

ANGUS COUNCIL

DEVELOPMENT STANDARDS COMMITTEE – 24 APRIL 2018

PLANNING APPLICATION – FIELD 570M EAST OF CARLOGIE HOTEL, CARNOUSTIE

GRID REF: 356592 : 735988

REPORT BY SERVICE LEADER – PLANNING & COMMUNITIES

Abstract:

This report deals with planning application No 17/00686/FULL for Drainage Infrastructure Operations Comprising Underground Pipework and Formation of a Detention Basin and Outfall including Foul Water Connection to Public Network and Construction of Section of Road associated with Planning Permission in Principle Appeal PPA-120-2033 Resulting in 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 for Angus Estates Ltd at Field 570m East of Carlogie Hotel, 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 The applicant seeks full planning permission for drainage infrastructure operations comprising underground pipework and formation of a detention basin and outfall including foul water connection to public network and construction of a section of road associated with Planning Permission in Principle Appeal PPA-110-2033 Resulting in 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 570m East of Carlogie Hotel, Carnoustie. A plan showing the location of the site is provided at Appendix 1.
- 3.2 This application should be considered in conjunction with applications 17/00661/MSCM, 17/00685/FULL and 17/00687/FULL which relate to proposals for the formation of an employment area, realignment of sections of the A930 Carlogie Road and the provision of drainage infrastructure associated with both the road realignment and the employment area.
- 3.3 The application site measures approximately 1.85 hectares and is located to the southeast of the residential properties at San Melito. It consists of a section of Carlogie Road and agricultural land. Part of the application site is safeguarded from development to allow for the provision of an upgraded Carlogie Road. An area of land to the north of the application site is an allocated employment site which has planning permission in principle (Appn: 14/00043/PPPM refers) and is currently subject of an application for approval of matters specified in conditions (Appn: 17/00661/MSCM refers). To the south the site is adjacent to land that is subject of planning application Ref: 17/00685/FULL.
- 3.4 The application seeks planning permission for the construction of a section of road, including a link road, and the installation of drainage infrastructure and associated engineering works. The proposed roadway would form a section of a realigned Carlogie Road. It would have a width of 7.3m with a 3m wide footway/cycleway along its eastern extent, separated from the

carriageway by a 2.5m wide verge. On the west side of the realigned carriageway a 3.5m wide verge would be provided. A new section of road would be formed which would provide a link between the realigned road and the existing Carlogie Road. It would have a width of 7.3m with 2m wide verges. The existing Carlogie Road would be stopped up.

- 3.5 A detention basin is proposed and it would be located to the east of the existing Carlogie Road carriageway to the south of properties at San Melito. The detention basin would occupy an area of 0.40 hectares. It would be roughly triangular in shape, measuring around 104m in length and varying in width between 14m – 60m with a depth of 3.57m. The water depth within the basin would be 0.590m with a maximum water depth during the critical 200 year return being 1.110m. The sides of the basin would have a 1:3 gradient and be formed by profiled topsoil that is grassed. The triangular area formed between the realigned and existing Carlogie Road would consist of a wildflower grass mix. The outfall from the basin would connect into new underground pipework which projects to the south of the basin to tie into underground pipework proposed by application 17/00685/FULL. Thereafter it would discharge to the Lochty Burn.
- 3.6 The application has not been subject of variation.
- 3.7 The application was subject of neighbour notification and 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 An application (Ref: 17/00661/MSCM) for approval of matters specified in conditions Condition 1 (a) - (g) and Condition 2 of the planning permission in principle for the Employment Area has been submitted and is subject of a separate report to this Development Standards Committee.
- 4.5 Two further applications for planning permission (Ref: 17/00685/FULL and 17/00687/FULL) have been submitted and propose development associated with the provision of drainage infrastructure and road construction/realignment in association the delivery of the allocated Employment Area. Those application sites are located to the south and north respectively of the site subject of this application 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;
 - Detention Basin Operation & Maintenance Schedule;
 - Detention Basin Health & Safety Risk Assessment;
 - Surface Water Drainage Design Calculations and Costings for realignment of A930;
 - Agent 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. No objection is offered in relation to flooding and drainage.

6.2 **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.

6.3 **Aberdeenshire Council Archaeological Service** – has offered no objection to the proposal but has indicated if the application is approved a watching brief condition should be attached.

6.4 **Community Council** – has offered no comments on the proposal.

7. REPRESENTATIONS

7.1 2 letters of objection have been received. The letters of representation will be circulated to Members of the Development Standards Committee and a copy will be available to view on the council's [Public Access](#) website.

