

Appendix 3 Summary of applicants supporting information

Public Transport Legal Agreement – this document is required to satisfy the requirements of Condition 1(a) (iii) of the planning permission in principle and confirms that the developer has a legally binding agreement with a bus operator to provide a local bus service for the development that they will fund for a period of 3 years.

Landscape Factor Letter of Agreement – this document is required to satisfy the requirements of Condition 1(b) (vii) and 1(c) (iii) and provides details of the factor appointed to manage and maintain all of the open space or amenity areas, roads or paths, and infrastructure within the site which is not within the curtilage of a dwelling or industrial building or adopted by a public authority.

Housing Zone Landscape Management and Maintenance Schedule – this document is required to satisfy the requirements of Condition 1(b) (vii) and details the factoring arrangements for all communal open spaces and unadopted communal areas including the strategic landscaping areas. The factoring arrangements would cover grounds maintenance and grass cutting; tree, shrub bed and hedge maintenance; footpath clearing, spraying and repair; litter clearing and culvert maintenance. Provision for the inspection and maintenance of the play equipment is also made.

Employment Zone Landscape Management and Maintenance Schedule – this document is required to satisfy the requirements of Condition 1(c) (iii) and details the factoring arrangements for all unadopted communal areas including the strategic landscaping areas within the employment zone. The factoring arrangements would cover grounds maintenance and grass cutting; tree, shrub bed and hedge maintenance; footpath clearing, spraying and repair; litter clearing and SUDS maintenance.

Section 75 Planning Obligation – this document is required to satisfy the requirements of Condition 1(b) (viii) and provides confirmation that a legally binding agreement is in place to ensure that 25% of the units within the housing development will be provided as affordable housing.

Design Statement (incorporating Masterplan and Design & Access Statement) – this document is required to satisfy the requirements of Condition 2(a) (i) – (vi) of the planning permission in principle and assesses the character of the site and surrounding area and aims to identify the design principles and concept for the development of the site to achieve the aspirations for good design and sense of place as set out in national and local guidance. The Design & Access Statement is required to satisfy Condition 2(a) (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 and identified opportunities and constraints it presents for development of the site.

Transport Assessment – this document is required to satisfy the requirements of Condition 2(b) of the planning permission in principle and assesses the expected transport impacts of the proposals, along with any mitigation measures that may be required. This assessment concludes that traffic impact on the surrounding road network is considered negligible due to the low level of expected traffic generation from the proposed development. An assessment undertaken on the proposed site access junctions and the junctions of the A92 slip roads to the north of the site indicates that these would still operate within capacity with the addition of traffic to and from the proposed development. A bus service will serve the development with other bus services available within easy walking distance of the site and good pedestrian links are proposed as part of the development site layout to provide a link to these.

Travel Plan – this document is required to satisfy the requirements of Condition 2(c) of the planning permission in principle and proposes a package of measures to promote alternative modes of transport other than the private car, to limit the impact of the development on the surrounding road network. The plan recommends the appointment of a Travel Plan Co-ordinator who would be responsible for overseeing the development and implementation of the Travel Plan. In relation to the Workplace Travel Plan it recommends each workplace prepare an individual plan to promote sustainable travel choices that include specific measures to promote sustainable transport modes to discourage travel by private car. In relation to the residential site it recommends the monitoring and review of the Travel Plan which would then lead to revisions being made to the plan in the future as it is a live document.

Drainage Assessment – this document is required to satisfy the requirements of Condition 2(d) of the planning permission in principle and seeks to identify a suitable drainage strategy serving the proposed developments and to demonstrate whether the proposed developments can be effectively drained with no detrimental impact to surrounding properties or land. The assessment indicates the industrial and housing sites are to be served from the public water supply. A new foul sewer is to be installed from the site to connect into an existing Scottish Water foul sewer in McBride Drive and this will treat and dispose of all wastewater from the development. Surface water is to be disposed of from the industrial estate by a traditional piped system with source control measures and a site detention basin with the housing site using a total infiltration system. The drainage systems are to be maintained by Scottish Water, Angus Council and the individual plot owners.

Flood Risk Assessment – this document is required to satisfy the requirements of Condition 2(e) of the planning permission in principle and assesses and quantifies flood risk to the proposed development. The assessment concludes the site is not at risk of flooding from the Lochty Burn however, areas of the site are potentially at risk of surface water flooding and fluvial flooding from field drainage ditches. To ensure the development is not at risk of flooding it is recommended that water storage areas within the site remain free from development and ground levels within these areas should not be raised. The finished floor levels of buildings should also be set with a suitable freeboard above predicted flood extents and predicted overland flow routes. Field drainage pipes and drainage pipes from Pitskelly Farm should be diverted/replaced as required to ensure drainage of the farm buildings and surrounding fields continues to function appropriately and does not pose a flood risk to the proposed development.

Noise Impact Assessment – this assesses the noise impacts from road traffic and the adjacent Pitskelly Farm on the future residents of the housing site. This assessment concludes that windows capable of reducing the external daytime and night-time ambient noise climate would be required for living room and bedroom windows of the houses within Phase 2A and Phase 2B of the site. Due to the relative position of each façade to the road noise sources, the level of attenuation required reduces with increased distance (and screening) from the roads and this would be achieved through double-glazing specifications. For the second part of Condition 5, compliance with the noise limits in Table A of the condition can be demonstrated through a noise survey once Phase 1 of the site (Industrial) has been developed and occupied by the Class 5/Class 6 uses.

