

**PLANNING PERMISSION IN PRINCIPLE
FOR A BUSINESS PARK (CLASS 4, 5 & 6)
INCLUDING OFFICE
ACCOMMODATION, FACILITIES AND
ASSOCIATED WORKS TO SUPPORT
OFFSHORE RENEWABLE ENERGY
DEVELOPMENTS**

NON TECHNICAL SUMMARY

**LAND AT THE FORMER MONTROSE
AIRFIELD, ADJACENT TO BROOMFIELD
ROAD, MONTROSE**

On behalf of:
John Lawrie Group

JUNE 2014



CONTENTS

1.0	INTRODUCTION	1
1.1	BACKGROUND AND PURPOSE OF THIS REPORT	1
1.2	STRUCTURE OF THE NTS	2
1.3	ASSESSMENT TEAM	2
2.0	THE PROPOSED DEVELOPMENT	3
2.1	THE SITE	3
3.0	CONSULTATION	5
3.1	PUBLIC CONSULTATION	5
3.2	EIA CONSULTATION	5
4.0	DESIGN PROCESS	7
4.1	DESIGN PROCESS	7
5.0	SUMMARY OF ASSESSMENTS	9
5.1	PLANNING POLICY	9
5.2	LANDSCAPE AND VISUAL	10
5.3	ECOLOGY	12
5.4	DRAINAGE AND HYDROLOGY	16
5.5	COASTAL FLOODING	16
5.6	TRAFFIC AND TRANSPORT	18
5.7	ARCHAEOLOGY AND CULTURAL HERITAGE	20
5.8	SOCIO ECONOMICS	22
6.0	IMPACTS AND CONCLUSIONS	23

1.0 INTRODUCTION

1.1 BACKGROUND AND PURPOSE OF THIS REPORT

- 1.1.1 John Lawrie Group are seeking planning permission in principle to develop land at the former Montrose Airfield to the north of Montrose. The proposed development comprises a Business Park, including Office and industrial accommodation and associated facilities to support existing and forthcoming offshore renewable energy developments.
- 1.1.2 The site extends to approximately 50 hectares, of which 10 hectares is allocated in the Angus Local Plan Review, 2009 as Employment Land.
- 1.1.3 A Screening Request submitted to Angus Council found that an Environmental Impact Assessment (EIA) was deemed necessary as part of the application. A Scoping Report was lodged with the Council in November 2013.
- 1.1.4 This Non-Technical Summary (NTS) accompanies the Environmental Statement (Volumes 1 and 2) prepared to accompany the PPP application. This NTS summarises the content and main findings of the ES in a clear and concise manner to assist the public in understanding what the environmental effects of the proposed development are likely to be. The full ES (Volumes 1 and 2) provide more detail.
- 1.1.5 The full ES can be viewed at:

Angus Council
Planning & Transport Division
County Buildings
Market Street
Forfer
DD8 3LG

Tel: 01307 461 460

- 1.1.6 An electronic version of the ES and all documents comprising the planning application will be available to view and download from the Council's online Planning Portal.
- 1.1.7 Copies of the full ES are available for purchase in both CD-ROM and paper format (price on application). For copies of these documents, please contact:

Halliday Fraser Munro
Carden Church
6 Carden Place
Aberdeen
AB10 1UR

Tel: 01224 388 700

E: planning@hfm.co.uk

1.2 STRUCTURE OF THE NTS

1.2.1 This NTS is set out as follows:

- A summary of the proposed development
- A summary of the consultation process undertaken
- A summary of the main characteristics of the physical, natural and built environment on and around the site
- A summary of the conclusions of the various assessments undertaken in respect of the environmental effects arising as a result of the proposed development.

