

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

24 JANUARY 2002

**SUBJECT: FINALISED DEVELOPMENT BRIEF
LAND AT ORCHARDBANK, FORFAR**

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT

Abstract: This report takes account of consultation responses and sets out the Finalised Brief establishing planning requirements to guide development of land at Orchardbank as a business/industrial park.

1 RECOMMENDATION

It is recommended that the Committee:-

1. note the results of consultation on the Draft Development Brief; and
2. agree the Finalised Brief detailed in Appendix 1 as the basis for guiding the development of land at Orchardbank, Forfar.

2 INTRODUCTION

- 2.1 A Draft Development Brief for land at Orchardbank, Forfar was approved by the Planning and Transport Policy Committee on 11 October 2001 for consultation purposes (Report No. 1153/01 refers).
- 2.2 Consultation on the Draft Brief was carried out with a range of agencies and organisations, including Forfar Community Council, landowners, neighbours and service providers. Comments on the Draft Brief were requested by 30 November 2001. Table 1 provides a list of consultees and summarises responses received.

3 CONSULTATION RESPONSES

- 3.1 In general the Draft Brief has been well received, 27 comments were received from nine consultees including responses in support of the document. Contributions received have assisted in further clarifying and strengthening the Brief. A full set of the responses received is available for inspection in the Members' Lounge.
- 3.2 The 'Landscape' section of the Draft Brief attracted most interest, including broad support from Scottish Environment Protection Agency and Scottish Natural Heritage. The main issues raised related to the wording of the bullet points in this section including suggested additional wording and minor changes to the text. Many of the points raised have been incorporated into the Finalised Brief.

TABLE 1 : CONSULTATION ON DRAFT DEVELOPMENT BRIEF

Consultees	Area of Comment
Tayside Police Architectural Liaison Officer	Comments relating to need to take account of safety and security in relation to design of landscaping and access to the site.
McDonalds Restaurants	Support development of business park.
Angus Council Roads Department	Comments and suggestions relating to road design, surface water drainage and the design of the proposed footpath/cycleway.
Scottish & Southern Energy plc	Overhead power lines will require diversion or undergrounding.
British Gas Transco	Information supplied about location of Transco plant in vicinity of the site, and issues to be taken into account at development stage.
Scottish Enterprise Tayside	Comments relevant to the commercial viability of the site, including land use, physical environment and access matters.
Scottish Environment Protection Agency	Generally supportive comments relating to drainage, and environmental matters. Specific suggestions in relation to elements of the landscape section.
Scottish Natural Heritage	Specific comments and suggestions in relation to elements of the landscape strategy for development of the site.
Strathtay Scottish Omnibus Limited	Concern that this part of Forfar is poorly served by existing public transport with potential implications for increases in the use of private motoring.
British Telecommunications Plc	No Comment received from these consultees
Forfar Chamber of Commerce	
Forfar Community Council - Secretary & Chairperson	
North of Scotland Water Authority	
Scottish Executive National Roads Directorate	
The Muir Group	
Webster Contracts Ltd	
Scottish Gas	
The Owner Occupier - Burn Cottage	
The Owner Occupier - Tigh Ban	
The Owner Occupier - Bungalow	
The Owner Occupier - 2-3 Burn Place	
The Owner Occupier - 1 Burn Place	
The Owner Occupier - 1A Burn Place	
The Owner Occupier - Unit 1	
The Owner Occupier - Unit 2	

