

## **Appendix 2 – Summary of Applicants Supporting Information**

**Pre-application Consultation Report** – This report provides an overview of the pre-application consultation activities undertaken by the applicant, including consultation with the local community councils, councillors, Members of Parliament, Members of Scottish Parliament and Dundee City Council; letter drop to neighbours; public posters; formation of a development website; and 2 public consultation events. The report states a small number of feedback forms were received, and a number of people attended the public events. It indicates following feedback, further information was published on the website to answer key queries raised, such as impacts upon local ecology and bird life; landscape and visual impacts; land use and agriculture impacts; traffic access and construction requirements; impacts on recreation and amenity; flood risk and cumulative impacts. The report concludes that the development has been designed to account for the feedback received from the local community.

**Planning Supporting Statement** – This provides a summary of the background to the proposal and the application site, including relevant planning history. It assesses the development in relation to relevant policies of National Planning Framework 4 (NPF4) and the Angus Local Development Plan, as well as supplementary guidance and other material considerations deemed relevant by the applicant. It states the planning application is accompanied by a suite of technical documents which demonstrate the proposal would not lead to significant adverse harm, and appropriate mitigation can be provided where necessary. It indicates the site is free of environmental constraints that would preclude development and there are significant social, economic and environmental benefits associated with the proposal. The document states the proposal would help deliver renewable energy to power 6,000 homes and displace 8,600 tonnes of carbon dioxide per annum, making a significant contribution towards achieving Government objectives with regard to reducing reliance on fossil fuels to address climate change. It concludes that the proposal comprises sustainable development in accordance with the NPF and does not individually or cumulatively cause significant harm to matters of acknowledged importance.

**Design and Access Statement** - This statement provides a summary of the site, the development design principles and the relevant policy context. The document summarises how the site and its surroundings were assessed to ensure that the final design solution was the most suitable for the site. It describes the design constraints and the adopted design approach, as well as the opportunities provided by the proposal. It indicates the site would be in proximity to an existing grid connect and benefits from existing landscaping which would be maintained and enhanced as part of the proposal. The document states that considerable care has been taken in the design of the development to avoid any unacceptable environmental effects whilst ensuring that the solar farm can make a significant contribution to the national requirement for renewable energy generation. It concludes that the proposed development can be sensitively accommodated in this location whilst ensuring the preservation of local amenity, ecology and landscape features, as well as being responsive to the character of the wider landscape.

**Landscape and Visual Impact Assessment (including appendix A-D)** – This assessment considers the potential landscape and visual impacts associated with the development. It also summarises the methodology carried out and a number of relevant planning policies. It includes consideration of impacts from a number of viewpoints which are used to represent key visual receptor groups in the vicinity. In terms of landscape impacts the assessment states existing landscape features would be retained and not be impacted by the proposal and while the open arable fields of the site would be replaced by panels, which would have some adverse effects, due to the landform and surrounding woodland and built form, effects on the identified landscape character areas and features would be limited. It concludes that with landscape mitigation and biodiversity improvement measures, effects on landscape receptors would be reduced from minor adverse to negligible effects. In terms of visual

impacts, the assessment states the most sensitive receptors are to the south of the site: the properties at Whitelawston Cottages and Wester Gourdie Cottages and properties to the south-west at the former Royal Dundee Liff Hospital site and at Denhead of Gray and Dykes of Gray Road. It also acknowledges that the development would be partially seen from a section of road which passes the southern and eastern boundaries of the site, as well as by users of Dundee Core Path 7 to the south. It indicates that extensive views would be limited due to the topography and intervening woodland and built form and where visible the development would often be seen in context with pylons and industrial buildings. The assessment also states that the set-back of the development from its boundaries would respect the existing field patterns and soften views from the most sensitive visual receptors. It states that the proposal would be the most apparent from visual receptors with close-range views to the south and adverse effects would reduce considerably when the proposed landscape mitigation has established. The report concludes that the development would not give rise to any overbearing or overwhelming visual effects on the surrounding properties and the development is unlikely to incur any significant cumulative landscape and visual effects as any applicable cumulative schemes are separated by intervening landform, woodland or settlements or subject to the effects of distance.

**Noise Assessment** – This assessment includes a prediction of operational noise levels associated with the development at representative Noise Sensitive Receptors (NSRs). It suggests that results indicate only negligible impacts at all identified receptors within the daytime periods and low and negligible impacts during the night time periods. It also states that the predicted levels at each receptor were below the Night Noise Guideline value of 40dB set out in the WHO Night-time Guidelines, which is the level recommended for the primary prevention of subclinical adverse health effects related to night noise in the population. The predicted effects of the operational stage of the development were then compared against the NR20 Noise Rating curve for internal noise. The resultant noise levels were above the NR20 target Noise Rating curve at one receptor and below the NR20 Noise Rating Curve at all remaining receptors. Therefore, a 3m high acoustic grade fence was recommended along an eastern section of the southern boundary of the site to provide mitigation to that receptor. With that mitigation in place, the assessment concludes that noise levels remain low and negligible at all receptors and below the NR20 target Noise Rating curve and internally, the predicted noise rating would meet the required limits at all noise sensitive receptors.

