

ANGUS COUNCIL

DEVELOPMENT STANDARDS COMMITTEE – 24 APRIL 2018

**SPECIFIED MATTERS APPLICATION – FIELD 300M EAST OF CARLOGIE HOTEL
CARLOGIE CARNOUSTIE**

GRID REF: 356318 : 735954

REPORT BY SERVICE LEADER – PLANNING & COMMUNITIES

Abstract:

This report deals with application No 17/00661/MSCM which seeks approval of Matters Specified in Conditions relevant to the matters contained in Condition 1 (a) - (g) and Condition 2 of Planning Permission in Principle Appeal PPA-120-2033. The application provides for the formation of an employment area comprising Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) Use and realignment of Carlogie Road for Angus Estates Ltd at Field 300M East of Carlogie Hotel, Carlogie, Carnoustie. This application is recommended for conditional approval.

1. RECOMMENDATION

It is recommended that the application be approved for the reason and subject to the conditions given in Section 10 of this report.

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

This report contributes to the following local outcome(s) contained within the Angus Local Outcomes Improvement Plan and Locality Plans:

- Safe, secure, vibrant and sustainable communities
- A reduced carbon footprint
- An enhanced, protected and enjoyed natural and built environment

3. INTRODUCTION

3.1 In August 2014 planning permission in principle (Appn: 14/00043/PPPM refers) was granted for the formation of an employment area comprising Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage And Distribution) Uses and Realignment of Carlogie Road at Field 300M East of Carlogie Hotel, Carlogie, Carnoustie (Reports [209/14](#) and [385/14](#) refer). A plan showing the location of the site is provided at Appendix 1 and a copy of the conditions attached to the permission is provided at Appendix 2.

3.2 That permission contained a condition requiring submission of a further application for approval of specified matters (Appendix 2: Condition 1 (a) – (g)). This application seeks approval of those matters and provides for the erection of 17 buildings and a 1 hectare area of hardstanding, realignment of the A930 Carlogie Road, and associated landscaping and drainage.

3.3 This application should be considered in conjunction with applications 17/00685/FULL, 17/00686/FULL and 17/00687/FULL which relate to proposals for realignment of sections of the A930 Carlogie Road and the provision of drainage infrastructure associated with both the road realignment and the employment area.

- 3.4 The application site measures in excess of 15 hectares in area and comprises agricultural land. The north boundary is defined by the intersection of Carlogie Road and Westhaven Road which is lined by a mature stand of trees. The southern boundary is defined by the line of contour change running north to south towards Carnoustie. The site is bound to the west by Carlogie Road and to the east by Westhaven Road. A small housing area focussed around Carlogie House (formerly Carlogie Hotel) and the track leading to Carlogie Farm also lies to the west. Further dwellings lie immediately adjacent to the site on the east side of Carlogie Road comprising San Melito which is a large country house within a walled curtilage and its converted former coach house. These dwellings lie immediately to the southwest of the site. Land to the north of the site is subject of an application for the formation of drainage infrastructure associated with the development (Appn: 17/00687/FULL refers). Land to the south of the site is subject of an application for the formation of a section of roadway and drainage infrastructure (Appn: 17/00686/FULL refers).
- 3.5 The proposal provides for the development of the employment area and the associated realignment of the A930 Carlogie Road. The alignment of the road divides the site into two development areas with Class 4 buildings (8 in total) proposed to occupy the land to the west of the realigned road. These buildings will be accessed by secondary access roads that are linked to the realigned road by a new junction. Class 4 buildings are also proposed adjacent to the east side of the realigned road with Class 4/5 buildings located also located to the east of the realigned road and Class 6 buildings located at the eastern periphery of the site. The buildings on the east side of the realigned road (9 in total) will be accessed by secondary access roads that are linked to the realigned road by a new junction. Existing woodland areas within the site would be retained with additional structural planting provided.
- 3.6 The proposed buildings would have a 2 storey appearances ranging from around 7 to 9.5m in height. There are 2 x 2,323sqm buildings; 4 x 929sqm buildings; 7 x 1,208sqm buildings and 4 x 465sqm buildings. The design of the buildings would allow for future sub-division. The external materials of the Class 4 buildings would comprise a white rendered wall finish with glazing wall elements. The roof cladding would be a standing seam type aluminium natural finish. The external materials of the Class 5/6 buildings would be horizontal metal panelling in white or metallic grey. The roof cladding would be a standing seam type aluminium natural finish. Each building plot would have dedicated staff/visitor car parking and Class 5/6 buildings would have associated service yard.
- 3.7 The alignment of the road is similar to that proposed by the Council as part of the upgrading of the A92 and separate planning applications have been submitted to provide for the formation of the sections of road that fall outwith the current application site. The existing road which bounds the application site to the north would be altered to prevent vehicular access with a new T junction formed between the U508 public road and the realigned road. Pathways are shown throughout the site including indication of where shared cycle and pedestrian accesses would connect to the existing path networks. Foul drainage would connect to the public sewer. Surface water drainage is proposed to be achieved through Sustainable Urban Drainage System (SUDS) with a SUDS detention basin located at the northeast corner of the site which would serve the area to the northwest and east of the realigned A930 as well as sections of the realigned road and junctions. A further application has been submitted that provides for a discharge from that basin to the Monikie Burn to the north of the site (Appn: 17/00687/FULL refers). A further 2 SUDS detention basins are proposed to the south of the site and these are subject of separate applications for planning permission (Appns: 17/00685/FULL and 17/00686/FULL refer).
- 3.8 The application has been varied to alter the road layout to the north of the site with a roundabout deleted and replaced by a T junction to serve the U508 to the northeast of the site.
- 3.9 The application has been subject of neighbour notification and was advertised in the local press as required by legislation.

4. RELEVANT PLANNING HISTORY

- 4.1 Planning permission (Appn: 99/00535/NOI) was granted under the former Notification of Intention to Develop procedure on 20 July 1999 for the upgrade of the existing A92 Dundee/Arbroath Road to dual 2-lane road, the construction of the A930 Barry Bypass & Upper Victoria Link Road, and the realignment of the A930 Carlogie Road. That included realignment of the A930 in the Carlogie area. That permission remains extant.

- 4.2 The Angus Local Development Plan safeguards land at this location to enable the implementation of an upgraded A30 Carlogie Road (Policy C8). In addition, it allocates land to the north of the current application site the development of an employment area (Policy C6).
- 4.3 Planning permission in principle has been granted for the Formation of an Employment Area Comprising Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) Uses and Realignment of Carlogie Road (Appn: 14/00043/PPPM and Reports 209/14 and 385/14 refer). That permission makes specific provision for the realignment of Carlogie Road. That planning permission in principle remains extant. A copy of the planning conditions attached to that permission is provided at Appendix 2.
- 4.4 Three further applications for planning permission (Refs: 17/00685/FULL, 17/00686/FULL and 17/00687/FULL refer) have been submitted and propose development associated with the provision of drainage infrastructure and road construction/realignment in association with the delivery of the allocated Employment Area. Those application sites are located to the north and south of the allocated Employment Area site and are subject of separate reports to this Development Standards Committee.

5. APPLICANT'S CASE

- 5.1 The following documents have been submitted in support of the application:
- Development Brief (Part 1 and 2);
 - Design and Access Statement;
 - Planning Statement;
 - Drainage Impact Assessment;
 - Transport Statement;
 - External Lighting Strategy and Analysis;
 - Detention Basin Operation & Maintenance Schedule;
 - Detention Basin Health & Safety Risk Assessment;
 - Structural Design and Costings for realignment of A930;
 - Response to representations.
- 5.2 The supporting information is available to view on the Council's [Public Access](#) system and is summarised at Appendix 3 below.

6. CONSULTATIONS

- 6.1 **Angus Council – Roads** – has indicated no objection to the application subject to a number of conditions. In relation to public transport it is indicated that bus stop poles should be installed at the north end of the development on the east and west sides of the realigned Carlogie Road. No objection is offered in relation to flooding and drainage.
- 6.2 **Angus Council – Environmental Health** – has reviewed the submitted information and has offered no comments on the application.
- 6.3 **Health and Safety Executive** – has offered no objection to the application as the site does not lie within the consultation distance of a major hazard site or major accident hazard pipeline.
- 6.4 **SEPA** – has offered no objection to the application in respect of flood risk. In relation to surface water drainage, it has indicated the proposed arrangements to serve the development are acceptable.
- 6.5 **Scottish Water** – has not objected to the proposal and has advised that there is currently sufficient capacity at the water and waste water treatment works for the proposed development.
- 6.6 **Aberdeenshire Council Archaeological Service** – has offered no comments on the proposal.
- 6.7 **Community Council** – has offered no comments on the proposal.

7. REPRESENTATIONS

7.1 No letters of representation have been submitted. However, a number of letters submitted in relation to other planning applications associated with the delivery of the employment area raise issues that specifically relate to the development proposed by this application. The issues raised include: -

- The surface water drainage arrangements should be integrated into the employment development.
- The development proposal should incorporate landscaping along the south boundary of the site.
- Limitations should be placed on the nature and type of uses that can occupy the site.
- Limitations should be placed on the height of the Class 5 and 6 buildings.
- Adverse impacts on amenity.
- Road traffic safety issues.

The above matters are relevant to the determination of this application and are addressed under Planning Considerations.

7.2 In addition the following matters have been raised: -

- The development is in the wrong location.
- There is no need for two business parks in Carnoustie.
- Loss of prime quality agricultural land.

However, the site is allocated for employment development in the Angus Local Development Plan and has planning permission in principle for that use. The principle of this development at this location has been established and this application relates solely to approval of the matters specified in conditions attached to the planning permission in principle. Issues regarding the location of the development, whether there is a need for two business parks in the town and the loss of prime quality agricultural land are irrelevant to the determination of this application.

