planting to be agreed

7.22. Concerns have been raised regarding the loss of amenity to neighbouring properties, including nos.24 and 25 Tranquil Dale. Whilst it is acknowledged that the existing trees along the northern boundary would be removed closest to these neighbours, given the separation distance between nos.24 and 25 and the proposed sales building of approximately 5.4 metres, the amendments achieved by removal of the plant machinery from the northern boundary and the requirement for a replacement fence with details to be submitted (condition 11), plus the reduction in height of the sales building, the

proposal is not considered to cause significant detrimental harm to these immediate neighbouring properties.

Given the separation distances to all other properties in Tranquil Dale (in excess of 25 metres), the proposed additional landscaping between the site and the other neighbouring properties (outlined in Red in figure 5) and fencing covered by condition 11, there is not considered to be a significant detrimental impact upon them, subject to the conditions regarding landscape planting (condition 10) and deliveries to the site (condition 15).

Opening/delivery hours

- 7.23. In terms of disturbance from the operation of the site, traffic movements etc, the increase in the sales building is likely to increase the use of the site, therefore, it is considered reasonable to condition the opening hours. The opening hours of the sales building is not currently restricted by a condition however the operators of the site (Shell) open the site between 06:00 and 23:00 seven days a week. These hours are considered reasonable and are recommended to be covered in a planning condition (condition 16).

Delivery hours

- 7.24. Currently fuel delivery hours are controlled in the 1991 permission (ref: MO/91/1337) to take place only between the hours of 08:00 and 21:00 on weekdays only. Given the intensification of the use of the site and therefore the likely greater consumption of fuel as a result, the Environmental Health team have recommended suitable delivery times covering fuel and store deliveries. These are as follows:

Table 1 – recommended delivery hours

Monday to Friday	07:30 – 21:00
Saturday	08:00 – 18:00
Sunday	10:00 – 16:00

- 7.25. Given the proximity of the site to neighbouring residential properties, it is considered reasonable to restrict deliveries to the hours shown in Table 1 above. The applicant has confirmed acceptance of these hours.
- 7.26. Whilst these include weekend deliveries, the times are in line with trading laws for Sundays and in terms of neighbouring amenities, still give early morning and evenings free of deliveries which are acceptable.
- 7.27. In terms of neighbouring amenities, the proposal is therefore considered to comply with policy ENV22 in this regard.

Trees

- 7.28. The proposal would remove 8 trees including 6 maturing Field Maples along the northern boundary. Additional trees and landscaping is proposed in the north-west corner of the site to mitigate the impact of the development on residents of Tranquil Dale.
- 7.29. Mole Valley's Tree Officer has been consulted and considered the loss of the trees in terms of the neighbouring and public amenities. The officer has stated that the removal

of the trees is reasonable if it is felt the development is otherwise acceptable and the replacement planting would '*compensate and could offer enhancements to the landscape.*' Condition 10 is recommended to secure tree planting.

- 7.30. A public footpath runs along the eastern boundary of the application site, SCC's Rights of Way officer has commented on the application and stated that the mature trees on the eastern boundary currently screen the garage from the public footpath and hope that this would remain the case. The landscaping plans show that additional planting is proposed along this boundary and the existing mature trees along the eastern boundary are to be retained, details of the additional planting is recommended through planning condition 10.
- 7.31. In terms of the character of the area, the trees and landscaping proposals are considered to comply with policy ENV22 in this regard which seeks to provide necessary screening and landscaping suitable to the locality.

Community Infrastructure Levy (CIL)

- 7.32. The Localism Act 2011 amended the Town and Country Planning Act 1990 to state that Authorities should also take into account 'any local finance considerations, so far as material to the application'.
- 7.33. 'Local finance considerations' include 'sums that a relevant Authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)'.
- 7.34. Policy CS17 of the Core Strategy states that development should make provision for new infrastructure where necessary. However the Community Infrastructure Levy (CIL) has now been introduced, which places a mandatory charge on new residential developments to be used to fund infrastructure projects within the District. The Council has produced the following list of infrastructure types that will be funded through CIL receipts (known as the Council's Regulation 123 List.
- Transport schemes other than site-specific access improvements
 - Education
 - Primary Health Care
 - Leisure and Recreation
 - Community Facilities
 - Flood Defences and Mitigation Works
 - Waste Collection and Recycling Facilities.
- 7.35. This development is CIL liable and a CIL contribution of £41,173.22 would be generated from the development. However, this figure may be amended if further information is forthcoming, and it may also be subject to an application for exemption.

