

Comments for Planning Application 21/00872/MSC

Application Summary

Application Number: 21/00872/MSC

Address: Land At Shank Of Omachie Wellbank

Proposal: Application for Matters Specified by Condition 1A (Overall development), Condition 1B (Leisure/golf Development Zone), Condition 1C (Hotel & Spa), Condition 1D (iii), (iv), and (vi), and Condition 2 (Technical requirements) compliant with Conditions 3, 4, 5 and 6 of Planning

Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mr Robin Nisbet

Address: Rigside Lovehall Road Wellbank

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: We support the plans but would like it noted that our septic and rainwater currently enter into a field drain that goes through the development. Our waste and rainwater runoff will presumably need diverted to the new drainage system in the housing estate. I expect the cost and work involved with this will be met by the developer at an appropriate time such that connections are made and our drainage is not disrupted.

As a separate comment I can't see anything regarding schooling for all the new kids it will bring to Wellbank or upgrades to park facilities (skatepark or play equipment or similar) and other local amenities to ensure they have plenty to do. Does the school have the capacity and would the council look to upgrade the school and/or facilities for children in the area?

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mr Brian Binnie

Address: Denfind Farm House Monikie Dundee

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: As a local resident and business owner I fully support this proposed development in my local area.

I believe that it will deliver significant benefits to our rural economy and the scale of the development will be far reaching, bringing a diverse range of local job opportunities and other related benefits to the community and other businesses within the local supply chain.

I appreciate some of the concerns of local residents, however having studied the detailed application closely, I feel that the development is being constructed in a sympathetic style, befitting a development of this size, and these concerns have been addressed. I therefore have no hesitation in supporting this exciting, bold and innovative venture.

This is a time where businesses and rural economies are facing unprecedented challenges and I feel that the vision to bring a development of this kind to Angus should not only be supported, but commended.

Dear Sir, Madam

I object to the proposals and the re-design of the hotel building and layout outlined in application 21/00872/MSC for the reasons give below.

I also disagree and object to the Road's department position, published on 30 December 2021, that full details relating to the design and specification of the internal roads and infrastructure be resolved through the statutory roads construction consent, for reasons due to changes to the master plan which show

- (i) New service road - the residential access from Wellbank to the low cost housing is now a service / deliveries access to the hotel (all deliveries and services to the hotel should access the hotel via the new main entry/exit off B978 and the gate house particularly given the primary school location, traffic congestion and early morning/late night deliveries passing close to existing and new housing) and there should be no-through road to the hotel and golf complex from the junction at the east corner of Mattocks Road.
- (ii) The internal roads which now run closer to existing and proposed residential housing (and no proposed opening hours or operating hours for the main commercial elements on which to assess level of noise, nuisance and emissions)
- (iii) The changed car parking layout for the hotel which now almost surrounds the existing property (and brings with it exhaust emissions, noise and disturbance particularly for attendees leaving late night events)
- (iv) The noise and disturbance of a proposed new road, new road junction and particularly the new recycling centre at Drumsturdy Road for existing residential homes (with all the associated noise and nuisance when the recycling centre could easily be placed at the Maintenance building (if it cannot be placed at or near the hotel, spa and golf club) and accessed via the existing Omachie Farm junction and road as the developer plans to have other heavy goods traffic use to go to/from the development (ref Landscape Statement).
- (v) A gate and gatehouse so close to B978 so as to appear vehicles refused entry cannot u-turn without reversing back on to the B978 and/or vehicles behind it reversing back on to the B978
- (vi) Street lighting and warning signs are required (including of queuing traffic and exiting traffic) for junctions on B978 and Drumstrudy Road.
- (vii) Intention to use marquees on the lawns of the hotel for additional event space for weddings etc without providing additional car parking spaces (marquees could be in place for 9 months of the year) and no assessment of the additional traffic in the Traffic Assessment on roads and over-subscribed junctions

In my opinion, full details of the layout, design and specification of the internal roads of the development as well as the three other entry/exit junctions and access requires to be produced now at this stage, published on the Council's website to allow residents, road users and those particularly adversely impacted and planning department (for proposed new housing) have an opportunity to make representations and their views known. I would not support this being down by a roads construction consent process which acts in effect as a private conversation between the developer and the Roads department where existing residents and/or the Community Council are particularly excluded from the process.

There should be no relaxation or waivering of the planning conditions or conditional conditions just because the developer has not provided the necessary detail for the roads department or the planning department to make a decision. The over-arching condition should remain that no works should commence unless the planning conditions are met in full.

In my opinion, a number of the proposed changes to the master plan including changes which

- (i) surround an existing residential home by car parking spaces,
- (ii) put its recycling centre between two existing residential homes,
- (iii) put a new entry/exit to the development off Drumsturdy Road between the same to existing residential homes when it expects to use its nearby Omachie Farm road for deliveries,
- (iv) a fifth entry/exit along Wellbank Village between houses and local primary school on Mattocks Road for 'service deliveries' to the hotel
- (v) a gate and gatehouse so close to B978 so as to appear vehicles refused entry cannot u-turn without reversing back on to the B978 and/or vehicles behind it reversing back on to the B978
- (vi) increase the number of hotel rooms and hence vehicle movements on an already over-subscribed junction without public consultation
- (vii) intention to use marquees for additional event space for weddings without providing additional car parking spaces
- (viii) omission of planned operating hours including start and finish times of golf course and driving range and events

indicate the applicant and the development have elements of not being a 'good neighbour' to its neighbours while pursuing its own interests and profits etc.

I also feel that there are a number of inadequacies in the changed master plan and access areas which impact road and road user safety, which require to be addressed and mitigated before the Council and/or planning authority accept the conditions or the amendments to the design, and the roads authority requires to ensure road and public safety.

There is no master plan showing all of the elements, and the piecemeal snapshots provided throughout the design statement do not show critical elements.

The masterplan, hidden under title "CONDITION 2 VI AND IX PART 1-3 DESIGN STATEMENT", is missing elements including the recycling centre (which also does not have any noise impact assessment information), and the black writing on the plan identifying what different bits are is too small to be legible, and too blurry to read when magnified using the .pdf + magnifier button. The plan should be complete and legible when published for public consultation and for approval. **Please provide legible plan and text.**

The Development Brief Document also omits mention of the recycling centre.

Please request the applicant to separately provide the master plan on a single document for publication on the Council's website, that would be helpful to those looking at the development from the top-down level – rather than have it hidden and buried in about 100 or so pages of a submission.

I also object to the applicant's proposals for the following reasons :-

1. Inadequate Golf Safety Plan

In my opinion, the Golf Safety Plan, consisting of a single page diagram as published on your website, is completely inadequate.

There is no scale measurement visible and no accompanying document explaining what the distances between the golf course boundary and the various golf course elements (ie tee point, centerline of fairway, greens etc) to ensure a minimum safety distance from the residential plots boundaries, holiday lodges plot boundaries, outdoor public spaces etc.

There are numerous sized red curves with arrows. It is not clear if these red curves depict high fences or simply denote the distance from the main tee point to house plot boundaries (with no high fence) – either way they cannot all be 70m distance, as clearly some are half the size of others.

There appears to be no other safety measures proposed in the golf safety plan apart from a short distance to stop balls being hit out of the golf course and into residential gardens, homes, streets, pavements etc.

For example, the tee-off point for hole 10 is too close to the residential plots (houses and gardens) and from my experience wayward balls will be hit into the residential areas risking injury to children and adults and liking causing damage. Likewise there are 3 alternative tee off points at hole 10 with no safety zone intimated. These alternate tee off points may denote "Winter tees" or "Ladies tees", who knows, but if they are to be played from there should also be safety measures including high fences in place for these tees – or at least the results of analysis showing how far a wayward ball would go out of bounds from each tee off point.

From my experience, there is no warning and no sight of small, fast, hard golf balls flying over a 6 foot fence into residential homes and gardens on a golf course boundary, and certainly no time to duck or move out of the way even if the ball was seen. There is limited warning for balls hit on a higher trajectory out of a golf course into residential areas, and only if they bounce first. Golfers (or anyone playing the golf course) cannot be relied upon to either shout 'fore' or to shout 'fore' loud enough to be heard and acted upon before a ball flies past out of the golf course boundary at or near a person or child, or inanimate piece of property (like a window, car, house etc).

