

**Development at Cedar Cottage,
Sandygate Lane, Lower Beeding,
West Sussex RH13 6LR**

**Proposed Site Access Arrangements
and Associated Highway Works**

Stage 1 Road Safety Audit

April 2026

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Project / Document Details	
Date:	10/04/2026
Document reference and revision:	AC/GC/1004261
Prepared by:	Alpha Highway Consultants Limited
Client:	Black Onyx Projects
Design Organisation:	Glanville Consultants Limited
Overseeing Organisation:	West Sussex County Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out during March/April 2026 at the request of the Design Organisation, Glanville Consultants Limited, Cornerstone House, 62 Foxall Road, Didcot, Oxfordshire OX11 7AD.
- 1.2 The Audit relates to proposed access arrangements and highway works associated with residential development at the site of an existing property, Cedar Cottage, located on Sandygate Lane, Lower Beeding, West Sussex RH13 6LR.
- 1.3 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit took place at the offices of Alpha Consultants during March/April 2026 and included an examination of the following:
- Drawing No. 8240636/6101 E
 - Drawing No. 8240636/6203 D
 - Drawing No. 8240636/6204 C
 - Drawing No. 8240636/6205 C
 - Drawing No. 8240636/6206 C
 - Transport Appraisal document dated 11 August 2025
- 1.5 The Audit Team visited the site on the afternoon of 5 March 2026. The weather was sunny and dry. The surfaces were generally dry.
- 1.6 The terms of reference of the Audit are as described in the DMRB GG 119.
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

LOCAL ALIGNMENT

2.1 Problem

Location: Proposed site access junction

Summary: Provision for opposing vehicle movements



Description:

Although it is common for a larger vehicle to encroach onto the opposite side of the carriageway when turning at junctions of this type, it will be important that an opposing motorist can see the vehicle and stop in a safe place to allow the vehicle to pass. Otherwise, one of the vehicles may need to reverse, which could lead to conflict with other road users.

Recommendation:

It is recommended that an opposing private car is included in the swept path scenarios analysed in the drawings. Localised widening on bends within the access road may be beneficial if conflict appears likely.

WALKING, CYCLING AND HORSE RIDING

2.2 Problem

Location: Proposed crossing point on Sandygate Lane northeast of site access

Summary: Possible conflict between vehicles using private driveway and waiting pedestrians



Description:

A new dropped crossing point is proposed on Sandygate Lane, to the northeast of the proposed site access. It was noted during the site visit that there is an existing private driveway nearby. Whilst it is recognised that usage of the driveway will likely be low, there could be a risk of conflict between turning vehicles and waiting pedestrians if there is a lack of physical separation between the dropped kerbs of the driveway and the dropped crossing point.

Recommendation:

It is recommended that the new crossing point and driveway are separated by a section of raised kerbing.

3. Other Observations

- 3.1 At the request of the Design Organisation, the Audit has considered the relative proximity of the proposed site access and the new access to The Gallops on the opposite side of Sandygate Lane. It is confirmed that the Audit Team does not have any concerns to raise in this regard.
- 3.2 It was observed during the site visit that alterations to the speed limits on Sandygate Lane have been introduced, involving extension of the previous 30mph limit, and a new 40mph limit to the west of this.
- 3.3 Whilst it is noted that suitable visibility splays, based on previously recorded speeds, can be achieved, it may be appropriate to further review the coverage of the 30mph speed limit, in light of the development and associated access junction proposed.

4. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:



Date: 10 April 2026

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA NH Cert Comp
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:



Date: 12 April 2026

Appendix A

Problem Location Plan

