

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 29 July 2025 23:19:37 UTC+01:00
To: "Joanne Fisher" <joanne.fisher@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/25/1129

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 29/07/2025 11:19 PM.

Application Summary

Address: Land At Foxhole Farm Foxhole Lane Bolney West Sussex

Proposal: Outline application (appearance, landscaping, layout and scale reserved), for the erection of up to 200 residential dwellings, including affordable housing; a community building (use class F1) encompassing land for education provision, together with associated access, ancillary parking and landscaping; the creation of a vehicular access point from the A272 Cowfold Road, and pedestrian and cycle only access to The Street; and creation of a network of roads, footways, and cycleways through the site; together with the provision of countryside open space, children's play areas, community orchard, and allotments; sustainable drainage systems and landscape buffers. ADDITIONAL INFORMATION received 4th July 2025 concerning landscapes, LVIA, and transport technical notes to address National Highways, WSCC Highways and Landscapes responses and amended outline masterplan, illustrative masterplan and parameter plan on building heights.

Case Officer: Joanne Fisher

[Click for further information](#)

Customer Details

Address: Mallards The Street Bolney

Comments Details

Commenter Type: Neighbour or general public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments:

I write to formally object to the proposed development on the basis that the new proposed alterations to The Street Bolney do not address the challenges which the village would encounter if the Foxhole Farm development were to proceed.

The proposed alterations to The Street would have a profound and detrimental impact on the residents of the Street and others using The Street for business or to provide services to the local village population.

The proposals would result in less available parking for residents of Bankside and those houses opposite which do not have the benefit of off road parking. This would add to local frustration, inconvenience and tension.

In addition, the proposals do little to address the need to maintain safe and efficient access for large vehicles providing services such as bin collections, buses, emergency vehicles and delivery vehicles dropping off online purchased goods and oil/gas tankers.

The narrowing of The Street and lack of a consistent raised pavement would create uncertainty and endanger those using The Street on foot, in wheelchairs, mobility scooters or parents with prams. The Street is especially busy during commuter hours and school drop-off and pick-up times.

The submitted traffic survey is not credible as it was based on evidence collected in August during the school holiday and at a time when many residents were on vacation. These figures are not representative of the true flow of local traffic on a typical day.

The pattern of usage of The Street is best known by those using it on a day to day basis - the residents. Unfortunately, these new alterations to The Street have been submitted without regard to those who reside in the village and use The Street daily. It is essential that any alterations enhance the safety of the road users, do not cause lasting inconvenience and are sensitive to the aesthetics of the village.

I strongly oppose site DM/25/1129 for additional housing on the site east of Foxhole Lane.

The core footprint of the village shows that there are some 250-300 households in the Bolney built up area. A development of 200 additional households would see a 60% increase in population - this is disproportionate and is not supported by any increase in locally accessible services. The proposals are unsustainable.

This development, the scale, foot print and density is not supported by the villagers and indeed contravenes the current neighbour plan and is in fact in conflict with the MSDC District Plan.

Quite simply, planned developments to villages should be incremental in nature and supported by infrastructure improvements to support their scale (Wates' estate is contrary to Policy DP6 and Policy BOLBB1). Wates offer little in the way of useful facilities to the local communities. I wonder why smaller scale developments within the Bolney area were not endorsed by MSDC -?. They certainly found favour with the people who actually live in the village and surrounding areas.

Bolney is a historic village. The topography of the land where the proposed development in the North East corner WILL be visible from The Street in Bolney. The land slopes upwards and any new development in this area will be clearly visible. This is contrary to Policy DP26 and BOLD1 - it will have a detrimental affect to the village character.

ENVIROMENT AND SEWAGE MANAGEMENT

Any development at Foxhole will increase significantly the risk of flooding. MSDC have already been provided with photos of flooding to the adjoining properties on the North-East boundary of the development. Hardstanding development will significantly increase the flood risk. The developers have failed to mitigate the increased risk of flooding which would result from the proposed development.

The waste pipes which serve the properties to the south of the development are inadequate and this issue has not been addressed by Wates. Flooding of foul water will result.

The residents of Bolney are dependent on their cars as there is a paucity of viable public transport. A conservative estimate would be two cars per household. A development of 200 households would therefore increase local car users by at least 400. The infrastructure of Bolney and the surrounding roads cannot cope with the increase in numbers. The stretch of the A272 from Foxhole Lane to the old London Road is extremely dangerous and accidents including a fatality have been reported in this area in the last 5 years. Any site access onto the A272 would be unsafe.

Despite the addition of a pedestrian crossing, it is almost impossible to walk from the village (THE STREET) to Bolney Cross Service Station after dark, a poor pavement and dazzle by oncoming car headlights without any street lighting means this journey is almost taken as blind, which means even the shortest amenities are accessible safely by car. The uncontrolled cross road (chapel lane/foxhole road & the A272) is difficult to cross,

and entering or exiting the Bolney Cross Service Station is hazardous during the day time, and dangerous at night time as none of the section of the highway is lit.