8. PLANNING CONSIDERATIONS

8.1 Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise.

8.2 In this case the development plan comprises:-

- TAYplan (Approved 2017)
- Angus Local Development Plan (ALDP) (Adopted 2016)

8.3 The development plan policies relevant to the determination of the application are reproduced at Appendix 4 and have been taken into account in preparing this report.

Principle of Development

8.4 As indicated above, planning permission in principle has previously been granted on the site for the formation of an employment area comprising Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) Uses and realignment of Carlogie Road. In addition, the site is allocated for an employment development in the ALDP (Policy C6) and land is reserved for the upgrade of the A930 Carlogie Road (Policy C8). The principle of the development has therefore been established and cannot be revisited through the determination of this application.

8.5 This application seeks approval of all Matters Specified, detailed in Conditions 1(a) to (g) of permission 14/00043/PPPM. It is only these matters that are relevant and that can be considered in the determination of this application.

8.6 The application is accompanied by the information required under Condition 2 of the planning permission in principle and that information is summarised at Appendix 3. This report deals with each matter in turn, addressing matters collectively where appropriate.

Conditions 1 (a), (b), (d), (f) and (g) – Overall Site Layout, Roads/Access, Landscaping, Plot Layout, Design and Site Levels

- 8.7 These conditions deal with the overall layout of the site including the distribution of uses as well as the general layout of individual plots; the road layout, including detail of the realignment of the A930 and provision for pedestrian and cyclist access; the landscaping and ground levels of the site and individual plots.
- 8.8 A Masterplan and overall site layout drawing has been submitted. That provides for the realignment of the A930 Carlogie Road which results in a developable area to the west of that road and a developable area to the east. A new junction would be formed to serve each area with an associated internal road layout and parking areas to serve the proposed buildings in each zone. Eight buildings would be located on the land to the west of the realigned road and nine buildings would be located on the area to the east. It is indicated that the buildings in the western zone would be for Class 4 business uses as defined by the Use Classes Scotland Order. Class 4 uses are those that can be carried on in any residential area without detriment to the amenity of the area due to noise, vibration, smell, etc. Those buildings would be around 60m from the closest houses to the west and around 40m from the closest houses to the south. The buildings to the east of the realigned road would accommodate activities within Use Classes 4, 5 and 6 (use class 5 being general industry and class 6 being storage or distribution). Those buildings would be around 100m from the closest neighbouring house to the west. The proposal also provides for the retention of existing woodland areas that lie to the north of the site and that occupy the central area. It also provides for the provision of additional landscaping on the southern boundary and in the vicinity of properties at San Melito.
- 8.9 The overall layout makes appropriate provision for the realignment of Carlogie Road and provides for the retention of the existing woodland areas that occupy the northern and central sections of the site. It also makes provision for new planting within the development, including augmentation of the existing woodland on the northern boundary and substantial landscaping on the southern and eastern boundaries. The position, height and general design of the proposed buildings is such that they would not give rise to significant impacts on the amenity of neighbouring residential property. A range of building types are proposed to meet different business needs and the general designs are appropriate given the nature of the uses approved on the site. A condition is proposed that requires further approval of external material finishes on each building. The proposed buildings closest to the main roadway are of reasonably high design quality. The highest buildings proposed would be less than 10m in height and through time impacts on the wider landscape would be mitigated by the proposed landscaping. Proposed alterations to site levels are not particularly significant other than the formation of the cutting that is required to accommodate the road realignment.
- 8.10 The distribution of uses proposed ensures that those that are likely to give rise to least environmental impacts are located closest to neighbouring residential property. The separation distances involved and the nature of the uses proposed in this area are such that there should be no unacceptable impacts on the amenity of occupants of neighbouring houses. The proposed general industrial and storage/distribution use buildings are located in the region of 100m from the closest houses. Those separation distances are not untypical of those found between houses and employment uses. A condition attached to the planning permission in principle prevents construction of any Class 5 or 6 buildings until a noise impact assessment is submitted. A further condition is proposed that establishes noise limits and reaffirms the requirement for the submission of the noise impacts assessment before any buildings in these use classes are constructed. This provides opportunity for any necessary mitigation measures to be identified and provided. A condition of the planning permission in principle provides controls in relation to air quality and a further condition is proposed that requires submission of and compliance with an air quality management plan at the appropriate stage. The proposed distribution of uses should not give rise to unacceptable impacts on the amenity of occupants of neighbouring houses subject to existing and proposed planning conditions.
- 8.11 The proposed alignment of the new road broadly reflects that previously approved by Scottish Ministers. It would be around 40m from the boundary with the closest house and would be separated by a landscaped area. The road would be in cutting at this location and therefore at a lower level than the house. Carlogie Road is substantially closer to other houses in the area than would occur as a consequence of this development and the proposed realignment of the

road should not give rise to any unacceptable impacts on the amenity of occupants of nearby houses.

- 8.12 In order to facilitate the complete realignment of Carlogie Road separate planning applications have been submitted for the sections of road to the south of the application site and are subject of separate reports to this Development Standards Committee. The planning permission in principle that was granted in 2014 contained a number of planning conditions regarding the detail of the realigned roadway. These include matters such as the width of the carriageway, the detail of the necessary pedestrian and public transport provision including the provision of a pedestrian link from the housing to the west of the application site to public transport infrastructure. Detailed technical drawings have been submitted which illustrate that the realigned road and associated footways/cycleways can be formed to accord with the technical requirements of the Council's road standards (SCOTS) and the requirements of the planning conditions attached to the planning permission in principle. The proposal makes provision for an improved footway/cycleway, pedestrian linkage to the housing to the west and includes provision for bus lay-bys and associated shelters. The Roads Service has advised that the submitted detail for the road realignment is acceptable and its construction specification can be controlled through the formal Road Construction Consent process. It is also highlighted that a Speed Limit Order would have to be created for the realigned Carlogie Road along with a Traffic Regulation Order for the alterations affecting the existing public road and aspects of this would be controlled through the Road Construction Consent. The proposed road realignment also provides for the widening of the section of the A930 to the north of the application site as required by condition 3 of the planning permission in principle. However, the drawings do not provide for the provision of a 2.5m wide cycle track adjacent to the east side of that widened carriageway and this is also a requirement of the planning permission in principle. A further condition is proposed that requires the provision of that cycle track. The proposed detail is broadly compatible with the requirements of the planning permission in principle and with relevant development plan policy subject to the proposed planning conditions. The proposal does not give rise to any significant issues in terms of road traffic or pedestrian safety.
- 8.13 The proposed landscape design provides for the retention of existing woodland areas and the provision of new tree and hedgerow planting. The new planting would include augmentation of the woodland at the north of the site and the provision of substantial landscaping on the southern and part of the eastern boundaries. Landscaping on the eastern boundary would benefit from further augmentation through planting of trees that would achieve some height and this is addressed by a proposed condition. The submitted landscaping drawings identify specific details of the proposed landscaping which are considered to be broadly acceptable. Information in relation to the proposed maintenance and management of the landscaping is contained within the submitted Development Brief. These arrangements are also considered to be broadly acceptable. There are no details in relation to the ongoing maintenance of the existing woodland areas within the site. Those are important in providing an established landscape setting for the site and a condition is proposed that requires a scheme for their ongoing management and maintenance. In addition, given the importance of the landscaping a Tree Preservation Order will be promoted to ensure their retention.
- 8.14 Overall the proposed layout is compatible with the terms of the planning permission in principle and with the land allocation and relevant policies of the ALDP. The proposal provides for a reasonably distinctive low density development that incorporates structural landscaping that would help integrate the development into its environs. It makes provision for the realignment of Carlogie Road which would improve linkages between the eastern end of Carnoustie and the A92. The development provides a range of building types that can meet a range of employment uses. The arrangement of buildings within the site has been undertaken in such a manner that would mitigate impact of the development on occupants of the closest neighbouring property.

Condition 1(c) – Drainage

- 8.15 This condition requires approval for the means of drainage for the development. In terms of the foul drainage, the applicant has indicated that this is to be directed to the public drainage system. Scottish Water has confirmed that it has no objection to the application and that there is currently capacity in the public system to accommodate the development. This proposal is compatible with development plan policy.

- 8.16 Surface water drainage is to be dealt with by a Sustainable Urban Drainage System (SUDS). A Drainage Impact Assessment and supporting information in relation to the surface water disposal system has been submitted. The proposed SUDS consists of 3 detention basins with 1 located in the northeast corner of the site which would serve the area to the northwest and east of the realigned A930 as well as sections of the realigned road and junctions. That basin would discharge to the Monikie Burn which is located to the north of the site. The underground discharge pipe is subject of a separate application that is before Committee for determination (Appn: 17/00687/FULL refers). The remaining 2 basins that complete the system required to serve the development are located outwith the application site and are subject of separate planning applications which are also before Committee for determination (Appns: 17/00685/FULL and 17/00686/FULL refer). The detention basin within the site has been designed to be a dry basin and has been sized to attenuate the surface water runoff generated from a 1-in-200 year storm event (including an additional allowance of 30% for climate change). The detention basin would be designed and controlled such that it would restrict run-off rates to greenfield equivalent.
- 8.17 Both SEPA and the Roads Service have reviewed the drainage information submitted in support of the proposal and have indicated no objection to the Sustainable Urban Drainage System that is proposed to serve the development. The Roads Service has advised that the surface water drainage proposals to serve the employment development are appropriate as is the proposed operation and maintenance schedule. A condition is proposed that requires the provision of the SUDS attenuation basins prior to occupation of any building within the development. Overall the proposed drainage arrangements are considered compatible with relevant policy requirements.

