

Appendix 3 Summary of applicant's supporting information

Pre-application Consultation Report – the report describes the consultation process undertaken by the applicant prior to submitting the application. This report outlines the engagement activity that took place with potential interested parties which included advertisement of the public event in the press and at a local shop in the town. The report explains that an accessible website hosted information for the development proposal with an online interactive consultation event held from 1500 to 1800 on 3 March 2021. The event was attended by 18 members of the public. The report states that comments were made in relation to a number of matters which included – impact on local services; drainage and flood risk impacts; design of the proposed houses; density compared to the Guild Homes development; location of the vehicular access; parking provision; impacts on wildlife; provision for affordable housing; retention of the existing hedge on Panbride Road; provision for electric car charging; potential for house types to cater for home working; thermal efficiency of the houses; and position of the northern site boundary relative to the line of the properties on Panbride Road.

Planning and Delivery Statement – this document provides the applicant's assessment of the proposal in the context of the provisions of the Development Plan and other material considerations including an assessment of housing land supply within the housing market area. The statement acknowledges the application site is located outwith and abutting the settlement boundary of Carnoustie. The Local Development Plan 2016 states that it should be reviewed at five yearly intervals, i.e. to ensure that an up to date plan is in place at all times. There is currently no programme to review or replace the Plan. A key consideration therefore relates to the release of the application site from the countryside to assist the Council with its general housing land supply within the South Angus Housing Market Area. Scottish Planning Policy, the Strategic Development Plan and the Local Development Plan allow for additional housing, i.e. non-allocated sites, to be supported where there is a deficit in the effective housing land supply and where proposals align with the wider aims and objectives of the Development Plan. In relation to housing land supply the appraisal undertaken indicates continuing doubt and delay at site C1 Upper Pitskelly and further constraints have emerged on effective and constrained sites which are being relied upon to eventually become effective. With the timeous completion of effective units in Monifieth there is a shortfall in the effective 5-year housing land supply for the South Angus Housing Market Area (SAHMA) and the current effective supply can reasonably be stated at approximately 1.5 years. The Housing Land Audit 2020 indicates that as at 31 March 2020 there was an established land supply in the SAHMA of 914 units. This included an effective land supply of 532 units, comprising 350 units effective in the next 5-years and 152 units effective in Later Years. The 2020 audit also informs that with completions for 2019/2020 at 170 units, this was higher than the previous year, 150 units. The rate of delivery in the SAHMA is significantly higher than in other Angus housing market areas. However, delivery is concentrated at Victoria Street West, Monifieth and not spread across the SAHMA. Analyses of the Carnoustie and the Landward area indicates of the 170 units programmed for completion 146 were in Monifieth, 24 were in the landward area and none were in Carnoustie. For a key TAYplan settlement such as Carnoustie, the audit therefore confirms that for the 12 months from March 2020 to March 2021, there were no mainstream or affordable housing completions programmed. There is one site listed as effective in Carnoustie; greenfield allocation C1 at Pitskelly. The 250 allocated units at Pitskelly having been listed as effective since the 2015 but no units have been delivered 5 years post adoption of the LDP. Beyond the effective housing land supply, it is also relevant to consider the constrained housing land supply and how that can be anticipated or otherwise to augment the effective housing land supply. Four (4) sites are listed within the constrained supply at Carnoustie. In considering those sites housing is unlikely to be deliverable on them due to their constrained nature. Recent appeal decisions where Reporters have adopted the Council's position of an effective 5-year land supply should be questioned. Looking at the HLA 2020 there is currently a 5-year supply of effective sites, i.e. 350 units from 2020/21 to 2024/25. Annually, this is presented as follows 2020/21 – 170 units;

