

## Growth & Investment Unit

The Falkirk Stadium, Suite 2A,  
4 Stadium Way, Falkirk, FK2 9EE



**Falkirk Council**  
*Development Services*

6<sup>th</sup> March 2017

### To Whom It May Concern

#### **Denovan Village Ltd.**

#### **Proposed tourism Development - Holiday Park with raised deck mounted chalets, camping pods, deck mounted reception building and ancillary roads and drainage.**

The applicant / client, Wesley Edmund, was first referred to Business Gateway Falkirk by Gerald Melvin of VisitScotland in May 2014. A subsequent meeting was scheduled and took place on 29<sup>th</sup> May at Denovan House, Dunipace.

The two-hour meeting included a face-to-face meeting in Wesley's office, a tour of the proposed development site as well as a drive through the local town of Denny – within easy cycling / walking distance of the site. There is a local path that connects the site location to the town of Denny.

The proposed development has been well-researched, with Wesley Edmund having visited other tourism accommodation businesses in other geographies. He has also thoroughly researched various different accommodation unit options and styles.

Wesley himself has had experience of running a tourism business, having previously owned and run a Hotel in Lanarkshire.

Wesley has two daughters, Jillian Edmund and Helen Edmund – who are also listed Directors of Denovan Village Ltd. Both will be involved in the future management, day-to-day running and marketing of the business. The Tourism development presents an opportunity for both daughters to return to the area that they have both grown up in, having attending Dunipace Primary and Denny High School. The intention is to also recruit a site manager.

A Business Plan has been provided and a company has been registered with Companies House – Denovan Village Ltd. Business Gateway Falkirk anticipates an ongoing relationship with the applicant in a business development capacity. Subject to a positive planning outcome, the business would qualify for Growth Advisory Support, meaning a Business Adviser would work with the company for a period of 12-18 months. Tourism is recognised as a key Growth sector - locally, regionally and nationally.

There are a number of positive factors that would lend weight to the feasibility of this proposed development including:

- The applicant has experience of the Tourism industry, having previously owned and run a Hotel business
- The availability of capital, by the Applicant, to invest in the development of the site. It has also been confirmed that the development project meets the application criteria for the Kelvin Valley & Falkirk LEADER programme which supports Rural Development projects within the Falkirk Council area and has specific themes and priorities related to Tourism <http://www.kvleader.org.uk>

*Director: Rhona Geisler*

Abbotsford House,  
David's Loan, Falkirk FK2 7YZ  
Telephone: 01324 504950  
Fax: 01324 504848

[www.falkirk.gov.uk](http://www.falkirk.gov.uk)

- Job creation – the development will create local jobs (4 F/T and 3 seasonal) as the site will require to be maintained, accommodation and site facilities will require to be cleaned, the reception and café will require to be manned and staffed
- There is a requirement for tourism accommodation in the Falkirk area, as the area increases its tourism profile. This development, comprising 8 log cabins and 10 camping pods, would make a notable contribution to helping Falkirk meet its Strategic objectives and committed targets to 2020 (as outlined below)
- Close proximity to the Carron Valley, the Forth & Clyde & Union Canal Network, local tourism attractions, ie The Falkirk Wheel, The Helix Project / Kelpies etc
- The development is positioning itself as an all year-round, sustainable tourism development, yielding maximum benefit for the Falkirk area economy
- Spend in to the local Denny economy – visitors to the area will be likely to buy local and eat out locally due to the nature of the self catering accommodation
- The development continues a theme of investment in and regeneration of Denny Town Centre and the surrounding area
- The business will participate in Visit Scotland quality assurance schemes and is already engaged with Visit Scotland
- Low competition / displacement threat – nearest self catering lodges are at Wellsfield Farm (x4 units). These enjoy high occupancy levels on a year-round basis. Wellsfield does have a small café, which services the popular children's adventure play facilities, the horse riding and the trout fishery – all on-site
- The proposed development is unique to the Falkirk area in scale and type. As such, it offers strong differentiation in the local market-place
- The planned development is in keeping with the Falkirk area Tourism Strategy 2015-2020 which clearly states its targets which are:

1. **To increase visitor expenditure in the Falkirk area by 20% over the next five years to 2020**
2. **To increase overnight visitor accommodation (serviced bedrooms and self-catering units) in the Falkirk area by 20% over the next five years to 2020.**

This development will contribute directly to achieving targets 1 and 2 specifically:

- **It will increase the accommodation provision for tourists within the Falkirk area, providing a type of accommodation not available currently within the Falkirk area.**
- **Through the attraction of tourists to this unique site this will in turn assist us to achieve target 1 in terms of increased spend.**

Yours sincerely,



**Caroline Brown**  
**Business Gateway Growth Adviser**  
**Tel: 01324 590 987**  
**E-mail: [caroline.brown@falkirk.gov.uk](mailto:caroline.brown@falkirk.gov.uk)**

**From:** [Planning South East](#)  
**To:** [Sobieraj, Antonia](#)  
**Subject:** P/15/0022/FUL - Land To The South West Of Denovan House Denny  
**Date:** 28 February 2017 10:21:48  
**Attachments:** [SEPA Ref PCS150379 RE P150022FUL \(Falkirk Council\) - Denovan House - SEPA ref PCS149897.msg](#)

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Dear Antonia,

Thank you for your letter to SEPA dated 22 February 2017 regarding the above planning application. Please find attached our response which removed our objection to the planning application. Apologies that this was not copied to the planning authority at the time.

