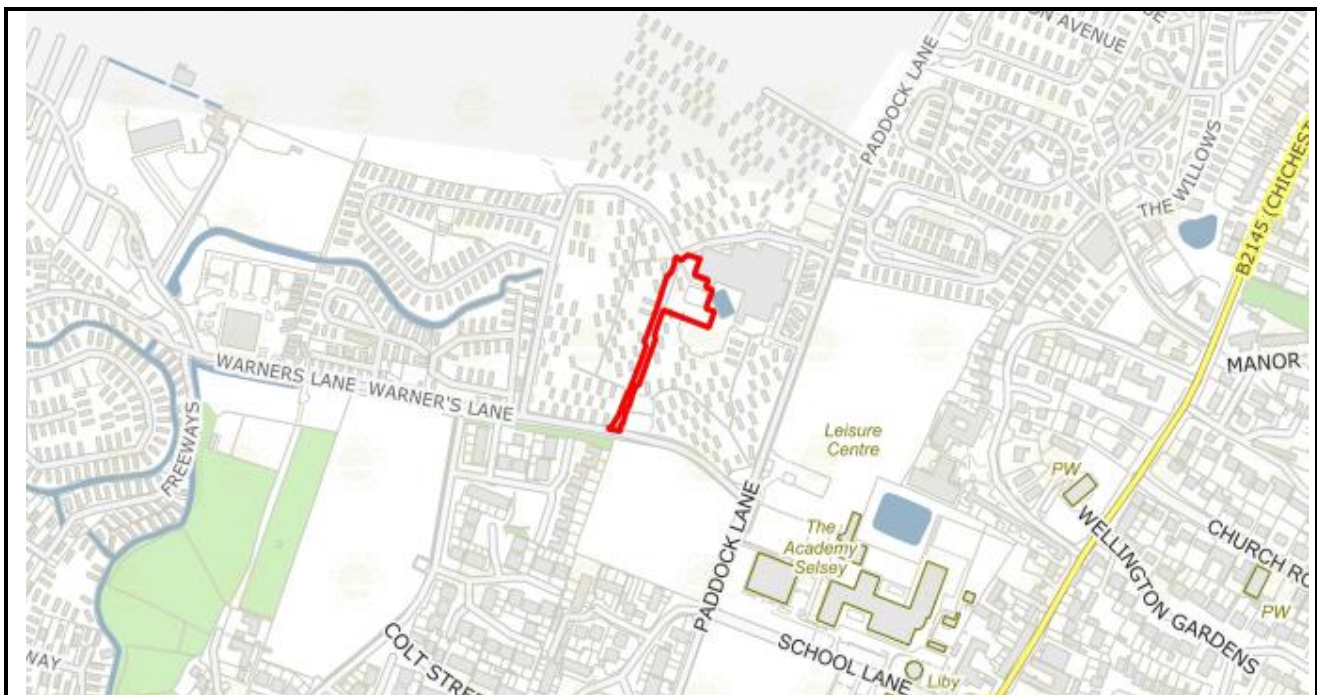



Parish: Selsey	Ward: Selsey South
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**SY/23/01272/FUL**

<b>Proposal</b>	Proposed adventure play ground and zip-coaster structure to existing leisure attraction.		
<b>Site</b>	White Horse Complex White Horse Caravan Park Paddock Lane Selsey Chichester West Sussex, PO20 9EJ		
<b>Map Ref</b>	(E) 485295 (N) 93919		
<b>Applicant</b>	Mrs Radwa Elmehey	<b>Agent</b>	David Hill

**RECOMMENDATION TO PERMIT**



	<p><b>NOT TO SCALE</b></p>	<p>Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803</p>
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## **1.0 Reason for Committee Referral**

- 1.1 Parish Objection - Officer recommends Permit

## **2.0 The Site and Surroundings**

- 2.1 The application site forms part of the White Horse Caravan Park. White Horse Caravan Park is located in Selsey, albeit outside of the Settlement Boundary, to the west of Paddock Lane and is one of several holiday parks in the vicinity. Formerly Bunn Leisure, Seal Bay Holiday Park consists of White Horse, Green Lawns Village to the east, West Sands (the largest) to the south-west and Warner Farm Touring Park to the west.
- 2.2 The White Horse caravan site is approximately 15ha, the land in question for this application is approximately 0.18ha and irregular in terms of its shape. The application site is a small parcel of land adjacent to the entertainment building which is orientated east towards Paddock Lane. To the north of the site is the entertainment building, to the east is the existing swimming pool, to the south there is a patio area with sunbeds, and to the west is the vehicular access road which wraps around the entertainment building to the north to join Paddock Lane.
- 2.3 The entertainment building is relatively new, gaining planning approval in 2016 under application reference 15/01819/FUL. The building consists of the main head office, reception and entertainment facilities including bowling, rock climbing and cafes.
- 2.4 Paddock Lane is also a public right of way (route 77) which wraps around the southern part of the wider caravan site. The site is located within Flood Zones 2 and 3, the 3.5 km zone of influence for the Pagham Harbour SPA, and the 1km buffer zone for Medmerry Compensatory Habitat.

