

## Planning Development Management Committee

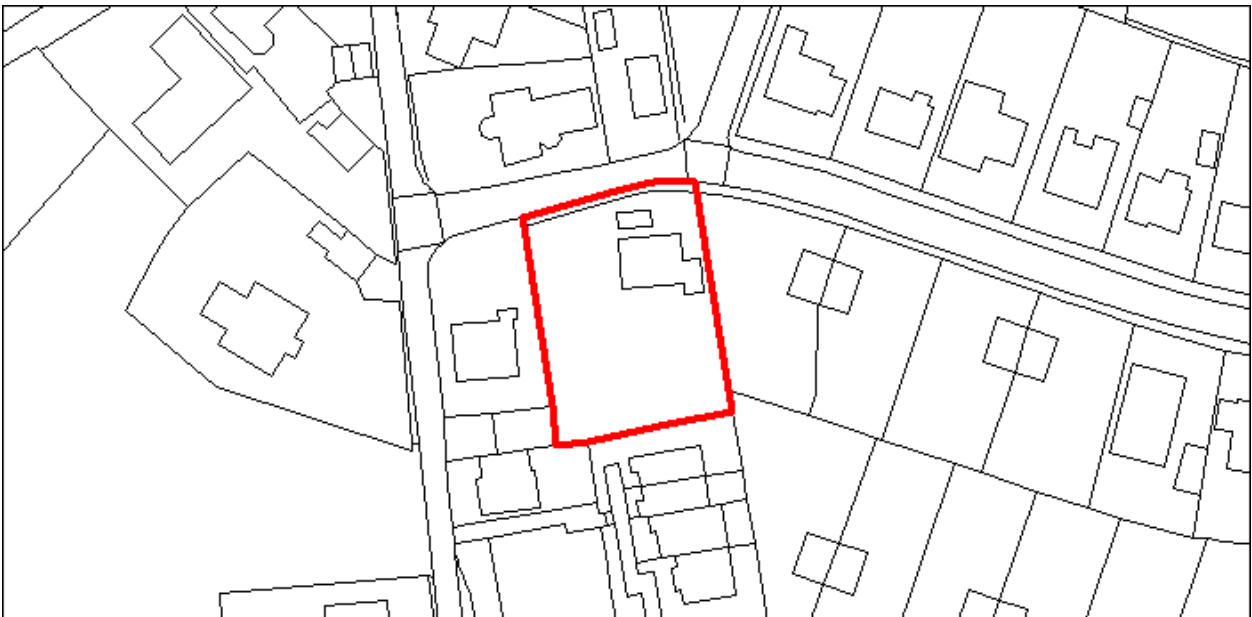
31 HILLSIDE ROAD, PETERCULTER

DEMOLISH EXISTING HOUSE AND  
REDEVELOP SITE TO CREATE 2 DETACHED  
DWELLING HOUSES

For: Ms Charleen Miller

Application Type : Detailed Planning Permission  
Application Ref. : P150920  
Application Date: 12/06/2015  
Officer: Dineke Brasier  
Ward : Lower Deeside (M Boulton/A Malone/M  
Malik)

Advert :  
Advertised on:  
Committee Date: 18/08/2015  
Community Council : Comments



### RECOMMENDATION:

**Approve subject to conditions**

## **DESCRIPTION**

The application site is located at the western end of Hillside Road, opposite the corner with Hillside Place and at the point where Hillside Road narrows and drops steeply down to The Bush. The site measures approximately 1000m<sup>2</sup> and has a frontage of 27m. It slopes steeply from north to south and from east to west with the lowest point being the south west corner of the plot, which is some 5 metres below the level of the north east corner.

The existing dwelling is a small single storey bungalow with an attached single garage and has a floor area of approximately 91m<sup>2</sup>. It has a simple construction, and is one of the original dwellings in Hillside Road. It is a single storey building with accommodation in the roofspace and at basement level. The house has a pitched roof and rendered walls.