1.3 ASSESSMENT TEAM

1.3.1 The assessment team for this project comprise:

- Halliday Fraser Munro
- Land Use Consultants (LUC)
- Cameron and Ross
- Jacobs
- Kaya Consulting

2.0 THE PROPOSED DEVELOPMENT

2.1 THE SITE

- 2.1.1 The site lies to the north of Montrose, within the settlement boundary. The A92 forms the western boundary of the site, the Montrose Gold Links and sand dune network form the eastern boundary, to the north lies open fields and to the south lies playing fields and open recreational space. The site extends to 49.8 hectares.
- 2.1.2 To the west of the site lies the Broomfield Industrial Estate, and beyond this, residential development on the other side of the A92 Charleton Road. The adjacent industrial development extends to the south west of the site, and further residential development is located further south, along Broomfield Road. The Golf Links are located to the east of the site, with the North Sea coast beyond this.
- 2.1.3 The proposed development is located on the site of the former RAF Airfield. This was Britain's first operational military airfield, set up in 1913. The air station played a vital role in training pilots for the Royal Flying Corps and RAF.
- 2.1.4 The site is now used for informal recreation purposes and is popular with dog walkers and surrounding residents. The site, as with the rest of Montrose is very flat, although the land rises steeply to the east of the site to the top of the sand dunes.
- 2.1.5 Access is proposed directly off the A92, with a secondary access from the road to the north of the site, which serves the sewage treatment works. Core paths and cycle routes run through the site, which connect with the wider network.
- 2.1.6 The site mostly contains unimproved grassland, although there are areas of scrub in sections of the site and one small area of alder trees.
- 2.1.7 The majority of the site is currently allocated as Open Space Protection (Policy SC32), with approximately 10 hectares allocated as Employment Land Supply (Policy SC16) and Employment Land Allocated Site M5 (Policy SC16) in the extant Angus Local Plan Review (Feb 2009).
- 2.1.8 A bid was submitted to the Angus Local Development Plan to have the site allocated for employment use in June 2012, and the Angus Main Issues Report (Nov 2012) identified that this was the preferred direction for employment land growth over the plan period.

2.1.9 The Local Development Plan is still being progressed, and the Proposed LDP is due for publication later this year.



Site Plan

3.0 CONSULTATION

3.1 PUBLIC CONSULTATION

- 3.1.1 To comply with the requirements of public participation in respect of major developments, the proposed have been the subject of pre-application consultation. This included a public consultation event and correspondence with Local Councillors and interested stakeholders.
- 3.1.2 A public exhibition was held to inform the design of the site. The event ran for five hours and was staffed by members of the project team. This event was advertised in the local paper and invite letters to surrounding neighbours were also sent.
- 3.1.3 Full details of the process undertaken can be found in the Pre-Application Consultation Report accompanying the application.

3.2 EIA CONSULTATION

3.2.1 Consultation specific to the EIA process centred around:

- Angus Council consultee meeting, October 2013
- EIA Scoping Report, November 2013
- Further consultee meeting, March 2014
- Scoping Responses, January 2014

3.2.2 The Angus Council consultee meeting included representatives from the following Council Departments:

- Flood Prevention
- Policy
- Archaeology
- Roads

- Economic Development
- Access
- Regulatory Services

3.2.3 Formal EIA Scoping Responses were received from the following:

- Aberdeenshire Council
- Archaeology
- Conservation
- Countryside Officer
- Historic Scotland
- Access Officer
- Contaminated Land
- Roads
- Regulatory Services
- SEPA
- SNH
- Trunk Roads (JMP Consulting)

4.0 DESIGN PROCESS

4.1 DESIGN PROCESS

4.1.1 Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011 require applicants to outline the main alternatives and a summary of the choices made, taking into account the environmental effects.

4.1.2 Several design iterations took place in reaching the final proposed layout for the site. Considerations and choices during this process included:

- Use Class mix across the site
- Location of Use Classes within the site
- Building heights across the site
- Boundary treatments and planting throughout the site
- Enhancement of views though the site to the north and south to the adjacent landscape and town centre
- Access to and from the A92 and creation of a secondary access
- Buffer zone for proximity to WWTW
- Creation of open space and access through the site and to the east to maintain this area for recreation
- Footpath and cycle path provision
- Creation of landscape corridors to create a positive landscape setting
- Preferred drainage proposals

4.1.3 Detailed analysis of the design process is included within the Design and Access Statement which accompanies this application.

4.1.4 The final design and layout of the site will be dependent on the eventual site occupiers. Each of the plots will be the subject of individual detailed applications, which will provide further information of the final design.