Conclusion

- 7.36. When assessed against the policies in the National Planning Policy Framework and Development Plan, it is considered that the principle of the redevelopment of the site is acceptable in Green Belt terms. The design and layout of the proposed building would be of a high standard. The introduction of additional soft landscaping together with the reduction in the height of the structures (the canopy and sales building) compared to the existing sales building and canopy, are considered to enhance the openness of the Metropolitan Green Belt. The replacement and additional landscaping proposed, along with replacement fencing along the boundary with the neighbouring Tranquil Dale

properties, are considered to result in the proposal not having a significant detrimental impact upon neighbouring properties in Tranquil Dale.

7.37. Taking all of these factors in account it is concluded that planning permission should be granted subject to the above mentioned conditions.

8. Recommendation

Permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents and plan numbers: 10018948 LP 18, PLG4 18A, PLG3 18A, PLG5 18A, PLG6 18A, PLG7 19, PLG8 19, and 110 contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. Before any above ground works commence, details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

4. The parking spaces shown on the approved plan shall be made available for use prior to the first occupation of the development hereby permitted and thereafter retained for that purpose.

Reason: To ensure that adequate facilities are provided for the parking of vehicles clear of the highway in the interests of the free flow of traffic and condition of safety on the highway in accordance with Mole Valley Local Plan policy MOV5.

5. Before any above ground works commence, details of the hard surfacing to be used within the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall indicate either porous materials or the provision of a direct run-off from the hard surface to a permeable or porous area. All hard surfacing shall be carried out in accordance with the approved details, completed prior to the first occupation of the development hereby permitted and thereafter, permanently retained as such.

Reason: To preserve the visual amenity of the area and prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy.

6. A refuse and recycling storage facility shall be provided as part of the development, in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.

Reason: In the interests of the amenities of the area, in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

7. Prior to the commencement of the development hereby permitted, surface water drainage details shall be submitted for the approval in writing by the Local Planning Authority. Such details shall include an assessment of the potential for the disposal of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework.

The assessment shall provide information of the design storm period and intensity (typically a 1 in 100 year storm of 30 minutes duration with an allowance for climate change), the method employed to delay and control the surface water discharged from the site and the means to prevent pollution of the receiving groundwater and/or surface water. Where applicable, the details shall include infiltration tests, calculations and controlled discharge rates. If the development is to discharge water into the ground in any form, then a full BRE Digest 365 infiltration test (or falling head test for deep bore soakaways) will have to be submitted to the Local Planning Authority prior to commencement of any works on site. The suitability of infiltration methods should be verified (i.e. possible contaminated ground).

The approved drainage scheme shall be implemented prior to the first occupation of the development.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that without this safeguard planning permission should not be granted and, in the interests of sustainable development, in accordance with the advice contained in the National Planning Policy Framework and policy CS20 of the Mole Valley Core Strategy.

8. Prior to commencement of work above ground a lighting scheme, including lighting in the pump canopy, must be submitted for the approval of the Local Planning Authority in accordance with the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light GN01-2011.

Before commencement of operation of the approved lighting scheme the applicant shall appoint a suitably qualified member of the institute of lighting professionals (ILP) to validate that the lighting scheme as installed conforms to the recommendations for environmental zone E3 in the ILP document 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011 The details as approved shall thereafter be permanently retained.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development to protect the amenity of the local area and ensure a satisfactory environment for occupiers of adjoining properties accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of

the Mole Valley Core Strategy.