- 3.3 Several comments were made regarding access to the site, particularly the proposed footway/cycle path. Again these were generally supportive, but included queries over the funding of the cycle path, the need for the route of the path to have regard to the wishes of site purchasers and security issues. The Acting Director of Roads requested that reference be made to the requirement to upgrade the existing footway on Glamis Road to a cycle track. The detailed design of the path and where it links into the site will influence this requirement. Meantime it is proposed to include reference to the need to upgrade the existing footway along the Glamis Road to a cycleway, where necessary, as part of the development of the site.
- 3.4 Strathtay Scottish, the major local bus operator, has highlighted concerns that this part of Forfar is poorly served by existing public transport which, in turn, may unnecessarily increase the use of private motoring. It is recognised that the current limited public transport services in this area do not encourage access to the existing Orchardbank Industrial Estate by a range of transport modes. Development of the new Business Park therefore provides an opportunity to improve public transport services to this part of Forfar. This also has regard to the preparation of a longer term strategy supporting major development to the west of the town which will be progressed through the roll forward of the adopted Angus Local Plan. With this in mind the Finalised Development Brief continues to ensure ease of access to the site from the town and allows connection to the wider public transport network by requiring that:-
- within the Business Park access from Glamis Road should connect with Orchard Loan;
 - provision is made for the extension of public transport services to the site including bus stops, lay-bys and turning areas as appropriate.
- 3.5 In relation to Drainage and Water, SEPA indicated support for the requirement within the Draft Brief for surface water management to be delivered in the form of Sustainable Urban Drainage Systems (SUDS). SEPA and the Acting Director of Roads requested additional text to refer to the need for early discussion between the developer, Angus Council Planning and Transport and Roads Departments as well as NoSWA and SEPA with regard to surface water management. This has been incorporated into the Finalised Brief.
- 3.6 Scottish Enterprise Tayside suggested that, in addition to Class 4: Business Uses and a hotel on sites fronting the Glamis Road, other related commercial and leisure uses should be considered. The Adopted Angus Local Plan includes Proposal F/EMP1 which sets the land use framework to guide the development of the site and allows for business (Use Class 4), general industry (Use Class 5), storage and distribution (Use Class 6), major areas of open space, landscaping and roadside facilities (which could include travel lodge type accommodation). Proposals for uses outwith the provisions of Proposal F/EMP1 would be contrary to the Local Plan and therefore no change is proposed to the Brief.
- 3.7 Utility service providers have made comments regarding their plant and/or services in the vicinity of the site, including the need to divert or underground electricity cables. These operational matters will need to be taken into account in the detailed development of the site.

4 FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications arising from this report. Progress on the separate Joint Venture Agreement to develop the allocated employment land at Orchardbank was reported to the Economic Development Committee on 15 November 2001 (Report 1318/01 refers).

5 HUMAN RIGHTS IMPLICATIONS

- 5.1 There are no human rights implications arising directly from this report and should any implications arise from the Development Brief itself these will be dealt with through the development control process in consideration of the relevant applications for planning permission.

6 CONSULTATION

- 6.1 The Chief Executive, Director of Finance, Director of Law & Administration, Acting Director of Roads, Director of Recreation Services, Director of Property Services and Economic Development Manager, have been consulted in the preparation of this report.

7 CONCLUSION

- 7.1 The publication of a Finalised Development Brief for the development of land at Orchardbank provides a clear land use planning framework to guide detailed proposals for development in this location.

NOTE

The following 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 a material extent in preparing the above Report.

- Angus Local Plan – Adopted November 2000
- Report 102/01 Angus Council Planning and Transport Policy Committee, January 2001
- Report 1153/01 Angus Council Planning and Transport Policy Committee, October 2001
- Report 1318/01 Angus Council Economic Development Committee, November 2001

AA/NH/SC
14 January 2002

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Director of Planning and Transport

APPENDIX 1

**ANGUS LOCAL PLAN : PROPOSAL F/EMP1
ORCHARDBANK, FORFAR****DEVELOPMENT BRIEF**

Land at Orchardbank, which is the subject of this Development Brief, lies on the west side of Forfar adjacent to the existing Orchardbank Industrial Estate. The A90(T) forms the western boundary, to the north lies Forfar Loch Country Park. The southern boundary is formed by the Glamis Road, and to the east Orchardbank Industrial estate and some residential properties. The site is highly visible from the A90 trunk road, is gently undulating with several significant landscape features including a drainage ditch, mature trees, drystone dykes and a wetland area in the north west corner.

The following policy statement is contained in the adopted Angus Local Plan:

Proposal F/EMP1: Orchardbank

29.6 ha of land to the west of Orchardbank adjacent to the A90(T) is allocated for a 'Gateway' development comprising business development (class 4), general industry (Class 5), storage or distribution (Class 6), major areas of open space and landscaping and roadside facilities. Development of this site must be guided by a development brief which will be prepared to further detail the following requirement: -

- (a) the main vehicular access must be taken from a new junction with Glamis Road and links through to the existing Orchardbank Industrial Estate should be incorporated;***
- (b) direct access from the A90(T) Forfar bypass will not be permitted;***
- (c) Land must be reserved within the site to accommodate necessary improvements associated with the provision of a grade separated junction at the Glamis Road junction of the A90(T);***
- (d) Substantial structural planting and landscaping will be required along the boundaries of the site, particularly along the northern boundary with Forfar Loch Country Park to protect the visual and physical amenity of the Loch;***
- (e) A landscaping scheme incorporating green corridors linking amenity space within the site and the Forfar Loch Country Park will be required;***
- (f) Only retailing to meet the reasonable needs of roads users will be permitted. Other retail uses on this site would be contrary to the retailing strategy of this Local Plan, and will not be permitted;***
- (g) The area and nature of surface water management.***