Indicative Masterplan

5.0 SUMMARY OF ASSESSMENTS

The Environmental Statement sets out the findings of the Environmental Impact Assessment which has examined the impacts of the development proposal on a wide range of environmental topics as identified during the formal scoping process and agree with Angus Council. Full details of those assessments are contained within the ES Volume 1 – Main Text, however the conclusions of each topic are also set out here as follows:

5.1 PLANNING POLICY

5.1.1 The Environmental Impact Assessment takes account of all relevant Scottish Government and Local Authority planning policies and guidance relevant to the proposed development. Specifically, the Development Plan for the purposes of the EIA comprises:

- Strategic Development Plan TAYplan (2012)
- Angus Local Plan Review (2009)

5.1.2 Angus Council is in the process of producing its Local Development Plan. The Main Issues Report was published in November 2012 and the Proposed LDP is due for publication later this year. The Main Issues Report is a material consideration in an assessment of this planning application.

5.1.3 The proposed site is included within the Montrose development boundary as identified in the extant Angus Local Plan (adopted 2009). Four hectares of land to the south west of the site is allocated as employment land supply in the current Local Plan and a further 10 hectares located to the north west of the site is allocated for employment use for Class 5 (general industrial) and Class 6 (storage or distribution). The remainder of the site is currently allocated as open space.

5.1.4 The proposed development at Montrose North is identified as the preferred direction of growth in the Angus Main Issues Report (2012). Given the LDP is now being progressed, and the Proposed LDP is due for publication, the MIR should be considered as a material consideration in the determination of the application

5.1.5 Through the production of the masterplan, one of the key principles was to ensure that the site remained as accessible as possible to the public. The core path links will be retained, albeit redirected away from the industrial centre of

the site. Furthermore, a large area of open space has been preserved as a no build zone on the eastern edge of the site to ensure that the links to the dunes are maintained and that open linkages to the north remains.

- 5.1.6 TAYPlan recognises the importance of delivering employment land opportunities in the strategic area, to ensure employment land supply is maintained. By categorising principle settlements into three tiers, they recognise that employment opportunities need to be allocated in the right areas, to attract investors
- 5.1.7 The extant Local Plan and Main Issues Report also recognise the importance of delivering an effective employment land supply. Policy SC17 states that Class 4, 5 and 6 developments may be permitted where it can be accommodated within existing or planned infrastructure capacity, is not detrimental to the surrounding amenity and accords with other relevant policies of the local plan. The development at Montrose North has been the subject of numerous technical studies to ensure that the proposal can be accommodated. These studies have formed the basis of the application package. Furthermore, significant consideration has been given to the proposed layout and design of the business park to ensure that it is keeping with the surrounding land uses and does not have a detrimental impact on the town
- 5.1.8 It was important that the design of the proposed development made the most of its unique character and integrated successfully with the surrounding land uses. Maximum buildings heights were agreed in consultation with Angus Council, and the proposed development has been designed with the higher density office developments to the west, and lower density industrial plots to the east to mitigate the impact on the landscape. A strong liner landscape framework runs through the centre, and along the eastern edge of the site to maintain green links with the surrounding townscape and reference the historic assets of the site.

5.2 LANDSCAPE AND VISUAL

- 5.2.1 The proposed landscape framework is provided in the accompanying Landscape Report, together with further background information regarding the proposed development site and surroundings.
- 5.2.2 The LVIA evaluates the significance of the effects of the proposed development on landscape and visual amenity. The assessments of landscape and visual effects, although closely linked, are separate.

- 5.2.3 Changes in landscape and views (visual amenity) can be either beneficial or adverse and the description and analysis of potential effects will seek to identify the nature of the predicted changes. Effects experienced as a result of the proposed development are likely to be localised in nature but may be either permanent or temporary.
- 5.2.4 The sensitivity of visual receptors depends upon the type of receptor (i.e. residential, recreational, industrial worker or traveller) and their viewing opportunity, the quality and sensitivity of the landscape in that location and the distance and visibility in relation to the proposed Development. Hence, a resident with a permanent view is considered to be of higher sensitivity than an industrial worker or traveller with only a passing interest in the study area.
- 5.2.5 Measures to reduce landscape and visual effects were predominantly achieved through the design of the indicative masterplan for the development as outlined in the Design and Access Statement. The form, spatial planning, proposed zoning and appearance of the Development were key considerations in the design strategy, as set out in this document and detailed in the project description which accompanies the EIA.
- 5.2.6 The following design objectives were incorporated into the design of the proposed development in order to minimise and mitigate potential landscape and visual effects:
- Orientation of built development designed to maintain north-south views along the existing axis of the former airfield and the Montrose Links;
 - Seek to maintain key visual links towards the urban skyline of Montrose (including St Andrews Church spire) and the lighthouse at Scurdie Ness;
 - Seek to maintain key visual links towards the pine woodland and cliffs of St Cyrus to the north;
 - Maintain and enhance permeability through the Development Site to improve access links to adjacent landscapes.
 - Incorporate green landscaped corridors which are sympathetic to the existing landscape of the Development Site and integrate the Development Site into the surrounding landscape;