The building is set in the north east corner of the plot, on a levelled area that is clearly built up to the rear. A small shed and greenhouse are located to the south of the dwelling. The western part of the site has recently been cleared of all trees and shrubs. The boundary to the south consists of a wooden fence with a mix of stone wall and hedges making up the boundary to the east.

Hillside Road is located within an existing residential area, and consists of a mix of dwellings of various styles, sizes and designs. Various properties along this road have been replaced, and there are only few original dwellings left.

## **RELEVANT HISTORY**

Planning application P150009 for the construction of two dwellings on the site was withdrawn prior to being considered at Planning Committee in April 2015. It had been recommended for refusal by Officers. The main proposed reason for the recommendation was the overbearing impact of the dwelling nearest to 33 Hillside Road.

## **PROPOSAL**

Planning permission is sought to redevelop the site through the demolition of the existing dwelling and the construction of two replacement detached dwellings.

Each property would front onto Hillside Road, and have a footprint of approximately 104m<sup>2</sup>. The main footprint of the dwellings would be 9.2m x 6.4m, with a rear wing projection of 6m x 6.4m, creating a T-shaped footprint and a front porch of 4.4m by 1.6m. Accommodation would be split over two levels with an additional basement level for Dwelling A (on the east side of the plot – nearest 29) in the rear wing extension. At ground floor level the accommodation would comprise a kitchen/family/dining area, living room, utility room, study/bedroom 4, wc and entrance lobby, whilst the accommodation on the first floor comprises three bedrooms and a shower room. The basement level at Dwelling A is shown as a playroom and shower room with direct access into the garden.

Externally, the front elevations have the appearance of traditional one and a half storey dwellings with two dormers in the roofspace facing Hillside Road with rooflights in the remainder of the roof slopes. Proposed materials include a light coloured render finish for the walls, tiles for the roof and white upvc for the doors and windows. The site plan shows two parking spaces in the front garden with space for a further parked car in the driveway for each house.

## **Supporting Documents**

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=150920>

On accepting the disclaimer enter the application reference quoted on the first page of this report.

Design Statement

## **REASON FOR REFERRAL TO COMMITTEE**

The application has been referred to the Planning Development Management Committee because the Culter Community Council objected to the scheme and seven timeous letters of objection were received. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

## **CONSULTATIONS**

### **Roads Development Management –**

*Initial comments:* The proposal is for the erection of two 4-bedroomed houses. In accordance with guidance on parking, three car parking spaces should be provided. The applicant proposes two parking spaces with a further third space using the driveway.

The parking area for unit 31B could be improved to provide sufficient turning area. The area of hardstanding should be increased by 0.5m. This should be shown on a revised drawing.

Loose material should not be used to surface the first two metres length of the proposed driveways.

The gradient of the driveway should generally not exceed 1:20 with an absolute maximum of 1:15. This would be provided.

Vehicular access for unit 1 would be retained and a new vehicular access would be created for unit 31B. Vehicular visibility splays of 2.4m x 25m are proposed for the new access. This visibility to the east would be restricted due to a 1.8m wall and fence. As there are no through movements of traffic, this would be acceptable. However, the wall height for the first 2.5m of the access should not be higher than 1.0m. Any new hedges should not be higher than 1.0m.

*Further comments:* The amended site plan is acceptable. No objection, subject to conditions:

- Construction of the car parking area and driveway prior to occupation;
- Limitation on the maximum gradient of the driveway; Restriction on the height of the front boundary treatment to ensure good visibility onto Hillside Road

**Environmental Health** – No objections

**Communities, Housing and Infrastructure (Flooding)** – A Drainage Impact Assessment would need to be submitted. This could be conditioned.