## **3.0 The Proposal**

- 3.1 The proposal seeks planning permission for the construction of an adventure playground and zip-coaster structure to the south-west of the existing entertainment building at the White Horse Complex.
- 3.2 The zip-coaster would be located to the immediate south of the existing entertainment building and comprises a high-level rail suspended from a network of supporting masts and tension cables which start and finish from a multi-level access tower located adjacent to the entertainment building. The highest point of the structure would be approximately 13m, the height of the take-off platform would be approximately 9.1m and the height of the landing platform would be approximately 5m. In terms of materials, the access tower and stairs are proposed to be constructed of steel support structures (red oxide finish) and galvanized checker plates (steel finish), the zip coaster rail is proposed to be profiled metal (red powder coat paint finish), the zip coaster mast is proposed to be circular hollow section steel masts (dark grey powder coat paint finish) and the zip coaster cable stays are a stainless steel finish.
- 3.3 The adventure playground would be located to the immediate west of the entertainment building and would consist of a timber ship climbing structure and a low level ropes course. The ship mast would measure 6.2m, the hull will be 2.5m high and the top of the support posts for the ropes course would be 2.2m high with platforms at 0.5m high.

#### 4.0 History

21/02472/PLD	REF	Proposed lawful development for use of land as a holiday caravan park for the siting of up to 90 caravans.
21/02472/PLD	REF	Proposed lawful development for use of land as a holiday caravan park for the siting of up to 90 caravans.

#### **History for wider caravan park**

There is an extensive planning history for the wider caravan park. The most relevant planning applications are:

15/01819/FUL	PER	<p>Three developments proposed within the Bunn Leisure holiday village complex.</p> <ol style="list-style-type: none"><li>1. Warner Lane: demolish existing sheds and construct a new two storey head office and main visitor reception building including access road, parking and landscaping.</li><li>2. White Horse: demolish existing head office/reception, entertainment and sales administration buildings and construct new two storey entertainment building with amended parking and caravan showground areas.</li><li>3. Green Lawns: Extension of Green Lawns caravan site into adjacent recreational field to accommodate 92 caravans together with access roads, parking and landscaping.</li></ol>
17/03371/FUL	PER	<p>Development 2 of 3 of proposed within the Bunn Leisure holiday village complex - White Horse: demolish existing head office/reception, entertainment and sales administration buildings and construct new two storey entertainment building with amended parking and caravan showground areas - Variation of Condition 2 of planning permission SY/15/01819/FUL - to enable the approved plans to be substituted with revised plans including minor material amendments to design of the approved two storey head office and main visitor reception building.</p>
20/01048/FUL	PER	<p>Extend existing pool surround area, including pool surround and sunbathing area, a large digital screen, a water play (aquaplay) area and other children's play areas</p>

21/00640/ELD	PER	Use of land as a commercial camping and caravan site used for the siting of; caravans, motorhomes, campervans and tents for short term holidays and associated ancillary recreational use as part of the wider caravan site.
22/01025/PLD	PER	Use of Land for the Siting of up to 388 Caravans for holiday purposes between 1st March and 7th January only.

## 5.0 **Constraints**

Listed Building	NO
Conservation Area	NO
Rural Area	YES
AONB	NO
Tree Preservation Order	NO
EA Flood Zone	
- Flood Zone 2	YES
- Flood Zone 3	YES
Historic Parks and Gardens	NO

## 6.0 **Representations and Consultations**

### 6.1 **Selsey Town Council**

The Committee strongly objects to this application for the reasons set out below and requests that the LPA does the same until a more detailed application with S106 mitigation is presented for scrutiny:

1. As the application site is located in a prominent position within multiple residential areas. The proposal, and associated paraphernalia, by reason of its prominent siting and appearance would result in a harmful impact on the visual amenity of the area. It would appear out of-keeping with and unsympathetic to the prevailing character of the area. Therefore, it can be considered that the development would not comply with NPPF section 12 and CLP Policies 2 and 26 and Policy 001 of the Selsey Neighbourhood Plan.

2. It is also an unsympathetic development. The Zip Coaster by reason of its scale, mass, bulk, height, design and form would result in a visually prominent structure within this context, that would appear overly dominant and out of character with the visual amenities of the site and surroundings. Therefore, the proposal would be contrary to Section 12 of the NPPF and Policy 33 of the adopted Chichester Local Plan. The proposal would subsequently result in harm to the local visual amenity and character of the area which would be contrary to Policy 33 of the Chichester Local Plan, Policy 003 of the Selsey Neighbourhood Plan and paragraph 130 of the National Planning Policy Framework 2021.

3. Design and materials are not in keeping with the surroundings. The proposal results in an unconvincing design, by reason of its excessively large, bulky and prominent railing system, filling much of the width of the site, even though it is above ground. It has an uncohesive use of materials and detailing. As such, the proposal fails to represent a well-designed, or visually attractive form of development, and fails to reinforce and respond to the surrounding wooded areas as it is constructed from non-natural materials which does not match the character and visual amenity of the site and its surrounding. The proposal would therefore be contrary to Policies 33, 45 and 48 of the Chichester Local Plan, Policy 001 of the Selsey Neighbourhood Plan, Section 12 of the NPPF, in particular Paragraphs 126, 130 and 176 of the NPPF and the guidance with the National Design Guide 2019.