- Building heights designed to reduce from west to east across the Development Site to avoid diminishing the scale of the dune system along the coastal strip;
- Contain built development within the western extents of the former airfield to reduce potential effects on the adjacent Montrose Links.

5.2.7 Further potential mitigation has not been incorporated into the assessment at this stage due to the strategic nature of the Development with few specific details known of the intended appearance of the proposed built form, materials and finishing, the proposed detailing of the greenspace network or the intended occupants of the proposed premises. It is envisaged that detailed design and mitigation proposals will be provided as part of any future detailed planning application for the individual (Class 4 and Class 5/6) development units.

5.3 ECOLOGY

5.3.1 The aim of the Ecological survey was to record information on the identity and extent of the habitats and species populations on the proposed Montrose North site so that an appraisal of the development's ecological effects can be made.

5.3.2 The following objectives were therefore met:

- A Phase 1 habitat survey of the site according to the standard method; and
- An appraisal of the likely ecological effects of the proposed development

5.3.3 An Extended Phase 1 Habitat Survey was undertaken at the site following best practice methods.

5.3.4 The Phase 1 Habitat Survey method is widely regarded as the 'base unit' of ecological surveys, providing a rapid means of classifying broad habitat types in any given terrestrial site. The method was used within the site boundary. The land area surveyed is referred to as the 'Study Area'.

5.3.4 A detailed account of the qualifying criteria is provided in Volume 2, Appendix 6, Appendix 3, however in summary, the table below summarises geographical context as it relates to this site.

Ecological Value	Relevant Context for Study Area
International	Europe
National	UK/Scotland
Regional	Eastern Scotland
County	Angus
Local	Study Area and a 5km buffer
Study Area	Study Area only

5.3.5 Ecological values are subsequently used to develop appropriate mitigation or compensation measures. Mitigation and compensation measures are considered with reference to the legal and policy context.

5.3.6 The Local Plan and SNH's Sitelink website were examined to determine the respective presence of local, and national or international designated sites within, or in proximity to, the site. For local sites, a 2km buffer is applied; for national and international designations, a 10km buffer is applied. The results of the desk study are provided below.

Site and designation(s)	Distance & orientation	Designated features
St Cyrus and Kinnaber Links SSSI	0.5km N	<ul style="list-style-type: none"> • Breeding bird assemblage • Lowland neutral grassland • Moths • Saltmarsh • Sand dunes • Shingle • Small blue (<i>Cupido minimus</i>) – a butterfly • Vascular plant assemblage
Dryleys Brick Pit SSSI	1.1km W	<ul style="list-style-type: none"> • Quaternary geology and geomorphology
Montrose Basin SPA, Ramsar, SSSI and Local Nature Reserve	1.4km SW	<ul style="list-style-type: none"> • Dunlin (<i>Calidris alpina alpina</i>), non-breeding • Eider (<i>Somateria mollissima</i>), breeding • Greylag goose (<i>Anser anser</i>), non-breeding • Intertidal mudflats and sandflats

Site and designation(s)	Distance & orientation	Designated features
		<ul style="list-style-type: none"> • Knot (<i>Calidris canutus</i>), non-breeding • Mute swan (<i>Cygnus olor</i>), non-breeding • Oystercatcher (<i>Haematopus ostralegus</i>), non-breeding • Pink-footed goose (<i>Anser brachyrhynchus</i>), non-breeding • Redshank (<i>Tringa totanus</i>), non-breeding • Shelduck (<i>Tadorna tadorna</i>), non-breeding • Transition saltmarsh • Waterfowl assemblage, non-breeding • Wigeon (<i>Anas penelope</i>), non-breeding
Rickle Craig - Scurdie Ness SSSI	3.3km SSE	<ul style="list-style-type: none"> • Old Red Sandstone Igneous • Saltmarsh • Mineralogy of Scotland • Mollusc assemblage • Maritime cliff
River South Esk SAC	4.6km SW	<ul style="list-style-type: none"> • Atlantic salmon (<i>Salmo salar</i>) • Freshwater pearl mussel (<i>Margaritifera margaritifera</i>)
Dun's Dish SSSI	6.9km W	<ul style="list-style-type: none"> • Breeding bird assemblage • Open water transition fen • Eutrophic loch
Rossie Moor SSSI	8.7km SW	<ul style="list-style-type: none"> • Lowland dry heath • Valley fen • Beetle assemblage • Fly assemblage