The key objectives for the development of this site are to:

- Establish a high quality, integrated business and industrial development, which has strong connections to the town and adopts sustainable principles.
- Create a 'gateway' development in a highly visible and accessible location.
- Achieve effective road linkages to and from the A90(T) related to planned upgrading of the A94/A90(T) junction to grade – separated status.
- Provide a pedestrian and cyclist path as part of the developing Forfar Path Network
- Maintain and enhance the landscape framework, including suitable boundary planting taking account of the location of the site on the edge of town and in particular the sensitive relationship with the Forfar Loch Country Park and the high profile frontages along the Glamis Road and the A90(T).

SITE SPECIFIC REQUIREMENTS

Land Uses

Orchardbank Business Park will be developed as a high quality, gateway site for Class 4 (Business), Class 5 (General Industry) and Class 6 (Storage and Distribution) uses. Class 1 (Shops) will not be permitted on the site. Builders/timber merchants will be considered as Sui Generis (outwith any Use Class), with their suitability being determined by their ability to meet the Development Brief.

Uses which have an adverse impact on the amenity of the local area and its environs for example, due to excessive noise, odour, dust or other emissions will not be permitted. In addition, businesses whose primary function requires large areas of open storage will not be encouraged. Where open storage is considered acceptable as ancillary to a manufacturing function, developers will be required to contain and landscape storage areas to the satisfaction of the Council.

There are three general zones within the site: important frontage sites which are highly visible from the road network; sites adjacent to the boundary with Forfar Loch Country Park, and sites within the central part of the development site. Each area will be suited to a different range of potential uses and development proposals should have regard to the following broad guidelines.

Prime Frontage Sites

Highly visible, gateway sites alongside the A90(T) and Glamis Road, including prime sites adjacent to the main entrance to the Business Park. This zone is suitable for Class 4 business uses requiring a high amenity location and uses which fall within Use Classes 5 and 6 where the overall high quality character and appearance of the site is not compromised. In line with Local Plan policy there may be scope for travel lodge type accommodation within this area. These sites will be expected to return a very high standard of building design in a quality setting. The close proximity of residential property at the south eastern corner, will require sensitive consideration in order not to introduce conflict.

Sites Adjacent Forfar Loch Country Park

It is essential that land uses on the northernmost sites do not have any adverse impact on the character or setting of the Forfar Loch Country Park. Careful consideration will be given to the precise nature of proposals for development of these areas, in order to ensure compatibility.

Central Area

Development areas internal to the site and adjacent to the existing Orchardbank Industrial Estate on the eastern boundary are most suitable to accommodate Class 5 and 6 uses.

Landscape

The development framework for the site is established by a landscape assessment which has considered the existing form and features of the site, and the scope for these to be enhanced. A comprehensive landscape plan will require to be submitted as part of any planning application.

The prominent location of the development site on the western edge of Forfar must be addressed in landscape terms. Specifically the close proximity of the Forfar Loch Country Park adjacent the northern boundary of the site requires detailed consideration in the design and development of the site. The landscape strategy seeks to maintain, reinforce and enhance the setting of the site, and this will be achieved by:-

- Extensive woodland planting around the western and northern site boundaries is required to be introduced at the beginning of site preparation/development. This planting, to a minimum depth of 10m to 20m as appropriate, must enhance local biodiversity and be of native deciduous and evergreen species.
- Mounding, reinforced by planting may be appropriate to minimise visual intrusion and assist in noise attenuation, particularly along the northern and western boundaries.
- Stone from existing dykes within the site should be reused where possible in the creation of new features within the site, eg stone boundary walls, entrance gateways or culverts.
- The main entrance to the site from the roundabout junction with the A90(T) will mark the 'gateway' to the Business Park. An attractive, quality entrance feature should be created. This could, for example, include the reuse of stone or appropriate ornamental planting.
- Creation of a central landscaped spine along the route of an existing burn which will include paths, planting and water management features.
- Existing mature trees on site to be retained where possible.
- Higher specification shrubs, trees and hedgerow planting in the vicinity of buildings and car parking areas where a more human scale of landscape design is appropriate.
- Opportunity to create and enhance wildlife habitats should be assessed and implemented.

The western boundary of the site lies alongside the A90(T). From here the site is highly visible and open. Woodland planting of a minimum of 10m to 20m depth is required along much of this boundary to assist in integration of the development site with the surrounding area, to soften the edge of development and to provide a visual screen. Views into the site will be permitted by areas of shrub planting within the woodland belt.

