

[REDACTED]

From: [REDACTED]
Sent: 08 July 2026 12:37
To: Alice.Johnson
Cc: Planning; [REDACTED] Lower Beeding Clerk
Subject: Re: Subject: DC/26/0640 – Cedar Cottage, Sandygate Lane, Lower Beeding, Horsham – Highway Safety and Access Concerns

Categories: Comments Received

Dear Alice

Further to my email of 26th June I have now received a copy of the Highway Boundary Map from West Sussex Highways, which I attach for ease of reference.

As you will see the adopted highway is clearly shaded pink, this plan supports my previous assertions that the Design & Access Statement dated April 2026, prepared by BlackOnyx Group, the Transport Statement (Issue 2) dated 13 April 2026, prepared by Glanville; and the Proposed Site Access Arrangement & Associated Highways Works Stage 1 Road Safety Audit dated April 2026 are inaccurate. In particular, the access arrangements shown are not deliverable without acquiring land to both the east and west in order to achieve the required sight lines.

Please note that I would like these further comments to be recorded as an objection to the application.

Regards

[REDACTED]

[REDACTED]

From: Michael Lewis
Sent: Friday, June 26, 2026 16:31
To: Alice.Johnson [REDACTED]
Cc: Planning <planning@horsham.gov.uk>; [REDACTED] - Lower Beeding Parish Clerk <clerk@lowerbeeding.com>
Subject: RE: Subject: DC/26/0640 – Cedar Cottage, Sandygate Lane, Lower Beeding, Horsham – Highway Safety and Access Concerns

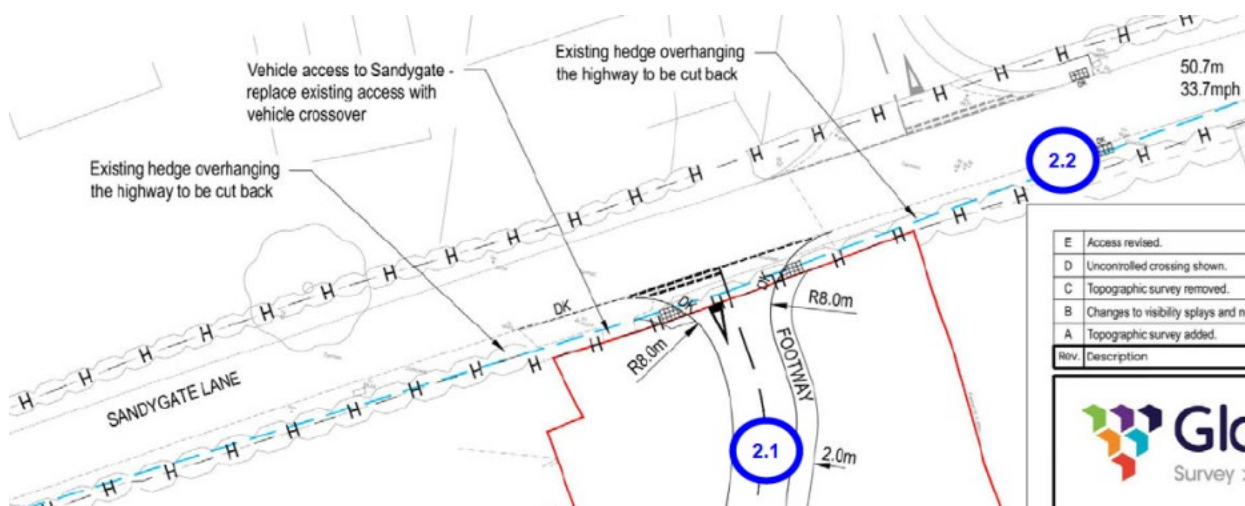
Dear Alice

Further to our recent emails I note with interest that the Proposed Site Access Arrangements and Associated Highways Works has again been submitted as part of the application responses, on 18 June 2026.