5.3.7 A total of eight habitats were recorded within the site of the proposed Montrose North development. They are considered below together with an indication of their absolute and relative areas.

Habitat Code	Habitat Code	Absolute Area (ha)	Relative Area (%)
A2.1	Dense/continuous scrub	1.02	2.05
A2.2	Scattered scrub (in a mosaic with acid grassland)	9.45	18.96
B1.1	Unimproved acid grassland	32.06	64.33
B1.2	Semi-improved acid grassland	4.19	8.41
B2.1	Unimproved, neutral grassland	1.72	3.45
D1.1	Acid, dry, dwarf shrub heath	1.15	2.31
J1.3	Ephemeral/short perennial	0.25	0.50
J4	Bare ground	n.a. – linear feature	
Totals:		49.84ha	100%

5.3.8 A total of eight habitats were recorded on site:

- Dense/continuous scrub;
- Scattered scrub;
- Unimproved acid grassland;
- Semi-improved acid grassland;
- Neutral grassland;
- Acid, dry, dwarf shrub heath;
- Ephemeral/short perennial; and
- Bare ground.

5.3.9 Acid grassland is the most widespread habitat with occasional areas of scrub and heath. The other habitats are much more limited in extent.

5.3.10 The acid grassland and dwarf shrub heath are valued at the Local level and the remaining habitats are considered to be of Low value.

5.3.11 The loss of the habitats as a result of the development is considered to be of significance at the Local to Low level and to be mitigated by a range of opportunities associated with the landscaping.

5.3.12 Protected species are very unlikely to be affected by the development although Bat Roost Potential and lizard surveys are underway to elucidate the potential presence and activity of these species groups.

5.4 DRAINAGE AND HYDROLOGY

- 5.4.1 The site is an area of flat open land, formally used as an airfield. A sandy substrate supports open grassland and small areas of gorse and dry heath.
- 5.4.2 The site rises to around 7.5 m AOD along the western boundary and falls to 4 m AOD along its eastern boundary. Ground levels of the golf course to the east are 2 to 3 metres above levels along the eastern edge of the site. East of the golf course ground, levels rise steeply at the edge of the coastal dune system that bounds the shoreline along Montrose Bay. The high dunes are around 50 metres wide to the east of the site and the crest of the dunes is above 10 m AOD.
- 5.4.3 There is no known surface water drainage within the site. The exiting sandy substrate ensures that the site is naturally drained.
- 5.4.4 Any other drainage systems in place are for the adjacent residential or commercial development.
- 5.4.5 The SEPA floodmap, available on SEPA's website (<http://map.sepa.org.uk/floodmap/map.htm>) show that the proposed site is not at risk from flooding from watercourses. However, it does show that the site is subject to medium to high risk of surface water flooding around the north and east edges.
- 5.4.6 The source of this flooding is surface runoff due to rainfall events. The maps show that the site is not subject to flooding from a river source. Following the development of the site and the inclusion of drainage through the redevelopment, the issue will be dealt with.
- 5.4.7 Swales are proposed to drain and treat road run-off, with this providing two levels of treatment and draining to sub-soils. These are located adjacent to the site where these drain plot drainage and at roadside where these are to drain the adopted roads within the site. These proposals have been discussed in general terms with Angus Council, and the adoption and SUDS design will require further discussion to agree the exact details through the final design.

5.5 COASTAL FLOODING

- 5.5.1 This chapter is supported by a Flood Risk Assessment, undertaken by Kaya Consulting which can be found in ES Volume 8, Appendix 8. This FRA will

establish the suitability of the site for development against Angus Council's Draft Shoreline Management Plan and review the potential for culverted watercourses or site drainage infrastructure that could allow the sea to flood the site.