The risk and impact of hard fast golf balls hitting and seriously injuring a child or adult going about their normal business is significant and foreseeable. In my opinion, wayward struck golf balls present a clear and present danger to children and adults, as well as damage to property.

Given it is not clear what organisation would take responsibility for the safety of people from being injured or struck by golf balls hit out of bounds of the golf course, and the failure and long time delay to retrospectively implement safety measures, **it is imperative that a full range of effective safety measures are put in place to stop balls being hit out of the golf course and into residential areas and the outside space of public areas prior to the residential and holiday plots being completed and occupied, and the golf course being played whichever comes first.**

In my opinion a 30-35m distance from tee off points and fairways into residential areas is too short and insufficient a safety distance, and 70m is also too short particularly in the absence of any other protective safety measure such as very high fencing (not standard 6 foot fencing denoting the boundary of a residential or holiday plot).

I am concerned about holes 4,5,7, 8, 9,10, 14, 15, 16 and 18 (in numeric order) which I feel are too close to residential areas and/or holiday home and areas given the distance golf balls can be struck with modern drivers and irons by golfers, including golfers who play for leisure or infrequently (ie only when on holiday). While the risk of balls being hit out of bounds by professional golfers and/or those with a very low handicap might be lower, it is not no risk.

I have serious concerns that a few short curved fences, if that is included by the red curves with arrows around the tee points, will be inadequate and insufficient to stop wayward hit golf balls from flying into residential gardens, plots, pavements and streets. In my opinion, having a curved fence at the tee-off points will not stop golf balls being hit out of bounds and into residential areas further down the course. I am not even sure the curved fence will stop anything but the sharpest slice off the tee.

The planning authority can refer to its enforcement and health and safety colleagues, as well as representations to recent planning application for extension to safety fencing at a golf course hole which was published on its website.

There should be a mandatory and enforceable condition that includes a minimum separation distance (safety buffer zone) between the golf course and the boundary of residential plots. The minimum separation should take account of golf industry recommended distances and use the highest distance in any range, improvements in golf clubs and balls to hit further and faster over time, and be independently verified in setting the minimum separation and once the golf course is planned and laid out.

In my opinion the minimum safety distance should equal the expected distance a ball could be hit from the tee points (including all alternate tee points) before landing – be that 250m or more, particularly if there are no other golf safety measures proposed as appears to be the case from the 1 page golf safety plan submitted. This should be replicated down the fairway with subsequent shots. Please note that the Council's report 836/10 stated that information submitted by the applicant was that each hole has 5 different tees to ensure it can be enjoyed by players of all levels and abilities and it is the intention of the designers to create a high risk and reward course. Clearly the high risk should not extend to wayward balls being struck outwith the golf course and into residential areas or holiday homes etc. risking injury and likely damage.

The condition should also include a clause where the minimum separation can be extended if it is found that golf balls are entering into residential plots and areas, and the hole closed until sufficient safety measures are put in place to stop balls entering residential areas, holiday homes and public areas.

In the absence of adequate and multiple safety measures ie minimum distance from tees, fairways and greens, please add a planning condition that only golfers with a recognised and accepted handicap of 5 or less (recognised and accepted by an organisation such as Scottish Golf's governing body).

High bunding and high fencing, above the standard 6 foot fence, should be put in place for all residential plots and holiday lodge plots at the boundary of the golf course by planning condition if not included in the applicant's plans. The fencing type and height should be agreed with the planning authority, the Council's health and safety department, and the national health and safety executive, and advertised before the first residential plot is advertised, well before any development commences. The protective safety fencing should also be in place before the houses, lodges or golf course are completed, occupied or in use.

In my opinion, as mentioned above, there should be a planning condition that can swiftly and effectively close the holes adjacent to the residential and public areas if golf balls are found to be struck outwith the boundary of the golf course and into residential plots, gardens, streets and pavements, and any public space for the commercial development areas such as the hotel, car park etc – and the holes should remain closed until such safety and protective measures are implemented which stop golf balls from exiting out of the boundary of the golf course.

A full risk assessment should be undertaken and an assessment of how many balls will not be stopped by the proposed curved fencing along with the potential for injury, damage etc from balls still being hit into gardens, homes and residential areas and published on Angus Council's planning website and otherwise made available to the public and potential occupiers of the residential houses and holiday homes etc.

The planned fairway of 15-20m either side of the line of play seems narrow particularly for those who are not at Championship level. If this golf course is to be open to the public or being used to teach new golfers (ref the Golf Academy), rather than be reserved for championship or professional golfers and events, then I feel the fairways should be wider and this would also assist a safety margin for balls being hit out of bounds and out of the golf course boundary. Otherwise a planning condition ensuring only professional golfers or those with a very low handicap (ie below 5) should be allowed to play on the golf course.

A planning condition should also be included which ensures the golf course has full liability, injury and damage insurance at the golf course itself and additionally for all players playing the course (including visitors, non members and non-payers) and a condition that such insurance is in place continuously and is sufficient to meet any and all claims of injury, death or damage, no matter how many throughout a year.

I note the email comments from Environmental Health Department dated 30 December 2021 simply requesting clarity on where the golf ball safety nets are to be installed. It is not clear if

the Environmental Health means at the driving range/golf academy or around the golf course. The applicant is clear that the golf ball safety nets are adjacent to the golf driving range (Condition B vi) – therefore as I understand the applicant's information, there are no safety nets to be provided between golf course (tee points etc) and residential housing or public spaces and paths – this is clearly inadequate.

I would not support flood lighting or lighting being installed on the safety fencing as this simply extends the use of the golf course after the hours of darkness which in the summer could be after 11pm at night which I feel is unacceptable for the peaceful enjoyment of residents in homes adjacent to the golf course or driving range.

2. Golf Academy/Driving Range

The Golf Academy just looks like a driving range to me, with a building attached. It is not clear if the facilities in the academy will operate independently of a 'teaching role' by a golf professional. As such this should be clarified and the clarification available for public consultation.

Given also the flood lighting at this location, **there should be a planning condition limiting the operating hours of the driving range/golf academy to reasonable operating hours particularly avoiding early starts and late finishes, and ensure there is a golf professional with appropriate first aid qualifications on duty while the driving range/golf academy is in use.**

3. Ball Strike Fencing next to Golf Driving Range

The golf course fencing documentation is insufficient not only in terms of there is no documentation saying which of the 3 types of fencing is to be used at which location, but no indication of height or length etc.

All this document does is list some options. This is inadequate to ensure the safety of adults and children, from being struck by golf balls exiting out of the driving range area.

What type of fencing does the applicant propose using ? Please provide that information along with the necessary detail such as fence height, weight, distance, or colour of poles and netting.

The safety netting should be high enough and be long enough down the fairway to ensure no balls at all exit out of the driving range area and into residential plots, areas or public spaces in the interests of safety of adults, and especially, children.

A golf ball being hit at speed and force outwith the driving range and injuring a person is a foreseeable situation, and dangerous.

I would hope the Planning Authority insists on an anti-vermin skirt for safety and to ensure the effectiveness of the safety netting over time.

Please ensure the detail and installation of the fencing and netting a planning condition, variable and enforceable if the fencing proves inadequate over time, including the immediate closure of the driving range if golf balls are hit out of the boundary of the driving range.

4. New entry/exit road onto Drumsturdy Road and New Recycling Area

The drawing dated submitted on 5 November 2021 plan showing the Drumsturdy Road access is missing where it is planned to be built relative to the existing houses and line of Drumsturdy Road itself. Are the visibility splays achievable and does the applicant own or control all of the land required to meet the full visibility splay. **I would object to any**

substandard or significantly substandard sightlines if full visibility sightlines or splay is not possible.

It is not clear from the description if the applicant and ultimate operators intend to also place its general waste, food waste and garden waste in the recycling area too along with glass, bottles, plastic etc.

In my opinion it is unacceptable for the new development to locate its recycling centre and waste bins adjacent to existing houses, especially when it has a huge area of land to choose to site a recycling centre on including at the source of most of the waste ie the hotel and residential areas, or at the planned maintenance building.

I feel the choice of location on Drumsturdy Road is poor, and will also subject the adjacent existing homes to fly tipping, noise, smell, nuisance from seagulls, attraction of vermin and other pests. Collections of recycling is noisy, exasperated if items such as glass bottles are tipped into the recycling lorry.