Condition 1(e) – Phasing

- 8.18 This condition requires a phasing plan for the entire development including specified access arrangements. The submitted phasing plan indicates that the development would be split into 3 phases. Phase 1 would incorporate complete provision of the realigned Carlogie Road including the improvements to the section of road to the north of the site; pedestrian and cycle linkages including a link to connect the housing to the west of the site; all of the proposed public transport infrastructure; all of the employment buildings on the western side of the realigned Carlogie Road along with the Class 4 buildings and hardstanding area on the eastern side of the realigned Carlogie Road; landscaping including some of the strategic planting around the perimeter of the site as well as the SUDS provision to serve the development including the infrastructure subject of planning applications 17/00685/FULL, 17/00686/FULL and 17/00687/FULL. Phase 2 would incorporate the Class 4/5 buildings that occupy the central area of the site along with the strategic landscaping that forms the southern boundary of this area of the site. Phase 3 incorporates the Class 6 buildings located on the eastern periphery of the site along with the strategic landscaping that forms the southern boundary of this area of the site.
- 8.19 The overall phasing is generally compatible with relevant development plan policy. A condition is attached that clarifies the requirement for the construction of the realigned A930 and associated improvements to take place before any other works. It is also considered appropriate to require the provision of the strategic landscaping along the southern and eastern boundaries of the application site should be provided at an early stage of the development. It will take some time to establish and it is desirable to see it provided and established at an early stage in order that it provides some meaningful mitigation when development is undertaken. Conditions are proposed that deal with this matter and specific phasing matters. It is recognised that the phasing of construction activity is likely to be influenced by market demand and this is acceptable provided the necessary overall infrastructure and landscaping for the site has been provided.

Other Matters

- 8.20 The road alignment and detail has been refined in the period since approval of the planning permission in principle. Similarly the design of the sustainable urban drainage system has been subject of further review and revision. This has necessitated the submission of planning applications that propose development outwith the application site associated with the planning permission in principle. Those applications provide for the construction of an appropriately designed roadway and for the provision of drainage infrastructure necessary for the realigned road and the employment area. The realignment of the road is required by development plan policy and is in the public interest. There are operational reasons for the

location of the surface water system proposed and again the provision of that drainage infrastructure is in the public interest as it assist in the delivery of the realigned road and the employment area. The proposed detention basins would have a grassland appearance and although engineered in form would have little adverse impact on the landscape setting of the town.

Conclusion

- 8.21 The principle of an employment development on this site has been established through the sites allocation in the Angus Local Development Plan and through the grant of planning permission in principle. The planning permission in principle required the submission of a further application or applications for approval of matters of detail prior to the commencement of any development. This application seeks approval for all detailed matters specified in order to allow development to commence. Separate applications for planning permission have also been submitted for infrastructure required to facilitate the development.
- 8.22 In this respect the overall layout and detail of the application is considered compatible with relevant development plan policy. The proposal provides for a distinctive development that takes account of the topography of the site and incorporates strategic landscaping that will help integrate the development into its environs. It does not give rise to any unacceptable impacts in terms of environment, amenity or road safety. The development would provide a range of building types that can meet a range of employment uses. It makes provision for the realignment of Carlogie Road which would improve linkages between the eastern end of Carnoustie and the A92 whilst also allowing opportunities for people to use modes of traffic other than private car.
- 8.23 There are conditions attached to the planning permission in principle that control the development. Further conditions are proposed that seek to ensure that the development is provided in an appropriate manner that minimises impacts on the amenity and environment of the area. The details submitted in respect of this application and in conjunction with the other planning applications that have been submitted for enabling development at the site are compatible with relevant development plan policies subject to the proposed conditions. There are no material considerations that justify refusal of this application.

9. OTHER MATTERS

HUMAN RIGHTS IMPLICATIONS

The recommendation in this report for grant of permission/consent, subject to conditions, has potential implications for neighbours in terms of alleged interference with privacy, home or family life (Article 8) and peaceful enjoyment of their possessions (First Protocol, Article 1). For the reasons referred to elsewhere in this report justifying this recommendation in planning terms, it is considered that any actual or apprehended infringement of such Convention Rights, is justified. The conditions constitute a justified and proportional control of the use of the property in accordance with the general interest and have regard to the necessary balance of the applicant's freedom to enjoy his property against the public interest and the freedom of others to enjoy neighbouring property/home life/privacy without undue interference.

EQUALITIES IMPLICATIONS

The issues contained in this report fall within an approved category that has been confirmed as exempt from an equalities perspective.

10. CONCLUSION

It is recommended that the application be approved for the following reason, and subject to the following condition(s):

Reason(s) for Approval:

That all matters relating to the requirements of Condition 1 (a) to (g) of the planning permission in principle are compatible with relevant development plan policy subject to the stated conditions. The proposal would not have an adverse impact on amenity, environment or road safety and would provide an employment area, road realignment and associated

infrastructure in an acceptable manner. There are no material considerations that justify refusal of these specified matters.

Conditions:

1. Notwithstanding the phasing detail provided by the applicant the development shall be undertaken in accordance with the following requirements: -
 - a) Completion of the alterations to the existing public road and realignment of the A930 Road and its associated infrastructure prior to any other development taking place;
 - b) Completion of SUDS detention basins and associated drainage infrastructure prior to the realigned section of the A930 Road being brought into use;
 - c) Completion of the 2.5 metre wide cycle track extension between the site and the existing cycle track to the east of the A930 Road as detailed in Condition 3 of Planning Permission ref: 14/00043/PPPM prior to the realigned section of the A930 being brought into use;
 - d) Completion of all proposed native woodland planting as shown on Drawing Nos. ASL_00_XX_DR_L_0101 and ASL_00_XX_DR_L_0102 – Landscaping Proposals – Sheets 1 and 2 by Austin-Smith: Lord LLP dated 20.12.2017 as revised by the requirements of condition 8 of this permission within the first planting season following the date of initiation of development.

Reason: In the interest of ensuring adequate access, drainage and landscaping at an appropriate stage of the development.

2. The surface water system and a foul drainage connection to the public sewerage system shall be completed for each building prior to its occupation or use.

Reason: In order to ensure adequate drainage facilities are provided in the interests of the amenity of the area.

3. That, no development in connection with this development shall be undertaken unless a Speed Limit Order has been approved that provides for the speed limit on the realigned section of the Carlogie to Muirdrum Road (A930) to be 40mph between the existing 30mph limit at Carnoustie and a point 60 metres to the north of the intersection of the road with the U508 Westhaven Road.

Reason: In the interests of road safety.

4. That, no development in connection with this development shall be undertaken unless plans and particulars of details relating to the making of a Traffic Regulation Order, necessary for the implementation of alterations to the existing public road, have been submitted for approval by the Planning Authority. The development shall not commence until the Order has been made by the Council.

Reason: In the interests of road safety.

5. Vehicular and pedestrian access and public transport facilities relating to the development of the site shall be provided in accordance with the following requirements:
 - a. That, visibility splays shall be provided at all new road junctions on the realigned length of the A930 Carnoustie to Muirdrum Road. Visibility splays shall be formed prior to any junction being brought into use and shall provide for a minimum sightline of 120m in each direction at a point 4.5m from the nearside channel line of the realigned carriageway. Once formed nothing shall be erected, or planting permitted to grow within the visibility splay to a height in excess of 1050mm above the adjacent road channel level.
 - b. That, a pedestrian refuge island shall be provided on the new carriageway of the realigned A930 Carnoustie to Muirdrum Road to assist in crossing between the footpath link north of San Melito and the new bus stop on its east side prior to the realigned section of the A930 being brought into use.
 - c. That, the road verge to the rear of the proposed layby/passing place on Westhaven Road detailed on Fairhurst Drawing No. 119689/1003 Rev:C shall be reinstated prior to the layby/passing place being brought into use.

- d. That, prior to the occupation or use of any building, parking shall be provided within the site/each plot curtilage in accordance with the standards of Angus Council. All cycle parking provision shall be conveniently located for the main public entrance to the relevant building and shall be covered, lit and adequately signed.

Reason: In the interests of traffic and pedestrian safety and free traffic flow and to ensure adequate provision for the use of multi modal vehicles.

6. That, in the event that the proposed SUDS detention basin or any associated drainage infrastructure is not to be formally adopted, the basin and any other associated unadopted infrastructure shall be managed and maintained for as long as it remains in use in accordance with the SUDS Maintenance Schedule contained within the Carlogie Business Park, Carnoustie Drainage Impact Assessment (Revision 4) (119689) by Fairhurst dated 20.12.2017.

Reason: In order to ensure the surface water drainage system is appropriately managed and maintained in the interests of safety and the amenity of the area.

7. That no development in connection with the planning permission hereby approved shall take place until a scheme for the management and maintenance of all landscaping areas within the development hereby approved, including areas of existing woodland has been submitted for the further written approval of the Planning Authority. The submitted scheme shall include measures for the protection of landscaping from grazing mammals. Once a management and maintenance scheme has been approved the landscaping areas shall be managed and maintained in accordance with the approved details for as long as the development endures.

Reason: In order to ensure that the management and maintenance provisions for any unadopted landscaped areas are sufficient to ensure its ongoing maintenance in the interests of the amenity of the area.

8. That no development in connection with the planning permission hereby approved shall take place until a revised scheme of landscaping that reflects the details contained on Drawing Nos. ASL_00_XX_DR_L_0101 and ASL_00_XX_DR_L_0102 – Landscaping Proposals – Sheets 1 and 2 by Austin-Smith: Lord LLP dated 20.12.2017 with additional provision for the planting of native trees on the eastern site boundary has been submitted to and approved in writing by the Planning Authority. The proposed planting shall be completed within the first planting season following the date of initiation of development. Any plants or trees that within a period of 5 years from the completion of development die; are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size or species.

