APPENDIX 4: **SUMMARY OF APPLICANTS SUPPORTING INFORMATION**

The **Design Statement** consists of 3 parts covering the design principles applied to the overall development, the hotel and spa zone, and the leisure development zone. It indicates that The Angus Resort will comprise a gatehouse; 18 hole championship golf course; golf academy with training bays and 12 bay driving range; golf clubhouse with changing facilities, retail, bar and restaurant; golf maintenance facility; 175 bed hotel with associated bars, restaurant, function suites, leisure club and spa; 10 no. holiday lodges; 160 residential plots.

The design statement indicates that the fundamental principles of the original masterplan have been retained, but the change in building forms have caused elements such as car parking and access routes to be re-aligned. The proposed hotel design has evolved from the 2013 design and now aims to create a more traditional form of building formed around a central courtyard and utilising stone and slate complemented by harling and crittal style windows.

Phasing and programming information is provided which indicates that it is intended to start on site in July 2022 with an anticipated 24 month build period. The golf course would be formed in the first 12 months, followed by 12 months seeding and is scheduled to open in July 2024, with the hotel opening in January 2025. The first phase would involve the golf course, driving range, core path realignment, fencing and planting. The second phase would involve the site entrance and gatehouse, access road, clubhouse, academy, and maintenance facility. The hotel, lodges, car parking and associated landscaping would be in phase 3, and the residential plots and housing in phases 4 and 5.

The statement indicates that provision has been made for a total of 380 cars between the hotel (321) and golf clubhouse (59) which is similar to the previously approved arrangement. All parking areas will be screened by hedges and tree planting to ensure that cars are never seen as a single large block of parking. A coach parking area for 5 coaches is included to the north of the resort. 48 cycle stands are incorporated into the development for use of visitors.

Core Path 200 runs through the site and it is proposed that sections of this are rerouted around the periphery of the site. The vehicle access strategy is to separate service vehicles from guests accessing the hotel, with the majority of hotel service traffic accessing the hotel via the Shank of Omachie Farm road at the east side of Mattocks Road. Larger vehicles making heavier deliveries to the golf maintenance depot would do so via the Omachie Fram access off Drumsturdy Road which is currently used by lorries and tractors accessing the farm.

The landscaping strategy is to create a high quality, well-maintained landscape environment establishing a new woodland setting for the development. New structural planting around the boundaries of the site will be of mixed native broadleaf and conifer species which is particularly important in the areas to the north of the site to create a strong woodland backdrop to mitigate the potential visual dominance of built elements.

The hotel ground floor retains the primary public spaces, including the main restaurant and a 300 person ballroom which are positioned around a small external courtyard and terrace. The leisure and spa areas are spread over the ground floor and basement, with the main pool projecting from the main building into the landscape. 175 bedrooms including executive suites would be provided between the first and fourth floors. The design approach is described as focussing on Scotland’s baronial style buildings.

The **Development Brief** provides details of the plans and elevations of all structures within the development including a schedule of external material finishes.

The **Travel Plan Framework** indicates that the site location is highly accessible by walking to and from Wellbank which is located immediately adjacent to the site in the west and would be

well-integrated into the existing pedestrian network in the village. Much of Dundee and its northern and eastern settlements are accessible by cycling and the city centre can be reached by using the existing public transport services within Wellbank, which are adequate considered the location and type of the development which is being proposed. The development will provide new bus stops on the B978 Kellas Road, less than 30m away from the west access point on the B978 and the document details existing public transport provision serving Wellbank. The document suggests that a travel plan coordinator would be employed by the hotel to consider implementation of a travel plan as well as ongoing monitoring and review of the plan to encourage sustainable travel options. The document includes a Travel Information Pack which could be shared with residents and guests and contains information on existing facilities and amenities in the nearby area and how residents can travel to them on foot, by bicycle, bus, as well as by car.

The **Outline Landscape Specification** indicates that structure woodland would comprise mixed broadleaf and conifer structure planting around periphery of site and golf course to create woodland, provide screening and wind breaks. Formal hedges bounding the hotel access road, car parking and residential plot frontages would be planted. Informal mixed species hedgerows would be planted at boundaries or residential properties. Individual and grouped broadleaf and coniferous trees would be used to create a parkland character and setting for the hotel and leisure development and to provide screening to car parks and back of house operational areas. An avenue of trees would be planted on the main hotel access road. A selection of mixed broadleaf and conifer trees would be used to define residential plots and to provide a parkland setting on the golf course.