**Community Council** – Objects to the scheme on the following grounds:

1. Adverse impact on privacy levels of 33 Hillside Road, which cannot be mitigated through a 1.8m fence due to the level differences on and between the sites;
2. Removal of a granite outcrop would be necessary. This could cause damage to foundations of nearby properties;
3. Insufficient on-site parking provided for both properties. This could result in cars parking on the narrow, unadopted part of Hillside Road to the front of the properties potentially obstructing the driveway accesses of 28 and 30 Hillside Road and impede passage of emergency and public utility vehicles;
4. SUDS proposals appear unsatisfactory and could result in flooding of lower lying properties due to granite bedrock at low levels underneath;
5. Splitting feu constitutes overdevelopment of the site and does not comply with criteria set out with guidance set out in the Supplementary Guidance on Curtilage Splits;
6. Two large houses will have an unacceptable impact on the character and amenity of the surrounding area, particularly to adjacent properties;

## **REPRESENTATIONS**

Seven letters of objection have been received. The objections raised relate to the following matters –

1. Overdevelopment of the site. The existing building is a small single storey bungalow, whilst the proposal is for two much larger properties. Due to the increase in built up frontage the houses would look squeezed in, which would be contrary to the general feel of this part of Hillside Road.
2. All mature trees and shrubs on the west boundary of the plot have been removed prior to this application
3. The design, size and massing of the properties is out of keeping with the surrounding area, which is characterised by houses not higher than two storeys.
4. The roof height of Dwelling B (west side of the plot) is much higher than any of the surrounding properties.
5. Adverse impact on privacy levels of the property known as Siglavik in The Bush as the rear garden will be overlooked by large windows on all floors,

- and on 28 Hillside Road as the windows in the front elevation will look directly towards this property.
6. Location and undefined capacity of SUDS is unsatisfactory as it could result in flooding of surrounding properties.
  7. The new access will be off the unadopted part of Hillside Road, which is poorly maintained. The development will cause an increase in traffic, which would result in a safety risk to pedestrians, including children who use it on their route to school.
  8. Hillside Road is likely to be blocked by construction traffic during construction of the properties. Disruption to services (phone and power) during construction.
  9. Potential for setting a precedent for similar applications.
  10. Overbearing impact on 33 Hillside Road, resulting in a loss of sunlight to the front garden and much higher ridgeline. South facing windows would look into garden and front bedroom window of 33 Hillside Road.
  11. Boundary treatment on west boundary would be changed from green screen to a solid wall. No retention wall has been included to prevent subsidence of ground into curtilage of 33 Hillside Road.
  12. The development does not include any garages;

## **PLANNING POLICY**

### **Aberdeen Local Development Plan**

#### H1 – Residential Areas:

Within existing residential areas, new residential development shall be approved in principle provided it:

- Does not constitute overdevelopment;
- Does not have an unacceptable impact on the character or amenity of surrounding areas;
- Does not result in the loss of valuable and valued areas of open space;
- Complies with the Householder Development Guide and the Subdivision and Redevelopment of Residential Curtilages Supplementary Guidance.

#### D1 – Architecture and Placemaking:

New development must be designed with due consideration for its context and make a positive contribution to its setting.

#### D2 – Design and Amenity:

Privacy shall be designed in to higher density housing, residential development shall have a public face to a street and a private face to an enclosed garden or court, residents should have access to a sitting-out area, car parking should not dominate the site layout, opportunities should be made of views and sunlight, measures should be included to design out crime and external lighting should take into account amenity and the effects of light spillage.

#### T2 – Managing the Transport Impact of Development:

Maximum car parking standards are set out in the Transport and Accessibility Supplementary Guidance.

#### NE6 – Flooding and Drainage:

Surface water drainage associated with development must be the most appropriate available in terms of SuDS and avoid flooding and pollution both during and after construction.

#### R7 – Low and Zero Carbon Buildings:

All new buildings, in meeting building regulations energy requirements, must install low and zero carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards.