4. Insufficient information has been submitted to full assess the proposals impacts upon bats, birds and other wildlife in the vicinity together with any mitigation which may be required for their protection or management. As such, the proposal is contrary to Policy 49 Local Plan and Paragraph 174 and 183(a) of the NPPF.

5. There is an absence of information to support the LPA and Parish in applying the Sequential and Exception Tests. Selsey Town Council would need assurances that the LPA is satisfied that the proposal fulfils the requirements of these tests, as set out within Paragraph 164 of the NPPF. As such, the proposal fails to comply with Paragraphs 161, 162, 163, 164, 165, and 167 of the NPPF and Policy 42 of the CDC Local Plan.

6. The site is located within the 'zone of influence' of the Pagham Harbour Special Protection Area and the Medmerry realignment project where it has been identified that the net increase in commercial development and visitors/tourism results in significant harm to those areas of nature conservation due to increased recreational disturbance. In the absence of any such contribution the proposal is contrary to Policy 51 of the Chichester Local Plan Key Policies 2014-2029. The development would therefore contravene the Conservation of Habitats and Species Regulations 2017 and the advice in the National Planning Policy Framework

7. On the basis of the information provided, the proposals, in combination with other development, and a desire by the applicant to increase the number of visitors to the site would further impact upon the Strategic Road Network (SRN). This cumulative effect would likely have an unacceptable impact on the safety and function of both the SRN and the Local Highway Network (LHN). The Chichester Local Plan Review (LPR) sets out a strategy to provide long term mitigation of these impacts, up to 2039, which requires all developments to contribute towards identified improvements. In the absence of any such contribution the proposals would lead to an unsustainable increase in impacts upon these networks.

## 6.2 WSCC Local Highway Authority

Further comments 06.11.23

Additional information has been received from the case officer regarding the opportunity for members of the public to make use of the proposed zip coaster.

It is possible that members of the general public may be drawn to the attraction. It has been noted that the option of issuing Day Passes to members of the public is already a practise within the Seal Bay holiday park. A number of attractions are offered both seasonal and regular for non residents and therefore the precedent of having members of the public able to come to the site for events and activities is existing. This practise currently seems to function with no known highways safety concern.

The caravan park and access road are privately maintained, and it is not anticipated that a severe material increase in parking pressure would be generated by this proposal so as to impact upon the publicly maintained highway. Parking would be anticipated to be accommodated for in a similar means to the current situation.

The Local Planning Authority may wish to monitor this existing practise, although it seems that the passes are dependent on visitor numbers already, as to whether there are any adverse impacts on residents at the holiday park or within the private road leading to the site.

It would not be anticipated that the proposal would generate a severe material increase in vehicular movements over those already generated by the existing use of the caravan park.

#### Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 111), and there are no known transport grounds to resist the proposal.

#### Original comments 11.08.23

The site is accessed via Warner Lane, a privately maintained road. The nearest publicly maintained highway is at Paddock Lane, which is in part maintained by WSCC and covers the junction to Warner Lane. Paddock Lane at this point is a 30mph D classified road which after the junction with Warner Lane goes on to be privately maintained.

The proposed zip line and adventure park are attractions and services considered to serve the existing caravan site and are likely only to be used by patrons of the site. It is not anticipated therefore that there would be any additional vehicular movements generated by this proposal as a result.

The existing parking and turning arrangements are to remain to serve the rest of the site, there are no known issues or concerns with the existing operation within the site and therefore no concerns that this would exacerbate as such.

Fire vehicles require a 4m vertical and horizontal clearance to safely access and navigate within a roadway. Any associated supports and materials should not encroach below this height above the designated internal roadways and impede access. This appears achievable within the submitted documentation.

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 111), and there are no known transport grounds to resist the proposal.

### 6.3 WSCC Local Lead Flood Authority

*Further comments 18.10.23*

Our response dated 27th September stands. No further comments.

*Original comments 27.09.23*

We have no comments to make in relation to this application.

### 6.4 CDC Environmental Protection

*Further comments 13.10.23*

It is noted, August 2023, that Rick Downham originally requested a noise assessment for the proposed zip-coaster. It is understood that after the applicant provided confirmation that the zipcoaster is a gravity fed apparatus which has no mechanical/electrical parts to create noise during operation and the ride is single occupancy, Rick Downham then confirmed that they had no concerns about noise from the equipment itself but was concerned about the vocal noise form the individuals using the equipment. Due to the fact the zip-coaster is a single occupancy ride and subject to an hours of use condition being implemented (8am-8pm) no further objection was raised.

Our department therefore considers it necessary that hours of use are restricted to 08:00 to 20:00, by way of a condition. This is recognising that evenings and early morning are a more sensitive time of day when background levels tend to fall and in the interest of safeguarding amenity.

*Further comments 10.10.23*

Our department has no further comment to those provided previously by Rick Downham.

*Further comments 05.09.23*

Having reviewed the additional information provided and researched similar activities at other sites, I withdraw my request for an acoustic assessment.

I have no objections or further comments to make on this proposal.