Recycling centres also attract seagulls and vermin. There should be a planning condition ensuring the development has pest control at all of the development areas and particularly at recycling centres and general waste and food waste points on a regular ie monthly basis, or more frequently if need be.

Notwithstanding my view that the recycling centre should be re-sited to the Maintenance Building or the Hotel development location, please consider my comments below as objections to the planned location.

It is not clear if the recycling facility will have gates, and what times the gates will be opened or closed. It will also likely be used by other persons within and outwith the Omachie development instead of proceeding to the Council's recycling centres – the closest of which with full facilities is some 14 miles away in Arbroath (ie a 28 mile round trip) – and is a potential site for fly-tipping.

There does not appear to be enough space for any lorry to get in and turn without reversing back onto the Drumsturdy Road which will be dangerous for both the driver and other vehicles.

As indicated on px of the Landscape Statement, the development/operators intend for Omachie Farm entrance and road to be used for large vehicles for reasons given on px .

In my opinion, the recycling centre would be better, and should be, sited at the Maintenance building for access via Omachie Farm, or at or near the hotel, clubhouse and lodges where the majority of waste will be generated for collection via the main entrance off the B978 (where coaches are expected to enter/exit and park).

It also seems unlikely that any vehicle exiting the planned recycling centre shown could do so without crossing over the centre line and into oncoming traffic, or otherwise cause traffic to stop on Drumsturdy Road itself which would be dangerous. Similarly if a vehicle is unable to enter into the recycling centre road due to cars waiting to exit out of the new access road, this will also cause stationary traffic and tailbacks on Drumsturdy Road (which has a national speed limit of 60mph).

In my opinion, it appears the recycling entrance is too close to the junction with Drumsturdy Road for safety reasons.

There is also no supporting document saying why the access road is to be located at that point on the Drumsturdy Road, or the recycling centre to be located there and not closer to the hotel. There is no analysis of other potential locations for the access road to meet the Drumsturdy Road (ie away from existing housing) or the recycling centre (again away from existing housing).

In my opinion, there should not be a new entry/exit built on to the Drumsturdy Road adjacent to existing houses or fields with horses – and no recycling centre built for the use of the hotel and golfing facilities etc close to existing housing on the Drumsturdy Road – the planned use of Omachie Farm road and entry/exit should be used.

As it is unlikely the Council will prioritise this new road for winter maintenance (gritting or snow clearance) – as none of the surrounding villages and residential areas are a priority for winter maintenance (except bus routes and pavements at schools) this new road will be dangerous. If the development intends to carry out its own winter maintenance, please ensure by condition that any snow cleared from the new access roads will not be pushed onto Drumsturdy Road or any other existing road, nor block in push snow up against the boundaries of existing homes, buildings and gates to fields.

The existing property Blawearie to which the new road junction on Drumsturdy Road is to facilitate does not seem to be denoted on the map and as such is not easily identifiable. Where is this property in relation to the master development plan.

5. Main Gate and Routing to/from A92 and Dundee/Carnoustie, A90 and South

In my opinion, the main route to the hotel should be via the A92 (Mains of Ardestie junction) via the B961 to Newbigging, without using Kellas Road (B978) or Drumsturdy Road (the junction from Drumsturdy Road to the B961/A92 direction has poor visibility of oncoming traffic from the A92 direction).

Most of the traffic will come from Dundee (air, train, car hire or main routes from east and south), and from Carnoustie (if the Council's Economic Development department get their desire to support Carnoustie and its facilities) and clearly use of dual carriageways of the A90 and particularly the A92 and its on/off ramps at Mains of Ardestie is significantly more preferable and safe to using single track rural roads, over-subscribed junctions and junctions with poor sightlines for reasons of road safety, lack of congestion, traffic flow and not contributing to further delays and use of over-subscribed junctions.

There seems to be too many entrances/exits into residential areas of Wellbank and unspecified car parking areas for deliveries, staff and users of the golf facilities and hotel ie between two sets of residential areas to the north west of the hotel.

In my opinion, there should only be access for residential homes on the development from Wellbank and the planned B978 new junction on the B978 should be the only access for the commercial traffic and traffic to the commercial buildings (hotel, golf course, spa, driving range, holiday lodges etc if the Planning department are minded to give consent. There should be a condition prohibiting commercial traffic and employees from using the junctions and roads of Mattocks Road and Drumsturdy Road excepting Omachie Farm road.

The B978 does not link directly to the A92 as the applicant claims. The applicant's Transport Assessment states that the B978 links to the Drumsturdy Road at an over capacity junction. From that junction you have to drive along Baldovie Road, navigate a roundabout and another highly used traffic junction with one set of traffic lights to go left to Arbroath, and two sets of traffic lights to proceed right to Dundee

There is no cycle path linking the development or Wellbank to Dundee. B978 (Kellas Road) is not a road that is safe to cycle down particularly during the rush hours times.

In my opinion, the main access to the commercial elements of the development should be (re)located to eastern side of the development from the B961 at or near Newbigging (a 20mph zone) and not Wellbank/B987, to make use of access from the A92 and Mains of Ardestie, and the much shorter and straighter B962 (with less housing and junctions) and avoiding all the existing over-subscribed junctions and twisty rural roads. This access also supports the Council's wish that the hotel support Carnoustie.

6. Changed Master Plan and Phasing

I would kindly request that the Planning Authority for transparency and for communications with local communities and residents impacted, **publish all requests for changes and variations by the applicant or its representatives and allow a period of consultation for transparency and public interest.**

Not only are residents in the village of Wellbank impacted, but so too are residents in Ballumbie Castle Estate, Kingennie and Fithie Bank who will have to wait for gaps in the traffic and longer waiting times at over-burdened junctions to accommodate this huge commercial development (which the applicant's indicates is approx a minute per car for 49 cars during a single 1 hour in the morning). Clearly a wait of 50 minutes and a tail back of an additional 49 cars is unacceptable, as is 300 plus cars and coaches leaving the hotel development within 20 minutes of each other (ie at check-out time or to go to a golf event in Carnoustie as the Economic Development department hopes and expects.

There should be no 'behind closed doors' agreements including for variations or setting aside planning conditions or reasons for the conditions, as this development significantly impacts on the local and wider communities at the request of the applicant's representative by email or telephone conversation including for the planning authority to use its delegated authority. All requests and communications from the applicant and/or its representatives to the planning authority or other council departments involved or consulted should be published on receipt, for consultation, and the planning authority should explain and publish its proposed/intended decision if by delegated authority before it is made.

The plan does not have sufficient detail to be meaningful and does not have the whole plan on one page – for example none of the master plan shows the access to Drumsturdy Road, what it services and the recycling centre which for some bizarre reason is sited between two existing residential homes and not at the hotel or maintenance buildings at the development.

Also, the black text is illegible as it is too small to read, and blurs when the text is magnified. Please request the applicant to provide a master plan and maps which are legible – otherwise it is not a meaningful consultation for members of the community and the public, who do not have the advantage of the planning authority to request clarifications from the applicant.

7. Material Change in Hotel Building Structure and Design

I object to the new design of the hotel as submitted by the applicant. This significantly increases the presence of a substantially single larger building than the design which was submitted and approved which in effect acted to split up the building into four parts. There are 6 floors if you count the roof space to be used and a double height ground floor gives this a much taller building than the low rise farm buildings, Kingennie Resort and residential buildings in the local area. This is a huge building in terms of height and width and dominates the environment. I suspect it will stand out from the Drumsturdy Road and B961, although there are no architects/design views to show how it will sit in the existing landscape and viewed from the roads.

In my view this is a material change, and should be subject to a separate planning application.

There has been no photographs or illustrations showing what the new hotel and other developments will look like from the existing surrounding roads, whether it is on higher ground or on top of a hill further increasing its size and visibility. On the face of it, a large white building and largely lit up at night will be out of place in rural countryside.

I think the choice of white harling with black metal windows is more in keeping with an urban environment, and this high rise large building will look more out of place in the countryside environment. I foresee the white harling going very dirty very quickly over time (and harling is not easy to paint over) and the possibility of it being stained orange/yellow with rust marks for any water leaking onto metal and flowing down the outside of the building.

23 additional bedrooms which were not listed in the original planning application.

