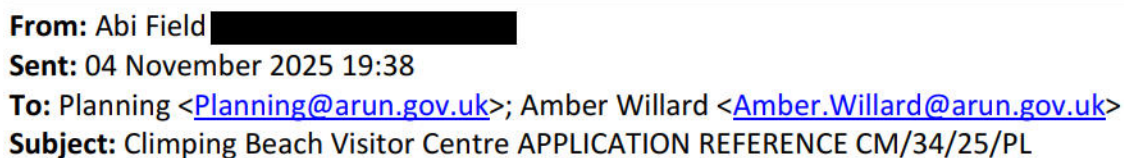


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1

Dear Amber

I am following up on my recently submitted objection to the planning application submitted for the proposed new visitors centre at Climping, reference CM/34/25/PL. The purpose of this follow up is to endorse completely the objections raised by one of our neighbours, Philip Wagner, which I have copied below for reference. This objection raises point previously not addressed and are crucial to the application.

Kind regards

Abi Field

Kents Farm House

Brookpit Lane

Climping

From: Philip Wagner [REDACTED]
Sent: 04 November 2025 18:00
To: Amber Willard <Amber.Willard@arun.gov.uk>
Cc: Philip Wagner [REDACTED]
Subject: Climping Beach Visitor Centre APPLICATION REFERENCE CM/34/25/PL

Dear Amber Willard,

Please find below my objections to the above planning application.

Kind regards

Philip Wagner

PHILIP WAGNER AA DIPL RIBA

Little Crookthorn

Brookpit Lane

Climping BN17 5QU

OBJECTIONS TO

CLIMPING BEACH VISITOR CENTRE RELOCATION

APPLICATION REFERENCE CM/34/25/PL

NOTE - all road maps show Crookthorn Lane from the Church Lane roundabout down to Amberley Court, and Brookpit Lane from Amberley Court to Ferry Road.

For simplicity I shall refer to the road as Crookthorn/Brookpit Lane, however the entrance to the site and its frontage would be in Brookpit Lane.

1 The previous car park made sense as it was right next to the sea, where beach goers could easily access their cars, toilets and snacks while enjoying a spell on the beach.

2 It was not a visitor centre, it was merely a car park with a toilet block, and later included a temporary kiosk selling drinks and ice creams within a few metres of the beach. This made sense, and while the previous toilets were a stand alone facility, the new proposed toilets are part of a café and will have to be accessed by beach goers past the diners. This is not like for like with the old arrangement. If people are to be encouraged onto the beach, then practical and accessible toilets have to be provided.

3 The Design and Access Statement states that a local private consultation carried out by the applicant in May 2023 resulted in location no 2, half way down and slightly East of Bread Lane, being the most favoured, but this was abandoned due to archaeological indications. These could be resolved by a programme of very localised and focused excavation and retrieval of artefacts only where the building would be strategically sited. The remainder would stay undisturbed by cars parking on reinforced grass, which is less disruptive than the current annual ploughing.

Paragraph 5.41 of the Planning Design and Access Statement concedes that “topsoil and subsoil will be stripped only where the building is to be constructed”, so the archaeology is not an obstacle preventing the use of location 2.

4 Clearly location no 2 was the most favoured location because it was distant and relatively out of site from the houses potentially affected. Its access should be from Climping Street opposite Bailiffcourt, where there has always been traffic to the beach, hotel, spa and pub. Accessing it via Bread Lane would make no sense for many of the reasons that Brookpit Lane is unsuitable for this current application...congestion, blind corners etc..

5 As all the five proposed sites in the consultation were relatively far from Brookpit Lane, the Brookpit Lane residents were ambivalent over the choices and did not engage with the consultation.

6 As the new proposed site was never part of that consultation, this renders the consultation invalid as far as this application is concerned, and its inclusion in the Planning Design and Access Statement is misleading.

7 To my knowledge, for the last 23 years the old car park has never catered for more than 50-60 cars, even at peak times. However the new car park would have 3 times that capacity which seems totally out of proportion.

8 The proposed facility is more than half a mile from the sea, so cannot in all honesty be considered a beach visitor centre. It is too far for the elderly or young children to walk, and having toilets that far away is not practical.

9 The proposed facility includes a large café with outside seating nowhere near the sea, and overlooking of all things, a car park.

10 The application states that consumption will be mostly on the premises, so it is conceded not to really be a café serving the beach, and by the size of its kitchen and dining area, it is looking more like a fully-fledged restaurant. Without the word “beach” in its name, I am certain that the council would not allow a café in Brookpit Lane, and being geographically disassociated from the beach, the facility is likely to become a destination in itself. Furthermore, in planning terms a café is in the same use class E as a full on restaurant, a retail shop, an office, a light industrial workshop, a clinic or health centre, or a gym, so if a café is allowed, there would be no control preventing it from becoming any of the aforementioned uses.

