

**ANGUS COUNCIL**

**DEVELOPMENT STANDARDS COMMITTEE – 24 APRIL 2018**

**PLANNING APPLICATION – FIELD 500M NORTH WEST OF PANBRIDE SCHOOL, CARNOUSTIE**

**GRID REF: 356791 : 736128**

**REPORT BY SERVICE LEADER – PLANNING & COMMUNITIES**

**Abstract:**

This report deals with planning application No 17/00687/FULL for Drainage Infrastructure Operations Comprising Underground Pipework and Formation of a Detention Basin and Outfall including Foul Water Connection to Public Network 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 500m North West of Panbride School, Carnoustie. This application is recommended for approval.

**1. RECOMMENDATION**

It is recommended that the application be approved for the reason 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 the public network associated with the Planning Permission in Principle which provides 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 500m North West of Panbride School, 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 17/00686/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 1.81 hectares and is located to the north of the U508 public road some 150m east of A930 Carlogie Road. The site extends 290m to the north from the U508 and varies in width between 40m and 150m, incorporating a section of the U508 and agricultural land. It is bound to the north by the Monikie Burn; to the south by an allocated employment site which benefits from 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); and to the east and west by

agricultural land.

- 3.4 The application seeks planning permission for the installation of drainage infrastructure and associated engineering works. The infrastructure is associated with the employment development that is proposed to the south of the application site. The drainage infrastructure to be installed is 273m of underground pipework which extends from a proposed detention basin located at the northern periphery of the employment site (Appn: 17/00661/MSCM refers) to the Monikie Burn where an outlet would be located.

- 3.5 The application has not been subject of variation.

- 3.6 The application was advertised in the local press as required by legislation.

#### **4. RELEVANT PLANNING HISTORY**

- 4.1 There is no relevant planning history specific to this application site.

- 4.2 However, land to the south of the application site is allocated in the Angus Local Development Plan for employment uses under Policy C6 of that Plan. Planning permission in principle has been granted on that 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 (Appn: 14/00043/PPPM and Reports 209/14 and 385/14 refer). That planning permission in principle remains extant.

- 4.3 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.

- 4.4 Two further applications for planning permission (Ref: 17/00685/FULL and 17/00686/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 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;
- Detention Basin Operation & Maintenance Schedule;
- Detention Basin Health & Safety Risk Assessment;
- 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 2 below.

#### **6. CONSULTATIONS**

- 6.1 **Angus Council – Roads** – has indicated no objection to the application in respect of road traffic matters. 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 **Community Council** – has offered no comments on the proposal.

#### **7. REPRESENTATIONS**

7.1 11 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: -

- **There is no requirement for two business parks in Carnoustie.**
- **The development should not be located on a main route into the town.**
- **Limitations should be placed on the height of the proposed buildings.**
- **Limitations should be placed on the nature and type of uses that can occupy the site.**
- **Adverse impacts on residential amenity.**
- **The development proposals should incorporate landscaping along its southern boundary.**
- **Appropriate safety fencing should be placed around the SUDS basins.**

This application relates solely to the provision of underground drainage pipework therefore these matters are not directly relevant in the determination of this application. The matters are relevant to applications 17/00661/MSCM, 17/00685/FULL and 17/00686/FULL and will be given consideration in the determination of those applications. At this stage Committee should note that land to the south of the current application site is allocated for employment development in the Angus Local Development Plan and that there is an extant planning permission in principle for that development.

In addition the following matters have been raised 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.**
- **Loss of prime quality agricultural land.**

## **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 3 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 application site is outwith and contiguous with the Development Boundary for Carnoustie as defined by the ALDP and it is not allocated or otherwise identified for development. Land to the south 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 involves provision of drainage pipework that is directly related to the delivery of that allocated employment site. The submitted Drainage Impact Assessment indicates the majority of the allocated employment site drains in a north-easterly direction towards the Monikie Burn. The nature of the development is to provide infrastructure to manage the surface water drainage associated with part of the employment development as well as sections of the realigned road in a safe manner which would ultimately minimise the risk of flooding to the proposed employment development and the surrounding area. Specifically, the pipework would provide a discharge to the burn for the sustainable urban drainage system associated with the employment development and associated road realignment. There are clear operational reasons for the development on the site proposed and there are potential economic benefits associated with the delivery of the allocated employment site. The proposed pipework is located below ground and therefore there are no long-term landscape or visual impacts associated with its provision. The proposed development would not affect the landscape setting of the town and in this respect the proposal does not give rise to conflicts with the aims and objectives of Policy DS1 or the ALDP in general.
- 8.7 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 would assist in the delivery of the allocated employment site and there is no evidence to suggest that it would affect the viability of any farm unit. The pipework would be located underground further minimising long-term impact.
- 8.8 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 is proposed at the northern periphery of the employment site and it would be constructed to treat and attenuate surface water drainage from part of the employment development as well as sections of the realigned road. The pipework proposed by this application would connect the proposed detention basin to the Monikie Burn. 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 attenuation of the detention basin would be controlled through the inclusion of a hydrobrake to restrict run-off rates to greenfield equivalent and this would ensure there was no unacceptable impacts on the Monikie Burn as a result of the controlled discharge. 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 associated maintenance arrangements are acceptable.
- 8.9 The proposal would not result in any significant amenity impacts and does not give rise to any significant issues in terms of impacts on highway safety. The Roads Service has offered no objection to the proposal.
- 8.10 There are no known archaeological or other built heritage interests that would be affected by the proposed development. The site predominantly comprises cultivated agricultural land and there are no known natural heritage interests likely to be affected by the proposal.
- 8.11 The proposal is directly associated with the delivery of a site allocated for employment development in the ALDP and it is broadly compliant with relevant development plan policy.
- 8.12 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 an underground pipe associated with the delivery of an allocated employment site does not give rise to any significant conflict with the aims and objectives of the development plan. Relevant consultees have confirmed agreement to the design of the drainage infrastructure which ensures that post development run-off rates are comparable to greenfield conditions and the provision of a discharge pipe outwith the site for the surface water drainage system does not give rise to significant conflict with development plan policy. Development Plan policy allows for the use prime agricultural land where it would support delivery of other policies of the local plan. The letters of representation do not raise any material considerations that justify refusal of the application.