Reason: In order to ensure the timely provision of landscaping in the interests of the visual amenity of the area.

9. Prior to the commencement of any development comprising a Class 5 or 6 Use as defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997 a noise impact assessment shall be carried out in accordance with the requirements of condition 5 of permission 14/00043/PPPM. Where an approved noise impact assessment requires any noise mitigation measures these shall be implemented in full before any subsequent building or site is occupied and shall be maintained for the life of the development.

Noise from any Class 5 or 6 Use (as defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997) forming part of the development shall not exceed the noise limits shown in table A below.

Table A: Noise limits

Day	Time	Average Period (t)	Noise Limit	Notes
Monday – Sunday inclusive	0700 – 1900	12 hour	55 dBA Leq t	1,2,5
Monday – Sunday inclusive	0700 – 1900	1 hour	Existing ambient Leq t	1,2,4,5
Monday – Sunday inclusive	1900 – 2300	4 hour	50 dBA Leq t	1,2,5
Monday – Sunday inclusive	1900 – 2300	1 hour	Existing ambient Leq t	1,2,4,5
Monday – Sunday inclusive	2300 – 0700	8 hour	45 dBA Leq t	1,2,5
Monday – Sunday inclusive	2300 – 0700	5 minutes	Existing ambient Leq t	1,2,4,5
Monday – Sunday inclusive	2300 – 0700	N/A	45 dBA Lmax fast response	3,5

Notes for Noise Condition

1. The assessment location shall be free field within the exterior amenity space of any noise sensitive receptor. For the avoidance of doubt sensitive receptors includes all residential properties, hospitals, schools and office buildings or any other similar premises.
2. As measured and rated in accordance with BS4142:1997 – Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas as amended.
3. The assessment location shall be within a bedroom with a window open 50mm for natural ventilation.
4. The noise limit shall be the relevant ambient noise level referred to in the approved noise survey report required by paragraph 1 of this condition.
5. Where the noise measurement position is not the same as the assessment location the received noise levels shall be predicted using an appropriate methodology.

Reason: In the interest of the amenity of existing and prospective occupiers of noise sensitive properties located near the site.

10. Noise associated with construction works including the movement of materials, plant and equipment shall not exceed the noise limits shown in table B below unless agreed in writing by the Planning Authority. At all other times noise associated with construction or demolition operations shall be inaudible at any sensitive receptor. For the avoidance of doubt sensitive receptors includes all residential properties, hospitals, schools and office buildings or any other similar premises.

Table B

Day	Time	Average Period (t)	Noise Limit
Monday - Friday	0700 - 1900	12 hour	70 dBA Leq t
Saturday	0700 - 1300	6 hour	70 dBA Leq t

Reason: In the interest of the residential amenity of nearby noise sensitive properties.

11. That no building or site shall be occupied or used for food manufacture, waste management, shot blasting or coating processes unless an air quality management plan for that building or site has been submitted to and approved in writing by the Planning Authority. That air quality management plan shall be informed by the results of an air quality assessment. Thereafter the building or site shall be operated in accordance with the approved air quality management plan.

Reason: In the interest of the amenity of existing and prospective occupiers of sensitive properties located near the site.

12. That notwithstanding the information submitted in support of this application, the precise details of all external materials to be used on any building shall be submitted to and approved in writing by the Planning Authority prior to its construction. For the avoidance of doubt the proposed colour finishes of white, metallic grey and natural aluminium are not approved and external finishes should be of a recessive shade.

Reason: In order that the planning authority may verify the acceptability of the proposed materials in the interests of the visual amenity of the area.

13. That the distribution of uses within the site shall be in accordance with the building class assignment shown on page 10 of the Carlogie Business Park Development Brief dated 3 August 2017 by Austin-Smith: Lord. Specifically, land to the west of the realigned A930 Carlogie Road shall be used for Class 4 uses as defined by the Town and Country Planning (Use Classes)(Scotland) Order 1997 (as amended).

Reason: In order to ensure that the development is undertaken and operated in accordance with the parameters against which it was assessed and to safeguard the amenity of nearby sensitive properties.

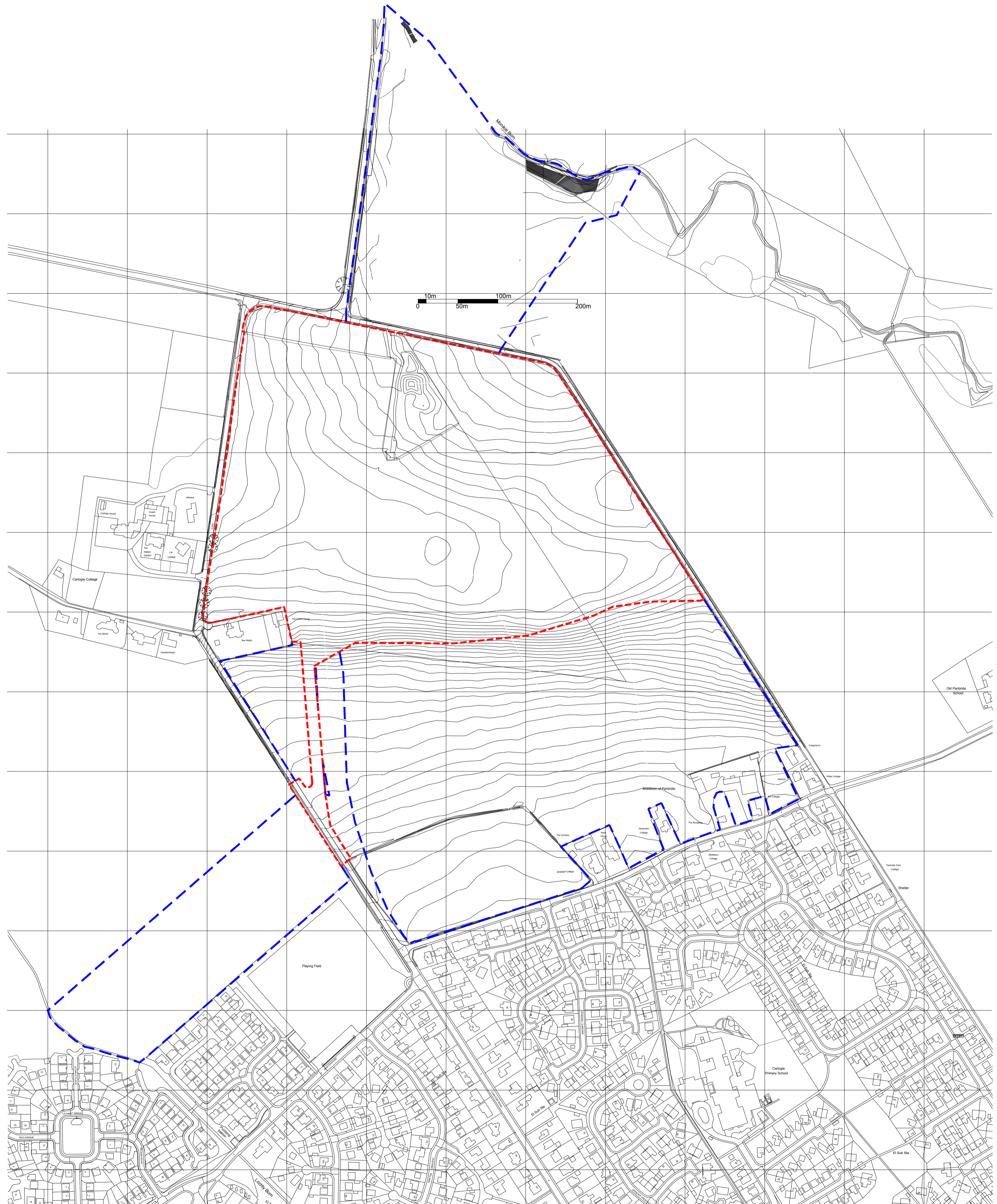
**KATE COWEY
SERVICE LEADER - PLANNING & COMMUNITIES**

NOTE: No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

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DATE: 16 APRIL 2017

APPENDIX 1: LOCATION PLAN
APPENDIX 2: PLANNING PERMISSION IN PRINCIPLE CONDITIONS
APPENDIX 3: SUMMARY OF APPLICANTS SUPPORTING INFORMATION
APPENDIX 4: DEVELOPMENT PLAN POLICIES



Revision	Description	By	Chkd By	Date
P1.1	Drawing number amended from ASL_00_XX_DR_A_0100 to ASL_00_XX_DR_A_0001	nda		31.07.17
P2.1	Blue line site boundary added for clarification	nda		03.08.17
P2.2	Blue line site boundary alterations	nda		07.08.17
P2.3	Blue line site boundary amended following clarification on Council owned land	nda		10.08.17

Revision	Description	By	Chkd By	Date

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The contractor is requested to check all dimensions before the work is put in hand.
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Drawn	nda	Austin-Smith Lord LLP
Date	April 2017	Architects Designers Planners
Scale	1:2500 @ A1	Landscape Architects
Status	S2	296 St Vincent Street Glasgow G2 5RU t 0141 223 8500 f 0141 223 8501 e glasgow@austinsmithlord.com

Austin-Smith:Lord
 Project Carlogie Business Park
 Description Masterplan
 Site Plan
 Proposed Development Boundary
 Job No. 217026 Drawing No. ASL_00_XX_DR_A_0001 Revision P2.3