If you require anything further please let me know.

Many thanks  
Stephanie

**Stephanie Balman**

Planning Officer

Planning Service, SEPA, Silvan House, 231 Corstorphine Road, Edinburgh, EH12 7AT

Direct Line: 0131 273 7218 email: [Stephanie.Balman@sepa.org.uk](mailto:Stephanie.Balman@sepa.org.uk)

Please note that my working days are Tuesday, Wednesday and Thursday

**From:** [OConnor, Diarmuid](#)  
**To:** ["tmsplanning@tiscali.co.uk"](mailto:tmsplanning@tiscali.co.uk)  
**Subject:** SEPA Ref: PCS/150379 RE: P/15/0022/FUL (Falkirk Council) - Denovan House - SEPA ref PCS/149897

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Dear Sir

We have reviewed the information provided in this consultation and it is noted that, the application site (or parts thereof) lies adjacent to the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Map, and may therefore be at medium to high risk of flooding. The application site is also adjacent to two small watercourses which are <3km<sup>2</sup> and hence not included within the SEPA Flood Map methodology but may still pose a risk of flooding. In 1909, the River Carron is described as rising 3.6 metres at Denovan which may have extended close to Denovan Road.

We previously commented on this site in November 2016 and noted that the topographic information supplied in the Site Section Locations drawing (ref. no. 4953.d.07a, dated 07/03/2015) indicated the holiday chalets located closest to the River Carron are to be elevated on ground levels above 32.5mAOD and a minimum finished floor level 34.5mAOD. The elevation of Denovan Road adjacent to the chalets is approximately 30.2mAOD. The small watercourse to the east of the application site is culverted adjacent to the site. This watercourse is approximately 90 metres away from the site boundary and the Digital Rivers Network and OS contours indicate a flow path to the east of Denovan House and not through the site. As such we were satisfied that the risk to the chalets from the southern and eastern small watercourses and the River Carron is mitigated.

There are also proposed camping pods located immediately adjacent to Denovan Road and we sought clarification on the ground levels compared to the nearby small watercourse. We have been supplied with an additional Site Sections drawing (ref. no. 4953.d.08c, dated 05/12/2016) which states that the bed level of the burn is 28.84mAOD and the centre of the road is 30.1mAOD. Based on the information supplied and the OS Map, we would expect water to preferentially flood the right bank and away from the site. The drawing also suggests that the area where the pods are to be located will be raised to a level of 30.5mAOD. As such, any residual risk from the small watercourse will likely be mitigated. We would still recommend that the pods are not located on the lowest part of the site. Locating the pods on higher ground will reduce the likelihood of surface water ponding on site affecting the pods. A solid boundary wall at the foot of a steep slope will increase the risk of water ponding behind it, which can happen irrespective of the season.

Notwithstanding this and based on the information provided in this consultation we are now in a position **to remove our objection** to the proposal.

### **Caveats & Additional Information for Applicant**

The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km<sup>2</sup> using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit [http://www.sepa.org.uk/flooding/flood\\_maps.aspx](http://www.sepa.org.uk/flooding/flood_maps.aspx).

Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Falkirk Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: *"Flood Risk Management (Scotland) Act 2009:*

*Flood risk advice to planning authorities*” outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from [www.sepa.org.uk/planning/flood\\_risk.aspx](http://www.sepa.org.uk/planning/flood_risk.aspx).

Regards

Diarmuid

**Diarmuid O Connor**

Senior Planning Officer

Planning Service, Scottish Environment Protection Agency, Silvan House, 231 Corstorphene Road, Edinburgh, EH12 7AT

Direct line: 0131-2737361 Email: [diarmuid.oconnor@sepa.org.uk](mailto:diarmuid.oconnor@sepa.org.uk)

Web: [www.sepa.org.uk](http://www.sepa.org.uk)

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**From:** Malcolm Smith [<mailto:tmsplanning@tiscali.co.uk>]

**Sent:** 06 December 2016 13:10

**To:** Planning South East

**Cc:** Wesley Edmund; colm curran

**Subject:** P/15/0022/FUL (Falkirk Council) - Denovan House - SEPA ref PCS/149897

I refer to your recent consultation response on the above planning application dated 15<sup>th</sup> November, 2016 indicating an objection due, in effect, to lack of information. Paragraph 1.3 of the SEPA response states 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. It may be advantageous to locate the pods on higher ground to reduce the likelihood of water ponding on site affecting the pods. A solid boundary wall at the foot of a steep slope will increase the risk of water ponding behind it”.*

We understand this to be the main basis of the SEPA flood concern with no concern 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, the applicant has commissioned additional survey work related to the small watercourse to the south of Denovan Road, the details of which are attached to this email for your 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.

