

DENOVAN VILLAGE HOLIDAY PARK



RESPONSE TO THIRD PARTY AND CONSULTATION RESPONSES ON BEHALF OF DENOVAN VILLAGE LIMITED

December, 2016

Background

This report forms the applicant's response to further submissions by third parties and consultees following his response to the further information required by Falkirk Council's Planning Review Committee at its meeting on 9th June, 2016. The further information was provided by the applicant in October, 2016.

Notification of further submissions from other parties was given to the applicant by Falkirk Council by letter dated 25th November, 2016 (received 29th November, 2016) with a 14 day period from receipt being given to respond (by 13th December, 2016). The additional information included (1) 5 letters of representation, (2) a response on Transportation and other matters by a consultant on behalf of Falkirk Council (albeit no company details appear on the paperwork), and (3) consultation responses from SEPA and SNH. As indicated, this report and related attachments form the applicant's formal response to these further submissions.

The information provided includes input from the applicant, Mr Malcolm Smith of TMS Planning Services and Mr John McIlhagger of McIlhagger Associates (Transportation Consultant). The responses, using the 3 headings indicated are as follows: -

(1) The 5 letters of representation

With respect to the 5 letters of representation, the applicant is content that the information already provided in support of the proposed development and set out elsewhere in this response addresses all relevant issues and demonstrates that the development would be an acceptable use in this location with no material impacts arising and a range of benefits, including new employment and economic activity, being delivered. Where required, further responses to specific issues may be provided but the basis of the development is entirely acceptable. Where required, further information can be obtained through appropriately worded planning conditions.

(2) The response on Transportation and other matters by a consultant on behalf of Falkirk Council

Under the title "*General Comments*" a range of bullet points are set out. With specific reference to transportation matters the following responses are considered relevant (responses set out in red text): -

- Bullet Point on Page 10 starting, "Figure 2.2"

Crashmap data is publicly available – Council data is not (as there may be legal proceedings re contravention of traffic / vehicle laws). Therefore, this recommendation has to be to the Council to make the checks.

- Bullet Point on Page 10 starting, "Figure 2.11"

As above

- Bullet Point on Page 10 starting, "In Section 2.14"

Patterns and peak flows have been provided in the survey results for the seven days covering 9th August to 15th August. It was highlighted that as the development was substantially for a summer activity, the August surveys were entirely relevant. The request for 'other notable destinations' is not considered relevant – traffic passing the site is traffic passing the site wherever it goes.

- Bullet Point on Page 10 starting, "In Section 2.19"

As indicated within the Report, no bus services are shown on the Traveline website on Denovan Road. In any case, as the peak usage of the proposed development would be during school holidays, school buses wouldn't be running anyway.

- Bullet Point on Page 10 starting, "Sections 3.3 and 3.16"

The access IS on a straight section – and, yes, there are bends each end of the straight section – that is not relevant. The size of visibility splays is determined by SSD (stopping sight distance) which, in turn is determined by 85th percentile traffic speed. If the necessary visibility splay does not extend round the bend, then it is unnecessary to make a longer splay just because there is a bend there. Also, 'potential obstructions', if they become actual obstructions, can be dealt with by Council enforcement, as the point of a visibility splay is that there is no obstruction within it.

- Bullet Point on Page 10 starting, "Projections of traffic generation"

Request for clarity whether the stated 38 traffic movements is one-way or two-way flow. The Table immediately above this paragraph shows "Arrivals" as 20, and "Departures" as 18. 20 plus 18 is 38. Therefore, text saying "38 traffic movements" is correct as it is the total number of movements covering all directions.

- Bullet Point on Page 10 starting, "Revised development drawings"

Agree that the level of car parking provision proposed is appropriate.

- Bullet Point on Page 10 starting, "Section 4.1"

Path is signposted and comprises a designated core path.

There are not considered to be any access, traffic, or transportation issues highlighted that would render the development unacceptable.

The consultant also makes comment on the bat survey provided in support of the development. It is noted that SNH has confirmed that the development is acceptable in this respect; in effect no material impact on bats would arise.

The Council's consultant has also confirmed that the surface water details provided are acceptable.