Appendix 2: Planning Permission in Principle Conditions

Conditions

1. Plans and particulars of the matters listed below shall be submitted for consideration by the planning authority, in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No work shall begin until the written approval of the authority has been given, and the development shall be carried out in accordance with that approval.
 - (a) the overall layout of the site, including the distribution of uses and the provision of strategic landscaping;
 - (b) road layout, including detail of the realignment of the A930 and provision for pedestrian and cyclist access between the existing and realigned A930 roads;
 - (c) the means of foul and surface water drainage. For the avoidance of doubt all foul drainage from the development shall be directed to the public sewer and no development shall commence until evidence is provided to the planning authority to demonstrate that the public sewer has capacity to accommodate development of the entire site. Surface water shall be directed to a Sustainable Urban Drainage System (SUDS) and full details of a SUDS for the entire site along with details of phasing, maintenance and management shall be provided. All water retention/ detention features shall be designed to minimise danger to the public and shall be fully landscaped and fenced where necessary to achieve this purpose;
 - (d) the landscaping of the site including:
 - A detailed levels survey of the site and cross sections showing existing and proposed finished ground levels relative to a fixed ordnance datum point;
 - Boundary treatments and strategic planting, including details of the phasing, maintenance and management of all landscaped areas;
 - Cycle and pedestrian linkages;
 - Provision of a landscape buffer zone to the north of the application site.
 - (e) a scheme for the phasing of the entire development and for the delivery of the of the access requirements identified in condition 3;

Thereafter there shall be no development or use of any plot or plots until the written approval of the authority has been given for the following matters: -

- (f) the layout of that plot, the means of access, drainage, landscaping, design and external appearance of the building(s) and detail of the car parking within that plot curtilage;
- (g) a detailed levels survey of the site and cross sections showing existing and proposed finished ground levels relative to a fixed ordnance datum point;

The measures that are approved shall be implemented in their approved form unless otherwise detailed in conditions attached to this permission or in a subsequent approval of matters specified in conditions.

Reason: to ensure that the matters referred to are given full consideration and to accord with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.

2. That any application for approval of matters specified in condition 1 (a) – (e) above shall be accompanied by the following:-
 - (i) A Design and Access Statement in accordance with the requirements of Part 3 Regulation 13 (5) of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013;
 - (ii) A Transport Statement;
 - (iii) A lighting assessment, in accordance with a method statement approved in writing by the planning authority;
 - (iv) A Development Brief, to include: -
 - an overall design concept for buildings within the site taking account of building orientation, building height, use of materials, and a palette of colours and textures to be used in the construction of buildings;
 - provision of access by pedestrian, cycle and public transport;
 - a strategy for the drainage of foul and surface water;
 - site layout and design to accommodate a range of business uses;

- details of structure planting and landscaping within and around the site which shall take place at an early stage and will require to be to a high standard.

Reason: To enable the planning authority to consider the matters detailed in condition 1, in the interests of visual amenity, road safety, drainage, safeguarding amenity of light sensitive properties and landscaping, and given the gateway location of the site.

3. Vehicular and pedestrian access and public transport facilities at the site shall be provided in accordance with the following requirements:-

- The carriageway of the A930 Carnoustie - Muirdrum road shall be widened to 7.3 metres in accordance with the standards of Angus Council extending from the northern site boundary in a northerly direction to a point where it meets the existing cycle track to the east of the carriageway;
- A 2.5 metre wide cycle track shall be provided on the east side of the carriageway widening detailed above in accordance with the standards of Angus Council;
- Provision of bus lay-bys (one on each side of the re-aligned Carlogie Road) at locations and to a specification approved in writing by the Planning Authority;
- 2 x 3 bay enclosed glazed roof bus shelters and associated infrastructure, (one on each side of the re-aligned Carlogie Road) at locations and to a specification approved in writing by the Planning Authority;
- Two bus stop poles at the northern section of the application site at location(s) and specification approved in writing by the Planning Authority;
- The provision of a new pedestrian link from the housing to the west of the application site to the public transport infrastructure at a location and specification approved in writing by the Planning Authority;
- All details relating to access, road layout, design and specification; including provision of street lighting and surface water drainage shall be completed in accordance with the standards of Angus Council;
- All parking provision shall be in accordance with the standards of Angus Council.

Thereafter the works shall be undertaken in accordance with the details of the phasing under condition 1 of this permission.

Reason: In the interests of traffic safety and free traffic flow and to ensure adequate provision for pedestrians and public transport.

4. That all proposed and conditional alterations to the existing public road network shall be completed to the standards of Angus Council prior to the commencement of development. Specifically, no other works shall take place until the realignment and upgrading of the A930 has been completed in accordance with the approved details.

Reason: In order to provide a satisfactory standard of access in the interests of traffic safety and free traffic flow in a timely manner.

5. Prior to the commencement of any development comprising a Class 5 or 6 Use as defined by the Town and Country Planning (Use Classes) (Scotland) Order 1997 (or any subsequent amendment, revision or re-enactment) a noise impact assessment shall be submitted to and approved in writing by the Planning Authority. Prior to the submission of the aforementioned noise impact assessment a method statement detailing how this will be carried out shall be submitted to and approved in writing by the Planning Authority. Thereafter the assessment shall be undertaken in accordance with the approved method statement unless otherwise agreed in writing with the Planning Authority.

Reason: In order to safeguard the amenity of occupants of noise sensitive property located close to the development.

6. Prior to the commencement of any development comprising of any of the following activities, namely food manufacture, waste management, shot blasting or coating processes, an air quality impact assessment including odour assessment shall be submitted to and approved in writing by the Planning Authority. Prior to the submission of the aforementioned air quality impact assessment a method statement detailing how this will be carried out shall be submitted to and approved in writing by the Planning Authority. Thereafter the assessment shall be undertaken in accordance with the approved method statement unless otherwise agreed in writing with the Planning Authority.

Reason: In order that any residential amenity impacts associated with food manufacture, waste management, shot blasting or coating processes can be considered and mitigated.

7. That notwithstanding the details shown on the submitted drawings the permission hereby approved only provides for the in-principle development of 15 hectares of Class 4, 5 and 6 uses as indicated by Policy C7 of the Angus Local Plan Review. This permission makes no provision for the use of any specific area of land for any specific use and none of the submitted layouts are therefore approved as part of this permission.

Reason: For clarification purposes and for the avoidance of any possible misunderstanding as the overall layout of the site and location of uses will be considered through the submission of a further application or applications for matters specified in conditions.

Appendix 3 – Summary of Applicant Supporting Information

Development Brief – this document sets out the main planning and design principles on which the development has been based. It defines design parameters and sets out a design code in terms of access and circulation through the site, the landscape framework, the scale of development, design, massing, density and materials of the individual units. The landform, existing mature trees and the proposed realignment of the link road from the A92 will divide the site into two distinct development areas. Business Park (class 4) building uses are proposed along the western boundary and flanking the entrance route with class 4/5 buildings to the south east of the realigned A930 culminating with the proposed Industrial Park (class 6) to the east of the site. Established within a landscape setting, lighter business uses and low level landscaping will character the frontage to the realigned A930. The proposal is to use this existing landform together with further landscaping, levelling / sculpting and bunding of the site in order to ensure that the standard height of employment units would not dominate, even when viewed from below the ridge line immediately to the south. The main facades of buildings, creating frontage to the proposed A930 alignment road, along with landscaping buffer zone will create a boulevard-like road lined with green space along the new access to Carnoustie. Internal pockets of landscaping within the site will create focal and orientation points throughout the site. The landscape framework for the development comprises hedgerow planting, woodland planting, grass seeding and individual trees. The proposed development will be served by a new separated system of foul and storm water drainage. The SUDS forms an integral part of the site layout and with appropriate landscaping and attention to detail, will be used to enhance the public open space and provide additional varied habitat within the site.

Design and Access Statement – this document is required to satisfy the requirements of Condition 2(i) of the planning permission in principle and describes the design principles relating to the proposed development to ensure that the design process and rationale for inclusive access can be understood. It indicates the design and access considerations have taken account of the sites context, the requisite need for the realignment of the A930 and identified opportunities and constraints it presents for development of the site. The design solution provides a barrier free access throughout the business and industrial units and external spaces for all users. Vehicular and pedestrian routes to and from the business and industrial units have been carefully considered in order to achieve the best possible solution to provide inclusive access for all. Approach to the building entrances are level, entry is flush and dropped kerbs are provided along the accessible routes with entrance doors to all buildings exceeding minimum sizes. Pedestrian access to the site is achieved from the new footpath running alongside the eastern carriageway of the re-aligned A930. There is also a pedestrian footpath from the existing housing to the west of the site to the two new bus stops. Cyclists will be encouraged to utilise the development via the inclusion of secure cycle parking facilities within the car park areas for each of the development phases. 4 bus stops are incorporated into the development with links to the stops provided via the proposed footpath network.

Planning Statement – this document explains how each of the matters regulated under planning the planning permission in principle conditions have been addressed and also accord with the relevant policies of the development plan The principle of development on the site is established under adopted Angus Local Development Plan (LDP) policy and the Planning Permission in Principle (PPP) granted at appeal by decision letter on 19 August 2014 (Ref. PPA-120-2033). The proposal is supported under LDP Policy C6, promoting industrial and business space development at Carlogie, in association with local road improvements (LDP Policy C8). The development shall comprise new buildings, road infrastructure including road realignment and upgrading of the A930, foul water drainage and connections to the existing public sewer and storm water drainage treatment through SUDS to controlled discharge into watercourses and a scheme of structural landscaping. The layout is conceived to create an attractive modern landscaped environment compatible with local character. Proposed development is low density with a large proportion of open space. Trees are protected wherever possible and a landscape scheme is submitted to demonstrate how the development can be visually integrated into its surroundings. The built outcome should be attractive, distinct, safe, well connected and adaptable. Care has been taken to plan the layout to locate the cleaner Class 4 office pavilions closer to the residential accommodation, while the storage, distribution and general industrial use buildings shall be sited to the east side of the site, well set back from where commercial activities might impact negatively upon residential amenity. The development is low density with an emphasis on high quality landscaping to create an appealing environment unlikely to impact negatively on the residential environment or approach to Carnoustie. The layout is open and attractively landscaped with high proportion of open space. Internal pockets of landscaping within the site will create focal and orientation points throughout the site. Creating a series of interconnecting green corridor spaces will allow for a series of route networks throughout the site. A large landscaping buffer zone around the development is proposed with an increased depth on the southern boundary. Provision has been made to improve road links and connectivity between Carnoustie, the site and the

A930. Provision is made for public transport infrastructure and new pedestrian and cycle linkages are incorporated into the development. The document concludes by indicating the applicant considers that the standards originally set by the planning conditions attached to the planning permission in principle have been satisfied and trusts that the attached submissions also meet the Planning Authority requirements for the requisite approval of all matters regulated under conditions.