We trust that this additional information is sufficient to address your stated concerns.

**Grateful for your response on this matter.**

Kind Regards

Malcolm Smith

**TMS PLANNING AND DEVELOPMENT SERVICES LTD**

"Balclune", 32 Clune Road, Gowkhall, Fife, KY12 9NZ

Tel: (01383) 853066 Mob: 07723320517

E-mail: [tmsplanning@tiscali.co.uk](mailto:tmsplanning@tiscali.co.uk)

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**Falkirk Council**

*Development Services*

ROADS & DESIGN  
Enquiries to: Craig Russell  
Tel No: 01324 504732  
Fax No: 01324 504843

Rose Mary Glackin  
Chief Governance Officer  
Falkirk Council  
Municipal Buildings  
Falkirk  
FK1 5RS

Our Ref: 170301/CR  
Your Ref: AS

1 March 2017

Dear Ms Glackin,

**Planning Application - P/15/0022/FUL - Development of Land to Form Holiday Park with Raised Deck Mounted Chalets, Camping Pods, Deck Mounted Reception Building and Ancillary Roads and Drainage at Land to The South West of Denovan House, Denny – Denovan Village Limited**

I refer to the letter from Antonia Sobieraj concerning the above application and would offer the following comments on the identified bullet points.

Bullet point 1

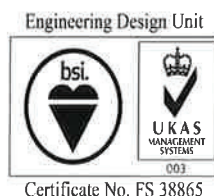
The Council's records of personal injury accidents (pias) identify that two accidents occurred on Denovan Road in the requested period 1 January 2011 to 29 September 2016, one on 20 August 2013 and one on 23 March 2011. This compares to the single recorded accident on Crashmap for 20 August 2013.

Bullet point 2

1. Details of both accidents recorded on the Council's system are attached to this letter.
2. Denovan Road's accident rate for the period 2011-2015 was 2pias/3.1MVkm which equates to 64pias/100MVkm.
3. Falkirk Council does not hold information in relation to unrecorded/damage only accidents.

Bullet point 3

Development Services' Transport Planning Unit has reviewed the comments and agrees with the response from the Applicant to the initial comments by Mouchel.



*Director: Rhona Geisler*

Abbotsford House,  
Davids Loan, Falkirk FK2 7YZ  
LP 3 Falkirk-2.  
Telephone: 01324 504950

170301/CR

P/15/0022/FUL

Bullet point 4

Neither school buses nor service buses use Denovan Road. There is no further comment to add to the applicant's response.

Bullet point 5

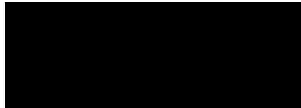
Development Services' Engineering Design Unit has reviewed the comments and agrees with the response from the Applicant to the initial comments by Mouchel.

Bullet point 8

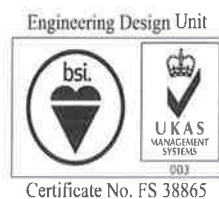
The path forms part of the Council's core path network. There is no further comment to add to the applicant's response.

I trust this response addresses the queries raised by the Committee.

Yours sincerely



Rhona Geisler  
Director of Development Services







Date: 9 March 2017

Your ref: AS

Our ref: 0014/17



**POLICE  
SCOTLAND**

Keeping people safe

Antonia Sobieraj  
Committee Services Officer  
Governance  
Corporate and Housing Services  
Falkirk Council  
Municipal Buildings  
Falkirk FK1 5RS

Falkirk Police Office  
West Bridge Street  
Falkirk  
FK1 5AP

Telephone No: 01324 637165  
ForthValleyFalkirkEngineRoom  
@scotland.pnn.police

Dear Antonia,

**PROPOSED HOLIDAY PARK DEVELOPMENT – DENOVAN ROAD,  
DENNY**

I refer to your correspondence, dated 22 February 2017, with regards to the above subject.

In response to Bullet points 1 and 2 of your correspondence, I have reviewed the data from the Crashmap Website detailed within the Transport Statement (Falkirk Council Reference P/12/0022/FUL) and compared it to our Accident File system and I feel that it would be most beneficial to answer your points by means of a table of accidents which have been reported to the Police, relevant to the timescales of your enquiry, which have occurred along the entire length of Denovan Road, Denny.

The information in the below table takes in direct reports from parties involved in the accidents as well as those reported to us by AMEY and BEAR.

In terms of referencing the below table, V1 refers to the vehicle believed or considered to be at fault and V2 the non-responsible vehicle.