### **Proposed Aberdeen Local Development Plan**

The following policies substantively reiterate policies in the Aberdeen Local Development Plan as summarised above:

H1 – Residential Areas (*H1 – Residential Areas*)

D1 – Quality Placemaking by Design (*D1 – Architecture and Placemaking and D2 – Design and Amenity*)

T2 – Managing the Transport Impact of Development (*T2 – Managing the Transport Impact of Development*)

NE6 – Flooding, Drainage and Water Quality (*NE6 – Flooding and Drainage*)

R7 – Low and Zero Carbon Building, and Water Efficiency (*R7 – Low and Zero Carbon Buildings*)

### **Supplementary Guidance**

#### Subdivision and Redevelopment of Residential Curtilages Supplementary Guidance:

Provides guidance on specific topic areas, including privacy, residential amenity, daylight and sunlight, design and materials; density, pattern and scale of development; trees and garden ground; pedestrian/vehicular safety and car parking and precedent.

#### Transport and Accessibility Supplementary Guidance:

Sets out maximum parking standards for all types of development.

## **EVALUATION**

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) require that where, in making any determination under the planning acts, regard is to be had to the provisions of the development plan and that determination shall be made in accordance with the plan, so far as material to the application, unless material considerations indicate otherwise.

#### Variations between previous and current proposal

The main differences between planning application 150009 which was recommended for refusal, and the current application 150920 are as follows:

- The length of the rear projection of both properties has been reduced from 6.5m to 5.6m;
- The width of the front part of both dwellings have been reduced from 7.5m to 6.4m;

- The ridge height of the front part of both Dwelling A and Dwelling B has been reduced from 7m to 6.2m and the ridge height of the rear elevation of Dwelling B only been reduced from 8m to 7m.
- The rear projection of Dwelling B has been further dug into the ground.
- The distance between the dwellings and the side boundaries with 29 and 33 Hillside Road has been increased by 0.5m, and the distance to the rear boundary for both dwellings has increased by 2m. .
- The number of car parking spaces has been decreased from 3 to 2 for both dwellings, increasing the amount of soft landscaping in the front garden.

Principle of development:

The site is located in an established residential area, where the principle of residential development is acceptable provided the proposal would not constitute overdevelopment, would not have an adverse impact on the character and appearance of the surrounding area or on residential amenity, and would comply with guidelines contained within the Subdivision and Redevelopment of Residential Curtilages Supplementary Guidance.

The construction of new dwellings within an established area will potentially affect the overall density and pattern of development of the surrounding area the acceptability of which will be dependent on the general form of development in the locality. Consideration must be given to the effect the dwellings may have on the character of the area formed by the intricate relationship between buildings and their surrounding spaces created by gardens and other features. New dwellings must be designed to respect this relationship. In this case, the existing dwelling has a footprint of approximately 90m<sup>2</sup> on a plot of approximately 1000m<sup>2</sup>, resulting in a developed area of only 9%. The proposed development would result in two dwellings with a footprint of 104m<sup>2</sup> each on a plot that is roughly split in half. The developed area for each plot would therefore be around 20%. This figure varies throughout Hillside Road. It is much lower for the two pairs of semi-detached properties immediately to the east, but is higher (31.7%) for the property currently under construction at 13 Hillside Road, which was approved under P140701.

The shape of the site lends itself well to a subdivision, as it is fairly rectangular with a frontage measuring 28m by a depth of 36m. This means that, theoretically, the site would be sufficiently large to comfortably accommodate two dwellings whilst retaining satisfactory gaps towards the neighbouring properties to ensure they would not appear crammed in.

There is a distinct change in levels over the site, with some five metres difference between the highest (north east) and the lowest (south west) point. As such, any design would need to take great care to satisfactorily address these site characteristics. In addition, there is a complicated relationship with 33 Hillside Road, located immediately to the west. This dwelling is set at a much lower level than the entire curtilage of 31 Hillside Road with a drop of more than 1m at the boundary between the two sites. The remainder of this report will discuss the submitted design and assess its impact on the surrounding area and its impact

on the residential amenity of neighbouring properties and will conclude whether it is considered that this particular design would be suitable for these specific site characteristics.

