

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 10 June 2025 18:21:42 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 10/06/2025 6:21 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.

Case Officer: Joanne Fisher

[Click for further information](#)

Customer Details

Address: 13 Bankside Bolney

Comments Details

Commenter Type: Neighbour or general public

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments:

Disproportionate Development and Village Character and Setting:

1. The number of proposed houses would nearly double the current number of dwellings in Bolney village and is of the scale that would not preserve the village's distinctive rural village character and landscape which is the vision stated in the Bolney Neighbourhood Plan adopted by the Mid Sussex District Council. The Mid Sussex District Council's environmental strategic objective of retaining the separate identity and character of towns and villages would not be achieved.
2. The proposed development is outside the village's Built Up Area Boundary.

Traffic- A272 and Junctions and The Street and the Lanes:

1. The proposed development would create a significant increase in traffic (potentially 400 car journeys from and to the development, not including delivery vehicles) on an already congested highway, the A272. Due to this increased congestion and traffic delays road users would find alternative routes using the small country lanes around Bolney which would create a safety risk to pedestrians, cyclists and horses and their riders.
 2. Another impact from the rise in volume of traffic would be the increased difficulties for vehicles turning in and out of The Street which is already a dangerous junction due to the volume and type of traffic on the A272.
 3. These traffic delays would also encourage residents of the proposed new development who travel north of Bolney to park their cars along The Street and use the proposed new footpath to avoid such delays. Limited residential parking is already a serious problem for residents who live along The Street.
 4. The access to the proposed development would be located in an already dangerous area: petrol station, light industrial area and Foxhole Lane.
 5. The proposed relocation of the signalled crossing closer to the bend on the A272 between The Street and Foxhole Lane is a significant safety concern regarding visibility, speed and type of traffic. I walk from The Street to the petrol station to buy groceries and therefore need to use the crossing. On one occasion a grab lorry needed to brake suddenly in order to stop at the red crossing light.
 6. The upcoming installation of traffic lights at the London Road/A272 junction will add to traffic delays and again road users will use the surrounding country lanes to avoid this congestion. Lengthy delays were witnessed by traffic users when the two warehouses were built by the flyover and temporary traffic lights
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were required. The queues stretched from the site to past the petrol station opposite the proposed development access which was very time consuming for vehicles turning out of The Street onto the A272.

7. There is the proposal for a new footpath for pedestrians and cyclists from the proposed development to The Street. This would result in an increased footfall along the part of The Street which has a virtual kerbway. Vehicles, including buses, lorries and vans, have to use this kerbway to avoid parked cars on the other side of the road.

8. The increase in traffic congestion and delays would have an adverse impact on the environment due to the increase in air pollution from idling vehicle engines.

20 Minute Neighbourhood and Reliance on Cars:

1. The Bolney public transport network consists of a sparse and unreliable bus service. There is one journey each way between Bolney and Burgess Hill on a Thursday (Handcross District Community Bus), two journeys daily each way between Bolney and Haywards Heath. The other bus route, 273, does not serve the two local towns of Burgess Hill and Haywards Heath where Bolney's two nearest train stations are situated.

2. The nearest health centre is in Cuckfield and getting there does not meet the criteria for the District Plan's '20 minute' neighbourhood. Residents rely on their private car to get to Cuckfield as there is no safe footpath and frequent and reliable public transport network.

Utilities:

1. There would be an increased demand on the decreasing supply of water in the area. Bolney villagers can experience at times low water pressure and on occasions no water supply at all.

2. Bolney also experiences several power cuts each year.

Habitat and Enjoyment of the Countryside:

1. If the proposed development went ahead there would be a loss of agricultural land which is currently being used for horse grazing and, up until the end of last year, sheep grazing. The area concerned would benefit, both economically and environmentally, if it was utilised for agricultural purposes.

2. Another result of the proposed development would be the loss and disruption of a wildlife habitat- birds such as buzzards, kites and house martins are often seen in this area.

3. The policy requirement that the character of footpath 44Bo which runs along the northern boundary of the proposed development should be retained would not be achievable. The view across the field from this footpath looking towards Bolney and it's historic church would be lost.

Conclusion:

Development would be not sustainable as the highway infrastructure is already constrained, the 20 minute Neighbourhood would not be achieved and irrecoverable damage would occur to Bolney's landscape and biodiversity.

Kind regards