**TABLE OF REPORTED ACCIDENTS – DENOVAN ROAD, DENNY – 2011  
TO 9 MARCH 2017**

Ref No.	Date / Time	Class	Accident Locus
1100111	13/01/2011 0900	Damage	<p>Denovan Road, Denny, directly where the road runs under the M876 motorway flyover.</p> <p>V1 was traveling in a north-westerly direction along Denovan Road, Denny. As V1 approached the motorway bridge, the driver observed vehicle headlights traveling directly towards V1. As a result the driver of V1 has taken evasive action to avoid any collision with the oncoming vehicle and has skidded on compacted ice. This has resulted in V1 leaving the roadway and colliding with the cement structure at the side of the bridge, in turn damaging fence posting surrounding the bridge structure.</p>
1100627	23/03/2011 2130	Slight Injury	<p>Denovan Road, Denny 80m northwest of junction with A883.</p> <p>V1 was traveling in a south-easterly direction on Denovan Road, Denny at approximately 50mph and at this time the driver of V1 has applied the brakes in order to take evasive action due to a deer running out in front of V1.</p> <p>V1 has hit a pot hole and then the nearside kerb, causing V1 to cross to the other side of the road and then back to the nearside of the roadway and into the concrete support structure for the M876 overbridge. There was no damage sustained to the support structure. There was no other vehicle involved.</p>
1101224	16/06/2011 1645	Damage	<p>Denovan Road, Denny at a part approximately 0.4 miles from the junction with the A803.</p> <p>As V2 approached this narrowing on the road the driver of V2 became aware of V1 travelling towards V2 in the opposite direction. Driver of V2 moved V2 to the extremity of the road in order to allow V1 to pass and in doing so anticipated that V1 would do likewise to allow both vehicles to pass each other. As V2 got closer to V1, the driver of V2 had to take evasive action and drove onto the grass verge in order to avoid a collision with V1.</p>

			<p>On driving onto this grass verge the near side door panels and wheel came into contact with a stone wall at the side of the road causing damage to V2. No damage to wall. At this point driver of V2 stopped V2 and alighted from same and noticed that the driver of V1 had not stopped and may have been unaware that damage has been caused to V2.</p>
1200383	01/02/2012 1415	Damage	<p>Denovan Road, Denny, at a point 75m east of Carronside.</p> <p>V1 was travelling west on Denovan Road, Dunipace with V2 travelling directly behind V1. The driver of V1 stopped to speak to another person within a vehicle which was stopped in the opposite carriageway. The driver of V2 stopped approximately behind V1 however the driver of V1 reversed into V2 causing minor damage to the front bumper to V2.</p>
1201123	21/06/2012 1300	Damage	<p>Denovan Road, Denny at a point approximately 250 yards southeast from Denovan Cottage.</p> <p>V2 was travelling northwest on Denovan Road, Dunipace travelling towards Dunipace. At this time the driver of V2 observed that a works van parked up on the opposite side of the road half on the road and half on the verge of the road. Driver of V2 also noticed that V1 was travelling in the opposite direction and stopped to allow V1 to pass. V1 has then come out to pass the works vehicle and upon passing V2 has struck the offside wing mirror of V2 with its own offside wing mirror. V1 has failed to stop and has left the locus. The wing mirror of V1 has been completely removed from the vehicle and was lying in situ on the road at the locus and the wing mirror for V2 has been crushed in against the car smashing the mirror on the wing mirror and also the breaking the casing off the back of the wing mirror on V2.</p>
1201202	01/07/2012 1445	Damage	<p>Denovan Road, Denny opposite the junction for Kirkland Farm.</p> <p>V2 was travelling south east on Denovan Road towards Larbert. The vehicle travelling in front of V2 slowed</p>

			causing the driver of V2 to stop. V1 which was travelling in the opposite direction and the driver moved to the middle of the road and collided with V2.
1201804	25/09/2012 0515	Damage	<p>M876 Larbert - Dennyloanhead, westbound Jct 2 - Jct 1 at a point on Jct 1 slip off at its junction with Denovan Road, Denny.</p> <p>About 0515 hours on 25/09/2012, V1 was travelling in a south on the slip off at Denny on the M876 when a deer jumped out in front of V1 causing the driver of V1 to swerve to miss the deer. The driver of V1 lost control and V1 mounted the nearside grass verge and continued over the verge across Denovan Road where it collided with a road sign causing damage. V1 came to rest in a wooded area to the south of Denovan Road.</p>
1300234	05/02/2013 1000	Damage	<p>Denovan Road, Denny at a point directly outside Denovan Cottage.</p> <p>V2 was travelling northwest on Denovan Road, Denny. As V2 travelled around a left hand bend, V1 was in the middle of the road, coming in the opposite direction. The driver of V2 braked, however due to the narrow roadway and icy weather conditions, V2 skidded into V1.</p>
1301432	08/08/2013 0800	Damage	<p>Denovan Road, Hills of Dunipace approximately 30m west of the B905.</p> <p>V1 was travelling south on the M876, Jct 1 slip road onto Denovan Road. On slowing on approach to the junction for the B905 V1 clipped the kerb and struck two roadside bollards. This caused damage to V1 and the bollards and V1 thereafter came to rest near to the junction.</p>
1301512	20/08/2013 0120	Slight Injury	<p>Denovan Road, Dunipace at a point 255m southeast of Denovan Cottage.</p> <p>V1 was travelling northwest on Denovan Road, Dunipace. The driver of V1 misjudged a corner resulting in V1 clipping a grass verge and a tree. This caused V1 to flip onto its roof causing damage and injury. There was no other vehicle involved.</p>
1400332	25/02/2014	Damage	Denovan Road, Denny 660m north of

