

Case reference	NA-ANG-010
Application details	Formation of a business park
Site address	Former Montrose airfield , Charleton Road, Montrose
Applicant	John Lawrie Group
Planning authority	Angus
Reason(s) for notification	Category 2 (objection by Government Agency) (Transport Scotland)
Objectors	2
Date notified to Ministers	Received on 25 February 2016 but not fully documented until 29 February 2016
Date of recommendation	22 March 2016
Decision / recommendation	Clear with condition applied

Description of Proposal and Site:

- The application seeks planning permission in principle for the formation of a Business Park, including office accommodation and facilities to support offshore renewable energy developments for John Lawrie Group, at the Former Montrose Airfield, Charleton Road, Montrose. Indicative plan included at Annex A.
- The site currently consists of a former airfield that is located at the north of Montrose and measures in the region of 49.84 hectares.
- Business uses will be located with the 10 ha area currently allocated for employment uses within the adopted Angus Local Plan Review. Larger Class 5 (General Industry) and Class 6 (Storage and Distribution) uses would be located on the remaining 40 ha .
- This is a brownfield site within a defined development boundary. Part of the site is currently allocated for development of employment related uses, whilst the majority of the site is identified as protected open space in the Angus Local Plan Review 2009 (ALPR). The site is also allocated for employment uses in the Proposed Angus Local Development Plan (ALDP) published Dec 2014.
- An area of the airfield to the south of the site has been previously approved as an extension to the operational curtilage of the existing GE Oil and Gas facility under the provisions of planning permission ref: 14/00034/FULL.

EIA Development:

- The application is supported by an Environmental Statement (ES).

Consultations and Representations:

- Transport Scotland did not object to the application on the basis that conditions for the production and implementation of an appropriate travel plan and a suspensive condition relating to occupation and road safety be attached to the planning permission. As committee resolved to grant planning permission without the suspensive condition (Condition 10) detailed in the Officer's Report, Transport Scotland have objected to the proposal.
- PAD consulted with Transport Scotland who maintained its position that development of the scale proposed would significantly compromise the safe operation of the trunk road and advised that the suspensive condition (Condition 10) remained appropriate.
- PAD issued a direction was issued to the Council to seek agreement from all parties on a suitable condition that would lead to the withdrawal of Transport Scotland's extant objection. After further discussion, Transport Scotland, the agent, and the Council are all content with the wording of a revised condition. Transport Scotland are now content to withdraw their objection subject to this condition being applied. There are no objections from other statutory consultees subject to conditions.
- Two letters of objection were received from third parties on grounds of road safety and traffic impacts.

Assessment:

1. The application was notified to Scottish Ministers on the basis that the Council were minded to grant planning consent for this proposal against the advice of Transport Scotland.
2. Transport Scotland requested that conditions be applied to the planning permission in order to ensure mitigation of road safety impacts on the Trunk Road network. This included a suspensive condition (condition 10) that would prevent any development from taking place in relation to the planning application until a scheme to upgrade the intersection to a grade separated junction has been undertaken. This is due to concerns regarding the impact of predicted additional traffic from the development on road safety at the A90(T)/A937 Laurencekirk junction.
3. Based on the recommendations of the 'Access to Laurencekirk' study (2013) Scottish Government has committed £24m of funding to the design and delivery of a scheme of grade separation at the Laurencekirk South Junction. Whilst Scottish Government has committed to funding the design and delivery of a scheme of grade separation at the Laurencekirk South Junction, there is as yet no certainty as to when this could be expected to be delivered.
4. In recognition of Transport Scotland's concerns a direction was issued to the Council to seek agreement from all parties on a suitable condition that would lead to the withdrawal of Transport Scotland's objection. After further discussion lead by PAD, Transport Scotland, the agent and the Council are content with the wording of a revised condition as set out below.

'No development shall be undertaken unless and until a detailed phasing programme setting out the phasing of the construction of buildings and formation of open space and road infrastructure has been submitted to, and approved in writing by the planning authority, in consultation with Transport Scotland. The development must be undertaken in accordance with the approved phasing programme.

Reason: To ensure that the safety and efficiency of the trunk road is not adversely affected by the proposed development'.

5. Should the Council still be resolved to grant PPiP for this proposal, this revised condition must be applied to any consent. Transport Scotland have confirmed that provided this revised condition is applied then their objection can be viewed as having been withdrawn.
6. It is considered that this application raises no other issues of national importance that would warrant intervention by Scottish Ministers.
7. It is recommended that the above revised condition be applied to the consent and that the application be cleared back to the Council.

Decision/Recommendation:

- Clear with a revised condition to be attached to the officer report.

ANNEX A Indicative Plan