then annual projected completions of 54; 46; 40; 40 up to 2024/25. Whilst statistically, this totals the requirement of 5 x 70 units per annum equates to the TAYplan requirement of 350 units. The HLA audit relies on between 10 – 24-unit completions per annum for the 5 years 2020 to 2025 from the landward area, totalling 73 units from 6 sites although five of the sites have not commenced development and only 3 units remain on the site that has. Historically annual completions in the landward area are below those identified in the HLA and have been so for the previous number of audits and results in an overestimate within the annual audit of around 15 units per annum from the landward area. If that position were to be reasonably projected forward then there is a reasonable shortfall of 15 units per annum, i.e. the audit will be deficient of 75 landward units over the next 5 year period. Rather than an effective supply of 350 as currently projected within the audit which exactly equates to the requirement for 5 years x 70 units, the actual supply would be 275 units, i.e. a shortfall in comparison with the TAYplan requirement. Consideration of the situation in Monifieth and Carnoustie over the 5-year period indicates 172 units to be completed within Monifieth for the 5 years from 2020 to 2025. 146 are programmed for completion within the first year of the 5-year audit period. That leaves 26 units for the last 4 years of the 2020 HLA. In Carnoustie site C1, the only effective site has a capacity of 250 units. 150 of those units were required to be delivered in the ALDP first period, i.e. 2016-2021. As of June 2021, no units have been delivered but development has now commenced on site. Some level of housing is likely to be delivered from this site within the 5-year period up to 2026 but not be at the level of 105 units as portrayed in the HLA 2020. Rolling the 2020 audit figures forward by 1-year results in a potential total of 75 units in the next 5 years from site C1. Based on available information it can be predicted that the housing land audit for the SAHMA (based on predicted completions) is 23; 18; 30; 30; 30 up to 2025/26 (101 units) which falls significantly below the requirement of 5 x 70 units per annum and cannot achieve the TAYplan requirement of 350 units. It is concluded that there is a serious and significant shortfall in the 5-year effective land supply, i.e. there is approximately 1.5 years supply. The subject land at Panbride therefore requires to be timeously consented to both provide a range and choice for the Carnoustie market and also to assist in bolstering the SAHMA overall supply as required by TAYplan. The economic benefits associated with the development would generate direct investment of £14.6 million, sustain 40-50 construction jobs during the 3-year build programme. Considering all policies relevant to the development and material considerations, the statement concludes that they support approval of the proposal.

Design and Access Statement – this document explains the design and access principles and concepts that have been applied to the development proposals. It indicates the site is located within an area with residential uses with land to the north allocated for employment uses and land to the west reserved for the re-alignment of Carlogie Road. The core aim of the design was to provide an integrated place that is not seen as a stand-alone development but rather evolves with the emerging settlement edge at the north side of Panbride Road. The Council's Design and Placemaking Supplementary Guidance has been consulted and the proposals are considered to demonstrate an understanding of the local and wider environs, look to complement rather than detract from local identity and take reference from existing features on the site such as field boundaries and hedging. The street structure and site layout have been designed as an appropriate response to the rectangular shape of the site. The street layout subscribes to the philosophy advocated by Designing Streets. The proposed 1, 1.75 and 2 storey bungalows, detached and semi-detached houses will provide variation and complement the existing range of residential dwellings within the wider environs to the east and south of the application site. Vehicular access is proposed from Panbride Road which is designed to meet with the requirements of the Roads Department. The internal roadway incorporates a 2m wide footway around its perimeter with pedestrian and cycle connections also incorporated throughout the development and connect to the existing network outwith the site. Car parking is provided in accordance with required standards and located within each plot curtilage. 3 visitor parking spaces are also included within the site. Open space and landscaping is incorporated into the site with buffer planting provided on the northern and

eastern boundaries of the site; and the southern boundary is defined by the retention of the existing hedge. The phasing strategy for the site will commence at the site entrance, albeit detailed phasing, within the site, will be influenced by market demand at the time of release. It is envisaged that the site will be completed over a period of approximately 2 years from commencement depending on market demand.

Transport Statement – this document assesses the expected transport impacts of the proposals, along with any mitigation measures that may be required. The assessment concludes that the site is highly accessible by walking, cycling and public transport, as well as for vehicles to/from the adjacent local and strategic road network. The site's location and characteristics meet with both local and national policies on sustainable development. The impact of the development traffic generation was assessed using industry standard analysis software. The results of this assessment predict that the level of vehicle trips likely to be generated by the proposed development during the peak hours is not significant and will not have any notable impact on the local road network. The internal road network will accommodate service vehicles including refuse collection vehicles. Access to the site will be provided via a new simple priority junction from Panbride Road. The site access consists of a 5.5m wide road with 2m wide footways on either side of the road for approximately 35m into the site. A 2m wide footway loops around the outer perimeter of the internal site road and provides access to all dwellings Swept Path Analysis confirms that all required manoeuvres can be undertaken within the available road space. Parking is proposed in accordance with NRDG parking standards with a total of 150 car parking spaces, 3 visitor parking spaces. Access to the site for pedestrians and cyclists will be available via a proposed 3m wide cycle way and footpath which is segregated from Panbride Road via a 2.5m wide grass verge and an existing hedge. The proposed shared footpath has been made accessible from four locations on Panbride Road.