	1630		<p>its junction with the B905.</p> <p>V2 was travelling southeast at the locus. As V2 reached a bend V1 was seen to be heading towards V2. As both vehicles reached the bend the roadway narrowed and both offside wing mirrors collided with each other. Due to the nature of the roadway and other traffic the driver of V2 felt it was inappropriate and dangerous to stop at this position. He drove a short distance before turning V2 and returning to the locus of the road accident. There was no sight of V1.</p>
1400416	12/03/2014 1115	Damage	<p>Denovan Road, Denny at a point 220m northwest of the entrance to Kirkland.</p> <p>V2 was travelling southeast at the locus and V1 was travelling northwest. As the two vehicles passed each other their wing mirrors collided</p>
1501946	30/11/2015 2255	Damage	<p>Denovan Road, Denny at a point 20m east of number 10.</p> <p>V1 was travelling in a west along Denovan Road heading to Dunipace. V1 was on a right hand slight bend in the road and due to the road conditions skidded hitting a fence and thereafter coming to rest against a telegraph pole with minor damage. Both the fence and the telegraph pole were damaged.</p>
1600120	22/01/2016 0815	Non Report	<p>Denovan Road - B805, Falkirk at a point 40m south of the M876 slip off Jct 1.</p> <p>V1 was travelling along the M876 southbound and exited at Jct 1. As V1 travelled round the bend at the locus the driver lost control due to the wet slippery surface and V1 continued forward into a grassy area crossing the oncoming traffic lane heading striking a tree off the roadway.</p>

This table details all recorded Damage Only, Slight Injury and Non Reportable accidents since 2011 to date on the Denovan Road, Denny, and represents all available information we hold in its regard.

My observations are that the majority of the accidents reported are Damage Only and share a common theme of cause which, having liaised with local

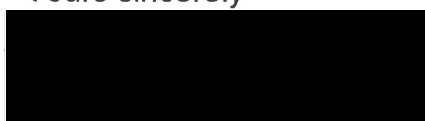
officers, is most likely due to the design and dimensions of the road itself, it being narrow and constrained by verges in many place and consisting of a series of unsighted corners.

Both Slight Injury accidents have only involved one vehicle and have been due to driver error, as in the case of the referenced accident on 20 August 2013, or as a result of driver reaction to wildlife crossing the road.

The Non Reportable accident has occurred on the periphery of Denovan Road and relates more to the M876 slip road.

I trust you will find this information useful and sufficient to your enquiry for the Planning Review Committee.

Yours sincerely



Damian Armstrong  
Chief Inspector  
Area Commander



**From:** [Geoff Swift](#)  
**To:** [Sobieraj, Antonia](#); [henderson, iain](#)  
**Subject:** Planning Application P/15/0022/FUL  
**Date:** 18 March 2017 23:33:20

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Dear Antonia

I wish to record my continued objection to the above development.

Unfortunately I am on holiday until the end of March and understand there is additional information from the applicant.

The only thing I have access to is the Applicants Responses dated December 2016.

My first objection is to the Applicants cover where a photograph of a wooden structure is shown which does not have planning approval.

My second objection-

The Applicants response - Bullet Point on Page 10 starting ( In Section 2.14)

The Applicants dismissal that the traffic survey carried out is adequate as the proposed development is only a summer activity. Is the applicant stating that the site will only be open during the Scottish School holidays? Is the reality that the proposed site would be open from April to October therefore the traffic survey is weighted towards a light traffic period and does not address non- school holiday periods.

My third objection-

The Applicants response - Bullet Point on Page 10 starting ( Sections 3.3 and 3.16)

The Applicants response that bends and a short straight road (ARE NOT RELEVANT!) Using the applicants figure of 85% and stopping distances from the Highway Code, the stopping distance required on a Clear Dry Day is 180ft.. It is therefore impossible to have a safe access point on this straight road to allow for a safe stopping distance. A very relevant safety issue for all users of Denovan Road

My fourth objection-

The Applicants comments from SEPA that they have withdrawn their objection to the flood risk to the proposed site. Once again a weighted response. The issue is the impact of the proposed alteration to an existing elevated wooded site with established water flow. The proposed site increases the potential for flooding on the adjoining floodplain and property with the proposed introduction of mains and foul water.

In the Applicants conclusion that there is the following- 'there would be substantial investment in maintaining the woodland resource (WHICH IS PRESENTLY DETERIORATING).' As the applicant had been the owner of Denovan House for many years and showed no interest of maintaining the woodland or grounds during his ownership except when trees/branches fall across the road nothing will change.