A landscaping maintenance schedule is set out for the various aspects of the landscaping strategy. The document also indicates that existing trees which are identified for retention shall be protected by fencing. Tree felling would not take place during the bird-breeding season in compliance with the protected species survey.

The **Bat Activity and Tree Survey Report** was carried out to establish presence or absence of roosting bats in association with the buildings at Shank of Omachie Farm and where applicable, the type of roost(s) present. During the survey work, breeding and roosting birds were noted when seen. The purpose of the tree inspection survey was to determine the potential for the trees, planned to be felled to have roosting bats or birds.

Bat roosts were identified in Shank of Omachie Farmhouse with 1 brown long eared and 3 pipistrelle roosts. That buildings is to be demolished and a licence is required from NatureScot to allow the roosts to be destroyed. Mitigation measures are identified including a requirement for a bat protection plan, a licenced bat worker to be on site during the demolition of Shank of Omachie Farmhouse to relocate any roosting bats, and the installation of a bat box. The survey also recommends building demolition takes place outwith the bird breeding season. During the preliminary tree inspection, 10 trees were found to have bat roosting potential through the knotholes, cracks/branch splits and cavities present. Those trees require further assessment with a ladder or endoscope.

The **Habitat Enhancement Plan** includes recommendations to provide measures which could be incorporated to more detailed design and planning which will overall enhance the biodiversity of the proposed site. Recommendations are made relating to trees and woodland, hedgerows ad scrub, grasslands and ponds. It recommends native woodland planting offering diversity and to create new green corridors.

The **Environmental Management Plan** identifies steps that will be taken to form the golf course and associated measures to minimise environmental impacts associated with its formation. It indicates that the golf course design seeks to utilise existing topography to minimise the need for excavations and the importation of material to amend levels.

The **Lighting Impact Assessment** indicates potential sources of light pollution are an increase in spill and glare to existing local receptors, an increase in glare to motorists, and a change in the night time scene as viewed by a local receptor. The assessment indicates that there will be no significant impacts at sensitive receptors in proximity to the proposed development site. The modern luminaries proposed and the lighting design ensures that unacceptable levels of light spill outside of the site are mitigated and controlled.

The **Sustainability and Low Carbon Statement** sets out the environmental, sustainability and energy strategies for the proposed new Angus Golf Hotel and associated facilities including clubhouse and training academy. It indicates that it anticipates that the design will go some way beyond regulatory compliance with Section 6 of the Scottish Technical Standards 2020 and target a Sustainability Performance of Gold for CO2 emissions. High efficiency air and water source heat pumps and photovoltaic arrays on the roofs of buildings would be used in the design, complemented by a 'fabric first' approach to the building envelope performance to minimise fabric and ventilation energy losses. The sustainability and energy strategy and summary sets out measures relating to operational energy and carbon, health and wellbeing, water, embodied carbon, waste, pollution and transport.

The **5 Star Rating Report** details the hotel design and facilities supporting a 5 star rating as well as additional measures and services to be offered by the hotel.

The **Assessment of Environmental Impact of Blasting** indicates that to the east of the development lies Cunmont Quarry, which although currently dormant, there is potential for operations to recommence at the site. Potential future vibration levels from blasting at the quarry have been assessed and it is indicated that the current planning permission for the operation of the quarry limits the vibration from blasting to 7.5mms for 95% of events at the closest residential properties. It is predicted that the majority of blasting events would meet both the existing quarry operators limits and the BS 6472-2 suggested limit at the proposed residential properties closest to the quarry. In the limited scenarios where exceedance of the quarry's vibration limit is predicted, the use of double decking would ensure the existing planning limit would be met. In respect of residential buildings, it indicates that all vibration will be of low order of magnitude and would be entirely safe.

The **Drainage Strategy Report** indicates that the proposed drainage system will be designed to provide adequate capacity for the 1 in 200 year + 35% Climate Change rainfall event and the proposed private sewers will be maintained by the developer therefore the risk of flooding for surface water from blockage or overloading is anticipated to be removed.