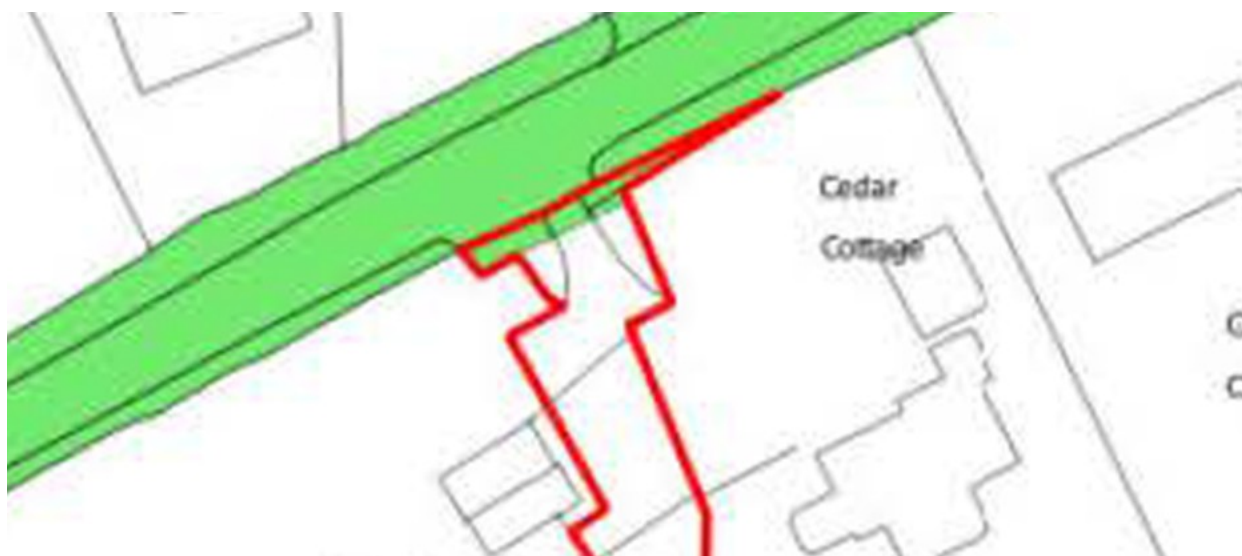
Having reviewed that document alongside the Design & Access Statement dated April 2026 prepared by BlackOnyx Group, the Transport Statement (Issue 2) dated 13 April 2026 prepared by Glanville,

and the proposed Site Access Arrangement & Associated Highways Works Stage 1 Road Safety Audit dated April 2026, I note a number of contradictions and inconsistencies within the documents themselves and, importantly, with the public footpath, public highway and private hedgerows as they exist on site.

By way of example, the Proposed Site Access Arrangements and Associated Highways Works states that the “existing hedge overhanging the highway to be cut back”. Importantly, it also shows incorrectly the highway boundary referenced by the letter “H” as being some 1m within our property boundary. Interestingly, the proposed visibility splay follows the same line, as can be seen from the extract of the Proposed Site Access Arrangements and Associated Highways Works report below (page 9 of 9):



Section 1a of Appendix C (Highway Extents Plan) of the Transport Statement (Issue 2) quite clearly shows, shaded in green, the “highways maintainable at public expense as defined under S36 of the Highways Act”. Importantly, as can be seen from the extract below, this shows the correct boundaries that exist on site, edged red, between the public highway, the application land and my own property:



As can be seen from the photograph below, a close boarded timber fence forms part of the boundary to the south and west of the layby on Sandygate Lane, while the hedge forms the boundary of our property, and neighbouring properties, fronting Sandygate Lane itself:



The Existing Site & Context Plan on page 13 of the Design & Access Statement clearly states that “deep green frontages to existing properties contribute to leafy character of Sandygate Lane – proposed development should retain and enhance”. An extract of this plan is also shown below. However, the apparent intention of the developer is to remove these deep green frontages in order to achieve their sight lines, albeit this is not possible because the land in question is not within the ownership of the applicant. Interestingly, this plan does show the correct site boundaries in red verge:



In light of the above, I believe the surveys that have been undertaken are questionable in their findings and recommendations. I also believe that the design is misleading, reliant on falsehoods and is not capable of safe delivery.

As such, I would urge both the Highways Authority, which I understand operates on the basis that it presumes the information procured and provided by the applicant and its advisers to be accurate, and the Planning Officer to visit the site. This would allow them to reconcile what has been suggested in the submitted material with the actual highway layout as it exists on site, where they will see that it is materially different.

Please note that I would like these comments to be recorded as an objection to the application.

Regards

[Redacted]

[Redacted]

[Redacted]

From: Alice.Johnson [Redacted]

Sent: 08 June 2026 16:01

To: [Redacted]

Cc: Planning <planning@horsham.gov.uk>

Subject: RE: Subject: DC/26/0640 – Cedar Cottage, Sandygate Lane, Lower Beeding, Horsham – Highway Safety and Access Concerns

Good afternoon,

Please can you confirm with the Planning Support Team (copied into this email) if you wish for your comment to be recorded as an objection.