In conclusion, in my opinion this site is unsuitable for any form of development as -

1. It does not comply with FDC policies for a countryside development.
2. It would create a safety risk for all road users of Denovan Road.
3. It would increase the flood risk to the adjacent property and floodplain
4. The applicant has shown his disregard for planning regulations and the adjacent property

with

the erection of a wooden hut without approval of FDC and the adjacent neighbour. This raises questions of future management of the site as deeds speak louder than words.

Your faithfully

Geoff Swift

Denovan West Lodge



Mr Clarke Faichnie  
Denovan House  
Denovan Road  
Denny  
FK6 6BJ

Antonia Sobieraj  
Falkirk Council  
Corporate & Housing Services  
Municipal Buildings  
FALKIRK  
FK1 5RS

21<sup>st</sup> March 2017

Dear Sir/Madam

**PLANNING APPLICATION – P/15/0022/FUL – DEVELOPMENT OF LAND TO  
FORM HOLIDAY PARK WITH RAISED DECK MOUNTED CHALETS ETC.**

Thank you for your letter dated 9<sup>th</sup> March 2017.

I have read this along with the submission on behalf of Denovan Village and appendices.

Unfortunately, I find myself having to continue my objection as the response from the applicant goes nowhere near close to adequately cover the further information as requested by the committee on the 17<sup>th</sup> February 2017.

**FEASIBILITY STUDY & BUSINESS PLAN**

My understanding is that there has been a deduction in the number of chalets and pods by 20% and 41% respectively. Notwithstanding this, I believe there is no information or drawings provided by a chartered Civil/Structural engineer who can assess the ground sub strata from trial pits and subsequently go on to produce detailed engineering drawings showing the make-up of foundations, services, pile drive details, drainage, internal road make up and design etc.

With the above being the case, how can the applicant simply state that the reduction of the chalets and pods merely has an impact of employing one less person? No one, especially the applicant has any realistic idea just how much this project is going to cost. Speaking as an owner of a Construction firm, no contractor will give anyone an indicative cost without inspecting architectural/engineering drawings, along with an associated Bill of Quantities as they have no idea what they are pricing.

I'm afraid therefore that without this pertinent information that any proposed construction/civils costs inserted into any business plan to formulate a profit and loss along with a cash flow forecast is at best, a very wild guess.

Item (2), 2.9 from the applicant's paper *'It is accepted that fully detailed construction design will be required prior to the internal road being provided and that construction methods and related protection/mitigation will be required'*

This brings the applicant's commitment into question, otherwise why wouldn't they have an engineer appointed, unless they have done so and the findings were unfavourable at this early stage? Better to wait and get approval without all the proper and important information then dilute the specification to save money?

Substructure work, including site levelling, pile foundations, road foundations etc can run into hundreds of thousands of pounds without anything visible to the laymen actually showing for it.

I therefore completely disagree with the point in the same paragraph where it states that *'The road can be readily delivered as an integral part of the development and there are options over the approach to the delivery with respect to the final levels, use of materials etc.'*

Similarly within point 9. of the 'Denovan Village' addendum. How does anyone know the level of root disturbance based on no foundation plans, trial excavation pits or sub surface design detail, especially on topography such as this? Is the road to be the same gradient as the ground? Not likely. What civils works are involved in levelling out the main road artery through the development? Significant and unspeakably vital in making any form of assessment into the viability of this.

This brings me onto the SEPA objection being lifted. **PLEASE NOTE, the objection has only been lifted on the risk of flooding to the chalets and camping pods – that's all – nothing to do with the risk of the road flooding or properties flooding lower down the plain.**

This is because no comment can be made without the relevant information, i.e. engineering drawings showing the infrastructure, foundations, make up of the actual construction of the development, including hard standings, drainage formations –

**SEPA EMAIL 14/12/16 @ 0955hrs** – *'Please note that we are reliant on the accuracy and completeness of any information supplied by the applicant in undertaking our view, and can take no responsibility for incorrect data or interpretation made by the authors'*

You can't comment on what you don't have and therefore you can't object on information, i.e. engineering drawings and subsequent flood risks if you have no sight of them...

## **DENOVAN ROAD - ROAD SAFETY**

Denovan Road is a national speed limit road with a 60 mph limit, first and foremost. It is unlit, narrow and has no pavement, yet the applicant is selling the idea that it will be used by walkers and cyclists alike. What duty of care is being exercised here and can a suitable, sufficient and honest risk assessment be conducted by the holiday park advising the road is safe for unfamiliar visitors to walk and cycle on? I am sure the HSE would bring this into question.

Under the 'Denovan Village' addendum, point 4. *'Denovan Road is constantly used by horses and is signposted. This does not effect speed and it has been shown that vehicle speeds past the site are low. This is an unregulated road, although by providing warning signs Falkirk Council recognises that speed equestrian activity takes place and road speeds should be appropriate.'* Subjective nonsense.

Never, in nearly 3 years of living there and previously as a daily user of Denovan Road for 10 years prior have I ever seen any horses on Denovan Road! It is too dangerous.