*Original comments 08.08.23*

No objection in principle to this application but I have concerns over the levels of noise produced by patrons enjoying the experience of using the zip-coaster. I would therefore ask that permission is deferred until the applicant submits a noise assessment of the proposed zip-coaster based, if possible, on noise measurements from existing similar

installations. The noise assessment shall include, if applicable, measures to be taken to attenuate the noise generated so as not to cause undue disturbance to local residents.

Once such a noise assessment has been submitted I will be able to provide more informed comments.

## 6.5 CDC Environmental Strategy

*Further comments 10.10.23*

We are satisfied that our comments made previously for this application are still applicable for the amended plans.

*Further comments 11.09.23*

Due to the proposal being located within an area of the park which is previously developed, the lack of trees and vegetation within this area we are satisfied that the area does not provide any value to protected species or biodiversity. There is no habitat within this area of the site and due to the current use of this area of site we do not feel the proposal would impact any species using the wider area.

*Original comments 02.08.23*

### **Bats**

We require that a bat box is installed on the buildings onsite facing south/south westerly positioned 3-5m above ground.

The lighting scheme for the site will need to take into consideration the presence of bats in the local area and the scheme should minimise potential impacts to any bats using the trees, hedgerows and buildings by avoiding unnecessary artificial light spill through the use of directional light sources and shielding.

### **Nesting Birds**

Any works to the trees or vegetation clearance on the site should only be undertaken outside of the bird breeding season which takes place between 1st March - 1st October. If works are required within this time an ecologist will need to check the site before any works take place (within 24 hours of any work).

Due to the risk of disturbance to overwintering birds, construction works must avoid the winter months (October - Feb) to ensure they are not disturbed by any increase in noise and dust.

We would like a bird box to be installed on a building and or tree within the site.

### **Hedgehogs**

Any brush pile, compost and debris piles on site could provide shelter areas and hibernation potential for hedgehogs. If any piles need to be removed outside of the hibernation period mid-October to mid-March inclusive. The piles must undergo soft demolition. A hedgehog nesting box should be installed within the site to provide future nesting areas for hedgehogs.



## 6.6 CDC Economic Development

The Economic Development Service supports this application. The visitor economy is vital to the economy of the local area and Seal Bay plays a pivotal role in this. The upgrade of the play area and additional facilities demonstrates a portion of the investment they are making in the site since they took it over in 2019. It will enhance the offer at the site and further encourage visitors to Selsey.

According to the Destination Research study "The Economic Impact of Tourism in Chichester" of 2021, staying trips in the district only accounts for around 10% of the 3,687,000 visitors per year, but staying visitors account for 43% of spend. Where visitor economy businesses are actively trying to improve their offer, through investment in their sites to provide a better experience, Economic Development will seek to support these upgrades.

## 6.7 Third party comments

1 third party objection has been received concerning the following matters:

- a) Site already has noise from screaming, shouting and loud music
- b) Proposal would not help the noise matter

## 7.0 Planning Policy

### The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029, the CDC Site Allocation Development Plan Document and all made neighbourhood plans. The Selsey Neighbourhood Plan was made on the 22 June 2021 and forms part of the Development Plan against which applications must be considered.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

### Chichester Local Plan: Key Policies 2014-2029

- Policy 1: Presumption in Favour of Sustainable Development
- Policy 2: Development Strategy and Settlement Hierarchy
- Policy 3: The Economy and Employment Provision
- Policy 8: Transport and Accessibility
- Policy 26: Existing Employment Sites
- Policy 30: Built Tourist and Leisure Development
- Policy 31: Caravan and Camping Sites
- Policy 38: Local and Community Facilities

Policy 39: Transport, Accessibility and Parking  
Policy 42: Flood Risk and Water Management  
Policy 45: Development in the Countryside  
Policy 48: Natural Environment  
Policy 49: Biodiversity

#### Selsey Neighbourhood Plan

Policy 001: Design  
Policy 003: Settlement Boundary  
Policy 009: Employment  
Policy 011: Retail or Commercial Development

#### Chichester Local Plan 2021 - 2039: Proposed Submission (Regulation 19)

- 7.3 Work on the review of the adopted Local Plan to consider the development needs of the Chichester Plan Area through to 2039 is now well advanced. Consultation on a Preferred Approach Local Plan has taken place. Following detailed consideration of all responses to the consultation, the Council has published a Submission Local Plan under Regulation 19, which was approved by Cabinet and Full Council for consultation in January 2023. A period of consultation took place from 3rd February to 17th March 2023, and the Submission Local Plan is expected to be submitted to the Secretary of State for independent examination in late 2023. In accordance with the Local Development Scheme, it is anticipated that the new Plan will be adopted by the Council in 2024. At this stage, the Local Plan Review is an important material consideration in the determination of planning applications, the weight that can be attached to the policies contained therein is dependent on the significance of unresolved objection attributed to any relevant policy, commensurate with government policy at paragraph 48 of the NPPF (2021).