Drainage Impact Assessment – this concludes that an integrated and sustainable drainage system can be achieved for the proposed development. The topography of the site lends itself well to the creation of a conventional separated foul and surface water drainage system. Foul water sewers from the site will require to discharge into the public sewerage system and a number of connection points either local to the site or further afield appear possible. It will be possible to incorporate a Sustainable Drainage System (SUDS) into the draft development framework, in an acceptable and integrated manner and in such a way as to enhance public open space and provide additional and varied habitat within the site. Surface water could be discharged at a controlled rate to the Lochty Burn southwest of the site and to the Monikie Burn to the north, in a manner that will not cause detriment to the local hydrological environment. The site is not considered to be at risk of flooding from either the Lochty Burn or from the Monikie Burn.

Transport Statement – this document is required to satisfy the requirements of Condition 2(ii) of the planning permission in principle and provides an assessment of the road layout, cycle/pedestrian linkages and public transport infrastructure. The geometry of the realigned Carlogie Road will tie in to the existing A930 at its southern end with a reformed priority T junction is proposed at its northern end to provide a connection to the existing A930. Access in a westerly direction towards the Carlogie Farm Road will be stopped up through the introduction of bollards. This road has poor alignment and due to existing trees does not have adequate forward visibility in places. Access to Carlogie Farm Road would be via the new section of road to be formed to the south of San Melito. The realigned section of Carlogie Road will represent an improvement over the existing road alignment which has bends and width which are below current road standards. The new section of road has been designed to a 70A kph (44mph) design speed and will be a 40mph road. The realigned section of Carlogie Road has been designed at 7.3m wide and has a continuous 3m wide footway / cycleway along its eastern extent within the site, separated from the carriageway by a 2.5m wide verge. The eastern footway / cycleway will continue north, crossing the proposed priority T junction at the local farm road junction, tying in to existing footway / cycleway provision. On the west side of the realigned carriageway a 2m wide footway is proposed over part of the route, but is not continuous over the whole length of the road. Where a footway is proposed it is separated from the carriageway by a verge which ranges from 1m to 2m in width. At the south end of the realigned road the western footway ties in to footway provision on the existing A930, retaining pedestrian access to properties served by the road. Around the mid-point of the new Carlogie Road alignment a 2m wide footpath is proposed which also ties the existing A930 to the new road alignment, providing pedestrian access to a cluster of existing properties. Two sets of bus stops are proposed along the route of the realigned Carlogie Road, in accordance with Planning Conditions. At the south end the bus stop provision comprises 12m long bus laybys with tapers, and each will have a 3 bay enclosed glazed roof bus shelter. At the mid-section of the realigned road, approximately 350m north of the bus laybys, a further set of bus stops are proposed. These take the form of flagged bus stop poles. The Transport Statement concludes that the proposal is in accordance with Planning Conditions and National Planning Guidance.

External Lighting Strategy and Analysis – this document reviews the proposed lighting approach for the development against current best practice, regulations and guidelines for the reduction of obtrusive light. Through analysis of the site and proposed useage, lighting parameters have been established for each zone - to permit external lighting to be provided in an appropriate way in accordance with the current best practice, standards, guidelines and recommendations. The proposed design approach complies with all the current best practice and guidance for a lighting installation within Environmental Zone E2 (Rural – Low-District Brightness). Although there are some properties in close proximity to the site, it has been illustrated that risks have been minimised and that it is possible to develop the site in accordance and compliance with the relevant lighting standards.

Detention Basin Operation & Maintenance Schedule – this identifies the proposed maintenance schedule, the required actions and the frequency of the specific actions in accordance with The SUDS Manual CIRIA C697. Regular maintenance includes litter and debris removal, grass cutting, management of vegetation and removal of sediments from inlet and outlet channels. These actions are undertaken monthly, half yearly and annually. Occasional maintenance includes re-seeding area of poor vegetation, pruning and trimming of trees and removal of sediment from micro-pools if volume is reduced by >25%. These actions are undertaken annually, every 2 years and 3 – 10 years. Remedial actions will be undertaken as required and relate to repair of any erosion or other damage to inlets, outlets or overflows and re-levelling of uneven surfaces and reinstatement of design levels.

There will be monthly monitoring of inlets, outlets and overflows for blockages along monthly inspections of side slopes, structures, pipework for evidence of physical damage. Half yearly inspections to deal with silt accumulation will be undertaken along with checks on flow control devices.

Detention Basin Health & Safety Risk Assessment – this advises detention basins are landscaped depressions that are normally dry except during and immediately following storm events. They are components where surface runoff from regular events is routed through the basin and when flows rise, because the outlet is restricted, the basin fills provides storage of runoff and flow attenuation. They have been designed so that the side slopes of the basins are 1 in 3 to allow unaided movement in either direction for able bodied visitors or maintenance personnel. A Health & Safety Risk Assessment has been carried out for the basins in accordance with Chapter 36 of the SUDS manual. This assessment has identified that the potential hazards are drowning and falls. The addition of a toddler proof fence around the perimeter of the South Basin is the only safety measure deemed necessary following guidance given in the SUDs Manual. Therefore no additional safety measures, warning signage or safety equipment is required.

Structural Design and Costings for realignment of A930 – this provides an estimate of costings for the construction of the realigned Carlogie Road. It also provides a comparison between the current estimated quantities compared to the initial design which contained a roundabout at the north of the site. The cost of works required to form the roadway would be in the region of £2.8 million which has reduced from £3.5 million based on the design changes to the road layout.

Response to representations – this indicates additional planning applications are submitted in support of a detailed design conceived and developed in consultation with stakeholders to drain not just the allocated employment area at Carlogie, but also the new road. The drainage design and SUDS basins, also the surface water sewers detailed under submission are required to provide an effective means of surface water controlled discharge to route and return treated surface water to the water environment. Allocated development requires to be serviced and it is a requirement of the planning permission in principle to bring forward full details of the enabling infrastructure including Carlogie Road realignment and the means to drain the application site. In our opinion, much of this information could have been submitted pursuant to condition under s41 of the Act, however, the Planning Authority directed that further applications should be lodged describing all operations necessary to serve or enable the proposed development. The applicant has complied with the advice of the Planning Authority. Several of the other representations lodged have common themes, for example, relating to the adequacy of landscaping screening along the southern extent of the employment site. Some question the principle of the development altogether or are critical of some aspect of the design of the realigned Carlogie Road. Objectors do not acknowledge that the proposed development of business and industrial space is supported broadly by the policies of a Development Plan that has been subject to considered assessment and examination prior to its adoption. The same issues were revisited by a planning appeal in 2014 resulting in grant of planning permission in principle. The applicant does not wish to revisit old arguments or debate the principle of this development again. The drawings and design submissions are also the culmination of months of dialogue with Council Planners and other key stakeholders including Scottish Water and local highways officers. The roads and drainage infrastructure is designed to comply with the technical and design standards of the Council, Scottish Water and SEPA. The Council as Planning Authority should set aside objections that seek to question again the principle of development on land with the benefit of permission in principle and supported by adopted planning policy or new attempts to undermine reasonable efforts to provide the essential enabling infrastructure to serve the proposed development.

Appendix 4: Development Plan Policies

TAYplan Strategic Development Plan

Policy 1 Location Priorities

Principal Settlement Hierarchy

Strategies, plans, programmes and development proposals shall focus the majority of development in the region's principal settlements as shown on Map 1 (opposite):

Tier 1 principal settlements which have the potential to accommodate the majority of the region's additional development over the plan period and make a major contribution to the region's economy;

- Within Dundee Core Area in the principal settlements of Dundee City; including Dundee Western Gateway, and Invergowrie, Monifieth, Tayport/Newport/Wormit, Birkhill/Muirhead; and,
- Within Perth Core Area in the principal settlements of Perth City, Scone, Almondbank, Bridge of Earn, Oudenarde, Methven, Stanley, Luncarty, Balbeggie, Perth Airport.

Tier 2 principal settlements which have the potential to make a major contribution to the regional economy but will accommodate a smaller share of the additional development; and,

Tier 3 principal settlements which have the potential to play an important but more modest role in the regional economy and will accommodate a small share of the additional development.

B. Sequential Approach

Strategies, plans and programmes shall prioritise land release for all principal settlements using the sequential approach in this Policy; shall prioritise within each category, as appropriate, the reuse of previously developed land and buildings (particularly listed buildings); and shall ensure that such land is effective or expected to become effective in the plan period, and that a range of sites is made available, as follows:

1. Land within principal settlements; then,
2. Land on the edge of principal settlements; then,
3. Where there is insufficient land or where the nature/scale of land use required to deliver the Plan cannot be accommodated within or on the edge of principal settlements, and where it is consistent with Part A of this policy and with Policy 2, the expansion of other settlements should be considered.