The proposal is to limit the discharge of the surface water and discharge into the Buddon burn to the south east of the site, in a controlled manner so as to prevent flooding. Attenuation will be provided through below ground attenuation tanks and a number of new feature ponds throughout the golf course.

The foul drainage from the proposed development will be discharged into a new foul sewer that will run down the western boundary of the site to the existing Wellbank Wastewater treatment works. The foul drainage for the 18 residential plots at the south east of the site and the greenkeepers maintenance facility will be routed to a new private packaged pump chamber and pumped back round the north of the existing golf course, to discharge via gravity to the existing Wastewater Treatment works at Wellbank.

It is concluded that the development can be undertaken in a sustainable manner without increasing the flood risk either to the proposed development or to existing properties/systems within the downstream catchment and is therefore compliant with planning policies.

The **Flood Risk Assessment** presents an assessment of current flood risk to the proposed site. The SEPA flood mapping indicates parts of the site may be susceptible to be under high – low risk of flooding from surface water. The assessment has concluded that he extent of flooding from surface water is constrained within an incised valley within the topography and that with finished floor levels as proposed for buildings on the site, surface water flood risk is mitigated.

The **Noise Impact Assessment** assesses the potential noise impact of possible future operations at Cunmont Quarry on the closest proposed future residential properties. It concludes that at all receptors considered specific noise levels are predicted to be below the level of 50dB LAeqT suggested in WHO Guidelines for Community Noise that should not be exceeded to protect the majority of people being moderately annoyed during daytime. With respect of BS 4142 assessments, it is predicted that any impact would be less than adverse impact, taking into consideration context and assuming the suggested mitigation is implemented (including close boarded fences at the aspects of garden boundaries closest to Cunmont Quarry), no further mitigation measures would be required to protect future residents from unacceptable levels of noise from the nearby quarry.

The **Air Quality Assessment** indicates that during the construction phase the use of best practice techniques for the minimisation and control of dust will avoid adverse impacts at existing or future receptor locations. Any adverse effects would be limited to those receptors located close to any particular working area in the phased development. An assessment of the impact that existing and future traffic movements, including any increase as a result of development has on air quality, has been undertaken at receptor locations. For four of the receptors considered as being representative of residential locations, where an adverse change as a result of increased traffic from the development could occur, the impact of the increase is considered to be negligible. Overall, because of the low levels of impact, it is considered that there is no significant effect.

The **Archaeological Written Scheme of Investigation** sets out the methodology for the archaeological evaluation required for the development. The archaeological evaluation of the development area will comprise the machine excavation of trenches amounting to 5% of the available area excluding access roads, services and their buffer zones. Any archaeological features encountered will be cleaned by hand by the on-site Archaeologists to determine their character and extent. A full record of excavated features will be made using a single context recording system using pro forma sheets, drawings and photographs. All archaeological features will be photographed and recorded at an appropriate scale. A report detailing the results of the archaeological fieldwork will be submitted.

The **Construction Management Plan** provides a summary of measures to be taken to manage public access during construction, details of construction storage areas, details relating to wheel washing of vehicles leaving the site, dust suppression measures, details of hours of working and construction access routes. It indicates that where possible pedestrian routes will be maintained with fencing to separate the site and vehicles access routes with diversions used where necessary. Construction compounds and staff welfare facilities will be identified in a detailed construction phase management plan. Dust management measures will be employed including mechanical road sweeping, covering of loads and dust suppression. Wheel washing will be employed to prevent site vehicles leaving the site with muddy wheels. Construction site operating hours are detailed as Monday to Friday 0700-2000, Saturdays 0700-1900 and no works on Sundays without written approval.

The **Golf Safety Assessment** indicates that the alignment of golf holes observes ample safety margins. Where a hole runs parallel, alongside property, the minimum suggested distance from the turning point, in the centre of the fairway and from the green, to the property, is 60 metres. Where property is situated directly behind a green, the suggested safety zone distance

is 30 metres. These margins have been met comfortably throughout the course layout. All safety margins throughout the course will be further augmented by the creation of marginal shape, mounding and with a structured landscaping scheme.