#### National Policy and Guidance

- 7.4 Government planning policy now comprises the revised National Planning Policy Framework (NPPF 2019), which took effect from 19 February 2019. Paragraph 11 of the revised Framework states that plans and decisions should apply a presumption in favour of sustainable development, and for decision-taking this means:
- c) approving development proposals that accord with an up-to-date development plan without delay; or*
  - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - i. the application of policies in this Framework that protect areas of assets of particular importance provides a clear reason for refusing the development proposed; or*
    - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.**
- 7.5 Consideration should be given to Section 2 (Achieving Sustainable Development), Section 4 (Decision making), Section 6 (Building a strong, competitive economy), Section 11 (Making effective use of land), Section 12 (Achieving Well-Designed Places), Section 14

(Meeting the Challenge of Climate Change, Flooding, and Coastal Change) and Section 15 (Conserving and Enhancing the Natural Environments). In addition, the relevant paragraphs of the National Planning Practice Guidance have also been considered.

### Other Local Policy and Guidance

- 7.6 The following document is material to the determination of this planning application:
- Surface Water and Foul Drainage SPD
- 7.7 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:
- Support local businesses to grow and become engaged with local communities

## **8.0 Planning Comments**

8.1 The main issues arising from this proposal are:

- i. Principle of Development
- ii. Design, visual amenities, character of the area and wider landscape
- iii. Residential Amenity
- iv. Impact upon highway safety and parking
- v. Ecological considerations
- vi. Flooding
- vii. Other matters

### Assessment

#### i. Principle of Development

- 8.2 The White Horse Caravan Park is part of a long-established holiday resort in Chichester District which currently hosts a considerable number of static caravans and associated entertainment facilities. A number of policies within the Local Plan identify the importance of promoting high quality tourist related development.
- 8.3 Policy 3 states that Sustainable growth of the local economy will be supported through the provision of a flexible supply of employment land and premises to meet the varying needs of different economic sectors. Criterion 4 of the policy states this will comprise supporting and promoting a high quality tourism economy.
- 8.4 Policy 26 of the Local Plan states that planning permission will be granted for development of upgrading or modernisation of existing premises where it has been demonstrated that:
1. There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to unacceptably disturb occupants of nearby residential properties or be of a scale that is likely to cause unacceptable harm to the enjoyment of the countryside; and

2. The proposal does not generate unacceptable levels of traffic movement, soil, water, odour or air pollution and there is no adverse impact resulting from artificial lighting on the occupants of nearby residential properties or on the appearance of the site in the landscape. These criteria are considered in detail below.

- 8.5 Policy 30 states that proposals for tourism and leisure development, including tourist accommodation, will be granted where it can be demonstrated all the following criteria have been considered:
1. It is sensitively designed to maintain the tranquillity and character of the area;
  2. Is located so as to minimise impact on the natural and historic environment, including that of visitors or users of the facility, particularly avoiding increasing recreational pressures on Chichester Harbour AONB and Pagham Harbour and other designated sites;
  3. It provides a high quality attraction or accommodation; and
  4. Encourages an extended tourist season.
- Paragraph 16.25 of the Local Plan (sub-text to policy 30) states that in order to support the visitor economy, new tourist attractions will be encouraged without detriment to the environment to enable facilities which could extend the tourist season and benefit the local community.
- 8.6 Policy 31 states that proposals for caravan, camping and chalet sites and associated facilities and intensification/alteration to existing sites will be granted, where it can be demonstrated that all of the following criteria are met:
1. They meet a demonstrable need and require a rural location;
  2. They are of an appropriate scale in relation to their setting and would not diminish local amenity;
  3. They are sensitively sited and designed to maintain the tranquillity and character of the area;
  4. They are sited to be visually unobtrusive and can be assimilated so as to conserve and enhance the surrounding landscape; and
  5. The road network and the site's access can safely accommodate any additional traffic generated.
- 8.7 Paragraph 81 of the NPPF encourages significant weight is placed on the need to support economic growth by taking in the wider opportunities for development. Paragraph 84 states that planning decisions should enable sustainable rural tourism and leisure developments which respect the character of the countryside.
- 8.8 In considering Chichester Local Plan policies 3, 26, 30 and 31 and paragraphs 81 and 84 of the NPPF, the principle of the application is considered to be acceptable, subject to the further assessment of the criteria as set out in the assessment below.

ii. Design, visual amenities, character of the area and wider landscape

- 8.9 With regards to Local Plan policy, the following policies and content are considered relevant for the consideration of this part of the assessment. Policy 26 of the Local Plan outlines that planning permission will be granted for development where it has been demonstrated that the proposal would not result in any adverse impacts on the appearance of the site in the landscape. Policy 30 of the Local Plan states that planning permission will be granted where the proposal has been sensitivity designed to maintain

the tranquillity and character of the area, has minimal impacts on the natural and historical environment and provides a high quality attraction. Policy 31 of the Local Plan states that planning permission will be granted where it can be demonstrated that proposals are of an appropriate scale which does not diminish local amenity, are sensitively sited and designed to maintain the tranquillity and character of the area and are visually unobtrusive and can be assimilated to conserve and enhance the surrounding landscape.