**Glint and Glare Assessment** - This assesses the possible effects of glint and glare from the development on nearby dwellings, aviation infrastructure, road infrastructure and rail infrastructure. It concludes that the proposal would pose an 'acceptable' impact on aviation infrastructure at Dundee Airport, glare from the solar panels to Coupar Angus Road (A923) to the north of the site is not geometrically possible and the impact upon any local minor roads with line of sight to panels would be 'low' in accordance with industry guidance on risk significance. It indicates that no rail receptors are within the modelling assessment. In terms of impacts upon residential receptors, the assessment suggests glare is possible at 17 representative receptors, but when impacts are modelled no glare is predicted at 6 of these locations and a low impact is predicted at 4 receptors points. A 'low impact' significance can be classified where glare of any intensity occurs for less than 60 minutes per day and for less than three months per year. A moderate impact, where glare of any intensity occurs for longer than 60 minutes or for more than three months pre year, is predicted at the remaining 7 locations. However, the assessment states these impacts are considered to reduce to low when taking into account un-modelled intervening structures and planting, expected cloud cover, and the timing of expected impacts. The assessment concludes that the proposal would not conflict with adopted local and national planning policy.

**Sequential Site Analysis** – This document provides a sequential site analysis for identifying potentially developable land for the proposed solar PV development. It highlights the key local and national planning policies relevant to a proposal of this nature and demonstrates

why the applicant deems this site to be suitable for the proposed development. It states consideration was given to the ability to connect to the electricity distribution network (within 2km of the grid connection point) and demonstrates why the applicant deems the use of agricultural land was necessary due to the lack of availability of non-agricultural land in a suitable location. It concludes that the application site meets the requirements of NPF4 and the Local Plan as the land is of low ecological value and the proposal would allow for continued agricultural use of the site while encouraging biodiversity improvements around the arrays.

**Flood Risk Assessment and Surface Water Management Plan** - That report indicates that there is no risk to the site or the proposed development from river or coastal flooding. It suggests that there is a small area of surface water flood risk in a localised depression located towards the north of the site. It recommends that sensitive infrastructure in this area should have a sufficient freeboard above predicted flood levels and buildings should be sited outwith this area. It states that the site topography is not proposed to be materially altered, and SuDS features, such as filter strips, filter drains and permeable access roads and hardstanding would be installed to effectively mitigate surface water flood risk across the site. The report concludes that the development is not predicted to increase surface water runoff or flooding to the surrounding catchment.

**Land Capability Classification for Agriculture Survey** - The survey assesses the land quality within the site and found the site consists of Class 3.1 (prime) land *'land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range'*.

**Preliminary Ecological Appraisal** - The appraisal was compiled using desk studies and field work to assess potential impacts upon protected species and habitats. It indicates that no designated sites were identified within the redline boundary of the site, but two designated sites were located within 5km of development boundary: the Den of Fowlis Site of Special Scientific Interest (SSSI) and Firth of Tay and Eden Estuary Special Area of Conservation (SAC). The report concludes that the proposal is unlikely to impact upon the qualifying features of these designations due to separation distances. It also notes that communication from NatureScot indicates that the loss of this potential winter-feeding site would not have a significant impact on geese. It states the site is predominantly arable crop fields (c. 99.99%) with either recently ploughed, recently planted or stubble fields present and no trees were identified within the site boundary with bat roost potential. The appraisal states that no protected species were identified within the redline site boundary but woodland to the east of the site was assessed as having high potential to support birds, foraging and commuting bats and was likely to contain trees with potential bat roost features. The report concludes with a number of recommendations to mitigate impacts upon bats and birds which might use the wider area.

**Biodiversity Net Gain Assessment** - concludes that the overall biodiversity value of the site is predicted to increase by 93.93% from the recorded baseline levels as a result of converting all fields from arable farming to meadow grasslands with woodland and hedgerow planting. Therefore, the assessment considers the proposal would provide significant biodiversity enhancements at the site. It also recommends a number of opportunities, such as the installation of bat and bird boxes and providing hedgehog 'gates' within the perimeter fencing, to further enhance biodiversity.

**Heritage Impact Assessment** - This desk-based assessment and walkover survey of the site and surrounding study identifies potential impacts upon cultural heritage resources. The assessment indicates there were no designated features within the site and a low potential for previously unrecorded archaeological remains to survive within the application site. It assesses the potential for setting impacts on designated cultural heritage assets in the surrounding area, such as listed buildings and suggests that, given the low profile of the

development, and taking into account the woodland, shelterbelts, buildings and villages in the area, the proposal would have a negligible effect on the settings of cultural heritage assets within the site and the study area. It concludes that following consultation, and taking into account the findings of the assessment, that it is unlikely that any measures would be required to mitigate impacts on cultural heritage recourses.

**Transportation Statement** - The statement indicates HGV construction vehicles required in association with the proposal would generally utilise the A90 onto Coupar Angus Road, before turning south onto Gourdie Brae then into the site via a new access from this road. The statement indicates the construction period for the proposed development would last around 6 months and would generate approximately 8 HGV movements per day during the first month of Phase 1, 12 HGV movements for the first month of Phase 2, reducing to 6 HGV movements per day for the remaining 3 months of Phase 2, and less than around 1 HGV movement per day for the final month of construction (Phase 3). The statement concludes that, this would equate to an average of 7 HGV movements over the course of a 10 hour day, each day over the 6 month construction programme. Thereafter 1 visit per month by either a 4x4 or small van would be required for maintenance purposes. It concludes that that proposal would have no material impact upon the safe operation of the existing local road network and impacts on the wider road network would be negligible.