Stage 1 and 2 Road Safety Audit – this document assesses any aspects of a road design or construction scheme that could give rise to road safety concerns and, where possible, to suggest modifications that would improve the road safety of the resultant scheme. The audit comprised a desk based exercise and site visit. The audit process did not identify any local alignment road safety problems or general road safety problems in relation to vehicular traffic. In relation to walking, cycling and horse riding it recommends that the surface of the SUDS basin access is constructed of a bound material to encourage its use by both pedestrians and cyclists between the site and foot/cycle path.

Design Access Audit – this document has been prepared to verify that the design meets with the schemes accessibility objectives and complies with good practice in accessibility. audit report considers the different levels of mobility people have – locomotion, seeing, hearing, reach, stretching and dexterity and learning disabilities. The audit concludes that the development proposal caters for all categories of users by incorporating tactile paving as necessary and carriageway footway and foot/cycleway widths, gradients, illumination and surface finishes provide clear accessible routes for pedestrians and cyclists.

Cycle Audit Report – this document assesses whether the design complies with good practice in the provision of cycling facilities. The cycle audit was undertaken in accordance with Cycling by Design 2010 (Revision 1 June 2011), published by Transport Scotland. The audit concludes that the needs of cyclists have been reviewed and the design adequately caters for cyclists of all abilities within the site. The development incorporates a 3.0m wide foot/cycleway along the residential distributor road provides good off-road access along Panbride Road and a suitable link is provided between the internal site roads and the proposed 3m wide foot/cycleway along the frontage of the site. Within the development the street layout is designed to encourage walking and cycling.

Drainage Assessment – this document identifies a drainage strategy for the proposed development and suggests it can be effectively drained with no detrimental impact to surrounding properties or land. In relation to foul drainage new foul gravity sewers will be provided to serve the development and will be located within the new roads and areas of open ground where necessary. Sewers will be designed and installed in accordance with ‘Sewers for Scotland, Fourth Edition, October 2018’, published by Scottish Water & WRc plc. The development will discharge to the existing 225mm diameter combined sewer accommodated under the A930 (Carlogie Road) adjacent to the site’s southwest boundary. Each plot will discharge to the new sewer via a single disconnecting chamber located within its own curtilage. In relation to surface water, it is proposed that treatment should be provided in the form of an extended detention basin. The cut-off drainage for this development will come in the form of a ditch which will be finished in grass and seeded as per the typical detail for a standard grass conveyance swale. New surface water sewers will be provided to service the development and will be located within the new roads and areas of open ground where necessary. Run-off from the access road and internal housing roads will drain direct to the new sewers via traditional trapped gullies. Run-off from individual plots will also drain direct to the new sewers. It is proposed to discharge the site’s surface water flows via a proposed conveyance pipe routed to the Lochty Burn. In accordance with the Drainage Assessment guide, the rate and volume of surface water run-off from the post development situation should not exceed the surface water run-off from the existing greenfield site draining to the Lochty Burn.

Ground Condition Appraisal Report – this report appraises the ground conditions of the application site. The report indicates the site has been recorded as agricultural ground since the earliest map (1858). A boundary fence/hedge that ran N-S through the centre of the site is noted on the 1923 maps but is no longer recorded on historical maps by 1959. Remnants of the boundary are visible in a 1996 aerial photo but are no longer seen on aerial imagery from 2004 onwards. There are no services located within the site and the site is not at risk of surface water flooding. The BGS GeoIndex indicates the superfcials underlying the site are Raised Marine Deposits comprising sand, gravel, silt and clay and the solid geology underlying the site is the Scone Sandstone Formation.

Archaeological Written Scheme of Investigation – this document has been prepared to investigate potential archaeological features within the application site. It indicates an archaeological evaluation with a 10% trial trenching evaluation (with a 3% contingency) would be undertaken. This process would aim to provide sufficient information to either evidence an absence of significant archaeology (or to define more closely the archaeological response necessary to deal with significant archaeology within the area. Should archaeological features be discovered a programme of mitigation works would be implemented which comprise a Post-Excavation Research Design (PERD). The results of which will then be collated into a final Data Structure Report (DSR).