Impact on the character and appearance of the surrounding area, especially in relation to scale and design:

Hillside Road is characterised by mostly detached houses, of a variety of designs and conforming to a formal building line on both sides of the street. The Bush, to the west of the site, has a more irregular pattern of development. The application site is more readily viewed as the final part of Hillside Road, and forming part of a transition zone between Hillside Road and The Bush. As such, it is the character and built form of Hillside Road that is important in the assessment of the acceptability of this proposal. The proposed development is for the construction of two detached dwellings to replace the existing single house on the site. The two dwellings are effectively split in a front section facing the road with a rear projection facing the private garden. The position of the houses on the plots would respect the building line to the east, being set back sufficiently far from the front boundary. The resultant site coverage of approximately 20% would be in keeping with many of the properties on the street, although it would be significantly higher than the density of development on the four plots immediately to the east of the site. Further, relative to these four plots, the houses on the application would appear somewhat crammed in. However, it should also be noted that these four plots constitute the only two pairs of semi detached dwellings in the street, and that, as such, they are not representative for the overall character of Hillside Road.

The front section of the proposed houses are of a fairly traditional design, and take the shape of one and a half storey dwellings with two dormers in the front roof slope. This design is appropriate for the site and has been used in other locations in Hillside Road. It is therefore considered to be acceptable in this instance.

The use of a rear projection, creating a T-shaped footprint, to increase the floorspace is also an accepted form of design in this location. Site specific characteristics need to be taken into consideration to assess the impact of this part of the proposal. The site slopes down from north east to south west. Use has been made of this change in levels by Dwelling A, which features a basement level and a full gable to the rear elevation, in effect increasing the number of levels of accommodation from two to three.

Dwelling B does not include this basement level and is spread over two floors. Furthermore, to decrease the impact of the property on the surrounding area, a split level approach has been taken to accommodate the change in levels. The rear projection would partly be dug into the ground. There is a distinct change in finished floor level between the front part of the dwelling and the rear projection with steps leading down from a central ground floor landing to the kitchen and up from this landing on the first floor to bedrooms 2 and 3. Due to this approach, the ridge of the rear projection is set significantly lower than that of the front part, resulting in a dwelling with a much smaller massing than Dwelling A. This is a



change from the design submitted for the previous application, where the overall massing of the property was more akin to a two and a half storey dwelling, and the overall size of the rear projection was larger, which was considered to be out of context in the overall surrounding area.

Impact on residential amenity:

The most crucial aspect of the proposal is the relationship between Dwelling B and 33 Hillside Road. This latter dwelling is set at a lower level than the garden of number 31 with a steep drop of roughly 1.5m from the side boundary into its garden. This side boundary would again be 0.8m lower than the finished ground floor level of Dwelling B. The ridge height of the front part of Dwelling B would be 0.6m higher than the ridge level of 33 Hillside Road, whilst the ridge height of the rear projection would be 0.6m lower. This means that the difference in height between the two ridges on the proposed dwelling would be 1.2m, which is a significant step down. There would be a gap of 4m from Dwelling B to the side boundary with 33 Hillside Road, and the main building line would be approximately 5m in front of 33 Hillside Road, whilst the rear elevation would be 3m forward.

This is a significant reduction compared to the previous scheme submitted, which proposed a dwelling that was larger, higher and closer to the boundary with 33 Hillside Road. This current proposal includes sufficient separation between Dwelling B and 33 Hillside Road, which, combined with the reduction in bulk and massing, and the step in ridge heights, especially along the rear projection, on balance, ensures the impact of Dwelling B on 33 Hillside Road is satisfactory and not unacceptably overbearing. However, to ensure the residential amenity of 33 Hillside Road is protected it is recommended that permitted development rights in relation to extensions are removed. In addition, it should be noted that apart from one small window on the first floor and a side door, 33 Hillside Road does not include any windows facing out directly towards the application site.