7.2 The following matters have been raised as objections to the application and are discussed under Planning Considerations: -

- **The development is contrary to the Angus Local Development Plan, specifically as it involves development outwith but adjacent to the development boundary.**
- **The surface water drainage arrangements should be integrated into the employment development.**
- **The link road between the existing Carlogie Road and realigned road is closer to San Melito Coach House than previously proposed and approved.**

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 (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.

8.4 Policy DS1 of the Angus Local Development Plan (ALDP) relates to development boundaries and priorities. It states that the focus of development will be sites allocated or otherwise identified for development in the ALDP. Amongst other things it states that 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 that there is a need for the proposed development that cannot be met within a development boundary. The text supporting the policy indicates that the development boundaries seek to protect the landscape setting of towns and prevent uncontrolled spread of development.

8.5 In this case the site includes land that is safeguarded in the ALDP to enable the implementation of an upgraded Carlogie Road (C8 Transport – Upgrade A930 Carlogie Road). The remainder of the site is not allocated or otherwise identified for development and largely lies outwith and contiguous to the Development Boundary for Carnoustie as defined by the ALDP. Land to the north of the application site is an allocated employment site (C6 Working – Land at Carlogie) in the ALDP and that site has planning permission in principle for the allocated use.

- 8.6 The development proposed by this application is directly related to the delivery of the allocated employment site. The allocation for the employment site in the ALDP specifically requires the construction of a realigned Carlogie Road. The planning permission in principle that has been granted for the employment site includes provision for the realignment of the road and is subject of conditions attached to that permission. The principle of realigning Carlogie Road in the general manner proposed is compatible with development plan policy. The proposal also includes provision of a new link road between the existing and realigned Carlogie Road. Issues regarding the specific route of the realignment and the link road and their design are discussed below.
- 8.7 The proposed drainage infrastructure comprises a detention basin and associated underground pipework. The location of the proposed detention basin allows for collection, storage and treatment of the surface water associated with the northern section of the realigned Carlogie Road and the southern section of the proposed employment area. The underground pipework would connect to further pipework to the south that is subject of planning application 17/00685/FULL which provides for discharge of surface water to the Lochty Burn. The detention basin would have the appearance of a fenced, grassland area. Landscaping is proposed in its vicinity. The underground pipework would have no long-term landscape or visual impact. The proposed drainage infrastructure would not affect the landscape setting of the town. The overall development relates to the delivery of the realigned Carlogie Road and is associated with the delivery of the allocated employment site to the north. It is in the public interest and there are economic and operational considerations that justify the proposal. The application does not give rise to conflicts with the aims and objectives of Policy DS1 or the ALDP in general. Specific matters regarding the proposed drainage infrastructure are discussed below.
- 8.8 The application site comprises prime agricultural land and that land would be affected by the proposed development. Policy PV20 allows the loss of prime land where the development would support delivery of other policies of the local plan. In this case the proposed development is directly related to the realignment of the A930 as required by the ALDP and it would assist in the delivery of the allocated employment site. There is no evidence to suggest that the development would affect the viability of any farm unit.
- 8.9 The planning permission in principle that was granted in 2014 contained a number of planning conditions regarding the detail of the realigned roadway. Those include matters such as the width of the carriageway and the detail of the necessary pedestrian and public transport provision. 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 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 proposal makes provision for an improved footway/cycleway and associated planning applications that are before Committee for determination make provision for necessary public transport infrastructure, including bus lay-bys and shelters.
- 8.10 The proposal also makes provision for a link road between the existing and realigned carriageways of the A930. The Roads Service has offered no objection to its location in terms of road safety but has indicated that a pedestrian footway should be provided along its length. The link road would be located in the region of 40m south of the boundary of residential properties at San Melito and approximately 60m from those dwellings. The proposed link road would sit around 4m lower than those properties and it is indicated that native woodland planting would be provided between the link road and those properties. A reasonable separation distance would be provided and the resultant relationship between properties and the road would be fairly significant in comparison to those typically found in the wider area. It would not give rise to unacceptable impacts on the amenity of occupants of nearby property.