- 5.5.2 Extreme water levels were considered in the assessment and are determined by a combination of astronomical tides and storm surges caused by weather conditions offshore. Astronomical tides are able to be predicted accurately in advance as they are produced by gravitational effects and the Earth's rotation. In contrast, storm surges are caused by meteorological factors, such as winds acting on sea surface and variations in atmospheric pressure, and there is a high degree of uncertainty associated with storm surge prediction.
- 5.5.3 Based on a review of shoreline management plans (SMP) and a site walkover survey, it is clear that the Montrose Bay shoreline has been undergoing natural coastal changes in response to changes in wave climate, tides, sediment supply and long-shore drift. The coastal dune system fronting much of the Bay is responsive to coastal change and is responding with areas of the Bay experiencing erosion and other areas experiencing accretion.
- 5.5.4 Based on the available data, it appears that the zones of erosion and accretion are variable in both time and space. The northern part of the Bay (north of the mouth of the River North Esk) at St Cyrus is presently undergoing accretion, whereas the southern part of the Bay in the vicinity of Montrose Links has been undergoing a phase of active erosion since the 1980s. However, analyses of historical positions of the MHWS and MLWS show that the Montrose Links shoreline was accreting up until the 1970s and overall there has been limited change to the position of MHWS since the mid-19th century.
- 5.5.5 Based on the SMPs, the most appropriate erosion rate for the shoreline at the site location is considered to be 1 m/yr. This would suggest erosion of 50 m over a 50 year lifetime of the development, which is similar to the width of the dunes to the east of the site. Thus, if erosion continues at present day rates this suggests there is a risk of erosion of the dunes during the lifetime of the development. However, the shoreline would be expected to still be some 200 to 250 m from the edge of the site and the site is not considered at risk during this timeframe. Even with a 75 year development lifetime the shoreline would be expected to be 175 to 225 m from the edge of the site.
- 5.5.6 If the recent erosion rates of 2.5 m/yr recorded in the southern part of Montrose Bay, considered the area of maximum erosion, were to continue this would suggest erosion of 125 m over a 50 year period. This would result in erosion of the dunes to the south of the site with the sea able to reach the edge of the golf

course to the south of the site within 50 years. The shoreline would still be some 125 m from the edge of the site. Even with a 75 year development lifetime the shoreline would be expected to be around 60 m from the edge of the site.

- 5.5.7 As discussed above it is considered that the erosion rates used within the SMPs are conservative and it is unlikely that rates recorded over short-term can realistically be extrapolated into the future, as dune systems often undergo phases of erosion followed by periods of accretion. Nevertheless, even using these conservative rates of erosion, the site is not considered at risk from coastal erosion within a 50 or 75 year timescale.
- 5.5.8 Based on available data and the location of the site relative to the sea, the site is not predicted to be at significant risk of flooding from the sea for the proposed lifetime of the development.
- 5.5.9 The site is currently 250 to 300 m from the sea, with higher ground (golf course and high sand dunes) between the site and the sea. The southern shoreline of Montrose Bay is being eroded at present and at some time in the future it is predicted that the dunes will be eroded and the shoreline will advance to the west (SMP2 Halcrow, 2012). Erosion rates used within the Shoreline Management Plans (SMPs) for long term predictions are considered to be conservative and it is difficult to extrapolate them into the future, as dune systems often undergo phases of erosion followed by periods of accretion. Nevertheless, even using these conservative rates of erosion, the site is not considered at risk from coastal erosion within a 50 or 75 year timescale.

5.6 TRAFFIC AND TRANSPORT

- 5.6.1 A full Transport Assessment (TA) was prepared for the site by Jacobs (formally SKM Colin Buchanan) on the basis of approximately 100,000 m² GFA of mixed Class 4 & 5 uses. The TA assessed the likely significant environmental impacts of the proposed development on the surrounding road network with respect to transport and access. The TA can be found in ES Volume 2, Appendix 9.
- 5.6.2 A baseline accessibility assessment was undertaken to establish existing transport provision relevant to the site. The assessment considered travel by all modes of transport and provides details of available infrastructure and service provision.