There has been no updated transportation assessment published. Given that there is increased traffic from this commercial development and additional traffic not accounted for from planned wedding and other events in marquees, as well as a planning application for a crematorium currently under consideration, please obtain an updated transportation assessment and publish it showing that the roads within Angus Council's boundary and crucially the impact on the traffic particularly queuing traffic at the junctions at Drumsturdy Road with Kellas Road (B987) and Kellas Road with Drumgeith Road – clearly an extra minute for each of 59 additional cars in the current assessment is unreasonable on the local area and existing residents.

The plans published do not distinguish between the existing house(s) and the new houses – as such it seems misleading. For the lighting plan, golf safety plan and all other plans a clear distinction should be made between housing and buildings which already exist and/or are occupied, and those which are being built as part of this development. These plans should be updated and re-submitted and published for consultation.

In my opinion there is not enough fire exits particularly on the side of the building where there is only one fire exit. If that fire escape were blocked off or inaccessible, it would be difficult for people to escape.

Furthermore, the applicant is now proposing to build all of the commercial elements of this development, golf course, hotel, spa, driving range, academy, golf clubm most lodges etc before the residential housing. This is a significant departure from the reasons and justification for the consent for housing to be built in this rural area.

It now appears that housing is not required to cross-subsidise the golf hotel and development.

Angus Council has been clear in Local Development Plan that at Ballumbie, Letham Grange and Piperdam a substantial number of houses have been developed alongside and in support of golf course, leisure and tourist bases developments. Further residential development at Ballumbie and Piperdam would promote an unsustainable pattern of development and is therefore not supported. At Letham Grange additional housing development will only be considered where it is required to cross subsidise tourism and recreation development (but I understand the golf club and course has closed).

The Council's position for this development is large scale residential development at this location is only justified on the basis that it would assist in delivery of the leisure and tourism aspects of the proposal. Council has previously identified a phasing condition that requires delivery of specified elements of the leisure and tourism proposal in advance of the release of specified housing numbers. That condition is retained and further conditions require greater detail in terms of the phasing of the overall development and the specific elements within each zone or phase.

It now appears that this residential housing is not required to fund or build the golf course as the golf course and hotel is to be built first and in its own right. Is the residential housing to be removed from the plan for the same reasons that the Council is not allowing additional residential housing at Ballumbie, Piperdam and Letham Grange. The residential housing, including the low cost housing, may never get built, nor be built by this applicant. This material changes proposed in the new master plan and construction phasing appears to prioritise or only be about the golf course, hotel, spa and golf and wedding or function related activities. The Council requires to publish its views and position on this material change before any decision is made on the planning conditions.

7.1 Installation and Use of Marquees to increase capacity

I note the intended installation of marquees on the lawns to provide additional capacity (on top of the 300 person ballroom) for events such as weddings, as outlined in the landscape statement. I would anticipate the installation of marquees to hold substantial amounts of guests and the marquees to be on site for 6 to 9 months each year.

However there is no additional car parking to facilitate people arriving by car for these additional hosted events at the hotel/golf club which they should be as in effect these facilities will be in effect permanent in nature even if the marquees are quicker to erect and dismantle than a brick built or conservatory style building than the hotel itself. There should also be plans confirmed with the Council as to where the additional toilet facilities are to be placed for use of and in relation to the marquees.

However, in my opinion, outdoor weddings including in marquees should not be allowed given noise from loud music which is likely to go on very late being so close to residential areas and alcohol being served 'outdoors'.

Please set a planning condition to ensure there are no additional 'buildings' or 'temporary' structures such as marquees are put up to facilitate an increase in capacity for events such as weddings over the spring or summer months or golf including where alcohol and food will be served and an increase of vehicles to/from and parked at the development.

7.2 Location of Lodges opposite Residential Properties

In my opinion it is extremely poor design and an ill thought proposal to have lodges directly opposite residential properties.

The Design Statement (Landscape Strategy page) states that lodges will have outdoor patios with facilities such as hot-tub, barbecue and fire pits. All of this outdoor living comes with loud noise and loud music which could go on after midnight, as holiday-makers tend not to have to keep to normal working and sleeping hours. In my experience (and no doubt other residents) from lodges in another part of Angus Council's area adjoining residential areas, loud music can be played from early on a Sunday morning to late at night on a week day, more so at weekends. While the hotel might want to attract families, it is also likely to attract 'hen and stag' type parties.

There is no information on the occupancy number of the lodges. I suspect that the parking space provision for only two cars may be insufficient and there will be cars blocking the pavement at the lodges.

If the plan is not re-designed to have a much further separation between holiday makers accommodation and residential accommodation, there must be a planning condition to stop all outdoor music and activities such as use of hot-tub and fire-pits by a reasonable hour (such as 9pm) and not to be in use until after a reasonable hour (such as 11am on Sundays, 9am on weekdays).

7.3 8 holiday lodges for Kingennie Resort

This appears to be a separate and distinct development from the hotel, spa, golf academy and residential development. If Kingennie Resort (fishing and golf) want to add lodges to its portfolio it should have done so under a separate planning application. Access to these new lodges should be via the existing Kingennie Resort and not from the creation of additional access from Drumsturdy Road.

8. Entry to Development from B987 and Gate House

It is not clear to me which location in the existing plan or the new plan the gate house is to be located. All that has been provided is a drawing of what the gates and gate house might look like and a blurred outline which might indicate it is to be situated on or near the B987.

What is the point of having a gate house when there are so many other ways into the development which would be unopposed or ungated. There are at least 5 entry/exit points into the hotel and golf club development including 3 from/into Wellbank village.

I note that the other entry/exit points will likely negatively impact the local community at Wellbank and the residential housing

All of the commercial vehicles and cars to the commercial parts of the development (hotel, golf course, golf academy/driving range, spa, lodges etc should **use a single separate entry/exit** to the residential areas and not drive through the middle of residential housing to go to/from the hotel etc.

The vehicles going to the service area of the hotel or other commercial facilities should use the main entry/exit and not go through residential areas for reasons due to early morning or late night deliveries and speed of delivery vehicles nor use the local streets in Wellbank including where Wellbank School is located.

9. Turning Lane, B978 Safety Lane and Street Lighting on B978 Required

Given cars will be crossing a lane of traffic to enter into the development, it is vital that there is sufficient space for a number of cars to queue within the development ie before the gatehouse, and not out on the B978.

There appears to be no turning room or space available in the designed plan for vehicles which have been refused access by the gatehouse to turn around and leave without reversing back out onto the B978, or having vehicles queuing behind the refused vehicle reverse back onto the B978 to make space for the refused vehicle to turnaround and leave. The planned 6m width of the road at that point is insufficient for a vehicle to turn especially with oncoming traffic exiting from the development towards the gatehouse.

The gate house should be set further back from the B978 and a u-turn road provided at the gate house for refused vehicles to turn back safely to the B978 and without impacting other incoming vehicles.

Given the likelihood of queuing cars waiting to access to the development through the main gate (via B978) and the majority of vehicles accessing the development will come via Dundee and the junctions at the Dundee end of the B978, the road should be widened and a separate right turn safety lane to take a minimum of 8 cars should be constructed at the developer's expense on the B978 for vehicle safety reasons and to ensure traffic can beyond the gates of the development without having to wait for the development's traffic to clear.

The junction and the safety area should have street lighting provided including for a distance back to where street lighting commences in Wellbank village and to the north. Please refer to the street lighting and right turn lane at the entrance to Piperdam in Angus which was required for safety reasons. This should all be in place before any construction traffic uses the entrance to build the golf course or hotel (or any of the residential houses if the phasing changes again).

It is imperative that full street lighting is on the B978 from Wellbank up to and beyond the new entry/exit with the gate house for safety reasons, potential of queuing and turning traffic on the B978 going into the commercial development just beyond a bend where there is no sightlines of the entrance/exit until after the bend is cleared.

Given that many, if not most, of the vehicles entering the hotel and golf course development will be unfamiliar with the area and/or driving on narrow rural roads it is imperative that safety elements are put in place ahead of any other development commences.

There are no pavements indicated at the entrance of the B978 junction or from the gatehouse into the development. People exiting from the bus-stop opposite the gate house will be required to walk on the road sharing the road with vehicles. This is clearly not safe particularly if children using the golf academy/driving range arrive by public bus. Likewise the gate posts and what looks like advertising blocks block the 2m pavement (if it is a pavement that is shown in a darker red on the plan)

Queuing length to be informed by Transport Statement. Clearly in the absence of such information, only allowing 2-3 cars to queue off the main road is likely to lead to accidents.