Kind regards,

Alice Johnson

Senior Planning Officer



Horsham District Council, Albery House, Springfield Road, Horsham, West Sussex RH12 2GB

Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Jane Eaton

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Please contact us in advance if your email, including any attachments, is going to exceed 30MB.

From: [Redacted]

Sent: 02 June 2026 15:20

To: [Redacted]

Cc: Alice.Johnson [Redacted]; Lower Beeding Clerk <clerk@lowerbeeding.com>

Subject: Subject: DC/26/0640 – Cedar Cottage, Sandygate Lane, Lower Beeding, Horsham – Highway Safety and Access Concerns

Importance: High

Dear Mr Brown

I write regarding planning application DC/26/0640, submitted to Horsham District Council, for the demolition of the existing dwelling at Cedar Cottage, Sandygate Lane, Lower Beeding and the erection of 24 new dwellings, including the creation of a new access from Sandygate Lane with associated works.

I have reviewed your consultation response dated 29th May 2026 and note that West Sussex County Council, as Local Highway Authority, has raised no objection to the proposal. I would be grateful if you could reconsider that response in light of the points below, and confirm that these matters have been fully taken into account.

In particular, I am concerned that the proposed new junction will sit immediately adjacent to, and materially affect, the existing access serving Cedar Cottage and my own property, Sandygate. The Design and Access Statement accompanying the application identifies maintaining access into the adjacent property of Sandygate as a key site constraint, in my view that issue has not been adequately addressed.

The proposed access will materially and adversely affect my property and the safe use of the existing access to Sandygate. The current access arrangement serves a private residential property, introducing a new access arrangement to serve 24 dwellings would fundamentally alter the character, intensity and safety of movements at this point on Sandygate Lane. It would create a significant increase in turning movements, stopping, waiting and emerging vehicles immediately adjacent to, or directly affecting, the established access to Sandygate.

There is a clear highway safety concern, two vehicular access arrangements operating in such close proximity would create avoidable conflict between vehicles entering and leaving Sandygate, vehicles entering and leaving the proposed development, and vehicles travelling along Sandygate Lane. In particular I am particularly concerned about the risk of a traffic accident occurring as vehicles try to enter or leave the proposed new road and the existing accommodation road. By way of example, a vehicle travelling westbound along Sandygate Lane may indicate left intending to turn into the existing

accommodation road serving Sandygate/Cedar Cottage. A motorist waiting to emerge from the proposed new development access could mistakenly believe that the signalling vehicle intends to turn into the new road, and may pull out into its path. That risk appears to arise directly from the close proximity and relationship between the two access points.

I am also concerned that the applicant's Transport Statement prepared by Glanville states that the existing hedge within the curtilage of my property, Sandygate, needs to be cut back in order to achieve the required visibility splays. That hedge is on private land and no permission has been obtained from me, as the relevant landowner, to cut it back, remove it, reduce it, or secure its future maintenance. This is a fundamental issue, if the required visibility splays depend on works to third-party private land which the applicant does not control, then the proposed access cannot properly be considered safe or deliverable. Visibility splays are not merely a matter of drawing lines on a plan. They must be capable of being lawfully achieved and permanently maintained. If the hedge cannot be cut back, or if it later regrows, the necessary sight lines would not be available to drivers emerging from the proposed access or using the existing access to Sandygate. That would increase the risk of conflict with passing traffic on Sandygate Lane, particularly given the recorded vehicle speeds and the proximity of other access points.

The application documents also acknowledge that the access arrangements affect Sandygate. I note that your response recommends a Construction Management Plan condition, including details of the method of access and routing of construction vehicles, parking, loading and unloading, and other measures in the interests of highway safety. However, the permanent operational impact on Sandygate and its existing access is separate from, and more fundamental than, construction management.

I respectfully request that West Sussex County Council reconsiders its response dated 29th May 2026 and does not maintain a no-objection position unless the applicant can clearly demonstrate that:

1. the access can be safely delivered without prejudicing the existing access to Sandygate;
2. all required visibility splays can be achieved entirely within land under the applicant's control, or secured by binding legal agreement with the relevant landowner; and
3. the Highway Authority is satisfied that the cumulative effect of the nearby accesses would not give rise to unacceptable highway danger, driver confusion, or turning conflicts.