C. Outside of Principal Settlements

Local Development Plans may also provide for some development in settlements that are not defined as principal settlements (Policy 1A). This is provided that it can be accommodated and supported by the settlement, and in the countryside; that the development genuinely contributes to the outcomes of this Plan; and, it meets specific local needs or does not undermine regeneration of the cities or respective settlement.

Proposals for development in the countryside should be assessed against the need to avoid suburbanisation of the countryside and unsustainable patterns of travel and development.

D. Green belts

Local Development Plans shall continue the implementation of green belt boundaries at both St Andrews and Perth to preserve their settings, views and special character including their historic cores; protect and provide access to open space; assist in safeguarding the countryside from encroachment; to manage long term planned growth including infrastructure on Map 10 and Strategic Development Areas in Policy 3; and define the types and scales of development that are appropriate within the green belt based on Scottish Planning Policy.

Policy 2: Shaping better quality places

To deliver better quality development and places which respond to climate change, Local Development Plans, design frameworks masterplans/briefs and development proposals should be:

A. Place-led to deliver distinctive places by ensuring that the arrangement, layout, design, density and mix of development are shaped through incorporating and enhancing natural and historic assets*, natural processes, the multiple roles of infrastructure and networks, and local design context.

B. Active and healthy by design by ensuring that:

- i. the principles of lifetime communities (p. 17) are designed-in;
- ii. new development is integrated with existing community infrastructure and provides new community infrastructure/facilities where appropriate;
- iii. collaborative working with other delivery bodies concentrates and co-locates new buildings, facilities and infrastructure; and,
- iv. transport and land use are integrated to:
 - a. reduce the need to travel and improve accessibility by foot, cycle and public transport and related facilities;
 - b. make the best use of existing infrastructure to achieve an active travel environment combining different land uses with green space; and,
 - c. support land use and transport integration by transport assessments/ appraisals and travel plans where appropriate, including necessary on and off-site infrastructure.

C. Resilient and future-ready by ensuring that adaptability and resilience to a changing climate are built into the natural and built environments through:

- i. a presumption against development in areas vulnerable to coastal erosion, flood risk and rising sea levels;
- ii. assessing the probability of risk from all sources of flooding;
- iii. the implementation of mitigation and management measures, where appropriate, to reduce flood risk; such as those envisaged by Scottish Planning Policy, Flood Risk Management Strategies and Local Flood Risk Management Plans when published;
- iv. managing and enhancing the water systems within a development site to reduce surface water runoff including through use of sustainable drainage systems and storage;
- v. protecting and utilising the natural water and carbon storage capacity of soils, such as peat lands, and woodland/other vegetation;
- vi. Identifying, retaining and enhancing existing green networks and providing additional networks of green infrastructure (including planting in advance of development), whilst making the best use of their multiple roles; and,
- vii. design-in and utilise natural and manmade ventilation and shading, green spaces/networks, and green roofs and walls.

D. Efficient resource consumption by ensuring that:

- i. waste management solutions are incorporated into development;
- ii. high resource efficiency is incorporated within development through:
 - a. the orientation and design of buildings and the choice of materials to support passive standards; and,
 - b. the use of or designing in the capability for low/zero carbon heat and power generating technologies and storage to reduce carbon emissions and energy consumption; and,
 - c. the connection to heat networks or designing-in of heat network capability.

**Natural and historic assets: Landscapes, habitats, wildlife sites and corridors, vegetation, biodiversity, green spaces, geological features, water courses and ancient monuments, archaeological sites and landscape, historic battlefields, historic buildings, townscapes, parks, gardens and other designed landscapes, and other features (this includes but is not restricted to designated buildings or areas).*

Policy 3: First Choice for Investment

Local Development Plans should:

- A.** identify and safeguard at least 5 years supply of employment land* to support the growth of the economy and a diverse range of industrial requirements;
- B.** identify and safeguard sites/locations for distribution and warehousing or industries with significant cargo movements adjacent/close to rail-heads and ports where appropriate;
- C.** further assist in growing the year-round economy including the role of the tourism and sporting and recreational sectors;

D. continue to support the development of the Strategic Development Areas set out in Map 3;

E. include (or cover in Supplementary Planning Guidance) Design Frameworks for all Strategic Development Areas where unless completed or not required. These should reflect the overall policy requirements of this Plan and from which master plans will be developed, reflecting in particular the 6 qualities of successful places advocated by Scottish Planning Policy.

**Land for employment includes Classes 4 (business), 5 (General Industrial) and 6 (storage and distribution) from the Use Classes (Scotland) Order (1997). The location of some of these is considered as part of the town centres first approach in Policy 5.*

Policy 8 Green Networks

A. Strategies, Policies, Plans and Programmes shall protect and enhance green and blue networks by ensuring that:

- i. development does not lead to the fragmentation of existing green networks;
- ii. development incorporates new multifunctional green networks (that link with existing green networks) of appropriate quantity and quality to meet the needs arising from the nature of the development itself; and,
- iii. the provision of networks of green infrastructure is a core component of any relevant design framework, development brief or masterplan.

B. Local Development Plans should identify existing key networks of green infrastructure and opportunities to enhance them to maximise the benefits they provide. Improvements should include:

- i. better recreational access opportunities and active travel routes;
- ii. improvements to habitat networks and green spaces;
- iii. more widespread use of green infrastructure for water management; and,
- iv. an overall enhancement to quality of the place.

C. In identifying opportunities to enhance green networks, Local Development Plans should focus on the following key elements of the TAYplan Green Network:

i. Strategic Development Area Green Networks

Strategic Development Areas (Policy 3) shall provide new, networked green spaces. These should be integrated with green networks in adjacent urban areas and the countryside*.

ii. Dundee and Perth Core Areas

Opportunities to use green infrastructure enhancements to improve health and access should be identified in the Core Areas including opportunities shown on Map 8.

iii. Strategic Active Travel Links

Local Development Plans and other plans and programmes should identify opportunities to improve active travel links in line with priorities identified on Map 8, and connecting with existing routes including the National Cycle Network.

*Forfar Agricultural Service Centre is not a site specific strategic development area and so has been excluded. For other Strategic Development Areas e.g. Montrose Port and Orchardbank networks have been implemented.

Angus Local Development Plan

Policy DS1: Development Boundaries and Priorities

All proposals will be expected to support delivery of the Development Strategy.

The focus of development will be sites allocated or otherwise identified for development within the Angus Local Development Plan, which will be safeguarded for the use(s) set out. Proposals for alternative uses will only be acceptable if they do not undermine the provision of a range of sites to meet the development needs of the plan area.

Proposals on sites not allocated or otherwise identified for development, but within development boundaries will be supported where they are of an appropriate scale and nature and are in accordance with relevant policies of the ALDP.

Proposals for sites outwith but contiguous* with a development boundary will only be acceptable where it is in the public interest and social, economic, environmental or operational considerations confirm there is a need for the proposed development that cannot be met within a development boundary.

Outwith development boundaries proposals will be supported where they are of a scale and nature appropriate to their location and where they are in accordance with relevant policies of the ALDP.

In all locations, proposals that re-use or make better use of vacant, derelict or under-used brownfield land or buildings will be supported where they are in accordance with relevant policies of the ALDP.

Development of greenfield sites (with the exception of sites allocated, identified or considered appropriate for development by policies in the ALDP) will only be supported where there are no suitable and available brownfield sites capable of accommodating the proposed development.

Development proposals should not result in adverse impacts, either alone or in combination with other proposals or projects, on the integrity of any European designated site, in accordance with Policy PV4 Sites Designated for Natural Heritage and Biodiversity Value.

*Sharing an edge or boundary, neighbouring or adjacent

Policy DS2: Accessible Development

Development proposals will require to demonstrate, according to scale, type and location, that they:

- are or can be made accessible to existing or proposed public transport networks;
- make provision for suitably located public transport infrastructure such as bus stops, shelters, lay-bys, turning areas which minimise walking distances;
- allow easy access for people with restricted mobility;
- provide and/or enhance safe and pleasant paths for walking and cycling which are suitable for use by all, and link existing and proposed path networks; and
- are located where there is adequate local road network capacity or where capacity can be made available.

Where proposals involve significant travel generation by road, rail, bus, foot and/or cycle, Angus Council will require:

- the submission of a Travel Plan and/or a Transport Assessment.
- appropriate planning obligations in line with Policy DS5 Developer Contributions.

Policy DS3: Design Quality and Placemaking

Development proposals should deliver a high design standard and draw upon those aspects of landscape or townscape that contribute positively to the character and sense of place of the area in which they are to be located. Development proposals should create buildings and places which are:

- **Distinct in Character and Identity:** Where development fits with the character and pattern of development in the surrounding area, provides a coherent structure of streets, spaces and buildings and retains and sensitively integrates important townscape and landscape features.
- **Safe and Pleasant:** Where all buildings, public spaces and routes are designed to be accessible, safe and attractive, where public and private spaces are clearly defined and appropriate new areas of landscaping and open space are incorporated and linked to existing green space wherever possible.
- **Well Connected:** Where development connects pedestrians, cyclists and vehicles with the surrounding area and public transport, the access and parking requirements of the Roads Authority are met and the principles set out in 'Designing Streets' are addressed.
- **Adaptable:** Where development is designed to support a mix of compatible uses and accommodate changing needs.
- **Resource Efficient:** Where development makes good use of existing resources and is sited and designed to minimise environmental impacts and maximise the use of local climate and landform.

Supplementary guidance will set out the principles expected in all development, more detailed guidance on the design aspects of different proposals and how to achieve the qualities set out above. Further details on the type of developments requiring a design statement and the issues that should be addressed will also be set out in supplementary guidance.