- 5.6.3 It was confirmed during scoping that the proposed Sainsbury's and residential developments on Brechin Road were to be included as committed development within the traffic impact assessment. The relevant traffic flows and access arrangements within the respective TA's submitted in support of the developments were used to inform this study.
- 5.6.4 The scope of the Transport Assessment was agreed with Angus Council and Transport Scotland.
- 5.6.5 An accessibility review was undertaken to assess opportunities for travel to the site by all transport modes and to understand the existing infrastructure provision for walking, cycling and public transport provision. A Travel Plan Framework was prepared which outlines a number of measures to support sustainable travel.
- 5.6.6 The predicted trip generation for the proposed development was established using the TRICS database. It is predicted that the development will generate a maximum of 1,118 and 1,022 two-way vehicle trips during the morning and evening peak periods respectively.
- 5.6.7 The traffic impact assessment demonstrates that additional traffic associated with the development will result in the following mitigation measures being required:
- Provision of a two lane approach southbound on the A92 at the A92 Charleton Road / A937 Coronation Avenue signalised junction;
 - Signalisation of A92 North Esk Road / Brechin Road / Broomfield Road junction after 50% of the development is complete and operational; and
 - Provision of two lane exit northbound on the A92 North Esk Road / Brechin Road / Broomfield Road signalised junction and widening of the carriageway to the east.
- 5.6.8 The following recommendations are made as part of the development proposals:
- The provision of a new pedestrian crossing facility on A92 Charleton Road to the south of the southern access;
 - The provision of a new footway to the east of the A92 Charleton Road carriageway along the site frontage;

- Extension of the 30mph speed limit approximately 700 metres to the north on the A92 Charleton Road;
- Safeguarding of NCR1 through the site with internal links to the NRC1 provided within the site;
- Implementation of a bus shuttle service from Montrose town centre to site during commute times;
- Implementation of a staff Travel Plan; and
- Contribution towards improvements at the A90(T) / A937 Laurencekirk junction that are proportionate to the scale and level of impact of the development proposals.

5.7 ARCHAEOLOGY AND CULTURAL HERITAGE

- 5.7.1 This assessment has been compiled to aid the understanding of the significance and potential of the site area in historic and cultural heritage terms. Where potentially significant effects are identified, appropriate mitigation measures have been recommended.
- 5.7.2 The following applicable legislative framework and guidance documents for cultural heritage were consulted and adhered to during the preparation of this assessment.
- 5.7.3 Scheduled Monuments (SMs) are afforded statutory protection under the Ancient Monuments and Archaeological Areas Act 1979, and are by definition of National value. Without the prior written consent of the Scottish Ministers, known as Scheduled Monument Consent (SMC), it is an offence to undertake any works, which would have the effect of demolishing, destroying, damaging, removing, repairing, altering, adding to, flooding or covering up an SM. Under article 15 (1) of the Town and Country Planning (General Development Procedure) (Scotland) Order 1992 notification to Historic Scotland of any planning application affecting a SM is also required.
- 5.7.4 Buildings of special architectural or historic interest may be afforded statutory protection as Listed Buildings (Category A, B or C) under the terms of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997, and Listed Building consent must be obtained where proposals will alter the

character of the Listed Building. Any object or structure which is fixed to a listed building, or which falls within the curtilage of such a building and, although not fixed to the building, has formed part of the land since before 1 July 1948, is treated as part of the building and is also listed. Some buildings of lesser interest may be protected under Local Plan policies. It is a criminal offence to undertake work in relation to a Listed Building without consent.

- 5.7.5 Part of the site comprises the remains of a former military airfield: Montrose Airfield (Angus SMR NO75NW0031), dating back to 1912 and the first military airbase to be established in the UK. The majority of the airfield's components have been demolished or destroyed, and, with the exception of a number of pill boxes, bunkers and rifle range target stances situated around the site perimeter, the site is clear of any upstanding structures. There is however, a reinforced grass runway which is now largely unidentifiable from ground level.
- 5.7.6 The former military airfield itself is an undesignated asset (not scheduled or listed) and there are no listed buildings within the proposed site boundary. No part of the site lies within a Conservation Area or Inventory Garden and Designed Landscape.
- 5.7.7 There are a number of Category A-Listed, B-Listed and C-Listed Buildings within 1.5km of the site, primarily concentrated in Montrose Town Centre, part of which is designated as a Conservation Area. There are also several Scheduled Monuments, to the west and north of the site (although these are mainly cropmark sites with no visible surface components). There are no Inventory status Gardens and Designed Landscapes within 1.5km of the site boundary.
- 5.7.8 During the detailed design stage of the proposed development, detailed surveys and evaluation of the site will be undertaken, prior to any onsite works in order to fully assess the archaeological potential of the site.
- 5.7.9 Ultimately, the proposed development will change part of the wider historic landscape character from an area of open space, to an extension of the existing industrial uses. However, the landscape strategy will have been implemented, which will soften the proposed development and integrate it into the surrounding area.
- 5.7.10 In respect of the off-site heritage concerns, clearly we have been very aware of the former 1912 Montrose Airfield buildings nearly a kilometre to the south of the proposed site. When the airfield was operational there would have been a much clearer link. The key aspect of these listed buildings is that the designs on the site continue the airfield references (perimeter and runway do just this) and secondly that there are no intrusions on that linkage, no matter how conceptual