The proposed access/egress area has rightly so been brought up regularly and again on the 17<sup>th</sup> February by the committee. Once more, under point 6 in the aforementioned addendum, the applicant has brushed this aside with a subjective comment. The road is dangerous and does not offer safe line of sight distances nor nearly enough braking distance in the dry, never mind the wet.

IRO the Police and the FCDS traffic accident/injury report, I note understandably they make reference to these only being the reported cases. As such, this will be the tip of the ice berg and undoubtedly there have been many, many more that go unreported. All you have to do is look at the verges all along Denovan Road to see the smashed up bumpers cast aside.

## **INFRASTRUCTURE WITHIN THE CONFINES OF A LISTED BUILDING**

Very little comment has been made about the fact that this development is going to be built within the confines of a listed building, i.e. Denovan House. My understanding is that nothing (rightly so) can be built to the front of the house and yet the proposed development is to the front west, clearly visible from several rooms of the property. Furthermore, the existing log cabin can readily be seen from both the drawing and dining rooms.

Within the aforementioned addendum entitled 'Denovan Village' comment is made that the site at Denovan is currently operated as a Commercial Care Home. No it isn't. The 4 acres that I own within the boundary of Denovan House is a residential property and a category B listed building. There would appear to be some selective wording here with no mention of the listing.

The applicant is correct that Denovan House was trialled as a Guest House and records will show it lasted only a few months then folded. Why?

I strongly object to the applicant's response in paragraph 2.3 & 2.4 where it appears, like in many other areas that they completely belittle and dismiss the Further Information Request (FIR). *'In essence, there is no requirement for either a Landscape Character Assessment or a Landscape Capacity Assessment (as referred to in the further information request) due to the scale and related impacts of the proposed development'*

You are more than welcome to visit my property and currently observe the existing log cabin and indeed the proposed site in front of the listed building. Councillor Turner rightly so raised this at the hearing on the 17<sup>th</sup> February and I hope the dismissive attitude of the applicant is taken well into account at failing to make this assessment and ignore the FIR.

I would also draw your attention to appendix 4 – visual assessment of site. Again, we have more weighted and selective photos here; you will notice that the applicant has not made any great attempt to show the existing log cabin and proposed development looking east as this falls to the front west of Denovan House which would be visible.

How can the camping pods be easily moveable? Again, without the luxury of engineering drawings how can anyone tell? Surely, the ground with which they will lie upon will have to be levelled out, therefore how can they be easily moved without major ground works that will impact on the landscape and drainage?

A further subjective and weighted comment is the lack of objection from Visit Scotland, Development Services, SNH & Historic Scotland. In all respect and fairness to them, the full facts have not been brought to their attention in terms of breached policy compliance, road safety, lack of supporting engineering drawings etc. so why would they object when there is a strong appetite for growing Scotland's tourism.

What relevance or similarity does the wind turbine have to this development?

## **CONCLUSION**

The committee members can therefore have total confidence that nothing of any relevance has been answered by the applicant, that the full FIR has been ignored, save for some sporadic subjective comments, thus the questions and additional information requested on the 17<sup>th</sup> February remain fully unanswered.

Yours faithfully

A black rectangular box redacting the signature of Clarke Faichnie.

Clarke Faichnie

**From:** [roddy.macdonald@talktalk.net](mailto:roddy.macdonald@talktalk.net)  
**To:** [Sobieraj, Antonia](#)  
**Cc:** [Buchanan, William](#); [McLuckie, John](#); [Turner, Sandy](#); [McCabe, Brian](#); [Garner, Paul](#)  
**Subject:** Local Review Body P/15/0022/FUL  
**Date:** 27 March 2017 10:35:56

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Dear Antonia

cc Cllr Buchanan, Cllr McLuckie, Cllr Turner, Cllr McCabe, Cllr Garner

HOLIDAY PARK, DENOVAN, DENNY P/15/0022/FUL

Thank you for the further chance to comment on this application. Having considered the submission by the applicant and comments from Development Services, Police and others I remain of the opinion that this application should be refused as per the original officers decision. The original refusal of planning permission was because it was contrary to 14 Falkirk planning policies. These policies were carefully developed and democratically approved so should be taken into account by the review committee. I have not seen economic or other evidence to outweigh these policies.

In relation to specific points in the applicants submission:

1.2 I disagree there will be limited visual impact, removal of trees has meant the site is very visible from Dales Bridge plus Denovan Road which is used by many walkers and cyclists. The current unauthorised chalet shows that the applicant is not intending a high quality development as it is very unsightly.

1.5 I disagree there will be limited ecological impact. Soon the carpet of bluebells on this site will be out, but if this development goes ahead the car park and road will cover most of them.

1.6 I am not against new development but this development as noted above is contrary to 14 Falkirk planning policies and unfortunately the developers have not shown how they would mitigate this satisfactorily. The developer has not sought to work with the community and the planning authority positively but rather started building the development without planning permission.

2.2 The committee asked for a Landscape Capacity Assessment and this has not been provided therefore the development should be refused. There are serious landscape and listed building impacts so this assessment should have been provided to allow the committee to consider these.