The relocation of the 40mph sign to slow traffic for entering Wellbank to the rear of the pavement has the potential for this critical sign to be hidden or obscured from drivers by trees and vegetation and location.

In the absence of details on keeping the public roads clear of mud, particularly the B978 (Kellas Road) and Drumsturdy Road, please also ensure a planning condition that requires the applicant to clean the public roads at least twice a day, including once at the end of the construction day, for the safety of road users.

Creation of bus stop on the west side of the B978 – is the land in the control and ownership of the applicant ? If not, is this off-road bus stop actually achievable or will the buses just stop on the northbound lane of the B987 until all passengers alight, get on and are seated. Exiting and turning right visibility will be obscured by a bus or other vehicles in the bus stop and makes the junction substandard.

If vehicles will be directed to use the Omachie Farm entrance and its road to the golf maintenance depot from Drumsturdy Road, then this clearly is a more suitable route for vehicles accessing /exiting from Drumsturdy Road to the residential areas and hotel. Omachie Farm Entrance is clearly a much better access point and location for the development's recycling centre and should be relocated there and not between two residential houses on the Drumstrudy Road where there is likely to be more disturbance especially if Omachie Farm is under the same ownership as the land the proposed new development is on.

I note that heavy vehicles will be driving through residential area, to the maintenance depot but the blue route does not show where it accesses Omachie Farm Road.

As stated previously, the vehicle service route to the hotel should be via the main gates and not through residential areas of the village (especially passing the primary school) or the development. Deliveries are likely to be made early morning which adds to the noise and disturbance of residents. It would be very easy to route service vehicles through the main entrance, turning right towards the driving academy and left towards the service area minimising the number of residential houses the service vehicles would pass. **A service access via the main gate also has the benefit of a manned or CCTV gatehouse for security and not having exit point at a bad bend in the road.**

The access road is even more dangerous if the hotel plans to market and advertise for cyclists coming out with the local area – the B978 is not a road for cyclists – please re-route via A92 Mains of Ardestie and Newbigging (40/20mph).

It is not clear if the paths throughout the development will be wide enough or designated as cycle paths as well as for use of residents. There should be an area in the paths wide enough for cyclists to use in both directions without putting the safety of pedestrians using the same path at risk, or having pedestrians have to step into the verge to allow cyclists to pass. This is important as these paths will likely be used by children of residents. If the paths will likely be used by children they should be tarmacadamed for safety as well as to keep dust down and dust from being blown around.

10. Winter Maintenance and Road Cleaning

There is no information on what winter maintenance (snow clearance and gritting) will be done, and by whom. There is no information as to whether the internal roads and accesses to the development, including residential areas, intend to remain private roads or will be public roads adopted by the Roads Authority. This should be clarified at this planning stage.

The Council stopped winter maintenance for pavements in its rural villages some years ago including in the local area (excepting pavements at a primary school). In my opinion, no winter maintenance will/should be provided by the Council for this new development – unless of course the Council resume winter maintenance for all the rural villages in South Angus and South West Angus. Likewise, roads in villages in the local area are not a priority for snow

clearance and gritting, there are no services at all at the weekend or on public holidays (the Council expects residents to hand clear and grit the roads themselves).

There should be clarity and confirmation whether Council funded winter maintenance will be carried out for or within this new development and what priority this development would take for any winter maintenance over other villages and residential areas in the area. Please ensure there is a condition that any snow clearance of roads and pavements carried out by the development itself on its own roads should ensure that snow is not pushed out onto and blocks public roads or pavements, or driveways and paths for existing homes – and this should be ensured by a planning condition.

11. Car Parking Area

In my view the car park areas hems in and closely surrounds what appears to be an existing home and garden.

While the re-design of the car park and master plan allows “breathing space” around the hotel building, unfortunately the same cannot be said for the residents of the existing residential homes.

The close proximity of the car park will subject the occupants to car fumes and emissions reversing into the car parking spaces on their boundary, and noise both of cars and of drivers/occupant’s comings and goings. Likewise the new access road to the hotel, golf facilities and car parks is very close to the existing house.

In my opinion, both the road to the hotel and the car parking area should be located further away from the existing house so the occupants can continue to have peaceful enjoyment of their property, home and garden.

Likewise residents will be disturbed by staff car parking leaving later and arriving before guests if as it appears staff will also use Mattocks Road entrance with service deliveries than going to/from their place of work via the main gatehouse entrance/exit.

In my opinion, the situations described have human rights implications in terms of interference with privacy, home or family life (Article 8) of residents and peaceful enjoyment of their possessions (First Protocol, Article 1) notwithstanding the risk of injury or worse.

There is insufficient parking at clubhouse (59 spaces) given that most golfers will arrive in their own cars given clubs and trolleys to be transported. There is insufficient car parking at the hotel given the intended use of marquees to extend the capacity for events such as weddings.

The coach parking should be moved to be closer to commercial areas rather than be sited as is proposed between residential houses – ref the diesel fumes from coaches and noise reversing, and late time of night the coaches may depart.

12. Core Path 200

Core Path 200 not shown and the proposed re-route is not shown. Clearly pedestrians cannot walk where golf is being played due to the risk and likelihood of balls being hit at speed and with force outwith the golf course.

The proposed closure and re-routing of the core path is not indicated in the phasing or timing plans. Please clarify where the Core Path is proposed to be re-routed and if the Core Path is going to be closed during the time the golf course is open.

13. No Play Area for Children (Residents or Hotel Guests)

There is no play area at all and no play area or green space for the majority of housing.

Wellbank North green space looks like a SUDs ponds and will therefore not be usable for children playing.

Children will have to resort to playing in the street as I doubt the owners including parents will have 10+ children in their gardens playing football or using play equipment.

From my experience, there should be one or more a structured play parks which accommodates children of all ages (not just the under 5's) and a large flat well drained green space for children to play football on within the development and on the east side of B987. These play areas and the safe routes (ie pavements) to them should be laid out before the commercial buildings, car parking and roads are consented to.

It is unrealistic and unsafe to suggest young children will be allowed to leave the development, and cross the B987 (where there is no pedestrian crossing and is at the junction of 5 roads) to access the play area to the west of Wellbank Village Hall which is too far away for young children to walk to unaccompanied and to play there unaccompanied.

Angus Council Parks said where the development equates to 0.97 hectares of usable open space, it should include an equipped play park equivalent to a LEAP standard facility.

For all of the acres the golf development is taking up, there should be a play area with play equipment, and area of outdoor exercise equipment and a area of flat green space for children to play on within the development.

If this area is to be used by children visiting the hotel and golf academy areas, then the hotel and developers should pay the costs for the maintenance, quarterly and annual inspections and cost of replacement of damaged or work play equipment.

Please also ensure there are sufficient closed waste bins in the area (to stop seagulls and other large birds raiding the waste bins and scattering waste) as well as dog waste bins.

14. Missing Section 75 Agreement

The Section 75 agreement is not published on either the full planning application or this planning application. Please publish this agreement or its current draft and explain the reasons why it is not yet in place.

15. Staff Accommodation and Houses

The Habitation Plan describes a new golf house being built for the golf club – but it is not clear where this house is and the use/purpose it is to be put. I do not see any reference to such a house on the applicant's plan.

Given the proximity to Dundee and other Angus towns and villages I see no reason for any new golf house and/or staff accommodation to be built on site. In my opinion, it does not fall under an essential workers property.

16. Opening Hours

There is no planned operating hours for the golf course or the driving range. In my opinion, these facilities should not open before 8am and should close before 7pm in order to preserve privacy and peaceful enjoyment for residents.

Likewise events at the hotel should also stop at 10pm to allow those who have arrived by car to leave without disturbing residents in existing or new housing in the development, in Wellbank, Kingennie, or on Drumsturdy Road.

There should no fireworks set off in the grounds of the hotel, golf course, driving range etc after 9pm at night, if at all.

17. No Vermin or Pest Control Plan

There appears to be no vermin or pest control plan, but vermin appear to be expected given the mention of anti-vermin skirt in the driving range safety net information.

There should be a planning condition ensuring the development has pest control at all of its areas including recycling centres on a regular ie monthly basis, and more frequently if need be.

18. Environmental Management

This is just a plan of words and the targets are meaningless as they do not have any measureable start or end numbers.