- 8.10 For the purpose of this part of the assessment, consideration is first given to the zip-coaster and then the playground, and then the cumulative landscape impact.
- 8.11 The proposed zip-coaster would be located to the immediate south of the existing entertainment building and constitutes a high-level rail suspended from a network of supporting masts and tension cables which start and finish from a multi-level access tower located adjacent to the entertainment building. The facility will be supervised by trained staff on site who will assist with harnessing the customers. The zip-coaster would occupy a footprint of approximately 1,675sqm which is based on the area needed for the location of support masts and access tower. A new door will be introduced at first floor level in the south facing wall of the entertainment building to providing access to the take-off and landing platforms of the zip-coaster tower from inside. The access tower provides a continual circuit of flow with the riders landing at a low-level platform which leads to a spiral ramp to the take-off platform. The support structure will comprise a series of masts and stanchion-cables and the rail will be a continuous structure which follows a winding course from the tower curving back to the tower at the lower landing level. In terms of security, the zip-coaster will be operated at controlled times (see amenity section of report) and will be locked off and secured out of hours. The base of the zip-coaster will be fenced, gated and locked. In terms of its dimensions, the highest point of the structure would be approximately 13m, the height of the take-off platform would be approximately 9.1m and the height of the landing platform would be approximately 5m. For context and comparison, the eaves of the entertainment building are approximately 8.4m and the ridge is approximately 12.2m. The existing surface level landscaping will remain largely unchanged with the proposal being limited to include baseplates, concrete plinths and curb edging at interface to support the structural bases of masts, cable stays and the tower.
- 8.12 In terms of materials, the access tower and stairs are proposed to be constructed of steel support structures (red oxide finish) and galvanized checker plates (steel finish), the zip coaster rail is proposed to be profiled metal (red powder coat paint finish), the zip coaster mast is proposed to be circular hollow section steel masts (dark grey powder coat paint finish) and the zip coaster cable stays are proposed to have a stainless steel finish. Officers note the concerns raised by Selsey Town Council in relation to point 3 of their objection comment concerning materials but it is important to accept that the structure is required to be of appropriate materials for the function of the attraction and to ensure safety for individuals using the attraction. The materials are considered to be of an appropriate type and colour for the attraction and would not detract from the immediate locality. It is considered that the materials for the zip-coaster are contemporary and functional which is supported within policy 001 of the Selsey Neighbourhood Plan. It is officers view that a reason for refusal on the basis that the materials are non-natural would not be able to be substantiated.

8.13 The playground would be located to the immediate west of the entertainment building on an existing area of grass. The applicant has advised that this area of grass is under-utilized. The playground would consist of a ship climbing structure, pointing west, perpendicular to the entertainment building. In between the building and the ship structure would be a low-level ropes course. Overall, the playground will occupy an area of 172sqm which includes the safety margins. The ship will consist of a hull, decks, slide and mast with opportunities for climbing throughout which range from 1.0m to 1.5m.

The ship mast will measure 6.2m, the hull will be 2.5m high and the top of the support posts for the ropes course will be 2.2m high with platforms at 0.5m high. The scale and climbing levels are governed by the BS EN 1176 part 1 - 2017 play regulations which govern the maximum height and configuration of safe play structures. Safety surfacing will also be provided in accordance with the regulations.

8.14 In terms of materials for the playground, the ship climbing frame would be constructed of hardwood timber frame poles, decking and access ladder (natural finish), the slide would be constructed of stainless steel, the climbing holds would be constructed of polyurethane (bright blue), the low ropes course constructed of hardwood timber frame posts, decking and beams (natural finish) with rope elements between posts in a synthetic fibre on steel core (navy blue). Officers note the concerns of Selsey Town Council in relation to point 3 of their objection concerning materials. It is the view of officers that the materials of the playground comprise natural materials through the use of hardwood timber through much of the structure and overall the materials are appropriate for the use and context. Officers are of the view that the playground would respond positively to the character of the surrounding wooded areas, with the structure predominately being constructed with a softer and more natural appearance, being timber, as desired within policy 001 of the Selsey Neighbourhood Plan.

8.15 With regards to the wider landscape impacts of the proposal, officers do not consider that the proposal would have a detrimental impact on the character of the area or wider views. Much of the surrounding area is previously developed and surrounded by buildings and caravans associated with the operation of the wider tourist facility. The case officer has considered viewpoints from a number of surrounding areas. Whilst the zip-coaster element would be visible from the public realm including Paddock Lane, Warners Lane and the northern end of Horsefield Road, it would be read in the context of the existing activity hub including the entertainment building. Whilst the zip-coaster is of a tall height, the structure appears visually more 'light weight' in comparison to a new building of a similar height and therefore the visual dominance of the proposal is reduced. The proximity of the zip-coaster to the existing entertainment hub ensures that the structure is read in connection with the existing site facilities which would further minimise its impacts on the wider landscape. Due to the height of the playground structure being a lot lower than the zip-coaster, no landscape impacts would result from this element of the proposal. Given the above, officers do not agree with Selsey Town Council's objection as the proposal is considered to be in-keeping with the character of the area and would not have a harmful impact on the visual amenity of the area. In addition, given the context of the existing built form, officers do not consider the proposal to be an unsympathetic development which would result in a visually prominent structure.