3) Consultation responses from SEPA and SNH

SEPA note in their letter dated 15th November, 2016 that this is the first time they have been consulted on this planning application. From the content of their response it is not entirely clear if the movable nature of the camping pods has been appreciated at this stage. The SEPA response confirms that: -

*"We **object** to this planning application on the grounds of lack of information in respect of flood risk and potential impact on people and property from flood risk. We will review this objection if the issue detailed in Section 1 below are adequately addressed"* [in effect, if it can be shown that the area where the camping pods are to be located is suitable for such use on flood grounds]

SEPA correctly note that the planning application site **lies adjacent to** the defined flood plain (not within it) and from this, for reasons that are not stipulated, indicate that the site **may be** affected by flooding. The consultation response concludes that "...we are satisfied that the risk to the chalets from the southern small watercourse and the River Carron is mitigated" with the only part of the site potentially impacted due to the adjacency of Denovan Road (the extent of the defined flood plain) being the area containing the movable camping pods. Indeed, SEPA confirm that: -

*"There are pods located immediately adjacent to Denovan Road and would appear to be the same elevation as the road. As no information has been submitted regarding the height difference between the adjacent small watercourse and both bank levels we cannot confirm that the pods are free from flood risk and as such we **object due to a lack of information**. We would recommend that this information is submitted or the pods are elevated higher on site..."*

In effect, this is the main basis of the SEPA flood concern expressed with no concerns being raised with respect to the permanent parts of the development (chalets, etc). It is only the camping pods and the potential impacts on this part of the site that is at issue. Resulting from this statement, the applicant commissioned additional survey work related to the small watercourse to the south of Denovan Road, the details of which are attached to this report for consideration. From the cross section S-27 the relative levels of the burn, Denovan Road and the site (including the camping Pods) are detailed. The lowest pod sits well above the watercourse level and also above Denovan Road. It should also be noted that the pods are movable structures which will be stored over much of the winter season adjacent to the northern site boundary (see area indicated for "winter storage area for glamping pods" on the site layout plan).

Due to the nature of the use, the camping pods are seasonal and, as indicated, movable. In the unlikely event that any part of the site for use by the camping pods was to be affected by flooding (and there is no evidence to suggest this would occur) during their seasonal use then the pods would be moved to their storage area (which is where they would be from the end of October until March in any event). This is part of the on-going management of the holiday park.

For all of the reasons outlined it is considered that Flood Risk is not a matter impacting this development.

With respect to the **SNH** they have confirmed that they accept *“the results of this bat survey that there are no bat roosts present in the two trees to be felled and that the proposed development would have a negligible impact on any bat species present on site for foraging”*. No objections are raised by SNH.

CONCLUSIONS

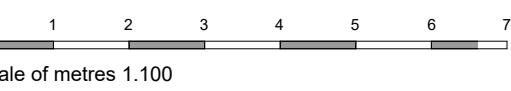
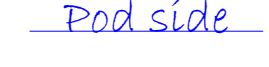
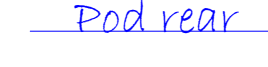
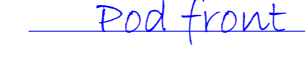
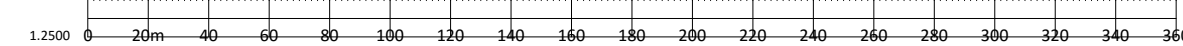
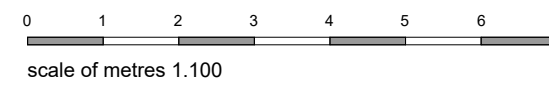
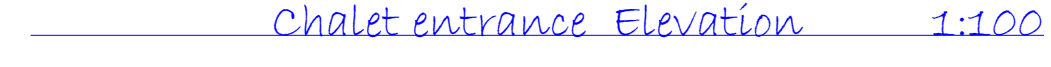
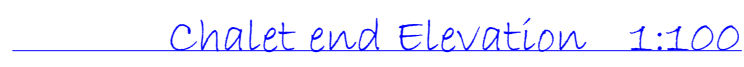
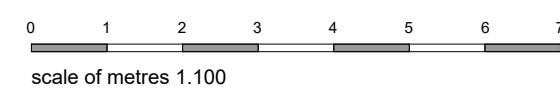
The applicant has provided a wide range of supporting information for the proposed development previously and as part of this submission. Transportation, protected species, ecology, natural and built heritage, and drainage/flood matters are all addressed. The retention of the woodland resource and the provision of site infrastructure can also be fully addressed in order to protect and enhance the site while making full and appropriate use of the area. The visual impact on the landscape arising from the development will be limited and mitigated by new planting and woodland maintenance measures. There will be a need for agreement on some further details but these can be adequately addressed by the use of appropriate planning conditions.