The boundary of the site with the Forfar Loch Country Park requires careful consideration. Woodland planting of a minimum of 20m depth is required to provide a visual screen, and where necessary earth mounding should be incorporated into the design in order to augment the screening effect of the planting and to assist with noise attenuation where appropriate.

In the south eastern corner, residential properties sit adjacent to the site. A minimum of 15m depth of screen planting should be planted along the eastern boundary alongside these residential properties to assist in protecting the amenity of occupiers of these houses.

A central landscaped spine will form a major new feature and will serve a range of functions. Physically it will incorporate a waterway with ponds, a pedestrian and cycle path and planting. It will be designed taking particular account of both the safety of users and security of adjacent premises. Visually it will form an additional layer of planting within the site which will serve to break longer distance views. This will contribute to creating a sense of smaller areas of development of a more intimate scale rather than a vast area of building.

Alongside the central spine, an existing wetland area in the north western corner of the site will be developed as a water feature. This provides opportunity for surface water management within a sustainable urban drainage system. These resulting pond features will also contribute to the overall attractive environment planned for the development.

Within individual plots, developers will be required to provide and maintain landscaped areas in keeping with the principles set out in an approved comprehensive landscape plan. This will ensure consistency across the development areas, and lead to a cohesive appearance.

Access

The Orchardbank Business Park will be served principally by a new access road to be taken from the new grade separated junction at the A94/A90(T). Work is expected to start on the junction improvements during 2002. A high quality entrance feature enhanced by planting will require to be created and could involve the reuse of stone materials existing on the site. A separate access to the south eastern part of the site may be permitted from the Glamis Road.

Within the Business Park access from Glamis Road should connect with Orchard Loan, the road serving the existing Orchardbank Industrial Estate. Provision for the extension of public transport services to the site will also be required. This may include bus stops, lay-bys and turning areas as appropriate. This will ensure ease of access to the site from the town and allow connection to the wider public transport network.

The central landscaped spine also incorporates provision of a path for pedestrians and cyclists forming part of the Forfar Path Network. Careful consideration should be given to the routing of this path, and it may be necessary to upgrade part of the existing footway along the Glamis Road to accommodate cyclists in order to achieve an effective link to other sections of the Path Network. The route should also provide a connection through to the

Forfar Loch Country Park, and provision for access to the path from within development sites should also be included.

All matters relating to access, road design, car parking and provision for pedestrians and cyclists must be in accordance with Angus Council's Roads Standards. Where appropriate designs involving novel roads standards will be encouraged.

Design Principles

The overall aim is to achieve a high quality business park environment which is appropriate to this prominent gateway location at the edge of Forfar.

Alongside the strategic issues outlined above, detailed design considerations will be important in achieving the overall aim. To this end, the following matters will require to be addressed:

- Use of high quality design, including innovative architecture. Particular attention should be given to the highly visible public frontages of buildings along main roads and access routes.
- Buildings should be in scale with the surrounding landscape, and should not overdominate the skyline.
- Roof and external wall finishes should seek to assimilate the development into its setting through careful consideration of materials and colour.
- Layout and building design should incorporate energy conservation measures, and have regard to community safety issues referring to PAN 46 'Planning for Crime Prevention'.
- Car parking layouts should avoid single large expanses of hard surfacing. This can be minimised through effective use of surfacing materials, and areas of tree and shrub planting.
- Lighting of the site and individual buildings should be appropriately scaled and located so as not to cause a distraction to drivers travelling along the A90(T) and A94 Glamis Road. Also the impact of light pollution should be kept to a minimum.
- The design, location and scale of signage throughout the development site should be considered in an integrated manner in order to prevent a visual clutter.

Drainage and Water

Drainage of foul water from the site will be by connection to the public drainage system. This may be required to be pumped to a point in the north east of the site to connect into the existing sewer.

A surface water management plan will be required to be submitted which demonstrates how surface water will be disposed of in the context of Sustainable Urban Drainage Systems, and which considers appropriate maintenance arrangements for the scheme. Full details of foul water and surface water treatment, including road surface water, will require to be submitted as part of any planning application and be agreed by the North of Scotland Water Authority, Scottish Environment Protection Agency and Angus Council's Roads and Planning and Transport Departments. The developer is encouraged to facilitate early discussion with these agencies.

A water main traverses the site east/west, and this should be incorporated into an area alongside plot boundaries, internal access roads or landscaped areas to allow continued access for maintenance.