For example, one objective for the appointed contractor is “play our part in halving the amount of construction, demolition and excavation waste Environmental Management on site going to landfill”. This is a meaningless sentence particular with the words “Environmental Management” added in the middle of it.

What is the target that the plan is to achieve in “halving” ? or the end result of tonnes of waste the applicant expects to put to landfill. Objectives should have targets and be measurable and achievable.

Likewise the contractor is only required to “work to adopt and implement standards” for good practice in reducing waste, recycling more, and increasing the use of recycled and recovered materials. Working to adopt and implement standards is not the same as having standards and good practice in place or in achieving them. This is not a mandatory or enforceable condition, and does not have any measureable objectives or targets to achieve.

There appears to be no requirement for the contractor to use any of the environmental mitigation control measures listed at the end of the plan. If not, why not ?

The document also appears to be a ‘cut and paste’ from another project re reference to mainline train station which is irrelevant for the application approved **unless the applicant plans to construct a train station and tracks from the Dundee-Aberdeen mainline to the hotel and golf course development** and which I presume a planning application in its own right will be submitted expeditiously, rather than be treated as a variation to the existing permission.

I note also that the contractor is expected to burn waste on site. This will clearly cause emissions and is not necessarily environmentally friendly way of removing waste or recycling it. Again there are no targets to meet or minimum standards to achieve.

There are no plans of where generators are to be sited, and for how long, and no information as to how much noise will be emitted from the generators even if acoustic blankets are fitted properly around the Heras fencing. Elements like this which have the potential to cause longstanding nuisance including noise nuisance and/or which impacts on health and wellbeing of existing residents and animals should be specified in advance, along with the maximum noise permitted, and submitted to the planning authority for review and approval after public consultation.

Removal of existing trees should be with the express consent of the planning authority to ensure that protected trees or valued old trees are not removed for convenience of construction or the planned facilities. There is nothing in the Environmental Management document requiring replacement of removed trees or consideration if a type for type, number for number is required or acceptable.

There is insufficient information as to how the earth moving vehicles and other vehicles are going to go to and from site, and what existing roads are to be used. There appears to be no requirement for daily or twice or more daily as required cleaning of roads to remove mud etc for the safety of other road users which is especially necessary during the winter months and during periods of rain, and to keep dust levels low for the health and wellbeing of local residents as well as keeping residents' property free of dust. Likewise there is no information as to how the tonnes of materials like gravel and all the different sands, irrigation materials, and building materials are going to be shipped in (which routes from A92 and A90) and stored – and likewise roads cleaned. The project plan intimates this project will take some years to complete so disruption to the local community, local residents in the area and using the access roads (Kellas Road and Drumsturdy Road) will be significant and following other major works and road closures in the area.

The recommendations in the document are not listed as mandatory, to be followed or even expected.

The Environmental Management plan seems to omit any environmental management activities arising from the construction of the hotel, golf academy, driving range, houses and lodges etc.

This Environmental Management document should be reviewed and re-written with specific measurable objectives and targets, include all construction activities not just construction of the golf course, and be re-submitted to the planning authority for review and published for consultation.

There is no plan of the Total Number and Type of Trees to be felled, nor confirmation or mitigation of the loss or old or ancient trees or native species.

The percentage of trees to be planted does not indicate how many trees are to be planted, versus how many are being removed, notwithstanding the long time trees take to grow back to maturity. There appears to be no provision for gap planting or replacement of plants, particularly the beech hedging, which fails to grow.

18.1. Water, Wastewater and Drainage

I am unable to comment on the drainage elements as I do not have any expertise in this area. However, the planning authority should ensure, by planning condition if necessary, ensure that there is no reduction in the water pressure serving existing houses resulting from this very large and expansive commercial and residential development, including over short time durations of operational management upon completion, and no issue with disposal of waste or surface water including capacity at any local or wider pumping station or outlet.

This should be ensured and satisfied before development commences as it is difficult, time consuming and expensive to identify and resolve once operational. From the landscape design statement, formal gardens tend to require a lot of water to maintain particularly in the summer months, as do greens. Other representations report an issue with water supply in the area. I would object to drinking water being used to water plants, greens and lawns of this new development particularly in the summer when residents are so adversely impacted. No doubt there is an environmental impact on drinking quality water being used on a golf course and hotel and clubhouse landscaping. If residents have to conserve water, then why is this new commercial development planning high use water planting in its landscaping plans as well as water features. I therefore object to the proposed landscaping until a more sustainable and environmentally friendly plan is produced and there is sufficient water for existing residents.

Missing Information

There is no noise impact assessment on or near residential properties adjacent to the recycling centre including the movement of heavy vehicles, the breaking and tumbling of glass (ie from wine and whisky bottles) into and out of the recycling skip/containers (filling and emptying).

Full details of the recycling centre must be provided before the approval of the other aspects of the development – or preferably please move the recycling centre to the maintenance building with access along the existing Omachie Farm building (as planned for other vehicles with deliveries to the development).

CONDITION 2 IX PUBLIC ACCESS – links to a document entitled “The Angus Golf Resort Outline Landscape Specification”. There is no information on public access.

It is imperative that the B978 and Drumsturdy Road and the access roads are cleaned of mud and debris at least twice per day including before night (for road safety and traffic safety reasons especially as the construction will take at least two winter/spring periods).

The applicant is not in control of the quarry – therefore how can a planning condition associated with this application apply to a non-related and other business to instruct and enforce “decking of explosives” to avoid ground vibrations at residential properties.

Phasing Plan

The start years from items 1, 2 and 9 onwards are deleted. Year 3 build excluding the housing is misleading – full plan showing all the construction elements should be shown – otherwise remove the planning consent for the residential and low cost housing.

Given my objections and observations herein particularly on safety issues, I object to the changes to the master plan, and proposed submissions particularly without the Roads department or planning department having sight of the roads, pavements and accesses within the development itself and to Drumsturdy Road.

Yours faithfully

L Clink

Comments for Planning Application 21/00872/MSC

Application Summary

Application Number: 21/00872/MSC

Address: Land At Shank Of Omachie Wellbank

Proposal: Application for Matters Specified by Condition 1A (Overall development), Condition 1B (Leisure/golf Development Zone), Condition 1C (Hotel & Spa), Condition 1D (iii), (iv), and (vi), and Condition 2 (Technical requirements) compliant with Conditions 3, 4, 5 and 6 of Planning

Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Miss Ann Watson

Address: Lilac cottage Woodville, Arbroath Woodville

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment: Comments pertaining to my property, 3-4 Shank of Omachie farm cottages, Wellbank, Dundee DD5 3PF which is located in the centre of the proposed development and very close to the proposed 6 storey hotel and associated car parks.

1. Hard landscaping the hill immediately behind the cottage with the proposed car parking brings an increased flood risk to my property .Historically the hill ground at the back of the cottage has difficulty in retaining excess water. Assurances are required that the drainage design is not only fit for purpose now, but for future, more frequent ,heavy rain storms. I would like to be directly consulted on this particular part of the design.

2. Should the 6 metre high lighting poles, proposed for the car parks, be placed too close to the cottage, the light ingress will become intolerable. I would like to be consulted on the proposed detailed positioning of any such poles .

3. Drystone dykes form the boundary around the cottage, garage and garden. I would like guarantees from the developer that these dykes will not be damaged during the proposed re-landscaping of the area immediately surrounding the cottage. Again direct consultation of this part of landscaping design would be the neighbourly thing to do.

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mr G S

Address: Applehill Drive Wellbank

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: The existing land is not zoned for this type of development.

Roads in this area have been determined to be operating beyond capacity during the planning process for the crematorium, and the survey for the Crematorium was undertaken during a school holiday with reduced traffic flows, this development would apply further strain on the existing road network, the application makes no allowance for the improvement of any junctions in the local area. There is insufficient pedestrian access and cycle ways to allow access to the site.

The existing school in Wellbank only has spaces for around 70 pupils and is operating at capacity already, this development adds an additional 160 properties. There is insufficient space around the school to extend it and provide the additional space required, what proposals are there for dealing with the increased number of students given this scheme could potentially increase demand by 50%

We regularly have blackouts in the area, what proposals are there to improve electrical capacity?

We suffer from low water pressure in the area, what proposals are there to improve capacity?