8.16 Overall, the proposal is considered to be of appropriate design for its function and has a clear association with the entertainment part of the park. It would be read in the context of the existing activity hub of the site with the entertainment building serving as a backdrop to this development and as such would not give rise to harmful impacts to the wider landscape or area. The proposal is therefore considered to accord with local development plan policies 26, 30 and 31 and policy 001 of the Selsey Neighbourhood Plan.

iii. Residential Amenity

8.17 The National Planning Policy Framework in paragraph 130 states that planning decisions should create places that offer a high standard of amenity for existing and future users. Additionally, Policy 26 of the Chichester Local Plan includes a requirement to ensure proposals do not unacceptably disturb occupants of nearby residential properties.

8.18 To the north and west of the application site are a number of caravans separated by an internal access road. Given the separation of the access road and the existing entertainment building, the proposals would not result in a detrimental impact on the availability of light or outlook for these caravans.

8.19 With regards to privacy, given the nature of the zip coaster being a quick descent, and that that the zip coaster and playground are separated from the closest caravans by the internal access road and entertainment building, the proposal would not have an adverse impact on the occupiers of the caravans in terms of loss of privacy.

8.20 As part of the application, the Environmental Protection team were consulted in relation to noise. Initially, concerns were raised regarding the features of the proposal, particularly for the zip coaster element of the application. Following clarification by the applicant, it is understood that the zip coaster is a gravity fed apparatus which has no mechanical/electrical parts to create noise during its operation. This coupled with the fact the zip coaster is single occupancy, no noise assessment was required to be submitted for the structure itself. With regard to vocal noise from individuals using the structure, an hours of use condition restricting the operation hours of the zip coaster from 08:00 to 20:00 is recommended.

8.21 Forming a playground within the vicinity of the existing leisure facilities, is not considered to have a detrimental impact on the area in terms of noise. The playground would serve as a natural extension of the leisure facilities, broadening the site's amenities.

8.22 Overall, the proposal would be of a scale, design and position to ensure no adverse impact upon the amenities of the occupiers of nearby pitches, with regard to their outlook, privacy, available light or noise disturbance. As such the proposal would not conflict with the relevant provisions of Policy 26.

iv. Impact upon highway safety and parking

- 8.23 Paragraph 111 of the NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Additionally, Policy 39 of the Chichester Local Plan asserts that development should be designed to minimise additional traffic generation and seeks to ensure that developments have safe and adequate means of access and turning for all modes of transport.
- 8.24 The proposal has been reviewed in consultation with WSCC Highways, who have raised no objection on highway safety. The site is accessed via Warner Lane, an established privately maintained road. The nearest publicly maintained highway is Paddock Lane which is a 30mph D classified road.
- 8.25 With regards to additional vehicular movements and use, the proposal is for attractions which serve the existing caravan site. Selsey Town Council raise concerns regarding the impact of the proposal on the safety and function of the Strategic Road Network and Local Highway Network and the need to pay a financial sum to contribute towards identified road improvements in line with the Chichester Local Plan Review. Further information regarding the use of the proposal was sought from the applicant. The applicant has confirmed that the zip-coaster and playground will primarily be for park residents and holiday makers but there will be occasions whereby the general public could be admitted to use the facilities on site through the use of Day Passes. Day Passes for the site are available for external customers however, the issuing of these is dependent on existing visitor numbers and are issued at the Park General Manager's discretion. This information was relayed to the WSCC Highways officer who confirmed that it is not anticipated that the proposal would generate a severe material increase in vehicular movements over those already generated by the use of the park. This is due to the option for Day Passes being an existing practice which is functioning with no known highway safety concerns, the access road being privately maintained and parking being accommodated within the current situation. Overall, no objection has been raised to the proposal in terms of vehicular movements, parking provision or highway safety.
- 8.26 With regards to securing a financial sum towards identified road improvements, this is not required for this scheme due to the proposal not consisting of any new housing development. Policy T1 of the Emerging Local Plan sets out that developer contributions will be sought from all new housing development.
- 8.27 The parking and turning arrangements are to remain as existing. In addition, there are no known issues or concerns with the existing operation within the site and there are therefore no concerns that the proposal would exacerbate the situation.
- 8.28 Fire vehicles require a 4m vertical and horizontal clearance to safely access and navigation within a roadway. The documents have demonstrated that no associated supports and materials would encroach below this height (4m) over the designated internal roadways and impede access. An informative is recommended to clarify this requirement.



8.29 Overall, the proposal is not considered to give rise to a significant intensification in vehicle movements and therefore, it has been demonstrated to the satisfaction of the LHA and to officers that the proposal would not impair the function of the local highway network. As such the proposal is acceptable on highways grounds and would accord with Paragraph 111 of the NPPF and Policy 39 of the Chichester Local Plan.

v. Ecological considerations

8.30 Due to the proposal being located within an existing caravan park and the lack of trees and vegetation within this area, CDC Environmental Strategy are satisfied that the application site does not current provide a high value habitat for protected species or biodiversity and the proposal would not adversely impact any species using the wider area.

8.31 A number of ecology enhancement related conditions were recommended by CDC Environmental Strategy however, due to the nature of the proposal forming a zip coaster and playground, some of these are not appropriate for practical reasons, for example bird and bat boxes. Conditions concerning lighting, construction works and clearance works are relevant and are recommended. Officers are satisfied with the proposal on HRA and ecology grounds subject to recommended conditions.