the link becomes over a century later. The landscape visual impact assessment will have covered this aspect in detail.

5.8 SOCIO ECONOMICS

- 5.8.1 Angus Council recently commissioned a report looking at the South Montrose Masterplan. That study in effect examined the constraints to the further growth and development of Montrose Harbour. The key findings of that study include recommendations about making the Harbour more effective with on site improvements and improved access to the main road and rail network. Running alongside these recommendations was an underlying recognition that the South Montrose and the Harbour ultimately faced limits on expansion that would need to be met through other routes, other means. This has led through to the consideration of additional business land being allocated in the Angus Local Plan.
- 5.8.2 Montrose is located on the North East coast of Scotland, with good sea, road and rail links. It is approximately 50km south of Aberdeen and 40km north of Dundee, not quite equidistant, but very accessible to both via the East Coast Mainline and the main A90 Trunk Road. Perhaps more significant is the fact that Montrose is within 20km of the Inch Cape and subsequent phases of the main Scottish East Coast offshore windfarm arrays (known as the Forth Array).
- 5.8.3 It was with this in mind that Angus Council carried forward the South Montrose Strategic Review in 2010 which covers similar themes and justification to the Montrose North Project at Montrose Airfield
- 5.8.4 The Angus Recovery Plan from Nov 2010 identifies sustainable economic growth as the key aim for Angus. The plan has been updated and subsumed into the 2013 Community Plan but it is covered here as it forms the core of the present Angus Council Economic Development Strategy. The Recovery Plan aims to secure sustainable economic growth that includes promoting investment in innovation and industries of the future, strengthening education and skills and supporting jobs and communities.
- 5.8.5 Development proposals like Montrose North will bring wider community benefits besides jobs and prosperity such as improving local transportation and adding justification for wider investment like the harbour or the East Coast Mainline. Montrose North adds to the critical mass encouraged/facilitated by the Montrose South Masterplan to the extent that it *“will be linked to infrastructure upgrades that will create a more connected roads network that is*

safer, better signed and offers better amenity for residents, employees and businesses”.

- 5.8.6 The Montrose North development will help provide sustainable and high quality socio-economic, and physical infrastructure that will support growing priority sectors, especially renewable energy and provide opportunities to support new and existing businesses as well as attract inward investment. With the added growth it likely that it will add to the justification to ensure the mile long section of single track on the East Coast Mainline immediately south of Montrose can be upgraded to dual track. This is long overdue.

6.0 IMPACTS AND CONCLUSIONS

- 6.1 The assessments undertaken identify the impacts of the proposed development. Where adverse impacts are anticipated, appropriate mitigation measures will be employed.
- 6.2 Impact identification and evaluation was carried out via a number of standard methods and techniques agreed by the relevant specialist at scoping and consultation.
- 6.3 Due to the differences between the individual technical assessments throughout the ES, there is no specific definition which can be applied regarding impact significance. Therefore, each receptor has its own impact assessment and defines the criteria for the level of residual effect. Each specific report sets out the approach employed.
- 6.4 Overall, the proposed development will bring a number of benefits to the local and wider area and community.
- 6.5 The Indicative Masterplan has been fully considered and carefully designed to mitigate any adverse impacts on the surrounding area and wider town. The important history of the site has been considered in the layout, which reflects the former airstrip and maintains important aspects through the site to the surrounding landscape. The site will be developed to the highest design principles, with specialist input on design and environmental issues