- 8.13 In conclusion, the proposal provides for drainage infrastructure that will assist in the delivery of a site allocated for employment development in the ALDP. The proposed development involves provision of infrastructure located underground and it would give rise to limited environmental or amenity impacts. 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. However, the proposal complies with development plan policy and there are no material considerations that justify refusal of the application.

## **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.

### **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:

### **Reason(s) for Approval:**

That the proposal will provide drainage infrastructure that will assist in the delivery of an allocated employment site in a manner that complies with relevant policies of the development plan. There are no material considerations that justify refusal of planning permission.

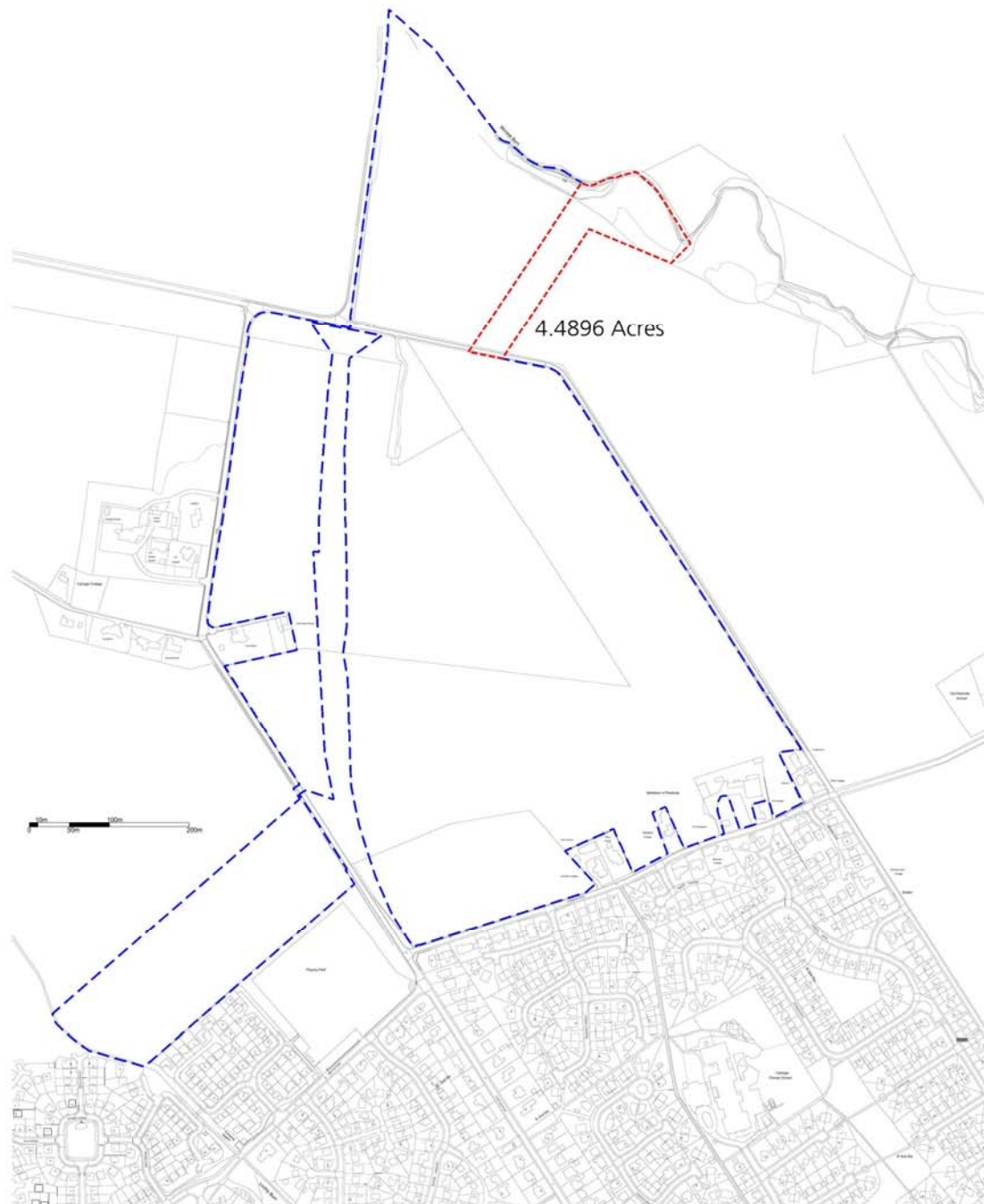
**KATE COWEY  
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**NOTE:** No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

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**DATE: 16 APRIL 2018**

APPENDIX 1: LOCATION PLAN  
APPENDIX 2: SUMMARY OF APPLICANTS SUPPORTING INFORMATION  
APPENDIX 3: DEVELOPMENT PLAN POLICIES



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## Appendix 2: 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.

**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.

**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 3: 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 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.