

**From:** planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>  
**Sent:** 24 July 2025 14:56:41 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 24/07/2025 2:56 PM.

### Application Summary

**Address:** Land At Foxhole Farm Foxhole Lane Bolney West Sussex

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**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.

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**Case Officer:** Joanne Fisher

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### Customer Details

**Address:** Westway, The Street Bolney

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### Comments Details

**Commenter Type:** Neighbour or general public

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Stance: Customer objects to the Planning Application

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Reasons for comment:

Comments: Further to my previous objection letter dated 12th May 2025 I would like to confirm all my previous concerns and add further objections with reference the new documents dated from July 2025 on the planning portal.

As a member of this community, I feel compelled to contribute my perspective on the proposed reconfiguration of The Street. While modernisation is often touted as a necessary response to progress, it is imperative that any changes be made with a nuanced understanding of-rather than an imposition upon-the daily rhythms and practicalities of village life. Our shared history is rooted in cooperation and common sense, and any transformation of our central thoroughfare should be guided by these principles. Having reviewed the detailed plans for the proposed changes to The Street, I must express my profound concerns regarding their practicality and likely impact on daily life in our village. While it is understood that some updates may be necessary to accommodate evolving needs, the current proposal appears to disregard the specific requirements and routines of those who reside and work here.

In reviewing these documents, it is evident that the proposed alterations have not sufficiently accounted for the realities of rural life or the established logistical patterns upon which our community depends. There are notable omissions regarding the day-to-day movements of residents, essential service providers, and the various small businesses that underpin the local economy. The absence of meaningful consultation with those most affected further exacerbates these concerns, and the lack of clear mitigation for foreseeable disruptions raises serious questions about the adequacy of the planning process.

For instance, the maintenance of efficient access for large vehicles remains unaddressed, and there appears to be little recognition of the seasonal and weather-related challenges unique to our area. Such oversights could result in long-term complications that extend far beyond temporary inconvenience, with potential ramifications for the social and economic fabric of the village.

The proposed new road layout and narrowing of The Street is completely ridiculous and will cause great inconvenience to the existing community for the following reasons, chief among which is the restriction of essential thoroughfare width. The narrowing of the road will inevitably create significant bottlenecks at busy times-particularly during school drop-off and pick-up hours, when parents, buses, and service vehicles converge. In winter, when the roads are often slippery or obstructed by snow and ice, reduced carriageway width will render navigation not only inconvenient but potentially hazardous. The elderly and those with limited mobility, who already face challenges accessing essential services, will be further disadvantaged.

Furthermore, insufficient consideration appears to have been

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given to the presence of agricultural traffic, which forms a vital part of daily life in this rural area. Large farm vehicles and delivery lorries regularly require unimpeded passage, and the current road width barely suffices for existing needs. Imposing further constraints threatens to isolate local farms and disrupt supply chains that support both livelihoods and food provision.

Most of the properties in The Street rely on delivery of heating fuel whether oil or gas by large tankers when these are delivering under the new layout it will make the road in certain areas unpassable.

When the buses pass through there is currently just about enough room for them to navigate safely raising pavements in and narrowing The Street will cause traffic jams,

The same can be said for all other deliveries by Supermarkets, Amazon etc, as we now live in an online shopping world this activity will only increase over time.

I also believe that the proposed layout will cause additional air and noise pollution as traffic will be starting and stopping more frequently and as tempers fray will lead to people revving up their engines and using their car horns more often.

Taken together, these issues suggest that the proposal has not been developed with a sufficient appreciation of the interconnected dependencies that define life on The Street.

Rather than promoting smoother operation and improved infrastructure, the narrowing and reconfiguration threaten to create friction and division, with residents, businesses, and essential services all facing new, unnecessary hurdles.

Community members have repeatedly expressed a willingness to collaborate on practical solutions, yet many feel their expertise and lived experience have been disregarded in favour of theoretical models that may look appealing on paper but ignore the realities on the ground.

Beyond deliveries, the new road design also poses significant risks for local businesses and tradespeople, many of whom depend on reliable access for both receiving goods and serving customers. By constricting the thoroughfare, the proposal effectively introduces new obstacles for commerce, potentially discouraging investment and undermining livelihoods that are integral to the vibrancy of our village. Residents have long valued the unique blend of residential tranquillity and economic activity that The Street supports; a shift in the traffic dynamic could irreversibly alter this balance to the detriment of all.

Moreover, the lack of lay-bys or sufficient pull-in points in the proposed plans means that even routine maintenance-be it refuse collection, postal deliveries, or utility repairs-could become unnecessarily complicated. This not only causes frustration but may eventually result in service delays or increased costs, further burdening the community.

The cumulative effect of these changes, if implemented without careful adjustment, threatens to create daily inconveniences while diminishing the overall quality of life enjoyed by current and future residents.

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Furthermore, restricting vehicular access in this manner could pose serious challenges for emergency vehicles, such as ambulances and fire engines, which require sufficient space to manoeuvre quickly and safely during critical situations. Any delay caused by bottlenecks or blocked passageways has the potential to endanger residents lives and well-being.

Additionally, the narrowing of the roadway may reduce available parking for residents and visitors alike, exacerbating existing tensions over limited spaces and forcing more vehicles onto adjacent roads not designed for increased traffic. The overall effect of these changes threatens to erode the character and functionality of The Street, turning what is now a reasonably accessible thoroughfare into a congested, impractical corridor. For these reasons, I strongly urge reconsideration of the proposed plans in favour of solutions that respect the unique needs of our village community and preserve the essential accessibility, safety and character of The Street for all.

It is also worth noting that the proposed alterations would disproportionately impact those with mobility challenges, including elderly residents and individuals with disabilities, who depend on easy and safe vehicular access right up to their homes. Limiting this could significantly reduce their independence and quality of life, making daily routines unnecessarily burdensome.

Moreover, such drastic changes appear to have been designed without meaningful consultation of the local community, whose unique needs and daily experiences should be central to any redevelopment plan. Effective planning must balance the desire for aesthetic improvements with the practical realities faced by those who live and work in the area. In this case, it seems clear that the proposed road layout falls short of this balance.

In summary, I urge decision makers to reconsider these proposals in light of the significant and far-reaching consequences outlined above. Meaningful engagement with residents and a thorough reassessment of the plan's practical impacts are essential before proceeding any further.

True progress, after all, should enhance the everyday lives of residents rather than hinder them. As residents of this village, it is our responsibility to ensure that modernisation is approached thoughtfully and inclusively, taking into account the full spectrum of impacts-both seen and unforeseen. By engaging directly with those who know The Street best, we can work toward changes that foster both safety and vitality, without sacrificing accessibility, convenience, or the spirit of our community. I appeal to the planning authorities to pause and revisit these proposals in earnest partnership with local voices, so that any transformation of The Street is guided by genuine collaboration, evidence-based solutions, and a shared vision for a thriving, welcoming village environment.

Looking ahead, it is imperative that future proposed housing developments and infrastructure decisions are shaped by transparent dialogue and genuine collaboration with all stakeholders. Solutions should be sought that not only enhance

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safety and aesthetics but also strengthen the social fabric and day-to-day functionality of the village. By prioritising accessibility, inclusivity, and the lived experiences of residents, planners can ensure that any improvements create lasting value and preserve the unique spirit of the village, The Street and surrounding areas. Only through careful consideration, open communication, and a willingness to adapt proposals based on real life feedback can we arrive at a plan that truly serves the best interests of every existing and future member of our community.

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Kind regards