11 The proposed facility also includes a BBQ area, again nowhere near the sea and overlooking the car park. As with the café, without the beach reference, I am certain that the council would not allow a public BBQ area in Brookpit Lane.

12 Brookpit Lane is narrow with blind corners whether approached from the roundabout or Ferry Road, and already gets congested. 130 additional vehicles accessing a car park will increase congestion and spread it throughout the day, and compromise safety. As with the old paying car park by the beach, cars will fill all the available on street parking first before being obliged to pay in a car park.

It is disappointing that the WSCC – Highways Authority 16/10/25 report contained in the planning application completely glosses over the restricted nature of Crookthorn/Brookpit Lane. It also seems to have completely overlooked the fact that in 2026-7 with the relocated new Church Lane roundabout, entering Crookthorn/Brookpit Lane from the West or exiting to the East will become far more hazardous due to its dislocation from the roundabout. Furthermore, with the new Oystercatcher roundabout, entry and exit from Climping Street will become immeasurably safer as there will no longer be any crossing of traffic lanes. So in simple terms, the Climping Street junction will become safer and the Crookthorn/Brookpit Lane junction will become more hazardous.

This should be urgently taken up with WSCC Highways Authority who appear not to have carried out due diligence before writing their report. While Crookthorn/Brookpit Lane remained quiet, they may have been justified in ignoring the future worsening of that junction, but if traffic is increased due to a car park, they can no longer ignore it.

The presence of cyclists (who are actively encouraged) and horses as noted in the WSCC proposals for the new Crookthorn/Brookpit Lane junction is only going to compound the hazards.

For this reason, beach vehicle traffic should be maintained down Climping Street, and Climping Street residents will no doubt have an interest in any new car park being small and low key .

13 As part of this application, there is no need for a building to serve the community, as there is to be one in the new Church Lane housing development.

14 The importance of Climping Beach is due to its being quite desolate and having farmland coming right down to it from the A259, and in this respect it is unique on the South coast. Because Brookpit Lane is so quiet and rural, horses with young riders regularly walk down to the beach from horse boxes parked in the lay-by, and this activity would be impacted by the proposals. In short, this unique quality needs to be preserved.

15 The proposed vehicle entry to the car park is currently used by the applicant for farm machinery and by the Environment Agency for heavy equipment for shingle maintenance. Is the applicant planning on making an alternative field entrance? If so this needs to be made known.

16 Locations 2 and 3 should be revisited, as they are the most suitable, are near enough the beach to be viable, and are out of the flood plain.

For the above reasons, the application has not been well thought through, does not achieve its stated purposes and will cause harm to this unique rural corner of the South Coast.

I therefore urge the council to refuse the application.

PHILIP WAGNER AA DIPL RIBA

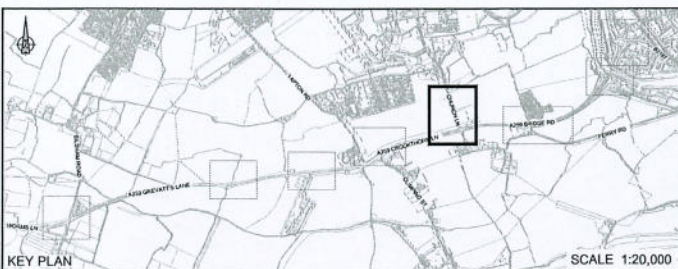
Little Crookthorn

Brookpit Lane

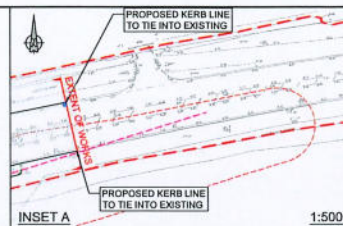
Climping BN17 5QU

[REDACTED]

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FOR CONTINUATION SEE DWG 70094995-WSP-XX-XX-DR-LP-0100-005 SHEET 2 INSET 1



NOTES:

1. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.
2. THE LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO DETAILED DESIGN.
3. THE DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER PRELIMINARY DESIGN DRAWINGS AND DOCUMENTS.
4. ALL WORK TO BE IN ACCORDANCE WITH THE DESIGN MANUAL FOR ROADS AND BRIDGES (DMRB) AND WEST SUSSEX COUNTY COUNCIL DESIGN HANDBOOK.
5. HIGHWAY BOUNDARY HAS BEEN PROVIDED BY WSSC AND HAS BEEN ADJUSTED TO THE TOPOGRAPHICAL SURVEY FEATURES TO TOPICAL SURVEY DATA DATED 15/07/2022 BY REV E1.
6. TOPICAL SURVEY DATA DATED 15/07/2022 ORIGINATING FROM MERRIETT SURVEY LIMITED.
7. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER PRELIMINARY DESIGN SUBMISSION DRAWINGS AND DOCUMENTS.
8. CONTRACTOR TO LOCATE ALL UTILITY AND DRAINAGE ASSETS LOCATIONS IN CONJUNCTION WITH THE PRE-CONSTRUCTION SURVEY AND TO FOLLOW THE STANDARD PROCEDURES PRIOR TO ANY EXCAVATION WORKS TAKE PLACE.
9. THE CONTRACTOR SHALL VALIDATE THE ACCURACY OF THE TOPOGRAPHICAL SURVEY PRIOR TO ANY CONSTRUCTION WORKS BEING CARRIED OUT.