A widened joint walkway & cycle lane from the Street to the chapel lane / foxhole lane cross road that has priority over the access lane to the Foxhole Farm development, with the introduction of a Toucan crossing to enable safe passage across the A272 would be an essential improvement. This cross roads and the section of the A272 from the village to the cross roads is frequently used by cyclists accessing the country lanes from the village, from the nearby national cycling network as well as the crossroads being a major junction for the many that pass through on journeys and part journeys from Brighton, Crawley, and London to Brighton routings.

Significant mitigations would be required to manage the flow of any new traffic so that access to the site can be made safe. A new pedestrian crossing, with a toucan crossing, or roundabout, such as that at the Coniston Avenue - Balcombe Road intersection, would be required with a reduced speed limit enforced. The ghost lane will back up into the fast flowing A272, and conflict with the queuing traffic into the Bolney Cross Service Station and when the ghost lane is not busy or in use it will create space for impatient drivers to be tempted to overtake, with the possibility of high speed collisions. Could access to Bolney Cross Service Station be improved, with a wider runoff or space for queuing cars to be off of the main carriage way?

Foxhole Lane is a very narrow lane has limited passing areas, poor driving visibility and is close to maximum capacity. The success of the vineyard has increased usage of this lane considerably and there is now also additional traffic accessing the Nailards site, including HGV's and delivery lorries. There are no passing places, the surface is poor and uneven and visibility is limited. Today this lane is hazardous for walkers, cyclists and horse riders who are vulnerable here.

Local traffic has increased on The Street, Top Street, Ryecroft Road (the village roads in the built-up area) which are narrow, poorly lit, streets and without designated and separated walkway. It is of note that these are now also used as a rat-run at peak times, especially when the A272/London Road junction is congested. The introduction of a 20mph speed limit has helped, but walking through the village can be hazardous for pedestrians and children in particular. The narrowness of the roads, no lighting on Ryecroft Road and the lack of dedicated pavements for pedestrians, mean that there is no safe refuge for pedestrians from passing vehicles. There is a high level of pedestrian movements in the village as dog ownership is common, and the rural nature of the village encourages an active lifestyle, making use of the safe streets and the many footpaths. Bolney cannot

accommodate any further increase in traffic, without these issues being addressed. Street lighting on Ryecroft road in particular would help.

It is important to emphasize anything the smallest increase in traffic on the A272 or Foxhole lane would require road improvements outlined earlier in this section.

CAR PARKING.

Any development must be designed so that all additional vehicles are contained with the development, with parking provided for a minimum of two vehicles per property and additional parking provided for visitors. Existing on street parking on the village roads creates an additional hazard and obstruction for through traffic, service & emergency vehicles including the occasional public bus.

Any future property developments must consider safe access and the ensure that there is no negative impact from a doubling of the local traffic. In the Bolney built up area, only London Road should be considered a viable outlet for additional vehicles for new developments, which in itself is only viable if parking is also restricted so that the road remains safe.

I am strongly opposed to any development that introduces more traffic onto an overwhelmed local transport infrastructure without a linked investment into new public transport and bike path infrastructure. This development is poorly located and remote from any meaningful local amenities or public transport.

The proposal for EV charging & a car club may mitigate somewhat the negative impact of the increased vehicular traffic, but with limited local dedicated EV charging points this may have the opposite effect and increase the flow of traffic as non-residents seek use these facilities.

PROPOSED AMENITIES

A fundamental failure on the part of the developers to work in a collaborative manner has resulted in their proposals including "amenities" which lack credibility.

ORCHARD and ALLOTTMENTS

The majority of households in the village have sizeable gardens. The owners are free to choose whether they have an allotment area or vegetable patch within their garden. Since covid, allotment uptake in the Sussex area has gone down. The suggestion that an allotment area is an asset to the villagers is ridiculous. The land will fall into disuse and the developers will argue that, as a useless facility, it should be converted to more housing - same with the orchards - who will fund and maintain these. Allotments and orchards (note the proximity of The CiderTap and Wobblegate), are not required and are indeed well known to encourage vermin.

KANGEROOS and HUB

Bolney has an established modern community hub (The Rawson Institute) which has capacity to accommodate Kangaroos requirements. If Kangaroos consider Bolney a good location for their charity they should integrate into the existing village amenities and use the additional investment to enhance their services .

COUNTRY PARK

Bolney is a rural community - a country park is of little benefit to those living in the local area.

MEANINGFUL SERVICES

Should any development go ahead - MSDC need to tie in developers to providing services. Currently there is a GP surgery in Cuckfield which serves Bolney BUT 6 week waiting list for appointments and no NHS dentist AT ALL in the area. Local communities need lasting facilities - fully funded.

Kind regards