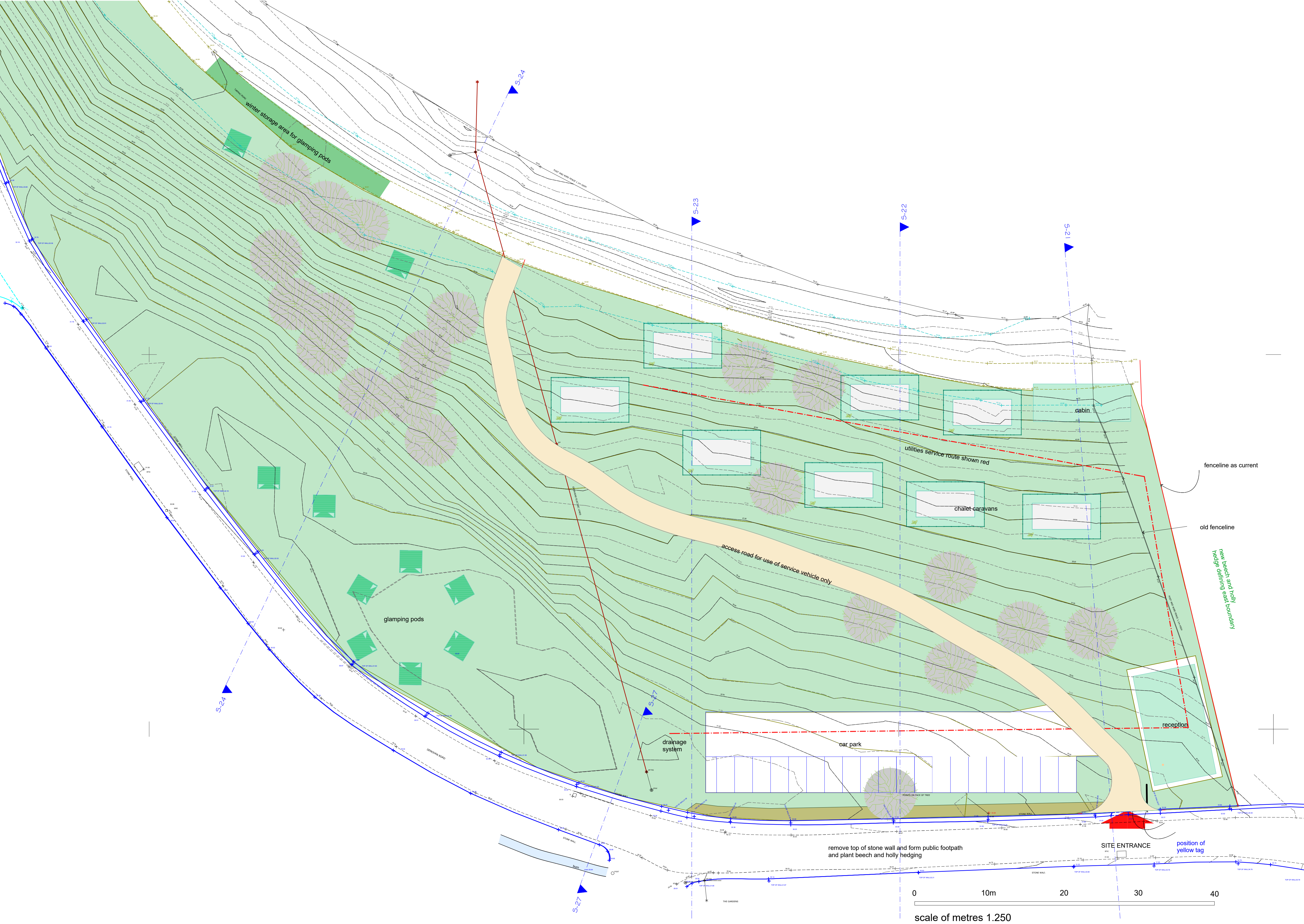
The investment to deliver this development is not insignificant and represents further private investment in the local tourism industry (and in the local economy), an outcome supported at local and national planning levels. In addition to the visitor and economic benefits, there would be substantial investment in maintaining the woodland resource (which is presently deteriorating) and therefore the ecological and amenity value of the site would also be enhanced over time. The daily operation of the site has also been designed/addressed in order to co-exist with other uses in the local area.

In essence, this is a form of development that should be supported through the planning process due to the benefits arising and the related ability of the proposals to mitigate any potentially negative impacts (as demonstrated in the applicant’s submissions). The applicant is keen to progress this beneficial development in conjunction with Falkirk Council and remains committed to the productive future use of the planning application site.

DOCUMENTS/PLANS

- All Layouts Plan
- Site Section Locations Plan
- Site Sections





Project PROPOSED HOLIDAY PARK AT DENOVAN VILLAGE DUNIPACE		
Title site section locations		
Drawn By: CC	Sheet Size: A1	
McFARLANE CURRAN BUILDING DESIGN		
12 MAIN STREET, COMRIE, DUNFERMLINE KY12 9HD TEL 07893922360 email: colin@mcfarlanecurrans.co.uk		
Date: 05/12/2016	Scale:	Drawing No. 4953.d.07g