KEY:

- | | |
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| | EXISTING HIGHWAY BOUNDARY |
| | PROPOSED CHANNEL ALIGNMENT |
| | 60m VISIBILITY DISTANCE TO PROPOSED ADVANCED DIRECTIONAL SIGN |
| | PROPOSED VERGE/LOW MAINTENANCE LANDSCAPING |
| | PROPOSED GRASSCRETE SIGNALS MAINTENANCE BAY |
| | PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH & RE-SURFACING WITH HIGH PSV MINIMUM +60). REFER TO EXTERNAL WORKS DRAWING FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-0700-050) |
| | PROPOSED FOOTWAY CONSTRUCTION, TYPE A. REFER TO EXTERNAL WORKS DRAWING FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-0700-050) |
| | PROPOSED FOOTWAY AND CYCLEWAY CONSTRUCTION, TYPE A. REFER TO EXTERNAL WORKS DRAWING FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-0700-050) |
| | PROPOSED PROPOSED FOOTWAY AND CYCLEWAY (NCNZ) CONSTRUCTION, TYPE A. REFER TO EXTERNAL WORKS DRAWING FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-0700-050) |
| | PROPOSED PROPOSED FOOTWAY, CYCLEWAY AND HORSE RIDING ROUTE CONSTRUCTION, TYPE A. REFER TO EXTERNAL WORKS DRAWING FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-0700-050) |
| | HARD STANDING AREA |
| | PROPOSED ISLAND SURFACE CONSTRUCTION TO BE C20 BRUSHED FINISHED CONCRETE. REFER TO EXTERNAL WORKS DRAWING FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-0700-050) |
| | PROPOSED PRIORITY CYCLEWAY CROSSING |
| | PROPOSED TACTILE PAVING |
| | PROPOSED CORDOURY PAVING |
| | PROPOSED SIGN PLATE AND POST. REFER TO THE TRAFFIC SIGNS AND ROAD MARKING LAYOUT FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-1200-050) |
| | PROPOSED REBOUNDABLE NON-ILLUMINATED REFLECTIVE BOLLARD. REFER TO THE TRAFFIC SIGNS AND ROAD MARKING LAYOUT FOR FURTHER DETAILS
(7004995-WSP-XX-XX-DR-LP-1200-050) |
| | PROPOSED NEOPOLUTAN REFLECTIVE BOLLARD AT 6m INTERVALS OR SIMILAR APPROVED PRODUCT |
| | PROPOSED DRAINAGE BRICK GULLY WITH E600 CLASS GRATING. REFER TO WSSC STANDARD DETAIL WSSC-D01-500-023 AND PRELIMINARY DRAINAGE DESIGN DRAWING
(7004995-WSP-XX-XX-HDC-650-DR-0105.
<i>RELINQUISH THESE RIGHTS INDICATIVELY ONLY</i>) |
| | PROPOSED MINI ENGLISH BOLLARD |
| | PROPOSED FLAG SIGN |
| | PROPOSED LAMP COLUMN |
| | S PROPOSED SIGNAL |
| | PROPOSED ADVANCED DIRECTIONAL SIGN |

FOR CONTINUATION SEE INSET A ABOVE

DRAFT

PD1	10/07/2003	ON	FIRST ISSUE	OK	TO
REV	DATE	BY	DESCRIPTION	OK	APP

ISSUING STATUS

S2 - FOR INFORMATION



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CURRENT

West Sussex County Council
Highways, Transport and
Planning
County Hall, West Street
Chichester
West Sussex
PO19 1RQ
(01243) 642105



SUBJECT:

A259 Bognor Regis to Littlehampton Corridor Enhancement

100

Church Lane Roundabout
General Arrangement
Sheet 1 of 2

SCALE @ AS	CHECKED		APPROVED
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70094995	GW	GW	July 23

DRAINAGE No.

70094995-WSP-XX-XX-DR-LP-0100-005 | P01

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FOR CONTINUATION SEE DWG 70094995-WSP-XX-XX-DR-LP-0100-005 SHEET 2 INSET 2

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