I would be grateful if you could confirm that you have taken these matters into account and advise whether, in light of the above, West Sussex County Council is prepared to reconsider its consultation response.

Yours sincerely


Owner of Sandygate, Sandygate Lane, Lower Beeding, Horsham RH13 6LR

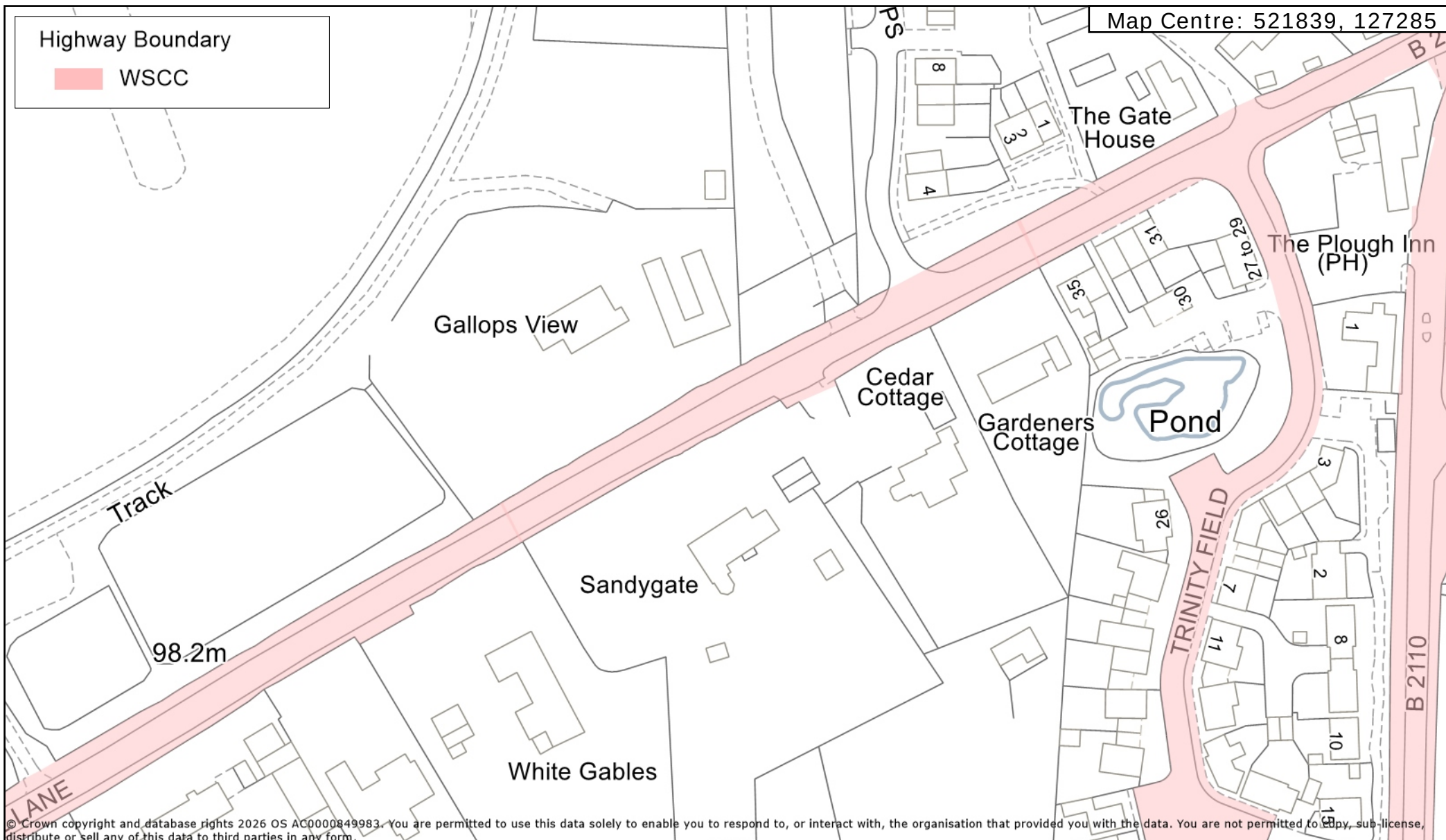


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08 July 2026
Kira Divey

Planning Services

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1:1250