Wellbank falls under the catchment area for Monifeith Medical practice - this is currently the most over-subscribed in Tayside, what proposals are there for GP facilities?

APPLICATION_PDF-3235132

Is the site within an area of known risk of flooding? * - floods are common in the area for the proposed affordable housing, it regularly attenuates the flood water from the fields in the area, further the roads surrounding the existing pub flood during heavy rain causing access issues and flooding issues forth existing spar and houses next door, raising the land in this area is only going to make this problem worse.

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Case Officer: Ed Taylor

Customer Details

Name: Mr G S

Address: Applehill Drive Wellbank

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:CONDITION_1_A_A_V_TRAVEL_PLAN_APPENDIX-3235630

This document notes that there are dedicated cycle routes within Dundee, however these are not accessible from Wellbank without cycling on a narrow 60mph road that has sporadic footpaths and requires cycling on the road for over 50% of the route. The footpaths are not wide enough in places to allow safe passage for two opposing riders and in some areas are not wide enough for a single rider.

Wellbank post office & restaurant is closed.

Traffic assessment shows roads operating beyond capacity in 2015; "The B978 Kellas Road / Drumgeith Road was predicted to operate over capacity during the AM peak hour. It was the only junction experiencing capacity issues even under base traffic conditions". it also takes no cognisance of the proposed crematorium development.

The anticipated travel flow from TRICS assumes that 5.24% of trips will be complete by walking, 2.05% by cycling and 3.44% by public transport. Wellbank has no paths to get into Dundee to enable safe walking, there are no safe cycling routes and public transport offers 3 public buses per day currently compared to when these surveys were complete. These numbers are heavily over estimated. These options are simply not open to us here, the facilities do not exist and having lived here for a number of years, it is rare to see people walking to/from the village as there are no safe routes.

The date of the 2015 traffic survey is not provided within the 2019 report. Looking through the 2015 report in the previous application, the date of the traffic survey is not provided either. These figures could have been during a school holiday with lower than standard traffic numbers similar to

how the survey was complete for the Crematorium application.

If I compare the traffic report from the crematorium (20/00830/FULL) which was complete during a school holiday you can see that the junctions are operating at beyond capacity already. It is worse still on a typical weekday.

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Case Officer: Ed Taylor

Customer Details

Name: Mr G S

Address: Applehill Drive Wellbank

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:CONDITION_1_A_III_MASTERPLAN_DRAINAGE_LAYOUT-3235531

No plans provided for private accommodation drainage, SUDs or waste water treatment. Not seeing details confirming that local treatment plan can cope with doubling the size of the existing village. There have been instances of the foul line struggling at current capacity.

CONDITION_1_A_IV_-_PROGRAMME_PHASING-3238678 &

CONDITION_1_A_IV_PHASING_PLAN-3235541

Approval was granted for the development on the understanding that houses were to be constructed, the current programme shows these being developed last after the hotel, lodges and golf course are constructed, it is plausible that the development could "run out of money" prior to the creation of these and proposed greenspaces which are one of the few aspects that would benefit the existing community would not happen.

CONDITION_1_B_B_IX_EXTERNAL_LIGHTING_P1-3235648

Wellbank is in a category E2 area, sparsely inhabited rural, in order to maintain this the development requires having all lighting turned off at 2300 daily, does this include new residential areas? Or does this bring time restraints on operating hours for any pub/restaurant/golf facilities by where it cannot operate after 2300 hours?

CONDITION_1_B_B_X_SUSTAINABLE_DESIGN-3235055 &

CONDITION_1_B_I_CART_STORE_FLOOR_AND_ROOF_PLANS-3235059

"A fleet of electric buggies for the golf course shall be charged using on site solar PV" I do not see solar shown on any roof plans for proposed buildings?

CONDITION_1_B_I_AND_C_I_SITE_SECTIONS-3235072 &

CONDITION_1_C_HOTEL_COURTYARD_ELEVATIONS-3238188

Cross sections of the proposed hotel show how little it is in keeping with the existing area, this is a 7 story building in the middle of farm land, it will be triple the height of anything existing for miles.

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Case Officer: Ed Taylor

Customer Details

Name: Mr G S

Address: Applehill Drive Wellbank

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:CONDITION_1_B_VII_GOLF_SAFETY_FENCING-3238192

I am not seeing a location plan for proposed fencing/walling which was required for item 2Dviii as part of conditional approval. It would be beneficial to see how much views will be effected to houses existing where the driving range is being built.

CONDITION_2_VII_DRAINAGE_STRATEGY_REPORT_-_PART_3_-_101121-3237445

Notes indicate that the existing water supply is intended to be used, as I type this the village is currently struggling with water pressure issues, residents unable to take showers etc. Additional houses are not going to ease this issue.

CONDITION_2_XI_ECOLOGY-3235124

The tree and bat assessment takes no cognisance of existing trees and known bats within the village of Wellbank, including within areas trees will be required to be cleared for visibility splays close to Applehill drive. I have personally observed them flying here in the evenings

CONDITION_5_III_MATTOCKS_ROAD_ACCESS-3235128

Creation of visibility splays requires the felling of dozens established trees yet the plan does not take cognisance of this nor the existing telecommunications poles/wires that fall within. This area also has sightings of bats, potentially disturbing nesting grounds etc.

Lastly, I object that Angus Council have the comment process restricted to 2000 characters resulting in having to make multiple posts for one application. The application contains 101 individual documents, 2000 characters is hardly sufficient.

Comments for Planning Application 21/00872/MSC

Application Summary

Application Number: 21/00872/MSC

Address: Land At Shank Of Omachie Wellbank

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mr Ronald McCabe

Address: Faindouran Drumsturdy Road Kingennie

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Objection to Proposed Planning of New Road Exit on to Drumsturdy Road

We live adjacent to the proposed development site and are writing to ask that Angus Council refuse the proposed development at Land at Shank of Omachie Wellbank.

Herein are our comments and objections relating to this planning application:

Inability of the existing infrastructure to support the development:

Drumsturdy Road is already a busy and congested road and not fit for existing purpose (large vehicles using this area); this additional concentration of traffic will cause more traffic problems and create an additional safety hazard for other motorists, walkers, cyclists, riders and residents.

Access and Visibility:

The proposed entrance and roadway is poorly positioned to serve the site - it is situated on an already very dangerous bend where cars regularly exceed the national speed mileage and which has seen a number of accidents, near misses and a fatality. There is an option to join existing road exits on to Drumsturdy Road at Omachie and Cunmont Quarry which have better visibility for exiting traffic.

I request conditions are imposed that this proposed road will have no road access to and from the proposed Hotel, Golf Course and other housing and maintenance traffic in proposed development.

A condition also needs to be imposed to restrict any further housing developments from using this proposed road exit.

Residential amenities:

The proposed new road will be adjacent to two existing properties (Woodview and Faindouran) that have their septic tank (over flow) pipe running down the proposed road line to the burn. No consultation has taken place to advice on what is proposed to redirect the pipes and in the event of repair who is responsible for excavating/ reinstating the road. Also it should be acknowledged that a field of horses is secured by a load bearing wall on the existing road side and a five wire barred/ electric fence on the proposed access side.

The proposed new road will affect my home privacy with traffic noise and headlights shining into my property and garden at all times of the day and night. This will impact on the privacy and security of my property.

Refuse area:

No details of landscape screening of the area between the refuse area and Faindouran have been provided. Such proposals should be drawn up in consultation with the residents of both Faindouran and Woodview. The environmental impact of a proposed refuse area at new exit on Drumsturdy Road will cause great problems to both myself and Angus Council Refuse lorries and traffic. A new proposed refuse station could end up as a fly tipping spot causing environmental vermin problems. Also, who will take responsibility for maintaining/ controlling such a site? I request the relocation is considered.

The complex viewed from the Drumsturdy Road will be visually overbearing.

It is an inappropriate design for this part of the area/ village. Such a complex would be totally out of keeping with the neighbouring properties, which are mainly smaller cottage style houses and single storey bungalows.

I have lived at my property for 30 years and traffic volume and noise has increased greatly over the years and especially more so recently with the Seagreen pipeline traffic and Bear Scotland - so proposing to add to this is an environmental and safety hazard.

Comments for Planning Application 21/00872/MSC

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mrs B Russell

Address: 3-4 Laws Cottage Drumsturdy Road Dundee

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

I object to the proposed access onto Drumsturdy Road.