8.32 It is noted that point 4 of the Selsey Town Council objection raises concern about the level of information submitted for this application in relation to ecology. Given the consideration above, officers are satisfied that the proposal is acceptable in terms of ecology subject to recommended conditions.

vi. Flooding

8.33 The Parish Council in their objection highlight that there is an absence of information to support the LPA and Parish in applying the Sequential and Exception Tests. The Parish Council go onto request assurances that the LPA is satisfied that the proposal fulfils the requirements of these tests, as set out within Paragraph 164 of the NPPF.

8.34 White Horse Caravan Park, including the application site, is located predominantly within the Environment Agency's Flood Zones 2 and 3. As this proposal is specific to meet the leisure needs of the occupiers of the Caravan Park and occasional Day Pass visitors, the area of search for the proposal would be limited to the site boundary of the Park. There is no alternative location for the proposal within the Caravan Park boundary and as such the location is acceptable in flood risk terms. Furthermore, Annex 3 of the NPPF sets out the flood risk vulnerability classification of different development types. It is Officers view that this proposal would fall under the definition of "amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms". This use falls under the category of water compatible development, which is the lowest Flood Risk Vulnerability Classification as set out in Annex 3. For these reasons the proposal complies with the requirements of the NPPF in terms of flood risk.

vii. Other matters

## **Recreational Disturbance**

8.35 With regards to point 6 of Selsey Town Council's objection comment, although the application site falls within the Pagham Harbour Special Protection Area, as the proposal would not result in an increase in population living on site, a financial contribution to mitigate recreation disturbance in the SPA is not required.

### Conclusion

8.36 For the reasons set out above, the proposal is acceptable in terms of its scale, design, materials and position. It will not result in an adverse impact on amenity of existing occupiers. Officers consider the benefits of the addition to the complex outweigh any potential harm. The proposal complies with development plan policies 26, 30 and 31 and the application is therefore recommended for approval.

### Human Rights

8.37 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account and it is concluded that the recommendation to permit is justified and proportionate.

## **RECOMMENDATION**

Permit subject to the following conditions and informatives:-

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Decided Plans"

Reason: For the avoidance of doubt and in the interests of proper planning.

3) Prior to substantial completion of the works hereby permitted, the following ecological enhancements shall be provided:

a) a hedgehog nesting box to be installed within the site to provide future nesting areas for hedgehogs.

Reason: To ensure that the protection of ecology and/or biodiversity is fully taken into account during the construction process in order to ensure the development will not be detrimental to the maintenance of the species.

4) Any works to the trees or vegetation clearance on the site should only be undertaken outside of the bird breeding season which takes place between 1st March - 1st October. If works are required within this time an ecologist will need to check the site before any works take place (within 24 hours of any work).

Reason: To ensure that the protection of ecology and/or biodiversity is fully taken into account during the construction process in order to ensure the development will not be detrimental to the maintenance of the species.

5) Any brush pile, compost and debris piles on site could provide shelter areas and hibernation potential for hedgehogs. If any piles need to be removed outside of the hibernation period mid-October to mid-March inclusive. The piles must undergo soft demolition.

Reason: In the interests of protecting biodiversity.

6) Any construction works must avoid the winter months from October to February to ensure overwintering birds are not disturbed by any increase in noise and dust unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the risk of disturbance to overwintering birds is fully taken into account during the construction process in order to ensure the development will not be detrimental to the maintenance of the species.

7) The zip coaster hereby approved shall not be used except between the hours of 08:00 and 20:00 Monday to Sunday (including bank and other public holidays) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring properties.

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) no external illumination shall be provided on the site other than in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the proposed location, level of luminance and design of the light including measures proposed to reduce light spill. Thereafter the lighting shall be maintained in accordance with the approved lighting scheme in perpetuity.

Reason: In the interests of protecting wildlife and the character of the area.

## Decided Plans

The application has been assessed and the decision is made on the basis of the following plans and documents submitted:

Details	Reference	Version	Date Received	Status
PLAN - PROPOSED PLAYGROUND GA PLAN	CCWHP-GSP-00-00-DR-A-0004	Rev P2	25.07.2023	Approved
PLANS - Plans PLAN - LOCATION PLAN	CCWHP-GSP-00-00-DR-A-0002	Rev P3	27.09.2023	Approved
PLANS - Plans PLAN - SITE PLAN	CCWHP-GSP-00-00-DR-A-0003	Rev P3	27.09.2023	Approved
PLANS - Plans PLAN - ZIP-COASTER GA	CCWHP-GSP-00-00-DR-A-0005	Rev P3	27.09.2023	Approved
PLANS - Plans PLAN - LOCATION PLAN 2	CCWHP-GSP-00-00-DR-A-0007	Rev P3	27.09.2023	Approved
PLANS - Plans PLAN - NORTH AND EAST ELEVATIONS	CCWHP-GSP-00-00-DR-A-0006	Rev P3	31.10.2023	Approved
PLANS - Plans PLAN - SOUTH AND WEST ELEVATIONS	CCWHP-GSP-00-00-DR-A-0007	Rev P3	31.10.2023	Approved

For further information on this application please contact Alicia Snook on 01243 534734

To view the application use the following link - <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RVKJYNERKTD00>