9. Prior to commencement of construction above ground an assessment of the acoustic impact arising from the operation of all internally and externally located plant shall be undertaken in accordance with BS 4142: 2014. The assessment shall be submitted to the Local Planning Authority together with a scheme of attenuation measures to ensure the rating level of noise emitted from the proposed plant shall be at least 5db below background. The scheme shall be submitted to and approved in writing by the Local Planning Authority. A post installation noise assessment shall be carried out where required to confirm compliance with the noise criteria and additional steps to mitigate noise shall be taken, as necessary. The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: The Local Planning Authority is satisfied that it is fundamental to protect the amenity of the local area and ensure a satisfactory environment for neighbouring properties in the area of the new development in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy

10. Before any above groundworks take place details of a landscaping and trees to be planted shall be submitted to and approved by the Local Planning Authority. The landscaping shall be carried out in the first planting season after commencement of the development unless agreed otherwise in writing by the Local Planning Authority, and shall be maintained for a period of 5 years. Such maintenance shall include the replacement of any trees and shrubs that die.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS15 of the Mole Valley Core Strategy.

11. Prior to above ground works of the development hereby permitted, fencing details along the northern and western boundaries of the site, adjacent to nos 6, 24 and 25 Tranquil Dale shall be submitted to and approved by the LPA and thereafter retained.

Reason: To protect neighbouring residential amenities in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

12. No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) provision of boundary hoarding behind any visibility zones
 - (e) on-site turning for construction vehicles

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with the National Planning Policy Framework, the Surrey Transport Plan, and saved policies MOV2 and MOV5 of the Mole Valley Local Plan.

13. The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plans for vehicles, delivery vehicles, and tanker delivery vehicles to be parked and to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. Condition 3 is required in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

Policy: The above conditions are required in order to meet the objectives of the NPPF (2019), and to satisfy policies MOV2 and MOV5 of the Mole Valley Local Plan.

14. The development hereby approved shall not be first opened for trading unless and until one of the car parking spaces is provided with a fast charge socket (current minimum requirements - 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with the approved plans, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The above condition is required in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019.

Policy: The above condition is required in order to meet the objectives of the NPPF (2019), and to satisfy policies MOV2 and MOV5 of the Mole Valley Local Plan.

15. No fuel or store deliveries shall be taken at or dispatched from the site outside the hours of 7.30am to 9.00pm Mondays to Friday, 08.00am to 6pm Saturdays and 10.00am to 4.00pm on Sundays or Bank or Public Holidays.

Reason: To protect the amenities of the area, and in particular the amenities of neighbouring residential properties in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

16. The use hereby permitted shall not be open to customers outside the hours of 06.00am to 11.00pm.

Reason: To protect the amenities of the area, and in particular the amenities of neighbouring residential properties in accordance with Mole Valley Local Plan policy ENV22.

17. The site shall only be used as a petrol filling station, and no part shall be used for the sale, display, or repair of vehicles.

Reason: To protect the amenities of the area, and in particular the amenities of neighbouring residential properties in accordance with Mole Valley Local Plan policy ENV22 and Mole Valley Core Strategy policy CS14.

18. No storage of delivery equipment, shall take place within the curtilage of the site other than within the 'trolley stack' indicated on plan number 10018948 PLG3 18 A.

Reason To protect the visual amenities of the locality in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

Informatives

1. The applicant is advised that under the Wildlife and Countryside Act 1981 it is an offence to kill or injure bats, to disturb them when roosting, to destroy roosts or to block entrances to roosts. It is strongly recommended that an investigation is undertaken prior to any demolition or refurbishment works being carried out, to ensure that no bats are present in the existing buildings. If evidence of the presence of bats is found, advice should be sought immediately from Natural England on steps which can be taken to avoid contravention of the above Act.

Any investigations should be carried out by a licenced bat worker. For information about such licence holders in the local area visit www.cieem.net

2. The operator of the business is encouraged to liaise with the Local Parish Council, as the local community representative, on the future operations of the business, to encourage a smooth on-going relationship between the two parties.
3. This permission does not purport to grant consent to the advertisements indicated on the drawing accompanying the application and which must be the subject of a separate application for Advertisement Consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.