This road is subject to frequent speeding and it has a poor accident record. Indeed my house has had vehicles crash into it and some of the accidents have resulted in serious injury. With this background I was greatly surprised to find out that the normal visibility splays for this type of road had been reduced due to concerns that the Council's normal road standards could not be met at this location. It was even more surprising as the access onto the B978 is required to meet the normal standard. As, at that time, the Masterplan had not, and subsequently was not, approved, the scale of development likely to use that access could not have been properly assessed when the decision to reduce the access standard was made.

It is also unacceptable that such a decision to reduce the visibility requirements was taken without consultation with the local residents who have many years of experience of traffic problems on this stretch of road. From the information which has been provided it is very difficult to assess whether even the reduced standard can be met on land within the control of the applicant. This is because the submitted drawings do not show the existing properties on Drumsturdy Road, but it does appear that their gardens intrude into the proposed visibility splays and the curve on Drumsturdy Road occurs a long way short of 215meters. I have reservations that the visibility splay can be achieved and therefore object to the proposed road access arrangements onto Drumsturdy Road.

In order to address this issue the applicant should be required to submit drawings showing the visibility splays along with the existing houses and gardens to demonstrate whether the standard can be met.

The distances from the proposed access are as follows:

1 Access road eastwards to Woodview Cottage : 62 m

2 Access road westwards to The Gables: 115m

3 Access road eastwards to bend on Drumsturdy Road

Comments for Planning Application 21/00872/MSC

Application Summary

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mrs B Russell

Address: 3-4 Laws Cottages Drumsturdy Road Dundee

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:

Given that the road standards were reduced on the basis that there was a very limited development to be served, a condition needs to be imposed restrict the scale of new housing development permitted to take access via this road to the maximum of 19 new houses as shown on the submitted drawings. Conditions should also be imposed to assess the volume of traffic generated by the estate maintenance operations to determine whether the reduced visibility requirements are appropriate. Similarly conditions should be imposed to ensure that no other traffic from the proposed development can use the access to Drumsturdy Road and this should include provision for physical barriers to prevent such usage by other traffic.

The Drumsturdy access road also serves the proposed refuse bins area which is an unusual arrangement being located so far from the houses it is intended to serve. There are no details on how this site is to be controlled. As its location is remote from the proposed houses it is essential that some form of access control is provided to ensure that it can only be used by authorised parties and does not become a convenient site for dumping rubbish from other areas. Therefore a lockable control gate or bollard system should be installed as part of the design for the road junction. In addition, a condition should be attached to restrict the hours during which service and other vehicles are permitted to use the facility in order to protect the residential amenity of the nearby residents from early morning and late evening noise from the facility. I suggest that the hours of operation should not be earlier than 8am during weekdays and 10am at weekends. The

permitted hours in the evening should be no later than 5pm. Unless my suggestions are agreed then I wish to have them treated as objections.

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mrs B Russell

Address: 2-4 Laws Cottages Drumsturdy Road Dundee

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: As an alternative consideration should be given to relocating this part of the proposed refuse site closer to the green keeping buildings. This would have the benefit of bringing the facility much closer to the houses it is intended to serve and would remove a potential nuisance arising from the site currently proposed.

No details of the landscape screening of the area between the refuse bin area and Woodview Cottage to the east have been provided. Such proposals should be drawn up in consultation with the owner of the property.

On a related matter, the Development Brief submitted in relation to Condition 2 (VIII) shows the development boundary outlined in red. However there are landscaping proposals lying adjacent to, but outwith the development boundary. As this landscaping is essential to mitigate the visual impact of the new road and to provide essential screening to Woodview Cottage, this is a matter of great concern. Please advise me how you intend to deal with this anomaly.

When viewing the drawings online, it is difficult to discern from the the submitted submitted drawings whether this issue also affects other parts of the proposals. Therefore can you provide me with an assurance that no other parts of the proposals lie outwith the application boundary and in particular the other proposed road junction proposals.

I have had to submit my objections in three separate submissions which is most inconvenient but they should be read together

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Mrs Jean Nicoll

Address: Woodview Drumsturdy Road Kingennie Dundee

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Objection to Proposed Planning of New Road Exit on to Drumsturdy Road

Object strongly to proposed new road exit on to Drumsturdy Road at my property. Already have 3 slow sign markings on road outside house because of bad bend where many previous accidents have occurred including a fatality. Signs make no difference - traffic still speeds in both directions and this is where proposed new road is planned.

The visibility splay does not appear to have been met or not considered or shown on your diagrams from my property Woodview. Could not find any documents to state a site visit has been carried out at proposed exit. In order to address this issue the applicant should be required to submit drawings showing the visibility splays along with the existing houses and gardens to demonstrate whether the standards can be met.

The distances from the proposed access are as follows:

Access road eastward to Woodview 62m

Access Road westwards to The Gables 115m

Access road eastwards to bend on Drumsturdy Road 152m

There are no drawings listing what landscaping is to be provided around my property in meeting environmental safety and security requirements. No details of landscape screening of the area between the refuse area and Woodview to the east have been provided. Such proposals should be drawn up in consultation with myself.

Another proposed exit is unthinkable - absurd especially when there is an option to join existing road exits on to Drumsturdy Road at Omachie and Cunmont Quarry which have better visibility for exiting traffic.

The environmental impact of a proposed refuge station at new exit on Drumsturdy Road will cause great problems to both myself and Angus Council Refuge lorries and traffic. At present lorries and staff have problems stopping at my property emptying bins with speeding traffic from both directions overtaking on bend. New proposed refuge station could end up as a fly tipping spot causing environmental vermin problems. (Continued)

Comments for Planning Application 21/00872/MSC

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Permission 19/00095/PPPM for the formation of 18 Hole Championship Golf Course, Golf Academy, Hotel Spa and Lodges, Golf Clubhouse, 160 Residential Plots and associated accesses

Case Officer: Ed Taylor

Customer Details

Name: Jean Nicoll

Address: Woodview Drumsturdy Road Kingennie Dundee

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:(Continued)

The remote control of this proposed site from the residential houses causes concerns because no details on how this site is to be controlled is covered. Relocation should be considered.

I have lived at my property for 48 years and traffic volume and noise has increased greatly over the years and especially more so recently with the Seegreen pipeline traffic and Bear Scotland - so proposing to add to this is an environmental and safety hazzard.

The proposed new road will affect my home privacy with traffic noise and headlights shining into my back windows and garden at all times of the day and night. This will impact on the privacy and security of my property.

I require conditions to be imposed that this proposed road will have no road access to and from the proposed Hotel, Golf Course and other housing and maintenance traffic in proposed development. A condition also needs to be imposed to restrict any further housing developments from using this proposed road exit.

I would like all the additional information in the 3 submissions submitted by my neighbour B Russell to be included with my submission with her approval.

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Case Officer: Ed Taylor

Customer Details

Name: Mrs Ruth Dunbar

Address: North Cottage Shank of Omachie Wellbank

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My original objections to this development still stand & the developer has done nothing over the years to allay these.

We are personally being faced with the loss of privacy from proposed houses, increased pedestrian & vehicle traffic & by disruptive noise & light pollution from the driving range.

We have valid concerns regarding the continued provision of our existing utilities and waste water collection as these will all be effected by the proximity of the development.

The proposed access road from Mattocks Rd, to the driving range, houses & car park is not currently suitable for this volume of traffic & as a single track there seems to be no measures to address this and to stop it being used as a shortcut from the north.

Concerns regarding the surrounding roads and junctions have already been identified (quoted as being up to 200% capacity) prior to the addition of such a large development & a new bus stop will not stop 100's of more cars using rural roads exasperating traffic congestion.

This development was originally proposed years ago prior to the increased housing at Clearwater & more recently at Victoria Grange which is currently being extended, and yet there seems to be no consideration (or provision) given to the effect such an increased population will have on the already pressurised & oversubscribed local health, dental & educational services.

This does not also take into account the extended housing at Forfar & Carnoustie currently underway.

Given that there is an existing & established golf course, driving range & lodges just south of this proposed development, this appears to be a house building expansion to benefit the developer only.

The Councillors should bear in mind that recently world leaders at COP26 stated that we must reduce our carbon footprint & promoted a more plant based diet, but this development only sees the loss of acres of current prime farmland, established trees and 100s of more cars on rural roads.