Policy DS4: Amenity

All proposed development must have full regard to opportunities for maintaining and improving environmental quality. Development will not be permitted where there is an unacceptable adverse impact on the surrounding area or the environment or amenity of existing or future occupiers of adjoining or nearby properties.

Angus Council will consider the impacts of development on:

- Air quality;
- Noise and vibration levels and times when such disturbances are likely to occur;
- Levels of light pollution;
- Levels of odours, fumes and dust;
- Suitable provision for refuse collection / storage and recycling;
- The effect and timing of traffic movement to, from and within the site, car parking and impacts on highway safety; and
- Residential amenity in relation to overlooking and loss of privacy, outlook, sunlight, daylight and overshadowing.

Angus Council may support development which is considered to have an impact on such considerations, if the use of conditions or planning obligations will ensure that appropriate mitigation and / or compensatory measures are secured.

Applicants may be required to submit detailed assessments in relation to any of the above criteria to the Council for consideration.

Where a site is known or suspected to be contaminated, applicants will be required to undertake investigation and, where appropriate, remediation measures relevant to the current or proposed use to prevent unacceptable risks to human health.

Policy TC14: Employment Allocations and Existing Employment Areas

Within employment land allocations and existing employment areas, planning permission will be granted for Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) uses. In these locations, other uses may be supported if it is demonstrated that:

1. The proposal is complementary or ancillary to an existing or proposed employment use; or
2. The loss of the site would not undermine the provision of employment land in Angus, or land which may be important to retain due to its individual characteristics, regardless of the amount of employment land available; and
3. The proposal would not undermine the operation of existing or proposed employment uses on the whole allocation or existing employment area; and
4. There is no unacceptable impact on the built and natural environment, surrounding amenity, access and infrastructure; and
5. If relevant, the proposal is in accordance with Policy TC19 Retail and Town Centre Uses.

To meet the requirements of points 1, 2 and 3, evidence shall be submitted with the planning application to identify the length of time the site has been marketed for employment use; the forms of marketing undertaken; the inter-relationship of the site with adjacent employment land, and with strategic and local transportation infrastructure; and potential impacts of the future use and occupation of adjacent employment land.

Policy PV1: Green Networks and Green Infrastructure

Angus Council will seek to protect, enhance and extend the wildlife, recreational, amenity, landscape, access and flood management value of the Green Network. Development proposals that are likely to erode or have a damaging effect on the connectivity and functionality of the Green Network will not be permitted unless appropriate mitigation or replacement can be secured. In some cases a developer contribution towards enhancement of the wider Green Network may be appropriate.

Green infrastructure (including open space) will require to be provided as part of new development. Proposals should identify the location and nature of the green network in the area and seek to enhance linkages wherever possible.

The location and function of green networks in Angus will be mapped in a Planning Advice Note.

Policy PV3 Access and Informal Recreation

New development should not compromise the integrity or amenity of existing recreational access opportunities including access rights, core paths and rights of way. Existing access routes should be retained, and where this is not possible alternative provision should be made.

New development should incorporate provision for public access including, where possible, links to green space, path networks, green networks and the wider countryside.

Where adequate provision cannot be made on site, and where the development results in a loss of existing access opportunities or an increased need for recreational access, a financial contribution may be sought for alternative provision.

Policy PV6: Development in the Landscape

Angus Council will seek to protect and enhance the quality of the landscape in Angus, its diversity (including coastal, agricultural lowlands, the foothills and mountains), its distinctive local characteristics, and its important views and landmarks.

Capacity to accept new development will be considered within the context of the Tayside Landscape Character Assessment, relevant landscape capacity studies, any formal designations and special landscape areas to be identified within Angus. Within the areas shown on the proposals map as being part of 'wild land', as identified in maps published by Scottish Natural Heritage in 2014, development proposals will be considered in the context of Scottish Planning Policy's provisions in relation to safeguarding the character of wild land.

Development which has an adverse effect on landscape will only be permitted where:

- the site selected is capable of accommodating the proposed development;
- the siting and design integrate with the landscape context and minimise adverse impacts on the local landscape;
- potential cumulative effects with any other relevant proposal are considered to be acceptable; and
- mitigation measures and/or reinstatement are proposed where appropriate.

Landscape impact of specific types of development is addressed in more detail in other policies in this plan and work involving development which is required for the maintenance of strategic transport and communications infrastructure should avoid, minimise or mitigate any adverse impact on the landscape.

Further information on development in the landscape, including identification of special landscape and conservation areas in Angus will be set out in a Planning Advice Note.

Policy PV7 Woodland, Trees and Hedges

Ancient semi-natural woodland is an irreplaceable resource and should be protected from removal and potential adverse impacts of development. The council will identify and seek to enhance woodlands of high nature conservation value. Individual trees, especially veteran trees or small groups of trees which contribute to landscape and townscape settings may be protected through the application of Tree Preservation Orders (TPO).

Woodland, trees and hedges that contribute to the nature conservation, heritage, amenity, townscape or landscape value of Angus will be protected and enhanced. Development and planting proposals should:

- protect and retain woodland, trees and hedges to avoid fragmentation of existing provision;
- be considered within the context of the Angus Woodland and Forestry Framework where woodland planting and management is planned;
- ensure new planting enhances biodiversity and landscape value through integration with and contribution to improving connectivity with existing and proposed green infrastructure and use appropriate species;

- ensure new woodland is established in advance of major developments;
- undertake a Tree Survey where appropriate; and
- identify and agree appropriate mitigation, implementation of an approved woodland management plan and re-instatement or alternative planting.

Angus Council will follow the Scottish Government Control of Woodland Removal Policy when considering proposals for the felling of woodland.

Policy PV12: Managing Flood Risk

To reduce potential risk from flooding there will be a general presumption against built development proposals:

- on the functional floodplain;
- which involve land raising resulting in the loss of the functional flood plain; or
- which would materially increase the probability of flooding to existing or planned development.

Development in areas known or suspected to be at the upper end of low to medium risk or of medium to high flood risk (as defined in Scottish Planning Policy (2014), see Table 4) may be required to undertake a flood risk assessment. This should demonstrate:

- that flood risk can be adequately managed both within and outwith the site;
- that a freeboard allowance of at least 500-600mm in all circumstances can be provided;
- access and egress to the site can be provided that is free of flood risk; and
- where appropriate that water-resistant materials and construction will be utilised.

Where appropriate development proposals will be:

- assessed within the context of the Shoreline Management Plan, Strategic Flood Risk Assessments and Flood Management Plans; and
- considered within the context of SEPA flood maps to assess and mitigate surface water flood potential.

Built development should avoid areas of ground instability (landslip) coastal erosion and storm surges. In areas prone to landslip a geomorphological assessment may be requested in support of a planning application to assess degree of risk and any remediation measures if required to make the site suitable for use.

Policy PV15: Drainage Infrastructure

Development proposals within Development Boundaries will be required to connect to the public sewer where available.

Where there is limited capacity at the treatment works Scottish Water will provide additional wastewater capacity to accommodate development if the Developer can meet the 5 Criteria*. Scottish Water will instigate a growth project upon receipt of the 5 Criteria and will work with the developer, SEPA and Angus Council to identify solutions for the development to proceed.

Outwith areas served by public sewers or where there is no viable connection for economic or technical reasons private provision of waste water treatment must meet the requirements of SEPA and/or The Building Standards (Scotland) Regulations. A private drainage system will only be considered as a means towards achieving connection to the public sewer system, and when it forms part of a specific development proposal which meets the necessary criteria to trigger a Scottish Water growth project.

All new development (except single dwelling and developments that discharge directly to coastal waters) will be required to provide Sustainable Drainage Systems (SUDs) to accommodate surface water drainage and long term maintenance must be agreed with the local authority. SUDs schemes can contribute to local green networks, biodiversity and provision of amenity open space and should form an integral part of the design process.

Drainage Impact Assessment (DIA) will be required for new development where appropriate to identify potential network issues and minimise any reduction in existing levels of service.

Policy PV20: Soils and Geodiversity

Development proposals on prime agricultural land will only be supported where they:

- support delivery of the development strategy and policies in this local plan;
- are small scale and directly related to a rural business or mineral extraction; or
- constitute renewable energy development and are supported by a commitment to a bond commensurate with site restoration requirements.

Design and layout should minimise land required for development proposals on agricultural land and should not render any farm unit unviable.

Development proposals affecting deep peat or carbon rich soils will not be allowed unless there is an overwhelming social or economic need that cannot be met elsewhere. Where peat and carbon rich soils are present, applicants should assess the likely effects of development proposals on carbon dioxide emissions.

All development proposals will incorporate measures to manage, protect and reinstate valuable soils, groundwater and soil biodiversity during construction.

C6: Working – Land at Carlogie

15 ha of land at Carlogie is allocated for employment use in accordance with Policy TC14 Employment Allocations and Existing Employment Areas.

Proposals should include:

- design and site layout which accommodates a range of employment uses whilst ensuring integration with the rural landscape character, in particular the topography of this site;
- structural planting, landscaping or networks of green corridors within and around the site to create an appropriate urban edge;
- provision of vehicular, cycle and pedestrian access arrangements to the satisfaction of the Council. Vehicular access arrangements will include the construction of a realigned Carlogie Road which will improve accessibility to/from the eastern end of the town with the upgraded A92; and
- supporting information including a Drainage Impact Assessment, Sustainable Drainage and Surface Water Management Plan, Flood Risk Assessment, Landscape Assessment and a Noise Impact Assessment as necessary.

(Planning permission in principle approved for employment development and associated realignment of the A930 in August 2014.)

C8: Transport – Upgrade A930 Carlogie Road

Angus Council will safeguard land required to enable the implementation of an upgraded A930 Carlogie Road to improve linkages between the eastern end of Carnoustie and the A92.