The proposal would not result in a significant loss of residential amenity to 29 Hillside Road as Dwelling A is sufficiently far removed from this property not to result in a significantly loss of light. There would also not be any side facing windows overlooking this property.

The only side facing windows include the front door, a door serving the utility room and high level opaque windows in the rear projection. These windows would face between the two proposed dwellings, and would not result in unacceptable levels of overlooking. The distance between the rear elevation and properties on Hillview Road immediately to the rear exceeds 18m. This distance would generally be considered acceptable to avoid undue loss of privacy. It is acknowledged that the rear elevation of the proposed dwellings would be closer to these properties in Hillview Road than in the current situation. However, this distance is still considered satisfactory, especially as there is only one small windows per floor in the side gable of the building looking out towards 31 Hillside Road.

The front elevation would contain windows facing out over Hillside Road and towards number 28, which is set at a distance of 20m from Dwelling A, which is the nearest. This is the public face of the development, and this relationship between the dwellings is therefore considered acceptable and would not result in a significant adverse impact on the residential amenities of this property.

Impact on local highways, especially in relation to parking and access:

Each plot would be able to accommodate three cars, comprising two on-site parking spaces and sufficient space to accommodate a third car on the driveway. Dwelling A would use the existing driveway, whilst a new access and driveway would be constructed in the unadopted, narrow part of Hillside Road to serve Dwelling B. The plans indicate that both driveways would have a maximum gradient of 1:20, which would be acceptable. A visibility splay of 25m x 2.4m has been submitted. This visibility splay sets out that this visibility would be restricted facing east due to a 1.8m wall and fence. A condition could be added, setting out that for the first 2.5m of the access, any boundary treatment should not be higher than 1.0m, or anything over should be see-through fencing. Subject to this condition, the Council's Road Development Management Team does not raise any objections to the scheme.

The Bush and this part of Hillside Road have relatively low levels of traffic as it only serves a few properties. Notwithstanding, there is no footway between Dwelling B and the existing footway on Hillside Road. The distance between the entrance to the property and the footpath would be 14m. Taking account of the fact that this part of Hillside Road is unadopted, this short distance, and the low levels of traffic, in this instance this is considered acceptable.

Impact on flooding and drainage:

The site plan shows an indicative location for a SuDS pond in the rear garden near the boundary between the two plots. Details of this SuDS pond would need to be confirmed. Policy NE6 (Flooding and Drainage) sets out that a full Drainage Impact Assessment would be required for any development with a floorspace exceeding 100m<sup>2</sup>. In this case, both dwellings would have a floorspace exceeding this limit, and as such a full Drainage Impact Assessment would be secured by means of a condition attached to the planning permission. The Council's Flooding Team have assessed the application and did not raise any concerns.

Impact on trees:

At the time of the previous application, the west boundary of the plot was covered in dense trees, shrubs and hedges. These have since all been removed. The site was not covered by a TPO and though the trees did provide a beneficial impact to the character and appearance of the overall area, the owner of the site was within her rights to remove these.

The drawings submitted with the application indicate a number of areas within the front gardens where replacement trees could be located. A condition is recommended to secure the submission and implementation of a detailed landscaping scheme.

### Low and Zero Carbon Buildings:

Policy R7 (Low and Zero Carbon Buildings) sets out that all new buildings must install low and zero-carbon generating technology to reduce the predicted carbon dioxide emissions by at least 15% below 2007 building standards. This requirement is included in current building standard regulations, and will be covered at Building Warrant stage.

### Other matters raised:

Matters Raised by the Community Council:

All valid planning concerns raised by the Community Council have been addressed above.

The removal of the granite outcrop from the front part of the site is not considered to be a material planning consideration.