Residential Economic Supporting Statement – this document identifies the economic benefits associated with the residential element of the proposal. It indicates the housing development will deliver a £33.8m construction investment to Carnoustie over a 5-year period which will stimulate employment growth during and post construction. Following construction, it is estimated that the development will generate over £7.04m pounds each year of spending power to the local retail and leisure economy. The development will also deliver £1.1m towards improvements to local education, the delivery of a new bus service and the provision of 63 affordable housing units.

Landscape Design Statement – this document provides a description of the landscape design that is proposed for the development. It indicates the development provides a gateway into Carnoustie and a key part of the landscape design to create an attractive landscaped frontage to the development. A wooded tree belt is incorporated around the commercial area with a linear park between the residential areas and the public road which incorporate large parkland type trees, footpath links and structural planting and hedges. There is also ample provision of open space within the residential development itself with the inclusion of pocket parks at the heart of the western part of the site and south eastern section. A second linear green space is also provided running south from Pitskelly Farm across the site which will be maintained as green space with tree planting and grass paths providing access for recreation and links to the existing tracks which surround the site. Within the development roads are proposed to have avenue style planting to denote the hierarchy of the roads and hedge planting to define private and public areas with a soft boundary. Smaller decorative trees and shrub planting are proposed within plots to provide an attractive setting to dwellings and give a more domestic character and scale.

Phase 1 Habitat Survey – this document provides an assessment of the ecological features present or potentially present within the development site and its environs. The survey identified 11 Phase I habitat types present and a total of 62 species of plants were noted. None of the habitats within the study area were notable for their rarity, quality, or extent, and they are considered unremarkable. Habitats and botanical species are therefore not an ecological constraint for development at this site, although retention of any mature native trees may be desirable. In relation to European Protected Species badgers are not an ecological constraint at the site. A total of six trees had features of potential value for use by roosting bats which were surveyed as part of a separate report. The site has suitable habitat for breeding birds therefore any site preparation works such as vegetation removal or soil stripping is done between September and March to avoid the core bird breeding season. If any works are proposed during the bird breeding season an ecologist should check the area proposed for works to determine if any breeding birds were present.

Bat Survey and Bat Protection Plan – this survey determined that potential roost features were present on a small number of trees but there was no evidence of any past or present use by roosting bats. However, the findings of presence/absence surveys confirmed the presence of one roost used once by a solitary Soprano Pipistrelle. The tree that the roost is located within is proposed to be removed therefore an EPS license will be required for disturbance and destruction of the roost to facilitate removal of the tree.

Phase II Tree Survey including Ground Level Tree Survey/Visual Assessment – this document updates the initial tree survey and provides baseline information on canopy spread and tree condition. A total of 85 trees have been surveyed – 54 are located within the site and 31 located outwith the site. Of the 85 trees tagged and surveyed to tree condition survey standards, 45 trees are recommended for removal based purely on poor physical condition at the time of survey, physical defects such as leaning, poor vigour, damage, disease, or their proximity to site infrastructure such as walls with 18 recommended for removal due to impacts arising from the proposed development. The survey advises that in relation to compensatory planting this far exceeds the number of trees to be removed. The compensatory planting will provide amenity benefit as well as ensure the creation of a habitat of a higher biodiversity value than that offered by the existing shelterbelt.

Archaeological Written Scheme of Investigation Addendum – this WSI details how a programme of archaeological works are to be undertaken at the site to discharge a planning condition attached to planning application 14/00573/PPPM. The programme of archaeological works consists of an intrusive evaluation and monitored topsoil strip followed by the production of a Data Structure Report and possible further mitigation as required.

Archaeological Works: Phase 1A, 2A and 2B Data Structure Reports – these reports present the results of archaeological works undertaken within Phases 1A, 2A and 2B of the site. The works consisted of an evaluation, monitored topsoil strip and excavation. The evaluation consisted of over 3300 linear metres of trenches. They revealed extensive features across the development area including a small collection of pits and a ditch of unidentified function ring grooves, linears and pits. The excavation revealed several prehistoric and early historic structures, as well as field boundaries general settlement evidence across the site. A fully costed PERD shall be produced in order to discharge the condition attached to 14/00573/PPPM.

Transport Diagram – this document provides a visual representation of the vehicular connections through the development site and how the development connects to linkages outwith the site. It also identifies the future routes of agricultural traffic following the development.

Pedestrian and Cycle Routes Diagram – this document provides a visual representation of the pedestrian and cycle routes incorporated into the development and details how the development will connect into linkages outwith the site.

External Materials and Hard Surface Finishes Schedule – this document details the external finish materials to be used on the buildings in the housing site and the hard surfaces to be used on the roads and driveways.

Housing Finished Floor Levels Schedule – this document details the finished floor levels of the 250 residential properties.

Housing Garden and Car Parking Schedule – this document details the private garden ground area and parking associated with each of the 250 residential properties.