- 8.11 Policy PV12 deals with flood risk and Policy PV15 deals with drainage infrastructure. SEPA has reviewed the drainage information submitted in support of the overall proposal and has offered no objection. The Roads Service has also confirmed that it has no objection to the application in relation to flood risk. The Drainage Impact Assessment submitted with the application indicates that a dry detention basin would be provided to treat and attenuate surface water drainage from the northern section of the realigned road and from the southern section of the proposed employment development. The detention basin 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 and this would ensure there was no unacceptable impacts on the Lochty Burn as a result of the controlled discharged. The Roads Service has considered the design of the drainage infrastructure along with the proposed operation and maintenance schedule and advised that the surface water drainage proposals and maintenance arrangements are acceptable.
- 8.12 The realigned roadway and new link road would be some distance from neighbouring residential property and would generally sit at a lower level. At the distances involved and having regard to the difference in ground levels and proposed landscaping, the new roads would not give to any unacceptable impacts on the amenity of occupants of neighbouring property. The proposed drainage infrastructure would not give rise to any significant long-term impact on amenity of nearby houses. The detention basin would be separated from the closest neighbouring houses by the carriageway of the new link road and would sit at a lower level. The basin would have the appearance of a grassland area. The proposed pipework would be located underground and would not give rise to significant amenity impacts.
- 8.13 The application site is not subject of any built heritage designation. There are known archaeological interests in the general area and some archaeological investigation has been done in relation to previous development proposals in the area. The Archaeology Service has requested a watching brief condition due to the potential of the site to contain features of archaeological significance.
- 8.14 The application site is not subject of any natural heritage designation. The site predominantly comprises cultivated agricultural land and there are no known natural heritage interests likely to be affected by the proposal. New planting is proposed which includes provision of hedgerows and native woodland species. The development would alter the local landscape and result in some visual impact. However, the resultant impacts are not considered unacceptable, particularly as the realignment of the road is promoted in the ALDP.
- 8.15 The proposal is directly associated with the provision of a road realignment and delivery of an allocated site for employment development as identified in the ALDP and it is broadly compliant with relevant development plan policy.
- 8.16 The matters raised by third parties have been taken into account in the preparation of this report and are discussed above. Policy DS1 provides guidance on determining planning applications and clearly indicates circumstances where development outwith but adjacent to a development boundary will be acceptable. The provision of the road realignment and drainage infrastructure is associated with the delivery of an allocated employment site; it does not give rise to any significant conflict with the aims and objectives of the development plan. The proposed alignment of the link road that was approved in 1999 is largely irrelevant. This is a different application, for a different proposal, submitted by a different applicant. The relevant consideration is whether the alignment of the link road proposed by this application is acceptable. As discussed above, the route proposed by this application does not give rise to any significant amenity, environmental or road safety issues and is compatible with relevant policy. The letters of representation do not raise any material considerations that justify refusal of the application.
- 8.17 In conclusion, the proposal provides for the realignment of the A930 Carlogie Road and the provision of drainage infrastructure which will support both the provision of that road and the delivery of the allocated employment land at Carlogie. The ALDP makes specific provision for the realignment of the roadway in Policy C8 and the employment land allocation also requires that realignment (Policy C6). The representations submitted by third parties are noted and have been taken into account in the assessment of the application and preparation of this report but they do not raise any material planning considerations that justify refusal of planning permission. The proposal does not give rise to any unacceptable environmental or amenity impacts and complies with relevant development plan policy subject to the proposed planning conditions. There are no material planning considerations that justify refusal of planning permission.

9. OTHER MATTERS

HUMAN RIGHTS IMPLICATIONS

The recommendation in this report for grant of planning permission, 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 the proposal provides for the realignment of the A930 Carlogie Road and the provision of drainage infrastructure which will support both the provision of that road and the delivery of the allocated employment land at Carlogie in a manner that complies with relevant policies of the development plan subject to the stated planning conditions. There are no material considerations that justify refusal of planning permission.

Conditions:

1. Vehicular and pedestrian access 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, visibility splays shall be provided on the new link road to the south of the dwelling known as San Melito at its junction with the existing 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 distance of 70m in each direction at a point 4.5m from the nearside channel line of the existing 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.
 - c. That, prior to the link road mentioned in (b) above being brought into use, a footway at least 2.0 metres wide shall be provided on the link road between the realigned section of the A930 Muirdrum Road and the existing A930 Muirdrum Road.

Reason: In the interests of traffic and pedestrian safety and free traffic flow.

2. 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.

3. 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 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.

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. That, landscaping for the site shall be carried out in accordance with 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. 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 that will help to integrate the development into the local landscape in the interests of the visual amenity of the area.

6. No works in connection with the development hereby approved shall commence unless an archaeological written scheme of investigation (WSI) has been submitted to and approved in writing by the planning authority and a programme of archaeological works has been carried out in accordance with the approved WSI. The WSI shall include details of how the recording and recovery of archaeological resources found within the application site shall be undertaken, and how any updates, if required, to the written scheme of investigation will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis the development hereby approved shall not be brought into unless a post-excavation research design (PERD) for the analysis, publication and dissemination of results and archive deposition has been submitted to and approved in writing by the planning authority. The PERD shall be carried out in complete accordance with the approved details.

Reason: To safeguard and record the archaeological potential of the area.

7. 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.

8. Noise associated with construction works including the movement of materials, plant and equipment shall not exceed the noise limits shown in the table below. 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.

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.

**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.

REPORT AUTHOR: KATE COWEY
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DATE: 16 APRIL 2018

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

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 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.

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

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 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 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 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.