2.12 The committee has asked for details of the internal road network a number of times as this could have a serious impact on landscape, drainage and ecosystem. Councillors made this very clear they needed details of this given the considerable slope which could involve major earthworks. This has again not been provided so councillors should refuse the application.

Other comments:

While Business Gateway are supportive this is on the basis of 4 FTE jobs/3 seasonal. Part of this calculation seems to be a café. Yet there is no café in the application. This is worrying as the developer's history appears to be of building first and applying later so the committee should clarify the developers intentions. If a café is proposed this would require a new planning application as this would be very different in terms of impact. If a

café is not proposed the jobs impact seems very optimistic and would not override the 14 policies in the local plan.

SEPA - SEPA may have dropped objection but this was to do with flooding of pods only, there are still major concerns about 100 people on site at peak and effect on local drainage and watercourses from septic tank outflow.

Traffic and Roads - The information from the police shows a steady number of incidents in this road and as a resident I am aware that there are many others unreported. The stretch of road where the entrance would be is one of the faster parts of Denovan Road as people tend to put the foot down at the church when coming from Falkirk direction (60mph speed limit) and when coming from Dunipace the entrance would be too close to the bend again which is often in reality driven too fast despite horse signs. Despite various comments it should be remembered the development was refused on road safety grounds and I do not consider this has been fully addressed. No detailed site access/visibility splay drawings have been produced.

While I appreciate the applicants have spent considerable resources and time on this application the fact remains the development is contrary to 14 Falkirk Council policies and will have a considerable local impact plus key information the committee has asked for has not been provided therefore the development should be refused.

your sincerely

Roddy Macdonald

West Denovan Church

Denny FK6 6BJ

27 March 2017

West Denovan Church  
Denovan Road  
Dunipace  
FK6 6BJ

27 March 2017

Dear Antonia

HOLIDAY PARK, DENOVAN ROAD, DENNY P/15/0022/FUL

I would like to start by thanking you, again, for the further chance to comment on this application and confirm that there is no new evidence that the developer has provided that has changed my opinion that the development should be refused planning permission, a view which I trust the committee will share.

The proposed development remains contrary to a large number of Falkirk Council's planning policies and despite the developer having had at least 4 opportunities to provide information that will allow the committee to approve the development, the fact remains that this information has not been forthcoming. The developer has consistently failed to provide this information. My previous 3 submissions on this proposal remain as objections.

The developer has had numerous opportunities to convince the Committee of the desirability of the development for the local community and the local economy, and the developer has failed to do this.

There are no details on the composition of the internal roads or the substantial road and infrastructure works that will be required. This is an issue that the Committee has requested repeatedly and the developer has repeatedly failed to provide. In the likely scenario that the road works require piling due to the gradient of the slope and the nature of the site, then the cost could easily amount to many thousands of pounds. The economic viability of the project has not been proven, and cannot be proven in the absence of this information.

Furthermore, the impact on the root structure of the remaining trees in the ancient woodland (the small number that are scheduled to remain within the development) is unknown as is the wider impact on the natural environment, and the bluebell woods in particular.

The Committee asked, again, for a Landscape Capacity Assessment, which, again, has not been provided. It might be worth noting that in 2012 Falkirk Council, Forth Valley and Lomond LEADER, Central Scotland Green Network and Falkirk Environment Trust, and others raised £250,000 to fund a replacement for the old Dale Bridge. All residents in Dunipace aged 80+ were invited to the opening of the bridge, and over 150 residents turned out to witness this, both young and old in the community. The bridge and the landscape to the north of it have remained unchanged for over 120 years. The view to the north of the bridge encompasses Denovan House, Denovan Church and the woodlands within the grounds of Denovan House. The money was found to replace the bridge because of the local interest in the River Carron and the attachment and value that the community place on the landscape surrounding it. If the development does go ahead, the 120 year old view from Dale Bridge will be gone forever. To suggest that there will be limited landscape impact of the development does a disservice to the community that values this area and is untrue. There is likely to be a massive and intrusive landscape impact and it would appear that this hasn't been addressed by the developer because they are very aware of this and it may be a case that it's better to avoid putting it in, than addressing it and then trying to defend it. The chalet that is on site – which was erected without planning permission - is quite clearly visible in the landscape from the bridge. The further removal of more mature trees from site will have a further visual impact on the area.

SEPA have **not** commented on the impact of the development on the flood plain adjacent to the site and the impact of run off to Denovan Road. They have also **not** commented on the effluent run off that will soakaway into the River Carron and may have a devastating impact on the health of the river.

While traffic information from the police shows steady incidents in this road the reality is, as the Councillors noted in the last review meeting, is that this is a narrow road, particularly overgrown in the summer months, and is fast moving, with a 60MPH limit and with increasingly more cars using it as a rat run. There are many more incidents on the road than are officially reported. The granting of this development will lead to many more, severe, incidents on the road. To increase car use on this road, via this development would be dangerous. The mitigation measures and the evidence provided does not take away from this fact.

Once again, I object to this development and would urge the Committee to reject it.

Yours sincerely

Donna Heaney