### Matters Raised in Written Representations:

Each planning application is assessed on its own merits. The site is suitable for subdivision, so in effect, no unacceptable precedent would be set.

It is accepted that the outlook from 33 Hillside would be altered, and that this could have some impact on the residential amenity of this property. However, as noted above, the previous 'green screen' has already been removed by the applicant, who was within her rights to do this. Any new boundary treatment between 31 and 33 Hillside Road up to a height of 2m, where this boundary treatment would not project beyond the front elevation of both dwellings, could be installed without the need for planning permission, which would have a similar impact on residential amenity as the proposed new boundary treatment.

The impact of the proposal on ground conditions is not a material planning consideration, and would be dealt with during Building Warrant Stage.

The design of the proposed development does not provide any garages, but would provide sufficient on-site parking spaces. There is no requirement for new residential dwellings to include garages.

### Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved at the meeting of the Communities, Housing and Infrastructure Committee of 28 October 2014. It constitutes the Council's settled view as to what should be the content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether:

- these matters have been subject to public consultation through the Main Issues Report; and
- the level of objection raised in relation these matters as part of the Main Issues Report; and

- the relevance of these matters to the application under consideration  
The foregoing can only be assessed on a case by case basis. In relation to this particular application no new issues are raised.

## **RECOMMENDATION**

**Approve subject to conditions**

## **REASONS FOR RECOMMENDATION**

The two proposed dwellings are considered to have an acceptable impact on the character and appearance of the surrounding area as they fit within and complement the general pattern of development and design of houses on Hillside Road.

On balance, the dwellings are considered not to have any significant adverse impact on the residential amenity of the neighbouring properties and are not overbearing, especially in relation to 33 Hillside Road.

Subject to conditions, the dwellings would not have a detrimental impact on flooding and drainage or local highway conditions.

The proposal is considered to comply with policies H1 (Residential Areas), D1 (Architecture and Placemaking), D2 (Design and Amenity), T2 (Managing the Transport Impact of Development), NE6 (Flooding and Drainage) and R7 (Low and Zero Carbon Buildings) of the Aberdeen Local Development Plan, policies H1 (Residential Areas), D1 (Quality Placemaking by Design), T2 (Managing the Transport Impact of Development), NE6 (Flooding, Drainage and Water Quality) and R7 (Low and Zero Carbon Building and Water Efficiency) of the Proposed Local Development Plan, the Subdivision and Redevelopment of Residential Curtilages Supplementary Guidance and the Transport and Accessibility Supplementary Guidance.

## **CONDITION(S)**

1. that notwithstanding the provisions of Article 3 and Schedule 1, Part 1, Class 1A and Class 1B of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended) no extensions which materially affect the external appearance of the dwelling houses hereby approved shall be constructed without a further grant of planning permission from the planning authority - to preserve the residential amenity 33 Hillside Road.
2. that no development shall take place unless a scheme detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed - in the interests of visual amenity.

3. that no development pursuant to this planning permission shall take place, nor shall any part of the development hereby approved be occupied, unless there has been submitted to and approved in writing by the Planning Authority, a detailed scheme of site and plot boundary enclosures for the entire development hereby granted planning permission. None of the buildings hereby granted planning permission shall be occupied unless the said scheme has been implemented in its entirety - in order to preserve the amenity of the neighbourhood and in the interest of residential amenity.
4. that no development pursuant to the planning permission hereby approved shall be carried out unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area.
5. that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.
6. that no development shall take place unless a scheme of all drainage works designed to meet the requirements of Sustainable Urban Drainage Systems has been submitted to and approved in writing by the Planning Authority and thereafter no part of the development shall be occupied unless the drainage has been installed in complete accordance with the said scheme - in order to safeguard water qualities in adjacent watercourses and to ensure that the development can be adequately drained.
7. that the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained and laid-out in accordance with drawing No. 003G of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