Preliminary Ecological Appraisal – this document provides an assessment of the ecological features to establish an ecological baseline for the site and identify any important ecological features which need further consideration within proposed development. The predominant habitat on site is non-cereal crop (rape), bounded by a hedgerow which is a Scottish Biodiversity List Priority habitat. No designated sites are present within the site. No records or evidence of protected species were identified within the site. Suitable habitat for commuting and foraging bats, badger, birds, hedgehog and brown hare is present as well as nesting habitat for birds and hedgehogs along the hedgerows. An otter spraint was identified c.70m north of the proposed SUDs discharge point on the Lochty Burn. The burn was assessed as being suitable for commuting and foraging otter as well as water vole. It is considered that any negative impacts can be avoided if the identified measures are implemented. No additional survey is required to assess the potential impacts of the development on habitats or protected

species prior to planning determination. No protected species licences are required for the proposed development to proceed.

Tree Survey Report – this report identifies potential constraints in relation to trees and vegetation to inform proposed future development of the site. It indicates there are two tree groups (TG) adjacent to the site and hedgerows (HG) within the site. The hedgerow along Carlogie Road (west field boundary) is planned for removal due to health and safety concerns for vehicle access and egress and a small section along the Panbride Road (south field boundary) is to be removed for access reasons. However, assuming the remaining hedgerow features are to be retained in the design process then a simple vertical barrier, positioned appropriately, would protect them from the majority of construction risks. It is recommended that trees and hedgerows scheduled for retention and protection are monitored regularly by a project arboriculturist during the development activity. Importantly, this should include supervision of any activity taking place within the calculated RPA of the tree/hedge stock.

Energy Statement – this statement provides an initial assessment of the overall energy requirements and associated carbon dioxide emissions for the proposed development. The development proposal has been designed to include passive and operational energy efficiency measures to reduce heat loss and energy consumption. The layout has been optimised where practicable to provide direct solar gain to all units for the majority of the daytime period between the vernal and autumnal equinoxes. To reduce the use of non-renewable technology consideration is being given to the use of gas central heating with photovoltaic panels; gas central heating with hybrid air source unit and standalone air source unit. Consideration has also been given to potential future links to a heat network, i.e. space being kept within the footpaths / verges for the development to connect into any future offsite heat network.

Context Plan with Future Road Re-alignment – this plan illustrates the relationship of the proposed realigned A930 Carlogie Road to the proposed housing development.

Post Application Consultation Response Report – this document reviews the consultation responses and replies to the following consultees are provided – Housing; Education; Environmental Health; Archaeology; Roads; Landscape Services; Countryside Access Officer; Community Council and the Carnoustie Medical Group. A detailed reply is also offered to design matters that were identified by the planning service. In relation to representations from third parties these are identified on a topic by topic basis and replies to the following are provided – planning policy; housing land supply and need for the development; roads and traffic matters; infrastructure; design; ecology; hydrology and flooding; loss of agricultural land; and non-material planning matters.

Housing Land Requirement / Supply – this document provides further information on the topic in response to a position statement provided by the planning service. It suggests there are clear social, economic, environmental and operational considerations that confirm there is a need for the proposed development site at Panbride Road as it helps to re-balance a dysfunctional land supply position in South Angus HMA by enabling timely delivery of required mainstream and affordable housing in Carnoustie, whilst also serving the objectives of the wider SAHMA. The recently published Housing Land Audit 2021 professes that as of 31 March 2021 there was an effective land supply in the South Angus HMA of 534 units. Whilst statistically, the 534 identified effective units surpass the TAYplan 5 years x 77 units per annum requirement = 385 units, it does not tell the full story. As Strathmartine is a site disputed by Homes for Scotland (HFS) and others, it simply cannot be reasonably included within the effective housing land supply. Assuming 2021/22 projected completions have been delivered, then the situation becomes even more critical as there are only 42 units currently shown as effective post 2026. The anticipated effective supply as at April 2022 is therefore 328 units, i.e. a significant shortfall in supply that cannot be easily rectified unless through the release of deliverable consents. There are currently planning applications pending consideration for

housing developments at Greenlaw and Pitskelly. None of these applications are on allocated housing sites, they are opportunity sites where a variety of uses may be acceptable. All are shown as constrained in the housing land audit and none are currently anticipated to contribute to the effective housing land supply within the next 5 years. They cannot therefore be relied upon to timeously deliver housing units. In Monifieth, there is a current application for planning permission in principle for residential development at Victoria Street (21/00781/PPPM). The site is within open countryside. There is no further detail submitted with the application regarding the level and form of the proposals other than an initial reference to circa 40-50 houses and an indicative layout. This application does not provide any confidence that, if granted, an effective site would be forthcoming. This site cannot therefore be relied upon to timeously deliver housing units.